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ANGLE

www.VeniceAviationSociety.com

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

President's Message

Dear Fellow Aviators,

I am looking forward to the May 18 meeting. At every May meeting we have traditionally asked the Mayor to speak and the Honorable Dean Calamaris has agreed to continue that tradition. VASI membership is well over 150. However, many of our members have departed on trips and to the "north" so let me make a plea that you have heard before and will hear again but is very important: one of the ways that we show the value and impact of VASI is by showing our numbers so please come to the May meeting and bring a friend or two. The Mayor has shown himself to be always open to questions so come and not only learn but show your support for the airport.

Although we have no scheduled meetings over the summer, VASI remains very active. You can follow along by visiting the website at <http://www.VeniceAviationSociety.com>. We will also continue to put out a monthly newsletter. If you have topics of interest or things you'd like us to look into please contact a board member by phone or e-mail. You can contact Paul Hollowell at Paulinvenice@comcast.com. Other point of contact is Brett Stephens: 941.321.6876.

Please also look for informational brochures published by VASI that will be distributed at the airport. We have one on safety/courtesy and one on VASI. Also recall my comments last month on the Airport Advisory Board. You can bring issues to the Board either in person or by mail. The new Airport Manager has also shown himself to be open and accessible so drop my and see him if you have items of interest or concerns.

As usual the May 18, 2005 meeting is at 7:30 PM at Venice City Hall.

Semper CAVU
Joseph Rand, MD

NOTAM:

- ⊗ NEXT MEETING: 5/18/05, 7:30, Venice City Hall
Special Guest:
"The Mayor Speaks"
Featuring Venice Mayor Dean Calamaris

Your attendance as a VASI member demonstrates to city leaders our support and commitment to the operation of the airport.

NOTAM #2:

- ⊗ RAINCHECK: Betty Intagliatta, President of the Venice Area Historical Society, was previously scheduled for the April meeting to give a presentation on the history of the Venice Airport. She was unable to be present due to a family emergency. VASI has given Betty a raincheck to make her presentation at an 05/06 meeting.

STRONG MESSAGE NOW HERE:

Go back and read your April Newsletter. Unfortunately for several folks this is it. If you haven't renewed your VASI membership, your complimentary newsletter issues will be discontinued.

However, for those of you who heeded the call, thanks for your renewal and thanks for your support.

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..

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S3 Safety, Security & Suggestions

At our April meeting it was announced that the security committee would be reactivated. A call for members to the committee was made. If you would like to participate please send me an e-mail, joecessa72@cs.com or call my home 941-408-7777 and leave a message. I expect our meetings will be in the early evenings at the airport. Together we make a positive impact on the airport environment; consider joining this committee. I look forward to working with you.

As the winter visitor season winds down, some VASI members depart for their summer homes. Those of us who stay in the Venice area often plan long trips for the summer (Airventure, fly-ins, visit old friends or grandchildren). First, a very sincere "thank you" to our out-of town-members. They care about VNC, attend our meetings and contribute ideas and make suggestions that benefit all of us. To our own cadre of snowbirds a reminder to change your address with Paul so you can continue to receive the VASI ANGLE as we do publish during the summer.

Well, how do you prepare for that long trip? How do you prepare for summer flying? The check weather, call ahead and talk to someone about unique local conditions (the sink hole at the approach end of runway X etc.), using resources found on the Internet-weather, flight planning, actual photos of the destination airport, TFRs, etc., are givens and will not be written about. Nor will the preparation of the plane be considered. The key element in that trip is you.

The typical winter flight for most of us is a food run that may

VASI ANGLE CREW MEMBERS:

- ⊗ Buck Settles, Publisher
- ⊗ Brett Stephens, Editor
- ⊗ Ace Contributors:
R.S. "Bart" Bartanowicz
Nick Carlucci
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have a max flight time of 1.5 hours. Most are under 45 minutes. Consider the sheer discomfort of multiple 4 plus hour legs in a light aircraft. You need to get the brain and body in shape before your launch. Take a flying buddy and go on a long flight. It will be good for the plane; more importantly that flight will remind you of what to expect both in terms of physical comfort and mental alertness.

