

The

WASI

Angle

February 2010
Volume 16, Issue 2

Established 1991
The official Newsletter of the Venice Aviation Society, Inc.
www.VeniceAviationSociety.com

February VASI Meeting:

John Collins—AOPA Manager of Airport Policy
Wednesday February 17, 2010 at 7:30 PM
Venice City Hall, Council Chambers

The VASI Board

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President's Letter

February 2010

Dear Fellow VASI Members and Friends of Venice Municipal Airport,

Agape, help them help others. Support the Haiti relief effort by supporting AGAPE. Now, more than ever the need is great. Community response has been extraordinary but they need your financial support. Transporting supplies to Haiti is expensive. Visit their website at www.agapeflights.com. You can also bring food and medicine to the AGAPE hangar. No clothing donations please.

Three great local aviation events this month: VASI meeting on February 17, Airport Appreciation Day on February 20 and the EAA Fly In on February 27. Our Wednesday, February 17 meeting begins at 7:30 PM, Venice City Hall, Council Chamber (not community room). John Collins, Manager of Airport Policy for AOPA will be our featured speaker. John as you might expect is quite knowledgeable about the FAA, national airport issues, and VNC, John is the Airport Support Network point of contact at AOPA. His remarks followed by a question and answer session will make this meeting one not to miss. Our meetings are always open to the public, bring a guest, invite your neighbors, fellow pilots, and anyone with an interest in the airport to attend

Mission Control: The VASI *AIM*

- ☑ To promote, support, and encourage the continued use of the Venice Municipal Airport as a general aviation facility.
- ☑ To educate concerned citizens as to the airport's importance to the public welfare.
- ☑ To provide a forum whereby those concerned with utilization of the facility may voice their concerns.
- ☑ To advise the appropriate authorities regarding safety, security, utilization, and other concerns at the airport.
- ☑ To provide a forum for the flying public regarding aviation matters.
- ☑ 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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this meeting. The council chamber has plenty of seats and the parking is free, so let's fill the room. Do you have a question for John that might require some research? Email me and I will forward it to him before the meeting.

Airport Appreciation Day, rained out in December, is now scheduled for Saturday, February 20, 10 AM to 4 PM. Volunteer, display your aircraft or assist in crowd control, setup, security and parking. Airport Appreciation Day is a major event in the VASI outreach and education effort to the non-flying public. Last year it was a great success and with your support and smile it will be a big success this year. The EAA Fly In is Saturday, Feb 27 and will be held at Buchan Field (X36), Englewood. This is the second year for both Airport Appreciation Day and the EAA Fly In. We enjoy an active, vibrant aviation community. Help spread the joy of flight.

The Collings Foundation B17, B24 & P51 visit was also a huge success. Suncoast Air Center support, as well as EAA and VASI volunteers, who assisted in the setup, parking, crowd control and cleanup for this annual event, made it a class act for everyone. Over 1,500 VASI VNC Fun Facts Flyers were handed out to visitors. A sincere and well deserved "Thank You," to Charlie and everyone else who pitched in to make it such a grand event (www.collingsfoundation.org). The New Year began with a well attended FAA Wings program. An aviation community wide "Thank You" is extended to Oran Wolfe and Joe Ferreira. Their discussion of emergency procedures was excellent. Need a biannual? Both of these superb CFII's can help you. A third "Thank You" to the manager of the St Pete FSS. His presentation in January, particularly his comments on international travel and search and rescue were both entertaining and informative. CAVU and Tailwinds to all who manned the now closed St Pete FSS. It and the services they provided will be missed. One last "Thank You"- to everyone who has paid their dues for 2010. To those who have yet to send in that \$20 – please write that check today we need your financial support. Mail it to Al Paul or bring it to our February 17 meeting. A cookout is being planned for March, exact day to be determined, and it may be done in collaboration with others.

