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December 10, 1982

Dear Falco Builders:

The last few months have not been as eventful as those reported in our last builder letter. Most of my time has been taken up with routine work on drawings and kits. I'll list here some of the things I have been working on lately. Much of the time has been continuing work on the electrical system. We have also been accumulating parts for the electrical kit. I don't yet know when the kit will be complete, but I have made very good progress. The electrical system is so diverse that I don't think that I will be able to adequately put it all down in a drawing. At this time, I have almost all of the circuit drawings done, and I have a wire tabulation of about nine single-spaced pages. The wire tabulation lists each wire segment by number, wire size, wire specification, connector numbers for each end, the termination points for each end and the termination stud size for each end. In addition to the circuit drawings, I have also been working on a number of installation detail drawings showing details of installation and connection. For example, I show each switch type with a side and rear view, with each terminal labeled with the appropriate number used in the circuit drawings. It will not be necessary for you to understand the workings of anything, you will only have to look at the detail drawing and hook up the wires accordingly. All of this will be clear to you when you go to install the system. I plan to write a construction manual for the installation of the electrical system which will take you through the installation of the electrical system on a step by step basis. You will find the installation of the kit a very simple and quick job. I have always heard that the most difficult part of the construction of an airplane is the "nickle-dime" things you have to put in the airplane. Now I understand what all of those experienced builders were talking about. Recently, I was told of a builder who had finished an Evans Volksplane. This is a very simple airplane, but he had spent the past year trying to figure out how to wire the airplane. I would think that you would be able to install the entire electrical system in a few days working from our kits and plans. The same is also true of the engine controls, pitot static system, vacuum system, cabin heat, induction system, and the like. You would think that a little thing like the vacuum system would be easy. It is incredibly easy, once you know precisely what parts you need.

Recently I did a drawing of the pitot tube installation. This is shown on our new sheet No. A3c which will be sent out with our next shipment of drawings. I had planned to install the pitot tube like that

of the SF.260 at the aft part of the left wing. On studying the matter though, I changed my mind. The drawing now shows the pitot tube installed just inboard of the door for the left aileron bellcrank. There are several reasons for this. You really need an access door for the pitot tube to reach up inside the wing. This door would most likely be aluminum, which would interfere with the reception of the internal antenna of the wing. This would also be the case for the metal pitot tube, pitot tube mast and the wires to the heated pitot. By putting the pitot tube where we now have it, no additional access door is necessary. You will want to install the pitot line down the leading edge of the left wing, and it will loop up and over the aileron cables to enter the pitot tube mast. While working on this drawing, I also designed a simple aileron stop. This is an easy thing to install, and we will be including the aileron stops and hardware in the wing equipment kit. Those of you who already have purchased the kit will be sent these parts at no charge when they are ready.

I have also finalized the drawings for the center console covers. These drawings are not yet printed since the fiberglass parts will require a laminating schedule, and the parts must first be made before we can see how many laminations we need for the desired stiffness. While these might appear to be simple things, they are not quite that simple. Some considerations are the removal of the covers (this is principally a problem with the forward cover which must clear the fuel selector valve before you can get it out of the airplane -- something the original design did not do very well), clearance with the seats, trim tab controls, seat belt attachment cables, etc. I spent a lot of time on the parking brake valve. Originally I had envisioned that the valve would be actuated by a cable on the center console panel, but each and every method of installing it looked more complicated and difficult to install than the previous one. Also I wanted to use nylon tubing for the brake lines for ease of installation. Tony Bingelis said he spent 18 hours fitting and bending aluminum tubing for his brake system, and that if they ever leak he is going to rip them all out and put in plastic lines. The plastic lines are lighter, of course, but the principal advantage is that they can be pulled through like wires. This means that you can do the installation with fewer fittings, therefore there will be fewer places for a leak to develop. Finally the whole thing fell together. The parking brake valve will be installed to the right of the trim tab wheel and will be controlled by a lever. To lock the parking brakes you push on the toe brakes and pull the handle aft. To release the brakes, the handle is pushed forward. To do all of this the valve itself must be re-worked with special fittings for the plastic tubing, new springs (since the original springs are too small for the new fittings) and with a lever and knob. This installation is shown on the same drawing as the trim tab control installation, and I have also worked out a hold-down plate for the angle drive. This is being made now and will be sent to all of you who have ordered the trim tab control kit.

