



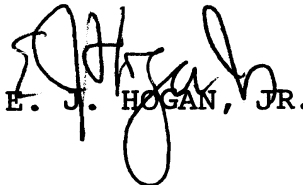
USS KITTY HAWK (CV-63)
FLEET POST OFFICE
SAN FRANCISCO, 96601

1976

CV 63/5750
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From: Commanding Officer, USS KITTY HAWK (CV-63)
To: Chief of Naval Operations (OP-05D2)
Subj: USS KITTY HAWK (CV-63) Command History 1976; forwarding of
Ref: (a) OPNAV INST 5750.12 (series)
(b) USS KITTY HAWK INST 5750.1 (series)
Encl: (1) USS KITTY HAWK (CV-63) Command History 1976
(2) Welcome Aboard Pamphlet
(3) Change of Command Brochure
(4) Captain S. W. HUBBARD, Jr., photograph and biography
(5) Captain E. J. HOGAN, Jr., photograph and biography
(6) Photograph of USS KITTY HAWK (CV-63)

1. In accordance with references (a) and (b), enclosures (1) through (6) are submitted.


E. J. HOGAN, JR.

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

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USS KITTY HAWK (CV-63)

COMMAND HISTORY

- 1976 -

ENCLOSURE (1)



CALENDAR OF EVENTS 1976

January

- 1 Moored to Pier Oscar-Papa, Naval Air Station North Island, California. In the middle of Kitty Hawk's post deployment stand-down (15 Dec 1975 - 15 Jan 1976).
- 15 End 30 day post deployment stand-down.

February

- 2 "Fast Cruise" - dockside cruise simulation.
- 3 Underway for CARQUALS in the Southern California Operating area.
- 12 Return to NAS North Island

March

- 8 Depart San Diego for Complex Overhaul at Puget Sound Naval Shipyard, Bremerton, Washington.
- 12 Arrive PSNS; enter Dry Dock #Six
- 13 Dry Dock pumped out. Kitty Hawk begins Complex Overhaul for 1976.

April

- 29 Celebrate Kitty Hawk's 15th birthday.

September

- 26 Flood Dry Dock Number Six.
- 27 Shift Kitty Hawk to alongside Pier Six.

November

- 20 Change of Command. Captain E. J. HOGAN, JR. relieves Captain S. W. HUBBARD, JR. as Commanding Officer.

NARRATIVE OF EVENTS

The USS KITTY HAWK (CV-63) entered 1976 moored alongside pier Oscar-Papa at Naval Air Station North Island. The carrier was in the middle of a 30 day post-deployment stand-down posture with a large number of her crew on leave over the holidays. On 15 January 1976 the carrier ended her stand-down and commenced preparations (simultaneously) for carrier qualifications and the Complex Overhaul scheduled to begin in April.

Rip-out of the ship's Terrier Missile system commenced as well as the complete rip-out of the ship's Number One Main Machinery Room in addition to the initiation of other pre-COH work. Simultaneously the ship began training for the carrier qualifications which were held from 3 to 12 February 1976.

USS KITTY HAWK departed San Diego for Bremerton, Washington on 8 March 1976 with 28 Puget Sound area guests, 336 dependents and over 2,000 crewmembers. The transit to Bremerton became known as "Operation Ark" when people, automobiles, and personal property were loaded on board for the four-day passage north. On 12 March the trip ended as the ship maneuvered into position for entry into dry dock. Dry-docked, the KITTY HAWK settled down to work on a 12.5 month overhaul.

In the Bremerton area the ship was greeted by stiff winds and cloudy skies. People in the area watched as the ship passed their view. These people were a few of the residents of Bremerton who came to notice the carrier's influence while in Washington.

Being in a restricted access area the KITTY HAWK was unable to grant general tours of the ship. However, limited tours of accessible spaces were given to military and civilian residents when possible.

