

The

VASI

Angle

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HAPPY NEW YEAR

From Manhattan to the Burma Road by way of Venice.

Pouring over the map of the Burma Road on Michael "Mike" Flanagan's dining room table, I immediately got the sense of adventures to come. Born a first generation American on December 28, 1925, Mike would join the ranks of America's Greatest Generation. Swooped up for military service literally moments after his 18th birthday, Mike reported for basic training in Biloxi, Mississippi in January of 1943. He first started in flight training, but some disappointing scores suggested he was better suited as a Navigator or Bombardier. Turning his attention elsewhere, Mike proceeded to advanced training at Lowery Air Base in Denver. There he would train to be a gun turret mechanic for bomber aircraft, a specialty he would never perform. Instead, he spent most of his time as an aircraft and base electrician.

Following training in Denver, Mike was then sent to Stinson Field in San Antonio where the 598 Engineers of the 382nd Service Group were being formed. Once the Service Group was fully formed, Mike made his first trip to Venice, by way of Jacksonville (for some more training), Miami and Naples. "We bummed an airplane ride from Jacksonville to Miami. Then we bummed another ride in a 6x6 to Naples and spent the night in jail," he recalls. There was no place to stay, so they were "invited" to sleep in the unoccupied cells. Finally, they bummed another ride in another 6x6 bound for Venice. "When we arrived, nobody was there." Venice Airbase had been evacuated due to an approaching hurricane. So, they were bussed up to Sarasota High School, where they waited the storm out. Mike recalls nothing remarkable about Venice at that time, "Just a main street. That was about it. Life on the base was fine. There were still a lot of people

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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.

(Continued on page 2)

(Continued from page 1)

here. We lived in sort of temporary wooden/tent like structures. We visited Sarasota a lot, but not much to do in Venice. There were a few stores. I just remember the trees and the avenue,” he said.

After about a month or so in Venice, the unit was assembled and it was time for overseas deployment. In January 1944 Mike and the 382nd departed Venice, Florida bound for Venice, California. There, the Group boarded the USS General William Mitchell troop ship head for India by way of Tasmania. Mike recalls the uneasy feeling some had sailing without escort. Enemy subs were known to patrol all over the Pacific, even late in the war, especially the open shipping lanes, and their 19 knot cruising speed meant a month-long journey ahead. Shortly after getting underway Mike discovered that his Unit Commander had volunteered the unit for full time guard duty, a revelation that drew moans and groans. “It turned out to be great. We had full run of the ship and could sleep on the deck,” Mike recalls. “We had Red Cross packages, games and cards. The trip was long, but it wasn’t unpleasant. Particularly since we had the run of the ship, unlike others. Food was good. What does an 18 year old know?” First stop after Tasmania: Bombay. Spending all of an hour there, they boarded the train for Calcutta and their final destination, Chittagong (then east India), the western terminus for the Burma Road. Mike and his group would be stationed there for the remainder of the war, “Until they dropped the big one,” as he puts it.

Here, after some time at the base Mike would enjoy a great adventure. “They were looking for volunteers to drive a 100-truck convoy to Kunming when the unit moved to China. I had flown the hump a number of times so I volunteered for the month-long road trip. It was the first time we were issued weapons because of ‘bandits’ in the area. But we never ran into any. When the unit was re-formed in Kunming we moved on to Luchow.” Eventually the unit ended up in Shanghai. “A beautiful city,” Mike recalls.

Life was relatively simple and active at his duty post in Chittagong. “We wired the base, tacked bare wires to trees, and maintained the grid,” as well as servicing the Burma Hump Flights, the C-46s and C-47s delivering supplies to the other end of the line. Mike’s job was to sort out and repair aircraft electrical problems.

The Burma Road was actually 717 miles long, built by 200,000 Chinese laborers in 1937-1938. When Japan overran Burma in 1942, the only way the Allies could get supplies to China was to “Fly the Hump” across the Himalayan Mountains. “To keep the pilots company when they flew alone we would fly along on the Hump Flights from time to time, it was a day trip. We would offload cargo at the other end and then return.” Mike was pretty blasé about those flights but they could be quite dangerous. Pilots relied on DED or deduced reckoning (fly for so long at such a speed, winds are about from that direction, so we should be about here). The 530 mile flight cost nearly 1,000 servicemen and 600 planes.

Back at the base weekend passes to Calcutta were a staple of off-duty hours. “We must have liked it. We stayed overnight many times there.” Even though the war ended, service continued on for Mike. For the last 6 months in Shanghai, “we had little to do but load fuel for distribution around China on the C-46s and 47s. We would also repair their aircraft electrical problems when they returned. We also spent lots of time in Shanghai after the war ended. It was a very nice town,” he remembers. Mike made friends with a Portuguese family from Macao who had been run out of that city by the communist. The father was working on the base in Shanghai. The family was able to immigrate to the United States shortly after the war. They remained friends until recently when those of Mike’s generation passed away. He recalls that the children spoke excellent Chinese, Portuguese and English, and maybe some other languages. With his service to country over, Mike returned to Los Angeles and mustered out at Ft. Dix. He soon went to school on the new G.I. Bill and got his BSEE from the prestigious Rensselaer Polytech. It was there that he met his soon-to-be wife, Arlene, at an Albany State fraternity party on a blind date. After graduation in 1951, Mike went on to work for Bell Aircraft in New York on their air-to-air missile program. A fantastic program, he re-

(Continued on page 3)

(Continued from page 2)

calls.