Also during the past few months we have finalized the design of the inverted fuel tank design. At this time we are only lacking one small part to complete the kit. Because the inverted tank is a mixture of proprietary designs of other companies reworked for our aircraft, we will not be sending out drawings on the manufacture of these parts.

I have also done some final drawings for the installation of the instrument panel and glare shield, along with a final assembly and installation drawing of the center console panel. This includes a rather neat arrangement for the flap position switch. I suppose I spent over six months with the flap position switch nagging at me for a simple solution. At any time I could jot down about a dozen schemes to do the trick, but all of them involved expensive machined parts and were impossible to install and adjust. I finally hit on a very simple way to do it, and I'll be interested to see if any of you can find a simpler method. It involves only two additional parts. Unfortunately, when I did the drawing for one of the parts, I drew the mirror image of the part I wanted, so the parts you will get in your kits will have two extra holes in them, but they do no harm.

I had previously planned to install a cable in the center console panel for the parking brake. Almost simultaneously with the solution of the parking brake valve, Dave Aronson inquired about whether we would be providing a defrost for the windshield. Luck came through for us on this one! The hole was already machined in the center console panel, and I now plan to use it for a defrost control cable. I haven't worked out all of the details on the method of diverting the hot air yet, but I have a number of schemes a-brewing. I have done some preliminary work on the routing of the cables and hoses through the firewall and the design of the cabin heat box. I have an extra one of these from the original Falco production line, and so far I have been able to cut the parts count in half. On the original production Falcos, the triangular openings in the firewall were used for wiring and for the hose connections for the fuel pressure line, oil pressure line, and vacuum line. I plan to run all of the hose connections through the center rectangular opening along with the tachometer cable (on the original production Falcos this went through the fuel tank!), engine control cables, carburetor heat cable and cabin heat cable. The result will be a much simpler installation, and the parts will be easier and cheaper to make. I plan to use the triangular openings in frame No. 1 for wiring only and plan to install a grommet in the stainless steel firewall only. There will be a grommet on each side, and that is all. The line to the brake reservoir will be through the round opening on the left side of the airplane, and this will involve a grommet through the firewall only. I have also completed the design of the engine control cable bracket (previously referred to as the "garbage fitting"). As it turned out, we were able to get these and two other parts from the same material as the instrument panel. The instrument panel is machined on a machining center, so the additional parts are easy to add to the program, and the parts are cheaper than they might otherwise be.

We have also completed the testing of the type II dynafocal engine mount and as expected the mount passed nicely. The mount was tested to ultimate loads (9 gs) for a 180 hp engine and at full torque. In these sorts of tests it is not unusual to have the engine mount deflect quite a bit, and it is considered an acceptable design if the part takes a 2% set. That is, the part is allowed to bend, stretch or compress by 2%. In the case of our mount, there was minimal deflection and no measurable set. One tube (in compression) bowed about 1/32" but snapped back straight after the load was removed. In reviewing the

test, Dave Thurston commented that the loads applied to the engine mount were actually 102 pounds more than the ultimate since the weight of the simulated engine in the test fixture was not subtracted from the loads applied by hydraulic means. In other words, the ultimate loads were exceeded by 102 pounds, and the mount still passed nicely. We now have completed the drawings for the type II engine mount. The first ones have been shipped, and we expect to have the mounts on the shelf in the next week or so.

