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www.veniceaviationsociety.com

THE OFFICIAL NEWSLETTER OF THE VENICE AVIATION SOCIETY, INCORPORATED

PRESIDENT'S MESSAGE:

Dear Fellow Aviators,

Happy Holidays and Happy New Year! Our meeting lineup for this year should be very helpful and interesting to you. The January meeting is about avionics. Vince Veltri of Sarasota Avionics (northwest on the field) will review what is new in avionics as well as answer your questions. If you have any specific questions, be sure to bring them to the meeting.

As I write this, the runways are temporarily closed for restriping. By the time you get this newsletter, you should be landing on full length 04-22 again. What a relief to have that over. Further runway closures are planned, however. This year there will be temporary closures of both runways for resurfacing. Robert has been working hard to minimize the impact on the use of the airport.

Our meetings will be back at the Community Center, City Council Room again. I look forward to seeing you at the January 19, 2005 meeting.

Joseph Rand, MD
President, VASI

NOTAMS:

- ⊗ NEXT MEETING: 1/19/05, Florida Flight Maintenance Featured Guest: Sarasota Avionics. BBQ Ramp Party TBA, Hamburgers & Hot Dogs during B-24 visit
- ⊗ Check your mailing label for currency of your membership. If it does not say '05, then you need to renew. Fill out the enclosed app...
- ⊗ VASI shirts are available...\$30 for a polo, (pictured below in desert sand) or \$15 for a pocket T-shirt (ash grey). Order yours from a VASI board member today, or contact Brett Stephens 321.6876.
- ⊗ The Cockpit Cafe is open on Sundays. Roll in for breakfast or lunch.



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.

NICK'S NOTES

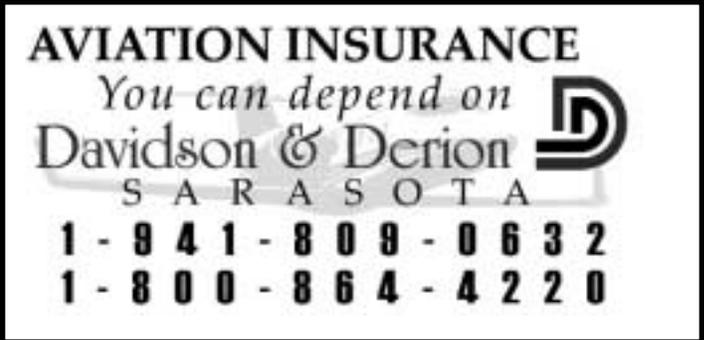
I hope your Thanksgiving weekend was as super as mine. Our youngest daughter Alison just moved to Fort Myers. We had a great time together and just knowing she is only an hour away brings a feeling of warmth that any parent can understand.

Well, now that Christmas and holiday shopping are in full warp speed mode maybe a gift that we can give to family, friends, neighbors, work associates and even members of anti-airport groups is a ride in an airplane. Think about it. Here is a chance to share your love of flight and build a positive memory for someone. Here is a chance to in a very soft way lobby for airport support. Here is a chance to showoff your professionalism and your airplane or rental. Here is a chance to show VNC in a positive light.

Well, now that you have agreed to give at least one flight to someone here are some suggestions. Recall that the words experienced pilots do not want to hear when flying with someone are "Watch This" and a first flight (in a tiny airplane) for anyone can be scary. Be empathetic with your passengers. Put yourself in their place. They are about to be suspended in space in a noisy machine that they do not understand. To add to the tension level, some folks believe "little airplanes" are unsafe and unnecessary.

Pilots often have a tough time remembering how new the experience was when it was new. Think about turns -- just roll into a bank, look out the window and see the ground out there on a wing tip. The average person does not bank a car and the view out of an airliner is different. Many find a simple turn unnatural or uncomfortable. If you do not think so, notice how some passengers will instinctively lean away from the turn the second you bank the plane.

