

THE

VASI

ANGLE

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MARCH 2004

VNC

THE OFFICIAL NEWSLETTER OF THE VENICE AVIATION SOCIETY, INCORPORATED

PRESIDENT'S MESSAGE:

March 2004

Dear Fellow Aviators,

The March 2004 VASI meeting will be in a new location at the City Hall. It will be in the meeting room to the left as you enter the building. We will be there to direct you.

This should be a very helpful meeting. The Flight Standards District Office will be there to review new and current FAA regulations pertaining to certificates and certifications. Bring your questions. I'm sure you will learn a lot of helpful information.

At the April meeting Mayor Dean Calamaris agreed to speak. He will be giving us an update on the city and the airport. Plan to come to that meeting as a strong membership means a strong interest.

I thought I'd take this opportunity to editorialize a moment about radio talk. The other day I was taxiing to 22 for departure. The hang gliders were departing from the grass next to the runway with a King/Aire on final and a Piper on downwind. Everyone communicated very nicely their locations and intentions. Then someone piped in saying, "Venice traffic, November whatever is 10

NOTAMS:

- ⊗ NEXT MEETING: Wednesday, March 17th, Venice City Hall, 7:30 P.M. (We're Upgraded to Council Chambers)
- ⊗ MARCH GUEST:
Buz Massengale
Safety Program Manager
Flight Standards District Office
- ⊗ APRIL GUEST:
Mayor Dean Calamaris: Airport Update

miles north, traffic please advise." I laughed. If he had listened for maybe 30 seconds he would easily have figured out that four aircraft were using 22. Moments later someone else started asking Triple Diamond for directions to the restaurant. There was a whole conversation including progressive taxi instructions to get to the restaurant. Don't they have a private frequency? I know there have been editorials about this but I see no problem in VASI members advising people on the CTAF when they ask stupid questions or take up too much air time.

I look forward to seeing you on the 17th.

Sincerely,
Joseph Rand, MD
President VASI



Vintage Aircraft: The B-24

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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Buck Settles, at airbuck@comcast.net

rience for any youngster. The ship seemed to be over run with Boy Scouts in their short pants and neckerchiefs. My dismaying observation is that Boy Scouts have changed fundamentally since I was a member. When I was wearing the uniform, the leaders had more control. We would stand aside, and politely greet an adult as we let them pass. I guess those days are gone.

At the last VASI meeting, we had quite a crowd. We are nearing the capacity of the room. The city has suggested that we use the council chamber for our meetings. This is an affirmation of the value and influence our organization has come to enjoy. Pat yourself on the back for your part in a recognized and respected position in the community. After you pat yourself on the back, use that hand to write a check for your dues.

We have more attendees than members. If the person sitting next to you wasn't a member, encourage him/her to join.

The last meeting had a representative from the Bahamas Ministry of Tourism. They are bending over backwards to make us feel welcome. They really want our business. They respect and cater to the needs of pilots because they recognize our contribution to their economy. Customs and immigration procedures have been streamlined, and paperwork has been reduced. If only US Customs would see the wisdom in this.

The Bahamas are only a short overwater flight away. I have been there on about 30 occasions, and have always reassured my passengers that if anything happened, the helicopter would be in the air before we were in the water.

It is a beautiful and relaxing country. The out islands are a world of their own. Pam and I will be shopping for 12 inch tail numbers.

--Dave

AOPA – WHAT DOES IT DO FOR YOU?

This question is asked by just about anyone who joins any organization. The answer is simple, if you know what VASI has done for VNC and the pilots who utilize our airport, just multiply by 400,000 (approximate AOPA membership) and you will know. AOPA is the spokesman for general aviation in this country. If you read AOPA pilot, you know. It is the tie that binds. It provides commonality where all pilots are equal and all who enjoy the beauty and challenges of flight can be heard. If you find that something is wrong in the aviation system, just give them a call, and you will be connected to someone who will listen and direct you, or get the ball rolling to effect change. AOPA is the best big brother all pilots can have. It provides many services, including insurance for all aspects of flight. I am currently insured with them, as Avemco, my former carrier, raised rates without cause two years ago. AOPA provided the same coverage as before, with a slightly smaller premium. No questions asked.

