



ANA PATRIOT SQUADRON - SHEA NAVAL AVIATION MUSEUM QUARTERLY MEMBERS' NEWSLETTER

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Welcome to the latest edition of the ANA Patriot Squadron and Shea Naval Aviation Museum Quarterly Members' Newsletter. This newsletter is distributed via e-mail on or about the first day of March, June, September, and December. The purpose of the newsletter is to help familiarize members who can't attend the monthly meetings with what's happening within the squadron and at the museum and perhaps inspire everyone to take a more active role in this organization.

RECENT NEWS:

First, some sad news to report. We recently found out that Patriot Squadron member Guy Rizza passed away in June 2015 after a long illness. Guy was a former Navy captain who served at NAS South Weymouth and had retired to South Carolina.

On the evening of Friday December 11th Patriot Squadron PAO and museum director Marc Frattasio gave a presentation on the history of NAS South Weymouth during Experimental Aircraft Association Chapter 279's monthly meeting at Cranland Airport in Halifax, Massachusetts. Marc also used the opportunity to promote the Association of Naval Aviation, the Patriot Squadron, and the Shea Naval Aviation Museum. EAA Chapter 279 hosts a popular pancake breakfast and fly-in on the third Sunday of every month, weather permitting, between April and October. Many Patriot Squadron members meet there for breakfast. It's a good time if you like airplanes, which we're sure you do.

On Saturday December 12th we held our annual holiday luncheon at the Abington Ale House on Route 18 in Abington, MA. Nearly 30 Patriot Squadron members showed up at noon, after the

scheduled open house at the Shea Naval Aviation Museum that day, and had a great lunch off the restaurant's menu. We hope that more of you can make it this year.

On Tuesday December 15th member Steve Cohn gave a presentation on the history of NAS South Weymouth to the Sharon Men's Club in Sharon, Massachusetts. Steve recently retired from his career in television and has been devoting more time to the ANA Patriot Squadron and Shea Naval Aviation Museum lately.

Patriot Squadron member Mike Wendelin had a nice feature article about the history of VR-62 published in the winter issue of the Association of Naval Aviation's "Wings of Gold" magazine, which was distributed around the middle of January. As you may recall, Mike gave a presentation about the history of this C-130 Hercules squadron, which was transferred to NAS South Weymouth just before the base closed, at the Shea Naval Aviation Museum last September.

Recently Walter Greene Jr., the son of one of NAS Squantum's commanding officers (CAPT Walter Greene of course), suggested that we post on our web site the text appearing on all the memorial bricks that people have purchased. We thought this was a great idea. So, if you go out to the ANA Patriot Squadron's web site at <http://www.anapatriotsquadron.org> you'll find a link to a new page called "The Memorial Brick Project". On this page you'll see what's written on all the memorial bricks that have been put into the ground at the Shea Memorial Grove to date. There are now 185 memorial bricks on both sides of the main pathway into the Shea Memorial Grove. We have room for at least 25 more at this location. If you want a memorial brick, go to our web site and print out the order form or get an order form at the museum whenever it is open. As you should know, we have to order bricks in minimum lots of ten. As of today we need at least five more bricks before we can place the next order.

On Saturday January 16th Steve Cohn proctored the radio technician examination to Sea Cadet Squadron Seven Zulu member Gavin Light at the Shea Naval Aviation Museum. A friendly reminder that the museum has a HAM radio club associated with it. The club, which is called W1NAS, provides all the instruction and examinations that you'd need to become a licensed HAM radio operator. If you or anybody you know might be interested in participating, contact Steve Cohn directly at w1od@arrl.net.

On Tuesday January 26th Marc Frattasio presented a lecture on the history of NAS South Weymouth to the Cape Cod Hangar of the Quiet Birdmen at the Hyannis Country Club in Barnstable. As mentioned in previous issues of the newsletter, we have several members who can give lectures on the history of NAS Squantum or NAS South Weymouth. If you are a member of an organization that would like such a presentation, speak to one of the directors at our monthly meeting.

On Saturday January 30th Donald Cann and Patriot Squadron member John Galluzo, co-authors of "Camp Edwards and Otis Air Force Base" in the popular Arcadia Press local history photo book series, gave a presentation at the museum on the subject of this book. About fifty Patriot Squadron members and guests came to hear the lecture and to purchase copies of the book, which sold out in minutes. If you were not able to make or obtain a copy of the book, or the book that the authors wrote about NAS South Weymouth and NAS Squantum, go to <http://www.arcadiapublishing.com>.

