



VOLUME 10, ISSUE 8
NOVEMBER 2004



ANGLE

www.veniceaviationsociety.com

THE OFFICIAL NEWSLETTER OF THE VENICE AVIATION SOCIETY, INCORPORATED

PRESIDENT'S MESSAGE:

Dear Fellow Aviators,

First, thanks for coming to the October meeting. We had about 60 people but not all were VASI members. I would like to have seen a few more members to show an even greater strength, however it does seem that we made a memorable impact on the candidates. You have heard this before but I will say it again – there is strength in numbers.

Our next two meetings are on equipment and maintenance. The November meeting features Zephyr Engines and our January meeting features Sarasota Avionics. Note that since the third Wednesday in December falls too close to the holidays we do not have a meeting in December. Also, unfortunately the room at City Hall was given away for the November meeting so the November VASI meeting will be held at Triple Diamond. Future meetings have been planned as well. These include Winslow Life Raft Company, an FAA Wings program, and the National Weather Service. So our next two meetings are November 17, 2004 at 7:30 PM at Triple Diamond and January 19, 2004 at 7:30 PM at Venice City Hall.

Also at the November meeting we will hold elections. If anyone is interested in running for office or helping out in any way please let a board member know. We will be happy to accept your talents and interest.

Lastly, it is my understanding that VNC Airport Manager Robert Hernandez has finished conducting his own hangar-to-hangar inspection and already notified tenants of any potential safety issues. The Fire Marshal has yet to conduct his

NOTAMS:

- ⊗ NEXT MEETING: CHANGED TO 11/17, Triple Diamond Jet Center, 7:30 P.M., Charlie Melot, Zephyr Engines
- ⊗ Check your mailing label for correctness and the currency of your membership. If it does not say '05, then you need to renew
- ⊗ **The Badge list was lost...**If you need a badge, contact Paul Hollowell

inspection. But you can expect that forthcoming. Take this as a last head's up to have your hangar in order.

Semper CAVU (Always Ceilings & Visibility Unlimited)
Joseph Rand, MD



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.

NICK'S NOTES

The October meeting was very interesting. As a Republic we get the government we deserve; nothing more and nothing less. Votes do count. Listening to the local candidates it seemed obvious as to who the qualified were.

Our next meeting will be held on Wednesday 17 November at TRIPLE DIAMOND not City Hall. ZPH ENGINES (Charlie) will be our featured speaker. His last visit was very well received and just the discussion on oil made his last visit well worthwhile. Take advantage of his knowledge and do plan on attending. The November meeting is also when we have our elections; consider becoming a board member or encouraging someone else to step forward.

Time sure goes by quick when you are having fun. It has been five months since the loss of 47Q. After looking and talking and looking and dreaming Jim and I are now flying a C-182. We saw some very nice aircraft and one C-172 was very, very close to becoming ours. Instead we have the cross-country machine that was always our long-term goal. 18PB is a white, black and red 1967 182. Robertson STOL equipped, 300 hours since engine overhaul, 5000 hours total time airframe, 4 place intercom etc.etc. It also has speed mods, O2, like new glass and new interior. We are still getting checked out.

The insurance guy sez - 5 hr. of instruction, 10 landings, normal and emergency procedures. That's OK I'm getting my complex airplane endorsement and BFR as well. Now, like many of you I'm a wage slave so I do my flying on weekends and Saturday AM is training time with Sunday as a backup. This does not factor in "life" which just gets in the way of flying but some day...yeah right. Well how does 18PB fly? In a word GREAT! Now for all you 182 drivers out there - I was told the 182 had heavy controls. Some would say it handles like a truck; others would say it is very stable in roll and super stable in pitch. So stable in pitch (&nose heavy in the flare) that full nose up trim is used when landing and do not let that nose wheel hit first. I could be poetic and simply describe rolling into a turn as "magnificent" but then changes in pitch, in an effort to be balanced, must be described as "ponderous" (grin).

All in all a great aircraft. I found the prop control strange as I would move the throttle and look at prop rpm not manifold pressure. That part of my scan was easy to fix; funny how the switches seem to be in odd places. The strobe switch is on the left not the right and with a real audio panel and panel mounted GPS my right hand seems a little busy. Prop control, cowl flaps and 230hp take some getting used to but that's what makes a "new" plane fun. The STOL kit makes slow flight SLOW flight; power on 8PB flies in the low 30s (mph). Flew to Sebring and spent a fun day at the Sport Aviation Expo. Some really

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

interesting planes and as always great people. Sun & Fun should be loaded with new designs and engines.

