

# MIKE “FIG” NEWTON

**DECEMBER 1965 - SEPTEMBER 1969**

**UNITED STATES NAVY**

“I do solemnly swear that I will support and defend the Constitution of the United States against all enemies, foreign and domestic; that I will bear true faith and allegiance to the same; and that I will obey the orders of the President of the United States and the orders of the officers appointed over me, according to regulations and the Uniform Code of Military Justice. So help me God.”



**M**ichael graduated from Bakersfield High School in 1964 on a Friday. The following Monday, he was working for the Santa Fe Railroad as a two-month seasonal worker. By July, he had accumulated muscles he hadn't known existed because he had been moving heavy steel and loads of freight every single hour of some very, very long days! When the "season" was over, he was asked if he still wanted a job and he hired on.

In November 1965, he received greetings from the President of the United States of America informing him that he had been drafted into the United States Army.

(*THIS* is an interesting side story: Michael's father had somehow joined the USN in 1916 *as a sixteen year old* and was aboard the USS ARIZONA (yes...) until his enlistment ended in 1921.

His father didn't want Michael to become a "dogface soldier"; and — because he knew the Navy recruiter — things were worked out so that, in December 1965, Michael found himself in the Navy on a delayed enlistment USN Star Program.

March 1966 found Michael beginning his active duty at the Navy Great Lakes Recruit Training Command in Illinois and he graduated in June. Following a short leave in Bakersfield, he reported to his first duty station at Naval Airstation (Chase Field) Beeville, Texas where he was assigned to the Squadron VT 25 Cougars where he would work hard to become a United States Navy Aviation Structural Mechanic (AMS).

## **The AMS (Aviation Structural Mechanic) Rating Job Description**

Aviation structural mechanics maintain aircraft airframe and structural components including flight surfaces and controls, hydraulic and pneumatic control and actuating systems and mechanisms, landing gear systems, air conditioning, pressurization, visual improvement, oxygen and other utility systems, egress systems including seat and canopy ejection systems and components. They fabricate and repair metallic and nonmetallic materials; perform aircraft daily, special, hourly, and conditional inspections, supervise operation of airframe work centers; maintain aircraft metallic and non-metallic structures including fuselages, fixed and moveable flight surfaces, tail booms, doors, panels, decks, empennages, and seats; flight controls and related mechanisms; hydraulic power storage and distribution systems including main (primary and secondary), auxiliary (utility), and emergency systems; hydraulic actuating subsystems; landing gear systems including wheels and tires, brakes, and emergency systems; pneumatic power, storage and distribution systems; hoists and winches, wing and tail fold systems; launch and arresting gear systems; hydraulic component repair and test; maintain safety belts, shoulder harnesses and integrated flight harnesses in aircraft, inertia reels, seat and canopy ejection systems, gaseous and liquid oxygen systems, life raft ejection systems, fire extinguishing systems excluding fire detection systems, portable fire extinguishers, emergency egress systems, air-conditioning, heating cabin and cockpit pressurization, ventilating and antiGsystems, visual improvement systems, other utility systems and associated lines, fittings, rigging, valves and control mechanisms; replenish liquid and gaseous oxygen systems; remove and install oxygen system valves, gages, converters and regulators; inspect, remove, install and rig ejection seats, shoulder harnesses, lap belts and face curtain mechanisms; inspect, remove, install and adjust firing mechanisms and cartridges for ejection seats, lap belts and canopies; operate and maintain liquid nitrogen and liquid and gaseous oxygen shop transfer and recharge equipment; perform daily, preflight, postflight and other periodic aircraft inspections





**Naval Air Technical Training Command**  
**Naval Air Maintenance Training Group**

*This is to certify that*  
MICHAEL NEWTON, AA

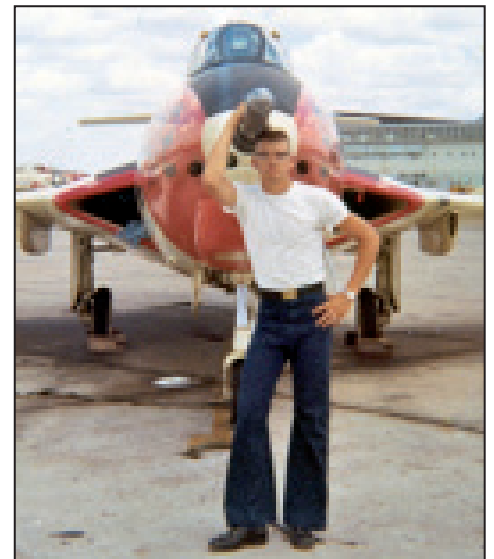
*has successfully completed a course of instruction in the*  
NAMTRADETS 1048, COURSE #3, SYSTEMS FAMILIARIZATION, AF/TF-9J, (56 HOURS)

*Awarded this* 14th *day of* June 19 66

  
NAMTG 1540/2 (6-63)

*B.T. Mahwelf*  
Commanding Officer, Naval Air Maintenance Training Group

*W.E. Cain AMHC*  
Officer in Charge





Newt



Hoggett



Burkhart on an NC-5



Before he was “Fig”, he still has a vivid memory of getting off the air-conditioned bus when he got to the unit and stepping out into the humidity of the northwestern Corpus Christi locale!

As an almost twenty year old, there was an education about life which was punctuated by seeing blinding night time explosions as aircraft disintegrated. Much of what went on was the training of naval and marine aviators and ground crews and he witnessed things like the flameout of an old F-9 which, coupled with no glide path and low altitude, resulted in the death of the pilot trainee who hadn’t bailed out.

And, of course there were also some other thrills like those water moccasins at the end of the runway to deal with...



Larado, Mexico



Fegley and Newt

**TRAINING SQUADRON TWENTY-FIVE (VT-25)  
NAVAL AUXILIARY AIR STATION  
CHASE FIELD  
BEEVILLE, TEXAS**



"Fig" Newton exhibited skill, training and attention to detail during his time at NAAS Beeville. His accomplishments were duly noted and recognized with a traditional USN award which was made a part of his official Service Record.

TRAINING SQUADRON TWENTY-FIVE (VT-25)

NAVAL AUXILIARY AIR STATION

CHASE FIELD

BEEVILLE, TEXAS 78102

IN REPLY REFER TO

All:rn timer

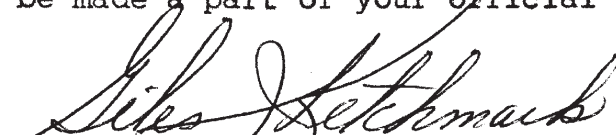
6 DEC 1966

From: Commanding Officer, Training Squadron TWENTY-FIVE, U. S. Naval  
Auxiliary Air Station, Chase Field, Beeville, Texas

To: Airman Mitchell N. NEWTON, USN, 676 61 06

Subj: Selection as Plane Captain of the Month

1. You have been selected as the outstanding Plane Captain of Training Squadron TWENTY-FIVE for the month of November 1966. This award is in recognition of your professional performance and attention to detail during that month.
2. As a member of the Night Check Crew of Training Squadron TWENTY-FIVE you are charged not only with the preparation of the squadron's aircraft for flight but, even more important, with the exercise of extra skill during hazardous night operations. During the month of November you were continually cited by pilots and seniors for your prompt and efficient handling of any and all assignments given you. The aircraft you serviced were always ready for flight in every respect. Your courteous and expeditious help has greatly aided this squadron in the achievement of its training goals. Those with whom you work were especially impressed by your constant desire to accomplish considerably more than is expected or required.
3. I take great pleasure, therefore, in awarding you the title of Training Squadron TWENTY-FIVE Plane Captain of the Month of November 1966. It is a title you have earned and well deserve. Congratulations and well done. This letter will be made a part of your official record.

  
GILES J. KETCHMARK

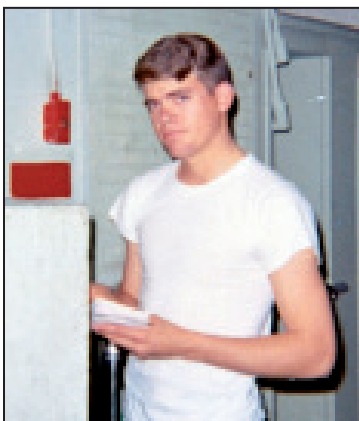




CAPT Blatman presents the VT-25 Plaque to Airman Mike Newton for being "Plane Captain of the Month of November 1966" for his outstanding work in a meticulous working division of the Squadron.



George — his sister's name was Georgette...



