



## **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:**

First up, some sad news to report. We recently found out that Patriot Squadron member John Ragusa passed away on April 11<sup>th</sup>. John, who lived in Holbrook, MA, served in the Coast Guard during the Second World War, was in the Naval Air Reserve at NAS Squantum for a few years during the immediate postwar era, and then joined the Marines during the Korean War. In recent years John did not attend Patriot Squadron meetings on a regular basis but he did show up for special events at the She Memorial Grove (and local funerals) wearing his USMC dress uniform. I believe that he is actually pictured on the masthead of our newsletter standing between Bill Horsch and Fran Creny.

We also lost member Walter Hoeg on June 24<sup>th</sup>. Although most people thought that Walter was a Marine, he actually enlisted in the Marines at NAS Squantum and then took a Navy commission later on at NAS South Weymouth, retiring as an LCDR. Walter regularly attended Patriot Squadron meetings and special events, usually with his wife Fran or one of his children. He was also a popular fixture at the Boston chapter of the Marine Corps Aviation Association's annual reunion and clambake at Fourth Cliff in Scituate, MA.

Patriot Squadron member Gerald Brown is very sick. As some of you know, "Brownie" was in the Navy Reserve at NAS South Weymouth and served as an aviation storekeeper (AK) with VP-92. He does not have an e-mail address, but if you'd like to send him a card or call him his home address is 402 W Union St., East Bridgewater, MA 02333-1721 and his telephone number is 508-378-7590.

If you've missed Bill Horsch, who has been absent from meetings for the past few months, it may interest you to know that he's been having back trouble. He recently started taking a new medication which appears to be helping with the discomfort and we should start seeing him at the museum again soon. If you want to contact Bill directly send e-mail to [wahorsch@verizon.net](mailto:wahorsch@verizon.net).

In happier news, we had three new members join the Patriot Squadron recently, Donald Peterson, Newton Swain, and Daniel Reed. Donald was an aviation electronics technician (AT) with the Naval Air Development Unit at NAS South Weymouth during the late 1950s. Note, late member John Yaney put together a comprehensive illustrated history of NADU just before he died and Donald helped him with this project. You can see John's NADU book on the "geedunk" page of our web site at [www.anapatriotsquadron.org](http://www.anapatriotsquadron.org). Newton is not a veteran but is interested in helping us preserve the history and heritage of NAS Squantum and NAS South Weymouth. Daniel Reed is a Union Point resident. Also, Paula Fulton re-joined the Patriot Squadron after being away for a while. Paula's late husband Luther was in the Navy Reserve at Squantum and South Weymouth and both were involved with the South Weymouth Aero Club.

On Monday May 30<sup>th</sup> Peter Crone and Marc Frattasio represented the ANA Patriot Squadron at Memorial Day ceremonies honoring local heroes from the American Revolution and Civil War at the Union Cemetery in Holbrook, MA. We were hoping to have a better turnout of squadron members that morning, but it rained.

On Saturday June 4<sup>th</sup> Faith and Marc Frattasio put down eleven more memorial bricks along the right hand side of the main pathway leading into the Shea Memorial Grove and tidied up the bricks that were already there. There is still enough room along the main pathway into the park for about 20 more bricks and then most likely we will wrap-up the memorial brick project, unless of course somebody wants to step forward and continue to solicit bricks to place somewhere else at the Shea Memorial Grove. As of this writing we have four new brick orders pending. Once we have at least ten orders pending, which is the minimum order quantity, we will contact the brick company and have them made for us. Thus, if you or somebody you know would like to have a memorial brick at the Shea Memorial Grove, it is not too late to get one. You can print out a brick order form from our web site at [www.anapatriotsquadron.org](http://www.anapatriotsquadron.org) or get one at the museum any day that it is open.

We had an interesting visitor come to the museum on Saturday June 11<sup>th</sup>. The visitor, Gerri Cassani, served as "Miss Naval Air Reserve" for the Armed Forces Day air show at NAS South Weymouth in 1962. Gerri brought several photos that were taken of her and the other participants in the contest that she won, which she allowed us to scan for the museum's digital image collection.

