

The

January 2011
Volume 17, Issue 1

WASI

Angle

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

VISIT THE VASI WEBSITE
www.VeniceAviationSociety.com

We are working to make the VASI Website: www.VeniceAviationSociety.com, an even better resource to the local aviation community as well as the community at large. Go to the Website and pass on your comments or suggestions. Link the VASI website to your website and suggest that your friends and associates do likewise.

Nota bene!

- VASI members meeting: Jan 19, Venice City Hall, National Weather Service (bring your friends-open to all).
- Collings Foundation Visit Feb 26 Sun Coast Air Center & Venice Aviation Services Ramp – B 17 & B 24 bombers, P-51 Mustang.
- Airport Open House, February 26. Sun Coast Air Center & Venice Aviation Services Ramp.
- Time to: Renew your VASI membership. Help VASI fulfill its mission to support you and KVNC. Fly in to 2011: send your \$20.00 renewal (\$100 for businesses) to *Al Paul, 4476 Via Del Villetti, Venice, FL 34293*. Thanks in advance.

President's Letter

January 2011

Dear Fellow VASI Members and Friends of The Venice Municipal Airport,

May you and your family have a Happy, Healthy and Prosperous New Year! Looking back to 2010 the Holiday Season began with Thanksgiving. VASI members worked off that extra piece of pie by participating in the Venice Holiday

(Continued on page 2)

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.

The VASI Board

President Nick Carlucci
 Vice President Brett Stephens
 Secretary David Ansley
 Treasurer Albert Paul
 Directors: Judy Jeynes, Joseph Rand, MD,
 Bebe Teichman, Paul Cellec, Ray Deer, Paul
 Hollowell, Nick Piscitelli

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Parade. We had two floats - one featured three blowup aircraft, the other was "Amelia", the Angel Flight float with Snoopy flying his doghouse strapped to her nose. Additional lights, the VASI & EAA Banners and a great supporting cast made it a special fun filled event. With John Moeckel flying lead VASI members and friends passed out over 2,500 gliders to children along the parade route. How popular were our floats? Well nothing but smiles and cheers as we zoomed by an estimated 50,000 spectators. Joe Keys and John Yurosko provided the generators needed to keep the planes flying and the lights lit. Paul Celleze went way beyond the extra mile by driving to Leesburg to pick up Amelia and afterwards returning her to her Angel Flight home. A special "Thank You" to everyone who participated in the parade. We had a ball. Next year please join the formation - you are guaranteed a great time.

Our November meeting featured Sarasota Sheriff's Aviation Deputies briefing us on their helicopter operations. Their briefing, followed by a robust questions and answer session, was outstanding. We are very fortunate to have the Sheriff's helicopter based at VNC. They welcome visitors to tour their hangar and check-out their bird. Visit and most importantly thank them for their service. We start the New Year with a January 5 FAA Wings Safety Program featuring the tower supervisor from Sarasota International Airport. Take advantage of the WINGS program, register at www.FAAsafety.gov.

On January 8 VASI welcomes back our seasonal visitors with a cookout and our January 19, 2011 members meeting will feature a National Weather Service representative. The public is always welcome at our meetings, invite you neighbors and boating friends to this "weather special." Looking ahead to February we have three great events: February 4-7- Collings Foundation B-17, B-24, P-51 visit, February 16, VASI members meeting (Aspen Avionics) and February 26 an Airport Open House. Mark your calendars because volunteers are needed for both the warbird visit and the Airport Open House.

To those who took the time to participate in Venice Mayor John Holic's survey, as well as a concurrent separate Airport survey, "Thank You". Your views are important. Tenants, pilots and users of the Venice Municipal Airport are stakeholders in the city of Venice and the airport with a voice that needs to be heard. Your input certainly helped shape the city priorities. Included in this newsletter is the Mayor's response to

his survey. His letter was published in the Venice City January newsletter (http://www.venicegov.com/Files/City_Newsletter/Jan.pdf).

A check with the Airport staff indicated that they are busy compiling the results of the Airport Survey. We will post the results when they are released. The Airport Administrator is also working on an expanded set of Airport Frequently Asked Questions (FAQs) to help keep the record straight. This effort is important and should be a comprehensive information source that will help dispel the misinformation and distortion that is spread in our city about our airport.

