



# F.8L Falco Construction Drawings



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This document was produced on an Apple Macintosh computer using Adobe InDesign, Engineered Software's PowerCADD and Sequoia Aircraft's WildTools for PowerCADD.



## Introduction

This document contains the F.8L Falco construction drawings. This is a change from how we have distributed the Falco drawings in the past. With the cost of printing and shipping and with the internet it makes sense to distribute the drawings in digital format only.

At this point, we are just starting to put all of this together in a single pdf document.

We plan to have links in the document so you can click on things and jump to a drawing.

These drawings are in three forms:

- Scans of the original pen-and-ink Falco drawings.
- CAD drawings, all done with PowerCADD and WildTools.
- CAD drawings containing the scanned images but with text and rectangular CAD objects for the borders.

The result is that you can search the text of the CAD files, which is very convenient and useful.

We ask that all Falco builders to keep a watch on what we are doing. Keep an eye out for any errors, and please let us have your ideas on how we can handle this better.

*As an engineer, I work with blueprints every day, and I've seen construction drawings for quite a few aircraft, but the Falco set is superior in quality to any set I've ever seen before.—Chris Knowlton*

*I have a friend who does industrial consulting, and after seeing the plans for my Falco, he admitted that he'd seen nuclear powerplants that didn't have systems blueprints as good.—Stephan Wilkinson*

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## Changes

This is a list of changes to the drawing set, listed in reverse order, that is, with the most recent changes listed first.

The following drawings are changed to show new details for autopilot servos

[Sheet A17H](#)/Drawing No. 120 Elevator Controls Installation **[SERVO]**

[Sheet A18F](#)/Drawing No. 126 Control Stick Assembly **[SERVO]**

[Sheet B3E](#)/Drawing No. 201, Sheet 3 **[SERVO]**

[Sheet B5B](#)/Drawing No. 202 Wing Tip Bow & Other Details **[SERVO]**

[Sheet GG30D](#)/Drawing No. 760 Elevator Control Bellcrank **[SERVO]**

[Sheet GG43A](#)/Drawing No. 718 Control Stock Connecting Rod **[SERVO]**

[Sheet C2K](#) Added detail for cabin air inlet.

Sheet GG152/[Drawing No. 879](#) Gascolator Mounting Bracket: drawing added.

Sheet GG151/[Drawing No. 867](#) Fuel Pump Mounting Bracket: drawing added.

Sheet GG150/[Drawing No. 853](#) Actuator: drawing added.

Sheet GG149/[Drawing No. 852](#) Yoke: drawing added.

Sheet GG148/[Drawing No. 883-4](#) Antenna Plate: drawing added.

Sheet GG147/[Drawing No. 881](#) Disks: drawing added.

Sheet GG146/[Drawing No. 880](#) Washers: drawing added.

[Sheet C5J](#). Changed part numbers to a more logical sequence.

[Sheet C6C](#). Changed part numbers to a more logical sequence.

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### Assembly

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<a href="#"><u>A2E</u></a>		No. 102		Main Landing Gear Assy & Inst.						
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<a href="#"><u>A16B</u></a>		No. 117		Trim Tab Ctl & Parking Brake Valve Inst						
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Rear Bulkhead

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### Main Landing Gear

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<a href="#"><u>EE8</u></a>	No. 551	Oleo Orifice Fitting
<a href="#"><u>EE9</u></a>	No. 552	Oleo Rebound Damper
<a href="#"><u>EE10</u></a>	No. 553	Oleo Cylinder
<a href="#"><u>EE11</u></a>	No. 554	Oleo Nut
<a href="#"><u>EE12</u></a>	No. 555-1	Oleo Piston
<a href="#"><u>EE13</u></a>	No. 555-2	Piston End
<a href="#"><u>EE14</u></a>	No. 555-3	Piston
<a href="#"><u>EE15</u></a>	No. 556-1	Bushing
	No. 556-2	Bushing
<a href="#"><u>EE16A</u></a>	No. 504-1A	Lower Side Load Strut
<a href="#"><u>EE17</u></a>	No. 503-24	Spacer

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<a href="#">EE19</a>	No. 520-4	Miter Gear & Shaft
<a href="#">EE20</a>	No. 520-7	Miter Gear

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	No. 653	Nose Gear Upper Cylinder
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<a href="#">F5</a>	No. 654-2	Nose Gear Trunnion
<a href="#">F6</a>	No. 618A	Nose Gear Upper Drag Strut

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<a href="#"><u>FF13B</u></a>		No. 663		Nose Gear Rocker Arm						
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<a href="#"><u>FF20</u></a>		No. 651		Nose Gear Orifice Assembly						
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<a href="#">No. 317</a>	C6C	Fuselage Frame No. 8
No. 318	C6C	Fuselage Frame No. 9
No. 319	C6C	Fuselage Frame No. 10
<a href="#">No. 320</a>	C7B	Battery Box



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<a href="#">No. 321</a>	C8A	Fuselage Jig
No. 322	C6C	Fuselage Frame No. 11

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### **Tail**

**100   200   300   400   500   600   700   800**

<a href="#"><u>No. 401</u></a>	D1A	Elevator & Stabilizer Installation
<a href="#"><u>No. 402-1</u></a>	D2F	Elevator & Stabilizer Assy, Sheet 1
<a href="#"><u>No. 402-2</u></a>	D3E	Elevator & Stabilizer Assy, Sheet 2
<a href="#"><u>No. 403</u></a>	D4D	Elevator Ribs & Tip Bow
<a href="#"><u>No. 404</u></a>	D5D	Elevator & Stabilizer Ribs
<a href="#"><u>No. 405</u></a>	D6H	Elevator & Stabilizer Ribs
<a href="#"><u>No. 406</u></a>	D7D	Elevator & Stabilizer Spars
<a href="#"><u>No. 410-1</u></a>	D8B	Fin & Rudder Installation, Sheet 1
<a href="#"><u>No. 410-2</u></a>	D9A	Fin & Rudder Installation, Sheet 2
<a href="#"><u>No. 411</u></a>	D10A	Fin & Rudder Assembly
<a href="#"><u>No. 412</u></a>	D11A	Fin & Rudder Spars
<a href="#"><u>No. 413</u></a>	D12E	Fin Ribs
<a href="#"><u>No. 414</u></a>	D13H	Rudder Ribs
<a href="#"><u>No. 415</u></a>	D14H	Fin & Rudder Spars, Etc.

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### Main Landing Gear

**100   200   300   400   500   600   700   800**

<a href="#">No. 502</a>	E2E	Main Landing Gear Leg
<a href="#">No. 503</a>	E3B	Main Landing Gear Arm
No. 503-7	EE16	Axle
No. 503-8	EE5	Axle
<a href="#">No. 503-9</a>	EE6	Seal Ring
No. 503-14	EE5	Brake Plate
No. 503-15	EE16	Brake Plate
<a href="#">No. 503-23</a>	EE7	Spacer
<a href="#">No. 503-24</a>	EE17	Spacer
<a href="#">No. 504-1A</a>	EE16A	Lower Side Load Strut
<a href="#">No. 504-2</a>	EE3C	Upper Side Load Strut
<a href="#">No. 512</a>	EE1E	Main Landing Gear Screwjack Sleeve
<a href="#">No. 513</a>	EE2C	Main Landing Gear Screwjack Screw
No. 518	EE3	Main Landing Gear Screwjack Assy
No. 520-2	E1B	Housing
<a href="#">No. 520-3</a>	EE18	Spur Gear
<a href="#">No. 520-4</a>	EE19	Miter Gear & Shaft
<a href="#">No. 520-5</a>	EE4A	Main Gear Drive Shaft
<a href="#">No. 520-6A</a>	EE5A	Vertical Drive Shaft
<a href="#">No. 520-7</a>	EE20	Miter Gear
No. 530	N/A	Landing Gear Motor Assembly
<a href="#">No. 550-1</a>	E1B	Oleo Shock Absorber Strut
<a href="#">No. 551</a>	EE8	Oleo Orifice Fitting

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<a href="#">No. 552</a>	EE9	Oleo Rebound Damper
<a href="#">No. 553</a>	EE10	Oleo Cylinder
<a href="#">No. 554</a>	EE11	Oleo Nut
<a href="#">No. 555-1</a>	EE12	Oleo Piston
<a href="#">No. 555-2</a>	EE13	Piston End
<a href="#">No. 555-3</a>	EE14	Piston
<a href="#">No. 556-1</a>	EE15	Bushing
<a href="#">No. 556-2</a>	EE15	Bushing
No. 560	N/A	Shoulder Screw (for gear crank)
No. 561	N/A	Shoulder Screw (for shock absorber)
No. 562	N/A	Spring (for shock absorber)
No. 565	N/A	5.30x6 Wheel & Brake Assembly

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### Nose Gear

**100**   **200**   **300**   **400**   **500**   **600**   **700**   **800**

<a href="#"><u>No. 601</u></a>	F1F	Nose Gear Assembly
<a href="#"><u>No. 602-1</u></a>	FF1C	Spring
<a href="#"><u>No. 602-2</u></a>	FF2C	Spacer
<a href="#"><u>No. 602-3</u></a>	FF3C	Retainer
<a href="#"><u>No. 603</u></a>	FF4C	Screwjack End
<a href="#"><u>No. 604A</u></a>	FF5B	Nose Gear Screwjack Assembly
<a href="#"><u>No. 605</u></a>	FF6A	Nose Gear Adjustment Screw
<a href="#"><u>No. 606A</u></a>	FF7C	Nose Gear Screwjack Sleeve
<a href="#"><u>No. 607</u></a>	FF8C	Nose Gear Screwjack Screw
<a href="#"><u>No. 608</u></a>	FF9	Nose Gear Orifice Support Tube
<a href="#"><u>No. 609</u></a>	FF10A	Nose Gear Orifice Support Fitting
<a href="#"><u>No. 610-1</u></a>	FF11	Nose Gear Orifice
<a href="#"><u>No. 610-2</u></a>	FF12B	Nose Gear Rebound Damper
<a href="#"><u>No. 613</u></a>	F4	Nose Gear Fork
<a href="#"><u>No. 614</u></a>	FF30A	Nose Gear Axle
<a href="#"><u>No. 615</u></a>	FF31A	Nose Gear Axle Nut
<a href="#"><u>No. 616</u></a>	FF16B	Nose Gear Upper Ring Nut
<a href="#"><u>No. 618</u></a>	F3A	Nose Gear Upper Drag Strut
<a href="#"><u>No. 618A</u></a>	F6	Nose Gear Upper Drag Strut
<a href="#"><u>No. 619</u></a>	FF17	Nose Gear Lower Drag Strut
<a href="#"><u>No. 619A</u></a>	FF34A	Nose Gear Lower Drag Strut
<a href="#"><u>No. 620-1</u></a>	FF18C	Nose Gear Lower Steering Arm
<a href="#"><u>No. 621</u></a>	FF19C	Nose Gear Control Rod

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<a href="#">No. 622</a>	FF33	Screwjack End
<a href="#">No. 623</a>	FF35	Bushing
<a href="#">No. 651</a>	FF20	Nose Gear Orifice Assembly
<a href="#">No. 652-1</a>	FF21	Nose Gear Lower Cylinder Assembly
<a href="#">No. 652-2</a>	FF22	Nose Gear Lower Cylinder
<a href="#">No. 652-3</a>	FF23	Nose Gear Fork Mounting Plate
No. 653	F3	Nose Gear Upper Cylinder
<a href="#">No. 654</a>	F2	Nose Gear Trunnion
<a href="#">No. 654-2</a>	F5	Nose Gear Trunnion
<a href="#">No. 655</a>	FF24D	Nose Gear Lower Ring Nut
<a href="#">No. 656</a>	FF25C	Nose Gear Cap Fitting
<a href="#">No. 657</a>	FF26A	Nose Gear Lower Bushing
<a href="#">No. 658</a>	FF27	Nose Gear Bushing
<a href="#">No. 659</a>	FF28A	Nose Gear Piston Bushing
<a href="#">No. 660A</a>	FF29A	Nose Gear Guide & Stop
<a href="#">No. 661-2</a>	FF36A	Nose Gear Upper Torque Link
<a href="#">No. 662-2</a>	FF37A	Nose Gear Lower Torque Link
<a href="#">No. 663</a>	FF13B	Nose Gear Rocker Arm
<a href="#">No. 664</a>	FF14B	Stop
<a href="#">No. 665</a>	FF15C	Eye Bolt
No. 666	N/A	Wheel
<a href="#">No. 670</a>	FF32	Spacer

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### **Components, 700 Series**

**100   200   300   400   500   600   700   800**

<a href="#"><u>No. 701</u></a>	G5B	Control Stick Support
No. 702	G5B	Control Stick
<a href="#"><u>No. 703-1</u></a>	G6C	Right Hand Rudder Pedal Assembly
No. 703-2	G6C	Left Hand Rudder Pedal Assembly
<a href="#"><u>No. 705</u></a>	GG62A	Lower Side Load Strut Pin
<a href="#"><u>No. 706</u></a>	GG63A	Upper Side Load Strut Pin
<a href="#"><u>No. 707-1</u></a>	G1C	Conical Engine Mount
<a href="#"><u>No. 707-2</u></a>	G2D	Dynafocal (Type 1) Engine Mount
<a href="#"><u>No. 707-3</u></a>	G29D	Dynafocal (Type II) Engine Mount
<a href="#"><u>No. 708</u></a>	GG2A	Nose Gear Drag Strut Support
<a href="#"><u>No. 709-1</u></a>	GG125A	Flap Torsion Tube Assembly
<a href="#"><u>No. 709-2</u></a>	GG122	L.H. Torsion Tube Assembly
<a href="#"><u>No. 710-1A</u></a>	GG123	Coupling
<a href="#"><u>No. 711-1A</u></a>	GG124	Torsion Tube
No. 711-2A	GG124	Torsion Tube
<a href="#"><u>No. 712</u></a>	GG35A	Aileron Control Rod End
<a href="#"><u>No. 713A</u></a>	GG127	Flap Control Rod
<a href="#"><u>No. 714</u></a>	GG36A	Aileron Control Rod End
<a href="#"><u>No. 715</u></a>	GG33A	Elevator Control Rod End
<a href="#"><u>No. 716</u></a>	GG34A	Elevator Control Rod End Fitting
<a href="#"><u>No. 717-1</u></a>	GG118	Nose Gear Screwjack Support
<a href="#"><u>No. 717-2</u></a>	GG119	Bracket
<a href="#"><u>No. 717-3</u></a>	GG120	Retainer

