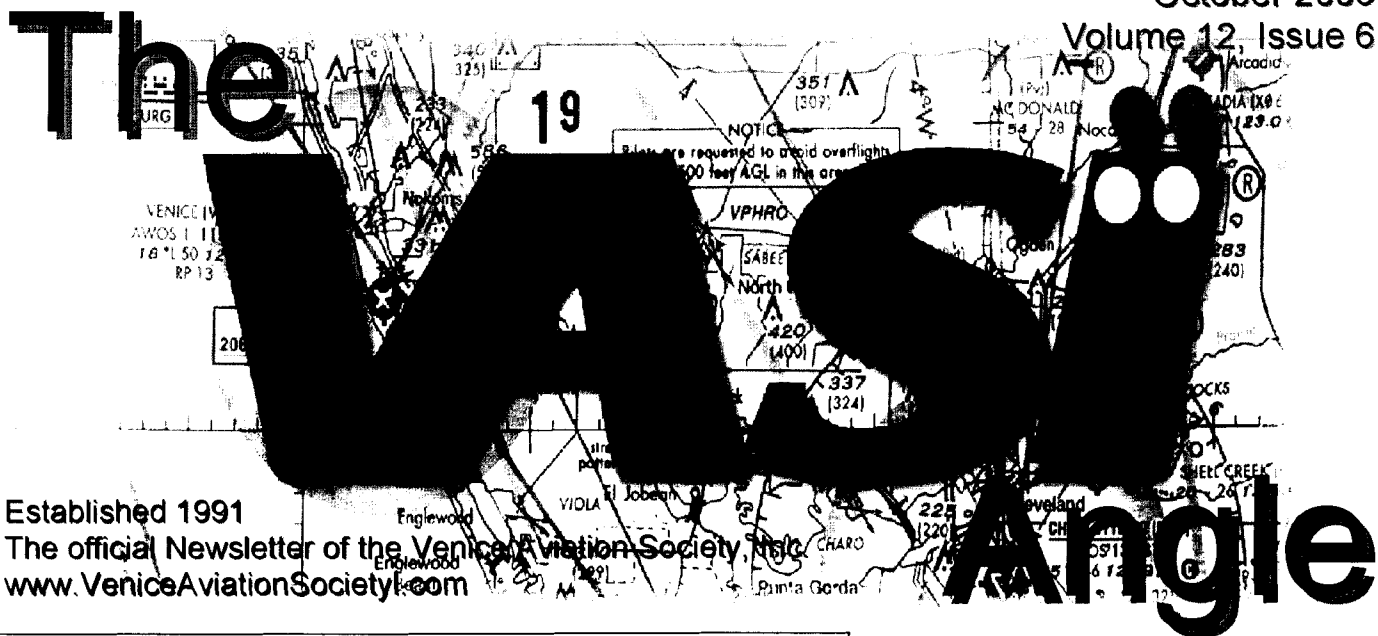


The VASI ANGLE



Established 1991

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

Dear Fellow Pilots and Friends of Venice Municipal Airport,

Please share your VASI ANGLE with others. I look forward to our October 18, 2006 7:30 PM meeting. We will continue to meet on the third Wednesday of the month, 7:30 PM, Venice City Hall only the location is changed. We will meet in the community room and not council chambers.

We are full swing into the political season. The signs are everywhere. The rhetoric is getting heated, and rumor control is in full operating mode. To cool things off or maybe pour gas on the local political fire our October meeting will again be a "meet the candidate's forum". This election cycle features a race for three City Council positions. You and I have a direct interest in the makeup of the City Council. Plan on attending the October 18th forum and get ready to educate others about the candidates for public office.

It is very important that we show the candidates are interest and strength. The best way to do this is with numbers.

(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

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

It is very important to have as many people as possible come to the October 18, 2006 7:30 PM meeting. Hear the Mayor! Hear new candidates for city council!

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)

Please come to the meeting. Please bring a friend. The more people who show up the more our voice will be heard.

November's 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.

There is no formal meeting in December so our January meeting will feature the editor of The Aviation Consumer, 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.

