



Sequoia Aircraft Corporation
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December 8, 1979

Dear Falco Owners & Builders:

I am sorry to report to you that Mike Shield's Falco, G-AVUJ, was destroyed by fire in September. A man, apparently suffering from a mental breakdown, broke into the hangar and attacked a Grumman Tiger with an axe, splitting open the fuel tanks. The fuel was set on fire, and the Falco was parked in a corner of the hangar on the low side. The burning fuel spread across the floor and made its way to the Falco, catching the fuselage just aft of the wings. This caused the rear fuel tank to explode, and the aircraft was irrecoverably damaged in the process. The firewall stopped the fire so the engine was not damaged, and the wing tips were not burned, but little else remains but a lot of burned metal parts. Mike is thinking of rebuilding the aircraft.

Neil Johnston & Dermot Whelan's Falco is reportedly nearly ready to fly again after the gear retraction accident we reported previously. This Falco was on the cover of the November issue of Plane & Pilot with a pilot report by Bill Cox, the former editor. Because Bill now works for one of the major aircraft manufacturers as the company newsletter editor, it was billed as being by a "Doug Colby"!

The latest sale of a Falco we have to report was the purchase of D-EMMQ by Jan S. Hudson. The sale price was \$20,500.00. Mr. Hudson got quite a deal as the Falco is a Series IV with only 280 hours, and it is in excellent condition. The owner was apparently quite ill and was anxious to dispose of it. He had been trying to sell it at about \$28,000.00 but was willing to sell it cheaply to move it.

I also understand that Karl-Heinz Schloemp has one of his two Falcos for sale, reportedly for a price in excess of \$30,000.00, and he does not seem to be in such a hurry! We are always interested in keeping track of the value of the Falcos, and we always appreciate these reports.

Walter Gockenback sent in some photos of his Falco along with the names and addresses of some of the Falco owners we did not have on our owners list. One Falco owner, a Rene Sterchi reportedly lives in or near Geneva (Genf?), Switzerland. Anyone who can help us with a proper mailing address is asked to send it in. Also we know of a couple of French Falcos but have no addresses.

Mr. Gockenback's Falco has 550x5 wheels and Cleveland brakes (30-3). Also he has used the exhaust system from a Messerschmitt BO-209 Monsun and has equipped his Falco with a constant speed propeller.

Also he reports that the Falco belonging to Hantergemeinschaft Wolf Hirth has the same wheel and brake system with a "soft" engine mount, which I suppose he means as a dynafocal type of engine mount. (We have drawings for this sort of engine mount for the Falco which we can make available to the Falco owners at a small charge, and we will have the engine mounts available shortly). The Falco of Rolf Kazmaier also has the same brake system and the Monsun exhaust, while Rene Sterchi's Falco has the Monsun exhaust system.

I was in New Jersey recently and had the opportunity to see Charlie Yates' Falco, which he is rebuilding. There was one very disturbing thing that I saw. The elevator balance weight supports (which hold the balance weight inside the aft tail cone) was notched with a very large notch, cutting away about half of the metal! This could be very dangerous, and we don't know if it was something the owners of the aircraft had done (there were a number of weird "repairs") or what. In any event, I think it would be worth everyone's effort to inspect the parts in your aircraft. The elevator balance weight supports are an important part of the airplane. If they were to break, the likelihood of flutter is very high.

Now for news for the builders. We are now over 80 strong and adding new builders at a good pace. Those builders that we know are under construction are shown with their builder number underlined.

This past month I have been working on the kits for the Falco, and I appreciate the comments that many of you have made in answer to my previous call for your building plans and preferences on the kits. Almost everyone prefers the "alternative profile" for the control stick. The straight stick is probably a little cheaper and slightly lighter, but the curved stick (as installed in all production Falcos) is more stylish. Almost everyone wanted to use a pistol grip for the stick or some creation of their own, so we will leave the stick handle out of the kit. The handles are easily made on a wood lathe, and if we were to have them made by a machinist, they would be more expensive than the grips you can buy.

As for the removable right stick, the reaction was mixed with most builders saying that they did not have any strong feelings. I suspect if you had an aircraft without a removable right stick, you might have stronger feelings about it! I have a Messerschmitt Monsun and use the aircraft for cross-country flights almost exclusively. After an hour or two, my wife starts to complain about the inability to cross her legs! It doesn't bother me, but its a big thing for her. A removable right stick is easy to accomplish and quite cheap, usually involving sawing the stick off, welding another tube inside the stick and drilling for a bolt. The production Falcos had a knurled aluminum knob which allowed the stick to be removed without a wrench. This is more expensive to make. We do not have drawings for this at this time, but Charlie Yates promises to make a drawing of it for us.

Also, almost everyone expressed an interest in having the kits as complete as possible, so we will be doing that. There will be some kits where it might be hard for us to know what is needed (wiring, for

example), and we will not be providing the sheet metal for the canopy skirt since that will have to be cut to shape and fitted to the aircraft.

