



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

**495 Shea Memorial Drive  
South Weymouth, Massachusetts 02190  
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 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 Saturday May 30<sup>th</sup> the members of Sea Cadet Squadron Seven Zulu (7Z) met at the Shea Naval Aviation Museum for the first time. The Sea Cadets had their normal meeting activities in the former base gymnasium's lobby and basketball court, practiced marching in the old Navy Exchange parking lot, and went on a walking tour of the old base hosted by Patriot Squadron members Frank Ward and Bill Sargent. Expect to see Sea Cadets around the Patriot Squadron from time-to-time going forward.

On Saturday June 7<sup>th</sup> members Marc and Faith Frattasio planted an additional 19 memorial bricks along the right side of the main pathway into the Shea Memorial Grove and tidied up the bricks that were previously installed there. As of this writing there is space for about 40 more memorial bricks in this location. If you have not already done so, it's not too late for you to get a brick to commemorate your military service or that of a friend or family member. If you live in the Weymouth area and need inspiration, go to the Shea Memorial Grove anytime and check out what others have put on their memorial bricks. There's an order form that you can print, fill in, and mail located on our web site at [www.anapatriotsquadron.org](http://www.anapatriotsquadron.org). Please note that we are collecting forms for the next brick order NOW!

As you may know, the Navy is presently phasing out the Lockheed P-3 Orion and replacing it with the Boeing P-8 Poseidon. VP-26, home-ported at NAS Jacksonville, is the last operational P-3 operator on the east coast. They are on their final overseas deployment with P-3s and will transition to the P-8 after they return. The P-3 is of special significance to the ANA Patriot Squadron's Shea Naval Aviation Museum since this type of aircraft was operated from NAS South Weymouth by VP-92 from 1975 until the airfield was closed in 1996.

During the spring Patriot Squadron member and author ("Squantum and South Weymouth Naval Air Stations" by Arcadia Press) John Galluzzo took it upon himself to write letters to Navy commands that still operate or have recently operated P-3s seeking any P-3 related artifacts that they might be willing to donate to the museum. R&D squadron VX-20 kindly extended an offer for Patriot Squadron members to visit them at NAS Patuxent River and take some material from the squadron's remaining P-3 parts inventory, which had to be cleared away ASAP to make room for P-8 parts.

On Tuesday June 2nd Patriot Squadron member Gene Sich, who happened to be going to New Jersey to visit a friend, extended his trip to NAS Patuxent River to meet with VX-20 CO CDR William Selk and MMCO CWO4 Tracey Pruett. The VX-20 personnel were gracious hosts and presented Gene with a variety of P-3 components for the museum. These artifacts filled Gene's automobile, and he was shown many more items that VX-20 was willing to donate to the museum provided that Patriot Squadron members could come get them.

Initially, Patriot Squadron members Marc Frattasio, Pat Kelly, and Russ Monahan volunteered to drive from Massachusetts to NAS Patuxent River in one or two pickup trucks to bring back whatever VX-20 had to offer the museum. However, Gene indicated that the items offered by VX-20 included such things as a crew seat, a set of bomb bay doors, a cockpit overhead emergency exit hatch, an AN/APS-115 radar antenna, and many internal components including enough controls and display equipment to mock up a P-3C non-acoustic sensor station and an acoustic sensor station. Gene advised that a substantially larger fully enclosed vehicle was necessary. Thus, at 4 AM on Friday June 12<sup>th</sup> Patriot Squadron member Faith Frattasion chauffeured Marc and Russ to Boston's Logan International Airport to take the 6:30 AM Jet Blue flight to Baltimore-Washington International Airport.

Arriving at BWI just before 8 AM, Marc and Russ then took a taxi into Baltimore itself where they picked up a Budget 16-foot moving van and then set out for a restaurant near NAS Patuxent River, where VX-20's CWO4 Tracey Pruett had arranged to meet due to a re-enlistment luncheon scheduled there for one of her people. Because of heavy traffic, Marc and Russ did not arrive at the restaurant until about 12:30 PM. The VX-20 re-enlistment luncheon wrapped up around 1 PM, and then CWO4 Pruett escorted Marc and Russ to the VX-20 supply warehouse, where she and a team of VX-20 maintenance personnel helped load the truck to capacity.

