

VELOCITY VIEWS

Volume 26

Service Center Takes Off!

by Rick Lavoie



Recently, Judy, Darla and I flew down to Sebastian to have lunch and chocolate shakes with the Swings. I was amazed to see just how quickly the new Service Center has grown. There was not one empty space to be found in that great big hangar!

Some things have changed with the builder assist program, so I thought it best to update the entire Service Center program for you.

Velocity Service Center Inc. opened in 2000 to accommodate the growing needs of builders and owners of Velocity kit airplanes. Operated separately, but adjacent to Velocity Inc.'s kit manufacturing headquarters, the Service Center is staffed with experienced, knowledgeable, and certified professionals, with specialized expertise in Velocity's.

The Service Center operates three divisions:

- **HEAD START PROGRAM**
An on-site builder assistance program for those building Velocity airplanes

- **FLIGHT TRAINING**
Transitional training in Velocity's, to allow builders and owners to prepare for the high performance/ complex flying of their aircraft

- **MAINTENANCE & INSPECTIONS**
Service shop devoted exclusively to Velocity's

Velocity Service Center hours of

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Update of the Service Center

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operation are 8:00am to 5:00pm EST Monday-Friday. Builders in the Head Start Program are allowed 24/7 access to their project.

Head Start Program

What better way is there to accelerate the early construction phase of a Velocity kit building project than by working in a fully equipped hangar, with access to professional assistance when needed? The Velocity Service Center Head Start Program is designed to provide first time Velocity kit builders the opportunity to work on-site with their airplane project prior to kit shipment to their own home base. The long-term advantages of participating in the Head Start program are amazing. Not only does it allow the builder to focus on the project without many of the usual distractions, it also allows him or her to get organized, to learn from experienced building assistants, and to develop good working habits from the start.



Each builder is provided a work area (like the one in the above photo) in the Velocity Service Center hangar, at a weekly fee of \$150 which includes use of tools, jigs, and overhead. Participants can spend any length of time in the program. Builders work with their own kit components (foam, epoxy, cloth, fillers, brushes, etc.) and are responsible for the organization and cleaning of their work area. Special tools, shop equipment, rags, sandpaper, clean-up materials, gloves, drinking water, and coffee are provided at no extra cost. Builders insure their project while on site.

Velocity technicians are available



"I started another plane project at home 10 years ago and it was never finished — too many other things to do. Here I can concentrate entirely on my project, and get help with the names of the tools, measurements not in metric, and more."

- Ueli Christen, Bern, Switzerland



"Even though this is the second plane I have built, the Head Start program saves me time and makes it easier because parts are readily available. When I have a problem there is always someone to go to — versus telephoning for help. The staff's high integrity is an important ingredient here."

- Lynn Elsner, Crete, Nebraska



"The uncertainty that I had the right skills had kept me from building my own airplane sooner. Now I am confident that I am learning the correct methods and using the right tools. Expert help is available when I need it, and there is a sense of community among all of us in the Head Start program which helps encourage, motivate and teach me."

- Richard Gwinn, San Diego, California



Travis Holland (right) inspects plenum installation with builder Lynn Elsner

during Service Center operating hours (Mon-Fri, 8-5) for any assistance required by builders in the Head Start Program. This service is billed at \$50 per hour. For those just starting their project, the work day often begins with a lesson on the next step to be completed. Builders continue on their own, seeking technical help as needed. Often the Service Center has Velocitys in various stages of construction, and builders find it a great advantage to look at finished steps before beginning the same ones on their own kit.

Head Start builders have 24/7 access to their projects while in the program. For those who leave then return for additional Head Start weeks, the plane project can be stored during the builder's absence, for \$50 per week if stored in the hangar or \$25 per month if parked on the ramp.

Flight Training

To prepare builders and new owners to fly in a high performance airplane like the Velocity, the Velocity Service Center offers transitional flight training. Since many builders have experience in single engine certified airplanes, and many have spent little time flying while building their Velocity, this training is critical. The Service Center has several CFI's on staff.

To qualify for flight training, private pilots must have a current biannual signoff, must have flown 10 hours in the last 3 months (preferably in a high performance aircraft), and must have a complex endorsement signoff unless their plane is fixed gear with a fixed pitch propeller... all documented in a log book.

Maintenance & Inspections

With the growing number of flying Velocitys, a shop dedicated to Velocity maintenance and inspections is more important than ever. Several A&P mechanics, an IA, and other specialists are among the Service Center staff, offering their Velocity expertise to every plane. For the owner/ builder or the owner who did not build his or her own Velocity, a full range of services are offered, from pre-buy inspections to composite repairs to painting and more. Annual conditional inspections ("annuals") are performed for fixed gear and retract gear Velocitys as well.

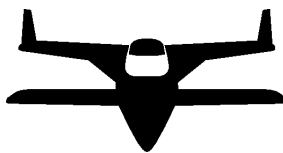
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We need your input for this newsletter to be a success!

- Builder Forum Input
- First Flight Photos
- First Flight Stories
- Velocity Flying Adventures
- Velocity Fly-in Suggestions

Send your photos / stories to Rick Lavoie for the next newsletter!

26 Marshview Drive
St. Augustine FL 32080
USA



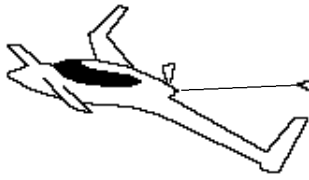
May 5th Factory Open House Workshop Schedule

Saturday May 5, 2001 - Factory's quarterly open house in Sebastian Florida (X26)

- | | |
|---------|------------------------|
| 9:00am | Coffee and donuts |
| 10:00am | Workshop: TBA |
| Noon | Lunch |
| 1:00pm | Workshop: Building Q&A |
| 3:00pm | Demo rides in the XL |

Please be sure to call the factory and RSVP! Friday arrivals can book a room at the Key West Inn at Captain Hiram's here in Sebastian. Call 800-833-0555 and mention Velocity to get a corporate rate. When you call the factory to RSVP, let us know when you plan on arriving so we can make arrangements for transportation, etc.

Check velocityaircraft.com for up-to-date details



FACTORY NEWS

by Duane Swing

Brazilian Wings and Things

Most of you know that we had a flight-related problem with the winglets on the Brazilian made wings. I got a call from one of our California builders only three hours after Brendan had to make an off field landing in the first to fly set of these wings. The caller indicated he had picked up some information from one of our builders about Brendan being in serious condition at the hospital and that the airplane was virtually destroyed. Let me put all this in proper perspective.

The accident happened on a Saturday afternoon and Brendan was one who helped bring the airplane out of the field on Sunday the next day. Nuff said for the "serious condition."

