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APRIL 2005



www.VeniceAviationSociety.com

THE OFFICIAL NEWSLETTER OF THE VENICE AVIATION SOCIETY, INCORPORATED

President's Message

Dear Fellow Aviators,

I apologize for not being able to be at the March meeting. I understand it was very informative. The April meeting should prove to be equally informative. There are two topics for the April meeting. We will start by having a 20 minute presentation from the Venice Historical Society regarding the airport. Many people credit the airport with ensuring the survival of the area in an era when development here was at a standstill. We will then have a presentation by Charlie Paxton, the Science and Operations Office with the Tampa Bay Area National Weather Service. He has weather forecasting experience from Alaska to Florida and I'm sure his presentation will prove to be very interesting and educational.

I would like to thank the four volunteers who have formed the new Airport Improvement Committee. They are Albert Paul, David Ansley, Gordon Huston, and Roland Schapaski. Their committee is responsible for keeping track of the condition of the airport and dealing with issues directly relating to airport operations. If you notice anything that you feel needs attention please contact them or let the board know. As you recall, the reason for forming a new committee is because Paul Hollowell and myself could no longer be on that committee as many of the information discussed has the potential of coming up at a meeting of the Airport Advisory Board (Venice city board founded to advise City Council about the airport). If you have an issue that you feel should come before the Airport Advisory Board send your request to Airport Advisory Board, Attention: Chairman; 150 East Airport Avenue; Venice, FL 34285. Please refer to the city ordinance to learn more about the kinds of issues that come under the Airport Advisory Board.

I want to again mention that we'd like to develop a business listing of members. Please contact Nick Carlucci and/or Paul Hollowell with your business information. We plan to post this on the Internet at our website <http://www.veniceav->

NOTAMS:

- ⊗ NEXT MEETING: 4/20/05, 7:30, Venice City Hall
Guest: Betty Intagliata President of the Venice Area
- ⊗ Historical Society will give a presentation on the history of the Venice Airport.
- ⊗ The National Weather Service will also be on hand to present useful information on flying Florida weather.
- ⊗ VASI shirts are available...\$30 for a polo, or \$15 for a pocket t-shirt. Order yours from a VASI board member today, or contact Brett Stephens 321.6876.

iationsociety.com. I would also like to mention that we as VASI are now members of the Venice Area Chamber of Commerce. We felt that by joining the chamber it would increase our standing and recognition. This is just another way that your board is trying to continue to improve conditions at VNC.

I look forward to seeing you at the April 20, 2005 meeting 7:30 PM at Venice City Hall. Note that the May 18, 2005 will be the last meeting before the summer break and Mayor Dean Calamaris is slated to speak.

Semper CAVU
Joseph Rand, MD

STRONG MESSAGE TO FOLLOW:

Attention: RENEW TODAY. Do not miss your next issue of the VASI Angle Newsletter. Renew Today. A few members are in danger of being deleted from the VASI Angle Newsletter mailing list. DO NOT LET THIS HAPPEN TO YOU! Get your check in the mail. RENEW TODAY!

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.

Advertise in The Angle for \$100/yr..

Includes web ad. Call Paul at 484-0178.

S3 Safety, Security & Suggestions

"An interesting thing happened on the way to the forum." At least that's what it felt like.

Departing after a recent outing to TPA (see this month's Hamburger Run), I experienced a couple of "anomalies." Nothing major, mind you. Just a tower callup to the wrong frequency and a very terse response, and a momentary communications blackout.

The tower callup was a rather innocuous mistake, committed on the ground, while holding for take off clearance and attributed to mislabeling the frequency received from Clearance Delivery on my kneeboard. Duh.

The blackout was discovered on climbout. Accustomed to a handoff within 30 seconds of departure, I had nothing. After a minute in the air, I queried the tower. "Did I miss a hand-off?" Yes. They had tried to raise me a couple of times. Appears a malfunctioning yoke switch had shorted my reception. I tapped on it a couple times and confirmed that. The controller wanted an explanation. "Sorry, shorted out. I'll have it looked at." Over to 134.25. Departure control also wanted to know what happened. No problem, no harm, no foul. The flight back to Venice was very enjoyable and highly uneventful. Until I made the airport.