I have also done some work on the instrumentation of the Falco. I plan to do a drawing giving the specifications for all of the instrumentation as well as the installation hardware for each instrument. The dial faces for the airspeed indicator, manifold pressure/fuel pressure and volt-ammeter are being made now by Instruments and Flight Research (IFR). Please note that the prices for the instruments are given in our latest price list. I have assigned our part numbers to all of the instruments. Part of the reason is that the prices you will pay IFR are the same prices they charge Beech and Cessna, and they have higher prices for normal retail customers, so we can disguise this by the use of our part numbers as well as make things simpler for IFR to identify you as a Falco builder.

Those of you who are relatively recent purchasers of our plans may not know how we work with the other companies that are included in our price list. It is quite common for designers of homebuilt aircraft to get a cut on everything their builders buy from "approved suppliers". Rutan gets 6 or 8% of all sales of the fiberglass cloth, resins and wood for his airplanes, and many others do the same thing. I don't care for this myself, and we have no side agreements with any of these suppliers. The parts are listed as a convenience for you and also for us, since we don't have to answer a lot of questions about what to buy and where to get it. The arrangement has worked out well as the suppliers avoid a lot of the correspondence, and none of them are equipped to handle a lot of letters.

Also during the past few months we have finished the seat kits and now are only waiting for the seat belts, which were shipped on December 2. I am delighted to report that the seats are everything I hoped they would be. They save 12 pounds over the original Falco seats, and they are very comfortable. We have one set up in our office, and everyone who has sat in the seat likes it. Dave Aronson has them in his Falco now, and he wrote "You can add to the progress report that the cushions are extremely comfortable. More comfortable than in any airplane I've been in. The workmanship is excellent, and they fit very well. The inside skin should, however, be fitted as close to straight down as possible to provide clearance when the seat is slid backwards". Some of you have commented that you don't like the looks of the seats. It is true that the seats look a little strange by themselves, but you should remember that when they fit into the airplane, the bottom cushion will fit down into the airplane, with only 10mm of clearance with the side walls and the center console covers. They become part of the plane and look quite nice once they are installed.

We have also been shipping the windshield and canopy kits. Dave Aronson has installed the "Nustrini" canopy on his Falco. The

windshield fit perfectly and took only a few minutes to install and did not require any trimming of the plexiglass. Dave did not use the triangular strip of spruce for the windshield (around the top of the fuselage), instead he used epoxy and "flox". He has fiberglassed over the screws for both the windshield and canopy. To get a smoother finish, he went to flat head screws and countersunk tinnerman washers. The skirt fairing on the back of the canopy turned out to be quite a job, and Dave plans to get together with me on the best way to do this. Dave had already begun painting his Falco when he fitted the canopy. He said that he would suggest purchasing the canopy kit early in the construction to be able to more easily fit the diagonal frame No. 6 and the area immediately aft of it to the canopy.

The canopy bubble that we are getting is slightly higher than the drawings show. This results in a slightly different shape for the "Nustrini" canopy, but the shape, if anything, is superior. "Jazzier than Hell" is what Dave had to say about it. In many ways, it looks more like a "Fratl" airplane than Nustrini's Falco does. See the end of this letter for a small drawing of the Falco with our "Nustrini" canopy. Because of the shape, the skirt fairing is shorter, and you also have more headroom than you otherwise might have had. Dave is 5' 11" tall and longer in the back than the average man of his height (35½" in a normal seated position). With the seats in the plane his head just touches the canopy in the normal seating position. He is considering planing about 1/4" off the wood rails for the seat tracks, and he thinks that this will be enough, if not, he might sand down the seat cushion slightly for additional headroom. By my measurements, the compressed seat cushion is about 1.2" thick when you sit on it. At this time, it looks like pilots taller than 6 feet should not go with the Nustrini modification. We will know more about this in time, and the simplest thing to do is wait (if you can) and sit in Dave's Falco at Oshkosh this coming August. Dave and I have tried to come up with some useful information for you, but this is all we have now. It is very difficult to judge since you have more headroom if you slide the seat back, so it may be that some taller pilots will fit in the plane. One option for additional headroom is to omit the seat tracks and bolt the seat directly to the floor.

