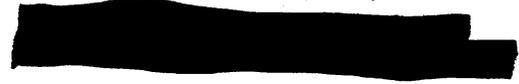




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**USS KITTY HAWK (CV-63)
FLEET POST OFFICE
SAN FRANCISCO, 96601**

1977



**CV63/5750
Ser 32/C18
6 April 1978**

(Unclassified upon removal of enclosures)

From: Commanding Officer, USS KITTY HAWK (CV-63)
To: Chief of Naval Operations (OP-05D2)
Subj: USS KITTY HAWK (CV-63) Command History; forwarding of
Ref: (a) OPNAVINST 5750.12 (series)
(b) USS KITTY HAWK INST 5750.1 (series)
Encl: (1) USS KITTY HAWK (CV-63) Command History
(2) USS KITTY HAWK Instruction 5758.1B (2 Copies)
(3) USS KITTY HAWK Flyers
(4) Selected Photographs
(5) Roster of Officers and Men - 1977

1. In accordance with references (a) and (b), enclosures (1) through (5) are submitted.

E. J. Hogan, Jr.
E. J. HOGAN, JR.

Copy to: (Encl (1) only)
CNO (OP-09B9)
CINCPACFLT
COMSEVENTHFLT
COMTHIRDFLT
COMCARGRU ONE
COMNAVAIRPAC (Code 10)

CLASSIFIED BY SWOPS 55-1
SUBJECT TO GENERAL DECLASSIFICATION
SCHEDULE OF EXECUTIVE ORDER 11652
AUTOMATICALLY DOWNGRADED AT TWO
YEAR INTERVALS DECLASSIFIED ON
31 DECEMBER 1984

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USS KITTY HAWK (CV-63)

COMMAND HISTORY

1977

Enclosure (1)

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NARRATIVE OF EVENTS

The USS KITTY HAWK (CV63) entered 1977 moored alongside Pier Six at Puget Sound Naval Shipyard, Bremerton, Washington. The carrier was entering the final 90 days of a Complex Overhaul (COH) which had begun 12 March 1976.

USS KITTY HAWK culminated her COH in March of 1977 with a combined post-overhaul DOCK TRIALS and FAST CRUISE on 12 and 13 March. At 1700, on 24 March, USS KITTY HAWK got underway for SEA TRIALS and returned to port at 1030, 27 March. The COH was completed on schedule and USS KITTY HAWK departed her homeport of Puget Sound Naval Shipyard on 1 April 1977 for her new homeport of San Diego, California.

Significant training accomplished prior to departure for San Diego included basic CIC team training, ASMD reaction training, combat systems training, AAW team training, and CATCC team training.

Following her departure from the Puget Sound Naval Shipyard on 1 April 1977 at the completion of her 1976/77 COH, USS KITTY HAWK, began an accelerated pre-deployment build-up and training cycle which was one of the most intensive ever completed by a Pacific Fleet carrier.

Upon arrival at San Diego, USS KITTY HAWK commenced underway training evolutions and independent ship's exercises in preparation for Refresher Training (REFTRA). On 27 April, Commander, Fleet Training Group reported onboard to commence the Training Readiness Evolution (TRE). The TRE was completed and the readiness report was made to the Commanding Officer on 3 May. REFTRA, OPPE, INSERV, NWAI, and Mine Warfare Certification followed close upon one another across the months of May, June, July, and August.

USS KITTY HAWK got underway on 16 May for Refresher Training (REFTRA). During REFTRA, USS KITTY HAWK conducted refresher air operations for small elements of Carrier Air Wing Eleven (CVW-11) to develop aircraft handling capabilities on a not-to-interfere basis with extensive requirements of REFTRA. The ship's Operational Propulsion Plant Examination (OPPE) was conducted from 24 through 27 June and "The Hawk" became the first Commander, Naval Air Force, Pacific carrier to pass the examination on the first attempt. An INSERV inspection was conducted from 27 June through 1 July.

In July, USS KITTY HAWK and CVW-11 commenced integrated airwing/ship flight operations oriented primarily toward carrier landing re-qualifications for the airwing pilots. The ship's Nuclear Weapons Acceptance Inspection (Nwai) was conducted between 11 and 15 July. A grade of "satisfactory" was assigned. Air operations continued into August with CVW-11 developing a "War-at-Sea" tactical doctrine. A Mine

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Warfare Certification Inspection was completed on 7 August and the ship/airwing was "certified" as of that date. The ship/airwing team paused on 12 August for a day from their rigorous training schedule to demonstrate acquired skills to family and friends. Approximately 4,700 guests participated in the Family Day Cruise.

The level of activity continued at a vigorous pace through September USS KITTY HAWK's participation in Composite Training Exercise (COMPTUEX) 3-77, an exercise that provided an opportunity to counter threats of graduated magnitude, commenced on 9 September and ran through 15 September. A Weapons Training Exercise (WEPTRAEX) was included on 12 through 15 September during the last phase of COMPTUEX. A highly successful Nuclear Operational Readiness Exercise (NOREX) culminated the WEPTRAEX.

On 17 September, USS KITTY HAWK and designated escorts commenced operations as participants in FLEETEX 2-77, a multi-national operation designed to exercise all aspects of ship/airwing team operations in an intensive "War-at-Sea" and "Power Projection" environment. The ship's Operational Readiness Evolution (ORE) was included as the final phases of FLEETEX 2-77. The combat readiness of ship and airwing was evaluated as satisfactory. On 28 September USS KITTY HAWK entered port for a 28 day upkeep period preparatory to getting underway on 25 October for deployment to the U. S. Seventh Fleet.

USS KITTY HAWK departed San Diego, enroute Hawaii and WESTPAC, on time at 1100, 25 October. The transit to Hawaii included an opposed sortie from San Diego and the two days of cyclic air operations in the Hawaiian operating area included a MISSILEX, MINEX BRAVO, GUNEX, BOMBEX, JAMEX, and KOMAREX. WESTPAC briefings were held on 1 November 1977 at CINCPACFLT Headquarters in Pearl Harbor. The ship departed Pearl Harbor on 2 November and participated in TRANSITEX 2-78, a multi-encounter, advanced task group ASW training evolution conducted along the PIM to WESTPAC.

USS KITTY HAWK chopped from Third Fleet to Seventh Fleet on 10 November while in the vicinity of Wake Island. Two Soviet Naval Aviation TU-95 BEAR D aircraft also welcomed the ship to WESTPAC by conducting close-in reconnaissance of the carrier during the late afternoon hours of 10 November.

TRANSITEX 2-78 ASW encounters continued until the carrier task group arrived in the vicinity of Guam. Commander Carrier Striking Force Seventh Fleet/CTF 77 and staff embarked in USS KITTY HAWK throughout the day of 13 November and Commander Carrier Group SEVEN departed.

In her new role as flagship for CTF 77, USS KITTY HAWK sailed westward to an operating area east of the Philippine Islands. From 16 to 19 November, USS KITTY HAWK participated in INCHOP ASWEX, an exercise

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designed to improve and evaluate the readiness to the entire task group to conduct ASW operations in a blue water multi-threat environment with nuclear submarines in direct support.

One notable achievement during the early portion of the deployment was a night underway replenishment with the USS WHITE PLAINS (AFS-4) on 21 November which consisted of 594 pallets of provisions, stores, and fleet freight. This was the second largest UNREP in USS WHITE PLAINS' history.

The USS KITTY HAWK arrived inport Yokosuka, Japan on 23 November for a period of much-needed upkeep and crew liberty.

Refresher carrier landing operations commenced almost immediately upon departure from Yokosuka, Japan on 1 December. This activity continued until 4 December while enroute the Sea of Japan.

Between 5 and 8 December, USS KITTY HAWK participated in USN/ROKN ASWEX K1-78, a four-phased, modular exercise designed to provide U. S. and Republic of Korea Naval Forces an opportunity to practice combined operations in AAW and ASW.

Two Soviet TU-16 BADGER aircraft conducted close-in reconnaissance of USS KITTY HAWK on 6 December in an area northeast of Tsushima Island.

Upon completion of all exercise objectives, the 5-8 December exercise was terminated and the ship entered the harbor at Pusan, South Korea on 9 December for five days of liberty.

Action was lively for the balance of the December at-sea time as several one and two-day exercises were conducted in rapid succession.

Exercise COPE CHERRY, a test of the Japanese Air Self-defense Force, was conducted on 16 December while in the vicinity of Okinawa. Embarked airwing assets simulated aggressor aircraft.

USS KITTY HAWK bested USS MIDWAY during a war-at-sea exercise (WASEX) conducted on 17 and 18 December by delivering the first simulated strike against the opposing carrier.

Aircraft from the USS KITTY HAWK participated in CASEX/FAMEX 1-78 A/B, a close air support/familiarization exercise for integrating CV tactical aircraft into amphibious operations, on 19 December. This exercise was also conducted in the vicinity of Okinawa, Japan.

Upon arrival in the Taiwan area, aircraft from USS KITTY HAWK participated in a combined U. S. and Republic of China air defense exercise of the Eagle/Bluesky series. These exercises were conducted on 20 and

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~~USS KITTY HAWK~~ entered Subic Bay, that place which would serve as her home away from home for the duration of the cruise, early on 23 December and remained there through the Christmas and New Year holidays.

For the USS KITTY HAWK, 1977 was an exciting and eventful year. She had risen from being a cold, sleeping giant to become a highly trained professional, operationally-deployed unit in the short span of one year. The officers and men had put forth 110 percent effort from beginning to end to gain and retain the reputation of being the best carrier in the U. S. Pacific Fleet.

