

Frequently Asked Questions

Q. Where can I see pictures of your Velocity?

A. On my website <http://www.lmward.com/airplane/>

Q. What is the history of the airplane?

A. It was built by a man named John Brock. It went into service in 1995. Mr. Brock lived in Ohio. I bought the plane in 2006 from a broker that was from Minneapolis, the airplane was located in Oklahoma. The check I sent was made out to a woman named Brock, I assume it was his wife. The plane had spent the last 5 years in Florida, apparently some of that time it was not hangared. The broker did not have any log books for the airplane, so the current logs start when I took possession of the airplane.

I had a pre-purchase inspection completed by the FBO where the airplane was stored during the period it was for sale by the broker. The plane pretty much checked out as advertised, with the exception of the auto-pilot, which the broker claimed was operational. It was not. I had the autopilot serviced shortly after getting it to my home base in Bremerton Washington (KPWT) where I have kept it hangared from the day it landed here. There were some minor issues with the autopilot that were corrected, and it has worked fine since then.

The airplane sat for about 5 years from 2001-2006 and was not flown. Based on conjecture from my mechanic and the engine specialist in Gresham Oregon that re-worked the engine, it was not run for much of the 5 years that it was sitting. As a result the rings, and the lower part of the engine (bearings, pins, etc) suffered from the lack of usage. The engine, a Lycoming IO 360, has always been very reliable for me. However, because the rings had been compressed in one spot for so long, the engine consumed oil at the rate of about ½ gallon per hour. In 2007 I had the engine removed, and sent to Premiere Aircraft, in Gresham Oregon, a very highly rated Lycoming specialist. They were tasked with repairing the engine, with the expressed goal of bringing it up to a cycle life that would be at least 1000 additional hours, before it would require a total over haul. My bill was about \$7000.00. Since putting the new engine into service, the airplane has performed beautifully. My oil consumption is normal; it starts easily, and has averaged about 9 gallons an hour for fuel consumption. Cross country flights of 3 hours or more where I can get the plane above 6,000 feet where leaning is practical, yields consumption rates in the 7-8 gallon per hour range.

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. It holds headings better than my Mooney did, and though trimming can be touchy at first,

once you get the hang of it, the plane pretty much flies itself. Engage the autopilot and you really have an easy IFR performer.

The GPS is IFR rated, however its database would need to be updated to be used legally. And, the panel would need to be signed off by an A&E. The company that repaired the auto-pilot quoted \$600 for the sign off, plus any parts that might be needed.

Q. Why are you selling the airplane?

A. Because I am not flying it enough. When I purchased my Velocity I was using it for business so I could write it off. In addition to that, I recently married a woman that is a white knuckled passenger. Though she will fly with me, her discomfort is palpable. It's a shame, because we are at a place in our lives where we could use the plane for some wonderful travel. It's very difficult for me to enjoy flying with her, when I look over and she is almost catatonic. I have tried coming up with trips that I can do alone, but that doesn't seem to be a good solution either. I can't justify a hangar, insurance, and upkeep when my annual use age is substantially less than 50 hours per year. I owned a Mooney M20C for a decade or so. I averaged about 100 hours a year in that airplane. I lost it in a divorce. I had always lusted after a Velocity when I owned the Mooney, so in 2006 when the opportunity to replace my airplane presented itself, I spent several months finding a Velocity that I could afford. I don't regret purchasing the airplane for a moment. It is everything I hoped it would be. A solid 4 place airplane, that is fast, and fuel efficient. I found from my Mooney that 4 seats were a must. Even though most of us often fly with less than that. However, you cannot enjoy a full range of flying possibilities without those 4 seats, and the Velocity gives them to you, and doesn't penalize you with costs or a reduction in performance.