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<a href="#">No. 718</a>	GG43A	Control Stick Connecting Rod <b>[SERVO]</b>
<a href="#">No. 719</a>	GG65D	Main Landing Gear Arm Pin
<a href="#">No. 720</a>	GG1	Engine Mount Lug
<a href="#">No. 721</a>	GG68A	Main Landing Gear Arm Bushing
No. 722-1	N/A	Exhaust System
No. 722-2	N/A	Exhaust System
No. 722-3	N/A	Exhaust System
No. 722-4	N/A	Exhaust System
No. 722-5	N/A	Cabin Heat Muff
<a href="#">No. 723</a>	GG66D	Main Landing Gear Oleo Pin
<a href="#">No. 724-2</a>	GG105A	Bracket
<a href="#">No. 724-3</a>	GG106A	Guard
<a href="#">No. 725-2</a>	GG108B	Bracket
<a href="#">No. 725-3</a>	GG109	Guard
<a href="#">No. 726</a>	GG37B	Flap Control Tube Support
<a href="#">No. 727</a>	GG128	Static Port Fitting
<a href="#">No. 728A</a>	G10C	Aft Fuel Tank
No. 728-10	N/A	Aft Fuel Tank Sender
<a href="#">No. 729A</a>	G11C	Front Fuel Tank
<a href="#">No. 729-10</a>	GG129	Tank Vent Fitting
<a href="#">No. 729-11</a>	GG130	Filler Fitting
<a href="#">No. 729-12</a>	GG131	Fuel Cap
No. 729-13	N/A	Front Fuel Tank Sender
<a href="#">No. 730A</a>	GG132	Fuel Tank Sender Fitting
<a href="#">No. 731A</a>	GG99	Fuel Tank Filler



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No. 732	N/A	Gyro Filter Assembly
<a href="#">No. 733</a>	GG88B	Fuel Tank Band
<a href="#">No. 733-7</a>	GG110A	Fillister Head Screw
<a href="#">No. 734</a>	GG94A	Fuel Tank Band Mount
<a href="#">No. 735</a>	GG93	Aft Fuel Tank Band Mount
No. 736	N/A	Wing Tip Lens
<a href="#">No. 737</a>	GG153	Cabin Air Valve
<a href="#">No. 738</a>	GG154	Cabin Air Valve Plate
No. 739	N/A	Spring
<a href="#">No. 740</a>	G7D	Hoses, Hose Assemblies, and Tubes
No. 741	N/A	Clip
<a href="#">No. 742</a>	GG3A	Flap Hinge
<a href="#">No. 743</a>	GG4B	Flap Hinge & Arm
<a href="#">No. 744</a>	GG5A	Flap & Aileron Hinge
<a href="#">No. 745</a>	GG6B	Aileron Hinge
<a href="#">No. 746</a>	GG7A	Aileron Control Arm & Hinge
<a href="#">No. 747</a>	GG8B	Aileron Control Arm & Hinge
<a href="#">No. 748</a>	GG9A	Aileron Hinge
<a href="#">No. 749</a>	GG10A	Aileron Hinge
<a href="#">No. 750</a>	GG11C	Elevator Control Arm
<a href="#">No. 751</a>	GG12D	Rudder Control Arm
<a href="#">No. 752</a>	GG13B	Elevator Hinge
<a href="#">No. 753</a>	GG14A	Fin Hinge
<a href="#">No. 754</a>	GG15A	Fin Hinge
<a href="#">No. 755</a>	GG16A	Stabilizer Hinge

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<a href="#">No. 756</a>	GG17B	Elevator Hinge
<a href="#">No. 757</a>	GG18A	Rudder Hinge
<a href="#">No. 758</a>	GG102A	Aileron Bellcrank
<a href="#">No. 759A</a>	GG19A	Aileron Bellcrank Support—Bottom
<a href="#">No. 759B</a>	GG20B	Aileron Bellcrank Support—Top
<a href="#">No. 760</a>	GG30D	Elevator Control Bellcrank <b>[SERVO]</b>
<a href="#">No. 761</a>	GG21A	Rudder Pedal Support
<a href="#">No. 762</a>	GG22A	Elevator Control Arm Support
<a href="#">No. 763</a>	G8D	Injector Control Bracket
<a href="#">No. 764</a>	GG23A	Control Stick Assembly Support
<a href="#">No. 765</a>	GG31A	Flap Control Tube Support
<a href="#">No. 766</a>	GG72C	Main Landing Gear Aft Mount
<a href="#">No. 767</a>	GG69C	M. Landing Gear Forward Mount
<a href="#">No. 768</a>	GG70	M. L. Gear Forward Anchor Plate
<a href="#">No. 769</a>	GG74A	M. L. Gear Aft Mount Bushing
<a href="#">No. 770</a>	GG71A	M. L. Gear Forward Mount Bushing
<a href="#">No. 771</a>	GG73	Main Landing Gear Aft Anchor Plate
<a href="#">No. 772</a>	GG67B	Side Load Strut Mount
<a href="#">No. 773</a>	GG64B	Side Load Strut Mount Spacer
<a href="#">No. 774</a>	GG24A	Fin Hinge
<a href="#">No. 775</a>	GG25A	Elevator Trim Arm
<a href="#">No. 776</a>	GG81A	N. G. Drag Strut Support Anchor Plate
<a href="#">No. 777</a>	GG117	Canopy Slide Tube
No. 778	N/A	Rudder Pedal
<a href="#">No. 780</a>	GG32B	Elevator Control Rod Assembly

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<a href="#"><u>No. 781</u></a>	GG103B	Aileron Control Rod
<a href="#"><u>No. 782</u></a>	GG75B	Trim Tab Control Wheel
<a href="#"><u>No. 783</u></a>	GG76A	Trim Tab Control Channel
<a href="#"><u>No. 784</u></a>	GG77B	Trim Tab Control Sleeve
<a href="#"><u>No. 785</u></a>	GG78B	Trim Tab Control Screw
<a href="#"><u>No. 786A</u></a>	GG79A	Trim Tab Control Mount Plate
<a href="#"><u>No. 788A</u></a>	GG80A	Trim Tab Control Mounting Bracket
<a href="#"><u>No. 791-1</u></a>	GG92A	Pitot Tube Mast
<a href="#"><u>No. 792</u></a>	GG98B	Canopy Track
<a href="#"><u>No. 794</u></a>	GG86	Canopy Roller Mount
<a href="#"><u>No. 795</u></a>	GG87	Canopy Roller
<a href="#"><u>No. 797-1</u></a>	G12B	Canopy Frame
<a href="#"><u>No. 797-2</u></a>	G22	Canopy Frame—"Nustrini"
<a href="#"><u>No. 799</u></a>	GG114	Canopy Closing Handle

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### **Components, 800 Series**

**100   200   300   400   500   600   700   800**

<a href="#"><u>No. 800</u></a>	GG40C	Canopy Closing Hook
No. 800A	GG40C	Canopy Closing Hook — "Nustrini"
<a href="#"><u>No. 801A</u></a>	GG41A	Canopy Latch Spring
<a href="#"><u>No. 802</u></a>	GG84A	Canopy Roller Mount
<a href="#"><u>No. 803</u></a>	GG85A	Canopy Roller
<a href="#"><u>No. 804</u></a>	GG18	Carburetor Air Intake
<a href="#"><u>No. 805</u></a>	GG89A	Center Lap Belt Mount
<a href="#"><u>No. 806</u></a>	GG126	Outboard Lap Belt Mount
<a href="#"><u>No. 807</u></a>	GG90B	Shoulder Belt Mount
No. 808	N/A	Engine Baffling
<a href="#"><u>No. 809-1</u></a>	GG104A	Jack Pad Fitting
No. 809-2	N/A	Tie Down Eyebolt
No. 810-1	G8D	Governor Controls Bracket
<a href="#"><u>No. 814</u></a>	G20B	Wing Fairings
<a href="#"><u>No. 816</u></a>	GG38	Mounting Bracket
<a href="#"><u>No. 817</u></a>	GG39A	Canopy Fitting
<a href="#"><u>No. 818</u></a>	GG91A	Aileron Stop
<a href="#"><u>No. 820</u></a>	GG44B	Landing Gear Crank
<a href="#"><u>No. 821-2</u></a>	GG45B	Spindle
<a href="#"><u>No. 821-3A</u></a>	GG115A	Collar
<a href="#"><u>No. 822</u></a>	GG46B	Landing Gear Crank Handle
<a href="#"><u>No. 823</u></a>	GG26	Canopy Stop
No. 824-1	N/A	Bulkhead Fitting Assy (Cabin Heat)

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<a href="#">No. 825A</a>	GG51B	Elevator Balance Weight Support
No. 826	N/A	Cabin Heat Cable Bracket
<a href="#">No. 828-1</a>	G9B	Seat
No. 828-2	G9B	Seat
<a href="#">No. 828-3</a>	G23	Seat Bottom Cushion
<a href="#">No. 828-4</a>	G24	Seat Back Cushion
<a href="#">No. 828-7</a>	G13C	Seat Track
No. 828-8	G13C	Seat Track
No. 829	N/A	Seat Belts
<a href="#">No. 829-10</a>	GG133	Outboard Seat Belt Cable Assembly
<a href="#">No. 829-11</a>	GG134	Inboard Seat Belt Cable Assembly
<a href="#">No. 829-12</a>	GG135	Shoulder Belt Clip
<a href="#">No. 831-1</a>	G27A	Center Console Assy & Installation
<a href="#">No. 831-2</a>	G25A	Center Console
<a href="#">No. 831-3</a>	GG136	Throttle Control Lever Assembly
<a href="#">No. 831-4</a>	GG137	Propeller Control Lever Assembly
<a href="#">No. 831-5</a>	GG138	Mixture Control Lever Assembly
<a href="#">No. 831-6</a>	GG139	Quadrant Bracket
<a href="#">No. 831-7</a>	GG140	Quadrant Bracket Assembly
<a href="#">No. 831-8</a>	GG141	Quadrant Bracket
<a href="#">No. 831-9</a>	GG142	Quadrant Spacer
<a href="#">No. 831-11</a>	GG143	Quadrant Spacer
<a href="#">No. 831-13</a>	GG144	Quadrant Friction Knob
<a href="#">No. 831-14</a>	GG145	Throttle Position Switch Cam
<a href="#">No. 831-15</a>	G14A	Quadrant Cover

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<a href="#">No. 831-30</a>	GG50B	Flap Position Switch Support
<a href="#">No. 831-31</a>	GG42A	Quadrant Spacer
No. 832A	G14A	Landing Gear Crank Cover
<a href="#">No. 833A</a>	G15A	Center Console Cover—Front
<a href="#">No. 834A</a>	G16A	Center Console Cover
<a href="#">No. 835A</a>	G17A	Center Console Cover—Rear
<a href="#">No. 836</a>	G19A	Main Landing Gear Doors
No. 837	N/A	Inspection Doors
<a href="#">No. 838-2</a>	GG52B	Elevator Balance Weight
<a href="#">No. 839</a>	GG83	Engine Mount Lug Anchor Plate
<a href="#">No. 840-1</a>	G3	Cowling
<a href="#">No. 840-2</a>	G4A	Cowling
<a href="#">No. 841-1</a>	G26A	Instrument Panel
No. 842	N/A	Nose Gear Doors
<a href="#">No. 845</a>	GG49B	Channel
<a href="#">No. 846</a>	GG116A	Channel
<a href="#">No. 850</a>	GG101A	Channel-Nut
<a href="#">No. 851-2</a>	GG111	Nut
<a href="#">No. 851-3</a>	GG112	Receptacle
<a href="#">No. 851-4</a>	GG113	Connector
<a href="#">No. 852</a>	GG149	Yoke
<a href="#">No. 853</a>	GG150	Actuator
<a href="#">No. 854</a>	GG121	Flap Actuator Support
<a href="#">No. 856A</a>	GG82B	Engine Mount Lug Anchor Plate
<a href="#">No. 857</a>	G21D	Tail Group Fairings, Etc.

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<a href="#">No. 858-1</a>	G30	Nose Gear Bay Cover Assembly
<a href="#">No. 859-2</a>	GG96A	Bracket
No. 859-3	GG96A	Bracket
<a href="#">No. 859-4</a>	GG97A	Bracket
<a href="#">No. 860</a>	GG53B	Pushrod
<a href="#">No. 861A</a>	GG54A	Pushrod
<a href="#">No. 862</a>	GG55A	Pushrod
<a href="#">No. 863</a>	GG47C	Bracket
No. 864	GG48B	Bracket
<a href="#">No. 865</a>	GG56B	Pushrod
<a href="#">No. 866</a>	GG107A	Bracket
<a href="#">No. 867</a>	GG151	Fuel Pump Mounting Bracket
<a href="#">No. 868</a>	GG100A	Canopy Pin—"Nustrini"
<a href="#">No. 869</a>	GG95A	Canopy Fitting—"Nustrini"
<a href="#">No. 870</a>	GG57A	L.H. Throttle Pivot Cover
<a href="#">No. 871</a>	GG58A	L.H. Throttle Pivot Fitting
<a href="#">No. 872-1</a>	GG59A	Torque Tube Assembly
<a href="#">No. 873-1</a>	GG60A	L.H. Throttle Pushrod
<a href="#">No. 874</a>	GG61A	L.H. Throttle Pushrod
<a href="#">No. 875-1</a>	GG27A	L.H. Throttle Control Lever Assy
<a href="#">No. 876</a>	GG28B	Drain Valve Fitting
<a href="#">No. 877</a>	GG29C	Up Limit Switch Support
No. 878	N/A	Nustrini Canopy Skirt Fairing
<a href="#">No. 879</a>	GG152	Gascolator Mounting Bracket
<a href="#">No. 880</a>	GG146	Washers