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CHRONOLOGY OF SIGNIFICANT EVENTS

March
12-13 Conducted dock trials/fast cruise prior to sea trials and completion of the complex overhaul at Puget Sound Naval Shipyard.

24-27 Underway for sea trials.

April
1-4 Enroute homeport of San Diego following a twelve and one-half month complex overhaul at Puget Sound Naval Shipyard.

18-25 Conducted individual ship exercise while underway in the SOCAL OPAREA. Achieved speed of 36.2 knots during high speed run. Conducted air operations for the first time in 51 weeks.

27 Completed the Training Readiness Evaluation (TRE) while inport San Diego.

29 Celebrated USS KITTY HAWK's 16th birthday with an appropriate ceremony on the Hangar Deck.

29 April-
6 May Conducted individual ship exercises while underway in the SOCAL OPAREA.

May
16-21 Conducted intensive refresher training (REFTRA) operations consisting of pilot landing qualifications, general quarters, battle problems, and ACLS test in the SOCAL OPAREA.

23-27 Continued REFTRA operations in the SOCAL OPAREA.

31 May -
7 June Final week of REFTRA consisted of limited cyclic air operations and battle problems.

22 June -
1 July Commenced operations in the SOCAL OPAREA for the purpose of conducting the material inspection (INSURV) and operational propulsion plant examination (OPPE). USS KITTY HAWK became the first COMNAVAIRPAC CV to pass the OPPE on the first attempt. INSURV was passed successfully.

July
11-15 Successfully completed the Nuclear Weapons Acceptance Inspection (Nwai) while inport San Diego.

19-29 Conducted pilot landing qualifications while operating in the SOCAL OPAREA.

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August
1-11 Continued pilot landing qualifications while operating in the SOCAL OPAREA.

7 Completed the Mine Warfare Certification Inspection while operating in the SOCAL OPAREA.

12 Conducted one day operations for a family day cruise.

September
7-15 Successfully completed the WEPTRAEX and NOREX during COMPTUEX 3-77 while operating in the SOCAL OPAREA.

19-28 Participated in the joint U.S./Canadian multi-threat naval exercise called VARSITY SPRINT. Completed a RECONEX, NOREX ALPHA and ORE during the final phases of the FLEETEX.

October 25 -
November 1 Commenced transit to WESTPAC which included an opposed sortie from San Diego and two days of cyclic operations in the Hawaiian operating area.

November
2-23 Continued transit to WESTPAC as a participant in TRANSITEX 2-78, a comprehensive ASW training exercise.

10 Celebrated the 202nd birthday of the United States Marine Corps with an appropriate ceremony on the forecastle.

10 Chopped to COMSEVENTHFLT

10 Two TU-95 BEAR aircraft conducted close-in reconnaissance of USS KITTY HAWK.

16-19 Participated in INCHOPEX, an ASWEX designed to improve and evaluate readiness to conduct ASW operations in a blue water multi-threat environment.

December
5-8 Participated in USN/ROKN ASWEX K1-78, a USN and ROKN naval exercise that emphasized AAW and ASW training.

6 Two TU-16 BADGER aircraft conducted close-in reconnaissance of USS KITTY HAWK.

13 Conducted a READIEX BRAVO following departure from Pusan, South Korea.

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- 16 Participated in Exercise COPE CHERRY, an air defense exercise designed to test Japanese Air Self-Defense Forces.
- 17-18 Aircraft from USS KITTY HAWK delivered the strike on USS MIDWAY (CV-41) during a WASEX conducted in the Philippine Sea.
- 19 Aircraft from USS KITTY HAWK participated in CASEX/FAMEX 1-78A, a close air support/familiarization exercise for training TACAIR control party personnel and integration of CV aircraft into the support of amphibious operations.
- 20 Conducted Exercise EAGLE, the ECM portion of an air defense exercise involving the Republic China.
- 21 Conducted Exercise BLUESKY, the intercept/strike portion of an air defense exercise involving the Republic of China.

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CALENDER OF EVENTS

January 1-31	Complex Overhaul, Puget Sound Naval Shipyard
February 1-28	Complex Overhaul, Puget Sound Naval Shipyard
March 1-23	Complex Overhaul, Puget Sound Naval Shipyard
	12-13 Dock Trials - Fast Cruise
24-27	Sea Trails
28-31	Inport Puget Sound Naval Shipyard
April 1-4	Enroute San Diego
5-17	Inport San Diego
18-25	SOCAL OPAREA - ISE
26-28	Inport San Diego
	27 Training Readiness Evaluation
29-30	SOCAL OPAREA - ISE
May 1-6	SOCAL OPAREA - ISE
7-15	Inport San Diego
16-21	SOCAL OPAREA - REFTRA and CARQUALS
22	Inport San Diego
23-27	SOCAL OPAREA -REFTRA
28-30	Inport San Diego
31	SOCAL OPAREA - REFTRA
June 1-7	SOCAL OPAREA -REFTRA
8-21	Inport San Diego
22-30	SOCAL OPAREA

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24-27 OPPE
27-30 INSURV

July
1 SOCAL OPAREA - INSURV
2-18 Inport San Diego
 11-15 NWAI
19-29 SOCAL OPAREA - CARQUALS
30-31 Inport San Diego

August
1-11 SOCAL OPAREA - CARQUALS
 7 Mine Warfare Certification Inspection
12 SOCAL OPAREA - Family Day Cruise
13-31 Inport San Diego

September
1-6 Inport San Diego
7-15 SOCAL OPAREA
 9-15 COMPTUEX 3-77, WEPTRAEX and NOREX ALPHA
16-18 Inport San Diego
19-28 SOCAL OPAREA - FLEETEX, ORE, NOREX ALPHA and RECONEX
29-30 Inport San Diego - POM

October
1-24 Inport San Diego - POM
25-31 Enroute WESTPAC - TRANSITEX 2-78

November
1 Inport Pearl Harbor
2-22 2-13 TRANSITEX 2-78
 10 TU-95 BEAR Reconnaissance
 10 Chopped to COMSEVENTHFLT
 16-19 INCHOPEX

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23-30	Inport Yokosuka
December	
1-4	Enroute Sea of Japan Operations
5-8	USN/ROKN ASWEX K1-78
	6 TU-16 BADGER Reconnaissance
9-12	Inport Pusan
13-22	Enroute Subic Bay
	13 READIEX BRAVO
	16 Exercise COPE CHERRY
	17-18 WASEX
	19 CASEX/FAMEX 1-78A
	20 Exercise EAGLE
	21 Exercise BLUESKY
23-31	Inport Subic Bay

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ROSTER OF KEY PERSONNEL

Commanding Officer CAPT E. J. HOGAN, Jr.
20 Nov 76 to present

Executive Officer CDR A. S. NEWMAN
7 May 76 to 6 May 77

relieved by

CDR L. G. PERRY
16 May 77 to 11 Oct 77

relieved by

CDR G. A. SCOFFIELD
11 Oct 77 to present

CVW-11 CAPT R. W. LEEDS
23 Dec 77 to 10 Dec 77

relieved by

CDR P. R. WOOD
10 Dec 77 to present

Navigation Department CDR L. G. PERRY
1 Oct 76 to 5 May 77

relieved by

CDR R. R. PROCTOR
5 May 77 to present

Operations Department CDR A. C. VOLD
19 Apr 76 to 21 Dec 77

relieved by

CDR N. B. NASH
21 Dec 77 to present

Air Department CDR R. L. HARSHBERGER
12 Mar 76 to 11 Aug 77

relieved by

CDR R. P. NICOLLS
11 Aug 77 to present

Training Department LCDR L. P. SUTTON
 1 Sep 76 to 5 Oct 77
 relieved by
 CDR W. R. GAEDECKE
 5 Oct 77 to present

Supply Department CDR R. M. DEL DUCA
 20 Sep 75 to 3 Sep 77
 relieved by
 CDR T. ANDERSON
 3 Sep 77 to present

Medical Department CDR P. L. FLYNN
 23 Apr 76 to 20 Oct 77
 relieved by
 CDR C. D. PICKETT
 20 Oct 77 to present

Dental Department CDR D. L. PFEIFFER
 5 Nov 75 to 25 Nov 77
 relieved by
 CDR M. G. MOWAD
 25 Nov 77 to present

Communications Department LCDR G. G. RICKABAUGH
 3 July 74 to 1 Aug 77
 relieved by
 LCDR R. H. ROSS, Jr.
 1 Aug 77 to present

Weapons Department CDR W. R. STARK
 23 May 76 to present

Safety Department CDR M. G. FARREN
 27 Jul 76 to present

Deck Department LCDR D. S. HUGHES
 2 Feb 76 to present

Aviation Intermediate Maintenance

Department CDR K. A. NEEB
18 Sep 76 to present

Engineering Department CDR B. A. TAYLOR
25 Feb 76 to present



THOUSANDTH CARRIER LANDINGS

<u>MONTH</u>	<u>NUMBER</u>	<u>WIRE</u>	<u>TIME</u>	<u>A/C</u>	<u>S/N</u>	<u>PILOT</u>	<u>SQD</u>
8 May	164,000	2	1532	A-7	303	LT KOSS	VA-192
24 July	165,000	3	2336	EA-6	620	LCDR CLARK	VAQ-131
10 August	166,000	2	1614	A-7	521	LT HOFFACKET	VA-52
22 September	167,000	3	1349	A-6	503	LT GILLULY	VA-52
19 November	168,000	3	1827	A-7	312	LCDR CONNELL	VA-192
19 December	169,000	4	1326	F-14	111	CDR FROST	VF-114

COMBAT AND SUPPORT SORTIES

No combat or combat support sorties were flown from the USS KITTY HAWK during 1977.