The biggest reason for all the worry is a lack of knowledge and a lack of control. The best way help your passenger enjoy the flight is to work at eliminating their lack of understanding. A general understanding of what is going to happen will go a long way. The preflight briefing can be worked into the conversation as you drive to the airport. Tell them a little about the airplane: "We're flying in a Cessna 172 - it's the most common, most reliable plane ever built". Tell them about the airport and how at non-towered (not uncontrolled) fields pilots talk and watch out for each other. Let them peek over your shoulder as you preflight -show them how avgas is different than mogas. Cover ground safety and the prop. As you strap them in pause and explain the instrument panel. It only takes two minutes to cover the panel and a great deal of confusion will be cleared up. If before the flight a passenger makes comments about getting sick, deflect them by saying "...oh, don't worry; that kind of thing rarely



happens. It's a mind game anyway. 'Do keep the plane cool and watch your passengers but you know it rare.

Give a short preamble before you do anything. Explain the run up. As your passengers watch you crosscheck systems it will add to their comfort level. Explain the sterile cockpit and how they can help watch for other planes. Let them know before it happens that you are turning out of the pattern and if they are uncomfortable you will return to the airport immediately. Did you bring a pillow for them to sit on? If the only view forward is the glare shield shame on you. Treat the throttle as if it is connected to your passenger's nervous system. An unannounced power reduction is the most likely thing to catch a passenger unaware and make him nervous. Before entering the pattern tell them how power is reduced, describe the pattern and as the power comes off tell them to watch how we glide. Bottom line act like a salesman and treat your passenger as a customer. It is fun and we want them to come back. Merry Christmas everyone, have a safe holiday season and a healthy New Year. I look forward to seeing you at our January meeting. Fly Safe, Nick.

Safety, Security, and Suggestions

Safety: It has come to my attention that a growing number of airport users are of the opinion that ground traffic has the right of way on active taxiways. In two instances in less than a one week period of time, I nearly suffered 'incursions' while taxiing to/from the hangar.

In both instances, the drivers emerged from behind hangars, traveling much faster than I, and were both looking in the opposite direction from me. I know, because I saw them looking the other way and I was careful to stare them down all the way out of my eyesight.

With both feet on the pedals, I stopped in my tracks both times to make sure that my \$10,000 prop didn't meet their \$500 fender. Both

S3: (Cont. on Page 8)

VASI ANGLE CREW MEMBERS:

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



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Signature: _____

Date: _____

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Already a member? Pass this on to a friend!

Travels:

By Hollowell

We had traveled in the past with Parkwest Airtours of Grand Junction, Colorado and enjoyed it more than sufficiently to sign up for their Beyond The Border tour. We did not make a mistake. We had just as good a time on the trip to Mexico as we did on the Rocky Mountaineer. The tour group joined up in Tucson on 29 October of this year. We had three Cessna 182s, one SR22, one 172, one PA 24, and the group leaders 210. It was a great group. We had flown the previous year with the SR22 so it was good to renew old acquaintances.

Our arrival in Tucson required the LOC BC 29. I think that was the only bad weather day they had experienced in some time and it was clear for a week or so afterwards. There is a lot to see and do in Tucson but our one-day there prior to departing to Mexico only allowed time for the Southwest Desert Museum and the PIMA Air Museum. Both were great. The Arizona-Sonora Desert Museum near Saguaro National Park is a renowned Tucson hallmark with a zoo, natural history museum and botanical garden. From the aviation standpoint the PIMA Air Museum with over 200 aircraft on display, some of which can be seen no where else in the world, obviously was most enjoyable. They have a wonderful collection displayed both inside and out. The outside collection is exceptional though it suffers somewhat from the sun. However, since the arid southwest is a great place to store aircraft as the museum has time and money to restore those aircraft outside they are able to do so. The inside displays are in various large hangars and not to be missed. I would recommend a visit if you are in the area. On the next day we departed for Mexico. DVFR flight plans are filed with FSS for both the trip south as well as the return flight a week later.

