Falco Builders Letter

Rob Phillis with daughter Claire before her first flight in Falco VH-SRP

First Flight: Rob Phillis

Dateline September 25th 2010, 4.30pm—another example of what many consider to be Stelio Frati's most beautiful design took to the air.

VH-SRP departed runway 24R at Jandakot Airport, Perth, Western Australia to become the 7th Aussie built Falco to fly. The total Australian fleet is now 8, including the ex-Stephen Wilkinson plane that was imported several years ago.

The flight represented the culmination of just over eight years of building.

I've read many accounts of first flights where the builder has been moved to tears by the sight of his creation leaving the ground at long last, but for me this wasn't quite the case.

I elected to do the flight myself, with the plan to request the tower for an orbit of the field before an upwind departure to the southern training area once I was happy that everything was working as advertised. This proved to be a good idea.

In This Issue:

A partly blocked fuel injector resulted in me being seriously down on power but too far into the takeoff to abort, so a rapid re-plan was required. This entailed getting the gear and flaps up immediately to minimize drag and nursing a sick engine around for one quick circuit and landing. Seeing

First takeoff on a very short flight.

Back at the hangar after the shortest first flight in history—about 5 minutes.

only 75-80 knots at full throttle and no ability to climb was a tad discouraging.

Just to add to the fun the Angle of Attack annunciator was repeating over and over "Stall… Stall" in a sweet feminine voice—I had turned off all other alarms for the first flight to avoid distractions, but as this wasn't yet configured I had overlooked it.

Fortunately I realized why it was yelling at me and was able to ignore it whilst I completed the circuit. Working my way through the menu system to figure out how to silence it just wasn't an option at the time.

Having to firewall the throttle all the way to short final convinced me that taking

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Articles, news items and tips are welcome and should be submitted at least 10 days prior to publication date.

Taxying back after the first flight

Lesley and the Falco—nearly ready to fly.

VH-SRP Interior

"Where Is He?"

Approaching my hangar after the first flight

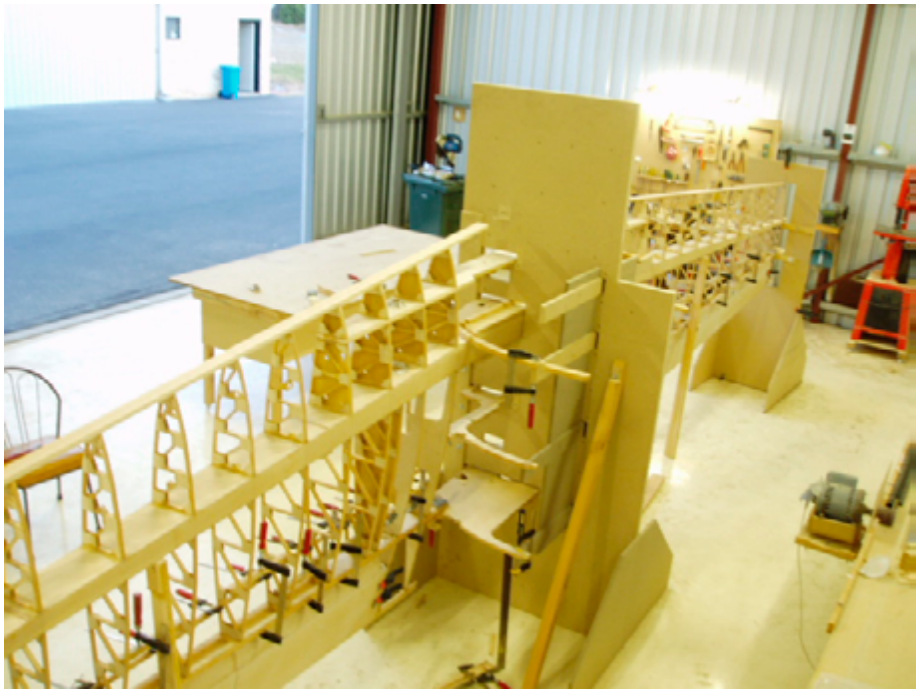
Ready for first engine start

The Post Mortem begins

Top left: fuselage jig gets the chop. Top right: shaping spars and ribs with electrick planer. Center left: trial fit lower skin from frame 8 to 10. Center right: the detached tail, quite a handfull to move around. Left: work on the wheel wells.

full flap for the landing may not be a good idea. I wasn't sure I'd have enough power to overcome the additional drag so the approach was made with about 20 degrees of flap.

As it transpired, my first landing was excellent—probably the best I'll ever accomplish.



