

# The VASI Angle

Established 1991

The official Newsletter of the Venice Aviation Society, Inc.

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

### Venice Aviation Society, Inc. Fast File Membership Application

Name: \_\_\_\_\_

Name as you want it to appear on your name badge (please print): \_\_\_\_\_

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Occupation: \_\_\_\_\_ Want Ad on Web? \_\_\_\_\_

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Pilot (circle one): Y N Aircraft: OWN RENT Type: \_\_\_\_\_

Fly for: Pleasure \_\_\_\_\_%, Business \_\_\_\_\_%, IFR \_\_\_\_\_%, VFR \_\_\_\_\_%, Comm \_\_\_\_\_%, Other \_\_\_\_\_%

Ratings: PRIVATE INSTRUMENT COMMERCIAL ATP

Type ratings: SEL MEL SES MES Rotor Helicopter

Aviation Interests/Activities: CAP Angel Flight Other: \_\_\_\_\_

Affirmation: I hereby affirm that I accept total liability and responsibility for my actions during VASI functions. I further agree to hold VASI harmless from any liability arising from my actions.

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

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



#### Calendar of Events 2006/2007

- Nov 8 -----City of Venice, Airport Advisory Board Meeting; 2PM Venice City Hall, Council Chambers
- Nov 15 -----VASI Member's Meeting: Bahamas; 7:30 PM City Hall meeting room—Bring a Friend!
- Nov 29 -----Board Meeting—Member's Welcome, ask for location
- Dec 5 -----GRAND RE-OPENING OF RUNWAY 13-31; 10:00 AM, AGAPE HANGAR, 100 AIRPORT AVE
- Dec-----No regular Member's Meeting
- Jan 10-----Airport Advisory Board
- Jan 17-----VASI Member's Meeting: Paul Bertorelli of "The Aviation Consumer"



Here Phil Boyer, AOPA President, speak at the Grand Re-Opening of VNC 13-31 on December 5, 2006 at 10 AM, Agape Bldg.

Dear Fellow Pilots and Friends of Venice Municipal Airport,

Please share your VASI ANGLE with others. Our November 15th meeting will feature a long time VASI member favorite Greg Rolle. It will be Bahamas Island time. Greg was here two years ago and has exciting new information about the Bahamas to share with us. Bring your spouse or someone special to this meeting. After your guest hears Greg, plan for a Bahamas Bomber on a beautiful beach.

The informal open house – cook out was well attended and a lot of fun. The "Bubba Burgers" received rave reviews. Mark your calendar for a February cookout and join in the fun.

By the time you read this, all the elections except one, will have been completed. During our November meeting nominations and VASI elections will take place. Consider who you would like to nominate as a board member. You can nominate yourself and a seasonal member would make a great addition to our board.

Our January meeting will feature the editor of The Aviation Con-  
*(Continued on page 2)*

The VASI Board

President..... Nick Carlucci  
 Vice President ..... Buck Settles  
 Secretary ..... David Ansley  
 Treasurer ..... Paul Hollowell  
 Director ..... Bebe Teichman  
 Director ..... Brett Stephens  
 Director ..... Nick Piscitelli

NOTAMS

- All VASI Meetings will be in a NEW LOCATION: Venice City Hall Community Room (in the northwest part of City Hall, 401 W Venice Ave)

SPECI

- Check your mailing label. It is time for '07 renewals. Many members have already sent in their renewal checks. Thanks in advance. VASI represents the voices of 180 + concerned and interested pilots and supporters of the Venice Airport.

#### 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)

sumer, Paul Bertorelli. Ever wonder what is picked for review or the methods used for testing? Paul has the answers. This will be a very interesting meeting and a subscription is not required to attend.

An Airport Master Plan public meeting is planned for November. The date is still unknown. This will be the last chance for public comment and review of the Master Plan. Please stay alert for the date and do try to attend this meeting. Help spread the word on this critical meeting and bring other airport supporters with you.

