



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

PO Box 30

Pembroke, Massachusetts 02359

inquiries@anapatriotsquadron.org

www.anapatriotsquadron.org

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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:

We are still not in a position to resume in-person monthly Patriot Squadron meetings. Until we are allowed to meet in person, and provided that the level of participation justifies it, we will continue to hold meetings from 11 AM to noon on the last Saturday of the month using the "Zoom" Internet-based virtual meeting service. We can't promise that we will always do this, since up to now this has been a "one man show" and the person who has been putting these things together is being stretched thin due to many other activities and commitments, but we will try to have a presentation on a subject of interest immediately following these meetings. If any members have something they would be willing to present at a meeting, please contact your newsletter editor at inquiries@anapatriotsquadron.org.

Please note that we are considering "broadcasting" our monthly meetings via "Zoom" even after we renew meeting in person. We've had a couple of members from outside the Boston area participate in our meetings via "Zoom" and we think that continuing to do so, even when we go back to meeting in person in the SRA meeting room would be a good idea, provided that it is technically feasible.

During a recent meeting we received the surprising news that Brookfield Properties is not the new master developer at Union Point. What Brookfield Properties was awarded early last year was an exclusive option to purchase land at Union Point. Brookfield Properties has been engaged in negotiations with landowners but has not actually purchased any land at Union Point. In addition, they have not yet established a local presence at Union Point. These two facts are extremely significant in light of the fact that their exclusive option expires at the end of March, which is only a few weeks away at this writing! Much remains uncertain and unsettled at this time. For example, it is possible that the negotiations between Brookfield Properties and the landowners may break down and the company could back out of the Union Point project. It is also possible that Brookfield Properties may end up purchasing the land and may become the master developer or they may choose to engage some other company to serve as the master developer. It is also possible that the exclusive land purchase option will expire and not be renewed. The most important point here is that things have not progressed as far at Union Point, regarding a new master developer to replace LSTAR, as we had believed. Also, since the Shea Naval Aviation Museum appears to be tied to the master developer, who may end up being a different entity than the landowner, we may find that we're not going to be dealing with Brookfield Properties at all even if they remain on the project. The bottom line is that it will probably be some time longer before we are able to begin to have meaningful discussions with anybody with decision-making authority regarding the future of the museum.

Believe it or not, the Shea Naval Aviation Museum has been closed and the collection has been in storage for nearly four years now. At some point, if things do not stabilize at Union Point regarding a new master developer, we're going to have to start thinking of potential alternatives to the original plan laid out in the enabling legislation for the turnover of the base for civilian redevelopment that covers the Shea Naval Aviation Museum. One possibility might be to contact the owners of the apartment buildings at Union Point to see if space might be provided in a vacant storefront. Since we are a 501c3 non-profit, and these storefronts have been vacant for some time anyway, perhaps one of the owners might donate the space as a tax write-off. It can't hurt to ask if it gets to that point and it is your newsletter editor's opinion that this point is approaching.

We'd like to thank Wally Massenburg for all the work that he's done in recent months collecting membership dues and in straightening out the membership spreadsheet. We'd also like to thank Wally, and Tom Carroll too, for their recent generous financial contributions to our organization. For the record, the ANA Patriot Squadron is a 501c3 non-profit educational corporation. Donations to this organization are generally tax deductible. Our EIN or Tax ID is 04-3370127 for future reference.

We've experienced a drop in membership, both since the Shea Naval Aviation Museum shut down and also since the "Wuhan Flu" lockdowns started in Massachusetts. Wally Massenburg suggests that everybody ask at least one person to consider joining the Patriot Squadron. For the veteran members who served at NAS Squantum or NAS South Weymouth, many of you must be in touch with at least one person that you served with at these bases. If you are, please reach out to these people, tell them what the Patriot Squadron is about and what we hope to achieve, and see if you can convince them to join us. We need the financial and moral support of members as well as people who are willing to take an active role in this organization's administration and activities. Any level of membership will be much appreciated.

A friendly reminder that the "ANA" in "ANA Patriot Squadron" stands for the Association of Naval Aviation. Technically, the ANA Patriot Squadron is the Boston area chapter of the Association of Naval Aviation. We do not require Patriot Squadron members to join the national organization (such members are classified as museum supporting members), but we highly encourage all of you to do so if you are so interested. The Association of Naval Aviation is a fine organization and their profusely illustrated quarterly magazine, "Wings of Gold", is on itself well worth the price of membership. If you

are not a member of the Association of Naval Aviation, please check them out at www.anahq.org and consider joining. For the record, and this is a question on the Association of Naval Aviation's membership application form that prospective members always ask, our ANA squadron number is 47.