Fly Safe everyone and as always I look forward to seeing you at our November meeting

Thank you,
Nick

Safety, Security, and Suggestions

The November issue of AVIATION CONSUMER gives a pretty good rundown on hangars/hurricane damage and uses Punta Gorda as the example. Bottom line - sliding doors weak, tri-fold doors better, one piece pivoting doors best. In the article a photo of a destroyed Tomahawk caught my eye. Good old 77A had its tail twisted off. I flew that plane out of VDF and spent many enjoyable hours in it. Sad... It can never happen to me! Wanna bet?

The campaign and the pop up TFRs caused a little airport gossip. I was treated to a close, very close flyby by an F-16. Let me tell you that tailpipe looked huge. Here's what happened: Saturday - going for a checkout in (for me) a new plane - C-182. CFI checks with St. Pete FSS who at 8AM do not know what the commander in chief will be doing. No TFR for Fort Myers and we're going to the local practice area. Radio 2 is set on 121.5 and we're off.

After some airwork we go south toward Rotonda. While in route we see a chopper off in the distance going South. I tell the CFI that it is the advance party for "W"; we hear on guard.."aircraft you are about to enter restricted airspace." Not knowing if that was a call to us we do a 180 and head home to VNC. Fifteen or so miles out an F-16 intercepts; pulled up in front of us and then flies away. Rocked the wings, told him on guard we were landing VNC and proceeded

S3: (Cont. on Page 8)


Include us in your flight plan for breakfast & lunch at the Venice Airport
Jarda & Kirsten Hornacek
400 E. Airport Ave.
Venice, FL 34285
Open 7a-2p
closed Sun & Mon.

VASI ANGLE CREW MEMBERS:

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



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!

Travels:

By Hollowell

Mountain Wave: Most of us have read about and many experienced Mountain Waves, that strong up and down flow of fast moving air coming off a mountain. I recently got into one of the strongest I have experienced. We were flying from Denver to Tucson with a planned fuel stop in Santa Fe. We had planned to cross the mountains just south of Pueblo, Co direct to Santa Fe at 14,000. About Colorado Springs we started to experience some mild up and down flows but nothing really extreme. As we turned west south of Pueblo things got a whole lot more interesting. Though the ride was relatively smooth the up and down flows were becoming quite strong. Climbing to 17,000 at that point (because someone reported that the Wave was less intense at and above 17,000 though the head winds were horrendous) the ride got smoother but then we experienced a down wave that saw us descending at 1500-2000 FPM with full power Vx. Very shortly we were at 14,000 again. For a short time we were in a maximum performance climb and rapidly descending but stationary over the ground in the airstream. Of course when the down escalator finished we experienced the up escalator. The we went from full power to minimum MAP to stay in the range of maneuvering speed. ATC had been very patient with us, and all the other airplanes in that region experiencing the same conditions but the little light bulb came on in my mind and we decide to go the long way round. The bottom line was that if you have not experienced the phenomena then believe what you read. Exciting ride. The long way around to Tucson turned an about a 5 hour trip into nearly 9 hours. Long day.

Nick's Notes II

Lead, Follow, or Get Out of the Way!

Just about anyone who has served in the military has heard this expression or something similar. Leadership studies tend to break people down into four basic groups: Leaders, Followers, People on the sideline and People in the way. Those folks in the way can be real trouble. Leaders. VASI needs leaders. We have so much to be done. Help us get plans and actions in place to help everyone (member or not). You can



