



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:

On March 14th the ANA Patriot Squadron unexpectedly lost a distinguished member, John R. Shea Jr. John was the son of CDR John Shea, USNR. CDR Shea was a popular reservist at NAS Squantum during the 1920s and 1930s. He was largely responsible for driving the dramatic expansion of facilities at that base during the depression era. He was called up for active duty just before the United States entered the Second World War and was killed in action on September 15, 1942 when the USS Wasp (CV-7) was sunk by the Japanese submarine I-19 off the Solomon Islands. A letter that CDR Shea had written to his then five-year-old son John, which became known as "the Letter to Jackie", was published in the Boston Globe and was then picked up by newspapers and magazines across the country. After the war ended, the airfield at NAS Squantum was named in CDR Shea's honor. When the reserve program moved from NAS Squantum to NAS South Weymouth, both the airfield and main road through the base were also named in CDR Shea's honor. Later on, the Shea Memorial Grove and the ANA Patriot Squadron's Shea Naval Aviation Museum were named after CDR Shea.

John Shea Jr. came to the museum for the first time with his wife Claudette during the open house held on August 30th of last year. He was very unassuming and walked around introducing himself to the members who were tending the museum that day as “Hi, I’m John Shea”. After hearing this a few times, a light bulb went off in your newsletter editor’s head and he went over to him and asked if he was the John Shea referenced in the Letter to Jackie. It was only then that he stated that he was CDR Shea’s son and that he had come to see the museum that had been named after his father. He joined the ANA Patriot Squadron on the spot and both he and Claudette came back to the museum a number of times afterwards. He provided a tangible link with the Shea Naval Aviation Museum and the Shea Memorial Grove’s namesake and those of us who knew him were looking forward to having him around. Unfortunately, he was with us for too brief a time. If you’d like to read more about the Letter to Jackie see http://bcm.bc.edu/issues/winter_2002/ll_jackie.html on the Internet.

Herb Tallent passed away on March 25th after a brief illness. Herb was a long-time member of the ANA Patriot Squadron. He was previously a member of the NAS Squantum and NAS South Weymouth “old-timers” group that eventually morphed into the ANA Patriot Squadron. Herb served in VF-911 at NAS Squantum and was with VP-911, VP-63Z1, and VP-92 at NAS South Weymouth.

Due to record setting snowfalls throughout February that blocked the museum’s fire exits and parking lot, we were unable to open the museum at all that month. Our first open house at the museum since January 31st was held on Saturday March 14th. This particular open house was very well attended and proved to be very productive for the ANA Patriot Squadron too. We signed up three new members, sold more than \$100 worth of souvenirs, and had one visitor stop by (Russ Monaghan) with several very interesting items from his naval career at NAS South Weymouth that he donated to the museum.

Your newsletter editor had an illustrated article about the history of ZP-911 published in the spring issue of the Naval Airship Association’s “Noon Balloon” magazine. ZP-911 was a USNR airship patrol squadron that was based at NAS Squantum and NAS South Weymouth. It was operational from 1950 to 1958. After it was disbanded, many of its members were transferred into the VS and VP squadrons on NAS South Weymouth. For more information about the Naval Airship Association go to <http://www.naval-airships.org>. Copies of the spring issue of the “Noon Balloon” may still be available from Richard Van Treuren at rgvant@juno.com.

On Saturday April 11th Lee Connolly-Weill and her husband Norm came to the museum to learn about the early history of NAS Squantum. Lee’s father, Leo Connolly, undertook primary flight training at NAS Squantum during the summer of 1917 and after completing advanced training at NAS Pensacola was designated naval aviator #235. Lee is presently working on a book about her father.

On April 14th Starwood LLC announced that it had reached an agreement to sell its rights as SouthField’s master developer to LStar Management. The master developer owns the undeveloped land on the old base and sells it to the builders. LStar Management is a real estate investment company based in North Carolina that owns or controls over 50,000 residential units across the country. At this time it is still too early to tell what this latest change in management at SouthField means for the ANA Patriot Squadron and the Shea Naval Aviation Museum but we are hopeful that our relationship with LStar Management will be as positive as it was with Starwood LLC and the LNR Property Corporation. See www.lstarland.com for more details about LStar Management.

