

The VASI Angle

Established 1991
The official Newsletter of the Venice Aviation Society, Inc.
www.VeniceAviationSociety.com

President's Letter May 2008

Dear Fellow Pilots and Friends of Venice Municipal Airport,

Please share our newsletter with other aviation enthusiasts, pilots and airport tenants who may not be members of VASI. Share with our critics your enthusiasm and knowledge of aviation and aircraft that you and I know are "magic carpets" or "time machines." Invite them to spend some time with you at the airport; if able, offer them a plane ride. Invite and bring critics to our meetings. Our meetings are open to anyone with an interest in the Venice Community Airport. Our next meeting will be in September and will feature the Airport Manager. During this summer break your VASI Board is setting up the meeting agenda for next November thru April. The VASI "AIM" is to be a member centric organization. Tell us who you would like as WINGS or VASI speakers or what programs you would like and the board will try to make it happen.

A very sincere "Thank You" to the Mayor of Venice, the Honorable Ed Martin. His participation at our April meeting was timely, informative and appreciated. Thoughtful and articulate, Mayor Martin's candid remarks reflect the complexity of the issues swirling around the airport and the Master Plan Update/ Airport Layout Plan. VASI supported the Mayor's efforts to seek a compromise on the Airport Layout Plan that responded to some neighborhood concerns but did not negatively impact safety or operations at the Airport. A copy of our note to the Mayor is included elsewhere in this Newsletter. You no doubt have seen the local Newspapers reports on that Orlando meeting but some critical points received less emphasis

(Continued on page 2)

The VASI Board

President Nick Carlucci
Vice President Buck Settles
Secretary David Ansley
Treasurer Albert Paul

Directors: Joseph Rand, MD, Bebe Teichman, Brett Stephens, Nick Piscitelli, Judy Jeynes, Paul Hollowell

Mission Control: The VASI *AIM*

- ☞ To promote, support, and encourage the continued use of the Venice Municipal Airport as a general aviation facility.
- ☞ To educate concerned citizens as to the airport's importance to the public welfare.
- ☞ To provide a forum whereby those concerned with utilization of the facility may voice their concerns.
- ☞ To advise the appropriate authorities regarding safety, security, utilization, and other concerns at the airport.
- ☞ To provide a forum for the flying public regarding aviation matters.
- ☞ 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.

(Continued from page 1)

in those reports. Perhaps the best bottom line at this point is that, whatever the City does the FAA will not accept any plan or proposal that hurts airport operations or airport users. That does not mean that the efforts to do just that will not continue, but the FAA has clearly outlined boundaries. Look for more on the Orlando visit elsewhere in the Newsletter.

If you attended any of the City Council JACIP meetings I am sure that you came away wondering how all of us can somehow educate the broad public and Council members about the airport. You might have also been perplexed and if it was not so critical, somewhat amused at the theatrical posturing. We live in challenging times but I know all of us are up to that task. What does it take to communicate to some people that rehabilitation of the Airport's infrastructure, such as taxiways and parking aprons, and a safer instrument approach, as an example do not constitute airport growth? If someone repairs the driveway at their home does that result in a bigger house? Hardly. Unfortunately, many citizens have succumbed to scare tactics and calculated gross misinformation, to be polite. Just plain revenge politics are preventing needed repairs at a neglected airport that is here to stay. VASI Secretary, David Ansley, keeps a watch on the condition of the Airports infrastructure and from time to time we publish his reports. Thank you David.

A special "Thank You" and Bravo Zulu (well done) to Bill Zabielski; the April Bahamas fly out to Grand Bahama Island was superb. Lucaya was a short taxi ride from Freeport International. The Pelican Bay Resort was first rate. It was an easy walk along the harbor to shops, restaurants and the casino. The party on Friday night was outstanding. Walk to the beach or take a mini marina tour via free water taxi to a different beach; the choice was yours. Flight time from VNC in a C-182 was 1hr 40 minutes (with a head wind). Get your passport and join the fun on our next Bahamas adventure – beats the Keys and you fly over less water! Standby for another Bahamas trip, maybe in June.

