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www.VeniceAviationSociety.com

THE OFFICIAL NEWSLETTER OF THE VENICE AVIATION SOCIETY, INCORPORATED - EST 1991

President's Message

Dear Fellow Aviators,

The summer has been quiet relative to VASI and VNC. We will start up with meetings again in September. Mark your calendars now for the following Wednesdays: September 21, October 19, November 16, and then we don't have a meeting in December. Please mark your calendars and clear your schedules for these meetings as showing a strong membership gives VASI more credibility and recognition. It is also beneficial to you because you get to learn up front about the goings on at VNC. Please also encourage a friend to join if you know someone who is not yet a member.

Thank you. I look forward to seeing you at the September meeting.

Semper CAVU
Joseph Rand, M.D.

NOTAMS:

- ⊗ **NEXT SCHEDULE:** September 21, October 19, November 16, no December meeting. Check here or the web for further updates.
- ⊗ www.VeniceAviationSociety.com: The Official Website of the Venice Aviation Society.
- ⊗ Please check your mailing label. If it does not say '05 please put a check in the mail today to VASI. More than ever the Venice Aviation Community needs your support. Thanks In Advance.



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- Use Runway 22 when possible
- Climb out at Vy
- No turns until 700ft AGL
- Use climb power after T/O when appropriate

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.

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S3

Reminder: Secure Your Plane

AOPA Warns Pilots Against Fanning Flames Of Public Opinion

It doesn't take much to ignite public fears about terrorism these days, and all too often those fears seem to center around general aviation. So when two small airplanes were stolen and taken for joyrides in recent weeks, it garnered a lot of negative attention from the general media, the public, and the politicians. That's why AOPA is urging all pilots to be more vigilant than ever about security -- especially when it comes to the airplanes they fly.

In special letters sent this week to flight instructors and FBOs, AOPA President Phil Boyer reminded them just how important it is to secure every airplane, all the time.

"What's hurting us doesn't have to happen. And you are an important key in stopping the threat to GA," he wrote.

That threat comes, in part, in the form of additional regulation that could make it more difficult and more expensive to fly. In response to recent events, several members of Congress have already asked if more security is needed, and they are calling for an investigation into the possibility of general aviation aircraft being used for criminal or terrorist acts. At least one state, Connecticut, has ordered a "security audit" of all GA airports, and other states are considering similar actions.

"We know from recent surveys that virtually all AOPA members secure their aircraft," said AOPA President Phil Boyer. "Unfortunately, that's not good enough. We need every pilot — renters and owners alike — to secure their airplanes. Politicians and the public already fear GA — largely because they don't understand it — and we just can't afford to give them any more reasons to impose security restrictions on us."

Letters

Dear Joe,

Recently I moved to Sarasota and keep my 170B at Venice Airport. I am a member of VASI.

VASI ANGLE CREW MEMBERS:

- ⊗ Buck Settles, Publisher
- ⊗ Brett Stephens, Editor
- ⊗ Ace Contributors:
Nick Carlucci
Paul Hollowell

Saw your comments on frequency changes for VNC in the July issue of "ANGLE".

This is a good idea and you have my vote. Remember, the new frequency for Unicom can be inserted in the ATIS broadcast.

I have noted how jammed up 122.7 is on a busy day. How about a frequency like 123.05?

Thanks and keep up the good work!

Sincerely,
Peter Makowski
Sarasota

RE: Hurricane Season

Dear Dr. Rand:

Enclosed herewith is a copy of the letter provided to all land lease tenants at VNC.

Although our t-hangar tenants are less likely to have personal items surrounding the t-hangars, we are also asking for their cooperation in keeping the field "missile" free. The natural disaster which may occur in our area and at our airport need not be any more of a disaster than what Mother Nature provides to us. We are, therefore, asking that VASI be a conduit to assist us in making this request of our pilots.

SAFETY is not only for the entire airport but also the Venice community as a whole. Thank you for your efforts on our behalf.

Sincerely,

Beverly James
Administrative Assistant
City of Venice
Venice Municipal Airport

Dear Editor:

I am a Charter member of VASI that can no longer can pilot my own airplane, a totally restored 1966 Cessna, N5764R.

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The \$100 Hamburger Run

I had dinner in Hutchinson Municipal Airport in Kansas. At the Airport Steak house.

