

THE

# VASI

# ANGLE

VOLUME 10, ISSUE 5  
JUNE 2004

# VNC

THE OFFICIAL NEWSLETTER OF THE VENICE AVIATION SOCIETY, INCORPORATED

## PRESIDENT'S MESSAGE: JUNE 2004

### Dear Fellow Aviators,

Although we don't have membership meetings during the summer, your board has been very active. Current issues include noise mitigation, security, the physical condition of the airport, and VASI reaching out via the Internet. Our ongoing political activities remain important as well. The major political activity we plan for this summer is to assist the City of Venice in counting traffic at the airport. Paul Hollowell has been primarily involved with establishing that plan. We will be looking for volunteers to spend only 3-4 hours at the airport, recording land and departing traffic, as well as weather information. The information gleaned from this well enable us to more accurately discuss these figures relative to KVNC.

In terms of noise abatement, a plan will soon be unveiled to recommend departure and arrival procedures. We actually don't know how significant a noise problem we currently have at the airport, but nearby residents continue to complain. If we show some effort to be cognizant of the noise issue, then it may appease some of these neighbors. Recently, I sent a letter to Marty Black regarding one suggestion he had to help with noise abatement. He suggested lengthening runway 31 (not 13, just a longer takeoff run for 31). As it turns out, adding 600 feet to the runway length has minimal effect on the height of an aircraft over Golden Beach, plus the opportunity cost of such lengthening could be as high as \$10 million. Mr. Black responded by stating that he would leave that in the Airport Layout Plan (ALP), but would proceed only if funds were available and that he is placing a high priority on rehabilitating runway 4/22 first.

The new security badge system is in beta testing. It is expected to become available for us generally in the next month or two. To make life easier for Beverly and Robert, please don't rush in as soon as you get the request to come in for a badge. They will be leaving the current system in place while the new system is implemented. By having a more gradual increase in the numbers using the new system, they

## NOTAMS:

- ⊗ NEXT MEETING: Wednesday, Sept. 15, Venice City Hall, 7:30 P.M.
- ⊗ SEPTEMBER GUEST: TBD
- ⊗ Please check your mailing label for correctness and the currency of your membership. If it does not say '04, then you need to renew.

will gain better understanding of the limitations of the new system and will be better able to work out the bugs. The new system uses a photo-ID badge that allows you access to a particular gate.

Brett Stephens has been busy setting up our website. The tentative address is [veniceaviationsociety.org](http://veniceaviationsociety.org). Please check it out and give us your input. We expect to be online within the next week. You can provide your feedback by clicking on the "Contacts" page for email addresses, or click on the 'webmaster' link at the bottom of the page.

One more item of importance is dues payments. While what we do doesn't cost a lot, it does require some money. We get that from the dues and there are several people who are out of date on dues. I want you to remain in VASI and continue to benefit from your membership, so please stay current on your membership dues.

Please feel free to contact us if you have any input about what we're doing this summer, especially if you'd like to help. Also, if you see anything at the airport that needs to be addressed, please contact us. You may leave a message at my office (484-0508) or call Nick Carlucci at 408-7777, or contact us via email using the addresses in this newsletter.

Most Sincerely,  
Joseph Rand, MD  
President, VASI

## MISSION CONTROL: THE VASI 'AIM'

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

# DAVE'S PAGE

Mother always said, "If you can't say anything nice, don't say anything at all." Therefore, Dave's page for this newsletter is as follows:

INTENTIONALLY LEFT BLANK

Happy flying,  
Dave

*Editor's Note:*

*Dave is not pleased with the progress regarding the Hangar Fire investigation, and, well, some things are perhaps best left "Intentionally Blank."*

## Safety, Security, and Suggestions

### Happy Summer Everyone!

As summer heats up there are places to visit, friends to see, & hamburgers to be eaten. All of those activities tie into security and safety and we even have some suggestions for summer flying as well.

Some of you may have heard about my partner, Jim Slobodnik and I (Nick Carlucci) and our unscheduled water landing on Memorial Day. Both of us are fine ,no cuts or bruises. N4347Q--our C-172 was totaled. Read my notes for the details.

Security continues to be a collective concern. Most of us are doing better with tailgating, but it is still an issue. If you are an airport regular (there daily or at least a couple of days a week ) and tend to travel in a pack, please set the example. When leaving please take the extra minute to go thru the gate area without tailgating. Remind others to remain alert when crossing the taxi way by the gate. Drivers have been observed not giving the right of way to aircraft. All of us have a stake in

#### VASI ANGLE CREW MEMBERS:

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

THE VASI ANGLE PAGE 2

**AVIATION INSURANCE**  
*You can depend on*  
**Davidson & Derion**   
S A R A S O T A  
**1 - 9 4 1 - 8 0 9 - 0 6 3 2**  
**1 - 8 0 0 - 8 6 4 - 4 2 2 0**

safety and security. Do talk to others about proper entry and exit when flying to a new and exciting place or even to an old, familiar one; security can become an issue.

