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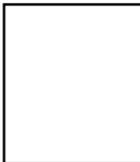


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www.VeniceAviationSociety.com

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

President's Message

Dear Fellow Aviators,
 For those who were at the May meeting, thank you for coming. Mayor Calamaris gave a nice summary of some of the things going on at the airport. He was then gracious to answer our questions. It's good to have a Mayor who understands about aviation and appreciates the benefits of our airport. I would also like to thank Councilman Simmonds for being agreeable to provide impromptu comments. His wisdom in dealing with those who are attacking the airport is appreciated.

This summer we're going to try something new that we plan to continue throughout the year. The third Saturday of every month we'd like anyone who is interested to meet at Triple Diamond at 10 AM for a fly-out. To start the location will be determined by those who show up. If you don't have an airplane that day, don't worry - wear your VASI ID or shirt and someone will give you a ride.

.....

A Note of Thanks:

Dr. Robert "Bart" Bartanowicz is taking a sabbatical from VASI. He has stepped down from the Board. This note is to thank him for everything he has done for our organization and to encourage him to hurry back. Long before serving as temporary airport manager Bart was very involved in establishing the need for an airport manager, developing the job description, and then selecting a manager. He reviewed job applications and participated in the interview process, giving his sage advice to the City. Then, during his few months in the position of temporary manager, when he gave up his retirement to

NOTAM:

- ⊗ **NEXT MEETING:** September. Check here or the web for further updates: www.VeniceAviationSociety.com
- ⊗ **Fly-Out:** Saturday, June 18, 10:00 a.m. Rally at Triple Diamond lounge to determine destination. See President's Message for additional details.

help out the City and us. He sifted through a lot of the dust and greatly organized the position so that when Fred started there was much less organization that needed to be done. That was only part of what he did for our organization. As a member of the board he provided much needed information regarding the FAA, airport procedures, as well as providing invaluable insight from his experience with operations at many, many other airports. He also served as a member of the prior Airport Advisory Board for the City then helped define the role of the new Board.

Semper CAVU
 Joseph Rand, MD

FLY FRIENDLY AT VNC

- 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

I am sure all of you have heard words similar to "it is not the big things that can get you in trouble - it's the little things." Truer words were never spoken. A short quick trip to Arcadia (X06) to see a car show/flyin a few Sundays ago was a classic

case of a little thing causing a huge safety of flight problem.

After a short flight to X06 we were directed to park on the grass just off the taxiway. No problem even though 18PB wound up with its nose wheel in the only rut for miles. Checked out the cars and planes, saw some others from VNC, recorded a TV show, ate lunch and then headed home. I flew left seat out so Jim was going to be PIC for the return, Richard was set up for right seat and I would sit in the back. We needed help to push our Skylane out of the rut and because the ground was soft Jim and I acted as ground guides while Richard taxied the plane to the hard surface taxiway.

OK now all of us are in 18PB and ready to leave but Jim's seat slips out of position. Well seat is resealed, locked and checked, it's OK. NOT! Hey what is going on? During the last Annual (October) a seat rail was replaced; the old rail was still fit for service but why take chances. I hope everyone who flies a Cessna knows about checking the seat rails and rocking the seat to insure it is locked before take-off. Jim again set the seat and it locked. What to do?

Richard can fly back in the right seat but Jim wants to fly. I lock my leg behind his seat, Richard is poised to take the controls and off we go. The takeoff and climb are normal and after we level off I move my leg and the seat unlocks. After landing at VNC and checking under the seat a broken spring about 1.5 inches in length is found. That spring holds tension between the lever that is pulled up and the bar that pushes the seat pin in place. No tension, no locking action. It is that simple.

Replaced the spring with a genuine Cessna part and put an extra new one in the plane's glove box. Only those seat rails get the super publicity, I have never read or heard a discussion on seat springs but now I know better. Have you looked at your seat springs lately? Maybe, just like that spare sparkplug you carry, a spare seat spring is needed for your traveling toolbox.

