From the Flight Deck of CNAFR:
Beyond Your Comfort Zone

RADM Michael “Sky” Crane

99 Reserve Aviation Community,

Welcome to year two of the Aviation Mentoring Initiative (AMI), let me first say thank you to Captain Nancy Lacore and the “plank owner” AMI team for truly outstanding leadership in launching this effort. As the reins pass to the new AMI crew, I welcome each to the fight as we look to deepen our impact and influence across Naval Aviation.

As I stated in the first edition of *On Wing*, our mission is to “enhance leadership skills and mentor sailors.” My guidance to each of you, no matter your rank or longevity in the Navy, is to leverage the collective experience of successful leaders. Navigating a Reserve career requires that you ask questions, increase your spheres of influence, and consciously build for the future with optimism and determination. On a daily basis, take ownership of your path and maximize the return from all resources and relationships available.

Why does this matter?? The global pace of change is accelerating and connectivity is paramount to maintaining Maritime Superiority. Does the current news from around the world validate that pace? I challenge each of you to develop a leadership network both within your anchor communities and across the Navy writ large. If you do not have a mentor, get one. If you have one, broaden your aperture and develop
another advocate perhaps outside your community or from another warfare designator. Go join your community’s professional organization, as for me, I am a lifetime member of The Tailhook Association. Additionally, engage today’s younger generation encouraging them to pursue a career in Naval Aviation. You can host a Navy-centric tour or facilitate discussions with anyone under the age of 18.

Readiness and leadership are our decisive advantage, so I urge you to up the ante, attain the high velocity edge, and keep your OODA loop tighter than the adversary. Become Fleet Centered Leaders and focus all your efforts on building better COMPETENCE and better CHARACTER in what you do. If you aren’t tracking the importance of COMPETENCE and CHARACTER then consider yourself below glideslope: I encourage you to add power, pitch up, and arrest your rate of descent!!

Bottom line, the AMI team is at the ready to assist you in this pursuit...use them and their wealth of experience to further your development.

Fly, Fight, LEAD! Sky sends!

Flag Perspectives:
Gouge is Life...Sometimes

RDML Grant “Mags” Mager

First heard as a Midshipman, one of my favorite Navy sayings is, “an ounce of gouge is worth a pound of knowledge.” Early in my career I often lived (and died) by that mantra. As my career “matured,” I still love gouge, but am now more likely to pair my own research with valued advice from a seasoned mentor. While the interwebs, JOPA, and ready room pass downs can be useful and entertaining resources, a good mentor positions you on the high-yield / low-risk end of the information spectrum (as does leveraging this AMI Newsletter) ...which is a MUCH better place to be!!

More than just gouge, mentoring is a two-way conversation integrating both broad experiential career nuances and the more prescriptive Navy Personnel Command (NPC) / OPNAVINST process. With the AMI sales pitch now complete...the take away is theory and reality may not match. Remember, infinite paths can define a successful Navy journey.

Bottom line...needs of the Navy and the APPLY Board reign supreme - like Boxing Champion George Forman said, “every man has a plan, until he gets hit.” In that light, I will share some salient waypoints of my “non-traditional” path.

After 10 glorious years as a VFC-12 SELRES flying F/A-18s, I was right at the 20-year career point and could have sailed off into retirement. Instead, I opted to give the “real Reserves” a try...the scary world beyond the squadron. What follows is a summary of my first three APPLY experiences, where I did not get my first choice, nor really have any existing mission expertise for my newly assigned unit. I must also admit that the six
times I submitted an APPLY dream sheet, it was typically a compromise between a mentor’s suggested “should do” assignments and my personal “want to do,” based on commute, interest, and perceived fun-factor.

1st APPLY: TACRON 2186

My Quals: None! I had never worked with Marines, helicopters, or even been on an amphibious ship.

My Initial Reaction: Well...at least they wear flight suits.

