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www.veniceaviationsociety.com

THE OFFICIAL NEWSLETTER OF THE VENICE AVIATION SOCIETY, INCORPORATED

President's Message

Dear Fellow Aviators,

Call to arms! A group of people who claim to be civil-minded calling themselves the Venice Neighborhood Coalition, are seeking to close the airport. They are obviously people with short memories because the airport was there when they bought the house. Now they are complaining about the noise and that is the reason that they want to get rid of the airport. In their ideal view they want it to be a park. (*Editor's Note: It would be the State's first \$75 million park*). Interesting. There are several other people who want to get rid of the runways and build high rises. Those people have a lot more money than the "Coalition."

Their current approach is to have the area declared a wildlife conservation area for scrub jays. I'm all for conservation. In fact, perhaps we could build a few nests in Golden Beach and get rid of the cars there. Cars make a lot more noise than airplanes because there are many, many more of them, they travel much, much more than airplanes, and they go a lot closer to my house.

These people obviously have a lot of energy. They should spend it doing something useful, like protecting turtle hatching areas on the beach near their homes. If you can think of any way to express to these people that you are unhappy with what they are attempting and how they are attempting it, then I encourage you to express yourself. Express yourself prominently and often about this issue so that we can SAVE VENICE MUNICIPAL AIRPORT.

Our next meeting is about avionics. Vince Veltri, of Sarasota Avionics will explain WAAS and what else. Please come to the meeting and bring a friend and encourage your friend to join VASI so we can have a strong voice.

Thank you.

Joseph Rand, MD
President, VASI

NOTAMS:

- ⊗ NEXT MEETING: 1/19/05, Florida Flight Maintenance Hangar, Featured Guest: Vince Veltri, Sarasota Avionics.
- ⊗ BBQ Ramp Party TBA, Hamburgers & Hot Dogs during B-24 visit
- ⊗ Attend the Punta Gorda Aviation Expo Days, January 22. Details on Page 3
- ⊗ Check 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, or \$15 for a pocket t-shirt. Order yours from a VASI board member today, or contact Brett Stephens 321.6876.

What YOU can do to SAVE The Airport:

1. Call the Venice Gondolier's "Let 'Em Have It" line at 941.207.1111. Your recorded comments will get published. We're now beginning to see pro-airport press.
2. Visit our website at www.veniceaviationsociety.com, go to the "News" link and look at the "Envision Venice" article. There is a questionnaire the City is circulating for citizen input. Answer any or all the questions, with positive spin on airport, where applicable. Email your reply or comments to: Kebaugh@ci.venice.fl.us.
3. Attend Venice Neighborhood Coalition meetings, and gather information. Ask pointed questions about what they're trying to accomplish. Find out how they're going to accomplish it. Report your findings to a VASI board member, or raise your concerns at the next meeting.
4. Make suggestions to VASI on how and where we can apply more energy to this cause.
5. Volunteer! Talk to a board member about it.

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.



Official Business

From: Pam Johnson
 Public Information Officer
 City of Venice
 pjohnso@ci.venice.fl.us
 401 W. Venice Ave.
 Venice, Fl 34285
 DATE: Dec. 30, 2004
 SUBJECT: Venice Airport Workshop Scheduled

VASI ENCOURAGES "ENVISION VENICE" WORKSHOP PARTICIPATION & YOUR INPUT

ENVISION VENICE COMMUNITY--Oriented Visioning Process

The City of Venice Planning Department is asking the community to "Envision Venice" and conceive what is possible for the future. "Envision Venice" is a community-oriented planning process through which residents, business owners and managers and other property owners are asked to envision what Venice will be in the future. The Airport will and has figured prominently in the process. The first sessions were held in December. Additional sessions are planned each month through April with the grand finale in May. VASI members and supporters of the Venice Airport must participate in this effort. To answer questions, offer comments or to learn more about this project please contact the project manger Comprehensive Planner Kathie Erbaugh at : kebaugh@ci.venice.fl;us or 486-2626, ext 2040. The City of Venice web site (www.venicegov.com) has a section devoted to the Comprehensive Plan update which you may visit for information and updates. We will post the schedule of "Envision" meetings on the VASI website. [note: several members reported some problems contacting Kathie Erbaugh at the indicated email address and others say it works OK -- give it a go.]