Fly Safe - Nick

Mr. Roger's Neighborhood

Recently a local neighborhood group met with Councilman John Simmonds to make some requests regarding the airport. In the past this group has reportedly advocated closure of the airport though it is not known if that is still on their agenda. The Venice City Council has gone on record in support of the airport. VASI members have voiced support for measures such as a more informative AWOS announcement, substantially improved signage on the airport, pilot training, use of information brochures, and updates to the FAA Airport /Facility Directory, Airport Guide, Jeppesen Data and Florida Airport Guide (among others) to increase the use of runway 04-22. An additional instrument approach to 04-22 to encourage its use was also one of the groups requests and VASI members have also expressed the need for a better approach. An RNAV (GPS) approach to Runway 04 or 22 is a desirable low cost action since no capital investment is required.

On a less benign note the neighborhood group also wants the airport to limit operating hours, build no additional hangars, restrict business at the airport, include their proposed airport operating procedures and FAA Part 91 rules in hangar leases, and determine which runways will be resurfaced, to mention a few of their ideas. A more detailed response will be posted on the VASI website. Given the availability of funds neither runway is likely to be resurfaced in the next year or so though funds may be available to update the engineering and the airport would be in position to begin the resurfacing if and when grant money does come available. As for restricted operating hours the airport is part of the national transportation system and is open to all aircraft that can use it by category of aircraft and operations specifications. Rather than focus on this more emphasis should be placed on informing and educating airport users. Public use airports must be open to all 24 hours a day.

The building of more hangars will not increase traffic since the airplanes are already here but park on the ramp. Increased traffic at Venice Airport is a function of the expanding development in the local area. Increased hangar revenue will permit more action (such as landscaping, pilot education, etc) at the airport to reduce the airport signature in the local neighborhood. Interestingly, the group was opposed to a tower and an ILS. Neither would increase traffic but would enhance the safety of airport operations something the group says they desire. The addition of a tower and an ILS approach at the airport, while possible, is not probable. Airport control towers do play a role in regulating airport traffic. Some airport users support the installation of a control tower and the addition of an ILS. Some see little value in a control tower and as for the ILS pilots either want one or have no opinion. Efforts such as these emphasize the importance of what VASI does in support of its members and the Venice Airport.

Going to Oshkosh this Summer?

Excerpts from the AOPA e-briefing:

So are we! ASN Director Stacy Platone and Government Technical Specialist John Collins will be at Air Venture in Oshkosh this summer so we thought we'd throw a party... well, a meeting really!

As over 100 volunteers from New Jersey, Florida, the Pacific Northwest, and Texas know already, ASN regional meetings are terrific forums for volunteers to meet each other and AOPA staff, and to exchange ideas. We've used promises of talking airplanes and airports, and enjoying lunch or breakfast to bring volunteers to our previous meetings—and it's worked. We've had great attendance, even though the weather hasn't always cooperated (rainy morning in New Jersey and fogged in at Puyallup), and the feedback from those who have attended also has been terrific.

If you've not been able to make a meeting in the past—whether you were out of town, had a conflicting event, or we just haven't been to your area yet—we hope to gather our greatest array of volunteers to date with the world's largest aviation show as a backdrop this summer.

Just like our record breaking AOPA EXPO 2004 meeting in Long Beach, ALL ASN volunteers are invited to the Oshkosh ASN Regional Meeting. We are working on securing a location for the meeting and, of course, that means being flexible on the date, but we are targeting a morning meeting on Friday, July 29. Our second choice would be the next morning, Saturday, July 30.

Once we have more details, we will let you know! If you are interested in attending and would like to receive more details as they become available, please e-mail us at asn@aopa.org and put OSH ASN Regional Meeting in the subject line.

And as promised in the past—we'll talk airplanes and airports, mix and mingle, and serve a good Midwestern breakfast!

We hope to see you in Oshkosh this summer.

Just back from Sun 'n Fun...

John Collins, ASN's government technical specialist, attended his first Sun 'n Fun this year and had a blast! Although he has been telling those of us who stayed behind in Frederick that the weather was cold and rainy, we've been reading e-mails from volunteers and watching

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the Weather Channel for the real story!

John did say, "I want to pass along a big thank you to all the ASN volunteers who stopped by the AOPA tent at Sun 'n Fun. I won't list all your names because I'm sure I'd miss someone, but it was great to finally meet many of you in person and renew acquaintances with some I'd seen at Oshkosh or Frederick. To those of you who had some great suggestions for the program, Stacy, Kim, and I are working on putting them into the hopper for later this year and next. We are looking forward to our first ASN volunteer meeting at Oshkosh in July and you're all invited to our ASN appreciation breakfast here at FDK on June 4th for the AOPA Fly-In. Hope to see you there!"

