



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

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A 501c3 Non-Profit Educational Organization

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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 our 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 of all, we'd like to thank member Tom Carroll for his recent generous donation to the Patriot Squadron. As mentioned in previous issues of this newsletter, the Shea Naval Aviation Museum was our primary means of raising funds for this organization and with the museum closed for the past few years fund-raising has been somewhat of a struggle. Every bit helps, and we appreciate Tom's thoughtfulness. A reminder that the Patriot Squadron is a 501c3 non-profit educational corporation. Thus, donations to this organization are tax-deductible as charitable contributions. Consult with your tax preparer for details. If you're in the position of needing a tax write-off, please consider a donation to the Patriot Squadron!

The Patriot Squadron suspended regular meetings in November and December 2019, which is something that we normally do every year since the dates for the meetings during those months tend to conflict with the Thanksgiving and Christmas holidays. We did hold our annual holiday luncheon at the Abington Ale House restaurant on Route 18 in Abington, MA, just a few miles down the road from old NAS South Weymouth, on Saturday December 7th. Yes, our most recent holiday luncheon fell on the same date as the dastardly Japanese attack on Pearl Harbor in 1941. A total of 26 members and

guests showed up for the holiday luncheon, which was a better turnout than last year, when 22 people came. If you live in the Weymouth area, please consider coming to our holiday luncheon this year. All members and their guests are welcome.

The big news in recent months is that Brookfield Properties has been selected as the new master developer for Union Point on old NAS South Weymouth. Your newsletter editor is cautiously optimistic about this for several reasons. 1) I attended both RFP response presentations and in my opinion Brookfield Properties has a higher-quality and more realistic vision for Union Point. 2) Brookfield Properties has deep pockets and direct experience with several successful real estate developments of similar scope to Union Point. Perhaps the best-known of these is The Pine Hills in nearby Plymouth, MA. 3) Brookfield Properties also has experience turning around a large failed project in the local area, the University Station development in Westwood, MA. This particular project had many points in common with Union Point. There were financial difficulties as well as problems with the local towns. The original master developer departed the project and construction literally stopped for many years. Brookfield Properties swept in and they did a wonderful job transforming a disaster into a success. 4) Our old friend Tom Berkley from LStar days works for Brookfield Properties. We had a very good relationship with Tom Berkley back then and it should be obvious that having a key person with the new master developer who knows us can only be a good thing. As of this writing Brookfield Properties is still organizing their local operation at Union Point. As soon as they are settled it, we'll make arrangements to meet with them to discuss the future of the museum.



Member Phil Fortnam sent this photo of NAS South Weymouth's old C-12 Huron that he took a few years ago during a tour of the military aircraft "boneyard" at Davis Monthan AFB in Arizona. This was

the very last aircraft assigned to NAS South Weymouth before the airfield was closed in September 1996, one year before the Navy closed the base itself.

Museum director Peter Jardim recently picked up a few more instruments for the Grumman C-1 Trader cockpit that was donated to us by the former Quonset Air Museum. The cockpit is presently being stored in member Gene Sich's barn in Walpole, MA. The instruments that Peter acquired, an overhead engine start control panel, fuel tank selector panel, and engine fire control panel, brings the cockpit a little closer to completion. Once we are able to reopen the Shea Naval Aviation Museum the C-1 cockpit will provide a really nice interactive exhibit that visitors will be able to climb into.

Speaking of Peter Jardim, it may interest you all to know that he is quite a talented photographer. You can check out some of his photos, including quite a bit of aviation-related subject matter, on-line at <http://www.colorandshapes.com>.

COMING UP:

At some point soon after Brookfield Properties has their local team established and they get settled into their offices, a Patriot Squadron delegation will make arrangements to meet with them to discuss the future of the Shea Naval Aviation Museum. Your newsletter editor recently provided two key members of the Brookfield Properties management team, Executive Vice President Randy Johnson and Managing Partner Tony Green, with copies of the book that he wrote a few years ago about NAS South Weymouth. Hopefully the book will provide them with an appreciation for the military history of the Union Point property before our delegation meets with them. Museum Director Peter Jardim is in charge of a committee that will draft some "talking points" to use in our initial discussion with Brookfield Properties. If you would like to be involved with this committee, please approach any of the directors at one of our monthly meetings.

HELP WANTED:

If any member would like to take a more active role in the ANA Patriot Squadron, please reach out to a director at one of our monthly meetings. There are many things that need to be done, and most of them are presently being done by the same small group of people. If you would like to help us, please talk to one of the directors at one of our monthly meetings and we will find something for you to do.

Please note that you don't necessarily have to live in the Weymouth area or even participate in meetings to take an active role in the Patriot Squadron. For example, our by-laws require an official history of the Patriot Squadron to be maintained. This has been done by at least two different individuals with a few years' gap between the previous recorder of significant Patriot Squadron events and the current recorder. The earlier Patriot Squadron history, which is in booklet form, should be combined with the more recent squadron history, which is in Microsoft Word format. This task could be done by anybody, anywhere, with access to the e-mail, some time and the ability to use MS Word.