With the New Year come new opportunities and challenges for VASI and the Venice aviation community. Much remains to be done. VASI is a member driven airport support organization. Your feedback is critical to our success as an organization. Your suggestions, ideas, complaints,

(Continued on page 3)

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(Continued from page 2)

and observations about VNC become the agenda that the VASI Board acts upon. Here is a New Year's Resolution for you: Pay your dues, recruit a new member and continue to be the "eyes and ears" of VASI. Patronize airport businesses, our sponsors and check out the **Sun Coast Café** at the Sun Coast Air Center. Thank you for your continued support, see you at our meetings and the airport.

Fly Safe, Fly Friendly, Nick
E-mail jocessna72@verizon.net cell# 941-716-5704

Welcome new corporate member Jeff Young—pharmacist pilot:

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PIC Jeff Young, R.Ph.



Dear Mayor Holic:

Thank you for this opportunity to provide my thoughts regarding Venice Municipal Airport (VNC). Venice Aviation Society, Inc (VASI) members seek a safe, modern, well maintained airport that is financially self-supporting and to the maximum extent possible (per federal regulations) community friendly. Your vision and leadership will turn VNC into a welcoming gateway for both Venice and the region. The positive economic impact associated with a crisp, well maintained, welcoming facility will help speed regional economic recovery.

The draft Airport Master Plan Update/ Airport Layout Plan is currently being reviewed by the FAA. Comments on the draft, once received from the FAA, will be used to help shape the final product. The highest priority should be given to completing and submitting the sealed ALP. Virtually everything airport related flows from this document. The FAA needs to find the city "in compliance with the regulations" to ensure eligibility for grants (currently the city is not eligible for grants).

The most pressing physical improvement necessary to maintain a safe, user and neighbor friendly airport is the rebuilding of Rwy 4-22. It will have less than two years at reduced weight bearing capacity and utility of life remaining in July 2011. Other capital improvements include the rehabilitation/rebuilding of much of the remaining hard surface areas of the airport and the shifting of Rwy13-31.

City approval and support of the VASI recommended Fly Friendly Program would assist in making the airport a better neighbor.

Consideration should be given to the re-incorporation of some type of airport board. The city council should exercise oversight and not become mired in the detailed work necessary for the airport to be operated and managed in a responsible and safe manner. A knowledgeable board with sufficient authority (similar to the Planning Commission) can eliminate time wasting mundane discussion that causes higher priority city council discussions and decisions to be delayed.

Other city policy issues that should be considered include an airport disclosure ordinance for those within a city specified distance from the airport and a more aggressive public information program to educate the public about the airport.

Thank you again for conducting this survey.

Sincerely,
Nick Carlucci,
President

Welcome new corporate member Florida Flight Maintenance:

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Mayor's Letter on Survey Results

Best Wishes for a Happy and Prosperous New Year!

As we begin 2011, your City Council is fulfilling promises from the 2010 election and tackling those items identified as the most important to the people of Venice. Through our Strategic Planning meeting on December 2, 2010, we identified over 25 agenda items needing attention by Council – five of the items are considered top priority:

1. Balance the budget.
2. Hire a new Police Chief.
3. Complete the airport ALP/Master Plan.
4. Develop land use regulations
5. Partnering 4 success – fees and permits

In addition to the agenda items, Council adopted a new Vision Statement:

Venice is a Vibrant, Charming, Historical community in which to Live, Work, and Play.

In keeping with campaign promises, we accomplished our Strategic Planning meeting without the use of expensive outside consultants. Instead, we employed the expertise of a local business executive who provided his services on a volunteer basis.

Regarding item 1 above, we have begun work on the budget and will continue to work on it throughout the year. Since the budget is a comprehensive document that requires thorough review and modification, we have involved all our Department Heads who have stepped up to the plate and are actively looking for ways to save money without a reduction in necessary services. I am confident that, working together, we will accomplish our goal of balancing the budget.

Regarding item 2 above, Council has been given a job description for the new Police Chief and has been given a tentative time line for the hiring process. We again voted to proceed with the hiring process for a new Chief without using outside consultants.

I am sure that we will be able to find sufficient local talent to help the City Manager interview potential candidates for this important position without paying up to the \$60,000.00 a recruiting firm might charge our City. Venice is blessed with an abundance of talented residents who will gladly step up and help when asked. The time line for completion is 18 weeks.

For item 3, progress on the airport is being delayed by a final review of the ALP/ Master Plan by the FAA. In December, I met with the head of the FAA Orlando office and the lead consultant from DY Consultants to determine what can be done to expedite work on the airport. DY is the firm that helped design the proposed ALP/Master Plan over the past three years. We are preparing to move forward as soon as we receive FAA approval.