In between demonstrations of AOPA's Real Time Flight Planner, which encompassed most of John's days, he reports he did have the opportunity to speak with some of the volunteers about issues at their airports. To the volunteers he spoke with, John adds, "If we discussed an ongoing issue at your airport and I made notes in my 'little green notebook,' please remind me if you haven't heard from me yet!"

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.



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Former, if retired: _____

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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: _____

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SideBar

Board Buzz

It is very easy to get caught in the 'here and now' and forget what has gone on before us. When I go out to the airport it is always a pleasure to talk with our older VASI members. Sure the "There I was at 10,000 feet " stories are fun but the history of VASI and the airport are much more interesting.

VASI was started by a group of concerned pilots who simply wanted the city leadership to actively oversee VNC. The firing of the full time airport manager, the lack of facilities improvement, the general drift and decline of the field, funding issues and worst of all the simple neglect by the city were the reasons VASI was started.

In 1991 the first "meet the candidate forum" was held. Funny, the questions have not changed very much but the responses sure have. Today VNC has a full time manager, the city council members provide positive active leadership and the airport advisory board has been renewed. A "Bravo Zulu" (Well Done) to our founders and charter members; without them today would not be as bright.
Nick.

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Calendar Stuff

VASI MEETINGS

June 18 -- VASI "Fly Out." Meet at Triple Diamond lounge at 10:00 a.m.

Membership meeting hiatus until October; look for another informative program this fall.

Any complaints, ideas, suggestions please

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

5 x 5:

What's your favorite airplane?

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- David Whitman



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One of the thrills of flying for me are the great trips that we are able to enjoy in our T182T Skylane. Most recently we departed Thursday morning before the Memorial Day weekend to fly to northern Virginia to meet old friends since BC (BC-before children). For the second year in a row we had tickets to see Garrison Keillor and the Prairie Home Companion Show at the Filen Center at Wolf Trap National Park For The Performing Arts in Vienna, VA. This year the seats were extraordinary dead center 3d row orchestra. We might as well have been on stage. The show was the best ever and we have been fans for 25 years. We have flown from Venice to the D.C. area in one, not particularly long, day. This year though we wanted to visit other friends enroute so we planned a more leisurely trip. We departed Venice in beautiful weather and enjoyed an uneventful flight to Barnwell County Airport, South Carolina (BNL). Nice airport. I had called and they said they would make sure they held the courtesy car for us to go to lunch and gas prices were reasonable (by contemporary standards). Lunch at the recommended Captain Macks seafood restaurant was good. They gave us lunch plates with more fish and oysters than 4 people (let alone 2) could or should reasonably consume. Our waitress was a delight. In answer to our comment that "this must be a nice little town to live in" responded in a slow South Carolina drawl, "it issint, ohh I could tell you stories, you could write a book, you could do a movie." Maybe someday.

Departing Barnwell County we continued on to Burlington, N.C. (BUY). Very nice well run airport. Picked Burlington after talking to the Airport Manager (I normally call several airports) and finding out there was a great B&B, Burke Manor, in nearby Gibsonville, N.C. We truly enjoyed our overnight in the Gibsonville, Burlington, Elon, NC area. There is a beautiful small university there, Elon University. The area appears to be on it's way to becoming a bedroom community for Greensboro and so had a number of good restaurants.

After a great breakfast at Burke Manor B&B we departed for Luray Caverns Airport, Virginia (W45) to meet old friends for lunch before continuing on to the D.C. area. Luray, VA is quickly transforming from a rural Shenandoah Valley town to a virtual D.C./Northern VA suburb. We had a great lunch at an old hardware store turned into a nice little restaurant. Locals would have probably preferred the hardware store. Since flight plans into the ADIZ have to be filled in person at a FSS or by telephone and not on-line I filed both my flight plans for Luray and Manassas (HEF-inside the D.C. ADIZ) from Gibsonville. Some time back when I had been up in the area trying to get in touch with Leesburg FSS to file it took me over an hour because of the overload on the Leesburg FSS. When possible therefore I avoid that chore. An uneventful flight into Luray that Friday morning made interesting by the small drama on 121.5. We generally try to remember to monitor guard and this time were rewarded with the Air Force trying to contact a small plane that had crossed into the edge of the restricted area. Apparently this intrepid aviator was not monitoring guard since all calls went unanswered. We read later he was "escorted" out of the area. The D.C. ADIZ and the other TFRs around the area are a challenge for the local folks. By filing IFR into the ADIZ I get a little more comfort.