The airplane was flipped inverted early in the landing (fixed gear) and slid at least 300 feet inverted. The carbon beams provided the necessary protection for Brendan's head along with the seat belts, which held him in position. He had bruises across his chest where the shoulder belt dug in. Almost all the damage was to the upper fuselage above the fuel strakes. In fact, we drained almost 30 gallons out of the tanks after we got the airplane back to the hangar, which was what we put in to begin with. The repair was to cut off the upper fuselage above the strakes and replace with a new top. By the time you read this, the airplane will probably be back in the air. Just in case you're wondering, we declined all insurance reimbursements even though the airplane was fully covered. We did not feel this was something Avemco should be responsible for.

As I have reported here in

previous *Views*, we had tested the Brazilian wings against the core made wings and measured the deflection along with the twist. In all tests, the Brazilian wings performed better than the core made wings. The only test we did not perform was a twist test on the winglets. We were already aware that when the Brazilians made the winglets, they had a cusp on the trailing edge of the rudder on the wrong side. Normally, this cusp is on the outboard side, which helps hold the rudder tight to the trail position. By placing the cusp on the inboard side, the rudder tries to float away from the trail position. When this happens the rudder/winglet is no longer "loaded" to the trail position. We have seen this on the core wings also but usually the builder simply fills this "cusp" with micro and the problem goes away. Think of what happens when you stick your hand out the window of a speeding auto and try to keep your hand in a "neutral" position. The Brazilian winglets were not "stiff" enough to resist the tendency to pitch up (in) and then pitch down (out). Back and forth the winglet went in what can be defined as "flutter" and is why Brendan elected to get the airplane on the ground as fast as possible.

One of our builders is a NACA engineer who provided us with the formula for measuring the stiffness needed on the winglets. We have also contacted an aeronautical engineer who is working with us on the best way to insure the stiffness needed. We have received un-assembled winglets from Brazil to make the necessary changes and will test these to the formula provided before additional flight testing is done.

Rest assured no customers will fly the Brazilian wings until we have

completed all the testing to our absolute satisfaction. Some of you still may not trust the Brazilian wings and we will make the core wings available if this is the case.

Supercharged Velocity

We ran into some delays getting the XL Velocity ready for the supercharger. Unfortunately, someone poured some water in the fuel tank by mistake causing a lot of rust deposits to build on the electric fuel pump, fuel servo, fuel spider and injectors. This is an airplane built by High Speed Composites of Fort Pierce Florida and they have found it difficult to purge the fuel system of all the water. Shaking the wings, lifting the nose to a climb position and some serious bouncing on the gear just has not dislodged all the water in the tanks. There was some thought of pouring Prist in the tanks to absorb any residue water but this idea was put on hold until someone can give us assurance that there isn't something in this solution that could cause harm to the epoxy. Every time the airplane is flown, we find injectors that plug and create a lean, hot cylinder. Until we get the engine to run properly, we will not install the supercharger. The supercharger brackets, along with the plumbing for the system, have been completed and we only await a clean running engine before we start testing on the supercharger. See *Velocity Views* #25 for details and pictures of this installation.

Preaching to the Choir

One of our builders called me yesterday and told me he had just sent in a \$2500 deposit on a Bobby Skaggs Franklin rebuilt engine and wanted to know if I had any words of wisdom about his purchase. I asked him if he read about Bobby Skaggs in the last issue of the *Velocity Views*. His answer was that he doesn't get the *Views* because he felt \$35 was too much for this publication. If the quality of the overhauled engine is typical of what others have indicated, then he may have

Factory News

Continued from previous page

purchased a real lemon engine. He said the deposit was not refundable. Would spending \$35 have saved him the \$2500? I sure would hope so.

The real problem here is that people who are not getting the Views will not read the warnings. For those of you who do, well, you know what Preaching to the Choir is all about.

New Faces

Nathan Rigaud has joined us to help with our demo flights, flight instruction, air show work and maintenance. Nathan has over 2000 hours flight time and holds an Air Transport Pilot certificate along with a CFI and an Airframe and Powerplant mechanics license.



Service Center

The Service Center continues to be a valuable part of the future of Velocity. Our facility is starting to look like a mobile home community with three 5th wheels and two motor homes. We have three husband/wife teams working on their airplanes and staying on the premises. It is great to see this kind of teamwork in the construction of the Velocity. At the present, we have five Velocities being built on a full time basis and three part time. Even a week or two in the Service Center will provide the new builder with valuable skills he may not be able to achieve on his own.

Give this some thought if your one the many who receive this publication who have not yet purchased your kit.

Our fees are now quite simple. It is \$150 per week + \$50 per hour when professional help is requested. The weekly fee includes your own work station, the use of all our custom tools, other airplanes under construction that provide instant visual references to whatever task is at hand, and then the "Helping Hand" when needed. The rental of one of our mobile trailers is on a first come basis and is priced at \$20 per day.

Matco Brakes

In the last Views, we suggested a better brake made by Matco called a "compound" brake. One of our builders tried them and was not satisfied with the heat generated and the fact that the heat will not dissipate as quickly as the old brakes and permanent gear damage could be the result. We have installed the compound brakes on one of the customer airplanes here and will begin testing soon. We made a 6" disk out of 1/4" phenolic to insulate the axle from the gear leg. We will report the results in the next Views.

Speaking of brakes, we will also be testing a double "Cleveland clone" brake from Grove. It is a copy of the old Cleveland brakes with a dual caliper setup. If they work OK, we will be using the single system for the SUV and standard Velocity, and the dual set-up for the XL.

Insurance Issues

I would still like to add a few more Insurance Qualification Inspectors. We have six at the present time, plus our own crew here at Velocity. If you're interested in helping out in this area, give me a call, e-mail me, or send a fax and I'll get you out what is needed.

West Coast Fly-In

We are working hard at setting

up a Napa Valley Velocity fly-in. This would be a two day event set for September 2 and 3. Many activities are being worked out including a tour of the wine country. Let us know if you will be interested so we can provide the proper lodging, food, etc.

West Coast Training

Following the West Coast Fly-In we will be traveling to Sacramento CA on September 3rd, 4th, and 5th for the purpose of conducting flight training for those of you who are ready. If this looks like something you will be ready for, please contact Brendan so he can get the schedules worked out. Remember, we want you to be ready with a current bi-annual, recent flight time, and a complex endorsement in your log book if you're flying an XL or a retract Velocity.

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Flight Check! Be Safe!

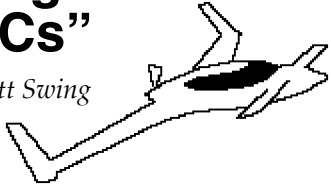
Velocity Service Center Inc. offers flight training for builders/pilots to safely learn how to transition into flying a Velocity. Get a **Flight Check Out** prior to your first flight! Flight training is available from:

- Nathan Rigaud, CFII
- Brendan O'Riordan, CFII
- Scott Baker, CFII

Don't take a chance, get checked out prior to your first flight. Please note that you should be current in some other type of aircraft prior to your Velocity check out. The purpose of the "flight check" program is to transition you from flying other aircraft types (like a Cessna) to a canard pusher (Velocity).

