(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.

Copy to: (Encl (1) only)
CNO (OP-09B9)
CINCPACFLT
COMSEVENTHFLT
COMTHIRDFLT
COMCARGRU ONE
COMNAVAIRPAC (Code 10)
USS KITTY HAWK (CV-63)

COMMAND HISTORY

1977

Enclosure (1)
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
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 (WEPTAEX) was included on 12 through 15 September during the last phase of COMPTUEX. A highly successful Nuclear Operational Readiness Exercise (NOREX) culminated the WEPTAEX.

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...
designed to improve and evaluate the readiness of 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
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.
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.
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.
Participated in Exercise COPE CHERRY, an air defense exercise designed to test Japanese Air Self-Defense Forces.

Aircraft from USS KITTY HAWK delivered the strike on USS MIDWAY (CV-41) during a WASEX conducted in the Philippine Sea.

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.

Conducted Exercise EAGLE, the ECM portion of an air defense exercise involving the Republic of China.

Conducted Exercise BLUESKY, the intercept/strike portion of an air defense exercise involving the Republic of China.
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24-27 OPPE
27-30 INSURV

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

DECLASSIFIED
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 [redacted]
1 Oct 76 to 5 May 77 relieved by
CDR [redacted]
5 May 77 to present

Operations Department .................................... CDR [redacted]
19 Apr 76 to 21 Dec 77 relieved by
CDR [redacted]
21 Dec 77 to present

Air Department .............................................. CDR [redacted]
12 Mar 76 to 11 Aug 77 relieved by
CDR [redacted]
11 Aug 77 to present
Training Department .................................. LCDR □ □ □ □ 1 Sep 76 to 5 Oct 77

replaced by

CDR □ □ □ □ 5 Oct 77 to present

Supply Department ..................................... CDR □ □ □ □ 20 Sep 75 to 3 Sep 77

replaced by

CDR □ □ □ □ 3 Sep 77 to present

Medical Department ................................... CDR □ □ □ □ 23 Apr 76 to 20 Oct 77

replaced by

CDR □ □ □ □ 20 Oct 77 to present

Dental Department ..................................... CDR □ □ □ □ 5 Nov 75 to 25 Nov 77

replaced by

CDR □ □ □ □ 25 Nov 77 to present

Communications Department ......................... LCDR □ □ □ □ 3 July 74 to 1 Aug 77

replaced by

LCDR □ □ □ □ 1 Aug 77 to present

Weapons Department .................................. CDR □ □ □ □ 23 May 76 to present

Safety Department ..................................... CDR □ □ □ □ 27 Jul 76 to present

Deck Department ...................................... LCDR □ □ □ □ 2 Feb 76 to present
Aviation Intermediate Maintenance
Department

CDR  
18 Sep 76 to present

Engineering Department

CDR  
25 Feb 76 to present
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COMBAT AND SUPPORT SORTIES

No combat or combat support sorties were flown from the USS KITTY HAWK during 1977.
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<td>USS SACRAMENTO AOE-1</td>
</tr>
<tr>
<td>29-77</td>
<td>11 November</td>
<td>USS SACRAMENTO AOE-1</td>
</tr>
<tr>
<td>30-77</td>
<td>14 November</td>
<td>USS SACRAMENTO AOE-1</td>
</tr>
<tr>
<td>31-77</td>
<td>15 November</td>
<td>USS SACRAMENTO AOE-1</td>
</tr>
<tr>
<td>32-77</td>
<td>16 November</td>
<td>USS SACRAMENTO AOE-1</td>
</tr>
<tr>
<td>33-77</td>
<td>21 November</td>
<td>USS WHITE PLAINS AFS-4</td>
</tr>
<tr>
<td>34-77</td>
<td>21 November</td>
<td>USS SACRAMENTO AOE-1</td>
</tr>
<tr>
<td>35-77</td>
<td>18 November</td>
<td>USS SACRAMENTO AOE-1</td>
</tr>
<tr>
<td>36-77</td>
<td>3 December</td>
<td>USS SACRAMENTO AOE-1</td>
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<tr>
<td>37-77</td>
<td>7 December</td>
<td>USS SACRAMENTO AOE-1</td>
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<tr>
<td>38-77</td>
<td>7 December</td>
<td>USS SACRAMENTO AOE-1</td>
</tr>
<tr>
<td>39-77</td>
<td>3 December</td>
<td>USS HALEAKALA AE-25</td>
</tr>
<tr>
<td>40-77</td>
<td>13 December</td>
<td>USS SACRAMENTO AOE-1</td>
</tr>
<tr>
<td>41-77</td>
<td>16 December</td>
<td>USS SACRAMENTO AOE-1</td>
</tr>
<tr>
<td>42-77</td>
<td>18 December</td>
<td>USS SACRAMENTO AOE-1</td>
</tr>
</tbody>
</table>
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 Parlimentarians

