



## 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:**

As you know, although we had received a number of quotes from vendors to repaint the A-4B Skyhawk aircraft and restore or replace the large wooden signs at the Shea Memorial Grove park on old NAS South Weymouth, we decided to select vendors on the basis of a RFP. The RFP was intended to introduce some rigor into the selection process and ensure that we selected qualified vendors and got quality work.

We established an RFP committee late last year, drafted separate RFPs covering the statement of work for the aircraft and the signs, and sent them to all the vendors who had expressed interest and also made them generally available to the public effective May 1<sup>st</sup>. We set June 16<sup>th</sup> as the deadline to receive responses from interested vendors and, unfortunately, we only received one response by that time. That response was from a candidate aircraft painter who indicated in the strongest possible terms that he was not interested in responding to our RFP!



Member Charlie Collins subsequently reached out to one of the candidate vendors for the sign work, who he knew, and this person asked for another week to respond. This vendor did send a response for the sign RFP, and we have it under consideration.

Charlie Collins subsequently took it upon himself to reach out to all the other vendors that we sent RFPs to, in an effort to find out why they had expressed interest in doing the work for us but did not respond to the RFPs. So far he's heard back from all but one of the aircraft-painting vendors (he is still reaching out to this one). All the ones that he's been able to reach indicated that they are interested and will eventually provide responses. In at least one case it appears that a vendor believed, for some unknown reason, that the deadline to respond was in August but it appears that the others were merely busy doing other things at the time and our RFPs just fell through the cracks.

The bottom line is, the RFP process experienced some turbulence and we are working through it. Unfortunately, due to the delay in the process, we will not be able to get the A-4B aircraft repainted and the wooden signs restored or replaced this summer. This work will have to wait at least another year, but we remain committed to getting it done.

Before the meeting on Saturday August 26<sup>th</sup> members Donald Canaday, Steve Cohn, Larry Cole, Charlie Collins, Faith Frattasio, Marc Frattasio, Peter Jardim, Joe Muise, and Frank Ward went to the USS Salem and brought some historic material from NAS Squantum and South Weymouth to Building 140 at Union Point, where the Shea Naval Aviation Museum's collection is being stored. The items picked up had been stored at the USS Salem since NAS South Weymouth closed. It was on display in various building on base and had been sent to the USS Salem by the Navy for safekeeping.



Here are a few members at Building 140 with some of the material brought over from the USS Salem.

The amount of material at the USS Salem is tremendous. It will probably take several trips to bring it all to Building 140. Because it is very hot in the area where the material is stored on the ship, we will probably wait until October to bring more back. It is worth noting that member Donald Canaday has been working with the USS Salem to help them repair their wooden deck.

On Friday July 21<sup>st</sup> several members cleaned up the area around Building 140. Among those who participated in the clean-up effort was Donald Canaday, Larry Cole, Charlie Collins, Bill Sargent, and Frank Ward. There may have been others, and if that's the case you have our thanks as well as our apology for not recording your name. Unfortunately, your newsletter editor was engaged in Critical Infrastructure Protection (CIP) audit related work that day and was unable to be there to record names and take photos to document the event for posterity!

Speaking of apologies, there was no Patriot Squadron related article for the Association of Naval Aviation's "Wings of Gold" magazine for the summer. The deadline for submissions for the summer issue was May 15<sup>th</sup>. We had no news to report regarding the Patriot squadron at that time since 1) we really hadn't done anything since the previous submission except for monthly meetings and sending out the RFPs and 2) the trip to the USS Salem wasn't scheduled until after the deadline. Instead of submitting a report about Patriot Squadron activities, of which there were basically none, we submitted a feature article about pioneering naval aviator Godfrey Lowell Cabot. This was supposed to have run in the summer issue, but it looks like they are holding it for the fall or winter.

Good news! Some progress has been made regarding a venue for the Shea Naval Aviation Museum. Bill Sargent and Frank Ward have been speaking with the Southfield Redevelopment Authority regarding the old Coast Guard Building. Apparently the SRA has agreed to allow the Patriot Squadron to use the old Coast Guard Building for the museum. We still need to engage the SRA to iron out the terms and conditions. For example:

- The terms of occupancy (temporary or permanent, loan or gift or sale, etc.)
- Expenses involved (rental, purchase, taxes, insurance, utilities, renovations, alterations, etc.)
- Certificate of occupancy, ADA compliance obligations, etc.
- Financial or other support that might be expected either from the SRA or the Master Developer

These are all things that need to be discussed with the SRA/master developer before we agree to anything regarding the Coast Guard Building. It is also just a list that your newsletter editor came up with off the top of his head. There are probably other things that will need to be discussed as well. For example, does handing over the old Coast Guard Building end any further obligation on the part of the SRA/master developer? As this situation progresses we should form a committee to 1) draw up a list of questions, 2) engage the SRA/master developer, and 3) get these questions addressed.

### **COMING UP:**

There will be an air show at the Pease Air National Guard Base (old Pease AFB) in New Hampshire on Saturday and Sunday September 9<sup>th</sup> and 10<sup>th</sup>.

The Brunswick Naval Aviation Museum's NAS Brunswick (Maine) 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.

Although you can purchase admission (\$35) to the reunion at the gate, reservations are required for the Maine lobster and steak banquet that will be held on Saturday afternoon. Please note that the



cutoff for banquet reservations is Friday September 1<sup>st</sup>. If you are interested in going, please be sure to make reservations before the end of the day on Friday September 1<sup>st</sup> at <https://bnamuseum.org>.