Kit Plans Changes "KPCs"

by Scott Swing



Note: Check the date at the bottom of your page. If it matches the "Date of Change" shown in the KPC, your manual has already been corrected.

KPC 140

Affects all Elite aircraft
Manual Section 10.2.3
Date of Change 3-10-01

If you have the new ball bearing type seat sliders, the hard point positions have changed.

The forward front seat hard points are centered 35" aft of the canard bulkhead.

The distance off the centerline for the standard fuselage is 6.75" and 14.25"; XL is 7.5" and 15".

The rear front seat hard points are centered 45" aft of the canard bulkhead.

The distance off the centerline for the standard fuselage is 6.25" and 13.75"; XL is 7" and 14.5".

KPC 141

Affects all Elite standard Retracts
Manual Section 14.2.4
Date of Change 3-10-01

This is not a change but a notice that in some recent manuals, page 14-9 and 14-10 are labeled with a date of 3 February 1997. There is a mention of a seat bulkhead in figure 14-11. Obviously there is no seat bulkhead in an Elite aircraft. If you have this page in your manual, call for a replacement.

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Sign up
for the May 5th
Factory Open House
See Page 3 for details



Safety Corner

Accident & Incident Reports,
Maintenance & Service Difficulties

Service Caution Fuel Cap Air Leaks

We have been fighting an imbalance in fuel flow from the wing tanks to the sump on the XL demo airplane. About the only time we notice this is on long cross country flights where the imbalance could be as much as 25 gallons. Many articles have been written about this problem and the suggested solutions have ranged from total redesign of the fuel system to 3/8" fuel vent lines to selector valves to check valves and on and on. In this case, the problem was found and a solution was quite easy. As it turns out, when the paint shop painted the airplane, they lifted the fuel caps up about 1/8" to insure paint would be on the lip of the cap. This caused paint to reach the "O" rings on the caps and prevented them from sealing properly. Replacement of the "O" rings cured the problem. We have also seen "O" rings that over time get brittle and will not seal. If you're experiencing this kind of imbalance and want to eliminate this as a probable cause, try duct taping over the caps before a cross country flight and see if the problem goes away. If it does, go to work on the cap seals. Remember most caps have an "O" ring on the shaft that also might be causing air leakage.

Notes and information

All XL owners who have not switched to the new improved version of the nose fork should do that now. It is cheap insurance and the peace of mind is worth the nominal charge. We mentioned this in a past newsletter and most of you have switched but there are still those that haven't.

Scott

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We highly recommend that you install a low fuel sensor in the sump tank to be a visual reminder of possible impending problems. Although I should not need to remind any of you, it is important you monitor fuel levels on your strake tanks during flight to insure a reasonable balance.

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Newsletter... Please Help!

Publishing a newsletter with such a small subscriber base is quite a challenge. Keeping cost (and hours spent) down are important. Here are two things that you can do to help Velocity Views:

• Renew on time!

When you renew late, you cause me all sorts of extra work, as I now need to process each late renewal by hand. There is now a **\$5 late charge fee** for renewals that come in after December 31

• **Pay by check...** Credit card option is **only** for international subscribers (to make currency exchange easy). The time it takes to process credit cards is very very inefficient and costly.

Production News

by Scott Baker



New Names and Faces!

We are very pleased to announce several people changes in the manufacturing arena.

In late January, Natalie Femia moved into the Parts Department and is now the go-to person for Velocity parts orders. Natalie's move allows Daren Johnson (formerly the head of the Parts Department) to concentrate on FastBuild Wing production – which continues at a maximum production pace. Natalie assisted Daren for a summer in the Parts Department, so she is no stranger to the task at hand. When ordering parts, please ask for Natalie by name.

Bryan Levering recently moved to the Super-FastBuild Fuselage department and serves as #1 assistant to department team leader, Chad Holland. The Super-FastBuild



Bryan Levering joins the FastBuild Fuselage team - seen joining top and bottom fuselage halves together



Paul Baribault brings years of purchasing experience to Velocity



Tami Lauhon is our friendly new receptionist



Karen Beauregard keeps the builders records up to date, among other duties.



Always smiling Natalie Femia prepares packages for shipment

Fuselage Option continues to be a customer favorite. Chad and Bryan work on three projects at a time and still are faced with a six-week production backlog.

Velocity welcomes newcomer Paul Baribault, who takes over responsibility for purchasing. Paul is a recent transplant from Connecticut where he recently retired as an area manager for Southern New England Telephone Company. Paul has a broad technical background and is excited (as are we!) about becoming involved in the aircraft industry.

The friendly voice you've been hearing when you telephone Velocity, Inc. is Tami Lauhon. Tami joined the company in mid-January and handles requests for Velocity sales literature and merchandise



Sherri Tetreault-Eaton keeps things balanced in the accounting department

Continued on next page

Production News

Continued from previous page

(clothing, posters) in addition to her receptionist duties.

We are also pleased to welcome Karen Beauregard to the accounting department. Karen does double duty as the concierge and registrar for guests attending the Velocity Service Center. Karen also keeps up with the latest information on "off campus" housing, transportation and area events – give her a call!

Recent Parts and Material Changes

Velocity recently changed back to Aeropoxy ES6228 Bonding Adhesive after the "other guy" discontinued value packaging of their construction adhesive. Aeropoxy ES6228 is a two-part high-performance bonding adhesive that is formulated for composite and metal use. Aeropoxy is supplied with the kit for all construction bonding applications.

Velocity Engine Installation Packages have been redefined to include the following standard items:

- Molded cooling plenum and inlets
- Vacuum line (aluminum)
- Fuel and oil lines in the engine compartment
- Fittings to hook up fuel and oil lines
- Firesleeve to cover all exposed oil and fuel lines, and aileron control cables
- Push-Pull Throttle cable, and vernier Prop and Mixture cables with rod-ends
- Throttle, Prop and Mixture control brackets
- Powder Coated Engine Mount with firewall mounting bolts and hardware
- Rubber shock mounts (Lord or Barry) with mounting bolts and hardware
- Stainless forward-facing exhaust system

Special Note: Oil Coolers (forward and rear) and installation kits are sold separately; and the stainless exhaust system no longer features a ceramic coating.

In response to recent concerns regarding the operation of aileron push-pull cables in high temperature environments, we are now supplying Felsted cable assemblies with high temperature conduits. The new cables are designed to meet a 300 degrees F. rating (note: Velocity also provides firesleeve for aileron cables with the purchase of the Engine Installation Package. Velocity recommends firesleeve protection for all fluid lines and the aileron control cables inside of the engine compartment. Please contact Natalie in Parts to order firesleeve for your installation).

AN fuel fittings and aluminum fuel and vent tubing (all 3/8" diameter) will come standard with the Basic Kit. Velocity also provides a vent check valve as standard equipment for installation in the fuel vent system.