After thanking the VX-20 people profusely, Marc and Russ set out for Massachusetts. About eleven hours later, at 1:30 PM, the overloaded truck arrived at Marc's home in Pembroke. The following morning, Saturday June 13<sup>th</sup>, was a scheduled open house at the Shea Naval Aviation Museum. Despite having little sleep, Marc had the truck at the museum by 9 AM, where it was unloaded by Patriot Squadron members Kevin Cahill, Dave Childers, Steve Cohn, George Driscoll, John Edwards, Faith Frattasio, John Galluzzo, Dan Haff, Pat Kelley, Peter Jardim, Russ Monaghan, Bill Sargent, and Gene Sich.

The material that was brought back from NAS Patuxent River filled about one third of the floor space in the museum. A few weeks later, on Friday June 26<sup>th</sup>, our friends at LStar Management provided a truck and crew to move most of the VX-20 material out of the museum itself and into short-term storage. At this point due to space constraints in the museum, we only have the P-3 crewmember's

seat, non-acoustic sensor station console, Magnavox AQA-7 DIFAR console, AN/APS-115 radar antenna, and a few other minor P-3 components on display in the museum. Because we acquired some duplicate sensor equipment from VX-20, we were able to pass on some artifacts to our friends at the Brunswick Naval Museum and Memorial Gardens. These people are in the process of setting up a museum similar in concept to our Shea Naval Aviation Museum on former NAS Brunswick, ME. John Briley and Jeff Smat of the Brunswick group came to South Weymouth on Sunday July 12<sup>th</sup> to pick up the material that the Patriot Squadron donated to their group.

The exhausting trip cost a little over \$1,400. However, through the generosity of Patriot Squadron members and friends Miles Barnes, Sophia and James Bowers, Donald Canaday, Dave Childers, George Driscoll, Marc Frattasio, Philip Fortnam, John Galluzzo, Dan Haff, Walter Hoeg, Pat Kelly, Leo Lazlo, Walter Massenberg, Reid Oslin, Claudette Shea, Russ Tupper, and Bill Williams, who all contributed to defray the cost of this effort, we were able to do it without dipping into museum funds. In other words, due to the generous contributions of these people, the NAS Patuxent River trip did not cost the ANA Patriot Squadron a dime.

This really was an outstanding effort that came together due to the actions of many people within the Patriot Squadron and outside it. Those persons who were involved in this effort from the start know how quickly things had to come together (we were under some time pressure since VX-20 really needed to clear out their P-3 parts inventory ASAP) and how it might not have happened at all if certain people hadn't been so quick to step up to the plate. This adventure shows what we can do when a group of us come together and contribute to achieve a specific goal, which in this case involved getting our hands on some nice items for the Shea Naval Aviation Museum that would otherwise have been beyond our reach. This is something that everybody who was involved should be very proud of.

As you know, we are constantly seeking new artifacts associated with NAS South Weymouth and NAS Squantum for the museum. In recent months, in addition to the P-3 related artifacts donated to us by VX-20, we also received a flight helmet of the kind used by VP-92 during its final years at NAS South Weymouth from Larry Daley, a variety of items including P-3 sensor operator training manuals from member Bill Williams, a set of enlisted dungarees from member Gerald Perron, and a NAS South Weymouth cigarette lighter and other material from Richard Jones. We also recently acquired a complete enlisted man's dress blue uniform in perfect condition complete with AW1 rating badge, service stripes, VP-92 command shoulder tab, ribbons, and naval aircrew wings courtesy of your newsletter editor. Both the dungarees and dress blue uniform have been set up on manikins and are presently on display in the museum. It is worth noting that Bill Williams drove up from Florida to deliver the items that he donated to the museum while Richard Jones drove up from Connecticut. . Larry Daley, who was in VP-92 at NAS South Weymouth, now lives in North Carolina and runs a custom embroidery business. His business, Eastern Embroidery, has provided the Patriot Squadron with all the embroidered caps and polo shirts that we've been selling in the museum over the past few years. If you need any custom embroidery work done contact him directly at [easternemb@msn.com](mailto:easternemb@msn.com).

A big "thank you" to Allan Gilman, Mary Jean Hickey, Walter and Fran Hoeg, Robert Michaelski, Tom Rizzo, and Tom's friend Sue, who all stepped forward to offer vacuum cleaners after the museum's burned out in July. Walter and Fran ended up being the first to actually deliver one to us. Thanks!

On Saturday June 27<sup>th</sup> Zak Ciotti and Michael Sorrentino from Greenroom Communications, a video production company based in North Carolina, came to the museum to interview veterans associated with NAS South Weymouth for a short historical documentary film about the base that they are producing for new SouthField master developer LStar Management. The video is intended for kiosks that will be set up at real estate offices to help promote SouthField. About a dozen veterans showed

up to be interviewed, and the video production company expects to incorporate parts of the best five or six interviews into their finished product. Members of the ANA Patriot Squadron provided substantial support for this project such as identifying and contacting veterans and providing historic still photos and archival films. We'll keep you posted on the status of this project as we are informed.