The museum hosted a presentation and book signing by author Len Sandler on April 25th. Mr. Sandler knew local Medal of Honor recipient U.S. Army Sergeant First Class Jared C. Monti, who was born in Abington and raised in Raynham. SFC Monti was killed in action in Afghanistan in 2006 while trying to rescue a wounded comrade. He was the first Massachusetts resident given the Medal of

Honor since the Vietnam War. SFC Monti's father Paul, who was also at the museum that day, maintains his son's pickup truck in the same condition it was in when he left for Afghanistan. This practice served as the inspiration for Lee Brice's #1 country hit song "I Drive Your Truck". Mr. Sandler wrote a book about SFC Monti, entitled "See You on the High Ground". He gave a presentation about the life of SFC Monti and both he and Paul Monti autographed copies of the book. The ANA Patriot Squadron will plant a tree and put a memorial plaque and brick at the Shea Memorial Grove to honor SFC Monti sometime this year. More information will be provided once we set a date. Go to <http://www.seeyouonthehighground.com> for more information about Mr. Sandler's book.

Note, we expected a bigger than average turnout for Mr. Sandler's presentation and that's what we got. More than 50 people showed up. In order to avoid having to turn anybody away due to the limitations of the museum spaces we decided to try hosting the presentation in the adjacent basketball court. Member Frank Ward was, as usual, instrumental in preparing the basketball court for this event and took on the work of moving in the chairs, tables, cleaning, putting up decorations, etc., as well as putting everything back in order afterwards.

The ANA Patriot Squadron and the Shea Naval Aviation Museum were mentioned in an article about the Shea Memorial Grove that was published in the May issue of South Shore Living Magazine. The article was written by member John Galluzzo. See <http://www.ssliving.com> for details. John also asked people to visit the Shea Memorial Grove and remember Medal of Honor recipient SFC Jared Monti during the "Walks of the Week" segment on radio station WATD (95.9 FM) on May 28th.

We're working on establishing a relationship with local Sea Cadet unit 7Z. Their executive officer, Rene Fuertes has been at the museum a number of times talking to your directors to get a feel for what we might be able to do for the Sea Cadets and what they may be able to do for us. We've had good participation from the Sea Cadets at our guest speaker events in January and April. We've also had good participation at both events from members of a local Civil Air Patrol squadron.

Thanks to the sharp eyes of member Faith Frattasio the museum now has four male manikins and four male torsos that we can use to display some of the uniforms that we've acquired. As you may recall, this is something that we've been after for quite some time. Faith happened to notice that the J. C. Penny's store in the Hanover Mall was closing on April 4th. She went in, and noted that they were selling everything in the store including some male manikins and torsos. An inquiry was made to see if the store manager would donate the manikins to the museum. She was unable to do so, but agreed to sell them to the museum for a very low price. The manikins and torsos had been priced at \$125 each but the museum got them for \$20 each. Over the next few months we'll be taking an inventory of the uniforms that we have in our collection and we'll figure out what we'd like to put on these things. We've already got a sage green flight suit from the 1980s and 1990s mounted on one of the manikins (donated by Russ Monaghan) and have a goatskin G-2 flight jacket (donated by Susan Zimmerman) and a t-shirt from the infamous "Café Acores" or "George the Crook's Bar" (also donated by Russ Monaghan) on two of the torsos. We'd love to obtain a 1980s-1990s style LPA/SV2 life vest to go with the flight suit. Thanks to member Bob Mandeville, we've already obtained some flight boots to go with the flight suit, though we still need to figure out how to get them on the manikin!

We are always picking up new items for the museum. Some are acquired via the Internet auction site eBay while others are donated by ANA Patriot Squadron members or are brought to the museum by visitors. Among our most recent acquisitions are a coffee cup from the Friendship Chapel, a turbine blade from a T-65 engine (used by P-3s and C-130s), an unusual yellow-bordered variation of the NAS South Weymouth minuteman type base patch, large utility jacket patches from the TAR VR line crew and the AME shop from the NAS South Weymouth AIMD, cruise books from VP-92 and VA-

2Z1, a souvenir album and several photos from the USNR boot camp conducted at NAS South Weymouth during the summer of 1967, some VP-92 change of command programs, an invitation for the NAS South Weymouth base closure ceremony, the bell from the enlisted club bar, and a cigarette lighter. Maureen and Sean Creney, widow and son of late member Fran Creney, recently donated several boxes of Navy training and maintenance manuals and other material to the museum. As always, you can see these things and more at the museum during any of our scheduled open houses. If you have any old NAS Squantum or NAS South Weymouth related photos or other memorabilia cluttering up your house, please consider donating it to the museum. We're a 501c3 non-profit educational organization so the value of your donation should be deductible from your income taxes.