About 340 miles south was our official Airport of Entry (AOE) Guyamas Airport, Sonora (MMGM). A nice airport located on the eastern side of the Gulf of California/Sea of Cortes one of Mexico's most important deep sea ports. Parkwest tries to pick AOE and departure airports to fly in and out of that have some modicum of efficiency but we were warned just to be patient and we were. The customs and airport people were gracious and welcoming. It took nearly two hours to fuel and process the whole group through which was not bad when one considers that everyone has to go through customs and get the immigration visa form and then at another counter pilots certificates, insurance and other items must be checked. Then an arrival flight plan has to be completed and signed by the Commandant. Then the bills

must be paid. At MMGM they take dollars, pesos and credit cards. As I like to be in the cash conservation mode early in a trip I used my main credit card which was promptly refused by the CC issuer. However, I did have another card which was accepted easily. It takes two people to fuel an aircraft. One person to do the actual refueling and one watching with a clipboard. Nonetheless the weather was delightful the people were nice and it was great to arrive south of the border. Our hotel in Guyamas was an old elegant structure with extraordinary views that had seen its best years in the 30s and 40s but still quite nice. The patio on our room opened right on the Gulf which provided a gorgeous sunset. After flight plans and paperwork the next day the group departed for a day in the BAJA flying into a dirt strip at Punta San Francisquito. Beautiful flight over the Gulf (flying over San Lorenzo, San Esteban and Tiburon islands resulted in a relatively short time over water) but it was not our best day.

Apparently a Santa Anna wind was buffeting Southern California and the BAJA and it was not pleasant. Fortunately the wind was right



down the centerline of the runway but one had to be cautious taxiing. A neat little seaside village provided for a fish taco lunch but as the winds and resultant blowing sand were too strong for any of the planned activities, we huddled in the little cafe (partially open to the elements) and waited for winds to diminish at Guaymas to everyone's satisfaction so we could return. They did and we did. Winds were still strong and short field "leap into the air" takeoffs were in order for everyone. Given the winds we were all back quickly to Guyamas for return flight plans and off to the hotel for Margaritas, showers and dinner. In Mexico VFR if you take off from and uncontrolled airport

you file the flight plan when you arrive at your destination, if it is a controlled airport. If you are just flying around uncontrolled airports you do not do a flight plan until you arrive at a controlled airport which could be your airport of departure back to the US.

The next day it was off to Los Mochis, Sinaloa (MMLM) about 190 miles from Guyamas. Los Mochis is a larger city but our main reason for going there was that is where early next morning we board the Chihuahua to Pacific (Chepe), Mexico's first class train to the Copper Canyon. We spent the afternoon sightseeing in Las Mochis. It was shrimp season so dinner was at the best seafood house in town, El Farallon. Unbelievable assortment of shrimp dinners. Great beer and great Margaritas also. Early the next day, "Ohh dark thirty" as we used to say, we boarded the Chepe for the Copper Canyon. Great breakfast on the train. The train trip was supposed to take a little over 5 hours but took 9. However, the tunnels, bridges, railroad towns, switchbacks and beautiful Mexican country side mitigated the agony of 9 + hours on the train. A club car was also well used

by many on the train though our group stayed sober. The Hotel Posada Barrancas Mirador was our destination high in the Copper Canyon (about 7,000 feet). The hotel perched on the side of the canyon is a real treat. The views from the rooms are breathtaking. The Copper Canyon is similar to the Grand Canyon though ever so slightly smaller but substantially deeper. It is also not as dry as the Grand Canyon so there is more greenery. That afternoon after our arrival we visited a Tarahumara cave dwelling and the nearby village of Areponapuchic. The Tarahumara are the next largest native group in North America after the Navajos, I am told. That night the hotel welcomed us with a Margarita cocktail party. Out group had it's own table at dinner, the "Pilotos" table. Once again great food and that night marvelous star gazing and a great nights sleep. The next morning before dawn we opened our curtains and were able to watch the sunrise over the canyon laying in bed. Various hikes, horseback rides, etc filled the next day. Several of us hiked over to the next town and on the way swung by the closed airstrip. Apparently the Mexican authorities have closed many back country strips to try and cut down on the drug trafficking. We departed the next afternoon for the "10+" hour trip back to Los Mochis arriving after midnight. Fortunately excellent dinner on the train but enough said.