Item 4, development of new Land Use Regulations as required by the recently approved Comprehensive Plan, was discussed at the Strategic Planning session. It is estimated this mandatory requirement of the new Comprehensive Plan will consume in excess of 50% of the work time available for the Planning and Zoning Department, and create a new position which has been filled in anticipation of the new Plan. We will work diligently to assure that no time is wasted completing our requirements and will work to lessen the work load on our Planning and Zoning Department.

Item 5, the initial reduction of building permit fees has been

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accomplished and was effective as of January 1, 2011. While most members of Council were disappointed in the amount of the initial reduction in fees, we felt it important to at least move forward with this portion and continue the revision process using local contractors as consultants to work with the soon to be hired Building Department Manager and further revise the permit fees. We look toward mid-year to have a more finalized fee structure.

Most of the remaining 20 plus agenda items will help us accomplish the five main provisions listed above. Due to the complexity of details needing attention and the ability to only discuss these topics in an official meeting, Council has decided to hold workshops on the first and third Tuesday of each month, beginning January 18, 2011 from 9 a.m. to noon, until such time as our backlog of agenda items for the City diminishes. In an attempt to continue to bring City Government to the people, we will consider holding workshops at remote locations throughout the City.

I would like to thank the many Venice residents who responded to the 2011 Get It Done request. We collected many constructive suggestions from Venice area residents, the Business Community and local Elementary, Middle and High Schools. All areas of the Community were very gracious and cooperative in submitting requests. As a result of the survey, I will be asking Council to add the following three items to our Get It Done list – these three items all had six or more individuals making similar requests:

1. The airport was the number one topic of the e-mails with an overwhelming bias toward rapid updating and safety improvements for this important Venice asset. Additional concerns expressed via the survey were to rehabilitate Runway 4/22, help implement the Fly Friendly procedures currently in place, and update the airport website.
2. The Utility Department rated the number two slot with questions on charges ranging from back flow valves, to sewage charges for filling swimming pools with fresh water, and reducing readiness fees during periods when residents take extended vacations.
3. Filling out the top three was “Don’t raise taxes!”

There were an additional 81 suggestions with four or fewer individual requests submitted. These suggestions will be incorporated into our work load as we complete the items already listed.

I feel fortunate to come to work daily for our great City and look forward toward working together for an even better City in 2011.

VASI Classified

Got an item for sale? Contact Bret Stephens at 321-6876 to
Advertise in the **ANGLE**, *and* on the **WEB**.

VASI Members advertise items for FREE.

Welcome new corporate member Elite Flight Academy:



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CEO
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The Challenge

Are we up to the challenge? We sure are!

“As a result of the survey, I will be asking Council to add the following three items to our Get It Done list – these three items all had six or more individuals making similar requests:

The airport was the number one topic of the e-mails with an overwhelming bias toward rapid updating and safety improvements for this important Venice asset. Additional concerns expressed via the survey were to rehabilitate Runway 4—22, help implement the Fly Friendly procedures currently in place, and update the airport website.” Extract from Mayor Holic’s letter in the January Venice City E Newsletter.

The Mayor clearly recognizes the importance of KVNC to the city and the region. The political leadership of the city and the city staff are working diligently to polish KVNC into the jewel in the crown that is Venice. We must recognize that we are being challenged to support this positive change through our actions. The single most highly visible and audibl thing we can do is practice the Fly Friendly Procedures that were developed by and have the full unequivocal support of the VASI. These procedures are simple, safe and runway specific. When departing using Runway 4 or 22: maintain runway heading, climb at Vy, and depart at Traffic Pattern Altitude (TPA). Touch & Goes – maintain runway heading, climb at Vy, turn crosswind when 700 feet Above Ground Level (AGL). Think about the “why” behind these procedures: Why climb to TPA when departing on 22? That extra 30 seconds on runway heading before turning North or South helps you avoid flying over your neighbor’s house at low altitude and high power settings. It’s also in the AIM. Why turn crosswind at 700 feet AGL when doing touch and goes on 4? Same reason but with a historical twist. Once upon a time the TPA at VNC was 800 feet. It was raised to 1,000 feet as part of an earlier effort to address some concerns over perceived aircraft noise. The old salts will tell you turn crosswind 300feet below TPA so 800-300= 500. The TPA has been 1,000 feet for years so by doing the math crosswind is 700 feet AGL.

