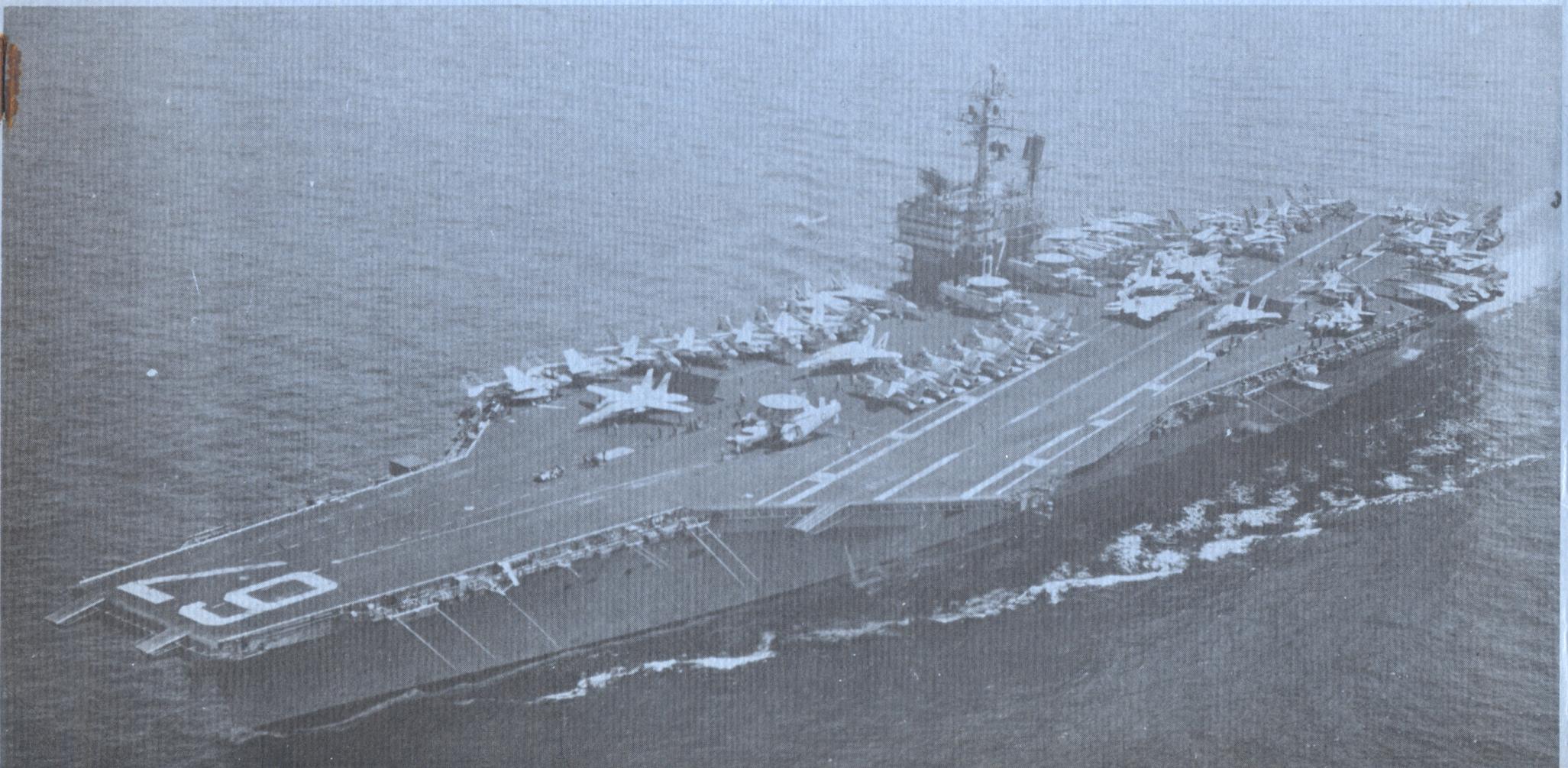


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Keel laid.....October 22, 1964
Christening/Launching.....May 27, 1967
Commissioning.....September 7, 1968
Miles of blueprints issued.....2,400
Propulsion.....Conventional
Speed.....30+ Knots (35+ mph)
Length overall.....1,051 feet
Extreme breadth at Flight Deck.....270 feet
Displacement.....83,000 tons
Height (Keel to mast top).....229 feet
Area of Flight Deck.....4.56 acres
Number of Catapults.....4
Number of Aircraft Elevators
(all deck edge).....4
Number of Crew
(including Air Wing).....5,000+



REAR ADMIRAL CRAWFORD A. EASTERLING U. S. NAVY COMMANDER TASK FORCE SIXTY



Rear Admiral Crawford A. Easterling was born on 29 June 1928 in Nashville, Tennessee. He attended schools in Santa Monica, California and Norfolk, Virginia and graduated from Randolph Macón Academy in Front Royal, Virginia.

Admiral Easterling then attended and was graduated from Rensselaer Polytechnic Institute in June of 1951 with the Degree of Bachelor of Electrical Engineering and was commissioned an Ensign in the United States Navy.

His first tour of duty was aboard USS PERRY (DD 844) as Electronics Officer. Following this initial sea tour, he completed flight training in April 1953 and attended the U. S. Navy all-weather flight school.

A squadron assignment with Fighter Squadron FORTY-THREE (VF 43) aboard USS TARAWA (CVA 40) followed, during which he completed a world cruise. Next came successive tours with Fighter

Squadrons SEVEN HUNDRED FORTY-ONE (VF 741), ELEVEN (VF 11), and ONE HUNDRED THREE (VF 103) which included several Mediterranean deployments.

