

VELOCITY VIEWS

Volume 35

The Williamsburg Gathering

Velocity Annual Fly-In
Colonial Williamsburg, Virginia
September 18-21, 2003



WILLIAMSBURG GATHERING AND FLY-IN, please mark your calendars to join Velocity and fellow Velocity flyers and enthusiasts in historic Williamsburg and Yorktown, Virginia. The dates of the Fly-In are from Thursday, September 18th through Sunday morning, September 21st.

Whether you are driving, flying commercial, or flying your Velocity to this year's fly-in, this is sure to be an interesting, educational and fun experience for everyone! Bring the family; bring the grandchildren!

For the latest information, lots of photos, and an online group activities sign up form, please visit our website at:
velocityaircraft.com

Williamsburg, Jamestown, and Yorktown – Virginia's Historic

Triangle - so rich with history and opportunities for adventure! Don't miss exploring Colonial Williamsburg, birthplace of the American Revolution and home to hundreds of re-created and restored buildings, sites and exhibits - Historic Jamestowne, site of the first permanent English settlement in North America - and the Yorktown Battlefields, where American and French forces defeated British troops in the last major battle of the Revolutionary War.

Tour this beautiful and historic area of Virginia - We suggest visiting Historic Jamestowne and Jamestown Settlement - or - the Yorktown battlefields and the Yorktown Victory Center. The Mariners Museum in Newport News is considered one of the premier maritime museums in the country - a must see for boating

Continued on the next page

In this issue

Williamsburg	1
<i>Great fly-in event!</i>	
Sign-up form	6
Factory KPCs	7
<i>Kit plans changes to keep your manual up-to-date</i>	
Builder Hints & Info	7
<i>Ten tips frm Scott Swing</i>	
Factory News	8
<i>Newsletter discussion "Do we still need it?, Insurance issues, High cost of progress</i>	
Safety Corner	10
<i>Accident & Incident Reports and Maintenance Service Difficulties</i>	
Flight Training	11
<i>Requirements & check list</i>	
Events & Production	12
<i>Oshkosh, Williamsburg, Sun 'n Fun, production news</i>	
A&P Talk	13
<i>It's amazing what s##t flies part 2</i>	
Electric Buzz	15
<i>Avionics & electrical tips</i>	
Renwal form	16
Builder Forum	17
<i>Tips, information & letters</i>	
Buy Sell or Trade	18
Marketplace	19

Williamsburg Gathering

Continued from previous page

and sailing enthusiasts! Other options include nearby Bush Gardens - voted the world's "Most Beautiful theme Park". Shoppers can visit the Pottery Factory and nearby outlet stores.

Planned Schedule of Events:

Group events are planned for each day – however you are welcome to pick and chose your schedule to take in some personal sight seeing and activities.

Wednesday, Sept. 17th

Velocity Staff arrives in Williamsburg - The Velocity XL-5 will be based at the Newport News/Williamsburg International Airport (PHF) at Rick Aviation FBO

Thursday, Sept. 18th

* 8 am Velocity **Welcome Breakfast** at the Woodlands Hotel & Suites
Join Velocity staff for a Continental Breakfast. Meet and greet Velocity friends. Learn about site seeing and shopping opportunities in the Williamsburg area.

* 6 pm **Dinner Cruise** aboard the Miss Yorktown
Join us for a casual, 2-hour, private charter, narrated evening cruise and dinner aboard the Miss Yorktown. Boarding time is Tuesday evening, 6 PM sharp at the Watermen's Museum under the York River Bridge. The entire boat is reserved just for the Velocity group. Advance, pre-paid reservations required through the group activity sign up form

Friday, Sept. 19th

* 8 am
Demo rides in the new XL-5 are available between 8 and 10 am.

* 10 am A visit to the **Virginia Air & Space Museum** and IMAX theatres is "one flight you don't want to miss!" The Virginia Air & Space



Museum is an exceptionally entertaining, "hand's on", interactive museum. Kids and Adults alike will have a great time learning about how flying machines work. Try your hand at landing the Space Shuttle or piloting one of the other flight simulators on display. Join us for a morning tour of the museum, followed by a guest speaker from NASA and at noon, a catered **box lunch** party in the Library. Advance reservations are needed for the box lunch meal through the group activity sign up form.

* 5:30 pm **Lantern Tour** of Historic Williamsburg – Join an hour long, private, walking tour of Historic Williamsburg at 6 pm, followed by a Velocity Coffee and Desert Reception (see below) from 7 pm to 9 pm in the Williamsburg Lodge.

* 7:00 pm Velocity **Coffee and**

Dessert Reception from 7 pm to 9 pm in the Williamsburg Lodge. This is the highlight social gathering of the Velocity Fly-In. Enjoy great conversation while having gourmet coffee and desserts.

Both the Lantern Tour and Dessert Reception are courtesy of Velocity, Inc.!

Saturday, Sept. 20th

* 8 am Demo rides in the new XL-5 are available between 8 and 10 am.

* 9 am Colonial Williamsburg **Visitor's Center** – Meet at the Visitor's Center for a viewing of the classic movie, "Story of a Patriot" followed by a self guided tour of the Historic Area.

* 11:45 am **King's Arms Tavern** – Join a group lunch at the King's Arms Tavern featuring a colonial menu of Skillet Fried Chicken with Smithfield Ham, relish, breads, Vanilla Ice Cream with Macaroon and beverage. Advanced, pre-paid reservations required through the group activity sign up form.

* 7:30 pm **Dinner and a Murder Mystery** at the Mystery Dinner Playhouse – Audience members solve a hilarious comedy mystery while enjoying a delicious four-course dinner. Dinner is served by the zany cast of characters who all

Continued on the next page



Williamsburg Gathering

Continued from previous page

the while are providing clues to help you solve a murder. Fun for Adults and Children. The evening program begins at 7:30 pm. Advanced, pre-paid reservations required through the group activity sign up form.

Demo Flights:

Velocity, Inc. will be offering demonstration flights in the new Velocity XL-5 with seating room for 5 (2-adults plus 3-children). Come see the latest in EFIS flight instrumentation and WAAS GPS technology. Demo flights are available each morning from 8 am to 10 am by appointment. The demo aircraft will be operated from Rick Aviation FBO at the Newport News-Williamsburg International Airport (PHF). Demo cost = \$100

What to See and Do:

There is time and many things to see and do around Williamsburg between the Velocity group get-togethers and events. Here are a few suggestions:

* Mariners' Museum – The Mariners' Museum in Newport News is a "must see" for boating and sailing enthusiasts! The Mariners Museum is considered one of the premier maritime museums in the country. In 1987, The Mariners' Museum was designated by NOAA as the custodian of the artifacts and archives of the Civil War ironclad, USS Monitor. Learn about the Monitor her epic battle in nearby Hampton Roads.

* Historic Jamestowne and Jamestown Settlement – Home to the first permanent English settlement in North America. Jamestown is but a few minute drive from Williamsburg via the scenic Colonial Parkway.

* Yorktown Battlefields and the Yorktown Victory Center – Tour the actual battlefield locations that marked the ending battles of the



American Revolution.

* Bush Gardens, Williamsburg – Voted the world's "Most Beautiful Theme Park", Bush Gardens Williamsburg features more than 40 thrilling rides, shows, and attractions.

* Shopping! Don't miss the Williamsburg Pottery Factory with more than 200 acres of shops and outlet stores. Shopping in the historic downtown area of Williamsburg offers specialty items from the Colonial period.

Continued on the next page

Williamsburg Gathering

Continued from previous page

Host Airport:

Newport News-Williamsburg International Airport (PHF) Located a short 20-mile drive from Colonial Williamsburg, Newport News-Williamsburg International Airport (PHF) is the host airport to this year's fly in.

Pilots landing at PHF... be sure you follow your GPS to PHF and not the nearby military field!