The optional Nomex-Stainless Steel foil faced firewall protection material is giving us fits with respect to the foil delaminating from the Nomex during shipment – so we have decided to replace this item with a section of semi-rigid Stainless Steel Firewall sheet metal (.016" thick) in conjunction with a Fiberfrax ceramic firewall pad. Fiberfrax adhesive will be included with the Firewall Protection Package. There is enough material to cover the firewall and wing root areas. Stainless Steel Firewall sheet metal will be shipped with the former Nomex product until supplies of the Nomex are exhausted. The Nomex provides similar heat protection to the Fiberfrax.

Look for new Optional parts packages in the updated On-Line Catalog (due for completion soon!).

EVENTS

• EAA AirVenture Oshkosh 2001 Velocity Dinner ... Will be held Friday, July 27 at the Park Plaza Hotel and Convention Center in Oshkosh, Wisconsin from 6:30PM to 11:00PM. Menu and prices are yet to be determined. Please telephone the factory (561) 589-1860 in late June for more details and early registration. Hope to see you there!

Velocity Aviation Events this Quarter:

* May 5
Velocity Open House, Sebastian, Florida

* June 1-3
Sportair Workshops - Velocity Construction, Griffin, GA

* June 9-10
Virginia EAA Fly-In, Dinwiddie, Virginia

* June 29-30
EAA Rocky Mt. Fly-In, Longmont, Colorado

* July 11-16
Northwest EAA Fly-In, Arlington, Washington

* July 24-30
EAA AirVenture 2001, Oshkosh, Wisconsin

Photo Contest

We are very excited about the many Velocity aircraft coming on line and have been honored to see some absolutely fabulous examples of quality workmanship from builders who have flown to Sebastian for a visit. We thought it would be a great idea to collect some newer photos and make them available for everyone's viewing pleasure – and wouldn't it be nice to do this in the form of a Photo Contest?

Contest Guidelines –

- Contest ends (submission deadline) July 14, 2001
- Color prints (any size) only
- All submissions shall be sent to: Photo Contest Velocity, Inc. 200 W. Airport Dr. Sebastian, FL 32958
- All photos become the property of Velocity, Inc. for its unrestricted future use
- Prizes will be awarded in the following categories:
 - Best In-Flight Velocity

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Production News

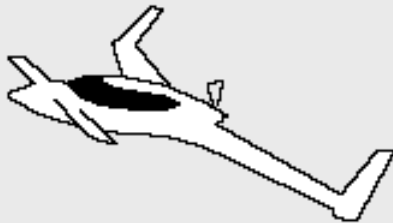
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- Best Exterior Velocity (Static)
- Best Velocity Interior
- Best Velocity Instrument Panel
- Best photo that best captures the "spirit" of Velocity
- Best Human Interest with Velocity aircraft
- Best Landscape with Velocity aircraft

Remember, we are looking for photographs that portray the best quality of image, not necessarily (for example) the instrument panel with the most radios. Contest Winners, Runner's Up, and Honorable Mention will be on display at the Velocity Oshkosh Dinner. We plan to place the collection on CD format and make it available to all Velocity owners at cost.

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CSA Spring Fly-in Ellsworth, Kansas May 4-6



EAA chapter 1127 is hosting the CSA Spring Fly-In in Ellsworth Kansas, May 4 thru 6th. For more information, contact Kerry Woods: e-mail: kewoods@ellsworth.net or call (785-472-4113)

Maintenance Notes

*by Michael J. Snyder
Private Pilot, A&P, IA*



Winter is nearly behind us now and Airshow season is soon to start and be an inspiration to our builders. I would like to remind everyone to obtain a copy of AC 43.13-1A and 1A Acceptable Methods, Techniques, and Practices, Aircraft Inspection and Repair. Weather it be a Piper Pacer, Beech King Air or Velocity SUV etc. these methods must be used to provide you with years of neat, reliable and safe aircraft operation.

I believe in taking pride in my work. When constructing an airplane do each step as per the plans and to the best of your ability. Do your system installations in a neat and secure manner taking into consideration chaffing or fouling of controls or the RG system. When an airplane and its systems are neat it is a safer airplane. When work is sloppy and careless work is done it reflects on the general condition of the airplane.

In the Service Center we have been constantly upgrading practices such as installing Aero quip hoses and fire sleeve on all the fluid lines and aileron push-pull cables in the engine install area aft of the firewall. Aero quip products are available from any of the aircraft parts and supply companies.

Another subject I would like to

touch on briefly is basic wiring practices. Use the proper wire sized terminal ends for the wire you are using. Use the proper crimping tool and give the connection the old pull test. When splicing wires I recommend proper solder joints with heat shrink tubing for insulation. Use the proper length wire to get the job done after proper routing. I was performing an inspection on an airplane this last week. In the nose of the airplane I removed and replaced a 12 foot piece of battery cable, running from the positive terminal of the battery to the master relay, with a 15 inch piece of 2 gauge wire. Brendan and I laughed and couldn't help but wonder "Why?" Now you can almost taxi with the starter engaged and the ignition off. Finally, do not tie wiring to fuel system lines or hoses. Again all this is covered with pictures and tables in AC 43.13-1A and 2B.

Careful building and safe flying.

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How To Join Central States Association "CSA"

CSA is a resource for information sharing between all "canard pusher" type airplanes. CSA sponsors several social events each year.

Mail a check payable to Terry Schubert for \$20 (US & Canada), and mail it to: 9283 Lindergh Blvd, Olmsted Falls, OH USA 44138-2407

CFI Notams

by Brendan O'Riordan, CFII, A&P



Check your Control Throws!

The maintenance part of the service center has been around for a little over a year and we have had an opportunity to service Velocities that range from some of the best built airplane we have seen to some of the poorer ones. One thing I have seen, as a problem that has popped up on several airplanes is improper control throws for the ailerons, rudders and elevators. I would like to share with you some common mistakes and how they need to be corrected in order to get an airplane that performs like a Velocity should.

Elevator- The minimum up elevator travel is 23 degrees, preferably 25 degrees. The minimum down elevator travel is 26 degrees. These numbers are found in chapter four of your manual. Chapter four is the point that you are building your canard and you have not mounted it to the airplane. One common mistake builders make is that this is the only time they check these travels. It is very possible to have interference with something in the fuselage (wiring, keel, etc.) and not allow the elevator to move through its full travel. Another common problem is improper placement of the arms that hold the counter weights on the ends of the elevator. These arms can bottom out on the canard before you reach full down travel. If this hap-

pens the arm can be shaved until they are flush with the counter weight. This can give you almost 2 degrees. These are a few things you can check but it is important to have proper elevator travel. On a canard aircraft we need more elevator travel for rotation and for landing than we do for flight. Our canard carries over 25% of the weight of the aircraft in flight so changes in front seat weight make the canard work more or less. For example if you have an elevator that only has 20 degrees of down elevator travel and your plane flies great for your first 40 hours of solo flight you will be very surprised when you stick your buddy in the seat next to you and you find it hard to rotate the airplane with the added weight in the front seat.