After these squadron tours, the Admiral attended the Massachusetts Institute of Technology where he received a Master of Science Degree and an Engineering Degree in Aeronautics and Astronautics in September of 1964. He then completed tours as Maintenance Officer and Operations Officer of Fighter Squadron ONE HUNDRED SEVENTY-FOUR (VF 174) at NAS Cecil Field and as Executive Officer and Commanding Officer of Fighter Squadron THIRTEEN (VF 13) aboard USS SHANGRI-LA (CVA 38). This was followed by a Mediterranean deployment as Operations Officer of USS SARATOGA (CVA 60) and a brief tour on the Staff of Commander, Naval Air Force, U. S. Pacific Fleet.

1970-73 saw the Admiral as Commanding Officer of Fighter Squadron ONE HUNDRED TWENTY-FOUR (VF 124) at NAS Miramar, California followed by tours as Tactical Air Warfare Analyst with the Deputy Chief of Naval Operations (Air Warfare OP-05) and as Executive Assistant to the Assistant Secretary of the Navy (Research and Development) at the Pentagon in Washington, D.C.

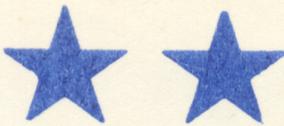
He then reported as Commanding Officer of the USS CONCORD (AFS 5) and deployed with the Sixth Fleet. He was next assigned command of the aircraft carrier USS FRANKLIN D. ROOSEVELT (CVA 42) in December of 1974 and deployed again with the Sixth Fleet.

At-sea commands were followed by a tour as Chief of Staff to the Commander, Naval Air Force, U. S. Atlantic Fleet. He then returned to the Pentagon in Washington as Director, Command, Control, and Information Systems Division in the Office of the Chief of Naval Operations and Director of Navy Automatic Data Processing Management under the Assistant Secretary of the Navy (Financial Management).

Washington duty was followed by the Senior Officer Ship Material Readiness Course at the Naval Nuclear Power Unit at Idaho Falls, Idaho. Admiral Easterling served as Commander Carrier Group FOUR from December 1979 until June 1980. He became Commander Battle Force Sixth Fleet/Commander Carrier Group TWO in July 1980.

Awards include the Legion of Merit (third award), and the Meritorious Service Medal (second award).

He is married to the former Beverly Sherburne of Jacksonville, Florida. They have two children; a son Alan, a 1980 graduate of the U. S. Naval Academy, and a daughter Karen, a student at Stetson University in Deland, Florida.



A History

Commander Task Force SIXTY

Rear Admiral Crawford A. Easterling serves in several capacities as Commander, indicative of the many and varied responsibilities with which he and his staff of 25 officers and 31 enlisted men daily are charged.

As Commander Task Force SIXTY (CTF-60), Battle Force Sixth Fleet, his most commonly used title, RADM Easterling directs operations of two carrier task groups composed of two aircraft carriers, each with an air wing of approximately 80 aircraft, two cruisers and fourteen destroyers/frigate type surface combatants. (Except for the Sixth Fleet flagship, traditionally homeported in Gaeta, Italy, all aircraft carriers and surface combatants deploy to the Mediterranean usually from the East Coast of the United States for an average of seven months.) The CTF-60 Staff schedules and directs task force training exercises and monitors closely the capabilities of ship's crews and equipment. In this "National" role CTF-60 works directly for the Sixth Fleet Commander.

RADM Easterling is also designated Commander Task Force 502 (CTF-502) during operations involving the integration of NATO naval forces. There is no change in reporting procedures as his direct superior remains the Sixth Fleet Commander who also changes his title to Commander Striking Forces Southern Europe within the NATO command structure.

Another title, Commander Carrier Group TWO (COMCARGRU TWO), also is carried by RADM Easterling but only within the administrative chain of the Commander Naval Air Force, U. S. Atlantic Fleet (COMNAVAIRLANT), located in Norfolk, Virginia. Three other carrier groups numbered FOUR, SIX, and EIGHT also are assigned to COMNAVAIRLANT. However, they are homeported in the United States and only deploy periodically in carriers either with the Second Fleet or Sixth Fleet. Only COMCARGRU TWO embarked in one of the deployed carriers is permanently deployed in the Mediterranean theater as Commander of Battle Force Sixth Fleet.

This was not always the case, however, as a quick glance at Carrier Group TWO's history proves.

Carrier Group TWO began as Carrier Division TWO on September 30, 1937; the second such division to be formed in the U. S. Navy. Its purpose was to furnish an administrative organization for the impending delivery of USS YORKTOWN and USS ENTERPRISE, the first U. S. Navy ships designed as aircraft carriers from the keel up.

On January 3, 1938, USS YORKTOWN, the Staff's first flagship, sailed from Norfolk with the first Commander, Carrier Division TWO, Rear Admiral C. A. Blakely.

The primary mission of Carrier Division TWO was to supervise the training of aircraft carriers YORKTOWN and ENTERPRISE and their assigned air groups with the goal of furnishing fleet aviation support to the battle force. Throughout the years, this mission changed only in that the carrier is no longer the supporting element of the battle force, but instead, the major unit in the striking power of U. S. fleets. With this change in mission, the responsibilities of the carrier division commander progressed from command of a supporting element to command of the force itself.

On June 1, 1939, Commander Carrier Division TWO transited the Panama Canal and participated in operations in the Pacific until being decommissioned on March 10, 1949.

The command was recommissioned eight months later in the Atlantic Fleet on January 1, 1950 and has operated exclusively in the Atlantic and Mediterranean with the exceptions of deployments off the Southeast Asian coast in 1967 and 1968.

In July 1972, Commander Carrier Division TWO shifted homeports from Norfolk, Virginia, to Athens, Greece as part of the overseas homeporting program. From that time, the command has been permanently deployed in the Mediterranean as Commander Task Force SIXTY in its National role and Commander Task Force 502 in its NATO role. In July 1973, the title of Commander Carrier Division TWO was changed to Commander Carrier Group TWO. In August 1975, the Staff's homeport was changed to its present location of Naples, Italy.

Many of the Staff members have their families in Naples although deployment schedules limit flagship port calls there to about twenty-three percent of the calendar year.

