



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

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Welcome to the latest edition of the ANA Patriot Squadron and Shea Naval Aviation Museum Quarterly Members' Newsletter. This newsletter is distributed via e-mail on or about the first day of March, June, September, and December. The purpose of the newsletter is to help familiarize members who can't attend our monthly meetings with what's happening within the squadron and at the museum and perhaps inspire everyone to take a more active role in this organization.

RECENT NEWS:

First off, we'd like to welcome two new members, Kevin Foster and Leo Salmeri. Welcome aboard!

On Saturday June 3rd Faith and Marc Frattasio put down the last six memorial bricks at the Shea Memorial Grove. There are now a total of 227 memorial bricks positioned along either side of the main pathway into the park. Come over to the Shea Memorial Grove and check them out sometime.

On Monday June 19th the section of Shea Memorial Drive between the Shea Memorial Grove and the former base administration building was closed to all vehicular and pedestrian traffic so work could begin on a huge sports complex at Union Point. Due to this action and concurrent heavy construction activity in the area, the Shea Fitness Center building had to be closed to the public. It will remain closed it is safe to enter the area. We have suspended our bimonthly open houses and all other events at the museum until further notice and, after holding our June meeting on the 24th at the Weymouth Historical Society, we are now holding our monthly meetings at the LStar meeting room in the former base housing office building at Union Point. We hope to be able to reopen the museum as

early as November but this will depend upon the state of construction activity around the Shea Fitness Center at that time. We will send notices out to you via e-mail as the situation progresses.

On Saturday July 1st Patriot Squadron members Steve Cohn, Marc Frattasio, Peter Jardim, and Russ Monaghan, assisted by Marc's brother Noel and Peter's friend Steve O'Brien, went to the former Quonset Air Museum on old NAS Quonset Point, RI to obtain a Grumman C-1 Trader cockpit for the Shea Naval Aviation Museum. The cockpit was donated largely through the kindness of Lawrence Webster of the former Quonset Air Museum. Although we had rented a trailer (donated by Marc and pulled by Noel) to haul the cockpit, it ended up being carried to Massachusetts on a ramp truck provided by Steve O'Brien. This eased the operation considerably. We don't know what we would have done if we had to use the rented trailer. It would have been very difficult getting it up on there.

We intend to cosmetically restore the C-1 cockpit, which is nearly identical to the cockpits of S-2 and US-2 Trackers assigned to NAS South Weymouth, into a hands-on display that visitors can actually climb into and sit in. The cockpit is being temporarily stored in member Gene Sich's barn until we can bring it into the museum. Please note that we need two cockpit overhead escape hatches, port and starboard side cockpit windows, and a nose cap. We will eventually compile an inventory of the other parts (such as instruments, seat cushions, etc.) that we need to cosmetically restore the cockpit, but we definitely need the items listed above. If anybody has any practical ideas where we might be able to obtain the parts we need please contact Peter Jardim directly at zorak36@hotmail.com.

On Saturday July 29th we had our first meeting at the LStar meeting room on Union Point. The meeting room is located in what used to be the old base housing office. This is the white building directly across the road from the Shea Memorial Grove Park. LStar is very kindly letting us use this space for our monthly meetings until such time that we can get back into the museum.

On Saturday August 12th members Steve Cohn, Charlie Collins, Al Firnrohr, Faith Frattasio, Marc Frattasio, Dan Haff, and Robert Michaelski cleaned the benches and A-4B Skyhawk at the Shea Memorial Grove in preparation for painting. At some point during the early fall we expect to restain and reseal the wooden parts of the benches and will touch up the markings on the A-4B. The touch up will give us a little more time to figure out the best way to go about completely repainting the A-4B, which is something that needs to be done. This is something that we may end up contracting out, which will be an expensive proposition. We will look into grant money, such as from the Home Depot Foundation, and will also investigate the possibility of having a local trade school take this on as a class project. If anybody out there has any practical ideas for how we can go about having the A-4B completely repainted, please let us know.

We had made plans to host another W1NAS public ham radio event at the museum in August but could not this on the old base due to the ongoing construction work. However, Steve Cohn made arrangements with his friends at radio club K1USN to use their facility at 85 Quincy Avenue in Braintree for this purpose. Thus, a W1NAS public ham radio event was held from 9 AM to 3 PM at the K1USN facility to commemorate the flight of the Naval Air Development Unit ZPG-2 blimp "Snow Goose" from NAS South Weymouth to Resolute Bay in the Canadian Arctic in the summer of 1958 while the nuclear submarine "Nautilus" sailed under the polar ice cap beneath it. If you or anybody you know is interested in learning about ham radio contact Steve Cohn directly at n1nqr@verizon.net.