Be advised that the anti-airport faction has jumped into this program with both feet with the stated goal to close the Venice Airport. A complete schedule is posted at www.veniceaviationsociety.com/news.

Venice City Council holds a workshop on Wednesday, Jan. 12, at 1 p.m. in Council Chambers at Venice City Hall, 401 W. Venice Ave. to discuss airport finances and development.

Venice Municipal Airport Manager Robert Hernandez will give an overview of the airport enterprise fund and present options for future management of the facility. The goal of the workshop is to move closer to setting a clear policy framework for future operations and management decisions.

There will be opportunity for audience participation, limited to 5 minutes per speaker. For background material, see www.venicegov.com, public meetings calendar, and click on workshop link on Jan. 12 of the calendar.

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.

VASI ANGLE CREW MEMBERS:

- ⊗ Buck Settles, Publisher
- ⊗ Brett Stephens, Editor
- ⊗ Ace Contributors:
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Punta Gorda Aviation Expo Days Welcomes



**Special Guest
Speaker
United Airlines
Captain Al Haynes**



January 22, 2005

When Captain Haynes departed Denver airport piloting United Airlines flight 232 at 2:09 p.m. on July 19, 1982, he had no idea how his life would be changed. After climbing to 37,000 feet, he notified Minneapolis Air Traffic Control that the number 2 engine had failed and the aircraft was marginally controllable. What happened after that, he attributes to luck, communication, preparation, execution and cooperation by everyone involved. A live drill leading to improvements and better

planning for disasters, coupled with thorough training of cockpit and cabin crews helped prepare everyone for this seemingly impossible task. Because of Captain Haynes skills and the skills of all those involved, 184 people survived what appeared to be a non-survivable accident when United 232 crash-landed.

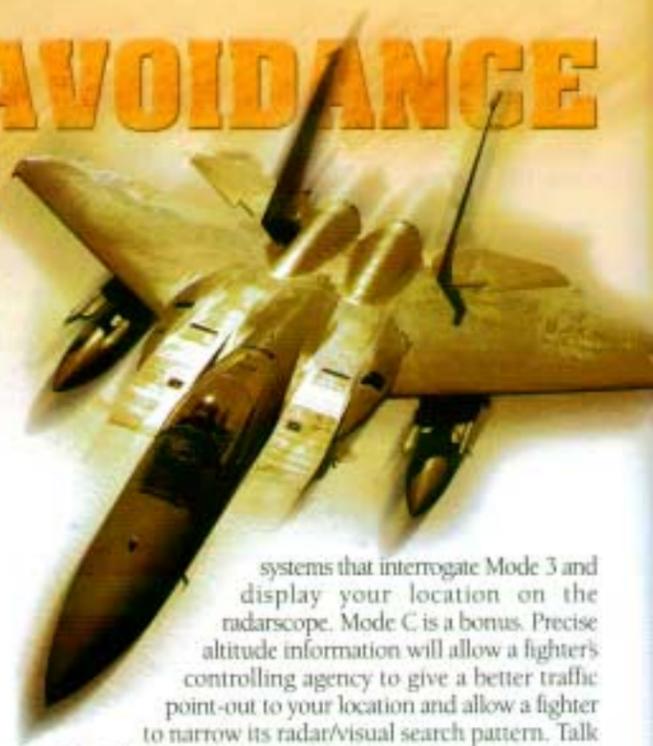
Don't miss this opportunity to hear him tell the story as only he can and learn what led to this "Against All Odds" event.

