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www.VeniceAviationSociety.com

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

## President's Message

Dear Fellow Aviators,

HEAR Mr. Fred Watts tell us what is going on at the airport. SEE the plans for the refurbishing of the runways. EXPERIENCE the September 2005 meeting. On Wednesday, September 21 2005, Mr. Watts will have the floor to discuss all things going on at the airport. Be sure to attend this first meeting since summer.

The October meeting will be the traditional "Meet The Candidates." There may be fewer candidates for office this year, so we might get to spend more time with each candidate than last year. We have also planned meetings for the rest of the year and it's going to be a really good year. Be sure to set aside the third Wednesday of every month for VASI. Also, people have suggested that meetings should be on a different days to accommodate people who have other fixed commitments. If you feel this way, please let us know and we will consider making a change.

Semper CAVU

Joseph Rand, M.D.

### NOTAMS:

- ⊗ NEXT SCHEDULE: September 21, October 19 (Meet The Candidates), 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.

### SPECI

- ⊗ 1. Announce your taxi intentions on VNC Unicom. Many local pilots are lax in this recommended procedure.
- ⊗ 2. Elections for the VASI Board are coming up this fall. Interested? Let us know.
- ⊗ KVNC UNICOM: In last months issue of the VASI Angle we published a letter suggesting a change to the VNC Unicom because of congestion due frequency overlap with other nearby airports (5 or more airports within 75 miles on 122.7). The Airport Manager is looking into this suggestion and he has asked us to poll our membership to determine the number of pilots with older aircraft radios incapable of tuning to a split frequency such as 119.275, as an example. Let us know.

### ***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

## The tragic and deadly events

caused by Hurricane Katrina show how vulnerable we are to the forces of nature. All of us, in our own way, share the pain and suffering of those caught in Katrina's fury. It should be noted that the recovery effort features aircraft of all types and the New Orleans airport, just like the Charlotte County airport for Charlie, is a major asset in the rescue and recovery effort. VNC is a very important asset for Emergency Planners and while I hope it is never needed or used for local disaster relief, it is comforting to know we have VNC available for such use. God Bless America.

Are you as confused as I am over XM Weather, the latest and greatest GPS, the new electronic chart thing or the portable handheld radio that is also a fax machine, camera, printer and pizza? Are You? Well, if any VASI member has any of the latest and greatest stuff how about sharing what you have learned with all of us. Any comments would be welcome for our newsletter. Anyone have that bird called a Raven? Or any portable stuff like that? Help clarify the issues, help us spend our rent money on stuff. Bring your ----- to our meetings and tell us about it. Good, Bad or Ugly help dispel the confusion.

September the Fall Flying Season has begun. The air dries out, the sky is clear and VASI meetings resume after a short summer break. The 21 September meeting will be a reunion of old friends, a welcome to new members and a great chance to swap summer flying stories. If you purchased a portable "anything" at Airventure bring it to the meeting and make us all drool.

The meeting calendar starts with the Airport Manager being our featured speaker in September. Fred W. has been with us for six months. Find out all the great things and I do mean great that are in the works for VNC. October features candidates running for City Council. This political forum helps you meet and measure the potential leaders of Venice. October ,a must attend meeting. April the featured

speaker will be the Mayor. This is a change from last year when the Mayor was our speaker in the May meeting. This year May will more than likely be a "Wings Program" to close out our meetings before the summer break. The other meetings will feature travel, avionics, survival, and an FAA program. Your input and suggestions for meetings topics is very important to the VASI Board. Speak up and be heard; program suggestions are always welcome.

The October meeting will also include VASI elections. Consider who should be on our board-- maybe you need to step up to a leadership role. VASI tries to provide positive input and alternatives to our civic leaders, your talents may help our city remain a special place.

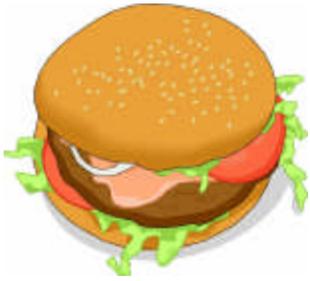
As I write these notes on a computer that needs to be replaced I wonder what would have happened if aircraft had kept up with technology like the computer industry. I see where a Dell is under \$400 and it does more than my first plastic brain that cost thousands. I guess we would all be flying whiz bang rockets that cost \$1,000, could hover, fly sideways and automatically land in our backyards. Of course these same whiz bang rockets would be like computers: For no reason crash twice a day. The engine gauges would all be replaced by a single 'the plane has performed an illegal operation' light.