If you know a critic of VNC please bring them to our meetings..

Enjoy Thanksgiving with your family ; I look forward to seeing you at our meeting and the AAB meeting as well. As always Fly Safe.

Thank you, Nick  
Email: joecessna72@verizon.net \*please note this is a change\*  
Cell: 716-5704  
Home: 408-7777

## The \$100

Okeechobee KOBE is a nice fast or lunch. At the northern-lake lies a sleepy old airport that ity. It's a training spot for and several other schools. Head

## Hamburger Run

flight for break-most part of the sees a lot of activ-Embry-Riddle almost due east



from Venice, (O84) for 86 miles to find 05-23 @ 5000 X 150, and 14-32 @ 4000 X 150, both asphalt in good condition. There must have been runway rehab, however, because the outer 25 feet of each runway has cracks with grass growing – sound familiar? Gas was only \$2.99 self serve on November 4, 2006.

I'll be honest with you; the first time I went there I ended up overflying 05-23 and not even knowing I was there. It's hard to see the airport in the green fields with some roads even with a 15" MFD. Plan your approach to the aerodrome because there may be NoRad traffic in the vicinity.



There is a restaurant right in the FBO. It's a small, local place. Some locals were there, in fact, while I was there. They have a wide menu including breakfast items all day as well as burgers plus several entrées. They open around 8, I think, and close at 3 PM. They are open for dinner on Friday.

On the way back I flew south on the west side of the lake then flew due west following the Big Cypress National Preserve (below) then across PGD and home. Not a bad way to spend a Saturday afternoon.

**Big Cypress National Preserve**, national preserve authorized in 1974. Located in southwest Florida, this area conserves the subtropical plants and wildlife of the area north of Everglades National Park. It was named Big Cypress after its extensive cypress trees. Native Americans, including members of the Seminole and Miccosukee tribes, once inhabited the land. The water flowing through the preserve is the major source of water for the Everglades. The preserve also contains sandy islands, prairies, and marshes of slash pines, hardwood trees, and mangrove forests. Wildlife includes Florida panthers, black bears, alligators, and a variety of wading birds. Administered by the National Park Service. Area, 232,471 hectares (574,448 acres).

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If you've got a nice \$100.00 Hamburger story please submit it to joecessna72@verizon.net. JR

## AgapeFlights News

### Credit Where Credit Is Due:

Agape would like to thank Mike J. Layton of A-1 Technologies Inc.-Sarasota, for donating a web-based security system and installation in the Venice hangar. Through streaming video, AgapeFlights can observe various surveillance points throughout the hangar, 24/7, from anywhere with an Internet connection. This also opens a new opportunity for live webcasting of special events in the hangar. Many thanks.

Agape would also like to thank Gary Ponder of Advanced Spray Insulation for the wonderful insulation application job. If you've been in the hangar since the application, you see that there is about 5" of insulating material designed to keep the hangar much cooler and much more structurally sound.

### FAQs

#### How can I support AgapeFlights?

The best start is <http://www.agapeflights.com>. There, you can see what the organization is all about, meet some of the staff, discover mission needs and contact Agape to determine how you can serve your fellow man.

#### When do AgapeFlights move to Venice?

In early January 2007, the Cessna Caravan will make it's final departure from SRQ and deadhead back to Venice at its new operations center.

### What needs does AgapeFlights have?

#### Volunteers Needed

- Computer typist with basic knowledge of Word, able to use the internet
- Volunteer coordinator
- Hosts for traveling missionaries
- Volunteer to shop for missionaries
- Receptionist one morning a week
- Hangar maintenance
- Periodic help with mailings, events, etc,

#### Agape Needs

- Folding chairs (plastic)
- 6' round tables (folding/plastic)
- Computers
- Desk Calculator
- Long -term housing for staff members
- Aircraft maintenance tools
- Pressure Washer