Now that season is here the airside area around the Cockpit Café is congested. Be a good neighbor, when in the T-Hangar area and going to the Café, drive off the airport and park in the street side parking lot. Do not ruin your day by blocking a hangar door or slowing down Suncoast Air Center operations – parking airside could have unpleasant ramifications for you. After February, we only have two more meetings before the summer break. Invite you neighbors to the April 7 Wings meeting. Do you have an idea for a monthly program? Let's hear it; your suggestions and ideas are important. Included in this newsletter is a January letter from FAA. Please read it several times. After the first reading your conclusion would be the FAA told the city "No" (again) to downgrading the airport reference code from CII to BII. You may also think the FAA has (again) informed the city that it has no interest in taking the homes in Gulf Shores. Read it a second time as someone with an anti-airport agenda. Now maybe you can stretch it and interpret it as an informal response to an informal city manager letter (published in last months Angle) so the door is still open for an MPU/ALP formal submission that downgrades the airport and in your somewhat convoluted reasoning "saves" homes and the golf course from the FAA. The third reading: notice the restraint and outreach from the FAA. The city is being put on notice to pay attention to its fundamental and legally binding obligations to the Federal Government and airport. Some simply dismiss this letter. City council in a 4-3 vote has instructed DY Consultants to prepare an ALP for submission to the FAA that downgrades the airport. Ah well. Good reason to share our newsletter with other aviation enthusiasts, pilots and airport tenants who

may not be members of VASI. Encourage them to attend our meeting on Feb 17 and invite them to join. Finally we have received a number of favorable comments about last month's article about Mike Flanigan, a member of the Greatest Generation and his short assignment to the WW II Venice

***Airport Appreciation Day:
Saturday Feb 20, 10:00 AM to 4:00 PM
Display your aircraft
Chopper rides
Food and Fun
Come one come all
Volunteers needed***

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Army Airbase. If you know someone with a historic connection to our airport let us know. Maybe they would like to see their story in the VASI Angle. I look forward to seeing you at the airport, our February meeting, Airport Appreciation Day and the EAA Fly In.

Fly Friendly and Safely, Nick E-mail joecessna72@verizon.net cell# 941-716-5704

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VASI Membership information:

- Individual membership rates: \$20 a year. Receive the VASI Angle plus get free classified advertising privileges.
- Corporate membership rates: \$100 a year. This covers up to 8 additional employees at reduced rate of \$10 a year each as well as a business card size ad in Angle, classified privileges, plus a banner ad on the web.

Become a member today

SECURITY, PUBLIC PERCEPTION AND VNC

Check out this website for the PBS report on the TSA and airport security quoted below (<http://www.npr.org/templates/story/story.php?storyId=123390163>).

To quote from the PBS report it says that the "Transportation Security Administration is backing off a controversial plan to impose tough new security requirements on private planes and small airports. In 2008, TSA said that as security on commercial airlines got better, terrorists might see private planes as easier targets. So the agency proposed tighter security rules for general aviation — that's private air travel for business or pleasure. It's an industry worth \$150 billion a year. The government would have required all passengers to be checked against terrorist watch lists. And about 300 small airports would have needed costly new security programs. But the general aviation industry sent regulators thousands of complaints. Pilots and airport operators argued that the risk from terrorism is small. Plus, they said, private pilots are already very cautious about whom they let on their planes. Now, the TSA is scrapping major portions of that proposal. TSA general aviation manager Brian Delauter said the agency now plans to collaborate more with the industry on security. "We're going to be 10 times more successful in partnership than ... being combative back and forth to each other," Delauter said. Delauter told NPR that his agency will substantially increase the size of the airplanes covered by a revised security plan coming out this fall. Regulators had contemplated covering aircraft that weigh only about as much as two SUVs. Also, the TSA will rely more on pilots to keep their flights secure. "They wanted the onus on them. So, we're going to put the responsibility on them," he said. The change in course at TSA was welcome news to Mike Mickel, who has an aviation services and charter business at Chesterfield County Airport near Richmond, Va. Before he heard about the changes, he was worried that TSA rules would interfere with his business. Last week, onboard one of his jets, he demonstrated how a possible ban on items like baseball bats and golf clubs from airplane cabins made no sense — especially for a small plane without a separate cargo area. "This is where the bags go ... right behind the flight deck," he said, pointing to a small area accessible to anyone onboard. As a former general aviation pilot, the TSA's Delauter understood Mickel's objections. He's also flown jets that require all baggage to be placed in the cabin. "To tell a professional golfer that you're taking to a tournament that they can't bring their golf clubs, from a business standpoint probably doesn't work." When told of the modifications TSA is now considering, Mickel said he thinks the government listened to the concerns coming from general aviation. "It appears to me that they looked at what would be encompassing these burdensome regulations and realized that they wouldn't get the benefit — there really isn't a security risk there." But Delauter says

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there's still a risk, even if there's no specific threat. In March, his agency will convene a new general aviation advisory panel with industry representatives — aimed at managing that risk”.