Occasionally, for no reason, your plane would lock you out and not let you in until you simultaneously pulled the door handle, turned the key and grabbed hold of the GPS antenna. Every new model would cause pilots to have to learn to fly again because none of the controls would operate in the same manner as the old plane. Once in a while executing a maneuver such as a climbing turn your plane would shut down and the engine would refuse to run in which case you would reinstall the engine. While doing a run up your plane would die for no reason. You would push the plane out of the way, shut off the master switch, restart it, open all the windows before you could continue and for some reason you would accept this. There's more if a plane were like a computer-- all displays would become the blue wall of death etc. but you get the idea.

### VASI ANGLE CREW MEMBERS:

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

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# The \$100 Hamburger Run

After one scratch, we finally pulled it off. Many months ago, a flying buddy and I took a hop over to Okeechobee to visit the legendary Landing Strip restaurant, right there at the 'terminal'. The trouble was, as it turned out, that it was a Monday and the Landing Strip is closed on Mondays. (Poor preflight planning.) So we caught a ride into town and had a nice lunch, but still felt slighted. While doing one of Hollowell's famous airport-to-airport practice approach sorties, we finally made our way to the Strip on a non-Monday. And we were justly rewarded. I chomped down the compulsory cheeseburger, with lots of sweetened iced-tea. No better way to fly. bs ♦♦♦♦

The Prop Stop Cafe at RMG, Richard B. Russell Airport (Rome, Georgia) has always been a nice place to stop for lunch. RMG Airport has an ILS and is well run with a friendly and helpful staff. However, the Prop Stop does not open until 11 AM or so. Recently we needed to stop for an early lunch on a trip north and it had not yet opened. That gave us an opportunity to visit Owens Barbecue about 3/4 mile or so from the airport. The airport manager will probably give you a ride over if he is there. Owens is located in an old log cabin style building and serves the traditional run of barbecue but wait they also have an exceptional menu of biscuit sandwiches. Just about anything on some really great homemade biscuits. The barbecue sandwiches are very tasty.

If you happen to be in the Jackson, Mississippi area and your mouth is watering for some really great barbecue then "The Haute Pig" in Madison, Mississippi is the place. Madison is just north of Jackson on Interstate 55 and the Haute Pig is just off the highway. The barbecue is about as good as it gets. Lean and cooked just right. Service is excellent and friendly and the place packs em in with all the good ole boys (and gals) stopping in to eat. We liked it so much we stopped there going north of Jackson as well as on our return trip back to Hawkins Field (HKS). AeroJackson at HKS is a first rate FBO with great service and they go out of their way to help. Highly recommended. ph ♦♦♦♦

## Travels

by Hollowell

### GREATEST AVIATION GATHERING AND AIR- SHOW 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



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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 worlds 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 purchase these new birds and they were anxiously awaiting delivery of the craft. Everything from wood and wire to the cutting edge. Symposiums 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.

# FAR Corner

By Special Guest, Jim Trusty

## GETTING BEAT WITH AN UGLY STICK

### SOME DOs AND DON'Ts THAT MIGHT MAKE A SURPRISE MEETING WITH THE FAA A LITTLE EASIER

Ramp checks, I am told, are just another way the Federal Aviation Administration enforces safety. It is not, I am assured, something that inspectors do in order to make friends and influence people. And if you fly far enough and long enough, you will be given the privilege of enjoying one. Here are some facts that should help you get through what you will consider an ordeal and the FAA considers routine. I think the facts listed below will help both sides of a ramp check.

If you have been keeping up with the changes and movements within the Federal Aviation Administration over the years, you will have to agree that a ramp check is not the worst possible thing that can happen to you as you go forward in flight across our beautiful land. In fact, after reading this article you might be willing to voluntarily undergo one just for your own peace of mind. They even have a program where you can volunteer to experience this very thing called a P.A.C.E. Program. You might first want to ask yourself why you would want all this grief, but then you may also want to ask yourself if you are doing anything wrong that could be corrected by an airplane inspection and a short checkride. Probably not. I hope this article will remove any of the wild and bad things you have heard about ramp checks.