My Lessons Learned: 1) Having the Air C2 skill granted access to exercises in Australia, Panama, and Italy, as staff Augmentees for the CENTCOM CAOC staff; 2) Providing real world disaster assistance and serving on humanitarian deployments is incredibly rewarding; 3) DWEs included “camping,” small arms proficiency, and excellent meals prepared by our own CSs.

2nd APPLY: NIOC Norfolk

My Quals: None! But I did have TS security clearance eligibility.

My Initial Reaction: An aviator here is a fish WAY out of water.

My Lessons Learned: 1) To my surprise, the Active Component (AC) CO was an aviator; 2) The process behind operational intel (finally got to go “behind the green door”); 3) Meetings at NSA are fascinating. Cryptologists are possibly the smartest community in the Navy; 4) Information Operations (IO) can be wicked fun; Good intelligence is vital to Fleet Commanders.

3rd APPLY: NATO ACT HQ NORFOLK

My Quals: None! I had visited Germany once in college.

My Initial Reaction: 1) My JPME I was not complete; 2) I had best square away my uniforms; 3) Wine and cheese parties in European castles can’t be all bad; 4) NATO assignments are not good for your record.

My Lessons Learned: 1) Wine and cheese parties in European castles are awesome (the real Oktoberfest in Munich isn’t too shabby either); 2) In an alliance, the American view is not the only view; 3) Our colleagues in alliance militaries are superb; 4) Doing well in a NATO assignment can lead to a second O-6 CO tour.

I’ll stop here as my point is not to bore you with my career milestones (clearly, I have been lucky), but to say that not getting your 1st (or 10th) choice in APPLY is OK. Pursuing something “other” than the “king or queen maker” job makes sense if it helps with family / civilian / Reserve balance.

The key for career progression is diligently seeking leadership positions and increased responsibility at each assignment, and then producing the desired results. My first 10 years in the RC was an inch wide and a mile deep in strike-fighter tactics while my last nine years I have been an inch deep and a mile wide in NC2AO, IW, NATO, SPECWAR, and OPEA. Although I would still trade my big toe to get back in a cockpit, the simple truth for aviators is that there are incredible opportunities to contribute in the non-flying RC...so whether you pursue the gouge path or take a non-traditional road...do so with great passion!

Be safe! /Mags

VFA-101 F-35 at Choctaw Field (Jun 2016)
VR squadrons offer a wide range of opportunities for Full Time Support (FTS) and Selected Reserve (SELRES) Officers and Enlisted personnel. The Fleet Logistics Support Wing (VR Wing) is based in Fort Worth, TX, comprised of 12 squadrons and two detachments spanning from the east coast of the United States to Hawaii. This includes a small overseas detachment in Sigonella, Sicily. A diverse footprint provides SELRES ample opportunity to drill as close to home as possible, and most squadrons and detachments are near major metropolitan areas to include Fort Worth, Washington, DC, San Diego, New Orleans, Jacksonville, Whidbey Island, Pt. Mugu, Virginia Beach, and Honolulu. A small squadron led by an FTS Commander, VR-1 is located in Washington, DC, and provides executive transport to the SECNAV and senior Navy/Marine Corps Flag Officers.

Executive Transport Detachments (ETD) Pacific (Hickam AFB) and Sigonella (NAS Sigonella) provide 4-star executive transport in Europe and Hawaii. The remainder of the squadrons provide operational logistical support to the Navy, flying C-130Ts, C-40As, and C-20Gs. These squadrons are medium-sized and commanded by Navy Commanders (alternating FTS and SELRES), averaging 200 personnel between aircrew, administrative personnel, and maintainers. ETDs are much smaller, averaging closer to 25 personnel, and are commanded by an FTS Officer in Charge.

For Enlisted Sailors, Flight Surgeons, and Maintenance Officers, the process for joining a VR squadron is no different than applying to any other NOSC drilling unit. For pilots, billets are advertised via a separate process known as the Pilot Selection Board (PSB) for more information here is the link: Pilot Selection Board Messages.