Unable to promote the ship's tour program, the Public Affairs Office began to coordinate community relations programs as KITTY HAWK's way of showing the community that the ship was more than just a mass of metal and machinery. Crew on board began getting socially acquainted with Bremerton and surrounding areas. Various activities reflected the concern for good relations between the KITTY HAWK and the community during the ship's stay in Bremerton.

Armed Forces Day on 13 May saw Rm1 [REDACTED] named Honorary Mayor of Bremerton for the day. During festivities three crewmembers escorted Armed Forces Day queens and princesses. The Bremerton Chamber of Commerce sponsored a window display contest. The ship's entry, a 9-foot by 13-foot, 3 panelled display, depicted early aircraft, the USS KITTY HAWK, and her aircraft. The display with

the theme "Naval Air Past and Present" received 297 out of a possible 300 points and won first place.

Baked beans and cornbread became the next item through which the ship showed others the talent her crewmembers possessed. MS1 [REDACTED], MS3 [REDACTED] and MSSN [REDACTED] prepared and entered their individual recipes for baked beans and cornbread to the contest judges. Local Chamber of Commerce members judged the contest and awarded MSSN [REDACTED] second place for his "Maple Syrup Surprise" in the cornbread competition.

The following day, 14 May, crewmembers participated in the Bellingham parade as representatives of the KITTY HAWK.

Three members of the crew won awards at the Bicentennial Art Show at the PSNS Main Exchange on 24 and 25 June. LTJG [REDACTED] received his banner-style ribbon and gift certificate for his handiwork of an F4F Wildcat airplane made with coat hangers and outfitted with an electrical motor. JO2 [REDACTED] received his award for the "Best Bicentennial Theme" art work while ABH3 [REDACTED] won first place in the drawing competition.

In July the community was introduced to a miniture KITTY HAWK. The model of the carrier KITTY HAWK is 18 feet long and weighs 600 pounds. Able to travel in the water when using an outboard motor the model was used in Port Orchard's Dinghy Derby during that community's Fathoms of

Fun celebration. Later the mini-KITTY HAWK became a float loaded on a trailer for use in Seattle's Seafair Parade. Accompanying the model was the ship's ten-foot wooden Hawk. Lake Washington was the next public display for the scaled down vessel as she appeared prior to the Seattle hydroplane racing competition.

Eight thousand people on the average visited the Kitsap County Fair and Rodeo, held 25-29 August. Many of these people viewed the mini-KITTY HAWK while they strolled through the fairgrounds. The Public Affairs Office personnel manned the display 12 hours a day in order to answer questions.

On 4 August KITTY HAWK crewmembers contributed over \$12,000 to the Puget Sound Naval Shipyard Navy Relief Fund drive. This was the largest amount ever received from a ship at Bremerton. One-hundred percent of KITTY HAWK's personnel contributed to the drive.

On the 28th of September KITTY HAWK was undocked from Dry Dock Six and moved, by tugs, to Pier Six to complete her overhaul.

The 1976 Navy Birthday honoring the Navy's 201st birthday was celebrated at the Kitsap County Administration Building in Port Orchard and on board the ship. At Port Orchard, people were treated to a pictorial display of the Navy - past and present. Available as handout was condensed information on the Navy's prior history.

Aboard the KITTY HAWK crewmembers and guests were invited to partake of birthday cake and a holiday meal. A display table with reading material and posters was set up in the ship's Hangar Bay and later a slide show entitled "200 Years Before the Mast" was shown as a fitting conclusion to October 13th.

On 18 October the USS KITTY HAWK contributed \$31,114 to the 1977 Combined Federal Campaign. CDR [REDACTED], the ship's campaign general chairman, credited the tremendous effort and cooperation of both officers and enlisted personnel in exceeding the ship's goal. The original KITTY HAWK goal was \$27,032.

Records show that 65 percent of the ship's personnel participated in this successful drive. The KITTY HAWK Marine Detachment had 100 percent participation, as did Executive, OA, OC, OP, G, S-2 and S-6 Division. Additionally, Medical, Dental and AIMD also reached the 100 percent mark.