Nustrini, by the way, is moving to New Zealand, and should have his Falco there by early summer. In reviewing my last builder letter, I noted that I had failed to pass on one minor observation I had of his Falco. His airplane is the only Falco with a manual flap system. My only observation was that he was able to select 20° of flaps with one hand, but to get full flaps it took both hands.

There is some confusion about our Kit No. 803-3 Landing Gear Mount Fittings. Some of you are under the impression that this kit must be ordered in addition to Kit No. 803-1 or 803-2. This is not so. Kit No. 803-3 is only needed by those builders who are making their own hinges but who are unable to make the landing gear mount fittings.

Those of you who were at Oshkosh are aware that we are working on a number of paint schemes for the Falco. It has been my observation that homebuilders tend to build beautiful airplanes with nice paint

jobs, but the paint scheme design, instrument panel design and interior designs are usually quite poor. The design of a good paint scheme for an airplane requires some artistic talent. It is completely beyond my abilities, and I have hired a designer, Lu Matthews, to come up with a number of paint schemes. When finished, we hope to have four or five basic overall designs, with a number of color combinations. The designs we have on paper so far are quite exciting, but unfortunately they are difficult to describe. One design has a "rainbow" strip which begins at the front of the airplane and goes along the sides of the plane, sweeping up and over the back of the fuselage following the lines of the bottom of the canopy skirt. As it goes aft and sweeps up and over, the band of colors becomes wider. The tip of the fin and rudder has some of this same color band on it, and an optional addition would be a type of sunburst paint scheme on the wings, using the same colors, but following the lines of the leading edge of the wing and wing tip, tapering wider as they go out and aft. The other design is a rakish scheme totally beyond my abilities to describe, except to say that it is both wild and simple. Lu and others who know how to design these sorts of things have all stated that the best paint scheme for a Falco is a very simple design. The airplane is so good looking to begin with that very little is needed. Lu's favorite scheme is just to paint the airplane all-white. We will also be giving you the design for the numbers which should be slanted to match the angle of the leading edge of the fin, and also the artwork and placement for the name "Falco". These little touches might sound unimportant, but they make a world of difference in the appearance of the plane.

We also plan to come up with the design for the markings and placards for the instrument panel. These will be included in the kits, and the markings for the instrument panel will most likely be custom transfer letters. Many of you have used these rub-on letters. Ours will be similar, but the sheet will be a custom one, and you will be able to rub on the entire word or placard at one time. After application over the painted surface, the lettering is then sprayed with a number of coats of a clear matte fixative or a single coat of clear polyurethane for a durable finish. The finished product will look as good as the panel in any corporate jet.

I suspect that we will also get into some design on the interior, when we have the time. Again, this should be simple. I don't much care for the usual scotch plaid interiors of homebuilt aircraft. If you are going to be thinking about this, I would encourage you to think in terms of emulating the better foreign cars such as Mercedes, BMW or Honda Accords. The material selection is usually very subdued and attractive. Once you find one you like, you will probably find that you can purchase the very same materials installed in a car you like from a local company that specializes in upholstery repair. This spring I had the unfortunate experience of having a stray dog I took pity on destroy much of the interior of my car. Three door panels were destroyed, and there were teeth holes in the seat and glareshield. The local shop was able to match all of the materials exactly.

I have also done some work on the installation of a Century I wing leveler. So far most of the work has been in the electrical

connections. This part is rather simple. We do have a problem in that the turn and bank that they use is rather long. The instrument case alone will clear the fuel tank, but there is a connector on the back of the case which will interfere with the tank. Our only option is to remove the plug and install a pigtail of nine wires leading out of the side or bottom of the instrument case. Edo Avionics Division might be willing to do this, but those of you who plan to buy used autopilots (Trade-A-Plane always has a few listed) will have to do this work yourself. I don't think it will be a big job for anyone handy with a soldering iron. Be careful though, before you go and buy one of these things used. You will probably want one with a tracker board installed, and not all of them have this installed. Also you want to buy one with a servo set up for cables, not pushrods, as in the case of the Mooney units.

