

# VELOCITY ONLINE

Vol. 1 January 2005

*Welcome to the Premiere issue of "Velocity Online." This is the place where Velocity builders and Velocity Wanna-be builders can come to get all the current goings on at Velocity Aircraft. This newsletter is free to all so Velocity builders have no excuse anymore to not know all the latest and greatest things we are doing.*

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## [News From the Factory](#)

by Duane Swing

This being the first of our online Velocity newsletter, I thought I would take some time to reflect on the past couple months and take a look to the future articles I would like to see published.

First of all, thank you for allowing us to continue the news letter in this fashion. Many of you simply did not want what we were doing to change. "Leave it alone," was the battle cry of many of you. "If it ain't broke, don't fix it," was another. Unfortunately, things must change in order to reach as many of our builders as possible. Many of you, who can now access this newsletter, simply felt it not necessary to pay for information that was not needed or not necessary for the successful completion and flying of their Velocity. This, of course, was not only false, but also in some cases; important safety information was ignored due to this attitude. In some cases, it simply was not convenient to "subscribe" to the Views. Regardless of the reasons, there should no longer be an excuse as it is now free and available to anyone who has a Velocity and a web access computer. For those who do not have this access, we will be happy to make a copy of this information and send it to them in letter form.

For those of you who have had a chance to visit Velocity since the storm season ended can understand why it has been such a difficult task for us to recover. Still bad phone service, still debris everywhere, still items in the destroyed building that have not been removed, still lost inventory from aircraft that was in our Service Center, still buckets spread around our production building and office to catch the rain that filters through the damaged roof and the list goes on and on. We were fortunate in that we had already leased an additional 4500 sq. ft. building to build the twin and begin work on a special project aircraft. This is now where our Service Center is located and because we vacated a 10,000 sq. ft. building, we supplemented the space by renting 5 "T" hangars where Wayne Lanza is operating his electronic support business, where Mike has set up for repair work and annual inspections and where the additional hangars are used to store aircraft when the builders are not here.



I tell you all this so that you know we are still a long way from being back to normal. Our inventory is still on the short side due to loosing over a months production time. Our welder/machine tool operator left us for the mountains of North Carolina and we are still looking for a replacement. We lost our bookkeeper and are going through the process of training Melanie as her replacement. Melanie has the double duty of training her replacement Kristy. (Say hello to Kristy when you call in) We will recover and again ask for your patience during this most difficult time.

I mentioned my desire to look to the future for items that need to be published in this newsletter. From past experience, it has become apparent that I need to put together a supplement to our flight manuals with all the flight safety information published in the Velocity Views over the past several years. This would be in a page form that could be printed and attached to your flight manual. This information will then become a permanent part of any new flight manual sent out with our kits. At the same time, I will be looking for important safety information that might pertain to the building of your airplane that needs to be repeated. This is information that was never included as a KPC but yet important enough to warrant the re-printing. In a way, this should eliminate any reason to look at old issues for this information. This will all take me some time to compile so don't bug me just yet.

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## Factory Sponsored Fly-Ins

For the past several years, Velocity has sponsored fly-ins from coast to coast. Some of these take a lot of our time and money to promote and in many cases, poor attendance has been our experience. Even though I believe we need this kind of interaction with our customers, most of you have not participated and the result is that we will not be doing this in the future. I believe that a better way would be for those of you who are regular contributors to the "Reflector" give this some thought and give this a try. I would be willing to place all the promotion information in this newsletter and help in any way we can to make it work. I know the difficulty in finding the perfect spot to have a fly-in and the work involved in finding transportation, housing, food preparation, interesting places to see and the myriad of little details that go along with a fly-in. I belong to a motor home club where twice a year the members put on a "get together." There are over 2,000 members of this club and they are having some of the same difficulty that we experienced. Lots of work with difficulty finding people willing to sponsor the events and volunteering to help. Perhaps the "Reflector" group can do a better job than Velocity. We will help and provide factory support when possible.