1. **ATTITUDE:** Be cool, be confident, don't panic, be polite and cooperative. It's quicker. There is absolutely no way that having a smart attitude is going to make this meeting go any better for either side. You are a pilot and so is the inspector. Let's act like the cool professionals we are all supposed to be.

2. **IDENTIFICATION:** Verify that this person is an FAA inspector and that they have the authority to check you and your aircraft. This should be addressed at the very beginning. I would be reluctant to answer a bunch of questions for a stranger and, in fact, would probably call the local FAA FSDO

and report this individual if they could not produce proper and immediate identification.

3. **WITNESSES:** If possible, get a witness or two to the entire procedure. The inspector should not complain; it will protect both sides just in case things are not running as smoothly as either side would like. It will also give another pilot a chance to see how this type of inspection is conducted so they will be better prepared in case they are the next to feel the wrath or just parked nearby.

4. **INQUIRE:** Why the ramp check is being conducted, why you were selected for the honor, and what they will be looking for. I think you deserve to know the answer to these questions. If this is a random "witch hunt" then you have the time to decide whether you wish to participate. If it is a fact finding tour or a training session for a new inspector, I would worry a little that I was the selected training airplane. Are they following some new guidelines (which change with the administration or the weather) or just passing through and thought they would like to make their presence known?

5. **WARRANT:** None needed, nor any other special paperwork. It's a safety check, remember, protected by regulation and well-known by you and everyone else in aviation, so be prepared for the eventuality. I think that if they presented me with a warrant or any piece of paper with my name and aircraft number on it, I would run, not walk, to an attorney's office because the fat would already be in the fire, so to speak.

6. **K.I.S.S.:** Keep It Simple, Stupid! Do not volunteer information. You are required to give your name, state the fact that you are the pilot in command, and provide the required documents. Just as what they can do is spelled out very clearly in regulation, your participation should be to assist and not be the sole provider of information that may be detrimental to your future flying career.

7. **NO!** The inspector DOES NOT have the right to board your aircraft! But they do have the right to start an enforcement action on the spot! So why invite trouble? If you have something to hide, now is the time to call your attorney; if not, let them look. This is a good rule for all involved. It keeps rather innocent things to you from becoming something so wrong to them. It should also let you know that the airplane has its uses and its limitations. Be mindful of exactly what you are ferrying and be prepared, if necessary, to explain to someone of authority why, what, where, how and who.

8. **COURTESY:** Is required and expected from both sides. Personally, I demand it! This is a regulated meeting that takes

place every single day at some airport in the United States. The requirement that both sides be civil and courteous to each other came many years ago from family training. If either side is lacking in manners, this is not going to be an easy ordeal. If it can't be handled courteously by both sides, it will most likely end up being a hassle for at least one of the two involved. Make sure you are not the loser just because of a lack of ability to interact with the other pilot.

9. **PILOT CERTIFICATE:** Inspectors have the right to inspect your license, but NOT keep it for any reason. While operating an aircraft in the United States, we must have on our person at all times our Pilot's Certificate and our Medical Certificate. If someone is a Flight Instructor, they must have that license also. We are not required to have our personal logbook with us nor the maintenance records for the airplane, although we might have to produce both or either at a later meeting.

10. **FLY ON:** You cannot be grounded because of a ramp check

of you or your aircraft. But are you willing to continue on your way if something unsafe has been pointed out to you by an expert? The FAA cannot ground you for some infraction, but it will be noted if you leave the runway after a defect is pointed out to you. Should it end in some type of accident, your insurance company would most probably not pay up because you were,

in fact, notified of the problem in person and in writing at the time of the ramp check.

Finally, please be reminded that both sides are governed by the rights listed above, BUT for your information, if something wrong is found during the ramp check, with you or the aircraft, it must be corrected immediately or further action will most assuredly be taken by the FAA.