Eplin and me and a few others staying in shape — the Navy way



### VT-25's Plane Captain

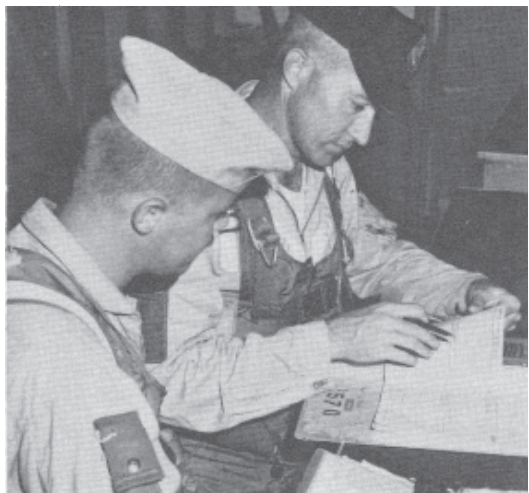


**AN** MICHAEL NEWTON holds the plaque he received from Capt. Blattmann for being named Plane Captain of the Month for VT-25.

Newton, who received the award at VT-25's personnel inspection, was praised for his meticulous work.



**FUTURE AVIATORS**—Navy student pilots walk to their *Cougars* with flight gear in hand for one of many syllabus flights. *Below:* Student gets a final briefing from a training squadron instructor prior to scheduled flight.



## Tame a Cougar &

**O**NE OF THE BIG reasons for continued American air superiority over both North and South Vietnam is the high quality of the man behind the stick, the combat pilot.

In many instances, Navy pilots have simply outflown their North Vietnamese counterparts during air combat. This flying ability is not rare; it is common throughout the Navy.

Before an officer can wear gold

wings on his uniform, he must undergo extensive training on the ground and in the air. He is continually proving his abilities as a potential naval aviator throughout this training period.

After completing a tour at Pensacola where he graduated from the prop-driven T-34 *Mentor*, the potential jet aviator advances to NAAS Meridian, Miss., where he will get 20 weeks of basic jet education which includes about 90 hours of flying time in the T2A *Buckeye* jet trainer. This is followed by carrier qualifications and air-to-air gunnery training in the twin-engine T2B.

Although the student has flown a jet and advanced through three strenuous courses of instruction, he still hasn't earned his wings.

The final step in achieving those wings is completion of training in one of the six jet training squadrons of the Advanced Training Command, such as Training Squadron 25 at NAAS Chase Field.

Three training squadrons are based at Chase Field and three are located at NAAS Kingsville.

Training Squadron 25 trains about 150 students per year, sending each through 20 weeks of ground school and extensive flight training in a TF-9J *Cougar*.

**PREFLIGHT**—Chase Field student checks the ejection seat before strapping in for flight. Students log 140 hours in *Cougar* before completing training.



6

**ALL HANDS**



Aerial view of Chase Field at the Naval Auxiliary Air Station with a total of three paved runways (8,000' Runways 13L/31R & 13R/31L, and 6,000' Runway 17/35), as well as a number of taxiways, a large ramp, and 2 hangars.



Before the student pilot leaves this advanced training, he will have logged 140 hours of flying time in the *Cougar*. Before beginning these scheduled training flights, called syllabus flights, he will undergo four weeks of ground training which covers a variety of subjects which will further his knowledge and prepare him for his job in the fleet.

Here's a list of the subjects he will cover during these four weeks: aerodynamics; aviation safety; aeromedicine; carrier air traffic control; code and blinker; engineering of the *Cougar*; flight rules and regulations; instrument navigation; leadership; meteorology; NATOPS; operational navigation; radar fundamentals; and weapons and warfare orientation.

The future pilot will then spend several periods in a mockup of the *Cougar* and will receive several flight procedure briefings. These



**FOLLOW-THE-LEADER**—Students play follow-the-leader during formation flight training. Below: Student and instructor suit-up for an exercise hop.

## Join the Jet Set

briefings and the periods in the flight procedure and instrument trainer are scheduled to correlate with his various syllabus flights as the student progresses through the various flight stages.

During this period he will familiarize himself with the aircraft, learn the basic instruments and instrument navigation principles. He will receive his standard instrument rating after completing the latter stage of training.

The student is then ready for advanced education which will further prepare him for his job in the fleet. He will study formation flying, night familiarization, operational navigation, solo instrument navigation, air-to-ground weapons, air-to-air weaponry, tactics and carrier qualification.

Each of the flights during this training requires one and a half hours of briefing and one-half hour of debriefing.

After completing this training, the student is eligible for his wings. He has become a naval aviator, and is prepared for assignment to any type of jet aircraft squadron in the Navy.

The new pilot will then report to a carrier replacement air wing for training in the specific aircraft to which he is assigned.

It has taken many hours of study

and training to educate the new pilot for his role in the Fleet. His education is still not finished, however. He will continue to learn new techniques and ideas as long as he wears his gold wings.

That's what it takes to be the best.

—Photos by G. M. Long, PH1, USN.



**AFTER THE FLIGHT**—Following an exercise, students meet with instructors for debriefing session. This completes another step toward their wings.



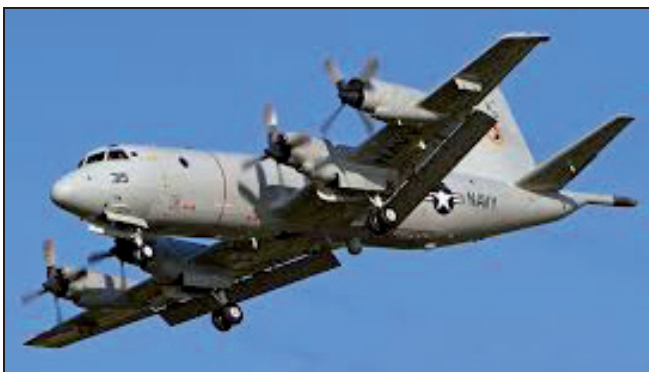
In time, Michael became skilled in the post-flight routine of ensuring that there was no residual fuel which might lead to a fire.

After promotion to Airman, E-3, Michael was reassigned to specialty "A School" training in Memphis, Tennessee.

At the end of the three month course, he graduated and received a rating as a USN Structural Mechanic in on June 9, 1967.



Laredo, Texas



New orders took him to Moffett Field, California where he underwent P-3 Orion

Aircraft Familiarization Training for 30 days.



# Department of the Navy

## Bureau of Naval Personnel

Service



Schools

*This certifies that*

NEWTON, Michael (N)

AMSAN

676 61 06

USN

*has satisfactorily completed the prescribed course of study at the*

Naval Air Technical Training Center, Memphis, Tennessee  
Aviation Structural Mechanic S (Structures) Course, Class A

*this*

9th

*day of*

June

, 19 67

*H. F. Lloyd*  
U.S. NAVY, COMMANDING

NAVPERS 674 (REV. 4-63)  
S/N 0105-401-3402

# Department of the Navy

## Bureau of Naval Personnel

Service



Schools

*This certifies that*

NEWTON, MICHAEL

AN

676 61 06

USN

*has satisfactorily completed the prescribed course of study at the*

Naval Air Technical Training Center, Memphis, Tennessee  
Aviation Mechanical Fundamentals School, Class A

