



VOLUME 11, ISSUE 2
FEBRUARY 2005



A N G L E

www.VeniceAviationSociety.com

THE OFFICIAL NEWSLETTER OF THE VENICE AVIATION SOCIETY, INCORPORATED

President's Message

Dear Fellow Aviators,

Our February meeting will be an interesting discussion from the Sarasota Air Traffic Control Tower. Please be sure to come.

February is also the month for the traffic count. The plan is February 20 through March 5, 2005. Please sign up for a shift. Shifts will be 3 hours where you'll have the luxury of using the end of the east-west hangar off old runway 09-27.

Upcoming meetings of interest include a Wings program in March, and the National Weather Service plus a fascinating presentation by the Venice Historical Society on the history of the airport in April.

We need more members. If you are not a member, please join VASI. If you know someone who flies out of VNC who is not a member please urge them to join VASI.

Semper CAVU

Joseph Rand, MD
President, VASI

NOTAMS:

- ⊗ NEXT MEETING: 2/16/05, 7:30, Venice City Hall
Guest: Sarasota Tower
- ⊗ Check mailing label for currency of your membership. If it does not say '05, then you need to renew. Fill out the enclosed app...
- ⊗ March is Membership Drive Month...See how you can get involved.
- ⊗ VASI shirts are available...\$30 for a polo, or \$15 for a pocket t-shirt. Order yours from a VASI board member today, or contact Brett Stephens 321.6876.

Best Wishes to Robert Hernandez

VASI wishes to thank Robert for all the momentum he has generated for the airport. We want to take this opportunity to show our appreciation for your efforts and wish you the best of luck with your future endeavors. Robert's last day is February 11. Bart Bartanowicz is acting as interim Manager and has already been shadowing Robert to get up to speed. Currently, the search for a permanent replacement is under way.

Traffic Count Volunteers Needed

As you might recall if you were here in the off-season, VASI supported the airport's traffic count initiative by providing volunteers to cover the 17 hour a day count. Each shift is 3 hours, beginning at 6 a.m. and ending at 11 p.m. with a 2 hour shift. Sign-ups are under way and you're encouraged to participate. Contact a board member for more information and sign up.

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.

Florida Flight Maintenance
Award-Winning Maintenance,
Guaranteed Prices, Happy Customers
(941) 485-1149



Official Business

Over time we have heard from many of the pilots and tenants that operate out of the Venice City Airport regarding airport facilities. Based on that input we have also made those issues known to the airport manager as well as members of the city council. If one thought summarized the desire of all it was to have a safe well functioning airport. To that end some of issues at the top of the list are below:

1. Resurface the runways (badly needed).
2. A standalone GPS approach (with much lower minimums) or ideally an ILS, and lighting to go along. The current GPS is an overlay on the existing NDB. Probably more comments on this than any other facilities subject.
3. Upgrade AWOS to ATIS.
4. More hangars and larger hangars as an example for some of the twins that will not quite fit into the Ts and have to park outside. There is a long waiting list for hangars.
5. Control tower. People seem to be divided on this one. Many do not want a control tower and some do. Motivation for control tower seems to be primarily the air traffic density and lack of good practices in airport traffic pattern operations along with poor radio communications on the UNICOM.
6. Improved taxiways and taxiway lighting.
7. Most everyone expresses frustration with the lack of improvements at the Venice Airport in comparison with other Florida airports. Hopefully that is changing.
8. Some airport tenants expressed a desire to go back to the earlier airport security service rather than the police. The suggestion was that it cost less and was more effective.
9. Replace the existing relatively useless cable tie downs on the ramp.
10. The fall and summer storms played some havoc with the gates which brought up the subject of the new gate entry system. Those that have mentioned this are hopeful that the system will have the bugs out by the summer when the thunder-

VASI ANGLE CREW MEMBERS:

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

STRONG MESSAGE TO FOLLOW:

THIS COULD BE YOUR LAST NEWSLETTER. PLEASE NOTE THAT A FEW MEMBERS MAY BE DELETED FROM THE NEWSLETTER MAILING LIST FOR NON-RENEWAL. DO NOT LET THIS HAPPEN TO YOU. NOW IS THE TIME TO RENEW. IF YOUR MAILING LABEL DOES NOT SAY '05 THEN YOU NEED TO RENEW. KEEP VASI STRONG WITH YOUR MEMBERSHIP.

storms return.