At this time, I have almost all of the machined parts for the kits under contract, and the work is under way now. We are ordering enough for fifty aircraft to keep the unit costs down, but they are still not cheap. We are bidding the work out on competitive bids in almost all cases among a number of suppliers, fabricators, machine shops and the like. Surprisingly, I have very little control over the costs. On some parts we may decide to spend a couple of dollars more to do a better job, but these options involve only a very few parts.

In the case of the tail group, the cost of the kit has turned out to be higher than we had earlier thought. The simple fact is that it has taken longer to produce the parts than our first estimate. These parts are being made on a cost-plus basis, but their final price is in line with similar parts we have priced on competitive bids. Also we have added a number of parts to our original list. The price of these kits is \$350.00 F.O.B. Richmond, and due to the extra time they have taken, they are not ready yet. It should be a couple of weeks before the work is finished, and we will be ready to ship. For those of you ready to go now and who must have some parts to continue with your construction, we have about five of everything now, but we would rather not ship partial kits due to the problems of keeping our records straight. Even so, the elevator balance weights will be shipped later, since we are running behind schedule on that part.

I am sure there are many of you who are and will be disappointed at the cost of some of the kits. As I have said, I really have no control over this, and it is a function of the quantity, the work, the materials, the tolerances, etc. Those of you who find the parts beyond your reach will have to go it the hard way and learn to make the parts and use your ingenuity! But please, don't beat on me and complain to me about the cost! I'm on your side when it comes to wishing these things were cheaper -- and so are the shops who do the work. I'm always willing to help you with advice on building the parts yourself if you cannot afford the produced parts. You can save money by making the parts yourself, and the tail group equipment is not beyond the capability of those of you with bandsaws, drill presses and sanders.

Bruce Anderson, a Falco builder here in Richmond, just returned from a trip to Europe where he got a chance to ride in a Falco, Luciano Nustrini's Falco, in fact. Bruce always has been enthusiastic about his Falco project, but he is really charged up now! Bruce reported that he tended to overcontrol the airplane at first and had a steely grip on the stick. Nustrini made him stop that, and showed him that all he needed was one finger on top of the stick to do all maneuvers -- and promptly rolled it with just one finger on top of the stick. After that Bruce got the hang of it! Bruce is fairly large, being 6' 2" and 200 lbs, and he said that much to his surprise he did not find the cut-down canopy to be confining. He found it comfortable even though the right seat was fixed in position for Mrs. Nustrini (she is about 5' 6"), and the seat sat him up quite straight and did not lean back like the normal Falco seat. Only once during a pylon-type turn did

Bruce bump his head on the canopy. He said takeoff seemed to take about 200 yards, and Nustrini put it into a steep climb, and they were going up at 2000 fpm -- but we all know about the VSI instruments! Indicated airspeed was 189 mph, and he said you could really see the ground sliding by. Bruce said he was very impressed with the precise feel of the controls. Also, Bruce said that he was a little apprehensive that the Falco might be too much for him (Bruce is a low time pilot of about 30 hours) but said he was amazed to find it quite easy to handle. He thought he would be comfortable flying the Falco after about 2 hours of dual in it. I'm sure Bruce would welcome a call from any of you who would like to talk to him about it.

I now have the drawings complete for 500x5 main wheels and brakes (Cleveland) and 500x4 nose wheel (Goodyear). I have been quite busy lately and have not had the time at my drawing board to get final drawings out to you yet. I am running behind on this, but it is the interruptions of the many calls I get during the day largely from potential builders, working on the kits, letters from you guys, and regular business duties which keeps me from completing all of the drawings. Also this past month, we moved to a new house and the move was a double interruption. I have the wing rib profile drawing almost done, and I would encourage those of you that have expressed an interest in camera mylar reproductions of it to wait until you see the blue prints. I am making a scale on the drawing so that you can see how much the paper has expanded or contracted. I do not plan to draw the leading edge modification on the drawing at this time, but I don't think you would have any difficulty doing this yourself.

Also, we are now working on toe brakes. Because of the way the pedals are arranged, we will have brakes for the pilot's side only. You could put them on the right side as well, but it looks like the tip of the foot will hit the right "carry-across" member. (This may not be clear to you now -- you'll have to see how they go in the airplane.)

We are also working on making the nose gear trunion as an aluminum or magnesium casting for lighter weight and cheaper cost. We are also looking into making the upper nose gear drag strut of an aluminum forging, as well as some of the side load struts. Even when we introduce these changes, you will always have the drawings for the original fabricated steel parts and will be able to make the parts yourself.

I received a disturbing call from the chief engineer for the Bellanca Viking the other day concerning epoxy glues. For their work on the Eagle ag-plane, they had tried an "Ameron" epoxy glue which had great strength characteristics and was said to have good strength at higher temperatures. Bellanca, however, ran some tests and showed that while at room temperature the glue had a shear strength of about 2500 psi, the strength started to deteriorate at about 125°F, had only about 1/4 of the normal strength at 150°F, and at 175°F had only about 40 psi shear strength. This may not be true of the Hughes or T-88 glues, but I thought I would pass it along to you. The proper test is to glue up blocks of birch with about 2"x2" lapping joints and test the blocks in pure shear (no tension). At 175°F, the glue when heated in an oven

became a putty-like substance. The engineer promised to test the Hughes and T-88 glues and to report to me the results, which I will pass on when I know of them. By the way, I mistakenly said in the construction manual that Bellanca used a Koppers plastic resin glue, but it is a recorcinol.