Commercial flights to Newport News-Williamsburg International Airport are available through Air Tran, Delta, and United.

Rick Aviation is offering reserved Velocity parking with tie-downs, fuel, and flight planning services. Advise ground control that you wish to park at Rick Aviation.

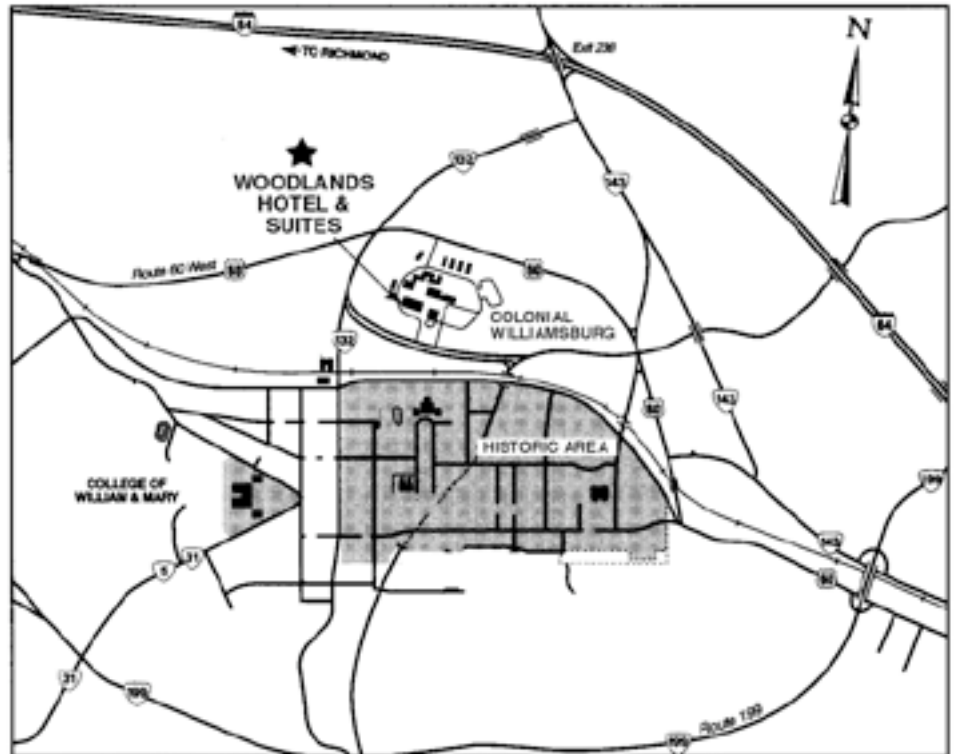
Velocity staff members will be greeting Velocity arrivals at the Rick Aviation aircraft parking area on Thursday, Friday, and Saturday mornings between 8 am and 10 am.

Ground Transportation:

Whether you are arriving by commercial airlines or by Velocity aircraft, we suggest renting a car to travel to Colonial Williamsburg and the surrounding area. Avis, Budget, Hertz, and National rental car agencies are located within the main terminal. Taxi and limo service is also available from the airport.

Where to Stay:

Velocity, Inc. has selected the Woodlands Hotel & Suites as the host hotel for this year's fly in. The Woodlands is located directly adjacent to the Colonial Williamsburg Visitor Center, and includes convenient complimentary shuttle bus service to the Colonial Williamsburg's Historic Area. A nature trail also leads from the Woodlands to the Historic Area.



© 2002 Colonial Williamsburg Company

A limited number of reserved rooms (20 rooms are available on a first come basis) have been blocked at the Woodlands Hotel & Suites. The \$129/room night rate includes a Continental Breakfast. Guest room accommodations at the Woodlands Hotel & Suites are arranged through Colonial Williamsburg by calling 800-261-9530. Attendees must place their reservations before August 15th, 2003 to take advantage of the group block-rate. Be sure to mention that you are with the "Velocity Group".

NOTICE: This is a back to school night for William and Mary College with lots of parents visiting the area. Thus rooms will go fast! So reserve your room today to be safe!

Other Colonial Williamsburg Hotels include the Williamsburg Lodge and the famous Williamsburg Inn, which are a short walking distance from the Historic Area.

RV and camping facilities are located nearby.

So you'd like to join us?

Great!

Here is what you need to do:

1) Reserve your **lodging** today! Call the Woodlands Hotel & Suites at 800-261-9530, tell them you are with the Velocity group (only 20 rooms are blocked off at group rates, so the early bird gets the worm). They will need a credit card number to hold your room. Refer back to "Where to Stay" for all the details and other lodging choices.

2) **Sign up** for Velocity's Group Activities by using the Registration



Form for Group Activities (see page 6 or use the form on our website) You can pick & choose your activities, then send the form to Velocity online, by fax or mail. Advance registration is required for these group activities!



Think you'd like to join us, but not yet sure of your plans?

If you are interested in attending, but not yet ready to finalize your plans and submitting the "Registration Form for Group Activities", we still want to hear from you. We need to



know if you are thinking about joining the "Williamsburg Gathering" for our planning purposes. So please send Velocity an eMail (or call us), telling us that you most likely will be attending (and any other info that is definite). This will help us to know the level of interest for planning purposes. Remember, that you still will need to perform the above 2 steps (lodging reservation & group activities form) when your plans are more definite!



Letter from our host builder

Dear Velocity Owners, Builders, Pilots and Enthusiasts,

Hi, I am Jack Sheehan. I have recently completed my Velocity N55XL and live in the Hampton Roads Area of Virginia. In discussions with other owners and folks at the factory who were able to attend last year's Velocity Fly-in at Branson, MO the idea of having a Fly-in on the east coast seemed to be a great one. I have been working with Scott Baker to help make arrangements for us to spend a fun weekend here in the "Historic Triangle". The area offers many opportunities for those who fly-in, drive-in or come by commercial air. The entertainment runs from Historical Colonial Towns to Busch Gardens Amusement Parks. The program that has been suggested is a great one but you can also do whatever you chose, depending on what you like. There is great golf, sailing and fishing maybe just not enough time in one weekend (you could stay longer).

The most fun will be the gathering of folks who suffer from the same "Airplane Disease" and doing it in an environment our family and significant others can also enjoy.

Y'all Come

For those of you that live north of the Mason Dixon line, Y'all is a term which is singular and means you. In the case of two folks such as a couple Y'all means both of you.

In the case of an entire family or other group then the term is changed to "All Y'all".

So, with that little tutorial about the local language, "All Y'all" should plan on coming to Historical Virginia for the Velocity Fly-in September 18-22, 2003. It will be a great time, as well as an opportunity for demo rides and stealing other builders ideas on how to improve our airplanes. Velocity has agreed to support our efforts and host some of the events but we need your support to make it a really fun time.

If there is anything I can do to answer questions or provide you some help with your plans, please e-mail me

j.f.Sheehan@larc.nasa.gov or call me at 757-898-4839

I look forward to seeing you here in September and I also hope to see some of you at Oshkosh.

*Thanks,
Jack Sheehan N55XL*

Velocity Sponsored Events

There are no general admission costs or requirements to attend the Velocity sponsored events:

- The Velocity Welcome Breakfast on Thursday morning
- The Lantern Guided Tour of Historic Williamsburg early Saturday evening
- The Velocity Dessert Reception on Saturday night.

We do ask that you please let us know if you will be attending any or all of these events, and the number in your party. A Registration form is provided on the next page, or you can go online to our website to register.

We look forward to seeing you!

•••

Williamsburg Registration Form for Group Activities

The Welcome Breakfast, Lantern Tour and Desert Reception are courtesy of Velocity, Inc.!