Ailerons- The minimum aileron travels are 2-1/2 inches up and down measured at the inboard side of the aileron. This is found in chapter 20 of your manual. First off, without proper aileron travel crosswinds can become hard to control for the pilot. There are many reasons why a certain installation is not getting the proper aileron throws. First your counterweight located at the front of the aileron can bottom out in the inside of the aileron well. If this happens you will have to grind out your well until you have full aileron travel and then reglass your aileron well according to chapter 2. You can also have your aileron bell cranks inside your cowling bottoming out on the cowling or the engine. The best way to fix this is to reposition your bell cranks and reinstall them so they clear. If you have to drill another hole in your bell crank and torque tube make sure you have proper edge distance from your previous hole. If need be, order a new section of tubing for your torque tube and order a new bell crank rather than rely on an installation that now looks like Swiss cheese because there are so many holes in it. You will notice that the travel up and down is both 2-1/2" without any differential. In chapter 12 there is a diagram that shows the connection of the aileron control cables to the bell crank. In

this picture it shows an approach angle of 105 degrees. On an installation like this an approach angle of 90 degrees will give you the same up travel as down travel. Greater than 90 degrees approach angle will give you more up travel than down travel. We usually see airplanes come in here with approach angles from 60 to 75 degrees. This makes the airplane feel like it doesn't have enough ailerons when you are flying slow. When you are installing your rod ends on your aileron control cables screw them onto the ends of the cable so they are about half way on the threads. This is absolutely necessary inside the airplane on the aileron control bracket and at the aileron bell cranks this will allow you room in either direction if you need to adjust them later.

Rudders- The minimum rudder deflection measured from the top of the rudder is 3/4" before you start to actuate the brake and 2" total. We have found that it is hard to use this dimension because some builders have rudders that run from the top of their winglet to the bottom. One place that stays the same, no matter how big you make your rudders, is where the wing intercepts the rudder. We use 2-1/2" minimum rudder travel before brake and 4" total at this location. Scott Swing wrote an article about rudder rigging in Volume 24 of the *Velocity Views* that is a good reference. You want to make sure you have rudder travel before the brakes are engaged. If you don't, you may land with your brakes on, even in light crosswinds. When Velocities get slow and you're on approach to land, rudders can help a lot to raise a wing or deal with a crosswind. I find that when slow, rudders have much more authority than ailerons and I find myself using them more than ailerons. Another thing you want to look out for is having your cables bottom out before you achieve full braking. If this happens you will wind up stretching your rudder cables. This will allow you now to press your

Continued on next page

Check your Control Throws

Continued from previous page

rudder pedals down and not have the rudder move right away. Scott's article goes into detail about rigging your brakes and rudders properly so I will not rehash the same information.

I would like all Velocity owners, flying and still building, to check their airplanes for the proper travels. All but a few airplanes that have had Condition Inspections here have had a problem in at least one area and some of these planes have been flying for years. Your airplane cannot and will not fly like it is supposed to unless you meet these minimums. If you find that your airplane does not meet these minimums please fix it. If you cannot figure out how to fix it, call us and we'll help you. Don't let a bad situation continue. Pilots who have been happy with airplanes that have airplanes rigged improperly really love their airplanes after we set their controls up properly.

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Velocity's Napa Valley Fly-in California Bound?

Be sure to mark your calendar for the Velocity Napa Valley California Fly-in on September 1-2, 2001. More info to come!



Brokering Customer Built Velocities

We are constantly being ask to act as a broker in selling customer built Velocities. This is especially true now that the Service Center is up and running. We have two Velocities setting here now that were brought in for a conditional inspection or insurance inspection and left here for us to sell. The customers plan is to advertise the airplane and send the prospective customer to our Service Center to look at the airplane and have us do the selling including a demo flight. Even though he might be willing to pay us some sort of fee for this service, it is not the money that we are concerned about. It is the LIABILITY. If we have anything to do with the sale, then we can be brought into any law suite that might follow. As an example: If we are involved in the sale of an airplane and the engine has a catastrophic failure, the buyer can claim we are responsible for repair or replacement of the engine or the entire airplane if there was a crash. Even if he were to sign a "hold harmless" agreement, there is still his wife or children who would be looking at some sort of fat pockets to sue. We just cannot risk this business by acting in any way as a selling agent or do demo flights in customers airplanes. We also must limit the amount of time a customers airplane remains in our custody. Most of you know that if we tie your airplane down outside and a wind storm flips the airplane over, then we can be held responsible for any damages. Insurance companies or sharp lawyers can find a scape goat if they look hard enough. Is this likely to happen? Probably not but why take the chance.

Our policy, therefore, is this: Velocity Inc. and/or Velocity Service Center Inc. will not act as a selling agent for a customer owned/built airplane. This policy extends to all employees of both corporations. In

addition, Velocity Service Center Inc. will limit the time an aircraft is left after work done, to 10 days. After this time, the customer must remove the airplane from Velocity jurisdiction or we will contact the local FBO and arrange for tie down space. The FBO carries insurance to cover this type service.

Duane

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**May 5th
Velocity Open House
See Page 3 for details**

Please Note

Publishing a newsletter with such a small subscriber base is quite a challenge. Keeping cost (and hours spent) down are important. Here are two things that you can do to help Velocity Views:

- **Renew on time!** When you renew late, you cause me all sorts of extra work, as I now need to process each late renewal by hand. There is now a **\$5 late charge fee** for renewals that come in after December 31
- **Pay by check...** Credit card option is **only** for international subscribers (to make currency exchange easy). The time it takes to process credit cards is very very inefficient and costly.

Electric Buzz...

by Wayne Lanza



Good and Bad Electrical Practices

The following article is my first contribution to the Velocity news letter. I'm Wayne Lanza, maybe familiar to you with the pre wired Power Panels and RG systems. My company, Composite Design, has supplied these systems to home builders since 1994.

I would like to discuss a few common electrical practices, some that are good, and more than enough that are bad.

In the good box are: good reading skills, knowing when to hold your hand up to ask questions, a fire extinguisher, and of course a good EAA adviser.

In the not so good box are: rolls of electrical tape, house & automotive wire, and of course the trusty battery charger to power it all.

Get started here...

OK you ask what's he yappin' about? I have seen a lot of "creative" approaches to wiring your own airplane, frankly some of the aircraft should not be flying. There are a few basic, common sense rules that need to be followed when installing elec-

tricals. Start with a relevant publication that discusses types of wire, where to use what, and of course has a wire current capacity chart. The chart will tell you how much current a wire will handle and at what length. Next, read up on wire termination techniques, proper wire termination is a must! The tools and skills required to do a decent job are not difficult or expensive. Over the time and cost of building an aircraft, a few hours and \$75-\$100 is not much to spend to ensure proper wiring! If you are at a loss to find or understand what the right stuff is, ask your adviser or an A&P. Buying your wiring parts and tools from Radio Shack is a no no, buying from 'Spruce' may not be the most cost effective. The pre built power panels and new wiring harness have been carefully designed to "take the fun" out of the wiring chore, hundreds of hours go into the design of these systems. If you do it yourself, please have the patience to draw it all out and verify wire loads, shielding, and proper termination.