BIO

CAPTAIN DIEGO E. HERNANDEZ, U.S. NAVY *COMMANDING OFFICER, USS JOHN F. KENNEDY (CV 67)*

Diego E. Hernandez was born in San Juan, Puerto Rico, on March 25, 1934, son of Diego I. and Dolores (Sanfeliz) Hernandez. He attended Illinois Institute of Technology with an N.R.O.T.C. scholarship, and was graduated with a Bachelor of Science degree, and commissioned Ensign, U.S. Navy on 10 June 1955. He completed flight training and was designated a Naval Aviator in August 1956.

His first assignment was to Fighter Squadron 43, flying F9F-8 Cougars, where he became a Landing Signal Officer. The squadron later received the F8U-1 Crusader and was redesignated Fighter Squadron ELEVEN attached to USS ROOSEVELT.

From November 1960 until October 1963 he was attached to Fighter Squadron 174 at NAS Cecil Field, Florida, as a flight instructor and training officer.

He next served as Aide and Flag Lieutenant to Commander Carrier Division 14 on board USS WASP and USS LAKE CHAMPLAIN, and remained with the Admiral when he became Commander, Alaskan Sea Frontier.

In August 1965 he became the Operations Officer of Fighter Squadron 103, flying F4B Phantoms aboard USS SARATOGA. In June 1966 he reported to Fighter Squadron 21, with which he made two combat deployments to Southeast Asia on board USS CORAL SEA and USS RANGER, while serving as the Maintenance and later Operations Officer.

Subsequently, he attended the Command and Staff School at the Naval War College, Newport, R.I., graduating with distinction while earning a Master of Science degree in International Affairs from George Washington University. Following graduation, he remained at the Naval War College on the faculty of the Naval Command Course.

In August 1970 he reported to Fighter Squadron 101, where he became the first Officer-in-Charge of the Key West Detachment.

He reported to Fighter Squadron 84 on board USS ROOSEVELT in September 1971, as Executive Officer, and assumed command of the squadron in July 1972. He detached in July 1973, and shortly thereafter assumed command of Carrier Air Wing SEVEN, embarked on USS INDEPENDENCE.

In March 1975 he reported to the Office of the Deputy Chief of Naval Operations (Air Warfare) as Tactical Aviation Plans Officer, and in August 1976 he was assigned duty as Executive Assistant, Deputy Chief of Naval Operations (Air Warfare).

He commanded USS TRUCKEE (AO-147) from July 1978 to January 1980.

He has been awarded the Silver Star, the Distinguished Flying Cross, the Meritorious Service Medal, ten Air Medals, three Navy Commendation Medals, and the Purple Heart, in addition to various campaign and unit awards.

Captain Hernandez is married to the former Patricia Ann O'Donovan of Chicago, Illinois.



BIO

COMMANDER JACK W. LOVELL, U.S. NAVY *EXECUTIVE OFFICER, USS JOHN F. KENNEDY (CV 67)*

CDR Jack W. Lovell, an Oklahoma City, Oklahoma, native, entered the U.S. Naval Academy in 1955. Upon graduation, he entered the Navy Flight Program, receiving his wings of gold in November 1960.

After flight training, he reported to Anti-Submarine Warfare Squadron FORTY ONE, completing his tour there in April 1961.

From the Flight Refresher Program at VS-41, he was assigned to Anti-Submarine Squadron TWENTY NINE as First Lieutenant, Line Officer, and Quality Control Officer.

February 1965 to March 1967, Lovell served as a flight instructor with training squadrons TWENTY EIGHT and TWENTY ONE.

After leaving VT-21, he reported to the Commander, Key West Force, where he served as Flag Lieutenant and Flag Aide until April 1969.

April to October 1969 saw Lovell, then a Lieutenant Commander, complete the Flight Refresher Program at VF-101 in Key West, Florida.

In November of that year, he reported to VF-31 as Maintenance Officer. He served in that capacity until March 1972.

April 1972 Lovell became the Administration Officer of Fighter Squadron ONE HUNDRED ONE. His tenure there lasted until October 1974, at which time he reported to Fighter Squadron NINETY SIX as the Executive Officer.

In May of 1975, he assumed command of Fighter Squadron ONE SIXTY ONE.

From VF-161, Lovell transferred to the Staff of Commander Fighter Wing One where he served as Chief of Staff. He assumed his duties as Executive Officer, USS John F. Kennedy on February 29, 1980.



CDR Lovell is the son of Mr. and Mrs. H. J. Lovell of Oklahoma City, Oklahoma. He is married to the former Jean Anne Romerman, also of Oklahoma City. The Lovells have three children; Julie, Jennifer, and John. They reside in Virginia Beach, Virginia.



BIO

MASTER CHIEF AIR TRAFFIC CONTROLLER WILLIAM C. SMITH, U.S. NAVY
COMMAND MASTER CHIEF, USS JOHN F. KENNEDY (CV-67)

Master Chief Smith was appointed as Command Master Chief on July 20, 1979. A native of Toledo, Ohio, Master Chief Smith entered the United States Navy in September, 1954. He was ultimately assigned to Naval Air Station, Hutchinson, Kansas. He was advanced to Air Traffic Controlman Third Class in April, 1956, thus beginning his long career in Air Traffic Control.

MCPO Smith's duty assignments include: Naval Air Station, Hutchinson, Kansas; Naval Station Adak, Alaska; Naval Air Facility, Monterey, California; Pacific Missile Range Facility, Marshal Islands; Naval Air Technical Training Center, Glynco, Georgia; USS Coral Sea (CV-43); USS Ranger (CV-61); AC Rating Detailer at the Bureau of Naval Personnel, Washington; and the Naval Manpower Analysis Center, Atlantic at Norfolk, Virginia.

Master Chief Smith's personal decorations include the Navy Achievement Medal; two Navy Unit Commendations; the Meritorious Unit Commendation; six Good Conduct Medals; the National Defense Service Medal; four Vietnam Service Medals; two Armed Forces Expeditionary Medals; the Vietnam Gallantry Cross, and the Republic of Vietnam Campaign Medal.