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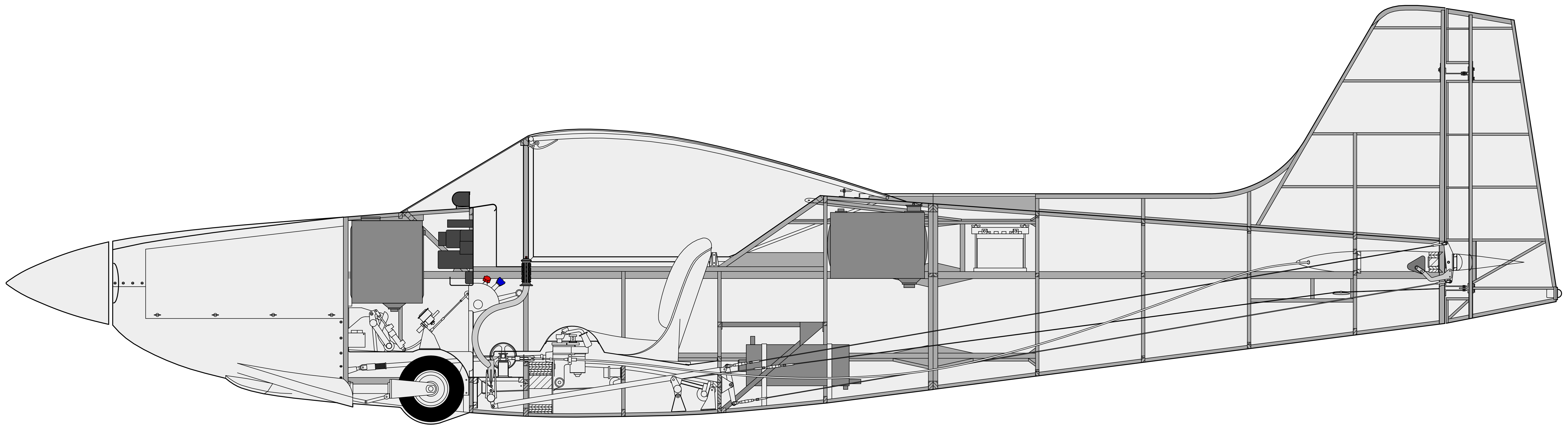
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<a href="#">No. 881</a>	GG147	Disks
No. 883-1	N/A	Antenna Rod
<a href="#">No. 883-4</a>	GG148	Antenna Plate
<a href="#">No. 884</a>	G28	Glare Shield
No. 885-1	N/A	Throttle Control Cable
No. 885-2	N/A	Propeller Control Cable
No. 885-3	N/A	Mixture Control Cable
No. 885-4	N/A	Tachometer Cable
No. 885-5	N/A	Carburetor Heat Cable
No. 885-6	N/A	Defrost Cable
No. 885-7	N/A	Cabin Heat Cable
No. 885-20	N/A	Tachometer Angle Drive
No. 885-30	N/A	Cable Swivel Fitting
No. 885-31	N/A	Cable Stud
No. 886	N/A	Wing Fillet
No. 887	N/A	Vacuum Regulator
No. 888	N/A	Elbow Fitting
No. 889	N/A	Elbow Fitting
No. 890-1	N/A	Fuel Selector Valve
No. 891	N/A	Elbow Fitting
No. 892	N/A	Bulkhead Fitting
No. 893		
No. 894		
No. 895-1	N/A	Panel Light Bracket






Assembly — 100 Series



NO. 101 INBOARD PROFILE  
SCALE 1/8

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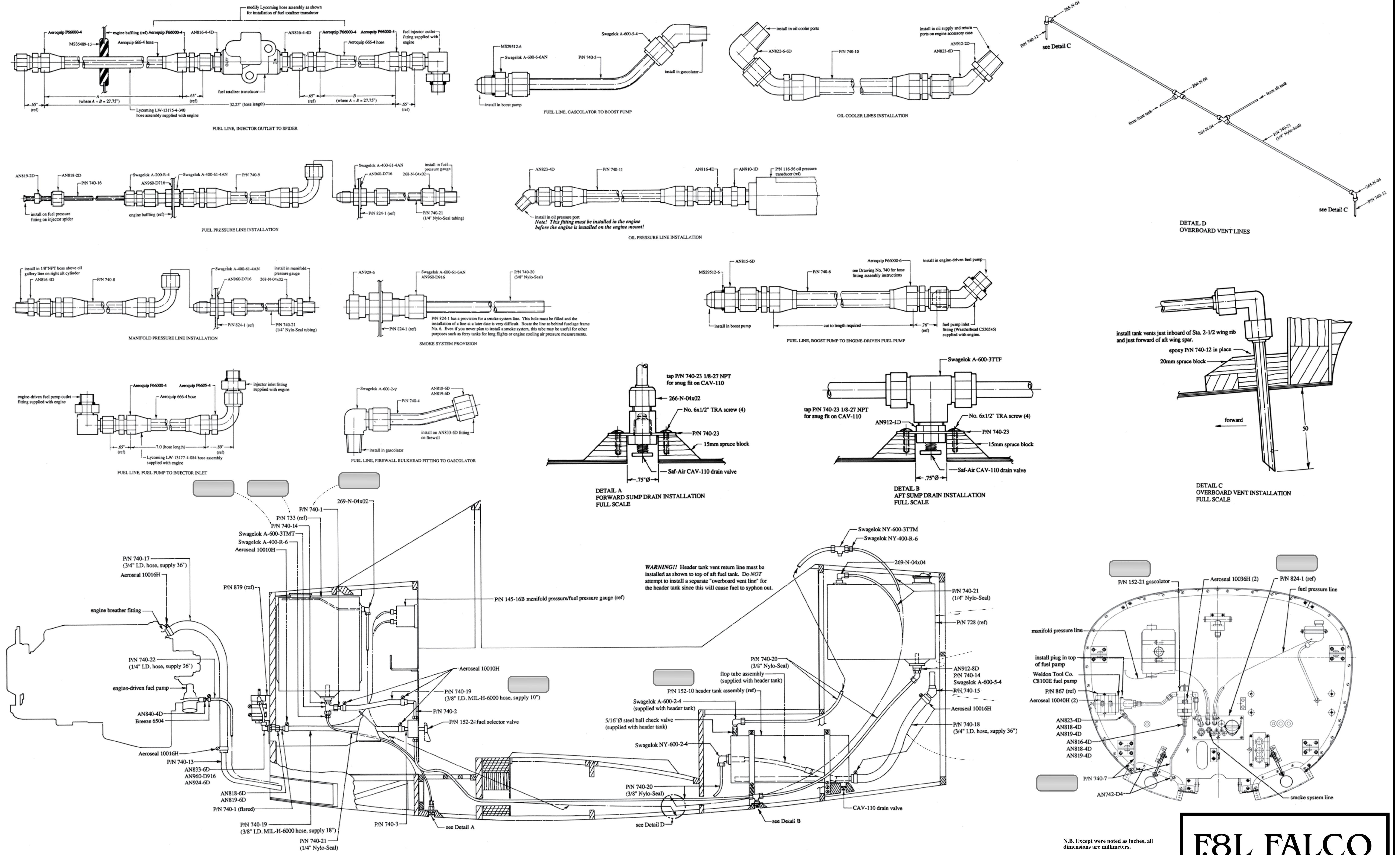
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Sheet	
A1	
Revision	B









NO. 152 FUEL SYSTEM & ENGINE HOSES INSTALLATION  
SCALE 1/6

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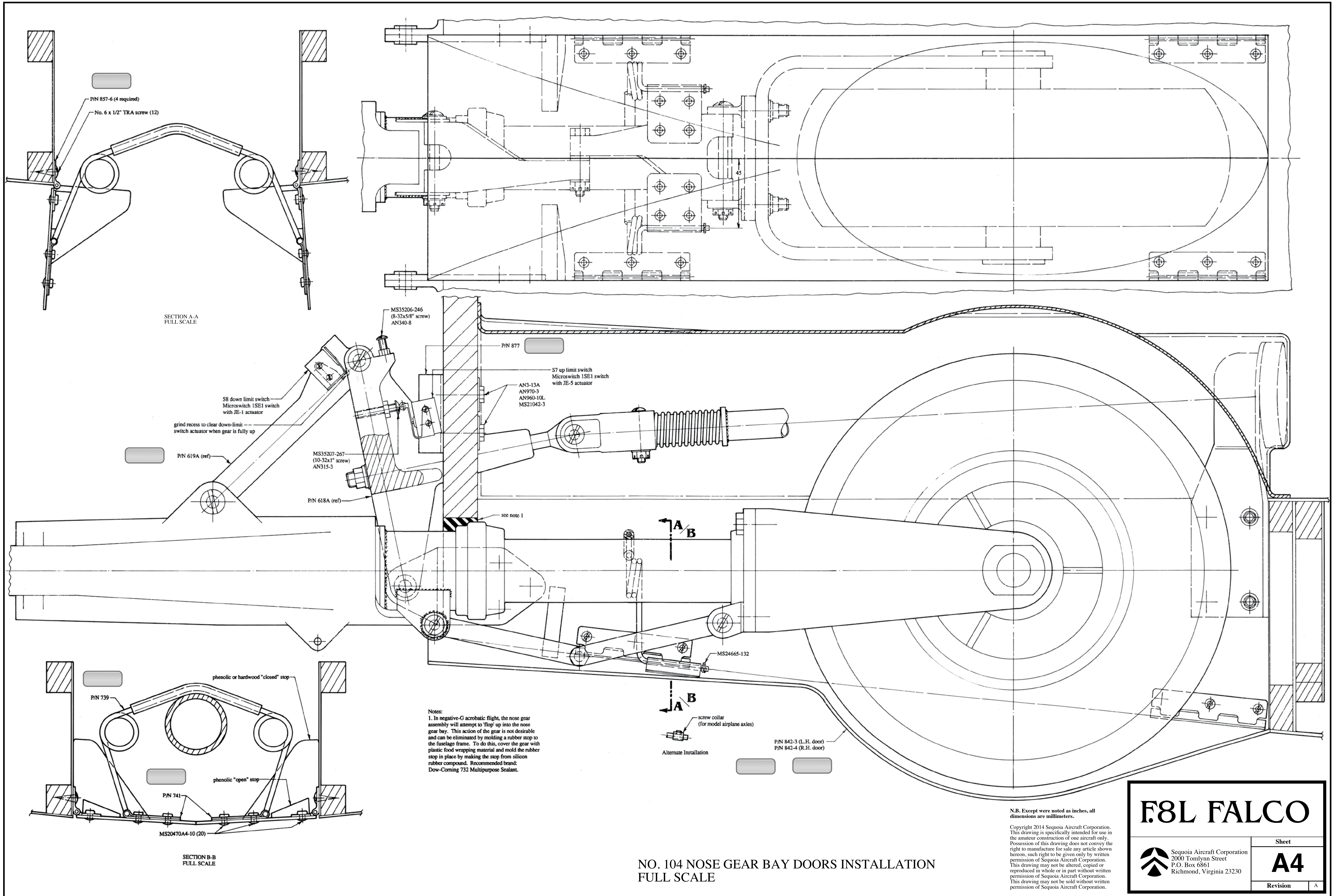
# F8L FALCO



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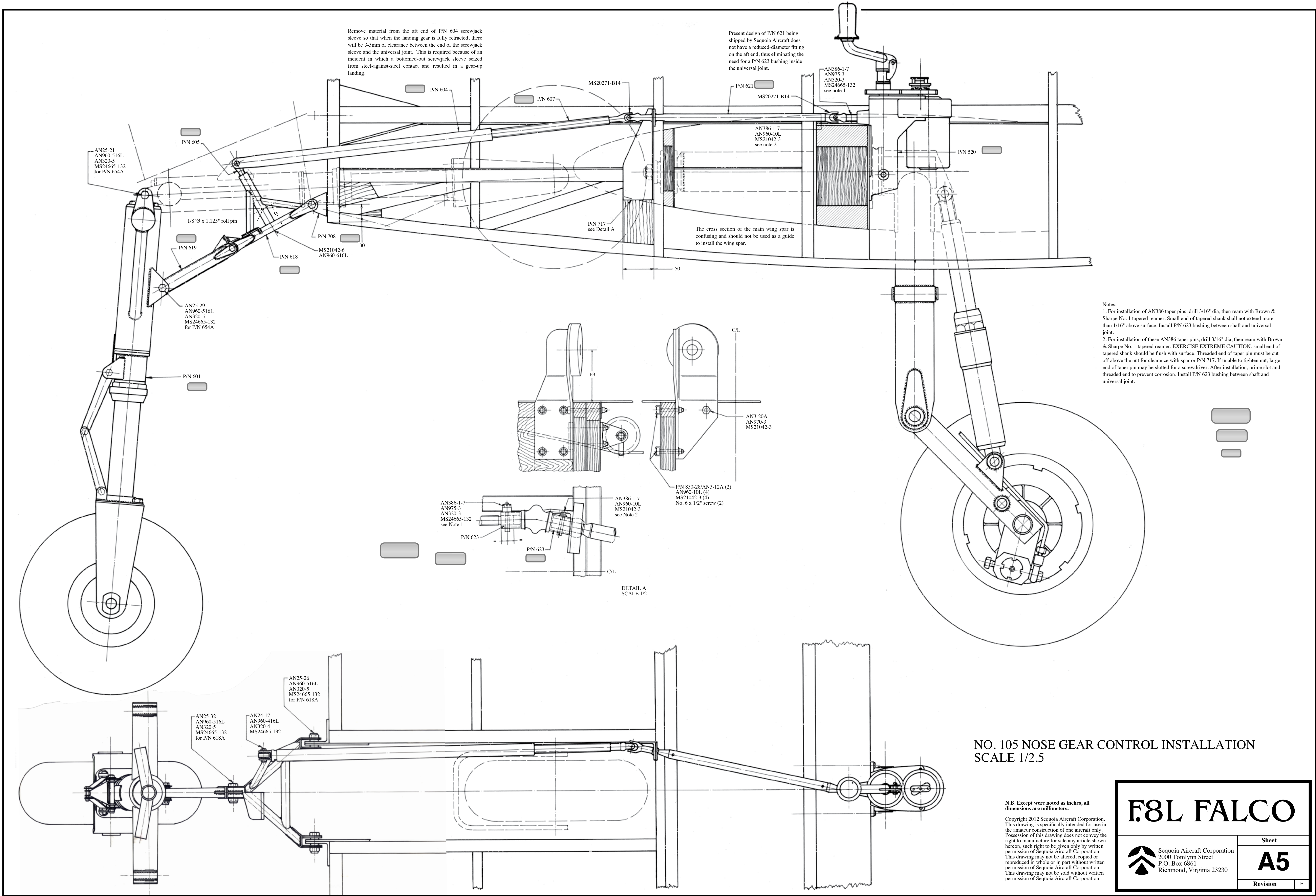
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<b>A3</b>	
Revision	E



