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www.VeniceAviationSociety.com

THE OFFICIAL NEWSLETTER OF THE VENICE AVIATION SOCIETY, INCORPORATED - EST 1991

President's Message

Dear Fellow Aviators,

VASI would like to go out on another "Fly Out" meet, Saturday, July 16, at 10:00 a.m. beginning at Triple Diamond. Candidate trips are Marathon, Everglades City, and Okeechobee. Bring a friend. Bring a plane, too.

I understand that money has been committed to change hands for updating the Airport 5 year plan. This document is a requirement to qualify for funding of such initiatives as refurbished runways, taxiways, ramps, etc. Keep your eyes open while at the airport for anything that needs repairs or upgrade and report it to the Airport Improvement Committee. Contact the Airport Improvement Committee by calling the Venice Municipal Airport Administration Office at 941.486.2711.

SPECIAL NOTAM:

Please be advised that washing of airplanes on airport property is NOT EPA approved. Plans are underway to construct a wash rack.

VASI member Charles Harrison sent me a letter requesting that we look into a frequency change for Venice, being that five or more other airports within 75 miles are on 122.7. Making that change with the FAA and FCC shouldn't be that difficult. The most difficult part of the change will be all those who violate FAR 91.103, which states "Each pilot in command shall, before beginning a flight, become familiar with all available information concerning that flight..." It's

NOTAMS:

- ⊗ **NEXT MEETING:** October. Check here or the web for further updates: www.VeniceAviationSociety.com
- ⊗ **Fly-Out:** Saturday, July 16, 10:00 a.m. Rally at Triple Diamond lounge to determine destination.
- ⊗ Please check your mailing label. If it does not say '05 please put a check in the mail today to VASI. More than ever the Venice Aviation Community needs your support. Thanks In Advance.

been years since Punta Gorda changed frequencies and even as recently as last year, some one still hadn't gotten the memo. I shudder to think of the problems that might happen one year from now when people flying around in the pattern, tuned to 122.7, thinking they are on CTAF. I have to admit that I once announced on CTAF at an airport that used multicom for the traffic pattern. Ooops.

Anyway, Fly Safely.
Joseph Rand, M.D.

FLY FRIENDLY AT VNC

- Use Runway 22 when possible
- Climb out at Vy
- No turns until 700ft AGL
- Use climb power after T/O when appropriate

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.

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S3 Summertime and the living is easy; fish are jumping and the clouds are high. Oh your dad is a pilot and the haze gets in his eye. Summertime and the thunderstorms are boiling. Hush little copilot don't you worry cause your pilot took a refresher course on avoiding thunderstorms.

AOPA 's Air Safety Foundation has just released a new FREE four minute on line course on avoiding t-storms. You can also take advantage of a new web site from NOAA (National Oceanic and Atmospheric Administration) that lets you check out the historical patterns of storms in your area. More importantly you can check out storm patterns in areas you intend to visit.

Yes, the t-storms in Kansas are different from the pop up storms of our fair state. When you go on those cross country trips this summer call, ahead and get a feel for local conditions. Do dust devils pop up at the arrival end of the runway at your destination? How about typical density altitude or unusual but routine weather events for local pilots that might catch the out of towners. It is so easy to sound holier than thou when talking safety but just remember the Piper Cub is the safest airplane in the world...it can just barely kill you.

Fly safe everyone,
Nick.

Nick's Notes

Happy Birthday America! So how was your 4th of July? Mine was great! I went for a flight in 18Pappa Bravo, a freedom flight. As a pilot in the USA you and I have the freedom to fly just about anywhere any time. Yes, TFRs and No Fly Zones are out there and regulations keep some from certain areas BUT nowhere else on earth can a civilian fly his plane the way we can. It sounds so corny yet until you

VASI ANGLE CREW MEMBERS:

- ⊗ Buck Settles, Publisher
- ⊗ Brett Stephens, Editor
- ⊗ Ace Contributors:
Nick Carlucci
Paul Hollowell

live somewhere else you just do not know how free we as a people are ... to fly.

Organizations that represent interest groups tend to always find a looming crisis. That crisis is used to raise money and build membership; did I mention raise money?...A couple of examples: The Left & the Right on who will replace the retired Supreme Court Justice. Both sides will jaw this to the max and facts better not get in the way of their position. How about environmental causes that are just money machines-save the elephants, save the snail darter, save the whales and global warming. The NRA and the right to bear arms or the ACLU and the need to remove the 10 Commandments from courthouses (where people swear on Bibles).