Everyone was pleased that the city had hired an airport manager last year and felt that he had begun to make positive changes.

Let us hear your ideas for airport improvements. Our President Dr. Rand heads the Airport Improvements Committee and has met with the Airport Manager on several occasions to discuss the members concerns. The budget plan that was presented by the airport manager at the recent city council airport workshop is posted on the VASI website.

Did You Know?

The FAA has awarded a five year contract with a another five year option to Lockheed Martin Corporation to run the Automated Flight Service Station. The current employees will stay for some time and Lockheed's contract requires significant improvements in Flight Service Station operations. The US Congress has also mandated that for the near future there will be no user fees.

Get Your Airport Badges ASAP!

If you don't have a badge and you're still using a gate code to enter the airport, you need to see Beverly at the airport office and get your access badge. The gate codes will soon be deactivated and you won't be able to access your plane!



**Include us in your flight plan
for breakfast & lunch at the
Venice Airport
Jarda & Kirsten Hornacek
400 E. Airport Ave.
Venice, FL 34285
Open 7a-2p
closed Mon.**

Noise Abatement Procedures at Venice Municipal Airport:

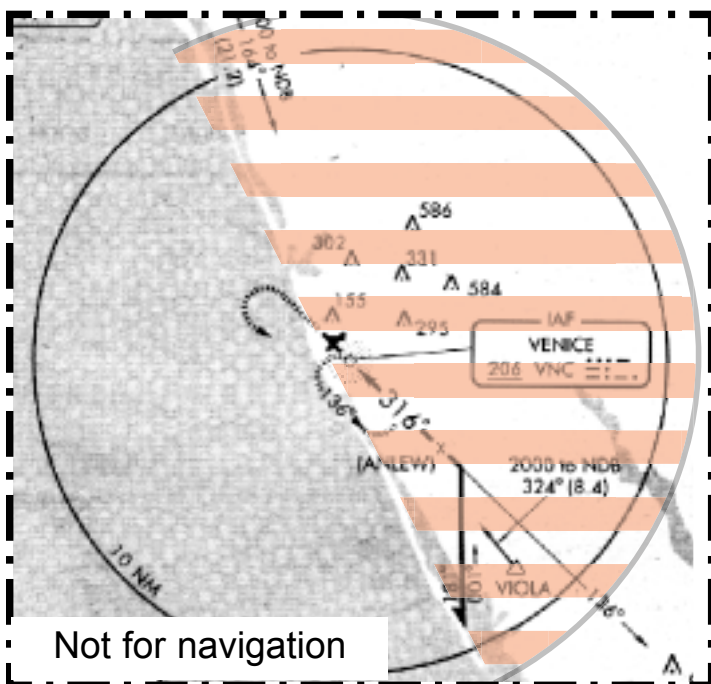
Noise Sensitive Areas encompassing the quadrants northwest to southwest of the airport.

All Aircraft:

1. When conditions permit, RWY 04 is the recommended arrival runway and RWY 22 is the preferred departure runway.
2. Runway 13 is right traffic.
3. Use best rate of climb airspeed when practical.
4. The maintenance run-up area is located at the center of the airport on the closed runway (09/27) adjacent to taxiway C.

Jet Aircraft:

1. When conditions permit, the use of RWY 04 for arrivals and RWY 22 for departures is recommended.
2. Run APUs at the center of the airport (runup and maintenance area) when more than 15 minutes of use is anticipated.