## Propellers

We have been working with Hartzell to develop a light weight all aluminum propeller for the Standard and XL airplanes. For the 200 horse Lycoming Standard, this would be a two bladed prop and a three bladed for the XL. Hartzell will use the same technology used to design the props for the Lancair, Columbia and Cirrus tractor airplanes with the reversed blade shape needed for a pusher. They will be sending us a test propeller for our Continental powered XL, which we will fly to their facility in Piqua (Dayton) Ohio for harmonic testing.

It is their opinion, after a visit with us, that we will see improved performance and at a price much less than the M-T. We will certainly keep you informed through this newsletter of our findings.

## Copperstate and AOPA

Bonnie and I spent the month of September traveling west in the motor home. Our first stop was at the Copperstate fly-in near Phoenix. This is a four-day event starting on a Thursday and ending on Saturday. We had Kevin and Brook Steiner bring their gorgeous Standard FG Velocity to the display tent and they were kind enough to be present on Friday and Saturday to help Bonnie and I hand out literature and talk to potential customers. For those of you out in this part of the country, it might be an interesting fly-in to attend. Perhaps we will see you next year.



From Phoenix we traveled to Long Beach CA for the annual AOPA convention. Most of you know that they move this convention every year from coast to coast to accommodate as many members as possible. Long Beach is a beautiful city with many things to do and see. We had the pleasure of meeting one of the newest members of the Velocity family, Dave Dent. Dave flew his XL RG from Lancaster CA to Long Beach and we had his airplane on display for the three day event. Dave spent his time telling the Bonanza/Mooney/Cessna/Piper/Cirrus owners what a mistake they had made. We appreciate so much those who are willing to put their airplanes on display and spend their time taking some of the heat off Bonnie and I.



I understand next year the convention will be held in the Tampa FL area. We look forward to attending this event with our own airplanes and meeting many of you.

## Insurance Issues

This may sound like a broken record to many of you but insurance is still a problem with ALL experimental airplanes that qualify as “high performance” in the insurance industry. We have been looking at different agencies that might offer better benefits or lower cost premiums. It seems when we do find someone willing to write insurance, some of the conditions are too restrictive for our builders. We have seen requests for only instrument rated pilots or insurance that would limit the hull to a maximum of \$100,000 regardless of the airplane’s actual value. We have also seen requirements for minimum flight hours of 500 or even more before one qualifies for any insurance. In your particular case, this might not be a problem, but for many of you, it is. Scott Baker has spent a lot of his time working on this problem and has some answers found elsewhere in this newsletter. If you have had a good experience with a particular insurance company, let us know and we will investigate them for all the rest of us.

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## Velocity Re-Sales

A reminder to all of you who contemplate selling your aircraft. Many of the new owners have to find out from us that we charge a \$275 fee for transfer of ownership for a flying airplane. For an airplane under construction the fee is \$400. This fee covers the transfer fee plus the education needed to bring the new owner up to speed and the necessary phone service that goes along with a new owner asking the same questions we have already answered for the original owner. Many of the new owners just can’t understand why we do this and have given us a hard time about this subject. I should remind everyone that several of our kit plane competitors will actually offer NO help to the second owner of their brand of airplane. This is to enhance the sale of a new kit over the usual reduced price of a second owner kit. It is not difficult for me to see why this is done as at least 20 Velocities have new owners since this time last year.