On 27 October the COMTHIRTEEN Talent Contest was held at Naval Support Activity, Seattle. KITTY HAWK's Barbership Quartet, "The ~~Am~~bernares" was awarded second place.

The months of November and December saw a fair amount of activity aboard KITTY HAWK. On 13 November, months of effort and preparation culminated in the presentation of KITTY HAWK's multi-media, bicentennial production, "Growth Through Revolution, An American Tradition." It was presented

at the Bremerton Community Theatre, in Tacoma, the University of Washington Theatre in Seattle, and at the Seattle Center.

Captain Edward J. Hogan formally relieved Captain Samuel W. Hubbard as Commanding Officer of the USS KITTY HAWK during ceremonies aboard the ship on 20 November 1976. The event was witnessed by nearly 500 military personnel and civilians. The new Commanding Officer is the 14th skipper of KITTY HAWK.

A special Christmas party for the children of KITTY HAWK crewmembers and Francis Morgan Center was held at the PSNS gym on 18 December. Nearly 300 children participated in the merriment as well as about 150 parents. The party was sponsored by the KITTY HAWK.

Late in December 1976, SM2 [REDACTED], serving in the Navigation Department aboard KITTY HAWK demonstrated the use of a portable Navy pump to the people of Pebble Beach Cove, Washington. In the past, Cove firefighters had run out of water several times fighting various fires. Hoff showed the firefighters and populace that through the use of the portable pump, water from the nearby canal could be utilized as a limitless supply of water. As a result of his effort, Fire Chief Steve Morris decided to purchase a portable high-pressure pump for the community. Besides the personal thanks Hoff received from the people, he has unquestionably enhanced the Navy's image in the area.

UNDERWAY REPLENISHMENTS

SHIP

DATE

USS WABASH (AOR-5)

5 February 1976

USS AGERHOLM (DD-826)

10 February 1976

ARRESTING GEAR AND CATAPULT STATISTICS

ARRESTED LANDINGS

<u>Engine Number</u>	<u>1976 Landings</u>
1	175
2	400
3	552
4	423
5	0

Total arrested landings for 1976: 1,550

Total arrested landings to date: 163,265

HELICOPTER LANDINGS

Total helicopter landings for 1976: 132

Total helicopter landings to date: 23,744

CATAPULT LAUNCHES

<u>Catapult Number</u>	<u>Aircraft Launches for 1976</u>
1	981
2	568
3	0
4	0

Total aircraft launches for 1976: 1,549

Total no load launches for 1976: 76

Total catapult launches for 1976: 1,625

Total catapult launches to date: 176,752

ORDNANCE EXPENDITURES

40mm Saluting (Change of Command).....21 Rounds
12 gauge 00 Buckshot (Training).....920 Rounds



CVW-11 COMPOSITION

<u>SQUADRON</u>	<u>AIRCRAFT</u>
VF-213	F-14A
VF-114	F-14A
VAW-114	E-2B - Transferred from CVW-11
VAW-122	E-2C - Transferred to CVW-11
VA-52	A-6E
VA-192	A-7E
VA-195	A-7E
HS-8	SH-3G
VS-33	S-3A
VAQ-136	EA-6B - Transferred from CVW-11
VAQ-131	EA-6B - Transferred to CVW-11
RVAH-6	RA-5C - Transferred from CVW-11
RVAH-7	RA-5C - Transferred to CVW-11

CHANGES OF COMMAND

20 November	USS KITTY HAWK	Captain E. J. HOGAN, JR. relieves Captain S. W. HUBBARD, JR.
23 December	CVW-11	CDR R. W. LEEDS relieves CDR W. H. BYNG

KITTY HAWK GUESTS

3 Feb 76- During the carrier qualifications 14 guests
12 Feb 76 of the Secretary of the Navy rode KITTY HAWK
for three days; all were business and
professional leaders from Southern California;
additionally 20 members of the Navy League of
San Diego rode the ship for one day.