Nick's Notes

"CRY HAVOC AND LET LOOSE THE DOGS OF WAR" - NOT !!! Why is it that the newspapers never seem to get it quite right? My experience with "the media" has been extensive and it seems as if every story that I have been involved in or have factual information on gets reported in error.

Facts are wrong (my plane crash), key assumptions are omitted, a causal factor is misstated and the list goes on. Newspapers exist to sell newspapers. The NY Times masthead proclaims "all the news that's fit to print" actually it's all the news the editors choose to print with the slant the editor wants for that story.

The local papers need to generate controversy to sell papers. Read the "let them have it" bickering or letters to the editor and tie those mostly rabid shots into articles being written about the airport or VASI and as Winston Churchill said "the first casualty of war is truth" only VASI is NOT at war with any group or person in our community.

During the B17/B25 visit on Saturday members of VASI set up a table and sold water for 50 cents a bottle (cost). This was done to generate good will and also enabled us to pass out copies of the VNC noise abatement procedures to concerned parties. It was my good fortune to meet many citizens who live both on and off the island and who like the airport, planes, the open space and the history of the field.

Most do not know the detailed history of the Army Base. They were surprised when I explained how the base property went as far as the hospital. How many of the current neighborhoods were once Army Airfield, why the original buildings when they were built were not on the base boundary but well inside the property. They did not realize how much money (over \$6,000,000) is needed to put in basic water, electric, sewer and roadway to develop the South side of the field.

They were not aware of how no development equates to no money to solve or reduce the common noise and lack of landscaping complaints. They were happy to learn about the \$22,000,000 generated by the airport each year in the local community.

Yes, I listened to complaints about the jets and when I explained what the local pilots were trying to do to reduce the noise my comments were well received. The need to fly friendly and be a good neighbor is self-evident. The need to talk to our neighbors about VNC is also self-evident. Please join your local neighborhood civic association, get involved and become the voice of VNC.

On Sunday, 30 January my partners and I flew down to Key West. The incoming traffic was very, very heavy. Pilots would check into Key West Approach and were told to remain clear and call back in 20 minutes. At one point the controller told an arriving aircrew that there was so much traffic on his radar

Continued on Page 5

History One-Oh-One!

[This is Part 1 of an ongoing series on the evolution of the Venice Municipal Airport].

Many of our members who have been around Venice for some time are quite familiar with the history of the current Venice City Airport. We say current since the Albee Farms Airport as a municipal airport was the predecessor to our current city airport, but more about that in the future. However, for those of our members who are not as familiar with the airports history over the next few issues we will provide some historical information. Courtesy of the Venice Archives, Area Historical Collection, and Beverly Talbot, Venice City Airport, we provide the following time line of events of the Venice Army Air Base:

March 4, 1941: Finn Caspersen telegraphed the War Department offering 3,000 acres to be used as an Army Camp site.

March 11, 1941: Major General E.S. Adams telegraphed back acknowledgment.

March 12, 1941: Col. Ralph Hill of Plans & Training Division of Coast Artillery arrived in Venice.

July 16, 1941: War Department announced site had been approved as a (anti-aircraft) cantonment for 30,000.

August 16, 1941: Frank Bail & Assoc., Ft. Myers, began survey of property under the supervision of the Construction Quartermaster.

January 1, 1942: Jurisdiction and responsibility for the survey was transferred from the Construction Quartermaster to the Engineers.

January 28, 1942: Survey completed and engineer's office closed. (Plans for the anti-aircraft cantonment were not followed through, nor were subsequent proposals for Cost Artillery School and Target Range).

May 1942: Army Air Force became interested in the site to locate and Air Corps training facility. The responsibility for organizing and training of a Service Group, a unit trained in airplane maintenance and supply, was assigned to the Commanding General of the Air Service Command.