ARRESTING GEAR STATISTICS

<u>WIRE NR.</u>	<u>CY 1977</u>	<u>CRUISE</u>
1	597	116
2	1,700	549
3	2,533	837
4	1,123	355
5	<u>0</u>	<u>0</u>
Total	5,953	1,857

CATAPULT STATISTICS

<u>CATAPULT NUMBER</u>	<u>CY 1977</u>	<u>CRUISE</u>
1	1,640	328
2	1,000	170
3	1,831	897
4	<u>1,344</u>	<u>528</u>
TOTAL	5,815	1,923

UNDERWAY REPLENISHMENT SCHEDULE - 1977

1-77	20 April	USS ROANOKE AOR-7
2-77	20 April	USS ROANOKE AOR-7
3-77	21 April	USS ROANOKE AOR-7
4-77	25 April	USS ROANOKE AOR-7
5-77	2 May	USS ROANOKE AOR-7
6-77	3 May	USS KISKA AE-35
7-77	6 May	USS ROANOKE AOR-7
8-77	19 May	USNS TALUGA TAO-62
9-77	26 May	USNS TALUGA TAO-62
10-77	31 May	USNS TALUGA TAO-62
11-77	21 July	USNS TALUGA TAO-62
12-77	22 July	USS MAUNA KEA AE-22
13-77	4 August	USNS TALUGA TAO-62
14-77	9 August	USNS TALUGA TAO-62
15-77	11 August	USS MAUNA KEA AE-22
16-77	12 August	USS HASSAYAMPA AO-145
17-77	13 August	USS KILUEA AE-26
18-77	15 August	USS HASSAYAMPA AO-145
19-77	19 August	USS NIAGARA FALLS AFS-3
20-77	19 August	USS HASSAYAMPA AO-145
21-77	21 August	USS KILUEA AE-26
22-77	21 August	USS HASSAYAMPA AO-145
23-77	23 August	USS HASSAYAMPA AO-145
24-77	24 August	USS NIAGARA FALLS AFS-3
25-77	25 August	USNS TALUGA TAO-62

26-77	30 August	USS SACRAMENTO AOE-1
27-77	4 November	USS SACRAMENTO AOE-1
28-77	8 November	USS SACRAMENTO AOE-1
29-77	11 November	USS SACRAMENTO AOE-1
30-77	14 November	USS SACRAMENTO AOE-1
31-77	15 November	USS SACRAMENTO AOE-1
32-77	16 November	USS SACRAMENTO AOE-1
33-77	21 November	USS WHITE PLAINS AFS-4
34-77	21 November	USS SACRAMENTO AOE-1
35-77	18 November	USS SACRAMENTO AOE-1
36-77	3 December	USS SACRAMENTO AOE-1
37-77	7 December	USS SACRAMENTO AOE-1
38-77	7 December	USS SACRAMENTO AOE-1
39-77	3 December	USS HALEAKALA AE-25
40-77	13 December	USS SACRAMENTO AOE-1
41-77	16 December	USS SACRAMENTO AOE-1
42-77	18 December	USS SACRAMENTO AOE-1

DISTINGUISHED VISITORS - 1977

January
25 Rear Admiral R. E. KIRKSEY,
Director, Carrier Program Division, OPNAV

March
1-2 Rear Admiral J. B. BERUDE
CINCPACFLT Maintenance Officer

17 Admiral T. B. HAYWARD
Commander-in-Chief, Pacific Fleet

April
13 Senator Jake GARN
U. S. Senator, Utah

14 Rear Admiral J. L. WILLIAMS
Commander, Submarine Group Five

16 Ms. M. M. WERTHEIM
Deputy Under-Secretary of the Navy

Rear Admiral W. H. ROGERS
Commander, Naval Base, San Diego

19 Mr. Yashiro USUI
Kyushu Broadcasting Company, Japan

26 General Stig Gustov Eugen SYNNERGREN
Supreme Commander, Swedish Armed Forces

27 Rear Admiral P. H. PECK
Commander, Carrier Group Three

May
6 Rear Admiral J. G. WILLIAMS
Commander, Submarine Training Group West Coast

30 Rear Admiral P. H. PECK
Commander, Carrier Group Three

June
3-4 Mr. D. W. LINDSAY
Guest of the Navy

10 Mr. Mitsuo SHIBATA
Director of Public Information, Japan Defense Agency

13 Vice Admiral Alfonso ARGUDIN Alcaraz
Director, Mexican Navy War College

14 Mr. Peter ARNETT
Associated Press

26 Rear Admiral N. K. GREEN
Commander, Sea-based ASW Wings Atlantic

June
28 Vice Admiral R. P. COOGAN
Commander Naval Air Force, U. S. Pacific Fleet

July
18 Rear Admiral S. R. FOLEY
Commander, Carrier Group Seven

August
1 Rear Admiral S. R. FOLEY
Commander, Carrier Group Seven

1-4 Mr. R. W. HUXFORD
Capt., USN (Ret.)

Mr. W. BOLIN
Arizona Secretary of State

Mr. B. FLEMING
Arizona State Treasurer

Mr. R. ROTTAS
Arizona State Senator

Mr. T. WEST
Arizona State Senator

Mr. A. BUNDSCHUCH
Phoenix Businessman

4-5 Rear Admiral A. E. HILL
Commander, Training Command, Pacific

9-10 Mr. P. HAZELRIG
Former President, San Francisco Navy League

Mr. J. MARSH
Captain, USN (Ret.)

Mr. F. WHEATY
President, Mother's Cookies

Mr. K. MURPHY
President, Murphy Laboratories

15 Thirty-one NATO Parliamentarians

Rear Admiral C. J. KEMPF
Commander, ASW Wings Pacific

Representative Bob WILSON
California State Representative

27 Honorable R. WILSON
Mayor of San Diego

September
13 Vice Admiral R. P. COOGAN
Commander Naval Air Force, U. S. Pacific Fleet

19-20 Rear Admiral C. J. KEMPF
Commander, ASW Wings Pacific

21 Vice Admiral S. L. GARVELY, Jr.
Commander, Third Fleet

October
17 Capt. H. E. HIRSCHY, Jr.
Naval Food Service System Office

November
1 Admiral E. A. CLAREY
USN (Ret.)

13 Rear Admiral E. E. TISSOT, Jr.
Commander, Carrier Group Five

20 Vice Admiral R. B. BALDWIN
Commander, Seventh Fleet

December
6 Admiral HWANG, Chong You
Chief of Naval Operations, Republic of Korea Navy

Vice Admiral R. B. BALDWIN
Commander, Seventh Fleet

7 Lieutenant General C. A. GABRIEL, USAF
Deputy Commander United Nations Command/U. S. FORCES
KOREA

8 Honorable W. Graham CLAYTOR
Secretary of the Navy

9 Major General H. GRIFFITH
CHJUSMAG - Korea

Mr. J. KELLY
U. S. Embassy, Korea (Political Section)

21 Rear Admiral J. B. LINDER
Commander U. S. Taiwan Defense Command

Admiral TSOU Chien
Commander-in-Chief, Chinese Navy

Major General HU Fu-Chiu
Chief of Operations, Chinese Army

Major General LEE Yu-Chiu
Deputy Commander, Combat Air Command

December
21

Major General CHOW Chung-Nan
Commander General 605th Missile Group

Rear Admiral LEI Hsueh-Ming
JOTD

28

Rear Admiral H. HARDISTY
Commander, U. S. Naval Forces, Philippines

COMMUNITY RELATIONS AND CIVIC ACTION PROGRAM

- 1 February Record contribution in excess of \$31,000 to the Combined Federal Campaign, United Way of Kitsap County, Washington.
- 11 February Hosted 70 Bremerton, Washington Navy Leaguers for a tour of the ship.
- 12 March Hosted members and wives of the Military Order of World Wars for a tour of the ship.
- 29 April Hosted Mr. C. JOHNSON and 40 members of the Society of Automotive Engineers for a tour of the ship.
- 10 May Hosted 40 NJROTC cadets and adult escorts from Pocatello, Idaho for a tour of the ship.
- 13 May Hosted 23 students, teachers and the principal of the Yuma Lutheran School, Yuma, Arizona for a tour of the ship.
- 23-24 Hosted Mr. J. J. HUNT, LCDR G. HAVENS, NAVCRUITCOM, and Mr. P. MORGAN, Hurrah Productions, during the filming of minority naval officers performing their occupational billets.
- 28 May Hosted 60 members of the Harvard Business School Alumni for a tour of the ship.
- 29 May Hosted 30 members of the Western Chapter, 10th Armored Division Veterans Association for a tour of the ship.
- 5 July Hosted 85 high school students, all members of the Summer Leadership Academy School for the Mentally Gifted, from Union High School District, Anaheim, California for a tour of the ship.
- 10 July Hosted 40 Boy Scouts for a tour of the ship.
- 18 July Hosted 40 mentally retarded children from the Grossmont Work Center, San Diego, California for a tour of the ship.
- Hosted Chadu Abdul Ghafur KAHN, Superintendent of Police, Lahore, Pakistan and two others for a tour of the ship.
- 22 July Hosted 4 Rand Corporation employees for a visit under the sponsorship of OP-943C.
- 27 July Hosted 15 Naval Sea Cadet Corps members and 2 adult escorts from San Diego, California for an at-sea orientation and training period.

29-30 July Hosted 26 students and 4 staff members of the U. S. Air Force Test Pilot School for a visit and appreciation of carrier aviation.