I suppose by now most of you have seen the October issue of the AOPA Pilot with its article on the Falco. Also, you might look at page 44 of the December issue for a shot of Hal Engel and me on the scales at the CAFE 400, after we had removed the first layer of clothing!

I have had a number of builders inquire about installing the main landing gear fittings on the main spar and forward spar. Earlier I had talked about the possibility of making up a drill jig. I have done nothing on this, and I don't think it is necessary. These fittings have been installed by a number of builders. The best way to maintain the alignment of the holes in the main spar is to drill the holes on a vertical milling machine. The next best method is to use a drill press, and this is the method that all of our builders have used. Usually this means moving the drill press over by a table on which you have the spar. The spar must be blocked so that it will not tilt in any direction as you move it around the table. One method of checking this is to use a level, and be sure to put the level at the same place each time since the spar might not be as flat as you think. If you are not happy with this method, you can make a simple drill jig by placing the fittings on a 4" thick block of aluminum or hard wood. Use the existing fittings to drill through the block on a drill press or milling machine. Check to see that the holes are parallel by installing the bolts and fittings on each side of the block. This block is then clamped to the spar and the holes are drilled. The block will maintain the alignment of the drill. Once you have made this simple drill jig you can practice drilling holes in spare blocks of wood. A radial arm saw can also be used as a drill by mounting a chuck on the back side of the motor. With this method the spar can be clamped in place, and all holes can be drilled parallel.

This will take care of the fittings on the main wing spar. The installation of the fittings on the forward wing spar is usually done after the forward spar is installed into the wing. You will need the landing gear legs at this point, and you put the legs into place. It is quite a simple matter to correctly locate the forward fittings. Since the forward wing spar is thinner, the holes are not difficult to drill.

There is yet another way that Joel Shankle recently tried with success. Joel just stumbled on to the fact that the outside diameter of P/N 768 is precisely the same as the inside diameter of P/N 766. Once the fittings were installed on the main wing spar, he then clamped the forward spar to it with P/N 768 being positioned by P/N 766. This is one clever method. The top of the main wing spar is at W.L.-355, and the top of the forward wing spar is at W.L.-420, so the top of the forward wing spar should be 65mm below the top of the main wing spar when you clamp it in position. I can't see anything wrong with this. Certainly it worked well for Joel, and he had the main landing gear legs there to check it all out. Once you have the fitting located on the forward spar, you have the choice of drilling it in place with a long drill or clamping the fitting in place and drilling it on a drill press.

The side load fittings are supplied with holes 1/64" undersized to give you some additional flexibility in drilling these holes. I would suggest you drill the holes undersized and then ream up with the correct size, but another method is to ream one plate to size and then drill all the way through with the correct drill and allow the drill to ream out the plate on the far side.

Schweizer is now flying their motorglider. As you know, they are using our Falco canopy. The fuselage is slightly wider than our canopy, so they cut the canopy down the middle and have a 2" wide "strongback" to the canopy frame. I still cannot reveal the name of the other aircraft manufacturer that is building an airplane with one of our canopies since the project is considered a secret, but the airplane should be flying shortly.

When we made the control sticks for the Falco, I had not yet selected a stick grip. The sticks were intentionally made too long. I will get around to revising the control stick drawing at some point, but you should cut the stick off so that the grip stops just as the stick starts to bend. The grips are difficult to remove once they are installed. The microphone push-to-talk switches will just push into the hole in the grips. The wires for these switches will run inside the control stick. At the bottom we will need to drill a hole and install a grommet. It will be easier to feed the wire from the grommet end, so I think I would leave the grips off for the time being.