These selection boards are chaired by either the VR Commodore or Deputy Commodore and composed of squadron COs and XOs. Applications are straightforward and include a brief letter to the board, latest NATOPS, Instrument, Awards, and FITREPs. Complete instructions can be found at the following link: Pilot Selection Board Instructions. The PSBs can be quite competitive, depending on location and aircraft type. Additionally, each squadron may only select pilots once or twice per year.

Squadrons are comprised of a mixture of FTS and SELRES aircrew, pilots, maintainers, and administrative personnel. SELRES are expected to attend mandatory drill weekends (typically quarterly), and aircrew/pilots are required to provide eight days of availability per month to support Navy Air Logistics Office (NALO) scheduling requirements. Additional Flight Training Periods (AFTP), Additional Training Periods (ATPs), and Readiness Management Periods (RMPs) are also available. In addition to drilling, SELRES aircrew/pilots are expected to perform a minimum of one three-week detachment per year. Detachment sites include Italy (Sigonella), Japan (Atsugi), and
Bahrain, and therefore involve international flight operations. Maintainers also support detachments, but only a small contingent accompanies the jets overseas.

Maintainers attend maintenance training on their VR platform (Boeing 737, C-130, Gulfstream IV, or Gulfstream V/550) and can achieve safe-for-flight qualifications. The VR flight schedule is extensive and provides ample opportunity for aircrew to maintain currency and therefore easily achieve their yearly minimums. SELRES pilots compete as Department Heads, and if selected, continue on to O-5 hardware commands, a rare opportunity in the Navy Reserve. VR squadron life provides an operational mission, healthy competition, ample opportunity for promotion, and a great way to serve as a Navy Reservist.

Don’t be a stranger, feel free to contact me at john.saccomando@navy.mil

CNAFR FRS SAU and TSU SQUADRONS

Highway to The Comfort Zone

CAPT Joe Moorhouse
joseph.moorhouse@navy.mil

Flying in the Navy Reserve is a rewarding endeavor and Reserve resources are invaluable assets to the Active Component (AC). This is especially true in squadron Augment Units (SAUs), where the AC depends on SELRES to achieve student aviator production goals. Natural rotations of AC instructors create capacity and experience gaps at the training command. Reserve Augmentees offer continuity, stability, and proficiency resulting from extended assignments flying the same aircraft, often times in the same Squadron for longer than the traditional 3-year AC shore tour.

Staying in the plane provides satisfaction, security, and develops expertise. For many, this is the ultimate career goal - to stay flying for 20 years. Though operating the same aircraft in the same squadron year in and year out produces subject matter experts, it can also inject risk associated with complacency. Bottom line – it leads to the Comfort Zone.

Flying can be an unforgiving endeavor, one where we must mitigate the inherent risks of aviation. My advice…Be skeptical of your comfort zone...your next flight may test your real-world water survival skills. Be vigilant and stay focused...never let your guard down as an experienced instructor. Be diligent and never allow complacency to creep into your career.

As professionals, we need to periodically step back, up scope, and self-assess with tough questions. Are you in a Comfort Zone? If the answer is YES, then I challenge you to realign from a production mindset (Xs and Drills) back to one focused on safety and quality instruction. If this doesn't apply to...
you, then be an advocate and spread the word to help others avoid the Comfort Zone!

Lastly, thank you for your service. I look forward to future articles on issues of specific interest to you as a member of our Reserve Aviation Community. Let me know your thoughts and ideas!