The February and May meeting programs are not set. Do you have a suggestion or topic you would like to have highlighted at these meetings? Tell a board member and let's get it done.

March is a "Wings Program". This FAA program is both a safety of flight aid and an insurance policy premium reducer. Bring a fellow pilot to this meeting. If you know a student pilot or if you have a neighbor with a question about how we train bring them to a Wings meeting.

Our April meeting is planned to feature the Mayor of Venice. As you can see the meetings will be packed with information and more importantly your insights and feedback to the VASI Board. If you know a critic of VASI please bring them to our meeting.

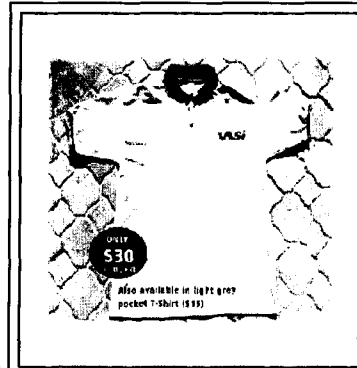
This issue of the newsletter is packed with information, please share it with others. Fly safe everyone, I look forward to seeing you at our meeting and the AAB meeting as well.

Thank you, Nick

Email: joecessna72@verizon.net **please note that my e-mail address has changed**

Cell: 716-5704

Home: 408-7777



Albert Whitted SPG

Is a great trip in the winter. Be careful in the summer because Tampa Bay has a lot of weather that kicks up pretty quickly.

Landing at SPG will test your skills. Runway 18-36 is 2864 X 150' wide and both ends are over the water. There is a marina just north of the field and you look right at the masts of the ships as you come in for approach. Runway 6-24 is half as wide but is 3677 feet long, however the approach to 06 is right over the tops of buildings. You'll see people in their offices at eye level.

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The FBO is friendly and may give you a ride to the pier. There is shopping, restaurants, and even an aquarium at the pier, and the downtown area just to the west is a great place to shop, walk, and eat.

Tampa Class B is 1200 feet above your head at the airport and if you don't get clearance you'll feel like a scud runner going over Edgemont Key and the Sunshine Skyway.

A short trip that is definitely worth the gas.

~ JR

Midnight Sun And Then Some.

Pedal a bicycle from Inuvik, Northwest Territory (NWT), Canada, north of the Arctic Circle to Patagonia? Yeah, Patagonia at the southern tip of Chile/Argentina. Who would try that? Well it turns out people do just that, and we helped get one couple started on that ride a couple of months back.

We have flown with Parkwest Airtours in the past on several of their excellent tours. Collin (Parkwest) heard his brother and sister-in law were planning the Inuvik to Patagonia bicycle ride. Why not fly them to Inuvik for the start he thought. It would be fun and it was the best way to get them to Inuvik. Collin, and Marisa (Collin's wife) then thought why not invite some other pilots who have flown with Parkwest; not a tour but just go along for the fun of it and catch the Midnight Sun.

The call went out and surprise 12 airplanes responded. Collin planned the flight legs and potential fuel stops but we were responsible for everything else on the trip, rooms, food and the bills, no trip guarantees either. Go at your own risk so to speak. Collin also supplied the flight publications we would need (5 U.S sectional charts, 8 Canadian sectional charts (twice the cost of ours), 1 TAC chart, an Alaskan Airport Guide, a Canadian Airport Guide and a copy of the Milepost (the legendary Alaska/Northern Canada trip and travel guide). Our cost for all that was around \$375 including some odds and ends. The planned flight routes generally followed the Alaska Highway and other northern roadways to provide a safety net below. Off airport landing spots a few hundred feet from the highways in most of the area were non-existent. Nonetheless, a lot of route deviation did occur. One of the members of our group did some excellent research and developed a list of several hotels in the towns in which we RONed. We were then responsible for our own reservations with most of us ending up in one or two hotels. That was important to aide in getting the group from the generally small airports to the hotel each night. However, the plan was to maintain flexibility for both fun and weather reasons so we could not lock in rooms too far out.

