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www.VeniceAviationSociety.com

THE OFFICIAL NEWSLETTER OF THE VENICE AVIATION SOCIETY, INCORPORATED

## President's Message

Dear Fellow Aviators,

Many changes have recently taken place regarding the airport. Dr. Robert Bartanowicz is stepping down as interim manager. I am amazed at everything he did in the short time that he was in that position. Mr. Fred Watts has started as the new airport manager. He is very intelligent and personable, and appears ready, willing, and able to accomplish great things at VNC. I welcome him. Also, the Airport Advisory Board has been re-established. This Board seems to be better equipped to address issues at the airport more intimately than the previous Board.

Mr. Paul Hollowell and myself are among the members on the board. This brings me to my request. I am looking for two people to be on VASI's Airport Improvement Committee. Paul and I were previously on this and because of the Sunshine Laws we can no longer be on this committee. We only met 2-3 times, so this isn't a time consuming committee. I need two people who are observant and able to formulate good plans to improve the airport. This committee mostly deals with the physical property of the airport. We are mainly concerned with the condition of the runways, taxiways, and apron, as well as the grounds around the airport. We deal with placement of VASI signs and notices, and other signage at the airport. We also considered the exterior grounds and presentation of the airport to the neighborhood and well as presentation of the airport to people flying in. The committee should meet with the airport manager 1-3 times per year to discuss these issues. From what I have seen of Mr. Watts he is already on top of most the issues with which we dealt. Please contact me or a member of the board at or before our member's meeting on March 16, 2005.

### NOTAMS:

- ⊗ **Welcome Fred Watts**, our new Airport Manager. Let's give him a warm welcome as he gets up to speed. Mr. Watts is committed to furthering the momentum of Robert in keeping Venice as a World Class Airport
- ⊗ **NEXT MEETING: 3/16/05, 7:30, Venice City Hall:**  
**Guest: Wings with Dave Whitman: Airspace & TFRs;**  
**airport transportation available for fly-ins at the Airport Admin Building. Call 321.6876 for a ride**

The next meeting will be put on by the FAA examiners and will be a Wing's Program. The Wing's Program is a program set up by AOPA to enhance a pilot's skills. There are two parts: an appropriately designated lecture/ground school plus about a 3 hour flight session. The flight session can be done with any CFI/CFII. Successful completion of the Wing's Program may be done in lieu of a "biennial" flight review. There are several flight instructors who are members of VASI and we will post their names and contact information. We encourage you to patronize our own membership.

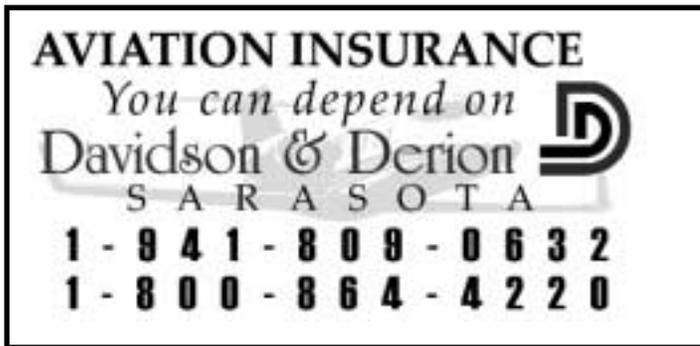
Along the lines of patronage, we'd like to develop a business listing of members. If you need a certain service it would be nice to consider a fellow VASI member along with other vendors. Please contact Nick Carlucci and/or Paul Hollowell with your business information. We hope to post this on the Internet. Visit <http://www.veniceaviationsociety.com>.

I look forward to seeing you at the March meeting. Oh, and my greeting below is a neologism of the Latin word for "always" and the acronym "ceiling and visibility unlimited".

Semper CAVU  
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.