Rear Admiral C. J. KEMPFF
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
<table>
<thead>
<tr>
<th>Date</th>
<th>Name</th>
<th>Position</th>
</tr>
</thead>
<tbody>
<tr>
<td>December 21</td>
<td>Major General CHOW Chung-Nan</td>
<td>Commander General 605th Missile Group</td>
</tr>
<tr>
<td></td>
<td>Rear Admiral LEI Hsueh-Ming</td>
<td>JOTD</td>
</tr>
<tr>
<td>28</td>
<td>Rear Admiral H. HARDISTY</td>
<td>Commander, U. S. Naval Forces, Philippines</td>
</tr>
</tbody>
</table>
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 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, Lehore, 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 Crops 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

NAVY COMMENDATION MEDAL

NAVY ACHIEVEMENT MEDAL

MERITORIOUS UNIT COMMENDATION

LETTER OF COMMENDATION
<table>
<thead>
<tr>
<th>Month</th>
<th>Name</th>
<th>Rank</th>
<th>Section</th>
</tr>
</thead>
<tbody>
<tr>
<td>JANUARY</td>
<td>SH3</td>
<td></td>
<td></td>
</tr>
<tr>
<td>FEBRUARY</td>
<td>ABH3</td>
<td></td>
<td></td>
</tr>
<tr>
<td>MARCH</td>
<td>MM2</td>
<td></td>
<td></td>
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<tr>
<td>APRIL</td>
<td>AKAN</td>
<td></td>
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<tr>
<td>MAY</td>
<td>EW2</td>
<td></td>
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<tr>
<td>JUNE</td>
<td>SK2</td>
<td></td>
<td></td>
</tr>
<tr>
<td>JULY</td>
<td>MR2</td>
<td></td>
<td></td>
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<tr>
<td>AUGUST</td>
<td>(None)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>SEPTEMBER</td>
<td>YN2</td>
<td></td>
<td></td>
</tr>
<tr>
<td>OCTOBER</td>
<td>BM3</td>
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<td></td>
</tr>
<tr>
<td>NOVEMBER</td>
<td>AME3</td>
<td></td>
<td></td>
</tr>
<tr>
<td>DECEMBER</td>
<td>HM3</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Date</td>
<td>From</td>
<td>To</td>
<td>For</td>
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<td>---------------------------------------------------------------------</td>
</tr>
<tr>
<td>January 15</td>
<td>COMNAVAIRPAC</td>
<td>KITTY HAWK</td>
<td>COMNAVAIRPAC Aviation Safety Award (Third consecutive year.)</td>
</tr>
<tr>
<td>March 2</td>
<td>AIRTEVRON FIVE</td>
<td>VAQ-131</td>
<td>Professional support to AWG-21 OPEVAL.</td>
</tr>
<tr>
<td>April 1</td>
<td>COMNAVAIRPAC</td>
<td>KITTY HAWK</td>
<td>Congratulations on being at sea as advertised following COH.</td>
</tr>
<tr>
<td>23</td>
<td>CVW-11</td>
<td>HS-8</td>
<td>Professional performance during actual SAR evolution.</td>
</tr>
<tr>
<td>28</td>
<td>CVW-11</td>
<td>KITTY HAWK</td>
<td>Successful pre-loaded MER/TER operations.</td>
</tr>
<tr>
<td>May</td>
<td>VF-114</td>
<td>KITTY HAWK</td>
<td>Deck crew performance during CARQUALS.</td>
</tr>
<tr>
<td>9-12</td>
<td>Preventive Medicine Unit 5</td>
<td>KITTY HAWK</td>
<td>Outstanding sanitary conditions.</td>
</tr>
<tr>
<td>June 6</td>
<td>COMCARGRU THREE</td>
<td>KITTY HAWK</td>
<td>Unconditional satisfactory on OPPE; &quot;good show&quot; on INSURV phase.</td>
</tr>
<tr>
<td>16</td>
<td>COMNAVAIRPAC</td>
<td>CINCPACFLT</td>
<td>KITTY HAWK REFTRA performance considered excellent.</td>