I reported the airport in sight and cancelled, squawking VFR. While still 13 out, I was already listening to 122.7. After making my initial callup, another pilot heard my aircraft type. He said, "Tampa is looking for a Musketeer headed for Venice." My heart sank.

"Aircraft calling the Musketeer, are you still on frequency?" A couple of tries later, it was apparent he wasn't. Anyhow, trying to stay focused on the approach, I quickly turned my attentions back to the task of getting on the ground. But still, it was gnawing away at me. "What had I done?" I made all my callups, got my clearances, I even made extra double sure that I was way over 2600 feet when passing McDill. I even got



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a nice "See ya" from the controller. Those folks work hard.

So what had happened? I bet you're dying to know. So am I. After querying a few more experienced pilots the moment I arrived, it was concluded that if I had done anything really wrong or really stupid, they (FAA) would be able to find me.

I was also introduced to the NASA form (thanks, Paul.) As he so eloquently put it, the NASA form is a "get out of jail free" card. By sharing details of an 'event' on this form and submitting it to NASA, you go on record and are essentially exonerated of any fine, penalty or action the FAA may seek against you. That doesn't mean it stays out of your record. It just means you're absolved of any 'punishment'. You only get one GOOJF card every five years. But you can submit as many as you want, as often as you want. In fact, it was suggested that I, as many other pilots do, carry a handful of these forms, with addressed, stamped envelopes, ready to fill out and mail the moment the hangar door closes.

To be effective, however, it must be sent within 10 days of the event. If your chit gets cashed, you have to wait five years before you get to use another. It is also suggested on the form, but not mandatory, that you get a return receipt, as you will have to prove that the form was submitted when the Feds come a callin'.

Operating under the aviation guise that "what you don't know can and will hurt you", I submitted my form, hoping to stave off anything I might have unwittingly done or undone.

I'm going to get a blank form and web-post it in the VASI site. It's an Adobe Acrobat file that you print and fill out. AOPA has the form online and can be filled out online, printed and saved permanently, or purged at the end of the day. It was pretty slick and painless.

The last I heard: One of the pilots I talked to called me back moments after we spoke. "You know, there is another Musketeer flying in Venice right now."

I wonder what he did.

/bstephens

VASI ANGLE CREW MEMBERS:

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

Sarasota Avionics Inc.
VNC & SRQ,
120 West Airport Avenue,
Venice, FL 34285,
(941) 360-6877.

History one-Oh-Three:

Nick's Notes

CONTINUED FROM THE MARCH 2005 NEWSLETTER:

The following historical summary of Venice Army Airfield originally appeared in the November 15, 1945 edition of the "Venice Aerial" the base newspaper. Courtesy of the Venice Archives, Area Historical Collection, and Beverly James, Venice City Airport.

On June 7, 1943 the first combat aircraft operated from the Venice Army Airfield. A month later the 13th Fighter Squadron arrived from Ft. Myers after duty in Panama. The 14th, it's brother outfit, followed in a few weeks. Now the field had a dual mission: the continued training of service groups and the responsibility of grooming fighter pilots for combat. Pilot training-first in P-39s, then P-47s, later P-40s, and finally P-51s-was begun. In January, 1944 the base was transferred to the Third Air Force, but some Air Service Command units remained for training. The last of these was the 576th Air Service Group, later sent to Guam. In all, nine groups were trained at VAAF, including the all - Chinese 14th, reputedly formed after a personal request to President Roosevelt by Madame Chiang Kai-Shek.

OFFICIAL INSIGNIA of the 337th AAF Base Unit, V AAF's permanent party outfit, was this caricatured mosquito, symbolic both of the striking power of the P-51 and of the bloodthirsty pests of this area. It was designed by Capt. James H. Archibald.

AGAIN LIFE rolled along, with a constant stream of personnel flowing through VAAFs training reservoir and into active theatres. Airplanes filled the skies, and hundreds of pilots were trained. The field's name was spread by accomplishments in training, in sports as our teams won honors throughout Florida, and in bond drives as we out-bought every other Army installation' in the state in the 5th, 6th and 7th War Loan Drives.