# VASI IN ACTION

Your VASI is active on behalf of its members and the Venice City Airport. Recently VASI has provided presentations to the Venice City Council on behalf of the airport and its users. We met with airport management, the city manager and again made a presentation to the city council when the Airport Advisory Board (AAB) Ordinance was revised to restructure the AAB. We discussed with people critical of airport operations our efforts to reduce noise at the airport. Feedback from critics and supporters alike is that they have noticed some improvements. During the recent visit of the Collings Foundation War Birds VASI manned a booth to offer water and provide information on VASI. We have developed a slate of informative meetings to keep you informed and we are continuing to develop programs on your behalf. Through these and other efforts we are active on your behalf. VASI with over 150 members is a large committed group but we still need members help because we still have a few tenants at the Venice Airport who are not members. Do your part to add a member.

In last month's Newsletter we published a list of issues members noted as being important regarding the airport facilities. Since we now have a new airport manager we have decided to run that list again this month. If one thought summarized the desire of all it was to have a safe well functioning airport. Some of issues mentioned follow:

1. Resurface the runways (badly needed).
2. A standalone GPS approach (with much lower minimums) or ideally an ILS, and lighting to go along. The current GPS is an overlay on the existing NDB. Probably more comments on this than any other facilities subject.
3. Upgrade AWOS to ATIS.
4. More hangars and larger hangars as an example for some of the twins that will not quite fit into the Ts and have to park outside. There is a long waiting list for hangars.
5. Control tower. People seem to be divided on this one. Many do not want a control tower and some do. Motivation for control tower seems to be primarily the air traffic density and lack of good practices in airport traffic pattern operations along with poor radio communications on the UNICOM.
6. Improved taxiways and taxiway lighting.
7. Most everyone expresses frustration with the lack of improvements at the Venice Airport in comparison with other Florida airports. Hopefully that is changing.
8. Some airport tenants expressed a desire to go back to the

## Continued On Page 5

## Official Business

### Observations from the Airport Manager's Office

During my short tenure as the interim manager at the Airport I have noticed several things that I would like to pass along to our members. There were good things as well as some "not so good" things.

Starting out with the positive, folks have been very good at waiting for the gate to close behind them. There have been lapses by some folks but in many cases these folks have caught themselves and stopped to wait for the gate to close. Additionally I have seen an awful lot of folks helping each other out with their T-Hangars and aircraft. I have to say that we have a very responsible group of pilots at the airport.

On the other side there are some things that need attention. The speed limit of 10 mph is not being complied with. Additionally a few people are driving on the taxiways and taking shortcuts in and around aircraft. Needless to say this is not good. The area around Triple Diamond and the gas pumps is busy and we really don't need to have unauthorized vehicles darting in and out. Finally, a small thing but important thing is the used oil collection points. Specifically folks are not putting the caps back on the oil drums. There have been some "sloppy pours" of oil making a general mess. Part of this is a result from pouring from "filled to the brim" containers into the drums.

I would encourage everyone to continue setting a high standard. This ultimately pays off for the airport with a good public image.

R. S. "Bart" Bartanowicz

### VASI ANGLE CREW MEMBERS:

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



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# S3:

"March Madness" to some it's college basketball but to all those in the know March is Mad simply because it is the busiest, most frantic time of the year for winter visitors. The real season starts on President's Day weekend and ends around Easter. The flight line is now packed with planes and the traffic pattern is full. Full of opportunity to ruin your whole day if you are not alert.

Nearly all midair collisions occur during daylight hours and in VFR conditions. When Willie Sutton was asked why he robbed banks, his reply "because that's where the money is" became an instant classic. Well, the majority of midair's happen within five miles of an airport because that's where the planes are. VNC is a very popular field for training. All of us have seen poor pattern discipline, have heard poor radio procedure, have identified a "jerk" who will not yield position to a less agile aircraft. One of my pet peeves is the failure of those in a packed pattern to acknowledge those on the ground waiting to take off.

