

## Insurance Stuff

I got a call the other day from one of our builders asking me for the name of the insurance company that will insure the Velocity without the inspection and without the pilot training. He said he had read something about it in the "Reflector" and needed phone numbers. I couldn't believe anyone who has known anything about our problems with insurance would even consider flying their airplane without both the inspection and the training. If there is actually an insurance company out there who is doing this, rest assured he will find sooner or later his losses exceed his revenue. We have seen some absolutely horrendous examples of poorly built airplanes that are just not safe to fly. Please, for your sake and for ours, get some training and have your airplane inspected properly.

If you are ready for insurance, we recommend you contact the following:

AUA at 1-800-727-3823 (ask for Pam)  
Falcon at 1-800-880-4545 (ask for John Allen)

## Firefly

I guess one picture is worth a 1000 words but here is the Firefly (see photo below). Several issues ago we showed you a picture of what the Korean Aerospace Research Institute (KARI) was doing with their Velocity XL FG. KARI is the Korean equivalent to our NASA and the twin tail arrangement is an attempt to minimize the adverse yaw (sometimes called yaw reversal) by moving the winglets inboard and mounting them on booms. The twin tails are neutral airfoils with fully actuating rudders (just like your Cessna) and toe brakes. On most canard airplanes, the great stability creates difficulty in making coordinating maneuvers for approach to landing in any kind of turbulence and crosswinds. With the Firefly almost all of this is gone. The approach phase is not much different than what one would notice in any other general aviation airplane and cross controlling is also easier. There are other changes that made this all possible including a deeper chord wing with some of the sweep taken out. Wingspan is also

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