Saturday we departed for Alamos which though a short stay proved to be in some respects the highlight of the trip. Our route to Alamos was planned to provide for a flight through the treasure of

the Sierra Madre the Copper Canyon (a more direct route was also available for anyone not comfortable flying the canyon route). On the way to the canyon one of our aircraft experienced a rough engine and did a precautionary landing at El Fuerte (prior to entering the canyon). As he was safely on the ground the rest of us continued to and through the canyon. Some flew quite high. Magnificent view for all, high or otherwise. On a flight like that you are sort of divided between spectacular sight seeing and listening for any little noise or movement in the gauges. Occasional mesas with little Tarahumara villages dotted the canyon but no other forced landing spots. Still a not to be missed flight. The flight over the Copper Canyon in this ruggedly beautiful region is an experience few will ever experience. Once on the ground at Alamos while the rest of the group was welcomed I flew the group leader back to El Fuerte to determine the fate of our wayward bird. It seems that the airport though uncontrolled had a small maintenance shop the marvelous employees of which descended on our hapless friend and his wife and proceeded to help him sort through his problem. A doctor who was there with two helicopters from the Mexican equivalent of the US FBI helped interpret. The problem was dirty fuel. That was interesting since we all had done repeated fuel samples after every refueling. We speculated that since he had gotten the last fueling at Los Mochas he may have picked up some junk that remained in suspension. We wondered why the doctor with the anti-drug task force and he explained that the bad guys shoot back, a lot. He is along to take care of wounded from both sides. His regular job is in a large hospital but he does this as best as I could figure out as some sort of reservist. El Fuerte was packed with high end US iron because guess what? The dove season opened the next day and the area is the premier dove hunting valley in Mexico and maybe North America. Before we departed a King Air blew in a dropped off another 5 hunters and all their gear. They were picked up in a fancy SUV by Rancho something or the other and as soon as the King Air was gone so were we. To Alamos. Well, I mentioned earlier that Alamos was a neat place. Awaiting our arrival in Alamos was Jim Swickard the owner of the exquisite Hacienda de los Santos resort. After welcome Margaritas provided by Jim at the airport it was off to the Hacienda. What a place. Fourteen years in building it is beautiful. In true Hacienda style the outside is not imposing but once inside the Shangri la opens. Thirty two suites surrounding several acres of gardens, pools, porticos, spas, bars and you name it. I think some of us would have not departed there had it been the first stop on the trip. Alamos is a tidy little

Continued on Page 6

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colonial Mexican town that many in our group spent the afternoon wandering about.

My wife and I opted for the massages and spa at the Hacienda. At the exceptional dinner that night Jim inducted all new arrivals into the "Club de Pilotos de Mexico" and presented us neat baseball hats to commemorate the occasion. The Hacienda is a popular destination for pilots and ground bound alike. Jim expects to get fuel and customs in the next year making his place even more popular and accessible. What a place. There we must go back.

The next day it was back to the US. Our planned refueling stop was out of fuel so we returned back south to Guaymas. Following more paperwork and fees it was off to the US. As soon as able and about 30 minutes out of Nogales you call US FSS and open you VFR flight plan filed before departing the US and pick up a squawk code for crossing the ADIZ. US Customs in Tucson was a breeze and it was off to the hotel and the farewell dinner. Great food, great people in Mexico, great scenery, great flying, great time. Parkwest provides GPS coordinates for all the routes as well as maps and a copy of the comprehensive and professional book Baja Bush Pilots of Mexico, Airports of Mexico. The Parkwest group leaders also keep everyone on track with paperwork and procedures and language interpreting as well as morning flight briefings and close of the evening next days weather and itinerary. A very professional team.