Trimcraft Aero reports that they have sold out of the first ten sets of ribs and are now working on a second batch. They said that a number of you have asked about purchasing individual ribs, but their price is predicated on doing a large number of ribs at one time. If you want only a couple of ribs, they can accommodate you only by making the ribs with a production run.

Mr. Frati writes that he is surprised and pleased to see the Falco so popular among homebuilders. I'm not! In fact, I think that we will all see things pick up sharply when we have the kits available for immediate shipment. I have received innumerable inquiries from potential builders who are only interested in one thing: buying all of the kits at one time. It's understandable considering that many potential builders have neither the inclination nor the ability to build all of the parts and want to wait and see everything available before they commit themselves. I think that is understandable when you think of the many disappointments that have come along in homebuilding. I expect that when we have fifty of everything on the shelf that the attitude will change.

I have also heard from many builders that they have been looking for an airplane to build for a long time but never found an airplane that really appealed to them. The Falco seems to be right on the money for what they have been looking for. My sentiments exactly!

Sincerely,
SEQUOIA AIRCRAFT CORPORATION


Alfred P. Scott
President

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.
Aircraft destroyed by fire September 1979.

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 Dornick 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 Hombrechtikon, 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, Flugwerft Biberach, Postfach 327, 7950 Biberach 1, West Germany.

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

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

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

Mr. Rolf Kazmaier, 7071 Igginen, West Germany.
HB-UOI, Serial No. ???, 150 hp, CS prop.

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D-EBBR (formerly G-ASYM), Serial No. 404, Laverda Series IV,
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D-EBBR (formerly G-ASYM), Serial No. 404, Laverda Series IV,
160 hp, CS prop.

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D-EHDA

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

Mr. Jan S. Hudson, General Agent for Europe, Prudential Insurance
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D-EMMQ, Serial No. 415, Laverda Series IV, 160 hp, CS prop.

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

Mr. Rene Sterchi, Genf, Switzerland.
HB-UOH, Serial No. ???, 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.

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I-EMJL

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

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I-GIAS, Serial No. ???, Aviamilano Series I, 135 hp. fixed prop

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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.

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

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- 566 R. K. Rickabaugh, Aero Cabinet Company, 575 Fourth Street, San Fernando,
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- 567 Erol Williams, 22 Ashley Avenue, Bryanston, Transvall, South Africa.
Home: 706 5708, Office: 23 7361.
- 568 John L. Reeves, 11531 Cromwell Circle, Dallas, Texas 75229.
Home: (214) 357-4126, Office: (214) 651-4507.
- 569 Dan W. Fehrman, 1414 Menge^x Road, Marengo, Illinois 60152.
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- 570 Pentti Rantanen, 601 East "E" Street, Ontario, California 91764.
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- 571 Richard H. Barnard, 1131 North 66th Street, Springfield, Oregon 97477.
Home: 747-0231, Office: 746-2506.
- 572 Larry L. Black, 1610 Hyde Drive, Los Gatos, California 95030.
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- 573 William L. Smith, 1031 East Gladstone, Azusa, California 91702.
Home: 332-2942.
- 574 Gerard A. Preiser, 17 Cat Boat Place, Savannah, Georgia 31410.
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- 575 Edward F. Thomas, 1874 Newman Drive, Trenton, Michigan 48183.
Home: (313) 675-3578, Office: (313) 388-3503.
- 576 Thomas L. Standley, 4410 Millstream Road, Marengo, Illinois 60152.
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- 577 Arthur E. Witzke, 45731 Fermanagh Drive, Northville, Michigan 48167.
Home: (313) 349-4374, Office: (313) 323-0778.
- 578 Harold A. Steiner, Murphy, Idaho 83650.
Home: (208) 495-2681.
- 579 Charles Vallante, 1686 Bridge Street, Dracutt, Massachusetts 01826.
Home: (617) 453-0219, Office: (617) 899-8400, ext. 2017.
- 580 Patrick H. Miller, 1844 Fisher Drive, Oxnard, California 93030.
Home: (805) 985-7583, Office: (805) 985-9878.
- 581 James Kinakin, 1610 - 27th Avenue SW, Calgary, Alberta, Canada T2T-1G6.
Home: (403) 245-5164, Office: (403) 265-3484.
- 582 Bernard W. Glade, Post Office Drawer 2699, Jacksonville, Florida 32203.

D. Dim. craft Plywood -

27 sheet	1.5	10.15 / sheet
2 sheets	2.5	15.75 / sheet
12 "	2	19.70 / sheet
1 sheet	6m	25.37