Holding the crosswind turn until you are at 700 feet AGL in a typical training aircraft will minimize perceived noise for your neighbor stuck on the ground. Departing on Runway 13 or 31: maintain runway heading, climb out at Vy to 500 feet AGL (or before crossing the airport fence) sidestep or turn West (get over the Gulf of Mexico) then resume runway heading and depart at TPA. Touch and Goes – maintain runway heading, climb at Vy, turn crosswind at 500 feet AGL. Why sidestep at 500 ft AGL? You avoid flying over your neighbor’s house at low altitude and high power setting. The touch and go crosswind turn at 500 feet AGL on Runway 13 or 31 accomplishes the same thing – you minimize your perceived noise footprint while doing repetitive operations. These runway specific procedures will work. We lead by example. We are up to this challenge. Let’s show through our actions that we are a positive force within the Venice community!

Traffic Pattern Courtesy: This is the time of year when the traffic pattern is crowded with regulars and visitors, as well as a variety of



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aircraft types and pilot skills. Tempers can get short and courtesy is at a premium. Be a part of the solution and not a part of the problem. Review the AIM Chapter 4 Section 3 and “stay frosty”.



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Airport Survey Comments

Venice Municipal Airport Survey

Dec26, 2010

Hangar Facilities - Fair to Very Poor. Overall condition of the T-hangars range from unsatisfactory for older units to good for almost new construction. Standing lights on many of the Ts are inoperative, doors are in need of repair, structural steel is rusting, walls are rotted and roofs leak. The newly acquired Hawkins & Gaynor Ts have their own issues but the older city Ts need engineering surveys to determine if retrofitting/rebuilding is cost effective or even possible. The lack of city box hangars is also a concern. The new box hangars need to be sized to accommodate planes that will not fit in T-hangars. Consideration should be given to working with FDOT(A) to develop a "pilot program" that will retrofit older Ts with one piece hydraulically operated doors for better wind protection. VNC could be the "test" case.

Runway Pavement Conditions - Rwy 13-31 Excellent, Rwy 4-22 Unsatisfactory. Certain sections of 4-22 are absolutely FOD or drainage hazards and are inimical to safe operations. Rebuilding of 4-22 should have the highest possible priority. Both 13- 31 and 4-22 need attention. Rwy 13-31 illustrates the need for an aggressive preventative maintenance program. The rebuild of 13-31 was five years ago, minor cracking has not been repaired. The lack of a pavement maintenance plan allows water to penetrate to the rwy base permitting deterioration and shorting service life.

Taxiway Pavement Conditions – Mostly Poor. The current airport master plan was published over ten years ago (year 2000). Its Pavement Condition Index (PCI) section documents the then poor condition of all the hard service areas of the airport. Since then Rwy13-31 has been rebuilt, additional T-hangars have been constructed and emergency repairs to Rwy22 and the main taxiway have been accomplished. The taxiways, hard surface areas in the T- hangar complex, tie-down areas and ramp have continued to decay. FOD and cracking are the norm for all of these surfaces. Sealing cracks and where possible resealing the surface macadam would reduce the FOD hazard and slows deterioration in the T-hangar area.

Airfield Lighting and Navigational Aids – Lighting – Excellent on Rwy 13, good on all other runways. The runway lights on Rwy 13-31 are relatively new. The broader concern is the overall electrical system. Electrical loss due to age and cable in ground not cable in conduit as well as the electrical vault need to be addressed. The standing lights in the T-hangar area are also routinely inoperative. Adding solar panels to roof tops, replacing taxiway lights with LEDs and other energy saving measures should be explored. Navigation (Landing) Aids - Rwy 13-31 has GPS approaches that can be upgraded to WAAS capability by simply writing a letter to the FAA and requesting the upgrade. WAAS approaches would clearly increase operational and community safety. Rwy 4-22 currently has no instrument approaches but this is expected to change in the future. All runways have a PAPI glide slope indicator. The NDB is still useful for some and is an additional positive for the airport. The new AWOS will be an extremely helpful safety enhancement.