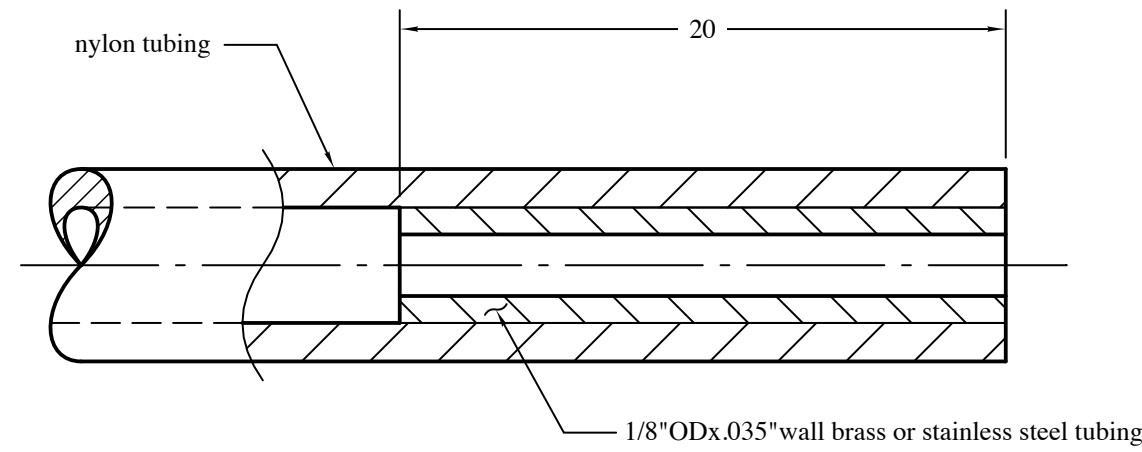


NO. 104 NOSE GEAR BAY DOORS INSTALLATION  
FULL SCALE

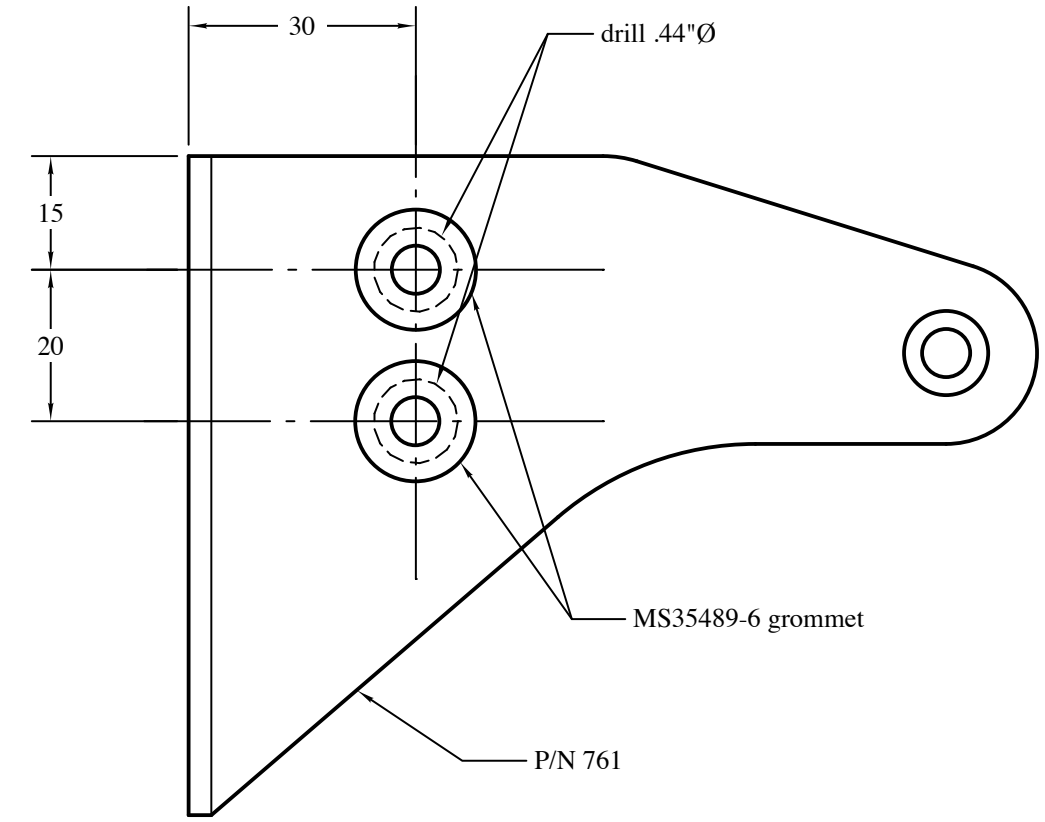
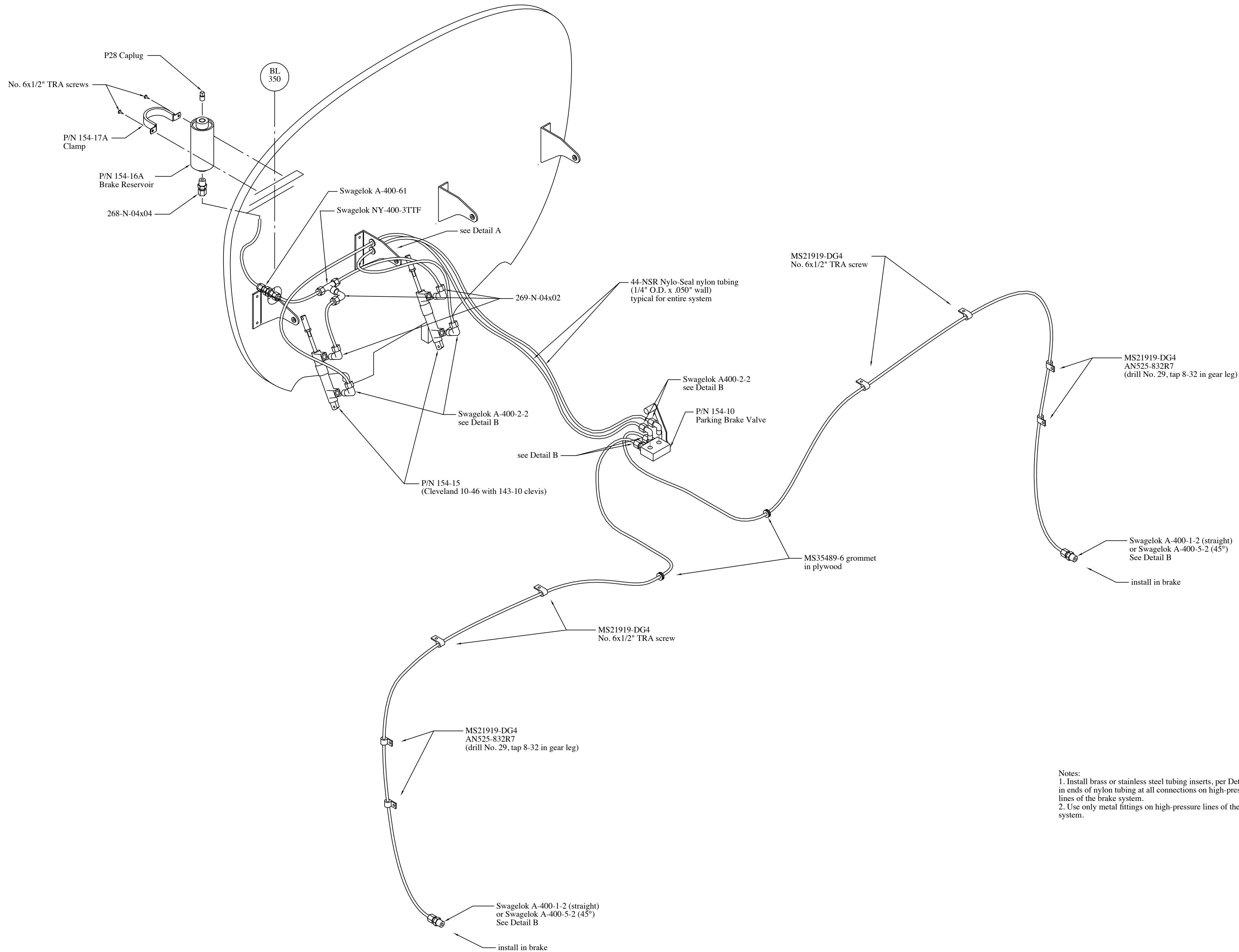








Detail B  
Scale 4:1




DETAIL A  
FULL SCALE

Notes:  
1. Install brass or stainless steel tubing inserts, per Detail B, in ends of nylon tubing at all connections on high-pressure lines of the brake system.  
2. Use only metal fittings on high-pressure lines of the brake system.

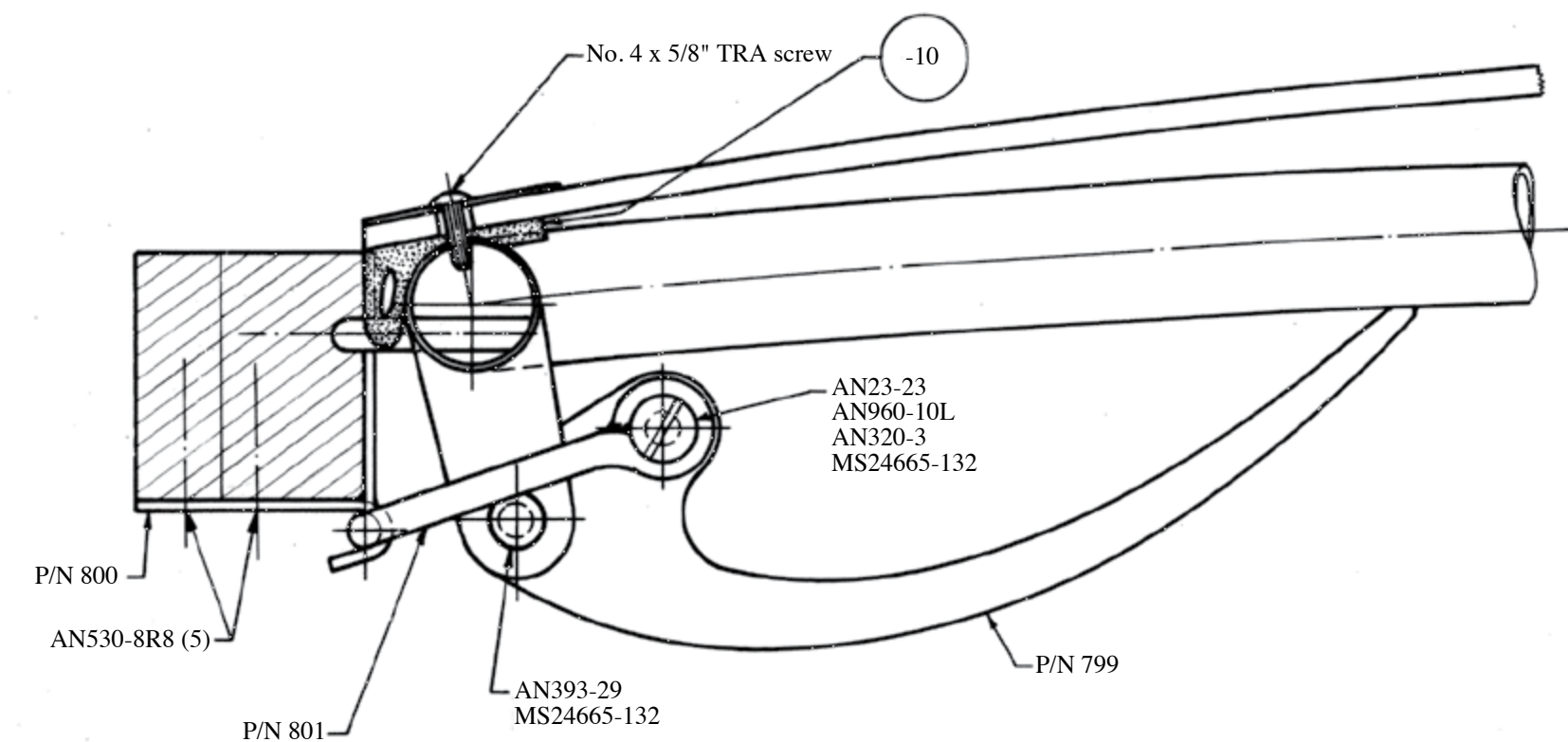
## NO. 154 BRAKE SYSTEM INSTALLATION

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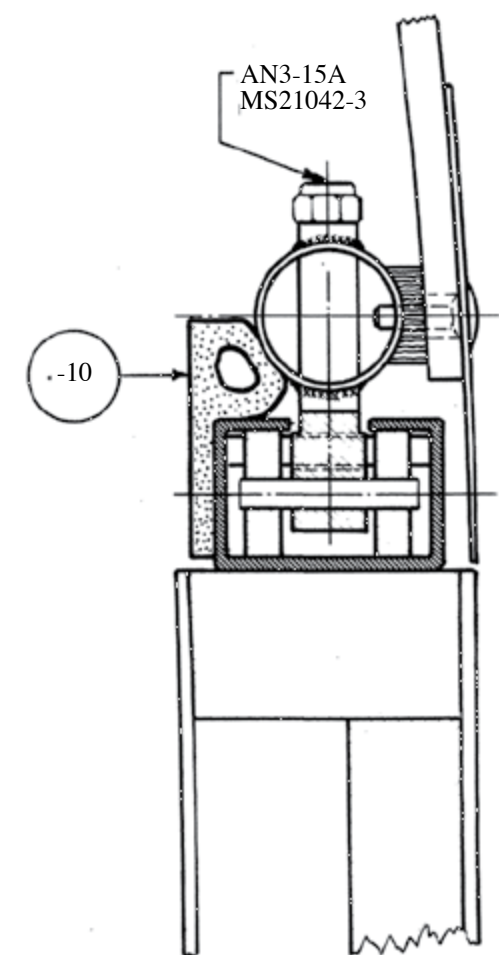
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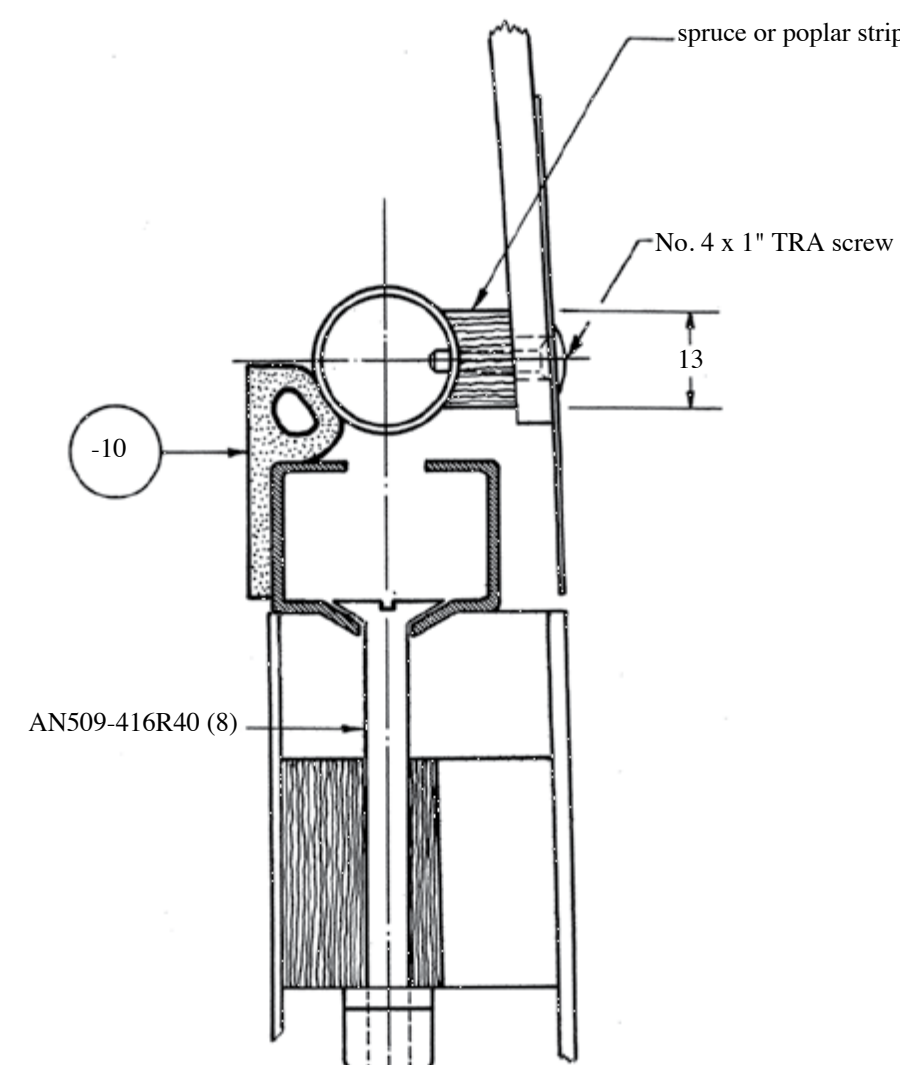