May 25, 1942: Officers from McDill Field, Tampa and representatives of the District Engineers Office at Jacksonville chose a site near the southern city limits for a camp.

May 31, 1942: Areas engineers opened an office in the El Patio Hotel.. The first truck load of tent frames arrived from Camp Blanding.

June 7, 1942: J.B. Green Construction Company began work on the water and sewer system.

July 7, 1942: 37th Service Squadron of the 27th Service Group arrived, the first military personnel stationed in Venice.

July 22, 1942: Letter from the Commanding General Army Air Forces to the Chief of Engineers authorized construction of facilities.

July 30, 1942: Chief of Engineers issued a directive to the District Engineer authorizing construction.

August 1942: The station became officially known as the Service Group Training Center.

September 7, 1942: Authorization for use of the Florida Medical Center facilities was granted.

Fall 1942: A modern sewerage disposal plant and collecting system was constructed, which served Venice up until construction of the new site.

Early 1943: The 3rd Air Force, Tampa requested authority to use the base jointly with the Air Service Command's 27th Service Group.

February 15, 1943: Col. V.B. Dixon assumed command and the designation was changed from Service Group Training Center to Army Air Field. A chapel, library, theater and service club were constructed.

May 7, 1943: 422nd Base Headquarters and Airbase Squadron were transferred to Venice from Boca Chica, Florida. The 1150th Guard Squadron was also transferred.

May 1943: 449th Army Band was organized. Base Headquarters moved into a new building and the many departments incident to the operation of an Air Base were put into operation.

June 7, 1943: First combat aircraft operated from the field.

Summer 1943: 13th and 14th Fighter Squadrons were transferred to Venice from Ft. Myers to train Combat Fighter Pilots and ground crews.

September 1943: All departments of the station were fully installed.

January 15, 1944: The jurisdiction of the base and all base installations were transferred from the Air Service Command to the 3rd Air Force.

January 16, 1944: Chinese Service Group arrived for training (departed October 2, 1944).