Bell Aircraft would later go out of business and he turned to MIT's Lincoln Labs later MITRE Corp. and at one point contributed to the development of the first desktop computer. Worked great, ahead of its time he recalls. He stayed with MITRE until his retirement in 1983. It was then that Mike would take on sailing and visited Florida for a month every winter. Liking Venice in 1944 and with fond memories of the Venice Airport he and Arlene made Venice their full-time residence in 1993, 49 years after his first visit. Sadly, Arlene passed away in September of 2009 and is greatly missed. Michael "Mike" Flanagan is father of six, has 12 grandchildren and one great grandchild, enjoys watercolor painting, tennis and gardening, and is a treasured member of America's (and Venice's) Greatest Generation.

Show Me the Money

Well – it's time for an update to the docudrama street theater called VNC. But first: USA Today has been running a series of stories that have been critical of the FAA AIP grants GA Airports have or are receiving. The articles have been unbalanced with facts so twisted that Aviation related businesses have stopped advertising in the paper. It is unfortunate that mangled facts become accepted truths by aviation critics and the public at large (about the same kind of environment we face in Venice). Just consider the damage done in shaping public attitudes towards General Aviation of this one widely held falsehood: Taxes—Fees paid by passengers on commercial airlines support grants provided to small GA Airports. That is FALSE. The TRUTH: Taxes and Fees paid by commercial passengers go only to commercial airports - period. GA activities pay more into the system (taxes/fees) than GA Airports receive in annual grants.

Just as Florida is a "donor" state for the Federal Highway Trust Fund (receives less in grants than the federal fuel taxes paid in), GA is a "donor" relative to taxes and fees paid in and grants received from the FAA. One recent USA Today story listed Federal grants received by airports for the last twenty eight years. Hold onto your hats, but first a reprint from the April 2009 VASI Angle:

Membership information:

- Individual membership rates: \$20 a year. Receive the VASI Angle plus classified advertising privileges.
- Corporate membership rates: \$100 a year. Covers up to 8 additional employees at reduced rate of \$10 a year each. Business Card Size Ad in Angle, classified privileges plus a banner ad on the web.

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What a Score

"Have you read the papers lately? SRQ receives \$4.75 million in stimulus funding to resurface its cross-wind runway. VNC \$0. Charlotte County Airport receives \$2.5 million in stimulus funding to refurbish its ramp. Ramp repair was removed from the VNC JCIP last February (2008) in part because it was deemed to be "wish list stuff and would never be funded". VNC \$0. Charlotte County receives \$2.2 million in AIP Grant to build a taxiway. Taxiway repair was removed from the VNC JCIP last February because it was

(Continued on page 4)

Welcome New VASI Board Members

Paul Cellec is very active with Angel Flight. He flew the "heavy iron" and is now the proud owner of a Bonanza. He is an FAA Master Pilot.

Ray Deer is a member/partner of the local flying club and has the enthusiasm of a newly minted pilot. Both bring great talents and interests to the VASI Board that will be put to good use. On behalf of the VASI membership I thank them for volunteering their time as board members.

Nick

(Continued from page 3)

incorrectly viewed as airport expansion. VNC \$0. SRQ and Charlotte County Airport expect to create 92 jobs. VNC 0. So if this were a baseball game the visiting team would score \$9.45 million and the home team ZERO! How high will the score go? Sorry there is no mercy rule so let us hope it is not a shutout.

Many thanks to Buck Settles for his many years of service as a VASI Board Member.

**

Now the update - 28 years of grant history, yes, that's 28 years:

Venice has received 12 grants for an amount of \$5,505,706. Runway 13-31 rebuild and some loose change. Charlotte County has received 27 grants for \$24,688,076. Today no grants for VNC till the Master Plan Update is submitted and APPROVED. Runway 4-22, hey forget about it. That shutout - we are in the 8th inning and it does not look good for the home team."

VASI Classified
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And of course many will recall the blog by a leading city official that the destruction of the Venice Airport capital improvement program saved the taxpayers money. Nothing was saved as the money as we see went to other airports.

And now back to our Docudrama

"False words are not only evil in themselves, but they infect the soul with evil." Aristotle

Long story short: this newsletter contains the letter to the ADO (insert) resulting from the last airport workshop. The City Manager, Assistant City Manager, Airport Director and DY consultants, with letter in hand visited the FAA. Simple pitch – downgrade VNC to a BII. The letter suggests that if the FAA would agree Venice would sorta, kinda, maybe agree to maintain both runways as full length and width (5,000' x 150'). City awaits the FAA response but based on the record we think the city will be mightily disappointed. So what we hear is that the next workshop will produce a new letter that will propose a "hybrid" option: Runway 13 - 31 as a BII (but still 5,000' x 150?) and Runway 4 - 22 as a CII (but those darn instrument approaches get mucked up by the bridge, the missed approach for 4 will be interesting and of course planting the approach lights for 4 in the Gulf could be a problem, and oh yeah I guess something would have to be done about the driving range sitting in the Runway Safety Zone). So how will this hybrid approach be received by the FAA? There is the real and there is the fairy tale. The agenda driven will insist that the "process" be continued – no decision – just insist on process, take it to a higher authority, maybe hire another lawyer or consultant, spend the remainder of the airport reserve. Attend the next airport workshop around January 28, marvel at the spin, wait for the follow on workshop. Read the ten questions to the consultants and their answers contained in this newsletter? Question eight and its answer should be painted on the wall in Council Chamber. Maybe that will stop the emotion laden false assertion from being continually repeated by elected officials that the "CII was a typo error" in the year 2000 Master Plan ALP. We'll wait and see.