Flight from W45 in the Shenandoah valley to Manassas, Regional

was uneventful, short and hectic. Very busy airspace just south of Dulles with communications fast and furious. The airline pilots even seem to be harried as they head to Dulles or transit to National. We always stay with Jet Services at Manassas since they treat us little guys in Skylanes just as nice as the Citation 10s. Sunday morning to Kent State University Airport, Ohio (1G3) for a annual Memorial Day college fraternity party in Hudson, Ohio. I hasten to note that I am not a Kent State grad but rather an Ohio University Bobcat. Nothing personal mind you. Monday we departed for Rockhill, South Carolina (UZA) for a day or so with family. The UZA ILS kept everything on schedule. Though we departed UZA in rain and low ceilings once into Georgia the June 1 Red Sea of nasty weather parted nicely for us all the way to Venice. Home again and time to clean-up the airplane, pay the bills, do the laundry and plan for our next big outing on the Parkwest Airtours "Grand Expedition" in July. ****

Nick's Notes

HERE WE GO AGAIN or "Ready, Fire, Aim !" The start of summer is upon us and so is all the seasonal silliness. Every pilot I know tries to "Fly Friendly," be a good neighbor and wants to prove to the local community that pilots are mature, responsible citizens. All of us get frustrated because non-pilots think flying is a rich man's hobby.

There are thousands of pilots who have to sacrifice, scrimp and save for a few minutes of flight time. I drive a car that has over 250,000 miles so I can fly. Many VASI members are living on fixed incomes and make sacrifices and tradeoffs so they can fly. None of us want to do something stupid or unsafe that draws negative attention to VNC.

Since 9/11, everything has changed. Big Brother is always watching. National and local groups that do not like "little airplanes" have been using every tactic (fair and unfair) to stifle our activities. Reason has been thrown out the window; groups with hidden agendas use safety, or security, or noise or whatever is the hot topic of the day to attack VNC or planes that use it. Pogo said it best -- "We have met the enemy and he is us."

How much did General Aviation get set back by the incompetent pilot and student that flew into the controlled Washington, DC airspace. His ticket has been pulled for a year...he should be at every fly-in and used as the BAD EXAMPLE. Silly? Sen. Charles Schumer (Dem. NY) has tried to restrict helo flights in New York City and now as a result of a C 172 crash at Coney Island wants to restrict Part 91 (That's us) sightseeing operations. The "no/low wind" runway at VNC is 22; yet on days when the wind is not even a whisper there are those 10% who use everything but 22.

Common courtesy seems to be a thing of the past with certain pilots. Memorial Day a Lear Jet on 10 mile final for 22 is doing everything right. The pilot is announcing his intentions and is updating his position every 2 miles. Lear Jet is 8,6,4,2 miles final landing 22. So what happens, a Mooney cuts in front and lands. When asked by the Lear pilot if he is turning off or using the entire runway the Mooney driver responds that he is using the entire runway. The Lear must go around. One more noise complaint because of one pilot's self-importance.

I know all of you can cite "ugly" things that you have seen at VNC. How many of us can say we actually did something about it? Have you ever called a fellow pilot to task? We take pride in our piloting skills and we take pride in our local community. Together we must actively educate our fellow pilots to today's realities and the need to fly friendly.

Thank you, Nick.

Note: This article originally appeared in the May issue of the Atlantic Flyer Aviation News. You can learn more about the Atlantic Flyer at www.AFLYER.com. The Atlantic Flyer is read by over 84,000 readers monthly. The author Jim Trusty, ATP/CFI, was a FAA/Aviation Industry National Flight Instructor of the Year and FAA Southern Region Aviation Safety Counselor of the Year. He is a Corporate Pilot/ "Gold Seal" Flight and Ground Instructor, FAA Aviation Safety Counselor and National Aviation Magazine Writer. You can contact Jim at: Lrn2Fly@bellsouth.net. The article is reprinted with the permission of the author and the Atlantic Flyer.