On Saturday June 18<sup>th</sup> a town festival called WEYFEST, which featured a variety of public activities, was held on old NAS South Weymouth. Master developer LStar Management asked the Patriot Squadron to open the museum from 9 AM to 8 PM and we also operated a booth to sell NAS South Weymouth souvenirs on the old Navy Exchange parking lot from 10 AM to 2 PM. Helping out that day at the museum and/or the booth were Steve Cohn, Faith and Marc Frattasio, Mary Jean Hickey, Peter Jardim, Russ Monaghan, and Bill Sargent.

If you are not already aware of it, LStar Management, the current master developer for old NAS South Weymouth, officially changed the name of the real estate development from SouthField to Union

Point on Thursday July 7<sup>th</sup>. According to articles printed in local newspapers, the new name is a rebranding effort to signify a fresh start for the previously troubled redevelopment effort. Those of us who live in the local area and have been able to observe the redevelopment effort in person know that things have not necessarily progressed smoothly on the old base in the past. LStar Management, however, appears to be totally different than its predecessors. They have made more improvements during the year that they have been in charge than has been done in the past twenty years since the base was closed. They really are an improvement, have been a good friend of this organization, and although Union Point would not have been our choice for a new name we wish them well going forward.

On Saturday July 9<sup>th</sup> AWCS Steve O'Donoghue retired from the Navy Reserve at the Shea Memorial Grove. Senior Chief O'Donoghue served with VP-92 at NAS South Weymouth in the final years before the base closed. Several members of the retirement party visited the museum that day. In addition, we had a number of sailors assigned to the USS Constitution come to the museum early that morning. The sailors were on the base doing some volunteer work for the New England Shelter for Homeless Veterans. This is a charitable cause for which Patriot Squadron members Gerald Peron and Frank Ward are heavily involved with.

On Saturday July 30<sup>th</sup> CDR Oscar Orringer of the Coast Guard Auxiliary came to the Shea Naval Aviation Museum to give a public lecture about two recent air-sea rescue efforts that involved helicopters from CGAS Cape Cod. His presentation, which was attended by 27 Patriot Squadron members and guests, covered three duck-hunters whose small boat capsized and threw them into near-freezing water off Westport, MA and the sailboat Sedona, which foundered 140 miles off Nantucket during a blizzard. CDR Orringer was originally supposed to speak at the museum on Saturday April 30<sup>th</sup> but we were unable to enter the building that month due to film production work.

CDR Orringer asked me to pass on two NAS South Weymouth related stories to the ANA Patriot Squadron membership. The stories are presented below in italics, exactly as he sent them to me via e-mail after I thanked him in writing for his terrific presentation at the museum:

*The first is a story I read in a Navy pub many years ago, concerning a P3 mission. If you don't already have the record, maybe you can find it. As I recall, the story was written by the aircraft commander, describing an offshore anti-sub mission. SOP was to fly out to the OPAREA on all engines, then shut down #1 and #4 to save fuel during the patrol. At the conclusion of the patrol, #1 and #4 were restarted for the flight back to the air station. On this day, #1 went overspeed after restart and was shut down again. However, the prop failed to feather and kept windmilling. Soon the crew had a fire indication in the #1 nacelle, so they activated the fire bottle. The indication went out, but soon returned, so they activated the backup bottle. This time the indication stayed out, but the prop continued to windmill. As it did so, the shaft bearings started to fail, and the shaft started to work out of the engine. The crew thought this would solve the problem, since the extra drag from the prop would disappear if when it departed the aircraft. Indeed, it did depart, but on its way it managed to hit #2, taking that engine out of action. The aircraft commander was eventually able to make a safe landing at NAS So Weymouth, in a strong crosswind, with two engines out on the same side.*