The other "drum roll" tips: On the day of the trip eat what you normally eat. Do not upset your body's routine. If your normal breakfast is steak and eggs, then eat steak and eggs. If your normal routine is a cup of tea and toast, have that and not the steak and eggs. The Navy did a study of pilots/prep for major missions/eating and found out the best performers did not confuse their bodies by changing normal eating habits. Each pilot was different in what he ate/did not eat but what was good for each pilot was his normal eating routine.

The second tip: drink water; and take bottles of water with you to drink during the flight. Yes we are bladder limited but you must stay hydrated to maintain mental and physical alertness.

Do avoid excess caffeine; that cup of coffee or can of coke that you drink every morning is part of your routine. Downing that Mountain Dew for a boost will not only send you into orbit but because caffeine is a diuretic, will dry you out and make you very, very bladder limited. A thermos of hot liquid when opened at altitude may also be a hazard. The boiling point of water gets lower the higher you go. Open a jug of coffee and it could immediately boil over, release steam and burn whoever is opening it. Best bet: Pretend you are Gunga Din and take water with you. The only other tip - make sure all your passengers have sun glasses and a ball cap. Enjoy the summer and those long flights.

Fly Safe, Nick.



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Robinson

Delivers Helicopter No. 6,000.

Venice Airport currently has at least one permanently based Robinson helicopter. However, we observed a transient Robinson arrive recently much as our many fixed wing guest arrive. The pilot and his wife unloaded their bags, secured and covered their aircraft much as the many other visitors do except their aircraft of choice was helicopter.

Robinson has enjoyed truly great success and recently completed production of its 6,000th helicopter, an R44 Raven II for the charter fleet at Airborne Energy Solutions in Alberta, Canada. The 25-year-old helicopter company recently increased production from 15 to 20 aircraft per week and added a 220,000 sq. ft. manufacturing facility to help meet the growing demand. "The Robinson aircraft work alongside other aircraft in the commercial marketplace and actually give customers more for their money with no loss in safety or performance," said Eric Gould, Airborne CEO and founding director. "I believe it is the safest, most reliable aircraft in my fleet." Airborne Energy Solutions has been a Robinson dealer and maintenance facility for 20 years. For more information, visit www.robinsonheli.com and www.airbornesolutions.com/ target=_blank>www.airbornesolutions.com. Thanks to EAA for the newsrelease. Is there a helicopter in your future?

GA Strong Overall.

Apart from Robinson Helicopter's success general aviation overall is showing great strength across the board. Not only do we see many new Light Sport Aircraft being introduced sales of the "usual suspects" Cessna, Piper, and Beach among others are also strong, with Cessna expanding it's single engine manufacturing capability. And add to the "usual" the two new potential category killers Cirrus and Lancaire.

Late Breaking News Visual Warning System Going Live In May

The Visual Warning System (VWS) is designed to warn pilots who are violating the Air Defense Identification Zone (ADIZ) established by the Federal Aviation Administration (FAA) over Washington D.C. VWS is a ground-based system that uses safety-tested low-level beams of alternating green and red lights to alert pilots that they are flying without approval in designated airspace. These visually conspicuous lights, distinct from other light signals currently used by FAA Air Traffic Control, are designed to provide a clear warning to pilots who enter the ADIZ without authorization and cannot be contact-

Continued on Page 4

Nick's Notes

"What's in a name? That which we call a rose by any other word would smell as sweet."

-Romeo & Juliet(II,ii,1-2)

Hey not so fast Julie Baby. Today with the deliberate misuse of language, political correctness and people with some hidden agenda, watch what you say. A rose indeed; words convey meaning; mental images are formed when we hear or read about some activity or place because of the words used.

Headline writers know how to grab us. So do all those "coming up on the news at eleven" types. Sewage sludge is now compost. Consider all the words and aviation speak we use when talking to our non-aviator friends. Do we speak a foreign language that only a select few understand? Do we use words that "scare" the listener? Worse yet, do we use sloppy language as a shorthand code and create a negative situation for the general public?