The atmosphere was rather nice cherry oak with a nice on the airport view. Although nothing much was happening the view was very nice on the ground level. I started out with a glass of wine and mozzarella sticks; they were good (not), over done and not under cooked either served with marinara sauce. Salad was next, fresh and crisp with nice croutons. My main course was a Strip steak about 12oz, with mash potatoes. Needless to say the steak and mash were gone in record time. How can you not finish a steak dinner with out topping it with cheese cake, that also was good although a tiny bit on the harder side, the taste was up to standard. For a glass of wine small appetizer, main course, and dessert and coffee the bill including tip was \$40. My understanding from a co worker they have Great Burgers and he emphasizes Great. Carlos Wyre.☺☺☺

Travels

By Buck Settles

A Little Slice of Heaven

Are you looking for a little change of scenery and maybe some cooler weather?

Take a 500nm flight north to Heaven (GE99). Heaven's Landing is a new airpark community 3 miles Northwest of Clayton, Georgia in Rabun County. Rabun County was named 2nd best place to live by Rand McNally; Venice must have been first. Mostly surrounded by national forest, 200+ estate sized lots surround a 5069 ft concrete runway at an elevation of 2700 feet. Jody and I took a weekend trip to Heaven this July 4th weekend.

As we entered through the Pearly Gates, Mike Ciochetti , a Cessna 210 owner and the developer, met us for a tour. Mike is a great guy that seems to love his job. Let's strap in his Ford 4X4 and we'll take you a tour of the neighborhood.

Driving along the runway, there are hanger homes to your left and a large group of 2 story hangers and an FBO a little further down the road/taxiway. Not all lots have runway access, but all homes can own a hanger, and these hangers are incredible. They come in 3 sizes and have multiple windows with great views. The second story hangers even have back porches! All of the hangers have full baths and will support lofts for short term living: however, looking at some of these hangers "I'd live in'em longer".

We started up the nicely concrete paved Bud Anderson Blvd, winding up the hillside passing the spot were construction will soon begin on a Clubhouse with private lounge, reception area, swimming, fitness, tennis and racquetball. We made a right on Bob Hoover Blvd, where we walked through a beautiful home being built and enjoyed the expansive mountain views from the back deck. Hopped back in the 4x4 and stopped in to meet Rosemarie at her home nearing completion. She was a delightful lady and the pilot in the family logging more than 8500 hours currently flying her Piper Malibu turbo-prop conversion.



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Back in the truck for a little off-roading up Sally Ride Road (A little bumpy for my wife and -5 month old baby girl, but Mike took it as easy as he could) I received a history lesson about ace pilots Dick Bong and Lucky Lester, two other street names in the community. My wife said if we buy something here it can't be on Dick Bong Dr. Mike's wife didn't realize he named a street by that name either, and the look on Mike's face was priceless; he just didn't understand why the wives didn't like the street named after the number 1 ace pilot of WWII. We drove all through the community and couldn't find a bad location. We thanked Mike for the tour and told him we would see him Saturday night for the big 4th of July fireworks.

The next two days we checked out the area, the two closest public airports are Macon County and Toccoa. Even if you don't want to buy a slice of heaven it is a great place to visit. There are a host of great lakes to enjoy. Mike took us out on his boat on Lake Burton with another part-time resident of Heaven. Ernie is currently from Chicago and actually owned a piece of our heaven as a Manasota Key property owner a couple of years ago. Another nice aspect of the community and the area was that everyone seemed to have the congenial country attitude, even if they didn't live there, once they entered the airspace, people were just nice. We watched an incredible fireworks display, and the sound echoing against the mountains was something you have to experience. There are a host of other water sports in the area, including swimming, fishing, rafting, tubing and kayaking. Snow Skiing, tubing and sledding are nearby at Sky Valley, Scaly Mountain or Maggie Valley. There are several challenging golf courses in the area, and tons of hiking on the Appalachian Trail. Shopping is convenient in Clayton, or Helen, GA, where you can actually feed some bears, and Highlands N.C. is just 30 minutes north.

It seems there wouldn't be a bad time to fly there with the temperature averaging 85 in the summer and 51 in the winter. I highly recommend it! If you would like to plan a flight to Heaven just call Mike and let him know you're coming. You can reach him at 706-490-2717.

Buck



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FAR

Corner

By Joe Rand

Samuel E. Morse

Charlie says that the Morse code symbols look like the letters that they represent. I don't see this. Charlie is an excellent IFR pilot and my flight instructor. I think that he has very good spatial orientation and this is why he's an excellent IFR pilot. Since I don't see the letters that he sees I needed to develop a better way to learn Morse code.

