



Sequoia Aircraft Corporation 900 West Franklin Street
Richmond, Virginia 23220
804/353-1713

September 1, 1979

Dear Falco Owners and Builders:

For those of you who are hearing from us for the first time, we send out this letter to all Falco owners four times a year with monthly letters to the Falco builders and the two are combined as an "Owners and Builders Letter" here.

There are several purposes for the letter. First and foremost, it is a way that we disseminate information to all of the people building the homebuilt Falcos. Secondly, by including all Falco owners, we can collect and disseminate information concerning the operation of the aircraft. Hopefully, everyone will benefit.

More than anything else, we need information. I am particularly interested in hearing about any service difficulties so that any problems might be corrected in the homebuilt Falcos and so that all Falco owners might be alerted to potential problems. I have enclosed a current list of all Falco owners. Please note that much of the information is still missing. The Italian owners are all members of the Falco Club and we do not have the complete names of the owners (only the last names) and no information on the aircraft they own. Please let us hear from you so that we can get the list complete and up to date. Also, let us know the names and addresses of any other Falco owners you know of. There is a Falco in Luxembourg that we know of. Also one or two in France. Can anyone bring us up to date on the current owner of D-EBBR -- we have it listed in the name of both Dieter Voltolini and Joachim Ramthun. Which one is the owner?

Luciano Nustrini reports that in a recent race in Florence, Falcos finished in the top five places (Nustrini was first), an SF.260 was sixth and the ten other competitors had various other aircraft. Nustrini also won the Tour of Italy again this year, but then he has won it so many times that they ought to just concede it to him!

A friend of mine was recently in Denmark and had the opportunity to meet Per Brüel and fly in the plane briefly. Per Brüel is in the sound measuring business, being the largest in the world in that specialty. He bought his Falco as a result of being awarded the contract to supply the equipment to measure the airframe noise of the Concorde. To test the equipment, Mr. Brüel would dive the Falco at very high speeds, engine off, with the equipment mounted on the tip of the wing. With that contract out of the way, Per Brüel now uses the Falco for fun, and for flying up to a small island north of Zealand.

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Lutz Gosser sent us the above photo of his Falco. The airframe has been completely redone and Mr. Gosser is now adding a new engine, a constant speed propeller, new wheels and a new brake system. His Falco is painted in a lovely scheme being white with orange-red spinner, rudder and wing tips, and dark blue trim elsewhere. The carburetor intake appears to have been modified -- either covered over or with a screen in the front.

A number of the Falco builders have expressed an interest in the three bladed Hoffmann constant-speed propeller. If any of you have installed one on a Falco, we would like to know of it and your impressions of it. There was a Pitts Special at Oshkosh this year with a 200 hp engine, spring aluminum gear and the Hoffman prop and the vertical performance was spectacular. There is a small possibility that Harry Shepard (of the Waco Meteor Aerobatic Team) might form a three Falco formation team. In talking about this he was saying that he would want to use the 180 hp. IO-360 Lycoming with the Hoffmann prop and we are told that the combination is the same weight as the 160 hp O-320 with the Hartzell constant speed propeller.

The Irish Falco, EI-BBT, belonging to Neil Johnston and Dermot Whelan was recently involved in a landing gear mishap. Neil reports that they are not absolutely sure of what happened, but it appears to be pilot error and not component failure. The pilot was not experienced in the Falco and it appears that he selected gear-up* on landing roll-out. All three gear began to retract and the screw-jacks were bent and the "A" frame drag strut for the nose gear was broken. We don't mean to embarrass the pilot by this account but he can take solace in the fact that he is not the first to have done this. This occurred with a Falco in Luxembourg and also once in Germany. Perhaps the best way to avoid this sort of situation is to install a "squat switch" which will not allow the gear to be selected up as long as there is weight on the landing gear. This is done on the SF.260 with a switch

* instead of flaps, as intended.

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attached to the main gear leg with a band clamp and the oleo (shock absorber) hits the switch (closing the circuit) only when the gear is fully extended. It is a simple device and many of you may want to consider putting one or two on your aircraft. We will certainly want to do this on the homebuilt Falcos. Falco homebuilders are very likely to prefer the manual flap lever to electric flaps and this will also prevent some of the confusion.