**Date: Saturday, January 22, 2005
Time: 3:00 p.m.
Location: Charlotte County Airport -PGD
Limited seating**

**Advance tickets available for \$5 donation at:
Charlotte County Airport Tenants Association
28000 Airport Road, Box A-28
Punta Gorda, FL 33982
941-627-9352 e-mail;SOX714@aol.com**

COLLISION AVOIDANCE IN THE PANHANDLE

By Lawrence Spinetta



Military fighters are designed to be lethal, but not when it comes to sharing the skies with civil aviation. The high speed of fighter aircraft and the military's requirement to train/dogfight in concentrated numbers at low altitude pose a unique avoidance problem for General Aviation pilots.

A bit of caution is required when flying in Northwest Florida, since we share the skies with three major U.S. Air Force bases (Hurlburt, Eglin and Tyndall AFB) and the Pensacola Naval Flying Training Center. All of these installations conduct student flight training. As you may recall from your student days, you probably spent more time just figuring out how to keep the airplane's wings level than making sure you had an effective visual scan. Inexperienced military pilots pulling 9 Gs in a dogfight or flying supersonic intercepts certainly try to clear their flight paths, but they don't have a lot of time or extra brain bytes to spend on mid-air collision avoidance with "stranger" traffic. In addition to student training, the military also conducts unmanned drone operations and air-to-air missile testing. Coupling this military activity with a strange



mix of banner-tow, fish-spotter, sightseeing and commercial aircraft can make the skies over the Panhandle quite crowded. Awareness and a few extra precautions will reduce the mid-air collision risk to a negligible level.

Flight planning is step one. Thoroughly review your intended route of flight

before walking out to your airplane, and make sure you file a flight plan. Plan to avoid alert areas, restricted areas, MTRs and MOAs if possible. Heavy fighter traffic can be expected in the MOAs near Eglin and Tyndall sunrise to sunset, Monday through Friday. Maps of these areas, procedures and recommended tips for navigating through these high-use areas are easily accessible on the Internet. You have a legal right to fly through an active MOA, but it is probably not the smartest option. Use designated VFR corridors to keep you clear of fighters.

Keep your cockpit free of clutter and be familiar with headings, frequencies and distances to minimize your head-down time in the cockpit. Also, do not forget to clean your windows. Even a little bug splat can block your view of an approaching aircraft.

Once airborne, the best way to stay safe is to SQUAWK, TALK, LOOK and AVOID. Fighters like the F-15 have onboard

systems that interrogate Mode 3 and display your location on the radarscope. Mode C is a bonus. Precise altitude information will allow a fighter's controlling agency to give a better traffic point-out to your location and allow a fighter to narrow its radar/visual search pattern. Talk with Air Traffic and request flight following to enhance your situational awareness.

By far, the most important part of collision avoidance is your visual scan. It takes approximately 12.5 seconds to see another aircraft, decide to react and move your aircraft to avoid a collision. An F-15 flying at 600 mph travels 2 miles in that time. The speed factor of fighter jets does not give you much margin for error. At that distance, a fighter will not look much bigger than a speck on your windscreen. A vigilant scan for an early tally-ho is critical.

You should spend the majority of your time looking outside. Besides enjoying the scenery more, you will also better fulfill your "see and avoid" responsibilities spelled out in FAR 91.113: "When weather conditions permit, regardless of whether an operation is conducted under instrument or visual flight rules, vigilance shall be maintained by each person operating an aircraft so as to see and avoid other aircraft." During daylight, the FAA recommends pilots use a series of short, regularly spaced movements in ten-degree segments. Allow your eyes time to re-focus before moving to another segment. Don't limit your scan solely to the horizon. Remember the vertical as well. An aircraft climbing or descending into you is also a threat.

Use your peripheral vision to detect relative movement. If you detect another aircraft that has little or no relative movement, watch out — you are on a collision course!

Be aware of blind spots inherent to your aircraft's design or due to the environment. Pilots flying low-wing aircraft, such as the Piper Warrior, have a difficult time seeing below the aircraft. The opposite is true for a high-wing aircraft, such as a Cessna. The fuselage of your aircraft will also impede your vertical view. If the sun is a problem, you may want to

consider altering your route of flight. Sunglasses block out UV rays and help reduce eye fatigue, but cheaper lenses reduce visual acuity.