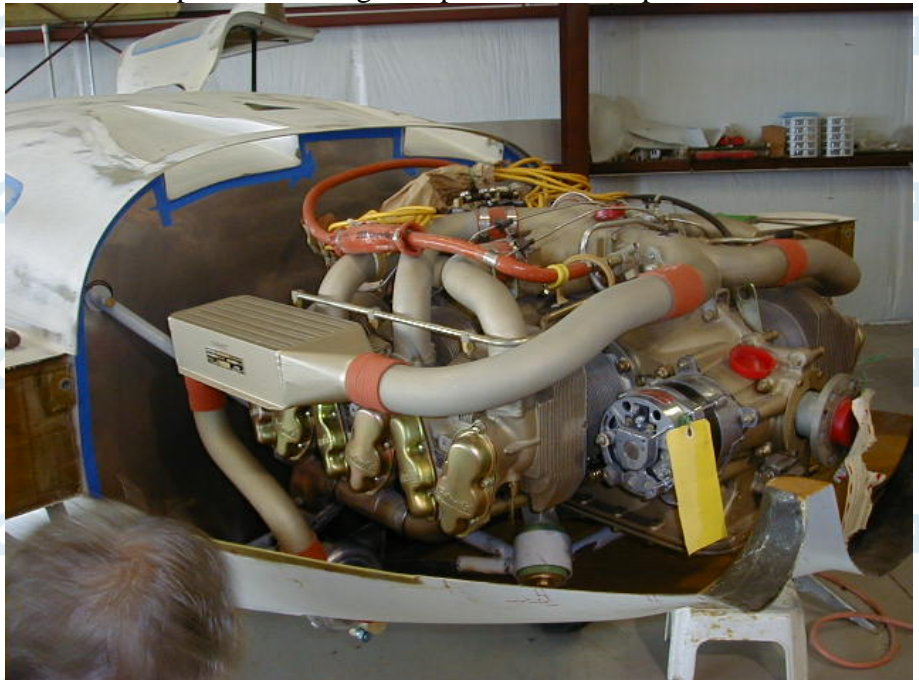
What I am telling you is that if you want to sell your kit or flying airplane, do us both a favor and pre-pay this fee or provide adequate explanation why the new owner should. Remember, I could just get hard nosed about it and refuse to offer support to a second owner. Can you guess how much less your airplane would be worth vs. paying the fee?

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## XL RG Turbo 550

I mentioned in the last newsletter our work on a customer owned XL RG with the Continental TIO 550 engine. This is turbocharged version of the 310 horsepower engine and should provide some great speed and climb performance

numbers. This engine is designed to provide the full 310 horsepower up to about 20,000 feet with 75% power available all the way to 25,000 feet. Using the same performance comparison that Lancair does with their airplane using the same two engines, we can honestly predict a 75% cruise of about 245 knots (280 mph) at maximum cruise altitude. We can also predict an 18,000 feet cruise speed of approximately 235 knots (270 mph). Max economy speed at 18,000 feet should be about 225 knots (259 mph) using about 16 gallons per hour. Range with IFR reserve, including climb and descent, should work out to over 1,000 nautical miles given the 90 gallons of fuel he has available.



This airplane will certainly be an electronic marvel as the owner is a former airline pilot flying the glass cockpit Airbus. He will have four independent 6” glass displays along with two additional glass displays as back-up’s. Also planned is a fully integrated autopilot with all the whistles and bells necessary for the glass displays interface.

The dual turbo, dual intercooled engine installation required a special engine mount to clear the turbo’s along with some small bumps on the cowling to make room for the intercoolers. All in all this should be a real impressive airplane. We will have more pictures and more information in our next newsletter.

## Production News

by *Scott Baker*

### New Products in Development

Velocity, Inc. is actively working on the prototype installations for several exciting new products for both the Velocity SE and Velocity XL model line.

BRS, the makers of ballistic parachute recovery systems [www.BRSparachutes.com](http://www.BRSparachutes.com), is designing a parachute recovery system for the Velocity. The system will be designed so that it can be fitted to new aircraft as well as aircraft that are already flying. Velocity, Inc. is working with BRS engineers to finalize details relating to attachment points. BRS has already completed several field visits to the Velocity factory and have given us preliminary signals that the design should “come together” without undue complications. Price information is pending, however a BRS system for the Velocity XL should cost less than \$26,000, not including the labor to install the system.

Keith Products – the world leader in general aviation aircraft cooling is designing an air conditioning system for Velocity XL models with Continental IO-550 engine installations. See [www.keithproducts.com](http://www.keithproducts.com). Keith Products engineers are scheduled to visit the Velocity factory soon to complete their research and development work. Price information is pending.

Velocity, Inc. is working with Superior Air Parts to provide a turbo-normalized version of Superior’s XP-360 engine for the Velocity Standard and Velocity SE line of aircraft. See <http://www.superior-air-parts.com/xp360.asp#>. Superior Air Parts recently completed a similar turbo-normalized installation with Lancair – which has proven to be quite successful. The turbo-normalized engine, currently rated at 180-hp, will produce 100% power up to 16,000’. The TNIO-360 is expected to cost less than \$42,500, including the engine installation kit!