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To: Councilman Carlesimo
From: DY Consultants
Subject: Response to Questions Dated December 4, 2009
Date: December 10, 2009

Thank you for the opportunity to respond to your ten questions.

1. At the last workshop, you reported that the FAA would not agree to downgrade the airport to a lower Airport Reference Code category. Please confirm that I am correct.

We have mentioned in the past that the FAA would be reluctant to lower the Airport Reference Code from a C to a B. Many airports petition the FAA to restrict traffic at airports via different methods such as noise restrictions or weight limitations, and the FAA is very sensitive to requests to reduce/restrict aircraft operations. This is based on past experience in dealing with the FAA. Also exaggerated operation numbers have been accepted for so long at Venice that it becomes difficult to overcome this accepted belief, especially when many decisions have been based on these numbers. However as time has progressed and we received more and more accurate operational data from the camera count at the airport, we now see that there may be sufficient data to justify a request for Venice to have a B designation.

2. At the last workshop, you reported that the FAA would not agree to the use of declared distances to shorten Runway 31. Please confirm that I am correct.

Declared distances is a tool that many airports use to achieve standard FAA runway safety area dimensions. They cannot be used without the review and approval of the FAA. Declared distances are more appropriate for larger airports, since pilots need to be diligent about runway lengths available and many feel that that diligence occurs more at larger airport with commercial aircraft, although declared distances have been used at General Aviation airports.

3. In your professional opinion, is a traffic count, conducted during a severe economic environment, compounded by the fact that aviation traffic is down by as much as 50%, and made worse by the physically poor condition of Runway 04/22 representative of how our airport should be classified?

The existing camera traffic count provides excellent data on the current use of the airport. With this data and data associated with fuel sales, accurate estimates can be determined for past operations. The methodology of using past fuel sales is an FAA and industry accepted standard since an economic upturn or downturn which would affect number of operations would also affect fuel sales in the same proportion. Hence fuel sales can be used as a direct indicator of operations. Forecasting into the future also uses FAA and industry standard methodologies such as Socioeconomic Regression (based

on population, income, and employment), Market Share Analysis (Constant share, Dynamic market share) and Trend Analysis. The counts that are being collected provide excellent data that can be used to base projections into the past as well as the future. We believe these estimates are much more valid than the estimates that have been used at Venice. Our data shows that the estimates that were used in the past are off by 300 to 400 percent.

4. If downgrades to a B-II airport are, 1) just paperwork as some have suggested; and 2) has no impact on the kinds of airplanes, (big or small, charter, fractional or personally owned), that land here now, why doesn't the FAA readily agree to a downgrade? Will we be able to keep runways in excess of 4,800 usable feet? I am told that this is important to some operators that currently use the airport.

The FAA is very reluctant to allow airports to downgrade, because of the precedent it sets. If the FAA allowed noise or weight restrictions or downgrades, a large percentage of airports would implement them and the aviation system would be greatly impacted. Also the FAA has invested large sums of funds into airports including Venice. At Venice, these funds were used to support dimensions associated with a C airport. Allowing Venice to be downgraded to a B airport would mean that those funds were wasted on larger dimension projects than necessary. You mention the possible loss of runway length if Venice Airport is downgraded to a B designation. In the letter to the FAA requesting concurrence with a B designation, it is suggested that if the FAA concurs with a B designation, Venice would be willing to maintain existing dimensions at the airport, many of which meet C standards. In addition, if the FAA participates in the rehabilitation of Runway 4-22, Venice would be willing to fund any existing dimension that goes beyond a B designation, such as runway length, width etc. We have done a runway length analysis for Venice based on B aircraft and have determined that 75% of B aircraft at 60% useful load would require 4,650 feet and 100% of B aircraft at 60% useful load would require 5,400 feet. We believe these numbers would justify FAA support for rehabilitation of runways at Venice at their present lengths even with a B designation. If designated a B, the FAA would probably not support the full 150 width (which is greater than a C designation) and Venice would need to provide the difference in funding from a B width to the current width.

5. I have met with the businesses currently operating on the field and listened to their concerns about all the current issues facing the airport. In the course of your business, have you ever conducted workshops with stakeholders, such as our airport businesses, where a downgrade in utility potentially harms their business?

Venice Airport currently meets B standards and in fact meets many C standards. Changing the designation from C to B would have very little impact on businesses. If you research documents that pilots use when making a decision to use an airport or runway, the designation of the airport is not published in any of them. If you queried pilots about the Airport Reference Code very few would understand what an Airport Reference Code is and what it means. Because of that we can say that a change in ARC from B to C would have little to no impact. The airport cannot deny access to aircraft regardless of the ARC. Since Venice would be willing to maintain existing standards even if designated a B, there would be no physical change in the airport.

6. What physical changes would be required of our airport for the city to declare it a B-II? Is this accomplished through runway markings, notices in the FAA airport directory or what? Please detail exactly what would have to be done to accomplish this. Please discuss any legal liability issues associated with changing the airport designation to a B-II without physically changing the runways and

notices to pilots.

No physical changes would be required if Venice Airport was designated a B. ARC is not published in the Airport Facility Directory, nor Approach Plates nor the Form 5010 nor any other documents that the public or pilots normally see. It is only published in the Master Plan and Airport Layout Plan. There are no legal liabilities that we are aware of.

7. Runway 4/22: If we accept that any airplane that comes here now can come here after a downgrade (and I don't accept that at this point) then what must be done to this runway to make it our best noise reduction runway? If it is a B-II runway, how will it be rebuilt? If the same C-II airplanes that use our airport want to continue to come, will a C-II airplane use or avoid a short, narrow B-I1 runway?