*The second story is undocumented (for reasons that will become apparent). It starts at the Marshfield airport one day, many years ago, when I was scheduled to do some training with a flight instructor. When I arrived, however, the instructor told me he had to cancel because he was ordered to fly a Cessna 340 owned by another pilot to Glens Falls, NY to pick up the owner. I offered to ride along as the "navigator," so I got to hear the Navy story on the way back. The owner had a buddy who was a LTJG naval aviator assigned to some other air station, in a squadron flying the F-14. His buddy had gotten approval for a cross country flight to NAS So Weymouth, where the Cessna owner picked him*

*up for a weekend visit. Now it was Sunday morning, and time to fly back to his home air station. So his buddy asked, "How'd ya like to get some time in the Tomcat?" "Can I do that?? I thought you had to be in the Navy for that." "Well, yeah," his buddy said, but I've got an extra flight suit you can put on. I'll sneak you onto the base and the flight line. It's Sunday, so nobody will be around except the gate guard." That's what they did, and the plan worked almost perfectly. Unfortunately, as they were walking out to the plane, who should suddenly appear but the air station CO. Of course, he engaged the two "JGs" in conversation, "Where are you fellas stationed?" Etc. etc. The real JG managed to intervene with answers as needed, and the Cessna owner just nodded. Eventually, the CO strolled away, they got into the F-14, got airborne, and the buddy dropped the Cessna owner at Glens Falls.*

Hopefully some of you took note of the solicitation presented on page 61 in the spring 2016 issue of the Association of Naval Aviation's "Wings of Gold" magazine asking ANA chapters like the Patriot Squadron to consider sponsoring a local NROTC unit with a special discounted non-voting ANA membership that includes two copies of the quarterly magazine. The purpose of this special deal, which only costs \$10, is to make NROTC midshipmen aware of the ANA and to inspire them to consider careers in naval aviation. Bill Horsch suggested that we do this, and since it is an inexpensive proposition we voted to sponsor the three Massachusetts NROTC units listed in Wings of Gold (Massachusetts Institute of Technology, Boston University, and Massachusetts Maritime Academy) during our July meeting. However, we are also doing this for the NROTC unit at Holy Cross, which was not listed in Wings of Gold magazine but was suggested by the officer in charge of the BU NROTC unit when we asked her if she knew if there are any other NROTC units in Massachusetts. The naval officers in charge of these NROTC units seemed happy that we are doing this. These four appear to be it. We are also including the NROTC unit OinCs in our quarterly ANA Patriot Squadron newsletter mailings. What will happen is that the issues of "Wings of Gold" that are sent to the NROTC units will be put out where the students can read them. Hopefully we'll see some of these students and perhaps the NROTC officers appear at our monthly meetings and other events.

On Saturday August 20<sup>th</sup> member Steve Cohn organized another public W1NAS HAM radio event in cooperation with local HAM radio club K1USN (<http://www.k1usn.com>). Steve was interviewed by radio station WATD a few days before, and live radio broadcasts and demonstrations of radio equipment were performed at the Shea Naval Aviation Museum and Shea Memorial Grove. As you should know, W1NAS is a HAM radio club associated with the Shea Naval Aviation Museum. If you or anybody you know might be interested in joining W1NAS contact Steve at [n1nqr@verizon.net](mailto:n1nqr@verizon.net).

Member John Galluzzo, who as you may recall has written a number of books for Arcadia Press including "Squantum and South Weymouth Naval Air Stations", recently wrote a feature article about the Coast Guard's first aircraft for two historical society publications, the United States Lighthouse Society's "The Keepers Log" and the United States Life-Saving Service Heritage Association's "Wreck and Rescue Journal". The Coast Guard's first aircraft, a Vought UO-1 seaplane used to hunt for rum-runners during the mid-1920s, was flown for a time from NRAS Squantum before it was relocated to Ten Pound Island near Gloucester, Ma. John is presently working on a book about the aviation history of Massachusetts. At some point after this book has been completed we'll ask him to give a presentation at the museum about it.

Member Walter Massenburg, a retired USN Vice Admiral who now works for Raytheon, recently wrote a terrific article about why the Navy still needs maritime patrol and helicopters that was published in the summer 2016 issue of Wings of Gold magazine. You can check this article out on-line under the "Special Articles" tab on the Association of Naval Aviation's web site at <http://www.anahq.org>. We'll have more to say about VADM Massenburg further on in this issue of the Patriot Squadron's newsletter.