GI shows, dances, USO shows, sports and moving pictures kept us entertained. We prayed at the chapel, competed with

each other in sports, and invaded Venice and Sarasota in search of recreation. Many men married local girls, others brought their wives here to live, until the area 'was swollen with population. In April, 1944, all outfits got letters instead of names. In September the base was assigned to the Third Fighter Command. In October a hurricane roared through, causing \$400,000 in damages. We griped, but somehow we made out.

THEN THE PACE was

Happy Income Tax Month everyone! Every April I feel like the Fool. I do my Tax Return, send in \$ and wonder how come all those tax reductions and write-offs never quite seem to work for me. The story of my life seems to be - You should have been here last (fill in the blank) or it is a shame you cannot be here next (fill in the blank) because that was/will be when a super once in a lifetime great deal will be offered to people doing exactly what I am doing or buying.

Oh well, how was your month? The last two VASI meetings were terrific. February featured TSA reps who visited VNC; they gave us a very detailed briefing and answered all sorts of interesting questions. The TSA reps gave VNC high marks for its security program and noted local pilot involvement. They also told us how as an aviation community VNC and local pilots were quite a bit better than other airports they have visited. This meeting even covered the leaked to the NY Times security report. This report was not intended for publication and covered conditions, as they existed at some GA Airports THREE years ago.

Our local paper's very disingenuous article on VNC security was simply very over the top. Next week a reporter can walk into the high school with the headline "Are your children at risk"; the week after that same reporter walks into the hospital with the headline "Sick and Disabled in Danger." Now that I'm on a roll how about the following stories as well: Library - Seniors at Risk; Walmart/Target/Mall - Shoppers Risk Lives for Stuff; Fast-Food Joints- Obesity Palace in Our Neighborhood. The fact checkers do not seem to check facts when VNC is involved.

Please read this month's Urban Myth. The March meeting was a Wings Program. A huge thank you to Dave for putting on a program that focused on special use airspace and TFRs. This month, 20 April (after Sun & Fun) our meeting will include a briefing on airport history given by a member of the Venice Historical Society and the feature program will be provided by National Weather Service reps. April's meeting is shaping up to very interesting. With the Hurricane Season just around the corner do bring friends to hear first hand from the experts what we can expect. May brings the Mayor of Venice to our final meeting before the summer break. We are very fortunate that the Mayor will take the time to address our group. Last year he was open, honest and very frank about VNC. Plan on attending and listen to our chief elected official speak on issues that concern all of us.

Our meeting year begins in Sept. and features the Airport Manager for the program; Oct the candidates seeking election to the City Council are featured. November, January, February, March and April are open programs and we hope to end the meeting year with the Mayor. So, eight meetings



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stepped up . . . the Allies' power began to tell. On April 12, 1945 the world was plunged into mourning; our gallant leader, the people's "F. D. R." was gone. Harry Truman took a firm grip on the reins of state, and a month later Nazi Germany capitulated. We took pride in ourselves, prayed for the dead, and went back, to work hard as ever. Came the atom bomb, came Russia into the Pacific war as our fighting ally again, and we knew it was over. After a few -feverish days Nippon bowed to the inevitable, and at V AAF the lid was off. Life went on as usual after a celebration that included praying, kissing girls and drinking, but the motivation was gone. Nobody was too surprised when on Oct. 5 the field and hospital were ordered to close. A month later, the field once populated by 6000 men was down to 400. By Nov. 31 only 100 remained, and soon the base would be turned back to the engineers.

Venice Army Air Field, its job done after three years and four months, was ready to be reclaimed by the sub-tropical vegetation from which it was carved. But memories which remained with the soldiers who had served at Venice Army Air Field, and with the local citizens of whose lives they had become a part, would not fade so soon.