As we have stated in one of our responses above, Venice cannot deny or restrict access to the airport, whether it is a B or a C designation. Runway 4-22 currently has been designated the noise abatement runway. Venice publishes this in a number of ways such as on the message associated with their Automated Weather Observation System (AWOS). Use of a noise abatement runway is entirely voluntary. The way to make more pilots use this runway (without considering wind direction) is to make it more attractive to pilots. This can be accomplished by lengthening it or making it wider (both of which are impractical at Venice). Also instrument approaches could be added. This is possible for Runway 4, but difficult for Runway 22 because the draw bridge presents an obstruction.

8. The president of the Venice Airport Business Association has presented historical airport plans that strongly suggest that the only error in the 2000 ALP was that the runway protection zone at the departure end of runway 31 was too short. Is it technically correct to characterize that ALP as a B-II ALP and only the C-II designation was wrong? If so, what specific item(s) make that 2000 ALP a B-II ALP?

We believe that the document mentioned in your question presents the airport as a C airport with a mistakenly depicted Runway Protection Zone (as a B).

9. I am told that 13/31 is the primary runway. I understand that it has the instrument procedures that airplanes use in bad weather. If runway 04/22 becomes the C-II runway (as in the "hybrid" option), then what about the instrument landings and landing lights for that runway, how are they accommodated?

As we mentioned above, if Runway 4-22 becomes a C runway, instrument approaches could be added to Runway 4 but would be difficult for Runway 22 because of the draw bridge which currently causes the threshold to be displaced 294 ft. Again we reiterate that if the FAA concurs with a B designation and Venice will maintain existing standards, there will be no change to the airport. The instrument approaches would remain along with the approach lights.

10. In our last workshop, as a result of your visit to the FAA, council directed and the FAA recommended that you compile five years of historic traffic count data. Has there been any success with that task?

We currently have 8 months of very accurate operation counts for 2009. Using industry and FAA approved methodologies (such as fuel sales) we can accurately estimate operations for 2007, 2008

and 2009. We can also use FAA approved methodologies to forecast operations for future years. This gives us justification to estimate 5 years of operations. The FAA may accept the estimate or may require additional camera counts before being satisfied that sufficient actual counts have been taken to justify the estimates.



U.S. Department
of Transportation
**Federal Aviation
Administration**

Orlando Airports District Office
5950 Hazeltine National Dr., Suite 400
Orlando, FL 32822-5024
Phone: 407-812-6331

October 7, 2009

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

Dear Mr. Turner:

RE: Venice Municipal Airport
Land Use Inspection—Corrective Action Plan
Federal Aviation Administration (FAA) Comments

This letter responds to your Land Use Inspection Corrective Action Plan, submitted under cover of your September 4, 2009 letter. We appreciate the prompt response of the City of Venice (the City) and we remain optimistic the issues addressed in our Land Use Inspection Report can be resolved.

In general, the City offered proper responses to our concerns. However, some of the responses did not indicate a timely resolution of the concerns we cited. Those of greatest importance are safety matters, including:

- Submitting a revised Airport Master Record, FAA Form 5010 to indicate standing water after periods of rain on Runway 4/22—the red-lined 5010 may be sent to this office immediately.
- Addressing airfield marking and signage deficiencies—these projects should be completed as soon as possible with airport funds; such projects may be reimbursable under a future FAA grant.

The golf course driving range located in the safety area of Runway 4 needs to be addressed within a shorter timeframe. FAA recognizes that the master planning process takes time. However, we expect airport sponsors to be diligent in resolving matters that enhances safety. Therefore, the City should revise their Corrective Action Plan to indicate suitable timeframes to resolve this issue.

In addition to the safety concerns, we offer the following comments on separate issues:

Festival Grounds: The City should have these lands appraised to determine Fair Market Value. Once the land has been appraised and a reasonable fee has been established, the City should forward this information, along with a request for an interim non-aeronautical use, to the FAA. Further, it is not appropriate to revise the Comprehensive Plan to indicate fairgrounds on airport property even if the note uses the term “temporary”. This property was conveyed to the City of Venice for aeronautical use and should be labeled and zoned as airport/light industrial. Any additional notations may encumber the property, making it difficult for the City to comply with federal grant assurances and surplus property restrictions.

Tito Gaona Trapeze: We did not find any supporting documentation attached to the Corrective Action Plan regarding this matter. Please forward information regarding this non-aeronautical lease, along with your request for FAA concurrence of the property use.

Chefs Rule Honoluana Restaurant: The City stated this is a 25-year lease which commenced on January 1, 1989, with a five year option. The original lease term will expire on January 1, 2014. The FAA expects the City will not allow the five year option to be exercised for this property. In 2014, this leasehold will revert to the Airport and the City should pursue an aeronautical tenant. If no aeronautical tenant is found, the FAA may concur to a short-term non-aeronautical use of this property.

Senior Friendship Center and Sharky's: These parcels cause recurring airport compliance concerns regarding their benefit to the Airport. Both of these parcels were mentioned in previous audits and inspections of the Airport, and the properties, which are not contiguous to the airfield, are not expected to be needed for future aeronautical use. Therefore, it appears it would benefit the airport to release these properties at Fair Market Value. The resources required to keep these properties on the books seem to outweigh the benefits.

Based on our comments above, please amend the corrective action plan to address FAA concerns. Your response should be forwarded to this office no later than November 6, 2009.