- Metal storage cabinets
- Box of copy paper
- Clear strapping tape
- Rolls of 39 cent stamps
- Letter or legal files folders
- Mezzanine for Venice hangar

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R e p r e s e n t a t i v e

(Continued on page 6)

## VENICE JET CENTER

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venicejetcenter.com

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Northway but with a good tail wind a number of us went on direct to Whitehorse eventually following the Alaska Highway. The various flights split up. As we neared Whitehorse the weather dropped to a ceiling of about 500-600 feet with rain and mist. Just when we were nearing a decision to turn around about 30 miles from the airport we were able to talk to the Whitehorse tower. They calmly advised us to just stay on the highway and it would lead us right on to the runway. It did.

We all eventually arrived safely and this time after sharing our various, "there I was" stories we headed for the Yukon Brewing Company tour. A nifty little micro brewery in Whitehorse their motto is "Beer worth freezing for." A delightful feature of the tour is that you taste "all" their beers before the tour. Then after the short tour (after all it's a micro brewery) it's more tasting. The weather rolled back in and we spent the next day on tours and visits. A number of us took the scenic and historic train (bus and train) trip to Skagway past Dead Horse Gulch famous from Yukon gold rush days. Several of us had hoped the weather would favor a departure to Watson Lake and down the "Trench" to McKenzie. No such luck, so we journeyed east to Edmonton. That was the longest flight day of the trip nearly 7 hours of flying. Edmonton is much like any other large city but it is enjoyable and we stayed two nights. Departing Edmonton we headed for Great Falls to go through U.S. Customs. Weather in Edmonton was great. However, as we flew south from Calgary to the US border it was rain and low clouds. About 20 miles north of the border we were able to get our transponder code from US Flight Service so as to avoid the F-16 welcome. Customs at Great Falls was a piece of cake due to the 25G30 knot surface winds. No one, us or customs agents, wanted to be out in that. After a two day layover in Denver we made one last interesting stop in Winnsboro, Texas (about 90 miles east of Dallas). We stayed at the excellent Hubbell House B&B. Needless to say the owner provided round trip airport transportation.

Because of an unplanned stop due to bad weather we arrived late but not before the town's newest attraction had closed, a winery in a gas station. The outdoor patio is under the old gas stations overhang so we sat outside, drank Texas wine (needs some time yet) and watched the pickup trucks go by. Back in Venice after 26 days, over 9,000 nautical miles flown, more than 1,000 gallons of aviation gasoline, airplane loading and unloading, tie-downs, museums, and so on it was great to be home.

But what a trip! We saw scenery one could never see except in a small airplane, we visited many places we never would have been able to except in a small plane; we made great friends and received unbelievably kind treatment from nearly everyone we met in Canada and Alaska. Not to mention the small airports here in the United States. If Collin and Marisa call again we will go again. A final note, want to see how the bikers are doing? Log on to hobobiker.com for the latest on the bikers. The End.

(Continued from page 7)

### Items Requested By Missionaries

Portable, electronic keyboard

Powdered protein mix

Powdered infant formula

Non -prescription medicine Tylenol or generic equivalent Antibiotic ointment children's vitamins

School Supplies (pencils, crayons, markers, notebooks)

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## Part 2 Midnight Sun And Then Some continued