*this*

7th

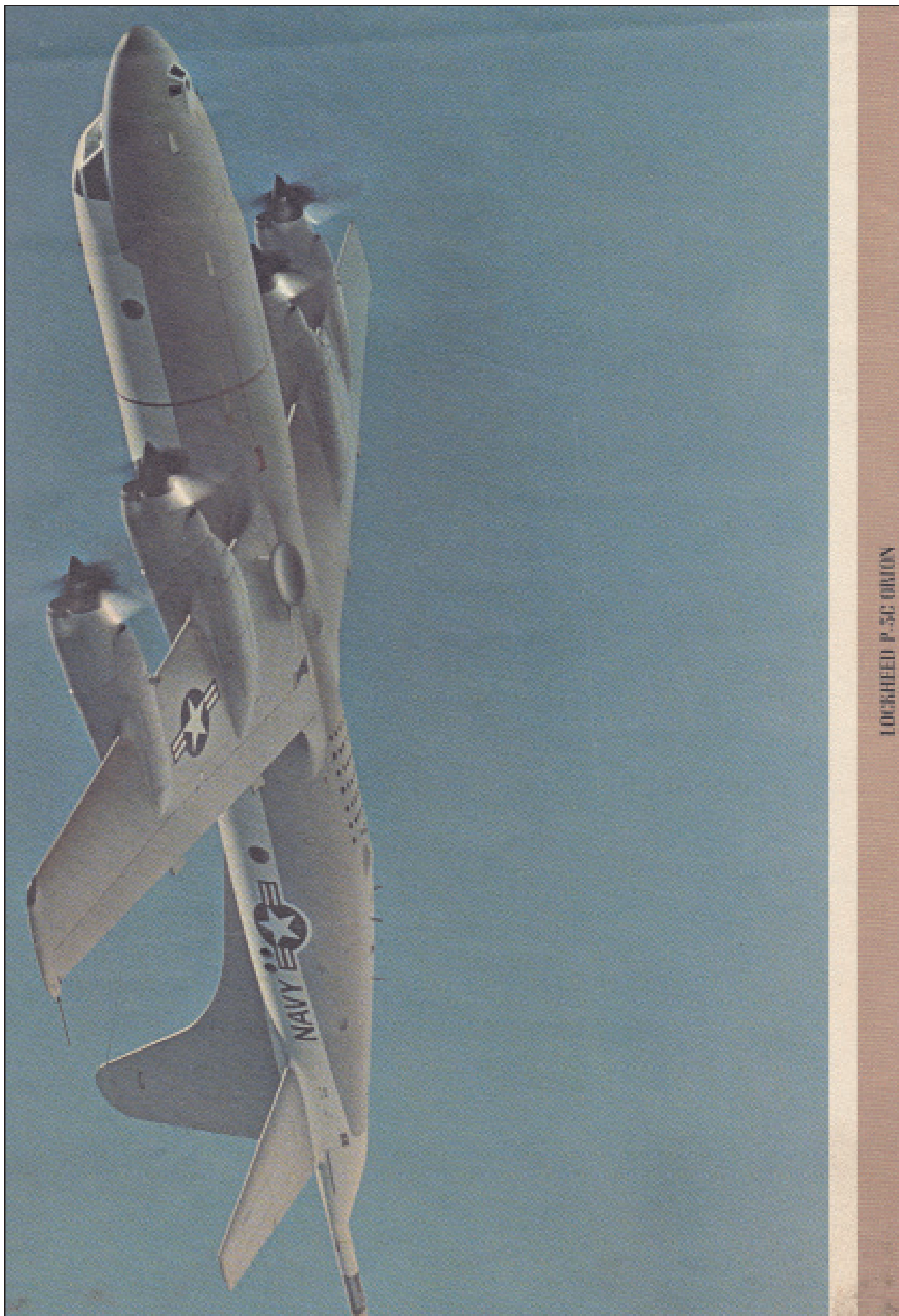
*day of*

APRIL

, 19 67

*H. F. Lloyd*  
U.S. NAVY, COMMANDING

NAVPERS 674 (REV. 4-63)  
S/N 0105-401-3402

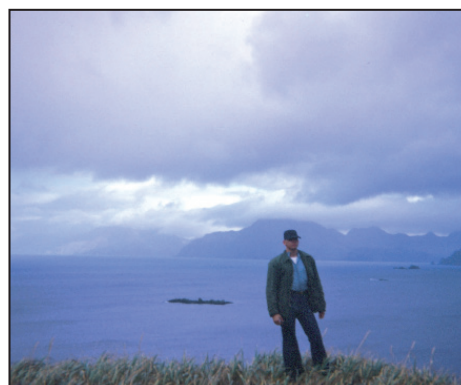


LOCKHEED P-3C ORION

The U.S. Navy remains the largest P-3 operator, currently distributed between a single fleet replacement (i.e., "training") patrol squadron in Florida (VP-30), 12 active duty patrol squadrons distributed between bases in Florida, Washington and Hawaii, two Navy Reserve patrol squadrons in Florida and Washington, one active duty special projects patrol squadron (VPU-2) in Hawaii, and two active duty test and evaluation squadrons. One additional active duty fleet reconnaissance squadron (VQ-1) operates the EP-3 Arics signals intelligence (SIGINT) variant at Naval Air Station Whidbey Island, Washington.



Upon completion of that duty, he was assigned to VT-28 Patrol Squadron which, in August, was deployed to Adak, Alaska (out in the Aleutian Islands). He worked a ground support assignment as part of a team checking aircraft for structural and functional issues to keep aircraft flying safely and productively.



## Adak, Alaska

The United States Navy who established an anti-submarine warfare base there. Adak was most recently run by the U.S. Navy as a deployment base for P-3 Orion maritime patrol aircraft, primarily to conduct antisubmarine warfare operations against submarines and surveillance of naval surface vessels of the former Soviet Union. The Naval Air Facility was also reported to be used as a refueling stop for U-2, Dragon Lady, ultra-high altitude reconnaissance aircraft. By the 1980s there were over 6,000 Navy personnel on the islands.

With the fall of the Soviet Union in the early 1990s, NAS Adak's operational viability as a front-line military installation began to wane, and in the mid-1990s a decision was made by the federal government to cease military flight operations there under the military's Base Realignment and Closure Program (BRAC).

Assignments to the Aleutians, however, were looked on with dread. There were no South Pacific Beaches, Piccadilly Circuses, or the warmth of Southern Italy. Adak, Amchatka, Attu, Shemya and the other airfields were cold, damp, and had very few recreational diversions; or things to do.

On 31 March 1997, the Navy closed Adak Naval Air Facility. The lowering of the flag for the last time ended an era that

began of 31 August 1942, when U.S. forces landed on the Aleutian Island and established an advance base there for operations against the Japanese on Kiska and Attu Islands.

The Navy left behind a contingent of 30 Navy personnel and 200 civilian contractors to maintain facilities, keep the runway open and begin an environmental cleanup.

After its closure in 1997, it was reopened as Adak Airport.





# TRAINING SQUADRON TWENTY-EIGHT (VT-28)

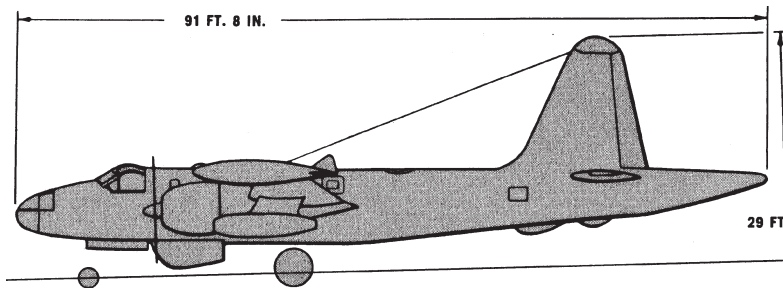
The primary mission of VT-28 was advanced multi-engine flight training for Student Naval Aviators (SNA's). Over 6,000 Naval Aviators have been trained by VT-28 before assignment to fixed wing, multi-engine squadrons. This curriculum has evolved over the years in response to the changing need to the Navy and advances in aviation technology.

VT-28 quickly established a standard of excellence which has continued unabated for 35 years. With 44 instructors, 48 TS-2F "Tracker" aircraft, 400 enlisted personnel and an average on board student count of 125, VT-28 set new training, safety, and cost efficiency records in its first ten months of operation. During the 1960's, as the demand for fixed wing maritime pilots increased, so did the scope and responsibility of Training Squadron TWO-EIGHT.

By the mid-sixties, the flight syllabus, augmented by simultaneous ground training, had expanded to include Familiarization,

Basic and Radio Instrument Navigation, Cross County, Night Familiarization and Carrier Qualification. The TS-2F "Tracker" proved itself a most reliable and stable training platform during periods of changes in the syllabus and increased requirements. In 1969 alone, nearly 300 Naval Aviators were designated and 40,000 aircraft hours flown by VT-28. The squadron carrier qualified or "CQ'd" thousands of Student Naval Aviators in the "Tracker" until its retirement in 1979 when it was replaced by the T-44A on March 1st of that year.

The squadron continued to train Advanced Maritime Student Naval Aviators in the T-44A aircraft until 1990, at which time CNATRA directed the squadron to change its mission and become the first Instructor Training Squadron. VT-28 then assumed the responsibility for all instructor training within Training Air Wing FOUR as well as Instructor Standardization, Functional Check Flights, and course curriculum oversight in both the T-34C and the T-44A aircraft.



## LOCKHEED NEPTUNE

### U.S. Navy P-2H

More than 1,000 Neptunes rolled off Lockheed's assembly lines during seventeen years of continuous production.

Aerodynamic, electronic and power improvements were incorporated into each successive model. The Neptune can detect, locate and destroy enemy submarines even when they are submerged. Two wing pod jet engines supplement the turbo-compound engines to give this submarine smasher tremendous speed and power.