FROM THE LOGBOOK: THE FAA AVIATION SAFETY PROGRAMS DO THEY REALLY WORK? READ THIS AND YOU DECIDE!

© Jim Trusty 2005

INTRODUCTION: During the research for this article, I had the great pleasure of going back in aviation history with pilots, instructors, and FAA personnel, past and present, living and dead. I learned a lot about these individuals and their dedication to an objective that had never been tried before. For someone as addicted to aviation as I am, it was a great pleasure to be involved in this tale of living history.

As you read this story you will realize the devotion of those involved and learn that sometimes things just have to be done, without compensation or supervision or a true plan of action, and somehow they work out. Thank goodness this particular endeavor did! The benefits are enormous and they involve the saving of lives. I thank each and every person involved. What they accomplished way back when probably saved aviation as a profession and showed the world that education mixed with a dash or two of enforcement works wonders. This is even more valid today.

WHO? While working on a presentation for an upcoming FAA Safety Seminar, I wandered off in thoughts of who, what, when, where, why and how as they all applied to the safety programs offered to the aviation enthusiasts of our nation. Who came up with the idea for the Federal Government to join forces with the general public and actually make something work for both sides? Most agree that it was a lot of ex-military pilots and leftover instructors from WWII and Korea who became new hires for the FAA and played a major role in getting it all started. The FAA hired these guys as peacetime approached and General Aviation was advancing by bounces and wents and they really got more than their money's worth.

A lot of names came up when I began researching this article

and by trying to use all of them, I would surely miss a few. Apologizing in advance, I'm afraid, would not get me off the hook because they really did something great with this and no one or two people deserve all the credit. At the beginning there were probably 50 different individuals involved, in almost every state. Many of them are now deceased. For my research, I made contact by conversing with those who knew them well when they were alive. Either by reading pertinent documents, by e-mail, telephone interviews, or personal meetings, the following individuals were all a great help. My thanks go out to: Al Milana, Pete Campbell, Jerry Schmeltz, Randy Robinson, Dean Chamberlain, Tom Liederbach, and Larry Williams. Without their help and many others, this article would not have been possible.

WHEN did they begin? It appears the beginning was slow but sure and took place around 1964. The actual thought process began earlier, but it took a little coaxing to get the ball rolling. It was kinda sorta haphazard until a lot of work was done and the FAA started accepting it as a doable concept in 1968. Once the first program started showing positive results, and that was the Flight Instructor Refresher Clinics, the other programs followed rather quickly. They all remain until this day as very successful ventures. There were startups in different Regions from 1964 until 1971. When to start and what to offer was left up to the respective offices and to those in charge.

WHAT? The first program was the Flight Instructor Refresher Clinics, which was followed by the Poker Run, the "WINGS" Program, the Pilot Proficiency Award Program, the FAA PACE Program, and several that are simply called Town Meetings, Safety Gatherings, and something we do in my area almost weekly, the FAA Safety Seminars. No matter the various names or designations, they are offered by the Federal Aviation Administration, helped by an active FAA Safety Program Manager, some FAA Aviation Safety Counselors, donations of time, energy and money from the aviation public, and well attended by flying enthusiasts from all walks of life. They are something we in this ever-shrinking aviation community look forward to, and as a Safety Counselor myself, we are constantly looking for ways to make them more attractive to the flying public and to expand and grow new attendees every time we meet. The numbers show we are succeeding. My hope and desire is that we can add some new and exciting programs to our busy schedule of events planned for this year just so we can keep everyone's attention.

There are plans in the works to try and incorporate some of the youngster programs and see if that would work. I think the kids would enjoy the upgrade and information after we rework it slightly. If you have a chance, join us for a meeting. They are informative and enjoyable, and a lot of your friends will be there. WHERE? After Pete Campbell was named by the FAA as the National Accident Prevention Program Coordinator, he gave all the Regional Managers free rein to implement Safety Programs as they saw fit and a bunch began at about the same time. Al Milana had

one of the first in Lincoln, Nebraska. He remembered it well when I spoke to him a short time ago. The first program was an all day affair with two Managers speaking and showing a slide show of Takeoffs & Landings and Landing with/without Flaps. He also remembered that the first lapel pin was made like a safety pin with a carving of the Spirit of St. Louis in it. I have one of these, made by Jostens, and wear it proudly.