Using auto gas (mogas) in your plane? I am sure you have noticed the move to 10% ethanol in most local stations. The FAA published a Special Airworthiness Information Bulletin about auto gasoline containing alcohol and why it is not allowed to be used in aircraft. This month's safety article will explain a simple test for ethanol, please use it. Take a look at the Angel Flight article below and look for articles in the future on other important local Airport organizations, the Coast Guard Auxiliary, the Civil Air Patrol, and AGAPE Flights. I look forward to seeing you at VNC and AAB meetings. Your comments are always welcome and help make VASI more responsive to your needs.

Fly Safe, Nick E-mail joecessna72@verizon.net cell# 941-716-5704, h 408-7777

Planning ahead or what do we do next year?

Providing the best possible programs at our monthly meetings is a challenge to the VASI Board. VASI is a member centric organization; your ideas, suggestions and criticisms are welcomed at any time. You are VASI. Do you have a topic, person or suggestion for next meetings year's programs (Nov, Jan – March)? Keep in mind the Wings Program as well; any suggested topics would be most welcome.

Thank you, the VASI Board.

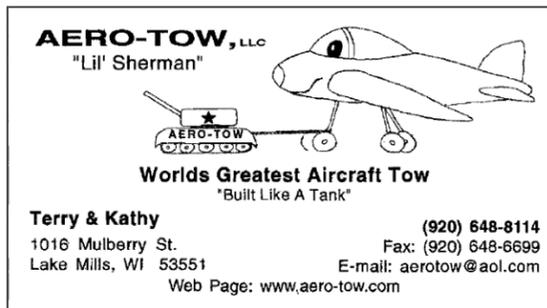


Membership information:
→ Individual membership rates: \$20 a year. Receive the VASI Angle plus classified advertising privileges.
→ Corporate membership rates: \$100 a year. Covers up to 8 additional employees at reduced rate of \$10 a year each. Business Card Size Ad in Angle, classified privileges plus a banner ad on the web.

Revised Master Joint Participation Agreement 2008

What's done is done – no pity party here. The loss of \$2,715,077 is no big deal to those who want a “small airport,” whatever that is, or those who want the airport to be like it was ten years ago, whatever that was, - or is it? These were not the only items removed from the JACIP but it did not take the state long to reallocate the money to airports that wanted it. Take a look at the FDOT letter enclosed with the Angle.

Needed repairs to the apron and T- Hangars that protect aircraft and provide revenue to VNC will not happen. Oh, but, but, but they can always be added back – sure just get in the back of the line and in about five years, if funds are available and the City does not further damage it's relationship with FDOT maybe some \$ will become available. Explain the loss of the Ts to your fellow pilots on the hangar waiting list.



All of us must do a better job of explaining the repair needs on the field. Avoid the “I got mine forget every one else” attitude. The engineering reports clearly show the need for repair of all surface areas. The tie-downs look strong but provide false comfort. They are not up to standard. The next time you visit Punta Gorda (PGD) look at the tie-downs and one piece T-hangar doors. At VNC the main taxiway is falling apart – look at it where it meets the closed runway. How many props have been damaged by the rocks and FOD from just this one taxiway? Welcome to Venice, we just ate your prop or destroyed your fanjet engine. Runway 4/22 may be closed before it is repaired; now that will get some folks in an uproar. If this is a heavy rainy season and water continues to undermine and attack its base rock that is a real possibility. After 70 years the lime rock base is shot – the non destructive testing of 4/22 yields readings of 8 or 9 where a reading of 80 on a scale of 0 to 100 is OK! If you are on the airport after a rain storm, look at the standing water about 500 feet down runway 22. That's where most planes touch down and that's where the runway is starting to sag. Standing water on a runway is a real hazard. Landing aircraft may hydroplane with loss of control; jet aircraft taking off may ingest water and suffer a flame out. OBTW not to worry, slide across the Golf Course Driving Range. Your C-172 will have an abraded prop and your takeoff run will be a wild ride. When you hear someone say 4/22 only needs to be resurfaced, ask how does that fix the base rock? Together we must work to educate the City Council and public about the airport. Let's just do it!

SAFETY May 2008: Alcohol, Ethanol, Methanol and Aircraft

PLEASE NOTE: FUEL PUMPS DO NOT HAVE TO BE MARKED WITH THE 10% ETHANOL STICKER OR DECAL

The following is extracted from an October 27, 2006 FAA Special Airworthiness Information Bulletin (SAIB).

