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## F.8L FALCO UPDATE

### STATUS OF THE PLANS

At this time we have finished all but two of the original drawings, and we will finish those shortly. To date we have completed and shipped about 80 large sheets and about 150 smaller sheets, and we will be shipping the remaining drawings in a few weeks. We have written a construction manual of about 80 pages which has been sent to our builders. In addition to these drawings, we are doing a number of new drawings (brake pedals, fuel system installation, etc.) to add to and clarify the original production drawings. In all, the plans consist of 277 sheets with over 680 square feet of plan area.

### KITS

We are offering a series of kits including all of the non-wood components for the Falco. In all there are 15 kits separated into logical groups of parts, with each kit complete down to the last nut and bolt. Our time has been devoted to organizing and defining the kits, itemizing each and every item to be purchased and included in the kits. This is a big job, taking almost a year of work to get to the point where we are now. There is still more work to be done. There are also some things which can only come in time, for example, we want to blow the canopy before we make the canopy frame to assure a good match.

While we have made every effort to bring down the cost of the Falco kits, the work and materials involved are expensive. For the builder who cannot afford the elaborate and complete kits we offer, we will also be offering some of the kits (the main landing gear, for example) in a semi-finished version. At this time, it appears that our kits for the Falco will cost about \$12,000.00. We know how important it is to everyone to know the final cost of the kits, but we will not release final prices until we have all costs pinned down.

Little River Aircraft is offering a number of wood components for the Falco. They produce a kit of the laminated fuselage bows for \$1,122.00 consisting of the laminated rings only and a kit of the fuselage frames complete except for one side left open for inspection for \$2,392.00. Little River also is producing a tail group kit for \$696.00. This kit contains all of the tail group spars complete except that one side is left open for inspection, and wood-to-size for all ribs. Plywood for skins and gussets is also included, as well as the laminated bows for frame No. 12. Little River Aircraft is owned by a Falco builder who is having a Falco built in a shop set up for that purpose. For more details, contact Little River Aircraft, 300 East 34th Street, New York, New York 10016. Telephone: (212) 684-6882.

Trimcraft Aero offers a series of three kits of completed ribs for the Falco. These kits are available now and include: the fin and rudder

ribs (\$49.00), the stabilizer and elevator ribs (\$100.00), and the wing, flap and aileron ribs (\$495.00). These kits may be ordered from Trimcraft Aero, 6254 Highway 36, Burlington, Wisconsin 53105.

Aero Cabinet Company of San Fernando, California, is producing a wing spar kit. This kit includes the main wing spar, the forward wing spar, the two drag spars, the two aileron spars and the two flap spars. This kit is available for \$3,800.00. Deliveries will begin at the end of August. Aero Cabinet Company is a specialist in aircraft woodwork, working largely on Boeing aircraft customized for private use. If you wish further information, we suggest you send a stamped self-addressed envelope to: Aero Cabinet Company, 575 Fourth Street, San Fernando, California 91341.

#### COST OF CONSTRUCTION

We are frequently asked about the cost of building a Falco and about the difficulty factor as compared to other aircraft. As for cost, the Falco is similar to other aircraft of its general class with the exception of the retractable landing gear. With the Falco, however, you have the option of purchasing many parts ready-made, and this adds substantially to the cost of the aircraft.

For a builder to attempt to build the Falco doing all of the parts for the aircraft himself, purchasing material only and doing all of his own woodwork, machining, welding, forming, etc., the lowest he might expect to pay would be about \$7,000.00 including a \$2,800.00 allowance for a high time engine and prop. This is the most time-consuming method and requires welding and machining.

If a builder does all of his own woodwork but buys all of our kits for the non-wood components, the Falco would cost about \$17,000.00, which would include \$2,000.00 for wood, the same \$2,800.00 engine and prop allowance as before and \$12,000.00 for our kits. This is based on an estimate of the eventual cost of our kits -- which may be low. Some of the kits will be available as semi-finished, and this will result in a saving for those builders who choose to purchase them. The degree of difficulty for a Falco built this way would be average, with the worst jobs being the fuselage laminations and the wing spar. About half of our Falco builders are proceeding this way, and they are moving along nicely.

If a builder chooses to purchase all of our kits and buys all of wood kits available then the cost of the airplane would be about \$22,000.00 with the same engine and prop allowance -- about \$28,000.00 with a new engine and prop. A Falco built from this collection of kits would be a very easy airplane to build.

Most of our builders, by the way, are "first time" builders, and they all report that they find the Falco time-consuming to build, but not difficult.