Piggyback Hero by Ralph Kinney Bennett

Tomorrow morning they'll lay the remains of Glenn Rojohn to rest in the Peace Lutheran Cemetery in the little town of Greenock, Pa., just southeast of Pittsburgh. He was 81, and had been in the air conditioning and plumbing business in nearby McKeesport. If you had seen him on the street he would probably have looked to you like so many other graying, bespectacled old World War II veterans whose names appear so often now on obituary pages.

But like so many of them, though he seldom talked about it, he could have told you one hell of a story. He won the Distinguished Flying Cross and the Purple Heart all in one fell swoop in the skies over Germany on December 31, 1944. Fell swoop indeed.

Capt. Glenn Rojohn, of the 8th Air Force's 100th Bomb Group, was flying his B-17G Flying Fortress bomber on a raid over Hamburg. His formation had braved heavy flak to drop their bombs, then turned 180 degrees to head out over the North Sea. They had finally turned northwest, headed back to England, when they were jumped by German fighters at 22,000 feet. The Messerschmitt Me-109s pressed their attack so closely that Capt. Rojohn could see the faces of the German pilots. He and other pilots fought to remain in formation so they could use each other's guns to defend the group. Rojohn saw a B-17 ahead of him burst into flames and slide sickeningly toward the earth. He gunned his ship forward to fill in the gap. He felt a huge impact. The big bomber shuddered, felt suddenly very heavy and began losing altitude. Rojohn grasped almost immediately that he had collided with another plane. A B-17 below him, piloted by Lt. William G. McNab, had slammed the top of its fuselage into the bottom of Rojohn's. The top turret gun of McNab's plane was now locked in the belly of Rojohn's plane and the ball turret in the belly of Rojohn's had smashed through the top of McNab's. The two bombers were almost perfectly aligned - the tail of the lower plane was slightly to the left of Rojohn's tailpiece. They were stuck together, as a crewman later recalled, "like mating dragon flies."

No one will ever know exactly how it happened. Perhaps both pilots had moved instinctively to fill the same gap in formation. Perhaps McNab's plane had hit an air pocket. Three of the engines on the bottom plane were still running, as were all four of Rojohn's. The fourth engine on the lower bomber was on fire and the flames were spreading to the rest of the aircraft. The two were losing altitude quickly. Rojohn tried several times to gun his engines and break free of the other plane. The two were inextricably locked together. Fearing

a fire, Rojohn cuts his engines and rang the bailout bell. If his crew had any chance of parachuting, he had to keep the plane under control somehow.

The ball turret, hanging below the belly of the B-17, was considered by many to be a death trap - the worst station on the bomber. In this case, both ball turrets figured in a swift and terrible drama of life and death. Staff Sgt. Edward L. Woodall, Jr., in the ball turret of the lower bomber, had felt the impact of the collision above him and saw shards of metal drop past him. Worse, he realized both electrical and hydraulic power was gone.

Remembering escape drills, he grabbed the handcrank, released the clutch and cranked the turret and its guns until they were straight down, then turned and climbed out the back of the turret up into the fuselage. Once inside the plane's belly Woodall saw a chilling sight, the ball turret of the other bomber protruding through the top of the fuselage. In that turret, hopelessly trapped, was Staff Sgt. Joseph Russo. Several crew members on Rojohn's plane tried frantically to crank Russo's turret around



so he could escape. But, jammed into the fuselage of the lower plane, the turret would not budge. Aware of his plight, but possibly unaware that his voice was going out over the intercom of his plane, Sgt. Russo began reciting his Hail Marys.

Up in the cockpit, Capt. Rojohn and his co-pilot, 2nd Lt. William G. Leek, Jr., had propped their feet against the instrument panel so they could pull back on their controls with all their strength, trying to prevent their plane from going into a spinning dive that would prevent the crew from jumping out. Capt. Rojohn motioned left and the two managed to wheel the grotesque, collision-born hybrid of a plane back toward the German coast. Leek felt like he was intruding on Sgt. Russo as his prayers crackled over the radio, so he pulled off his flying helmet with its earphones. Rojohn, immediately grasping that crew could not exit from the bottom of his plane, ordered his top turret gunner and his radio operator, Tech Sgts. Orville Elkin and Edward G. Neuhaus, to make their way to the back of the fuselage and out the waist door behind the left wing. Then he got his navigator, 2nd Lt. Robert Washington, and his bombardier, Sgt. James Shirley to follow them. As Rojohn and Leek somehow held the plane steady, these four men, as well as waist gunner Sgt. Roy Little and tail gunner Staff Sgt. Francis Chase were able to bail out.