The Airport Management Office has begun making and issuing the new airport access badges in limited numbers. The old system will continue in operation for some time into the future while the new badges are being issued and the new system becomes completely reliable. Airport tenants at large will be notified when the airport management office is ready to start issuing badges to the larger population on the airport.

TFRs are here to stay and just like the summer t-storms, they pop up unexpectedly. the political campaign, the trade summit, the U.S. Open, NASCAR, etc. can cause some great formation flying with F-16s and a chance to meet some real G - Men. So do call FSS for the latest info before heading out.

Remember: Those huge brush fires will normally have a no fly zone as well. Security also includes protecting your plane and property. when going to a new airport. Bring along tiedown ropes, use a throttle or prop lock, make some chocks out of pvc pipe.

If you do not have window shades go to auto zone or walmart & purchase a van sun screen. Use it to help keep your plane cool, protect your radios and enhance your plane's security by keeping prying eyes out of the cockpit. Safety is an attitude, but actions need to be taken as well.

All of us know that the best summer flying is normally in the early morning-- smooth air, no cloud build up etc. Ff you are

### S3: (Cont. on Page 8)

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# FAST FILE Application for Membership

**Why join?** Just ask over 150 pilots and owners based in Venice who's keeping an eye on what's going on in

Venice General Aviation. Just see who makes presentations at VASI meetings about the issues facing you as a pilot, you as an owner and you as an airport tenant. Just experience the fellowship and comradarie of a very distinguished and unique group of people: Aviators. Join VASI today.

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

Please Print Clearly

Name: \_\_\_\_\_  
Last First Middle

Name as you want on your name badge \_\_\_\_\_

Mailing Address: \_\_\_\_\_

City, State, Zip: \_\_\_\_\_

E-mail address: \_\_\_\_\_

Phone (Home): \_\_\_\_\_ (Work): \_\_\_\_\_

Occupation, present: \_\_\_\_\_ Former, if retired: \_\_\_\_\_

Pilot? \_\_\_\_\_ Yes \_\_\_\_\_ No Aircraft, if own, what type? \_\_\_\_\_

My flying is \_\_\_\_\_ % Pleasure \_\_\_\_\_ % Business

### Qualifications:

\_\_\_\_\_ SEL \_\_\_\_\_ SES \_\_\_\_\_ Multi \_\_\_\_\_ Multi-sea \_\_\_\_\_ Inst  
\_\_\_\_\_ COMM \_\_\_\_\_ CFI \_\_\_\_\_ CFII \_\_\_\_\_ ATP \_\_\_\_\_ Tail Wheel

Type Ratings \_\_\_\_\_

Special Aviation Interests: \_\_\_\_\_

### 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 there from.



Signature: \_\_\_\_\_

Date: \_\_\_\_\_

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

Already a member? Pass this on to a friend!

# Sit Down & Be Counted...

## ATTENTION VASI MEMBERS: AIRPORT TRAFFIC COUNT VOLUNTEERS NEEDED

1. Volunteers needed for Airport Traffic Count.
2. The Airport Manager will conduct a traffic count from August 15-28 2004. The count will run from 0600-2300 each day during the period.
3. Counting shifts will be three (3) hours in length except for the 2100 hours shift which will only be two (2) hours in length.
4. Volunteers please call Paul Hollowell at 941-484-0718, or Brett Stephens at 941-321-6876, or send Paul an email at:

turboc@comcast.net

with your name and phone number and the shifts and days you want to volunteer.

5. We want to complete the volunteer schedule by the end of June so please call now.
6. Airport Management will provide counting forms and a radio and each counter is responsible for the rest of his or her needs.

More administrative details will be provided later.  
PLEASE VOLUNTEER TODAY.

Thanks in advance.

## VASI Position On VNC Airport Improvements:

Improved Instrument Approach at VNC.

VASI has long lobbied for a better instrument approach such as an ILS or even a GPS with lower non-precision minimums. At our urging the Airport Manger wrote the responsible FAA office requesting better instrument approaches for Venice. The Airport Manager is now in dialogue with the FAA about this request. We have no good news to report at this point but at least the process has begun.

