

PRESIDENT'S MESSAGE:

April 2004

Dear Fellow Aviators,

The April 2004 meeting will be in the same location as the March meeting in the Council room to the left as you approach the City building from Venice Avenue. I encourage everyone to not only come to the meeting but bring as many friends as you can. Mayor Dean Calamaris will be speaking about the City and the Airport. The more support we show, in terms of numbers of people, the more political value this will have. We want to be an active participant in what happens at VNC and we need people to come to this meeting to do that. The meeting is on April 21, 2004 at 7:30PM.

I will also try to have the fire commissioner speak regarding fire safety. As you are aware, there was recently a tragedy at the airport where two aircrafts were severely damaged and another sustained minor damage. I hope to get more information by the meeting.

I look forward to seeing you on the 21st.

Sincerely,
Joseph Rand, MD
President, VASI

NOTAMS:

- ⊗ **NEXT MEETING:** Wednesday, April 21st, Venice City Hall, 7:30 P.M.
- ⊗ **APRIL GUEST:**
Venice Mayor Dean Calamaris:
Airport Update
Your presence is required for a strong showing. And bring a friend.
- ⊗ **Please** check your mailing label for correctness and the currency of your membership. If it does not say '04, then you need to renew.



Unscheduled Departure.

Wonder why this Piper is on the wrong side of the fence? It's not the only one caught off guard by last Monday's storm. After I found my trash cans, I found this and a Cessna that was bashed up against the trees.

MISSION CONTROL: THE VASI 'AIM'

1. To Promote, support and encourage the continued use of the Venice Municipal Airport as a general aviation facility.
2. To educate concerned citizens as to the airport's importance to the public welfare.
3. To provide a forum whereby those concerned with utilization of the facility may voice their concerns.
4. To advise the appropriate authorities regarding safety, security, utilization and other concerns at the airport.
5. To provide a forum for the flying public regarding aviation matters.
6. To support the city, county, state and federal authorities in carrying out their duties regarding aviation and the utilization of the Venice Municipal Airport in disaster, welfare and other public service.

DAVE'S PAGE

Insurance! I hate it!

It's like betting against myself. It's like betting that I am going to die before I pay them too much. It's like betting that something terrible is going to happen to me.

I suppose it brings a bit of peace of mind knowing that if something terrible does happen, they will take the load off. I do, however, have in the back of my mind the idea that they will find something in the fine print to deny the claim.

If something terrible DOESN'T happen this year, why can't I have my premium back?

We have to have the coverage to live in the real world of today. Someone can serve you with a lawsuit on a whim, and you'll spend thousands defending yourself. Unfortunately, that's the way it is.

We had a hangar fire on the airport the other day. Three airplanes were destroyed, and none of them were insured. It is one thing to say that you will eat your losses, and walk away without an airplane. What about the liability? What is our liability? If my airplane crashes into a schoolyard at recess, the liability is obvious.

There is other liability that we don't think about.

A friend of mine, years ago, put his airplane into a lady's yard off the departure end of the runway. He and his passenger walked away with minor injuries, and there was nothing but a furrow cut into the woman's yard. His liability coverage paid to remove the airplane. We had an airplane crash and burn on takeoff here at VNC a few years back. The people got out and watched the airplane burn. No insurance. It hurt, but they could walk away and carry on with life. Then the surprise came. The dirt under the scene of the accident was "contaminated" now, and it was their responsibility to clean it up. No, you don't just haul it away; you need to send it to the people who decontaminate things. Would you believe \$50,000?

Regarding the hangar fire, the cause hasn't been determined as of this writing, but it may fall into the lap of one of the hangar renters.

He may face the liability of the damage caused by the fire. He will face the expense of cleaning up the remains. Again, he doesn't just get a dumpster, because, guess what. It is "contaminated."

Liability insurance! I hate it! I gotta have it!

On a lighter note... Come to the meeting. Find out the latest on the fire and the aftermath. We have the Mayor scheduled as our guest. I can't wait to hear some of the questions he gets.