1 August Hosted 17 Naval Sea Cadet Corps members for a tour of the ship.

2 August Hosted Ms. Joanna CAMERON, star of the TV series, "ISIS", for a tour of the ship and taping of TV promotionals.

10-12 Hosted Mr. D. LEWIS, military editor for the New Orleans Times - Picayune for observation of flight operations.

12 August Hosted approximately 4700 USS KITTY HAWK, CVW-11, and CCG7 dependents and guests for a family day cruise.

20 August Hosted approximately 500 San Diegans during USS KITTY-HAWK's participation in "America's Finest City" celebration.

4 September USS KITTY HAWK contributed in excess of \$4,000.00 to the Jerry Lewis Muscular Dystrophy Campaign.

6 October Hosted 50 members of the El Monte, California Chamber of Commerce for a tour of the ship.

7 October Hosted 500 - 600 GMC Motorhome Club members for a tour of the ship.

9 October Hosted 50 members of the Studebaker Drivers' Club for a tour of the ship.

17 October Hosted 40 members of the Council of Chief State School Officers for a tour of the ship.

22 October USS KITTY HAWK served as host and coordinator for a memorial service for the USS YORKTOWN (CV-10) Survivors Association.

1 November Hosted 170 Rotarians and their wives from the Hawaii area for lunch and a tour of the ship.

AWARDS EARNED BY SHIP'S COMPANY PERSONNEL

JOINT SERVICE COMMENDATION

LT E. E. BARNHART

NAVY COMMENDATION MEDAL

YNCS F. P. CAVANAUGH
LT D. L. FARLEY

AOAN M. R. PARKER

NAVY ACHIEVEMENT MEDAL

HMCS J. G. GREGORY, Jr.
ABH3 P. O. MADIGAL

ASC D. (NMN) SANDERS
FTCM J. L. WILSON, Jr.

MERITORIOUS UNIT COMMENDATION

YN3 C. R. CLARK
CDR N. B. NASH

SKSN B. N. SWANBERG

LETTER OF COMMENDATION

AO1 R. F. BAFUS
IS2 L. D. BALCOM
LT D. C. BAUGH
EW2 A. M. BESS
ABFAA D. E. BLACKMON
ABH1 T. L. BOYSE
CDR C. E. BROOKS
SN R. BUBOSE
SN R. J. BURTLE
DS3 D. CASILLAS
LCDR M. N. COCKRELL, Jr.
LT D. A. CRAWFORD
JO2 D. D. DAVIS
FTGC R. E. DODSON
CTTC W. M. DONNER
CPL C. J. ESTER, USMC
IS2 R. P. FABIA
ABH3 T. L. FROST
ABHAN J. G. GODWIN
LCPL K. W. GREENE
AN D. J. GUZMAN
LI3 H. P. HECHT
LT C. M. JANNUSCH
LCDR R. H. JOHNSTON III

AA J. H. KENT
DS1 F. E. LINEHAN
LI3 R. A. LOPEZ
AT1 J. A. MAGGIO
SN D. E. MARTIN
SN L. E. MEYER
AA G. A. NIGRO
ABFAN J. C. O'BRIEN
ETR2 D. A. PARSONS
SN L. D. PETERS
GMMC K. A. RANDALL
MS1 R. D. ROBINSON
SA J. D. ROBINSON
AZ3 M. A. SCHARF
LI2 L. M. SEIBER
AN M. A. SURKOSKY
CDR W. E. TERRY
SN C. TURNER
FR C. J. WAGES
ISCS C. E. WARD, Jr.
PR1 T. R. WELCH
FTCM J. L. WILSON, Jr.
LCDR S. J. ZAPATKA, Jr.
ETN2 S. P. ZINK

LETTER OF APPRECIATION

MMCM B. J. AHRENDT
AT3 G. B. ARTHUR
AMS2 J. BANKS
LTJG J. J. BECKER
RMSN A. BOOS
MRFA D. BOURGEOIS
CDR C. E. BROOKS
BTC T. BRUNDEGE
DS2 R. D. BURROWS
AMHAN S. D. BUTOW
AKC R. M. CALLOWAY
YNCS F. P. CAVANAUGH
HM2 D. L. CHANDLER
OSC J. CHEWNING
EM1 K. E. CORBETT
CDR R. M. DEL DUCA
ETCS K. L. DAVIDSON
PN1 R. B. ENRILE
PHC W. B. FAIR
NC1 R. FELDSHAU
CDR W. R. GAEDECKE
ABHAN R. H. GARZA
AMS3 J. S. GOODMAN
MMC E. G. GRAINARD
LT M. R. GREENE
BT3 B. HARSH
MSSR D. L. HART
AW1 J. W. HATCHETT
DS1 G. O. HEAD
LI3 H. P. HECHT
ABM3 C. C. HEIRS
AMSAN D. V. HOLMES
ADC W. L. JEWETT
YNSN B. F. JOHNSON
DML C. M. KEELING
AT2 FRED KOZMA
PO1 R. F. LACEY
HTFN J. R. LATVA
DM3 D. R. LAWRENCE
CAPT R. W. LEEDS

AE1 G. G. LEMKE
AMS3 P. G. LEVIA
LI3 R. A. LOPEZ
ETRSN C. T. MANAUSA
AK1 B. P. MANUEL
LTJG R. I. MAY
RMSN D. R. MC MCARTY
CWO2 R. C. MC DONALD
RMSN J. A. MC GEHRIN
OS1 R. C. MEYER
LCDR J. L. D. MONROE
AC1 E. E. MURCH
PNSN D. J. NAAS
DS2 B. E. NEFF
SA GLEN M. NELSON
FA R. G. NICKERSON
LCDR D. L. NORDEAN
CTM2 N. A. NOYES
EM2 A. R. PAGUIO
LISN L. D. PETERS
SH2 J. PHILLIPS
MS1 J. L. PRESLEY
AKC L. L. PUGH
OSCM P. R. REYNOLDS
BT1 S. L. RHOADS
ASCS R. F. ROHLING
LCDR R. H. ROSS, Jr.
ASC D. (NMN) SANDERS
EM3 R. M. SOLOMAN
DS1 J. C. STANDLEY
CDR W. R. STARK
MM1 W. D. TOMPKINS
AO1 N. A. VANDERHOOF
LT R. J. VELTMAN
MM2 G. A. WALLACE
MACM J. W. WARCUP, Jr.
MMC R. T. WEISZ
SH1 J. E. WHITE
FN K. A. WILCOX
ATAN K. W. WOLF

SAILOR OF THE MONTH 1977

JANUARY	SH3 Fred PHILLIPS
FEBRUARY	ABH3 Steven R. CUMMINGS
MARCH	MM2 Rick J. KLAUS
APRIL	AKAN Bernell DILLION
MAY	EW2 David A. BARRETT
JUNE	SK2 Angel CATINDIG
JULY	MR2 John H. HENDRICKS
AUGUST	(None)
SEPTEMBER	YN2 Bradley S. BUSH
OCTOBER	BM3 Kenneth R. HUFFMAN
NOVEMBER	AME3 Robert M. CHESDINE
DECEMBER	HM3 Harvey B. MC DOWELL

SELECTED CONGRATULATORY MESSAGES - 1977

<u>Date</u>	<u>From</u>	<u>To</u>	<u>For</u>
January 15	COMNAVAIRPAC	KITTY HAWK	COMNAVAIRPAC Aviation Safety Award (Third consecutive year.)
March 2	AIRTEVRON FIVE	VAQ-131	Professional support to AWG-21 OPEVAL.
April 1	COMNAVAIRPAC	KITTY HAWK	Congratulations on being at sea as advertised following COH.
23	CVW-11	HS-8	Professional performance during actual SAR evolution.
28	CVW-11	KITTY HAWK	Successful pre-loaded MER/TER operations.
May	VF-114	KITTY HAWK	Deck crew performance during CARQUALS.
9-12	Preventive Medicine Unit 5	KITTY HAWK	Outstanding sanitary conditions.
June 6	COMCARGRU THREE	KITTY HAWK	Unconditional satisfactory on OPPE; "good show" on INSURV phase.
16	COMNAVAIRPAC	CINCPACFLT	KITTY HAWK REFTRA performance considered excellent.
July 23	USS STEIN	KITTY HAWK	Training accomplished while assigned plane guard duty.
27	AIRTEVRON FIVE	KITTY HAWK	Support provided in OPEVAL of improved laser guided bombs
September 16	COMMATVAQWINGPAC	VA-52	One year of accident free flying.
20	COMNAVAIRPAC	VS-33	Seventeen years of acci- dent-free flying.
21	COMCARGRU SEVEN	VA-52	One year of accident free flying.

September 23	COMCARGRU ONE	KITTY HAWK	Highest overall PMS performance rate of any NAVAIRPAC ship in past two years.
29	COMCARGRU SEVEN	COMNAVIARPAC	Excellent ship/airwing performance during NOREX.
November	COMANVAIRPAC	HS-8	Two years of accident-free flying.
16	CTF 74	KITTY HAWK	Superlative technical competence and skillful airmanship in support of USS PINTADO.
16	COMMATVAQWINGPAC	VAQ-131	Six years of accident-free flying.
19	COMNAVAIRPAC	VAQ-131	Six years of accident-free flying.
December 2	COMFLEACT YOKOSUKA	KITTY HAWK	Excellent overall conduct of liberty party.
8	USS CHICAGO	KITTY HAWK	Material assistance rendered.
13	CTF 77	KITTY HAWK	Outstanding conduct of personnel ashore in Korea.
14	COMSEVENTHFLT	KITTY HAWK	Well done for the handling of VIPs.
15	CTG 77.5	HS-8	Admirable "can do" spirit and outstanding performance in providing transportation support inport Pusan.
20	COMNAVFORKOREA	CTF 77	Hospitability professionalism of KITTY HAWK personnel noted with pleasure.
20	CTG 76.4	CTG 77.5	Outstanding CVW 11 performance during CASEX/FAMEX 1 78.
22	FLELOGSUPPRON 50	KITTY HAWK	Coordination and professionalism during CARQUAL evolution.