If you drive through Boston you might have noticed that there's a big new condominium development going up on the northwestern side of Marina Bay on what used to be NAS Squantum. As you should know, member Marc Frattasio wrote a comprehensive illustrated history of NAS Squantum a few years ago, and through contact information presented in this book was recently approached by a representative of the developer seeking photos taken over the years on the old base to be used in the main lobby of the new condominium complex and in promotional literature. Marc provided the developer with a selection of photos taken at NAS Squantum over the years that were gathered for his book. In an effort to provide some public exposure to this group and to the museum, Marc made arrangements to have all the photos credited to the ANA Patriot Squadron's Shea Naval Aviation Museum. Marc was also approached by representatives from the Fairing Way condominium complex, which is in an advanced state of construction at Union Point, for a few interesting images of NAS South Weymouth that could be used in its main lobby. Again, the images were provided with the understanding that credit be given to the ANA Patriot Squadron's Shea Naval Aviation Museum. Hopefully both photo displays will provide us with more publicity, and will result in museum visitors and perhaps even some new members.

The Shea Naval Aviation Museum itself was recently contacted by a Weymouth resident named Tom Scanlon, who is producing a documentary video about the lives of some elderly residents in local nursing homes and assisted living facilities. One of the people who will be featured in this video was a member of NADU at NAS South Weymouth during the late 1950s. Tom requested ten to fifteen seconds of NADU blimp video for use in this project, which the museum provided to him in return for a credit in the final product. The bottom line here is that you should all be happy that we're able to provide historical support for various endeavors involving NAS Squantum and NAS South Weymouth. This gives our organization relevance.

Marc Frattasio recently donated a reproduction ZP-911 squadron patch to the museum. ZP-911 was a Naval Air Reserve blimp squadron at NAS Squantum and NAS South Weymouth during the 1950s. Other recent donations to the museum include a cruise book from the NAS Dallas, TX reserve air wing annual training deployment to Pensacola, FL in 1948, also from Marc Frattasio, a framed VP-911 crew photo that was given to us by member Gene Sich, and some NAS South Weymouth air show memorabilia donated by Jeff Sias.

### **COMING UP:**

As was the case last year, the Patriot Squadron will have informational and sales tables at the Boston Chapter of the Marine Corps Aviation Association's annual reunion and clambake at Fourth Cliff in Scituate on Saturday September 10<sup>th</sup>. We have restocked Marine Corps Reserve squadron patches and NAS South Weymouth Marine Corps Reserve ball caps specifically for this event. We also, as an experiment, ordered 100 one-inch pins, beautifully enameled with the VMA-322 squadron insignia in full color. If these prove popular at the Marine Corps Aviation Association event we may commission other NAS South Weymouth related squadron insignia pins and do the base insignia as well. Please note that we will also have a table at South Weymouth Day at the Weymouth Farmer's Market on Saturday September 17<sup>th</sup>. We have enough volunteers (this time) to help tend the tables at both events and will report out on them in the next newsletter.

A reminder that naval aviation author Tommy Thomason will be coming back to the Shea Naval Aviation Museum on Saturday September 24<sup>th</sup> to give a presentation and book signing. The presentation will be about the famous "admiral's revolt" of 1949 in reaction to the Truman administration's decision to cancel the USS United States class aircraft carriers in favor of the Air Force's B-36 bomber. Tommy will bring copies of his various books to sell, including his new books about the Grumman S-2 Tracker and naval training aircraft. If you can't wait to purchase copies of his

books from the author at the museum you can order them directly from the publisher at [www.ginterbooks.com/NAVAL/NF101.htm](http://www.ginterbooks.com/NAVAL/NF101.htm). Tommy will personally autograph all books purchased from him at the museum or brought in from the outside.