4 Mar 76 The Navy League of San Diego held a dinner
meeting aboard KITTY HAWK; 45 members attended.

8 Mar 76- Twenty-eight COMTHIRTEEN guests rode KITTY
12 Mar 76 HAWK on her transit from San Diego to Seattle.

11 May 76 Bi-Monthly NAVSEA COH Progress Briefing was
attended by RADM J. B. BERUDE, CINCPACFLT
Maintenance Officer and RADM R. L. WALTERS,
Deputy Commander Naval Sea Systems Command.

7 Jul 76 Bi-Monthly NAVSEA COH Progress Briefing was
attended by RADM R. L. WALTERS, Deputy
Commander Naval Sea Systems Command.

11 Aug 76 Twenty-three officers participating in the
Senior Officers Material Readiness Course
visited KITTY HAWK.

25 Aug 76 Admiral J. L. HOLLOWAY, III, Chief of Naval
Operations
RADM A. J. MONGER, Commander Carrier Group ONE

22 Sep 76 Bi-Monthly NAVSEA COH Progress Briefing was
attended by RADM R. L. WALTERS, Deputy
Commander Naval Sea Systems Command.

25 Oct 76 RADM W. R. DOWD, Jr., Commander Naval Supply
Systems Command.

9 Nov 76 RADM E. P. TRAVERS, OPNAV 09 and four staff
members of the House-Senate Appropriations
Committee.

20 Nov 76 RADM P. H. SPEER, Commander Carrier Group ONE;
speaker at KITTY HAWK's change of command.

23 Nov 76 Bi-Monthly NAVSEA COH Progress Briefing was
attended by RADM P. A. PECK, Commander Carrier
Group THREE; VADM R. P. COOGAN, Commander
Naval Air Force, U.S. Pacific Fleet; RADM
J. B. BERUDE, CINCPACFLT Maintenance Officer;

23 Nov 76
(Continued)

RADM R. L. WALTERS, Deputy Commander Naval
Sea Systems Command.

17 Dec 76

Bi-Monthly NAVSEA COH Progress Briefing was
attended by RADM R. L. WALTERS, Deputy
Commander Naval Sea Systems Command.

"ATTABOYS"

<u>Date</u>	<u>From</u>	<u>To</u>	<u>For</u>
9 Jan 76	COMNAVAIRPAC	VA-195	One year accident free operations
23 Jan 76	COMNAVAIRPAC	VS-37	Five years accident free operations
12 Feb 76	COMCARAIRWING TWO	KITTY HAWK	Carrier qualifications performance
17 Feb 76	VS-41	KITTY HAWK	Carrier qualifications performance
19 Feb 76	COMCARGRU ONE	KITTY HAWK	Carrier qualifications performance
8 Mar 76	CTF 77	VS-37	"E" 74-75
11 Mar 76	Chief of Naval Information	KITTY HAWK PAO	Merit Award for TV Broadcast Achievement
6 Apr 76	COMMACVAQPAC	VAQ-136	Three years accident free operations
29 May 76	COMFITAEWWINGPAC	VF-114	One year accident free operations
3 Jun 76	COMCARGRU ONE	VF-114	One year accident free operations
14 Sep 76	COMNAVAIRPAC	VS-33	Sixteen years accident free operations
6 Nov 76	COMNAVAIRPAC	VA-192	Two years accident free operations
11 Nov 76	COMCARGRU ONE	HS-8	One year accident free operations
12 Nov 76	COMCARGRU ONE	VA-192	Two years accident free operations

16 Nov 76	COMNAVAIRPAC	VAQ-131	Five years accident free operations
15 Dec 76	COMCARGRU ONE	VAW-114	Six years accident free operations
17 Dec 76	COMNAVAIRPAC	KITTY HAWK	One year accident free operations.