Before you turn, take a look in the direction of your turn. If you are flying a high-wing aircraft, you may want to dip your wing in the opposite direction of the turn first to allow you to clear the associated blind spot. Once you start a turn in a high-wing aircraft, lean forward in your seat and rotate your head to help clear the direction of turn. When climbing, an extremely nose-high attitude restricts visibility. You may want to initiate gentle S-turns to clear your flight path.

If you are scanning a featureless sky, your eyes will tend to focus 10-30 feet away. This phenomenon is called "empty field myopia." Empty field myopia prevents you from gaining a long-range tally-ho and thus, decreases your already limited reaction time to prevent a mid-air collision. You can combat empty field myopia by periodically focusing on a distance object — a cloud or a mountain on the horizon.

If you do see a fighter, you are not off the hook yet. When you see one, there is at least one more. Fighters never play alone. Tom Cruise's instructor got it right in the movie "Top Gun" when he said, "You never leave your wingman!" When cruising together as a pair, fighters tend to fly in a "tactical" formation — line abreast with a slight altitude stack separated by 1-2 nm. If you see fighters actively engaged in tactical maneuvers, then all bets are off in regard to the fighter formation.

The Big Sky theory ("the sky is so big there's no way another airplane can hit me") no longer works in our congested airspace. Be proactive with your scan and visually clear your flight path. I guarantee you will enjoy the view, even if you do not see another aircraft.

Recommended Websites

Collision Avoidance: Strategies and Tactics, AOPA Air Safety Foundation
<http://www.aopa.org/asf/publications/sa15.pdf>

Tyndall AFB
<http://www.tyndall.af.mil/maca/maca.htm>

Okaloosa Airport / Eglin AFB
<http://www.okaloosacountyairports.com/entirecolorpamphlet.pdf>

Military Aviation Operations, MyFlorida.com
http://www.dot.state.fl.us/aviation/text_version/military.htm

Lawrence Spinetta is an F-15 fighter pilot, currently working at the CHECKMATE Strategy Division of the Pentagon's Air Staff. He recently finished a tour instructing at the F-15 schoolhouse at Tyndall AFB, FL. He's also a CFI (airplanes, instruments, & gliders), an AF Safety Officer, and an FAA certified Aviation Safety Counselor. Contact Lawrence at lsinetta@cfi.org.

Editor's Note:

The preceding article originally appeared in the December/January issue (Florida Edition) of the AUTOPILOT magazine and is reprinted with the permission of the AUTOPILOT and the author, Major Lawrence Spinetta, USAF. Major Spinetta is currently serving as an Air Force Fellow with the Council on Foreign Relations. For an annual subscription to the AUTOPILOT, you may call them toll-free at 800-814-2505, or via email at subscribe@autopilotmagazine.com. So much of Florida airspace resembles the Panhandle when it comes to fast movers that we thought this article would be useful to our members.



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Already a member? Pass this on to a friend!

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SideBar

Airport Manager Resigns

In December, Venice Municipal Airport Manager Robert Hernandez announced his resignation, effective February 2005. Although he did not elaborate, he indicated it was voluntary, citing personal reasons. In a telephone interview with the Venice Gondolier, VASI President, Joe Rand commented on productive, positive change Hernandez brought to VNC.

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
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- ⊗ DG & Turn Coordinator (28 volt), excellent condition. Removed to install different system. No yellow tag. Free to a good home. 484-0718

Calendar Stuff

22 JAN Punta Gorda Aviation Expo Days. (PGD) Guest Speaker: Capt. Al Haynes (UAL 232). 3pm. Limited seating--\$5 donation. For tickets, call 941.627.9352 or email SOX714@aol.com. See page 3 for details
28,29,30 Jan B-17& B-24 Collins foundation visits VNC

VASI MEETINGS

- Jan -- FFM hangar; "Avionics" with Vince Veltri
- 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".