Please note that the VP Association ([www.vpassociation.org](http://www.vpassociation.org)), which is a group composed of veterans who served in the Naval Air Reserve patrol squadrons that were based over the years at NAS Squantum, NAS South Weymouth, and NAS Brunswick, will also hold their annual reunion in Weymouth on September 24<sup>th</sup>. As in previous years, the VP Association has been told that the museum will be open that day, so we should expect a heavier than normal turnout of visitors. However, since the VP Association's annual reunion starts at noon, they should be gone before Tommy Thomason's presentation begins. Please note that we will be restocking a small supply of VP-92 command ball caps in time for the VP Association reunion. Last year a number of VP Association members who visited the museum on the date of the annual reunion inquired about them, but we had none in stock. This year we will be better prepared.

We try to host guest speakers at the museum on the last Saturdays in January, April, and September. Right now we have guest speakers booked through April 2017. Member Dan Haff will give a presentation on military timepieces on January 28<sup>th</sup> and we expect to have author Len Sandler give a talk and do a book-signing on April 29<sup>th</sup>. Dan collects military watches and clocks and his presentation will be based in large part upon his collection. Len previously came to the museum to talk about local Medal of Honor recipient Army SFC Jared Monti. Len's latest writing project is a true story about a downed Army Air Forces B-26 Marauder crew's escape from occupied France during the Second World War. Our expectation is that this book will be available by April 2017. However, if as April approaches it looks like it will not be ready by then, we will push Len's presentation out to September and schedule somebody else for April.

As indicated in the previous issue of this newsletter, a reunion event to commemorate the 20<sup>th</sup> anniversary of the closure of NAS South Weymouth is under consideration for Saturday September 30, 2017. We are actually going to expand this event to include Marine Corps Reserve attack squadron VMA-322 since 2017 will mark the 25<sup>th</sup> anniversary of their deactivation. As of this writing, it appears that this event will occur next year as planned and will be held at the Weymouth Elks Hall in Weymouth, MA. For more details and to register interest in attending please go to the NAS South Weymouth Reunion page on Facebook at [www.facebook.com](http://www.facebook.com). Tickets will not be sold until the spring of 2017. Please note that seating will be strictly limited to no more than 300 people, there will be a definite cut-off date for purchasing tickets, and tickets will not be sold at the door. A buffet meal will be provided and each attendee will get his or her choice of a commemorative VMA-322 or NAS South Weymouth polo shirt.

Once again, we want to remind you all 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 [www.anahq.org](http://www.anahq.org).

### **HELP WANTED:**

We are still looking for help in running this organization and in tending the museum and the Shea Memorial Grove. If you'd like to help, talk to any director at one of our monthly meetings. Fairly comprehensive descriptions of the things we need help with have been published over and over again in previous issues of this newsletter. You can check out all the issues that have been produced to date on line on our web site at [www.anapatriotsquadron.org](http://www.anapatriotsquadron.org).

We are always looking for military artifacts such as cruisebooks, squadron patches, command ball caps, photographs, films, command coffee mugs, base newspapers, uniform items, geedunk of any kind featuring command or base insignias, etc., pertaining to NAS Squantum or NAS South Weymouth to display in the museum. Photos, slides, and films can be copied and returned to you if you don't want to give them up. The museum can basically use anything associated with the military history of NAS Squantum or NAS South Weymouth. 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.

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.

Note, due to some recent uniform donations we now need more manikins and display torsos. For a while there we thought we had enough of these things, but now we can use more of them. For the benefit of new members, we acquired four male manikins and four male display torsos some months ago from the J. C. Penny store at the Hanover Mall when it closed. If you happen to see a clothing store or department store that's closing, please go in and ask the store manager if he or she has any manikins that they can give to the museum. We mainly need male manikins and display torsos, but we can use a few female ones too. We've been promised a Second World War vintage WAVE's working uniform. This item has not materialized yet, but we're confident that it will walk in the door someday! Note, the manikins and torsos obtained from J. C. Penny were originally priced at \$200 each. We asked the store manager if she'd consider donating them to the museum, which is a 501c3 non-profit educational operation. She told us that she was not authorized to give anything away, but compromised by allowing us to buy eight of these things for a total of \$200. The bottom line, it never hurts to ask.