It is not just students who seem to be unable to adjust to a shifting wind and need to change runways. Once that Daisy Chain starts using runway A, no one has the airmanship smarts to change runways with a wind shift. Why? Most midairs are traffic pattern related, most are planes overtaking other planes and most are easily avoided with proper training, maintaining situational awareness and keeping those mark 2 eyeballs outside of the cockpit. As a youngster Mom always said "look both ways before crossing the street" and Mom was wise beyond her years.

The crosswind / downwind intersection and base to final turn are two critical areas for checking traffic. That plane on a five mile final is only part of the problem. The classic low wing high wing crunch normally starts with a high wing on final and a faster low wing descending (and overtaking) behind it. Please, if you are piloting a high winger pickup that inboard wing and look inboard before rolling into that turn. If you are in a low winger clear the area below with a gentle turn or two.

For more information call the AOPA Air Safety Foundation 1-800-638-3101 and ask for a copy of their superb "How to Avoid a Midair Collision" booklet -- it's free! Last month the great line "Is it safe? Is it safe!" came from the movie that all Dentists love "The Marathon Man" with Dustin Hoffman getting drilled for information by the bad guys.

Fly Safe - thank you Nick.



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# Nick's Notes

As we bid farewell to our old airport manager with a wish for his future success and a sincere thank you for his support, we welcome our new airport manager and wish him success in his quest for \$\$\$ to fund airport improvements. We talk about accountability for our public facilities yet non-decisions and poor decisions made years ago in regard to VNC have cost the city and the surrounding community. Long term members of the local aviation community have watched for years as other airports received federal and state funds to improve facilities.

VNC on the other hand, due to neglect under the former City Manager deteriorated. Open hostility toward VNC and sweetheart deals concerning the leasing of VNC property caused not only a loss of capital for the airport but also soured the VNC/FAA working relationship. Today we are very fortunate to have a Mayor and City Council that are proactive and interested VNC. The NEW Airport Advisory Board will help City Government in carrying out its responsibility to the public. I hope, in this time of reduced funding resources, VNC can make up for the years of neglect and become the jewel in the crown of Venice.

As part of our unique American culture we demand instant answers and solutions for whatever ails us. The problem of the day requires a quick fix and by golly we're going to get one. Truth be told most decisions are never 100% correct. Often years go by before a determination can be made if the correct decision was made. Some solutions may be better than others but so much of any value judgment depends upon your point of view.

The old saw of "where you stand [on any issue] is where you sit" is so true it hurts. Last month we had a solid presentation and a superb question & answer session with TSA personnel. The Huge Hand of Government, from an individual's point of view, can be overwhelming and yet it was very evident the TSA folks want to do even more restrictive things. Homeland security has become the justification for all sorts of hidden agendas so stay tuned and maybe the Disney flight restriction will become the Spring Training Game Flight Restriction.

Whenever I check my mail and see a letter from the IRS my heart does a little pitta patter until I open the letter and find out that it is not an audit. As an aircraft owner, whenever I get a letter from the FAA that same nervous tension happens until I open the letter and determine that it is not an AD on N18PB. During February the FAA, thanks to the AOPA Air Safety Foundation, the Florida Dept. of Transportation and the Florida Airports Council sent out a Maneuvering Flight Safety Advisor Booklet. I hope you received one as well.

This booklet as well as the one referenced in the safety article combine for a terrific review of safe procedures. March is a

**Continued on Page 5**

# History **One-Oh-Too!**

[This is Part 2 of an ongoing series on the evolution of the Venice Municipal Airport].

The following historical summary of Venice Army Airfield originally appeared in the November 15, 1945 edition of the "Venice Aerial" the base newspaper. Courtesy of the Venice Archives, Area Historical Collection, and Beverly James, Venice City Airport.