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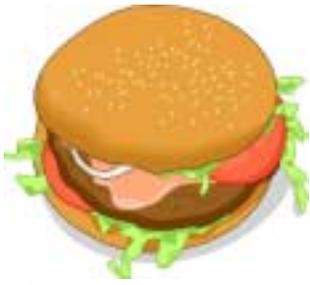
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The \$100 Hamburger Run

Seizing on last month's report on the Tiki Bar, MTH, I decided to go for it. Bad news: The Tiki Bar was closed for renovations. But not to worry, Cabot's was just down the road a bit and provided one of the best views and grilled yellowfin tuna sandwiches ever assembled. My daughter had the burger and can vouch, as well. Ask the desk at Marathon Jet Center which way. I can't remember. ☺☺☺☺

Nick's Notes

Happy and Healthy New Year everyone...As I write this, it's Jan. 3.2005 and that means I've already broken a resolution. Getting "Nick's Notes, Safety, Security and Suggestions" as well as other newsletter items in on time was that resolution. Ugh,da there are good reasons my "stuff" is late (I write in hopes for forgiveness).To get my material in on the first of the month would have contradicted another resolution: to live at least one day a month without turning on the computer. New Year's Day - 1 Jan. was that day.

Hey it felt so good I went two days without reading the aviation related news stuff on the web so there you are. Well wait till next year and maybe I can get past January before I break a resolution. My second resolution (actually my number-one) was to make no resolutions. That way, I will not feel so bad about not living up to them. Instead, I set goals with mileposts and checkpoints that I can tick off as they get accomplished. Resolutions can be hazy while goals are solid, more tangible and therefore harder to ignore and can be quantifiable.

Long time readers may recall that last year my three resolutions were: Defend VNC & point out its value to the public, take my neighbors for a flight, and be a good neighbor at VNC- recruit a new member for VASI. Well, I did do all three but so much needs to be done to counter the nay sayers and complainers about the airport that those resolutions are now a part of my life and are always ongoing. One goal of mine is to fly more. "What?" you may ask. He just got checked out in a 182. That is true but it sure is a sad commentary when something you love is anything but spontaneous.

My flying is forced to fit into a strict schedule because it fits into the narrow cracks between work which generates the household income and the necessary "must dos" of any family man. Work comes first, which is a disgusting concept, I know, but one of the realities of life. Then, life gets in the way as well. I know I am not alone in this situation because the problem isn't flying -- it's time. Time has become the great constrictor that runs all of our lives. So what are your goals for 2005? Mine include flying more and flying to Airventure.

Maybe one goal should be to one day a week not wear a watch and not look at the calendar. Oh! That may be too much -- no need to go off the deep end and risk a cerebral



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hemorrhage. Have a great and safe year. I look forward to seeing you at our meeting in January, Nick.

Safety, Security & Suggestions

The "season" is on us at VNC and the volume of jet traffic is also up as are the complaints from the neighbors. Runway 22 is the preferred runway for jet departures but it also works for everyone else. Be particularly sensitive to off hours such as late in the evening until 8 or 9 in the morning.

While it is difficult for individual pilots to become "traffic policeman," when possible and appropriate do not hesitate to remind pilots that Runway 22 is the preferred departure runway.

Unfortunately many transient jet pilots seem to have a callous attitude and regardless of the winds choose Runway 31 at the worst times of the day (and nite). Get a tail number and pass it on to the Airport Manager.

Late Breaking News:

Airport Advisory Board. January 11, 2005 13:30 at the regularly scheduled Venice City Council Meeting the Ordinance re-constituting the Venice Municipal Airport Advisory Board will be acted on by Council.

EMAIL Addresses: We want to advise you of items of interest to VASI members. HOWEVER, some of our members have changed their email address or have a new address and we do not have it. Please send your email address to PMH320@aol.com. Please put "VASI" in the subject: line, Thanks, Paul.



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