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

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

1. Airport Security: Complete the Airport Physical Security Enhancement Project
2. Instrument Approach: Work With FAA to get:
  - a. A better GPS approach (lower minimums)
  - b. Improve weather reporting and ultimately get an ILS
3. Runway & Taxiway Improvements: Concurrently with all other projects begin immediately to resurface both runways and taxiways and repair/replace runway and taxiway lighting.
4. Parking Apron Tie-downs: Replace the airport parking apron tie-downs with those capable of securing aircraft.
5. Hangar Construction: Build 30 more hangars and include hangars sufficient in width and depth to accommodate larger aircraft such as Piper Senecas or KingAires.
6. Noise Abatement: Develop and institute and Airport Noise Abatement Plan.

Comment: Runway extension may or may not be something to include. We think there is a lot that can be done to address the noise abatement issue without major construction. Of course Robert has talked about the shift in runway overrun on 04/22 to shift it more to the 22 end for the airport mini-city development. Airport noise complaints are sort of like the Bible says about the poor, they will always be with us.

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

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

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

### Website Sneak Peek:



# Travels: 'Round Robin'

By Paul Hollowell

We took a nice round robin trip in N7266B over the Memorial Day period. I will make a strong recommendation for Low Country Regional Airport in Walterboro, SC (RBW). Fuel was reasonably priced and the people are nice.

When I fly into Manassas, VA I always use Jet Services FBO. Fuel is not particularly cheap but they treat you like you are flying a Gulfstream regardless of what kind of bird brings you in.

As we all know you have to file into the Washington ADIZ by phone or in person. No DUATS. Since this requirement went into effect I have always filed from outside the Leesburg FSS region and all went smooth and quick as usual.

However, this time we flew into W45, Luray, VA in the morning to meet some friends for lunch planning to fly on into Manassas after lunch. If I had been thinking I would have filed from W45 on into Manassas when I did my flight plan to Luray. But I did not and Luray is in the Leesburg FSS area (though not in the ADIZ) so I had to call them on the phone after lunch to file.

On hold for 30 minutes then accidentally cut off. Another 30 minutes and still no help but somehow while I was holding I managed to dial into the admin office on another phone at the FSS and talked to a manager and pleaded my case and he forwarded me to a briefer finally and all was OK.

They were very nice but noted that with the new filing requirement for the DC ADIZ, they unfortunately have not been staffed appropriately and frequently they get totally backed up. When we departed Sunday morning it was no problem. But a word to the wise if you are headed up that way. We also flew into Kent State Airport (1G3) for an overnight stay. As we have heard the President of Kent State has vowed that she will close the airport. She is reportedly very anti-aviation and in particular anti-general aviation. It is a very nice airport with great service. It will be a real shame if that narrow minded vision prevails. While I was there

I was told that she had made a final decision the previous Thursday that the airport would close regardless. Departing Kent State headed home weather along the Georgia/Florida border on Memorial Day was sufficiently robust that we decided to stop at Knoxville Downtown Airport. Good decision.

There is a neat B&B in downtown Knoxville (the only B&B in the city) and the owner will pick you up at the airport. Give the Maplehurst Inn a try. Sonny the owner is a retired Eastern Airline Pilot. Knoxville was a pleasant surprise. Great riverwalk with several nice restaurants on the river (Florida developers have not yet arrived) and many attractions in the downtown area. We enjoyed the stop and would go there again.

## Nick's Notes:

*"Luck? Luck? There is no such thing as luck!"*

*BGeneral Savage -Twelve O'clock High.*

*"Luck is when preparation meets opportunity "-*

*Popular military expression*

Well Savage, based upon my Memorial Day flight, is all wet. My partner Jim and I lost our engine and ditched off of North Captiva Island.

Upon impact, our C-172 flipped, immediately filled with water, and

sank. Both of us got out, swam ashore and did not have a scratch. The only injury we both had was sunburn from being on the beach all day.

Here's what happened: Both of us are weekend flyers; on Sunday we made plans to fly on Monday, the 31st of May. After the local flight we would prep 47Q for its annual inspection which was set up for the following weekend. We also made plans to pull the engine and have it overhauled at Zph Engines. We wanted to use the summer as mtce time and have the plane in great shape for the fall flying season. Monday morning we met at the hangar, preflighted 47Q, checked weather and got ready for a one hour flight. Density altitude was 1,600 ft (10 AM), we had 30 gallons of fuel, oil was ok, no water in fuel, runup was normal. So we departed on 22. Our climb was better than 600 feet a minute ( Vy) and we had 750 lbs or so of stuff (fuel, oil, 2 gents at 6 feet + and 250lbs each).