A nonstop, long-distance record of 11,235 statute miles without refueling was established by a Neptune in 1946.



In November, VT-28 returned to the squadron's main base at Barber's Point, Hawaii. "Fig" got to go on ride-alongs on P-2s and P-3s as they carried out submarine searches and did other recon and observation missions.

As Mike recalls, he was really impressed with the change of scenery he experienced going from Adak to Hawaii!!!



Squadron deployments rotated to airfields at Subic Bay in the Phillipines, Andersen Air Force Base in the Guam, Marine Corps Air Station Iwakuni, Japan and even short stints in Okinawa and Midway.

And, the Navy kept Michael Newton pretty busy with his Aircraft Structural Mechanic duties...

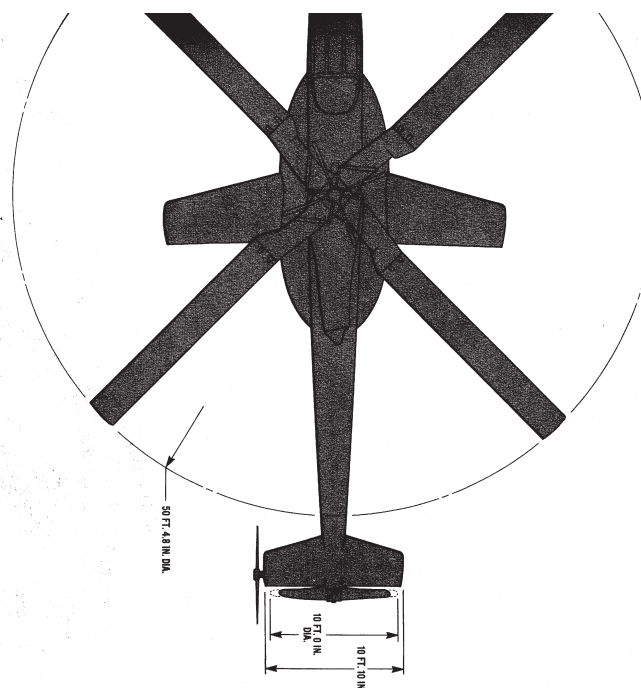
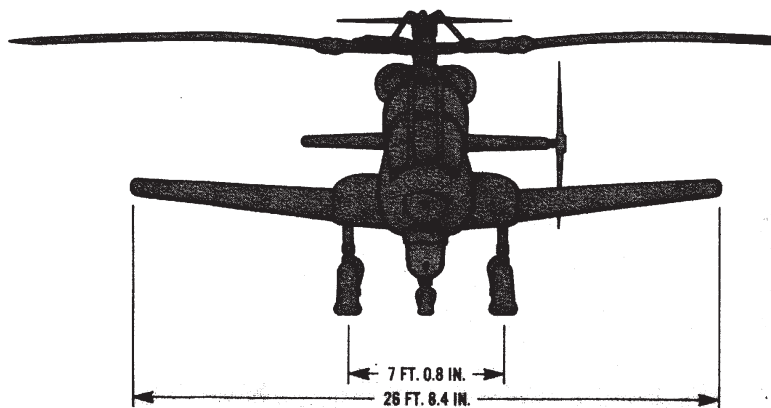
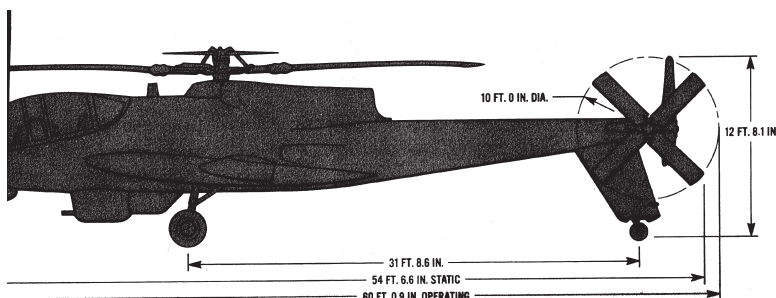


## LOCKHEED AH-56A CHEYANNE ADVANCED AERIAL FIRE SUPPORT SYSTEM

The first helicopter conceived and designed specifically as a weapons system, the AH-561 Cheyannee will escort troop-carrying helicopters in air mobile operations and provide direct fire support in landing zones. Its two-man crew will employ a variety of weapons including machine guns, grenade launchers, rockets, and antitank missiles. With a cruising speed in excess of 200 knots, the Cheyanne will be faster than any other operational helicopter.

The cheyane incorporates a thrusting pusher propeller, short wings, and an antitorque rotor in addition to the main rotor system. Lockheed's advanced rigid rotor system makes this compound aircraft a highly maneuverable as well as extremely stable platform at high or low speeds.

The Cheyanne is designed as an integrated system combining aerial vehicle, avionics, weapons, and group support equipment. Contracting agency is the U.S. Army Aviation Material Command.





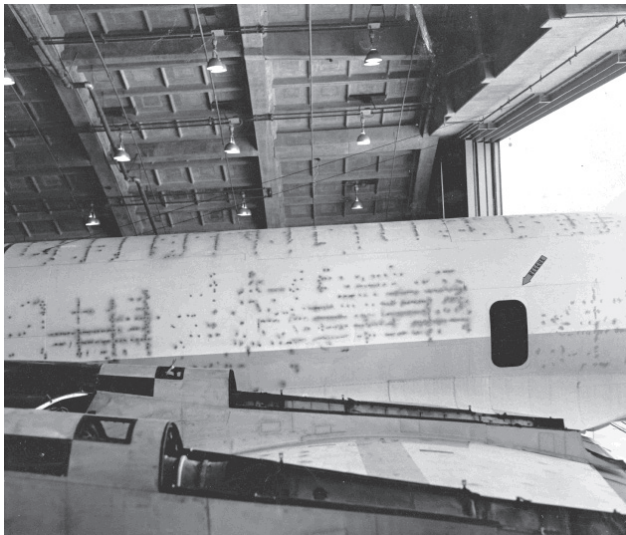


Chief Harrington and head of Collateral Duty Inspection Divisions (far right). Other Chiefs in charge of Airframes Division and their wives cutting cake for the Division Non-Commissioned Officers.



#### ***Orion and Neptune Carry on Tradition of Navy Patrols***

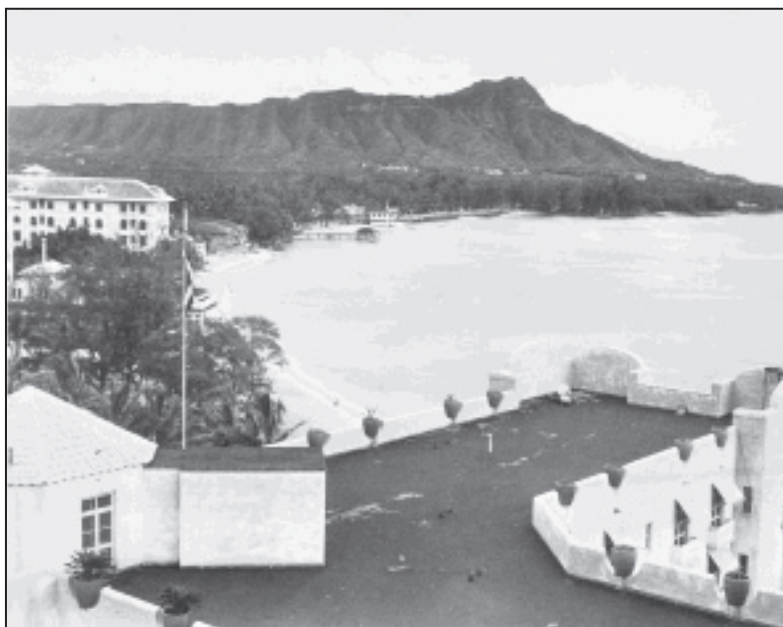
The SP2H Neptune patrol plane (left) and the P3 Orion are two multipurpose aircraft which are relieving the older seaplanes. The Orion is equipped with electronic detection devices and armed with antisubmarine weapons. It is the Navy's most advanced long-range patrol aircraft. The Neptune is shown flying low over a Vietnamese junk while on a Market Time surveillance patrol south of Vung Tau.