AIR DEPARTMENT HISTORICAL REPORT - 1977

The Air department has accomplished all its goals and has operated efficiently and effectively during 1977. Major events include: The completion of complex overhaul, excellent results during REFTRA, INSURV, and ORE and the current WESTPAC deployment which began on 25 October 1977. During overhaul, the Air Department accomplished the following:

- a. Overhauled both the Flight and Hangar Decks.
- b. Completely rehabilitated all internal spaces, emphasizing berthing compartments and heads.
- c. Installed AFF Hosereel Stations on both Flight and Hangar Decks, enhancing fire fighting capabilities and eliminating the need for water curtains and foam monitors on the Hangar Deck.
- d. Accomplished significant improvements in the Aviation Fuels System, including:
 - (1) Eight (8) JP-5 Service pumps, Six (6) Transfer pumps, and Four (4) Jet Fuel Purifiers were overhauled and rebuilt.
 - (2) Four (4) Jet Fuel Purifiers were converted from clutch to direct drive.
 - (3) Tank Level Indicators (TLIs) were installed in all JP-5 Service Tanks, and storage tanks with overboard discharge capability.
 - (4) Seventy-seven (77) JP-5 Service and Storage tanks were inspected and cleaned; nineteen (19) Tanks were re-coated.
 - (5) Major repairs to and some replacement of transfer and stripping piping.
 - (6) Twenty-four (24) JP5 and AVGAS fueling station defuel pumps were overhauled and rebuilt.
 - (7) AVGAS tanks were cleaned and re-coated.
 - (8) AVGAS Sparling Flowmeter and Barton gauges were overhauled and rebuilt.
 - (9) Major modifications were made to the Quality Control Lab enabling V-4 to complete all required quality and chemical tests of JP-5 and AVGAS.
- e. Overhauled and repaired all catapult and arresting gear equipment.

f. Installed air conditioning systems for F-14 aircraft.

Subsequent to the overhaul and during the work-up phase, the Air Department repaired the ship's B & A Crane which had been CASREP'ed since 1974. During the year 29, fuel UNREPs were conducted for a total receipt of 10,621,268 gallons of JP-5. 8,003,945 gallons have been issued in support of aircraft operations.

AVIATION INTERMEDIATE MAINTENANCE DEPARTMENT HISTORICAL
REPORT - 1977

Activities of the Aviation Intermediate Maintenance Department during 1977 are highlighted below:

a. AIMD rehabilitated all 170 of it's spaces at an expenditure of 150,000 manhours.

b. The Ground Support Equipment (GSE) Detachment was established during March 76 in Bldg 801, NAS North Island. USS KITTY HAWK's management and establishment of the Det is being used as a model by COMNAVIARPAC for all future CV GSE overhaul Dets. The Det overhauled over 2,000 pieces of GSE and ordnance handling equipment. Depot repairs were accomplished by NARF North Island on 92 pieces. Well over one quarter of a million dollars was expended, but, with most of the work accomplished by Navy personnel, the large savings of NARF level dollars was estimated at over \$100,000.

c. The Calibration Lab Detachment, working in NAS North Island's AIMD Cal Lab, completed over 800 electronic equipment repairs and 900 calibration actions in returning KHAWK equipment to peak operation for support of work-up and in preparation for WESTPAC 77.

For increased management efficiency and better span of control within the Avionics area during the pre-cruise work-up, the Department was restructured to include an IM5 Division for management of Electrical, Ordnance, and Special Mission Equipment. The work centers in the new division are EA-6B Vans, RA-5C Support (ASSC), Ordnance and Electric.

During April, AIMD rapidly shifted from industrial management to aircraft maintenance support, and quickly accomplished some notable achievements:

a. VAST verification was accomplished with relative ease and produced for USS KITTY HAWK, groomed and validated F-14, E-2C and S-3A programs of improved quality and utility. The key to this success was that all component "selloffs" were accomplished by Navy technicians vice Technical Representatives. E-2C and S-3A verification was completed ahead of schedule and the F-14 was only limited by the availability of software from the contractor.

b. AIMD production statistics from 1 Apr - 30 Dec 77 in support of CVW-11: Total items processed 5,551, items returned RFI (Ready for Issue) 3,730 for an RFI return rate of 67.2 percent.

c. USS KITTY HAWK's test cell was undergoing an update and overhaul until September, but from that time until the end of the year, 68 engines were processed, 36 were issued to squadron, and 10 were run on the new A/W 37T-1 Test Cell.

The productivity of the department and the level of preparation and readiness was validated in the outstanding grades received during pre-cruise inspections from the inspectors of senior commands. Insurv (Insurv Board) - Outstanding; EWTP (COMNAVAIRPAC Electronic Warfare Technical Preparedness Inspection) - Outstanding; ORE (COMNAVAIRPAC)-Outstanding; COMNAVAIRPAC Aviation 3M Assistance Team - Excellent.

Major Alterations/Conversions Completed:

<u>SHIPALT</u>	<u>Summary</u>
3250	Provide Aviation Intermediate Maintenance Facility
3827	Installation of four VAST stations and support facilities
3830	Stowage and maintenance facilities for F-14 ordnance equipment
4115	Installation of AN/AWM-23 Radar Test Sets in support of F-14 aircraft
4287	E-2C Avionics Support
4459	Installation of modified IPTS (Inertial Platform Test Station) in support of ASN-92 CAINS system.
4476	Installation of an EMTC Electronic Module Test Console
4588	Installation of S-3A Avionics Support
4748	Installation of two EA-6B DTS VANS
4770	HCT-10 Hydraulic Test Stand modification
4857	Installation/improvement of EA-6B WRA/POD Stowage facilities
4886	Installation of eight aircraft Flight Deck NR-5C Air Conditioning units
4977	Installation of Halon Fire suppression system in VAST
5070	Update of Jet Engine Test Cell

There were no major unsolvable problems in maintenance and suitability of new equipments. A number of technical and physical problems were addressed and resolved.

Notable firsts include a new more valid approach to management of surface 3M PMS requirements which was developed utilizing aviation 3M procedures and software. The program has been well received by both TYCOM and CINCPACFLT observers and commanders.

COMMUNICATIONS DEPARTMENT HISTORICAL REPORT - 1977

From January until early April, the Communications Department was an active participant in the Complex Overhaul in Bremerton, Washington. The Message Reproduction and Distribution System (MIDRIS), the Fleet Satellite Broadcast Subsystem (AN/SSR-1), and ten HF transmitter (AN/URT-32) equipment were installed during this period.

Training evolutions from April until October honed personnel skills by placing ever increasing workloads on the department. During the last inport period prior to deployment, Communications Department personnel were busy fine-tuning equipments, installing a new Time Division Multiplexer (TD-1150), the AN/SSR-1 Antenna Reconfiguration, and the AN/WSC-3 Satellite Transceivers.

Upon departing San Diego on 25 October 1977, gyro input to the AN/SWC-3 satellite transceiver was lost due to a fire which burned cables from the master gyro. Through necessity USS KITTY HAWK Communications Department developed a manual guidance system for manually steering the satellite antennas to ensure correct azimuth whenever the ship changed course. This method was forwarded to COMNAVAIRPAC, who in turn, readdressed it to all carriers in the Pacific.

USS KITTY HAWK Communications Department pioneered multi-channel termination-send from an afloat command to a shore communications station via UHF satellite. This was accomplished using both the AN/UCC-1 (FM/FDM) and TD-1150 (PSK/TDM) modes. This multi-channel capability allowed all send channels (e. g. O/W, Foxtrot, FFN, Charger Horse, Zulu, Raspberry "B", Genser Traffic Channels, VP Shore Hop, plus other on-call circuits) to be multiplexed and sent via one satellite modem. USS MIDWAY is now utilizing the FM/FDM mode very effectively.

The AN/SSR-1 Satellite Broadcast Subsystem onboard CVs had long been plagued with locally generated interference. USS KITTY HAWK Communications Department reconfigured the antenna system, placing two SSR-1 antennas on the bow, one on the stern and used the OE-82B antenna in the middle. Reception quality has been monitored throughout deployment and statistics have shown the vast majority of interference problems have been overcome. A final report has been submitted to COMNAVAIRPAC and COMNAVSEASYSKOM.

On 13 November 1977, USS KITTY HAWK assumed the communications guard for CTF-77 and will maintain this guard until 21 April 1978.

USS KITTY HAWK helped identify the source of interference on Gapfiller Satellite downlink frequencies in the Pusan harbor area. A comprehensive message was sent to NAVCAMS WESTPAC GUAM, who has added this information to the Lesson's Learned package.

DECK DEPARTMENT HISTORICAL REPORT - 1977

During the past year, the Deck Department has made several modifications to installed equipments in an effort to provide better services in assigned areas of responsibility.

Overhead sliding padeyes have been added to replenishment stations 5 and 15. An anti-slack device was added to the winches at fueling stations 11 and 17. The stern accommodation ladder, modified to permit use of a barge under the fantail, has been successfully used during the 1977 WESTPAC cruise.

The new equipment have not been without problems. During nine months of use, neither sliding padeye has been in an operational status for more than two hours due to apparent misalignment of the central axial screw which causes freezing up and blown oil seals. The anti-slack devices installed on the winches have not been adequately adjusted, partially due to the lack of spare parts. Corrective actions for these mechanical problems are ongoing.