**BIG DEAL!** The documents that are required to comply with the inspector's request are supposed to be on board at all times anyway: CHART (Current), AIRWORTHINESS CERTIFICATE, RADIO LICENSE\*, REGISTRATION, OPERATING LIMITATIONS, WEIGHT AND BALANCE . . . Remember CH.-A.R.R.O.W.

Your Private Pilot Flight Examiner can do about the same thing as a ramp check. The Private Pilot Practical Test Standards states the applicant must exhibit knowledge of the aircraft documents by "locating and explaining the importance of each of them."

In conclusion, I hope you appreciate the way I have approached this problem and the advice I have given. Absorb all this and then check with an aviation attorney if it starts to get out of hand. A ramp check, if conducted professionally on both sides, need not be anything more than a safety check and informal meeting between two pilots that are both seeking the same end result-better aviation safety for all of us. I've always felt I could do my part and let them do theirs. What's your feeling?

I'll see you at the airport! Always remember, pilots who don't fly have no advantage over people who can't fly. What's your excuse?

\*Still needed for travel outside the United States and for some commercial operations.

\*\*\* ACCIDENTS ARE CAUSED AND THEREFORE PREVENTABLE \*\*\*

*Jim Trusty, ATP/CFI, was the FAA/Aviation Industry National Flight Instructor of the Year (1997), and the Southern Region FAA Aviation Safety Counselor of the year (1995). He always appreciates your comments. You may phone him at 615 758-8434 or e-mail lrn2fly@bellsouth.net, or write to him at 101 Highland Drive, Old Hickory, TN 37138-1617. You have been enjoying his work since 1973 in over 165 publications worldwide. He still works daily as a Airline Transport Pilot/ Gold Seal Flight & Ground Instructor/ FAA Aviation Safety Counselor/ National Aviation Magazine Writer at MQY in Tennessee.*



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Aircraft, if own, what type? \_\_\_\_\_

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# SideBar

## Uncle VASI wants YOU!

The new season is upon us. That means a new meeting schedule, new topics, new initiatives--and a lot of work to be done. VASI is looking to tap into our talent base. If you have leadership skills, organizational skills, communications skills, desktop publishing skills, web publishing skills, or just plain Skill skills, VOLUNTEER! Email brett.stephens@gmail.com.

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## Calendar Stuff

### VASI MEETINGS

- September 21: Fall Season Kickoff Meeting: 7:30 City Hall
October 19: Meet The Candidates. An annual tradition
November 16: International Travels
December: No Meeting
January: TBD

### 5 x 5:

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I look forward to seeing you at the September meeting, do bring a friend, student pilot, old pilot anyone interested in aviation at VNC.

All of us know the old saw about what "assumption" means; assumptions make an ass out of you and me. Well, preflighting your plane before a flight is not an act to prove your assumptions about the health of your flying carpet. Many of us tend to do a quick walk around and look but do not see. I am very fortunate to be in a great partnership and am the proud owner of a C- 182. Just like 99.99% of aircraft owners my partners and I maintain our time machine to the highest standards possible. When we fly the slightest hiccup is noted.

Squawks are corrected as quickly as possible, maintenance is not deferred. We try to fly every weekend. Our plane is in a hangar, we know its maintenance history and the preflight was until very recently a causal affair. Check the oil, gas, tires, clean the windshield and a quick walk around. Hey this is one pampered plane, in a clean hangar and flown every week so the assumption is everything is OK.

Stop reading, if like Paul Harvey, you know the rest of the story. I do not like to do touch and goes as I feel they just are rushed procedures that develop bad habits. I do like to practice approaches, low approaches and missed approaches. A few weeks ago did some low approaches at Buchan (X36). While putting N18PB in her hangar a small twig was hanging from one of the cowl flaps. It was pulled and comments were made about a really low approach.

Well, two weeks later it was time for an oil change so the cowlings were pulled and the mystery of the twig was solved. BIRD NEST - between the last two cylinders and bird droppings on the top of the engine (very corrosive stuff)! Hey a hangar and cowl plugs and, and a pampered plane. No, no, no well yes, yes, yes. It took over 30 minutes to clean out the mess and the lesson relearned: Preflight like your life depended on it cause it does. Anybody else out there with bird problems in a hangar?? Let me know please - send me a e-mail.