We were heavy but not at gross and our rate of climb told us our engine was putting out full power and running well (150 horse - O 320). We turned South and at 1,500 feet set up to fly along the beach to Sanibel and back. This is a flight most of us take when we drill a hole in the sky and in 47Q it takes an hour . We used our new trafficscope and had a smooth flight to our turnaround point. Jim has a buddy who lives on Sanibel and we always check out his house and boat.

At this point it's 10:30 or so; all systems are ok. Oil temp is right where it should be and the same is true for oil pressure. Jim was left seat and I was doing the radio, navigation and monitoring the engine gauges. Most of the time we fly together and because of that our cockpit coordination is superb. We get along well and enjoy each other's company. As we headed North we were over the intercoastal and had picked up a tail wind. I remarked to Jim that our ground speed had picked up 10 knots and we would be back to VNC in short order. At this point Jim enriched the mixture a hair due to a very, very faint--so faint, someone simply along for the ride would not feel it--misfire. In less than a minute a second, very faint misfire.

At this point I am thinking that maybe a plug was starting to foul out. All engine gauges were normal and we enriched the mixture again. The tach had not dropped at all. Jim said we would not make VNC, I said relax. Well, less than 30seconds later, the engine made an odd sound; the kind of noise you hear when something tightens up or binds and just stops.

Now we were at 1,500 feet, 120 mph. Jim pitches up to gain a little altitude and slow to best glide. I try all the restart procedures, switch tanks, full rich, carb heat etc and nothing happens. So we head for the beach, using the tail wind to get additional distance. I call a mayday on 121.5 and am immediately answered by an airline

Continued on PAGE 7



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# Comment

The following letter was sent to our City Manager, Marty Black, dated May 25, 2004 regarding ieExtending Runway 31 at Venice Municipal Airport. I share it with you to best communicate the position of VASI on matters that concern fellow VNC aviators:

Mr. Black,

I am writing on behalf of Venice Aviation Incorporated (VASI) regarding your proposal to extend runway 31 for noise abatement. Extending the runway will have no significant effect on noise and is prohibitively expensive. The average jet takes off with a ground speed of around 140 nautical miles per hour (14,000 feet per minute). The area of Golden Beach is about 1.25 statute miles from the start of runway 31. Therefore, the average jet will be about 643 feet in altitude at Golden Beach with the current runway length and 75 feet altitude if the 500 feet is added to the runway.

Since sound varies with the square distance but sound intensity is measured on a logarithmic scale, this 107 feet reduces a 120 decibel jet noise by about one decibel.

Further, funds for airport improvements are generally matched at a ratio of 9:1 from the FAA. Based on the VNC noise study, the FAA does not feel that Venice has a noise problem, therefore, this project would not be eligible for matching funds. At an estimated cost of \$1 million, the opportunity cost becomes \$10 million, it hardly seems worthwhile to achieve roughly one decibel reduction in sound intensity by spending \$10 million.

## V.A.S.I. Executive Board

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Bart Bartanowicz  
The VASI Angle  
P.O. Box 1153 Venice, FL 34284  
airbuck@comcast.net

# SideBar

## Committee Volunteers Needed

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

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

# CLASSIFIED:

## Are you interested in a portable traffic awareness?

TrafficScope that also has a wake turbulence alert. easy to use and install. TrafficScope VRX provides range and altitude information and is the top of the line model. I used it twice and had a friend try it in his plane. bottom line it works well and uses a female voice to call out contacts. you do not "stare at the screen". I am not making any \$ on this. I met the rep at Sun & Sun - normal price is \$ 1,195.00 plus 7+ % sales tax. His Special price is \$975.00, no sales tax. call me 941-408-7777 (home) or e-mail joecessna72@cs.com for details. thank you , nick carlucci

## Calendar Stuff

AirVenture 2004-Oshkosh , 27 July-2 Aug.

Reno Air Races 16-19 Sept.

NBAA 12-14 Oct, Las Vegas .

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

## 5 x 5:

"Mankind has a perfect record in aviation. We never left one up there."  
Author Unknown

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## The \$100 Hamburger Run

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### Nick's Notes: (Cont. From Page 5)

pilot who relays our info to center. We had discussed emergency procedures before hand and always maintained that should something happen, we would not do anything heroic to save the airframe but would instead use it to save us. We also preplanned to use the gulf side beaches as our landing area. While flying in this area we highlighted the preferred landing sites. The airstrip on North Captiva was too far away to use and we did not desire to go East toward the mangroves . If we went down in the mangroves, how could anyone get to us and landing in 2 feet of water was not our preplanned solution. We were now passing thru 1000 feet and were on track to intercept and continue across the island and then land on a beach. As we set up for the landing we saw how crowded the beach was and knew we had to go into the water to avoid hurting anyone. So while I extended flaps Jim pitched up and we set up for ditching.