</tr>
<tr>
<td>July 23</td>
<td>USS STEIN</td>
<td>KITTY HAWK</td>
<td>Training accomplished while assigned plane guard duty.</td>
</tr>
<tr>
<td>27</td>
<td>AIRTEVRON FIVE</td>
<td>KITTY HAWK</td>
<td>Support provided in OPEVAL of improved laser guided bombs</td>
</tr>
<tr>
<td>September 16</td>
<td>COMMATVAQWINGPAC</td>
<td>VA-52</td>
<td>One year of accident free flying.</td>
</tr>
<tr>
<td>20</td>
<td>COMNAVAIRPAC</td>
<td>VS-33</td>
<td>Seventeen years of accident-free flying.</td>
</tr>
<tr>
<td>21</td>
<td>COMCARGRU SEVEN</td>
<td>VA-52</td>
<td>One year of accident free flying.</td>
</tr>
<tr>
<td>Date</td>
<td>Unit</td>
<td>Aircraft</td>
<td>Comments</td>
</tr>
<tr>
<td>------------</td>
<td>-----------------------------</td>
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<td>--------------------------------------------------------------------------</td>
</tr>
<tr>
<td>September 23</td>
<td>COMCARGRU ONE</td>
<td>KITTY HAWK</td>
<td>Highest overall PMS performance rate of any NAVAIRPAC ship in past two years.</td>
</tr>
<tr>
<td>29</td>
<td>COMCARGRU SEVEN</td>
<td>COMNAVIARPAC</td>
<td>Excellent ship/airwing performance during NOREX.</td>
</tr>
<tr>
<td>November</td>
<td>COMANVAIRPAC</td>
<td>HS-8</td>
<td>Two years of accident-free flying.</td>
</tr>
<tr>
<td>16</td>
<td>CTF 74</td>
<td>KITTY HAWK</td>
<td>Superlative technical competence and skillful airmanship in support of USS PINTADO.</td>
</tr>
<tr>
<td>16</td>
<td>COMMATVAQWINGPAC</td>
<td>VAQ-131</td>
<td>Six years of accident-free flying.</td>
</tr>
<tr>
<td>19</td>
<td>COMNAVAIRPAC</td>
<td>VAQ-131</td>
<td>Six years of accident-free flying.</td>
</tr>
<tr>
<td>December 2</td>
<td>COMFLEACT YOKOSUKA</td>
<td>KITTY HAWK</td>
<td>Excellent overall conduct of liberty party.</td>
</tr>
<tr>
<td>8</td>
<td>USS CHICAGO</td>
<td>KITTY HAWK</td>
<td>Material assistance rendered.</td>
</tr>
<tr>
<td>13</td>
<td>CTF 77</td>
<td>KITTY HAWK</td>
<td>Outstanding conduct of personnel ashore in Korea.</td>
</tr>
<tr>
<td>14</td>
<td>COMSEVENTHFLT</td>
<td>KITTY HAWK</td>
<td>Well done for the handling of VIPs.</td>
</tr>
<tr>
<td>15</td>
<td>CTG 77.5</td>
<td>HS-8</td>
<td>Admirable &quot;can do&quot; spirit and outstanding performance in providing transportation support inport Pusan.</td>
</tr>
<tr>
<td>20</td>
<td>COMNAVFORKOREA</td>
<td>CTF 77</td>
<td>Hospitality professionalism of KITTY HAWK personnel noted with pleasure.</td>
</tr>
<tr>
<td>20</td>
<td>CTG 76.4</td>
<td>CTG 77.5</td>
<td>Outstanding CVW 11 performance during CASEX/FAMEX 1 78.</td>
</tr>
<tr>
<td>22</td>
<td>FLELOGSUPPRON 50</td>
<td>KITTY HAWK</td>
<td>Coordination and professionalism during CARQUAL evolution.</td>
</tr>
</tbody>
</table>
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.
Activities of the Aviation Intermediate Maintenance Department during 1977 are highlighted below:

a. AIMD rehabilitated all 170 of its 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:

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

There were no major unsolveable 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 import 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 COMNAVSEASYSCOM.

