



Volume 20, Issue 3, March 2005

A Monthly Publication of the Pine Mountain Lake Aviation Association

Raymond "Hap" Halloran

Hap's War, a POW's Story of Survival and Healing

About our March 5, 2005 Guest Speaker

Growing up in Cincinnati, Ohio during the Great Depression, Ray "Hap" Halloran dreamed of flying airplanes. After graduating from high school in 1940, he was given his chance when World War II began. Hap joined the Army Air Corps, and became a navigator and bombardier on a B-29 crew called the "Rover Boys Express."

On January 27, 1945, the Rover Boys were shot down on a high altitude mission over Tokyo. Hap parachuted from an estimated 27,000 feet; fell free a long distance and landed East of Tokyo. He was captured immediately. Six of the eleven Rover Boys did not survive that day.

A different kind of war began immediately for Hap. He was confined to a cold dark solitary cage in Kempei Tai torture prison adjacent to the moat at the north end of the Imperial Palace grounds in downtown Tokyo. Beatings, solitary confinement, sickness, open sores, starvation, loneliness, humiliation and constant fear that he would be executed became a way of life. Interrogations were frequent and brutal. Prayer and Faith became critical factors. Survival was doubtful.

During his time as a POW, Hap fought to keep his mental balance. In the same row of cages was a 19-year-old tail gunner who kept repeating, "OK, Mom, I'll be right down for breakfast." He was taken out for violating the no-noise rule. In another cell was an officer who kept demanding pencil and paper so he could make out a new will. Hap saw within himself how thin the line was between survival and the loss of sanity.

The Japanese kept Hap in solitary confinement for 67 days. Sometimes "bad guards" would hit him in the head with their rifle butts. He was later driven to the Ueno Zoo where he was stripped naked and put on display in a cage. It was, said Hap, the most humiliating time in his life.

After that episode, the Japanese transported Hap to Omori Prison to spend the rest of his captivity. While the B-29 prisoners were not allowed to mix with the other 500 plus prisoners in Omori, they could communicate with other "Special Prisoners" in their isolated barracks. One of the prisoners was the legendary Marine pilot, Major Gregory "Pappy" Boyington. Hap became a good friend of Boyington after the war. They traveled and golfed together and when "Pappy" died in 1988, Hap wrote and delivered the eulogy at Arlington National Cemetery.

Sick, emaciated and starving, Hap and his fellow prisoners struggled through their captivity until they were liberated Aug. 29, 1945. He had his first shower in months aboard the hospital ship, Benevolence, where he consumed 18 Milky Way candy bars over a period of several hours. Hap was transported back to the United

States for a reunion with his family before being sent to a military hospital in W. VA. He was discharged in 1946.

Hap married and embarked on a successful business career. However, he suffered from vivid nightmares that tested him and his family. Hap resisted the idea of visiting Japan but decided to go there in 1984 in hopes of putting the past to rest. During a second visit to Japan in 1985, he met Isamu Kashiide, the pilot who shot down the Rover Boys' B-29. It was an emotional but friendly meeting. At long last, Hap began to heal. Another seven visits to Japan helped liberate Hap emotionally from his wartime experiences.

In the past 22 years, Hap has given many speeches about his ordeal. He appeared in a CBS special with Dan Rather in 1995, "Victory in the Pacific." He has been featured on TV shows and in newspapers throughout the United States and Asia. He has also co-authored Hap's War: The Incredible Survival Story of a POW Slated for Execution.

Hap enjoys "doing things for other people" and sharing his experiences. It makes him feel good when a sixth-grader tells him she appreciated hearing his story and how it inspired her; or, how a woman in a wheelchair, despondent about her life, told him, "I'm going to make it."

For Hap, each day on earth is a "bonus day." In his book, he writes, "We live in a great country. I appreciate freedom and thank God every day for another bonus day." Now at 83, he calls them "super bonus days."

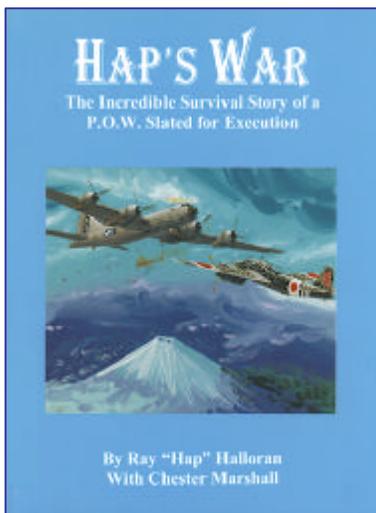
The media, remarks Hap, "knows we're all dying and there aren't many of us left. They want to hear firsthand from somebody who was there."