Although the museum has been closed for the past few months due to the construction work, we recently received a number of artifacts. Sheila Tallent donated a framed display composed of a burgee and command pennant from VP-92 and a leather G-1 flight jacket in memory of her late husband Herb. Older members should remember Herb Tallent. He was an AD in VP-92 and its predecessor squadron VP-911. Herb was a member of the Patriot Squadron for many years and was

instrumental in founding the VP Association. Wendell Rushton, a member who lives in Florida, recently sent a package of memorabilia that included two VF-917 squadron photos, an HS-912 safety sticker, a 1946 bluejacket's manual, a USS Kula Gulf Zippo lighter (many reserve squadrons at NAS Squantum carrier qualified on this ship), Squantum squadron rosters and other paperwork, newspaper clippings, etc. Member Charlie Collins donated some Weymouth Warrior base newspapers and other material. Ted Mulvehill, the veteran's agent for the town of Norwood, donated an NAS South Weymouth souvenir blanket that we will raffle off to raise funds for the museum at the upcoming NAS South Weymouth/VMA-322 reunion (see below).

We'd also like to thank member Walter Massenburg for his recent generous \$200 donation to the ANA Patriot Squadron. A friendly reminder that the ANA Patriot Squadron is a 501c3 non-profit educational corporation. Thus, all contributions can be written off on your income taxes as charitable donations. See your tax preparer for details. Bear in mind that due to the closing of the museum, which is our main source of revenue, this is going to be a lean year for the Patriot Squadron. If you are in such a financial position where you are looking for a tax write-off, please consider the Patriot Squadron!

COMING UP:

A friendly reminder that the Experimental Aircraft Association chapter at Cranland Airport on Route 58 in Halifax, Massachusetts holds a pancake breakfast and fly-in from 8 to 10 AM on the third Sunday of the month between April and October. Several Patriot Squadron members meet there, eat breakfast, and have a good time watching airplanes. If you live in the area come and join us there.

The deadline to make reservations to attend the event to commemorate the 20th anniversary of the closing of NAS South Weymouth and the 25th anniversary of the deactivation of USMCR attack squadron VMA-322, which will be held in Randolph, MA on Saturday September 30th, has been extended out to Friday September 22nd. Please note that the original reunion "package" that included a commemorative polo shirt expired on August 1st. Latecomers will not get a polo shirt and the cost of admission has been reduced accordingly. For more details and for the revised reservation form, go to www.anapatriotsquadron.org. We will have a report about this event, which will raise money for the museum and hopefully bring in some new members, in the next issue of the newsletter. It should be a lot of fun. If you know anybody who might be interested in going, please let them know and tell them that their reservation forms must go in the mail so they arrive before Saturday September 22nd.

As indicated in the previous section, we recently did some clean-up work at the Shea Memorial Grove. As a follow-up to this we need to 1) touch up the red and black markings on the A-4B Skyhawk, 2) sand and restain the wooden parts of the benches, and repaint the two large blue and white signs. We may also want to completely pressure wash the concrete pad around the A-4B too if we have the time (this will be time-consuming). We'll send out announcements as we schedule this follow on work. We definitely need some help with this.

HELP WANTED:

We are still looking for help running this organization and in tending the museum and the Shea Memorial Grove. If you'd like to help, please talk to any director at one of our monthly meetings. Fairly comprehensive descriptions of the kinds of 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.

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. As indicated above, 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.

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 donate to the museum. We mainly need male manikins and display torsos, but we can use a few female ones too.

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. 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?:

The first Grumman S2F/S-2 tracker was assigned to the reserve aircraft pool at NAS South Weymouth in 1955 for use by the Naval Air Reserve VS squadrons on the base, replacing the Grumman AF Guardians and Grumman TBM Avengers that had been used for this purpose. Various model Trackers were continuously operated from NAS South Weymouth until 1979, making it one of the longest lasting aircraft types on the base. To learn more about the S2F/S-2 check out Tommy Thomason's definitive monograph on the subject, which you can order on-line through the publisher at www.ginterbooks.com.

SOME RECENT PHOTOS:



Top Left: Faith Frattasio laying the last memorial brick at the Shea Memorial Grove. **Top Right:** Meeting at the Weymouth Historical Society. **Middle Left:** Sheila Tallent presenting VP-92 flag display donated to our museum to Faith Frattasio. **Middle Right:** Peter Jardim, Steve Cohn, Steve O'Brien, Russ Monaghan, and Noel Frattasio with C-1 cockpit. **Bottom Left:** Charlie Collins and Bob Michaelski washing the A-4B. **Bottom Right:** Steve Cohn transmitting at W1NAS ham radio event.

A WINDOW INTO THE PAST:



The last Grumman S-2 Trackers assigned to NAS South Weymouth were a pair of US-2s like the aircraft shown in this image. One US-2 crashed near an apartment complex in Rockland in 1978 and the other left the base in 1979. The US-2s were employed as light transports and for pilot proficiency training for naval aviators assigned to desk jobs at NAS South Weymouth and other naval commands around the First Naval District.