At the **Venice Municipal Airport (VNC)** the responsibility is on us. As pilots we have an obligation to educate the general public about aviation and how we help secure VNC. The AOPA “Airport Watch Program” and its slogan “Lock Up – Look Out” applies to you and me. Always “Look Out” for the unusual and if in doubt call 1-866-GA-SECURE (1-866-427-

3287). If you have a plane at VNC or rent one, VASI will provide a FREE throttle lock if you ask (Cessna type throttles only). Just send Nick an email or call him. His email and phone number are above. Educate your neighbors about general aviation. Explain why our planes with small payloads and low kinetic energy are not as potentially dangerous as a panel or tractor trailer truck loaded with homemade explosives. It is natural for most people to avoid potential confrontations by looking the other way. If we are going to safeguard our airport we have to overcome that fear. Just the other day one of our members reported he stopped a guy who was trying to ride a bike through the gate while the member was waiting for the gate to close. Our trusty member jumped out and stopped the guy and asked him if he had an airport pass. “No,” the would be visitor said, “I just wanted to ride around and look at the airplanes.” Sorry No Can Do our guy told him and sent him on his way outside the fence. Do not leave VNC security to the other guy – stay involved and let’s look out for each other.

Thinking of Trading Up?

If you've ever flirted with the idea of owning a brand-new aircraft, it's officially time to get serious. Cessna has been bringing personal dreams well within reach to flyers for over 80 years. With the very latest in aviation technology, Cessna offers everything from the new 162 SkyCatcher to the Cessna Corvalis 400 Turbo, the fastest single-engine piston fixed gear airplane on the planet. Can you dream at 235kts? And with the latest tax incentives, you could own and fly a new Cessna single-engine aircraft for almost nothing!

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Air Orlando Sales will donate \$1,000 to VASI for every sale of a new Cessna single-engine aircraft that results from this ad or referrals directly from the VASI membership.

Thank you.

URBAN LEGENDS

One of the local papers has a popular column that to visitors that read it must make local residents sound deranged or worse. Some groups use this column to take cheap shots at just about everything including the airport and things aviation related. While it can be amusing to read about little green people landing at our airport when one considers how serious these comments are it is actually sad. Unfortunately some people believe if they saw it printed in the paper, opinion or not, it must be true. Themes are repeated on a scheduled basis because the group rotates the responsibility for calling in complaints. Frequently because of space constraints and a desire to not focus on one subject to the exclusion of others responses to these erroneous claims are not

New Name, New Owners, New Beginning

Well wishes, tail winds and CAVU are extended to the owners, management team and workers of the Suncoast Air Center. The Venice Jet Center has been sold. If you had an account with the Jet Center you need to visit the Air Center and reestablish your account. Let’s welcome the new team to the airport and support them as they get established.

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January 8, 2010

Mr. Isaac Turner
Manager, City of Venice
401 W. Venice Avenue
Venice, Florida 34285

Dear Mr. Turner,

RE: Venice Municipal Airport (VNC), Venice, Florida
Request to downgrade facility to B-II Airport Reference Code (ARC)

This responds to your December 10, 2009 letter requesting the Federal Aviation Administration's (FAA's) concurrence to downgrade the Venice Municipal Airport's Reference Code to B-II.

We appreciate the thorough research efforts the City of Venice undertook to prepare this proposal. We understand you have used photographic aircraft counters on the airfield for several months to prepare actual aircraft traffic counts, and conducted extensive research to ensure the correct classification of each aircraft using the airfield during this time.

Based on the information contained in your letter, it appears that the City of Venice believes if less than 500 annual operations of C-II aircraft currently exist at the airport, the FAA will allow for the downgrade of the airport. This is not correct. For planning purposes, to determine the critical aircraft of an airport, it would be appropriate to calculate the largest aircraft, based on wingspan and approach speed, with either 500 annual operations or 250 annual departures. This critical aircraft would then be used to plan for future airport development, as well as establishing the basis to justify federal funding.