Sincerely,

Bart Vernace, P.E.
Assistant Manager

cc:

Terry Beacham, FDOT/1
Jeff Leopold, FDOT/1
Fred Watts, Airport Manager, Venice Municipal Airport

Educating the Public – One Person at a Time

David Ansley felt a connection to Mr. Malkerson because he looked at the same house when he was house hunting back in 2002. Mr. Malkerson complained to the Mayor about low flying aircraft and David sent him the following letter. Mr. Malkerson response to David is very telling. VASI has been unsuccessful in our repeated attempts to have the City Council pass an Airport Disclosure Ordinance (Florida Statute 333). Mr. Malkerson purchased this house for \$365,000. The 2009 Just (Market) Value determined by the Sarasota County tax assessor is \$234,300. All highlighting was added for emphasis.

From: [David Ansley](#)

To: [Charles A Malkerson](#)

Sent: Sunday, December 06, 2009 9:37 AM

Subject: your Nov 30th letter to Mayor Martin

Dear Mr. Malkerson

I am a retired aerospace/defense engineer and a commercial pilot. I fly a single engine piston airplane based at Venice Municipal Airport. I am a member of the Venice Aviation Society Inc. (VASI). I was house hunting during the same 2002 time frame and probably walked through the house that you purchased.

Your house at 409 Shore Road is exactly on the extended centerline of runway 13/31 and 0.31 nautical mile (~1,900 feet) from threshold of runway 13. The RNAV GPS instrument approach to runway 13 specifies that the aircraft should be at an altitude of 460 feet above sea level (444 above the threshold of runway 13) at a distance of 1.3 nautical miles. Doing the ratios, the aircraft would cross your house at a altitude of slightly more than 100 feet. Airplanes usually land about 1,000 ft. beyond the threshold of the runway. So the actual house-crossing altitude would be somewhat higher. **But looking up at a airplane 100 feet above you is not something that I would enjoy. That's why I purchased a home elsewhere.**

The instrument approach does not provide electronic glideslope information to the pilot. The Federal Aviation Agency (FAA) offered to provide it free of charge. All the City of Venice had to do was write a letter requesting it (called a WAAS approach). But they did not.

Runway 13 does have a visual glideslope that the pilot can see in clear weather. It's located on the left side of the runway several hundred feet beyond the threshold. On the instrument approach chart, it's shown as a black circle with the letter "P" in the center. The visual glideslope is an arrangement of 4-lights that change color depending on the airplane location above or below the glideslope to the runway. If the airplane is on the glideslope then two lights are white and two are red. If it's slightly low then 1 light is white and three are red. If it's really low then all 4 lights are red.

Airplanes taking off on runway 31 (in the direction of your house) see the attached sign that was recently installed beside the taxiway to request pilots to (after takeoff) side step west to avoid residential areas. Once airborne, the pilots should turn west toward the gulf to avoid flying over the houses.

Believe it or not, jets are getting quieter. The old noisy ones were gas-guzzlers and quickly being replaced by fuel efficient (and very quiet) models.

Runway 13/31 is being used more because runway 04/22 (the designated noise abatement runway) is in very poor condition and has the potential to damage airplanes. Two years ago, The City of Venice withdrew its funding application to the FAA to rebuild runway 04/22 just months before it was due to be awarded (the funding process takes approx. 5-years). The federal government and the state of Florida would have paid 97.5% of the cost. If the City were to re-submit the application tomorrow, it would go back to the bottom of the pile and take another 5-years before they receive the funding.

VASI meets on the 3rd Wednesday of every month during the fall, winter & spring (except December) in the Venice City Hall community center. It's open to the public and I invite you to attend. The VASI website is <http://www.veniceaviationsociety.com/>

----- Original Message -----

From: Camalkerson@aol.com

To: daansley@comcast.net

Sent: Sunday, December 06, 2009 12:26 PM

Subject: Re: your Nov 30th letter to Mayor Martin

Dear David:

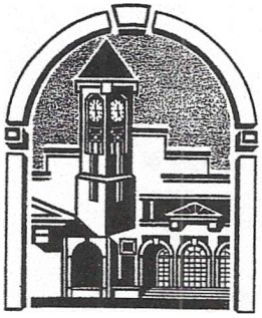
Thank you so much for your nice and informative letter. I am trying to learn as much as possible as fast as possible, so every bit helps! Here are a couple of quick thoughts I had as I read your letter:

- 1) I have really been out of the loop on all this and rarely get down to Venice, so it's all new and surprising.
- 2) I have learned, quickly, that correspondence and communications sure do "get around" fast.
- 3) I'm kind of a boating guy, so all this airport and flying jargon and are like taking a calculus course for me. My brother flew for the Marines in Viet Nam, but I doubt he would now know one runway from another.
- 4) I think I can appreciate the conversation about the differing conditions of the two runways. I "YouTubed" Venice Airport about a week ago and watched footage from a camera slung underneath a plane as it fairly smoothly went down one runway, and bumped its way down another.
- 5) I have read through the 85 page PDF document, "FAA Relationship With Venice Airport," on the Venice Aviation Society web site, which provided a ton of background material for me - thank you.
- 6) I loved the "Fly Friendly" sign! Perhaps we can get some "Boat Friendly" signs up on the Intracoastal.

I have learned that this whole thing is very complex and that there are so many of you faithfully working to come to a good conclusion - from all sides. As a neophyte in all this, I have neither the technical nor historic knowledge of so many others. So, I can only approach this from the direction of, "what does this mean for me?" **No matter how this goes down I feel my hands are kind of tied in respect to the value of my home and the options I have for its personal use or economic options. As a pilot, when you considered purchasing a home on Shore Road, you were well aware of the situation - I was not. No one informed me of the situation and now I am stuck.**

Anyway, thank you again for your letter and invitation. If I do get down there this winter I would be happy to take you up on it.