All of the salt water, humidity and heat used to work wonders on the aircraft stationed at NAS Barber's Point, Hawaii



Postcard details: Waikiki Beach and hotels look like this from the Diamond Head end at Kuhio Park near Queen's Surf



Mike Newton captured this view of Oahu's Diamond Head in his camera lens



Postcard details: Waikiki Beach at the Royal Hawaiian Hotel — Sun bathing, just plain relaxing and enjoying a little song of Hawaii, the 50th State



PATROL SQUADRON TWENTY EIGHT  
Fleet Post Office  
San Francisco 96601

FF12/VP28/ALH:ln  
1650  
29 January 1968

From: Commanding Officer, Patrol Squadron TWENTY EIGHT  
To: AMSAN Michael (n) NEWTON, USN, 676 61 06

Subj: Warrior of the Month; selection of

1. I take great pleasure in informing you of your recent selection as Patrol Squadron TWENTY-EIGHT's Warrior of the Month for December 1967. My heartfelt congratulations and notice of sincere appreciation for your accomplishment are rendered with this selection.
2. As a member of the check crew, you have been recognized as a sailor of considerable talent, tremendous initiative, and notable efficiency. Having just recently joined our Squadron while on deployment in Adak, Alaska, it is your own personal integrity which has been instrumental in helping you to garner the respect and admiration of your seniors and peers. Particularly noteworthy is the high degree of professional competence which you have achieved in such a short period of time. Your ability to completely and expeditiously complete all the phases of aircraft check, a task normally entrusted to a more experienced and senior man, is a significant professional compliment for you. Further, your motivation and interest is keenly felt in many of the extra tasks for which you have so graciously volunteered, always performing with great pride and skill. It is due to this initiative and stamina that your contributions to the check crew have been so beneficial. The competent and timely completion of all checks have been with the assistance of your "can do" spirit and superb level of endeavor. This Squadron, and the Navy, is proud to have men of your caliber in its service.
3. In recognition of your selection as Warrior of the Month, you are hereby granted a 72-hour pass. A special evaluation will be submitted in recognition of this achievement. It also gives me pleasure to present you with a Patrol Squadron TWENTY EIGHT plaque. Congratulations.

*R. R. Hedges*  
R. R. HEDGES



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Naval Air  
Museum  
Barbers  
Point.  
All rights  
reserved.





VP-28's Finest!!!



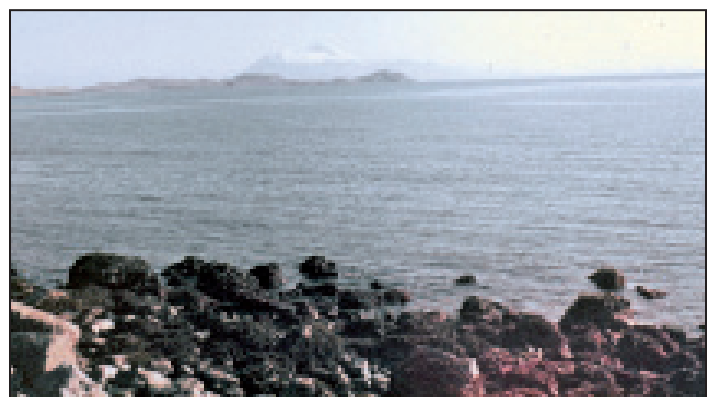
View from our backyard



A buddy at Honnuma Bay



"Fig" getting a suntan at Nimitz Beach and practicing being a future cheesecake model







*To all who shall see these presents, greeting:*

*Know Ye, that reposing special trust and confidence in the fidelity and abilities of*

MICHAEL NEWTON

*, I do appoint*

AVIATION STRUCTURAL MECHANIC S THIRD CLASS

*in the*

**United States Navy**

*to rank as such from the* SIXTEENTH *day of* APRIL *, nineteen*  
*hundred and* SIXTY-EIGHT

*To the Appointee*

*Your appointment as a petty officer in the United States Navy carries with it the obligation that you exercise additional authority and willingly accept greater responsibility.*

*You have not only the authority, but the responsibility to ensure that subordinates comply with the provisions of United States Navy Regulations, General Orders, and supporting orders and directives.*

*You have the obligation to report to proper authority all offenses committed by persons in the naval service which you may observe, and have the authority, as delineated in the Uniform Code of Military Justice, to apprehend known offenders. These responsibilities apply whether you are in a duty or liberty status.*

*You are legally and morally obligated to show in yourself a good example of subordination, courage, zeal, sobriety, neatness and attention to duty. Your every action must be governed by a strong sense of personal moral responsibility in order that this personal leadership will strengthen the character of subordinates so that they will contribute their utmost to the effectiveness and efficiency of the United States Navy.*

*Given under my hand at* PATROL SQUADRON TWO-EIGHT *this* SIXTEENTH *day of*  
APRIL *in the year of our Lord nineteen hundred and* SIXTY-EIGHT

R. R. HEDGES, CDR, USN

COMMANDING OFFICER

*I acknowledge receipt of the above appointment and do hereby pledge that I shall, in all my actions, faithfully discharge the duties and responsibilities of this office.*



# PATROL SQUADRON TWENTY EIGHT

Fleet Post Office  
San Francisco 96601

From: Commanding Officer, Patrol Squadron TWENTY EIGHT  
To: AMS2 Michael NEWTON, USN, 676 61 06

16 JUL 1969

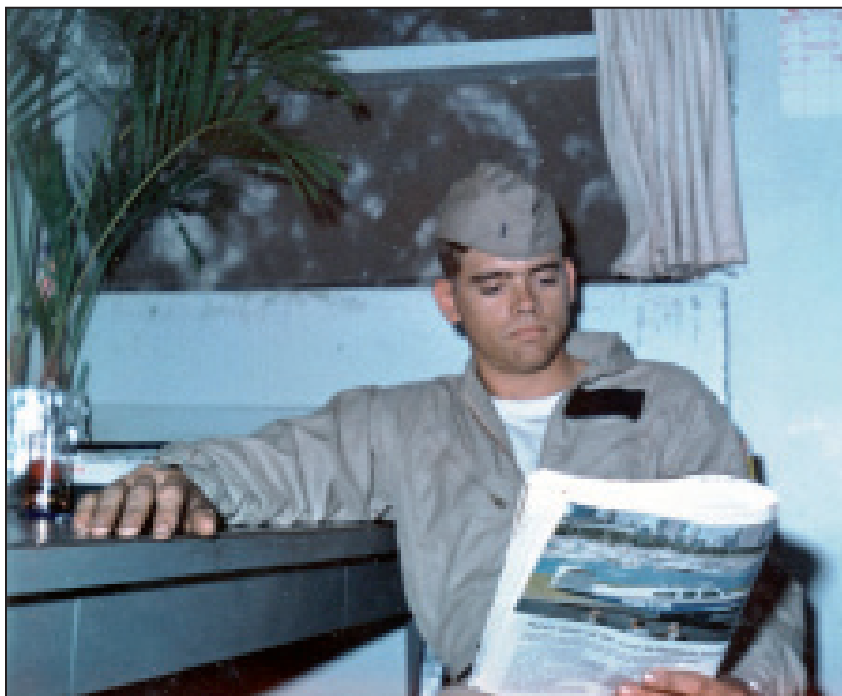
Subj: Warrior of the Month; selection of

1. I take great pleasure in informing you of your recent selection as Patrol Squadron TWENTY EIGHT's Warrior of the Month for March, 1969. My congratulations and sincere appreciation for your accomplishment are rendered with this selection.

2. Throughout the Squadron's present deployment at Naha, Okinawa, your performance has been outstanding. You have continually exhibited a high degree of professionalism in completing all the phases of the aircraft checks and inspections. Further, your motivation and interest is keenly felt in many of the extra tasks for which you have so graciously volunteered, always performing with great pride and skill. The respect and admiration allotted to you from both seniors and peers is truly a credit to you as an individual. I'm also very much aware of the fact that you have previously received this award in December of 1967. Men of your caliber enable Patrol Squadron TWENTY EIGHT to maintain its outstanding reputation.

3. In recognition of your selection as Warrior of the Month, you are hereby granted a 72 hour pass. A special evaluation will be submitted in recognition of this achievement. It also gives me pleasure to present you with a Patrol Squadron TWENTY EIGHT plaque. Congratulations!

*H. Gray, Jr.*  
H. GRAY, JR.



January 8, 1968

Bacco's plant in the background as "Fig" sits there in a flight uniform wearing the hat of a LTJG. This picture was taken on the afternoon before our Squadron party which was held at the Enlisted Mens' Club in Pearl Harbor.





# **A** *Vietnam veteran is someone who served in the armed forces of participating countries during the Vietnam War.*

The term has been used to describe veterans who were in the armed forces of South Vietnam, the United States armed forces, and countries allied to them, whether or not they were stationed in Vietnam during their service. However, the more common usage distinguishes between those who served “in country” and those who did not serve in Vietnam by referring to the “in country” veterans as “Vietnam veterans” and the others as “Vietnam-era veterans”. The U.S. government officially refers to all as “Vietnam-era veterans”.