Please feel free to contact me anytime at the following: joseph.moorhouse@navy.mil

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**VP-62 Awards at Quarters (Jul 2016)**

**TRAWING FIVE in formation (Aug 2016)**

**VAQ-209 departs for a training mission (Dec 2016)**

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**CNATRA**

**Navigating APPLY**

*CAPT Bob “Sideshow” Carretta*

bob.carretta@navy.mil

In my first two articles, I discussed how to become a CNATRA Reserve Flight Instructor and how to make your record competitive for future CNATRA selection boards; however, like it or not, we all must eventually leave CNATRA. With the APPLY board meeting this month, I will take the opportunity to discuss some aspects of the APPLY process from a CNATRA Reserve Flight Instructor perspective.

After years in a Squadron Augment Unit (SAU), your billet eligibility in APPLY will be extensive and the inventory of available billets can be confusing. Here are a few things to consider:

- **Location:** Where does the unit drill and provide operational support? Most will be geographically close to their supporting Navy Operational Support Center (NOSC) but some units provide support overseas or at a remote location. Check with the Unit CO to see exactly where you will be expected to drill.

- **Flex Drilling:** Many units have some sort of flexible scheduling; however, this can range from quarterly or semi-annual mandatory drills to everyone being on a unique schedule. Again, contact the Unit CO for clarity.

- **Mission:** What does the unit do and what is expected of the billet for which you have applied? It's tough to capture in the limited space provided for APPLY billet descriptions so, again, my advice is check with the Unit CO.

For each of you, especially our SAU COs and TRAWING RCCs, when participating in APPLY for the first time, I encourage you to open your aperture to all CO billets to which you can reasonably commute, even those that appear to have very little to do with aviation.
Your leadership skills as a CO translate across all communities and it is good to step away from aviation for a tour or two. The opportunities are varied, so be prepared to dust off your staff officer skills and enjoy some deck plate leadership with Sailors again. I found my two tours in APPLY billets to be a chance to recharge a bit since participation is closer to 40 days per FY rather than the CNAFR average of over 100 days.

Please send me your questions or comments, I can be reached at the following: bob.carretta@navy.mil

ENLISTED PERSPECTIVES

Calling All Naval Aircrewman

CMDCM Michael Heisler
michael.t.heisler@navy.mil

Whether in support of flight line operations, performing detailed maintenance, handling ordnance, or conducting Search and Rescue (SAR), Naval Aviation Sailors take on a variety of roles and responsibilities vital to mission success. This article highlights one of our Reserve Aviation Community challenges and solicits your assistance in improving our Enlisted AC to RC recruiting.

Approximately 60% of our Enlisted personnel come to the Reserve with little to no military experience. These Sailors are recruited directly into the RC and face significant training timelines to achieve needed skill levels, the levels their AC counterparts have developed in the Fleet. We need to make every effort to increase our percentage of Aircrew and Aircraft Maintainer accessions from the AC.

We are well positioned to overcome this challenge through increased recruiting of Enlisted AC personnel. This can be achieved through outreach and education focused on the many opportunities available in the Navy Reserve. We are asking for your assistance (both Officer and Enlisted) as role models and mentors, to help us recruit and retain these highly trained Aircrew and Aircraft Maintainers transitioning from the AC.

Bottom line, our Reserve Force needs motivated men and women to serve their country with commitment and dedication. The Aviation Mentoring Initiative (AMI) is one means to attract, retain, and develop our future Enlisted leaders, and we challenge you to get involved, make a difference in a young Sailor’s career, and show them both HOW and WHY it makes sense to STAY NAVY!!

Do not be shy…let me hear from you on how the AMI Team can help you achieve your goals. Drop me a line at the following: michael.t.heisler@navy.mil
FULL TIME SUPPORT (FTS)
Career Options

CAPT Scott “Sparkj” Fuller
scott.k.fuller@navy.mil

Welcome to the latest On Wing Full Time Support (FTS) column! I am CAPT Scott “Sparkj” Fuller and I have turned over with CAPT Mark “Suc” Sucato as the FTS Pillar Lead. My goal is based upon Suc’s legacy, developing the mentoring initiative within the FTS community.