DENTAL DEPARTMENT HISTORICAL REPORT - 1977

During the past year, the Dental Department has made several significant changes. While in a COH at Puget Sound Naval Shipyard, new ADEC dental units and DEN-TAL-EZ chairs were installed. Other major space renovations included:

- centralization of dental and medical records office with a circular filing system,
- relocations of the departmental storeroom,
- addition of ventilation and air vacuum sources in the dental laboratory,
- increased overhead lighting,
- placement of water purification filters for new dental units,
- addition of a low pressure air dehydrator, and
- installation of an auxillary nitrogen emergency low pressure air source.

All of these additions have proven beneficial in at least one of the following areas: safety, patient treatment, maintenance and accountability. The post-overhaul INSURV critique was most favorable but noted a requirement for seamless deck tile to avoid the potential hazards associated with mercury accumulation.

During the periods of REFTRA and ORE, predeployment preparations and mass casualty drills were enacted. Emphasis during these phases were placed on material readiness and training. The latter being maintained by updating 3-M and Damage Control Personnel Qualification Standards. Also, the installation of a computer system, Location Information Display Aircraft (LINDA) was done to assist in the administrative functions of patient management. With the unfavorable patient/dental officer ratio that exists during deployment, the LINDA system is intended to expedite information in several areas related to patient care. Specifically, patient accountability, patient recall for oral pathology screening examinations, preventative dentistry recall and current patient health status were all areas of primary concern. The merits of this system will require future evaluation regarding effectiveness and reliability.

During the past year, the majority of the Dental Department's activity has been operationally oriented toward patient oral health care.

ENGINEERING DEPARTMENT HISTORICAL REPORT - 1977

The following are significant key events in which Engineering was the principal participant during 1977:

a. Completed a 12 month complex overhaul at Puget Sound Naval Shipyard on 1 April 1977, having successfully passed four Pacific Fleet Propulsion Examining Board Light Off Exams. The overhaul was completed on time and consisted of the largest repair package in terms of man days at that time.

b. Completed Refresher Training under the operational control of Fleet Training Group, San Diego. Achieved Satisfactory marks in Damage Control and Engineering Casualty Control.

c. On 1 July, the Engineering Department completed the first combined post overhaul Insurv Inspection and Operational Propulsion Plant Examination (OPPE). The Insurv resulted in no limiting deficiencies being found and the OPPE in a grade of Satisfactory, the first PACFLT carrier to achieve this milestone on the first try.

d. Through shifting of spaces, an Engineering Training complex was generated. The facility is the first such facility known to exist in a fleet unit. In addition to housing the ECC simulator, type/slide programs of engineering systems and programs are provided in addition to video recording and motion picture projection capability. All of the above features have extensive program libraries. This capability is in addition to classroom/lecture facilities and spaces.

e. Engineering had portions of the ORE, achieving a grade of 95%.

f. Engineering had a major portion of the ship's annual 3-M requirements, possessing over 50% of the ships PMS requirements. The ship attained the highest grade given by the type commander in recent years.

EXECUTIVE DEPARTMENT HISTORICAL REPORT - 1977

1. 3-M Coordinator

a. Narrative of Events. Calendar year 1977 was one of exceptional activity for the 3-M Office. The Equipment Maintenance Related Material (EMRM) was implemented on 1 January 1977. Guidance was provided to all Work Centers in establishing this program.

On 13 January 1977, a list of outstanding Shipyard jobs was produced from ADP card input provided by Puget Sound Naval Shipyard. A reporting system was established in all departments to track completion of repair work and necessary actions were taken to remove jobs from the CSMP as completions occurred.

On 28 January 1977, the 3-M Office began a shipwide validation of Damage Control Petty Officer Maintenance Index Pages, Maintenance Requirement Cards and Equipment Guide Lists. Each work center's software was validated against the actual equipment held, and where necessary, instruction in the actual performance of maintenance was provided.

During February, the 3-M Office conducted a detailed analysis of DCPO and Engineering Department maintenance requirements and compared them to the CV-63 Ship Manning Document (SMD) statement of requirements. Significant differences were established and this input was used during the SMD review process as evidence for quantitative and qualitative changes in the enlisted billet structure.

The first inspection under a new Zone Inspection Program was conducted on 14 April 1977. A systematic program was established to evaluate the entire ship on a quarterly cycle through weekly inspections.

During May, the ship installed a Ship Alteration and Repair Package system (SARP). SARP provides USS Kitty Hawk with a presentation of outstanding repairs in an ADP format centered around the major systems and equipments of the ship. Repair facility codes have been incorporated in order to derive maximum use from each type of availability.

A UNIVAC 1710 Key punch machine was installed in the 3-M Office on 12 May. This machine has provided valuable support to the SARP, CSMP and ZIP programs. During calendar year 1977 over 21,000 2-Kilo transactions and 16,000 ZIP chits have been processed.

Preparations for INSURV/OPPE resulted in a significant influx of documentation into the 3-M Office from early May to July. The actual INSURV inspection included a 3-M inspection and the ship's overall score was 79.3. Two post-INSURV reports were prepared by the 3-M Coordinator and the month of July was an extremely active one because of CSMP entries generated by INSURV deficiencies.

Effective 1 July 1977, USS Kitty Hawk was designated as Control Ship for NAVAIRPAC's (EMRM) Program. This action has significant impact on the ship's 3M Office since detailed manhour accounting records are required for all corrective and preventive maintenance actions. Weekly reports are forwarded to NAVMACPAC, San Diego.

An inspection of USS KITTY HAWK's Maintenance and Material Management (3-M) program was conducted by Surface 3-M Team during the week of 29 August 1977. An overall grade of SATISFACTORY was assigned the ship. Four areas were reviewed during the course of the inspection:

(1) PMS ACCOMPLISHMENTS: The ship's PMS Recorded Accomplishment Rate (RAR) was computed from maintenance records of the previous thirteen weeks. Based on 12,579 maintenance actions scheduled, 11,079 were reported as being either accomplished or partially accomplished, an RAR of 88.1 percent.

(2) The PMS Accomplishment Confidence Factor (ACF) was determined by spot checking 171 maintenance actions reported accomplished during the two weeks prior to the inspection. A commendable ACF of 92.4 percent was scored by the ship. This is the highest ACF ever recorded by a NAVAIRPAC ship.

(3) The ship's PMS Performance Rate (PPR) the product of RAR and ACF was 81.4 percent and the ship's overall PMS Accomplishment was the highest in CNAP for 1977.

(4) CSMP: A randomly selected sample of five percent of all entries in the ship's latest CSMP was chosen for review. Based on 160 entries, a score of 68.1 percent was recorded and a grade of SATISFACTORY was assigned for the ship's CSMP documentation.

3-M Training for the crew was conducted throughout the year at all PQS levels. Special programs for Department Heads and Departmental 3-M Coordinators were held on a one-to-one basis in the 3-M Office.

b. Chronology of Significant Events for 1977.

JAN	Equipment Maintenance Related Material program
1	(EMRM) implemented.
3	Compartment status grading implemented.
13	List of outstanding shipyard jobs distributed to all departments.
24-28	3-M assist visit by COMNAVAIRPAC 3-M team.

28 3-M Office commenced shipwide validation of DCPO Maintenance Index pages and Equipment Guide Lists.

FEB Shipboard Manning Document (SMD) review.
16-18

MAR Moved location of 3-M Office from 02-127-2Q to
15 01-235-1Q.

21-]5 3-M assist visit by COMNAVAIRPAC 3-M team.

APR First zone inspection under revised Zone Inspection
14 Program.

30 3-M Inspection conducted by COMCARGRU THREE.

MAY Personnel Qualification Standards (PQS) inspection
2 by COMCARGRU THREE.

7 Produced first Automatic Data Processing (ADP) run
of Ship Alteration and Repair Package (SARP) system.

12 UNIVAC 1710 keypunch machine installed in 3-M Office.

JUN Briefed COMCARGRU THREE on the 3-M Office and shipwide
5 preparations for INSURV.

JUN INSURV
27-30

JUL INSURV
1

1 KITTY HAWK designated as control ship for COMANVAIRPAC
EMRM program.

6-7 All PART 1 INSURV discrepancies reviewed by TYCOM
representative and ship's force personnel.

13-18 PERA (CV) conducted CSMP review.

18 KITTY HAWK INSURV deficiencies report forwarded to
COMNAVAIRPAC.

23 AUG- PERA (CV) material inspection visit.
2 SEP

SEP Post INSURV report forwarded to CNO (OP-43) via
15 chain-of-command.

OCT 3-M assist visit by COMNAVIARPAC 3-M team.
3-7

25 Deployed to WESTPAC.

2. Legal Office

a. Discipline Statistics

General courts-martial	2
Special courts-martial	21
Summary courts-martial	109
Captain's Masts	1412

b. Personnel Claims Statistics

Processed	93
Total Value	\$19,117.65

c. Legal Assistance

Number of personnel assisted	6543
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3. Chaplains. The chaplains assigned provided professional guidance within the context of religious ministry to the command and sought to promote the spiritual, religious, moral, corporate and personal well-being of the members of the command by providing ministries according to their rights and needs.

Religious instruction and provision for lay-worship activities are listed.

RELIGIOUS ACTIVITIES AT SEA

The ship's Chapel is open during library hours for private devotions except when the following groups meet. Group meetings in the Chapel will be scheduled only by the chaplains.