An accomplished motivational speaker and retired Executive Vice President of Consolidated Freightways in Menlo Park, Hap has told his story of survival as a POW to hundreds of business, community and military organizations and schools in the United States and Japan.

"I would never want to go through it again", he says of the pain and horrors of his World War II imprisonment. "But finding my will to survive gave me an insurmountable confidence, a feeling that I could do almost anything."

The Pine Mountain Lake Aviation Association is honored to receive Raymond "Hap" Halloran on March 5, 2005 at the Buchner Hangar, 20885 Hemlock Street at Woodside Way, Pine Mountain Lake Airport. PMLAA members will have the opportunity to order autographed copies of Hap's War.

✈ Keith Zenobia



PRESIDENT'S MESSAGE

Our Valentine's dance was a roaring success! The dance floor was huge and was packed most of the time. Home Grown played from 7 until 10:30 pm with the last song lasting 15 minutes, non-stop. There was a core group of about 50 people who closed down Buchners' Bar. At one point Harriett Wallace was leading a group of 25 dancers in a line dance. The only problem was the band was hard pressed to come up with a song appropriate for line dancing. They settled on *Elvira* but it had been so long since the last time they played that song, they had to wing it. They still did a great job. And if you haven't seen Steve DeRodeff dance, then you need to come to next year's Valentine's dance just to watch him! I think we have revived an old PMLAA tradition with the Valentine's dance, and as usual, a great thank you to Alan and Conni Buchner for hosting the event. We also had a lot of volunteer support that helped make the party a success; thanks to all!

Last month I mentioned that one of my goals for the club this year was to put more aviation back into the association. One of the elements of that is to set up a scholarship fund to assist Tioga high school seniors who have chosen aviation as a career. In concert with the work that Paul Price and Rand Siegfried are doing with their youth programs, I believe that we can be successful in finding a few good young folks who need a little help with reaching their goals. The first step in this process for the club is to select a committee to determine the gift criteria and then to raise the money and finally to select the most qualified recipients. I have asked Jerry Baker to be the chairman of this committee but we still need 2 more volunteers to work with Jerry on this very worthy project. So I officially put out the call for few good men and women to step forward and join our scholarship program committee. If interested please give me a call and let's talk.

Silvano Gai has worked miracles with our club web site. If you haven't visited it recently please have a look, you will find a treasure trove of aviation information. He has weather links, airport web cams, industry information and upcoming events at PMLAA. Check out www.pmlaa.org; you will be amazed!

As you all should know by now, on February 10th, the airport frequency for Groveland airport, a.k.a Pine Mountain Lake airport, was changed to 122.900 MHz. Columbia changed to 122.975 as well. This frequency, 122.9 is what is the multicom frequency and is the frequency that is used at an unattended airport without a Unicom operator. That means there won't be anyone on the ground to provide airport advisories unless a departing or just landing aircraft helps out. For a while there will be folks on both the old and new frequencies, so monitor both frequencies for safety's sake. Jim Thomas, our airport director, is in the process of getting the numbers painted on the taxiway changed as well.

If you haven't mailed your 2005 dues yet, please take care of this right away. Otherwise, this is your last newsletter!

Mike Gustafson

SOCIAL NOTES

Our February Valentine's Dance was so much fun! Thanks to Home Grown and all our great volunteers. Our AV team even got the night off since the band provided its own super sound system. Next time, we'd like to see all you singles come too – you don't need a partner to have fun at a PMLAA dance.

We're looking forward to our March speaker, Hap Halloran. We understand he is an inspiring speaker. His tales of surviving and then healing from seven months as a Japanese POW will make for a memorable evening.

The March potluck menu is Soup, Salad or Desserts. We had so many wonderful soups in January, we look forward to tasting them again. And, mark your calendars, the Margarita Maquina returns in April!

Reminder: Please make sure you have paid your 2005 dues!
Conni Buchner

GIVE ME A DOG

- Mary Kelly

Give me a dog any time,
Preferably a "she" —
All the compassion you hold back
She will offer me.
She'll snuggle close,
Lick my hand,
Gaze with adoring eyes,
And I'll reach out, ruffle her fur,
And tell myself, "She's wise,
For she loves me for myself alone,
Judgment is not for her."
And she lies quiet, while carefully
I pick out the burrs from her fur.