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### Kit Price Increase Coming Soon

Everyone expected it to happen. It’s not often that a manufacturing company can hold costs down for two and one-half years, which is when Velocity, Inc. last announced a price adjustment (September 2002). Velocity, Inc. has constantly improved the kit parts to give customers value-added and time saving features. These and other escalating material and labor costs force us to adjust kit prices. Specific details will be announced soon.

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### Industry News of Interest to Velocity Owners

#### AIG Aviation Insurance

AIG Aviation Insurance recently completed a one-year trial period insuring a limited number of Velocity aircraft. Velocity, Inc. was happy to hear that AIG Aviation Insurance was very pleased with the extremely low loss ratio during the one-year evaluation, reporting only one hangar rash claim from a group of approximately 50-Velocity aircraft! As a result of this outstanding record, AIG Aviation Insurance announced they are increasing the maximum hull insurance value limit from \$100,000 to \$150,000 ...adding they are considering even higher limits. AIG Aviation Insurance is purchased through your local aircraft insurance broker. AUA Insurance and Falcon Insurance are two of the largest brokers of AIG insured Velocity aircraft.

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### Velocity Service Center News

Velocity, Inc. Maintenance and Inspection Policy Changes-

Please take note of these important operational and policy changes regarding inspection, maintenance, and repair services formerly provided by the Velocity Service Center:

**Conditional Inspections** – Conditional (annual) Inspection services will be offered to all Velocity owners. Work is done at the Velocity Service Center (only) and is scheduled by appointment. A squawk list of un-airworthy situations will be noted. Important: Our inspectors and mechanics may, *or may not*, have time to address (fix) the items on the squawk list. In most instances Velocity owners will need to fix the items themselves by making use of the Head Start facilities or taking the aircraft elsewhere for repairs. If the aircraft is safe to fly, an A&P rated mechanic will sign a ferry permit to allow the aircraft to be flown elsewhere for repairs. Additional details regarding Conditional Inspection procedures and policies are available by contacting Velocity, Inc.

**Pre-Purchase Inspections** - Velocity, Inc. has discontinued offering Pre-Purchase Inspections. Depending on where the airplane is located we possibly can help you find someone to do the inspection.

**Aircraft Insurance Inspections** – Authorized independent inspectors now exclusively handle insurance inspection services. Authorized Inspector are:

Name	Location	Home Phone	Work Phone
Brian Gallagher	Murrieta CA	(909)461-9900	(909)696-0169
Barry Gibbons	Rosamond CA	(661)256-8272	
Don Pearsall	Owasso OK	(918)272-5551	(918)474-2610
Mike Pollock	Sachse TX	(972)530-8400	(972)728-2725
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	
Mike Watson	Mt. Vernon NY	(914)699-3915	(201)476-8231
Mike Snyder	Sebastian, FL	(772)388-5816	
Steve Murphree (Also available for First Flights)	Dayton, NV	(775)230-3685	

**Routine Maintenance** – Velocity personnel will be happy to assist owners with routine maintenance (oil and filter changes, lubrication, tire, and brake service) based by appointment.

**New Hardware Installation** – Velocity personnel will be happy to install or help customers to install new hardware and hardware upgrades (such as the conversion to Cleveland brakes, or the installation of the new independent rudder pedal with toe brake assembly). Work is scheduled by appointment.

**Repairs** - Velocity, Inc. has discontinued all services relating to aircraft repairs.

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## Communications Difficulties Affect Velocity Service Center

Following the Hurricane destruction of the (former) Velocity Service Center building, Service Center activities are

currently conducted at three different and widely spread locations on the Sebastian Airport - none of which have telephone or Internet service. Scott Swing, Duane Swing, Nathan Rigaud (CFI) and Mike Snyder (IA, A&P) are affected by the disjointed locations and the lack of instant communications. The front office staff is handling all of the routine items that would normally be forwarded to Scott, Duane, Nathan, and Mike. Some customers have expressed displeasure with not being able to immediately reach these gentlemen. If the nature of your business demands specific attention by Scott Swing, Duane, Nathan, or Mike – we will be happy to take a message. However, due to the distances between buildings and the circumstances involved, please don't expect a same-day reply unless it is an emergency. We ask for your understanding and patience while we work to install new communications equipment to remedy this situation.