Planned stops on the trip after Helena, MT, where the group gathered were: Lethbridge, Alberta (AB), Rocky Mountain House, AB, Dawson Creek, British Columbia (BC) (start of the Alaska Highway), Fort Nelson, BC, Watson Lake, BC, Whitehorse, Yukon Territory (YT) (last substantial Canadian town on the highway before it ultimately crosses into Alaska), Dawson City, YT, Inuvik, NWT, Northway, Alaska (AK), Anchorage, Denali, Fairbanks, Edmonton, AB, and Great Falls, MT. We stopped at several of the locations a couple of times coming and going and numerous side trips occurred to other destinations. Collin also provided the GPS routing for 21 flight legs including approximately 150 sets of 6 digit Latitude and Longitude waypoints. A small number were duplicates. Of course we added more as we traveled.

I started my flight planning research with the AOPA guide to cross border operations to Canada. I also benefited from the assistance of one of Venice's highly experienced pilots, and VASI member, Paul Cellec (retired FEDEX Captain). Paul also flew his "Bo" to Alaska a couple of years back.

Charlie Galuska
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AIRPORT IMPROVEMENTS OR THE 1,000 MILE JOURNEY

Work on the rehab of runway 13/31 continues. The replacement of the drain pipe is nearly complete and the rebuild of the intersection, which closed the field, is now completed. The electrical/ lighting upgrade is concurrently being accomplished with the paving of the runway.

The September meeting featured the airport manager briefing on improvements; assisting him were two members of the MEA Group. While the big picture improvements excite everyone: rehab of 13/31, more hangars (within a year), then rehab of 4/22, followed by taxiway and apron repair, they are not the whole story.

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Findings of the hangar inspection for improved wind storm protection are being evaluated. Once the study is completed a report (and action) will follow.

If you have a plane on the field and do your own oil changes you may have noticed the drained oil collection barrels are covered and not useable. They leak, new ones are on order. Once here, they will be put in service. Please refrain from placing oil filters on the drums or around the collection point.

All the gates have been repaired. A new gate was also installed between Venice Jet Center and the Honoluana Island Grill. The underground wiring for the gates was replaced with fiber optic cable and this should eliminate most gate problems. The separate key pad system is simply not repairable; parts are no longer available.

During the question and answer period with Mr. Watts, everyone was informed of the CTAF/UNICOM frequency change approval; it will be 122.725. The necessary paper work to implement this change is being processed.

This month's improvement journey covered things both big and small. Each of us plays a very important role in improving VNC. Should you observe a problem, have a concern, or have an idea on improving our community airport, please tell the airport manager. Tell a VASI board member so your observation or idea can be followed up and tracked. We are in this together. Fly safe, Nick

*There are three kinds of people in this world:
 This who know math and those who don't.*

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(Continued from page 3)

Our group was to meet in Helena, MT on 3 June. For my wife and me getting there is half the fun. Consequently I devoted the usual effort to the flight from Venice to Helena (as well as the return). By and large we avoid the beaten path. We meet great people, see interesting sights and visit places we might otherwise never have visited. By using Air Nav on the web I was able to find a route to Helena that saved us \$50 in fuel cost, was only 1% longer than the most direct route, and provided some interesting places to stop. To get a jump on some bad weather we departed VNC in the evening and made our first stop overnight in Evergreen, AL. I selected that airport because of the then good fuel price. The airport manager agreed to come back in that night (21:30 I might add) and pick us up and take us to nearby motel.

The next morning he also picked us up and returned us to the airport. After Evergreen we stopped at Cherokee Village in Arkansas. We got there around noon and the fellow who ran the airport (mostly for fun I think) un-hooked his pickup truck from a trailer so we could go get some lunch. He was rebuilding a boat in his maintenance hangar. That was his sideline to add to the limited income he got from aircraft maintenance. The airport had a nice bank of T-hangars, several larger hangars and expected to complete a new large bank of T-hangars shortly. From there it was on to Nebraska. Dodging thunder storms for a good part of the day we finally arrived in Hebron a tidy little farm town in south central Nebraska. The head of the Airport Authority, and defacto airport manager met us at the airport on our arrival. After helping us refuel he drove us to our motel. I saw some bad weather on the horizon but there were no hangar spaces available (more on that in a moment).