Joe is a freight dog. On one simulator training quiz he was given a localizer approach to an airport where the final approach course went directly over a runway at a different airport not too far from the destination. He was given lousy weather and some equipment failures. When he was barely

Medicine but you may just think "I'm going to Memorize this system" to know that M is the opposite of I. Once you have I (dot-dot) and M (dash-dash) then A (dot-dash) and N (dash-dot) are easier to remember.

There are several with three codes. Everyone should know SOS (dot-dot-dot, dash-dash-dash, then again dot-dot-dot). The dots are now easy. We've already gotten E (dot), I (dot-dot), and S (dot-dot-dot) so let's pick up H (dot-dot-dot-dot). So far we have nine codes.

If you have an Antiquated Directional Facility you know that VNC goes by the Morse code dot-dot-dot-dash, dash-dot, dash-dot-dash-dot. I don't have a trick here, just remember the codes. Memorize VNC even if you don't have an ADF because you live here.

Next we should pick up the identifiers for the VORs near VNC. I'm sure you've heard Sarasota many times. The R (dot-dash-dot) is kind of like the S (dot-dot-dot). Then you just need to remember that Q is dash-dash-dot-dash. I don't have a trick for Q but SRQ is dot-dot-dot, dot-dash-dot, dash-dash-dot-dash.

A •-	D -••	G --•	J •---	M --	P •-•	S •••	V •••-	Y -••-
B -•••	E •	H ••••	K •-•-	N -•	Q --•-	T -	W •-•-	Z --••
C -•-•	F ••-•	I ••	L •-••	O ---	R •-•	U ••-	X -••-	

out of the clouds and on the localizer he saw the approach lighting system for the runway at the other airport. By verifying that he had the correct Morse code identification of the localizer and noting that the DME read 4 nautical miles, he knew that this was not the airport of intended landing. He passed the test. He didn't land at the wrong airport because he knew Morse code.

While it's not absolutely necessary to memorize Morse code for the vast majority of instrument flying, it certainly is a little easier if you have some inkling about the code you are using to identify the navigational facility. Here is a review of some things that could help you get started memorizing this system.

Let's start with the fact that Morse codes for letters are either one, two, three, or four characters long. There are only two codes of one character long. This makes sense. One is a dot and the other a dash. The letter E is a dot and T is a dash.

There are four codes with two characters. These are A and N, dot-dash and dash-dot, plus I and M, dot-dot and dash-dash. The letter I should be in everyone's repertoire because every localizer begins with an I, dot-dot. I think of Internal

Punta Gorda re-uses the Prostate code we learned earlier. With G I do see Charlie's picture: <. or dash-dash-dot. Then D is like G; D is dash-dot-dot. Charlotte County PGD becomes dot-dash-dash-dot, dash-dash-dot, dash-dot-dot.

St. Pete is easy because we already have I and E. Please excuse the way I've chosen to learn P. I think "P" as in "Prostate", dot-dash-dash-dot. We're all adults so we can discuss this without laughing. If you don't see it, good for you. Old men have trouble getting started but once they get started, things go okay until the end when they dribble. In fact, PIE is like bad prostate disease with a lot of dribbling: dot-dash-dash-dot, dot-dot, dot.

Lakeland is easy because the first and last letters are the same. The L is a four-character code dot-dash-dot-dot. Charlie's picture sort of works here, too. We have already memorized A as dot-dash. So LAL is dot-dash-dot-dot, dot-dash, dot-dash-dot-dot.

Again, we already have R (dot-dash-dot) and S (dot-dot-dot) so Southwest Florida Regional's RSW requires that we learn that W is dot-dash-dash. Tune in RSW and you hear dot-dash-dot, dot-dot-dot, dot-dash-dash. This isn't too hard.

If we go west from there we pick up LaBelle, which is easy. The L we know is dot-dash-dot-dot, and the V we know is dot-dot-dot-dash. Bravo and Victor are mirror images: B is dash-dot-dot-dot and V is dot-dot-dot-dash. Put it all together and you get dot-dash-dot-dot, dash-dot-dot-dot, dot-dot-dot-dash.

At this point we have ET (dot, dash), AN (dot-dash, dash-dot), IM (dot-dot, dash-dash), SOS (dot-dot-dot, dash-dash-dash, dot-dot-dot), H (dot-dot-dot-dot), PIE (dot-dash-dash-dot, dot-dot, dot), LAL (dot-dash-dot-dot, dot-dash, dot-dash-dot-dot), SRQ (dot-dot-dot, dot-dash-dot, dash-dash-dot-dash), PGD (dot-dash-dash-dot, dash-dash-dot, dash-dot-dot), RSW (dot-dash-dot, dot-dot-dot, dot-dash-dash), and LBV (dot-dash-dot-dot, dash-dot-dot-dot, dot-dot-dot-dash). We have now gone through seventeen



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letters.