--Dave

VASI ANGLE CREW MEMBERS:

- ⊗ Buck Settles, Publisher
- ⊗ Brett Stephens, Editor
- ⊗ Ace Contributors:
 - R.S. "Bart" Bartanowicz
 - Nick Carlucci
 - Dave Welch
 - Paul Hollowell

Safety, Security, and Suggestions

The critical threat of a hangar fire has been painfully brought home to all of us. The recent fire at the airport is a cue for all of us to make sure we have taken all precautions possible to prevent hangar fires.

1. Electrical Overloads: Do not overload the electrical outlets in your hangar. You would not overload circuit breakers and low amp circuits in your airplane so use the same good practices in your hangar. Unplug unneeded items and do not try to run multiple appliances on extension cords.

2. Flammables: Do not improperly store or store unneeded flammable materials in your hangar and use the best possible practices in storing cleaning materials and other such items. Partially used or items no longer needed have a tendency to accumulate over time. Clean 'em out and get rid of em. Some types of items just should not be stored in your hangar period.

3. Just might need that some time: Hangars have a tendency to accumulate a lot of miscellaneous items (to the uninitiated it might look like junk). "One of these days I am going to get rid of that stuff". Now is a good time. Some of that miscellaneous material can be great fuel for a fire.

"One of these days I'm going to get rid of that stuff". Now is a good time.

4. Fuel leaks: When fuel warms it will expand in your tanks. If the tanks are full fuel will vent. As it gets hotter allow room for expansion and provide drip collectors.

5. Vehicles, carpets, furniture, etc: Take a good look at all those items from a good fire prevention perspective.

6. Other: Make your own list.

Security:

The computer for the new security system had to go back to the supplier for hard drive repairs so there has been a delay in implementing the new system. The Airport Manger has been working to get these delays resolved and move forward on implementing the new procedures. Look for progress in the next month.



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The Airport Business Park-Where Are We?

Hopefully you all have had an opportunity to read Dr. Joe Rand's guest column in the Venice Herald Tribune on the Airport Business Park. He states that VASI support is contingent on the Park providing a steady revenue stream to the airport and that all development is compatible with airport operations-without an reduction in the airports operational capabilities. Also important to VASI is that no further airport property be sold which means that all property will be leased regardless of its use.

The City of Venice has a working group that is preparing a report to the City Council on the concepts put forth by the three interested developers. Our report will provide an analysis of the proposals in terms of what we see as compatible/acceptable to airport operations. I sit as a member of the group and will continue to make sure that VASI has a strong voice in airport development.

R. S. "Bart" Bartanowicz

VASI position on VNC Airport Improvements

In general and in keeping with the VASI mission we would like to outline our recommendations to the members, Robert and the City:

VASI supports and encourages the Airport Manager and Venice City Government to take action in the following areas:

1. Airport Security: Complete the Airport Physical Security Enhancement Project
2. Instrument Approach: Work With FAA to get:

- a. A better GPS approach (lower minimums)
 - b. Improve weather reporting and ultimately get an ILS
3. Runway & Taxiway Improvements: Concurrently with all other projects begin

immediately to resurface both runways and taxiways and repair/replace runway and taxiway lighting.

4. Parking Apron Tie-downs: Replace the airport parking apron tie-downs with those capable of securing aircraft.

5. Hangar Construction: Build 30 more hangars and include hangars sufficient in width and depth to accommodate larger aircraft such as Piper Senecas or KingAires.

6. Noise Abatement: Develop and institute and Airport Noise Abatement Plan.

Comment: Runway extension may or may not be something to include. We think there is a lot that can be done to address the noise abatement issue without major construction. Of course Robert has talked about the shift in runway overrun on 04/22 to shift it more to the 22 end for the airport mini-city development.

Airport noise complaints are sort of like the Bible says about the poor, they will always be with us.

I think the jet noise complaint issue seems to much worse than I have noticed in my many years of coming in and out of here. People on the island who have been in general airport supporters or at least ambivalent are taking a strong anti-position on this and are starting to push the politicians. Maybe we are wrong. At any rate the whole flying community gets tarred with the same brush.

Many uncontrolled airports have active noise abatement programs that do in fact help but obviously they are never going to be 100% successful for many reasons, good and bad. But they do seem to help some.

We would then work to help emphasize and accomplish these or whatever objectives we suggest.



Welcome to our newest advertiser and corporate member: Triple Diamond Jet Center. Pilot's lounge, weather center, pilot's shop and smiling faces.