Welcome **Breakfast** at the Woodlands Hotel & Suites Thursday 8:00am

____ Adults ____ Children

Lantern Tour of Historic Williamsburg on Friday

____ Adults ____ Children

Dessert Reception on Friday evening

____ Adults ____ Children

Colonial Williamsburg **Admission Pass** (for Woodlands Hotel guests only)

Special rate for guests staying at the Woodlands Hotel (unlimited admission during length of stay)

____ Adults & Children (same rate for children) @ \$20

Colonial Williamsburg **General Admission 2-day Pass** for those not staying at the Woodlands

____ Adults @ \$40 ____ Children (ages 6-14) @ \$20

Yorktown **Dinner Cruise** on Thursday evening 6 pm

____ Adults @ \$35 ____ Children @ \$20

Virginia Air & Space **Museum, IMAX** show and a catered **box lunch** on Friday 10:00 am .

____ Adults & Children (same rate for children) @ \$17

Kings Arms **Tavern Lunch** on Saturday

____ Adults & Children (same rate for children) @ \$19

Murder Mystery Dinner Play on Saturday evening... program begins at 7:30 pm.

____ Adults & Children (same rate for children) @ \$36

Total Amount Due \$ _____

Your Name:

Address:

City, State, Postal Code:

Telephone # (if we need to call you):

Payment Method: Master Card Visa

Card #: _____ Expiration: _____

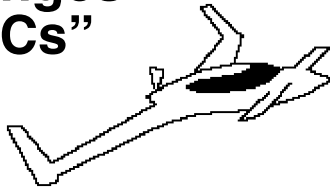
Signature _____

Our Fax: 772-589-1893

Make check or money order in US\$ payable to Velocity Inc.

Mail to: Velocity Inc., 200 W Airport Dr, Sebastian FL 32958 USA

Kit Plans Changes "KPCs"



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 156

Affects: All Models
Manual Section: 12.3.4
Date of Change: 6-01-03

2nd chapter 2nd sentence In EGG-LYC and XGG-LYC and 1st chapter 2nd sentence in XGG-Cont should read. " The NACA scoops were installed in your fuselage in the Fairing section."

KPC 157

Affects: All Models
Manual Section: 6.11 in 06-EGF and 06-XLF and 6.9 in 06-EGR and 06-XLR
Date of Change: 6-01-03

This is a new section that deals with the installation of the overhead fresh air plenum. You can download it from our website ("Builders Page") or if you do not have internet access, call the factory and we will mail it to you.

KPC 158

Affects : All Models
Manual Section: Page 10-8 figure 10-2
Date of Change: 6-01-03

The manual showed an AN960-10L washer at the top of the pitch trim spring. An AN970-3 washer should be used at this location instead.

....



Builder Hints & Information

by Scott Swing

1. We have found that using a coat of EZ poxy on the strakes first then sanding and applying the Jefco works best to eliminate the gassing or bubbles that may form when you coat it. You will use a lot less Jefco sealer if done this way.
2. We are working on a standardized layout of the firewall for everything that comes through or gets attached to it. We will have it in the plans as well as pictures of the different combinations. We should have the IO360, IO540, and IO550 done shortly.
3. Just a reminder for those building the Retract aircraft. Don't forget to make the transverse bulkheads. It is best to do those before permanently installing the bushings. Some have forgotten and had to do them after.

NOTICE:

Chapter 10-UGF is a new manual section for the Yoke controls for both the XL and Standard Elite. You can download it from our website ("Builders Page") or if you do not have internet access, call the factory and we will mail it to you.

Online Builders Construction Manual & KPCs

Updated chapters of the Builders Construction Manual with the KPCs are online at velocityaircraft.com. You can download updated manual chapters from our website or if you do not have internet access, call the factory and we will mail the updated chapter to you.

4. We are still working on making available a new constant speed propeller for the Velocity. No it is not cheaper, it is more expensive but will be a better performer and be much more durable than what we currently have. We will probably have a two blade available for the 200 horsepower range and a three blade for the 300 horsepower range. This company currently has propellers only for tractor configurations but should have a pusher blade design soon.
5. The new rudder pedal/toe brake set up we have been testing in the new XL5 has been fine-tuned and is working great. We should be able to start shipping them within a month or so. We will have a prototype of the smaller version in our new SE, which will be flying shortly. It's not easy to get everything to fit in a small area. Thank for your patience on this.
6. For those wondering about the Twin Velocity, we have not started back on it yet. Several things have prevented it but we will start back to it soon.
7. In case you haven't heard, Delta Hawk has flown the Diesel. You can learn more about it by going to their web site, deltahawkengines.com.
8. If you have the yoke system, make sure you are satisfied with the position of the hole in the panel for the control shaft to stick through. We have found that because of the different vertical dimensions that the panel is put in; you may have to change the hole position as compared to the original information. I believe that Brendan has made some changes or updates to that section of the manual so you should look at that.
9. We have found something interesting with aileron control feel and harmony. We have said in the past that if you lower the ailerons you stiffen them up and make them heavier and if you raise them they get lighter. The problem with the lighter side is that you can get aileron snatch. In the new XL5 we had this situation and we taped the

Continued on the next page

Builder Hints & Info

Continued from previous page

aileron gap on top of the wing and it did two things. It stopped the snatchy feel and there was a slight increase in aileron authority at slow speeds. We were using some 3/4" white plastic tape but found some 3/4" clear plastic tape to use. This is temporary for us as we plan to silicon the gap later.

10. If you have a nose gear made back in the 80's or early 90's, back before we took over and maybe even right after we took over you may notice that in the bends in the tubing is flattened. This was because of wall thickness and the mandrels that were used to bend the tubing. Many have flown with these for years as we did but they are not as strong as bends that are consistent. If you have one of these gear legs, it is very important that you inspect the bends very closely especially after a shimmy or bad landing. You may have a crack in the upper bend area and not know about it until it is too late.

•••

Newsletter Database Facts

Total Subscribers: 428
307 are builders
121 are wannabees

Database shows 531 names with a builders serial number, thus 224 have not renewed (some have sold kits, etc.)

See Duane's article to the right...

Visit
the Factory's
Official Web Site:
velocityaircraft.com



by Duane Swing

We Need Some Help Here:

Is the Velocity Views Newsletter needed any more?

We here at Velocity and myself in particular, have been criticized for suggesting that every Velocity builder/owner/flyer should be a subscriber to the Views. Many of you have said that you see no useful purpose for the Views and it should be abandoned. Your reasoning is that the price is just too high for any useful information. That there are too many articles about events and builder opinions on how "they" done it that has no useful application to the building and flying of "their" airplanes. Some have gone so far as to suggest that Rick Lavoie is getting rich off the Views and for this reason will not subscribe. Several have suggested that all IMPORTANT information, such as AD notes, Service Bulletins and Safety Issues, could just as well be presented as part of our web page. Others have suggested that it would serve their purposes just as well if we would send out a letter with AD notes or other related safety information and forget about the Views.

Lets look at the merits and deficiencies of all the options and see if we can find a solution. I believe a solution is needed as almost 200 of our builders/flyers do not subscribe to the Views. Hardly a week goes by that we won't get a call from someone who has a problem that has already been addressed in the Views. If they don't get the information because they don't get the Views, how can they know we have already provided a solution? What, then, can be done to provide what you need without creating a prob-

lem for someone else? Should we just not worry about those who refuse to subscribe?

Option #1

Place all the important information on our web site. This would certainly eliminate the cost to you, but add cost to us. It could be brief enough to be included on the web site. There would be no need for builder articles as this is already part of our web site. Most of the articles written by the staff here would be eliminated with only safety issues to print. Sounds like a great idea with the exception of those who don't have a computer or internet access. How will they get the information? Lavoie Graphics could no longer afford to publish the Views due to the reduced subscriptions. We could send those people an individual mailing of the information if our files could be kept current with the many moves that take place plus those who have sold their airplanes to new customers who we have no record of.