When asked about VNC do you call it an "uncontrolled airport" ? [Our local paper does] Stop for a minute -- uncontrolled -- what message does that convey to the person hearing you? Ugh, VNC must be a wild and woolly place, people running amuck and airplanes being flown by a bunch of anything-goes types. Uncontrolled does not mean the same as "non-towered airport". VNC, along with the other 13,000 non-towered airports combined, have millions of safe operations each year. You know that because as pilots we put safety first and follow recommended procedures.

VNC is governed by FAA regulations. Right of way rules and our standard traffic patterns exist to prevent collisions and defuse right of way issues. VASI has purchased and placed at all the local flight schools and airport office the AOPA Safety Advisor "Operations at Non-towered Airports". All of us, as ambassadors of General Aviation, must use the correct "words" to convey the correct meaning to our listener. Please, refer to VNC as a non-towered airport and correct those who tend to use a shorthand code that puts us in a poor light.

Fly Safe,Nick

URBAN MYTH:

MYTH 102:

Every time there is an aircraft accident this chestnut is printed, implying of course that VNC is unsafe and the sky is falling."VNC does not have a control tower so no flight plan is/was required or filed."

Now when I read this I always count to ten and then (because of my age I guess) talk back to the paper. That erroneous statement does not even qualify for bird cage liner or fish wrap. All of us, as pilots, know that flight plans even with

Continued on Page 5

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ed on radio by Air Traffic Control. The lights are so designed that illumination levels are eye-safe and non-hazardous at all ranges. Only aircraft that are unauthorized or unidentified and unresponsive would be visually warned. This visual warning is designed to prompt immediate action by the pilot to contact Air Traffic Control and exit the ADIZ. The FAA has issued a prominent Special Advisory Notice describing the lights and prescribing action. The VWS system is considered a Class I laser device, that is, the safest class possible.

It is eye safe at the aperture and all distances. The VWS is safer than laser pointers and can be directly viewed for extended time (up to eight hours). There is no eye hazard associated with viewing the beam. In comparison, green or red laser pointers are typically Class IIIa, which have the potential for causing eye damage if viewed beyond 1/4 second. The laser power is much less than a sun glint and is less than the power for FAA regulated critical flight zones for commercial laser shows. What the pilots see is a bright dot of flashing red/green light that stands out among the many city and radio tower lights at night or scenery clutter during the day. The narrow beam of the warning light minimizes the probability that a non-intruder aircraft will be illuminated when the device is directed at an intruder aircraft. If another aircraft approaches the same azimuth and elevation as the intruder as determined by radar data, the warning will terminate. The VWS does not affect any aircraft systems.

Part of the overall layered defense of our nation's capitol, VWS provides those involved with securing the air space over the national capitol region a rapid means of contacting pilots when radio attempts have failed.

You can find out more at the FAA website, or by visiting the VASI website at: VeniceAviationSociety.com



The "Glacier Girl" is a fantastic restoration story. She was on display all week at the 2005 Sun 'N Fun.



Here's something you don't see everyday: A Sabre, a Mustang, a Phantom and a Falcon, in formation.



Nick's Notes (continued)

a tower on the airfield are not required for visual flight rule flights (VFR).

Instrument flight rule flights (IFR) under normal circumstances do require a flight plan but even that plan can be filed while flying after taking off with no plan. Returning from the Bahamas (grin) requires an international flight plan but that is to alert customs and DOD agencies.

When I fly, my flight plan is to inform my wife where I'm headed and time of arrival; I then call her once I'm there. Help slay this dragon--explain to your nonflying friends what a flight plan does and how a tower has nothing to do with its use. Thank you, Nick



Somebody brought their A-10 Warthog.



It was a good event and a good crowd. All the manufacturers attended. The food, weather and sights were pretty spectacular. Lots of great deals on everything you could imagine. Even the trip in by air was well coordinated. Hats off to the controllers and event organizers. See you next year.

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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!

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SideBar

Member Appreciation:

Aviation Book Raffle: In addition to our popular aviation book raffle we will also feature a "surprise" raffle item such as we did in April. In addition to the great April aviation book raffle, a lucky member also got a substantial gift certificate to a popular local restaurant. As they say though, "You gotta be present to win." See you May 18.