Now the plane locked below them was aflame. Fire poured over Rojohn's left wing. He could feel the heat from the plane below and hear the sound of .50 caliber machine gun ammunition "cooking off" in the flames. Capt. Rojohn ordered Lieut. Leek to bail out. Leek knew that without him helping keep the controls back, the plane would drop in a flaming spiral and the centrifugal force would prevent Rojohn from bailing. He refused the order.

Meanwhile, German soldiers and civilians on the ground that afternoon looked up in wonder. Some of them thought they were seeing a new Allied secret weapon - a strange eight-engined double bomber. But anti-aircraft gunners on the North Sea coastal island of Wangerooge had seen the collision. A German battery captain wrote in his logbook at 12:47 p.m.: "Two fortresses collided in a formation in the NE. The planes flew

hooked together and flew 20 miles south. The two planes were unable to fight anymore. The crash could be awaited so I stopped the firing at these two planes."

Suspended in his parachute in the cold December sky, Bob Washington watched with deadly fascination as the mated bombers, trailing black smoke, fell to earth about three miles away, their downward trip ending in an ugly boiling blossom of fire. In the cockpit Rojohn and Leek held grimly to the controls trying to ride a falling rock. Leek tersely recalled, "The ground came up faster and faster. Praying was allowed. We gave it one last effort and slammed into the ground."

The McNab plane on the bottom exploded, vaulting the other B-17 upward and forward. It hit the ground and slid along until its left wing slammed through a wooden building and the smoldering mass of aluminum came to a stop. Rojohn and Leek were still seated in their cockpit. The nose of the plane was relatively intact, but everything from the B-17's massive wings back was destroyed. They looked at each other incredulously. Neither was badly injured. Movies have nothing on reality. Still perhaps in shock, Leek

crawled out through a huge hole behind the cockpit, felt for the familiar pack in his uniform pocket and pulled out a cigarette. He placed it in his mouth and was about to light it. Then he noticed a young German soldier pointing a rifle at him. The soldier looked scared and annoyed. He grabbed the cigarette out of Leek's

mouth and pointed down to the gasoline pouring out over the wing from a ruptured fuel tank.

Two of the six men who parachuted from Rojohn's plane did not survive the jump. But the other four and, amazingly, four men from the other bomber, including ball turret gunner Woodall, survived. All were taken prisoner. Several of them were interrogated at length by the Germans until they were satisfied that what had crashed was not a new American secret weapon.

Rojohn, typically, didn't talk much about his Distinguished Flying Cross. Of Leek, he said, "In all fairness to my co-pilot, he's the reason I'm alive today." Like so many veterans, Rojohn got back to life unsentimentally after the war, marrying and raising a son and daughter. For many years, though, he tried to link back up with Leek, going through government records to try to track him down. It took him 40 years, but in 1986, he found the number of Leek's mother, in Washington State. Yes, her son Bill was visiting from California. Would Rojohn like to speak with him? Two old men on a phone line, trying to pick up some familiar timbre of youth in each other's voice. One can imagine that first conversation between the two men who had shared that wild ride in the cockpit of a B-17.

A year later, the two were re-united at a reunion of the 100th Bomb Group in Long Beach, Calif. Bill Leek died the following year. Glenn Rojohn was the last survivor of the remarkable piggyback flight. He was like thousands upon thousands of men -- soda jerks and lumberjacks, teachers and dentists, students and lawyers and service station attendants and store clerks and farm boys -- who in the prime of their lives went to war in World War II. They sometimes did incredible things, endured awful things, and for the most part most of them pretty much kept it to themselves and just faded back into the fabric of civilian life. Capt. Glenn Rojohn, AAF, died last Saturday after a long siege of illness. But he apparently faced that final battle with the same grim aplomb he displayed that remarkable day over Germany so long ago. Let us be thankful for such men. A great story. I wonder how many more stories like this one are lost each day as members of the Greatest Generation pass on.