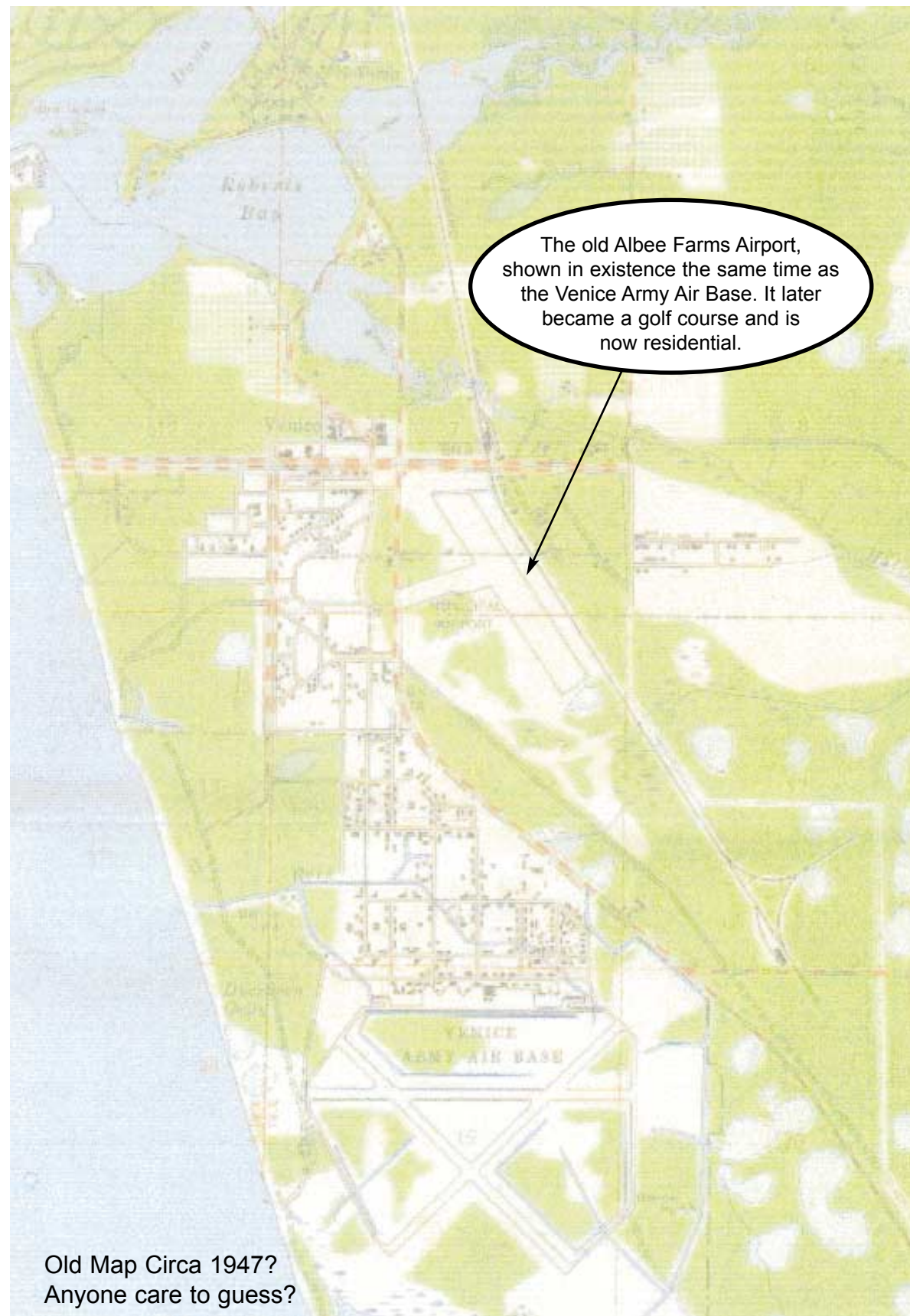
October 1945: The field and hospital were ordered to close.

April 20, 1946: Base passed from Army control to a federal civilian department.

April 27, 1946: Authorization issued to the City of Venice an interim permit for operation of the air field.

May 20, 1946: City of Venice was granted a license, without charge, to operate the airport, take over the runways, hangers, auxiliary buildings and various maintained equipment.

June 10, 1947, July 7, 1948, May 25, 1959: Quite claim deeds



Old Map Circa 1947?
Anyone care to guess?

issued to City of Venice by War Assets Administration. What was happening in Venice was just part of the intense similar activity underway throughout the country as the nation prepared for the looming and inevitable worldwide conflict. Activity significantly accelerated by the attack on Pearl Harbor.

Nick's Notes

(continued)

screen that he could not ID planes. We circled just North of NAS Key West.

Once cleared for right traffic, and on an extended downwind with tower calling our base turn, we flew past the cruise ships and on base had to do a 360 for separation from a Citation on extended final.

Never did make into Key West, we cleared the area and went to MTH instead. That was a 2.5 hour flight, great lunch (Tiki Bar- upscale Sharkey's) and then a return to VNC that due to sea fog had us landing at Buchan. All in all a great day but Key West can wait till October. Fly safe everyone, I look forward to seeing you at our February meeting. Nick.



**RHODUS REMODELING
& ALUMINUM, INC.**

(941) 484-1153



RE/MAX
Properties

Each Office Independently Owned and Operated

Buck Settles, P.A.

"The Settles Group"

1314 B East Venice Avenue

Venice, Florida 34292

Office: (941) 486-8686

Direct: (941) 685-3000

Fax: (941) 484-9403

E-mail: airbuck@comcast.net

Website: www.settlesgroup.com





Application for Membership



Yearly Dues only \$20.00 Please remember to include your check with this application

Name:

Last

First

Middle

Name as you want on your badge _____

Mailing Address: _____

City, State, Zip: _____

E-mail address: _____

Occupation, present: _____

Former, if retired: _____

Phone : _____

Pilot? Yes No

Aircraft, if own, what type? _____

Affirmation:

This application is made with the full understanding that the applicant accepts total liability and responsibility for his or her actions during VASI functions, and agrees to hold VASI harmless from any liability arising therefrom.