However, when a sponsor proposes to reduce the ARC, the FAA would not merely consider the critical aircraft of the airport, but all airport users and tenants. With existing based C-II aircraft at the airport, and other C-II itinerant aircraft, it would not be acceptable to downgrade the facility and cause potential impacts to users, including airport tenants whose livelihood is dependent on servicing these C-II aircraft. These tenants executed long-term leases and constructed facilities at the airport based on the understanding Venice Municipal Airport is designated as a C-II airport. Further, the forecast summary presented with this proposal indicates the C-II aircraft operations at

VNC will exceed 500 annual operations within the twenty year planning period. Since the purpose of the Airport Layout Plan (ALP) is to depict the facilities required to meet the forecast aviation demand, based on the forecasts you developed, it is not appropriate to prepare an ALP that does not accommodate the C-II aircraft.

Another reason that we cannot consider downgrading, is that the city made the case it was a C-II facility in 2006 and requested federal funding accordingly. The city accepted a grant of \$3,744,194 to rehabilitate Runway 13-31 to C-II standards. The city is obligated, based on the grant assurances, to maintain the utility of the airport to C-II standards.

Your letter also mentions even though you wish to designate the airport B-II, none of the safety dimensions would change at the airport, and no aircraft would be discriminated against by making this change to the ARC. However, the ALP is an official record for the airport, so it is not appropriate to downgrade the airport as depicted on this document, even if the facility would be maintained to the higher standard.

In reference to the forecasts, we did not receive a complete document detailing the methodology used to develop the forecasts, or a detailed explanation of the operations traffic count the City conducted. However, it is apparent that a downward adjustment to the numbers the City previously provided (and used in developing FAA's Terminal Area Forecast) will be warranted. We note that in extrapolating counts of aircraft operations to the whole year, weight was not given to the 3 to 4 month peak season. Please adjust the forecast accordingly and provide information on the forecasts methodology, so we can complete our review.

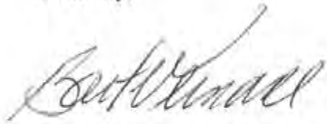
You also discussed the homes currently located in the Runway 13 Runway Protection Zone (RPZ). As you know, the RPZ is defined as an area off the end of a runway used to enhance the protection of people and property on the ground. While the FAA encourages acquisition of this land to the extent possible, it can be difficult and impracticable for an airport owner to buy the full RPZ. It is not unusual to have development in these areas, and the RPZ land use standards have recommendation status for that portion of the RPZ not controlled by the airport owner. Although we encourage the City of Venice to gain control of RPZ lands, the FAA is not mandating the City of Venice acquire these homes. Further, it should be noted that the RPZ, and its predecessor, the Clear Zone, have existed over these homes in question for many years. The 1969 ALP, which was prepared by the City of Venice, showed the Runway 13 Clear Zone extending into this residential neighborhood. The 2000 ALP, also prepared by the City of Venice, depicted a C-II RPZ, but the dimensions depicted were not correct. However, the RPZ is an imaginary airport protection surface, and it still exists at the C-II standard, regardless of how it is depicted on the ALP.

In reference to your concerns over the costs associated with achieving C-II standards, some FAA standards may be modified, if an acceptable level of safety can be met. While the FAA will not consider a modification to the runway safety area standards, other

standards, such as the object free area and taxiway separation standard, may be reviewed for modification at facilities where it is not practicable to meet the standard.

Although we cannot agree to downgrade the airport or primary runway, we are open to considering other alternatives you may have.

Sincerely,

A handwritten signature in cursive script, appearing to read "Bart Vernace".

Bart Vernace, P.E.
Assistant Manager

cc:

Terry Beacham, FDOT/1

Jeff Leopold, FDOT/1

Fred Watts, Airport Manager, Venice Municipal Airport

Airport Appreciation Day:

Venice Municipal Airport

***Saturday Feb 20, 10:00 AM to 4:00
PM***

Display your aircraft

Chopper rides

Food and Fun

Come one come all

Volunteers needed

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published as frequently. Our occasional Urban Legends is to enable members, if they hear these absurdities, to respond factually. Two examples: “The black soot from the jets/airport is a health hazard and makes my screens filthy.” Consider the response: I have a white car and have parked it at the airport for hours and even days. When I return my car has never been covered in soot. The Suncoast Air Center is a clean crisp building with huge glass windows facing the airport. Jet aircraft start engines next to that building. It and its windows are not covered with soot. White is the basic color for most aircraft. Aircraft tied down (outside) at the airport are not covered in soot. (When I was stationed on an aircraft carrier I parked my car on the pier; I know what soot looks, feels and even smells like). Another Urban Legend: “our small community airport has always been a B II.” Consider the response. Read Brett Stephens excellent and well researched article on this subject (appeared in the Venice Sun Gondolier and reprinted in a past VASI Angle). If you say it long enough and loud enough maybe you can make the sun rise in the west and set in the east. One “knowledgeable” citizen when asked if she knew what B II was said, “No but they say it will make our airport smaller.”