Speaking of recent donations to the museum, a big THANK YOU goes out to Don Canaday for buying the NAS South Weymouth award plaque that showed up on the popular eBay auction web site during the last week of April for the museum. It's a great addition to our growing collection of artifacts. From time to time as unique things become available for sale on eBay or elsewhere that would be nice to have in the museum we'll ask members to consider buying them for us. This will not only help conserve the Patriot Squadron's limited funds but will also give those of you who can't otherwise actively participate in the maintenance or operation of the museum a way to help out. Anybody out there want to buy us an Ez-Up type tent? More about this later...

COMING UP:

Among our many membership activities we try to host guest speakers at the museum on the last Saturdays in January, April, and September. We have been lucky enough to secure guest speakers through the end of April 2016, believe it or not, but will be in need of others going forward. If you know anybody who'd like to give a lecture at the museum please contact Marc Frattasio at inquiries@anapatriotsquadron.org. What we need are lecturers on Navy/Marine Corps aviation or general military related subjects, preferably but not exclusively related to NAS South Weymouth, NAS Squantum, or local subject matter.

On September 26th we will be hosting a presentation by author Tommy H. Thomason, who should have a new book about the Grumman S-2 Tracker in print by that time. ASW and utility variants of the Tracker were operated from NAS South Weymouth for nearly 25 years so Mr. Thomason's presentation should be of great interest to all of us. Keep checking <http://www.ginterbooks.com> and eventually you'll see Mr. Thomason's new book appear on their new books listing. It is supposed to be available sometime during the summer. Mr. Thomason previously presented lectures at the museum on the Douglas A-4 Skyhawk and Bell HSL helicopter. He's a great speaker and a very interesting person himself, having been a U.S. Army flight test engineer, aeronautical engineer and executive in the civilian aircraft industry, and a pilot rated on sailplanes, seaplanes, helicopters, and jets. We're looking forward to having him back at the museum again.

On January 30, 2016 the museum will host a presentation by Donald J. Cann and John J. Galluzo, co-authors of "Camp Edwards and Otis Air Force Base" on the subject of this book. During the Second World War what we know today as Otis AFB and the Massachusetts Military Reservation was actually a Navy base called NAAF Otis Field. The wartime history of Otis Field is very interesting and unusual. When America entered the Second World War the Army, not the Navy, was primarily responsible for airborne anti-submarine warfare on the east coast. It was not until July 1943 that the Navy had enough aircraft to take the lead in airborne ASW. The Army flew B-18s and other types of bombers on ASW missions out of Otis Field until the Navy took over primary responsibility for ASW, at which point the base was taken over by the Navy. It wasn't until several years after the war ended that the Navy turned Otis Field over to the Air Force, and then it became Otis Air Force Base. We're sure that you'll hear lots of interesting things from authors Cann and Galluzo so be sure to mark

January 30th on your calendars. Go to <http://www.arcadiapublishing.com> to learn more about the Camp Edwards book and the one that the authors wrote about NAS Squantum and NAS South Weymouth, which was the subject of Mr. Galluzo's previous presentation at the museum some months ago. Note, Mr. Galluzo recently became a member so we will be seeing a lot more of him going forward.

Believe it or not, we recently found a presenter to give a lecture at the museum on April 30, 2016, meaning that the only slot open for guest speakers next year is September! CDR Craig Hall of the Coast Guard Auxiliary is going to give a presentation, apparently with the help of some other members of the Coast Guard or the Coast Guard Auxiliary, about the effort to rescue the Australian father and son crew of the sailboat Sedona, which foundered 140 miles off Nantucket during one of the bad snowstorms that we had in February. Among the Coast Guard assets that participated in the rescue operation was a Jayhawk helicopter based at CGAS Cape Cod.

LStar Management has engaged a video studio to produce a short DVD about the history of NAS South Weymouth that will be used to help market SouthField to prospective home buyers. The ANA Patriot Squadron has been asked to assist in this effort and we are giving them our full cooperation. As you may recall, this is something that we have been talking about doing for some time. The video will be about five minutes long and is intended to be viewed by people standing at video kiosks at the SouthField Welcome Center and elsewhere. A film crew will be coming to the museum on Saturday June 27th to interview and film veterans who were associated with NAS South Weymouth. If you'd like to be interviewed and filmed for this project, plan on coming by the museum sometime between 9 AM and noon on that date. Please note that due to the short length of the film only about five veterans will show up in the finished product. They will film whoever they have time for on that date and will use the five interviews that they think turned out the best.