A P-3 NFO by training and an FTS officer since 1999, I have witnessed many community changes, such as the transition from TAR to FTS. I pledge to share my Navy Reserve experience and assist you in navigating your Reserve career. Fundamentally, I hope to both raise awareness of the Aviation Mentoring Initiative (AMI) and instill a mentoring philosophy across our cadre.

Having sat many statutory and administrative boards, let me highlight required steps to promote within the Aviation FTS community. As young active duty aviators, we concentrate on Type-Model-Series proficiency. We are groomed from day one that a “typical” aviation career path includes a Junior Officer, Department Head, and Disasssociated Sea tour, with clearly defined “ticket” punches for critical milestones prior to screening for Command. Things are not as clear cut in the Reserve Force, as limited FTS Command opportunities mandate career development beyond the traditional T-M-S mindset. My little tidbit… there are many leadership opportunities available if you are willing to embrace a new paradigm.

The Navy values leadership, and conversion to FTS brings added expertise requirements outside the aircraft: in particular Navy Reserve management. As in life, there are no guarantees, but actively developing a strong resume will keep you competitive. A successful NOSC Command Tour with EP breakouts plays very well for promotion to Commander and Captain … sustained superior performance trumps all.

Most aviators I encounter find NOSC Command an exciting, rewarding, and eye-opening experience. Bottom line, Command is Command, and it is a privilege to lead the men and women comprising our forces. I encourage you to seek guidance, look outside the norm, and champion your own path when evaluating career opportunities. Leadership is valued, and successful leadership tours create multiple benefits down the road! Leverage the AMI network to identify and pursue these opportunities.

The past 26 years have been exciting and rewarding, and I am compelled to share what I have learned so others can experience the honor of serving in our Navy! AMI is more than a quarterly publication, and I am happy to have one-on-one mentoring sessions with anyone who is interested. I love to share my experiences with those coming up the ranks.

Send me your ideas on topics to address. I can be easily reached at the following: scott.k.fuller@navy.mil

VFC-12 as adversaries for advanced fighter training (Feb 2015)
In this month’s Operational Planning, Execution, and Assessment (OPEA) column, I first want to thank CAPT Burt “Yak” Yaroch for his inaugural leadership of the OPEA Pillar. Yak blazed the trail establishing a strong foundation for the Reserve aviation community; I am honored to take the reins from him.

By way of introduction, I’m a Helo bubba (SH-60B, UH-3H and MH-60S), and after 19 years of flying I transitioned to serve in a variety of operational planning, exercise, and assessment roles to include my current assignment as CO, NR Joint Staff South. This column will showcase interesting opportunities and useful insights pulled directly from OPEA units, primarily to address interests and needs of the OPEA community.

And to that end, my friend CDR Andy ‘Duck!’ Bartle shares a story about stretching beyond his comfort zone and finding a niche within the OPEA world. Andy writes:

“I joined COMTHIRDFLT (C3F) Maritime Air Operations (MAO) Detachment Tucson in December 2015 via APPLY. Our Det provides Air Operations Center (AOC) support to C3F and when needed, to the 612th AOC at Davis-Monthan AFB. C3F MAO’s major commitment is RIMPAC, a multinational exercise in Hawaii. For RIMPAC 2016, I was assigned to the Master Air Attack Planning (MAAP) cell of the AOC. While I was familiar with the Air Tasking Order (ATO) and how it fed into daily flight schedules, the source of the ATO was a mystery. Working in the MAAP quickly taught me the process behind the daily ATO battle rhythm.

During this exercise, I was fortunate to work with experienced USN SELRES Officers and coalition partners from Australia and Canada. Though tools of the trade such as MAAPTK and the CPD battle rhythm were new and presented learning challenges, I dove in with gusto and soon was a value-added member of the daily ATO production cycle.

Working in the MAAP cell showed me a new side of OPEA. The AOC requires highly specific skills and experience, but also provides challenging and rewarding opportunities for Reserve contribution to the global aviation mission.

