

1966

COMMANDING OFFICER  
USS KITTY HAWK (CVA 63)  
c/o FLEET POST OFFICE  
SAN FRANCISCO, CALIFORNIA, 96603

DECLASSIFIED

/5750  
Ser: 031/ 0011

13 FEB 1967

~~SECRET~~ (UNCLASSIFIED upon removal of Enclosures)

From: Commanding Officer, U.S.S. KITTY HAWK (CVA-63)  
To: Chief of Naval Operations (OP-05A5G)  
Chief of Naval Operations (OP-09B9)  
Commander in Chief, U.S. Pacific Fleet

Subj: USS KITTY HAWK (CVA-63) Command History, 1966; forwarding of (U)

Ref: (a) OPNAVINST 5750.12

Encl: (1) USS KITTY HAWK (CVA-63) Command History, 1966

1. In accordance with reference (a), enclosure (1) is forwarded.

Reg 4342  
2/20/67

PAUL E. PUGH

Authenticated:

*[Signature]*

T. SHAW, LTJG, USN  
Administrative Assistant

*Cruise Book removed,  
Copy in Navy Dept. Library*

DECLASSIFIED BY T. C. Ault ON 4 Apr 98  
EXCEPT FOR TABBED EXCEPTIONS, IN ACCORDANCE WITH OPNAVINST 5513 SERIES,  
SUBJ: SYSTEMATIC REVIEW OF 20 YEAR OLD INFO.

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1367

DOWNGRADING AT 12-YEAR  
INTERVALS NOT AUTOMATICALLY  
DECLASSIFIED DOW. DIR 5200.10.

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OUTSTANDING EVENTS - 1966

- 31 JAN 66 - 3 FEB 66 : Pace of operations increased sharply with the resumption of ROLLING THUNDER operations highlighted by a 170 sortie day on 3 February.
- 17 APR 66 : Aircraft from CVW-11 attacked the Hai Duong Railroad and Highway Bridge located approximately 30 NM east of Hanoi dropping the center span and causing heavy cratering of the eastern bridge abutment and approaches. All previous carrier attacks unsuccessful.
- 18 APR 66 : Two A6A "Intruder" aircraft from VA-85 executed a surprise midnight attack on the Uong Bi Thermal Power Plant located approximately 12 NM northeast of Haiphong. Making radar system deliveries, the "Intruder" aircraft placed 26,000 pounds of ordnance on target. Crews reported observing two large, brilliant, secondary explosions, showers of sparks, and many secondary fires.
- 18 APR 66 : An RA5C "Vigilante" of RVAH-13 made the 50,000th arrested landing on KITTY HAWK. Pilot was LCDR R.C. VEHORN.
- 19 APR 66 : CVW-11 aircraft hit the Cam Pha Port Facility. Precipitous departure of Polish merchant ship from Cam Pha, followed by Polish protests indicate inhibiting effect of strike on Bloc shipping to NVN. Destruction of Coal exporting facilities also significant economic blow to NVN.
- APRIL 1966 : Vinh JUNKEX. Daily strikes in the Vinh area, concentrated on waterborne logistic craft, resulted in more than 200 waterborne logistic craft destroyed.
- 1 MAY 66 : KITTY HAWK "Open House" held while in Subic Bay to celebrate the fifth anniversary of KITTY HAWK's commissioning. Visitors included Philippine government and local officials, DOD civilian personnel, and U.S. military personnel and dependents.
- 11 MAY 66 : KITTY HAWK and USS PYRO (AE-24), while conducting an underway replenishment, transferred 315 tons of ordnance, averaging 237.66 Standard Tons per hour. This was a new transfer record within the Pacific Fleet.
- 23 MAY 66 : KITTY HAWK departed YANKEE Station enroute Subic Bay having completed the last line period this deployment.

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2 JUN 66 : CTF 77/COMCARDIV FIVE and Staff debark KITTY HAWK.

3 JUN 66 : KITTY HAWK enroute CONUS.

6 JUN 66 : KITTY HAWK "Outchops" SEVENTH Fleet, "Inchops" FIRST Fleet.

13 JUN 66 : KITTY HAWK arrives San Diego completing her third WESTPAC deployment and first since the commencement of the air war in Viet Nam.

25 JUN 66 : World premiere of Walt Disney's "LT Robin Crusoe, U.S.N.", portions of which were earlier filmed on board KITTY HAWK, held on board in Hangar Bay One before a host of celebrities.

