

Rock Harbor News

May 2017

Ask Denny

?

What's the most unique hole on the front side of the Boulder Course? That's another tough pick, you have three holes that have alternate routes, and you have a par three that rivals number 17 Rock which was my pick for the Rock's course most unique hole on the back nine. You have number 6 which has to be one of the longest par 5's you will ever play, plus it has alternate routes to two greens. Then there's number 7 with its two greens with designated opens in the trees to get to your perspective green on play. Knowing where the pin is and playing the proper distance shot of the tee is a must. But, my choice is Boulder 4, it has alternate routes, it has a multi-level green that might be the toughest putting green on the front side, but where have you ever seen a golf hole with a waste bunker full of large boulders?

***Waste Bunker Boulders can be seen on the top left of the picture.



Rock Harbor News

Pictorial Diary Reveal: Boulder 5



Boulder No. 5 was the last par 3 built at RH. As with most of the holes in that area of the course it was constructed on a rock ledge and required a lot of blasting and excavation. Huge amounts of fill dirt had to be brought in for the shaping of the tees and green complex. I patterned the hole after a famous hole at Torrey Pines, hole No. 14 on the south course. You know me, I had to make a few changes: You cant call it The Boulder Course and not have a few boulders used in the construction process. FYI, there is a bunker in back of the green you might want to avoid!



Right side of the green, showing the massive boulders used in building this green.

Rock Harbor News

Member Corner: John Bodanske

Misty Fields:

John is originally from Springfield, Missouri. He was born and raised there and attended SW MS State University and graduated with a degree in Finance. Which to this day he says has been more of a detriment than a plus, it gave him a false sense of security, thinking he was smart in the area of finances. So his interest quickly changed and he

went into the Navy out of college and began Flight Training in Pensacola FL. From there he went to Kingsville, TX and then he did his Advance Jet Training in San Diego, CA. He was stationed on the aircraft carrier Hancock and from there he was called to serve in Vietnam.

While in Vietnam he logged 300 Carrier Landings and 205 Combat Missions. John was a fighter pilot who spent most of his time protecting other fighter pilots. He searched for and protected his fellow pilots from Russian Migs. He was what is referred to as Top of the Stack. John talks of his time in Vietnam with great pride and satisfaction. He said that Vietnam was no worse than any other war, it was just that we didn't win, so those who served were not covered in glory at the time they served. But his time is no less honorable than anyone else who fought, served or participated in a war that the US won. He said he regrets that this war spilt his generation into those who served and those who

protested the war, but over time the feelings and perception of this war have changed. Those who fought are now honored and covered in that glory and those who protested are the ones feeling regret for not serving their country.

In 1973 John left the Navy for civilian life with the Federal Aviation Administration. John's job was to fly around the country and check the navigation aids or ILS's (Instrument Landing Systems) to make sure they were in proper working order. These are the navigation tools used by pilots to get from one place to the next. After four years with the FAA John took a job with Braniff International Airlines flying 727's commercially,



Rock Harbor News

after 4 years the company went bankrupt and John went back to the FAA. This time he was based in Hawaii and he was checking the ILS's in the Pacific and Indian Oceans. This took him all over the world; Singapore, Guam, Bangladesh and many other places. After four more years with the FAA he moved to a job with United Airlines flying commercially again. He flew all types of Boeing airplanes and eventually retired after 20 years of service as a Captain on the 767 Boeings. Of all the places John flew, his favorite was Singapore. He said the people are just beautiful, the country is very clean and they speak perfect English. His least favorite place was Bangladesh because of the poverty; he said he has never been able to find the words to describe how poor the people are in this country. John said the best part of his lifelong career in flying was his time in the Navy, it was exciting. He called his days in the commercial business, bus driving, it was just transporting people from one place to the next. But the best part about that was always getting to wake up someplace different with a couple of days off to explore and find something new to do. He used to miss this part of the job after retirement, but now the only thing he says he misses is the money.

After retirement John struggled to find something to occupy his time. He tried being a substitute teacher, this didn't work. He tried working at the Walmart distribution plant, that didn't work. Then he found golf. It just came to him one day that he would give it a try. This worked. Now, he spends almost every day working on his golf career, perfecting his craft. He said his only goal in golf is to practice so he doesn't make a fool of himself when he does play. John has developed some favorites at RH, No. 7 Rock is his favorite, the beauty, the ease and the challenge of this hole are all very appealing to him. His least favorite is No. 16 Rock, he calls it, "un-puttable".

John doesn't have any other hobbies or pastimes, just golf, but he did mention that he wanted an old school typewriter, but he has been unsuccessful in finding the typewriter and the ribbon that would go with it. When asked what he would do with a typewriter if he found one, he said he would write The Great American War Novel, because no one has done it yet.

The person who brags on themselves and thinks they are an interesting person is rare. Most people think there is nothing interesting to tell about themselves, their life really wasn't all that exciting. John is no exception. Sometimes we need that outside perspective to see the beauty of our lives. Even though John has traveled the world and lived a life that most would see as pretty exciting, it is just John's life to him. John has been a caregiver for most of his life, whether he realizes it or not. While in Vietnam he was watching out for the other fighter pilots, who was watching out for him? When working for the FAA, what happened if the navigation points were off before John got to them? Who would help guide him to safety? John cares for his wife who is blind. John and his wife of 53 years, Barbara, have raised their 2 grandchildren. Success and greatness is not always found in the public life we lead but sometimes in the private life and quiet times that we do for others. John has found a home in Rock Harbor, a social community. He is no longer interested in traveling, but just staying where he is, other than the occasional trip to Florida. And any interview that ends with "Oh yeah, my hair is real!" is always a good interview.