Manning the AOC is a full-time career path in the Air Force, and there are many training opportunities for Navy personnel such as the two-week Joint Air Operations Center Command & Control (JAOC2C) course and multiple four-week initial qualification training courses taught at Hurlburt Field. These schools teach standardized joint doctrine, procedures, and enabling systems used in AOCs around the world (and provide Navy AQDs.) With some RIMPAC experience and Hurlburt schools on my resume, I look forward to supporting the MAAP team at the next TALISMAN SABRE 2018 multi-national military exercise.

For anyone in our community, I recommend the following:

1. Take on new challenges - OPEA opens doors to parts of the Reserve you never knew existed.

2. Develop niche skills that add value to the mission - and define your value to the team.

3. Consider MAO units - C3F units are mission oriented, flight suit friendly, flex drill, and provide AT options in Hawaii!”
My sincere thanks to Duck! for sharing his experiences as this story gives a little taste of the OPEA world. If you have a story you think our Reserve Aviation Community would like to hear, drop me a note.

I invite questions, comments, and suggestions and am easily reached at the following: scott.ruston@navy.mil

SYSCOM
(ONR, NRP, SPAWAR, OPNAV)

CAPT Robert Mark
robert.mark@navy.mil

Greetings to all! Let me first offer a big thank you to CAPT Beth “Gabby” Creighton for her incredible effort over the past year. I am CAPT Robert Mark, a P-3 Driver from back in the glory days of former Naval Air Station (NAS) Barbers Point, Hawaii…but enough about me. Let’s talk about making YOU successful.

“What jobs should I consider in APPLY?” is a common and challenging question: often the answer is an unsatisfying ”It Depends.” For those nestled in a squadron, this may seem like a simple question, but simple does not imply easy (a Clausewitzian reference). Dream sheet insight can be found in your respective community brief, which can be found on the Navy Personnel Command website at the following: Community Briefs

To navigate to the brief from the website, select “BOARDS” under the upper left-hand corner, then select “RESERVE OFFICER,” then scroll down and select “COMMUNITY BRIEFS” at the bottom of the list. Download the .pdf and look for the slide titled “Aviation Officer.” Additionally, you will notice, there are valuable nuggets within the “Community Values” and “Career Progression” slides. Sustained superior performance is always paramount for any community, but it is also advantageous as a guide for purposeful resume development. Seek to gain experience that reflects as many community values as possible.

This takes active planning, development, and attainment of both flying and non-flying billets. I recommend you do your homework and find a mentor if you do not have one (or get a second one) to lay out a cogent plan for managing billets in and out of the Naval Aviation Enterprise (NAE).
Speaking of…what is the NAE? If you refer to the following NAE Framework diagram, you will see the answer is complicated. The Navy’s Aviation Fleet is supported by three elements: Fleet Requirements; Resource Sponsors; and Providers.

The Aviation Mentoring Initiative (AMI) Team will provide more detailed NAE information in later On Wing editions; however, if your chain of command includes Commander, Naval Air Forces Reserve (CNAFR) or Naval Air System Command (NAVAIR) Reserve Deputy Commander, you are definitely in or supporting the NAE. Other commands in the diagram provide excellent NAE community opportunities. An interesting note regarding the other Provider and Resource organizations: unit members come from all Unrestricted Line (URL) communities, so you will work with and compete against Surface and Submarine bubbas for leadership roles. This should not be a deterrent in any way, I simply share this to prevent Fitness Report debrief surprises.

The subtle message is that your opportunity for diversity is outstanding; however, you must balance your roles in and out of community to achieve desired professional development goals.