There will be several naval aircraft on static display on the old NAS Brunswick airfield on Saturday September 16<sup>th</sup>. Among the aircraft known to be coming for sure are a VP-8 P-8A Poseidon, VX-30 P-3C Orion, German Navy P-3C, Canadian Forces CP-140 Aurora, and at least one T-6 Texan 2 and T-44 Pegasus from the Navy's training command. Aside from the rare opportunity to see and perhaps climb aboard two different foreign operated maritime patrol aircraft, this may be your very last chance to see an operational US Navy P-3 Orion in New England. The Navy only has a small handful of P-3s remaining in service, none are in patrol squadron service, and the three operators that still use them are supposed to retire them in 2025.

Patriot Squadron members are encouraged to go to this event. Old NAS Brunswick is only about two hours north of Boston. The Brunswick Naval Aviation Museum, which is sponsoring this event, 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 Brunswick Naval Aviation Museum has accomplished and what they intend to do. Going forward, we should really strive to form a closer connection between the Patriot Squadron and the Brunswick Naval Aviation Museum. As is the case with the USS Salem, we have much in common, can learn from each other, and there are opportunities here to provide mutual assistance and support.

The Boston Chapter of the Marine Corps Aviation Association holds a traditional New England lobster bake at the 4<sup>th</sup> Cliff Military Recreation Area in Marshfield, Massachusetts every year. This year, the event will be held on Saturday September 9<sup>th</sup>. The Boston Chapter of the MCAA can be considered a "sister" organization to the Patriot Squadron. It is composed primarily of veterans who served in the various USMCR commands that were at NAS South Weymouth and NAS Squantum. Many Patriot Squadron members including Mark Danskert, Doug Folsom, and John Margie are also members of the MCAA. Your newsletter editor has been going for many years and has always had fun there. All Patriot Squadron members are highly encouraged to go. Not only are the food and company great, but the location along the shore of Cape Cod Bay is terrific. As is the case with the NAS Brunswick banquet, reservations are required in advance. If you'd like to go, you need to get your reservations in before the end of the day on Friday September 2<sup>nd</sup>. The reservation form was sent in PDF format to all members with valid e-mail addresses on Sunday August 6<sup>th</sup>. If you would like to go but have somehow misplaced the form, contact your newsletter editor at [inquiries@anapatriotsquadron.org](mailto:inquiries@anapatriotsquadron.org).

### **HELP WANTED:**

We have had some progress regarding leadership positions in the Patriot Squadron, some of which have been open for many years.

Wally Massenburg suggested that we combine the roles of membership and comptroller. The rationale is that membership dues come to the membership director and are then sent to the comptroller to be cashed. On occasion, checks have been lost in the mail as they have been sent from one director to the other. Combining these two roles would eliminate this problem, and since Wally has agreed to take on both roles for the time-being, the members voted in favor of this change during the July meeting. The change will become effective at the end of December.

Anne LaSalvia, who as it so happens is long-time member Bob Muise's daughter, recently joined the Patriot Squadron. She's been helping with the Zoom meetings and has agreed to take on the role of operations officer. In this role she will be responsible for organizing entertainment for the group such as the annual holiday luncheon, guest speakers, presentations, etc., and handling sales of

merchandise via mail order and public events. For the record, these are things that the public affairs officer has been handling while the operations officer position has been vacant. Among other things, Anne is going to provide labor (in the form of her sons) to help get the US-2 cockpit out of Gene Sich's barn and move it to Union Point at some point.

Member Frank Ward, who has been very active behind the scenes with the Patriot Squadron for many, many years, recently proposed that we establish a new leadership role called "master at arms" for the group. He says that many veteran's organization have a master at arms role, and the master at arms has many duties including organizing security/parking control for public events (as Frank has done). The members voted to approve the new role, and gave it to Frank, at the July meeting.

As of now, the only major leadership role in this organization that needs to be addressed is the public relations officer, which will be vacated at the end of December. This is an extremely important role that really need to be filled. Among other things, the PAO produces this newsletter, articles for Wings of Gold, maintains the Patriot Squadron web site, and handles public correspondence. There are other things as well, but these are the main responsibilities. If anybody out there would like to take it on, please speak up during any of our monthly meetings.

### **DID YOU KNOW?**



Until the east/west runway at NAS South Weymouth was extended eastwards in the late 1950s you could get an unobstructed view of the base from Union Street. This photo, which was taken from Union Street about 1958, shows a Naval Air Development Unit (NADU) ZPG-2 type blimp swinging on a mooring mast out on the circular blimp landing mat behind LTA Hangar One. The circular blimp landing mat is one of the shrinking number of features of the old base that is still visible today at Union Point. It's the large field along the parkway where all those recalled Volkswagens were stored a few years ago.



A WINDOW INTO THE PAST:



This group of vintage vehicles, and naval personnel are lined up between the old supply warehouse and LTA Hangar One at NAS South Weymouth on March 5<sup>th</sup>, 1943 in preparation for a trip northwards to NAS Brunswick, ME to provide support for ZP-11 blimp operations from that base. NAS South Weymouth's wartime blimp patrol squadron occasionally sent single-blimp detachments to NAS Brunswick during periods of high German submarine activity in the Gulf of Maine.