Member organizations cannot sustain the status quo because if no conflict or crisis exists why have the organization. The General Aviation support organization is of course AOPA. No need for Phil Boyer to look for a looming crisis -- between the Heavy Hand of Government and stupid pilot tricks his plate is overflowing. General Aviation is losing the perception is reality game. The NY Times and Washington Post are both very quick to play the "GA as a threat" card. The three recent busts of Washington, DC airspace as well as the thefts of a 152 & 172 from GA airports just make the "GA as a threat" manta get louder and louder.

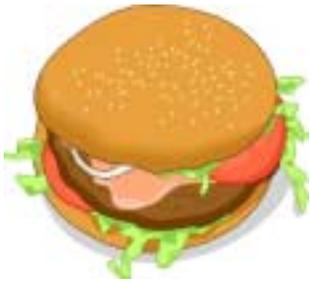
The general public only gets bits of stories and are easily confused on aviation matters. You and I are the face of GA. We need to stay informed on current issues and represent GA to the public. A simple way to keep up on the latest and greatest in aviation is thru Internet FREE news services. I receive the weekly AOPA,EAA and CPA (Cessna Pilots Association) e-mails. I also receive Avflash and Avweb. There are thousands of aviation related web sites. Today the only way to receive advance notification of FAA safety seminars is thru e-mail. So use the Internet to keep informed, once informed use that info to educate others and help all of us maintain our freedom to fly. Thank you, Nick.

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The \$100 Hamburger Run

The Prop Stop Cafe at RMG, Richard B. Russell Airport (Rome, Georgia) has always been a nice place to stop for lunch. RMG Airport has an ILS and is well run with a friendly and helpful staff. However, the Prop Stop does not open until 11 AM or so. Recently we needed to stop for an early lunch on a trip north and it had not yet opened. That gave us an opportunity to visit Owens Barbecue about 3/4 mile or so from the airport. The airport manager will probably give you a ride over if he is there. Owens is located in an old log cabin style building and serves the traditional run of barbecue but wait they also have an exceptional menu of biscuit sandwiches. Just about anything on some really great homemade biscuits. The barbecue sandwiches are very tasty.

If you happen to be in the Jackson, Mississippi area and your mouth is watering for some really great barbecue then "The Haute Pig" in Madison, Mississippi is the place. Madison is just north of Jackson on Interstate 55 and the Haute Pig is just off the highway. The barbecue is about as good as it gets. Lean and cooked just right. Service is excellent and friendly and the place packs em in with all the good ole boys (and gals) stopping in to eat. We liked it so much we stopped there going north of Jackson as well as on our return trip back to Hawkins Field (HKS). AeroJackson at HKS is a first rate FBO with great service and they go out of there way to help. Highly recommended.★★★★

Move The Airport- -And I-75 and...

By Carl Buckelew, Guest Columnist of the Venice Gondolier Sun, published 7/1/05

I read with amusement the constant back and forth about the Venice Airport. How does this fifth generation Floridian feel about the airport?

Hey, folks, wake up!

As a resident of the area since birth, I feel that I have earned the right to comment and have this to say.

I remember when the airport was used as a base for the U.S. Air Force to launch rockets. We lived in Bay Point in Nokomis. Your house would shake, windows and dishes would rattle. We lived in Nokomis and never expected to have a noise problem affect us from the airport.

When the noise issue did come up, people would say, "location, location, location," and move north or east of Nokomis. People bought small farms and ranches east of town.

If they didn't move again, they now endure noise, diesel fumes and more from a new road that was added called I-75. Did the road get moved? I think not,; many homes have an interstate in their front yards.

U.S. 41 was a nice little two-lane highway, with many homes along



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the route through Nokomis and Venice. What do the residents who elected to stay face from the four to six lanes of constant noise and movement that were added since? Have these people spent their lives complaining and carrying on about something that comes from growth and change?

We are constantly told, "You don't live by the airport, so you don't have the right to say anything." You are wrong; we do have the right, and we have the same choice that you did, but we elected not to build or by next to the airport because there was an airport there.

I have to wonder what goes through people's minds. Picture yourself standing at a future home or homesite. You can check out the area and, lo and behold, you see an airport, a train track, a highway or commercial center close by. You say to yourself, "I want a quiet neighborhood to live in, there is an airport here--let's move in, because it's got to be quiet."

A poor choice used to be the fault of the buyer. Not now: it's I'm here now, move everything else to make me happy."