Continued on Page 3

DAVE'S PAGE

The suggestion has been made that VASI members write for the newsletter about flights they have made. Here goes.

Pam and I flew our Cessna 170 to Charleston for a three day weekend in February. That's Charlie South, not Charlie West.

Everything was in our favor for the weekend. I usually fly low and slow, but for the trip up, we went high (3500 ft.) and flew fast (155 mph groundspeed at some points.) The air was smooth and cool, and was blowing on our tail. We used flight following, and got routine handoffs between Jax, Savannah, Beaufort and CHS.

We landed at CHS, taxied to the FBO Mercury Air, and they tied us down in the "annex." We had reserved a rental car, and the attendant at Mercury had a list of motels that would give a "crew rate." The motels, however, were out of town, near the airport. We opted to take a chance, and found a reasonable rate downtown in the heart of the historic district.

We spent most of Saturday across the Cooper River at Patriots Point where there are four ships to tour, including the aircraft carrier YORKTOWN. We spent hours onboard, and you can tour most every nook and cranny from engine room to bridge.

Back in Charleston we had a great time seeing the sights and eating good food. We recommend the carriage ride tour through the historic district for its running lecture about the significant buildings and the lore of the city. Market Street has about a hundred restaurants within a block or two, and shopping runs from hand-made straw baskets to a candy factory.

The flight home was a little more relaxed. We stayed lower (2500) and flew down the coast without flight following. The wind was on our tail again, but not as strong.

Avgas is relatively cheap at the self-serve in Keystone.

An observation about events taking place on the carrier YORKTOWN: They have weekend sleepovers available to any "organized youth group." Pam and I both think this would be a very memorable experience.

VASI ANGLE CREW MEMBERS:

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

This alone is worthy of membership.

If you have internet capability, you should check with AOPA online. Just punch up: www.aopa.org. You can subscribe to a weekly update which can be sent automatically each Friday morning. If you are not internet capable, I post this newsletter on the bulletin board just to the right of the pilots entrance gate in front of the administration building at the airport. I try to get it posted Friday, and with occasional exception, do so. I think you will find it most interesting. This newsletter complements the monthly magazine. Things change quickly in aviation. You should take a look at the bulletin board every one in awhile, as things are also posted by the airport administration, and that is the easiest way to stay up to date.

If any of you have any questions, problems, suggestions in regards to AOPA, please do not hesitate to contact me. My email address is jjyuroska@aol.com.

Stay well, and keep your speed up in the turns!

John J. Yuroska,
AOPA ASN Volunteer



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aircraft was on a takeoff roll and the unthinkable happened. How would you feel if you did not stop and wait for the gate to close before proceeding -- giving her the opportunity to drive into the operational area of VNC?

The new badges are about to be issued. The current plan is to call individuals and ask them to go to airport admin for their badge; Robert is planning on a two day a week issue schedule, with a late (after 5PM) session during one of the days. He told me that most of the information he needs is on the hangar leases so for just about all of us all we have to do is wait for the invite to his office. We often hear or are told about things that happen somewhere else and the typical reaction is "that would never happen here " or "what were they thinking-how can they be so stupid?"

In last month's security column the use of a prop or throttle lock was encouraged. Less than a month ago a c-172 was stolen at an airport in Texas. The crook was drunk, not a pilot and used the POH to figure out how to "fly". He walked away from the crash. A fence was being built around the airport but someone left the gate open so he drove thru. He told police if the gate was closed he never would have gone in. Stolen planes are not big in number; last year 13 planes were stolen BUT when it happens it's news. Did I mention that the plane was in a locked hangar but had its keys in it. A simple throttle lock would have stopped this theft.