Thank you and fly safe, Nick - aka joecessna72@cs.com.

**Hurricane Relief:** As we all witness the terrible devastation of Hurricane Katrina we can nonetheless be proud of the contribution of General Aviation in the rescue effort. Angel Flight Southeast reported that over 60 missions have been flown in the last few days bringing needed medical personnel and others into the area. And that is just from the Southeast. Other Angel Flight regions and numerous other volunteer aviation organizations as well as individuals have



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stepped in to provide badly needed flying support in the recent days. Most missions have been into the affected area but it is expected in the next few days more and more special needs missions will be to bring people out of the area. September 4 television showed survivors arriving in Atlanta via general aviation aircraft. Those who are unable to fly missions can still contribute to this important effort with their financial support. Pick a charitable volunteer aviation organization and make a contribution. On the web contact [airecareall.org](http://airecareall.org) to find an organization that needs your help, flying or financial. Pilots volunteer themselves and their airplanes but funds are needed to support the operations efforts and home base.

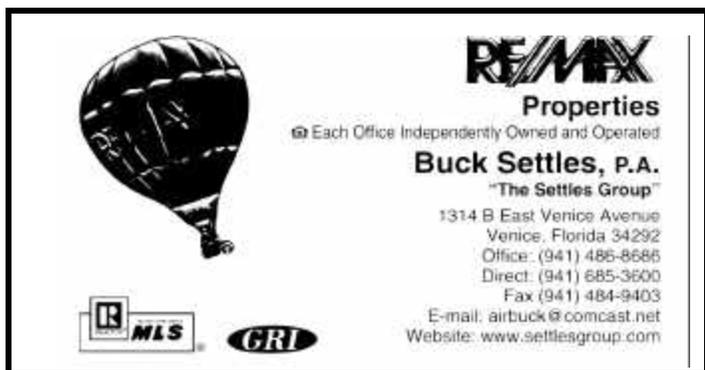
-Paul

# Letters

From: JJYUOSKO@aol.com  
To: [bmudge@venicegondolier.com](mailto:bmudge@venicegondolier.com)  
Subject: Editorial for your consideration  
Date: Wed, 31 Aug 2005 12:04:38 +0000

[Venice Gondolier] Editor:

With the catastrophic devastation evidenced by Hurricane Katrina's passage, combined with regional destruction in 2004, we must surely acknowledge just how lucky we in Venice are. Much of that luck comes from preparation. As we watch the vivid photographic record of the massive obliteration of virtually everything that man can build, one must wonder just how relief will be brought to those in need. Road and bridge destruction will limit the delivery of needed supplies; debris in shipping channels will limit access from the sea. The vital link in providing immediate help lies in the local airports and their ability to handle emergency flights by both helicopter and fixed wing aircraft. Those three feet thick runways need only be cleaned of flying debris, and they are back in business. We in Venice are indeed lucky to have an airport, ready able to provide those services, should the need arise. Two 5000 foot runways, easily capable of handling C-130 aircraft (having done so in the past), would provide immediate relief to our region. How would relief be brought to us were US 41 and I-75 rendered unusable? Without our airport, Venice and environs would be in a difficult situation should a similar storm hit us



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**Continued on Page 8**

directly. We should all be proud of our local airport, the staff and the administration which support it, and those who utilize it. It has always been a valuable asset to our area, and a comfort to know that it is there to serve us all, should the need ever arise.

John J. Yurosko

*Dr. Yurosko is a 30 year resident of Venice, 1250 hour private pilot who learned to fly here in Venice. He was a founder of the Venice Aviation Society, Inc (VASI) and currently serves on the Venice Airport Advisory Board.*

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## **BOTL FOR SUSPICIOUS BEHAVIOR AT AIRPORTS**

With 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.

### **AWOS CONVERSION CHART**

C	F
0	32
2	35.6
4	39.2
5	42.8
10	50
12	53.6
14	57.2
16	60.8
18	64.4
20	66
22	71.6
24	75.2
26	76.8
28	82.4
30	86
32	89.6
34	93.2
36	96.8



**P.O. BOX 1153  
VENICE, FL  
34284**

