



**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 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:



Members Bill Sargent and Frank Ward put American and Medal of Honor flags all around the Shea Memorial Grove at Union Point (old NAS South Weymouth) for Memorial Day weekend. Member Faith Frattasio is shown here posed in front of the memorial tree and plaque for SFC Jared Monti (US Army), showing the flags that were placed at his memorial plaque (as well as at all the other memorial plaques) by Bill and Frank. The red maple tree to Faith's left replaced the original, which failed to thrive. It was replaced by Faith late last year, and as you can see it appears to be doing very well.



On Saturday May 27th, a beautiful warm and sunny day, Patriot Squadron members had their monthly meeting at an unusual location for us, the USS Salem museum in Quincy, MA. The USS Salem (CA-139) is a US Navy heavy cruiser that had its keel laid down at the old Bethlehem Steel Quincy Shipyard during the final phase of the Second World War. The ship was commissioned in 1949 and retired ten years later. In 1994 the USS Salem was pulled out of “mothballs” with the Atlantic Reserve Fleet at the Philadelphia Naval Shipyard and towed to Quincy, where it now serves as the headquarters of the United States Naval Shipbuilding Museum (www.uss-salem.org).





The meeting on the USS Salem resulted from correspondence between your newsletter editor and Margaret LaForest, the president of the United States Naval Shipbuilding Museum. As it so happened, the USS Salem people recently engaged a team of interns to catalog their collection of historic artifacts. While surveying what they have, they discovered a quantity of NAS Squantum and NAS South Weymouth related material stored in one of the ship's compartments. This material came from NAS South Weymouth just before the base closed. The USS Salem people heard about the Shea Naval Aviation Museum, but they did not know it was "temporarily" closed six years ago by LStar Ventues, and they thought the museum was still active at Union Point. To make a long story short, the USS Salem people reached out to your newsletter editor to discuss donating this material to the Shea Naval Aviation Museum. From this conversation, a suggestion was made to meet to discuss mutual interest and mutual aid, and thus we held our regular monthly members meeting for the month of May on board the ship instead of at Union Point.

The meeting with Margaret LaForest was very productive. The Patriot Squadron and the USS Salem people have mutual interests and can help each other out. Among the potential opportunities are:

- Setting up a NAS Squantum/NAS South Weymouth display on the USS Salem.
- Participation by members of both organizations in the other's events and work parties.
- Having more Patriot Squadron meetings on board the USS Salem.

We're going to work on developing a relationship between the Patriot Squadron and the USS Salem. We'll report more on this as time goes on.



Our membership director, Wally Massenburg, has been active with the NJROTC in Massachusetts. In April he presented awards on behalf of the ANA Patriot Squadron and the Daedalian Society to outstanding NJROTC cadets at the Quobbin Regional High School in Barre, MA. In the photo presented here, Wally is shown with one of the NJROTC award recipients. Wally has also organized Association of Naval Aviation sponsorships through the Patriot Squadron for the NJROTC units at the Quabbin Regional High School and the Oxford High School (Oxford, MA), so they will receive Wings of Gold magazine. As you may recall, we had a similar sponsorship arrangement with every college NROTC unit in Massachusetts a few years ago, but unfortunately this did not result in participation, despite many invitations, by NROTC cadets or other people associated with the NROTC program in any Patriot Squadron activities.

Wally was also recently a guest at a history event held at the Harvard Club in Boston in mid-May. Here he is at the Harvard Club, 4th from the left, with new Patriot Squadron member Paul Haley at far right. Please note that Paul Haley is a former Navy fighter pilot, reserve squadron C.O. at NAS South Weymouth, and Massachusetts state representative who was instrumental in securing state funding to help build the Shea Memorial Grove park before NAS South Weymouth closed.