I spend a lot of time out in the public areas of Venice and Nokomis. When talking to many people the subject of their relocation here comes up.

Reasons I hear for their move are: city getting too big, traffic too much, state income tax, high property taxes and, strangely, "the airport was expanding and the noise got too bad." Funny, people moved here and now complain about Venice for the same reasons they came here for.

I am proud that my area has such a nice airport. As my wife and I have traveled around the country and people we meet ask about our community, I find myself letting them know about our airport. The response the majority of the time is very positive about having such a fine and complete facility.

I ask with irony, what's next? Build a home or structure on the beach and charge every taxpayer the cost of protecting your private investment for the renourishment, because the gulf has the nerve to create waves?

A final note: What was here first?



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FROM THE LOG-BOOK: The Newest Way to Reach Out For Information . . .

www.faasafety.gov

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Yes, www.faasafety.gov is the newest way to communicate with your government. They have almost stopped using mail-outs and gone over to the computer for information about the Federal Aviation Administration, some of the business it conducts, and upcoming safety events across our great nation. About 40% of American households now have one, ownership has increased 500% since 1998, and 60% of all our jobs require some use of a computer.

So what the FAA has figured out is that if you can fly across America without bumping into something and can operate a Global Positioning System in your airplane, then you can operate a computer. And you don't necessarily have to buy one. I took classes at a local Community Education Program and would stop by the library and use their equipment until I felt smart enough to buy my own. Since my tax money bought them, I thought I should have the right to put them to good use. I also was smart enough to marry a wife that used one at work and ALMOST had enough patience to put up with me while I learned my way around cyberspace. NOW I couldn't live without it, so you have no excuse. Believe me, if I can do it, so can you.

The system they came up with on www.faasafety.gov beats everything else I have ever tried to understand from the government and really keeps you up-to-date automatically. You sign in with name and password and then tell them what information you would like to receive. I asked to be notified about upcoming safety meetings within 200 miles. That's about 1 1/2 hours flight time for most of the clunkers we fly

from my airport and makes for a nice outing. We load up 3 or 4 to an airplane, hopefully with an instructor on board, family and friends are welcome, and away we go.

It gives all on board a chance at some night and instrument currency, swapping pilots sometimes when we land, and makes for a lot of fun. The presenters are always glad to see us because a lot of the time, we are a big part of the total crowd. These programs are all we have in the way of putting new information out there for the masses. We can't guarantee that the pilots and aviation enthusiasts will read everything that is available about it, so we try our best to put together an interesting program that will appeal to the majority, get a good location, some food, handouts, speakers, and ALL FREE to anyone who wishes to attend, and there you have it.

Get someone to show you how easy it is to get started on a computer, and once hooked, you'll be sorry you waited so long to enter this century. Finally, the cost is about where it should be. On the low end, \$500 can buy one heck of a rig, and then as you learn, you can add on to it with printers, scanners, cameras, BIG screens and lots of other stuff. But first, get started!

This FAA site, www.faasafety.gov, is going to be a winner at passing out information and scheduling these meetings far and wide. Thousands more use the computer daily, and it should be up to the pilots to find out where this training is taking place and when. They are provided free so the least we can do is locate one and attend.

Some other advantages, and I was just reminded of this feature while doing some research for an article on aviation insurance, is that a lot of these firms will recognize participation in an FAA WINGS PROGRAM as recurrency training when it is time to renew your insurance policy. So

WINGS gives us a FREE Biennial, FREE training, FREE food, FREE video, FREE seminar, FREE handouts, FREE lapel pin, FREE wall certificate, FREE access to an FAA Inspector and certainly an FAA AVIATION SAFETY COUNSELOR that you can communicate with long after the meeting is over. All you have to do is show up and bring or rent an airplane. It's really a pretty good deal all around for you and the FAA.

The FAA requires the training, the FAA furnishes the training, the FAA notifies you where and when it will be held. All you have to do is plug in www.faasafety.gov and show up. I attended one this week at my airport about "Weather Wise" and we expected over 100 to attend. Again we underestimated the power of reaching out and had to cram 176 into a tiny fire hall to listen to an AOPA presenter work on weather for two hours. Pretty interesting. He managed to cover some things most of us have drifted away from since we have gotten too smart to call the Flight Service Station for a briefing. I like the AOPA, they keep up.

