

PRESIDENT'S MESSAGE:

Dear Fellow Aviators,

Welcome Back! I hope you had a good summer. If your summer was like mine, you still have three or four things you'd like to accomplish. Your Board was busy accomplishing things this summer, including the traffic count and items related to the political structure. As I write this, the summer traffic count is taking place. To all who volunteered, thank you. The second half of the count will take place in the winter. The idea is to get two weeks during the slow and two during the peak season to get average numbers. Please be sure to volunteer for the winter count.

Next week, City Council will consider disbanding the Airport Advisory Board (the Board). Several months ago, Council appointed a committee to evaluate the value of the Board. Councilman John Moore headed that committee and came up with reasons why the Board should be disbanded: The Board hasn't made any significant resolutions relative to the airport in the past two years; activities of the Board are adequately addressed by the airport manager, the city manager and City Council, and the FAA has some jurisdiction over some things the Board does. Councilman Moore actually made two suggestions: Either disband the Board or make it more well-rounded.

The VASI Board wrote a letter and will be making a suggestion to City Council to restructure the Board to make it provide aviation advice, as it should. This letter has been reprinted in this newsletter. We feel that the Board should serve as an advisor to City Council in aviation related matters. One thing that must be kept in mind when considering the airport is that it is an airport, not a piece of property in Venice not a trailer park, golf course, public beach or circus. The Venice Municipal Airport is an integral part of the national transportation system. Therefore, there should be an advisory board to assist Council in technical matters related to aviation and the Venice Airport. If you have the time, please the meeting at 1:30 p.m. on September 14, 2004. It may not be until later that afternoon when this issue comes up, but it's probably best to be there around the start of the meeting. You can speak for five minutes at the beginning

NOTAMS:

- ⊗ NEXT MEETING: 9/15, Venice City Hall, 7:30 P.M. Speaker: Robert Hernandez
- ⊗ October Meeting: Meet the Candidates
- ⊗ Please check your mailing label for correctness and the currency of your membership. If it does not say '04, then you need to renew
- ⊗ The Badge list was lost...If you need a badge, contact Paul Hollowell

and the end of the Council meeting. Two VASI members will respond on this issue at the meeting.

I look forward to the two items on the agenda for our September meeting. First, Robert Hernandez will give us an update on the airport. There are many items that he will discuss. One thing he did recently was put notification on the AWOS that 22 is the preferred departure runway. This made a difference because when I was doing the traffic count in light winds, I saw more use of 04-22 than 13-31. We had also petitioned Robert to ask the FAA to make GPS approaches to 13 and 04. Hopefully we'll hear about his progress on that. Then there is the resurfacing of 04-22, 13-31, the completion of the south bridge and return of 22 to full length.

For the second part of the meeting, Nick Carlucci and Jim Slobodnik are going to discuss their forced landing. They did a lot of things right. Mainly, they had discussed the possibility of engine failure many times in advance. The most important lesson I'd gotten during my training was preparation for catastrophe. So I greatly look forward to learning from them.

I also look forward to seeing you at the September 15 meeting.

Most Sincerely,
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.

NICK'S NOTES

Where has this summer gone? I look forward to seeing you at our September meeting. The Airport Manager will brief us on the latest and greatest plans for VNC. Do attend and bring a potential new member as well. We have over 140 active members and there is always room for more; so bring a student pilot, or bring a neighbor with an interest in the airport; non pilots are welcome - bring a Vet.

Remember those "What I Did on My Summer Vacation" essay assignments from school? I just hated them, but I did have a wild and wacky summer. Memorial Day 04, the start of summer, will always be special: We made a water landing in a plane that did not have floats or a running engine. My partner and I got out ok, no injuries and our 172 was totaled.




The rest of the summer was down hill from there. It seems that as a group pilots like to gripe about stuff and most of us seem to enjoy knocking the local (any location, any airport) airport management, authority, city gov etc. At VNC we are pretty fortunate; we can not change the past mismanagement nor can we recover lost \$, but our future looks bright. The Mayor and City Council have a positive view of the airport and are trying to be pro active in aviation issues.