IN MEMORIAM ...

There is no comfort like a mother's love and no loss like the death of a mother.

- PML Aviation extends our most heartfelt condolences to Sandy Blankenburg on the loss of her mother.
- Our love and sympathies to Pat Price whose mother passed away this month.
- Our sympathies also to Judy Michaelis whose mother died recently.



Meet our PMLAA Members

-Catherine Santa Maria

Ed & Debbie Peters

962-6267

Ed & Debbie were married in 1976 and guess where they spent their honeymoon? That's right, right here in PML; from that time on they spent many a weekend and vacation here exploring the foothills on their motorcycle until in 2004 they bought a new home and moved to PML full-time. They found out about PML from some friends they used to water ski with on Lake Tullock.

Ed & Debbie are both retired now. Prior to his retirement Ed worked for the government for 36 years doing aircraft and helicopter maintenance. He was an Aircraft Supervisor at Fort Ord for 20 years until Fort Ord closed; then he went to Fort Hunter Leggett for 8 years until he retired.

The Peters have a feral cat named Kitty that adopted them. Debbie says that Kitty is so happy now that she never wants to go outside. Kitty is 22 years old.

Ed & Debbie joined the PMLAA because Ed loves airplanes has even built one, and used to be a pilot. Besides the PMLAA, Debbie is a member of the Ladies Club.



One of Ed's hobbies is exploring the mountain roads on his Dual Sport Motorcycle. This particular motorcycle can perform off road and on road. Ed says that people see him around and want to join in on the fun. Debbie is a crafter who even has her own saw and tools. In addition, she loves to sew and play outdoors.

PMLAA welcomes Ed and Debbie!

Jim & Donna Reese

532-4849

Jim & Donna Reese moved to Sonora from Los Angeles in 1978. Hal Cunningham invited them to a PMLAA event and they joined the association in 2004.

Before retirement Donna was a part-time Speech & Language Therapist, and worked in home health care.



Jim Reese, M.D. is an Ear, Nose and Throat specialist. Jim and his partner, Dr. Dan DeBose, are opening a new office in Sonora called Greenly Oak Ear Nose & Throat. They specialize in sleep studies, hearing aids and allergy. Their phone number is 533-2545.

Jim and Donna are involved with the Canvas Back Ministries based in Benicia. Jim, as the team leader, takes medical teams to the Federated States of Micronesia. Jim takes all of the medical supplies needed to set up a clinic for surgeries. Donna does the audiology work while Jim performs surgery. Their services are offered to any locals who need help; some of the remote islanders travel several days by boat to get to the clinic. They rely on donations of medical supplies from companies and individuals. If you are interested in helping please contact Donna at 532-4849. Jim's team was the first ENT to go to these islands. Each time they go they note a lot of improvement and find it is always a very rewarding experience.

Donna's father was a World War II Navy pilot who served at Guadalcanal. Her father's squadron had a 70% casualty loss. Her father's background in aviation is what gave her the desire to become a pilot. When her two boys, now ages 28 and 30, went off to school Donna got her pilot's license much to Jim's dismay. Jim offered to buy Donna a baby grand piano instead; however, Donna wasn't going for it and got her license. Donna says that after a year Jim finally came around. She had a Cherokee for 15 years that was very dear to her heart. Now she has a very fast 2001 Cirrus SR20 with an emergency parachute and all-glass cockpit.

The Reeses love outdoor sports -- snow skiing, swimming, bicycling, hiking, wind surfing, golfing and snow shoeing. Since they live in Sonora, Jim always welcomes invitations to play golf at PML.

They have two adult sons and a one-year-old granddaughter. A son and granddaughter are moving to Africa and the Reeses look forward to that adventure. PMLAA is fortunate to have the Reeses in its association.

FLYING SAMARITANS

Dr. W. Schimon is looking for pilots to help out with the Flying Sams organization. Dr. Schimon is in dire need of pilots to help with an upcoming clinic on April 24 and 25th where they will do cataract surgery and an eyeglass clinic. If you are interested and want to get some first hand information, call Mick Hopson (209-962-6290) or Red Rossio (209-962-4830) who have done this type of flying before. Otherwise contact Dr. Schimon <WJS41@aol.com> directly.