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.
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-slag 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-slag 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.
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 auxiliary 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.
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.
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 Keypunch 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.


<table>
<thead>
<tr>
<th>JAN 1</th>
<th>Equipment Maintenance Related Material program (EMRM) implemented.</th>
</tr>
</thead>
<tbody>
<tr>
<td>3</td>
<td>Compartment status grading implemented.</td>
</tr>
<tr>
<td>13</td>
<td>List of outstanding shipyard jobs distributed to all departments.</td>
</tr>
<tr>
<td>24-28</td>
<td>3-M assist visit by COMNAVAIRPAC 3-M team.</td>
</tr>
</tbody>
</table>
3-M Office commenced shipwide validation of DCPO Maintenance Index pages and Equipment Guide Lists.

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

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

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

APR 14
First zone inspection under revised Zone Inspection Program.

30
3-M Inspection conducted by COMCARGRU THREE.

MAY 2
Personnel Qualification Standards (PQS) inspection 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 5
Briefed COMCARGRU THREE on the 3-M Office and shipwide preparations for INSURV.

JUN 27-30
INSURV

JUL 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-2 SEP
PERA (CV) material inspection visit.

SEP 15
Post INSURV report forwarded to CNO (OP-43) via chain-of-command.
OCT 3-M assist visit by COMNAVIARPAC 3-M team.

25 Deployed to WESTPAC.

2. **Legal Office**
   
   a. **Discipline Statistics**
      
      | Type                      | Count |
      |---------------------------|-------|
      | General courts-martial    | 2     |
      | Special courts-martial    | 21    |
      | Summary courts-martial    | 109   |
      | Captain's Masts           | 1412  |

   b. **Personnel Claims Statistics**
      
      | Type          | Count |
      |---------------|-------|
      | Processed     | 93    |
      | Total Value   | $19,117.65 |

   c. **Legal Assistance**
      
      Number of personnel assisted 6543

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.
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 Cardiopulmonary 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.

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.
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 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 Thyratron tubes, TR tubes, receiver tunnel diode amplifiers, and
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/YUK-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.
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 reebers 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.
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:

<table>
<thead>
<tr>
<th>Rate</th>
<th>Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>E-4</td>
<td>366</td>
</tr>
<tr>
<td>E-5</td>
<td>265</td>
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<td>E-6</td>
<td>102</td>
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<td>E-8</td>
<td>10</td>
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<td>E-9</td>
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QUARTERLY RETENTION STATISTICS

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<tr>
<th>Quarter</th>
<th>Eligible</th>
<th>Not Eligible</th>
<th>Reenlisted</th>
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</thead>
<tbody>
<tr>
<td>JAN-MAR</td>
<td>90</td>
<td>31</td>
<td>15</td>
</tr>
<tr>
<td>APR-JUN</td>
<td>111</td>
<td>45</td>
<td>18</td>
</tr>
<tr>
<td>JUL-SEP</td>
<td>185</td>
<td>47</td>
<td>19</td>
</tr>
<tr>
<td>OCT-DEC</td>
<td>158</td>
<td>22</td>
<td>19</td>
</tr>
<tr>
<td>TOTAL</td>
<td>544</td>
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<table>
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<td>4</td>
</tr>
<tr>
<td>APR-JUN</td>
<td>9</td>
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<td>7</td>
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<tr>
<td>JUL-SEP</td>
<td>13</td>
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<td>5</td>
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<tr>
<td>OCT-DEC</td>
<td>11</td>
<td>2</td>
<td>7</td>
</tr>
<tr>
<td>TOTALS</td>
<td>39</td>
<td>2</td>
<td>23</td>
</tr>
</tbody>
</table>
### Career

<table>
<thead>
<tr>
<th>Quarter</th>
<th>Eligible*</th>
<th>Not Eligible*</th>
<th>Reenlisted</th>
</tr>
</thead>
<tbody>
<tr>
<td>JAN-MAR</td>
<td>11</td>
<td>16</td>
<td>10</td>
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<td>APR-JUN</td>
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<tr>
<td>TOTALS</td>
<td>72</td>
<td>43</td>
<td>50</td>
</tr>
</tbody>
</table>

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

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

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**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 its 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.
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 firings 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 FALLOON 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.
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.