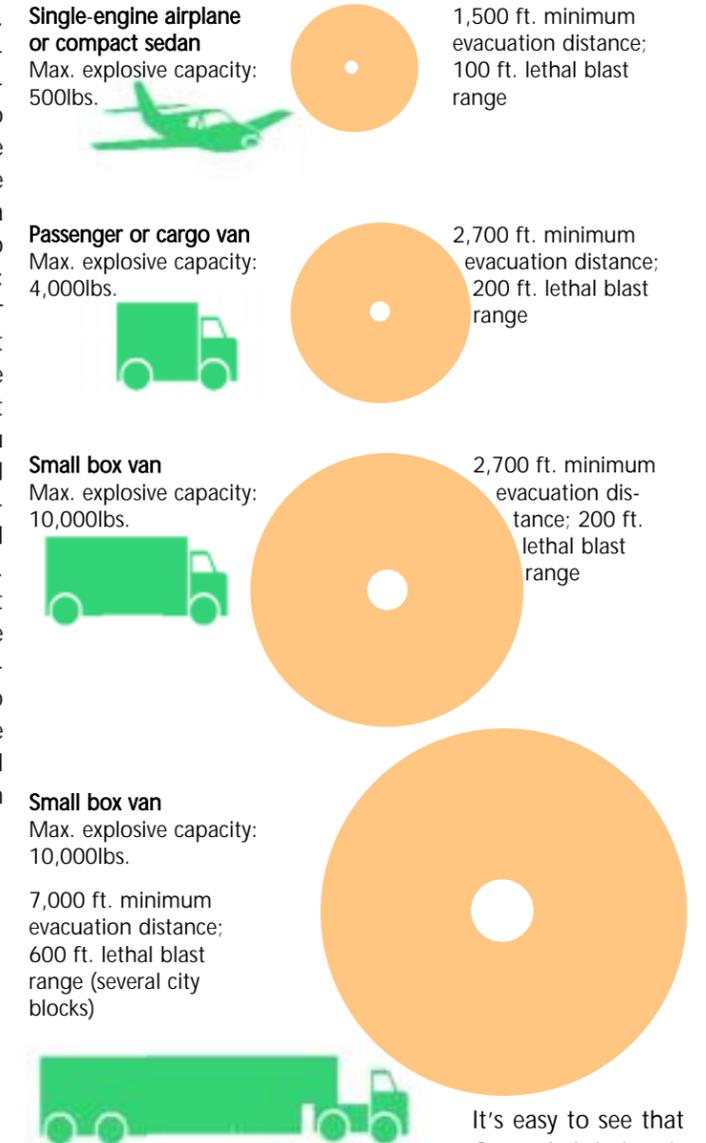
lead in many ways: Be For - Not Against, Lead by example - no tailgating, clean hangar, safety first, recruit new members, go to council meetings, join civic clubs. We have a real need for members who can become our eyes and ears in the community at large. Follow - Followers are participants. All of us joined VASI and contribute to a common good. Members (followers) are not sheep. Members turn to VASI for support, help and guidance. We need each other. Do be an active participant and provide ideas, concerns and complaints to the VASI Board. As an organization we can do great things...People on the sideline. Or Get out of the way. Some seem to not need nor want anyone. On the sidelines, quick to be critical, questioning all, trusting no one. Unmoved by others. Then one day they realize that they are part of that group of "others." Now they want everyone to be involved. "Now I need Help! It is different". Yep they are out of the way, not supporting the airport community and when the time comes the airport community

is not there to support them. What a waste of talent- anyone in sales knows indifference is the hardest attitude to overcome; somehow the fence sitters need to join the proactive ranks. Sounds like a leadership challenge to me...People in the way: People who actively impede or mislead others cause us great harm and set back positive airport activities. If you meet pilots who can only tell you what is wrong but cannot tell you what is right or only complain and never recommend maybe that pilot is in the way. Some civic groups are like that as well. We need VASI and we must have community support. Help us grow and help us continue to educate the general public about VNC and the value of general aviation to our community.

Thank you, Nick

S U D D E N I M P A C T

Urban Legends are hard to overcome. Just try for yourself at <http://www.snopes.com>. In spite of the futility, we've compiled some interesting AOPA data on the big "General Aviation Terrorism Threat": How just one little Cessna 152, laden with explosives, could wreak total devastation (a.k.a WMD) on an entire populace.



It's easy to see that General Aviation is not the greatest American terrorist threat. Yet, AOPA has a full time job of fighting off government legislation brought on by well-intentioned idiots. The fervor threatens to cripple GA as an industry, with ridiculous background checks, airspace restrictions and other Mickey Mouse nonsense.

www.veniceaviationsociety.com VASI is open 24/7/365. News, newsletters, video, wallpapers, links and more. Also, email your contributions to brett@homesofvenice.com

FLORIDA FLIGHT TRAINING CENTER
Better. Because We Care...
 • Airline Flight Standard Training School
 • Full Service Repair Station
 • 24-hour Fuel Availability
 Phone: (941) 484-3771
 Fax: (941) 483-9022
 150 E. Airport Ave. Venice, FL 34285
 web: www.FFTC.info

Power Washing by Phil the Mover-
 Dirty hangar? Call Phil the MOVER your neighbor at Hangar 71.
954-3838

RHODUS REMODELING & ALUMINUM, INC.
(941) 484-1153

RE/MAX Properties
 Each Office Independently Owned and Operated
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

Comment By Bart Bartanowicz

"Our Airport...!"

We all have our "receivers" going 24 hours a day when it comes to anyone talking about the Venice Airport. When "we" (the users or airport proponents) talk about the airport we often come across speaking as if "we" own it. While this approach is understandable it often drives a wedge between the "we group" that is the airport users, and the other members of the community.