Hebron is a small farm community whose major outside claim to fame is the world's longest porch swing. We went to the downtown park and took a swing. Hunting and fishing are also important and Hebron is a destination for Pheasant hunters who fly in during the season. After dinner at a nearby truck stop, a swing and a movie we headed back to the motel to beat the on-coming storm. To our surprise when we got to the motel we found Clarence the Head of the Airport Authority waiting for us. He remembered a vacant hangar because a local pilot had flown his airplane to Omaha for avionics work. So we headed for the airport to move my airplane inside. Clarence's son was driving by on his way home from a softball game, saw the lights, and stopped in and helped us in the rain. The next morning after Clarence returned us to the airport (to the chagrin of the motel manager K.C. who said he always did that for the Pheasant hunters). We got a tour of the airports new facilities including a new equipment maintenance hangar and "really big" new multi-purpose John Deere tractor (you can swing the cab and steer from either end) with multiple attachments including a huge snow blower head (not something we need at VNC). Clarence is also planning to widen and lengthen the runway to make it more attractive to jets.

We headed for Chadron, Nebraska for our noon time stop on the way to Helena. Chadron, a small town in northwest Nebraska has a great airport with new runways and taxiways. From Chadron it was on to Helena. We left our airplane in the tender hands of Vetter Aviation at Helena, a great family run FBO, for an oil change and a few other minor items.

We had planned an extra day in Helena prior to the arrival of the



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(Continued from page 5)

group and it was worth it. Helena is a great tourist town with many excellent sights, good restaurants, and a large downtown outdoor walking mall. Helena not only has a great museum; the state legislature is historic and includes the large world famous painting by Charles Russell of "Lewis and Clark Meeting the Indians." The rest of the Midnight Sun group arrived and we renewed some old acquaintances from previous trips.

Because of the large group of 13 planes we split into three groups, the Caribou, the Moose and the Kodiak for the trip. The Cessna 182s (among which we numbered our T182T) were in the Moose group and my wife became the air traffic controller for the Moose Group keeping track of the other Moose as we passed numerous check points during our tour. The fast group departed first and so on down the line (the Moose were in the middle of the pack). When the reverse is true everyone tends to arrive in the traffic pattern about the same time (not as good). Fastest first gets the groups on the ground fueled and tied down in an orderly fashion. The first ones to arrive can also start working out transportation.

Departing Helena on Sunday we were on our way to Lethbridge, AB, our Canadian airport of entry. Crossing the border by air required us to meet our planned arrival time within 15 minutes. We also had to get a transponder code from the US ATC prior to border crossing. After that it was squawk 1200/VFR until our return. An advance call to Canadian customs was also required, as in the US. If you arrive at your designated airport of entry in Canada and no one from customs is there to greet you then you call and they give you an arrival number. That was the case for our group. Flight plans are required for all flights in Canada. However, Canadian Flight Service makes it easy and once your aircraft is in the system the computer knows you. They also want your cell phone number since cells are legal in airplanes in Canada. So after filing most of us headed for Rocky Mountain House airport. Several of the aircraft decided on a stop near Calgary. At Rocky Mountain House we experienced true self serve fuel, everything on the honor system. You pump the gas, fill out the credit slip, roll your card using the old fashioned system and put the airports copy of the credit slip in a drop box. While the pilots fueled airplanes several of the ladies used the airport courtesy car (lock box accessible using the airport UNICOM frequency as the code) to go get lunch in the small town. From Rocky Mountain House we departed in beautiful weather for Dawson Creek and the start of the Alaska Highway. Since Canadian Flight Service has good remote communications outlets we were able to easily open the flight plans we had filed before departing Rocky Mountain House. This was true nearly everywhere we went in Canada.