Sincerely,
Chuck Malkerson



CITY
OF
VENICE

401 W. Venice Avenue Venice, FL 34285
(941) 486-2626 Fax (941) 480-3031
Suncom: 516-4382

December 10, 2009

"City on the Gulf"

Bart Vemace

Assistant ADO Manager FAA Orlando ADO

5950 Hazeltine National Dr.

Orlando, FL 32822

Dear Mr. Vemace:

The intent of this letter is to request concurrence with the City of Venice's desire to designate Venice Municipal Airport (VNC) as a "B1" Airport Reference Code (ARC).

Recently, as part of our efforts to complete a Master Plan and Airport Layout Plan, the City of Venice has installed a system to accurately determine the number and type of aircraft that are using the airport. The system consists of strategically placed cameras that record every departure as well as touch and goes. Currently, we have collected data for eight months (March - October 2009). If we prorate this data to a yearly basis, the total number of operations would be approximately 58,662 with 285 operations of aircraft with a C or greater ARC. This accurate count is much smaller than the number of operations that have been published for VNC (approximately 180,000). With such a discrepancy in the number of operations, it calls into question the validity of past decisions concerning the appropriate ARC for this airport.

In an effort to estimate past operations, we correlated fuel sales with operations for the past eight months to determine a ratio of these two parameters for both total operations as well as operations of aircraft with an ARC of C or larger. Fuel sales reflect the general condition of the economy and directly correlate to the number of operations. Using this correlation of fuel sales to operations takes into account the current downturn in the aviation industry. Using this correlation and past fuel sales we estimated the total number of operations as well as the number of operations of aircraft with an ARC of C or larger for the years 2007 and 2008. We also looked at the correlation of based aircraft to number of operations for the past eight months, and used it to estimate the number of operations in years 2007 and 2008. This analysis shows that the airport did not meet the criteria for an ARC designation of CII (500 or more operations of C or larger aircraft) for 2007 and 2008.

We also performed a Forecast of Aviation Demand to estimate future operations. The results of this study show that operations of C aircraft will not reach the C threshold of 500+ operations until the year 2030.

As you know, the role of the airport is currently under review and we have hired an aviation consultant to assist us in evaluating alternatives. If the airport is designated a "B1":

The Runway Protection Zone (RPZ) in the approach to Runway 13 encompasses approximately 29 homes. The citizens who own homes in this area are adamantly against having their homes in the RPZ, and have expressed their discontent at each City Council meeting that discusses the airport. They do not want their homes to be purchased (approximate cost \$7.6 Million), as the FAA recommends.

Extensive alterations of the Lake Venice Golf Course would be necessary to relocate a number of homes that are currently in the Runway Object Free Area (ROFA) alongside both runways, unless the FAA is willing to issue a Modification to Standards (approximate cost - zero to \$3.8 Million)

Taxiway C would need to be moved since it doesn't meet Runway/Taxiway Standards for an ARC of CII. (approximate cost \$1.5 Million)

The Lake Venice Golf Course Club House would be in the Runway 4 ROFA and RPZ. The golf course entrance road would be in the Runway 4 RSA and the Cart Storage Building would be in Runway 4 ROFA. These would require purchase or lease of golf course land to satisfy CII Standards, unless the FAA is willing to issue a Modification to Standards for the Runway 4 ROFA and RPZ. (approximate cost \$750K to \$2.2 Million)

Declared distances would have to be implemented to achieve C dimensions. This would reduce runway lengths for certain operations and adversely impact current users of the airport. Consequently, this would have a negative economic effect on the airport's sustainability.

If Venice Airport is designated a BII airport, the benefits would be extensive. First, no aircraft will be discriminated against using the airport. Second, current safety dimensions will be maintained, and third, the airport will be fully compliant with all FAA Airport Standards as contained in AC 150/5300-13 "Airport Design". No Venice homes will be in the RPZ. No FAA funds will be needed to modify the adjacent golf course to meet Runway Safety Areas, Runway Object Free Zones or Runway Protection Zones. The cost estimate to achieve compliance with FAA standards associated with a CII designation could range from \$8,350,000 to \$15,100,000. If the airport is designated as a BII, the cost to meet FAA standards would be zero since the airport already meets FAA BII standards.

Currently the airport doesn't meet the FAA requirement of 500+ operations of C or larger aircraft in order to be designated a CII airport. Using FAA and industry accepted standard methodologies, we believe that the airport did not meet this requirement for 2007 as well as 2008. Also the forecast indicates that VNC will not achieve 500+ operations for C or larger aircraft until 2030.

Since past operation counts may have been overestimated, we believe that the airport may have never qualified as a CII airport.

We respectfully request that the FAA concur with the City of Venice's request that both runways at Venice Airport be designated as "BII" runways.

We recognize the investment the FAA has made to Venice Airport and sincerely thank- the FAA for their financial support over the years. It is our intention to protect this investment in the future. We are willing to discuss alternatives to preserve the investment that the FAA has previously made.

We trust that you will give diligent consideration to our request. Should you wish to discuss further please feel free to contact me at 941-486-2626, Extension 24001.

Sincerely,

Isaac Turner City Manager

This is the DRAFT – Please note the change in the next to last paragraph.