Random Thoughts or What Can They Be Thinking?

Maybe you might want to take a look at last months VASI Angle to refresh you memory on our local approach to good economic airport stewardship. Now to this month. The last city airport workshop was changed to a “special council meeting.” This change permitted council to vote and formally decide on a course of action for the airport master plan update and airport layout plan. It also had the convenient advantage of not being televised unlike a normal council meeting. Read the FAA letter included this month before continuing. So in light of the letter from the FAA what did the city council do? Why naturally they directed DY consultants to develop for submission to the FAA (maybe by March?) an Airport Layout Plan (ALP) that will reduce the utility of the airport by downgrading its airport reference code to a BII. Do not let anyone tell you it will not result in any change because it will. Money, read the record. Dollars? The city has come full circle – the consultants have been paid \$356,000 (so far). That amount will now skyrocket. We clearly recall council members being upset when the budgeted amount for this alleged minor tweak to the Hanson plan was \$450,000. They objected, reduced that amount but and as predicted have simply incrementally approved additional expenditures. (The Council also authorized an additional \$85K so interim total will become \$441K). The cost of this ALP/MPU will be in excess of \$500,000 with every dollar expended coming from the Airport Reserve Account. Contrast that to the Hanson “work product” 97.5% of its \$350,000 cost was funded by an AIP Grant. Its cost to the city was under \$12,000. The airport reserve has also funded over \$300,000 in legal fees (fighting the part 16 complaint which is still ongoing, more legal fees to come, and contesting the sale of the FBO to its new owner Suncoast Air Center). Costs will only increase as the policy makers continue to try to square this circle. The consultants were crystal clear at the special meeting – the FAA will not approve a BII ALP. How anyone who has read that January letter from the FAA and listened to the consultants expects this BII ALP to be approved by the FAA is beyond most of us. When, not if, the FAA rejects the city ALP submission to downgrade the airport watch the legal fees continue to spiral upwards. The recommended course, the workable course has been articulated and ignored – a CII ALP combined with a request for modification to standards. This is precisely what Hanson and the AAB recommended and what the FAA signaled years ago as acceptable. Now expect to spend at least \$300,000 additional dollars, waste at least six more months, listen to more spin as the blame and inflame games continue. When this ends poorly for the city we will be forced to listen to self-serving explanations and blogs and oh yes “let em have it”’s on why this course of action was correct. Just because a belief is sincere does not somehow change it from wrong to right. The city will spend well over a million and end up exactly where they were with the Hanson Plan. Many excellent quotes by thoughtful and prominent persons reflecting on bizarre political behavior perfectly capture what we are seeing. However, in the interest of courtesy and good taste we will just pass on the thoughts of one, Confirmation Bias or Tolstoy Syndrome, so-called because of two quotes from the Russian writer:



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"I know that most men, including those at ease with problems of the greatest complexity, can seldom accept the simplest and most obvious truth if it be such as would oblige them to admit the falsity of conclusions which they have proudly taught to others, and which they have woven, thread by thread, into the fabrics of their life". and, "The most difficult subjects can be explained to the most slow-witted man if he has not formed any idea of them already; but the simplest thing cannot be made clear to the most intelligent man if he is firmly persuaded that he knows already, without a shadow of doubt, what is laid before him."

Game Over – It was a Shutout – VNC Zero \$

Dallas-Fort Worth International Airport (DFW) received a \$2.3 million grant from the American Recovery and Reinvestment Act (ARRA) funds. With this grant it is reported that all of the FAA's Stimulus dollars have been committed.