A few notes about some up-coming military reunions. The VP Association and HML-771 are both holding reunions on Saturday October 24th. The VP Association is composed mainly of people who served in the USNR patrol squadrons that were based at NAS Squantum, NAS South Weymouth, or NAS Brunswick such as VP-911, VP-92, VP-MAU, etc. The HML-771 reunion is for members of that USMCR helicopter squadron or its predecessor and affiliated units at NAS South Weymouth such as HMR-771, HMM-771, the Marine Air Reserve Training Detachment, MAG-49 Detachment A, etc. The VP Association reunion will be held at the Elks Hall in Weymouth from noon to 5 PM. The HML-771 reunion will be held at Lombardo's Restaurant in Randolph from 7 PM to midnight. Both events feature a meal and a guest speaker. If you are interested in attending the VP Association's reunion contact George Driscoll at vpassociation2@gmail.com. If you are interested in attending the HML-771 reunion contact Richard Gallagher at richard.gallagher61@yahoo.com. Tickets must be obtained in advance to attend these events. No walk-ins will be allowed. We will have the Shea Naval Aviation Museum open from 9 AM to 5 PM on October 24th for reunion attendees. We'll need some people to help us tend the museum that day. If you can help, see one of the directors at one of our monthly meetings or send an e-mail message to Marc Frattasio at inquiries@anapatriotsquadron.org.

There is a local chapter of the Marine Corps Aviation Association (<http://www.flymcaa.org>) that hosts a surf and turf BBQ for Marines who were associated with NAS Squantum and NAS South Weymouth at the USAF's Fourth Cliff Family Recreation Area in Hummarock, Massachusetts in August. For more information about this fine group and for details about this year's surf and turf BBQ contact John Margie at jomargie@comcast.net.

We also want to remind you that the ANA Patriot Squadron is an affiliate of the national 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 support group only. This is fine and in fact vital for our survival since your \$15 annual contribution 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, is tax-deductible. Membership in the national ANA includes a subscription to their "Wings of Gold" magazine, which is a very interesting publication. Remember, certain officer positions within the ANA Patriot Squadron can only be held by national ANA members. For more information about the national ANA or to join go to <http://www.anahq.org>.

A friendly reminder that the Experimental Aircraft Association chapter at Cranland Airport on Route 58 in Halifax holds a pancake breakfast and fly-in from 8 to 10 AM on the third Sunday of the month between April and October. Several ANA Patriot Squadron members meet there. At \$7 per person if you choose to eat, or free if you don't, its inexpensive and a very good time.

On Saturday August 8th the museum will host a special event in cooperation with the K1USN Radio Club (<http://www.k1usn.com>). ANA Patriot Squadron members Steve Cohn (W1OD) and Henry Piel (KQ1V), who are also members of the K1USN Radio Club, will operate a radio station at the museum on that date along with other members of K1USN. The radio station will operate under the call signs K1USN and W1NAS (see details below). Members of the club will make continuous live radio broadcasts all over the world on the HF amateur radio bands from the museum and the Shea Memorial Grove and will demonstrate the radio equipment to all visitors. In addition, the museum will host a volunteer examiner's (VE) session with American Radio Relay League (ARRL) volunteer examiners from K1USN for anyone interested in obtaining an amateur radio license. More information and a schedule of activities will be provided as the date of this event approaches.

This event is being undertaken in part to commemorate the mission of the Naval Air Development Unit's ZPG-2 blimp "Snow Goose" which took off from NAS South Weymouth on a fifteen-day mission that took it across the Arctic Circle on July 27, 1958. The overt purpose of the flight was to demonstrate that blimps could operate in the frigid Arctic region to provide airborne early warning radar services for the SAGE air defense system. However, some have alleged that the main purpose of the flight was to divert attention from or support the then-classified voyage of the nuclear submarine USS Nautilus under the polar ice cap! For more information about the Snow Goose, check out "NADU: The Forgotten Naval Air Development Unit of NAS South Weymouth" and "Arctic Mission". Links to both books are presented on the "geedunk" page of our web site at <http://www.anapatriotsquadron.org>.

The museum's relationship with the K1USN Radio Club will be an on-going proposition. The details are still being worked out at this writing, but members of the K1USN Radio Club who are also members of the ANA Patriot Squadron are in the process of establishing a permanent ham radio club for the Shea Naval Aviation Museum. The club will be called the Shea Naval Aviation Museum Amateur Radio Club and will operate under call sign W1NAS, which represents the South **W**eymouth **N**aval **A**ir **S**tation. Additional information is available on the W1NAS page at <http://www.qrz.com/db/w1nas>. If you or anybody that you know might be interested in joining this club, please contact Steve Cohn at W1OD@arrl.net.