Signature: _____

Date: _____

Send your application with your check for \$20.00 payable to VASI today! Send to VASI, c/o P. Hollowell - 417 Mahon Drive, Venice, FL 34285

Already a member? Pass this on to a friend!

V.A.S.I Executive Board

President
Joseph Rand, MD

Vice President
Nick Carlucci

Secretary
Buck Settles

Treasurer
Paul Hollowell

Directors
Nick Piscitelli, Brett Stephens

VASI Airport Advisory Board Designee
Bart Bartanowicz
The VASI Angle
P.O. Box 1153 Venice, FL 34284

SideBar

Have You Been On-line Lately? Here's what you're missing:

Miramar Air Show, November '04--Visit the Library
Venice Airport Operations Budget--Visit the Library
Last Minute Changes: Home Page
Back Issues of VASI Angle--Visit the Library
What's Going On--Visit the Calendar
It's all at www.VeniceAviationSociety.com

For Sale:

- Four place Telex intercom for sale. \$50 John Yurosko, 484-4209
- Musketeer Prop (no hub). I'll pay you. Brett Stephens 321.6876
- FLYTIE Tidown Kit. New in the PVC container lightweight self contained kit of ropes, rings and stakes ideal for securing your aircraft when fixed place tiedowns are unavailable. Easy to put in place and easy to remove when ready to depart. \$59 (originally over \$100). 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

Feb 20-Mar 5--Traffic Count: Volunteers Needed

VASI MEETINGS

- Feb -- SRQ Tower
- Mar --Wings with Dave Whitman, "Airspace & TFRs"
- Apr --National Wx Service and the Venice Historical Society presentation
- May -- "The Mayor Speaks"
- Sept -- The Airport Manager
- Oct -- 3rd Annual Meet The Candidates

Any complaints, ideas, suggestions please e-mail Nick at "joecessna72@cs.com".

5 x 5:

'I don't see what the big deal is about Daylight Savings Time. It just gets later earlier.'

Yogi Berra

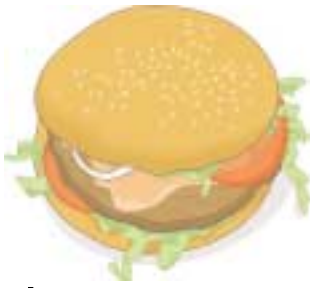
Advance Air Charter

A new company, with familiar faces. Going somewhere fast? Call for 24/7 air charter service.

"You buy, we fly."



941.484.3771



The \$100 Hamburger Run

This is a reminder that all the best burgers in the world aren't always found at the end of an airstrip. After a four hour flight ferrying a family member to the outskirts of Atlanta last August, we were warmly greeted at the airport by family and treated to AYCE 1/3lb. home-grilled burgers with all the trimmings, potato salad, beverages, and a nice, comfortable bed to retire. ♡PRICELESS♡ bs

Safety, Security & Suggestions

A famous line from a great movie -- "Is it safe, is it safe?" and of course our hero does not know what "it" is. Well, in this months issue of the Cessna Pilots Association magazine a brief article alerted members to Cessna 200 series thefts in Mexico. One 210 was stolen within 24 hours of landing at an airport that has gates, guards and an on site Army Base. I wonder if that was an inside job.

Well anyway the article then went on to list the normal things done to discourage aircraft theft: throttle lock, prop lock, lock doors, remove fuel selector knob, remove starter, remove link between battery and starter, remove spark plugs. A second article, on the plane of the month, describes how the owner of a restored 210 wrapped the plane's tail with covered chain to discourage its theft while in a country in Central America. Do you know that on a "per capita " basis aircraft theft in the U.S.A. is actually a bigger problem than in Mexico!