Top left: Dad visiting—he died a few months before the Falco was finished. Top right: applying glue for leading edge ribs. Center left: out of the jig and first chance to make aeroplane noises. Center right: sanding on a 40 deg C summer's day. Lower left: wing structure coming together.

So, that was my first flight—memorable, to say the least.

Nonetheless it has to be deemed a success—the Falco performed admirably under very difficult circumstances and we both got to fly another day.

Subsequent flights have been less exciting but far more enjoyable and I've currently got about five hours up as I explore the characteristics of this wonderful little aeroplane.

Finally, my gratitude to all at Chapter 24 (Jandakot) and a very special thank-you to Lesley for her uncomplaining support, encouragement, weekends alone, attendance at Falco Fly-ins listening to aeroplane talk for hours and her unswerving belief that I could, and would, see the project through to the end.

Up, Down and All Around

We need an autopilot for I-DIET

by Raoul Schild

You are supposed to fly the Falco with two fingers. It's a true sports plane. But as with every sports vehicle—be it a car or a plane—"hand flying" long distances requires constant attention and can be quite exhausting. Doing so in busy, unknown airspace flying alone might be quite challenging.

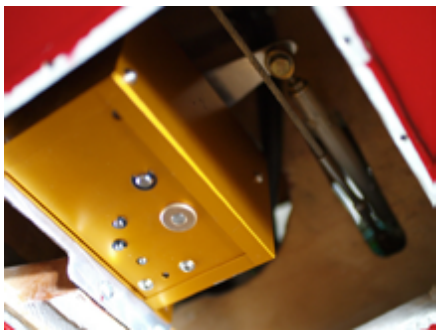
Original panel

I found out last March when I and my friend Thomas Tschirk, an electrical engineer and fellow pilot, were ferrying Giovanni Fulcheri's Falco registered I-DIET from Voghera south of Milano to Vienna, Austria. It was Saturday afternoon in the busy Milano airspace. Thomas was flying the Falco, and I was running the navigation and radios. Attilio Caiazzo who is an expert Falco pilot and who was testing Giovanni's Falco advised us to stay high and north of Verona.

Well, we didn't. Instead we were going direct to Padua. The controller and the fellow pilots talked in Italian nearly all the time, the weather was lousy, we should go to a waypoint we didn't find initially and we had to deal with a noisy intercom, which we have exchanged by now. So we really had a "good" time. Fortunately we were two pilots and the flight became much more pleasant when we were cleared higher east of Padua on a direct route to Slovenia. On the final part of the trip we got to learn about the behaviour of the Falco in moderate turbulence with strong and gusty winds on approach ... but that's a different story—with a happy landing.

Nevertheless crossing the busy Milano airspace on that Saturday afternoon we decided that if I-DIET is to be flown by only one pilot it ought to have a decent autopilot. So apart from the many other things we modified since then the autopilot we installed proves to be one of the most valuable investments.

Having consulted the Sequoia website and the offers from different manufacturers we chose the Pro Pilot autopilot system



Roll pushrod and servo in wing

from a company called Trio Avionics. The Pro Pilot is their most advanced system with lots of features but I don't want to go into all the details. However I would like to mention that the folks at Trio Avionics have the best imaginable support and service which was very valuable during installation.

One of the many features of the Pro Pilot is GPSS/GPSV. It basically means that rather that going from waypoint to waypoint the Falco is capable of procedure turning, even holdings and never overshooting a track. It is even able to automatically fly a GPS/WAAS based LPV approach (it is called APV using GPS/EGNOS in Europe). In that respect one other feature comes handy: auto-trimming. Yes, I-DIET now has an electric trim system with continuous manual overriding if needed.

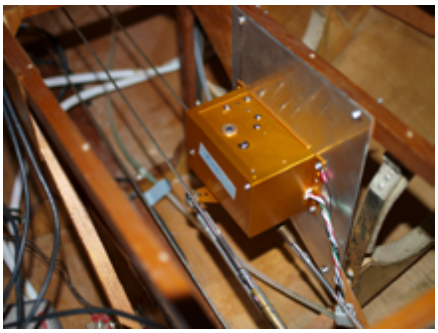
Installing the system servos in the fuselage and attaching them to the controls we have pretty much followed the experiences from fellow Falco builders. Special thanks go to Drew Done and the details he provides about the installation of the TruTrak autopilot servos on his Falco.

The pitch servo is installed between station 6 and 7 below the luggage area (see pictures). The Trio Avionics servo is strong enough to hold and move the elevator during ground testing without slipping of the servo clutch.