Travels: Trip to the Bahamas.

By Paul Hollowell

Gregg Rolle's presentation on the Bahamas at our recent VASI meeting prompted me to get off the dime and plan a trip to the Bahamas. So my wife and I signed up for the Great Exuma Fly-In the first weekend in April. We had a great time. There were 6 airplanes with one coming all the way from the UP of Michigan. Rented a raft at Banyan in Ft. Lauderdale (we already have life jackets) and departed Ft. Lauderdale Friday morning with a great tail wind and were at Exuma International Airport in less than two hours. Some quicker.

Customs was just as quick. Everyone except for the guys from Michigan stayed at the Club Peace and Plenty. Beautiful location on the water. Good food, great bar, rooms OK. I would go there again but would negotiate for a good rate.

Georgetown, Great Exuma is good for an afternoon or so of walking around though that particular town could use a good "police call." Some of the old hands on the trip said there are many other great venues in the Bahamas with somewhat better accommodations. However, all agreed (including old hands) that the scenery and in particular the water color was the best. If one was staying more than two days a rental car would be needed to broaden the horizons.

They also have a Four Seasons Hotel nearby for those requiring the finer things in life. Gregg puts on a couple of great cocktail parties for the Fly-In group and does everything possible to make you want to return. In fact a number in the group had been on several of Gregg's Fly-Ins. He does a great job.

Did you know? Gregg was an Olympic Medalist in the hurdles. My wife and I returned to Ft. Lauderdale and sailed through customs. The group of guys behind us did not fare so well. Since they appeared to try and cut in front of us at customs (though they said not) perhaps!

For travel to Bahamas I downloaded the AOPA Bahamas Information Book and found it a great help. We will be going back to the Bahamas.

Nick's Notes:

The Safety, Security and Suggestion portion of the newsletter covered the hangar fire at VNC but school is still in session for the lessons learned from this unfortunate event. The fire also proved how pilots provide front line security for VNC. It was alert pilots who called in the fire and provided keys to hangars. A well done to all.

Beverly has requested that hangar renters who have moved or have new phone numbers update that critical contact information with her **in writing.**

This past month there also was a taxi accident that could have been a real heart breaker. While on the main taxi way and just short of the closed runway the Carolina Belle (Big Red WACO) was run into by a Cessna 150/152 that was going to the terminal area. The pilot of the Cessna could have simply pulled over and waited on the old runway for the outbound WACO to pass; instead he pressed on and the rest is history. The WACO, after a very detailed inspection to include removal of a wing, and replacement of a strut bolt, is flying again.

The wing of the Cessna lost its battle with the strut. This happened on a busy Sunday afternoon. My partner & I had just returned from the Marathon Sea Food Festival and it seemed as if everyone who could was flying that day.

When flying to MTH we use flight following, Ft Myer's Approach is very easy to work with and on our return Approach was very helpful as the airspace around Naples was very busy.

This month Mayor Calamaras will be our featured speaker. Our meeting is the week after Sun & Fun so it will be a great venue to share current information and also get the straight scoop from Mayor Calamaras on airport development. VASI suspends meetings during the summer.

Our "meeting year" schedule begins in Sept. and usually features our airport manager as our guest speaker. The Oct. meeting features all the candidates who may be running for city council; Nov. is an open program and no meeting is held in Dec.

Jan., Feb., March, are open programs and April usually ends the "meeting year". Last year we had a May meeting but the turnout was low as our winter friends had departed.

We have had the FAA (FSS & FSDO), Eastern Avionics, The Bahama Tourist Bureau, Winslow Life Rafts, Doctors, Zpher Engines, Airport Managers, Coast Guard and other aviation related speakers. If you have an idea for a program, please make your desires known to a board member. As always I look forward to seeing you at our monthly meeting, do attend. Fly Safe. Thank you, Nick

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Comment: The Good, The Bad & The Ugly

We all know airplane noise is good; 'Good' in the sense that it means we're doing something we love to do. No argument there. But the sad reality is that people on the ground hear it as noise and nothing more. You need only scan the newspapers for letters and call-ins about the airport and the 'unbearable level' of noise it inflicts upon Venetians. I'm sure Robert Hernandez is getting an earful, too.