Q. Is there any damage history to the airplane?

A. Yes, but it was minor. I porpoised a landing bringing the plane home from Oklahoma, and damaged the nose wheel in Livermore, CA. I was lucky enough to find a mechanic in the area that was a Velocity builder, a licensed A&E, and a great fellow. In addition to fixing the damage I had inflicted on the airplane, I had him go through the entire aircraft to check it's construction and do a safety inspection. For \$2500 I got the nose wheel repaired and great piece of mind. He acknowledged that the plane was well constructed and safe. His only objection was the placement of the headphone jacks in the wing strakes. I choose to not move them, as it was not as big an issue to me as it seemed to be to him. Other than that the plane checked out fine.

Q. How is the Velocity at a higher density altitude?

A. I have one experience. A few years ago I flew me and three passengers from Truckee Airport near Lake Tahoe, to Oakland, to go to a baseball game for the day. When we took off from Truckee (KTRK) it was 95 degrees, at an altitude of 5897. I had 30 gallons of fuel onboard. It took only about ½ the runway to get airborne, and we were able to climb at about

600 FPM, circling to reach an altitude of about 10,000 feet to get over the mountains. By comparison, I once flew my Mooney out of Eli, NV (KELY) with 40 gallons of fuel, 2 kids and a petite ex-wife, on our way to Denver. It's elevation is pretty close to that of Truckee at 6259. We used almost all 6000' feet of the runway, and were having trouble getting 200 FPM, the temp was in the high 90's on that day too.

Q. Any squawks on the airplane?

A. Nothing mechanical. It could use some new carpet, I wish the heater worked better, and there is a slight mismatch of the canopy and the fuselage. When I purchased the plane the canopy issue was annoying because it allowed air infiltration, and noise. I fixed the noise and air infiltration by just replacing the rubber seal. I have never quite figured out how to fix the mismatch of the canopy to the fuselage, but to be honest I have never really tried, it is not that big a deal.

Being a pusher, the Velocity has a disadvantage when it comes to getting heat into the cabin. It is not an issue in the summer, but in the winter it can get cold. There is heat. It comes from the oil cooler that is located in the nose. The current setup is not maximizing the heat that is available for transfer to the cockpit. There are several remedies that I have seen in some of the canard forums over the years that are practical, and quite functional. Most involve adding a fan and creating an envelope for the oil cooler. It seems to be a workable solution. It is certainly not an issue that is unique to the Velocity.

The only other issue is that one of the wheel pants has a crack in it. I noticed it recently when I was servicing the brakes. A slice of fiberglass and some bonding and sanding will do the trick. I have not put the wheel pants back on because it should be fixed before they are returned to the airplane.

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

A. The engine repair is the biggest improvement. I added a Cato 3 blade prop. That has been a great improvement in climb and cruise. For those familiar with homebuilt aircraft, you will know that Cato is the guru of props for experimentals. I have replaced the disc's in the brakes, and with the help of a Long Eze buddy fabricated some heat shields for the brakes. They help both shield the heat and draw it away. I fixed the autopilot. I have adjusted the wheel alignment, that was wearing the tires unevenly. Replaced the battery, and cleaned the fuel tanks of sediment, replaced the O rings on the fuel caps. I change the oil every 20 hours. The plane is in great shape. It only has 280 hours on the airframe, so it is barely broken in.

Q. What is your wish list?

A. I would love to have an electronic glass cockpit, a better set up for reading CHT and EHT. Other than that I would love to have a reason to fly more, the money to afford it all, and a wife that wasn't going along just because she knows I love it, while she is petrified.

Like giving up your favorite pet.....I want my plane to go to a good home.

Q. What is the biggest negative about this airplane?

A. Really, the only issue that some have had is the lack of having log books that go back to hour 1. I can understand the discomfort there. That is one of the reasons the price is \$20K less than the market. However, the logs that I have pick up the plane at hour 116 and go the present 281. The engine is now a known commodity, and the airframe is (and has been) easily verified to be of good quality. The prop is new to the airplane since I have owned. The instruments and radios are all verifiably working, and healthy. Beyond that I don't know what to say. If this is a deal breaker for you, not much I can do. I took the big risk on purchasing the plane without the log books. I paid the \$7,000.00 penalty in the form of an engine repair, I think it turned out to be a good bet.