Mike Shield reports from England that he spent a very enjoyable weekend in August at the Abbeyshrule in Ireland at the air show as the guest of Declan Kelly, Neil Johnston, and Dermot Whelan. They are considering forming a aerobatic team and Neil Johnston is working on a smoke system for his Falco. They are forming a Falco Association and hope to get all English and Irish Falcos together for a photograph to be printed in a later edition of this small journal. Mike Shield also said that they spent some time talking about the value of their Falcos and were resolved that none of them would sell his Falco for less than twelve thousand pounds. If the Arabs can do it with oil, we can do it with Falcos!

We have heard a report that a Falco in Luxembourg was recently sold to a new French owner. The owner of the aircraft priced the plane at \$19,000 and the plane was sold in one day with the purchaser flying out from Paris on the spot. The Falco reportedly had a lot of time on it, but it indicates to demand for the aircraft.

Spare parts: this has always been a concern for Falco owners. First, you should know that Peter Oriani has a wealth of spare parts which he bought from Laverda. In addition to the address given in the list of owners, I also have this address: Via Venezia, Rovereto, Province Trento 38068, Italy. Also I have this telephone number: 0464-32187. There seem to be too many digits, but Peter assured me that it was correct.

Also, we can supply drawings for most of the parts for the Falco. There are a number of small changes which we have made in the plans for the homebuilt Falcos, and we can usually tell you what these changes are so that you can work from our plans. We have done this in the case of Neil Johnston's Falco.

Now for news for the homebuilders.

We have nearly completed the plans for the Falco and expect to ship out a major portion of the remaining drawings by the end of this month. Many of the drawings will be printed by the offset method and will be sent to you in a three-ring notebook. These notebooks are being printed now and any delay in getting them finished will hold up the delivery of the plans.

Trimcraft Aero reports that the first of their wing rib kits will be ready for shipment by the middle of this month. It is impossible for any of the suppliers to predict how fast these will be taken but they will try to always keep a supply on the shelf. The wing ribs are \$495.00 and this includes all aileron and flap ribs as well. The fin and rudder ribs are \$49.00 and the stabilizer and elevator ribs are \$100.00, and these two kits will be available with first deliveries beginning in the first of October. Write Trimcraft Aero, 6254 Highway 36, Burkington, Wisc. 53105.

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Stan Weiss reports that he is finishing up the first of the tail group kits for the Falco and should have final prices by the time you get this letter. He will be making ten kits initially and then produce them as fast as you guys send in the orders. Stan asks that you contact him directly, either by phone (408 298-3385) or write (Stan Weiss Enterprises, 761 E. Brokaw Road, San Jose, California 95112. Deliveries of these kits will begin in about 2 weeks.

Spar Craft Manufacturing Co. too is getting their first kits together. Please contact them for details: Spar Craft Manufacturing Co., 106 South 15th Street, Tacoma, Washington 98402 (206) 272-7351.

As much as I wanted to stay out of the kit business, it now appears that I have little choice! The demands of the people building and who want to build plus the financial burden of carrying the inventory all conspire to make me it. We have started work on the first of the kits and this should be ready in about 6 weeks. Since Tony Bingelis has been making so much progress, it is obvious that we will have to have the tail group hinges shortly. The initial kit will be for all of these hinges, that is, all of the metal machined parts for the tail group. We are building kits for 50 aircraft initially and due to the manufacturing process that we will be using, I think you will be happy with our final price. I would guess at this time that it will be between \$120 to \$150 for all of the tail group components, but a final price will await the actual costs. I should have a final price for you in a month.

As we now stand, we have 50 homebuilders who have bought plans for the Falco and we are adding a builder a day now. Almost all builders have indicated an interest in buying the welded components, machined components, fiberglass, and formed acrylic parts. About half of you have indicated interest in wood kits consisting of the harder to build parts. About one fifth of the builders have indicated an interest in wing and tail ribs complete. About 25% indicate an interest or possible interest in metal empennage parts.

It would be my guess that many more of you will end up buying the ribs than had planned to. Trimcraft's price is quite reasonable and the justification of most builders who will be doing this is that they like to do this sort of work. Everyone concedes that the main wing spar is the biggest job and just over half of you have indicated an interest in buying that. With Spar Craft and Stan Weiss offering kits for the airplane, I think all of you would be well advised to consider purchasing their kits as opposed to ordering up the wood from a major supplier. The additional cost will be very small and the saving in time will be considerable, not to mention the complete absence of waste. With everything sawed, milled and routed to shape and size, you can go through the airplane much faster and you'll be flying your Falco long before other builders.