Option #2

Write a letter every quarter with just the important information and send it to everyone of record. This should take care of the problem, right? With over 600 Velocity airplanes sold, there are numerous individual sales taking place all the time with no way of knowing who the present owners may be. There is also the problem of owners moving and not notifying us of this move. What about those who may have died or lost their airplanes to fires or damage? Should we continue to send them, or their spouse, a letter? I can tell you here and now that I have already been criticized for doing this.

One of the reasons we started the Views was to have one central point

Continued on next page

Factory News

Continued from previous page

for all this information to be available. This would include builder input, important airshow events, KPC's, fly-in events like the upcoming one in Williamsburg VA, tips on how to build a better airplane, plus all the other safety and service information. It was concluded that the Views was the only way we could do this with the most efficiency and with the best possible chance that everyone who wanted the information would be getting it. It is, in fact, how many kit manufacturers handle it. Is the subscription rate just too high for some of our builders?

Option #3

Velocity pay the cost of the Views for every owner including the cost of mailing and simply add the cost to the price of a kit. This would amount to about \$20,000 per year for perhaps 10 to 20 years or about \$200,000 to \$400,000 over the life of the airplanes already sold. If this were done from day one, then it would have added about \$700 to the original cost. Unfortunate, we already have about 600 airplanes out there and no way to collect the \$700 from those airplane sales. Is this an option?

Option #4

Just leave it alone. Those who refuse to subscribe are the ones who may someday suffer the consequences of not getting information that is important. After all, for many this is what is already happening. Perhaps there are ways to make it more attractive and more useful that would encourage more to subscribe. If so, what would you like to see?

Please let me know what you think we should do. Write me a short note with your thoughts or e-mail me at DuaneS@velocityaircraft.com. It is important that I hear from those of you without a computer or without a web site connection, so I can determine if this is an issue.

Insurance Issues

We are still having a problem with Falcon Insurance using only Global as the underwriter for a quote on insurance. It is important that you call only their Austin TX office for a quote. Their number is 1-800-880-4545 and ask for John Allen. If John is not available, be sure to tell the operator you have an experimental aircraft so you won't get some agent that only knows Pipers. Falcon has 12 offices all over the US and many of the agents just don't know how to handle the experimental market.

I have also heard that Pam Lineberry of AUA has found an underwriter that is somewhat less demanding. Give her a call at 1-800-727-3823 and see if she can help you.

The High Cost of Progress

Our new XL has no round instruments on the panel. We display everything on the Blue Mountain dual EFIS including the engine information. The engine information is transmitted to the EFIS through a "black box" connected to the Continental FADEC system. FADEC stands for Fully Automatic Digital Engine Control. In total, this is a complicated system that has cost us hundreds of hours and thousands of dollars to perfect. As of this moment, we are still working out bugs in the system. I can't imagine any of our builders doing what we have done here. Wayne Lanza has devoted hours and hours of his time trying to figure out how to work with wiring diagrams that don't match the harness supplied, adding circuit breakers where there don't seem to be any reason for them being there and pulling new wires through our duct work because of the possible power loss with the original harness wires. At the moment, the FADEC has 13 breakers, each with a 10 amp capacity. It would seem that the power needed to run the FADEC alone would be over 100 amps, not easy for

a 70 amp alternator. We have replaced the main brain units called "spark towers" - there are three of them - a total of 5 times and will probably have to replace them at least one more time. Next week the FADEC people will be here with an all new harness (production version) to install in the airplane as a final "test" of the system. Continental will also be here to monitor the engine for any signs of problems.

The Blue Mountain also presented a fair share of problems. Displays that would "lock-up," incorrect information at times, a horizon that would suddenly decide to do a couple rolls while flying straight and level, and other problems that took hours and hours to correct. We feel most of the Blue Mountain glitches are behind us now and only the autopilot function remains to be tested.

Where does this all leave us? We have a beautiful airplane with a very modern looking panel and interior. We know we will get everything working and once we have a handle on all this, you, our builders, will benefit from our work. All we are doing is a first. It is the first for integration of the FADEC into a rear engine airplane, (believe me this has caused problems) a first for using the Blue Mountain to display the engine information from the FADEC and a first for the dual Blue Mountain EFIS display with no round instruments as back-up's.

•••

**Please
Renew Early
2004 Calendar Year
Subscription to
Velocity Views**

**A Renewal Discount is
available. See page 16 or
the last page for details.**



Safety Corner

Accident & Incident Reports,
Maintenance & Service Difficulties

Safety Caution Exhaust Modification

We just received word of an XL Velocity in Europe that experienced an in-flight fire on the second flight. In an attempt to get the airplane on the ground, the pilot flew into a utility pole and died in the crash. The airplane was destroyed in the fire. It is assumed the pilot could not see the pole due to the smoke in the cockpit.

We also just found out that due to the noise laws in his country, he had to make his own exhaust with a muffler. We have also been told he routed the exhaust out through the trailing edge of the wing, outboard of the propeller arc. At this time, we have not received word as to the actual cause of the smoke and fire but the exhaust modification is certainly high on the officials list.

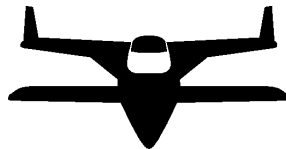
Three things are important here: First, don't make major modifications to your airplane without passing your thoughts on to us. Second; if you ever experience an in-flight fire and smoke is filling the cockpit, open the door far enough to get rid of the smoke. How far is far enough is something I can't answer but flying your airplane without a door is certainly better than flying into a pole or a house because you can't see. Third; always carry a fire extinguisher with you. We mount ours on a bracket in front of the pilot seat frame.

••••

Oshkosh 2003 Velocity Dinner Sign Up

The Velocity Dinner will be held on **Wednesday, July 30th** on the Kitty Hawk Deck of the Hilton Garden Inn (located next to the Oshkosh Airport) from 6:00PM to 9:00PM.

Dinner tickets will be on sale from now until the event. The dinner price is \$23 per person. A no-host, cash bar will be set up at the dinner. Call the factory to sign up. This is a wonderful location for a gathering! If the sky conditions and temperature cooperate, we can enjoy the time together and judge the landings as aircraft come into Runway 09. Social hour begins at 6PM – Dinner follows. Be sure to let us know if you plan to attend!



November 8, 2003 Factory Open House Workshop Schedule

Saturday November 8, 2003 - 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

Velocity Training Requirements & Check List

Items to be completed prior to coming to Velocity for transition training.

- * Own a Velocity Aircraft
- * High performance sign-off (fixed gear) or complex sign-off (retractable gear)
- * Current Flight Review
- * Current Medical
- * Log Book up to date
- * 10 hours flight time in the pervious 3 months

Read the POH for the Velocity, know and understand it. Your Velocity should be able to taxi and ready to fly before coming down.

Items to bring with you for the transition training:

- * Pilot Log Book
- * Airmen Certificate
- * Current Medical
- * Current Entry of Flight Review
- * Weight and Balance form of your Velocity
- * Headset (we do supply you with one, feel free to bring your own)

A quick note:

You are expected to know the pilot-operating handbook from cover to cover. All V speeds, engine limitations, prop, fuel system, electrical, landing gear, basic airframe systems will be covered. Our ground part will take you through the airframe systems, engine systems, preflight and what to expect on the flight. The flight portion will include, basic turns, slow flight, stalls, climbing and descending turns, go-arounds, emergency procedures, takeoffs and landings.

These are basic private pilot maneuvers, and you should have no problem performing them. If any of this

is a weak point for you, go to your local flight club and receive some flight training in any type of airplane. We are not here to teach you these maneuvers; this should already be second nature to you.

If we see that there is a problem with performing these maneuvers, you will be asked to return home and seek further flight training.