"Recovery Act dollars are putting people back to work in good-paying jobs making needed improvements at airports across the country...Without this money, many of these airport authorities would not have had the resources to hire workers and get these projects started." said U.S. Transportation Secretary Ray LaHood. Under ARRA, \$1.1 billion for 326 grants has been distributed to airports that support not only passenger and cargo service, but general aviation as well. "Airports are the economic engine of any community, no matter what the size," said FAA Administrator Randy Babbitt. "They need to be maintained to make sure they are operating safely and efficiently, and the Recovery Act is helping us do that." To add insult to injury – Runway 4 - 22 had been a submission for funds, it was "shovel ready", but was pulled when in particular one self-professed expert objected, which caused willing council members (looking for an excuse?) to object, which caused the runway request to be pulled (for a truly bogus reason). And NOW that same self-proclaimed expert is telling the city to seek stimulus funds to fix Runway 4 - 22. Is the local play book Alice in Wonderland?

So Much Information, So Little Paper
The VASI homepage www.veniceaviationsociety.com has links to information about airport matters that "will not fit" in the VASI Angle newsletter. Please check the site regularly to keep abreast of these updates.

Safety Alerts for Operators (SAFOs)

Circuit Breakers and You: The FAA has issued a Special Airworthiness Information Bulletin (SAIB) concerning circuit breakers because a potential fire hazard exists following circuit breaker resets.

The case cited involves a pilot who had a weather radar failure and a burning smell in the airplane the day prior to the accident. The pilot turned off the weather radar and manually pulled the related circuit breaker. The next day it is likely the pilots reset the weather radar C/B, restoring power to the weather radar system wiring. This is consistent with the "Before Starting Engines" checklist. Then 10 minutes after takeoff, they announced a problem and crashed about two minutes later. The NTSB determined that the most likely failure was from the weather radar and its associated wiring, which would be possible only if that crew reset the weather radar circuit breaker. Current guidance for part 25, Transport Airplanes in AC 25-16, Electrical Fault and Fire Prevention and Protection that has also been accepted for small airplanes is **no pilot should reset any circuit breaker more than once**. In the accident airplane, the FAA does not know if the circuit breaker tripped again but, if it did, it was after an uncontrollable fire was started. The FAA says that the C/Bs that are essential for safety in flight are required to be located and marked so they can be reset in flight. The rules do not require segregation of non-essential C/Bs. This SAIB references the most current "best practices" for circuit breakers, the electrical system and aging wiring. It is important to note that many older aircraft may have little or no guidance on resetting policy in their airplane flight manuals. The FAA recommends that pilots and owners mark those breakers that are essential for safety in flight.

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Essential" C/Bs should be reset in flight only once after at least one minute, if there is no remaining smoke or "burning smell" and the affected system and equipment is needed for the operational environment. FAA says any non-essential C/Bs should not be re-set in flight. Preflight checklists should be revised delete "Circuit breakers-In", if applicable, and insert: "Check circuit breakers and if a circuit breaker is not set, do not reset the circuit breaker if there is a related maintenance malfunction."

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FAA Issues SAFO on Dangers of Improperly Inflated Tires:

Purpose: This SAFO emphasizes the necessity for operators of all aircraft and especially the Learjet Model 60, to maintain the correct tire pressure. This is done by measuring cold tire pressure at the intervals recommended by the manufacturer. Background: On September 19, 2008, a Learjet Model 60 departing the Columbia South Carolina Airport overran the runway when the crew attempted to reject the take-off. The two crewmembers and two of the four passengers were fatally injured, the other two passengers suffered serious injuries. The aircraft was destroyed by extensive post-crash fire. The initial investigation revealed tire debris and portions of the airplane's components on the runway. It is possible that low tire pressure could have led to a tire failure. Discussion: The average aircraft tire is composed of 50% rubber, 45% fabric and 5% steel. These tires are designed to carry heavy loads at high speeds. Problems caused by **incorrect tire pressure can lead to catastrophic failure of the tire(s)**. Over-inflation of a tire can cause uneven tread wear, reduced traction, make the tread more susceptible to cutting, and can increase the stress on aircraft wheels. Under-inflation of a tire can cause uneven tire wear and greatly increases stress and flex heating in the tire, which shortens tire life and can lead to tire blowouts. It is imperative pilots understand the dangers of improperly inflated tires. Pressure checks of tires are most meaningful at ambient temperature when tires have been at rest for at least two hours since their last use. When tire pressure is checked with a gauge, the gauge must be calibrated. Recommended Action: The accident in South Carolina is one of many in which malfunctioning aircraft tires may have been a safety issue. All personnel should become familiar with the contents of this SAFO, and the appropriate personnel should check tire pressure using the manufacturer's recommended intervals and procedures. Contact: For any questions pertaining to this SAFO, please contact the General Aviation and Commercial Division, AFS-800 at (202) 267-8212.