Master Chief Smith is the son of Mr. and Mrs. Theodore W. Smith of Toledo, Ohio and makes his home in Chesapeake, Virginia.



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BIO

COMMANDER JAMES B. BEST. U.S. NAVY *COMMANDER, CARRIER AIR WING ONE*

Commander James B. 'Red' Best assumed command of Carrier Air Wing ONE after serving as head of the LCdr and Junior Officer Aviation Assignment Branch in the Naval Military Personnel Command.

Commander Best enlisted in the Navy in 1959 and qualified for the Naval Aviation Cadet Program. After entering flight training, he received his commission and wings in 1961. His initial assignment was with the VF-103 'Sluggers' flying the F-8 'Crusader' at NAS Oceana and deploying aboard the USS FORRESTAL. From 1964 to 1966 he flew as a combat flight instructor in the F-8 with VF-174 at NAS Cecil Field.

Following a short tour at the U.S. Naval Post-graduate School where Commander Best completed his undergraduate degree, he reported to VF-124 for refresher training in the Crusader and returned to the fleet with the 'Sundowners' of VF-111. During two combat cruises to Southeast Asia aboard USS TICONDEROGA and USS SHANGRI LA, Commander Best was the recipient of the TICONDEROGA/Ling-Temco-Vought Corporation Leadership Award, presented for individual leadership and achievement.

Reporting to the Bureau of Naval Personnel in 1970, Commander Best served as an Aviation Officer Detailer in the assignments section. He returned to the Naval Postgraduate School and earned a Master of Science degree in Personnel Management.

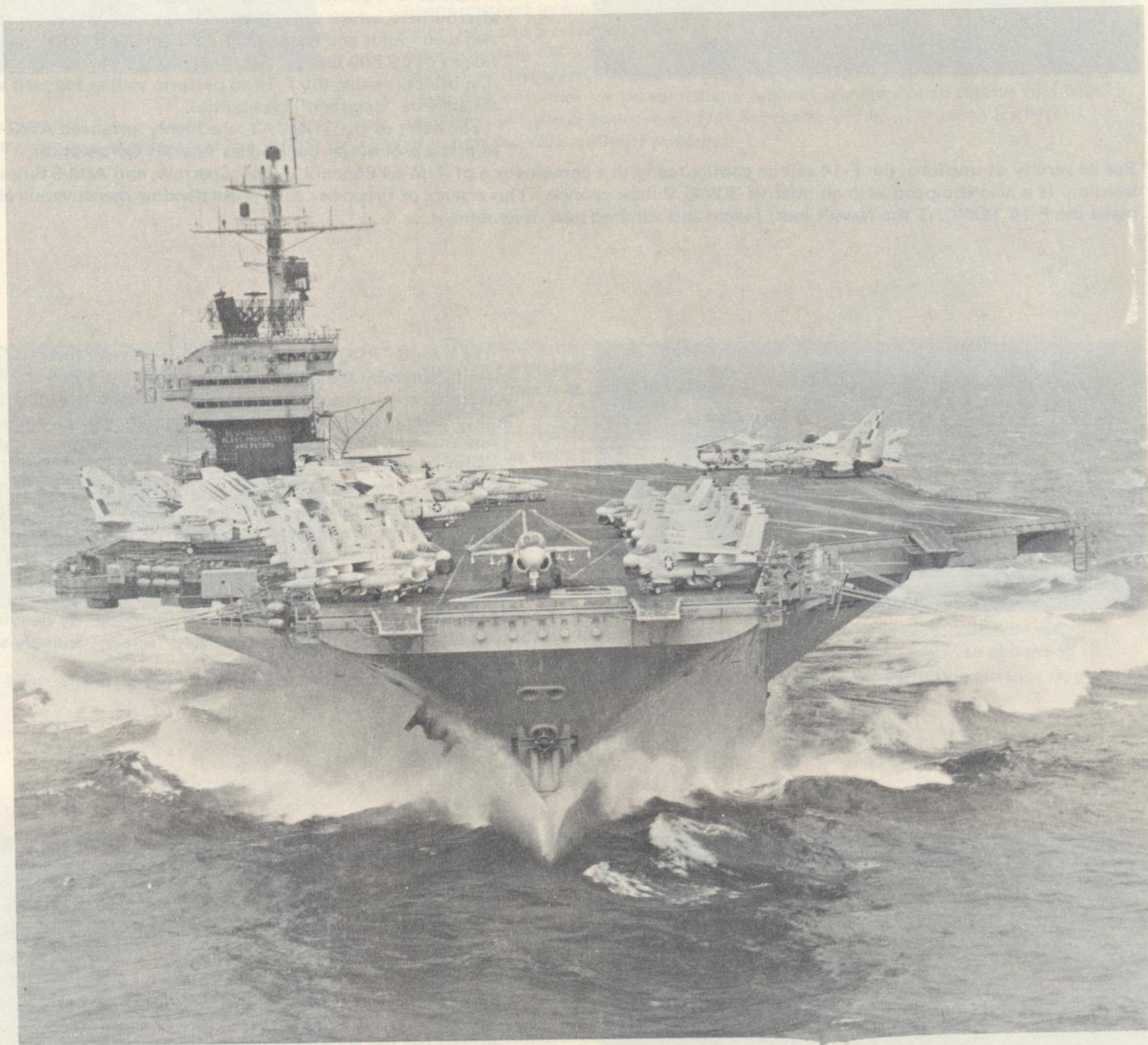
In 1974 Commander Best reported to Fighter Wing ONE Staff at NAS Oceana. Following training in the F4J 'Phantom', he served as Executive Officer and Commanding Officer of the VF-31 'Tomcatters'.