18 JUL 66 : Captain Paul E. PUGH relieved Captain Martin D. CARMODY as Commanding Officer. Captain PUGH becomes KITTY HAWK's sixth Commanding Officer.

29 JUL 66 : VADM L.P. RAMAGE relieved by VADM B.F. ROEDER as Commander FIRST Fleet in a change of command ceremony held on board.

6-9 SEP 66 : INSERTV Inspection conducted by the Board of Inspection and Survey, West Coast.

12-13 SEP 66 : Training Readiness Inspection (TRE) conducted by the Fleet Training Group, San Diego.

14-23 SEP 66 : Fleet Training Group, San Diego, on board conducting Underway Training Assistance.

26-27 SEP 66 : Administrative/Material Inspection held. COMCARDIV THREE Chief Inspector.

3-7 OCT 66 : COMPTUEX 29-66

13-20 OCT 66 : BASELINE II, a major FIRST Fleet Exercise.

1 NOV 66 : VADM A.M. SHINN relieved VADM T.F. CONNOLLY as Commander Naval Air Forces, U.S. Pacific Fleet, in a colorful change of command ceremony. At this change of command ceremony, KITTY HAWK officially awarded the Navy Unit Commendation Medal.

5 NOV 66 : KITTY HAWK departs San Diego enroute WESTPAC and her fourth WESTPAC deployment.

18 NOV 66 : KITTY HAWK "Chops" to SEVENTHFLT as CTG 77.5.

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21 NOV 66 : CTF 77 / COMCARDIV FIVE and Staff embark KITTY HAWK in Yokosuka, Japan.

4 DEC 66 : KITTY HAWK arrives YANKEE Station and commences special operations.

9 DEC 66 : C2A "Greyhound" from VRC-50 makes the initial operational carrier landing in support of YANKEE Team operations marking the advent of increased logistical support to units of Task Force 77.

12 DEC 66 : CDR H. URBAN, Jr., relieves CDR E.R. WILLIAMS as Commander Attack Carrier Air Wing ELEVEN.

14 DEC 66 : Aircraft from CVW-11 participate in a JCS strike against the Van Dien Vehicle Depot SSW of Haiphong.

20 DEC 66 : Condition I CAP aircraft, an F4B from VF-114 and a F4B from VF-213, launched to intercept two enemy aircraft. Explosions noted in the vicinity of the enemy aircraft after release of SPARROW missiles and enemy aircraft disappear from radar screens.



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BASIC NARRATIVE 1966

The first of the year found KITTY HAWK, flagship of RADM J.F. REEDY, Commander Attack Carrier Striking Force, Pacific Fleet (CTF 77), in port Yokosuka, Japan, for upkeep. Embarked was Commander Attack Carrier Air Wing ELEVEN with VF 114, VF 213, VA 85, VA 113, VA 115, RVAH 13, VAW 11 Detachment CHARLIE, and VAH 4 Detachment CHARLIE assigned. HC 1 Detachment CHARLIE was also embarked. During this in port period, KITTY HAWK crew members donated 1,312 pints of blood for use by U.S. Forces in Vietnam.

KITTY HAWK departed Yokosuka, enroute YANKEE Station on 9 January conducting refresher flight operations and nuclear weapons loading exercises enroute. On 11 January, CVW-11 aircraft, under control of CTG 70.4, conducted attacks on a USS HORNET (CVS-12) towed sled in close proximity to a USSR Task Unit near Bashi Channel. RA5C aircraft from RVAH 13 obtained photo coverage on all surface units.

KITTY HAWK aircraft commenced TIGER HOUND, STEEL TIGER, BLUE TREE and IN-COUNTRY operations on 14 January. The TET (Vietnamese Lunar Holiday) stand-down resulted in increased sortie requirements for CVW-11 on 21 and 23 January but provided a break in routine on 22 January. Concentration of all flight activity in the STEEL TIGER/TIGER HOUND areas 20-23 January produced high density air coverage with resultant disappearance of targets. Intense interdiction apparently highly effective. Post-TET IN-COUNTRY operations were handicapped by frequent periods of low ceiling in the I Corp area and by non-availability of Forward Air Controllers. Heavy sortie rates in the STEEL TIGER/TIGER HOUND areas apparently resulted in reduced vehicular activity as evidenced by the paucity of live targets in Laos. Planning

for possible resumption of ROLLING THUNDER operations was accelerated. The pace of operations increased sharply with resumption of ROLLING THUNDER operations on 31 January. The weather in North Vietnam was uniformly bad until 3 February when ROLLING THUNDER Package III opened for a few hours. KITTY HAWK responded with a 170 sortie day, including 49 attack sorties in NVN.