The impact with the water was so mild that it felt like a greaser on land. If we had not flipped (very slowly), I could have asked "Are we in the water yet?" it was that gentle . Once in the water, however, our nose went under, windshield collapsed and we flipped upside down.

The plane immediately filled with water and sank. Both of us had our shoulder harness on. It is dark, we were under water and upside down. I could not unbuckle my seatbelt. I told myself to remain calm, that I would not drown in this plane, slow down, think and open the door. I did just that; I planned to slide out from under the belt and I popped to the surface like a cork just behind the wing. I saw Jim, called to him, asked if he was okay and he was; he asked me if I was okay and I was.

So we started to swim to shore. We were only 40-50 feet from the beach in maybe 12-15 feet of water. As we started toward the beach swimmers and boaters were right there. I called out to call 911- the response was it was already done. I swam until I could touch and then walked ashore. Jim did the same.

Because the only way on the island is by boat or plane at least 20 pilots came up and told us what a great job we had done with the ditching. They also remarked at how calm we both looked as we flew over the beach . The people on the island were super The current moved the plane South so we put a rope on it and secured it at the Western end of the runway. Equipment was run directly from the runway to the plane to get it out of the water. Jim and I talked to the



FAA and NTSB on a conference call from the fire house. We called our wives and told them we ok within 15 minutes of the accident. By 11:00 AM all we could do was sit on the beach and wait. The EMS types took our blood pressure and we were both very calm. My pressure was 160 over 80..The plane is now in pieces and the engine will be torn down . The FAA agent thinks the engine swallowed a valve ; I think the cam broke. Now it is wait and see.Lots of lessons learned or relearned . The things that helped.-- we had a plan and made basic decisions before the need arose, land on the beach, save us not the plane. We both stayed calm - training and coordination between us were key. Using the tailwind to go a little further - Going into the water was a decision made without any hesitation - just imagine the lawsuits if we hurt someone. We have insurance, logbooks for plane are up to speed and so are we.

Things not quite right: We did not open our doors before impact. The cell phone was lost in the water along with all those phone numbers on speed dial. We could have been higher - more altitude = more options.

Well all in all Jim and I learned a lot that day but our trust in each other made today possible for both of us. We intend to purchase a new (for us) plane; any C182s out there?? Anyone need a hangar for a couple of months ?? May all your flying be safe and may all your winds aloft be tail winds, God Bless You and our troops overseas. Thank you, Nick Carlucci

### NOTAM

When going on those summer trips keep in mind that your cell phone is programmed to dial the local FSS of your home airport even if you are out of the area. A simple way to call the correct local FSS is to use their phone number as published in the airport/facility directory.



**Comment: (Cont. From Page 6)**

An alternative for you to consider would be to improve runway 04-22. If a jet took off runway 22, it would be no closer than 8,600 feet away from Golden Beach at all times. This takeoff path also puts jets out of any land development and would have a much greater effect on the reduction of sound intensity over Golden Beach and the rest of Venice. One final note is that expanding the runway might well encourage more jet traffic especially that of older, noisier jets.

VASI has formed a committee to investigate scientific, regulatory, and political aspects of noise reduction at our airport. We would be honored to present our findings to you, City Council, Mr. Hernandez, or to give you whatever information we can provide. We have already committed to participate in the traffic count.

Thank you for your consideration.

Joseph Rand, MD  
President, VASI

  
**P.O. BOX 1153  
VENICE, FL  
34284**

**S3: (Cont. From Page 2)**

going on a long cross country ( osh kosh by gosh ) the best meal to eat is the meal you normally eat. For example if your typical breakfast is the four basic food groups ( coffee, smoke, jelly doughnut followed up with a tums), do not upset your system with real food. Your body has a routine and no joke--upset the routine with a massive unexpected super breakfast/lunch dinner and you will pay the price. The Navy did a study on what to do/not do before going on special missions and the answer was--follow your normal (for you ) eating habits. Do bring water with you...it's hot and you need to keep your body hydrated. Remind your flying guests that sodas should not be opened at altitude.

Safety. consider a portable traffic alert system. I had one, used it twice and found it to be a good addition to the plane. Well have a great and safe summer everyone; I look forward to seeing each of you, if not at the airport, then at our September meeting.

Thank you-  
-Nick Carlucci

Place  
Stamp  
Here