Commander Best has been awarded the Meritorious Service Medal, Air Medal with eight Strike/Flight Awards, Navy Commendation Medal, Meritorious Unit Commendation, Vietnamese Cross of Gallantry with Silver Star and other campaign and service awards.

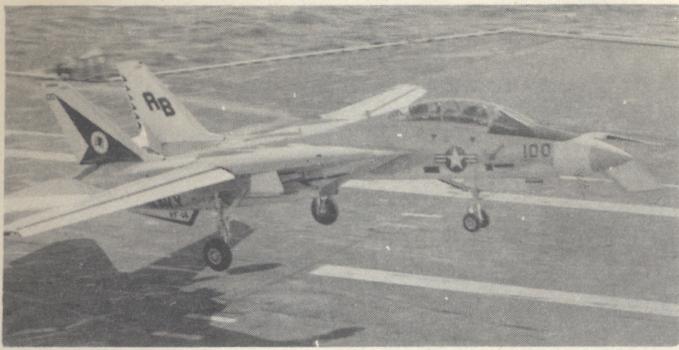
Commander Best is the son of Mr. and Mrs. James E. Best of Dayton, Tennessee. He resides with his wife, Pat, and three sons, Brett, Bruce, and Chris, in Virginia Beach, Virginia. He always said that he is "...just a country boy trying to do good."



U.S.S. JOHN F. KENNEDY



CV-67



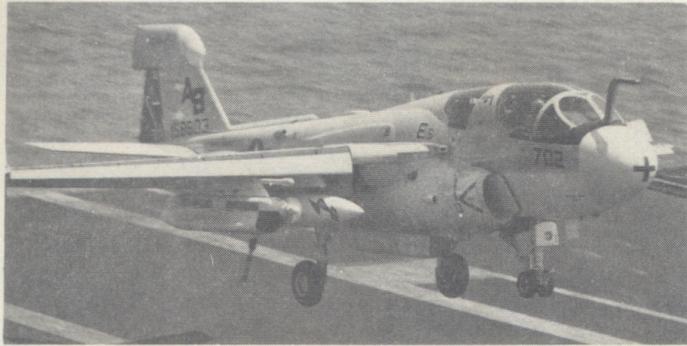
For its variety of missions, the F-14 can be configured with a combination of AIM-54 Phoenix, AIM-7 Sparrow, and AIM-9 Sidewinder air-to-air missiles. It is also equipped with an internal 20MM Vulcan cannon. This arsenal of firepower and its outstanding maneuvering ability combine to make the F-14 TOMCAT the Navy's most feared and admired new development.

The mission of the F-14A is to intercept and destroy enemy aircraft in all weather conditions, in order to establish and maintain local air superiority. In addition it is tasked with conducting air-to-surface attack operations with conventional weapons.

Built by Grumman Aerospace Corporation, the TOMCAT represents the latest technology in the field of aerial combat. With a maximum speed in excess of Mach 2.0 and a combat ceiling of over 50,000 feet, the F-14 is capable of defeating even its most formidable opponents.

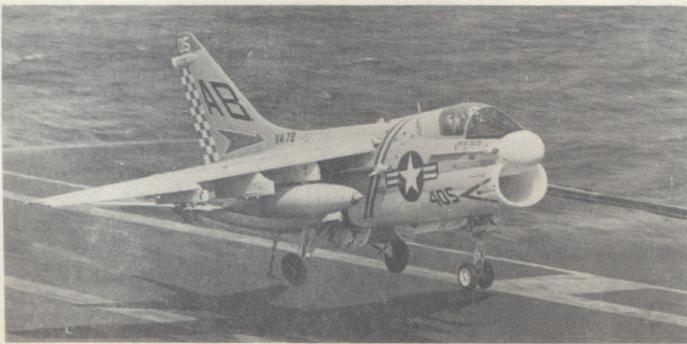
TOMCAT is powered by two TF-30-P-412 turbofan engines equipped with afterburners, which provide over 20,000 lbs of thrust each. It has a crew of two men - Pilot and Naval Flight Officer - and a maximum fighter takeoff weight of 69,800 lbs. Its automatic variable sweep wing and highlift maneuvering devices enable the F-14 to perform well at reduced speeds and greatly enhance its "dog-fight" capabilities.

The heart of the TOMCAT, the highly advanced AWG-9 fire control system, is a product of the Hughes Aircraft Corporation.



The EA-6B "PROWLER" is a four-place, twin turbo-jet carrier-based aircraft manufactured by the Grumman Aerospace Corporation. The aircraft is a fully integrated electronic warfare system that combines long-range, all weather capability with an advanced electronic countermeasures system. The aircraft, is a modification of the basic two-place A-6A airframe. Addition of a forward cockpit increases the crew complement to four; one pilot and three electronic countermeasures officers. A forward equipment bay and a pod-shaped fairing on the vertical fin house the additional avionics equipment. Five external store stations are used to carry jammer pods or fuel tanks.

The primary mission of the PROWLER is to provide electronic warfare support to the Fleet by detecting and jamming enemy radar signals. Modern anti-air defense systems, whether they use missile, gunfire or fighter-interceptors, rely heavily on radar for tracking and guidance. By denying an enemy the use of his radars the EA-6B can effectively "screen" friendly strike aircraft and neutralize enemy weapon systems.



The A-7B CORSAIR II is a single-seat, single-engine, jet aircraft incorporating advanced radar, navigation, and weapons system, which is manufactured by Ling-Temco-Vought. It is fully capable of conducting operations during day or night and under adverse weather conditions.

The primary mission of the A-7 is to locate assigned targets and accurately deliver an ordnance payload on target. The targets may be enemy ground installations, aircraft, submarines, or naval units and shipping. The A-7 may be called upon to perform this mission in single strikes or as part of large coordinated strikes, and in support of ground, naval, or amphibious operations. The aircraft has the additional missions of aerial minelaying, inflight refueling, search and surveillance, target reconnaissance and anti-submarine warfare. The reliability, performance, excellent fuel economy, and outstanding versatility of the A-7 CORSAIR II make it ideally suited to meet the demands of the multiple roles it fulfills as Naval Aviation's primary strike force.