•••

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

The following Flight Instructors have also been approved by Avemco Insurance:

- Sam DaSilva - Seminole FL 727-595-6384
- Mike Gunvordahl - Burke SD 605-775-2952
- Mack Murphree - Dayton NV 775-246-9364
- Manny Lewis - Scotia NY 518-399-8614

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).

Factory Authorized Insurance Inspectors

Please make note of these individuals:

Name - Location Home Phone / Work Phone

Brian Gallagher - Murrieta CA 909-461-9990 / 909-696-0160

Barry Gibbons - Palmdale CA 661-273-7398

Don Pearsall - Owasso OK 918-272-5551 / 918-474-2610

Mike Pollock - Sachse TX 972-530-8400 / 972-728-2725

Glenn Babcock - Tampa FL 813-677-2543 / 813-604-2637

Wes Rose - Grand Rapids MI 616-772-7235 / 616-530-0255

Jean Prudhomme - Boca Raton FL 954-559-4988

Mack Murphree - Dayton NV 775-246-9364

Gary Stull - Tampa FL 813-949-1297

(Gary is an airline employee and can travel inexpensively)

Mike Watson - Mt. Vernon NY, 914-699-3915 / 201-476-8231

Events & Production News

by Scott Baker



Oshkosh 2003 Important Correction on our Velocity Dinner Date

The Velocity Dinner will be held on **Wednesday, July 30th** on the Kitty Hawk Deck of the Hilton Garden Inn (located next to the Oshkosh Airport) from 6:00PM to 9:00PM. Dinner tickets will be on sale from now until the event. The dinner price is \$23 per person. A no-host, cash bar will be set up at the dinner. Call the factory to sign up. This is a wonderful location for a gathering! If the sky conditions and temperature cooperate, we can enjoy the time together and judge the landings as aircraft come into Runway 09. Social hour begins at 6PM – Dinner follows. Be sure to let us know if you plan to attend!

Williamsburg Fly-In

I recently had the fun privilege to scout the Williamsburg, Virginia area in preparation for this year's annual Velocity Annual Fly-In. Virginia is my adoptive home – I grew up in an area called the "southside" of Virginia – and although I have visited Williamsburg on a number of occasions as a "pup", it was warming to see the natural beauty and architecture of Williamsburg again.

This year's Velocity Williamsburg Fly-In (Sept 18th-21st) is sure to be a fun filled and memorable event! Colonial Williamsburg and the sur-

rounding areas of Yorktown, Jamestown and Hampton Rhoads are rich with history. Jamestown is the site of the first permanent English colony in North America; Williamsburg is literally the "birthplace" of the American Revolution; and Yorktown is the site of the biggest closing battle of the Revolutionary War.

Hampton Rhoads is the site of the famous "battle of the ironclads" during the Civil War. The Mariners' Museum in nearby Newport News contains artifacts from the USS Monitor. Fort Monroe stands guard to the James River and the Norfolk naval base – and played a pivotal role in the Union blockade of the South during the Civil War.

I would like to encourage everyone to visit the Virginia Air & Space Museum on Friday morning (Sept. 19th). This is an interactive – hand's on – museum for kids of all ages. Pansy had to drag me away from the Space Shuttle landing simulator! I was practicing an approach during a driving rainstorm to the Emergency Shuttle Landing site in Zaragoza, Spain – great fun! The museum also has an IMAX theatre and will be running some great films that involve the adventure of flight. Dr. Bruce Holmes, manager of the NASA General Aviation Program Office located at the Langley Research Center in Hampton, Virginia is scheduled to give our Velocity group a talk in the Museum Library.

Truly, if ever there was an occasion to pull the kids (or the grandchildren) from school – and expose them to an incredibly educational and memories filled experience – this is it! I hope that everyone can make time to enjoy all 4-days of the fly-in!

Take a moment to learn more details about the fly-in by going to the Velocity web site www.velocityaircraft.com. I wish to ask a favor from those who plan, or who are even thinking of coming to the fly-in – to please let us know well ahead of time. Take a moment to "click" the

email link on the web – or telephone Melanie at the factory at 772-589-1860. We have brochures and other information that we would like to mail to those who are thinking about attending. Some events, such as the Lantern Tour of Historic Williamsburg, have limits as to the number of people that they can serve, so please call today and place your reservations as soon as possible!

Sun 'n Fun 2003

Our thoughts and expressions of gratitude go out to all Velocity owners, pilots, and enthusiasts who missed Sun 'n Fun this year while tending to the business of Iraqi Freedom! Sorry that you missed this year's show – we're happy to have you home!

The spring weather in Lakeland, Florida was ideal – sunny, but not too warm – great weeklong weather for flying and to see the show.

The new "room for five" Velocity XL-5 (dash five) demonstrator made its debut, complete with a creative paint job by Velocity Service Center notables, Frank Ware and Mike Snyder. The XL-5 features a rear bench seat with room for 2-adults or 3-large children. It also features some neat avionics in the CNX80 – the new "all in one" radio from UPS that has a communications radio, VOR navigation radio, approach certified WAAS GPS, and a colorized moving map. The instrument panel holds a dual-display EFIS/One system from Blue Mountain Avionics. The XL-5 made a favorable impression on everyone who had an opportunity to look inside.

Denis Wood and his co-owners had their highly modified Velocity 173-RG, 260hp, aircraft on display. Denis recently completed the construction and flight testing of the aircraft at the Velocity factory in Sebastian – and is now in the final planning stages to

Continued on the next page

Events & Production News

Continued from previous page

fly the aircraft across the Atlantic Ocean to its home in southern France in early July. The aircraft is being equipped with a temporary fuel tank that will be carried inside the cabin. This will allow the aircraft to fly about 10-hours and obtain a 1,600 nm range without reserve. Denis plans to make fuel stops along the way. Good job, Denis! And best wishes for an uneventful trans Atlantic flight!

Special thanks are extended to Nate and Rhonda Gutwein for allowing Velocity to display their beautiful XL-RG. Rhonda and Nate won a well-earned award in recognition of their building skills during Sun 'n Fun 2002 – and the aircraft continues to look great after a year of flying!

Jack Sheehan from Seaford, Virginia won the Outstanding Workmanship Award at this year's show. Jack's Velocity XL-RG was on display at the Mod-Works booth and became a magnet to folks who saw the beautiful paint job. This is truly a special aircraft! Those who come to Williamsburg this year will see Jack's XL, complete with a dual ARNAV EFIS instrument display. Congratulations, Jack on winning this distinctive and well-deserved award!

Production News

"Not yet!" - Several Velocity builders have ordered the new rudder pedal with toe brake assembly – but we have not put the assembly into production just yet. The factory XL-5 demonstrator features the prototype of this assembly – and while the system is working okay, we see room for improvements and are now in the process of testing an improved version of the design. We like it – you will too! Thanks for your patience!

••••

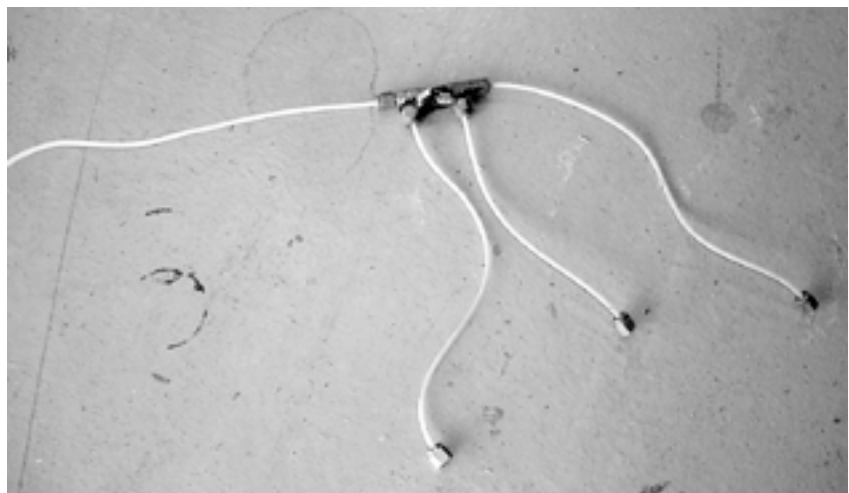
A&P Talk

by Brendan O'Riordan, CFII, A&P



Photo to the right is a picture of a gear leg that had been drilled for its axle and clearance for its brake assembly. First off you should notice the spacing between the two lower bolt holes and the bottom of the gear leg. On both holes there are areas with less than 1/16" of gear leg left. If you look at the gear leg on the sides of the top two holes you will see filler. When this builder clearance his gear leg for his brake assembly he cut the gear leg so that there was only about 1/4" of material left in front of the forward gear bolt hole and 1/4" behind the rear one. There was not much gear leg left to hold the wheel on the airplane.