MONDAY

0700-0725	Latter-day Saints Prayer Service.....Chapel
1100-1120	Roman Catholic Mass.....Chapel
1130-1230	Pentecostal Prayer Service.....Chapel
1730-1830	Nite-Check Bible Study Hour.....Chapel
1930-2030	LDS Home Study Hour.....Chapel

TUESDAY

0700-0725 Latter-day Saints Prayer Service.....Chapel
1100-1120 Roman Catholic Mass.....Chapel
1130-1230 Pentecostal Prayer Service.....Chapel
1730-1830 Nite-Check Bible Study.....Chapel
1930-2100 Roman Catholic Instruction.....Chapel

WEDNESDAY

0700-0725 Latter-day Saints Prayer Service.....Chapel
1100-1120 Roman Catholic Mass.....Chapel
1130-1230 Pentecostal Prayer Service.....Chapel
1900-2030 Navigators Study Hour.....Chapel
2030-2130 Relational Theology Hour.....Chapel

THURSDAY

0700-0725 Latter-day Saints Prayer Service.....Chapel
1100-1120 Roman Catholic Mass.....Chapel
1130-1230 Pentecostal Prayer Service.....Chapel
1730-1830 Nite-Check Bible Study.....Chapel
1830-2000 Latter-day Saints Leadership Study Hour.....Chapel
2030-2130 VAQ-131 Study Hour.....Chapel

FRIDAY

0700-0725 Latter-day Saints Prayer Service.....Chapel
1100-1120 Roman Catholic Mass.....Chapel
1130-1230 Pentecostal Prayer Service.....Chapel
1730-1830 Nite-Check Bible Study.....Chapel
1830-1930 Jewish Sabbath Service.....Chapel
2000-2100 Friday Prayer/Bible Study Hour.....Chapel

SATURDAY

0700-0725 Latter-day Saints Prayer Service.....Chapel
1100-1120 Roman Catholic Mass.....Chapel
1130-1230 Pentecostal Prayer Service.....Chapel
1300-1400 Seventh Day Adventist Worship.....Chapel
1730-1830 Nite-Check Bible Study.....Chapel
1930-2100 Roman Catholic Instruction.....Chapel

SUNDAY

0745-0845 Latter-day Saints Worship.....Fo'c's'le
0900-1000 Church of Christ Worship.....Chapel
0930-1015 Protestant Divine Services.....Fo'c's'le
1100-1145 Roman Catholic Mass.....Fo'c's'le
1600-1645 Roman Catholic Mass.....Fo'c's'le
1800-1900 Latter-day Saints Worship.....Fo'c's'le
1930-2030 Protestant Study Hour.....Crew's Lounge

4. Counseling and Assistance Center. The Counseling and Assistance Center was reorganized into a single unit in November, 1977. The term, Human Resources Management Office, was eliminated. All personnel

are being trained to work in drug/alcohol, race relations, leadership, and management, with each person specializing in one of these areas. A training program addressing inter-racial cross-cultural communications for the Master-at-Arms was instituted during December, 1977.

5. Personnel assigned to the Executive Department were divided into four divisions, X-1, X-2, X-3, and X-4, rather than assigning all to one division. X-1 personnel perform their duties in Special Services, the Post Office, the CAAC, and Print Shop, while X-2 personnel work in the Public Affairs Office, the Chaplain's Office, the Safety Office and 3-M Office. The men in the Personnel Office, the Administrative Office, the CPOs, and the Commanding Officer's Office are assigned to X-3. X-4 personnel work in the Legal Office, the Disciplinary Office, Ship's Investigation Office, and Master-at-Arms Office.

MEDICAL DEPARTMENT HISTORICAL REPORT - 1977

During the past year several significant changes were made in the Medical Department. While in COH at Puget Sound Naval Shipyard, an Intensive Care Unit was placed in Ward I to serve as a recovery area and to provide specialized care for the acutely ill. However, this unit is only three-fourths completed. Other accomplishments include:

- installation of a circular file system
- installation of X-ray developer processor
- installation of an oxygen and nitrogen oxide line in the operating room and emergency room.

The following actions were taken to upgrade an InServe grade of 40% which occurred during the month of June.

- an aggressive training program.
- 12 Hospital Corpsman were qualified as Emergency Medical Technicians and 20 Corpsman were qualified by the American Red Cross in Cardio-Pulmonary Resuscitation.
- continuing up-grade of emergency medical supplies and equipment, i.e.; Battle Dressing Stations, First Aid Boxes, Portable Medical Chest, etc.
- a Mass Casualty Bill was established and promulgated, drills held, and evaluations made on practicality of new bill. Overall evaluation of the bill is highly satisfactory, as it allows for considerable flexibility.

A revision of Battle Dressing Stations inventory of medical supplies and equipment generated interest at COMNAVAIRPAC level as possible standard for all PAC CV's. The two Flight Surgeons embarked attended a two week refresher training in anesthesia at Naval Medical Centers prior to deployment. ORE grade prior to deployment was 90%, despite a 70% change over in Officers and Chiefs in the department within three months of deployment.

During the past year, the majority of the Medical Departments efforts were oriented toward patient health care and a continued on-going program of updating the Medical Departments emergency care programs, supplies, and equipment.

NAVIGATION DEPARTMENT HISTORICAL REPORT - 1977

USS KITTY HAWK began 1977 in the Puget Sound Naval Shipyard. After arriving in San Diego, USS KITTY HAWK began extensive workups and inspections in preparation for WESTPAC deployment. On 05 May 1977, CDR R. R. PROCTOR relieved CDR L. G. PERRY as USS KITTY HAWK Navigator. Navigation Department scored extremely well during refresher training battle problems and precision anchorages in the following months with an overall final battle problem grade of 98%.

Significant events concerning the Navigation Department occurred shortly after getting underway for WESTPAC deployment on 25 October 1977. A fire on USS KITTY HAWK destroyed the Synchro Relays from both forward and aft gyros to the Bridge as the ship stood out of San Diego Harbor. This necessitated reversion to the ship's magnetic compass for steering and placed a stronger reliance on celestial position fixing during the transit to Pearl Harbor.

Pusan, Korea was the first anchorage of the WESTPAC deployment for USS KITTY HAWK. The anchorage position was carefully chosen to provide optimum protection from possible wind and sea state conditions which had damaged other large carriers on previous visits. Close coordination for obtaining priority over other ships for the anchorage position was effected with CTF-77 Staff.

Intensive maritime traffic and the special maritime laws for the Yokosuka Harbor area warrant a thorough briefing for the sea detail bridge team prior to arrival.

Exercises conducted along a transit PIM must incorporate a compatible SOA. Cyclic flight operations do not allow a wide range of SOA selections under certain seasonal wind conditions.

During the WESTPAC deployment, evaluation was conducted on Navigation calculators and their usefulness to fleet operations. Both the TAMAYA NC2 and the HEWLETT PACKARD HP-65 calculators were tested. The TAMAYA calculator proved useful for great circle distance and course calculations, eliminating time normally required to measure distances and courses on a chart. The HP-65 had the capability for CPA solution, but was not accepted as a replacement maneuvering board solution on the bridge, as no running picture of the situation could be discerned using the calculator.

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OPERATIONS DEPARTMENT HISTORICAL REPORT - 1977

The Carrier Tactical Support Center (CVTSC), installed under SHIPALT 3931 during the complex overhaul, provided a quantum jump forward in USS KITTY HAWK's ASW capabilities. The TSC serves as the ASW module of CIC and additionally acts as the task force command and control center. TSC employs state-of-the-art computer and display systems for realtime analysis of ASW data from airborne units.

Employment of the installed equipment in conjunction with highly capable S3A and SH3D aircraft through numerous ASW encounters and exercises has given the carrier a significant ASW capability.

Installation of SHIPALT 4974, the Compartmented Mode Processing System (CMPS), provided the capability to process highly classified intelligence material in the Intelligence Center, Supplementary Plot, and Ship Signal Exploitation Spaces. This installation was accomplished during the overhaul.

As part of the AN/SPS48 installation during COH-74 under SHIPALT 4313, two AN/UYA-4 Height-size consoles replaced the AN/SYA-4 consoles to permit the use of SPS-48 3-D radar information.

Field Change 4 AN/SPS-48 improved the reliability of the Moving Target Indicator by providing screwdriver tuning of the Phase Shifters instead of cut-to-length cables. It also replaced the four watt TWT with a solid state device in the First Stage Transmitter. It also replaced the Thyration Indicator lights with LEDs in the computer.

Field Change 5 AN/SPS-48 improved reliability and operation of transmitter circuitry by component modifications. It improved the reliability and operation of the Frequency Converter by component modification. It also improved reliability and operation of the Programmer by component modification.

Field Change 6 AN/SPS-48 improved reliability and operation of the Transmitter Fault Detection circuits and the Clock Pulse Amplifier in the Programmer by component substitution.

The AN/SPS-48A radar has experienced serious degradation since COH-76. For over 50% of the period, the fourth stage has been inoperative and the entire system inoperative just over 15% of the period. The radar has been radiated in fourth state for only 213 hours. This low level of operability has cost approximately \$200,000 in repair parts. The high failure items have been 2nd stage amplitrons, third and fourth stage Thyatron tubes, TR tubes, receiver tunnel diode amplifiers, and

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2N393 transistors.

Field Change 2 AN/SPN-42A replaced the fourteen bit encoder with a 17-bit encoder for increased azimuth accuracy in the radar system.

SHIPALT 4504, installed during COH-76, provided an AN/UYK-20 computer and AN/SYA-4 Data Utilization Console to effect interface between NTDS and the newly installed NATO Sea Sparrow Missile System.

SHIPALT 4616, installed during COH-76, upgraded the NTDS system by installing an Extended Core Memory Unit which provides expanded computer memory for a larger computer program.