As part of his commitment to the NJROTC program, Wally Recently commissioned some challenge coins that he will hand out to cadets in recognition of superior performance. We will be handing these things out over time to members and others who provide unusual or outstanding service to the Patriot Squadron too. Wally's challenge coin design is presented on the following page:



During the Patriot Squadron's annual meeting held on March 25th, a requirement to maintain our status as a 501c3 non-profit corporation, Steve Cohn agreed to take on the role of Executive Officer. At the following meeting in April Wally Massenburg indicated that he wants to swap his current role of Membership Director for Comptroller when this position is vacated at the end of the year. More details regarding open Patriot Squadron leadership positions will be provided in the "Help Wanted" section of this newsletter.

Members voted at the October meeting last year to seek qualified vendors to repaint the A-4B Skyhawk and restore/replace the large wooden signs at the Shea Memorial Grove park on old NAS South Weymouth through a formal RFP process. A committee was formed to create separate RFPs covering the aircraft and the signs. The RFPs were created through an iterative process of multiple drafts that were reviewed and adjusted by the committee members. The final RFP formats were approved during the regular members' meeting on April 29th and they were released on May 1st.

RFPs were sent in PDF format via e-mail to all the vendors we had previously contacted and who had expressed interest in the two projects. We also sent the RFPs to all Patriot Squadron members with e-mail addresses and we encouraged you all to forward them on to anybody you know who might be interested in and qualified to do the work. In addition, we posted the RFPs on the "NAS South Weymouth Alumni" and "Everything Weymouth" Facebook groups. We set the end-of-day on Friday June 16th as the deadline responses to the RFPs.

The committee intends to review all responses received by that date and select the winning vendors for the aircraft and signs as soon as possible. Our goal remains to get this work done by the end of the summer and have a public rededication ceremony at the Shea Memorial Grove during Veteran's Day weekend in November, if possible.



The photo presented above demonstrates the deplorable condition of the large wooden signs at the Shea Memorial Grove. Not only is the paint peeling off in large flakes, but the wooden post structure has deteriorated to such an extent that the sign no longer stands parallel to the ground.

Although it is still a few weeks away from the June 16th RFP response deadline, it is worth noting that we have only received one response so far, that being from Cat Aviation, and it was not an encouraging response. Here's an excerpt from Cat Aviation's response, that has not been edited for spelling or grammar:

"I have received your request for the painting of the aircraft. In no way I will agree to the bullshit requirements for the painting. This is a simple request to do a simple redude of this aircraft. Your request for this job is an non acceptable. Just get real it is a is a simple job to do. If you want to make it a ridickulous this offer than I am out. Your request is stupid good luck."

Hopefully Cat Aviation's response to our RFP proves to be an outlier and not a sign of things to come.

COMING UP:

VP-30, the maritime patrol replacement training squadron, will be sending its last P-3 Orion to the boneyard at Davis-Monthan AFB in late June. Afterwards, the only P-3s remaining in US Navy service will be a handful operated by VXS-1 at NAS Patuxent River, MD and by VX-30 and VQ-1 at NAS Whidbey Island, WA. The P-3s operated by VXS-1 and VX-30 are used for Research & Development. VQ-1, which operates the similar EP-3E Aries in the electronic surveillance role, uses its P-3s as “bounce birds”. VP-30 is hosting a “sundown” ceremony to send its last P-3 off on Friday June 23rd. The ceremony will begin at 9 AM at the VP-30 hangar at NAS Jacksonville, FL. Anybody who can get on the base is welcome to come, which really means current active duty military or reserve, retirees, and their guests only. Basically, you have to have a valid military ID card to come. Work schedule permitting, your newsletter editor intends to fly to JAX for the day to participate in this historic event. Everybody else who can do this should come too. After VP-30's last P-3 departs for the last time, there will only be two or three of them left on the east coast and they will be operating on borrowed time.



Be a part of history! PATROL SQUADRON THIRTY

Please join us for the historic sundown of the P-3C held by VP-30. Witness the send off of the last P-3C ever to be stationed at NAS Jacksonville!

VP-30 Hangar
Friday 23 June 2023
Time: 0900
Notice: Entry to NAS Jacksonville will be attendee's personal responsibility.