In related news, LStar Management is really making progress at SouthField. They've fixed the roof at the Shea Fitness Center and are in the process of restoring the basketball court to service. They've already turned the old ball field into a soccer field and have turned the old tennis court into a basketball court and have built a new t-ball field, street hockey rink, and dog park. They are restoring Hangar 2 for use as a film studio and they've increased the police presence. One thing in this writer's opinion that shows the difference in attitude between LStar and its predecessors is that recently an LStar official approached several people flying radio-controlled model airplanes on what used to be the aircraft parking area south of old Hangar One. Instead of telling them that they would have to leave, which is literally what happened under previous ownership, the LStar official asked them to propose somewhere on the airfield where they might want to have a permanent place established to fly their model airplanes. How do you like that?

On Saturday August 8<sup>th</sup> the ANA Patriot Squadron hosted a special event in cooperation with the K1USN Radio Club (<http://www.k1usn.com>). Several K1USN Radio Club members operated a radio station at the museum and at the Shea Memorial Grove on that date. The two radio stations operated under call signs K1USN and W1NAS. Club members made live radio broadcasts all over the world on the HF amateur radio bands and demonstrated radio equipment to visitors. As indicated in the previous newsletter, this event was undertaken in part to commemorate the flight of the Naval Air Development Unit blimp "Snow Goose", which departed from NAS South Weymouth on a long flight into the Arctic region during late July and early August 1958.

The USS Nautilus Armature Radio Club based at Groton, CT was also involved in this event, which was appropriate since the club's namesake submarine was sailing under the polar ice cap at the same time the NADU blimp was traveling over the Arctic Circle. As indicated in the previous issue of the newsletter, there are those who believe that the "Snow Goose" mission was actually undertaken to either distract from or provide support to the USS Nautilus. The USS Nautilus' voyage under the polar ice cap was actually a closely guarded secret when it happened and was not actually publicized until it had been completed. For more information about the "Snow Goose" check out the links to the books "Arctic Mission" and "NADU: The Forgotten Naval Air Development Unit of NAS South Weymouth" presented on the "Geedunk" page on our web site at <http://www.anapatriotsquadron.org>.

Patriot Squadron members and ham radio enthusiasts Steve Cohn, Bob Mandeville, and Henry Piel are organizing a ham radio club for the museum. The club will be called the Shea Naval Aviation Museum Amateur Radio Club and will operate under call sign W1NAS standing for the South **W**eymouth **N**aval **A**ir **S**tation. Members are wanted and if you are interested check out the W1NAS page at <http://www.qrz.com/db/w1nas> or contact Steve Cohn at [W1OD@arrl.net](mailto:W1OD@arrl.net).

The museum is now stocking a new style of ball cap for our Marine Corps friends. The ball caps, which are adjustable so one size fits all, feature the words "MARINE AIR RESERVE" over "SOUTH WEYMOUTH, MA" in black text on the khaki cap and in gold text on the red cap along with the USMC's famous "globe and anchor" insignia. An example of each color is shown here being modeled by member Susan Zimmerman. The caps cost \$20 each at the museum or are \$25.60 via mail order. All proceeds benefit the museum. If you would like a cap, visit the museum during one of the open houses on the second or last Saturday of the month or send an e-mail message to [inquiries@anapatriotsquadron.org](mailto:inquiries@anapatriotsquadron.org) to begin the process of having a cap shipped to you by mail.



### **COMING UP:**

On Saturday September 12<sup>th</sup> we will be setting up an informational and sales table for the ANA Patriot Squadron and Shea Naval Aviation Museum at the Weymouth Farmer's Market, which will be in the parking lot behind the Weymouth City Hall. This will run from 9 AM to 3 PM. We have enough members lined up to tend the table there, but if you'd like to help stop on by. Wear a Shea Memorial Grove t-shirt if you have one. We are looking for volunteers to set up and operate a table at the Weymouth Pumpkin Festival on Saturday October 3<sup>rd</sup>. If we are going to do this event we need to confirm by no later than September 18<sup>th</sup>. We are hoping to be invited back to do the Whole Foods Harvest Festival later in October and have people lined up for this event.

We've had to postpone the lecture and book-signing by author Tommy H. Thomason that had been scheduled for Saturday September 26<sup>th</sup>. His new book about the S-2 Tracker, which was to have been the subject of this event, has been delayed and will not be ready in time. We're going to have Mr. Thomason come to the museum sometime in 2016, most likely on Saturday September 24<sup>th</sup>, but we will try to get him sooner if possible.