On 31 January, an F4 from VF 114 crashed near KITTY HAWK after complete hydraulic failure due to combat damage. On 1 February, an A1 from VA-115 was shot down in the STEEL TIGER area. Crewmembers, both aircraft, recovered uninjured. On 3 February, an RA5C from RVAH 13 was downed by enemy fire off the NVN coast just south of Cap Bouton. A major SAR effort, including excellent shore bombardment by the USS WADDELL (DDG-24) and the USS BRINKLEY BASS (DD-887) failed to recover the crew, now listed as Missing in Action. KITTY HAWK departed YANKEE Station on 3 February and arrived Subic Bay on 5 February for a brief upkeep period. Eight officers, led by CDR E.R. WILLIAMS, COMCVW-11; visited USAF bases in Thailand 4 to 6 February as part of a CTF 77 information exchange program. Valuable GOB and SERE information was obtained from USAF sources.

KITTY HAWK departed Subic Bay on 10 February enroute Hong Kong, conducted a Surface-to-Air Missile Exercise on 10 February and a Air-to-Air Missile Exercise on 11 February. On 11 February, RADM J.F. REEDY, CTF 77, presented 61 Air Medals to pilots and crewmembers of Attack Carrier Air Wing ELEVEN, KITTY HAWK's embarked Air Wing.

KITTY HAWK arrived Hong Kong 12 February and departed, enroute YANKEE Station, on 15 February. The exemplary conduct of KITTY HAWK crewmembers

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resulted in the following from SOPA (ADMIN) Hong Kong, "During your brief Hong Kong visit from 12 to 15 February, it was most evident to all concerned that KITTY HAWK personnel are a diplomatic force promoting an atmosphere of friendship, mutual respect, and understanding. "Well Done."

KITTY HAWK arrived YANKEE Station 17 February operating there through 20 February, then moved south to DIXIE Station for IN-COUNTRY operations from 22 February to 5 March. Air operations were seriously limited by extremely low ceilings and visibility throughout the IN-COUNTRY area. The majority of ROLLING THUNDER missions after 17 February were completed by A6A "Intruder" aircraft from VA 85 using radar system deliveries through the overcast. On 18 February, an A6A was lost when it failed to complete pullout from a glide bombing attack. There were no survivors. During the period 22 February to 5 March, KITTY HAWK aircraft averaged 100 direct air support sorties per day in support of friendly forces in South Vietnam.

KITTY HAWK returned to YANKEE Station 6 March, conducting air operations while enroute. On 5 March, an F4B from VF 114 was lost after being hit by enemy ground fire during IN-COUNTRY operations. The crew ejected due to loss of hydraulic pressure and control effectiveness. Both pilot and RIO were recovered safely by SAR helicopter. All-weather A6A aircraft maintained steady pressure on NVN targets despite overcast skies and inclement weather, both day and night. KITTY HAWK aircraft provided close air support missions in defense of the beleaguered As Hau Special Forces Camp on 10 March. On 11 March, an A1H of VA-115 was lost shortly after catapult launch. The pilot was recovered on board with only minor injuries. On 14 March, KITTY HAWK aircraft and SAR helicopter participated in the daring rescue of two

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USAF air crewmen after their aircraft had been shot down. Both crewmen were rescued within range of NVN shore batteries, returned to KITTY HAWK, and treated.

KITTY HAWK departed YANKEE Station 16 March and arrived Subic Bay 17 March for an upkeep period. KITTY HAWK departed 29 March and arrived DIXIE Station on 31 March. On 31 March, RADM J.F. REEDY, CTF 77, presented two Distinguished Flying Crosses, 238 Air Medals, and 7 Navy Commendation Medals to pilots and crewmembers of Attack Carrier Air Wing ELEVEN. Aircraft from CVW-11 provided IN-COUNTRY and Operation JACKSTAY support and averaged 100 sorties per day while delivering an average of 130 tons of ordnance per day on enemy targets. On 9 April, LTJG A.E. JOHNSON of VA-113, flying an A4C, made the 10,000th landing on KITTY HAWK since commencement of the current WESTPAC deployment on 19 October 1965.