Automobile gasoline containing alcohol is not allowed to be used in aircraft for the following reasons:

- * *Alcohol adversely affects the volatility of the fuel – vapor lock*
- * *Alcohol is corrosive and not compatible with rubber seals and other materials – fuel system deterioration and malfunction.*

(Continued on page 4)

<p>Matt Tutton 407.898.7251 888-CESSNA-1 matt@airorlando.com</p>	<p>Air Orlando Sales, Inc. Orlando Executive Airport www.airorlando.com</p>	<p>Cessna A Textron Company</p>	<p>Please buy a V&S shirt</p> <p>ONLY \$30 plus tax</p> <p>Also available in light gray pocket T-shirt (\$32)</p>
--	---	--	---

(Continued from page 3)

- * *Alcohol in gas is subject to phase separation – fuel cools as aircraft climb to higher altitudes. Alcohol separates from the gasoline and may carry water that has been held in solution and can not be handled by the sediment bowl.*
- * *Alcohol reduces the energy content of the fuel. Aircraft range is reduced.*

How to test for alcohol:

- * *Using a glass or chemical resistant plastic container, mark ten equally spaced volumes. A graduated cylinder is ideal; a non-tapered glass jar, such as a large (quart) olive bottle, will work.*
- * *Add one part water (approximately 100 ml) into the container, fill to the first mark, then add nine parts (900 ml) of gasoline, fill to the top mark. SHAKE thoroughly, let stand for ten minutes or until gas is bright and clear. Record the apparent level of the line between the gas and water.*

WHY VASI?

We live in the present and so we tend to think that the way things are today is the way things always were. This is particularly true for the more recent arrivals to the Venice area. Consider airport noise issues - You should have lived here when the missiles were test fired off the beach and were chased by those early jet fighters. Or how about when the anti-aircraft drones (two cycle engines without mufflers) were being used for target practice. The round engines with short stacks are few and far between today but just think of how much noise all that WW II training created. Recall the 1950s and all those war surplus aircraft; belly busting large prop, radial engine, skywriting T-6s. When those early Lear jets were the only business jets around every takeoff was an event worth talking about. Think the airport is busy? Airport traffic has not reached pre 9/11 levels. Prior to 9/11 there were two very active flight schools at VNC. You could make the case that flight training has been reduced by 50%! The airport will always be an issue for some. When the Circus wintered over in Venice, some people complained about the smells, noise, traffic and the threat of a wild animal escaping from its cage.

The Venice Aviation Society, Inc., (VASI) was started over seventeen years ago for two principle reasons – get some t-hangars built on the airport and convince the city to hire a full time airport manager. It took years to get to where we are today and we owe the founders of VASI a great debt. The VASI AIM or mission statement was hammered out over many months of serious debate. Most of the early work was centered on making the leadership of the city airport smart; that work continues and is a never ending task. Can you imagine what the island would be like if Condos replaced the airport? The airport is a huge open space that needs to be protected. Occasionally all of us get a little frustrated over some FAA rule but consider what the South end (airport area) of the island would look like if the FAA did not cause height restrictions around the airport to be enforced. Why VASI? The public does not have a great deal of knowledge about

(Continued on page 5)

Want to express your views to City Hall?

- E-mail to Council Members = Positive support to VNC. VENICE CITY HALL 401 W. Venice Ave., Venice FL 34285. www.venicegov.com
- Herald Tribune www.heraldtribune.com select option, then click Send Letter
- Venice Gondolier Sun www.venicegondolier.com send letter and call "Let 'Em Have It 941-207-1111- do both.