Extensive alterations of the Venice Golf Course would be necessary to relocate a number of holes that are currently in the Runway Object Free Area (ROFA) alongside both runways, unless the FAA is willing to issue a Modification to Standards (approximate cost - zero to \$3.8 Million)

Taxiway C would need to be moved since it doesn't meet Runway/Taxiway Standards for an ARC of CII. (approximate cost \$1.5 Million)

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Currently the airport doesn't meet the FAA requirement of 500+ operations of C or larger aircraft in order to be designated a CII airport. Using FAA and industry accepted standard methodologies, we believe that the airport did not meet this requirement for 2007 as well as 2008. Also the forecast indicates that VNC will not achieve 500+ operations for C or larger aircraft until 2025.

Since past operation counts may have been overestimated, we believe that the airport may have never qualified as a CII airport.

We respectfully request that the FAA concur with the City of Venice's request that both runways at Venice Airport be designated as "BII" runways.

We recognize the investment the FAA has made to Venice Airport and sincerely thank the FAA for their financial support over the years. It is our intention to protect this investment in the future. If the FAA agrees to an ARC designation of B for both runways, we will maintain existing runway dimensions/standards, such as length, width, RSA, ROFA and RPZ (many of which currently meet or exceed C standards). For example, if FAA funds are requested for the rehabilitation of Runway 4-22, we will only request funds associated with B dimensions/standards and the City of Venice will fund the additional costs to maintain existing dimensions/standards.

We trust that you will give diligent consideration to our request. Should you wish to discuss further please feel free to contact me at 941-486-2626, Extension 24001 .

. Sincerely,

Isaac Turner City Manager

President's Letter January 2010

Dear Friends of Venice Municipal Airport and fellow pilots,

Thanksgiving marked the beginning of the Holiday Season. What an exciting time for all of us. My sincere wish is that your Christmas was Merry and Bright or your Hanukkah was full of family fun. May you and your family have a Healthy & Happy New Year! Jump start the New Year by paying your 2010 (\$20) dues and attending the FAA Wings Program on Wednesday, January 6, 7PM, Council Chamber, Venice City Hall. Oran Wolfe, CFII and Joe Ferreira, ATP, CFII will lead a discussion on "no time for checklist" emergency procedures. If you have ever had an aviation/aircraft related emergency attend and share your experience. Register at FAASAFETY.gov. Needing to work off that extra piece of Thanksgiving pie VASI members participated in the annual Venice Holiday Parade. Our first float featured three large blowups - Santa as the pilot in a helicopter, a single engine, and a twin airplane. The second float, directly behind the first was provided by Angle Flight. The Angel Flight Float was towed here from Leesburg. Additional lights, the VASI Banner, Airport Open House Banners and a great supporting cast made it a special event. With VASI members in aircraft costumes flying lead, members and friends passed out over 2,800 gliders to children along the parade route. How popular were our floats? Well nothing but smiles and cheers as we flew by an estimated 25,000+ spectators. We ran out of gliders before we turned off Venice Avenue! Next year it will be more members passing out more gliders, more formation flying, and more fun! While many assisted in making the float and participated in the parade Joe Keys provided the generator needed to keep those planes flying and deserves a special "Thank You". Next year, become a part of the formation - you are guaranteed a great time.

Our January meeting will be packed with information and feature St. Pete FSS to be closed at the end of this month, January 2010. The local expertise and great service will be missed. Airport Appreciation Day is rescheduled to Saturday, February 20. Volunteers, golf carts, and aircraft will be needed to make Airport Appreciation Day a success. This event is a superb way to meet and educate the public about the airport, aircraft, and the local aviation community. With your help we can repeat last years huge success. Then, the Collings Foundation B-17, B-24 & P-51 will visit VNC January 27-29 (Wednesday - Friday). VASI will help defray some of the costs involved in this flying tribute to those who have served our country and protected our freedoms. Volunteers are needed to help with set up, crowd control, or man the VASI booth. These events will be a topic at our January meeting along with the AWOS replacement and needed safety/ maintenance actions pending at VNC. As always, your friends, neighbors, and fellow pilots are welcome to attend our meeting. One January door prize will absolutely get your aviation juices flowing (think Collings Foundation) but you need to be at the meeting to win it. And by the time you get this newsletter the Council will have met to consider the sale of the Venice Jet Center. We hope the Council's due diligence is in good faith and business like.

With the New Year come new opportunities and challenges for VASI and the Venice aviation community. We are a member driven Venice Airport support organization. Your suggestions, ideas, complaints, and observations about VNC become the main agenda that the VASI Board acts upon. There are also long term community and pop up issues that must be dealt with in a forthright and positive manner. Your feedback is critical to our success as an organization. Many of you have asked who to contact to pass on your concern about the city and the airport. Please see elsewhere in this Angle and the VASI homepage www.veniceaviationsociety.co which has links to information about airport matters that "will not fit" in the VASI Angle newsletter. Also note the Cessna Advertisement in the Angle: VASI was able to end the year covering our expenses because a member purchased a new T182T and Cessna Air Orlando true to their promise donated \$1000.00 to our organization. So if you're "Thinking of Trading Up" consider buying your Cessna from Air Orlando to help VASI. As for the rest of us please - quickly pay your 2010 dues (\$20), recruit a new member and resolve to continue to be the "eyes and ears" of VASI. Thank you for your continued support. I look forward to seeing you at the airport, Wings Programs, VASI meetings and those City Airport Workshops.

Fly Friendly, Fly Safe,
Nick joecessna72@verizon.net, 941-716-5704

Venice Jet Center ARINC 131.30

Membership Renewal December 2009/January 2010

It is that time of year again. VASI needs you to renew your membership. 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 actively to support the Venice Municipal Airport, airport tenants and airport users. The VASI voice in the community is strong. But now more than ever we need your help to maintain that voice. Some people want to simply close the airport. Others want to dramatically reduce its usefulness to pilots and impose stringent operational restrictions. The airport's existence has been under attack in the past but today's environment is particularly threatening. A small but active group constantly bombards the media, elected, and appointed officials with false and or misleading information about the airport.