According to the US Department of Labor, the Vietnam Era Veterans’ Readjustment Assistance Act of 1974 (VEVRAA) states, “A Vietnam era veteran is a person who

served on active duty anywhere in the world for a period of more than 180 days, any part of which occurred between August 5, 1964 and May 7, 1975, and was discharged or released with other than a dishonorable discharge.

was discharged or released from active duty for a service connected disability if any part of such active duty was performed between August 5, 1964 and May 7, 1975.

In 2004, the US Census Bureau reported there were 8.2 million Vietnam era veterans who were living in the U.S.,[needs update] 2.59 million of them being reported to have actually served “in country.”

More than 58,000 U.S. military personnel died as a result of the conflict.[2] That includes deaths from all categories including deaths while missing, captured, non-hostile deaths, homicides, and suicides. The Department of Veterans Affairs recognizes veterans that served in the country, then known as the Republic of Vietnam, from February 28, 1961 to May 7, 1975, as being eligible for such programs as the department’s Readjustment Counseling Services program, also known as the Vet Centers. The Vietnam War was the last American war with conscription.

There are persistent stereotypes about Vietnam veterans as psychologically devastated, bitter, homeless, drug-addicted people, who had a hard time readjusting to society, primarily because of the uniquely divisive nature of the Vietnam War in the context of US history.

That social division has expressed itself by the lack both of public and institutional support for the former servicemen that would be expected by returning combatants of most conflicts in most nations. In a material sense also, veterans’ benefits for Vietnam era veterans were dramatically less than those enjoyed after World War II. The Vietnam Era Veterans’ Readjustment Assistance Act of 1974, as amended, 38 U.S.C. § 4212, was meant to try to help the veterans overcome the issues.

In 1979, Public Law 96-22 established the first Vet Centers,[12] after a decade of effort by combat vets and others who realized that Vietnam veterans in America and elsewhere (including Australia) were facing specific kinds of readjustment problems, later identified as post-traumatic stress (PTS). In the early days, most Vet Center staffers were Vietnam veterans themselves, many of them combat veterans. Now, many are from the Iraqi-Afghan era conflicts.

Some representatives of organizations, like the Disabled American Veterans, started advocating for the combat veterans to receive benefits for their war related psychological trauma. Some US Department of Veterans Affairs hospital personnel also encouraged the veterans working at the Vet Centers to research and expand treatment options for veterans who were suffering the particular symptoms of the newly recognized syndrome.

It was a controversial time, but eventually, the Department of Veterans Affairs opened Vet Centers nationwide. They helped develop many of the debriefing techniques that are now used traumatized populations from all walks of life.

The veterans who started working in the early Vet Centers eventually began to reach out and serve World War II and Korean vets as well, many of whom had suppressed their own traumas or had self-medicated for years.

Veterans, particularly in Southern California, were responsible for many of those early lobbying and subsequent Vet Center treatment programs. They founded one of the first local organizations by and for Vietnam veterans in 1981, now known as Veterans Village.





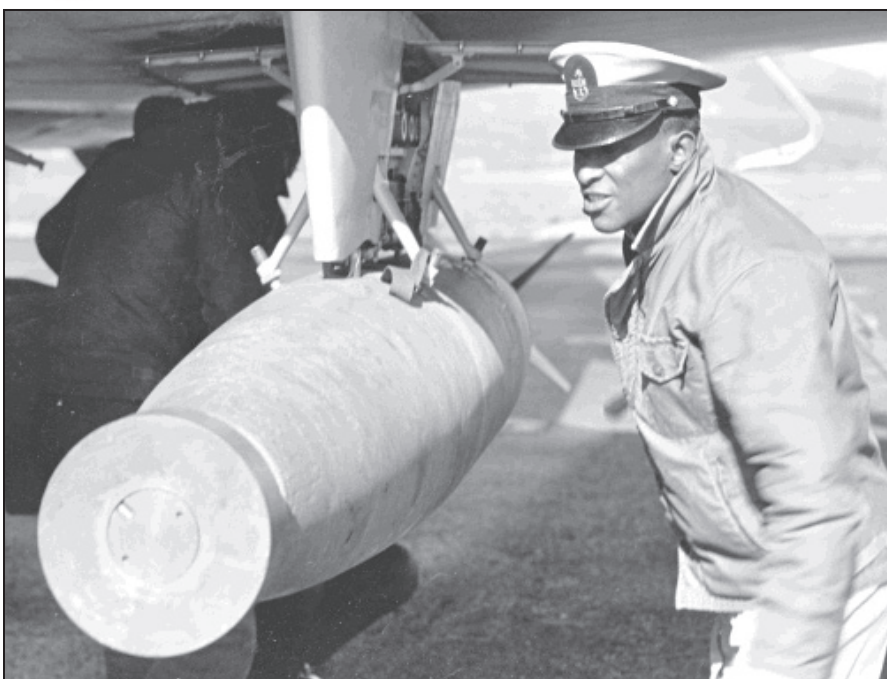
Chief Adams leading the ordinance crew by showing that he knows what he's doing and expecting them to know and do their jobs, too



600 pound depth charge being secured



Move prepping for another depth charge mount



Bombs being inspected by Chief Adams before giving the pilot the okay to go

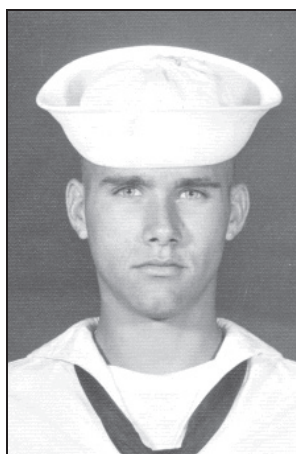


These pictures were just one evolution on one day



Mounting more depth charges on another wing requires an amount of intense team work





## EVEN LIVING IN PARADISE — THEY HAD A MISSION!



Squadron 28's final deployments were to Japan and Vietnam before being disestablished on 1 October 1969.



# AND THEN THERE WAS GUAM FOLLOWED BY OKINAWA



"Fig" and the crew inspecting after a hard landing — blown nose gear seal...



In Okinawa barracks after long flight assignment



March 19, 1969 (day I got back from Guam)  
"Man, am I ever tired!!"



With the crew aboard a P-3  
during flight assignment



Mike Newton and flight crew radioman  
in the mess station



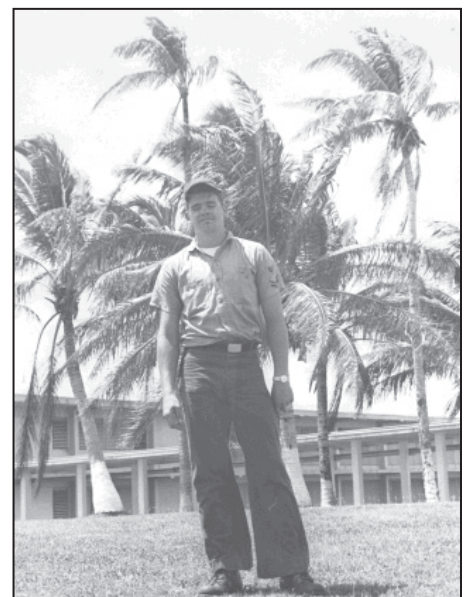
This is the Guam flight hut, also referred to as the "Ground Crew Shack".  
Here ASM2 Mike "Fig" Newton waiting for a flight to land.



"They keep breaking them!!!"



That's me with my back to the camera  
standing by the Chief



You probably can't tell by looking at this  
picture, but I was pretty dang tired!



Guam, island and unincorporated territory of the United States in the North Pacific Ocean, the largest, most populous, and southernmost of the Mariana Islands. It lies about 5,800 miles (9,300 km) west of San Francisco and 1,600 miles (2,600 km) east of Manila.

The indigenous Chamorros settled the island approximately 4,000 years ago. Portuguese explorer Ferdinand Magellan, while in the service of Spain, was the first European to visit the island, on March 6, 1521. Guam was colonized by Spain in 1668 with settlers, including Diego Luis de San Vitores, a Catholic Jesuit missionary. Between the 16th century and the 18th century, Guam was an important stopover for the Spanish Manila Galleons. During the Spanish–American War, the United States captured Guam on June 21, 1898. Andersen Air Force Base played a major role in the Vietnam War.