By the way, I sometimes hear builders talking about fancy walnut pistol grips. I used to be attracted to this idea and even went so far once as making up a balsa wood model of one. I concluded that it was a very bad idea. Not only are the grips difficult to make, and heavy, but they also do not work very well. When you fly the Falco you usually grip the stick with two fingers and your thumb, and you don't need a pistol grip for a "fingertip" airplane. Also your hand is off to each side, and you do not grip the stick directly from the rear as you do with a pistol. I finally concluded that a round motorcycle-type grip was the best way to go.

You will notice on our latest price list that I have added a number of new kits. Kit No. 805-2 will contain the brake cylinders, reservoir, parking brake valve and all tubing and fittings. I still

have a number of details to work out on the installation of this and a number of the other new kits. We have also added Kit No. 808-3 for the type II dynafocal engine mount. The header tank kit was previously announced, as was the left hand throttle kit, but we now have final prices on these kits. The cockpit equipment kit is now called the instrument panel and equipment kit. Kit No. 815-2 Instruments & Equipment will include the engine instrument cluster, tachometer, tachometer angle drive, tachometer cable and all of the hardware needed for the installation of all of the instruments you would install on the panel. I have not yet decided where to put the senders for the engine instruments, and I may put these either in this kit or in the electrical kit. Kit No. 815-4 Vacuum System and Equipment will include everything for that system except the vacuum pump. This will include the vacuum regulator, filter, hoses and fittings and suction gauge. I plan to show the vacuum system for both a dry and wet pump installation. IFR will be offering the dry pumps and wet pumps with separators. Wet pumps are quite heavy and even with a separator they get oil on the belly of the airplane, but they are thought to be more reliable than dry pumps. Dry pumps are lighter and the installation is simpler, and the pumps have a checkered reputation for reliability. There is much more to the proper installation of these pumps than meets the eye. Special fittings must be used to allow the air to flow freely through the lines. This is very important since the pumps are cooled by the flow of air. There are many other considerations that must be taken into account which I won't go into here. I think I would stick with the dry pump and for serious IFR install a Century I wing-leveler. In the event of a vacuum pump failure, the all-electric autopilot would still be operational, and I would leave it on while in instrument conditions.

As many of you know, I am a strong advocate of 4 cylinder EGTs, particularly the Alcor ones. Alcor now has a four cylinder EGT on the market which has four needles displayed vertically. Unfortunately, this unit is available only in a three inch case and will not fit our panel. At this time you can only use the single-needle gauge with a rotary switch. Alcor is working on a new four cylinder EGT which will have LCD displays. This is a year to two years from introduction, but it is something to keep in mind.

I was on the subject of our new kits, but I got rather far afield. Kit No. 815-5 Pitot-Static System Equipment will include all of the hoses, fittings, pitot tube mast, static port fittings, and alternate static valve. This should be an inexpensive kit. Also we will be offering a kit of the engine controls, Kit No. 817. This kit will include the engine control cables and cabin heat box and its associated firewall fitting for the engine controls and hose fittings. Like the former cockpit equipment, we may find that this kit needs to be broken down to several different kits. The increases in the prices of the engine mount kits is primarily the result in the increase in the price of the Lord mounts. Also please note new prices for the kits offered by Trimcraft and Western Aircraft. Kit No. 815-1, 815-2 and 808-2 should all be on the shelf by the end of the month.

With this letter, we are beginning a "mailbox" section which will include parts of letters that we get that you might enjoy or find interesting.

Sincerely,
SEQUOIA AIRCRAFT CORPORATION

Alfred P. Scott
President

ROLL CALL

Please send in your progress report on a separate piece of paper and not as part of a letter as these entries go into a separate file. Please give your name and builder number.

513. John Shipler. My Falco is in the process of getting its wings installed. The spars are all completed and inspected and installed in the fuselage. Also most of the ribs are in place, and I'm now preparing to start all the small detail work on the wing (corner blocking, etc). Then on to the flaps and ailerons.