KITTY HAWK departed DIXIE Station on 11 April and arrived at YANKEE Station on 12 April. Air Wing ELEVEN aircraft delivered an average of 100 tons of ordnance per day on enemy targets while conducting ROLLING THUNDER, STEEL TIGER, and BLUE TREE operations. On 12 April, an A3B (Tanker) with four crewmembers aboard, enroute KITTY HAWK from NAS Cubi Point, overdue and missing. Crewmember status undetermined. On 15 April, a UH2 helicopter from HC 1 Detachment CHARLIE, was lost over the side after experiencing control difficulties soon after lift-off. One crewmember dead, one man killed and four injured on the KITTY HAWK flight deck by flying shrapnel from the helicopter's rotor blades. Also on 15 April, KITTY HAWK aircraft responding to a SAR effort launched for a downed USAF F4C, silenced one 57MM and two 37MM AAA sites in the vicinity of the downed aircraft. On 17 April, an A4C from VA-113 crashed into the sea immediately following



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launch. The pilot ejected and was recovered safely aboard with no injuries. Also on 17 April, an A6A from VA-85 experienced hydraulic failure in flight and crashed at sea. Both the pilot and NFO ejected and were rescued at sea in good condition. An A1H aircraft from VA 115 was also downed on 17 April. Extensive SAR efforts were negative and the pilot is listed as Missing in Action.

On 17 April, an attack was carried out against a primary target in NVN, the Hai Dong Railroad and Highway Bridge, located approximately 30 NM east of Hanoi, resulted in the dropping of the center span and heavy cratering of the eastern bridge abutment and approaches. On 18 April, a flight of two A6A's executed a surprise midnight attack on the Uong Bi Thermal Power Plant located approximately 12 NM northeast of the NVN seaport of Haiphong. Making radar system deliveries, the "Intruder" aircraft placed 26,000 pounds of ordnance on target. On 19 April, KITTY HAWK aircraft struck the Cam Pha Port Facility. The destruction to port facilities caused by this strike was a significant economic blow to NVN. On 20 April, an A4C from VA 113, while on a strike mission, was hit by enemy ground fire. The pilot was observed to eject and is missing in action. Another A4C from VA 113, while orbiting the downed pilot, was also hit by ground fire. The pilot retired seaward, ejected two miles from KITTY HAWK, and was recovered safely on board after spending approximately one minute in the water. On 21 April, an A6A from VA 85 disappeared from radar scopes at weapons release point. His wingman observed a large flash at this time which could have been weapons detonation. Both crewmembers missing. On 22 April, an A6A was observed to crash in the water while retiring from the target. There were no survivors.

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On 26 April, an F4B was hit in the vicinity of the starboard engine by enemy ground fire while on a bombing mission. Both pilot and RIO ejected near KITTY HAWK and were recovered aboard in good condition by KITTY HAWK helicopter. On 27 April, an A6A, while on armed reconnaissance, received numerous small arms hits, one of which severely wounded the pilot. The pilot, with the NFO's assistance, flew his aircraft seaward where they both ejected and were recovered by helicopter. For this action, the NFO, LTJG B.E. WESTIN, USNR, received the Navy Cross. On 28 April, an F4G was hit by enemy ground fire. Both pilot and RIO ejected at sea and were recovered safely.

During the period 12-28 April, KITTY HAWK aircraft participated in a series of strikes aimed at the NVN lines of communication (LOC). Targets hit included railroads, bridges, highways, and waterborne logistic craft. During this period, over 200 enemy waterborne logistic craft were destroyed. The strikes conducted during this period severely hampered the movement of military supplies south. Operations during this period were distinguished by aggressiveness and reliability in the face of adversity. Aircraft and crew losses were a direct reflection of aggressiveness of CVW-11 pilots in face of increased capabilities of enemy defenses. Strikes conducted during this period were strikes from which the enemy would be hard-pressed to recover from.

KITTY HAWK departed YANKEE Station 29 April and arrived Subic Bay 30 April for upkeep. On 1 May, KITTY HAWK held "Open House" to celebrate the fifth anniversary of her commissioning. Both Philippine government and local officials attended as well as U.S. military and civilian personnel.