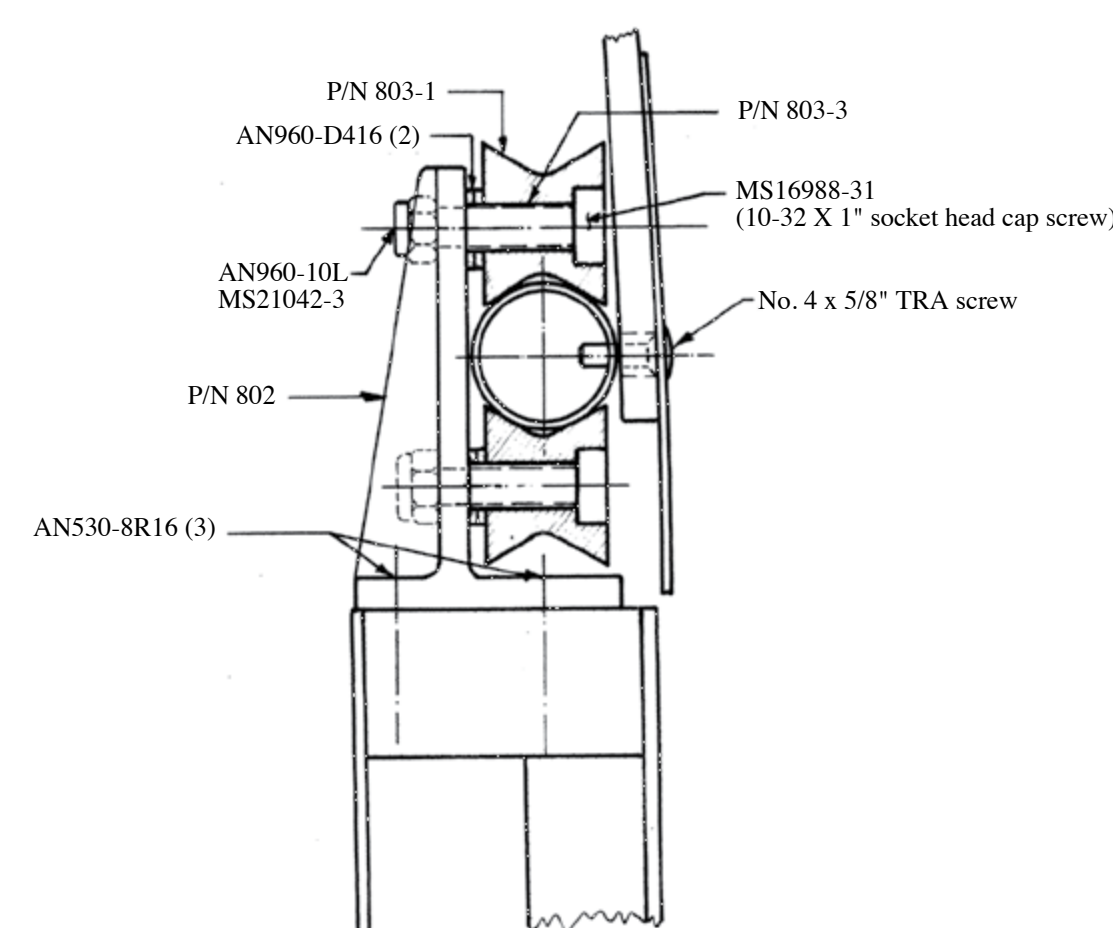
DETAIL E  
FULL SCALE



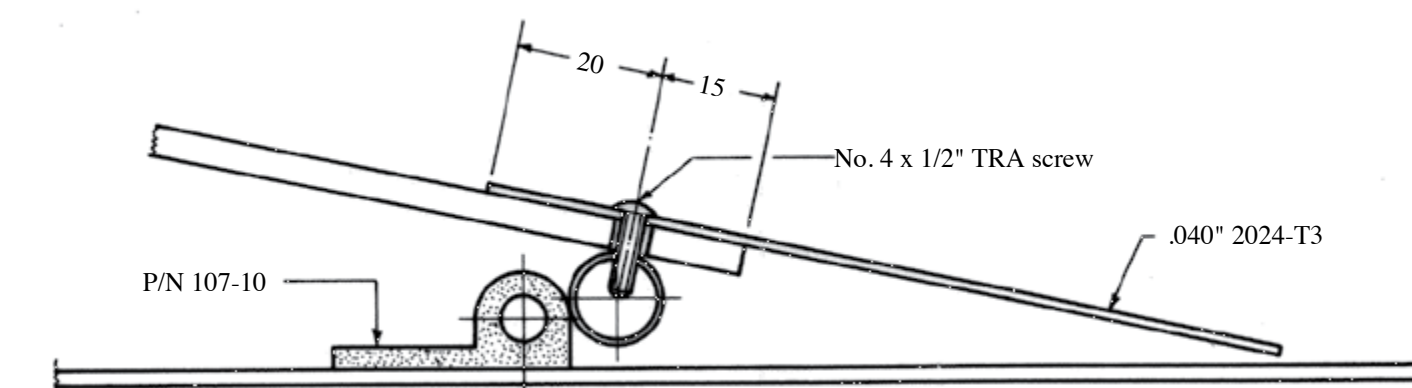
SECTION A-A  
FULL SCALE



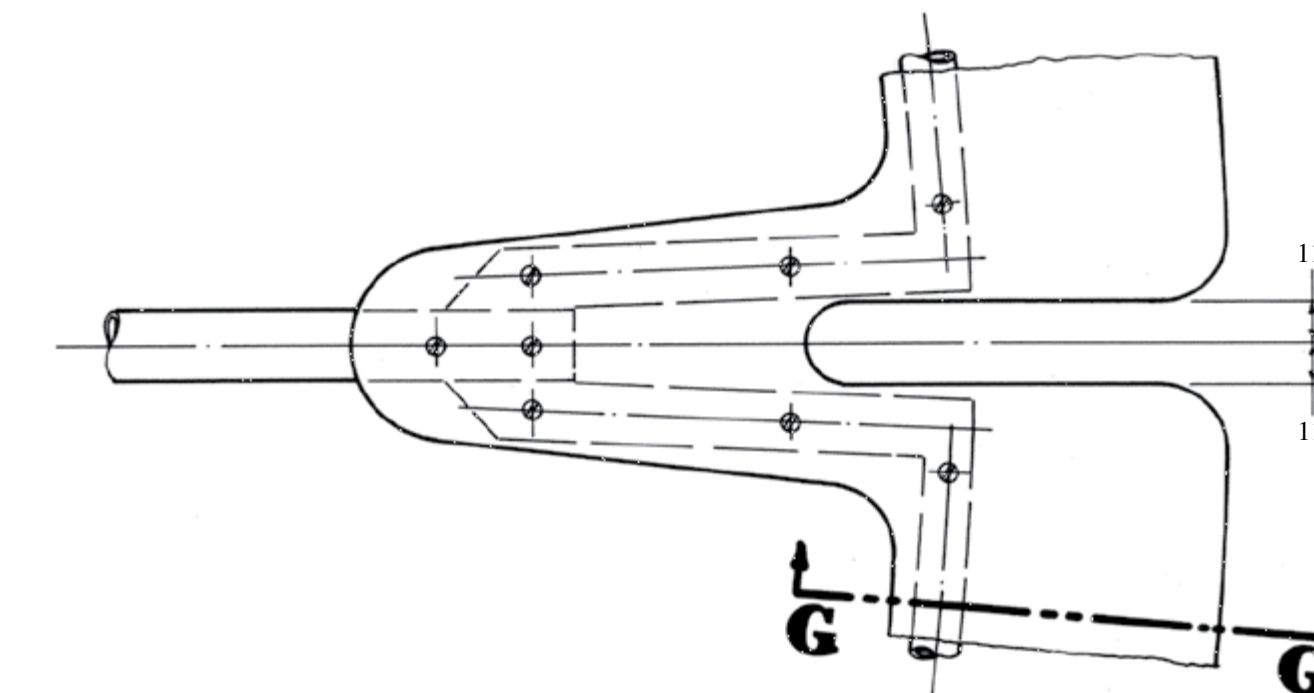
SECTION B-B  
FULL SCALE



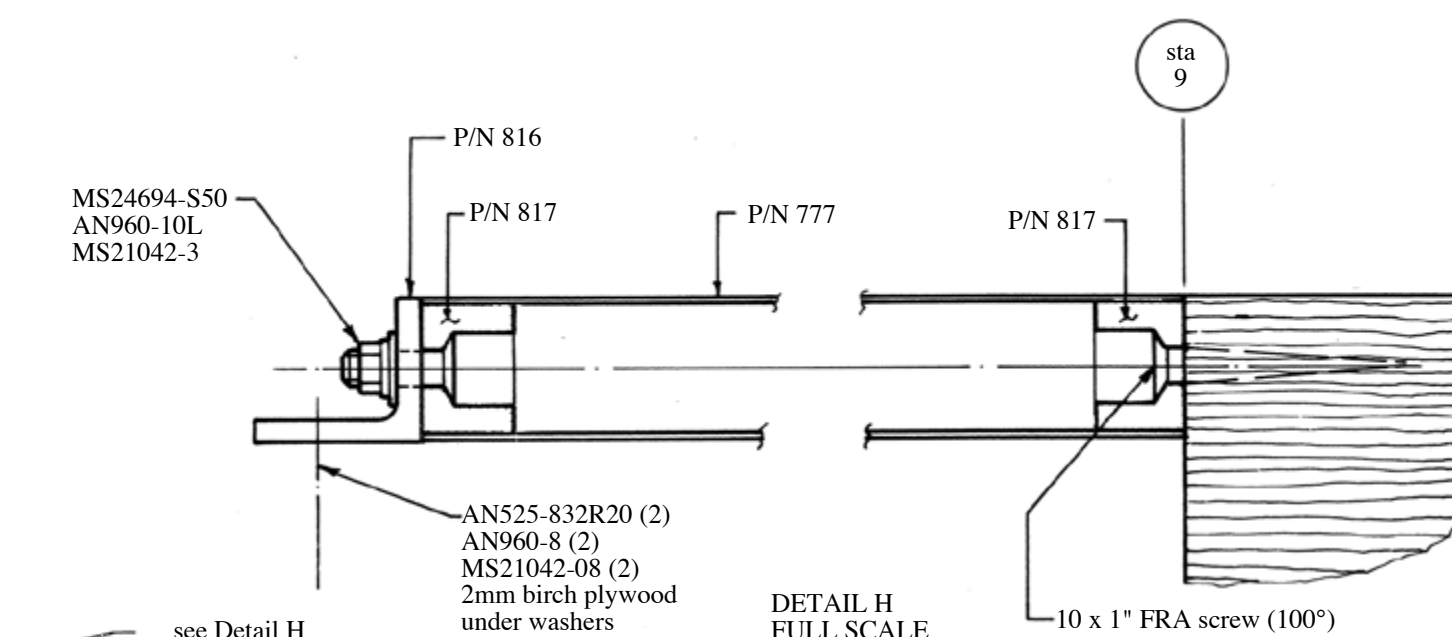
SECTION C-C  
FULL SCALE



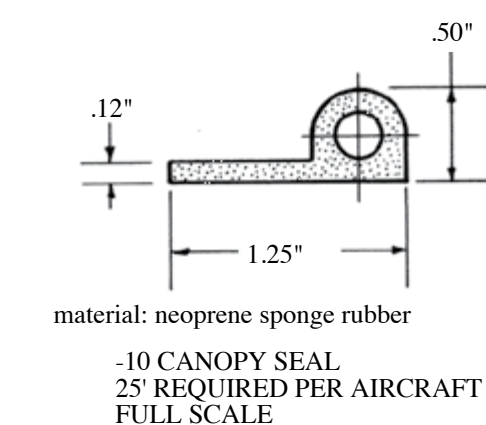
SECTION G-G  
FULL SCALE



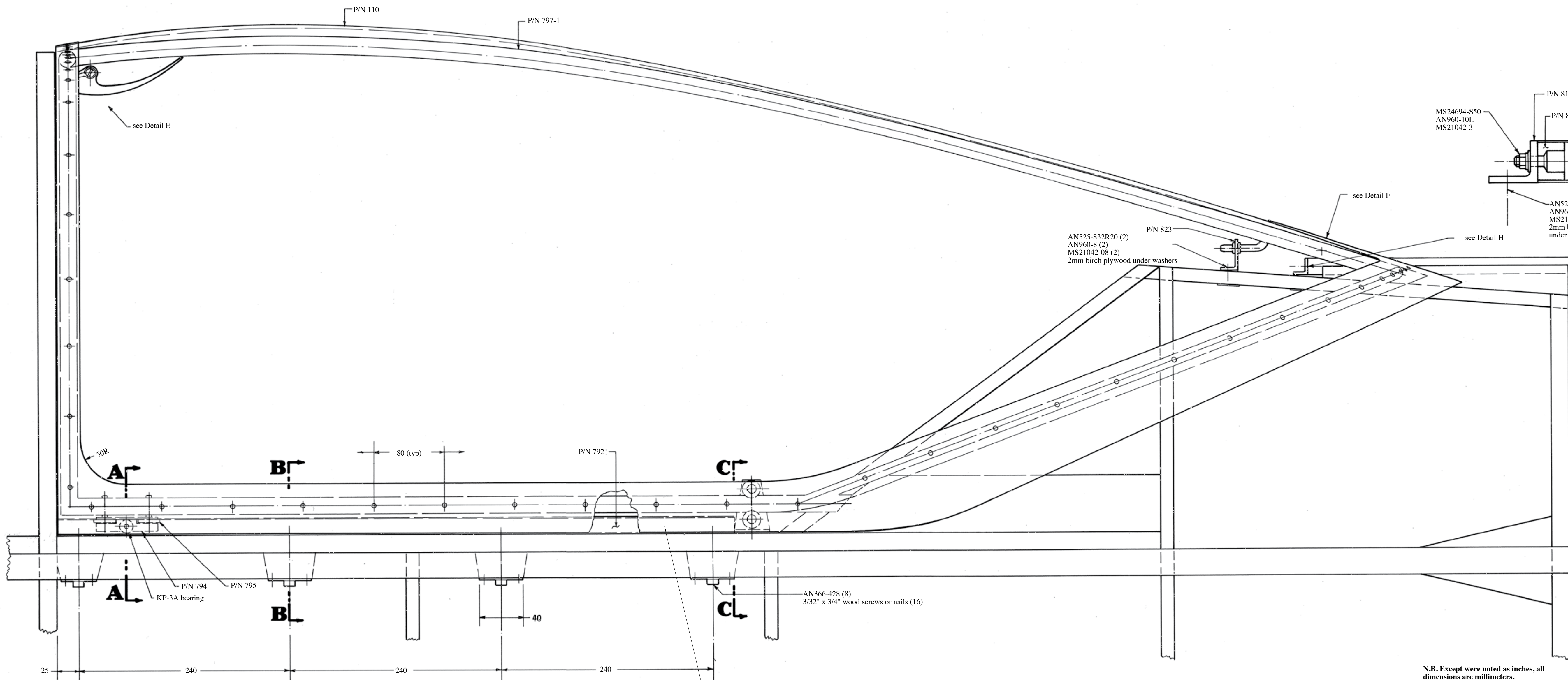
DETAIL F  
SCALE 1/2



DETAIL H  
FULL SCALE



material: neoprene sponge rubber  
-10 CANOPY SEAL  
25\"/>



# NO. 107 CANOPY ASSEMBLY AND INSTALLATION ONE REQUIRED PER AIRCRAFT SCALE 1/2.5

- Notes:
1. Drill 3/16\"/>

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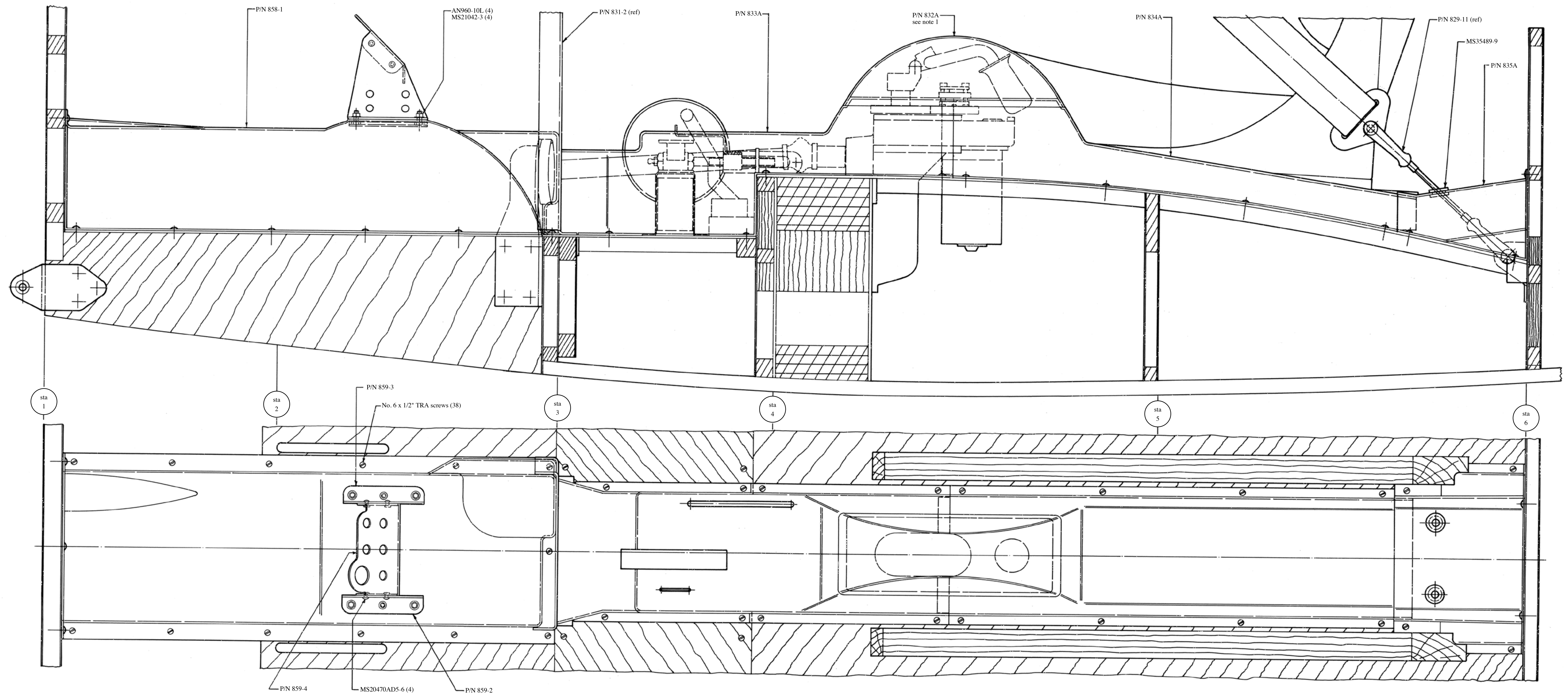
Sheet

A7

Revision

F





Notes  
1. Secure P/N 842A in place with  
Velcro straps at forward and aft ends.