I would like to point out to all of you that we are now entering an important phase in the Falco "program". We have a chicken or egg situation here. I have now arranged for the kit suppliers who have gone to work based on the indications that you put on your purchase applications. It is now up to you. All of the suppliers are anxious to go as fast as you can, but

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it will be up to you builders to supply them with orders. There is nothing that will make these suppliers go fast like orders and nothing to make them take their time like letting them sit there with orders dribbling in. They can go just as fast or slow as you do.

Stan Weiss is putting ten sets of tail group kits on the shelf, so is Trimcraft, and Spar Craft will be doing the same. The next move is up to you.


We will make it a regular practice to publish a list of all owners and builders with each quarterly owners and builders letter. I would encourage you to get together with other builders in your area to compare notes and to trade ideas and jigs.

Thanks to the excellent coverage given by Pilot in England (the Falco was on the cover) we now have three builders in England. Since export licenses are required, we will have a little homework to do. Basically, the process is that we file for an export permit which is good for two years, and the application process can take 30 to 90 days for passing through the normal channels, but in the case of our dealings with a company in South Africa on the Sequoia, it took 6 months. Suffice it to say that it will pay to plan ahead.

Homebuilt Aircraft Magazine had a very nice feature on the Falco and it looks like Plane and Pilot will be featuring Neil Johnston and Dermot Whelan's Falco in the November issue. I talked to Bill Cox who flew the plane and he was very happy with the Falco -- called it the best plane he had ever flown and he has flown over 160 types.

With envy to you owners and encouragement to you builders,

Sincerely,
SEQUOIA AIRCRAFT CORPORATION



Alfred P. Scott
President

PS. By some mistake we sent out the preliminary proofs of the nearly completed drawings to one of the builders. The top sheet of this package is sheet A2. If you have it, we apologize for the tattered condition of the drawings and ask you to throw it in the trash as there will be some changes in what you have now.

F.8L FALCO BUILDERS

- 501 Klaus Pinsch, 3 Branchville Road, Valley Cottage, New York 10989
Home (914) 268-4504.
- 502 Doron Ben-Yehezkel, 3685 South Mentone Avenue, Los Angeles, CA 90034
Home: (213) 836-1744, Office: (213) 640-0480
- 503 D. J. Robertson, 9 Sulgrave Crescent, Willowdale, Ontario, Canada
Home: (416) 447-4107, Office (416) 466-1131
- 504 Mark S. Davis, 1613 MacGregory Court, Virginia Beach, Virginia 23462
Home: (804) 467-2635, Office: (804) 425-2151
- 505 Gerald R. Inglett, 464 South Allegheny, Tulsa, Oklahoma 74112
Home: 836-0529, Office: 742-4486
- 506 Antoni Bingelis, 8509 Greenflint Lane, Austin, Texas 78759
Home: (512) 345-1537, Office (512) 475-4768.
- 507 Edward J. Gooch, 1125 Casa Calvo Street, New Orleans, Louisiana
Home (504) 362-7341.
- 508 Boyd Mason, 1513 Floyd Avenue, Richmond, Virginia 23220
Home: (804) 355-5812.
- 509 Gordon A. Nelson, Post Office Box 14405, Las Vegas, Nevada 89114
Home: 739-7855.
- 510 Jerry Mushrush, 904 - 21st Street, Lincoln, Illinois 63656.
Home: (217) 732-6514, Office: (217) 732-7927
- 511 Robert R. Redding, 7830 Westglen Drive, Houston, Texas 77063.
Home: (713) 782-2396, Office (713) 782-9232.
- 512 Joe V. Krybus, 817 Santa Paula Street East, Apt. D, Santa Paula, CA 93060
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- 513 John D. Shipler, 8861 Bellshire Drive, Huntington Beach, California 92646
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- 514 Edward B. Wickes, 3225 Siringo Road, Santa Fe, New Mexico 87501
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- 516 Kurt E. Bleikamp, 4202 Lake Street, #18, Lake Charles, Louisiana 70605
Home: (318) 478-1417, Office: (318) 491-6160.
- 517 Mr. Forrest Cockrum, 1001 Fir, Perry, Oklahoma 73077
Home: (405) 336-2629, Office (405) 336-5926

Don Wilkins 231-8867

*Walter
LSP
678-1932*

678-1932

678-1234

Cunningham

*Don Mc
Hugh*

Engine 257-2104

Mr. Budini Gattai, Via R. Borghi, 34 Roma, Italy
I-????

Mr. Pecorari, Via Romagna, 98 Trieste, Italy
I-????

Mr. Vesco, Via Leoncavallo, 6 Verolanuva, Brescia, Italy
I-????