I know that some of you are still fighting me over getting and learning to use a computer, so I'll let you slide for awhile. Need the information on the web site? Well, here are some other ways to stay informed. I'll bet your FBO has a computer, your library probably has one, your Instructor should, your FAA Aviation Safety Counselor does, and if all else fails call the Flight Standards District

www.faasafety.gov
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Office and ask for the Safety Program Manager. When he calls you back, tell him that you need the date and time of the next safety program in your area. Remember all the free stuff including food that you will be missing by not attending.

It's not an option any more about modernizing the way to pass on information. It's a necessity, and if you are not computing, you are not keeping up. Remember, that thing, as you refer to it, is simply a storehouse of information, and that you have to ask for whatever it produces. Now just before you say "NO" again and I let you go, make me this one promise. Just sit down for a moment and let someone show you how easy it is to get on the internet and pull up www.faasafety.gov Promise? It's the best \$500 investment you will ever make. Everyone that now has one will appreciate your getting one and will help you learn how to use it . . . especially that SPM you called at the FSDO.

Jim Trusty, ATP/CFI, was named the FAA/Aviation Industry National Flight Instructor of the Year for 1997, and the FAA Southern Region Aviation Safety Counselor of the Year for 1995 & 2005. He still works full-time as a Corporate Pilot/ "Gold Seal" Flight & Ground Instructor/ FAA Aviation Safety Counselor/ National Aviation Magazine Writer. You have been reading his work since 1973 in publications worldwide. He welcomes your comments and e-mail works best (Lrn2Fly@bellsouth.net).

JUST REMEMBER, ACCIDENTS ARE CAUSED AND THEREFORE PREVENTABLE!

Travels

By Carlos Wyre

Editor's Note:

Carlos is a CFI, MEI at Florida Flight. Recently, Carlos was invited to warm the right seat in a Cessna Citation for a corporation in India. Needless to say, he was all over it. Over the course of six or so weeks, Carlos kept an online journal of his adventures abroad.

15/06: A morbid day to fly

Last night we were called to fly family members and a body to Bhubaneshwar. This is my first ever flight as such transporting a body. The body came on a stretcher wrapped fairly tight in cloth, almost like a bed sheet.

Some seats were removed ahead of time and then the body loaded. The grieving family members boarded and we were off.

Now I know this is not supposed to be funny but when requesting to start engines, the controller asks for passengers on board. Well, in case we bite it, they need a body count. So I hope I explained this correctly to him.

I said "we have 6 bodies and 5 souls onboard". He questioned like

3 more times and I finally had to say we are transporting a body. How do you politely put that on the radio? We finally take off fly and land and everything is uneventful.

In this culture they don't embalm the body so I was hoping not to hear any noises due to the cabin pressure changes, and we didn't. I assist in off loading the body and that was it. In India they cremate the body and put the ashes in a river. I flew back and made a decent landing.



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SideBar

Missing Out On FAA Safety Seminar Notifications?

The FAA has gone paperless, meaning you will no longer receive snail mail notices. You have to register via the Internet to get FAA notifications. It's quick, easy and saves a tree. To set up your notification account, go to: <http://www.faasafety.gov>

Nick.

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Calendar Stuff

VASI MEETINGS

June 16 -- VASI "Fly Out." Meet at Triple Diamond lounge at 10:00 a.m.

Membership meeting hiatus until October; look for another informative program this fall.

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

5 x 5:

Summertime Flight Planning:

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-- Nick Piscitelli

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A Message From AOPA

The following letter was just sent out by AOPA to CFIs everywhere; all of us should read it carefully and act on its suggestions. I know how frustrated Phil Boyer must be over the negative press GA is getting and I share his pain. Please, lock your magic carpet, use a throttle lock and be aware of potential security problems. Support the "Airport Watch" program.
Thank you, Nick

Dear Instructor,

If you've read the papers lately you know that general aviation is being threatened. And the truth is, it doesn't have to be. The fact is, there are a few people in the GA community who are making it very difficult for the vast majority of law-abiding, regulation-following, safety- and security-conscious pilots. What's hurting us doesn't have to happen. And you are an important key in stopping the threat to GA.

So I'm asking for your help.

You know, I pound my desk in frustration over those few stupid pilot tricks that make the news and then give the politicians a soundbite issue and an opportunity to threaten us with onerous regulations. And believe me they will take every opportunity they can. There is an almost irrational fear of small aircraft out there, and hysteria about what a terrorist might be able to do with one. Of course, we all know that a half-ton pickup truck can carry much greater destructive power than a tiny Cessna. But we have to deal with perceptions, not reality.

Consider what is driving perceptions right now.