Now for some things
NOT TO DO...

NEVER use a battery charger to power any part of your airplane! It is not a 12Volt power supply, it is a battery charger. Battery chargers are really current output devices, i.e. they try to pump 'X' amount of current into a battery to charge it. Typical chargers have compliance voltages of 18+ volts! They're your radios... What to do? Use a battery or suitable DC power supply, Radio Shack sells several low current models. NEVER power anything, except for the starter, without a proper size fuse or breaker in line with the supply and the load. There is a dangerous misconception here, just because you're not zooming along at FL250 doesn't mean that it's safe to be reckless with the potential. NEVER use house, auto, or boat wire in your airplane, most vinyl insulation is not adequate for our purposes. The coarse strands in this type of wire is subject to work hardening and breakage, let alone that most of it is not

plated and will corrode! DO NOT secure wire terminals with crimping pliers, slip joint pliers and please do not ever 'wang down on them with a hammer' as one builder said to me. (shudder shudder) Spend the lousy 50 bucks and buy a ratcheting crimper that has real crimping dies! AVOID soldering wire terminations! The solder will ensure a solid joint but will stress the wires at the solder wick end and result in broken strands.

A few creative classics I've seen: 14 gauge solid, 'two wire with ground' in the wings for the Nav light wiring! Aluminum house wire for the starter runs, bad enough, but the battery ends used the lead cable savers that you clamp the cable to. The starter end used screw clamp ends too. Yellow thermo couple extension wire to wire an intercom system. Lots and lots of copper house wire and solid core telephone wire, most of it just held down by a terminal screw with no restraints or terminations. Bag ties! Handfuls of twist type bag ties, all over the wiring with their little wire ends sticking out all over the place. My arms looked like I'd been fighting with a rabid cat! Lamp dimmers, so what's the big deal you ask? The kind you use in your house??? One 18 gauge ground wire going to the entire radio and avionics stack. Heard of gozinta versus gozoutta? That 18 gauge wire might have been asked to handle 12+ amps of return current if this guy had lit everything off at once! I was told that I didn't know what I was talking about, after all everything was protected by a circuit breaker... How about, an entire instrument panel wired with brown lamp cord, wire nuts and 28,000' of electrical tape holding it all together? (Toto, I don't think we're in Kansas anymore!)

Please pardon my attempt at humor, I really do mean well. Now I will present some useful tips and reviews of products.

Continued on next page



NEW PRODUCT REPORT

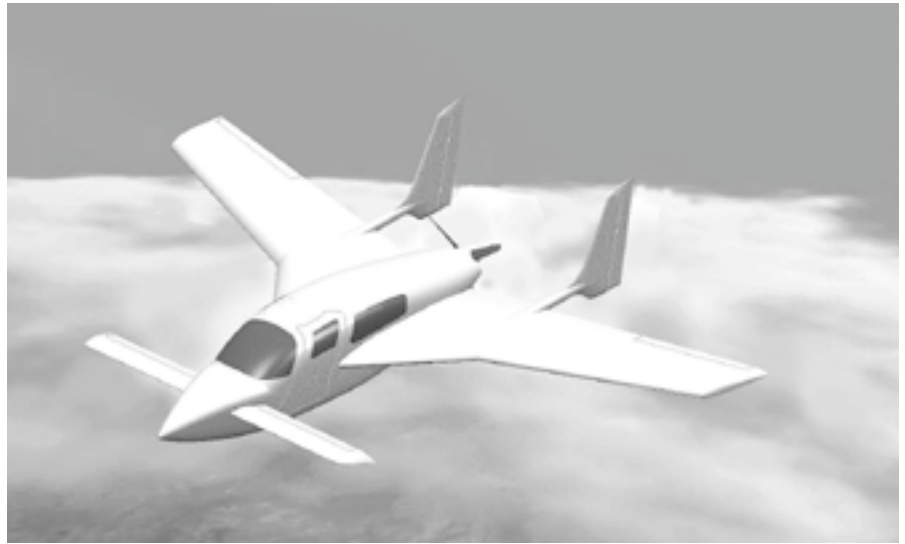
Velocity XL Primary Wiring Harness

The XL wiring harness has been designed to satisfy most of the requirements for typical aircraft. Included wire runs are the Battery, Starter, Alternator, switched B+, Grounds, Master & Starter solenoid controls, Fuel pump, Lighting, engine instrumentation, Magnetos, Pitot heat, Fuel sump and tank levels, Hobbs, Roll trim, Spares, and more.

A comprehensive guide illustrates the installation in a step by step procedure. The builder is required to make 4 small holes in the ducts and canard bulk head, then mount a few terminal blocks and labels. After that it's simple matter of pulling 3 bundles of wire and connecting the Pre Crimped and Pre Labeled wires to the Pre Marked terminals. Again, every piece of wire is labeled on both ends and, with only a few exceptions, all wires are pre crimped on both ends.

The harness is cut to fit exactly to the XL Pre Wired Power Panel and has enough service loop to allow the power panel to be pulled out of the front of the instrument panel for easy access. If the power panel is not used, there is enough wire to allow hand wiring. Use of the power panel is encouraged as it is a very complete and well proven package.

Considerations have been designed into the harness regarding the use of engine instruments like



Korean's Modifying "TwinBoom" Velocity

A couple years ago we sold a Long Wing FG Elite to the Korean Aerospace Research Industry (KARI). The intent was to see if they could use the airplane as a trainer or with modifications, as a certification bed. About a year ago they purchased an XL FG and an additional RG system for later modification. From this final configuration and from the flight testing done on the original Elite, KARI began a research program to see what would need to be done to maximize the

the Vision Micro Systems VM1000. With this system the engine instrumentation wires typically run from the engine to the inside of the firewall to a Data Processing Unit. The harness instrument wires can be easily separated from the main runs and routed to the DPU.

Customers have reported complete harness installations in 3 hours or less! Compare this to the time involved in hand wiring after you have figured the wire gauges, bought the exact amount of wire needed, designed the electrical system, and bought-borrowed-stealed the proper crimping tools and recovered from cost of PDIG ring terminals.

••••

good things about the design and re-design anything that would make the airplane difficult to certify. The final design is the twin boom you see in the above picture. In addition, KARI took some of the sweep out of the main wing moved the ailerons out to the end of the wings and built new conventional rudder/toe brake controls. This is how the airplane is now being configured and should be flying sometime later this year. They have wind tunnel tested a model and are satisfied with the results. KARI is looking for our assistance in a co-op effort to certify a slightly larger version in the primary category.

We have no idea of where this program is going to end up. Please don't ask us a lot of questions about what is happening or why. What you see and what I just wrote is all we know of for now. KARI has indicated that after flight testing is complete, they will be coming over here to discuss how this program might proceed. They have also invited us over to Korea to fly the airplane and decide for ourselves if it has merit for kit sales in the US. I will keep you posted.