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

131.30 ARINC (Venice Jet Center) 131.30

(Continued from page 4)

aviation. VASI tries to educate and inform both the public and city leadership on airport issues. The credibility of VASI has never been questioned and its reputation as an honest broker is invaluable in our dealings with airport management and city policy makers. We have invited and listened to airport critics at our board meetings? We have given plane rides to members of the City Council and shown them other airports. We have given tours of the airport to members of the local press and even encourage those who may hold a contrary view to join VASI. VASI working with the Airport Director developed the current "Fly Friendly" brochure, paid for the printing and then asked the airport staff to mail them out with the lease renewals? Our membership application brochure contains factoids about the airport as well as the fly friendly procedures. "Fly Friendly" posters are prominent in the rest rooms on the airport and are also posted in the Venice Jet Center. The efforts to educate pilots to "Fly Friendly" are continuous. Your personal efforts in this area are invaluable. Why VASI? At times it takes a united and persistent presence to influence policy or make physical improvements at the airport or these days, equally important to shed light on less desirable intentions. Years of effort paid off in the rebuild of 13/31. Much remains to be done and it will take more work to resume the rehabilitation of our Airport. The completion and approval of a good Master Plan update is vital to get the program back on track. Why VASI? Pilots, as tenants on the field, often need more than "one on one" conversation with the airport staff or city management. VASI with its established credentials and credibility uses its "friendly power of persuasion" to work for pilot issues.

Why VASI? Ask some of our founders, Leighton Hunter, John Yurosko, why and thank them at the same time!

	VENICE JET CENTER LLC.
	400 Airport Ave E. Venice, FL 34285 Phone (941) 485-1799 Fax (941) 485-1699
UNICOM 122.72 ARINC 131.30	

Runway Selection

During a Wings Program on operations at non-towered airports, the factors used to select a departure runway were reviewed. Wind Direction and speed, time of day, slope of runway, obstacles, weather, aircraft performance and pilot qualifications were all considered. The need for situational awareness was stressed. Consider Runway 22 – departing during the day or departing at night? Departing at night – how dark is dark (moonlight, starlight, no light, haze, or severe clear)? Depart on 31 or 4 and have solid visual orientation for that takeoff. Remind yourself wind direction is not the only factor for a safe takeoff – take your time and make the thoughtful and safe choice not the fast choice.

AOPA

During April a four hour meeting was held in Venice with members of the AOPA staff. The meeting was very productive and if you attended the AOPA Town Hall Meeting at Lakeland you heard Phil Boyer mention Venice. He is well aware of the local situation and is closely following events in Venice. When needed AOPA will answer the call. Not a member of AOPA or EAA? Join AOPA, join EAA. Your membership is vital.

	 Properties <small>Each Office Independently Owned and Operated</small>
	Buck Settles, P.A. "The Settles Group" 1314 B East Venice Avenue Venice, Florida 34292 Office: (941) 486-8686 Direct: (941) 685-3600 Fax: (941) 484-9403 E-mail: airbuck@comcast.net Website: www.settlesgroup.com
 	

When once you have tasted flight, you will forever walk the earth with your eyes turned skyward for there you have been, and there you will always long to return."

— Attributed to Leonardo Da Vinci (unverified)
 {found at <http://www.skygod.com/quotes/>}

VNC CTAF/UNICOM 122.725

Orlando FAA Visit

The results of the Mayor's visit to the FAA Airports District Office in Orlando are outlined in the City Manager's memo included with this Newsletter. Newspaper articles and a Q&A from the Mayor have commented on the visit. As City Manager Black reported the FAA will consider proposals from the City with respect to the Airport Layout Plan (ALP) for the Airport. What was not sufficiently highlighted in the several meeting reports was that any City proposed alternative ALP/s must comply with FAA design standards to the extent practicable and be accompanied by an analysis of the advantages and disadvantages of each proposal. We guess that what is practicable will be at the determination of the FAA. Of particular importance the City's alternative ALPs must be accomplished by someone qualified to do so. The FAA will not accept any proposals that shorten the Runways or adversely effect users of the airport.