One item that made our trip more interesting was the XM satellite radio we had on board. One last sort of off track comment: During our flight out to Tucson and back flying into and over many airports we must have counted several hundred commercial aircraft stored at various airports. In Mississippi we passed over a small airport that had about 20 to 30 DC 10s and another 10-15 727s etc. At the Hot Springs, AR airport there are numerous commuter airplanes parked. Something you never think about but as they are retired or as airlines cut back they do not go to the local junkyard. What will happen? Trip was everything we could have hoped for but it was great to get back to VNC..

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SideBar

FREE Garmin 430

Yeah, right. How else do you think we would be able to get you to read this appeal to renew your membership. It's only \$20 bucks. That won't even update your 430. So what are you complaining about? VASI membership is the best thing going while you're on the ground. If your membership isn't up to date but your Garmin is, well, we need to talk...

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- ⊗ Musketeer Prop (no hub). I'll pay you. Brett Stephens 321.6876
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- ⊗ Use Jeppesen? Free to a good home 5-7 Jeppesen binders. Call 484-0718
- ⊗ DG & Turn Coordinator (28 volt), excellent condition. Removed to install different system. No yellow tag. Free to a good home. 484-0718

Calendar Stuff

- 12 DEC Flordiapilot.com Flyin -Fantasy of Flight -- go to website for details
 - 22 JAN Punta Gorda Aviation Expo Days. (PGD) Guest Speaker: Capt. Al Haynes (UAL 232). 3pm. Limited seating--\$6 donation. For tickets, call 941.627.9352 or email SOX714@aol.com
 - 28,29,30 Jan B-17& B-24 Collins foundation visits VNC
- VASI MEETINGS**

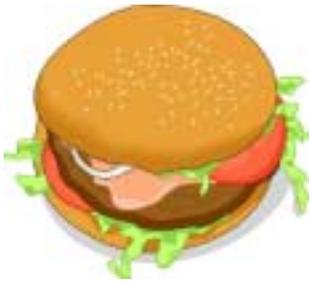
- Dec -- No VASI meeting
 - Jan -- VASI BBQ Ramp Party; "Avionics"
 - Feb -- "Water Survival" with Winslow Liferasts
 - Mar --Wings with Dave Whitman, "Airspace & TFRs"
 - Apr -- "National Wx Service"
 - May -- "The Mayor Speaks"
- Any complaints, ideas, suggestions please e-mail Nick at "joecessna72@cs.com".

5 x 5:

"It's that time of the year again when Runway 22 is the fastest way off the Island."
 -- Brett Stephens

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The \$100 Hamburger Run

Well, living in Florida means that not all the runs are hamburger runs. Maybe we need to call it the \$100 Shrimp Basket, or something. Joe Rand calls us with his rave about the newly-renovated Tiki Bar in Marathon (MTH). Take the \$4 cab ride (or buy lots of gas) and try the seafood burrito, dolphin sandwich, conch chowder or seafood quesadillas. ☺☺☺☺

misCELLaNy

Membership: **ACHTUNG!** Please check your address label. If it does not say "05" then one of two things (possibly maybe more) is possible. One (1) is that your membership is up for renewal and you need to renew as soon as you possibly can. The second (2) thing is that you did renew and somehow the renewal tsar did not get his list properly updated. If number two (2) is the case then let us know at turboc@comcast.net. If number one (1) is the case then by all means fill out the form included in the newsletter and send it to the address at the bottom of the membership form. Please do not send your renewal to the return address on the newsletter. VASI remains a strong voice for the Venice Airport and General Aviation. Our strength is our membership. Help keep us strong. Thanks in advance.

Item # 2.