If you have questions, suggestions for topics, or would like one-on-one mentoring advice, please contact me at the following: robert.mark@navy.mil

AVIATION COMMUNITY CAREER OPPORTUNITIES

Board Support Opportunities

The single most common phrase overheard within the Board Spaces in Millington is without a doubt “I wish I’d come here sooner” followed closely by “What’s for dessert?” Participating in Promotion Boards as a Recorder is one of the greatest opportunities for professional development that you will ever experience…Guaranteed! Being a Recorder in Millington will broaden your perspective on the many professional and educational opportunities available to each of us. You will also learn to appreciate how critical EVAL and FITREP writing is for you and for those you lead. A huge added benefit comes from seeing the promotion process first hand!

To serve as a recorder, you must not be board-eligible which includes being in zone or above zone; for example, an O4 can be a recorder for an O-5 or O-6 promotion board or an E-7 can be a recorder for an E-8 or E-9 Board. Additionally, you cannot have a relative on the board, nor can you serve on the same board for two consecutive years.

The FY-19 Board Season kicks off soon. Everything you’ll need to know about the schedule and the application process can be found at the following: NPC BOARDS

VT-10 training flight (Apr 2017)
**Educational Opportunities**

**Joint Air Operations Command and Control (JAOC2C):** Hurlburt Field, Destin, FL.

JAOC2C trains personnel on Joint Air Operations Command and Control, how to support global Air Operations Centers (AOCs), and how to employ air and space forces at the operational level of war. [JAOC2C](#)

**Joint Air Operations Planning Course (JAOPC):** Maxwell Air Force Base, Montgomery, AL.

JAOPC educates students in the fundamental concepts, principles and doctrine required to develop the air portion of a joint/combined campaign plan. Target audience is Officers O-3 to O-6. [JAOPC](#)

**Joint and Combined Warfighting School-Hybrid (JCWS-H):** Joint Forces Staff College, Norfolk VA.

Similar to the 10-week in-residence course, JCWS-H (replaced AJPME) is for Reserve Component Officers and meets Joint Professional Military Education (JPME). Course delivery is via hybrid learning (onsite and distance). [JCWS-H](#)

**Joint Information Operations Planners Course (JIOPC):** Joint Forces Staff College, Norfolk, VA.

JIOPC trains Officers 0-4 through 0-6 to plan, integrate, and synchronize IO into joint operational-level plans and orders. [JIOPC](#)

**Maritime Staff Officers Course (MSOC):** Naval War College, Newport, RI.

MSOC prepares Officers and Senior Enlisted personnel for operational staff assignments in Maritime Operations Centers (MOC) or in Joint/Combined liaison billets. [MSOC](#)

**Maritime Operational Planning Course (MOPC):** Naval War College, Newport, RI.

MOPC develops O-3 to O5 planners for maritime operational environments. MOPC produces Officers capable of leading operational planning teams (OPTs) and that are proficient practitioners of the Navy Planning Process (NPP). [MOPC](#)

**Reserve Component National Security Course (RCNSC):** National Defense University, Washington, DC.

The Reserve Component National Security Course (RCNSC) is a Joint Staff certified, two-week seminar offered to senior Officers and Non-commissioned Officers (E8-E9) of the U.S. Reserve and National Guard Components, allied Officers, international and interagency civilians, and industry fellows working in national security. Course link is as follows: [RCNSC](#)

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Your AMI team is here for you…please send us your thoughts and ideas on how we can best serve those that serve. We are available at the links below.

Email: nr-ami@googlegroups.com

Facebook: [https://www.facebook.com/CNAFR/](https://www.facebook.com/CNAFR/)
ATLANTIC OCEAN (Aug. 6, 2017): MH-60S Sea Hawk assigned to Helicopter Sea Combat Squadron (HSC) 5 and an MH-60R Sea Hawk, assigned to Helicopter Maritime Strike Squadron (HSM) 74, prepare to take off from the flight deck of USS Gerald R. Ford (CVN 78). Ford is currently underway conducting test and evaluation operations. Reserve Aviation looks forward to supporting our newest class of supercarrier.

(U.S. Navy photo by Mass Communication Specialist 3rd Class Ryan Carter)