Nick's Notes

(continued)

and three are shaped around the movers and shakers of the community at large. If you have an idea or suggestion for a meeting please tell a board member or send me an e-mail and we'll work on it. In this month's Aviation Consumer the feature story is on Engine Overhaul Shops and Zephyr Engines was highlighted as # 4 of the top 5. At least two VASI members are having overhauls done right now by Charlie so we can do our own survey. Like you, I'm glad the season is almost over; just think in Orlando it never ends.

Do fly Safe; I'm looking forward to seeing you at our April meeting.

Thank you, Nick.

URBAN MYTH:

Please consider as a Venice Urban Myth: There are over 460/470/480 takeoffs and landings at VNC every day! This number has been published in our local paper as fact. This number has been used by those with an anti-airport agenda in public statements at our city council meetings. This number-take you pick -460,470,480 is a HUGE LIE.

Do the math; consider that most (not all) operations take place between 8AM and 6PM -that is 10 hours add in an extra hour make it 11 hours and make it 440 operations per 11 hours. That is 40 takeoffs and landings per hour for 11 straight hours or 1 operation every 90 or so Seconds. I have been at the airport, the pier, downtown, the beach, Perkins and if a plane landed or took off every 90 seconds for 11 straight hours, seven days a week even I would have noticed! Consider O'Hare in C-Town, busiest airport in the World .It has parallel runways and an agreement by the FAA and the Airlines that limit operations to 88 an hour. Lets see, 88 operations per hour for O'Hare and 40 per hour for Venice. Help correct the record because the more times a number is used the more people believe it.

Nick.



Application for Membership



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First

Middle

Name as you want on your badge _____

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E-mail address: _____

Occupation, present: _____

Former, if retired: _____

Phone : _____

Pilot? Yes No

Aircraft, if own, what type? _____

Affirmation:

This application is made with the full understanding that the applicant accepts total liability and responsibility for his or her actions during VASI functions, and agrees to hold VASI harmless from any liability arising therefrom.

Signature: _____

Date: _____

Send your application with your check for \$20.00 payable to VASI today! Send to VASI, c/o P. Hollowell - 417 Mahon Drive, Venice, FL 34285

Already a member? Pass this on to a friend!

V.A.S.I Executive Board

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The VASI Angle
P.O. Box 1153 Venice, FL 34284

SideBar

Member Appreciation:

We will resume the very popular aviation book raffles at our April and May meetings. This has been well received in the past and members attending the monthly meeting have had the opportunity to win one of several excellent books on flying and flying related subjects that are raffled off. Tickets are free to all meeting attendees. You gotta be there to win.

FLY FRIENDLY AT VNC

- Use Runway 22 when possible
- Climb out at Vy
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- Use climb power after T/O when appropriate

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Calendar Stuff

VASI MEETINGS

Apr -- National Wx Service and Betty Intagliata
President of the Venice Area Historical Society will give a presentation on the history of the Venice Airport.

May -- "The Mayor Speaks"

Sept -- The Airport Manager

Oct -- 3rd Annual Meet The Candidates

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

5 x 5:

ATC: Pan Am 1, descend to 3,000 ft on QNH 1019.

Pan AM 1: Could you give that to me in inches?

ATC: Pan Am 1, descend to 36,000 inches on QNH 1019



The Mother & Daughter Home Team

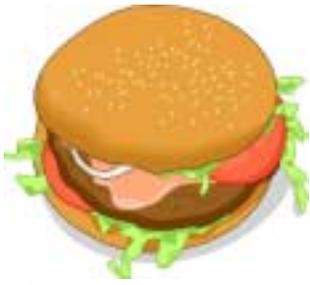
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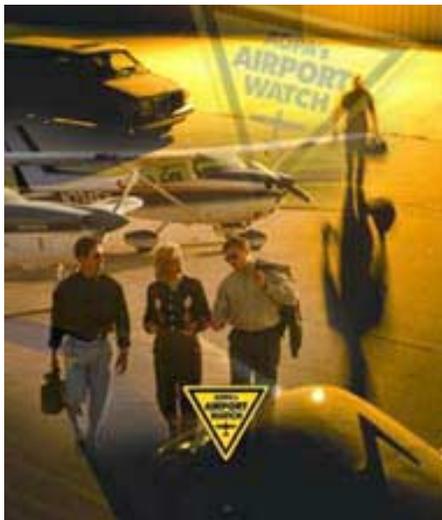
The \$100 Hamburger Run