A false fear that has been raised by those seeking any issue that will disrupt and confuse airport planning and operations is the question of a Runway Protection Zone (RPZ). An RPZ exists over a portion of Gulf Shores neighborhood. Some have insisted that the FAA will require the City to condemn the houses in the RPZ and buy them. Therefore the RPZ must be moved back on to the Airport. VASI has noted in the past that this would only happen if the City itself initiated such an action. The FAA confirmed this view and added that with respect to a noise study, even if noise was shown to be above acceptable levels (most unlikely) the FAA would not mandate that houses be bought or taken. The RPZ could possibly be moved back onto the Airport if Runway 13/31 was shifted with an extension towards the southeast (but with no reduction in length). That may be an alternative the City evaluates. As an aside, several cities have implemented various disclosure ordinances that mandate that people who buy houses within a certain distance of an airport acknowledge the existence of the airport and its operations, such as in place in Bellagio. Venice should consider this. The question of the fences between the Golf Course and Runway 13/31 and the Runway 22 Safety Area or RSA was also raised by City representatives. Our understanding is that the FAA advised the City that the Golf Course is acceptable to the FAA on Airport property since it generates revenue for the Airport. As we have noted in the past it is an Airport with a Golf Course not a Golf Course with an Airport. In so far as the Golf Course is concerned while it is a great community asset it exists for the benefit of the Airport. In our view the FAA may accept the existing fences but the RSA is going to take precedence. A number of golfers have commented that the loss of the "irons only" driving range that sits in the RSA today would not be big loss.

The City Council has directed the City Staff to seek a new consultant to replace Hanson MEA the current Airport Planning and Design Consultant. MEA developed the current Master Plan Update (MPU) and accompanying ALP that has proven to be so contentious. The draft MPU and ALP were correctly done according to FAA circulars and regulations. Exactly what this new consulting entity will be expected to accomplish is not yet clear. But whatever that is it will take time. Of course we know delay is the objective of the anti-airport groups but the results of their past efforts should now be clear to all, loss of funds from the State and any prospect of rehabilitating Runway 4/22 in the near future gone with the wind. Some reasonable estimates now place that prospect out at least five years or more. Look for more traffic shifting to Runway 13/31 as Runway 4/22 continues to deteriorate. Another troubling aspect of hiring a new consultant is the waste of valuable airport funds. The previous properly prepared plans were done with predominantly federal and state grant money. The City now plans to spend Airport funds shopping for a more compliant consultant. Were the sum to be in the \$30,000 to \$50,000 range we would expect little objection. However, we have heard estimates for

Ph: (941) 483-4624 Fax (941) 483-3341 Cell (941) 809-1301 E-mail: rmd@dappgrp.com Website: http://www.dappgrp.com	
	R. MARVIN DAILEY, MAI, SRA <i>Slate Certified General Appraiser 1282</i> <i>Real Estate - Business Valuation - Aircraft</i> 226 PONCE DE LEON AVENUE VENICE, FLORIDA 34285

what has been proposed going as high as an additional \$200,000 to \$300,000 and taking another two to three years. VASI does not support that waste of vital airport reserve funds or time. The prospect of another City Airport Workshop is also still on the table. Please stay up to date on what is happening locally and plan on attending if the workshop is scheduled. Offer a rational voice of reason, it may be the only one heard in the room, and support the airport.

131.30 is the ARINC (Venice Jet Center) **131.30**

Page 6/8

131.30 ARINC (Venice Jet Center) 131.30

Angel Flight

Angel Flight Southeast, Inc. is a non-profit volunteer pilot organization involved in "public benefit flying." Angel Flight provides a variety of services to the community, but primarily arranges totally free air transportation by private aircraft to distant medical facilities when commercial service is not available, impractical or simply not affordable. In this era of medical specialization the best care and treatment facility for a particular medical problem may be located many hundreds of miles away even in a far distant state. Many patients can not afford the time or the money to make frequent trips for care to distant facilities. Simply traveling from Venice to Jacksonville as an example, a major medical care center area, can be both time and cost prohibitive. And many elderly or disabled patients may not even have someone who can drive or travel with them to get care. That is where Angel Flight comes in with the motto that no one should be denied the best medical care because of lack of affordable transportation. Additionally, Angel Flight pilots also fly transplant patients on a moments notice when organs are available. Venice Airport is home to pilots who fly Angel Flight transplant patients at night and a number of other pilots who fly a wide variety of Angel Flight patients. Venice Angel Flight pilots also flew Homeland Security missions in support of recovery efforts following the many Hurricanes a few years back. Angel Flight Southeast, also called Mercy Flights, serves the state of Florida and is a member of the Air Charity Network, an association of charitable aviation organizations comprised of more than 7,000 pilots who flew more than 22,000 missions for 35,000 passengers nationwide in 2006.