This past summer they passed a resolution that supports keeping VNC at its current location. The airport manager has been active in the community, attending neighborhood meetings and generating goodwill. Robert and Beverly were very active prior to Charley. Beverly was able to contact seasonal hangar tenants and use their empty hangars for temporary ramp aircraft storage. Current phone numbers made this possible. Robert wanted to make sure that Beverly gets the credit for this action that clearly was above and beyond what is expected of airport management. Thank you both for the preparations prior to Charley. VNC was prepped to be the local staging area/supply yard/coordination center for recovery efforts if needed in the local area. Punta Gorda/Charlotte County Airport even with all the destruction is a key node for all the recovery activity in Punta Gorda. It is well worth your time to visit PGD to see first hand how

VASI ANGLE CREW MEMBERS:

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

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critical that airport is to the recovery effort. Those who are quick to knock VNC should see how an airport becomes the lifeline for a community under extreme stress.

During the summer the VASI web site - Veniceaviationsociety.com - became active; it will help us keep each other informed of airport related activities. Your input, ideas, suggestions, complaints and observations are important and welcomed by VASI Board Members.

As we start our meeting year do bring other potential members to the meetings. Lets have a great September kickoff meeting and tune up for our October "Meet the Candidates" forum . Thank you , Nick

Safety, Security, and Suggestions

The impact of Hurricane Charley in both human and material costs has been colossal. The local papers and TV news have kept us informed of losses .Many VASI members experienced personal losses and some lost aircraft. All of us have a Charley story just as everyone who was in San Francisco during the earthquake has an earthquake story. The damage to Charlotte County (PGD), Arcadia Municipal (X06) and Bartow Municipal (BOW) airports was extreme . Hangers and aircraft destroyed, terminal buildings demolished ; so how do we protect our aircraft ? The best and truly only solution is copy the military. Get that plane out of the area..fly to Georgia and pick a spot that will (hopefully) be out of harms way. Period - end of discussion..Even new construction hangars are not built to withstand 170 + mph winds/gusts.A plane on the ramp with double tiedowns , lift spoilers and control locks can ride out severe storms but all the stuff being blown about (to include the ramp aircraft that were not properly tied down will probably destroy it anyway. A hangared plane is , in many ways no better off. When was the hangar built ? How

S3: (Cont. on Page 8)



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Date: _____

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Already a member? Pass this on to a friend!

Travels: 'Udvar-Hazy'

By Brett Stephens

This edition of Travels doesn't involve flight time, or exotic locations, weather or scenic destinations. But it does involve aviation from it's birth until until now.

I'm talking about my recent trip up the right coast and a stop at the Smithsonian Air & Space, as well as the all-new and totally cutting edge facility just off the Dulles Airport. I don't know who this Udvar Hazy fellow is, but he sure has one helluva nice collection of equipment.



The building itself (an oversize hangar from a Star Wars movie) was open, bright, well-arranged and user-friendly. In just a matter of a few hours, we were able to

review the entire museum, start to finish and cover everything from the Wright Brothers and the first 707, to Sky Lab, to the Blackbird, Space Shuttle, Concorde, and new generation fighters. The museum gave special attention to WWII warbirds, with nearly every manufacturer and model represented. We even spent a few minutes in a 3-axis F-18 Simulator, but the software was a bit on the cheezy side, presumably to keep from having to mop up the cockpit after every user.

There was even a control tower, allowing you to overlook the airport, with real exhibits pertaining to ATC, airspace, nav aids and how the traffic system works. In all, it was very enjoyable. It would appear that Udvar Hazy robbed a substantial portion of the Smith for its exhibits, including the Apollo capsule and the Wright Flyer.

As always, admission there was free. However, you get a pretty good security scrub on the way in. And watch your wallet in the gift shop. Even the freeze-dried ice cream sandwiches are up to five bucks these days.

Travels: 'Round Robin'

By Paul Hollowell

Recent trips have taken us to Berry Hill Airport just south of Atlanta, Baldwin County Airport in Milledgeville, GA, Greenville Muhlenberg County in Greenville, KY, Luray, Airport in Luray, VA. and Eufala Airport in Eufala, AL among others. Berry Hill is an interesting little privately owned public use airport south of Atlanta but under the class B. It is under con-