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

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The Ultimate Tie Down Stake. As advertised in Aviation Magazines. Rated "Top Choice" by Aviation Consumer. They sell it for \$99.95. I want to sell my unused complete "FlyTie" kit for \$50. 484-0718

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Calendar Stuff

VASI MEETINGS

May -- "The Mayor Speaks" Featuring Dean Calamaris Also, Betty Intagliata, President of the Venice Area Historical Society cashes her April raincheck and will give a brief presentation on the history of the Venice Airport.

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:

"You, you, and you ... Panic.

The rest of you, come with me."

- U.S. Marine Corp Gunnery Sgt.



The Mother & Daughter Home Team

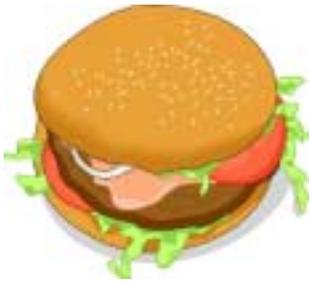
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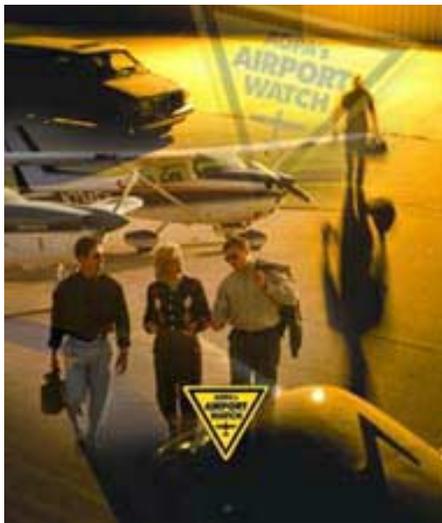


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A real \$100 hamburger: "Eduardo de San Angel". 2822 E. Commercial Blvd. Ft. Lauderdale, FL 33308. 954-772-4731. Well maybe not a hamburger but probably one of the very best restaurants in Florida, maybe the southeast. Mexican Infused International Cuisine. Strictly gourmet. Great menu. Extraordinary food, served in stylish surroundings by a well trained and thoughtful staff. Service is as good as the food.. So what about the flying part. Fly into Ft. Lauderdale Executive Airport. Get a courtesy car, call a cab or rent-a-car for a few hours or stay the night (do not know if they do lunch-give em a call). Exit the airport on to Commercial Blvd. and head east, cross U.S. 1 and then somewhere around the second or third strip shopping center on the right, look for the sign on the front of the store front. Turn right into the shopping center and then travel a few hundred feet back to parking in front of the restaurant. Don't be fooled by the shopping center store front. Inside the place is very tastefully done. The food is just exceptional. Excellent wine list also but yes then you will have to stay the night. The restaurant is written up in a number of gourmet magazines. www.eduardodesanangel.com. ☺☺☺

BE ON THE LOOKOUT FOR SUSPICIOUS BEHAVIOR AT AIR- PORTS

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. www.VeniceAviationSociety.com in The Library.

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VASI Airport Improvements Committee:

The new VASI AIC Committee met and conducted their initial survey at the Venice Airport. They presented their findings to the VASI Board. Among other items they noted a need for numerous housekeeping items on the airport such as derelict planes, need for paint on buildings, loose antenna wires, and need for more landscaping to improve the airport's appearance. The need for runway repairs and refurbishment and ramp repairs were also sited. They also noted the need for improvements in the signage on the airport advising pilots on noise sensitivity, as well as recommendations on runway operations. The unsatisfactory ramp tie-down system of cables and sliding chains was also included in their initial findings. These items along with the past membership request for a "standalone" GPS approach vs the current overlay and other issues will be included in the recommendations to the Airport Manager. David Ansley has been asked to serve as the Chair of this committee.

Thought for the day:

Wanted-- stories from our members. Do you have a trip, piece of equipment, great product, my first solo/how I got interested in flying, my first plane, my check ride from... anything that would interest your fellow VASI members? Share it in our newsletter...submit articles by e-mail or by any means necessary. email to brett@homesofvenice.com

Siamese Twins?

This was an actual Post-WWII experimental P-51 Mustang, retooled as a dual so the workload could be shared.



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