Mr. Bolzoni, Via Illica, 64 Fiorenzuola d'Arca (PC), Italy
I-????

Mr. Boschi, Localita La Mattea Castiglion della Pescaia, Italy
I-????

Mr. Allegra, Via di Careggi, 2 Firenze, Italy
I-????

Mr. Bernacchi, Via delle Ville, 247 S. Colombano, Lucca, Italy
I-????

Mr. Dal Pan, Via Barbieri, 21 Voghera, Italy
I-????

Mr. Fogliani, Via Poggio Fiorito Grotta Ferrata, Roma, Italy
I-????

Mr. Graziani, Piazza della Repubblica Singlunga, Siena, Italy
I-????

Mr. Policante, Via Barazze, 26 Biella, Italy
I-????

Mr. Modi, Figliano Borgo S, Lorenzo, Italy
I-????

Mr. Eikerman, Via Lattanzio, 36 Bari, Italy
I-????

Mr. Dell 'Orto, Via Giuliano, 6 Monza, Italy
I-????

Mr. Guagnellini, Largo Righini, 1 20122 Milano, Italy
I-????

Mr. Alan John, 46 Maclaurin St., Blockhouse Bay, Auckland 7, New Zealand
NZ-????

Mr. Guy Valvekens, Sint Jannstraat, 6 Bte 10, 3290 Diest, Belgium.
OO-MEN (formerly I-VEGC) Serial No. 114, Aviamilano Series ?.

Mr. Camille Rommelfanger, c/o Cogen SA, Mamer, Luxembourg.
LX-AIW, Serial No. 214?, Aeromere Series III, 150 hp, fixed prop.

Mr. Charles B. Yates, 219 Warren Street, Edgewater Park, N. J. 08010,
U.S.A.

(D-EKUZ) Serial No. 212, Aeromere Series III, 150 hp. CS prop.

FALCO OWNERS

Mr. Michael Shield, B. H. Shield & Co., 78 High Street, Ecclesfield, Sheffield S30 3WU, England.

G-AVUJ, Serial No. 412, Laverda Series IV, 160 hp. CS prop.

Mr. Neil Johnston, Mr. Dermot Whelan, 14 Lambay Court, Malahide, County Dublin, Ireland

EI-BBT (formerly G-APXD), Serial No. 216, Aeromere Series III, 150 hp, fixed prop.

Mr. H. J. A. Morris, Turntree House, Turntree Road, Whittlesey, Peterborough, England.

G-AROT, Serial No. 224, Aeromere Series III, 160 hp. CS prop.

Mr. Declan Kelley, "Wonder Glaze", 1 Donnock Place, Mullingar, Ireland.

EI-BCJ (formerly G-ATAK), Serial No. 204, Aeromere Series III, 150 hp. fixed prop.

Dr. Michael Slazenger, 17 Herbert Park, Ballsbridge, Dublin 4, Ireland.

G-AWSU, Serial No. 416, Laverda Series IV, 160 hp. CS prop.

Dr. Per V. Bruel, A/S Bruel & Kjaer, Naerum Hovedgade 18, 2850 Naerum Denmark.

OY-BKC, Serial No. 414, Laverda Series IV, 160 hp. CS prop.

Mr. Bruno Moser, 27 Schulgasse, CH-2560 Nidau, Switzerland.

HB-UOC, Serial No. 401, Laverda Series IV, 160 hp. CS prop.

Ing. Pierre Chatelain, Schloss-Strasse 8, CH-2650 Nidau, Switzerland.

HB-UOD, Serial No. 402, Laverda Series IV, 160 hp. CS prop.

Mr. Ernst Barfuss, Neuhof, 8634 Hombrechtokon, Switzerland.

HB-UOE, Serial No. 410, Laverda Series IV, 160 hp, CS. prop.

Mr. George-André Zehr, rue des Coteaux 3a, CH-2013 Colomber (NE), Switzerland.

HB-UOG (formerly G-AZAY), Serial No. 230, Aeromere Series III, 150 hp. CS prop.

Mr. Karl-Heinz Schloemp, Friedenstrasse 1, 6366 Woelfershiem 1, West Germany.

D-EKEZ

D-ENEB, Serial No. 201, Aeromere Series III, 150 hp, fixed prop.

Mr. Walter Gockenbach, Ringweg 14, 7950 Biberach, West Germany.

D-ENIB, Serial No. 203, Aeromere Series III, 150 hp. fixed prop.

Mr. Rudi Kandt, Buergermeister-Franz-Str. 13, 3501 Fuldata I II, West Germany.