It was bad enough when a 14-year-old kid in Alabama, mad at his parents, stole a Cessna 150 and took it for a joy flight. It was even worse that he found the keys on a clipboard inside the unlocked aircraft! "We've never had a problem before with planes being stolen, so I guess we have been a little lax in our security," the FBO owner admitted. The story made national news.

Then an allegedly drunk 20-year-old student pilot and two of his teenage buddies stole a Cessna 172 in Connecticut for a five-hour excursion around New York. After first scattering a construction crew with a low pass, they "landed" on a closed taxiway at the White Plains airport a little after 4 in the morning. That made even bigger news.

This is an area that is, not surprisingly, very sensitive to national security. Several members of Congress have asked if more security is needed; they are calling for an investigation into the possibility of general aviation aircraft being used for criminal or ter-



rorist acts. Meanwhile, Connecticut's governor has ordered a "security audit" of all state airports; Alabama is about to do the same, and other states are likely not far behind.

What can we do about it? Secure your aircraft. And make sure your students, your employer, and the pilots around you, are all doing everything they can to prevent aircraft theft.

I want you to imagine this: The local "Eyewitness News" crew sticks a TV camera in your face and says, "Isn't it true that nothing would prevent a terrorist from stealing an airplane from this airport?" I can assure you, it has happened, and will continue to happen at airports, particularly next month as another ratings period starts.

Think about how much better it will play on the news-and, more importantly, in public perception-if you can say, "We keep the aircraft keys in a locked area and only release them to authorized pilots. We put a throttle lock (or prop chain, or tie-down lock) on all parked aircraft. We ensure that all our tenants keep their hangar doors locked. We work with the local police and get regular patrols. "

"We train every new pilot to be security conscious. And we've implemented AOPA's Airport Watch program, and we encourage every pilot here to look for suspicious activity and report it to the TSA's toll-free GA security hotline (866/GA-SECURE)."

These aren't the only ways to make general aviation more secure, of course. You can see more examples by clicking here.

Flight instructors, you have a special responsibility. Your education efforts now have to extend to security issues, including consistently and constantly reminding your students and all pilots about the importance of always properly securing an aircraft. And if your employer hasn't implemented security procedures, speak up. Safety and security are and will always be the watchwords of our industry.

But what's most important is that you take action and can demonstrate that you are taking all practical steps to thwart aircraft theft.

And if we don't get everybody onboard? We could be saddled with new requirements--things that would make it more difficult or unpleasant to fly. New rules that could frighten away students, or impose requirements that your employer or your airport couldn't afford.

Let's not give them any more ammunition. Ever. Please review your security procedures--now--and take any and all appropriate steps to keep GA safe, secure, and out of the news.

Phil Boyer, AOPA
President
FMI: www.aopa.org

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AOPA Expo 2005 Heads To Tampa

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Where can you learn about the latest aviation products, aircraft, and state of the GA industry all in one location? AOPA Expo 2005 at the Tampa Convention Center and Peter O. Knight Airport in Tampa offers all that with more than 500 exhibit booths, 70 aircraft on display, and 75 hours of value-packed seminars. New educational seminars plus a revamped aircraft display make this year's Expo a pilot's dream destination.

"AOPA Expo is a place where pilots can see and learn about the latest and greatest in general aviation," said AOPA President Phil Boyer. "Every year pilots tell me that there were more aircraft, exhibitor booths, seminars, and opportunities to network than they ever imagined would be possible in a three-day event."

If you are interested in cutting-edge aviation technology, check out this year's new educational Technology Track that includes seminars like "WAAS: What Does It Mean for IFR?" "Flying Glass Cockpits in General Aviation," and "GPS Approaches, Navigation Databases, and Charts."



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But that's not all AOPA has lined up to satisfy the gadget guru in many pilots. Major avionics companies will fill the exhibit hall with products and accessories to make sure you and your aircraft are decked out with the latest equipment. DTC DUAT will help you stay connected at its Internet Cafe in the exhibit hall, where you can obtain a weather briefing or check e-mail.

Make sure you allow time in your busy seminar and exhibit schedule to take in AOPA's beefed-up aircraft display. For the first time ever in the aircraft display area, you can enjoy interactive hands-on seminars and product demonstrations. You can also get a look at the latest light-sport aircraft on the market. Free shuttle transportation will be provided round-trip from the Tampa Convention Center to the aircraft display during the show, compliments of Cessna Aircraft Company. AOPA Expo 2005 takes place November 3 through 5.



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