



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

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A 501c3 Non-Profit Educational Organization

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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 perhaps inspire everyone to take a more active role in this organization.

RECENT NEWS:



The ANA Patriot Squadron suspended regular monthly meetings during November and December for the holiday season. The image presented at left was taken at the first meeting held since then, which was on Saturday January 31, 2026. Meetings will be held at the Shea Naval Aviation Museum, going forward, from 11 AM to noon on the last Saturday of the month up through the end of October. If you live in the Weymouth area please stop by for our meetings and help us tend the museum.

On Saturday December 13th the ANA Patriot Squadron held its annual holiday luncheon at the Abington Ale House restaurant on Route 18 in Abington, MA. A total of 23 members and guests attended. The photos presented below were taken at the holiday luncheon by Steve Cohn. **Top Photo:** Gerti Gillen, Wally Massenbarg, and Claudette Shea. **Middle Left:** Joe Muise and Donald Canaday. **Middle Right:** Claudette Shea, John Shea, Jennie Ankney. **Bottom Left:** Larry Cole, John Good, Barbara Good, Rita Cavanaugh, Mary Jean Hickey, and Jim Crone. **Bottom Right:** Joe McCann, Joe Mortland, George Driscoll, Dorothy Driscoll, Maureen Firnrohr, and Al Firnrohr.



COMING UP:

A reminder that the Brunswick Naval Aviation Museum will hold another NAS Brunswick, ME base reunion at their museum on that old base on Friday and Saturday September 18th and 19th. As was the case in previous years, the events on Friday are low-key and intended to provide an opportunity for people to connect. The main events, including the guest speakers, command get-togethers, and the Maine seafood banquet, will be held on Saturday. The organizers (one of whom is your PAO) are working on getting the Navy to provide some static display aircraft for Saturday, as they have done in the past. Efforts are being made to get a P-8 Poseidon, a P-3 Orion, a C-130 Hercules, and some training aircraft to come. There may also be one or more surprises. There will be get-togethers organized on Friday or Saturday for former VP-8, VP-21, VP-23, VP-92, VP-MAU, and VPU-1 personnel. One good reason for ANA Patriot Squadron members to go to Brunswick, even if you had no connection to that base, is to see the Brunswick Naval Aviation Museum. They have a well-organized and well-funded operation that is not only worth visiting on its own merits but also provides examples of many things that we could do.

The local chapter of the Military Helicopter Aircrew Veteran's Organization will hold an HML-771 reunion on Saturday October 17th at the Marriott Hotel in Quincy, MA. The cost to attend is \$125 per person. If you want to attend, make out a check payable to the Military Helicopter Aircrew Veteran's Organization and mail it to Paul Jennings, 27 Esta Road, Plymouth, MA. 02360-4908. Marine Corps Light Helicopter Squadron HML-771 and its direct predecessor Marine Corps Medium Helicopter Squadron HMM-771 operated H-34 and UH-1 helicopters from NAS South Weymouth. Please note that the Military Helicopter Aircrew Veteran's Organization is a 501C3 non-profit corporation so your reunion payment could be tax deductible.

The Navy's famous Blue Angels flight demonstration team will be coming to old NAS Brunswick to perform at the Great State of Maine Air Show on Saturday and Sunday July 11th and 12th. Please note that this will be their only visit to New England this year. So, unless you plan to travel outside the New England area, the only place you will be able to see the Blue Angels this year is at old NAS Brunswick. You can see their current show schedule at <https://www.blueangels.navy.mil/show/#show>

HELP WANTED:

Now that the Shea Naval Aviation Museum is open we need more people to commit to staff it on a regular schedule and to help clean and maintain the building as required. At this time the museum is open from 9 AM to noon on the second and last Saturdays of the month (on the last Saturday it is actually only open until 11 AM due to our monthly meeting) but this may change. We need more members. Wally Massenburg has set a goal of signing up 16 more members by the end of 2026. This would bring total ANA Patriot Squadron membership to 100 people. If you know somebody who might be interested in joining our organization, please reach out to him or to her, as the case may be.

We also need people to organize and participate in fund-raising efforts since we need funds to operate the museum. In the old days, when the museum was operated out of the Shea Fitness Center, all our bills were taken care of, but this is not the case in the museum's new venue. For example, every time we fill the heating oil tank at the museum it costs us about \$800! As some of you may recall, we used to set up fund-raising sales tables at various events in the Weymouth area but have not done so for over a year. We need people to step up so we can continue to do this. We had set a fundraising goal of \$15,000 for 2025 and came short by about \$3,500. If you are looking for a charitable tax deduction, the ANA Patriot Squadron is a 501C3 non-profit educational corporation...

Here's just one example of what we can use money for. We had a recent accident at the museum that resulted in the severe damage or destruction of many model aircraft in one of the display cases. One thing that we can use funds for is to replace these things with some professionally built display models. Such models, which are generally made of kiln-dried hardwood or solid plastic resin, cost about \$400 each. For \$2,800 we could have seven models custom built with the markings of our choice: a VP-92 P-3C Orion, a VR-62 C-130T Hercules, a VMA-322 A-4M Skyhawk, an HML-771 UH-1N Iroquois, an HSL-74 SH-2F Sea Sprite, an HS-74 SH-3D Sea King, a NAS South Weymouth UC-12 Huron. These seven models would, with the exception of a VMA-322 TA-4J Skyhawk and VP-92 P-3B Orion (which would cost another \$800 to acquire, bringing the total up to \$3,600), cover every aircraft type that was on NAS South Weymouth during its final decade. These would be the aircraft that most visitors would remember and would therefore be a great asset to the museum. If you would like to donate towards the acquisition of any of these aircraft models please let us know.

There are several roles within the organization that can use filling. If you would be willing to take a more active role in the group and fill one of these roles, please reach out to any of the directors at any of our monthly meetings.

DID YOU KNOW?



NAS Squantum had a reserve airship squadron called ZP-911. Since that historic naval air station had no hangar large enough to store and maintain a blimp, ZP-911 borrowed blimps from the Naval Air Reserve Training Unit at NAS Lakehurst, NJ to support its drill weekend training schedules. On drill weekend Fridays a ZP-911 blimp crew would be flown from Squantum to Lakehurst on board an R4D, spend the night at Lakehurst, and then fly a borrowed ZPK type blimp from Lakehurst to Squantum on Saturday. Upon arrival, the blimp would remain on the ground overnight at Squantum moored to a mobile mooring mast left over from WW2 (it had been set up there for use by blimps from NAS South Weymouth in case of an emergency). A different ZP-911 crew would fly the blimp back to Lakehurst on Sunday, and then they would return to Squantum on an R4D Sunday night.

A WINDOW INTO THE PAST:



Here is a view looking down Shea Memorial Drive towards NAS South Weymouth's LTA Hangar One on a cold winter day sometime during the mid-1950s. At left is the original enlisted dining facility, which most people may remember as being the home of PSD (the Personnel Support Detachment). Note the clouds of steam escaping from the power plant. Most of the buildings in the so-called "industrial area" of the base had no independent heating systems and were heated using steam that was produced centrally at the power plant and then routed to them through a network of steam pipes.