Here is the note from Dr. Schimon: "I am in the process of reorganizing our central valley chapter of the flying sams (<http://www.flyingsamaritans.org>) and getting a head count of those of you who may still be interested in participating. We are definitely in need of pilots. You folks play an integral and important role in our mission to serve the poor and underserved of San Felipe. The drive takes 12 hours which is quite draining and tiring, but the flight takes a little over 4 hours. I have driven the route many times, roads are good, but the flight is much more pleasant. I am very excited because we now have an excellent medical facility St. James Hospital, with interested physician contact and participation through Dr. Somers, in order to see our patients now. We are off and running now finally with some support of the local San Felipe community. I believe in time, we will gain support from other local physicians, when they realize that we are organized and committed to serving their needs. Please send an e-mail back to me and let me know if you are at all interested in helping us continue in our mission. I would like to commit to 3 or 4 trips a year, and we will need to discuss your costs, because none of you should be expected to bear any out of pocket expenses for a trip to Mexico. Please reply to me when you can. Thank you."

FLYING HELICOPTERS

Stacey Purifoy, a PMLAA member, received her fixed wing private pilots license only 24 months ago at Springfield Aviation in Columbia. She then proceeded to accomplish her helicopter private pilot license, IFR Certification, CFI & CFII, and has graduated many student pilots at Silver State Aviation in Utah. Stacey would now like to invite the PMLAA members to visit her in Las Vegas, where she is flying commercial helicopter tours for Papillion (note the big pink butterfly on the helicopter). Stacey flies a Star Turbine helicopter on Hoover Dam, Grand Canyon tours and down the Las Vegas strip at night. Stacey has logged over 1500 hours & will be moving to her ultimate goal of flying for the Forestry Service soon. Go visit her!



BECAUSE I FLY

Because I fly
I laugh more than other men
I look up and see more than they,
I know how the clouds feel,
What it's like to have the blue in my lap,
to look down on birds,
to feel freedom in a thing called the stick...

who but I can slice between God's billowed legs,
and feel then laugh and crash with His step
Who else has seen the unclimbed peaks?
The rainbow's secret?
The real reason birds sing?
Because I Fly,
I envy no man on earth.

— Anonymous

DIRECT FROM THE DIRECTOR

Reminders to PML Pilots

- Jim Thomas

Frequency Change

The CTAF (common traffic advisory frequency) at PML has changed to 122.900 MHz and at Columbia to 122.975 MHz to reduce the frequency congestion. I wrote about this last month, but this is such an important safety issue that it is worth repeating. As with any change of this type, we can expect that there will be several pilots arriving at our airports still talking and listening to the old 123.050 MHz. There will be pilots who are using old charts, using old GPS databases, using old airport directories, relying on memory, not checking NOTAMS, not monitoring the AWOS, or any combination of these mistakes.

The only possible excuse I might accept would be from a pilot pointing out that the Pine Mountain Lake Airport markings on the taxiway still show the frequency as 123.05. To correct this discrepancy I have contacted the 99's and requested their assistance in painting the new frequency on our taxiway this spring. You'll recall, painting of the existing markings was a joint effort between the 99's, PMLAA and the Airports Department. It would be great if we could cooperate again to get the new frequency painted on the taxiway. I'll keep the Association informed as the schedule to revise the airport markings develops.

You can all help right now by spreading the word that we have new CTAFs at PML and Columbia Airports. Until everyone is on the new frequency, please be extra careful.

Used Oil Disposal

Several pilots have asked me how to dispose of their used engine oil at Pine Mountain Lake Airport. It seems that there are quite a few people who don't know that we have a used oil collection building located on the east edge of the airport parking apron. The building was constructed by PMLAA volunteers several years ago and consists of a metal building containing two steel collection tanks. Inside the building are plastic buckets for your use in draining and transporting used oil from your plane, hangar, or garage to the collection tanks. Don't fill the buckets too full, to avoid a spilling hazard.

Please keep in mind that this facility is for the purpose of collecting used oil only and is not a dumping site for hazardous wastes. Used oil from your plane, car, lawn mower, tractor and so forth are accepted along with used oil filters. Please don't leave your oily rags, cardboard, plastic, etc. Disposal of these items is your responsibility.

The building is locked for safety and control purposes. The combination to the door can be obtained from either my office at 533-5685 or from Mother Lode Aviation at 962-6400. Please help keep this facility clean. Used oil disposal can be a little messy, but it is a problem we can control with everyone's cooperation.

SAFETY CORNER

Creatures of Habit, Part II

- Linda Monahan

As I was pondering what to write about this month, I got the phone call that every instructor dreads..."Linda, I just trashed my airplane!!! But what you taught me worked."

