

Velocity N293CM Frequently Asked Questions rev1.2

EXPERIMENTAL AIRCRAFT

Q. Where can I see pictures of your Velocity? [Velocity N293cm](#) and [Velocity – Minckler Engineering](#) and [Velocity photos – Minckler Engineering](#)

Q. What is the history of the airplane?
https://www.angelfire.com/nc2/minckler/Velocity_N293cm.htm

A. It was built by a man named John Brock. It went into service in 1995. Mr. Brock lived in Ohio. It was bought in 2006 by Larry Ward. The plane had spent 5 years in Florida. The broker who sold it to Larry did not have any log books for the airplane, so the logs started when Larry took possession of the airplane. Log books available upon request.

Larry home base was in Bremerton Washington (KPWT). Larry put it up for sale with a broker located in Livermore, California.

Larry Ward sold it to Kevin Minckler in 10/2011. Kevin flew it from Livermore, California to New Haven Connecticut. It spent the last 11 years in New Haven, CT (HVN) and is currently hangered.

Q. Can the Airplane be a good IFR platform?

A. Yes. In flight the Velocity is a fantastic airplane. It's docile, and very responsive to the touch. Engage the autopilot and you really have an easy IFR performer. The autopilot does need an update.

Q. Why are you selling the airplane?

A. This is my second airplane. My first is a two-seater Long-Ez. Though I loved the idea of having a second airplane to fly myself, my wife and a couple for a quick get-away, having the second airplane is daunting to try to maintain both planes. Both the time and expense, means less time flying.

This is a solid 4-seat airplane that is fast and fuel efficient. You can enjoy a full range of flying possibilities with 4 seats, and the Velocity gives them to you, and doesn't penalize you with costs or a reduction in performance.

Q. What work have you done to the aircraft since you purchased it?

New #1 cylinder 10/15
New front tire 10/22
New battery 10/22
New brakes 9/22
New remote oil filter 9/22

Compression checks - all good over 70/80 marked on covers. 11/22
Multiple starts, engine runs good, oil pressures 80 psi 11/22
Wheel Pants – (available – not currently on plane)

Q. What does the plane need?

The plane is currently out of annual condition inspection but does have an airworthiness certificate. It's uninsured at this time so there are no test flights. GPS needs update. This plane is with original steam gauges. I would prefer if you trailered this home to inspect and modify it to your liking and then learn to fly it. I recommend transition training. I can help with wing removal and contacts for transport.

Q. Where is the plane based?

The plane is based at Tweed New Haven airport, Connecticut (HVN) and currently hangared.

Q. Can it be trailered? Yes. There are guys that do that. Wings have to come off and it has to be set up on an angle on a trailer because of the width, otherwise permits.

Q. What about transition training? Go to Velocity factory in Sebastian Florida.

<https://www.velocityaircraft.com/>

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Q. Who to contact with further questions or to set up a time to see the plane?

Kevin Minckler – call or text 203-671-2272 or email kevinminckler@sbcglobal.net