## THE HISTORY OF VENICE ARMY AIR FIELD

THE STORY of Venice Army Air Field began early in 1942, when the Army Air Forces realized a need for a rear echelon service organization that could relieve combat squadrons of maintenance and house-keeping details at air bases behind the lines. With the necessity for training such outfits in mind, Col. A. M. Nicholson landed at the Venice municipal airport in May, 1942 to make a survey of the locality's facilities. Two months later construction was begun on a cantonment for a maximum of 900 Air Service Command soldiers, making use of the grass covered municipal airport. But by March, 1944, the base had been moved south to its permanent location, over \$3,250,000 had been spent on construction, and more than 4000 men were stationed at Venice.

OFFICIAL business started on July 7, 1942 when the first military personnel arrived -men of the 37th Service Sq. 27th Service Group-as an advance party. Within two weeks the other organizations had arrived-the Hq. & Hq. Sq. and the 826th QM Company. Later, the 1063rd Signal Co., the 90th Service Sq., and the 1728th, 1729th, 2064th and 2065th QM Companies came. The Army post at Venice, designated as a Service Group Training Center, was in business, its mission to train service groups under the tutelage of the parent 27th.

Early life at the Service Group training center is officially described as "rugged," Necessity demanded that the skilled specialists of the 27th be put to work pulling stumps, cutting weeds and doing general clean-up jobs. No furloughs were given, and the men lived in tents. But by December the base was ready to start true military activity, and eleven days before Christmas the 80th Service Group arrived for training. Things shifted into high. An extensive network of schools was established for technical and basic training. Engines, supply, aircraft recognition, booby traps, administration, camouflage-all

these subjects and many more were covered as the new field gained recognition throughout the far-flung ASC as turning out men who knew their jobs well. Days whirled by like kaleidoscopic visions as GIs worked hard 'at learning war by day, and filled the theatre, "Beer Garden" (built by the GI's themselves) and the recreation centers of surrounding towns at night.

THE SERVICE Group Training Center entered a new phase on Feb. 15, 1945, when Col. Vincent B. Dixon, universally admired officer whose name was to become synonymous with the fame of this

field, was assigned as commanding officer. Then the base was officially designated as Venice Army Air Field, and the first frenzy of organization evolved into a more balanced and orderly life.

More emphasis was placed on the comfort and well-being of enlisted personnel. Base Hq. was established, using key men of the 27th plus personnel of the 422nd Base Hq. & Air Base Sq., which came here from Boca Chica; the 749th AAFBand was organized, making possible dances and shows; regular laundry service was set up;. The sales commissary was opened; food was purchased locally, insuring fresher and more adequate chow. Most important for morale, a regular furlough policy was established.

NOW V AAF lacked only one thing necessary to a true Army air field - airplanes. On June 7, 1943 the first combat aircraft operated from here; a month later the 13th Fighter Sq. arrived from Ft. Myers after duty in Panama. The 14th, its brother outfit, followed in a few weeks. Now the field had a dual mission: the continued training of service groups, and the added responsibility of grooming fighter pilots for combat.

Pilot training-first in P-39s, then P-47s, later P-40s, and finally P-51s-was begun. In January, 1944 the base was transferred to the Third Air Force, but some Air Service Command units remained for training. The last of these was the 576th Air Service Group, later sent to Guam. In all, nine groups were trained at VAAF, including the all - Chinese 14th, reputedly formed after a personal request to President Roosevelt by Madame Chiang Kai-Shek.



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**STRONG MESSAGE TO FOLLOW:**

THIS COULD BE YOUR LAST NEWSLETTER. PLEASE NOTE THAT A FEW MEMBERS MAY BE DELETED FROM E 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.

**Advertise in The Angle for \$100/yr.**

### Continued From Page 2

earlier airport security service rather than the police. The suggestion was that it cost less and was more effective.

9. Replace the existing relatively useless cable tie downs on the ramp.

10. The fall and summer storms played some havoc with the gates which brought up the subject of the new gate entry system. Those that have mentioned this are hopeful that the system will have the bugs out by the summer when the thunder storms return.