Continued from the October Newsletter. Dawson Creek was our first overnight stop in Canada. Since there was no readily available transportation from the airport the airport manager stepped in and shuttled our group and luggage in her jeep to the hotel. We were told that while individual US planes had been through there we were the first group of American planes to transit since 9/11. Because the Alaska Highway starts in Dawson Creek there is a great museum to that marvelous WW II engineering effort along with many other things to see and do. Weather in the mountain passes along the highway to Watson Lake and Whitehorse was bad so we stayed an extra night in Dawson Creek. Some of us could have gone IFR to Whitehorse but that was not the object of the trip. The next day weather in Watson Lake, our midpoint on the flight to Whitehorse was VFR (pretty much). However, Flight Service keeps good track of weather in the passes along the highway and gave us and "iffy" marginal report but we decided to GTAL (go take a look). Though we launched in groups for the most part everyone went their separate ways. With our recently purchased GPS personal locator beacon close by we decided to follow the Liard River to Watson Lake. Many miles away from the Alaskan Highway we saw absolutely some of the wildest but most scenic country imaginable. After a delightful trip in the mist under the low ceiling we arrived at Watson Lake. While the first part of the trip up the river was over flatter country as we progressed the terrain rose around us dramatically. The terrain avoidance feature of the G1000 was helpful but we did not rely on it. My wife kept her finger on the map as we traveled the river. Watson Lake is famous for having a still visible WW II Bomber sitting in the lake near the airport. We went from Watson Lake on to the thriving city of Whitehorse capital of the Yukon. Whitehorse in addition to its other features is also a tourist city primarily oriented on hunting, fishing, camping and the many campers, motor homes and travel trailers coming up the Alaska Highway. The Whitehorse to Skagway, Alaska train ride is spectacular and we made the trip on our return visit to Whitehorse. However, we needed to get our "gluttons for punishment/bicyclist" on to Inuvik so we departed the next morning. Flying north from Whitehorse we crossed the famous Lake Lebarge. With credits to Robert Service:

*There are strange things done in the midnight sun  
By the men who toil for gold;  
The arctic trails have their secret tales  
That would make your blood run cold;  
The Northern Lights have seen queer sights,  
But the queerest they ever did see  
Was that night on the marge of Lake Lebarge  
I cremated Sam McGee...*

After crossing Lake Lebarge most of us flew up the Yukon River to the west and then about half way to Inuvik crossed over the mountains east to the Dempster highway north. During our trip up the river we passed a couple of helicopters hopping from sand bar to sand bar with fisherman on board (talk about your hundred dollar hamburger, how about a \$1,000 (+) trout?). Inuvik has a great airport but the town leaves a lot to be desired. The population consists of Inuits, Indians, government officials engaged in supporting the indigenous people, and oil and gas explorers. Since the sun had long since ceased going below the horizon in Inuvik it was interesting to get up at 3 AM and look out the window to a deserted town as bright as high noon. Because the town sits on permafrost utility service including sewer pipes run above ground generally in enclosed tunnels. A half day and a night in Inuvik was overkill so we flew farther north to Tuktoyaktuk or Tuk. Tuk is only accessible by air in the sum-

Charlie Galuska  
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## AIRPORT IMPROVEMENTS OR THE 1,000 MILE JOURNEY

The work on 13/31 should be completed by Thanksgiving. The paving has been completed and needs to cure for 30 days. Painting/ striping/ marking the new runway will take five days and then it will be open for business. Painting the centerline on 4/22 as well as the taxiways is being pushed and pushed hard by your board.

Mr. Watts is planning to obtain oil containers for used oil. Also, the entryway gates are to be changed to fiberoptic cabling to make them less susceptible to lightning damage.

If you see a need for airport improvement please sound off and let the airport manager as well as a VASI Board member know of your concern.

The big news, of course, is that **the official runway opening for 13-31** is scheduled for December 5, 2006 at 10:00 AM at the Agape hangar, 100 Airport Ave, Venice, FL. Anticipated attendees include the new regional FAA regional director, Douglass Murphy, the regional FDOT representative. Most importantly, Phil Boyer, AOPA President, will be there. He is expected to give the keynote speech. It is truly an honor to have him attend.

Finally, sometime in November there will be the last public meeting for input regarding the Airport Master Plan. This is expected to be scheduled a weekday in the third or fourth week in November around 4 PM to 8 PM. This is a very important place for us to have our voice heard. Check our website for updated information or call me to find out when is the meeting. It would be extremely helpful for you to attend.