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KITTY HAWK departed Subic Bay enroute YANKEE Station 6 May, conducted a Surface-to-Air Missile Exercise on 6 May, and arrived YANKEE Station on 8 May. Air Wing aircraft averaged delivery of 110 tons of ordnance per day on enemy targets while conducting ROLLING THUNDER, STEEL TIGER, and BLUE TREE operations. On 15 May, an A6A from VA 85, was lost following fuel exhaustion due to inability to receive fuel from tanker aircraft. Both pilot and NFO ejected and were recovered safely. The pilot, LCDR John ELLISON, was rescued by KITTY HAWK's embarked helicopter detachment, HC 1 Detachment CHARLIE. This was the 14th rescue made by this detachment this deployment. On 11 May, KITTY HAWK and the USS PYRO (AE-24) set a new ordnance transfer rate record by averaging 237.66 standard tons per hour. On 18 May, an F4B while flying RESCAP for a downed aircraft, was hit by small arms fire. The pilot and RIO ejected and were recovered uninjured by helicopter. On 19 May, an AlJ suffered engine failure, suddenly and completely, following deck lift-off and crashed into the sea. The pilot was recovered uninjured by KITTY HAWK helicopter.

KITTY HAWK departed YANKEE Station 23 May and arrived Subic Bay 24 May. Following ordnance off-load and assets transfer, KITTY HAWK departed and arrived Yokosuka, Japan on 29 May. CTF 77/COMCARDIV FIVE and Staff transferred to the USS CONSTELLATION (CVA-64), KITTY HAWK's relieving carrier, on 2 June. On 3 June, KITTY HAWK departed Yokosuka enroute homeport of San Diego, California. During KITTY HAWK's/CVW-11 deployment to WESTPAC, every scheduled operational commitment was met. The Air Wing delivered 10,731 tons of ordnance of enemy targets. This is believed to be a new record, exceeding the total ordnance delivered against

an enemy from any carrier in any war. KITTY HAWK completed a total of 121 days on the line, 30 at DIXIE Station and 91 at YANKEE Station.

KITTY HAWK "chopped" to FIRST Fleet as CTG 17.7 on 6 June and arrived San Diego on 13 June. Upon arrival, KITTY HAWK entered a much needed Restricted Availability (RAV) status at Pier Mike-November, NAS, North Island.

On 25 June, KITTY HAWK's Hangar Bay One was transformed into a gala 1,804 seat theater and the world premiere of Walt Disney's "Lt Robin Crusoe, U.S.N.", portions of which were earlier filmed onboard KITTY HAWK, was held before a host of celebrities. At the same time, in the Tonkin Gulf off the coast of North Vietnam, the motion picture was being shown aboard KITTY HAWK's sister ship, the USS CONSTELLATION (CVA-64). This was the first time in naval history that a premiere was held aboard a ship of the line and the first time in the history of motion pictures that a double premiere was held, one at sea and the other in port.

On 18 July, Captain Paul E. Pugh relieved Captain Martin D. Carmody as KITTY HAWK's Commanding Officer. Captain Pugh became KITTY HAWK's sixth Commanding Officer.

On 29 July, KITTY HAWK became the scene of the COMFIRSTFLT Change of Command. VADM B.F. Roeder relieved VADM L.P. Ramage as Commander FIRST Fleet in a colorful ceremony attended by many local dignitaries and high ranking naval officials.

KITTY HAWK's post-deployment RAV period ended 22 August and KITTY HAWK commenced local operations in the Southern California operating areas. On 22 August, VF 121 and VF 101A conducted carrier qualifications. During

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the period 25-26 August, VF 121, VF 101A, and VMCJ 3 conducted carrier qualifications. During the period 29 August to 2 September, VF 121, VF 101A, VA 125, VAH 4, VX 5, VAH 123, VA 85, VFP 63, VAW 11, VF 124, VX 4, and NATC, Patuxent River, Maryland conducted carrier qualifications on board KITTY HAWK. During this period, NATC conducted carrier trials on the C2A, EA6A, A4C with automatic power control, and the TA-4F. All carrier trial test objectives were met.

During the period 6 to 9 September, the Senior Member of Inspection and Survey, West Coast, conducted an INSERV inspection. Fleet Training Group, San Diego, conducted a Training Readiness Evaluation on 12 and 13 September and the period 14 to 23 September was spent conducting Fleet Training Group Underway Training Assistance. On 26 and 27 September, COMCARDIV THREE as Chief Inspector, conducted an Administrative/Material Inspection. An overall ship's grade of 93.15 (Excellent) was assigned.