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

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

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# Nick's Notes

(continued)

great month for aviation events in Florida. The Valiant Air Command (mostly WWII warbirds) Airshow and the Florida International Airshow (Punta Gorda) are this month. April brings Sun&Fun and Bension Days.

I have met pilots who proudly proclaim that they "do not do airshows"! Well excuse me but what a great way, particularly for an anti-airport type to be introduced to the positive side of aviation. Come on share your love of aviation with others. Help build memories. Finally I congratulate all the members of the new Airport Advisory Board and wish them well as they assist the City Council. I must also remind them that no good deed goes unpunished.

Fly Safe and I look forward to seeing you at our next meeting. Thank you, Nick. screen that he could not ID planes. We circled just North of NAS Key West.

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

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

## PreFlite

Follows is a suitable GPS story, where the system delivered as advertised.

I'm in the real estate business. Before walking a stretch of sand on Knight Island for a client, I was asked to provide some aerial photography. No problem. I grabbed my Garmin portable battery storage unit, put some fresh ones in and took it with me. While there, I captured a waypoint. Good information, because the next day, which was not only an un-ideal VFR day for aerial photography, it was a horrible day to pick off landmarks, let alone make the airport from 5 miles.

Nonetheless, I dialed in the waypoint, flipped to the HSI and flew direct. About 1nm from the target, I recognized nothing. It's amazing how everything on the ground looks sooo different from the air. So I took out the camera, set it on wide angle, maximum resolution, multi-frame and poked it out the little window. Bam, bam, bam, bam, bam. Another pass over the waypoint. Bam, bam, bam. I was depressed. I put the camera and plane away, went home, downloaded the photos off the camera. Imagine me high-fiving myself while looking at a high-res photos of the property. Flying the HSI down and back: \$100. Getting the goods: Priceless. bs



# Application for Membership



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

Name:

\_\_\_\_\_

Last

First

Middle

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

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

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

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

Occupation, present: \_\_\_\_\_

Former, if retired: \_\_\_\_\_

Phone : \_\_\_\_\_

Pilot?  Yes  No

Aircraft, if own, what type? \_\_\_\_\_

### Affirmation:

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

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

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

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# SideBar

## URBAN MYTHS:

Airports cause property values to go down. This piece of rubbish is so contrary to the facts that a retort is almost unnecessary. Still the luddites among us never let the facts get in the way of a strong opinion so consider the following : The average price of "tear down" property in the Golden Beach area of Venice is over \$400,000.It is very close to \$500,000 ! Construction runs \$150 per square foot or so and the new house will typically be 3,000 sq.ft.Do the math 3,000 X 150 = 450,000 plus 500,000 = 950,000 add in new furnishings ,odds & ends etc. and you now have a \$ 1,000,000 house . That million dollar house will have a market value in nine months or so of ?? I'll bet you it is higher not lower. Any takers n the bet? Nick

## Calendar Stuff

### VASI MEETINGS

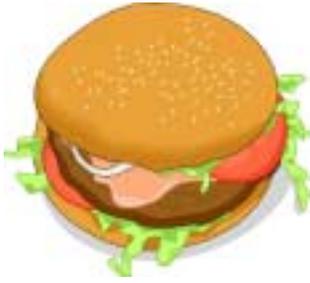
- Mar --Wings with Dave Whitman, "Airspace & TFRs"  
Wed, March 16, 7:30pm, City Hall (airport transportation available, meet at Admin Building ramp
  - Apr --National Wx Service and the Venice Historical Society presentation
  - May -- "The Mayor Speaks"
  - Sept -- The Airport Manager
  - Oct -- 3rd Annual Meet The Candidates
- Any complaints, ideas, suggestions please e-mail Nick at "joecessna72@cs.com".