NO. 108 CENTER CONSOLE INSTALLATION  
ONE REQUIRED PER AIRCRAFT  
SCALE 1/2

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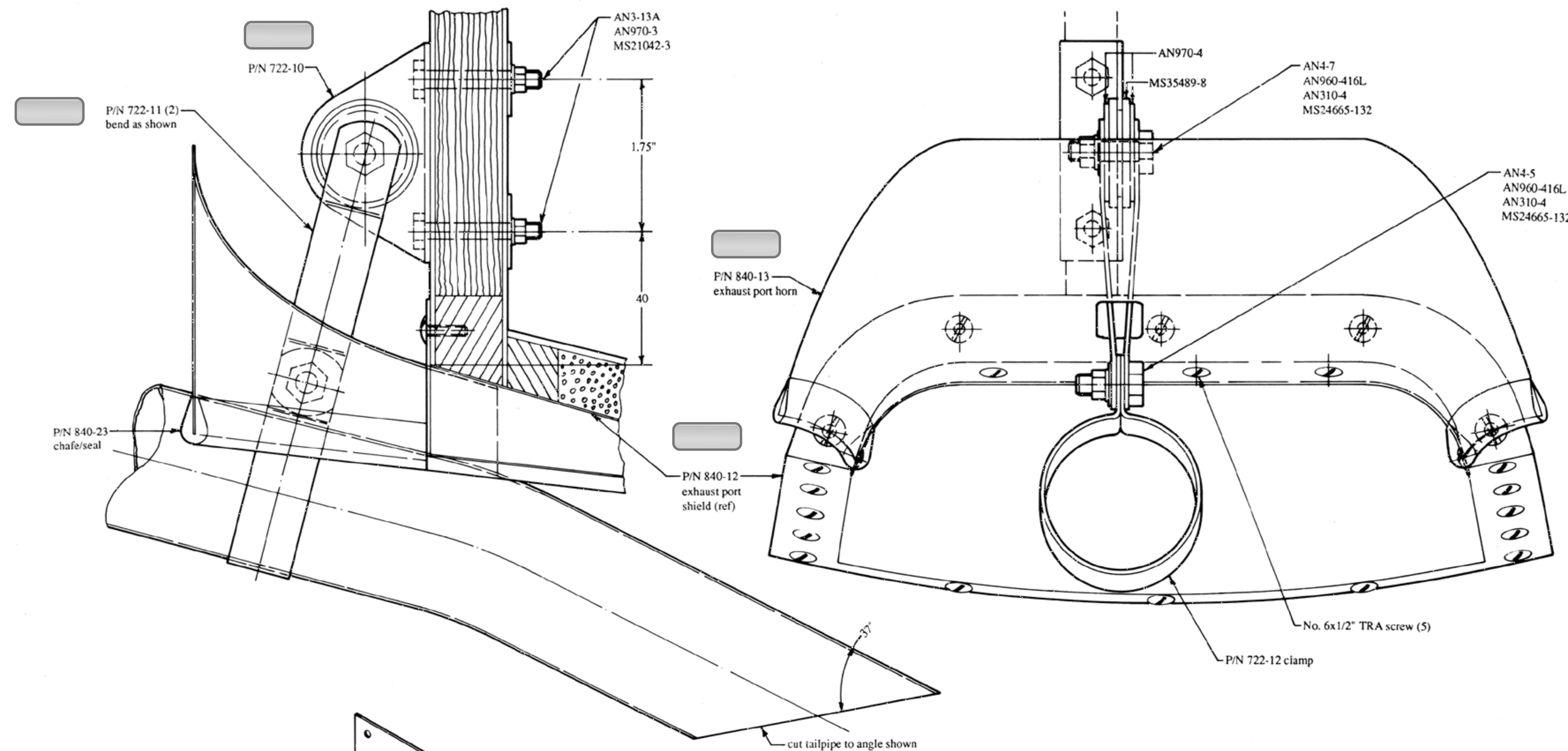
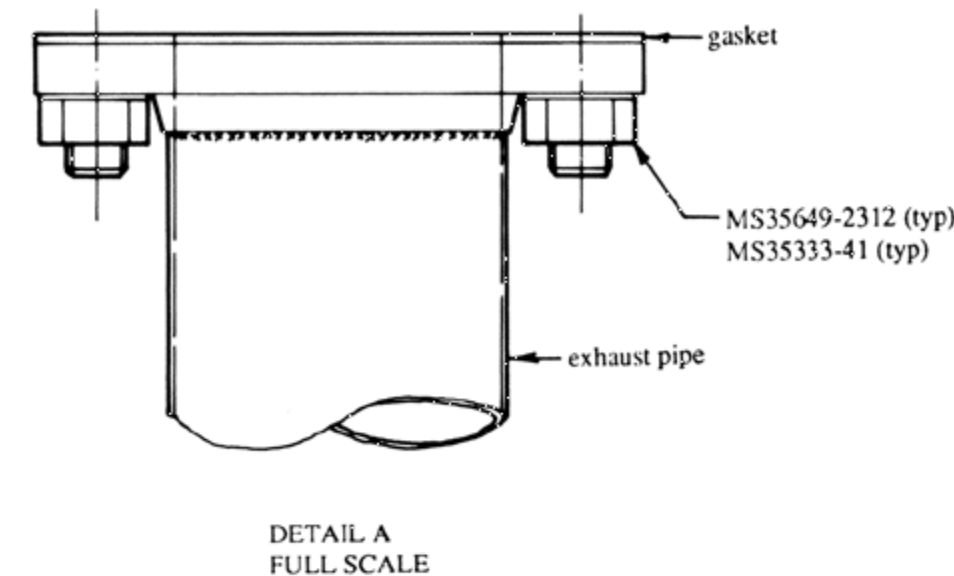
Revision

B



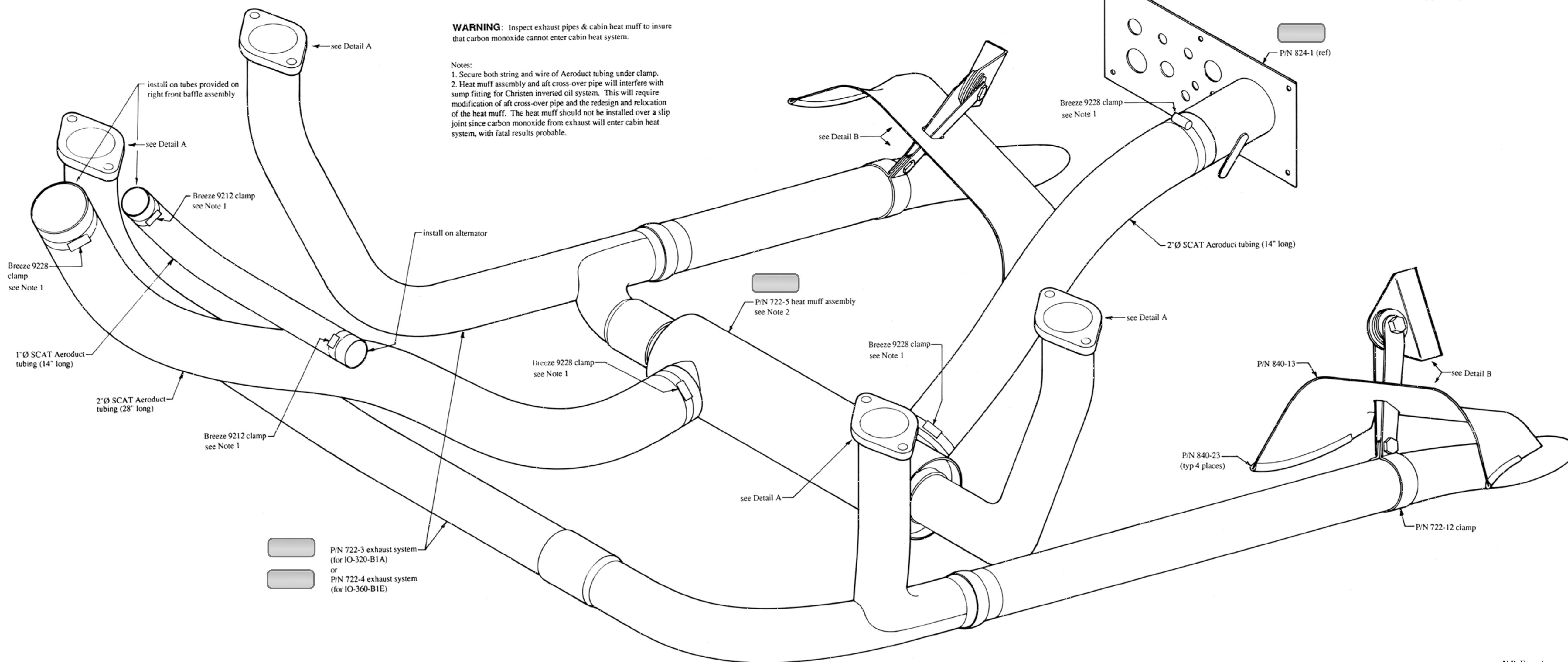






**WARNING:** Inspect exhaust pipes & cabin heat muff to insure that carbon monoxide cannot enter cabin heat system.

Notes:  
 1. Secure both string and wire of Aeroduct tubing under clamp.  
 2. Heat muff assembly and aft cross-over pipe will interfere with sump fitting for Christen inverted oil system. This will require modification of aft cross-over pipe and the redesign and relocation of the heat muff. The heat muff should not be installed over a slip joint since carbon monoxide from exhaust will enter cabin heat system, with fatal results probable.