A jet ejection seat walked into the museum recently and its story is worth telling. This particular ejection seat, an Escapac 2C, came out of a Navy A-7 Corsair II but its almost identical to the type that was used at NAS South Weymouth on A-4 Skyhawks flown by the Navy and Marine Corps. Peter Jardim first saw this ejection seat offered for sale on the Internet but it was priced too high for the museum to afford. Peter contacted the seller and negotiated a lower price for the museum. It

turned out that the seller lives in the local area and he brought the ejection seat to the museum during a recent open house. After visiting the museum and talking to Peter, Bill Sargent, and your newsletter editor, the seller agreed to donate the ejection seat to the museum instead, which of course was a very good deal for us. Though nearly complete, the ejection seat was (and still is) missing a few parts. One of these was a lower ejection handle. Bill Sargent found the right type of lower ejection handle offered for sale on the Internet and asked your newsletter editor to purchase it for the museum. Your newsletter editor noted that the caption under the photo of the item presented for sale on the Internet had verbiage to the effect that "The handle pictured here is shown without the original packaging, which was removed for the photo. The buyer will get an unissued handle complete with original packaging." Surmising that this meant that the seller had more than one example available, your newsletter editor made an inquiry. Sure enough, the seller did have more than one lower ejection handle. In addition to this the seller, a gentleman named Rick Thom, turned out to be a member of the Association of Naval Aviation who is himself involved with the USS Hornet Museum located on former NAS Alameda, CA. When he found out that the Shea Naval Aviation Museum is associated with the ANA, he offered to donate the lower ejection handle to us. There are a couple of important lessons in this story that involve teamwork, persistence, connections, and thinking outside the box.

During mid-January our friends at the Massachusetts Aviation Historical Society donated a large number of naval aviation related books that were surplus to their needs to the Shea Naval Aviation Museum. This kind gesture was much appreciated since most of the donated books are older and perhaps even rare volumes that really enhance our library. Check them out the next time you visit the museum. Many thanks to the Massachusetts Aviation Historical Society and especially to Albert Mundo, who actually handed the books over to us. For more information about the Massachusetts Aviation Historical Society go to their web site at www.massaerohistory.org.

Other artifacts that were recently donated to the museum in recent months include two Marine utility uniforms and some framed USMC memorabilia from retired Marine Col. Dave Hazell and three different Navy officer's uniform jackets from retired Navy CDR (and new member) Chas Collins. Marc Frattasio donated several photos taken at NRAS Squantum in 1927 that were bought at an auction in New Hampshire and a VP-913 squadron plaque. Bill Hanigan donated an Indian Orange anti-exposure suit from the early 1960s, some Navy bumper stickers, and a few other things. Peter Jardim also recently acquired a very nice Second World War souvenir pillow sham from NAS South Weymouth. A visitor, Jack Reid, donated some Grumman aircraft prints during our most recent guest speaker event. Check these things out the next time you come to the museum.

NAS South Weymouth challenge coins are now available for \$10 each at the museum or \$14 each via the mail, while the supply lasts. The shiny gold-colored coins are 1.75" in diameter and feature the modern NAS South Weymouth base insignia in full color on one side and the "7Z" base identification code on the other. All text is black enamel.



COMING UP:

On Saturday April 30, 2016 Oscar Orringer and Craig Hall of the Coast Guard Auxiliary will give a presentation about the effort to rescue the crew of the sailboat Sedona, which foundered 140 miles off Nantucket during one of the bad snowstorms that we had back in February and also a recent effort to rescue Westport duck-hunters. Among the many USCG assets that participated in these rescue operations was a Jayhawk helicopter based at Coast Guard Air Station Cape Cod.

Author Tommy Thomason, an extremely popular previous guest speaker, will be coming back to the museum on Saturday September 24th to give a presentation and book signing for the first installment in what will be at least two books about the Grumman S-2 Tracker. Several different versions of the S-2 were flown out of NAS South Weymouth between the mid-1950s and late 1970s. Tommy's book has 200 pages, 110 drawings, 374 B&W photos, and 14 color photos. It lists for \$46.95. If you can't wait to purchase one from the author at the museum in September you can order a copy directly from the publisher on-line at www.ginterbooks.com/NAVAL/NF101.htm.

Member Dan Haff is presently working on a presentation about military timepieces and we intend to have him speak at the museum on January 28, 2017. We remain committed to having guest speakers at the museum on the last Saturdays in January, April, and September and try to host other interesting public events where possible. For example, we intend to hold another HAM radio event at the museum and the Shea Memorial Grove under the auspices of our radio club W1NAS along with K1USN on Saturday August 20th. There will be more information about this event in the next issue of the newsletter.