We also presently have the following vacancies within the Patriot Squadron's organization that we would like to fill:

- Operations Officer (Corporation Organizer)
- Chaplain (Religious Advisor)
- Flight Surgeon (Medical Advisor)

If anybody out there is interested in filling any of these slots, please approach one of the directors at one of our monthly meetings.

Some of the blue paint on the recently painted signage at the Shea Memorial Grove has lifted off, most likely because it rained pretty hard soon after the signs were repainted last year. It looks like water got under some areas of the paint and caused it to blister and recent windy weather tore the blistered paint away. Once the weather gets warmer and drier in the spring, we're going to have to touch these things up. This is something that literally anybody can do, at any time, provided that the weather is favorable for painting. If you'd like to do this, just go to the park with paint and a one-inch or so brush and do it. You can't miss the spots that need to be touched up. We used "Painter's Touch" brand Navy Blue water-based acrylic enamel paint purchased from Home Depot. One small can ought to take care of what needs to be done on the signs. If somebody with time on his or her hands would like to go out there on a nice warm day in the spring and take care of this, we'd certainly appreciate it. It should only take a few hours.

Peter Jardim says that he has become aware of a fund-raising opportunity through the Scituate, MA transfer station where non-profits are allowed to collect bottles and cans brought in by people dumping their trash to raise funds for their causes. Group members are usually there for a month (depending on the number of groups that have signed up to do this during the year). He says that some of the groups that he is familiar with have collected anywhere from \$3,000 to \$5,000 per month. He says that it is "real work" that would require volunteers for all days that the transfer station is open for that month and that it can be messy and "interesting" dealing with the public but "the money is real". He says that they had only one group there for the last three months because no other group was willing to do the work during that period of time.

Things that would be needed in order to do this:

- Volunteers with a truck or van to make the two to four trips needed to the bottle/can redeemer in Cohasset on weekend days. Mondays and Tuesdays wouldn't need as many trips.
- Volunteers, the transfer station is open from 8 AM to 3:30 PM on Mondays, Tuesdays, Fridays, Saturdays, and Sundays. Weekends tend to be the busiest days and are usually staffed with at least three people. Mondays and Tuesdays can get by with two volunteers and sometimes one in the earlier parts of the morning. On weekdays a later start (8:30 - 9 AM) shifts are also perfectly fine.

Note, boxes and plastic bags for the bottles and cans are supplied by the redemption center.

If this is something that you might be interested in getting involved with contact Peter directly at zorak36@hotmail.com

DID YOU KNOW?:

The Fulton Surface-To-Air Recovery System, which is commonly known as "STARS", was tested by NAS South Weymouth's Naval Air Development Unit or "NADU" before it was adopted for operational use by the US Navy and Air Force. STARS, which employs a helium-filled balloon connected to a long line, allows a specially equipped aircraft to pick objects and people up from the ground without having to land.

The way it works is, a package containing a balloon connected to a long line and harness, and a cylinder of helium gas is dropped to the ground. The object or person to be hauled up into the air is strapped into the harness, the balloon is inflated with helium, and it is released to hold the line straight

up in the air. Once the balloon is up as far as it will go, the pick-up aircraft, which has a large “fork” on its nose, comes in and “snags” the line on the fork. Once the line is snagged, a clamp on the fork locks it in place and the aircraft pulls up sharply. The object or person is hauled up into the air to trail straight behind the pick-up aircraft. A crewmember in the aircraft, which has to have a door or hatch mounted at its rear or on its belly, uses a hook to grab the line. The line is then secured to a winch, which pulls the object or person into the aircraft.

This system is perhaps best known for having been featured in the 1965 James Bond film, “Thunderball”, where it was used by an Intermountain Aviation (in real-life actually a CIA “front company”) B-17 Flying Fortress to pick Agent 007 and his female companion up from a life raft at the end of the film.

A NADU P2V-5 Neptune was used in developmental testing conducted off the coast of Scituate, MA. The image presented below shows the specially equipped NADU Neptune engaged in a test pickup with a man being winched into the camera hatch in the belly of the aircraft.



SOME RECENT PHOTOS:



Top Left: Julia and Bill Sargent at the holiday luncheon. **To Right:** Alan and Janice Gilman at the luncheon. **Middle Left:** Russ Monaghan and Bob Mandeville. **Middle Right:** George Clark, Barbara Hanigan, and Bill Hanigan. **Bottom Left:** Peter Harrington and Peter Crone. **Bottom Right:** An overview of Patriot Squadron members at one of the three tables that were reserved for us at the Abington Ale House for the holiday luncheon. Please plan on coming to next year's holiday luncheon!

A WINDOW INTO THE PAST:



During its second incarnation as a Navy and Marine Air Reserve training base NAS South Weymouth was equipped to provide ground controlled approaches. Here's the last of several generations of GCA radars that were set up at NAS South Weymouth. The GCA radars were used by specially trained Air Controllers to provide precise guidance to pilots landing at NAS South Weymouth under extremely low visibility conditions. The GGA equipment was trailer-mounted, so it could be moved to the best position to take advantage of wind direction and the active runway, although in later years after the last of the big blimp hangars was torn down it generally remained near the intersection of the north-south and east-west runways.