Duane

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Velocity 2001 Calendar of Events

May 4-6, 2001	CSA Spring Fly-in, Ellsworth Kansas
May 5,	Velocity Open House, Sebastian, Florida
June 1-3	Sportair Workshops - Velocity Construction, Griffin, GA
June 9-10	Virginia EAA Fly-In, Dinwiddie, VA
June 29-30	EAA Rocky Mt. Fly-In, Longmont, CO
July 11-15	Northwest EAA Fly-In, Arlington, WA Demonstration Flights available
July 24-30	EAA AirVenture 2001, Oshkosh, WI Demonstration Flights available
August 11	Velocity Open House, Sebastian, FL Demonstration Flights available
September 1-2	West Coast Velocity Fly-In, Napa, CA (Tentative) Demonstration Flights available
September 5	West Coast Regional Flight Training Seminar, Sacramento, CA One-Day Seminar (3 class dates available) includes ground and flight instruction. Unrestricted enrollment for ground training; flight training limited to 2 people in each class. This seminar is available to Velocity owners only (flight training enrollment preference is given to those who will have their aircraft flight-ready in 2001).
September 7-9	EAA GoldenWest Fly-In, Sacramento, CA
September 28-30	Central States Association's Rough River Kentucky Fly-in
October 5-7	EAA East Coast Fly-In, Toughkenamon, PA
November 3	Velocity Open House, Sebastian, FL Demonstration Flights available
November 8-10	AOPA Air Expo, Ft. Lauderdale, FL
November 9-11	Sportair Workshops - Velocity Construction, Oshkosh, WI

Builders Forum

Builders Forum is full of tips, information and letters ("material") supplied to *Velocity Views* Newsletter from individuals that are Velocity builders (or want to be builders). It is provided as "USE AT YOUR OWN RISK" material. Neither Velocity Inc. (The Velocity Factory) nor *Velocity Views* Newsletter (Lavoie Graphics & Rick Lavoie) have endorsed this material, and disclaim any liability for the use of this material. Individuals who use this material for the operation, maintenance, or construction of their homebuilt aircraft do so at their own discretion and at their own risk. Any variance from the builders manual is high risk.

"Dear Velocity" A Love – Hate Letter

*By Ursula Wiehl,
Hettiswil, Switzerland
(wife of Herb Wiehl)*

Dear Velocity,

Well you became a pretty thing, sort of sexy, as the old lady next door said with a sweet little grin.

You changed during the last five and a half years. Remember how often I called you names like Buzzard and Black Hole for our savings? Well it was not easy for the two of us, although I was not against you at all. I even admired your looks, especially your huge winglets. But – I have to admit – I totally underestimated your influence on our marriage. You showed up, and within a heartbeat I was history. At first I was convinced that my husband Herb's airplane project was far easier to deal with than some young, longlegged mistress. What a fool I was!

You didn't just take my husband – you took his friends in as well. The many sleepless nights, because of me? Not! My hubby's forlorn gaze into space, the blank looks and speechlessness; well, all because of you! You with your constant ridiculous little problems of growing up

In short, you became the focus of my husband's life, and the lives of his friends as well. We, the three wives, were cast off like last year's fashion. Finally we got it: our husbands betrayed us for you, an ugly heap of styrofoam. They groveled at your feet, at hundreds of bolts, at a few barrels of epoxy, at yards of cables



Ursula Wiehl working with epoxy on the Velocity's sump tank

and glassfiber. How often did we trash the overcooked remnants of a nice meal from our cooking pans, lovingly prepared many hours ago? How many lonely nights we waited for our husbands, who – when they finally made it home – dragged themselves up the stairs in a cloud of dust and fell into bed where they quickly lost consciousness. Saturday night fever of the experimental builders. So much for the usual weekend fun.

Fall came and I had to learn how to repair a fence, paint a house and chop wood because my husband was really busy building an airplane. With all I had to go through, I wasn't going to freeze. At that point you and I reached our worst low. Just the thought of you made me sick.

Well, summer came and I made a strange deal that brought us somewhat closer. One day my husband Herb was in desperate need of small hands - to do a tricky job on you. You get it? You sort of needed me. Well, my Mother needed some vacation, preferably in our company, which wasn't exactly the first thing on Herb's mind. I started to deal: One hour of work for Herb in exchange for one day of Mom in the back of our car I grabbed an apron, put on a mask (vintage WW I), and started to cut your glassy skin and fill you up with epoxy. Your wings started to grow, I worked on your intestines, on your sumptank. Your nicely shaped nose? You got it from me! My first nose job. "If you don't like your own nose" said my sympathetic husband one day – "why don't you help Velocity get a



From left to right: Ruedi Marti, Herb Wiehl (AOPA # 00794367-5) and Alfons Hubmann

prettier one?"

Anyway, I started to see you from a different angle. We grew closer and one day you literally became a part of me because my ponytail stuck to the fresh layer of epoxy on your right wing. With a huge and rusty scissor Herb finally separated us, at the expense of much of my hair. A part of me is now locked into you forever. Did you get that?

Spring came again, Summer, Fall and Winter passed by, again and again. I lost count. I came to see you sometimes, and heaved myself into you, but only if no one was around to watch this strange performance. To climb in as one would normally enter an airplane wasn't possible with you. It was a real sports show! First you had to go into a sprint to gain enough speed, then jump onto your polished and slippery wing, turn quickly to a sitting position, pull your legs up, roll backwards and try to fall on to your feet into the cabin. Well. In the meantime YOU did not grow older ... at least looking at the two of us, and YOU did not become clumsier. Herb promised to build a little ladder for me.

With another Spring and Summer, five years had passed. Long ago friends had given up asking about you. Not many people believed in you anymore. But then, you were finally completed, born from the ashes into a beautiful sphynx. Day of first flight had arrived. It was rainy, cold, and real nasty. We huddled in thick jackets, our lunchbag was loaded with pots of hot coffee, tons



Ursula and Herb Wiehl, presenting the finished and polished Velocity during an air-show in Bern, Switzerland



The Velocity 173FG HB-YHV is powered by a Lycoming IO-360 (200 HP) and pushed by a Muehlbauer MT constant speed propeller

of sandwiches and a fine bottle of wine to celebrate your flying. The short sunny spells were just long enough to dry you over and over again. Our testpilot, a former Swiss Airforce pilot, only wanted to fly you dry. Finally the rain stopped and you taxied, accompanied by the whole firefighting brigade of Bern's International Airport, to the run-up position. From all the offices around, people came running and were cheering. The three of us were numb

with excitement. You got takeoff permission and started to gain speed. You got faster and faster and then – all of a sudden - you slowed down. Consternation everywhere. We felt the disappointment like a slap in the face. What happened? Brakes and oil got way too hot. You weren't ready yet, obviously. Well, we did not achieve much but icy feet and an opportunity for the firefighters to exercise. We drank the wine anyway.