The Brunswick Naval Aviation Museum's NAS Brunswick base reunion is rapidly approaching. It will be held over the extended weekend of Friday, Saturday, and Sunday September 15-17 with most events taking place on Saturday.

Reservations for the reunion and for the Maine lobster and steak banquet on Saturday afternoon are now being taken on-line at <https://bnamuseum.org>. Banquet reservations are required in advance and will not be taken at the gate. At some point a few weeks out from the reunion the museum will have to stop taking banquet reservations, and there is a limit to how many people the caterer can serve, so if you intend to go to the banquet do not procrastinate regarding reservations or you may find yourself disappointed.

The Navy has tentatively agreed to provide several static display aircraft for Saturday, operational commitments permitting. VP-62 is supposed to provide a P-8, VX-30 is supposed to send a P-3, and the training command is supposed to send a T-6 and T-44. Please note that this event may be the very last time that you'll be able to see and get aboard a US Navy P-3 Orion in New England. There are perhaps a half dozen P-3s remaining in Navy service and these aircraft are not expected to last too much longer. To see a full schedule of events, go to the Brunswick Naval Aviation Museum's web site at the URL presented above.

All Patriot Squadron members are highly encouraged to go to this event. There was a very close connection between NAS Squantum, NAS South Weymouth, and NAS Brunswick while these bases were operational. For example, the VS-1D1/VS-31 at NAS Squantum and ZP-11 at NAS South Weymouth frequently sent detachments of aircraft and personnel to NAS Brunswick to perform operational ASW patrols over the Gulf of Maine during the Second World War. In fact, the VS squadron from NAS Squantum maintained a permanent detachment there. During the postwar era aircraft of all types based at NAS South Weymouth often flew up to NAS Brunswick for takeoff and landing practice and the reserve VP squadrons like VP-911 often went there for two-week annual

training cruises. VP-915 had what they called “the All Maine Crew” that was flown to and from NAS Brunswick on drill weekends by one of the reserve VR squadrons at NAS South Weymouth. In addition, the Brunswick Naval Aviation Museum has similar goals and objectives to our Shea Naval Aviation Museum. It would be useful for all members who can get up there to go to the reunion just to see what the BNAM people have accomplished and what they intend to do.

HELP WANTED:

We are always looking for members to take an active role in the administration of the ANA Patriot Squadron. If you would like to become more active in this organization, please reach out to one of the directors at any of our monthly meetings.

As of this writing, we have three open leadership positions in our organization chart. These are:

- Membership Director
- Operations Officer
- PAO

Note, the Membership Director and Operations Officer must be members of the Association of Naval Aviation as well as members of the Patriot Squadron.

The Membership Director handles all matters pertaining to membership. This involves handling renewals, inquiries, and maintaining the MS Excel workbook that serves as the membership database (stores names, addresses, telephone numbers, etc.).

The Operations Officer is supposed to provide entertainment for the group. This includes things like organizing lectures, guest speakers, setting up the annual holiday luncheon, etc. The Operations Officer is also supposed to be in charge of special events such as fund-raisers, organizing work parties, etc. For the record, the PAO has been doing the work of the Operations Officer, but its really supposed to be a separate role.

The PAO handles all correspondence between the Patriot Squadron and the outside world. In addition, the current incumbent has 1) maintained the group’s web site hosted by Internet service provider GoDaddy, 2) produced quarterly articles about Patriot Squadron events for the Association of Naval Aviation’s “Wings of Gold” magazine, 3) produced and distributed a quarterly newsletter, 4) provided public lectures about NAS South Weymouth and NAS Squantum history on demand to any organization that has requested such services, 5) designed and ordered merchandise sold as fund-raisers for the organization, 6) taken the lead on fund-raising efforts such as setting up sales tables at public events, 7) handled all mail orders for fund-raising merchandise, 8) filled in many other functional gaps within the organization where required.

We need people to take on these roles, especially the two that will become open at the end of December. If you would like to do take on one of these positions, send an e-mail to inquiries@anapatriotsquadron.org or speak up during one of our meetings and we can discuss with you.