As obvious as it may sound, Tampa International offers a great 45 minute ride to a vast sea of retail. Great for keeping your Class Bravo air skills up to par. Shoot up there, request 18L and it's a cakewalk to park at the Raytheon FBO (nice folks.) Walk out the front/back door. No need for a crew car, as right across the street is the Westshore Plaza International Mall. Complete with a food court, plus renowned venues such as the Cheesecake Factory, your afternoon is in good order. Martini bars (for the non-pilots) are aplenty. Wonder through all those major stores that we don't get here in Venice-ville. I had the Cheesecake Factory-Factory Burrito. Kim and Cori split the Pasta Da Vinci. They said it was good, but the highlight was the Snickers Cheesecake. Brought back leftovers. Weight & balance adjusted.

☺☺☺ 1/2 bs

BE ON THE LOOKOUT FOR SUSPICIOUS BEHAVIOR AT AIRPORTS

With spring weather arriving for much of the country and activity increasing around airports, you can do general aviation a favor by keeping a lookout for suspicious behavior. AOPA has partnered with the TSA to develop a nationwide Airport Watch Program that relies on the eyes and ears of more than 650,000 pilots to help keep GA airports secure. AOPA Airport Watch is supported by a government-provided toll-free hotline (866/GA-SECURE) and system for reporting and acting on information provided by GA pilots. The number should be used only to report suspicious activity. If immediate action is needed, pilots should call 911.



YOU ASKED FOR IT...

(Excerpted Email to Paul Hollowell, regarding a GA survey:

In December 2004, you participated in a survey of a variety of issues related to GA aircraft. In appreciation of your participation and in response to your request, please find attached a summary of the survey findings in .PDF format.

Thank you again for your participation,

Advance Air Charter

A new company, with familiar faces. Going somewhere fast? Call for 24/7 air charter service.
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Sincerely,
Gerald W. Bernstein
Managing Director
Stanford Transportation Group
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San Francisco, CA 94127
ph. 1-415-242-9296
fx. 1-415-242-9298

The survey results are posted as a PDF file on our website:
www.VeniceAviationSociety.com in The Library.

Thought for the day:

If you consider that there have been an average of 160,000 troops in theater during the last 22 months, that gives a firearm death rate of 60 per 100,000. The rate in Washington DC is 80.6 per 100,000. That means that you are more likely to be shot and killed in our Nation's Capitol, which has some of the strictest gun control laws in the nation, than you are in Iraq. Conclusion: We should immediately pull out of Washington, D.C.

We have talked in these pages in the past about flying friendly at Venice Airport and based on what we hear from many people that is what most pilots that fly into and out of Venice Airport do, fly friendly. As a practical matter in spite of the good practices of many pilots prevailing winds and a variety of conditions (including forgetfulness), conditions occasionally work against us. It puts us in mind of that old saying "one aw shucks, wipes out one hundred attaboys." But that having been said it is those many pilots that do remember and do follow best practices that count. Those of you who get the Jumbolair emails know how one wild hair can create turmoil. One local citizen told us that his neighbors barking dog was more of a nuisance because if for no other reason than the neighbor did not seem to care. Well we know that Venice based pilots and operators do care and that has and will continue to make a difference. Use 22 or 04 when practical, climb at Vy, avoid turns until 700 feet AGL, jets should use the NBAA recommendations or as recommended in their book. Venice Airport is a great resource for the community and makes a positive contribution to the Cities particular ambiance. Long will she wave.

S p o n s o r P a g e



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