I personally attended several clinics put on by Pete Campbell and his crew and they were a true learning experience. Some of the alphabet groups are still doing these meetings with great attendance and success, and we hope they continue.

WHY? When this group of new hires came on board, they quickly recognized that the accident rate was out of hand and that the FAA way of expecting enforcement to take care of every problem was not working. As former Flight Instructors and pilots, they all agreed that the problem started at the training level and that what had to be done was to educate the Flight Instructors first and very soon thereafter the licensed pilots and then the flying public. By the mid 70's, less than 10 years since this group started working, training accidents were down over 60%, and we have managed to maintain that downward spiral through today.

HOW? It has been almost forty years since this brainstorm about education working in conjunction with necessary enforcement would reduce aviation accidents and it is working better each

year. Aviation still accounts for less than 2% of all the transportation fatalities each year, and last year was no different. We transported over 650,000,000 passengers and had 678 deaths (2003 was the safest year ever for the world's airline passengers). That calculates to your chances of losing your life while on board an airplane as 1 in a

million. No other industry in the world can match these numbers. By way of comparison, vehicle fatalities in the U.S. alone kill 820 people a week. As pilots and flight instructors we are all keenly aware that the root cause for most accidents is pilot error, and that the best and most complete cure for this is education. Actually, we don't even mind that the FAA is always around for enforcement if all else fails. It really keeps us on our toes.

THE FUTURE: I look forward to newer and better offerings by all involved and would welcome the FAA back into the fold as presenters of this valuable information. I would like to see them go for the airlines first with some type of mandatory yearly attendance program and then impose it on General Aviation in the near future. Education has to be continuous for it to really work. How could anyone say no to being safer and smarter in this ever changing world of aviation. When you total up the time spent staying licensed as a pilot, getting a medical exam, a flight review, instrument proficiency and then add an hour of instruction and an hour of flight, it figures out to less than a day, and it doesn't all have to be done in the same 24 hour period. It's really not a big contribution of time to be current and fit to fly.

"The first program was an all day affair with two Managers speaking and showing a slide show of Takeoffs & Landings and Landing with/without Flaps."

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Venice, FL 34285,
(941) 360-6877.

IN CLOSING: This article was written totally out of appreciation for a great bunch from the FAA who took on a task that offered them very little benefit. It is a program that over 4,000 FAA Aviation Safety Counselors work on daily for one project or another to make it possible for over 1,000,000 aviation enthusiasts to attend a Safety Program of their choice, free of charge, somewhere in America almost every week. I wanted you to know of this output of energy by everyone involved and to invite you to join us. We need your participation. Meeting places, sound equipment, door prizes, food and beverages, speakers and everything else we use must be donated. Contact your local Flight Standards District Office and tell them you would like to help. Ask them to do a program in your area, get on the mailing list so that you and your friends can attend, and then visit a meeting and watch us work. See if you agree with the majority of the flying community that education really works and the only thing we need is more of it. I personally am still amazed that you can attract a room full of professionals that have the skill to fly an airplane by simply offering some information and free food. Only one person out of every 400 in the United States can fly an airplane and that means 99.8% of our population cannot!

If after reading this article, you still have questions or reservations, check out www.faa.gov or faasafety.gov, contact the FAA (supposedly they have over 100 people in Safety Program managerial positions at the District, Regional and National levels), or feel free to get in touch with me and I'll tell you what we have accomplished in my area since I started as an Accident Prevention Counselor over 16 years ago. As you can tell, I love to talk about this safety stuff.

Always Remember: Accidents Are Caused And Therefore Preventable!

Jim Trusty, ATP/CFI, was named the FAA/Aviation Industry National Flight Instructor of the Year for 1997, and the FAA Southern Region Aviation Safety Counselor of the Year for 1995 & 2005. He still works full-time as a Corporate Pilot/"Gold Seal" Flight & Ground Instructor/FAA Aviation Safety Counselor/National Aviation Magazine Writer. You have been reading his work since 1973 in publications worldwide. He welcomes your comments and e-mail works best (Lrn2Fly@bellsouth.net).

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