Continued on next page

Builders Forum

Continued from previous page

Second trial: This time the sky is smiling, a balmy day. Again our pots are full of coffee. A loaf of bread and a hunk of cheese are waiting in the picnic basket. Our testpilot taxis with you again to the takeoff position but this time in the company of only one small firetruck. Very few people are shyly glancing sidewise out of their office windows. Again you start to gain speed, you get faster and faster and off you go!! Climbing up as if you had never done anything else in your life but fly. We stared at you getting smaller not daring to look at each other. But a certain sniffing and the rustle of Kleenex is not lost in the breeze. You fly!! It is October 4, 1999 at 11:11am local time!

YOU FLY!!! An unforgettable moment, hard to describe. Almost six years of waiting for this day, over six thousand working hours, so much frustration, despair, hope and excitement! We are worn out, but enormously happy, and thankful for all the people that helped you grow up into a magnificent bird.

We grew older with you, Velocity. You taught us a lot – like patience, and the ability to cope with frustration a little better. After all, you became a part of our life. VELOCITY.

*Love, yours forever,
Ursula*

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Ivo Prop Update, New Type “Hi Low” Pressure Switches for RG System, Fuel Venting

*From Rick Lavoie
St. Augustine Florida*

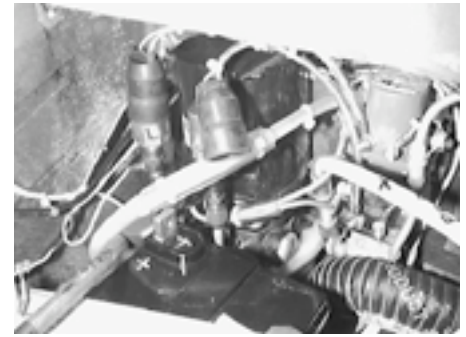
Well, I now have 511 hours on my Hobbs meter and all is well with N570. The Franklin engine and IVO prop are still working just fine together. I recently removed my prop and sent it to Ivo for inspection. Ivo said that he saw no evidence of structural damage and told me to

return the blades to service after about 500 hours of wear and tear! Scott looked the blades over and felt comfortable with them as well. He said they held up remarkably well. As far as the motor (the electric motor that changes the pitch of the blades), it has worked without any trouble since Ivo updated a few parts well over 250 hours ago. So, am I happy with my Ivo / Franklin combo? Yes, I am. Speaking of the Franklin, I just completed my annual and the compression is still right up there. The lowest cylinder shows 78/80. Still running very smooth.

While taxiing, I noticed that my RG pump would kick on every now and then. Knowing that I had struggled with the pressure settings (high should be set at 1050, and the low at 550 psi), Scott suggested that I change to the newer style Hi Low pressure switches. With the old switches, I was unable to set the high and low as per plans, and have the gear work properly. These new switches are factory pre-set, so in theory, there is no need to plumb in a pressure gauge to set the high and low psi (so long as it all works proper). The new style has just one screw for adjusting the pressure (vs. two screws in the old). One caution if you need to change the switches out, the new ones are taller (see photo to right)! This is due to the two extra fittings needed to plumb them into the flared line. Thus caution is required to be certain they do not hit the canard (or forward cover).

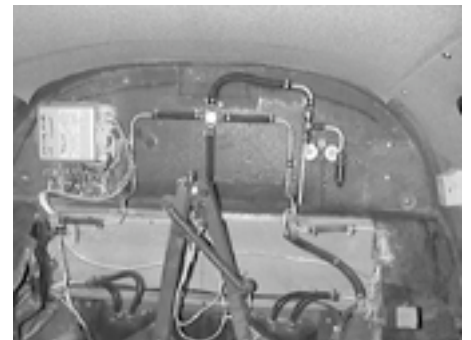


If you have the old style pressure switches, and they work ok, then I would not bother to change them out. The new ones do work great. I did need to shorten the aluminum line to keep a good clearance between the switches and the canard. I shortened the aluminum tube to the shortest possible length. This length was determined by my flare tool. With the fittings in place, it can only be so short!



The photo above shows the tight clearance under the canard forward cover. The left pressure switch (Low) still has the protective rubber boot on. The right switch (High) has the boot slipped off.

What’s all this talk about uneven fuel tank distribution? If there is a problem, I have never seen it in N570. In over 500 hours logged, my fuel always drains even from both tanks. I did follow the standard “Elite” style venting and fuel line installation method, invented by Scott in 1995 during Elite prototype construction. I do inspect my fuel caps and keep them lubed with petroleum jelly on a regular basis.



The above photo shows the fuel venting from all three tanks going to a common manifold for a single venting source. It also shows the alternate venting source through a one way valve. The one way valve is important, as it only lets air in (and nothing out, including fuel). This is a safety, in case your primary vent line gets clogged. Besides the new manuals, past newsletter issues have detailed the “Elite” fuel venting system:

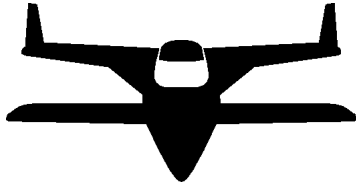
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For Sale 1996 Velocity Elite RG Kit

Velocity 1996 Standard Elite RG Ready for Paint, Interior, Engine and Instruments/wire. Many extras like big hatch, Elbow extensions in doors, over Head air duct system.

What's left to do? Main gear doors need to be finalized and finished, minor sanding and finish work. Some manipulation of doors for better fit. Lots of extra though and work on many areas all installed. \$47500.00

Contact Dennis@pc-c.com or call 413 543 2396

Also see:

[www.pc-c.com \ velocity](http://www.pc-c.com/velocity)
more info and pics going up soon.

Sportair Workshops

Velocity Construction

June 1-3
Griffin, GA



For Sale

1996 Velocity FG, Elite Doors

1996 Velocity fixed gear with elite doors. IFR equipped, can be seen at the factory in Sebastian. \$79,000 talk to Scott or call R. Westwater at 603-880-4137



For Sale Velocity Kit

Velocity complete top half windows installed, door completed, top cowl still attached & uncut, undamaged, access door completed never installed. Building SUV Call Tom Wright for price Located in Somerset PA Call 814-445-3802

For Sale Velocity Standard FG Kit

Velocity fixed gear std model, all parts glassed, quality work, io-360 lycoming engine zero smoh, several extras

contact: buddy yandell
918-786-2787 evenings or
email: buddy@greencis.net

Factory Information

Velocity Inc.

Factory & Home Office:



200 W Airport Rd
Sebastian FL 32958 USA
Ph: 561-589-1860
Builders Hot Line:
561-589-0309
Fax: 561-589-1893

Builders HOT LINE

Please remember that on weekends, and after hours, we do not answer the 561-589-1860 phone number. Our unlisted builders hot line is 561-589-0309 and, if we are here, this is the only number we will answer.

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★★ Free 585-Page Catalog! ★★



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Quarter:	Mailed by:
1st	January 15th
2nd	April 15th
3rd	July 15th
4th	October 15th

Submission Deadlines

Quarter:	Mail Date:
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