Flying south you might pick up Naples' Cypress VOR. We've seen C before. It is melodic, like 'middle C'. It's dash-dot-dash-dot. Yankee is similar to C with the trailing dot replaced by a dash, that is Y is dash-dot-dash-dash.

The rest of the letters are hard. Keep flying a lot and you'll pick them up. Cross check with your kneepad until you feel very confident that you know the identifier for the navigational facility to which you are listening. Now for extra credit quickly and without looking back or ahead give me the Morse code for our organization, VASI.

Travels

By Paul Hollowell

GREATEST AVIATION GATHERING AND AIRSHOW ON EARTH.

Most people reckon that the Oshkosh EAA Air Venture is a remarkable event. This year 2005 was no exception. Attendance was up 7% with over 700,000 people and more than 10,000 aircraft. A partial aircraft count from EAA shows 130 seaplanes, 196 ultralights, 386 warbirds, 913 vintage, 1,267 homebuilts, and 2,892 showplanes just on the show grounds. Add to this the hundreds of general aviation aircraft of all kinds parked along both sides of runway 09-27 in neat rows, the hundreds that came and went daily throughout the 7 days, and the airplanes parked at various other airports throughout the area. Numerous highlights kept everyone's attention. The stars of the show were Burt Rutan's birds, Space Ship One, the Virgin Atlantic Global Flyer, and the White Knight. Richard Branson was on the scene to welcome Steve Fosset when he landed the Global Flyer. Mike Melville the world's only commercial astronaut and the pilot of Space Ship One made numerous presentations describing his epic flight. I was lucky enough to have breakfast with him and discuss his flight.

Not to be out done Honda chose Air Venture 2005 to showcase their new Very Light Jet (VLJ). From a distance the Honda VLJ looks much like the Eclipse and others of this genre. However, it reportedly is nearly all new cutting edge technology including Honda jet engines mounted in pedestals on the wings. No production plans from Honda yet. Eclipse the leader in the VLJ field with 2,500 (+) orders on the books flew regularly. Adam was there as were several others. Perhaps the most remarkable feature is the least noticed. They are really quiet!

The new Light Sport Aircraft were very visible with several offerings certified by the FAA. I had a chance to look at many of these airplanes and they are nice. We will be seeing more of these nifty little jewels soon. I talked to several people who had purchased these new birds and they were anxiously awaiting delivery of the craft. Everything from wood and wire to the cutting edge. Symposia in the many symposium buildings and tents on every aviation subject imaginable. Acres of nifty new stuff (and some good old stuff also) in both the large display halls or in individual vendor setups outside. EAA leadership has gone all out to make this a great event and there are venues for all ages. The grounds encompassing the whole of Oshkosh Airport are well organized with needed

facilities conveniently located throughout. While you can buy all the water you want EAA has not gone the route of other such events and large free water fountains are located nearly everywhere, particularly near the largest concentrations of people along the 7,000 plus feet of the north-south runway. The daily airshows from 3-6 were spectacular with the top names doing things with airplanes that my smattering of aerodynamics says can not be done. Both the individual and team performances were probably the best I have ever seen. Add to that the demonstration flights by the Air Force, warbirds, various replicas, new product offerings and the sky was filled with interesting airplanes.

Many people who would like to fly-in to the Oshkosh show are put off by the large crowds. However, the organization is such that it simply is just not a hard thing to do. We flew in from Colorado and got in line at the right checkpoint in accordance with the NOTAM and arrived as easily as coming into Venice. I have heard, and would agree, that Air Venture is the best organized and run large event in the United States. Give it a try and you will probably agree.



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SideBar

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Calendar Stuff

VASI MEETINGS

Membership meeting hiatus until September; look for another informative program this fall.
Any complaints, ideas, suggestions please e-mail Nick at "joecessna72@cs.com".

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The article "Move The Airport..." (VASI July 2005) by Carl Bucklew really hit me. It is so correct and true that it should be front page article in The Gondolier to try to wake up some of our Venice citizens. Recently, a number of "citizen idea meetings" were held all over town. In the "person cell" where I was assigned, I listened to a number of ideas proposed concerning the airport. Everything from "at least get a control tower to control and direct these bothersome people" to "move the airport out of town to the 'Ranch' as proposed previously."