QUARTERLY RETENTION STATISTICS

<u>QUARTER</u>	<u>FIRST TERM</u>			<u>CAREER</u>		
	<u>ELIGIBLE</u>	<u>NOT ELIGIBLE</u>	<u>REENLISTED</u>	<u>ELIGIBLE</u>	<u>NOT ELIGIBLE</u>	<u>REENLISTED</u>
First	77	17	29	33	6	21
Second	86	63	32	22	7	16
Third	127	78	30	22	6	16
Fourth	67	47	19	18	8	14
Total	<u>357</u>	<u>205</u>	<u>110</u>	<u>95</u>	<u>27</u>	<u>67</u>

COMPLEX OVERHAUL ACCOMPLISHMENTS

The KITTY HAWK Ship's Force Overhaul Management System Department (SFOMS) was formed in 1975 during KITTY HAWK's fourteenth year of commissioned Naval service to direct a one-hundred million dollar complex overhaul at the Puget Sound Naval Shipyard, Bremerton, Washington. The COH was finished on 1 April 1977. In order to provide a sense of continuity, this section describes those alterations and repairs which were completed during the entire COH.

The complex overhaul would configure the KITTY HAWK to operate with the F-14 and S-3A aircraft in a total CV sea control mode.

A total of 495 KITTY HAWK personnel, 466 enlisted and twenty-nine officers, were assigned TAD to SFOMS from various departments throughout the ship. The SFOMS Department operated as a unit in Flag Operations and conference area spaces until the KITTY HAWK arrived in PSNS Bremerton. At that time SFOMS relocated to a trailer in the hangar bay. The total ship's force industrial work package for CV-63's 76 COH was 1,781,196 man hours. During calendar year 76, KITTY HAWK sailors expended a total of 4,100,000 man hours in areas of industrial support, ship board operations and team or individual training. Man hours expended solely in the industrial area accounted for over 1,197,000. By 1 April 1977

the ship's force had expended over 202,900 man days of labor on their ship.

The history of any ship in overhaul can best be described by noting the ShipAlts which have been programmed and completed.

Major ship alterations can be broken down into four basic categories; engineering, habitability/crew morale, air systems and combat support systems.

The KITTY HAWK under SHIPALT 3830K added spaces for storage and maintenance facilities for the new F-14 fighter aircraft and related ordnance and equipment.

SHIPALT 4345K, the S-3 Ordnance Support SHIPALT, called for facilities for the storage and handling of ASW weapons, sensors and aircraft inert components for the S-3 aircraft. To support the Navy's new ASW airframe, SHIPALT 3931K provided CV-63 with a Tactical Support Center for air ASW Weapons Systems which will function through Combat Information Center (CIC) to provide evaluated ASW target information to the Officer in Tactical Command (OTC). The primary function of the CV-TSC is to provide sensor processing and multisource, multisensor correlation information. The TSC is considered a support activity for VS, HS and VP aircraft.

SHIPALT 3250 provided a more efficient work area for air frames and a repair facility for ground support equipment, while SHIPALT 4588 and 3827K provided avionics support for

the S-3 and the capability to test all aircraft's weapons electronic components by computer in one avionics ship.

SHIPALT 4748 installed two EA-6B DTs Vans to provide complete Avionics Intermediate Maintenance Support for the EA-6B aircraft. Two additional maintenance vans were installed within the existing EA-6B van complex. Prior to the installation of the two vans, CV-63 retained only partial capability for support of the EA-6B. SHIPALT 3837K provided AIMD with the Versatile Avionics Station Test (VAST) alteration. This was required to support the new aircraft avionics that AIMD would be tasked to repair.

SHIPALT 4620K removed the Terrier Surface-to-Air missile system and installed the NATO Seasparrow system which will provide the KITTY HAWK with a short range, rapid reaction self defense missile system for use against airborne targets, air launched weapons (missiles) and surface launched targets (missiles). SHIPALT 4026K added elevators and modified weapons magazines which will provide an increased capability for handling and stowing new, larger air launched weapons.