Now I know that no one does this on purpose. However in these "times" we all need to measure our words while still making our point. The key to this is that we need to make sure that we imbue others with a sense of positive ownership that the airport is a valuable resource for all members of the community.

We can always accentuate the positives such as the cash flow that the airport brings in for local business. We can also remind people that organizations such as Angel Flight use our airport to fly those in need of medical attention in an out of the airport-at no expense to those needing the service. We can also speak that the airport can serve as a focal point for disaster relief. There are a lot of good points and we need to make them where the average citizen can point with pride to "their airport" as a good thing.

We are a small community of some 20,000 year round residents. If we all work hard we can well make a positive impact on our community where folks will realize what a great little airport we have. Mind you that there will always be some tension between those who don't care to hear anything positive about the airport. However we can well mitigate any negatives by being positive spokespeople for the airport.

R. S. "Bart" Bartanowicz

V.A.S.I Executive Board

President

Joseph Rand, MD

Vice President

Nick Carlucci

Secretary

Buck Settles

Treasurer

Paul Hollowell

Directors

Nick Piscitelli, Brett Stephens

VASI Airport Advisory Board Designee

Bart Bartanowicz

The VASI Angle

P.O. Box 1153 Venice, FL 34284

SideBar

MEMBERSHIP RENEWAL

Seven gallons of AvGas will keep you aloft for less than an hour, if you're lucky. But that \$20 bucks will keep your VASI membership up for a whole year! If you've let your membership lapse, it's time to renew. We've got a lot of exciting programs, events and benefits that depend on our membership revenue. Please renew now!

Save A Tree?

If you prefer reading your VASI Angle online, rather than a paper copy sent snail mail, save us a stamp and a tree. Contact Paul Hollowell and he'll take you off the mailing list. You can expect web publication on or about the 15th of each month. The website is www.veniceaviationsociety.com

For Sale:

Four place Telex intercom for sale. \$50 John Yurosko, 484-4209
Musketeer Prop (no hub). Make offer. Brett Stephens 321.6876

Calendar Stuff

16 Nov. FAA SAFETY Aircraft and Avionics Theft Protection,,7:30pm,Clearwater....

16, 17Nov EAA B-17 Page Field...

19-21Nov EAA B-17 Sun & Fun....

12 DEC Flordiapilot.com Flyin -Fantasy of Flight go to website for details

28,29,30 Jan B-17& B-24 Collins foundation Visit VNC

VASI MEETINGS

Nov -- VASI Board elections; "Engines"

Dec -- No VASI meeting

Jan -- VASI BBQ Ramp Party; "Avionics"

Feb -- "Water Survival" with Winslow Liferasts

Mar --Wings with Dave Whitman, "Airspace & TFRs"

Apr -- "National Wx Service"

May -- "The Mayor Speaks"

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

5 x 5:

Avoid pouting pilots and mechanics named Bubba.
--Nick Carlucci

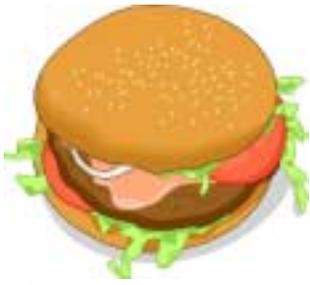
Advance Air Charter

A new company, with familiar faces. Going somewhere fast? Call for 24/7 air charter service.

"You buy, we fly."



941.484.3771



The \$100 Hamburger Run

This month, Carlos Wyre takes us to the Conch Cafe in Key West (EWY). The chicken fingers made an impression on Carlos, as did the BLT for his companion. "Nice atmosphere; you watch the ATRs come and go from the outdoor patio." But be forewarned: All refills are extra.

☺☺☺

"Dear Mr. Mayor..."

Congratulations, Mr. Calamaris, on your re-election. The following letter written to you is reprinted for the benefit of our members.

October 20, 2004
Mayor Dean Calamaras
401 West Venice Avenue
Venice, FL 34285

Dear Mayor Calamaras:

Thank you for your continued interest in the improvement of Venice Municipal Airport.

I am aware of the recent deliberations regarding the Airport Advisory Board, and I would like to present my concerns and recommendations.

As you are aware, the original advisory board was formed to provide members of council with accurate information regarding our airport. Prior to the advisory board, in the absence of an airport manager, city council, essentially served as airport manager; some having little or no interest or working knowledge of airport matters. The board was a means for issues to be presented by understanding parties.