I am fortunate to be a Golden Beach resident. I live maybe a degree or two off runway heading 31. As such, I witness a spectacular array of departures and final approaches.

And as a relatively new pilot, I used to discuss aviation with my neighbors very openly and enthusiastically. But after my first few encounters with their responses, I quickly decided that it's something best kept to myself and fellow aviators. "Oh, so you're the one that wakes me up at 7:00 Saturday mornings." And, "When are they going to move the airport?" I now simply refer to them as the "W.A.T.G.T.M.T.A." people and airport noise is 'Bad'. I won't go into the history of the airport and how influential it was in making Venice what it is today.

But now it's getting just plain 'Ugly'. I read my copy of the Golden Beach newsletter which inspired this comment, and here is an article in it, published verbatim:

"The Venice Airport Advisory Board will meet April 14, Wednesday, 1pm, at City Council Chambers, City Hall. A date for another workshop has not been scheduled. Please watch the newspaper, call the City of Venice, (486-2626) or checkout the website: www.venicegov.com for any updates in order to attend meetings and stay informed about any possible developments. Golden Beach Members need to band together to let City council Members know where we stand on this issue.

SPECIAL NOTE: It is important for each and every person to write your letters of concern to the Venice City Council Members about

Continued on PAGE 8

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SideBar

Committee Volunteers Needed

Airport Improvement Committee - We are looking for members who have some time to spare, They must be committed to attend regular meetings. This committee would be in charge of researching and creating proposals and plans for future improvements.

Airport Security Committee - You know about this one. Who's on board?

CLASSIFIED:

ICOM A5 Handheld for sale. \$200. See me at the next meeting.--Bob Szymanski

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FREE AVGAS!

No plane yet, but I'm working on it. In the mean time, I will buy your gas for time in the right seat. Hamburgers included. Contact Brett at 321.6876 or bstephens@e2ec.com.

Calendar Stuff

April 10 - FloridaPilot.Com fly in -

Kissimmee - Tom Riley's War Bird Facility

April 13 - 19 - SUN & FUN

May 1,2 - Ft Lauderdale Air & Sea Show,

May 8,9 Lake City Airshow

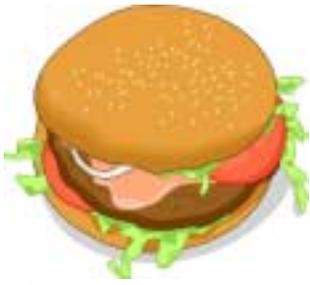
(LCQ) T-Birds.

Any complaints, ideas, suggestions please e-mail Nick at "jocessna72@cs.com".

5 x 5:

"You've never been lost until you've been lost at Mach 3."

Paul Crickmore, Test Pilot



The \$100 Hamburger Run

Where: Tony's Airside, Lakeland

What: The Top Gun, 1/3 lb. beef, with all the trimmings, including swiss and bacon. Don't forget to recalculate your weight and balance for the trip home. Comes with fries. \$6.99. 🍔🍟1/2

Send your submission to: Buck Settles, at airbuck@comcast.net

FAR Corner

Airspace Review, Courtesy of Joe

Class A - A is for Airliner. This is the airspace that is generally from 18,000 MSL to 60,000 feet (FL 600). VFR cloud separation requirements - this is a trick question, you must be IFR to fly in class A.

Class B - B is for Big airport and it also means Busy. Charts show this as an upside down wedding cake but in reality most class B has a "mode C veil" in which you can't fly unless you have a transponder with mode C capability. You need to be in contact with ATC and have permission to fly in class B. If you hear "November Mike Mike radar contact" you can't enter until you hear "cleared into class Bravo".

In the 30 mile "mode C veil" it is prudent to contact ATC. VFR cloud clearance requirements are clear of clouds. Why? Because everyone is under radar control. Class B usually goes up to 10,000 feet so you may fly over it.

Class C - C is for City/County airport such as Sarasota. Class C usually goes up to 4000 feet AGL and has an inner 10 nautical mile circle that goes to the surface and an outer region that starts at 1200 feet. You need a mode C transponder and radio contact to be there, too. VFR cloud separation requirements are standard as I will explain below.