KITTY HAWK departed San Diego on 1 October for local operations and during the period 3 to 7 October, KITTY HAWK/CVW-11 conducted COMPTUEX 29-66, an exercise designed to test the operational employment of all missions/systems. On 4 October, an E2A "Hawkeye" of VAW-11 Detachment CHARLIE was lost over the side during landing when it drifted right to left in the landing pattern. The Co-pilot and 1 crewmember missing and presumed dead. On 6 October, OST Task 2864 was performed. An A6A "Intruder" aircraft from VA-85 was used. A high-low profile was flown utilizing four drop tanks on the wing stations and the OST weapon on the centerline station. The weapon was delivered on Golf Range, NOTS, China Lake. KITTY HAWK returned to San Diego on 8 October.



On 13 October, with RADM M.F. WEISNER, COMCARDIV ONE, embarked, KITTY HAWK departed San Diego enroute to the local Southern California operating area to participate in BASELINE II, a major FIRST Fleet exercise. Primary observation emphasis was placed on fleet communications. BASELINE II was conducted as the final phase of training for naval forces soon to deploy for duty with the SEVENTH Fleet in the Western Pacific. The exercise was developed to provide the participating commands and units with an opportunity to work together as a team on missions similar to those which they would be assigned in the SEVENTH Fleet. During this period of BASELINE II, KITTY HAWK's Operational Readiness Inspection (ORI) was conducted. Chief Observer was COMCARDIV ONE. The operational readiness of KITTY HAWK was evaluated as Good (82.25). KITTY HAWK returned to San Diego on 20 October to prepare for overseas movement (POM).

On 1 November, VADM A.M. SHINN relieved VADM T.F. CONNOLLY as Commander Naval Air Forces, U.S. Pacific Fleet in a colorful ceremony conducted on board KITTY HAWK. During this Change of Command ceremony, KITTY HAWK was officially awarded the Navy Unit Commendation.

On 5 November, KITTY HAWK with CVW-11 again embarked, and VF 114, VF 213, VA 85, VA 112, VA 144, RVAH 13, VAH 4 Detachment CHARLIE, VAW 11 Detachment CHARLIE, and HC 1 Detachment CHARLIE assigned, departed San Diego enroute WESTPAC and her fourth WESTPAC deployment. KITTY HAWK arrived Pearl Harbor on 10 November for a brief stop and pre-deployment briefings and departed enroute Yokosuka, Japan on 12 November. On 16 and 17 November, KITTY HAWK was overflown by Russian "Bear" and "Bison" aircraft. All aircraft were intercepted at a lengthy distance from KITTY HAWK and her escorts and

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escorted by KITTY HAWK F4 aircraft until out of the area. On 18 November, KITTY HAWK "chopped" to the SEVENTH Fleet as Task Group 77.5. On 20 November, KITTY HAWK arrived Yokosuka and on 21 November again became the flag ship for Commander Attack Carrier Striking Forces, SEVENTH Fleet (CTF 77) when RADM D.C. RICHARDSON and Staff embarked. On 26 November, KITTY HAWK departed Yokosuka, conducted Exercise CHECKERTAIL, an air defense exercise in the Okinawa area, on 28 November, and arrived Subic Bay on 30 November.

Following ordnance on-load and other last minute preparations for combat air operations, KITTY HAWK departed Subic Bay on 2 December and arrived YANKEE Station on 4 December. Aircraft from Attack Carrier Air Wing ELEVEN immediately commenced ROLLING THUNDER, BLUE TREE, IRON HAND, and weather-divert STEEL TIGER missions. On 9 December, a C2A "Greyhound" from VRC-50, making its maiden flight in support of CTF 77 operations on YANKEE Station, landed on board KITTY HAWK. This marked the advent of increased logistical support to all units operating at YANKEE Station. On 14 December, CVW-11 aircraft participated in a highly successful JCS strike against the Van Dien Vehicle Depot. On 17 December, an A6A from VA 85 participated in an ALFA strike against the Haiphong SAM Assembly Area. On 20 December, Condition ONE CAP aircraft, an F4B from VF 114 and a F4B from VF 213 were launched to intercept two enemy aircraft. Explosions were noted in the vicinity of the enemy aircraft after release of SPARROW missiles and the enemy aircraft disappeared from radar scopes. On 21 December, an A4C from VA 144 received a direct hit from probable 85MM fire. The pilot ejected, landed in a populated area, and is believed captured. Flight operations during the month of December were

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hampered by poor weather, both at primary and secondary targets.