HELP WANTED:

As indicated in the previous newsletter, we really need to get more of you actively involved with this organization since nearly everything is presently being done by just a small handful of people. The way we are doing things now is unsustainable over the long run. We aren't in a crisis situation yet,

but we do need help. If you'd like to take a more active role in this organization please talk to one of the directors at one of our monthly meetings. A few suggestions follow:

There are certain administrative functions within this organization that need to be done. For example, maintaining a database of member information, financial accounting, publicity, filing our non-profit paperwork on an annual basis, processing membership applications, processing mail orders, taking notes at the monthly meeting and publishing the minutes, writing quarterly articles for Wings of Gold magazine, producing and distributing the quarterly newsletter, maintaining the group's official history, securing guest speakers, maintaining our web site and Facebook presence, monitoring the condition of the Shea Memorial Grove, opening and tending the museum, etc. As indicated above, all this work is presently being done by just a few members. We'd like to get more of you involved going forward. If there's something that you'd like to do, and perhaps more importantly if you can off-load some work from somebody else, that would be much appreciated. Also, if you think you'd like to take on one of the leadership positions in this organization at some point, talk to a director and we'll see what we can do to get you ready to assume a leadership role some day. This may involve setting you up as an assistant and developing you to take on more responsibility over time. Be aware that some leadership roles within this organization would require you to be a member of the national Association of Naval Aviation as well as a member of the ANA Patriot Squadron.

Anything that you can do would be much appreciated. For example, as a direct result of our last solicitation, new member John Galluzo volunteered to start a letter writing campaign to various Navy and Marine Corps commands seeking artifacts for the museum.

We can always use volunteers to help tend the museum during the open houses, which are scheduled from 9 AM to noon on the second Saturday of the month and from 9 to 11 AM on the last Saturday of the month. Volunteers help clean the museum, put things out for display, watch visitors, answer questions, records sales, take out the trash, and then close the place up afterwards. You can do whatever you feel comfortable doing, stay for as long or as little as you like, and help with all or some of the tasks. We're not very demanding. Members meet from 11 AM to noon at the museum on the last Saturday of the month and then go out to eat at the nearby Warren's Place restaurant. Note, all ANA Patriot Squadron members and guests are welcome to attend the meetings and go out to lunch with us. You don't need to help us at the museum to join us for lunch!

We need help with occasional work parties at the museum and also at the Shea Memorial Grove. These events are generally announced during the monthly meetings or via e-mail. Sometimes they come up with very little notice, as happened very recently when we needed some volunteers within a few hours to help shovel a huge accumulation of snow away from the front and back entrances to the museum. If you'd like to help in any way we'd be happy to have you with us. Once again, approach one of the directors at a monthly meeting and we'll put your name on our contact list for such things.

Last year we started setting up a booth or table at various public events such as the Weymouth Farmer's Market, Pumpkin Festival, Whole Foods Fall Festival, etc. Most of these events take place on Saturdays. If you'd like to help staff the ANA Patriot Squadron's table at such events or know of an event that would be an appropriate venue for us to have a booth or table at, please speak to a director at the monthly meeting. We are planning to have a presence at one or more of these events this year too. It's a little early in the game to know which events and when. We probably won't get a better idea of what we will be participating in until the late summer timeframe. Announcements will go out via e-mail or in the next issue of the newsletter.

We have been opening the museum off-hours for groups like the VP Association and the Bay Colony Chapter of the International Plastic Modeler's Society. If you are a member of a group that would like

to have the museum opened for it, contact us at inquiries@anapatriotsquadron.org. We also have a couple of members who are capable of giving PowerPoint presentations about the history of NAS Squantum or NAS South Weymouth. If you are involved with a group that would like a presentation send a request to inquiries@anapatriotsquadron.org and we will try to accommodate you.