Unfortunately, other than the first two years when Leighton Hunter served as chairman, little was accomplished, for a variety of reasons including the make up of the committee, issues which were brought before them, and importantly, many which were not. The addition of Mr. Bartanowicz brought new life to the advisory board. But issues persist, as have been recently presented, and concerns regarding the board's continuance have surfaced.

It is my opinion that the Airport Advisory Board should continue. It must be charged appropriately, as I believe it was originally, to advise



city council, evaluating all matters which effect the airport and providing guidance. The primary function of our airport is to serve as a vital cog in the national air transportation system. Hence, the complexities involving aviation and airport management are best handled by those with an intimate relationship and understanding of airports. Those with peripheral interests, though important, should not be appointed to this board. Voting members of this board should consist primarily of those who use it, namely, pilots. Fixed base operators should have representation. Those with secondary interests, restaurants, for example, should be encouraged to appear before the board, should their concerns require. The airport manager should attend, but in an ex officio capacity, as well as a member of council, to provide input, information and guidance. The board should be comprised of aviators who understand the associated conditions and problems, and can advise council appropriately. A seven member board should suffice, and have meetings at times when those who have jobs can attend, not requiring members to leave work, a detriment to the past committee.

Thank you for allowing me to present my thoughts. I will be happy to meet with you or with council, in this regard, should you desire.

Sincerely,
John J. Yurosko



EXIT REALTY GULF COAST
1000 Tamiami Trail, Venice, FL 34285
Bebe Teichman
REALTOR®
Bus: (941) 485-5454
Fax: (941) 485-2255 Cell: (941) 232-8271
Toll Free: (866) 800-1300
E-Mail: bebeteichman@aol.com
www.exitrealtygulfcoast.com
Independently Owned and Operated



ADVERTISE HERE
\$100/YR.

Also includes ad in the VASI Website:
www.veniceaviationsociety.com
Contact Paul Hollowell

Office (941) 485-1799
Fax (941) 485-1699

**Triple
Diamond
Jet Center**

220 East Airport Avenue ♦ P.O. Box 249 ♦ Venice, Florida 34284
www.TripleDiamondJet.com

S3: (Cont. From Page 2)

home. After a couple of minutes the CFI, who had been looking back, reported that the F-16s were all over the area. We checked our position with a chart and we were clear of the TFR. That's my story and I'm sticking with it.

The F-16 was very impressive. ...With the end of daylight saving time (spring ahead, fall back...into bed) safe operations during periods of darkness take center stage. The early sunset makes becoming current for night operations easy. No need now to wait very long after the work day to log those three full stop landings and takeoffs for currency but we do need to be alert for the little things that can just ruin our day (night).

The preflight begins with the pilot. How alert do you feel after a day at work? Tired? Did today's work related stresses cause you extra grief? Alert? Ready to go? OK -how's the weather and will the total duration of the flight out and back get you home before your brain/body clock shuts down for the night? Do you have at least two flashlights and are the power sources fresh? You can purchase a flashlight from car catalogs that does not need batteries (you shake it to move a magnet, etc.) as the ultimate backup. The preflight will take a little extra time. Checking all the external lights is a given but do include those panel lights as well. Consider when to turn on/off those strobe lights. The eye is attracted to flashes at night so as a courtesy to other pilots try to taxi with the strobes off. Turn them on just prior to departure and off upon landing after you clear the active

runway. Enjoy the smooth night air and typical superb visibility
Fly Safe--Nick Carlucci--

DIALING UP WX

VNC AWOS 486-2718 / SRQ ASOS 359-0117
TPA ATIS 813-878-2627, ASOS 813-873-7228
PIE 727-531-3456

ADDITIONAL WX NUMBERS AVAILABLE UPON REQUEST. Calling direct avoids the advertisement plus you can listen more than once. It's VERY useful to be able to call big airports ahead. I once called TPA and learned about multiple taxiway and runway closures that would have had me befuddled if the first time I heard it was on approach. These phone numbers are in the AOPA AFD that is available on your desktop and you can also download it to your PDA. I have the entire database of all airports and all information about all airports on my palm and it comes in under 6 megabytes.

Joe (non-Internet) Rand

	The Mother & Daughter Home Team Lorette Richard, Realtor, GRI & Kim Stephens, Broker/Associate, GRI Brett Stephens, Realtor
	Serving The Venice Area since 1997 Find us at www.HomesOfVenice.com
<p>“We’re all over Venice.” Kim: 321.6876 Lorette: 650.8525 Brett 321-6876 RE/MAX Properties, 1314B E. Venice Ave., Venice, FL 34285 Each office independently owned and operated.</p>	



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