Wayne Lanza has also been moved to a T-Hanger without phone service. If you need to reach him you can leave a message at (321)956-6619 and he will get back to you or email him at [wlanza@bellsouth.net](mailto:wlanza@bellsouth.net)

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## **KPC's** (Kit Plans Changes)

*KPC's are listed in downloadable PDF form on the Builder Construction manual page.*

### **KPC 175**

Affects: XL model with Cleveland brakes

Manual Section: 6-A-4

Date of change :1/06/05

Change on parts list. Change AN5-31A to AN5-32A and AN6-31A to AN6-32A.

### **KPC 176**

Affects: All fixed gear models.

Manual Section: 8.1.2

Date of change: 1/06/05

Change AN5-31A to AN5-32A and AN6-31A to AN6-32A.

### **KPC 177**

Affects: All models.

Manual Section: 9.2.3

Date of change: 1/06/05

Paragraph added.

“It is a good idea to place the leading edge of the strake 1/4” aft of the leading edge of the wing. The top strake and glass work on the leading edge will make up the difference when they are installed.”

### **KPC 178**

Affects: All RG models.

Manual Section: 6.7.4

Date of change: 1/06/05

In figure 6-28 the 4 plies under the dyvinicel pieces should go all the way on to the top of the bottom spar cap. The old figure did not show this as well as the new one now does.

### **KPC 179**

Affects: All XL models.

Manual Section: 12.4

Date of change: 1/06/05

XL Exhaust Installation section added.

### **KPC 180**

Affects: XL's with Continental engines.

Manual Section: 12.1.2 and figure 12-1

Date of change: 1/06/05

In chapter one and figure 12-1 - The AN7-34A bolt should be an AN7-33A bolt.

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## *Scott's Builder Tips*

### Service Center News

Progress is being made on the turbo charged TIO 550 installation in a customers aircraft here at the service center. Very little modification had to be done to the top cowling for the intercoolers but the bottom cowling required larger bumps. I tried to make them large enough so as to make them blend in with the rest of the cowling and fuselage. I will make molds of these changes so that if it works out favorably, others will not have to take the time to do it. When we get it flying, we will let everyone know of the performance differences.

We are still repairing hurricane damage of one sort or another so I appreciate your patience through all of this. The final things are being removed from the old service center, as it will be torn down by the middle of the January. We are still sorting out what we have and what we are missing. We seem to have more of some things than we have airplanes and we are short on other things.

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### RG Hydraulics

Some builders have experienced problems with their hydraulic pump cycling very fast or when they go to put the gear down nothing happens and they have to hit the reset button to get things started. We may have found the problem. We recently had this happen on a customer's airplane and traced it to the nose gear cylinder. It looked as though the problem occurred during the original assembly of the cylinder. There is a seal that keeps fluid from leaking around the nut and threads that hold the piston onto the shaft. This seal doesn't even move or have anything rubbing on it. Somehow, the seal was damaged allowing fluid to flow through the center of the piston. This seal is not part of the overhaul kit since it does not see any wear normally. If you have these problems, this could be culprit so keep it in mind.

Speaking of hydraulics, I want to mention tube flaring again. Whether you are flaring hydraulic tubing or fuel line, the method is the same. Most people get the flair correct but the preparation was not done correctly. The biggest problem is that after the tubing is cut off, it is not prepared for the flair. Some just cut it off with a tube cutter then flare it. All tubing cutters leave flashing on the end of the tube that needs to be cleaned off before flaring. There are several ways to achieve this but we usually use a pointy razor blade and a couple of files. Once the end is ready, the contact point on the flair will be smooth. When the end is not prepared, the flashing left on the end of the tube ends up in the flair and the contact part of the flare will leak. Fuel line is made of softer "3003 aluminum" so you must be careful how tight you get the fitting since you can squeeze the tubing until it splits and the flare breaks. The hydraulic tubing is harder "5052 aluminum" so it will not do this as easily.