As always, we want to remind you that the ANA Patriot Squadron is an affiliate of the national Association of Naval Aviation. Basically, we are chartered through the Association of Naval Aviation. Your \$15 annual dues (payable by December 31st each year for the next year unless you have taken advantage of the \$40 three year membership option) makes you a member of the Shea Naval Aviation Museum's support group only. It does not automatically make you a member of the Association of Naval Aviation. This is fine and in fact vital for our survival since your membership dues helps us keep the museum going, but we highly encourage our members to also join the national ANA group. Like the ANA Patriot Squadron, the national ANA group is also a 501c3 non-profit educational corporation. Therefore your \$40 national ANA membership fee, like your \$15 ANA Patriot Squadron membership fee, should be tax-deductible. Membership in the national ANA includes a subscription to their "Wings of Gold" magazine, which is a very interesting publication on its own merits. In addition, according to our bylaws certain leadership and administrative positions within the ANA Patriot Squadron can only be held by people who are members of the Association of Naval Aviation. For more information about the national ANA or to join this fine organization go to their web site at www.anahq.org.

HELP WANTED:

As always, we are looking for help in running this organization and in tending the museum and Shea Memorial Grove. If you'd like to help, talk to any director at one of our monthly meetings. Fairly comprehensive descriptions of the things we need help with have been published over and over again in previous issues of this newsletter. You can check out all the issues that have been produced to date on line on our web site at www.anapatriotsquadron.org.

Steve Cohn recently started putting together flyers for our guest speaker events, offloading this work from Marc Frattasio. John and Lorraine Edwards have been helping out by printing and distributing guest speaker flyers at various venues in the Weymouth area. We can really use somebody to take

the notes at our monthly meetings and type them up. Bob Muise has been doing this for some time and he really needs somebody to take over the note-taking task for him on a permanent basis. If you attend the monthly meetings and can do this, we'd really appreciate it.

A friendly reminder that all of the current director positions within the ANA Patriot Squadron are up for re-election at the annual meeting at 11 AM on Saturday March 26th. If you'd like to be on the board of directors, please contact Bill Sargent at SARGETWOWAY@aol.com before March 26th. Please note that some director positions would require you to be a member of the national Association of Naval Aviation. See our web site at www.anapatriotsquadron.org for a list of all current director positions if you are interested. We STRONGLY ENCOURAGE members to consider a position of the board of directors, with the understanding that we're not looking for figureheads but people who will actually try to make a difference within this organization. New people, new skills, and new ideas are welcome.

We are always looking for military artifacts such as cruisebooks, squadron patches, command ball caps, photographs, films, command coffee mugs, base newspapers, uniform items, geedunk of any kind featuring command or base insignias, etc., pertaining to NAS Squantum or NAS South Weymouth to display in the museum. Photos, slides, and films can be copied and returned to you if you don't want to give them up. The museum can basically use anything associated with the military history of NAS Squantum or NAS South Weymouth. Remember, the ANA Patriot Squadron/Shea Naval Aviation Museum is a 501c3 non-profit educational organization so the cash value of anything that you donate may be tax-deductible.

The museum can always use cash donations too. As indicated above, we are a 501c3 non-profit educational organization and cash donations can be written off on your income taxes as charitable contributions. The museum literally operates on a shoestring and we can use any financial help that we can get. Your \$15 per year annual membership dues and the little money that we get from the museum's donation jars and sales of memorabilia is stretched very thin. If you're looking for a tax write-off, please consider the ANA Patriot Squadron.

Note, due to some recent uniform donations we now need more manikins and display torsos. For a while we thought we had enough of these things, but now we can use more of them. For the benefit of new members, we obtained four male manikins and four male display torsos from the J. C. Penny store at the Hanover Mall when it closed a few months ago. If you happen to see a clothing store or a department store that's closing, please go in and ask the store manager if he or she has any manikins that they can either donate or sell to the museum. We mainly need male manikins and display torsos, but we can use a few female ones too. For example, we've been promised a light blue Second World War vintage WAVE's working uniform. This item has not materialized yet, but we're confident that it will walk in the door someday!

We still need a pop-up type tent for use when we set up a table at local events such as the Weymouth Farmer's Market. We need one that is sized to cover a standard eight-foot folding table.