The roll servo is installed at the same location as the Century I autopilot servo. I-DIET had a Century I servo installed, but it was not working properly. The connection to the aileron system is rather straightforward and was again inspired by the installation of the TruTrak autopilot by Drew Done in his Falco.

At this time I have no photo or drawing of the auto trim motor installation. We use a very slow turning 14V electrical motor which is controlled by the Pro Pilot system. Given the limited space available the motor is installed under the manual trim wheel assembly (we have built a special assembly for this). The manual trim wheel is connected through an elastic ring which is driven by the motor. The system is designed in such a way that precise adjustments can be made while it is still being fast enough to allow smooth auto-trimming by the autopilot. The elastic ring simultaneously functions as a clutch to allow manual

Pitch pushrod and servo



Above: Luca and Raoul Schild. Right: the autopilot in the panel.

trimming with quite little force required. In case of a run-away trim the ring can easily and quickly be detached from the control wheel to mechanically decouple the electric trimming. Although this system might not be certifiable, it works well.

The autopilot control head is installed in the centre part of the instrument panel next to the avionics stack (see below).

The autopilot system is coupled to the internal Garmin 430W, the Aspen Avionics EFD 1000 Pro and optionally to a RS232 or ARINC 429 compatible external GPS system using a special interface located in the console between the seats. We use this setup for advanced navigation research and equipment testing purposes. In addition the autopilot sources are switchable on the instrument panel with the switches and control LEDs located just above the PFD in good view of the pilot. Aural warnings or announcements such as altitude captures are announced through the intercom systems. The autopilot is engaged through the control head. Disengagement is done either through the control head or the remote autopilot disconnect located on the pilot control stick.

For perfect operation the autopilot system needs some slight parameter adjustments and calibrations. Also the flight envelope protection speeds need to be programmed during initial flight testing. The flight envelope protection system will prevent over-speeding and stalling of the airplane through either pitching down or pitching up automatically when certain speed limits are reached. Otherwise the system works very well "out of the box." Control inputs are smooth with no perceivable oscillations in all modes of operation. Stability in turbulent air is very good. Well, the only thing missing is a yaw damper in gusty cross winds and eventually an auto-throttle system—in the future.

Operation of the system in flight is done through the control head and the Garmin 430W or external GPS flight planning functionality. In addition we are working with Trio Avionics to eventually realise heading control directly through the Aspen PFD.

I provide some pictures of the operation during a recent flight to Straubing (EDMS) in Germany.

So once you get used to the Pro Pilot autopilot system you never want fly without it—especially on a long flight, alone, in busy airspace and tricky weather. A valuable investment indeed.

Sir Mix-a-Lot, Falco and Ferraris

by Tamera Nason

We had a little unexpected entertainment and excitement at our little residential neighborhood airport the other day.

It was Labor Day weekend and we had decided to stay home this year. It was a beautiful, sunny Saturday and Dave was in the hangar puttering with the airplane when the phone rang. It was his flying buddy Brian. "Let's go flying," says Brian.

"Sure," Dave responded, "your airplane or mine?"

"You don't know, do you, there is a NOTAM that the airport is closed." Brian informed him. Some story about maintenance but there were a whole lot of people and cars around the office. So Dave thought he would walk over to see what was going on….

When he got up to the office, there was an assortment of Lamborghinis, Ferraris, and even a Rolls Royce. He counted close to 30 something in all. They were lined up three across and seven deep. There was a popular rap music artist walking between the cars 'singing' as he was being filmed by a video crew. Dave joined a few other neighbors who had gathered to watch.

The group also took the line of cars down to the end of the airport and lined them up with half on the runway and the other half on the taxiway and filmed them going up and down the length of the runway. Then they started having fun! Some of the drivers took their fancy cars and raced them down the length of the airport while being filmed by a helicopter. Some of them reached speeds over a hundred fifty miles and hour and then had to slam on the brakes to get stopped before running off the asphalt. During a lull, the singer put his Top Hat in the middle of the intersection and one of the drivers started 'drifting' around it. He was burning so much rubber and making so much smoke he finally had to stop. It was quite a show!

There was a variety of colors to all the cars, but there happened to be two red Ferraris. Dave commented to a couple of people that what this scene needed was a red Falco to go with it. Another neighbor agreed and told a couple of the drivers and eventually the comment got to the guy in charge. He and Dave talked a bit and Dave hustled home and came back with the Falco. They got the cars all lined up for a beautiful shot and took a bunch of pictures. It was a dream come true for Dave, and who knows, he may wind up being a part of a music video in the near future…. We will let you know.