CARRIER LANDINGS

<u>LANDING</u>	<u>DATE</u>	<u>PILOT</u>	<u>SQUADRON</u>	<u>TYPE ACFT</u>
43,000	17 JAN 66	LT WISELY	VF-114	F4
44,000	26 JAN 66	LT TEMPLETON	VF-114	F4
45,000	17 FEB 66	LTJG SCHILTZ	VF-213	F4
46,000	27 FEB 66	LCDR WILLET	VA-113	A4
47,000	7 MAR 66	LTJG GRAHAM	VA-113	A4
48,000	31 MAR 66	CDR LINDSAY	CVA-63	F4
49,000	9 APR 66	LCDR JOHNS	VA-115	A1
50,000	19 APR 66	LCDR VEHORN	RVAH-13	RA5C
51,000	8 MAY 66	LT WINNINGHAM	VA-115	A1
52,000	19 MAY 66	LT LAVIGINE	VAW-11	E2A
53,000	31 AUG 66	LCDR MYERS	VF-124	F8E
54,000	2 OCT 66	LT MCRAE	VF-213	F4
55,000	16 OCT 66	LTJG WILLIAMS	VA-85	A6A
56,000	4 DEC 66	LT LAWRENCE	VA-112	A4
57,000	15 DEC 66	LCDR DYER	VF-213	F4
58,000	28 DEC 66	LCDR MILLER	VF-114	F4

CATAPULT LAUNCHINGSCATAPULT #1

<u>NUMBER</u>	<u>DATE</u>	<u>AIRCRAFT</u>
15,000	18 FEB	A4
16,000	3 APR	RA5C
17,000	11 MAY	EA1F
18,000	21 SEP	A4
19,000	11 DEC	EA1F

CATAPULT #2

<u>NUMBER</u>	<u>DATE</u>	<u>AIRCRAFT</u>
14,000	9 JAN	A1
15,000	3 MAR	A4
16,000	19 APR	A1
17,000	31 AUG	A4
18,000	20 OCT	E2

CATAPULT #3

<u>NUMBER</u>	<u>DATE</u>	<u>AIRCRAFT</u>
9,000	3 FEB	F4
10,000	6 APR	F4
11,000	14 OCT	A4

CATAPULT #4

<u>NUMBER</u>	<u>DATE</u>	<u>AIRCRAFT</u>
8,000	27 FEB	F4
9,000	27 APR	F4
10,000	16 DEC	F4



[REDACTED]  
R 040510Z JUN 66

FROM: CTF SEVEN SEVEN  
TO : USS KITTY HAWK  
INFO: CTG SEVEN SEVEN PT ZERO  
COMSEVENTHFLT  
CINCPACFLT  
COMNAVAIRPAC

BT  
[REDACTED]

1. UPON YOUR SAYONARA FROM YOKO, I WANT TO CONGRATULATE YOU UPON A MOST SUCCESSFUL COMBAT CRUISE. TO WHAT OTHERS HAVE SAID I WOULD LIKE TO ADD THAT IT HAS BEEN MY PLEASURE TO HAVE FLOWN MY FLAG IN KITTY HAWK DURING A PERIOD OF OUTSTANDING STRIKE OPERATIONS FROM NOVEMBER 1965 TO JUNE 1966. THE PERFORMANCE OF KITTY HAWK AND AIR WING ELEVEN HAS BEEN OUTSTANDING IN COMPILING A DISTINGUISHED COMBAT RECORD OF WHICH WE MAY ALL BE PROUD. HIGHLIGHTED BY YOUR DESTRUCTION OF KEY BRIDGES, SUCCESSFUL ALL-WEATHER ATTACKS AND NUMEROUS INTERDICTION OF VITAL ENEMY LOGISTICS FACILITIES YOUR OVERALL CONTRIBUTION IN SUPPORT OF U.S. POLICY IN SEASIA HAS BEEN MOST NOTEWORTHY.

2. WE WILL MISS YOU, BEST WISHES FOR A FAIR JOURNEY HOME AND MY PRAYERS FOR YOUR GALLANT SHIPMATES WHO FAILED TO RETURN WITH YOU. RADM REEDY.

GP-4

BT  
[REDACTED]