We can always use donations of military artifacts (cruisebooks, squadron patches, command ball caps, photographs, films, command coffee mugs, uniform items, geedunk of any kind featuring command or base insignias, etc.) pertaining to NAS Squantum or NAS South Weymouth for display in the museum. Photos, slides, and films can be copied and returned to you if you don't want to give them up. Glass front display cases are also needed. If you see a store going out of business it would not hurt to ask if they have any display cases that they are getting rid of. We can also use an "Ez-Up" type tent for the various public events that we are now setting up at. So far we have been able to borrow one of these things but there's no guarantee that we'll always be able to borrow one everytime we need one. This is a really important item on our wish list. Anybody want to step forward and donate one to us? We need one big enough to fit over a standard 48" long folding table. An eight foot "Ez-Up" type tent would be perfect. As indicated previously in this newsletter, the ANA Patriot Squadron/Shea Naval Aviation Museum is a 501c3 non-profit educational organization so the cash value of anything that you donate to the museum may be tax-deductible.

It is also worth mentioning here that 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 are always stretched very thin. This year, for example, we had to make an unexpected expenditure of nearly \$1,000 to pay for liability insurance for the museum, which of course also serves as our "clubhouse" for the monthly meetings. In previous years the master developer at SouthField had reimbursed the ANA Patriot Squadron for insurance, but this year, perhaps because of the turmoil surrounding the transfer from Starwood to LStar Management, this did not happen, and the insurance premium had to come out of our limited funds. So, if you're looking for a tax write-off, please consider the ANA Patriot Squadron.

We are always looking for new members and for 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. We will send event flyers to all members with e-mail addresses in PDF format a few weeks before these events and also put a link to the flyer on our web site at www.anapatriotsquadron.org. If you have the ability to 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. Local civilian airports, libraries, grocery stores, and post offices typically have public bulletin boards. Places that veterans go 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 either 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 with the interest and ability 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 might be pleasantly surprised with what we've accomplished recently. A few months ago

we had business cards printed up with the museum's hours of operation and our web site's URL. Stick a few 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.

One more thing. Another order of 19 memorial bricks for the Shea Memorial Grove is on the way and will arrive by the middle of June. We'll be asking for help putting these in the ground and tidying up the bricks that are already at the Grove. An e-mail will be sent out once a date has been determined.

DID YOU KNOW?:

One of the main reasons that the Navy and Marine Air Reserve training programs were relocated from NAS Squantum to NAS South Weymouth in December 1953 was the close proximity of NAS Squantum to the Commonwealth Airport (present-day Logan International Airport). NAS Squantum was located only four miles south of the Commonwealth Airport and airspace conflicts between Navy and Marine aircraft and civilian airliners happened with increasing frequency during the immediate postwar boom in commercial aviation. Things came to a head in 1949 or 1950 when an Air France Lockheed Constellation inbound to Boston from Paris accidentally landed at NAS Squantum. When the French crew realized their mistake they took off without informing the Navy control tower staff of their intentions or even checking to see if the runway was long enough!



Note, the NAS Squantum base insignia was a witch riding a broomstick across the moon as shown above. Some say that the base adopted the witch insignia because of its proximity to Salem. That's not true. The real reason NAS Squantum adopted the witch insignia is because there was a "dunking stool" located on the property during the early colonial period. A dunking stool was a device used to detect witches. The theory was that an accused person placed on a dunking stool and plunged under water would drown if innocent and survive if guilty because the water, being a "good" creation of God, would be repelled by the evil nature of the witch! We have patches and magnets with the NAS Squantum base insignia available for sale at the museum for \$6 and \$3 respectively. As with everything we sell there, all proceeds from the sale of patches and magnets benefit the museum.

SOME RECENT PHOTOS:



Top Left: John Shea Jr. with George Driscoll. **Top Right:** Sea Cadets' Rene Fuertes with ANA Patriot Squadron's Peter Jardim and Bill Sargent. **Middle Left:** Paula Fulton with some things she recently donated to the museum. **Middle Right:** VP-92 alumni Russ Monaghan and Al Firnrrohr reminiscing over some old squadron photos. **Bottom Left:** Norm Weill, Peter Jardim, and Lee Connolly-Weill. **Bottom Right:** Len Sandler and Paul Monti signing copies of the Jared Monti book.

A WINDOW INTO THE PAST:



Here's the subject of the up-coming K1USN radio club event at the Shea Naval Aviation Museum, the Goodyear ZPG-2 type blimp Snow Goose, shown here docked inside old LTA Hangar One at NAS South Weymouth shortly before its historic flight above the Arctic Circle during July and August 1958. The high-visibility International Orange markings on the nose of the blimp were painted by a NADU member named John Fanelli. The blimp was originally supposed to have had a huge Maltese cross on its nose, but this proved too difficult to mark out on the nose of the blimp so this much more simple design was applied instead. Don Peterson photo.