At the height of stealing planes for drug running operations aircraft with removed cowlings were stolen in our great state. Well if an ounce of prevention is worth a pound of cure here are some "must do" items worth considering. If you are in the habit of leaving your aircraft keys in the plane break that habit. A million dollar plane (to you) in a locked hanger that has a ten cent lock or hasp is easy pickings for someone who wants it. Do use a throttle lock and lock those doors. Prop locks need to be used all the time, not just on trips. A prop lock used only once in a while sets you up for disaster; rush a preflight, forget it is on, start your engine and break plane.

A security mindset just like a safety mindset requires developing habits that support security. The TSA treats general aviation airports and related security concerns in a much more benign, hands off way when compared to fields with commercial operations. VNC can develop a unique plan that fits the local need. We can assist the local effort thru AOPA's airport watch program and most importantly by securing our aircraft with at least a throttle lock.

Thank you, Nick



The Mother & Daughter Home Team
Lorette Richard, Realtor, GRI &
Kim Stephens, Broker/Associate, GRI
Brett Stephens, Realtor

Serving The Venice Area since 1997
Find us at www.HomesOfVenice.com

"We're all over Venice."
Kim: 321.6876 Lorette: 650.8525 Brett 321-6876
RE/MAX Properties, 1314B E. Venice Ave., Venice, FL 34285
Each office independently owned and operated.

Late Breaking News:

02/01/05

By the time you receive this newsletter Venice could have a new Airport Advisory Board (AAB). The new board will have seven members, four of which must be individuals experienced in aviation matters, and four of which must be Venice residents. Stop by the Venice City Hall City Clerks office and pick up an application to volunteer to serve as a member of the AAB. This applies to you whether or not you live within the Venice City limits because only four of the members have to be city residents.

02/07/05

Shirts are still available! As of this report, we have 4 XL and 3 XXL Polo style shirts still available for sale at \$30 each. We also have 1 L, 3 XL and 1 XXL pocket t-shirts still available for \$15 each. Call Brett Stephens at 321-6876, or email brett@homesofvenice.com to get yours.

March

March is Membership Drive month. At the February meeting, we will be announcing details on a new program designed to significantly boost VASI membership. As a member of VASI, you can help and we'll tell you how. Attend the next meeting and visit the website at: www.VeniceAviationSociety.com to find out more.



**Triple
Diamond
Jet Center**

Office (941) 485-1799
Fax (941) 485-1699

220 East Airport Avenue ♦ P.O. Box 249 ♦ Venice, Florida 34284
www.TripleDiamondJet.com

S p o n s o r P a g e



FLORIDA FLIGHT TRAINING CENTER
Better. Because We Care...
 • Airline Flight Standard Training School
 • Full Service Repair Station
 • 24-hour Fuel Availability

Phone: (941) 484-3771
 Fax: (941) 483-9022
 150 E. Airport Ave. Venice, FL 34285
 web: www.FFTC.info



We Can Never Say It Loud Enough
 "Chez Sylvie"
 Works Only With Free-Range,
 Organic, Fresh, Natural Products


Chez Sylvie Et Fils
 The Ultimate Organic Cooking

Chez Sylvie et Fils
 2881 Clark Road
 Sarasota, FL 34231

Phone 941-923-9020
 Fax 941-929-1429

Power Washing by Phil the Mover-
 Dirty hangar? Call Phil the MOVER your neighbor at Hangar 71.
954-3838

AVIATION INSURANCE
You can depend on



Davidson & Derion
 S A R A S O T A

1 - 8 4 1 - 8 0 8 - 0 6 3 2
1 - 8 0 0 - 8 6 4 - 4 2 2 0



P.O. BOX 1153
VENICE, FL
34284