Center above: $947,000 limited edition car. Far right: Dave and Tamera with Ferrari racing driver. On Nov. 13 look for MTV video "Carz" by Sir Mix-a-Lot.


AMD

Bill Roerig

by Dave Nason

Bill Roerig is a rare individual. He calls himself "cheap Charlie," because he doesn't buy a lot of stuff, but the fact of the matter is he would rather build the item himself. He has the skills to do it, too!

Bill was in the Navy in World War II. He got his schooling through the service after the war. He went to Cornell University in Ithaca, NY and an engineering school in Troy, NY.

Bill is now retired from the school district where he was a high school Industrial Arts teacher. He has volunteered at the EAA Air Academy for over 20 years teaching welding to the students. The EAA welding videos are also done by him. You see the back of his head in all those pictures and you hear his voice. He is in his 80's now and has been building his Falco for some 20 years. And it is a work of art.

He has built everything for his Falco—he has done everything but dig the ore! Usually people start with the wood parts, but Bill started out with making all the metal parts; landing gear, struts, linkages … everything.

Then, when he got that done, he started the wood work; building all the ribs, fuselage frames and the spars. For some reason he didn't like the way the landing gear box was designed, so he changed it. He made the patterns, cast the gear box, and then machined it. He wanted different threads on the shafts, so he made the die to cut the threads the way he wanted them to be. He didn't like the fittings that go on the vacuum pump—too expensive—so he made his own.