545. Dave Aronson. During the past few weeks I have been installing the windscreen and canopy. Other than being one of the more substantial jobs, I can say that both the windscreen and canopy fit perfectly and required almost no alteration. I made the canopy skirt and fairing from fiberglass. It's a lot of work on the "Nustrini" modification, but it appears worth the effort now that it's done. I think the overall appearance is terrific. I have also completed the baggage compartment and bulkhead for frame No. 7 in the last few days. At present I'm getting the plane ready for the final paint job.

676. Dick Reichenbach. I have completed (almost) the vertical fin, horizontal stabilizer and fuselage frames 5 through 11. I also have completed the fuselage jig and have all of the wood required for the wing spars and ribs.

715. Bob Dell & Partners. After an excellent start on the tail ribs & spars, work has stopped due to all members moving house. One to please his wife, one to please his boss and myself to obtain a workshop to build the Falco. Now the new workshop has to be cleaned up and when that is done we'll be back in business.

MAILBOX

Please find enclosed my check for the plans for the F.8L Falco. Possibly of some interest to you is the fact I'm coming over to the Falco after spending 2½ years on a Barracuda. Each year I go to the forums (3 now) I learn of something new that doesn't fit. The latest being a couple of 3" blocks in the main spar which are misplaced (my spars are closed).

Gary W. Rene

We want to thank you again for the thoroughly delightful afternoon on the banks of the Rappahannock (or more accurately over the river). Midge and I both enjoyed the Falco ride and agree that is is the smoothest plane we have been in.

John Oliver

I just received a load of plywood from the Dahlmans at Trimcraft Aero. By the way, I mentioned to Francis Dahlman that the #6 diagonal frame that I had gotten from Little River was the wrong shape (prints were wrong) and he sent me, gratis, a new correct frame. This altruistic gesture is, I think, worthy of note, and I certainly intend to send whatever business I can in his direction.

James S. Petty

I once asked about FAA flexibility re the 51% "home made" issue. Your reply refered to their desire for quality of construction, rather than who made it, all within reason (and not to ask, because they'll just read the regulation to the questioner). To reinforce your opinion, to properly cover the rudder leading edge I considered a full wrap skin job only but could not leave a side open for inspection, just so GADO can see the work inside. Cleveland GADO gave me phone approval, as long as I showed the result to the local Designee and made photos of the "before" problem, along with my log entry of the "who" and "whys". Turned out to be simply super looking, very clean. The Designee tells me I should use all the pro-made structure materials -- ribs, spars, formers -- I can afford in time and money, that our local GADO wants structural quality, and doesn't give a damn -- prefers the quality shown by the Francis Dahlman and Aero Cabinet work. With that, I think I'll be a couple of years younger when I take this bird up for the first time; at my age, I figure that's a 20% time gift!!