It is time for a quick suggestion or two: if your plane has wheel pants mark the location of the tire/tube valve stem with a line or dot on the tire; this will make it easy to check tire pressure as the hunt for the valve stem will be simple.

Tired of the Cessna (high wing) wrinkle/ crease on the forehead?, (I wear my scar proudly) purchase two pool nodules - slit them lengthwise and place over your planes flaps. get a bright color and no more dings to the forehead. Paul is our chairman for the security committee; if anyone would like to be a active member of this committee please tell him at our next meeting. Thank you, Nick Carlucci

Thank you, Nick C.

Membershiping:

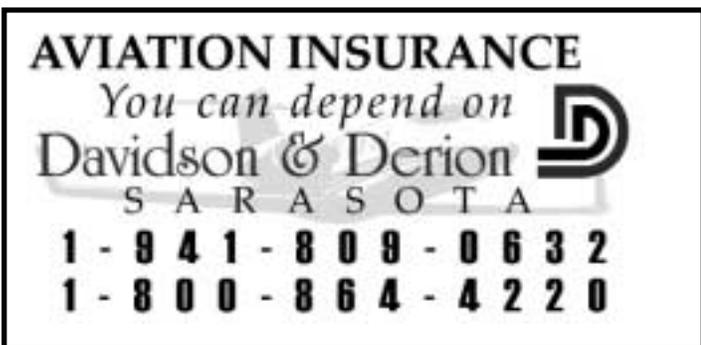
For the many of you who have sent in your membership renewals, thank you. For those of you who have been waiting for an auspicious sign to renew I think I saw it last night during the full moon.

I felt sure I saw in the haze around the moon, "now is the time for all members to renew their VASI membership." Or maybe it was just a ghost sky-writer. Seriously, the City knows that VASI does speak for a substantial and influential aviator population. They see the strength of our size and influential membership. Help us all keep that voice strong.

ALSO, please take the time to check the mailing label on your Newsletter to make sure that the renewal date (that two numeral item in the upper left corner of the mailing label), your name your address are correct. If not, pass me a note at the next VASI meeting or include the correction with your renewal.

Safety, Security, and Suggestions

It seems as if the "safety and suggestions" portion of this column keep getting pushed back due to the need to keep everyone informed of the moving security target. Yet this month Paul's observations about the woman trying to park her car for the Italian Fest, inside the fence, tie together both security and safety. Imagine the havoc, post accident finger pointing and resulting negative policy (access) initiatives IF she had driven across an active runway while an



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S3: Part II

Airport Management continues to be concerned about tailgating. That is to say someone not associated with the entry code that opened the gate entering or departing the airport while the gate is still open without entering their own code. This is something we should all be concerned about and do our part to prevent. People with clearly no business being on the airport do continue to get in.

Continued on Page 4



THIS IS THE ONLY FLYING B-24 IN THE WORLD, PICTURED PARKED AT VENICE MUNI. BUILT IN TEXAS, THIS LIBERATOR WAS PUT INTO SERVICE BY THE ROYAL AIR FORCE. A BRITISH COLLECTOR BROUGHT IT BACK TO ENGLAND IN 1984 AND THE COLLINGS FOUNDATION BOUGHT IT WITH THE IDEA THAT I WOULD BE A STATIC DISPLAY ITEM IN A MUSEUM SOMEWHERE. ENOUGH VETERANS CONVINCED THE FOUNDATION TO RESTORE IT TO AIRWORTHINESS. IT CURRENTLY COSTS \$3,000/HR. TO OPERATE.

Recently on a Saturday when I was departing a lady in a pickup truck was trying to figure out how to get out and I asked her what her problem was and she said that she thought she was going to Italian Fest Parking and she had followed another car in. After driving around she quickly figured out that this was not the parking lot and managed to end up back at the gate. I assured myself that she was on the up and up and let her out.

However, it was a reminder that tailgating is a problem. Sometime back Robert Hernandez and I stopped two skate-boarders trying to get in when I opened the gate to exit. So it is a problem and we are part of the solution.