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## Continental Engine Install

On the IO550 Continental engine installation, the cowling must be modified, as you know. First the whole top must be raised up about  $\frac{3}{4}$ " then after you have glassed it together, and flanged to the wing etc... the last thing to do to make the cowling complete is to match it to the spinner flange or back plate. This is done as shown in the plans by cutting a wedge out of the top cowling and bringing it down where it belongs. You then connect the small piece down where it belongs and secure it with stirring sticks and hot glue on the outside surface. To get it in the right place, it is good to use a template of the rear side of the spinner. When you installed the engine you centered it in the bottom cowling already. You can place the ring (template) in the bottom cowling and bring the top wedge piece to it. In any case, after the wedge is re-attached, you take the cowling back off, sand the under side of the cowling all around the affected area, tape up the outside surface of the cowling so nothing can get through, mix up about 6 pumps worth of epoxy with micro balloons and transition the wedge piece to the cowling so that it looks correct on the inside surface (smooth transition) and glass it with 2 or 3 bid. After cure, I use a grinder with a 5" large grit disc on it. I like to think of it as taking a piece of ice and turning it in to art with a chain saw. You are just using a grinder to turn the outside surface of the cowling into art. Most likely you will take most of the micro back off as you grind or sand since the inside looked good when you were done. In any case, when we get the chance, we will be making a mold of this area of the cowling so that you do not need to go through all of this. This part will become part of the engine install kit for the Continental. This will take the artwork out of that. So, if you are willing to wait for a little while, we can reduce your work time considerably.



If you have received a Continental engine install kit from us check the length of the bolts that attach the engine to the

engine mount. We originally used AN7-34A bolts but we found out they are one size too long. We had several airplanes that have hundreds of hours on them with the longer bolts. This change is addressed in KPC 180. If you find that you have the longer bolts let the Parts department know and they will get you replacements.

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## RG Wheel Wells

I can't emphasize enough the importance for those with the retract system, to make their wheel wells big enough. I think there are quite a few builders that forget to properly inflate their tires before they build their wheel wells, or they try to get the most fuel possible so they don't want to make their wheel wells too big. Most builders are now going for at least 3/8" clearance around the tire, with a good size flange of glass to glass beside that. Also, the wheel well should have at least 1/2 clearance all the way around. Basically you should be able to put your finger between the tire and the well. The outside diameter of the same tire size made by different tire manufacturers is different. You run the potential of having a tire stick in a wheel well if they are made too tight.

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## Toe-Brake Installations

Those of you who have received Toe-Brake Installation kits from us need to check the brake fluid reservoir that came with the kit. There is a small vent hole on the top of the reservoir cap. When the reservoir is installed to the attach bracket there is a washer that is installed which makes sure the vent hole stays open. We have found one of the reservoirs in stock that had the vent hole drilled too close to the center. The spacer washer covered the opening when it was installed to the attach bracket.



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## *Mechanics Corner*

by Brendan O'Riordan

### K.I.S.S.

Over the past 15 years the technology available to the general aviation pilot has gone through huge changes. I can remember when the first Lorans came out and how crude they were. Now a day we can't get the average pilots attention unless we have a full glass panel that is sporting the latest and greatest EFIS system in it. At the Velocity Service center our guys have had the opportunity to help our builders install quite a variety of different brands and styles of systems used for navigation, engine monitoring or both and we have formed some strong opinions about them. Without trying to sound too much like Andy Rooney, I will pass along a few things we have come across.

First off if you want to get into the air the quickest and have as few problems as possible after the plane is flying follow the K.I.S.S. (Keep It Simple Stupid) principle. The more complicated an airplanes systems get the more things can go wrong. Out of the many airplanes we have built only a handful have not needed troubleshooting after they started flying. The one thing all of these "trouble free" airplanes had in common was simple instrument panels. So the question is what does "simple" mean when referring to an instrument panel.