ANA Patriot Squadron member Michael Wendelin has agreed to come to the museum on Saturday September 26<sup>th</sup> and give a presentation for us. Michael was in VR-62 while the formerly Detroit based USNR transport squadron was at NAS South Weymouth during the base's last few years. He is a retired loadmaster with over 4,000 flight hours in Lockheed C-130 Hercules transports. Michael will give a lecture about Navy C-103 operations with a special emphasis on VR-62.

On Saturday January 30, 2016 the museum will host a presentation by Donald J. Cann and Patriot Squadron member John J. Galluzzo, co-authors of "Camp Edwards and Otis Air Force Base" on the subject of this book. During WW2 what we know today as Otis AFB and the Massachusetts Military Reservation was actually a Navy auxiliary airfield called NAAF Otis Field. The wartime history of Otis Field is very interesting and unusual. When America entered WW2 it was the Army, not the Navy, which had primary responsibility for conducting airborne anti-submarine warfare on the east coast. It was not until July 1943 that the Navy acquired 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 AFB. We're sure that you'll hear lots of interesting things from authors Cann and Galluzzo so be sure to mark January 30<sup>th</sup> on your calendars. Go to <http://www.arcadiapublishing.com> to learn more about the Camp Edwards book and the one that the authors also wrote about NAS

Squantum and NAS South Weymouth, which was the subject of Mr. Galluzo's previous presentation at the museum some months ago.

On Saturday April 30, 2016 CDR Craig Hall of the Coast Guard Auxiliary is going to give a presentation, perhaps with 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 back in February. Among the many Coast Guard assets that participated in the rescue operation was a Jayhawk helicopter based at CGAS Cape Cod.

Although it looks like we've been able to fill our January-April-September guest speaker spots literally through the end of 2016 we can always use leads for future guest speakers. If anybody knows somebody who'd like to come to the museum at some point to give a presentation on a subject involving NAS South Weymouth, NAS Squantum, the Navy, the Marines, or anything involving local military history that might be of interest to us and to the general public please let us know. Who knows, if we can get enough guest speakers lined up we might go from three to four engagements per year.

As indicated in the previous issue of this newsletter, the VP Association and HML-771 are both holding reunions in the Boston area on Saturday October 24<sup>th</sup>. The VP Association is composed mainly of people who served in the Naval Air Reserve 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 Marine Air Reserve helicopter squadron or its predecessor and affiliated units at NAS South Weymouth such as HMR-771, HMM-771, the MARTD, 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. Time is short but its probably not too late to make reservations if you are interested in attending either reunion. If you would like to go to the VP Association reunion contact George Driscoll at [vpassociation2@gmail.com](mailto:vpassociation2@gmail.com). If you would like to go to the HML-771 reunion contact Richard Gallagher at [richard.gallagher61@yahoo.com](mailto: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 that day for VP Association and HML-771 reunion attendees and we will need some people to help us tend the museum that day. If you can help, see one of the directors at our monthly meeting or send an e-mail message to Marc Frattasio at [inquiries@anapatriotsquadron.org](mailto:inquiries@anapatriotsquadron.org).

As always, we want to remind you that the ANA Patriot Squadron is an affiliate of the national Association of Naval Aviation. Basically, we are chartered through the Association of Naval Aviation. Your \$15 annual dues (payable by December 31<sup>st</sup> 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's support group only. It does not automatically make you a member of the Association of Naval Aviation. This is fine and in fact vital for our survival since your membership dues 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, should be tax-deductible. Membership in the national ANA includes a subscription to their "Wings of Gold" magazine, which is a very interesting publication on its own merits. In addition, according to our bylaws certain leadership and administrative positions within the ANA Patriot Squadron can only be held by people who are members of the Association of Naval Aviation. For more information about the national ANA or to join go to <http://www.anahq.org>.

## HELP WANTED:

We are still looking for more people to take an active role in running this organization. If you'd like to help, please talk to a director at one of our monthly meetings. We can probably find something to do that will fit into anybody's time budget. We can also find things for people to do that won't require you to attend our monthly meetings or even be in the local area. For example, we'd love somebody to combine the on-going history of the ANA Patriot Squadron that your newsletter editor has been maintaining in MS Word format for the past six years or so with the earlier printed history that somebody else put together many years ago. The older document is not in electronic format and would have to be keyboarded. Combining the two ANA Patriot Squadron histories into one electronic document is something that could be done by anybody, located anywhere, and could be done with no time pressure and as your time permits. A huge but less than comprehensive list of the kinds of things we need people to do was presented in the last issue of this newsletter. Please note that you can always view previous issues of our newsletter on our web site at [www.anapatriotsquadron.org](http://www.anapatriotsquadron.org).