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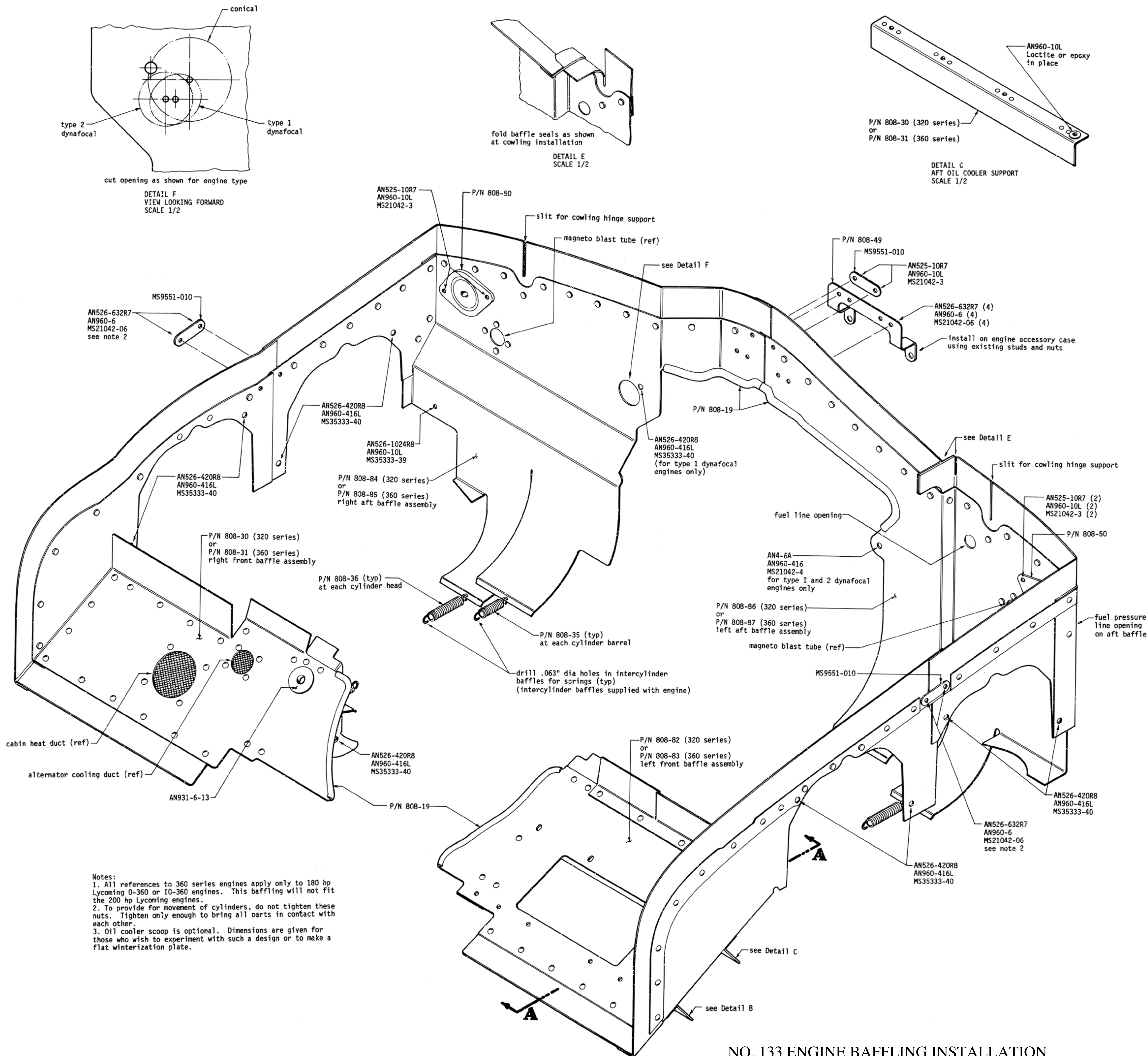
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Sheet	
<b>A10</b>	
Revision	B

NO. 132 EXHAUST SYSTEM INSTALLATION—IO-320-B1A & IO-360-B1E  
 SCALE 1/2





Notes:  
 1. All references to 360 series engines apply only to 180 hp Lycoming O-360 or IO-360 engines. This baffling will not fit the 200 hp Lycoming engines.  
 2. To provide for movement of cylinders, do not tighten these nuts. Tighten only enough to bring all parts in contact with each other.  
 3. Oil cooler scoop is optional. Dimensions are given for those who wish to experiment with such a design or to make a flat winterization plate.

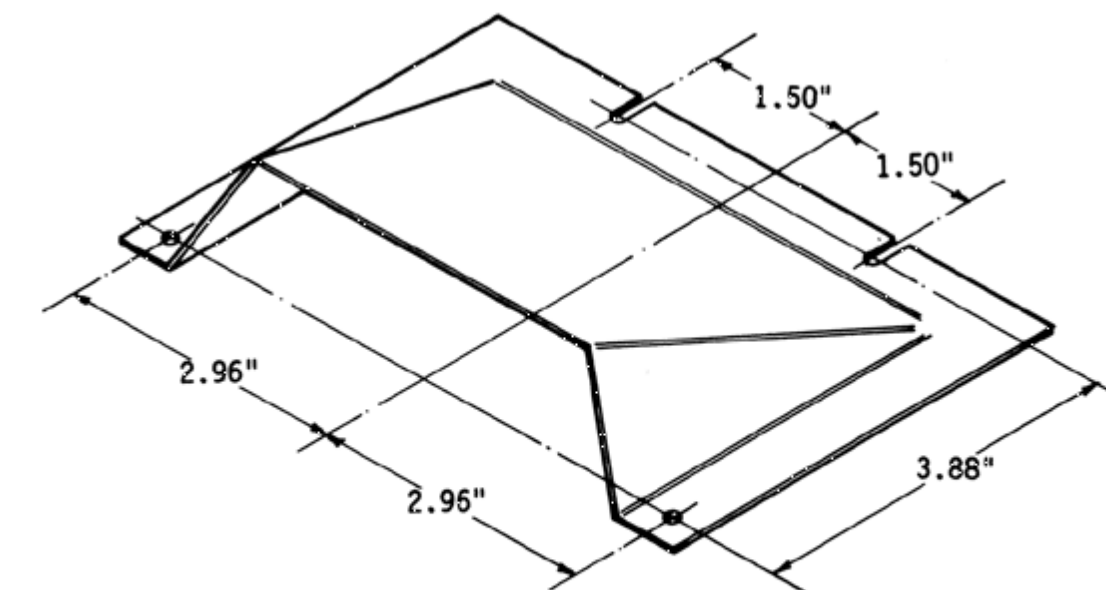
fold baffle seals as shown  
 at cowl installation  
 DETAIL E  
 SCALE 1/2

P/N 808-30 (320 series)  
 or  
 P/N 808-31 (360 series)

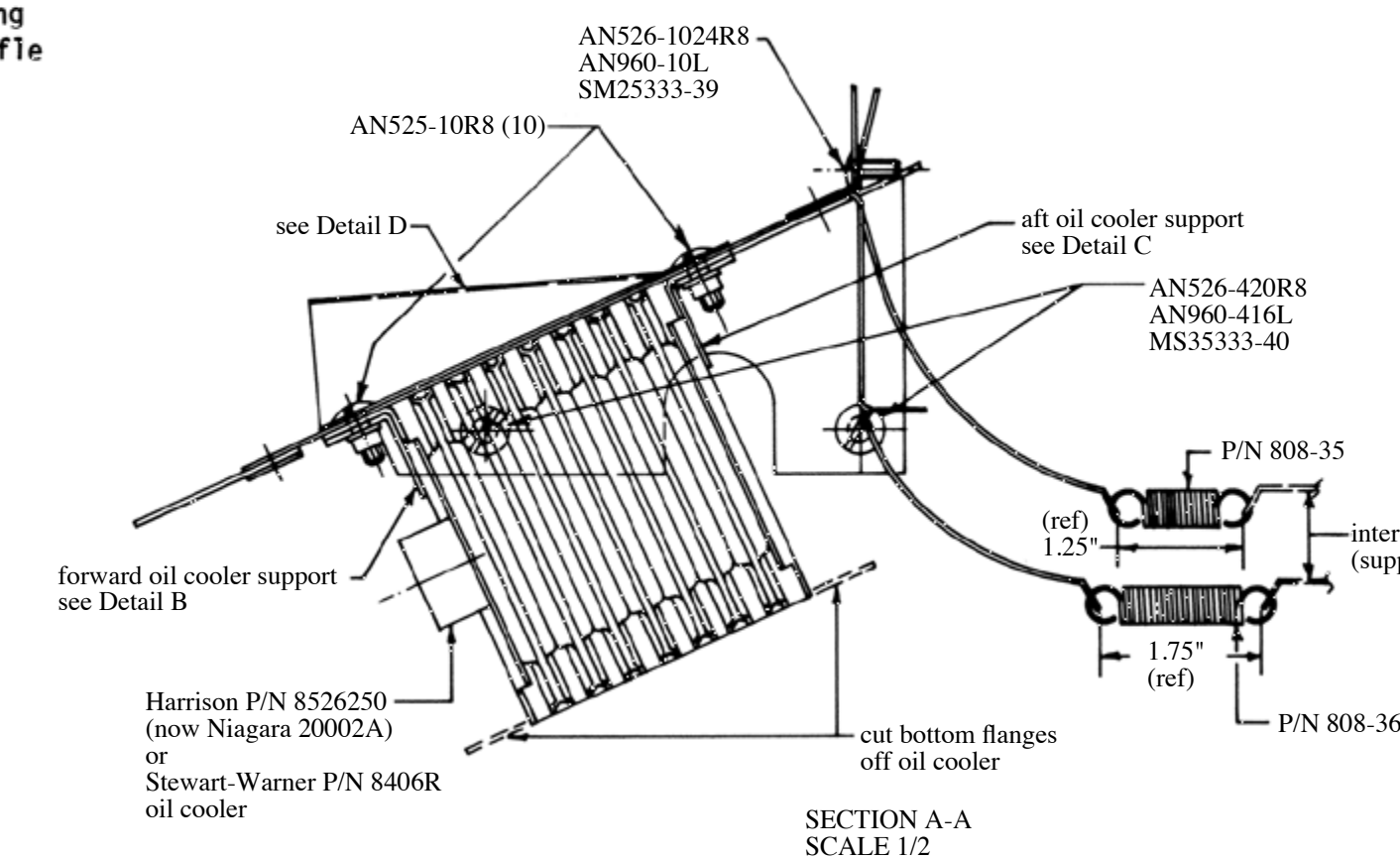
DETAIL C  
 AFT OIL COOLER SUPPORT  
 SCALE 1/2

P/N 808-32 (320 series)  
 or  
 P/N 808-33 (360 series)

DETAIL B  
 FORWARD OIL COOLER SUPPORT  
 SCALE 1/2



see note 3  
 DETAIL D  
 OIL COOLER SCOOP/WINTERIZATION PLATE  
 SCALE 1/2



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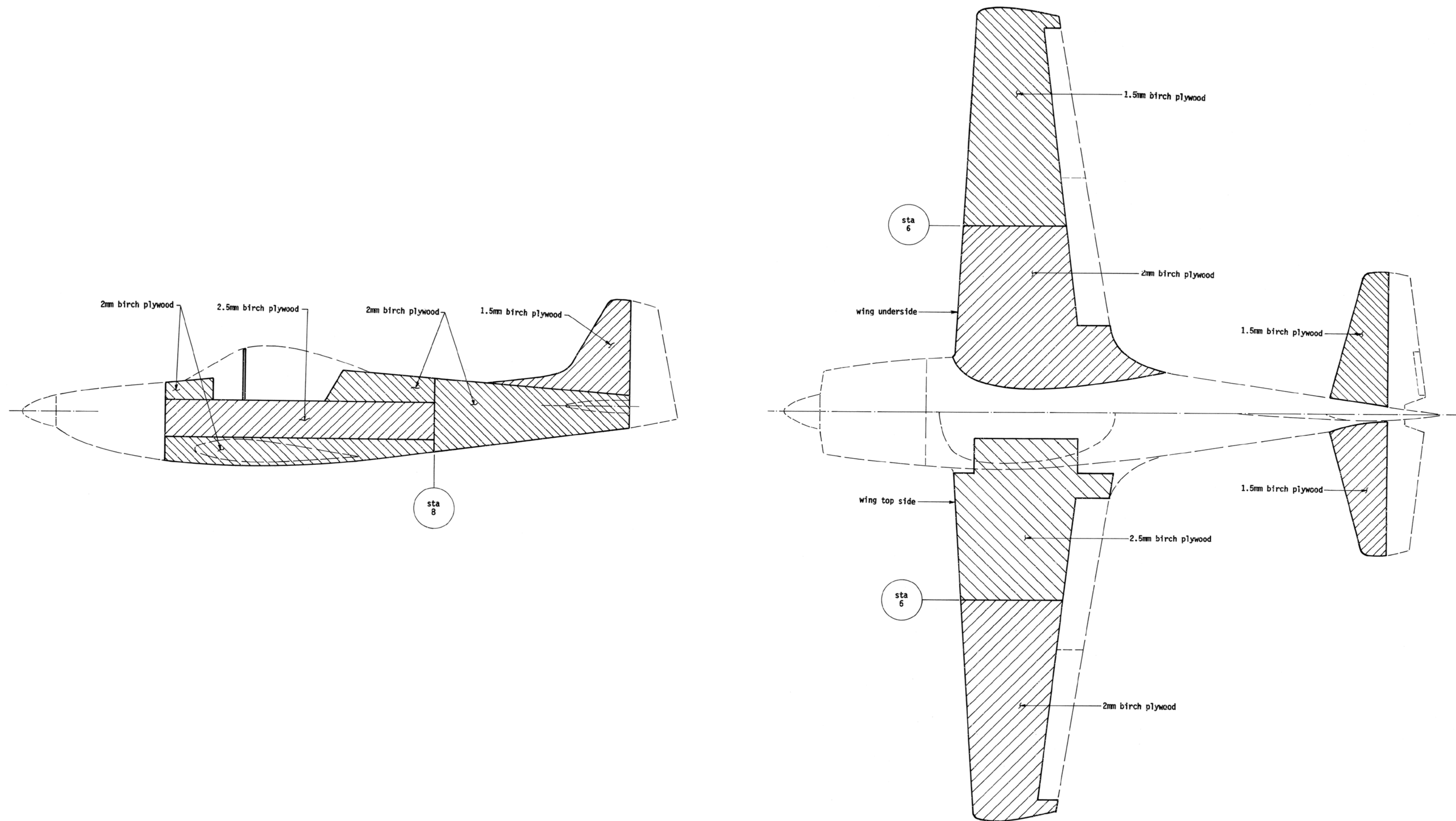
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**A11**

Revision

F

NO. 133 ENGINE BAFFLING INSTALLATION  
 SCALE 1/2




Notes:  
 1. Birch plywood is typically three- or five-ply. Either is acceptable.  
 2. The diagonal lines is a drafting practice known as 'hatching' and indicates the area for the different thicknesses of plywood. The grain direction of the 2.5mm side panels on the fuselage is fore-and-aft, as is the plywood on the fuselage aft of frame No. 8. The top fuselage skins may be run across the fuselage or fore-and-aft (whichever is most convenient) as may be the bottom skins.  
 3. The wing fillet is shown incorrectly extending to Sta. 2. The fillet should extend to Sta. 1 only.