The Grumman A-6E "INTRUDER" is the latest and most sophisticated of the combat-proven INTRUDER series. This subsonic, low-level medium attack bomber has the capability to deliver either nuclear or conventional weapons with pinpoint accuracy deep into hostile territory. It can accomplish this task day or night, in the worst of weather, from the deck of an aircraft carrier. The two man crew, consisting of the pilot and the bombardier/navigator, have at their disposal the most modern of navigation, electronic warfare, and weapons systems.

In addition to the "E" model, the KA-6D tanker version is also employed to provide the air wing with inflight refueling capability. This support greatly enhances the effectiveness of the air wing as a viable deterrent force.



The Sikorsky SH-3D "SEA KING" helicopter performs a variety of missions. The twin-engine SEA KING is the first helicopter designed for anti-submarine warfare (ASW). It utilizes an automatic approach system to transition from forward flight to a hover forty feet above the water where a dipping sonar is deployed to search and track submarines. The SH-3D can also tow magnetic anomaly detection (MAD) equipment or relay acoustical data from sonobuoys to an evaluating ship. When submarines are detected and classified, the helicopter is capable of attacking them with MK-44 or MK-46 torpedoes.

In addition to the ASW mission, the SH-3D performs many utility and plane guard missions in support of a task group. The helicopter and its crew of two pilots and two aircrewmen operate from a variety of landing platforms; from the customary CV flight deck to relatively small helicopter platforms on ships as small as destroyers. Almost as important, is the helicopter capability to hover over any ship for personnel and logistic transfers or to receive fuel from specially configured destroyers. This helicopter in-flight refueling (HIFR)

capability greatly extends the range and endurance of the SH-3D for ASW or search and rescue (SAR) missions.



The primary mission of the E-2C "HAWKEYE" is to provide units of the Fleet with early detection and warning of approaching enemy forces. The principle is as old as warfare itself but as practiced by the HAWKEYE involves the use of long range radar and sophisticated computer controlled electronic systems to detect, identify and report enemy contacts while still many miles from the Task Force.

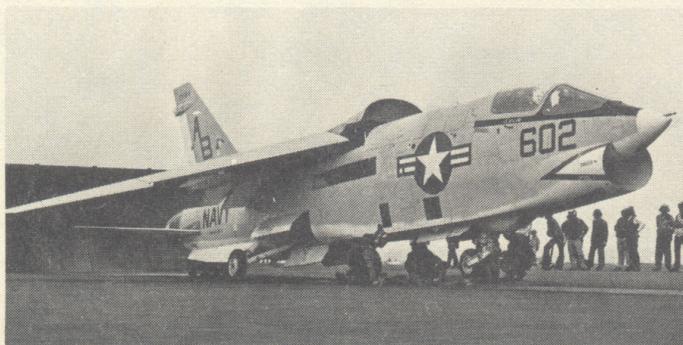
The Grumman built E-2C HAWKEYE, is a twin engine turbo-prop capable of reaching a station well ahead of the force at speeds up to 300 knots and altitudes above 30,000 feet. The E-2C with its 80 foot wing span and gross weight of over 25 tons, is one of the largest aircraft operated from the deck of an aircraft carrier. The crew consists of a pilot, co-pilot, combat information center officer, air control officer and flight technician, who fly the aircraft and operate the complex electronic equipment which it carries. This equipment, called the Airborne Tactical Data System, forms an airborne extension of the modern Navy Tactical Data System employed aboard all of

our newer warships. The heart of the ATDS is a powerful, long range radar which transmits its energy through the 24 foot rotating antenna dome atop the aircraft.



The Viking, built by Lockheed Aircraft Corporation, is the first completely computerized, carrier-based, jet anti-submarine aircraft, and replaces the older propeller-driven Grumman S-2 Tracker which was first flown in 1952. The S-3A has an all-weather capability to search for, localize and destroy enemy submarines and contains an advanced avionics system designed specifically to keep pace with the increased capabilities of nuclear-powered submarines. The S-3A is designed to carry an array of ordnance, including homing torpedoes, mines, depth charges, rockets and missiles. It carries twice the sonobouy load of the S-2 and has a general purpose digital computer capable of analyzing and displaying underwater sounds and other data on television-like displays for interpretation.

The Viking's foremost task is to protect the high value target - the aircraft carrier itself. Its avionics system is the most extensive, multi-mode, sophisticated application of electronic sensor, and software technology in any tactical aircraft. The overall system is capable of rapid and reliable secure communication with other ASW units through data link.



The venerable RF-8G "CRUSADER" is a single seat, single engine, photo reconnaissance aircraft. It carries four aerial cameras and is capable of high speed, low altitude tactical photography. Built nearly twenty years ago by the VOIGHT Corporation, the "CRUSADER" is the primary photo reconnaissance platform of the Navy's air arm. Its Pratt and Whitney J-57 turbo-jet engine provides 16,000 pounds of thrust, giving the aircraft maximum speed of mach 1.5. Although the "CRUSADER" is one of the oldest aircraft operating in the carrier environment it remains unique with its variable incidence wing. The "CRUSADER's" cameras are used to photograph high interest targets, terrain features, and bomb damage. Peacetime operations include tasking by the Forest Service, Search and Rescue Operations, and Aerial Photographic Mapping.

BIO

UNITED STATES SHIP JOHN F. KENNEDY (CV-67)

USS John F. Kennedy (CV-67) was named for the thirty-fifth President of the United States, JOHN F. KENNEDY. The keel was laid October 22, 1964, at the Newport News Shipbuilding and Drydock Company Yards in Virginia. President Kennedy's daughter, Caroline, christened the ship on May 27, 1967, in ceremonies held at Newport News, Virginia.