The simplest instrument panel is based around the basic 6 flight instruments that use the traditional vacuum system for the attitude indicator and directional gyro and electric for the turn coordinator. There is defiantly a reason we have been using this setup for years. You have your redundancy in flight information as well as using different means to power the instruments. We have all practiced partial panel and if a failure would force you to have to fly partial panel there is enough information to get the proficient pilot to safety. Compare that to an airplane built with an all in one computer

screen for all flight information that has a malfunction with its screen. If this is the only instrument in your panel (which I see more and more in experimental airplanes) you're in trouble. I know half of you are saying "I am going to have two screens in my panel." If you do this you need to make sure that you have two separate electrical systems that can power them and will work independently of each other. I love giving you all real world examples to learn from so here goes. We had a customer who just bought a flying XL and had his panel totally redone with all the latest and greatest full EFIS screens. He brought the plane to us to do some work while his panel was getting finished. His plan was to fly it out of Sebastian once the panel was ready and installed by the radio shop. On his first flight he took off and after about 20 minutes of flying his panel went totally blank. He had a total electrical failure and everything on his panel was electric. His engine was powered by two magnetos so it was running strong but he had no engine gauges and no flight instruments. He was so shook up about his panel situation that he didn't fully complete his emergency gear extension procedures and had the nose gear collapse just after touchdown. The main thing you should do with any instrument configuration you decide on is to play devil's advocate and go through all the emergency situations you possibly could run into and make sure you have redundant systems so you do not loose everything.

The other part of a panel that should be kept simple is the engine instruments. The way most engine instruments have been set up in the past you had redundancy. For instance we will look at a basic gauge installation that has both an oil pressure and oil temperature gauge. Engine oil temperature and oil pressure are inversely related to one another. As one goes up the other goes down. So if you loose one of these gauges the other will let you know the status of the engine oil. The traditional way of displaying engine information was on a stack of individual gauges. Keeping each gauge separate makes sure that if you have a problem with one instrument it does not affect the others. Over the last few years there have been many all in one instruments that have come on the market. They make installation into the panel simpler because they require only one hole to install and some pilots prefer the layout of the information to individual gauges. Most of these systems go above and beyond the amount of gauges we ever had installed in airplanes in the past. The problem with these units is now all of your gauges have quite a few shared failure points. The two obvious failure points are there power source and the screen in which they show the information on. I personally have had a failure of both a screen and of the power source on these style units. Another failure point we have found on some of these units is that if you have a problem with one of the senders, for instance a bad ground, it can effect the readings you see on totally unrelated sensors. You cannot overlook the simplicity of individual gauges because if you have a problem with one gauge it will only affect that gauge.

I hope you guys don't get me wrong and think I am totally against all the new technology out there. I love all the latest GPS innovations and I am defiantly too lazy to go back to the old way of navigating. The point is you can have all the latest and greatest technology but still have your redundancy and safety built into the airplane. I looked through my archives of pictures and this is one of our customer's airplanes that is definitely high tech but has redundancy built into it.



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## *Flight Instructor Input*

by *Nathan Rigaud*

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

- Own a Velocity Aircraft
- Only one owner will be scheduled and trained at a time
- 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

- Proficient with slow flight and crosswind takeoffs and landings

**Items to bring with you for 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.

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## *Completions*

This is where we will be showing pictures of builders Velocity's that are flying. Send us a picture of your flying Velocity with a little background on it. The email address is [newsletter@velocityaircraft.com](mailto:newsletter@velocityaircraft.com)

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## *Builder Articles*

If you have Velocity related information that you want to share with your fellow Velocity Builders send us an article to [newsletter@velocityaircraft.com](mailto:newsletter@velocityaircraft.com) . Don't forget pictures.

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## *Items For Sale*

### Wired Instrument Panel



Instrument Panel painted with upholstered glare shield for Standard RG or FG aircraft. ( Will also work in an XL Panel)

All the following installed and wired using an "Approach System" Hub.

- Apollo GX60 Com/GPS with moving map
- Apollo SL 30 Com/VOR
- Apollo SL70 Transponder w/encoder
- Apollo SL15 MS Stereo Audio panel W/ 3 LT
- FM/CD Player
- Circuit Breaker Panel W/Upper Switch Plate
- Warning Lights
- Blue Mountain EFIS #1 with Engine Probes
- Blue Mountain EFIS LITE

ALL NEW AND NEVER USED

Total Invested - \$38,000

**Sale Price - \$28,000**

Contact Duane Swing or Scott Baker

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