My student, Pete, was flying his Hawk Xp from Orange County to the Bay Area. He had just leveled off at 8500 feet for cruise. He was on flight following and was located between Torrance and LAX. As I beat into all of my students for good habit patterns, he checked his oil pressure and oil temperature. OOPSSS!!! No oil pressure, and the temperature was starting to rise. Without any hesitation, he turned back toward Torrance and declared an emergency.

At 8500 feet most airplanes are pretty good gliders and have a glide range of almost 200 square miles. Surely we can find a nice field, if not an airport, to land on. As Pete descended for Torrance, he started second guessing himself and the oil pressure problem. It seemed that the engine was running fine although the temp was high. Just then, all doubt was removed when the propeller lost oil pressure and went to the low pitch, high rpm setting.

He continued on toward Torrance and reviewed his emergency procedures. He had one hand on the yoke and the other on the mixture as he arrived safely over the airport. Now the only problem was that he was way too high. He said the hardest thing he has ever done was to turn the airplane away from the runway to do a descending 360 to lose the rest of the altitude to land. When he was about 500 feet high on final, the controller said, "Contact tower." Pete said, rightfully, "Unable!" Then on very short final, "Contact tower." "Unable." "OK, you're cleared to land, any runway."

When he knew that he had the runway made, he pulled the mixture out, shut off the fuel and the master and did probably the best/worst landing of his young life! He taxied onto a taxi way, grabbed his dog and got away from the plane. When he turned around, his beautiful bird was covered with oil and smoke was coming out of the cowl.

When I talked to him he was traveling the "Hertz Airlines." I think he had quit shaking and kept saying, "It (the training) worked!" As it turned out, the oil cooler split wide open in flight. The engine threw a rod, but since he spotted the problem early enough, he had the necessary 3 to 4 minutes of flying time to get to safety.

I always ask pilots on their take-off roll, "What are the two most important instruments in this airplane???" What do you think?

Happy Flying.

Dues are Due Now !!!



- Annual membership dues are \$20.00 per household, payable Jan 2nd each year.
- PMLAA Name badges are \$8.00 each.
- Dues and badge prices are subject to change
- Please make check payable to and remit to PMLAA, P.O. Box 131, Groveland, CA 95321
- PMLAA Mission: to promote aviation interests and ensure the welfare and safety of its members, Pine Mountain Lake Airport, and the general community, through aviation-oriented recreational and educational activities.
- Monthly Meetings: held the first Saturday of each month (except July), usually at Buchners' hangar, at 6:00pm. Please refer to the latest edition of The PMLAA News for more details.
- The PMLAA News is mailed monthly and is available online at www.pmlaa.org
- The membership roster (with information from this form) is distributed with the PMLAA News each April.
- Renewing members: Please only record information changes on this form. If no changes, check here
- If you do not want your information included on our roster, please check this box

Date: _____ New member Renewal Member since _____

Name(s): _____ & _____
(Please print name(s) as you want them on your badges)

Mailing Address: _____ City: _____ State: ____ Zip _____

PML Unit/lot: _____ PML Phone: 209-962- _____ Other Phone: _____

E-mail(s): _____ & _____

Aircraft Make & Model _____ N# _____

FAA Cert/Ratings _____

Certificated pilot since (year) _____ Type ratings _____

Check all aviation jobs for which you have ever been paid.

Airline Pilot / Crew Flight Attendant CFI Corporate Pilot / Crew Military pilot/crew
FAA A&P Mechanic IA Lineman Engineer Person who refuses to be labeled

Details: _____

Special Interests: _____

Military History: _____

Annual Dues: \$20.00 x _____ years in advance = \$ _____ + _____ badges @ \$8.00 each = \$ _____

BEWARE OF MOUNTAIN LIONS IN PML

Mountain Lions have been spotted in PML. They like the shade of the wings. Add to your preflight checklist "check no mountain lion under the wings" ☺



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Aviation Association meetings are normally held at 6:00pm on the first Saturday of every month at the Buchners' Hangar, 20885 Hemlock on the corner of Woodside Way.



Mark your Calendar

March 5	Speaker: Hap Halloran A WWII POW's Story: Surviving and Healing	6:00pm Buchner Hangar Soups/salads/desserts
April 2	To be confirmed: Speaker: Sean Tucker, world-famous aerobatic pilot	6:00pm Buchner Hangar

Pine Mountain Lake Aviation Association
PO Box 131
Groveland, CA 95321

**Please Pay
Dues Now**