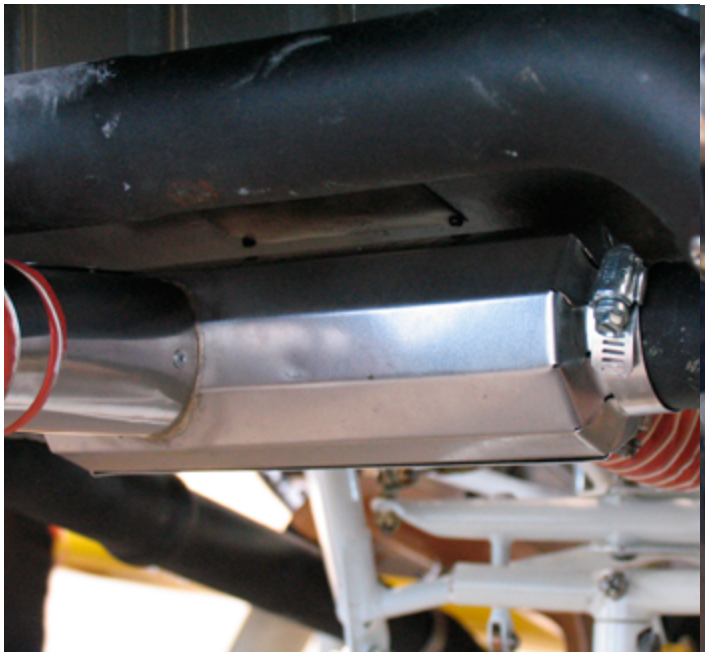
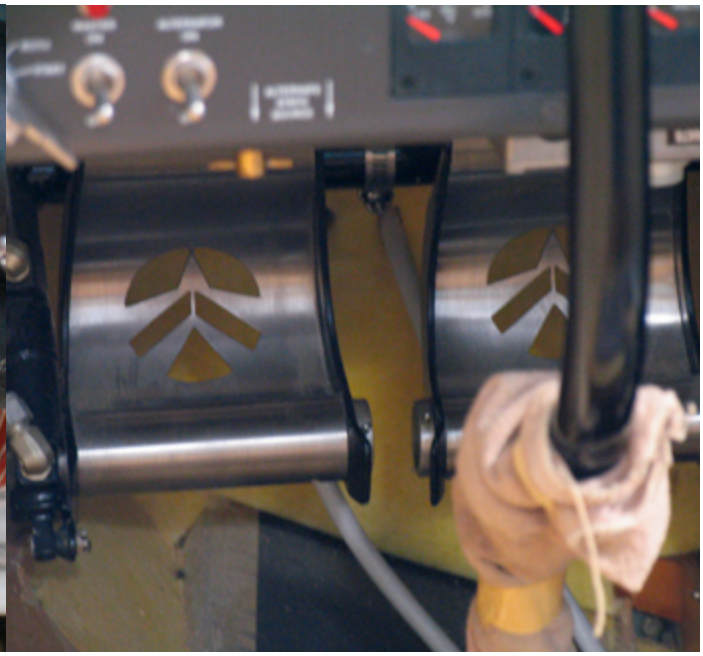
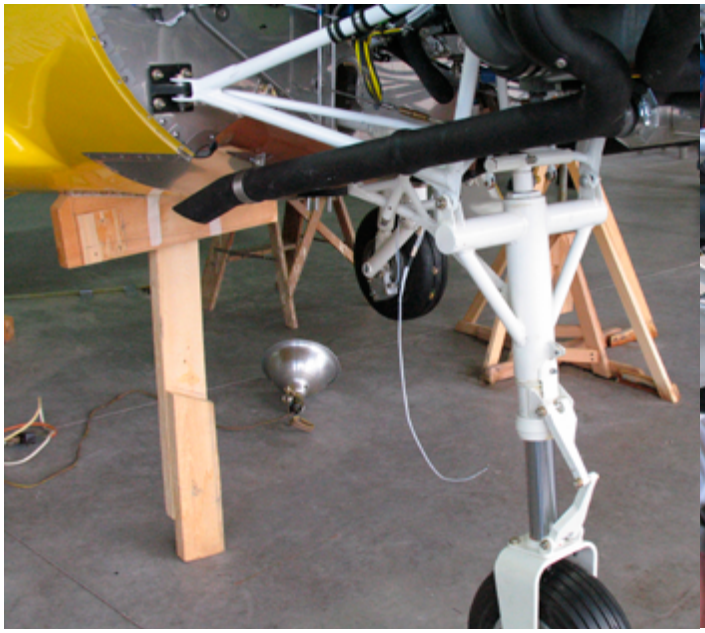
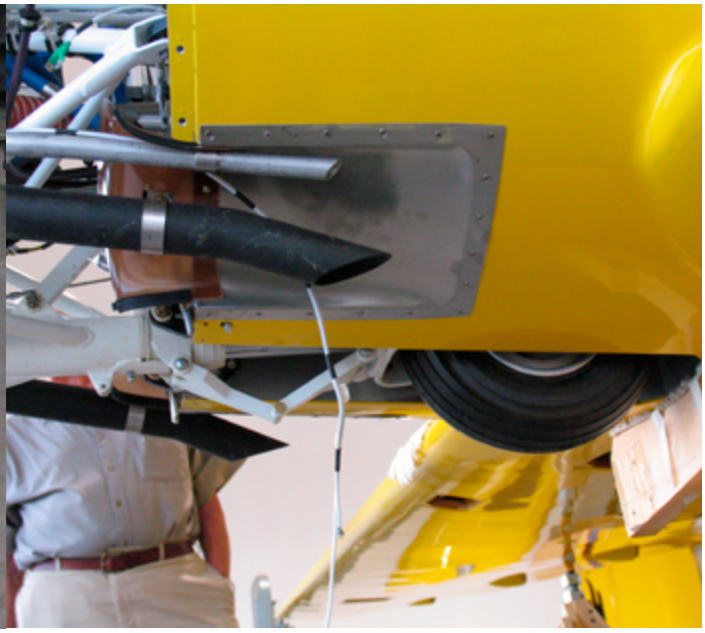
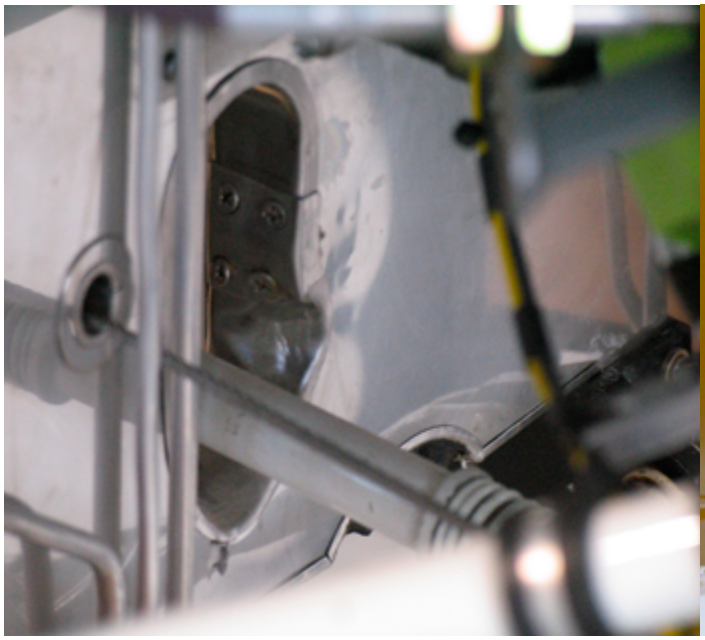
When he built his house he made provisions for the Falco project. He was able to remove the center post between the garage doors to get his Falco out of the garage. When he was making the gas tanks he needed to put the grooves in the sides of the tank for strength so he made a press to form them. Then he jacked up the house from the basement until the house creaked, then put the weight of the house down on the press to form the parts. He also beat on it with a 'heavy, 30 pound' maul to make them. The parts look just like they came from the factory.