Class D - D is for Diddly. Those diddly little airports have control towers and the class D airspace goes up to 2500 feet AGL. You need to be talking to the tower to be in class D. You don't need to talk to anyone to fly over class B, C, or D airports under Visual Flight Rules. Cloud separation is standard.

Class E - E is for Everywhere. Class E airspace covers the United

States starting at about 1200 feet AGL and going up to the floor of class A. Here's the answer to the exam question: federal airways are class E and they extend from 1200 feet AGL to 18000 feet MSL. Class E is the most airspace and most of your time will be spent in class E. There is no specific equipment requirement. Cloud clearance requirements are standard.

Class F - there is no class F.

Class G - G is for Ground or General. It's airspace that is not otherwise designated. It's "ground" because class G goes from the surface up to but not including 1200 feet AGL. In some mountainous areas class G is above 10,000 feet MSL and there are different cloud clearance requirements there but in general in class G it's clear of clouds during the day for the lower altitudes and standard separation at night in the lower altitudes. Above 10,000 feet MSL class G cloud clearance is standard.

Standard cloud clearances - Rod Machado offers an easy mnemonic of "3V152". The 3V means 3 miles visibility. Then think of a Cessna 152 and remember "1000 feet above, 500 feet below, and 2000 feet horizontal." Why? Airplanes climb much faster than they descend so these figures are designed to give you enough time to see someone who is about to fly into you.

An airliner climbing out at 4000 feet per minute will be 15 seconds away if they burst out of the clouds below you. That same airliner will usually descend at 1000 or 2000 feet per minute at the most, so you'll have 15-30 seconds to see them pop out below you. The lateral separation results in similar separation because 250 knots, the maximum speed below 10,000 feet is 417 feet per second. This, too, means you have about 15

seconds from the time the plane pops out of a cloud to your side before you are dust.

Above 10,000 feet MSL there is no speed restriction so standard separation increases. At night you can't see as well so standard separation increases. In both cases it increases to "5V111" meaning 5 miles visibility, 1000 feet above (rate of climb is the same), 1000 feet below (rate of descent is now faster), and 1 mile horizontal because some jets can go really fast. Just thinking in terms of how fast a plane is going relative to the clouds makes cloud clearance rules easy and encompasses the "clear of clouds" in class B, too.

More information is available from better sources but this should help jog your memory for the next time you are over Pahokee and the thunderstorms are starting to form.

If you hear "November Mike Mike radar contact," you can't enter until you hear "cleared into class Bravo".

**Got A Story? Got A Photo?
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E-mail your submissions to the Publisher,
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Comment--Continued from PAGE 6

the development of the airport property. YOUR VOICE WILL BE HEARD! The decisions that are made today, will forever affect our futures in Venice. Please write your letter today!"

I smell a call to arms here. People are now organizing against the very thing we stand for. Now to be objective, there are two issues at play: Increased Vehicle traffic getting on and off the island, and the implication that airport development will attract more air traffic and, you guessed it, more noise.

Is there a perfect solution here? I doubt it. Is there a chance for a perfect, peaceful co-existence? Probably not. The already proven-to-be unrealistic notion of moving the airport would only open up a gazillion new acres of raw land for development and more congestion. Are there measures we can take toward a more peaceful co-existence? Yes, I believe so.

I read AOPA's position on airport noise that in part, makes some sense. On the WATGTMTA side, they take the position that there is really no argument against an airport that existed long before someone moved in and started complaining about noise. Yet, they also put

some of the burden on the aviation community to fly with consideration of noise output. But what does that mean? I'm no expert on noise, but I know what it sounds like.

Noise Abatement

As it stands, there are involuntary and voluntary noise abatement procedures in place, including traffic pattern orientation and climb out over the Gulf, where practical. At the last VASI board meeting, a number of other ideas were discussed.

The two most significant suggestions were the incorporation of berms to eliminate ground hold and run-up noise and a program geared toward community education.

Berms and other effective solutions will require the buy-in of many organizations, including airport tenants, Mr. Hernandez and the FAA. In other words, we, as an organization, must ourselves organize and take action. But as a user organization, we must also organize to make the community aware of the significance of VNC, why it is essential to the city and what we, as aviators, are doing and have done to minimize our 'footprint' on the community

This publication openly welcomes your thoughts and contributions to this issue. Speak now, or some one will gladly speak for you.

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