Here are a few specific things that we can use for the museum. We'd like a khaki flight suit of the type that was used by the Navy and Marine Corps during the 1950s and early 1960s. These were made of cotton and had pointed collars and button-down flaps over the pockets. We have a really nice 1950s vintage parachute harness that would look really nice with one of these khaki flight suits. We can also use a yellow "Mae West" type life preserver with "USN" printed on the back of the type used during the 1950s and 1960s. We are also looking for an LPA/LPU type integrated life preserver and survival vest of the type worn by P-3 crewmembers during the 1980s and 1990s. We have a similar survival vest, but what we really need to go with a green Nomex flight suit display that we have set up is the integrated life preserver and survival vest.

Here's something else we can use help with. We have many photos, posters, maps, etc., that should be framed for display and protection. If you've got cash burning a hole in your wallet perhaps you might consider framing one or more items for us. Once again, we are a 501c3 non-profit educational corporation so what you donate can be written off on your income taxes as a charitable donation.

A big THANK YOU goes out to retired USN Vice Admiral, ANA National board member, and Patriot Squadron member Walter Massenburg for providing the funds to purchase an 8' pop-up type canopy for the museum. We've needed one of these things to cover the tables that we've been setting up at events such as the WEYFEST. We have the new pop-up tent at the museum now and will be using it for the first time at the Marine Corps Aviation Association's reunion at Fourth Cliff on September 10<sup>th</sup>. VADM Massenburg has a very demanding post Navy retirement job that requires substantial travel. Consequently, we don't see much of him. However, we are hopeful that at some point in the not-too-distant future he'll actually retire for good and be able to take an active role in the 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 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 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 who want 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 will be pleasantly surprised with what we've accomplished. A few months ago we had business cards printed up with the museum's hours of operation and our web site's URL. Stick some 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?:**

In the movie "The Hunt for Red October" the Jack Ryan character takes an E-2 Hawkeye to an American aircraft carrier. When he arrives on board, Jack Ryan is taken to the admiral's cabin, and as he steps inside the admiral makes a comment about "...the Hawkeye trap from Weymouth". Listen for this the next time you watch this movie. When he wrote the book upon which the movie was based, Tom Clancy was a real estate broker who had never served in the Navy. This explains why Clancy would think that there were E-2 Hawkeyes based at NAS South Weymouth or why he'd think that a CIA employee residing in the Washington D.C. area would need to go all the way up to Massachusetts to catch a flight to an aircraft carrier. There were, of course, never any Hawkeyes based at NAS South Weymouth. In addition, there's a naval air facility right in Washington D.C. that would make much more sense for the Jack Ryan character to start his trip from, rather than from NAS South Weymouth!

**SOME RECENT PHOTOS:**



**Top Left:** Peter Crone in NAS South Weymouth cap at Memorial Day ceremony in Holbrook. **Top Right:** Bill Sargent, Gerri Cassani, and Russ Monaghan. **Middle Left:** Russ Monaghan and Faith Frattasio tending the WEYFEST table. **Middle Right:** Peter Jardim with WEYFEST museum visitors. **Bottom Left:** Guest speaker CDR Oscar Orringer of the US Coast Guard Auxiliary. **Bottom Right:** Steve Cohn, Kevin Cahill, and Rick Pendleton operating a HAM radio at the museum.

## A WINDOW INTO THE PAST:



The Naval Air Reserve fighter squadrons at NAS Squantum flew F6F Hellcats for many years. Though replaced by FG and F4U Corsairs in 1949, the Hellcats returned to NAS Squantum for about a year starting in 1952 when most of the Corsairs were taken away from the reserves for service in the Korean War. This rare color photo was taken at NAS Squantum sometime during the late 1940s before the aircraft type identifier was removed from the tail codes of reserve aircraft. In this case, "ZF" stood for a fighter type aircraft ("F") assigned to NAS Squantum ("Z"). Other code combinations known to have been applied to aircraft based at NAS Squantum include "ZA" for attack, "ZR" for transport, "ZP" for patrol, and "ZT" for training.