Ability to Access Aircraft – For visitors Poor. During normal business hours access using the Air Center is OK, access using the gate next to the restaurant is a chore. Before the restaurant can open the gate to let someone get out of the airport, the pilot must get someone's attention. After business hours a visiting pilot is very hard pressed to gain access to his aircraft. Consideration should be given to adopting the system used at most local GA airports (change the gate codes to be the last four #s of the AWOS frequency and post a sign on the inside of the gate that tells pilots "use the last four of the AWOS frequency" [do not publish the numbers – pilots will know them]. For tie-down and t-hangar renters as long as they have a pass (and the gate works) it's good.

Administrative Staff Professionalism, Responsiveness – Excellent

Staff Knowledge – depends on subject – in the past any policy issue would tend to get tied up in knots because of factors not under staff control. The future should be much cleaner in this area.

Signage – Poor – airfield marking and signage will be corrected by mid April. The information signs on the airport fences/ gates need to be cleaned and the information confirmed as accurate. The bulletin board in the Admin office is too small. Consideration should be given to adding a weather proof box to the pole that extends from the gate swipe card reader. This box should be large enough to hold a legal size sheet of paper. Information could be posted as needed for the tenants to read as they enter the airfield. Signs and posters should be developed to inform pilots of the Fly Friendly procedures.



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Security – Good to excellent. The only glaring security hole is the open gate between the driving range/ golf course that is used by golf course personnel to drive a cart onto the field so they can collect golf balls. Anybody can easily use it. The use of webcams can improve security and also help make the airport user friendly.

Overall Appearance – Getting better. Look at the field as you drive over the circus bridge. The drive by (100 yard look) shows a much cleaner fence line. As you drive down Airport Ave - be critical – leased property has been improved, city property needs work. Enter the field by the admin office and you see running rust on the signs and gate, faded markings on the street and just a shabby area. The crushed shell parking lot needs some more shell (it is a huge im-

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VASI Membership information:

- Individual membership rates: \$20 a year. Receive the VASI Angle plus get free classified advertising privileges.
- Corporate membership rates: \$100 a year. This covers up to 8 additional employees at reduced rate of \$10 a year each as well as a business card size ad in Angle, classified privileges, plus a banner ad on the web.

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provement over the mud hole it replaced). On the field – T-hangar area is run down, fields are being cut. The wildlife is still an issue. Maintenance Building area is rough and those pepper plants along the runways need to be taken out (followed by the cabbage palms).

Other Concerns – The need for a proactive maintenance program is self evident. The city purchased a FOD Buster, untrained workers used it, it broke and has not been used since. FOD is a real concern. If the airport needs to purchase a street sweeper please do so. A second concern is the road leading out to the T-hangars. The culvert over the ditch is failing. The road has a hole on its east side in the middle of the “mini bridge”. Consider getting this culvert rebuilt before the next rainy season (June).

General comments: Most of the “on field” policy and operational concerns can be corrected by better positive communication between the city and airport users. This survey is an example of that effort. Physical airfield improvements will take time but the emphasis on safety must be continuous. Correcting glaring safety hazards such as removing the pepper plants (trees) on the west side of Rwy31 and south side of Rwy4 and cleaning up eyesores such as the main gate area demonstrate to airfield users positive city involvement. The biggest issues are people issues - educating the public about the airport/ airport operations, educating pilots about the public and overcoming the false “sky is falling” rhetoric of a few very vocal airport critics. The city will square itself with the FAA. The local aviation community wants to be helpful not hurtful – tell us how we can help.

Thank you, Nick Carlucci

Calendar of Events Welcome 2011

Wednesday January 5 - WINGS Program 7:00 PM at Venice City Hall, Council Chambers

Saturday January 8 - VASI Cookout 11:30 AM at the VNC Airport Main Gate

Wednesday January 19 - VASI Member’s meeting 7:00 PM Venice City Hall Community Room—National Weather Service

NOTE: Member’s Meetings are now at 7:00 PM, not 7:30

February 4-7----- Collings Foundation: B-24, B-17, and P-51 at Suncoast Air Center and Venice Aviation Services ramp

Wednesday February 16 - VASI Member’s meeting: 7:00 PM Venice City Hall Community Room—Aspen Avionics

Saturday February 26—Airport Open House, VNC



Be a friend to VASI on face book. See the website veniceaviationso-ciety.com for details.



Pass This On to a Friend

Venice Aviation Society, Incorporated

Application for Membership

Yearly Dues only \$20.00.

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WWII, Korean War, Purple Heart: _____

Signature: _____ Date: _____

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VASI, c/o Al Paul, Treasurer, 4476 Via Del Villette, Venice, Fl 34293

VNC CTAF/UNICOM 122.725