Paul Hollowell

Nick's Notes:

John for all the years that you have devoted to VNC and your new writing career.

Because politics is this year's main event here is a simple quiz - What organization has the most powerful lobby on Capital Hill?

- a. - trial lawyers association,
- b - school teachers union/ AFL-CIO,
- c - AARP,
- d - NRA...drum roll please and the answer is
- d - NRA . OK next question -

What aviation organization is the most powerful on Capital Hill?

- a- National Business Aviation Association (NBAA),
- b -General Aviation Manufacturers Association (GAMA),
- c - Airline Pilots Association,
- d - EAA ,
- e - none of the above.

The answer is e -none of the above.

The Aircraft Owners and Pilots Association (AOPA) is the most effective voice we have on Capital Hill. Started well over 50 years ago, AOPA now has a membership of over 400,000. It has evolved into a member service organization second to none and under Phil Boyer has become a proactive defender of pilot's rights & airports.

The AOPA Air Safety Foundation, a resource that member and non-members can use, has helped reduce GA accidents to the lowest levels ever. Well I could go on and on about AOPA but what has made it so successful? Organizations that become winners grow and mature just like people. The membership base of 400,000 out of a pilot population of 650,000 gives AOPA the loudest voice on the Hill. It's expert staff is a virtual extension (at times) of the FAA. Members of Congress often seek advice on technical matters from AOPA staffers.

AOPA grew up - it changed from a "no you can not do that" knee jerk reaction group to every FAA proposal to a "lets pool our expert talents and work together" type common interest group.

Bottom line - if you are not a member do join. Now just as AOPA has "matured "--so has VASI -

Final question - True or False --

In order to get T-Hangars , in 1998 -- 14 plane owners put up \$ 2,000 each (then two years of rent) to front the project for the city. Ans. True.

Today we have 61 on the hangar waitlist and the Airport Manager is setting up to build at least 32 more in 2006. If possible he will speed that up but 2 years is light speed for construction. In the past two years more than 60 hangars have been built. Hangars are a solid revenue stream for the airport; after 3 years or so they are paid off and just generate solid income until they are replaced in 70 or so years. Heck VNC is still using WW II hangars.

VASI was a key player in getting those hangars built. VASI now holds its meetings in the City Council Chambers. A step up because of our size and the recognition that VASI is a proactive, prevent or solve the problem type organization. We make a difference. Just as Brett has helped us with the newsletter maybe you can help by becoming active on a standing committee.

Fly Safe and bring a new member to our meeting.

Thank You, Nick Carlucci.

The VASI ANGLE has a new look this month; a hearty thank you and well done to Brett Stephens, a new pilot and a VASI member who wanted to pitch in and help turn our newsletter into a first class operation.

Also new to the newsletter is a column by John Yurosko. John is a former board member and one of the founders of VASI. He is writing as AOPA's Airport Support Network Volunteer for VNC, thank you

COMING UP:

A VASI Website. Give us your input now!

A service package proposal for an 'official' VASI website is currently in development. We will also be taking diligent notes about what this website should have in it.

There will be ample opportunities for membership participation. This will be an interactive site, with plenty to see and do. We just want to make sure you see and the website does what you want it to. The canvas is blank, but there are plenty of goodies in store.

Opinion

As your editor of this communique, I've decided to devote this particular corner of the newsletter to a monthly opinion.

This is a crucial time for Venice aviation. If you don't realize that, take a look at the newspapers over the last several weeks:

Developers have their designs on airport property, island and South Venice neighbors have had an ear and mouthful, there's a new airport manager in the mix (good news so far), post 9/11 hysteria is published (AOPA Pilot, March Issue) and there is now a plethora of TFRs to deal with. (The POTUS alone has been here 19 times since elected.)