Dave, Bill and Chuck Burtch

His airplane is now at the Appleton Airport, 20 miles north of Oshkosh, WI. He has purchased a nice, new hanger to finish his plane in. He is working on the finish details. The canopy and interior are mainly all that needs to be installed. "Still some final assembly required."

His is one of the projects that is almost too pretty to cover up and paint. The detail work that is hidden shows off the workmanship, besides all that is visible. The rudder pedals have an extra nice touch, the Falco emblem is cut into them, which of course, he made himself.

Like all of us builders, the completion date isn't set on the calendar yet, but he has enjoyed the 20 years that he has spent so far. He just stands back and grins when people look at it, which is a common problem that other Falco builders have had.


Falcos at Taos, NM

by Ray Hecker

The 21st Annual West Coast Falco Gathering was at one of the best flying locations you could have ask for; an affirmation by all who attended. I believe it was the recommendation of Duane Root to gather at the Alley Cantina, an establishment reported to have the "Best Margaritas" in the area that was the clincher for a number of us—not to mention the camaraderie of getting together with folks who love and can't get enough of Falcos. Who else would fly over 600 nm for a Blue Agave nectar beverage? The reason for the Annual West Coast Falco Gathering is about the builders, owners, flyers and dreamers of learning more about and experiencing this marvelous Sequoia Aircraft product and to honor Stelio Frati, who designed this "Italian Hot Rod" the F.8L—the airplane that was the first of his lasting legacy. This year's gathering did not disappoint the attendees—we all had a grand time!

Reviewing the 40 year climatology for the area suggested September temperatures in the high 70s to low 80s with minimal precipitation. For some reason this year's actual conditions were not close to the climate predictions. Storms threatened during the month of September, which was not a good omen for flying in the mountains with runway density altitudes of 10,000' during the afternoons. The weather "gods" finally cleared the local thunderstorms out of the mountains during the early part of the Falco Gathering week and cooperated with abundant sunshine as the weekend approached. Our West Coast rendezvous was held this year between September 24 – 26, 2010 in beautiful Taos, NM.

I had never been to Taos during foliage season and was pleased with my finding as I winged my way from the Southern California coast. I was also glad to avoid most of a Santa Ana condition with winds out of the east and temperatures rising to 107° F in SoCal. The weather during the entire gathering in Taos, NM was severe clear with crisp morning temperatures in the mid '40s F later soaring to the low 80s F. After all, it is autumn in the Northern Rio Grande River Valley in Taos, NM.

This year's Gathering was a plain fun (plane fun) "Back to Basics' event and party. We had plenty of entertainment in the area with a convenient hotel, the "El Pueblo Lodge", and a very short walk to the historic village "Pueblo Plaza". Pueblo is a quaint northern New Mexico ski town with beautiful surrounding country side. My arrival was delayed due to a mechanical issue including a diversion for a quick repair and then off to Winslow, AZ via a flight over the Meteor Crater. After a short re-fueling stop at Winslow, AZ (KINW - Lindberg Regional), I was back on track direct to KSKX. I was IFR that day—flying Interstate 15 to Interstate 40 and then Interstate 25 to pick up the Rio Grande River. IFR in this context means "I Fly Roads" and "I Fly Riverbeds." It was too nice outside not to look at the beautiful terrain and countryside.

The picturesque sunset view from "2SF" showed the splendor of the purple mountain majesty of the great Southwest. Since I had a maintenance delay, a night landing at a foreign-high altitude airport was in the

Top: Duane Root's Falco. Center: Roy Henderson. Above: Doppelts, Quinns, Roy Henderson, Malmstroms, Roots and Ray Hecker.

Roy Henderson, Duane Root and Ray Hecker

making. The moon provided illumination and the VASI lights of KSKX could be seen for over 20 miles. Initially the bright red lights I was seeing were disconcerting, but that also meant I was above the mountain ridges, but below the glide slope. Since I was in the middle-of-no-where, I used up my excess descent energy on the downwind runway (RWY 4) over flight to reposition via a tear-drop procedure turn to the final approach and landing on RWY 22. The last thing I wanted to see was deer or elk on the runway during approach or roll-out, which was the justification for the "air show". Jim Quinn provided the night transportation services to the Lodge.