D-ENOB, Serial No. 206, Aeromere Series III, 150 hp, fixed prop.

Mr. Joachim Ramthun, Steuerberater, Allersheimer Kirschweg 5, 3450
Holzminden 1, West Germany
D-EBBR (formerly G-ASYM), Serial No. 404, Laverda Series IV,
160 hp. CS prop.

Mr. Dieter Voltolini, Ringstrasse 16, 6580 Idar-Oberstein, West Germany.
D-EBBR (formerly G-ASYM), Serial No. 404, Laverda Series IV,
160 hp, CS prop.

Mr. Jobst-P. Jahn, Jacobistr. 46, 4770 Soest, West Germany.
D-EKMK

Mr. Dieter Welsch, Wolfhagen Str. 3, 3500 Kassel, West Germany.
D-EHDA

Mr. Wilhelm Graef, Im Rassforf 9, 6101 Seeheim, West Germany.
D-EKHU

Mr. Ernst Mees, Kreuznacherstrasse, 655 Sprendlingen, West Germany,
D-EMMQ

Mr. Lutz Gosser, Sperberweg 31, 5100 Aachen, West Germany.
D-ECPE, Serial No. 235, Aeromere Series III, 150 hp. CS prop.

Mr. Torrini Silvano, Via Kassel, 54 Firenze, Italy.
I-ALCO

Arch. Luciano Nustrini, Via Jacopo Nardi 15, Firenze 50132, Italy.
I-ERNA, Serial No. ???, Aviamilano Series ?, 150 hp. CS prop.

Aero Club Bologna, Via Panigale 52, Bologna, Italy.
I-EMJL

Sig. Guiseppi Ganni, Via Vitorrio Veneto, Taurianova, Italy.
I-BLIZ

Mrs. Gigliola Scorta, Strada Ponteverde, 2 Torino, Italy.
I-GIAS, Serial No. ???, Aviamilano Series I, 135 hp. fixed prop

Mrs. Franca Rossetti, Via Ejilles, 6 Torino, Italy.
I-MILI

Mr. Albano Grosso, Via Ejilles, 6 Torino, Italy
I-GEOR

Mr. Peter Oriani, Via Miravalle, 20 Porte di Trambileno, Trento, Italy.
I-LACH, Serial No. ???, Laverda Series IV, 160 hp. CS prop.

Mr. Balli, Borgo SS, Apostoli, 13 Firenze, Italy
I-????

Mr. Marangoni, Via Bellavista, 14 Rovereto (Trento), Italy
I-????

- 518 Capt. John H. Harns, Route 1, Box 180, St. Maries, Idaho 83861
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- 519 David Cooper, Box 1810, Meadow Lake, Sask., Canada SOM 1V0.
Home & Office: (306) 236-6320.
- 520 Frank R. Therian, 25574 North Vovela Way, Valencia, California 91355.
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- 522 Marland M. Wagner, 18771 Philbrook Street, Rowland Heights, California 91748
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- 523 D. C. Franklin, Post Office Box 336, Vidor, Texas 77662.
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- 524 Bruce R. Anderson, 13011 Robious Road, Midlothian, Virginia 23113
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- 525 Timothy C. Orrison, Post Office Box 128, Glenwood Springs, Colorado 81601
Home: 945-5940, Office 945-7124.
- 526 Allen Damark, 29 Maple Lane, East Hampton, New York 11937.
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Office: (602) 855 6606.
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- 536 Robert W. Esau, 10009 El Dorado Drive, San Ramon, California 94583
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- 537 George D. Neuman, 20244 - 74B Avenue, Langley, British Columbia V3A-4P7
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- 538 Russell G. Gilmore, 80 Bedlow Avenue, Newport, Rhode Island 02840.
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- 545 David A. Aronson, 1705 Long Lake Road, New Brighton, Minnesota 55112.
Home: (612) 636-4469, Office (612) 636-0458.
- 546 Edwin B. Stearns, 1905 - 21st Street, N.E., Auburn, Washington 98002
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- 547 Frank Leahy, 134 Sophia Street, Peterborough, Ontario K9H 1E3
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- 548 Lt. Douglas L. Erlandson, c/o Officers Mess, Medley, Alberta T0A-2M0
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- 549 David C. Pharo, 8601 North 41st Drive, Phoenix, Arizona 85021.
Home: (602) 937-1995, Office (602) 264-3565.
- 550 Thomas W. McElligott, Post Office Box 46, Ione, Oregon 97843.
Home: 422-7228, Office: 676-9421.