I was three years old when Air Force Captain Don Westbrook gave me his wings and shipped off to Vietnam. He and his wingman were flying a mission in their Skyhawks and went around opposite sides of a mountain. His wingman ended up on the other side, but Don didn't. The wingman only found smoke, but no chute. Don is still listed as MIA.

When I finally got ahold of those wings and really realized what they stood for, I promised myself that I would make good on them. It took me nearly 40 years to finally go after it, but that simple gesture in 1963 is why I have my ticket today.

No matter who you are, where you are and what you fly, remember your first 100 hours. They were some of the most scary and some of the most rewarding hours of my life. How do you remember them? More importantly, what are we as aviators going to do to foster the next generation of airmen and women?

One day on business, I found myself at the Great Western Aerospace Museum in Oakland, California and put my hands on a Douglas A-4 Skyhawk. I rolled the leading edge forward, peered down the intake and glared into the canopy. I imagined what it would be like to have the throttle and stick in hand as I barreled down the runway and climbed into the heavens. No doubt, there are VASI members who can describe the real thing.

I have decidedly become active in this aviation community for a number of reasons. First, to support it for the reasons that aviation has inspired me. Second, to acknowledge that change is in the midst and that it must be properly managed. And third, to study aviation as it has existed in this community. The ceremonial B-24 and B-25 visit of last weekend is included in a pictorial display. If you were around Venice this weekend, you no doubt heard four radial engines rumble as it circled the island. It literally drug me out of the house everytime it passed over.

On one particular trip out the door to see which way it was headed, I ran into the neighbor across the street, a seasonal visitor. He told me that he was one of the last crews to train on the B-24 in the late 50s. We talked for what seemed like hours. Aviation is not a hobby you take on, it's a passion that takes you in.

This corner is now reserved for your opinion. Be heard.

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:

ICOM A5 Handheld for sale. \$200. See me at the next meeting. Bob Szymanski

GEE. LOOK AT ALL THIS EXTRA CLASSIFIED AD SPACE THAT'S GOING TO WASTE. PHONE, FAX OR EMAIL YOURS IN TO BUCK SETTLES. ADS ARE FREE. BUT YOU MUST CALL TO RUN IT EACH MONTH.

Calendar Stuff

March 27 & 28 - Florida International Air Show -Charlotte County (PGD) ,Punta Gorda, it's local, it's super and it's fun !! This year Air Force T-Birds, Patty Wagstaff , Aero Shell Aero Team (4- T6s) and more

April 3 & 4 - MacDill Airfest featuring Navy Blue Angels

April 4 - Fantasy of Flight- Mustangs 'n Mustangs - P 51s and Ford pony cars

April 10 - FloridaPilot.Com fly in -

Kissimmee - Tom Riley's War Bird Facility

April 13 - 19 - SUN & FUN ---- who said there was nothing to do around here...???

5 x 5:

"The only time you can have too much fuel on board is when you're on fire."

Dave Whitman

We are trying to build a business membership directory. Distribution will be to VASI members only --If you have a business or service that you would like to get in the directory please e- mail the information to Nick at joecessna72@cs.com or give him a note at the meeting.



THE B-25 WAS IMMORTALIZED BY JIMMY DOOLITTLE'S RAID ON TOKYO. A SPECIALLY-MODIFIED VERSION OF THE B-25 WAS LAUNCHED OFF CARRIER DECKS AND SENT ON TOKYO RAIDS (A.K.A. 30 SECONDS OVER TOKYO). ALTHOUGH IT WAS A MAJOR MORAL VICTORY FOR THE US, ONLY MINIMAL DAMAGE WAS INFLICTED AND ONLY A HANDFULL OF PILOTS FROM THAT MISSION RETURNED SAFELY. THIS BIRD IS A REMINDER OF THAT MISSION.



THIS T-6 TEXAN WAS SHOT IN TEXAS AT THE 1996 TEXAS AIR RACES. A FLIGHT OF TEXANS HAS BEEN SEEN AT VNC ON DIFFERENT OCCASSIONS.

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