Email to the Mayor prior to his visit to the FAA in Orlando. Dear Mayor Martin, As you prepare for your FAA Orlando visit, please be assured that the Venice Aviation Society, Inc. (VASI) membership fully supports your efforts to achieve a compromise Airport Layout Plan. The challenges inherent in developing a plan that is acceptable to the non-flying and flying communities and the FAA are self evident. To the best of our understanding the plan suggested by Chuck Schmieler on behalf of the VABA will be the notional plan discussed with the FAA. Our interest remains in having a safe and modern community airport that minimizes, to the extent practicable, impacts on the nearby community while meeting the needs of its users and tenants. The rehabilitation efforts that started so promisingly with the work on Runway 13-31 have stopped because of politics. No one benefits from the current situation. Unfortunately misdirection and misinformation have been allowed to confuse this process. We have communicated previously our views on getting the Master Plan Update sent to the FAA and surely that will follow your visit to Orlando. It would be truly unfortunate if continual political posturing derails your efforts. Your encouragement of citizen involvement in problem solving has produced positive results. We view your visit to the FAA with optimism. Sincerely, Nick Carlucci, President

VASI Classified

FOR SALE: New NOS Cessna 60-0-60 ammeter with mounting bracket. No shunt. Cessna P/N 3010-00180 w/ FAA 8130-3 form from Cessna. Never used. \$75 firm. Petermak2@verizon.net 941-923-2983 Sarasota. VNC Hangar #46.

SKYHAWK 172, N7790U, 1964 WITH CLEVELAND BRAKES, UNITED ALT,EGC TURN COORDINATOR/APH HORIZON, ALLEN DIRECTIONAL GYRO, RCA BENDIX KING, ADF KR86, ATTITUDE GYRO ALLEN A81, 2 KING RADIOS, MORROW II LORAN, NARCO ELT, TRANSPONDER, ENCODER, MICHEL RADIO. ALWAYS HANGERED. VG. EXTERIOR YELLOW AND WHITE, GOOD INTERIOR. CALL 941-408-9142.

1979 V-35 Bonanza. 250 SNEW Cont. IO-550 w/ gami injectors & POH (Hartzel 3 blade). 2825 TTAF. New custom P&I (leather) 2005. Century III AP, Slaved HSI, all Garmin 530, 430, Dual 330 & 327 transponder with traffic; Garmin 340 Com., Digital Tach, Digital Fuel Flow, Insight Strike Finer, Standby Alt., Stby electric AH, tip tanks, NDH, Hangered; 250k+ invested, no expense spared; \$195k with fresh annual. Upgraded to Meridian. Venice, FL cell (978)-815-4704 or drfredrick@yahoo.com.

**GOT AN ITEM FOR SALE?
CALL BRETT 321-6876 TO
ADVERTISE IN THE ANGLE,
AND ON THE WEB.**

VASI Members advertise items for FREE

VNC CTAF/UNICOM 122.725

Venice Aviation Society, Inc.
PO Box 1153
Venice, FL 34284

**PRSRT STD
U.S. POSTAGE
PAID
MANASOTA FL
PERMIT No. 802**

Calendar of Events 2008

June 11 -----Airport Advisory Board, 1:30 PM @ Venice City Hall Council Chambers
July-----Picnic (TBD)
July-----Wings Program (TBD)
Summer-----Look for VASI gatherings at the airport
September 17 ---The Return of the Member's Meetings: Airport Director to speak
June, July -----City airport workshops (TBD)



Pass This On to a Friend

Venice Application for Membership

Aviation

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

Inc.

Please Print Clearly

Name: _____
Last First Middle

Name as you want on your name badge _____

Mailing Address: _____

City, State, Zip: _____

E-mail address (optional): _____

Phone (Home): _____ (Work): _____

Pilots and non-pilots welcome.

Pilot? Yes No Aircraft, if own, what type? _____

Signature: _____ Date: _____

Send your application with your check for \$20.00 payable to VASI today!
VASI, c/o Al Paul, Treasurer, 4476 Via Del Villette, Venice, FL 34293

131.30 is the ARINC (Venice Jet Center) **131.30**