On September 7, 1968, KENNEDY was commissioned as an active ship of the Navy and joined the Attack Carrier Striking Force of the U.S. Atlantic Fleet. KENNEDY first deployed to the U.S. Sixth Fleet in the Mediterranean Sea in April 1969, as a CVA.

In September 1970, in response to a deteriorating situation in the Middle East, KENNEDY was ordered with no prior warning to proceed to the Mediterranean. For outstanding service during this major deployment, the ship received the Meritorious Unit Commendation. Additionally, KENNEDY was awarded the Atlantic Fleet's attack carrier Battle Efficiency Award for the period January 1970 to June 1971.

KENNEDY sailed again to the Mediterranean in December 1971. Increased activity in the war in Southeast Asia caused this deployment to be extended. KENNEDY expanded her involvement with the naval forces of our allies and the deployment culminated with participation in the major NATO exercise "Strong Express" in the Norwegian and North Seas.

The ship's fourth Mediterranean cruise began in April, 1973. KENNEDY was awarded her second consecutive Battle Efficiency Award. Highlights of the deployment included hosting the change of command ceremonies for the Commander, U.S. Sixth Fleet; participation in the NATO exercise, "Swift Move", in the Norwegian and North Seas; and KENNEDY's first visit to a North Atlantic port, Edinburgh, Scotland. KENNEDY returned to Norfolk, Va., in December 1973.

In March 1974, KENNEDY steamed into the Norfolk Naval Shipyard in Portsmouth, Va. for her first major overhaul. While in the yards, she was awarded her third consecutive Battle Efficiency Award for January 1973 to June 1974 and also received the Marjorie Sterrett Battleship Fund Award for operational excellence. KENNEDY was modified during her overhaul to carry the Navy's newest aircraft, the F-14 Tomcat and the S-3A Viking.

After workups with her new aircraft and shipboard modifications, KENNEDY again deployed to the Mediterranean. During the 1975-76 Mediterranean cruise, the ship participated in various national, NATO and binational exercises including "Deep Express" and two National Week exercises, "Operation Poopdeck", and "Operation Lafayette".

After a short SRA yard period, the ship departed Norfolk, Va., in September 1976 to participate in one of the largest NATO maritime exercises ever conducted, "Teamwork 76", and another, smaller exercise, "Bonded Item."

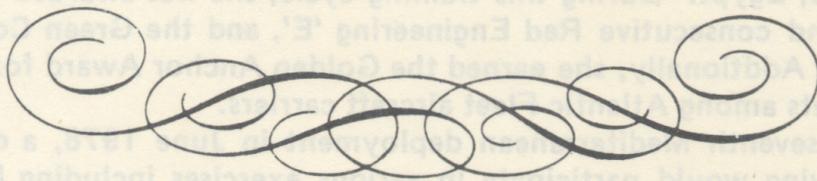
KENNEDY returned to the United States in November, underwent an INSURV inspection, then began her sixth Mediterranean cruise in January 1977, visiting such ports as Dubrovnik, Yugoslavia and Alexandria, Egypt. During this training cycle, she was awarded the Battle Efficiency Pennant, her second consecutive Red Engineering 'E', and the Green Communications 'C' Departmental Award. Additionally, she earned the Golden Anchor Award for exceptionally high personnel reenlistments among Atlantic Fleet aircraft carriers.

KENNEDY began her seventh Mediterranean deployment in June 1978, a cruise in which KENNEDY and her air wing would participate in various exercises including BUZZARDEX; National Week XXV; and Display Determination, a major NATO exercise with emphasis on U.S.

support of allied forces in defense of Southern Europe. She set numerous flight hour and arrested landing records during the cruise with 31,568 flight hours and 12,438 arrestments. Before returning to Norfolk in February, 1979, KENNEDY learned that she had been awarded an unprecedented second consecutive Golden Anchor Award and the Silver Anchor for retention; the coveted Battle Efficiency Pennant for the second consecutive year, a third straight Red Engineering 'E', and the Weapons 'W'. The Secretary of the Navy Energy Conservation Award, a Bronze Hammer self help award, and the Villard C. Sledge Memorial Award for intermediate maintenance were among her other many accomplishments.

KENNEDY underwent a second major overhaul at the Portsmouth Naval Shipyard from March 1979 to February 1980. Turning her yard period into an exercise in Award winning, and morale building, she won seven out of seven awards presented to aircraft carriers during fiscal year 1979—taking many of the more prestigious honors for the second, third and fourth consecutive year.

Kennedy began her eighth deployment to the Mediterranean in July, 1980.



CARRIER AIR WING ONE HISTORY

Carrier Air Wing ONE has been in commission continuously longer than any other Navy Air Wing. Since being commissioned on June 4, 1934, CVW-1 has served aboard eighteen different carriers, has made 32 deployments and has had a majority of the east coast squadrons as members of the Navy's "First and Foremost". CVW-1 is presently assigned to the Aircraft Carrier USS JOHN F. KENNEDY (CV-67).

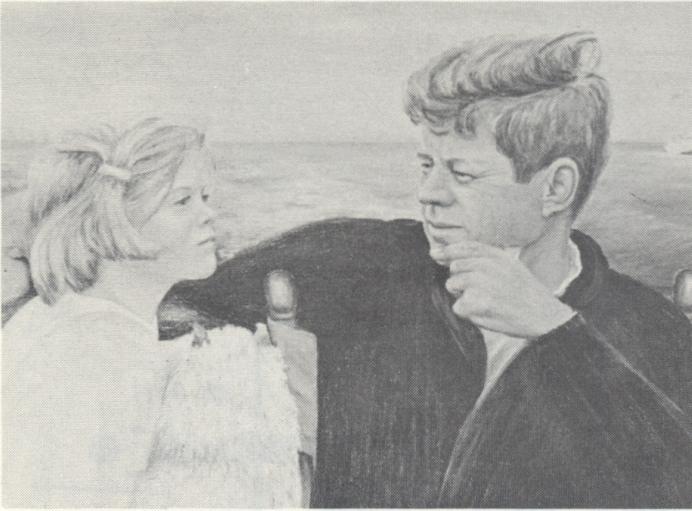
CVW-1 was originally commissioned as "The RANGER Air Group" and served aboard USS RANGER (CV-4) during the early days of carrier aviation. During those times, Air Wing ONE also operated aboard all three other carriers in commission as well; USS LANGLEY (CV-1), USS LEXINGTON (CV-2), and USS SARATOGA (CV-3).