Continued on the next page



It's Amazing What S##t Flies Part 2

About this time last year I did an article on some of the amazing crap we see installed on flying Velocities that come into our shop for Condition Inspections. Well we have amassed another box full of parts that we have ripped off of airplanes and thought you might like to have a look. Remember the whole idea of us showing you this is so you learn from others mistakes and do not make them yourself.



Photo below is a picture of a priming system that was installed on a Franklin. First thing you may notice is it is made of a nylon type of line. This was used to run gas to each cylinder head and prime the engine. On certified aircraft engine installations fuel lines are made from metal that can easily withstand engine heat. The type of lines that were used on this primer installation would look right at home on your aquarium but should never be used around a hot engine.

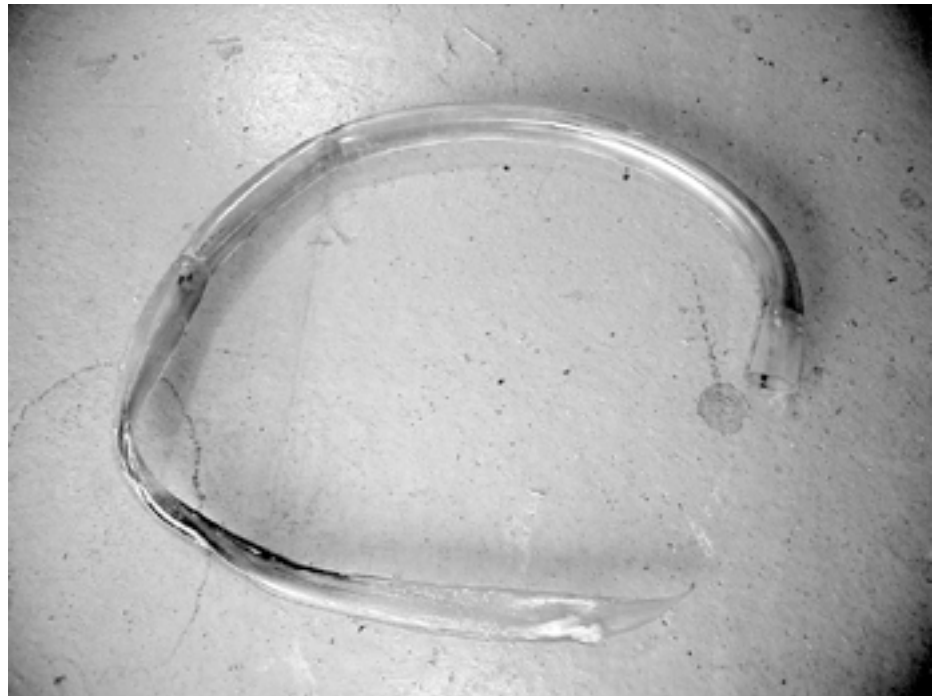
A&P Talk

Continued from previous page

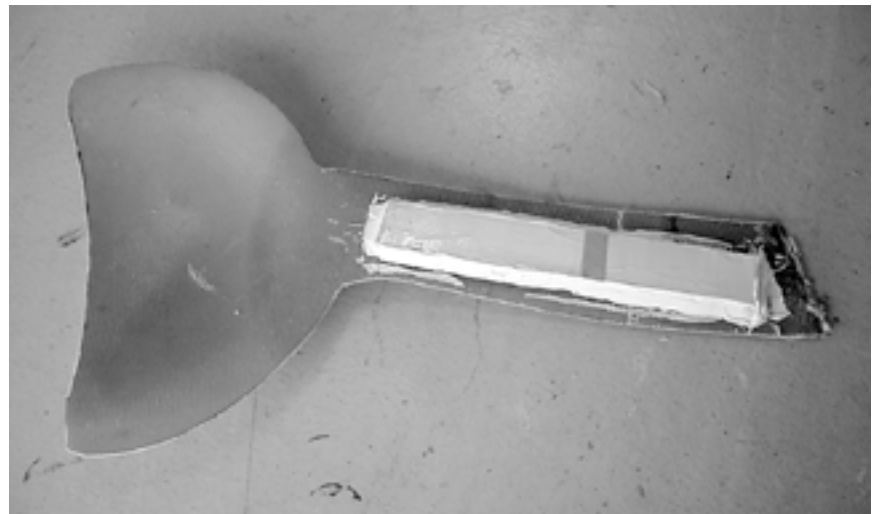
Photo to the right is a picture of a line that was used between the engine and the oil pressure sender. All you have to do is read the warning on the hose to understand that this hose should not be used in this application. We did have another builder that used one of these hoses on his oil pressure sender and the inner hose ruptured. The exterior hoses expanded until it was about 1-1/8" in diameter. Luckily the owner caught it before the exterior hose ruptured.



The next photo to the right is a picture of a vacuum line that was installed between the firewall and a vacuum pump on an engine. As you can see the heat of the engine has melted this hose to the point that the tube is now closed off. In your engine compartment you should use Mil-H-6000 tubing or an equivalent. Mil-H-6000 will withstand the engine heat as well as contact with gas and oil.



The next photo to the right is a picture of a stiffener that was installed on an RG main gear door. It may be hard to tell but this stiffener is made of wood and has been covered with an epoxy / micro-balloon mix. That's all. The standard installation is a piece of dyvinicel foam that is covered with bid. I popped this stiffener off the door by just twisting the door slightly. This wood stiffener would make a great projectile for your propeller.



Continued on next page

**Please Renew your
2004 Calendar Year
Subscription Early**

Send in your check today.
A Renewal **Discount** is
available. See the last page
for details.

A&P Talk

Continued from previous page

Top photo to the right (below Wayne's photo) is a common problem we see around here. This is an improperly flared aluminum line. This line looks as if someone was chewing on it. If your lines look like this redo them. When I first learned to flare tubing I used a scrap piece of tubing and practiced my flares until they were right before I worked on an airplane.

The next photo is a picture of a good flare. Usually if it looks wrong it is and if it looks right it is.

The last photo (below) is of an airplane that just rolled in the door for a condition inspection. Take a look at the bend on this gear leg. This airplane is in desperate need of a new gear leg.

I am hoping most of you see these pictures and without reading the text the problem with them jumps out at you. Remember you are putting yourself and your loved ones in your airplane so keep your installations safe and proper.