Postcard view — Magellan, the famous explorer once anchored in this scenic Bay of Umatac



Postcard view — Native Carabao  
The carabao (or water buffalo) is the beast of burden of Guam



Postcard view — Agana Cathedral (Nombre de Dulce)



Postcard view — Looking South from Yona



Postcard view — Yiig River, Guam



Postcard view — Looking North from Yona





Postcard view — The grandeur of the past is portrayed by the ruins of the garden walls of the Governor's Palace



Postcard view — "Castillo" or Castle Rock, Guam  
The Spanish Conquistadores used this rock for fortification against enemy raiders at Umatac Bay

There was a village in just about every cove of the Island. Also, there seemed to be a Catholic church in just about every village, too.

We had a good time just checking out different things on the island. It made for a good break from all of the hard work that we were doing.

here is no way that you can feel the wind and sun or smell the salt air in our travels all around the island.



Postcard view — A relic of the past. This bridge was built during the Spanish regime. It is found in Agaña, the capital of Guam



Postcard view — Another relic of the past. Latte Stone Park located in Agaña



Postcard view — A relic of the past. This bridge was built during the Spanish regime. It is found in Agaña, the capital of Guam



Postcard view — Pago Bay. Its scenic grandeur attracts the attention of every passerby





With a shipmate at Naha, Okinawa gettnig ready to tour Guam



In the Okinawa Barracks — apparently with no scruples...

“Fig”, in 1969, spent time at the Cam Ranh Bay logistics facility built by the United States.

It was the major military seaport used by the United States for the offloading of supplies, military equipment and as a major Naval base. Army, Navy, Marine Corps and Air Force units all had compounds and units assigned there.

He remembers the sand and the lack of clean water — which led to the necessity of drinking the much more hygienically pure Schlitz/“Oly” beers.

He was just like any of the approximately 2,700,000 young American service personnel who set foot in Vietnam during that prolonged conflict *and he even smoked cigarettes at that time.*

It seemed like smoking those Kools or unfiltered Camels helped him stay awake during those extremely long, couldn’t-see-in-the-dark hours when he had to be on duty. (To those of you who know Mike

In April 1965 CINCPAC instructed an engineering survey for a new airfield at Cam Ranh Bay.

In mid-1965, the American construction consortium RMK-BRJ was directed by the Navy Officer in Charge of Construction RVN (OICC RVN) to construct a new airfield at Cam Ranh Bay, starting with a temporary 10,000-foot (3,000 m) runway consisting of 2.2 million square feet (200,000 square meters) of AM-2 aluminum matting to accommodate jet fighter-bombers. By September, RMK-BRJ had employed 1,800 Vietnamese workers for the work, over half of whom were women. The runway was completed in 50 days, with Admiral U.S.G. Sharp, CINCPAC, laying the last AM-2 plank on 16 October 1965. The airfield was opened for U.S. Air Force operations on 1 November 1965. A 1.3 million square feet (120,000 square meters) cargo apron using pierced steel plank-ing, airport facilities and utilities, mess halls, and 25,000 square feet (2,300 square meters) of living quarters were also prepared for use by the USAF. By the end of 1966, RMK-BRJ and OICC RVN completed construction of an additional 10,000-foot (3,000 m) concrete runway and taxiway at the air base. Once the concrete runway was built, the original AM-2 runway was to be removed and replaced with a new concrete runway. In addition between June and September US Army engineers built fuel storage areas and 30 miles (48 km) of roads and lengthened the pier before handing over the work to RMK-BMJ.

In July 1965 it was planned that 3 fighter squadrons would be deployed to Cam Ranh Air Base once it was completed in October. On 28 October 1965 an advance party of the 43rd Tactical Fighter Squadron arrived at the base, the squadron equipped with F-4C Phantom II fighter-bombers arrived on 1 November and began flying missions over South Vietnam the following day.

Source: [https://en.wikipedia.org/wiki/Cam\\_Ranh\\_Base](https://en.wikipedia.org/wiki/Cam_Ranh_Base)

today, you need to remember that it was a different era and a different world he found himself in.)

He reflects on one particular memory. As a sentry, he'd been issued an M-1 Garand rifle...

### ***WITH ONE ROUND.***

Although he'd had training with some weapons, it had all been in boot camp. Some higher-up must have figured that — *in the event he did have to shoot* — his one bullet would be enough to alert someone that trouble was coming.



To this day, he wonders just what he might have done if he had needed to defend himself with just that one round!

One night, he was asleep in his rack and was startled awake by the sound of a .50 caliber machine gun in action. (Only those of you who have heard one really knows how loud they are!) He jumped out of his rack and, out the bunker entrance, and he saw the flare of rockets in the sky. As he ran outside, he remembers a shower of brass cartridges flying through the air hitting the ground all around him.



The Navy then rotated VT-28 to United States Marine Corps Air Station Iwakuni, Japan located in the Nishiki river delta. There, Mike and his shipmates worked hard and also took this chance to see a little of Japan.





Downtown Iwakuni, Japan



1962 Tokyo Olympic Stadium



Traditional Japanese Wedding Couple



Downtown Tokyo, Japan

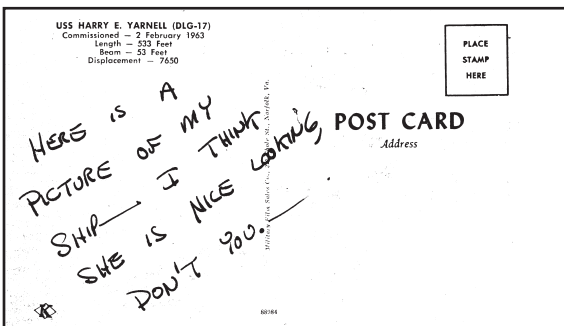


Downtown Iwakuni, Japan



Couple strolling a street in Iwakuni, Japan

## Michael's brother, Richard Newton was also in the military & had his own adventures, too



I LIKE VIEW  
THIS MUCH BETTER  
LONG AND NARROW  
A "REAL FIGHTING  
LADY" FIGHTING  
DAD



aboard the **NEWPORT NEWS**...

# 19 Sailors Killed in Ship Blast

SAIGON (AP) — An explosion ripped through a gun turret on the U.S. 7th Fleet's heavy cruiser Newport News early today, killing 19 sailors and injuring 10, the Navy announced.

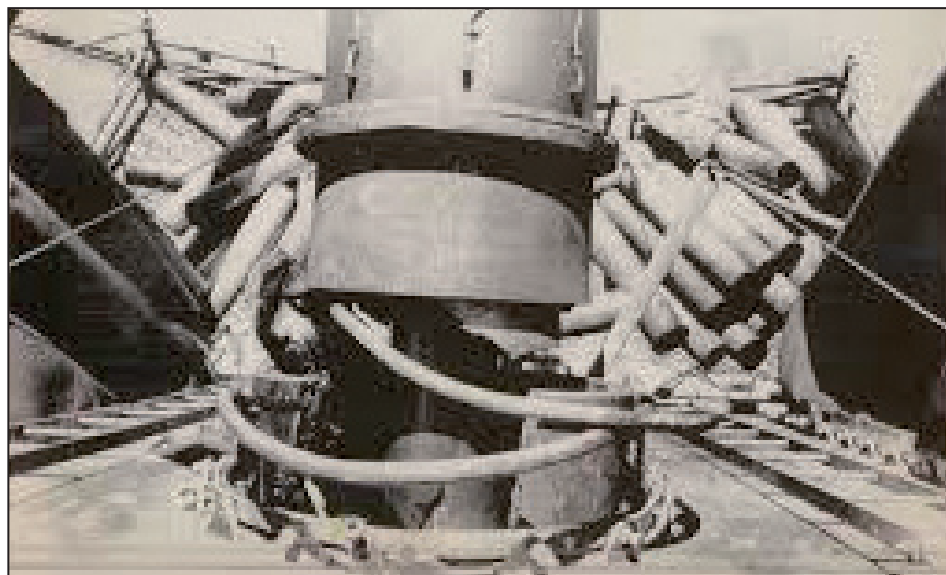
The world's largest gun cruiser was operating just below the demilitarized zone in an area about 13 miles north-northeast of Quang Tri City, firing against North Vietnamese positions, the Navy said.

"Extent of the damage is not known but it apparently was restricted to the gun turret," the 7th Fleet said in a brief statement. "Cause of the accident is under investigation."

It was the worst accident aboard a 7th Fleet ship since the big American buildup began last March 30 to counter the North Vietnamese offensive.

A Navy spokesman said the explosion was at the number two turret of eight-inch guns, which would be just forward of the bridge. Two of the ship's three eight-inch gun turrets are forward, one is aft of the bridge.