Moved lately or changed your email address? Have not received an email from VASI this past year? Then we do not have your correct email address. Only recently joined the digital age. Please let us know by sending your email address to turboc@comcast.net. Email addresses are carefully protected.

Item # 3.

Overheard on UNICOM recently. "Hey guys why not use runway 22"? Comment: That is heads up good neighbor thinking. Keep it up. Over the Thanksgiving holiday there were by one count 16 jets parked on the ramp at VNC on one day and that does not count the numerous passenger drop offs and pickups where the jet did not remain for any period of time. Lots of traffic and lots of noise.



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Be There Or Be Square

Coming Events at City Hall

December 14 at 1:30 will be a regular meeting of the Venice City Council. A topic of interest to VASI members will include a discussion on the reconfiguration of the Venice Airport Advisory Board and the qualifications for membership on the new seven-member board. President Joe Rand will be sending a letter to the City council reaffirming our position that the board should be composed of people with an aviation background to include pilots and those who have been in the aviation industry in one capacity or another. If you can't attend, this meeting will be televised on December 15 and 18 at 9:30 AM on Comcast Channel 21.

Another event is "Envision Venice" which is a series of public meetings where community members can express what they wish Venice to "be." This particular forum is part of the City Comprehensive Plan for Development. It is important, as the airport will most likely be discussed.... Need I say more? Please check the newspapers for dates and times as the City plans to advertise this extensively. Following are the proposed dates and times-but be sure to check the paper in the event that these change:

- December 6, time 6-8 PM at the Venice Chamber of Commerce, 597 Tamiami Trail
- December 7, time 6-8 PM at the Venice Library
- December 8, time 1:30-3:30 PM Venice Library
- December 9, time 6-8 PM Village On the Isle, 930 S. Tamiami Trail

Contact Bart Bartanowicz with questions, comments or suggestions.



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S3: (Cont. From Page 2)

times, I got the "ohmygawd" look when they finally saw airplane.

I don't have a horn (like that wilderness airplane) and I'm not a King Aire, so I don't have reverse. Correct me if I'm wrong, airplanes have the right of way at the airport. Get tag numbers. Call them in.

In other news, I picked up a good article while surfing one night. It's called "The Impossible 180 Degree Turnaround." Without reprinting it in its entirety, I merely offer that it discussed the finer points of what to do about an engine-out at rotation, 200', 400' and so on.

The key takeaway, for me anyway, was that depending on your aircraft's profile, there is a point where a 180 back to the strip is feasible and a point where it isn't. It made me take a different view of the take-off roll and the climbout for the four different choices we have on departure. In my mind, 22 offers the Gulf, or possibly some sandy beach. 31 offers much of the same, depending on altitude. But 04 and 13 get to be a bit more vexing (remember the infamous Albertson's rooftop landing?)

Now there's Venetian Waterway to work with, and there's always the Intracoastal. But a 13 departure over South Venice is going to be hit or miss (remember another one there?) There's something to be said about flap management.

After reading it, I can't help but keep one eye on the panel and one eye out the window. Where are you going to put it?

Suggestion: Make it a point to attend the Punta Gorda Aviation

Days. It benefits our friends at the Charlotte County Airport Tentants Association. And from all accounts, they need the money. I'm flying in and bringing a friend.

Captain Haynes is not unknown to me. Way back before I was even flying, I watched the documentary on the Wings Channel about UAL 232. Captain Al, his First Officer and Flight Engineer were joined by another ATP deadheading on the flight deck under extremely harrowing circumstances. Their DC-10 #2 engine experienced a catastrophic failure, resulting in severed hydraulics. Their entire guidance system consisted of two outboard engines and through CRM and differential throttling, were able to guide the airplane to somewhat of a landing where a vast majority of the passengers and crew survived.

Personally, I am excited to have the opportunity to revisit this event in hopes of gaining further understanding about emergency procedures and thinking outside the box under duress.

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