stant development pressure because of the explosive growth in the surrounding community. So far the aviation oriented family that owns the airport is holding out. A trip there is like a trip to the past or a visit to an old airport in Honduras since there is a variety of old airplanes and other assorted junk sitting off in the weeds. Nice airplanes in residence also but not in the weeds. They have fuel and maintenance and because of tall trees on either end of the runway displaced thresholds. They welcome visitors and overnight guests. They do not have a courtesy car however. Muhlenberg County always appealed to me because of the song by John Denver about Mr. Peabody's Coal Train Hauling It Away. The surrounding area is lush and green. They do have a courtesy car, maintenance, self serve fuel and a welcoming attitude. Milledgeville is a great little airport with maintenance, fuel and a courtesy car. The city of Milledgeville has a good selection of restaurants. I recommend the Cornbread Cafe if you like "down home" eats. Luray Airport sits in the beautiful Shenandoah Valley. I was fortunate in getting fueled by one guy while another guy was raising the fuel price on the sign by nearly 8 cents a gallon. The guy that fueled me up charged the lower price. Nearby Athens, GA airport is nice but they built a new terminal and it is cold and stark. Eufala Airport has self serve fuel and a recently remodeled restaurant opened right next door. The town of Eufala has many gorgeous old anti-bellum homes and the town sits next to a huge lake.

We were also fortunate to attend EAA Airventure 2004 in Oshkosh. Great show. Attendance was down about 10 % but I think a record 800 (+) vendors were there and over 10,000 aircraft flew in. The advantage of fewer attendees was that the booths and airplanes and equipment and people of interest were more accessible. My wife and I volunteer every year in the Main Membership Building so we can get a feel for the attendees. Many foreign visitors but not as many as in the past. The really good news is there were many more young people in



general and lots of young women and girls. The big event was the new Sport Pilot category or license and the new sport pilot airplanes. Interesting equipment included diesel powered airplanes and the proliferation of glass panels. If you have never been to Airventure, or the EAA Flyin as it used to be called, you gotta go. It is a great experience and not to be missed.

MEET THE CANDIDATES:

The following letter is being sent to all the officially registered Venice City Council candidates, inviting them to speak to the VASI membership at the annual "Meet The Candidates" meeting this October. Each candidate will be given time to address the issues outlined in the letter and respond to member questions.

September 2004

Dear Candidate;

The Venice Aviation Society, Incorporated, with over 150 members, requests the honor of your presence at our October meeting. This meeting is scheduled for Wednesday, October 20 at 7:30 p.m. at the Venice City Hall

auditorium. The purpose of the meeting is for us to hear your views regarding Venice airport with respect to your vie for a position on the Venice City Council. Specifically, you are asked to reply to the following questions:

1. Describe the current state of Venice Municipal Airport.
2. Describe the economic and social impact of Venice Municipal Airport on the City of Venice.
3. What do you see as the future of Venice Municipal Airport and how do you propose to get there?
4. How do you anticipate the new airport manager will interact with the Venice City Council?
5. What role would you like to take regarding future developments at Venice Municipal Airport?

You are invited to speak for 10 minutes at a designated time, after which there will be five minutes for questions. Please let us know if you would like to participate. I do hope that you will welcome this opportunity to speak to a large number of voters about this important asset to our city. Please call me at my office, 484-0508, to let me know if you plan to attend.

Sincerely,

Joseph Rand, M.D., F.A.C.E.

Airport Improvements

A. Noise Abatement: The Airport Manager has taken some good first steps in noise reduction. Identifying Runway 22 as the preferred runway for jet departures has reduced the noise over Golden Beach and the other surrounding housing. People have commented. Other concrete steps are possible to further

enhance the airports status as a good neighbor including landscaping, encouraging the use of the closed 9-27 for runups and good noise abatement aircraft departure procedures (climb at Vy, cross wind turns at 700 feet etc).

B. Instrument Approaches. VASI for a number of years has asked airport management to work with the FAA to get a safer and better instrument approach for the Venice Airport such as an ILS or even a GPS with lower non-precision minimums. The Minimum Descent Altitude (MDA) for the Venice (VNC) Airport Runway 31 NDB or GPS is 620 feet. By way of contrast the MDA for the Vero Beach (VRB) Airport Runway 11R approach is 380 feet. The VNC approach is an overlay approach and the VRB approach is a standalone. The Airport Manager did write to the FAA seeking to upgrade the VNC approach but this request needs substantial follow-up. VASI continues to strongly advocate that the Airport Manager work diligently with the FAA to get a safer better instrument approach for VNC.

C. Runways and Taxiways: The runways and taxiways have been in need of repair and or resurfacing for years. The Airport Manager has said that the small amount of money that the airport recently received will allow the engineering effort to begin on runway 22. We urge that this effort be pursued aggressively. A solid well structured improvement program with identified milestones for action is required for all runways and taxiways.. The FAA has reportedly notified the Airport Manager that as this work proceeds the runways will be narrowed to 100 feet in width from the current 150 feet. 150 feet is much preferable to 100 feet but this issue should not be allowed to delay the improvement work.