••••



Electric Buzz...

by Wayne Lanza



EFIS stuff

OK, what's all this EFIS stuff about? I get a lot of inquiries regarding EFIS systems, their applications and use. An EFIS (Electronic Flight Information System) is a type of Multifunction Display (MFD for the ITK - 'In The Know') that is capable of displaying Primary Flight Display (PFD), Moving Map (MM) and Engine Data (ED) or (EIS - you can figure that one on your own...). There are several popular EFIS available, most notably is the Blue Mountain (not referred to as BM!!!) and the new Digifly systems. Coming soon will be the system from Grand Rapids Technology. They are pretty much proven systems that offer an impressive array of functions for their cost. The Blue Mtn system has an impressive display and a comprehensive list of functions that will set you back under \$20K with auto pilot. The Digifly has a few less functions, and will be in the \$6K to \$11K range dependent upon the number of displays used. There isn't much on the Grand Rapids unit yet, they have a couple of pre production units flying but are not shipping yet. If you have a lot of dollars (and no "sense"), you might opt for the certified Chelton or Arnav systems - they run from \$35K to \$50K+. Others are now available, too numerous to mention. What do you get and what can you do with these things? Most are capable of replacing everything in the panel except for the radios, transponder, nav and audio systems. They can be single or multi display capable. Virtually all use LCD displays and are low power. The hardware might consist of one large integrated module plus the display or might be more modular with an engine module and external AHRS (Attitude Heading & Reference System). It looks like the non-certified systems can be used for IFR flight. The current FAA ruling basically says that if you have the required functions for a given environment of IFR flight then you can legally fly with the sys-

Continued on page 18

Please renew your 2004 Calendar Year Subscription Early

If I already have your correct information (address, etc.) in my data base, then you can simply mail me a check. Otherwise, please complete the subscription order form below (please print clearly).

Renewal Discount

\$35.00 for renewals only if you mail a check to Rick Lavoie **by Dec 15th** and **pay by check in US funds**. Otherwise, you will be charged at the normal subscription rates of \$45 or \$50 (see below). Also, you can pre-pay as many future years as you choose at the \$35 rate.

Subscription Order Form

Renewal

New Subscription

For renewals, please check your mailing label (last page of the newsletter) for accuracy.

Name:

Mailing Address:

Home Phone #:

Work Phone #:

Fax #:

(If) e-mail address:

(If) Factory DMO #:

(If) Which Model Velocity:

(If) Registration #: N

(If) Velocity now flying?:

2004 Calendar Year Subscription (Volumes 37-40):

\$ 45.00 in US funds for addresses within the United States

\$ 50.00 in US funds for International addresses (covers air mail and special handling)

Back Issues are \$35 per Calendar Year:

2003 (Volumes 33-36)

2002 (Volumes 29-32)

2001 (Volumes 25-28)

2000 (Volumes 21-24)

1999 (Volumes 17-20)

1998 (Volumes 13-16)

1997 (Volumes 9-12)

1996 (Volumes 5-8)

1995 (Volumes 1-4)

Check enclosed (US Bank or International Money Order)

Master Card

Visa

Card # _____ Expiration Date _____

Print your name as it appears on your credit card: _____

Your Signature authorizing me to charge your credit card: _____

NOTE: Your credit card statement will show the charge in the name of Lavoie Graphics

Mail with your payment to:

Rick Lavoie, 26 Marshview Dr, St. Augustine FL 32080-5873

Or you can **Fax** to 904-461-3146 if paying by Master Card or Visa e-mail: RickL@lavoiegraphics.com

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.

Tips from Tom

by Tom Wright of Advanced Composite Tech, Somerset PA

As a builder of many types of aircraft, I have discovered many little tricks that make working and building more enjoyable and less frustrating.

To clean the sticky residue from masking tape or duck tape from parts without scratching the surfaces, try a product called "Opps," available at Wal-Mart. Simply wet the area, let stand a minute or two and wipe off. Using a paper towel wetted and placed over the gooey stuff also helps. It even works on Plexiglas, however the paper towel will make fine scratches, so use a soft cloth towel for Plexiglas.

Speaking of acrylic, why not protect it from the start. As soon as you unpack your new parts, protect the Plexiglas by wrapping it in your best bath towels.

Buy a product called "Spray Lat," from A/C Spruce - sign shops also have it. Paint at least four dry coats on all surfaces of your windows and windshield. Put at least six coats on the inside of the windshield, the thicker, the better. Allow to dry between coats. If you apply this product too thinly and try to peel it off, it will tear away in small pieces and you will have an almost impossible job to remove the film on your windows. Painted thick (four to five coats), it is strong enough to prevent itself from tearing, and stays in one big film which is easy to tear off in one piece, especially on the inside of the windshield after the panel is in.

To trim your windows to size, follow

the instructions in the plans. After they are to size, peel some of the Spray Lat from the edges all the way around, approximately 2". Apply two layers of duck tape over the Spray Lat surface with the duck tape to within about 1" of the edges. This becomes the bonding surface. Sand with 80 grit and install per plans. You can even cleco these in if you are very careful when you drill the holes. Use nothing bigger than 3/32 diameter for the initial drilling, then absolutely no holes bigger than 1/8", and use a Plexiglas bit. To keep the clecoes from sticking in the epoxy, dip the ends in vaseline prior to installing in the holes. It makes for easy removal after cure. Install clecoes from the outside so you don't pull the Plexiglas away upon removal.

Do not use WD 40 or any silicone based product any place on the surface of your airplane. The fiberglass, even though cured, still absorbs the silicone. Nothing will ever stick to the surface, including your epoxy and glass laminations or fillers.

Use duck tape on surfaces to prevent laminations from sticking to the surfaces. You can even make your own fiberglass angles and various shapes. Simply buy angle the size you want, apply duck tape, glass over it with four ply and after cure, remove. Now you have fiberglass angles to use for you needs. Another way is to nail some 1x3 wood furring strips together and duck tape them to use as a mold to make fiberglass parts, angles, flats, etc. You can use your scrap pieces of bid for this.

Use Permatex Antiseize to install together any aluminum parts that must fit tight, especially elevator

tube plugs which fit tight. They never seize. This prevents the aluminum from galling into each other and allows you to rotate the plugs freely for drilling.

Use containers from grocery items for parts bins to sort and store items. Cut the top off of any gallon jug, clean it out, and you have a container to mix large quantities of epoxy or filler, especially big laminations, wing skins, etc.

You can use a hole saw to drill a washer shaped piece out of a plastic jug. Use as a wear washer between the aluminum seat hinges. This prevents the aluminum pieces from wearing against each other as you move the seat back.

Need to find a big wrench for the nose gear nut? It's a 1 13/16 hex nut and that size open end wrench is very difficult to find. Buying a complete set in that size is big bucks. McMaster Carr has a vast assortment of inexpensive wrenches for less than \$20. each. I purchased a 30 degree angle thin-head short handle P. N. 5414A52 and it works great. Just make a pipe extension to use for tightening the elastic stop nut. It's really tight, but has to be to keep the nose gear fork at the proper tightness and prevent shimmy.

When designing panels that are somewhat complicated or difficult to visualize, instead of using the actual foam to cut up and maybe get it incorrect, try using cardboard pieces first as a temporary pattern before cutting the actual parts to size.

To determine the correct length to make those hoses: Most of us don't

Continued on next page

Electric Buzz

Continued from page 15

tems used as primary instrumentation. The FAA doesn't necessarily like this but they have no rules to preclude the use of non approved instrumentation IN AN EXPERIMENTAL AIRCRAFT. Bottom line - COOL! Things to consider when shopping... First and fore most is bang for buck. You can replace standard instruments with a good reliable EFIS for the same or less money. Why spend as much on the EFIS as you would on a new engine? The EFIS system will weigh easily 15-20 pounds less than conventional instrumentation. Check the contrast ratio of the EFIS carefully, this is a measure of intensity and with regards to sunlight readability, don't even consider anything less than 600 nits! Some systems have large hardware and display modules that can be difficult to fit in the space allotted. Understand the cabling that you will have to build or deal with, this can be a real pain and is at times less

Builders Forum

Continued from previous page

want inexpensive fuel and oil lines in our expensive airplane, so we tend to go way over the actual requirement for hoses and they can get expensive. In order to prevent having a line made too short or too long at the hydraulic shop, obtain some inexpensive vinyl tubing from a hardware store. Slip over the the fittings you need to connect. Route the vinyl tubing over and around to obtain the best routing, even slipping over the fittings. This is to simulate the actual hose in place. Mark the hose for length and application. Now take this hose to the hydraulic shop where you get your hoses made up, and have the more expensive hose made exactly like your vinyl hose. They will fit every time. The hydraulic shop can help you select the correct type for the application.