We are always looking for new members and help in getting them. We can also use help in publicizing the ANA Patriot Squadron and Shea Naval Aviation Museum. A link to a flyer that you can download, print, and post on public bulletin boards is presented on our web site in PDF format. Good places to post these flyers include your post offices, libraries, grocery stores, VFWs, American Legion halls, and civil airports. These places normally have a public bulletin board where you can put a flyer.

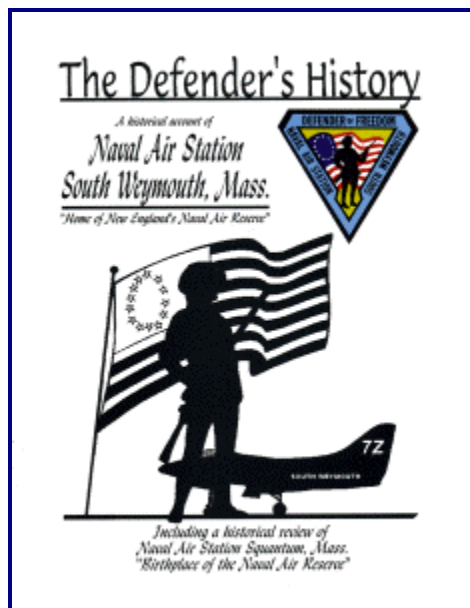
We especially need help promoting our guest speakers and other special events. We will send flyers to all members with e-mail addresses in PDF format a few weeks before these events and put a link to the flyer on our web site at www.anapatriotsquadron.org. If you can do so, please print a few flyers

after they appear via e-mail or on the web site and post them locally where people can see them. Civilian airports, libraries, grocery stores, and post offices usually have public bulletin boards. Places that veterans frequent such as the VFW or American Legion are good places too.

Never assume that people know about the ANA Patriot Squadron or Shea Naval Aviation Museum. If you have friends who were associated with NAS South Weymouth or NAS Squantum or know anybody who is interested in military history or aviation please tell them about us. In order for this group to continue we need to attract new members, especially those who want to take an active role. If you've been away from the ANA Patriot Squadron for a while, come visit the museum during one of our open houses and check out what we've been doing while you've been away. You will be pleasantly surprised with what we've accomplished. A few months ago we had business cards printed up with the museum's hours of operation and our web site's URL. Stick some in your wallet and hand them out when the opportunity presents itself. Remember, this is OUR group and its up to all of us to pitch in and make it what we want it to be.

DID YOU KNOW?:

NAS South Weymouth published a book called "The Defender's History" which was intended to serve as a keepsake for military personnel assigned to the base or to its tenant reserve units during its final years. Copies of the book were distributed just before the base closed in 1997. Reprints are available from the ANA Patriot Squadron for \$20. To obtain one, come to the museum during one of our Saturday open houses or you can order a copy on line from the "Geedunk" page on our web site at www.anapatriotsquadron.org.



SOME RECENT PHOTOS:



Top Left: Bill Sargent, Russ Monahan, Peter Jardim, and Steve Cohn with ejection seat Peter acquired for the museum. **Top Right:** Peter Crone with AN/APS-20 radar control box he helped purchase for the museum. **Middle Left:** Marc Frattasio presenting lecture to EAA Chapter 279. **Middle Right:** Holiday luncheon at the Abington Ale House. **Bottom Left:** Steve Cohn giving radio technician exam to Gavin Light. **Bottom Right:** Donald Cann and John Galluzzo's presentation.

A WINDOW INTO THE PAST:



Grumman F9F Cougars assigned to the reserve aircraft pool at NAS South Weymouth parked near Hangar Two sometime during the mid to late 1950s. Note the “7Z” and dual Navy – Marine markings. Prior to 1970 the individual reserve squadrons did not actually “own” the aircraft they flew. These aircraft were all part of an aircraft pool assigned directly to the base and were checked out by the reserve squadrons as required to support their weekend training requirements. Most of the maintenance work was performed for the reservists during the week by the full-time reserve stationkeepers assigned to the base. Since the aircraft were assigned to the base and not by the squadrons, they were marked with the base identification code, which in the case of NAS South Weymouth was “7Z” after 1957. The reason for the Navy and Marine markings is that these aircraft were flown on alternating weekends by either Navy or Marine Corps reservists. Originally all Naval Air Reserve aircraft were marked “Navy” (the Marine Air Reserve paid the Naval Air Reserve a per diem rate to use them) but the Marine reservists were unhappy to be seen with Navy aircraft, so in the late 1950s the dual marking scheme appeared for moral purposes. Dave Marland photo.