Bill Wink

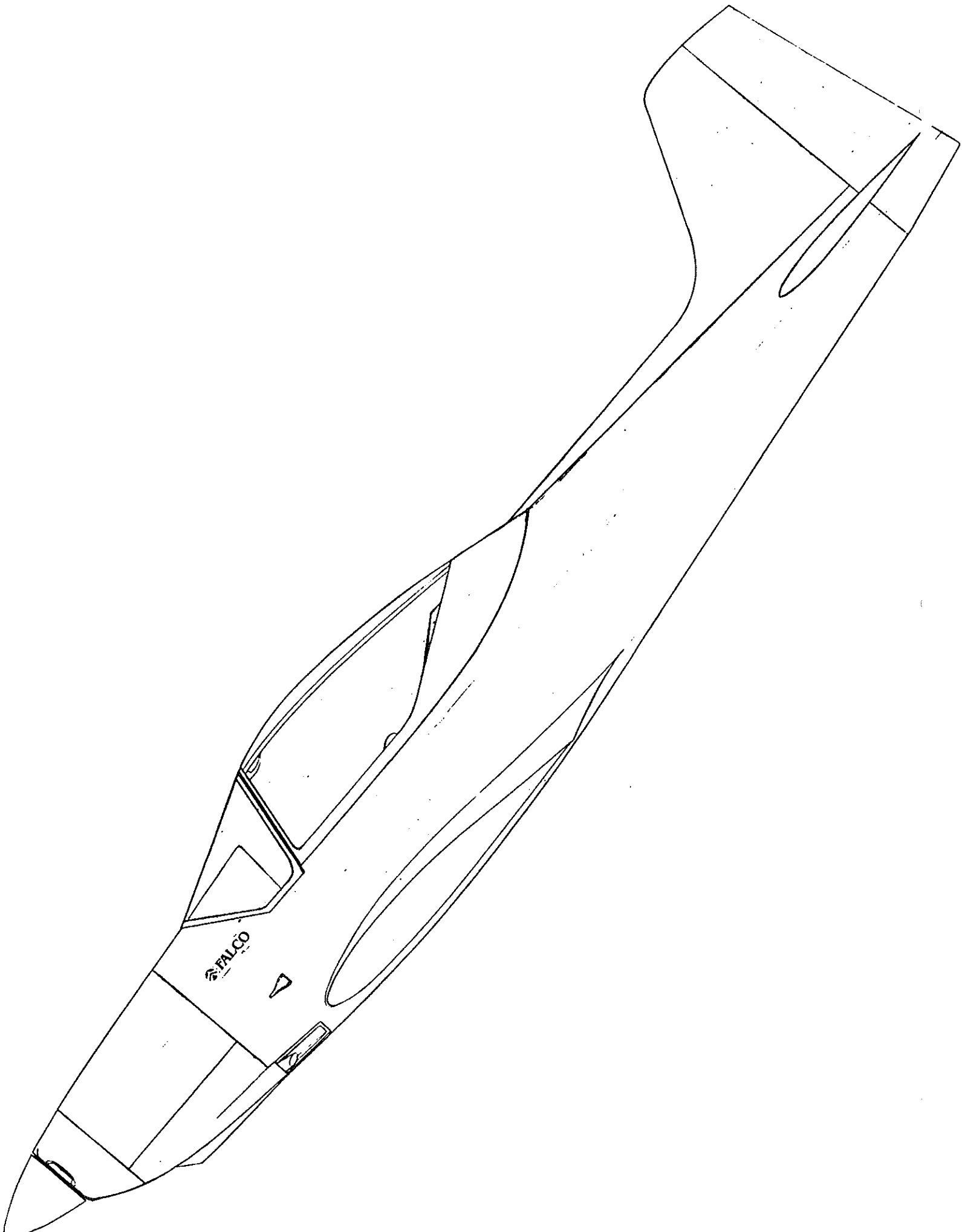
You may recollect at the gathering which took place last June at Elstree Aerodrome the idea of a UK Falco Club was mentioned. A questionnaire was circulated to those present and to others shown on your builders list. The response has now been sufficient to start a club. I enclose the first Newsletter which I hope you will find interesting.

Jack Anziani

(The UK Falco club is open for anyone who would like to join and they even have one member from Finland. To join please contact: Mr. John J. Anziani, Framfield Cottage, High Street, Prestwood, Great Missenden, Bucks HP16 9EN, England.)

Got canopy and windshield today. Both arrived in good condition. The quality looks good -- excellent from what I could tell without striping everything away. Boy, are the 2 pieces big! -- presents a serious shop storage problem. Slipped them under the wing for now. Will be spending next couple of months making the frame and various parts. All structural work complete and top of wing is skinned. Just installed strobes (3 light system). Now for about 1 month of sanding. However, due to space problems I'm going to get at that windshield canopy installation as #1 priority.

Tony Bingelis



FALCO