VASI is a responsible advocate for our airport and one of our most important roles is to simply try to keep the aviation community informed. We also conduct FAA Wings programs as a service to our members and to enhance aviation safety. The several cookouts we hold each year help strengthen community ties among pilots and the airport community. VASI focuses on such varied topics as airport maintenance and rehabilitation, security, new hangars, better safer instrument approaches and airport noise to mention just a few of the topics. VASI has strongly supported greater airport access and some time back took the lead with the Airport Director in developing 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.

Monthly meetings run from September through April. Those meetings along with the WINGS programs offer excellent speakers covering topics of interest to the Venice aviation community. Our newsletter, VASI NOTAMS, and informative website at veniceaviationsociety.com all help keep you informed. But this costs money. Your membership dollars keep the VASI Angle coming and help pay for the picnics and the other VASI sponsored activities. 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.

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 web: www.FFTC.info



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400 Airport Ave E.
Venice, FL 34285

Phone (941) 485-1799

UNICOM 122.72

ARINC 131.30

Yes we need your membership but oh by the way we also need people to be interested, involved, and informed about the issues associated with the Venice Municipal Airport. Challenge what you don't know as fact. Those out to destroy or marginal-

(Continued on page 7)

(Continued from page 6)

ize the airport make a lot of noise and the truth needs be heard. The truth will eventually prevail to the people of Venice and even to those who do not want to hear it.

Thanks in advance for your crucial support

Airport Appreciation Day

Saturday, Feb. 20 th 10 AM-4 PM. Aircraft Displays, Helicopter Rides, Food, Fun, Free Admission. Join the party, display your aircraft, volunteer to assist, golf carts needed -- contact a VASI Board Member.

Airport Courtesy

A major contributor to safe operations at VNC is courtesy. Give the right of way, use the radio properly, remember NORDO aircraft in the pattern, keep your head out of the cockpit, follow proper procedure and exercise common courtesy. Contribute to a safe and pleasant operating environment at VNC — open up the landing interval so planes can depart when the pattern is full, — consider getting your IFR clearance in the run up area and not blocking VFR types at the entrance to 4 or 31, — listen on UNICOM before transmitting, — clear the runway quickly, — give that turbine a break by giving way, — Fly Friendly & encourage others to do the same, — clear the area behind prior to engine start, — close your T-hangar doors after you pull your plane from the hangar, your neighbors will appreciate it. Courtesy – the social lubricant that makes VNC safe and fun.

HONOLUA ISLAND GRILL
 Jay & Marilyn Westrom
 New Owners
 941-483-3553
 Reservations & Info
 222 Airport Ave.
 On Venice Island, at the Airport

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. Read VASI comments about the recently submitted City Comprehensive Plan, the FAA land use inspection report, the complete City response to the inspection, the VASI concerns over the City response, the September 25, 2009 Airport Workshop slide presentation, the Part 16 complaint, past issues of VASI Angle newsletters, and frequently asked questions about VNC. Follow the link to the Venice Airport Business Association (VABA) website. There is more but visit the VASI web site and discover the factual information available with a few key strokes.

Try it, you'll like it.

Points of Contact

Do you ever wonder what you can do to support the airport? Or how you can make your views known to influence decisions? Your written comments carry far more weight than you may realize. Do not assume someone else is taking the time to write about “your” concern. Your courteous, truthful written comments may be the ones that break through the clutter and spur positive results. Venice has a public access email site that allows you to read every email sent to City Council Members. Frequently individuals will send a letter to the editor of a paper and also send a copy of that letter to the City Council. Others read the copy sent to City Council. The net result, if the paper does not print your letter, others read it anyway. Here are some addresses that you can and should use to insure your views are “on the record”:

Federal Aviation Administration: {Note: The FAA web site contains additional information, names and offices (www.faa.gov)}
 Orlando Airports District Office
 5950 Hazeltine National Dr. Suite 400
 Orlando, FL 32822-5024

Florida House of Representatives.....doug.holder@myfloridahouse.gov
 Florida Senate..... detert.nancy.web@flsenate.gov
 Gondolier..... www.sunnewspapers.net/editorial/submitletter.aspx
 Tribune..... www.heraldtribune.com/section/opinion04
 Venice City Council..... citycouncil@ci.venice.fl.us

REMAX Properties
 Each Office Independently Owned and Operated
Buck Settles, P.A.
 “The Settles Group”
 1314 B East Venice Avenue
 Venice, Florida 34292
 Office: (941) 486-8686
 Direct: (941) 685-3600
 Fax (941) 484-9403
 E-mail: airbuck@comcast.net
 Website: www.settlesgroup.com

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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 Winter 2010

- Jan 6 ----- 7:00 PM FAA Wings Program: Emergency Procedures and “No Time For Checklist” Oran Wolf and Joe Ferreira; Venice City Hall Council Chambers
- Jan 20----- 7:30 PM VASI Member’s Meeting; Venice City Hall Community Room
- Jan 21-24----- Light Sport Expo @ KSEF Sebring, FL—Interesting event
- Jan 27-29----- Collings Foundation at VNC—catch a ride in a B17, B24, or P51 WOW!
- Feb 17 ----- 7:30 PM VASI Member’s Meeting; Venice City Hall Community Room
- Feb 20 ----- Airport Appreciation Day at VNC



Visit www.veniceaviationsociety.com for details about VASI and how to join. - 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 [optional]: _____

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, FI 34293