D. Parking/Airport Apron Tie-downs: The current parking apron tie-downs based on tie-down chain sliding on a cable are wholly inadequate. This system was ineffective when it was installed and if anything is more so today. Many other airports have replaced this useless system. An aircraft not properly tied down is not only a danger to itself but it is also a danger to other property since it in essence becomes a battering ram. An interesting report came out of one of the inland airports hit by the recent hurricane. Aircraft that were properly secured and remained so during the storm were damaged and in some cases destroyed by unsecured and poorly secured aircraft that easily broke loose from their moorings.

E. Hangar Construction: The airport needs 30 more hangars including hangars of sufficient size to accommodate larger aircraft such as a Piper Seneca. Tenants are waiting and this construction pays for itself. Given the easy destruction of the old hangars at Punta Gorda airport by the hurricane a program is also required to replace similar hangars at Venice.

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Comment

Passing Thoughts

The August 31, 2004 locals rag tells all. Sarasota Bradenton Airport gets another \$1.5 million and Venice Airport gets zilch. In the words of Jerry Reed she got the gold mine and I got the shaft. Unfortunately the Venice Airport continues to suffer from past neglect and the loss of needed revenue from leased or gifted airport property. Years of potential progress was lost while the airport went without a manager. Around the state of Florida and nationwide for that matter general aviation airports have been the beneficiary of significant local and federal support for infrastructure improvements as well as enhanced noise abatement projects. Around the state of Florida and nationwide that is except for Venice. Immediately after Hurricane Charley did its worst to our neighbors to the south Venice airport, however much in need of improvement, was important as a variety of rescue efforts passed through here. The minority of voices clamoring against the airport might want to consider how valuable our airport would have been had Charley not made that slight 15 degree turn to the east. Charlotte County Punta Gorda Airport became the focus for significant local support efforts. Is the future brighter? Many seem to agree (including some local critics) that Venice has the best Mayor, City Council and City Manager in years. We have Council Members that take an interest in and understand airport issues and yes--"gasp"--seem to actually support airport maintenance, repairs and improvements. True they have punted the ball on the business park which would have

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SideBar

DID YOU KNOW?

Venice Airport QUIK FACTS

The Venice Airport generates over \$22,000,000 a year in local economic impact

Over 250 aircraft are stationed at VNC

VNC was first established as an Army Air Corp Base in 1942

The airport is self sustaining, has no outside funding source and is operating in the black

FAA Ramp Inspections:

Interesting article in the August issue of EAA Sport Magazine titled Book Rules. Want to see the FAA inspectors guide on how to conduct a ramp inspection? Go on the web to www.faa.gov and look under Flight Standards "8700.1" Chapter 56, "How to Conduct a Part 91 Ramp Check." In particular see pages 56-9 and 56-10. Forewarned is forearmed.

Calendar Stuff

15 Sep -- Airport Manager Briefing

16-19 Sep -- Reno Air Races

Oct -- Political Forum: Meet The Candidates

12-14 Oct -- NBAA Las Vegas .

Nov -- VASI Board elections

Dec -- No VASI meeting

Jan -- VASI BBQ Ramp Party

Feb -- Wings with Dave Whitman

Mar -- Water Survival

Apr -- Avionics

May -- The Mayor Speaks

Any complaints, ideas, suggestions please

e-mail Nick at "joecessna72@cs.com".

www.veniceaviationsociety.com

The website is up and running. To access it, you need to type into your browser (MS Explorer or Netscape) the URL: www.veniceaviationsociety.com. Don't type it into a text field from your search engine or you'll get an error.

5 x 5:

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The Fly-By Cafe, St. Augustine, Florida. 1/4 lb. all beef, cheese and all the trimmings (good fries too). The swordfish sandwich also rates. But the real story was the company. The restaurant was full and two anonymous pilots offered up their empty seats. We all enjoyed several hundred dollars worth of hamburgers together and shared our stories. Paul and Brett say check it out.

☆☆☆1/2



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left arrow next to it and an H with a diagonal up left arrow.