### 5 x 5:

"There is no reason to fly through a thunderstorm in peace time." Sign over squadron ops desk at Davis-Monthan AFB, AZ, 1970



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## The \$100 Hamburger Run

Take a Cirrus 22. IFR. VNC to St. Lucie. By the excellent waitress accounts, they slam 50lbs of burgers through the FBO at the Tiki hut on the average day. We got superior service, excellent chuck and a walk through a Piagiot T-prop by a very hospitable flight crew. Ladies and gentlemen, this is what GA is all about. Once again: ♡PRICELESS♡  
bs

# Last Call!

## Get Your Airport Badges ASAP!

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

### The Airport Manager Has Asked Us To Remind You:

- 1. The speed limit on the airport is 10 MPG**
- 2. Do not drive on the taxiways**

**Thank You.**

## From The Archives:

The Venice Aviation Society Inc. had its inception in 1990. A group of VNC based pilots met in the Swift Group hangar and decided that if general aviation was to continue to grow and prosper at VNC, an organization would need be formed to be a pro active, pro aviation and pro airport support group. The first meetings were organizational and consisted of John J Yurosko, Ray Hoey, Leighton Hunter, John Eads, Shirley and Ed Costello, Lyle Wheeler, Bill Furfari, Millar Brainard and others whose names I presently do not recall. The only other aviation groups at VNC were primarily socially oriented, while VASI was to be an active, pro-aviation and politically monitoring group.

Coming up with a name proved to be a challenge, with VASI finally being decided upon with the appropriate symbol of red over white, a perfect match! The newsletter was another chal-

lenge, with the "VASI Angle" being adopted.

John Yurosko was the first president, followed by Leighton Hunter, Ray Olcott, Ron Brunette, and Nick Piscitelli, each serving two year terms. Meetings were held primarily at the community room of City Hall, but occasionally at was Venice Flying Service, Florida Flight Training Center, Mod Squad and Triple Diamond Aviation. With Leighton Hunter serving as emcee, VASI's role in the local political arena became front and center when an annual political forum was held each October, introducing candidates for local office, and having them expound on their philosophies regarding VNC. Not surprisingly, many had never been to the airport, and didn't even know how to get there!

The primary task for VASI was to facilitate the construction of new T hangars. It took VASI members to show city hall that the city's airport fund could actually make money by renting out T-hangars. This came to be by having 14 aircraft owners actually fund the construction of a T-hanger, for which they would be allowed to keep their planes, rent free, until, effectively, their "purchase price" was refunded in rental time. This was what started the ball rolling with T-hangar construction.

A second task was to ultimately bring to the attention of the federal government our contention that airport funds were not being used properly at the airport, and that all "airport property" was not bringing "fair market value" to the airport enterprise fund. This action caused the federal Office of the Inspector General to evaluate our claims, funding them to be accurate (which brought about a certain amount of displeasure in city hall, at that time), and ultimately insured that airport property and airport designated funds stayed with the airport. Unfortunately, the OIG looked at but two consecutive years, while VASI would have liked them to go back to 1941.- ----remember that "airport property" extended north to what is now Venice Hospital. Wouldn't it be interesting to know, even now, just how much money the airport enterprise fund received for the sale of all that land??? We may never know.

The third major task was to convince the city of the need for an airport advisory board. To that point, City Council actually acted as the airport advisory board, sometimes without an airport manager or other airport savvy individuals, and thus became ineffective. Fortunately, this has been rectified, and VNC is back on the road to being the stellar general aviation airport that it should be. -- JJY

## What's On The Web Tonight? Try:

[www.VeniceAviationSociety.com](http://www.VeniceAviationSociety.com)

Everybody Loves DUATS: Links

Rather VASI News Hour: Current News

60 Hobbs Minutes: More news

Venice, CSI: Hangar Forensics

West Winger: VASI In Action

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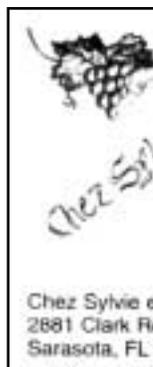
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