SAFOs can be found on the FAA web site:

http://www.faa.gov/other_visit/aviation_industry/airline_operators/airline_safety/safo/



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Membership Renewal

February 2010

The membership renewal rate is encouraging. Our members tell us they depend on their organization to keep them informed about what is going on in airport matters. To do that VASI needs all of you to renew your membership and encourage others to join. If you are not a member consider joining the Venice Aviation Society, Inc. (VASI). We need your support, and we need your membership. VASI works to support the Venice Municipal Airport, airport tenants and airport users. The VASI voice is strong because we do our best to be factual and honest. Some people want to simply close the airport. Others want to dramatically reduce its usefulness to pilots and impose stringent operational restrictions. We emphasize that VASI is a responsible advocate for our airport and one of our key tasks is to try and keep the community informed. VASI focuses on such varied topics as airport maintenance and physical improvements, security, new hangars, better instrument approaches and airport noise. We also sponsor FAA Wings programs; have cookouts, as well as our regular meetings to mention just a few of the topics. The VASI website: www.veniceaviationsociety.com provides an additional resource. VASI has supported greater airport access, we developed improved Fly Friendly procedures and urged the Venice City Council to adopt those steps. We not only want to insure the continued existence of the Venice Airport, we also want to see improvements to increase airport safety, utility and good neighbor practices.

The VASI Angle Newsletter, NOTAM post cards, cookouts and other activities cost money. Your membership dollars keep the Angle coming and help pay for the picnics and the other VASI sponsored activities. As we mentioned previously it has been an expensive year and without member contributions and support we would not have been able to keep you informed and accomplish our mission. Help us to help you and our airport by renewing your membership or becoming a member. Please mail the completed new or renewal application from the VASI Angle along with a check today to our treasurer Al Paul, 4476 Via Del Villetti, Venice, FL 34293. If you have renewed we thank you and ask that you pass this letter and a membership application along to a fellow supporter of the Venice Airport.

Thanks in advance for your crucial support



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VASI members believe that we can have a safe, modern, well maintained, financially strong airport that is also a good neighbor and we urge our city leaders to share that vision.

“I personally want a full-length 4-22. The FAA has put the burden on us to demonstrate why they should not build a shorter, narrower runway. They have said 13-31 is enough as far as they are concerned. We are going to have to convince them that the City needs a noise-reduction runway and can justify it, and that it should be possible with modifications to, but not destroying the golf course.”

~Mayor Ed Martin at the April 2009 VASI meeting.

Calendar of Events Fall 2009

Wed Feb 17----- VASI Member's Meeting; Venice City Hall Council Chambers @ 7:30 PM
Sat Feb 20----- Airport Appreciation Day at The Venice Municipal Airport, 10AM-4PM
Sat Feb 27----- EAA Fly-In at Buchan Field (X36), Englewood
Sat in Mar----- VASI Cookout—Date to be determined
Wed Mar 17 ----- VASI Member's Meeting; Venice City Hall
Wed Apr 07----- FAA Wing's Program starting at 7:00 PM
Wed Apr 17----- VASI Member's Meeting starting at 7:30 PM



You are invited to join VASI. Visit www.veniceaviationsociety.com for details about our organization and how to join. We welcome new members!
Join the Facebook "Friends of Venice Municipal Airport" see www.veniceaviationsociety.com for details.

Pass This On to a Friend

Venice Aviation Society, Incorporated

Application for Membership

Yearly Dues only \$20.00.

Dues waived for WWII and Korean War Veterans, and for Purple Heart Recipients.

Please remember to include your check with this application, and Please Print Clearly.

Name: _____
Last First Middle

Name as you want on your name badge _____

Mailing Address: _____

City, State, Zip: _____

E-mail address: _____

Phone Home: _____ Work: _____

Pilots and non-pilots welcome.

Pilot? Yes _____ No _____ Aircraft, if own, what type? _____

WWII, Korean War, Purple Heart: _____

Signature: _____ Date: _____

Send your application with your check for \$20.00 payable to VASI today!

VASI, c/o Al Paul, Treasurer, 4476 Via Del Villette, Venice, FL 34293

VNC CTAF/UNICOM 122.725