Request for Information: We need your email address. We do not release it to any third party and we only use it to alert you to some few items we think are important. You may have given us your email address in the past but many of you have changed ISPs or addresses and we did not get the change. Please include your email address with your renewal. Please also let us know if you'd like to receive the newsletter by e-mail only.

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(Continued from page 3)

mer and across the frozen tundra in the winter. Less in Tuk (radar station, some oil exploration and natives) to hold our interest so several of us returned to Inuvik to drop off our bicyclist and the remainder headed for Dawson City a bit over 400 miles south. We bid the bicyclist farewell and ourselves headed south to Dawson City. Check [hobobiker.com](http://hobobiker.com) for details. Dawson City has a well maintained gravel runway airport, with commercial air service. In fact we flew into many gravel runways (seem to survive the winter freezing better). The manager of our hotel in Dawson City picked us up at the airport and we began our visit to the former capital of the Yukon and the heart of the Klondike Gold Rush on the Klondike River. Most of Dawson also sits on permafrost so the buildings sit on large wooden pads at various support points. Dawson has been spared major fires so the historic buildings remain. Though gold mining is still a big industry, tourism is important and once again, the city has a great museum. They still get the gold out of the rivers but now they use huge dredge/sluice rigs that suck up the river and pile the gravel in neat rows about 15 feet high by 20 yards long for extended distances up the river valleys. From Dawson City flying the Top of the World Highway west to Chicken Airport in Alaska we turned south to Northway to go through US Customs. We had planned on staying overnight in the area, some in Northway and some elsewhere. However, the forecast weather suggested that if we not continue to Anchorage we might not get in for several days. Our flight south to Anchorage took us over several glaciers through tight mountain passes and through some extraordinarily beautiful wilderness. We flew at 500 feet for many miles hoping to see wildlife but without much success. Others did better.

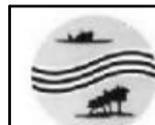
Anchorage is a great city to visit particularly for pilots. Alaska has one of the densest concentrations of general aviation aircraft in the world and a lot of them are either in Anchorage or coming and going thereto. With multiple runways and plane parking lots Merrill Field the main general aviation airport is considered the 15th busiest airport in the United States. There are airplanes of all kinds, shapes, sizes and age everywhere. In addition to Merrill and some other small airfields Anchorage also has Elmendorf Air Force Base, Anchorage International and Lake Hood seaplane base. Lake Hood is so close to the International Airport their tower controls the seaplane traffic. Thousands of float planes of all sizes, airplane marinas, shore airplane condo parking, you name it. There are also large number of bush planes and a short bush plane strip. Floats or wheels in the summer and skis in the winter. We made two visits to Lake Hood including (you might have known) a great museum. This time the collection was devoted to the history of aviation in Alaska which started quite early. We spent several days enjoying Anchorage via rental car including a trip to Seward. At the Seward Aquarium we saw a sea-lion equipped for a minicam. A variety of other trips and excursions also took place.

Departure from Anchorage for our next destination, Talkeetna and Mt. McKinley, required us to fly over the city at no higher than 700 feet west between the Elmendorf and Anchorage International Flight paths. Ceiling was also low so we low leveled north for about 80 miles until it cleared. I saw more Moose flying out of Anchorage than on the rest of the trip. At Talkeetna we swapped our own airplanes for trusty De Havilland Beavers for a flight up to Mt. McKinley and a landing on a glacier. The weather was clear so we had great views. Landing on the glacier at 6,000 feet and flying around the mountains was great. Back in our own airplanes some went on to Fairbanks and some back to Anchorage for one more night. One airplane departed for Kodiak Island where on arrival they were weathered in for a number of days.

Fairbanks is also a great city to visit. Observing a local bush pilot we also found out the real way to do weight and balance in a Cessna 207. Load it until you can not get anything else in and then push down on the tail. If it comes back down on its nose gear it's good to go. After sled dog demos, native villages, river cruises, great meals and lots of good coffee we departed for the east. We had planned on stopping at



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