The addition and/or modification of command support systems has greatly enhanced KITTY HAWK's capabilities as a CV. Among these new command support systems was the installation of a second data link backup to LINK 4A under SHIPALT 4203. The second LINK 4A will provide the necessary backup and also permit continuous operation of both LINK 4A and the ACLS LINK

(Automatic Carrier Landing System Link), the ship to aircraft landing data transmission link, independent of each other.

KITTY HAWK also received the three dimensional height finding air search radar, the SPS-48, as a replacement for the existing SPS-30 radar, and the AN/WLR-11 under SHIPALT 4784 which will improve the ship's passive ECM capabilities.

To further support command, embarked wing and carrier group commander in a sea control mode SHIPALT 4621 called for the installation of the AN/SMQ-10 Satellite Readout Equipment. This equipment will enable the ship to receive, process, and display data from the latest weather satellite and to produce photos of much greater detail than previous systems. SHIPALT 4644, the NTDS Display TACS/TAD, modified the NTDS display systems to meet the tri-services tactical Air Control System/Tactical Air Defense System Display Standards. Under the previous system tracking data was lost during transfer from a tactical Data System of another service to this ship.

To improve KITTY HAWK's communications package, SHIPALTs 4355, 4357 and 4363 were approved which upgraded HF and UHF communications and provided secure voice HF/UHF and VHF radio links. The ship's radio equipment and antennas were replaced to maintain communications reliability concurrent with modern techniques. High powered transmitters were installed that are smaller, more reliable and easier to operate.

Improvements were also made to the KITTY HAWK's ability to be seen at night by other ships in company. Under SHIPALT 4321 a dual array of task lights on a new fiberglass stub mast was installed to provide the CV with a full 360° arc of visibility.

Security for the ship's small arms and ammunitions magazines was provided by SHIPALT 4156 which installed a small arms intrusive alarm system.

Environmental and crew habitability improvements were also given considerable attention. All mess decks and galleys were completely rennovated under SHIPALT 4711. This SHIPALT further modified the crew serving line to improve the variety, sanitation and palatibility of the food served to the crew members.

SHIPALT 4591 modified several squadron ready room facilities and provided an additional ready room, more seating in existing ready rooms, and improved traffic flow from ready rooms to the flight deck.

SHIPALT 3820 provided a complete intensive care area and patient monitoring system in the operating room, while SHIPALT 4575 provided an egress marking system to aid personnel in finding their way to weather decks during a fire or during totally darkened conditions.

The Navy in general and KITTY HAWK in particular is conscious of the impact on the ocean's environment that a ship with over 5,000 men could have; to that extent SHIPALT

4655K was instituted to provide sewage holding facilities in the ship until wastes could be offloaded to a barge or container ashore.

SHIPALT 4395 requested that pumps for controlled bilge water discharge be installed. These pumps will provide an improved capability for pumping bilge water when eductor usage is not permitted. This would eliminate/reduce oil pollution that results when eductors are used for dewatering bilges.

New and more sophisticated electronic equipment and computers require additional power, cooling water, and air conditioning. SHIPALT 4233 increased the ship's air conditioning capability by installing a new 360 ton capacity centrifugal air conditioning plant, while with the completion of SHIPALT 4922 the KITTY HAWK's shore power capacity was increased by 50 percent. Previous demands for shore power had necessitated activation of emergency diesels to support the increases in demand.

A significant engineering SHIPALT under 4201 called for relocating the sea valve power operators to the upper level in order to add damage control assurance that means will be available to rapidly close the main sea valves when required. Previously power operators were mounted on valves in the

bilges. The bilge water deteriorates these operators, adversely affecting their reliability.

The Engineering Department began activating KITTY HAWK's Main Machinery spaces on 17 and 18 December. Number One Main and One Aux were lit-off. Further light-offs followed on 21, 22, and 23 December when Number Four Main and Two Aux were activated.