The memorial bricks that we have been placing into the ground at the Shea Memorial Grove over the past few years require periodic attention to keep them looking presentable. If you live in the Weymouth area and have some time on your hands, come on by the Shea Memorial Grove with a broom and sweep off the bricks. This can literally be done at any time.

Although the Shea Naval Aviation museum is normally open from 9 AM to noon on the second and last Saturday of the month, we can open it on off-days for groups on request. If you are a member of a group that would like to have the museum opened for it on an off-day, contact us at [inquiries@anapatriotsquadron.org](mailto:inquiries@anapatriotsquadron.org). We also have a few members who can give lectures about the history of NAS Squantum or NAS South Weymouth, and thanks to the kindness of Ken Johnson we have an LCD projector that we can use to help illustrate these lectures. If you are involved with a group that would like a lecture send a request to [inquiries@anapatriotsquadron.org](mailto:inquiries@anapatriotsquadron.org). We will do our best to accommodate you.

We are always looking for military artifacts such as 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 to display in the Shea Naval Aviation Museum. Photos, slides, and films can be copied and returned to you if you don't want to give them up. We can use an "Ez-Up" type tent for various outdoor public events that we set up at. We need one big enough to fit over a standard 48" long folding table. An eight foot "Ez-Up" type tent would be perfect. From an artifact perspective, we can use an Indian Orange flight suit of the kind used in the early 1960s and a yellow MK-2 life vest to go with it. We'd also like one of the early green flight suits of the type used in the late 1960s and an orange MK-2 life vest to go with it. A set of blue maintenance coveralls with name and insignia would be useful too. Remember, the ANA Patriot Squadron/Shea Naval Aviation Museum is a 501c3 non-profit educational organization so the cash value of anything that you donate 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 is stretched very thin. If you're looking for a tax write-off, please consider the ANA Patriot Squadron.

We are always looking for new members and 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 and other special events. We will send flyers to all members with e-mail addresses in PDF format a few weeks before these events and put a link to the flyer on our web site at [www.anapatriotsquadron.org](http://www.anapatriotsquadron.org). If you can 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. Civilian airports, libraries, grocery stores, and post offices usually have public bulletin boards. Places that veterans frequent 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.

### **DID YOU KNOW?:**

During the Second World War, and for many years afterwards, there were no paved runways at NAS South Weymouth. The base was originally established as a blimp base and the old ZNP-K type blimps did not require paved runways to take off or land. What they did need was to be able to take off and land directly into the wind. Thus, NAS South Weymouth was built with a turf airfield and a circular landing mat that was surfaced with cinders and gravel. The landing mat was circular to allow the blimps to take off and land in any direction as the wind changed. Paved runways were built at South Weymouth between 1951 and 1953 as part of the preparations to adapt the base to support operations with Navy and Marine Corps reserve aircraft from NAS Squantum. To make room for the new runways South Weymouth lost its wooden blimp hangar, LTA Hangar Two, which is shown at lower left in the photograph presented below. Part of the wooden blimp hangar's concrete hangar deck was retained into the base's modern era for use as a parking lot for control tower personnel.



**SOME RECENT PHOTOS:**



**Top Left:** Frank Ward and Bill Sargent giving Sea Cadets a tour of the old base. **Top Right:** Faith and Marc Frattasio installing memorial bricks. **Middle Left:** CWO4 Tracey Pruett and our other friends from VX-20 loading artifacts for the museum. **Middle Right:** Some of the P-3 artifacts from VX-20 on display in the museum. **Bottom Left:** Bob Muise being interviewed by the documentary film crew on June 27th. **Bottom Right:** Radio station at the Shea Memorial Grove on August 8th.

A WINDOW INTO THE PAST:



In honor of our up-coming guest speaker, Michael Wendelin, here's a photo of VR-62 Lockheed C-130T Hercules "Juliet Whiskey Three Four Nine" parked at the western end of Hangar One during the Blue Farewell to Boston air show that was held over the weekend of June 8<sup>th</sup> and 9<sup>th</sup> 1996. VR-62, which was transferred to NAS South Weymouth from NAF Detroit, MI on April 1, 1994, was subsequently transferred to NAS Brunswick, ME during late June/early July 1996.