In addition to the three open positions presented above, we’ve received requests to consider creating three new positions within the Patriot Squadron. These are:

- Master At Arms – Providing security at Patriot Squadron events and working on special projects.

- USS Salem Liaison – Primary interface between Patriot Squadron and USS Salem.
- Squadron Historian – Primary contact for historical matters associated with the Patriot Squadron, NAS Squantum, and NAS South Weymouth.

We'll discuss these new roles during the next meeting, which will be held at the SRA meeting room and via the Zoom virtual meeting service on Saturday June 24th.

As a reminder, we need to remove the US-2 cockpit section that we acquired from the defunct Quonset Air Museum from member Gene Sich's barn in Walpole, MA and bring it to Building 140 on the old base. To do this, we need to engage a "ramp truck" of the kind used by gas stations to haul automobiles. Does anybody out there know of anybody who has one of these "ramp trucks" that would be willing to help us relocate the cockpit section from Walpole to Union Point? This is something that we'd like to accomplish after the A-4B and sign project has been handed off to the vendors and is in progress, but it could be done at any time. For planning purposes, the cockpit section is about the size and weight of a large SUV.

Frank Ward is going to clean up around Building 140 at Union Point on Saturday June 3rd. This is the building where the Shea Naval Aviation Museum's collection is stored. If you want to help, bring a weed whacker (if you have one), some gloves, and a trash bag to Building 140 at 9 AM on Saturday June 3rd. Frank will bring donuts.

The memorial plaques at the Shea Memorial Grove are in need of repainting. This is something that could be done by anybody, at any time. Just let us know if you are interested in doing this, when you think you might do it, and when you have finished. You'll need one can of brown Krylon (or a similar brand) enamel spray paint, some 400 grit wet or dry sandpaper and a sanding block, and some wide masking tape. Just wipe off each plaque, mask around them with masking tape, spray each plaque, and then when you are finished sand the paint off the raised letters and border and then remove the masking tape and throw it away.



DID YOU KNOW?



There was always a connection between NAS South Weymouth and the Quincy Shipyard. In this photo, a ZNP-K type blimp from NAS South Weymouth's ZP-11 is helping to provide security for the launching of the aircraft carrier USS Bunker Hill at the Quincy Shipyard on November 11, 1942. ZP-11, and later on the ZJ-1 detachment based at NAS South Weymouth, provided security for launchings and other major events in and around the Quincy Shipyard during the war. Blimps from NAS South Weymouth were also tasked to escort ships from the Quincy Shipyard undergoing trials, to take aerial photos of new ships for recognition manuals, to evaluate camouflage paint schemes, and to help calibrate radio direction finders and radar systems. In later years, naval personnel from outside the local area on TAD to the shipyard often flew in and out of NAS South Weymouth and also stayed in the barracks or BOQ there. For example, the famous Admiral Hyman Rickover often stayed at the NAS South Weymouth BOQ during project reviews for the nuclear-powered guided missile cruiser USS Bainbridge (CGN-25), which was built at the Quincy Shipyard between 1959 and 1962.

A WINDOW INTO THE PAST:



This photograph was taken from the side window of AN S2F Tracker in the NAS South Weymouth landing pattern sometime in the early 1960s, looking northwards from just west of LTA Hangar One looking northwards towards Hangar Two and Shea Memorial Drive. The photo was taken by Roger Smith, a pilot who served as a reservist at NAS South Weymouth during the early 1960s after he got off active duty and was attending medical school. Roger flew AD-4W Skyraiders out of NAS Quonset Point on active duty. He wrote a book that covers his experiences in the regular Navy at NAS Quonset Point and in the reserve at NAS South Weymouth, called "Guppy Pilot". I highly recommend this book. To obtain a copy, send a check for \$30 to Roger Smith at 34464 SW Firdale Road, Cornelius OR 97113. You can contact him via e-mail at 92rgs@coho.net.