We agreed we would do our flying in the early morning to avoid the density altitude affects for this airport. We rendezvoused at "Michael's Kitchen" and enjoyed a traditional "Local Grande" breakfast. Then it was off to the airport for flying. Jim Quinn has been rebuilding his airplane for a number of years and proclaimed he was taking his Falco up in October with his new Aspen avionic addition. I asked which year; Jane his wife—the other Falco pilot in the family smiled—Jim responded "2010". "OK—then some dual time for you" was my response. Jim flew "2SF" while I, the CFI, provided coaching on any aerial work we may do. The Falcos that participated belonged to Duane Root, Roy Henderson and Ray Hecker. Dean Malmstrom was the builder in the group and as you can see from his flight with Roy Henderson, he plans on accelerating his build schedule. Can you get a bigger Falco smile?

Our lunch plans included a short and very scenic drive to Taos Mountain and the Taos Ski Valley Resort. After an unbelievable climb on a crushed-stone base road—I'm not sure how they do it with a snow and ice covering and snow, we made our way to the Bavarian Lodge for lunch. What a beautiful afternoon and the view from the ski lift base at 10,000 MSL. The beer was direct from München (Munich) and the bread from the La Brea Bakery in SoCal—that was unbelievable for me. I'm about 850 sm from home and I get local bread! It is delicious; try it when you come to Orange County (Disneyland), CA. Enjoy the pictures we took.

Our evening plans called for meeting back in the historic Pueblo and dinner at the Bent Street Restaurant and Grill. We had a great time enjoying our day, the flying, the local shopping and the camaraderie of our Falcophile group. We toasted Stelio Frati for his life's work and contributions which brought us all together. Jim Quinn advised he had been talking with Doug Henson, who was unable to attend the 21st Annual West Coast Falco Gathering. Doug indicated he would like to host the 22nd Annual West Coast Falco Gathering in Livermore, CA (East of San Francisco and relatively close to Napa Valley, CA). Without hesitation, we put up a motion, received a second and called for a final tally by show of hands. The entire transaction lasted about 60 seconds, so we will see all of you at the 22nd annual event. Doug is the point person for the 22nd Gathering and will name the month and date soon.

We departed Sunday morning and everyone who flew-in was airborne by 9:30 AM. Enjoy the pictures and we look forward to seeing all of you next year in Livermore, CA!

Falco Visits Rosamond Dry Lakebed

by Doug Henson

My little yellow Falco and I recently had the good fortune to participate in a historic event at the Edwards Air Force Base complex near Palmdale, California. The R-2508 Complex comprises 16,000 square miles of special use airspace over the Mojave Desert used by the Air Force Flight Test Center (AFFTC), NASA Dryden, China Lake Naval Air Station, Fort Irwin, Mojave Spaceport, and others.

Given its location and size, general aviation activities conducted around and under the airspace give rise to potential incursions and midair collisions. The AFFTC Flight Safety office actively reaches out to the GA community to increase awareness and raise the level of safety to all concerned. On October 1, the first Flight Test Nation Lakebed Fly-In was conducted on Rosamond Dry Lakebed. I was one of the lucky 100 pilots chosen by lottery to participate in the event. The highlight for me was landing and taking off on the lakebed, certainly a non-standard Falco procedure.

Like all good Air Force operations the fly-in was run with military precision. My packet of information included detailed instructions for arrival and departure, including a unique transponder code and arrival time for my slot to enter the traffic flow from the northern visual holding point at Soledad Mountain. As we approached the holding point my co-pilot/photographer, Dennis Johnson, and I were listening to the assigned Joshua Approach frequency. A few miles prior to Soledad Mountain, we heard a friendly "Good morning, N48EL". We were vectored to the lakebed and directly over Runway 20, then instructed to "descend to pattern altitude, enter left downwind behind the Stinson and contact Muroc Tower." Muroc Tower cleared us to land #3 behind the Stinson. All worked well with a smooth touchdown on the lakebed, exit to the west side of the runway, and taxi to parking.

The event was conducted in a LARGE tent erected on the lakebed. We spent a few hours hearing informative briefings from Maj Gen Eichhorn (Commander of the Air Force Flight Test Center), Mr. Bill Koukourikos (Flight Safety Officer), Col Dawn Dunlop (412 Test Wing Commander), Maj Jen Jeffords (B-2 Test Pilot), and a surprise visit by the Ghost of Pancho Barnes. After enjoying a luncheon catered by the Officers' Club we were provided a weather briefing for departure. With similar military precision, over 100 aircraft departed in orderly fashion to all parts of the country.

Life just doesn't get any better !