This will allow commercial developers to come in and fill the land with condominiums, apartments, home sites and commercial shops. In doing so, the City of Venice may be able to recoup some of the great sums it has spent on this worthless airport operation. The approximately 125 acres of open land along the Intercoastal Waterway should be converted to a 'garden park' with fountains for the enjoyment of all citizens of Venice.

When I stated that the City of Venice is not the final arbiter of what happens to this land, all were totally shocked; that if the airport is moved, the City of Venice would have to repay the millions of dollars to the Federal Government for all the improvements that exist on the current site and pay for the construction of a new airport. When I informed them that the airport is totally financially independent of the city funds, they were even more shocked.

Unfortunately, the citizens of Venice are woefully ignorant of the airport, its functions, financial stability, and its contributions to the well being of the city. Maybe VASI needs to do a better job of "PR" to the City of Venice. This may be one of our most important callings? Just some thoughts to consider.

Sincerely,
Warren Mumma

Is It Time For a Hangar Inspection?

Hangars are a great place to store not only the aircraft they were built to protect, but also all manner of things that the aircraft owner may want to store. Actually, many owners treat them as a garage or a warehouse in addition to an aircraft hangar.

This is not an uncommon practice, but it can lead to hazardous conditions that concern the aviation insurance underwriters that provide coverage for the hangar as well as the aircraft within them.

There have been numerous fires started by unsafe storage practices and sloppy housekeeping. Each year there are a number of preventable hangar fires that destroy the airplanes that the structures were meant to protect. Many think that most fires are caused by improper engine heating and that is a cause of many losses. More likely the loss will be caused by a coffee pot or hot plate left on, or a



faulty appliance that malfunctions. Also, living quarters built into hangars are another source that can contribute to the cause of many fires. Hangar fire prevention is based on using common sense. Ignition sources and combustibles in a hangar are usually in plain view if you take the time to look for them. Here are some items to consider when walking through your hangar:

1. Fix any faulty electrical wiring and connections. Frayed wiring, open boxes, non-code wiring, overlong extension cords, broken or corroded fixtures and switches. A master switch by the door that turns off electricity to the entire hangar is a good safety feature.
2. Oily rags used for maintenance and spill clean-up are a common spontaneous combustion source. These should be removed or stored in a fire rated container.
3. Don't tolerate fuel leaks in your airplane that cause detectable odors. Just fix them.
4. Batteries are a potent heat and ignition source. The long-term or routine connection of unattended chargers in or out of the airplane is not recommended.
5. Make sure there is a fire extinguisher available. Be sure you have the correct type and that it is current and fully charged. It should be in the most accessible part of the hangar.
6. The number one domestic fire hazard is normally cooking. You should not leave the hangar when you are cooking on a hot plate, grill, or microwave.
7. If you have an old refrigerator to cool drinks after landing, you should know that one-third of all residential fires are caused by appliances and electrical faults. If the appliance is no longer suitable for the home, it should not be in your hangar.
8. There's rarely a good reason to store fuel in a hangar other than what's in the airplane. There should be no draining of fuel or fueling in a hangar. Some airports prohibit use of auto gas so owners pour it behind closed hangar doors. This is asking for trouble and static-induced fuel fires from plastic containers are alarmingly regular occurrences. The same situation can be created by draining fuel from an aircraft within a hangar.
9. It is important to get rid of the oil-soaked carpets and empty trash, and remove the boxes of junk you've been storing, to eliminate a source for a fire.
10. Establish a checklist for the hangar by the door as a reminder to check for appliances to be turned off, fuel containers to be emptied or removed, and trash to be carried out.



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Continued on Page 8

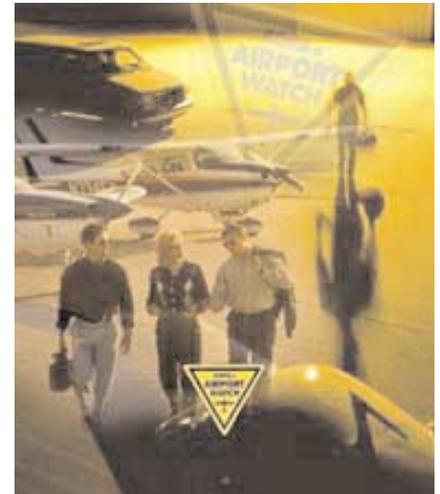
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*By Bob Haag, CPA Account Manager, Falcon Insurance Company, Inc.
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BOTL FOR SUSPICIOUS BEHAVIOR AT AIRPORTS

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.



**P.O. BOX 1153
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