Associated Press correspondent Dennis Neeld reported from Da Nang that the ship has a medical facility



aboard and that the injured were still aboard at daybreak. The cruiser was reported still in the same area off Quang Tri, four miles from the mouth of the Cua Viet River.

There was no indication of its next destination.

The 21,000-ton Newport News is based in Norfolk, Va. It was sent to Vietnam earlier this year as part of the naval buildup.

It has operated against enemy targets in both North and South Vietnam, and led two raids on the major port of Haiphong.

The cruiser's main battery consists of three turrets, each with three rapid firing eight-inch guns. The secondary gun batteries are made up of 12 dual purpose five-inch guns and four three-inch guns.

The Newport News arrived in Vietnam last May 11 to strengthen the 7th Fleet.

Its first combat firing mission was May 11, a raid on the North Vietnamese port of Haiphong.

On Aug. 27, the Newport News led another raid on Haiphong port and the 7th Fleet commander, Vice Adm. James L. Holloway III, was aboard the cruiser.

Fire Control Technician III Class Richard K. Newton, USN, is now serving with the USS Seventh Fleet in the Gulf of Tonkin as a crewmember aboard the world's largest heavy cruiser, USS Newport News. The cruiser, for the first time in her 18-year history, took up her position on the "gunline" soon after arriving in Vietnam and was firing her rapid-fire eight-inch guns. The ship's operations have been in support of Operation "Sea Dragon", the Seventh Fleet's effort north of the Demilitarized Zone to stop the flow of enemy war supplies by sea. His parents are Mr. and Mrs. Harry A. Newton of 3904 Frazier Avenue.



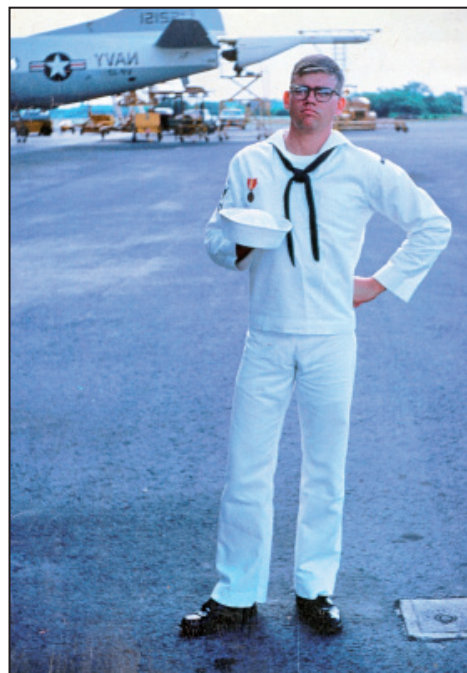
Info Source: Newspaper clippings in scrapbook



Over the course of his three years and seven months as a U.S. Navy Airdale, “Fig” Newton travelled extensively and performed his duties in such a way as to deserve his promotion to E-5. He received numerous awards and accolades in recognition of his attention to detail and was selected as Outstanding Plane Captain numerous times in his naval tour of duty.

What follows is an excerpt of the language in a letter dated 16JUL69 which awarded AMS2 NEWTON the honor of “Warrior of the Month”. It serves as an example of the fact that Michael always gave his best in whatever he was doing.

The letter, in part, reads as follows: “...Throughout the Squadron’s present deployment at Naha, Okinawa, your performance has been outstanding. You have continually exhibited a high degree of professionalism. Further, your motivation and interest is keenly felt in many of the extra tasks for which you have so graciously volunteered, always performing with great pride and skill. The respect and admiration allotted to you from both seniors and peers is truly a credit to you as an individual...”



AMS2 Michael Newton after inspection and “Plane Captain” Ceremony and award

Due to a period of national military cutbacks, Michael mustered out of the Navy in September 1969 and returned to Bakersfield where he, once again, started working for the Santa Fe Railroad. Married while in the military, he was concerned that staffing cuts being implemented by that company

would impact his family.



Michael between two Japanese anti-aircraft guns on Guam. There were many WWII relics all over the island.

No longer “Fig”, Mike took a variety of tests for city, county, and state jobs and even — *as did each*

*and every single postal employee* — took one for the U.S. Post Office



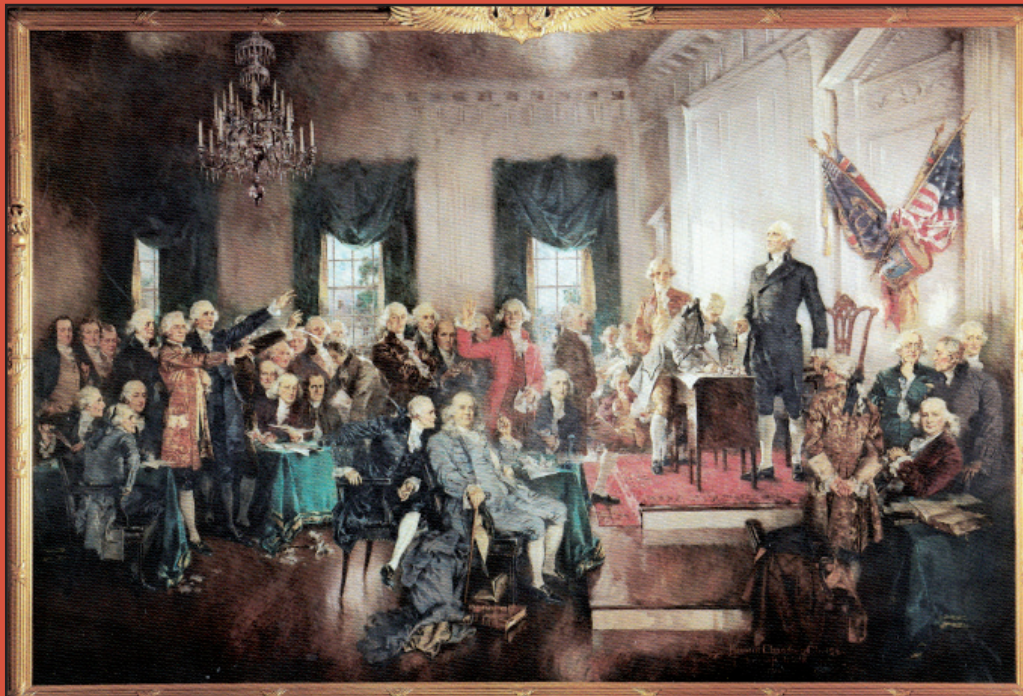
Still have to do what we must. Barracks at Cam Ranh Bay

to contact him let him start a Letter Carrier career. That was a journey which lasted from January 26, 1970 until September 1, 2009. That’s when he gratefully retired from Bakersfield’s Stockdale Station.

The very first organization







**"Scene at the Signing of the U.S. Constitution"**

by

**Howard Chandler Christy**

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**The Bicentennial Program of the U.S. Constitution**

**A Project of the American Studies Center**

**499 South Capitol Street, S.W.**

**Washington, D.C. 20003**

"...I have read the constitutions of a number of countries — including the Soviet Union's. Now some people are surprised to hear they have a constitution, and it even supposedly grants a number of freedoms to its people. Many countries have written into their constitution provisions for freedom of speech and freedom of assembly. If this is true, why is the Constitution of the United States so exceptional?"

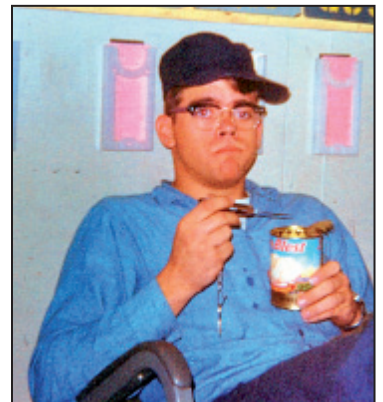
The difference is so small, that it almost escapes you; but it's so great it tells you the whole story in just three words: we the people.

In those other constitutions, the government tells the people of those countries what they're allowed to do. In our Constitution, we the people tell the government what it can do and it can do only those things listed in that document and no others.

Virtually every other revolution in history just exchanged one set of rulers for another set of rulers. Our revolution is the first to say the people are the masters, and government is their servant. And, you young people out there, don't ever forget that. Some day, you could be in this room — but wherever you are, America is depending on you to reach your highest and be your best — because here, in America, we the people are in charge..."

*President Ronald Reagan  
From the State of the Union  
January 27, 1987*

*Each generation of Americans is presented  
with the opportunity to learn the  
meaning of what it means to protect  
and defend our Right to be Americans...*



"Fig's nephew Bryan Newton