Those of you who are not members of the Association of Naval Aviation, and therefore do not get "Wings of Gold", may be interested to know that the most recent issue of this magazine featured a tribute to the late Bill Horsch. Please note that we try to have an article about the Patriot Squadron and its activities submitted for inclusion in each issue. Also, it is worth mentioning that member Mike Wendelin is also a frequent contributor to "Wings of Gold". He's had several articles printed in the magazine in recent years.

There is a similar organization to the Patriot Squadron that's working on establishing a military heritage museum on old NAS Brunswick, Maine. This group is called the Brunswick Naval Aviation Museum. Unlike the Patriot Squadron, they are not affiliated with the Association of Naval Aviation. Wally Massenburg has engaged some people in that organization to consider establishing their own Brunswick oriented chapter of the Association of Naval Aviation or joining the Patriot Squadron. Either way, since this group has similar goals and objectives to our group, some connection would certainly be mutually beneficial, if for no other reason than to allow us to pool our knowledge and experience. Further discussions are expected, and we will report how these go in future issues of the newsletter. At the very least, expect Brunswick Naval Aviation Museum members to participate in our "Zoom" meetings at some point in the future.

As you should know from reporting in the previous issue of this newsletter, the Weymouth Fraternal Order of Eagles volunteered to replace two trees that were lost last year at the Shea Memorial Grove. Unfortunately, the trees were not replaced during the fall of 2020 as we had planned. We are hopeful that the Eagles will reach out to Grove Director Peter Crone during the early spring, after the weather gets warm enough and the rainy season starts, to schedule time to do this. There's a relatively narrow window of opportunity, from a weather perspective, to successfully get a tree into the ground in this area. In the event that the Eagles do not follow through in early spring, we will have to be prepared to replace the trees ourselves. Also, according to Bill Sargent, we have to replace a third tree at the Shea Memorial Grove. Unfortunately, the past few months have not been favorable to the trees at the park!

COMING UP:

As alluded to a few paragraphs above this, we really aren't in a position to have meaningful discussions with anybody who matters regarding the future of the Shea Naval Aviation Museum. At some point soon (if they remain on the project of course) we intend to try to have a Zoom meeting with Brookfield Properties staff just to introduce ourselves, but they aren't going to be in a position to make any promises since 1) they don't own any land at Union Point yet and 2) they are not, at this time at least, the master developers for the property. Your board of directors is continuing to monitor the situation at Union Point and are prepared to take action as soon as it makes sense to do so.

The Brunswick Naval Aviation Museum intends to host an NAS Brunswick reunion on that old base during the weekend of September 17, 18, and 19. This is a Friday, Saturday, and Sunday. There will be events scheduled for each day with the main event being a Maine lobster banquet catered by Cook's Seafood with a guest speaker on Saturday. They are working on getting the Navy to send a P-3 Orion and P-8 Poseidon to the old base, at least for Saturday, and if they are able to accomplish this both aircraft will be opened for reunion attendees. Since the Navy is expected to completely phase the last remaining P-3s out of service in 2023, this may be your last opportunity to go on board

a U.S. Navy P-3 in New England. This should be a fun event and we will report more details as the reunion weekend approaches.

HELP WANTED:

Although we have been fairly successful in filling the gaps in our organization chart recently, we can always use more help. If you would like to take on an active role in the Patriot Squadron, please contact us via e-mail at inquiries@anapatriotsquadron.org and we will find something meaningful for you to do.

DID YOU KNOW?



Between 1953 and 1961 NAS South Weymouth hosted a regular Navy command called the Naval Air Development Unit. Known as “NADU” for short, its main purpose was to provide aircraft to flight test elements of the Semi-Automatic Ground Environment (SAGE) air defense system. This was a highly innovative defense system that used computers to integrate data from airborne, land-based, and seaborne radars with anti-aircraft guns, surface-to-air missiles, and interceptor aircraft to protect the country from air attack. The “Whirlwind” computer developed by MIT for this purpose was the very first real-time computer and can be considered the ancestor of every PC and smart phone. NADU also provided flight testing support for other R&D projects for the Naval Research Laboratory and various defense contractors. NADU was a unique command from a number of perspectives. One being that it was the only substantial regular Navy command assigned to a Naval Air Reserve Training Command base. Another was that it operated both heavier-than-air and lighter-than-air aircraft. To learn more about the Naval Air Development Unit check out “NADU: The Forgotten Naval Air Development Unit of NAS South Weymouth” by the late John Yaney. You can check this book out on the “Geedunk” page of our web site at www.anapatriotsquadron.org.

A WINDOW INTO THE PAST:



Here is a photo showing a NADU WV-2 with “da-glo” orange high-visibility markings. These markings were introduced around 1959 after an Air Force jet nearly collided with an airliner somewhere over the mid-western United States. For several years afterwards all aircraft involved in training activity within the continental United States were required to have these markings to enhance air-to-air visibility. Since NADU was disbanded in 1961, photos of its aircraft with high-visibility markings are rare. The markings were abolished soon after the US became overtly involved in the Vietnam War.