After commencement of World War II, and until August 1943, Air Wing ONE aboard RANGER, participated in the North African campaign and operated in all parts of the Atlantic. Thereafter, the Air Wing was redesignated (CVG-4), and transferred to the Pacific Fleet. Serving aboard ESSEX and BUNKER HILL, the Air Wing saw action against the Japanese from the Philippines to Tokyo, earning two Presidential Unit Citations in addition to having nurtured many naval aviation heroes.

After the War, CVG-4 was reformed in California, reassigned to the East Coast, and redesignated CVG-1. Between 1946 and 1955 Air Wing ONE served aboard seven different Aircraft Carriers; including around the world cruises in USS TARAWA and USS MIDWAY, Mediterranean deployments in USS CORAL SEA and USS FRANKLIN D. ROOSEVELT, and operated from USS PHILLIPPINE SEA, USS ORISKANY, USS WASP and USS LAKE CHAMPLAIN. In 1949 Carrier Air Wing ONE was permanently transferred to Jacksonville, Florida. During the 1956-57 Suez Crisis, the Air Wing was aboard USS FORRESTAL and participated in numerous NATO exercises in support of Allied Forces in the Mediterranean.

Carrier Air Wing ONE was again transferred in 1958, this time to USS FRANKLIN D. ROOSEVELT and made five Mediterranean deployments between 1959 and 1965. In 1962 the Air Wing was temporarily assigned to the USS ENTERPRISE for her shakedown cruise and fleet review for the President of the United States. The Air Wing made a WESTPAC deployment aboard USS FRANKLIN D. ROOSEVELT and conducted combat operations off the coast of Vietnam between June 1966 and February 1967.

In 1967, Carrier Air Wing ONE was reassigned to the world's largest non-nuclear powered warship, the USS JOHN F. KENNEDY, and has since made six deployments to the Mediterranean, including NATO operations during the 1970-71 Jordanian Crisis and the 1973 Arab-Israeli War. In 1971, the Air Wing Staff was reassigned to Naval Air Station, Oceana, Virginia. Deployed to the Mediterranean during the summer and fall of 1975, CVW-1 aboard the USS JOHN F. KENNEDY brought to those waters for the first time the Navy's newest tactical aircraft, the F-14A TOMCAT Air-superiority fighter and the S-3A VIKING Anti-submarine warfare aircraft. In 1976 Carrier Air Wing ONE participated in large scale NATO exercises in the North Atlantic and deployed to the Mediterranean from January through July 1977. In November 1977 CVW-1 was temporarily assigned to the Navy's newest aircraft carrier, the nuclear powered USS DWIGHT D. EISENHOWER (CVN-69) for her shakedown deployment in Caribbean waters.



JOHN FITZGERALD KENNEDY

1917–1963

John Fitzgerald Kennedy was born May 29, 1917, in Brookline, Massachusetts, the son of Joseph P. Kennedy, a prominent businessman, who served as U.S. Ambassador to Great Britain for four years.

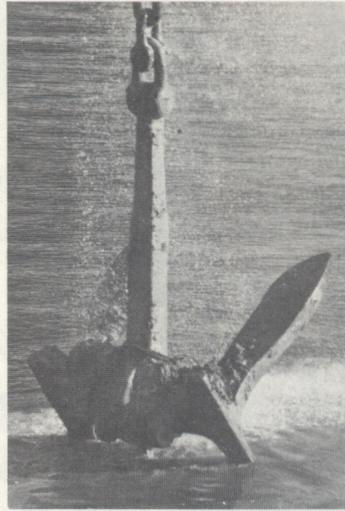
John F. Kennedy acted as his father's secretary in London in 1938 and graduated from Harvard in 1940. He commanded a Navy PT-boat in the Pacific during World War II. In action off the Solomons, his boat was sunk by an enemy destroyer, and Kennedy was credited with heroism in saving his crew.

His political career began in 1946 when he was elected to Congress as a Democrat from Massachusetts and continued with his reelection in 1948 and 1950. In 1952 Kennedy was elected to the U.S. Senate. In 1954-55 he underwent operations on a spinal injury, suffered during the war. Away from the Senate, Kennedy wrote "Profiles in Courage", for which he won a Pulitzer Prize.

In 1958 he was reelected to the Senate. At the Democratic National Convention in 1960 Kennedy received the Presidential nomination. Kennedy won the election and at 43 became the youngest man ever elected to the White House and the Nation's first Roman Catholic President.

President Kennedy's administration, called the "New Frontier", pressed for Federal aid to education, enlargement of civil rights, aid to economically depressed areas, medical care for the aged, and an accelerated space program. In foreign affairs, his principal accomplishments were the establishment of the Peace Corps, the Alliance for Progress with Latin America, and the nuclear test ban treaty.

John F. Kennedy died on November 22, 1963 in Dallas, Texas, as the result of an assassin's bullet.



Keel Laid.....	October 22, 1964
Christening/Launching	May 27, 1968
Commissioning	September 7, 1968
Propulsion.....	Conventional
Speed	30+ knots (35+ mph)
Length overall	1,051 feet
Extreme Breadth at Flight Deck	270 feet
Displacement.....	83,000 tons
Height (keel to mast top)	229 feet
Area of Flight Deck.....	4.56 acres
Number of Aircraft Elevators	
(All deck edge)	Four
Number of Catapults.....	Four
Number of Crew	
(Including Air Wing.....)	5,000+