During COH-76, a Data Refresh Memory Unit was installed under SHIPALT 4662. This, complimented by a Keyset Central Multiplexer and a Combat System Switchboard provided by SHIPALT 4504, aided the Operational Program to handle data quicker and permits NTDS to interface with a number of other systems throughtout the ship.

During COH-76, the AN/SSW-1A was converted by SHIPALT 5253 to an AN/SSW-1E as an interim capability for simultaneous operation of two Link 4 systems.

The AN/URT-23A HF Transmitter has been a high maintenance item. Ten units were installed during COH-76 and during the ensuing months two to four of these have been CASREPed at any given time.

The SINS (Ships Inertial Navigation System) UNIVAC 642B Computer has a history of unreliability. The period of 1 November 1976 through 15 December 1977 saw it "fault" approximately 55 times; need seventeen circuit cards replaced and receive a Control Memory Chassis replacement.

The AN/URC-85 UHF Transceiver has been a maintenance problem due to unavailability of repair parts. Since the end of COH-76, the ship has had use of both the two channels for less than a total of 30 days. One of the channels is usually CASREPed for a part and there has been a total of only three part failures during this period.

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SUPPLY DEPARTMENT HISTORICAL REPORT - 1977

1977 has been a year of high activity for the Supply Department. The beginning of the year found the department in the midst of the Complex Overhaul (COH), heavily involved in ship's alterations and Ship's Force Overhaul Management Systems (SFOMS) work at the Puget Sound Naval Shipyard. Additionally, the Supply Department was involved in a Supply Overhaul Assistance Program (SOAP) which was an intensive project to purify the repair parts and consumable inventory to ensure that there is adequate support for both the ship's installed equipment and the embarked airwing. The USS KITTY HAWK COH-76 provided for extensive repairs, configuration changes and habitability improvements within the Supply Department. The shipyard redesigned the laundry facility and replaced all laundry equipment to meet current quality and production specifications. Similarly, the dry cleaning plant received new equipment to keep pace with today's synthetic fabrics and increased demand for dry cleaning services. In addition, all ship's stores received a face lift including the construction of an all brand-new luxury/sound shop. These improvements have provided the crew with the most modern and appealing stores of any carrier. Sales exceeded one million dollars with a corresponding stock turn in excess of \$1.33 million.

Food Services areas were totally renovated and provided with various new equipment, terrazo decking, deep fat fryers, doughnut maker and convection ovens. The Mess Decks were rehabilitated with new decor and two beverage bars installed with various soft drinks, milk, cocoa and tea. The improvements in the enlisted dining facility, coupled with the rehabilitation of all storeroom spaces and reefers resulted in a grade of outstanding during the post overhaul INSURV inspection. Sanitation has also been a major concern during the past year. In a recent inspection by the Preventative Unit Five, USS KITTY HAWK was certified to be ROACH FREE, the first carrier ever to receive this distinction.

Increased attention to habitability was a main focal point of our "Hotel" people. Forty-nine racks were installed and 5 staterooms were converted to bunkrooms to bring the total "Hotel" accommodations up to 517. Wardrooms I and II, with civilian contractor assistance, were remodeled with non-combustible furniture and accessories.

KITTY HAWK Supply Department completed the conversion to SJUMPS requiring our DKs to overcome the varied systematic problems encountered during conversion. Naval Finance Center, Cleveland, in response to a message, sent a team of experts to the USS KITTY HAWK for a fact finding trip. The knowledge gained by their trip has enabled them to respond to the many queries by "HAWK" patrons. The hard work paid off when the HAWK was awarded a letter of commendation for the lowest error rate in PACFLT, 0.8%.

Post Overhaul work-up periods helped to sharpen the skills and coordination of the support teams formed from the airwing and supply personnel. "KITTY HAWK Express", a round-robin shuttle between the ship and home air stations, utilizing the US3A, provided excellent support for an airwing composed of three new aircraft types.

COMNAVAIRPAC held the Annual Supply Inspection during September with USS KITTY HAWK receiving an overall grade of excellent. Numerous comments were made on the outstanding condition of storerooms preparation and excellent stock validity.

Predeployment loadout was accomplished with over 300,000 individual items loaded. During the first part of WESTPAC 77, the Supply Department has been able to keep well within AIRPAC support goals. The one notable achievement during the deployment was a night underway replenishment with the USS WHITE PLAINS which consisted of 594 pallets of provisions, stores and fleet freight. This was the second largest UNREP in the history of WHITE PLAINS.

The contrast from COH to deployment has added much to the variety of "77" in the Supply Department. The demands of the transition were met with bravado and enthusiasm.

TRAINING DEPARTMENT HISTORICAL REPORT - 1977

1977 showed a rapid expansion in the USS KITTY HAWK application of the Personnel Qualifications Standards (PQS) System as all departments became fully implemented into the system. In the area of formal training, 1120 USS KITTY HAWK personnel attended formal off-ship training. On 7 July 1977, the St. Louis High completion program began giving USS KITTY HAWK sailors an opportunity to obtain a high school diploma or to overcome educational deficiencies. 318 USS KITTY HAWK personnel participated in the program in 1977.

The Program for Afloat College Education (PACE) conducted by Chapman College was introduced to USS KITTY HAWK on 28 October 1977 and 225 personnel enrolled in the nine college courses offered.

In the area of advancements, 771 USS KITTY HAWK sailors, or 80% of the 965 who took the rating exams, were selected for advancement. The breakdown is as follows:

E-4	366
E-5	265
E-6	102
E-7	26
E-8	10
E-9	2

QUARTERLY RETENTION STATISTICS

<u>Quarter</u>	<u>First Term</u>		<u>Reenlisted</u>
	<u>Eligible</u>	<u>Not Eligible</u>	
JAN-MAR	90	31	15
APR-JUN	111	45	18
JUL-SEP	185	47	19
OCT-DEC	<u>158</u>	<u>22</u>	<u>19</u>
TOTAL	544	145	71

<u>Quarter</u>	<u>Second Term</u>		
	<u>Eligible</u>	<u>Not Eligible</u>	<u>Reenlisted</u>
JAN-MAR	6	0	4
APR-JUN	9	0	7
JUL-SEP	13	0	5
OCT-DEC	<u>11</u>	<u>2</u>	<u>7</u>
TOTALS	39	2	23

Career

<u>Quarter</u>	<u>Eligible*</u>	<u>Not Eligible*</u>	<u>Reenlisted</u>
JAN-MAR	11	16	10
APR-JUN	7	19	6
JUL-SEP	14	6	10
OCT-DEC	<u>40</u>	<u>2</u>	<u>24</u>
TOTALS	72	43	50

* JAN 77 - SEP 77: Fleet Reserve Transfers counted as Reenlistment Ineligible.

* OCT 77 - DEC 77: Fleet Reserve Transfers counted as Reenlistment Eligible.

Project LINDA

In June 1977, Naval Weapons Center China Lake introduced Project Location Information Display Aircraft (LINDA) to USS KITTY HAWK. The system was designed as part of the Pri Fly update program to provide an automated electronic display capability to Pri Fly, Flight Deck Control, Air Operations and the Bridge. USS KITTY HAWK Expanded upon it application by training a cadre of personnel to develop programs in the areas of dental records, weapons control, aircraft maintenance, eight O'Clock Reports, technical library records, engineering status and electronics equipment status.

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WEAPONS DEPARTMENT HISTORICAL REPORT - 1977

The beginning of the New Year found the Weapons Department going through the final stage of COH in Bremerton, Washington. Upon completion of more than a year of hard work in overhaul, the USS KITTY HAWK proceeded to San Diego, CA.

Members of the department began immediately sharpening old skills and acquiring the new ones required by new systems. FOX Divisions commenced the Combat Systems Ship's Qualification Trial (SQT) on 11 April. During the SQT, FOX Division achieved three successful firing out of four attempts. Based on these firings and many hours of tracking, all four NATO Sea Sparrow radars were certified fully operational.

During the initial part of the year the G-Divisions were busy implementing the IRRS (Improved Rapid Rearming System) including the preloaded MER/TER concept. While the shipboard equipment for preloaded MER/TER was being procured, USS KITTY HAWK/CVW-11 held a two week integrated training program at NAS FALLON utilizing the preload MER/TER for familiarization of shipboard/airwing personnel in its operation and utilization.

The basic skills of underway replenishment also received immediate attention upon arrival in San Diego. An average of two UNREPs a month were held from April through the end of the year. The combined skills of shooters, elevator operators and bomb movers were utilized to bring onboard 1391 tons of ordnance. Of these, 319 tons have been moved to the flight deck to be expended by CVW-11.

Weapons Department distinguished itself during refresher training, receiving an overall grade of Excellent (92 percent).

W Division has been very active throughout the year also. They spent the COH period in various types of training. Technical training and CV Fire Fighting School were some of the training the division participated in. The Nuclear Weapons Training group was onboard frequently during the First half of the year assisting W Division prepare for Nuclear Weapons Acceptance Inspection.

The department is involved in many special projects. The first is a CNO project, AIM-54 Phoenix captive carry program, being carried out by the G-Divisions. The G-Divisions are also involved in the AIM-7F Sparrow III captive carry program, another CNO project. W Division participated in two QAST projects in conjunction with the A-7E safety study, and on two occasions, BDU test drops were conducted by the air wing. INSURV inspection was conducted from 28 June to 03 July.

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FLEETEX 2-77 once again gave the department a chance to demonstrate its expertise. FOX Division had a successful missile firing against a drone target. G and W Divisions were also active during this exercise in support of CVW-11.

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