One way that I've used to cope with confusing taxiways is to plan ahead where I'll go then tell the tower that is where I'd like to go. I used this at Naples where the intersection of the two runways and multiple taxiways is confusing for me. As a student pilot I got chewed out for speeding past the hold line onto taxiway G so now I try avoid that. Landing on 14 I've told the tower that I plan to exit on Alpha and this has been approved with ease.

Stopping after the hold line is important. AIM section 2.3.5.1 says "An aircraft exiting a runway is not clear of the runway until all parts of the aircraft have crossed the applicable holding position marking." That marking is typically a double dotted line on the runway side with a double solid line on the taxiway side. People apparently used to be taught differently, but the way I was taught when you land you must cross the runway hold line, then stop, then contact ground if not already told to do so by the tower. I know people who were chastised for switching to ground before being told by the tower but if you are clear of the runway you are not allowed to maneuver on the airport unless cleared by ground. Taxiing across or onto the runway across the runway hold line from the taxiway is not allowed without clearance. Note that clearance is implied in the statement "taxi to runway (X)" and you are allowed to cross all runways and taxiways without stopping given this clearance.

I don't profess to be an expert in airport markings in any way but these are issues I've come across. If you have different experiences or would like to add anything please do so in a letter to Brett Stephens or via e-mail on our Website. Please also review the AIM and FAA or AOPA publications on runway safety.

Fly safely!

FAR Corner

Airport Markings

Unfortunately, many airports use nonstandard markings and are thus extremely confusing to the unfamiliar pilot. Fortunately, the FAA is working toward standardization of airport markings. Here are few thoughts to help you cope. First and foremost is planning. Review the airport diagram before you take off. These are available for many airports in the Airport Facility Directory and with your approach plates. You can also download them on line from the AOPA and other Websites. Secondly, some airports have telephone numbers for the ATIS. This is unusual and it's more usual to have an AWOS available by phone, but some airports do have an ATIS. Listening to the ATIS ahead of time can give you a heads up to taxiway closures and construction.

Airport signage is often confusing. In general, however, the sign to indicate an intersecting taxiway is ahead of the taxiway. Let's take Tampa International as an example. During landing rollout of 36R you'll see a sign for N then cross N, then you'll see a sign for J. The signs for these taxiways show a right arrow next to the taxiway letter on the right side of the runway. A little further north there is taxiway H which crosses the runway on a diagonal. The arrow looks like a diagonal. On taxiway E you should see two lettered signs on your left as you head north from taxiway November. There will be a J with a

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Comment: (Cont. From Page 6)

provided valuable support revenue but the issue may not be dead. Our new energetic and capable City Manger in the midst of his many other challenges also takes a positive interest in the airport. Importantly, after years of pushing and prodding the city finally hired an airport manager. On board for nearly 8 months now it may be too much to expect a lot of progress at this point. He has taken some steps to respond to the noise from the increased level of jet traffic and taken the time to meet with and listen to community groups. He does have his work cut out for him though. He seems to have his heart in the right place but he will need that plus a lot of energy, organization, drive and courage to make up for years of neglect and static inertia. What can we do? We should recognize that the aviation and airport community are not an insignificant political force in the community. Let the council know. Organizations like VASI, EAA and others do a lot in pushing for airport repairs, improvements, noise reduction and representing our interest to both elected and appointed officials. But individuals count for a lot in our process. Be heard. Keep the pressure on the airport manager to do the job

he is capable of and on the other side of the coin be cooperative and supportive of his work. Someday you will pick up the paper and read that Venice City Airport received money for the repaving of runway 22 so jets will want to use it and who knows maybe a berm north of runway 31 to reduce noise to the north of the airport. As my daughter used to say "it could happen!"

Signed, Anymouse.

S3: (Cont. From Page 2)

exposed is that hangar relative to other hangars ? Have you noticed how planes if not crushed by debris when a hangar roof collapse get blown out by the wind and are then destroyed . Our homes are built to withstand a Cat II blow..after that damage is expected so our planes need to be (given the time), like our families evacuated out of a storms path` . Well now some mundane stuff: the new security badges are being issued - make sure airport management has your current address and phone number. You will be called when it's your turn to be issued a badge.The tailgate/piggy back thru the gate has been cut down. A hearty thank you to all who have helped get this under control. As we enter the season and the traffic count picks up please stay alert for security concerns, ground movement activity and pattern busters. Radio does not replace the mark 2 eyeball.....

..Fly Safe..Thank you ,Nick Carlucci



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