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Agape News

If you haven't heard about or visited AgapeFlight's new operation in Venice, you're in for some big surprises. This summer, Agape (pronounced Uh-GOP-Ay, Greek for God's unconditional love) purchased the Mooney hangar to transfer their humanitarian airlift missionary operations center to the Venice airport. They will operate a Cessna Caravan to ferry over one ton of clothing, medicine, supplies and mail to missionary families serving Haiti, the Dominican Republic, the Bahamas and the greater Caribbean each week.

Already, volunteer teams have gathered for general maintenance, clean up and repairs to the facility. They were kindly rewarded with a family-style BBQ held by the hangar on September 29th. This group has now raised the bar for all airport tenants in maintaining and cleaning up the airport grounds. VASI recently gave the Agape team complimentary Charter Member status based on their goodwill, enthusiasm and humanitarian cause. We're delighted to have them here, as they exemplify the very mission-critical need for our airport--serving not just the needs of business and recreational aviation, but the world at large. They plan to be fully operational out of Venice the first week of January '07.

To date, many sponsoring businesses have stepped up to greet Agape with open arms. New foam insulation was applied, gratis, by a new vendor, with the materials provided free of charge. A \$35,000 security system, with streaming Internet video to provide 24/7 surveillance by Agape from anywhere in the world, was also installed, gratis. I'm told that a business telecom system donation is also in the works. If you or anyone you know has goods or services that would benefit this growing ministry, please feel free to contact me.



I, too, caught the bug and have begun to offer my time, contributions and services to Agape. I will be a Table Captain, inviting fellow pilots, friends and associates to join me for the "Wings of Hope" luncheon in November. This will give interested

people an opportunity to see firsthand the extraordinary programs and outreach of AgapeFlights. There is no obligation, although your contributions and support will be greatly welcomed.

Because of my interest in the cause, VASI has named me a board member liaison to Agape, keeping them informed of airport issues, questions, comments and feedback from the VASI board and membership at large. If you have any questions, would like to attend the Wings of Hope luncheon, or have any sort of contribution of time or resources to offer, please contact me.


Tailwinds,
Brett Stephens
VASI@gmail.com
941.321.6876

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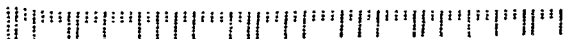
Ratings: PRIVATE INSTRUMENT COMMERCIAL ATP

Type ratings: SEL MEL SES MES Rotor Helicopter

Aviation Interests/Activities: CAP Angel Flight _____ Other: _____

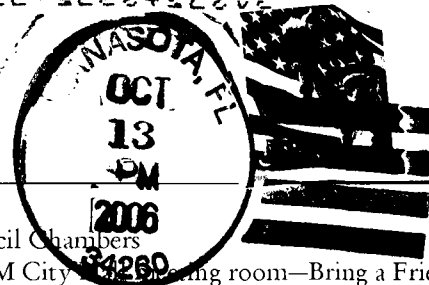
Affirmation: I hereby affirm that I accept total liability and responsibility for my actions during VASI functions. I further agree to hold VASI harmless from any liability arising from my actions.

Signed: _____ Date: _____



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



Calendar of Events 2006/2007

- Oct 11 ----- Airport Advisory Board Meeting; 2PM Venice City Hall, Council Chambers
- Oct 18 ----- VASI Member's Meeting: MEET THE CANDIDATES; 7:30 PM City _____ Meeting room—Bring a Friend!
- Oct. 21 _____ 9am-2pm RWY 9/27: Join the fun! Welcome back Snowbirds, show off your plane, bring a gadget. FREE food. Informal, casual gathering of planes, pilots and guests. Everyone welcome. Questions: call Bebe at 232-8271.
- Oct 25 ----- Board Meeting—Member's Welcome, ask for location
- Nov 8 ----- Airport Advisory Board
- Nov 9 ----- Agape Luncheon (contact Brett Stephens, 321.6876)
- Nov 15 ----- VASI Member's Meeting: Bahamas
- Nov 29 ----- Board Meeting
- Dec ----- No Meeting
- Jan 10 ----- Airport Advisory Board
- Jan 17 ----- VASI Member's Meeting: Paul Bertorelli of "The Aviation Consumer"

06
David Ansley
873 Hillcrest Drive
Nokomis, FL 34275