Top: There it is—Rosamond Dry Lakebed, the flattest 25 square miles of earth I have ever seen or touched. Note Rogers Dry Lakebed in the distance (that's where the space shuttle lands). Center: Turning onto left downwind for Runway 20. The fly-in parking area and events tent can be seen in the upper left corner. Above: "Follow the black line to parking." The runway edge lines and taxi lines are marked with oil applied by road surfacing equipment.

Top: Doug with Falco on Rosamond Dry Lakebed. Frati would be proud.
Center: Dry mud. It crunches into small particles as you taxi or walk.
Above: Andrea Tremolada's Falco at sunset.

Coast to Coast with Susan

We all struggle with daily issues, and you have been more than patient listening to my problems with shipping parts to you. Just to add to the distress, must let you know that any overseas shipping has sky-rocketed! I do the best I can to find the most reasonable prices, but do not be alarmed at future quotes I may give to you. If it is something that I can mail, that is the way I now go.

Now, lets talk about SPEED. With this issue I have included a picture of a greyhound, Jethro. I have shared with you in the past my other passion of rescuing racing greyhounds being retired from the industry. Once a year, my organization has a gathering with dozens of owners and their greyhounds. Part of the excitement for the day is that we set up a "fun Run." These owners have never seen their greyhounds do what they did for a living. They had not witnessed the grace and beauty these dogs possess when they return to their natural element.

So, we construct an enclosed narrow and straight run that is a safe 125 feet in length. Of course they run on grass and not packed sand on an oval track directed to their left. Then, one dog at a time is held and then released to race toward a sound lure. We have a radar gun that records their running speed. So, why is this of interest?

Well, Jethro was not a successful racer. On a good day, he ran 3/8's of a mile in 32 seconds instead of a winning 28 seconds You do the math! He is now five years old and on his fun run that day was clocked at only 38 miles per hour in less than 125 feet. Even after becoming often lazy house dogs, these retired athletes just never forget what they were bred to do best. Their only competition in the animal kingdom is a cheetah. So, gentlemen, when you "start your engine" remember that you are racing to take to the air—but note, Jethro is also airborne, and in less than six seconds and without wings.

By the way, still have some size large "Falcos are Forever" T shirts left. They are still $15.00 with free shipping. I have also brought back our garment sale flyer from a previous issue. After all, that gift giving time is just around the corner and you can go shopping with me.

Mailbox

I have been meaning to write to you for quite a while now but for some reason or other I have always put it off wondering how to do so in an appropriate manner. Stelio Frati's passing earlier this year was a stern reminder that one should not put off such things as we never know what life has in store for us.

As you will (probably) know, I've been working on the Furio project with Giovanni, having been responsible for the technical side of the company since we founded it back in 2005 while I was still living in Seattle.

During the Furio's primary development period I had cause to look in detail at various other aircraft designs and drawings, including obviously the Falco's. I'm sure you must be bored with the feedback by now, but they are amongst the nicest set of prints I've come across and are something to aspire to from a design office point of view.

Our project is conceptually very different from the Falco, hence we do not strive to emulate your level of technical detail in our construction manual, but I often remind myself of how you have managed to make a relatively complex machine simple. Frati was never known for taking the easy solution to a problem and yet after a brief reading of Sequoia's Falco documentation one gets the sense that such a project is not beyond the scope of an average (yet dedicated) builder.

On a personal level, I still have strong memories of your visit to our apartment in Florence when I was still a small boy. I seem to recall you sitting on our couch playing the acoustic guitar with finger picks, something I had never seen before. A lot of time has passed since then, but thanks to you the spirit of the Falco and of Frati still lives on, perhaps stronger than ever.

With the Furio, we tried to emulate the flying characteristics of the Falco and I believe we have gotten very close. It still amazes me how many people approach the Falco (and consequently the Furio) with a preconceived idea of what it is like to fly, by having been misinformed through second hand opinions and hearsay, only to be amazed at the agility and beauty of these machines.

There are now two Furios flying, the first customer kit having been completed in July this year, with a few other builders being close to completion. As you, more than anyone I can think of, will know, the road so far as been less than easy but immensely satisfying.

I hope to have the opportunity to meet you again before too long as I'd like to thank you in person for keeping the Falco alive, and with it, a tiny part of my father.

Lapo Nustrini
Falcomposite Ltd.
Auckland, New Zealand

Top: Lapo and Giovanni Nustrini and Furio. Above and Center: Ernesto Valtorta and friends. What is a Stelio Frati trained aeronautical engineer to do with so little to do in Italy? Why certify the ventilation system for a 'cruise ship' for cattle and sheep delivered to Indonesia!