••••

than amusing... With regards to wiring, make sure that you ask about the engine sensors. You want to be able to use off the shelf sensors not special sensors supplied by the EFIS manufacturer. If you have a sensor failure expect to wait and pay big bucks... If you want multiple displays for convenience and redundancy, make sure that they can do independent functions and have an independent processor per screen. Then there are the software and data base updates to contend with. To pay for a data base is understandable but you should never have to pay for a system software upgrade unless it adds major enhancements. Currently there are two proven systems that are within the realm of most builder budgets., the Digifly and the Blue Mountain. I must admit at this point that I am the US dealer for Digifly. The Digifly fms100 systems are based on a decade's worth of experience but until now have not been available in the US, The Blue Mountain is a couple of years old and is well designed and supported. As mentioned, Grand Rapid's Tech is working on a system that is not yet ready. One other system shown at Sun-N-Fun was the Dynon, it's AHRS is poorly designed and has poor sunlight readability (450nits) - not a contender at this time...

Check out the web sites and ask questions, it's you airplane and your money. Ask about an aircraft in your are that has a system installed and review/fly it first hand. I will have the Digifly for in my Velocity at Oshkosh and plan on making a movie of it's operation available on CD.

Visit Composite Design at the Velocity booth, Blue Mountain will be in booth #2108. Best Regards to All, Wayne Lanza

web sites to visit:

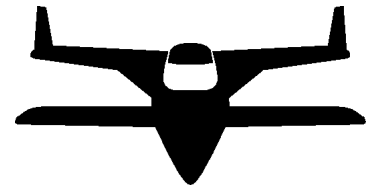
Digifly - CompositeDesignInc.com
Blue Mountain - bluemountainavionics.com

Grand Rapids Tech - grtavionics.com

••••

Buy Sell or Trade

Velocity parts, tools, kits, flying Velocity's: **Free** and exclusive to *Velocity Views* Subscribers.



Place **your ad** here... **FREE** to all current subscribers. Individuals selling parts, tools, kits, & flying Velocity's. Your ad will run once per submission. See last page for deadlines. Please do not type text in all caps!

N570 For Sale: Standard Velocity RG



Interior, Engine, Avionics, & Airframe are all "10's". Spoiled, pampered and hangared in St. Augustine Florida since birth! 565 hours on Hobbs - all "tweaked out" with no problems. IFR certified, new PZL Franklin engine with IVO Inflight electric adjustable pitch prop, HSI, Strikefinder, S-tech auto pilot, PS engineering stereo audio panel, Stereo CD player/radio, Terra radios (2 com, 1 nav, 1 transponder), GPS moving map, JPI engine instrument plus EDM 700 engine monitor, and more... Sales Price is US \$119,000 For a very complete description & lots of photos, go to:

<http://lavoiegraphics.com/velocityrg>

e-mail: RickL@lavoiegraphics.com
Rick Lavoie 904-461-6912

**For Sale
Standard Elite 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 final-
ized and finished, minor sanding
and finish work. Some manipula-
tion of doors for better fit. Lot,s
of extra though and work on many
areas all installed.

See more at
www.pc-c.com/velocity.htm
Contact
dennis@pc-c.com
413 543 2396

\$47500.00

Factory Information



**Velocity Inc.
Factory & Home Office:**

200 W Airport Rd
Sebastian FL 32958 USA
Ph: 772-589-1860
Builders Hot Line:
772-589-0309
Fax: 772-589-1893

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.

Internet web site:
<http://velocityaircraft.com>

e-mail addresses:
DuaneS@velocityaircraft.com
ScottS@velocityaircraft.com
Bonnies@velocityaircraft.com
ScottB@velocityaircraft.com
BrendanO@velocityaircraft.com

Builder assistance:
support@velocityaircraft.com

Other e-mail addresses:
kitsales@velocityaircraft.com
accounting@velocityaircraft.com
parts@velocityaircraft.com

Velocity Service Center Inc.:
flighttraining@velocityaircraft.com
demos@velocityaircraft.com
maintenance@velocityaircraft.com

MARKETPLACE

FreeFlight
S Y S T E M S



We Service Terra Radios

Continuing the Tradition of Excellence
Pioneered by Trimble

GPS • Radar Altimeters • Jet Call

FreeFlight Systems
3700 Interstate 35
Waco, TX 76706
(254) 662-0000
www.freeflightsystems.com

<http://exp-aircraft.com>

OFFICIAL GUIDE TO
**experimental
aircraft**
exp-aircraft.com

- Aircraft Guide
- Classified Ads
- Helpful Links
- Library of Articles
- Aviation Marketplace

Delivery Dates

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

Submission Deadlines

Quarter:	Mail Date:
1st	December 1st
2nd	March 1st
3rd	June 1st
4th	September 1st

Listed below are **4 options** for submitting your text. Do not type your text in all caps. Please send us **photos** and drawings too!

1) Send it on a 3-1/2" disk, a CD, or a Zip 100. This saves us from re-typing all that text. Don't format your text, just give us raw text, with no underlining, bold, or any other type of formats.

2) **E-Mail** your text file to me: rick@lavoiegraphics.com and please don't type in all caps.

3) If you don't have access to a computer, then we can scan in your **typed** page.

4) If you **print neatly** so we can read it clearly, we'll type it on our computer for you!

Note: If you need your photos & materials returned, please include a self addressed envelop.

Velocity Views
is published **Quarterly** by:
Lavoie Graphics
26 Marshview Dr
St. Augustine, FL 32080-5873
Rick Lavoie, Editor
RickL@lavoiegraphics.com

Velocity Views newsletter is published by Rick Lavoie / Lavoie Graphics as an agent for Velocity Inc. (the factory). Prior to printing, the factory reviews each volume published for accuracy.

Velocity Views newsletter material has been supplied voluntarily from the Velocity Factory, Builders, & Vendors. This material is printed for informational purposes only. Opinions expressed are those of the author. Lavoie Graphics & Rick Lavoie do not endorse and are not liable for the contents of such material. Use of this material is at your own risk. Any variance from the factory plans is a high risk endeavor. Any contemplated modifications should be reviewed and approved by Velocity Inc.

Velocity Views is a Trademark of Lavoie Graphics
Copyright © 1994 - 2003 Lavoie Graphics All Rights Reserved.

No part may be reproduced or translated, stored in a database or retrieval system, or transmitted in any form by electronic, mechanical, photocopying, recording, or other means, except as expressly permitted by the publisher.

Subscriptions

- **2003 Calendar Year Subscription** (Volumes 33-36): The annual cost is \$45.00 for mailing addresses within the United States. For all other mailing addresses, the cost is \$50.00 in US funds (covers Air Mail & special handling).

All subscriptions are sold on a calendar year basis. New subscribers joining mid year will be provided with back issues for that calendar year.

- **Back Issues** 1995 thru 2002 are available for sale at \$35.00 per calendar year in US funds.

Specify the year(s) you want when ordering back issues.

- "Paid thru Vol" on your mailing label indicates the final volume your subscription covers.

lavoiegraphics.com
fax: 904-461-3146

- **Renewal Discount**
\$35.00 for renewals only if you mail a check to Rick Lavoie **by Dec 15th** and **pay by check in US funds**. Otherwise, you will be charged at the normal subscription rates of \$45 or \$50 (see above). Also, you can pre-pay as many future years as you choose at the \$35 rate.



FIRST CLASS

Rick Lavoie, Newsletter Editor
26 Marshview Dr
St. Augustine FL USA 32080-5873

FORWARD & ADDRESS SERVICE REQUESTED