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Dear Falco Builders:

I am just back from Oshkosh where we had a very busy week with our booth on the Falco. We were mobbed the whole time and have to judge the whole endeavor a great success. We now stand at 34 builders and it appears from the response at Oshkosh that we will have about 50 new builders shortly if all of those who said they were going to start shortly do as they say.

Just prior to Oshkosh, I received a letter from Mr. Frati answering many question I had for him concerning the drawings I am just finishing up. I know that many of you who have been pestering me for drawings of the Nustrini canopy modifications will be happy to hear that we will be getting drawings for that. Also, Mr. Frati will be sending drawings for wing tanks for those of you who don't care about the aerobatic performance.

Largely due to business interruptions and correspondence with Falco builders and potential Falco builders, I have not finished all of the plans as I had hoped to do by the end of July. All of the drawing is finished and I could easily get an entire set of plans out in a week but it would be riddled with errors and omissions, and I would prefer to get it all right before sending the plans out. Hopefully, I will have all of the rest of the plans out by the end of this month, but business interruptions may push it to the end of next month.

Once the plans are finished, I will then sit down and begin work on the construction manual. It is not my intention to try to write out a section on how do build the wing ribs (for example) until one of the more experienced builders has done it and can relay to me the problems and solutions he ran in to. Please try to hold your questions on such things as the wing spar and other items well down the road so that I can catch up on the plans and construction manual. You are welcome to write in your questions and I would encourage you to do so, so that I can see what is confusing you, but please be patient as I have much to do on the plans yet.

Kits: First off, I would like to clear up any possible confusion I might have generated concerning who is doing what kits. Both Stan Weiss Enterprises and Spar Craft Manufacturing Co. will be offering complete kits on the Falco. Each will tailor their kits to the way they like to offer the kits so you will see some differences, for instance, Spar Craft tends to offer kits of wood-to-size, while Stan Weiss tends to offer more complete components, but even that explanation is an over simplification. I have asked Stan Weiss to start with the tail group of the airplane and Spar Craft to start with the wing so that any of you who want to go full bore from the start can do so, but

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this does not mean that each company is restricted to one end of the airplane. Quite the opposite, and I will repeat so that there will be no confusion, Stan Weiss will offer complete kits of wood components for the Falco consisting of completed components and the needed wood-to-size (where appropriate) and Spar Craft will be doing the same. Both companies have promised to have me prices by the end of this month and I will have them in the next builder letter. They will not, and could not, be able to give prices for all the kits they will offer, just for the first kits off the shelf. I would encourage you to wait until you have the next builder letter before contacting them, but those of you who feel you must, the addresses and phone numbers are: Stan Weiss Enterprises, 761 East Brokaw Road, San Jose, California 95112 (408) 298-3385; Spar Craft Manufacturing Co., 106 South 15th St. Tacoma, Washington 98402 (206) 272-7351.

Additionally, Trimcraft Aero will be offering kits of completed wing and tail ribs. Trimcraft had some samples at our booth and I was quite pleased with the workmanship. The wing rib kit with all of the ribs for the wing are priced at \$495.00 F.O.B. Burlington, Wisconsin. Trimcraft will begin deliveries in the middle of September. You may order now if you wish, they are: Trimcraft Aero, 6254 Highway 36, Burlington, Wisconsin 53105. Prices for the fin and stabilizer ribs should be available next month.

Those of you just starting on construction are encouraged to begin work on the tail group ribs and beams. These are the simplest parts to make and you will gain valuable experience by following in the footsteps of the more experienced builders. The dimensions given in last months builder letter for Sheets D7, D14 and D15 have all been confirmed by Mr. Frati as correct. We will be correcting the plans by adding these. Additionally, Mr. Frati says to eliminate all lightening holes in the nose ribs for the rudder as we will need the weight to balance the rudder. Also the aileron nose cap shown as spruce is actually beech (again as a weight) so please correct that on your plans.

Some tips on the tail group ribs. The contours given are for the under surface of the skin -- that is a convention used by almost all designers. Do not attempt to use the rib drawings for the jigs as they are not intended as patterns and several builders have discovered that the drawings are not exactly to contour. Use the contour drawings only, if you must have a pattern but the paper will expand and contract so much due to humidity changes that you would be best off laying out the ribs by the numbers. Also, on the forward fin beam the upper longeron is "trapped" between the two cross members of the beam and you will want to leave out the lower cross member until the beam is installed on the fuselage.

With the fuselage bows, Mr. Frati reports that they were made in the factory in the shape of a "C" in slightly more than double thickness, split in two, planed, and then joined with a scarf joint at the top and bottom. This way the bows could be made quickly and easily and they came out perfectly simmetrical. Also, the grain direction of the blocking in the fuselage frames

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is not consistent. Mr. Frati says that the general rule for the grain direction of these blocks is as shown below, although the builders may use the stronger method of having the grain parallel with the open face of the block. That is, the builder is only required to do the weaker and sometimes easier method as that is all the loads require.

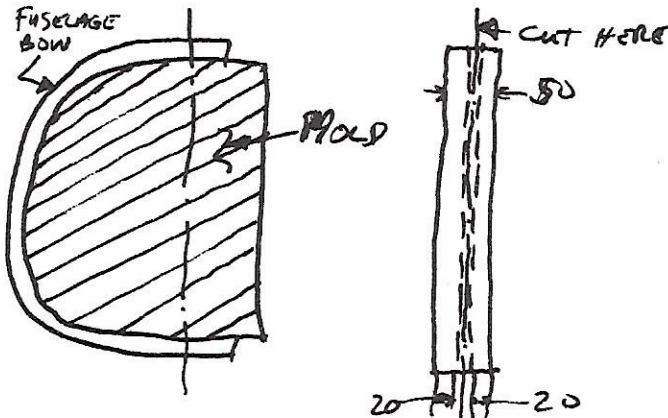


FIG. 1. MAKING FUSELAGE BOWS

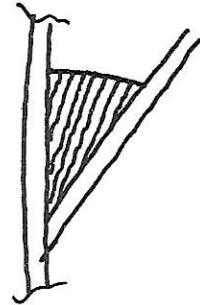


FIG. 2 GENERAL RULE FOR
GRAIN DIRECTION OF FUSELAGE
FRAME BLOCKS

That's all for now.

Sincerely,
SEQUOIA AIRCRAFT CORPORATION


Alfred P. Scott
President