NO. 118 COVERING DRAFT  
 SCALE 1/20

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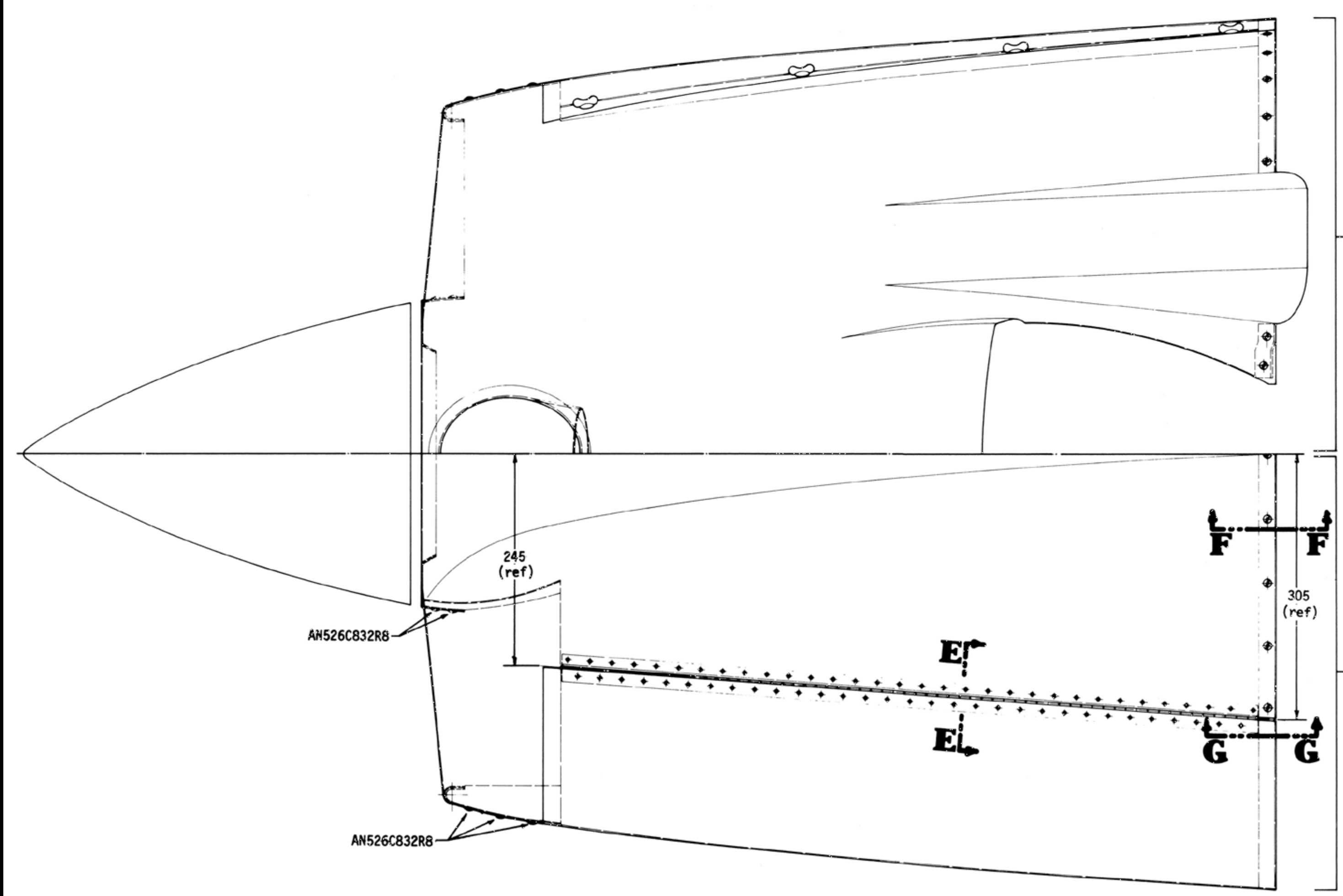
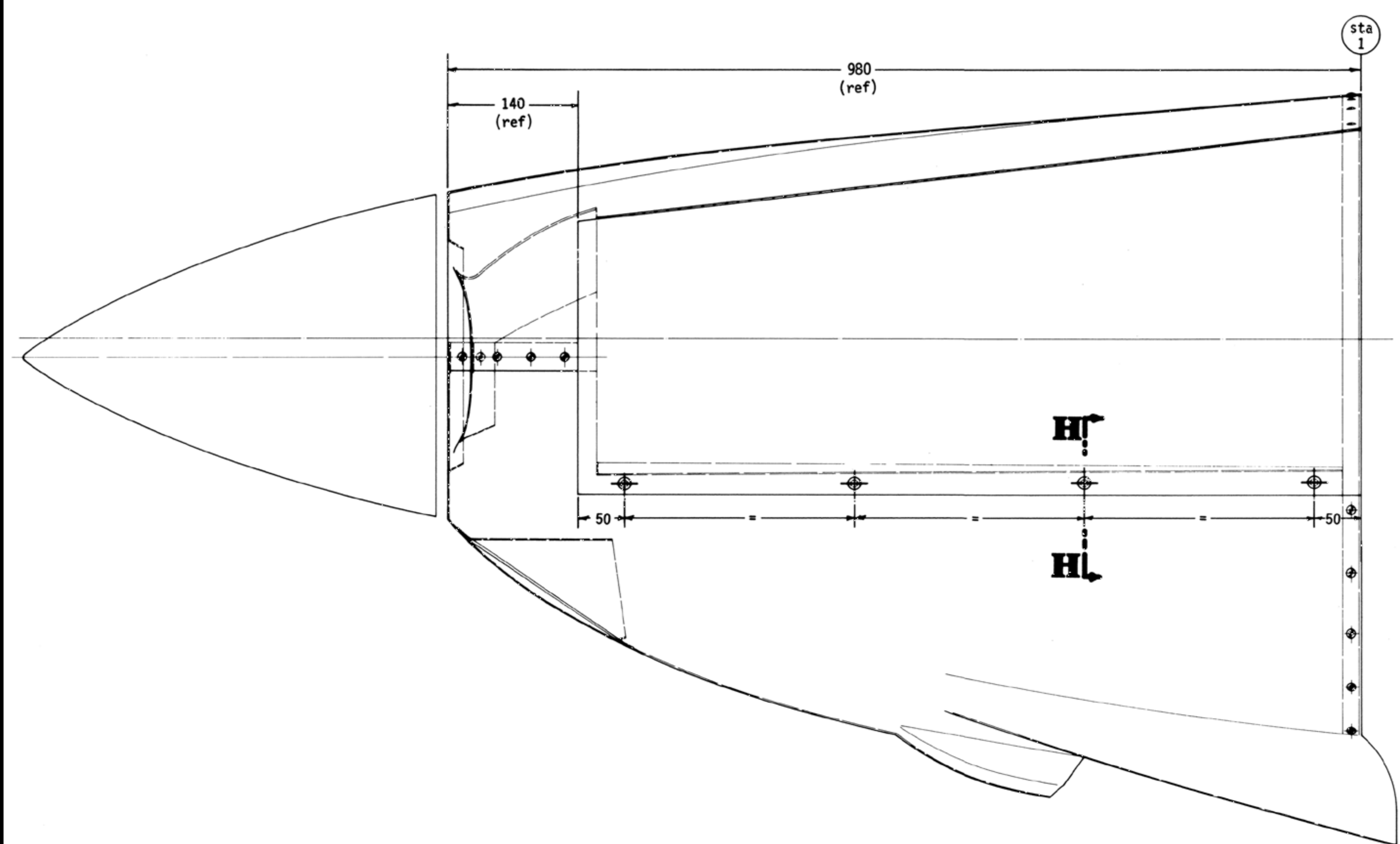
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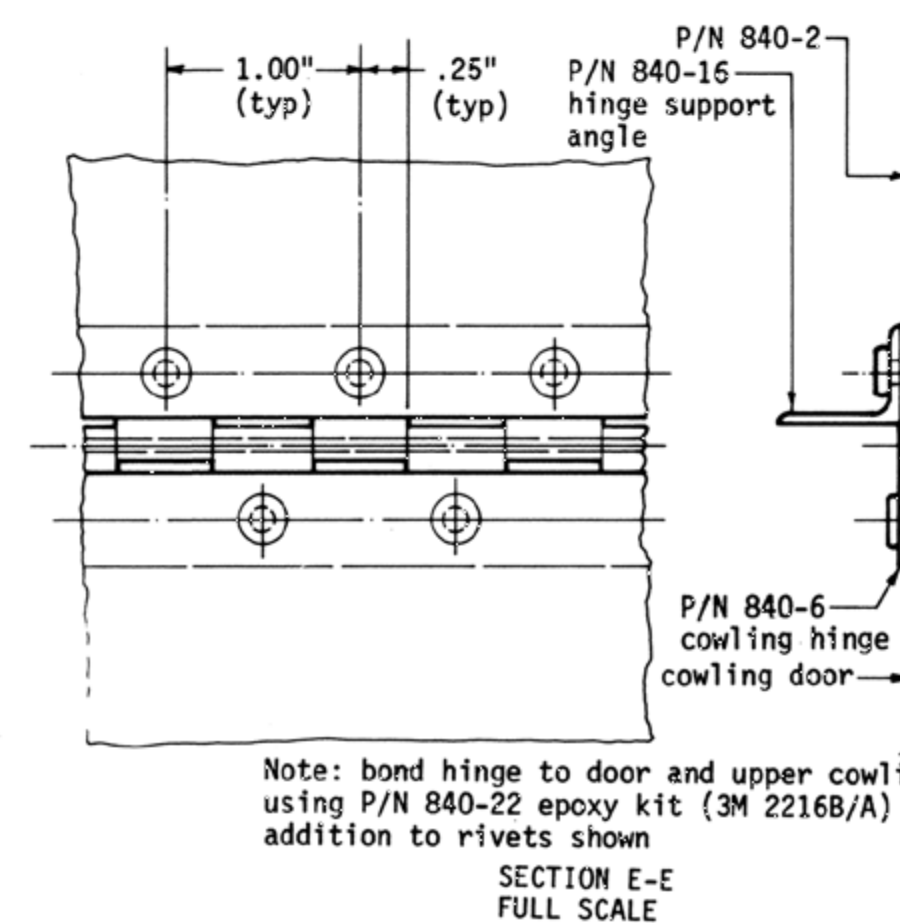
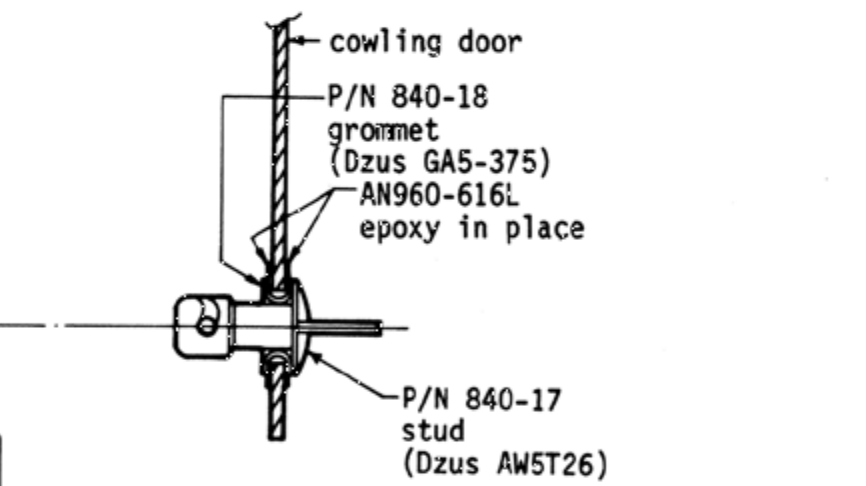
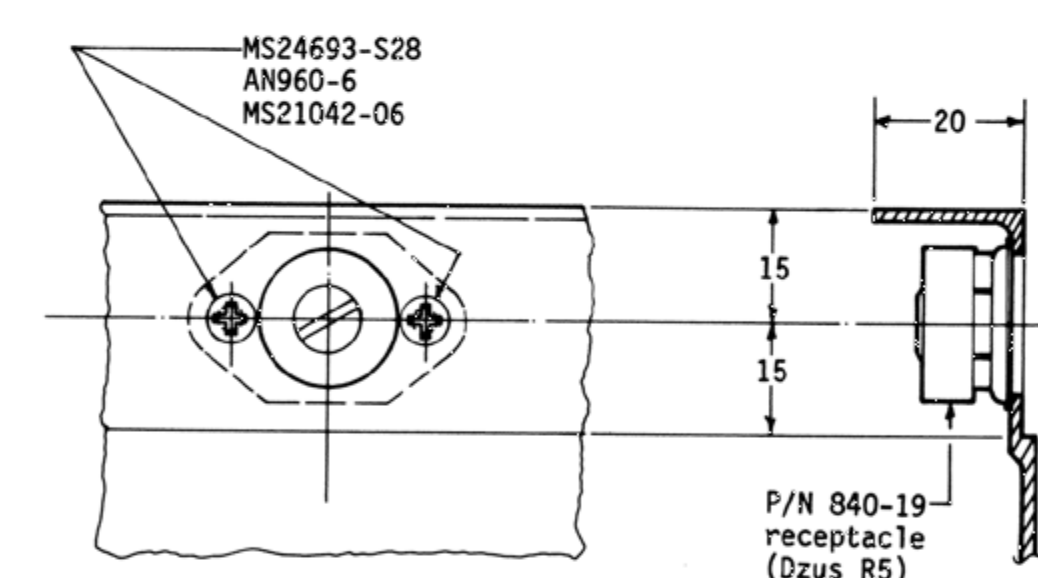
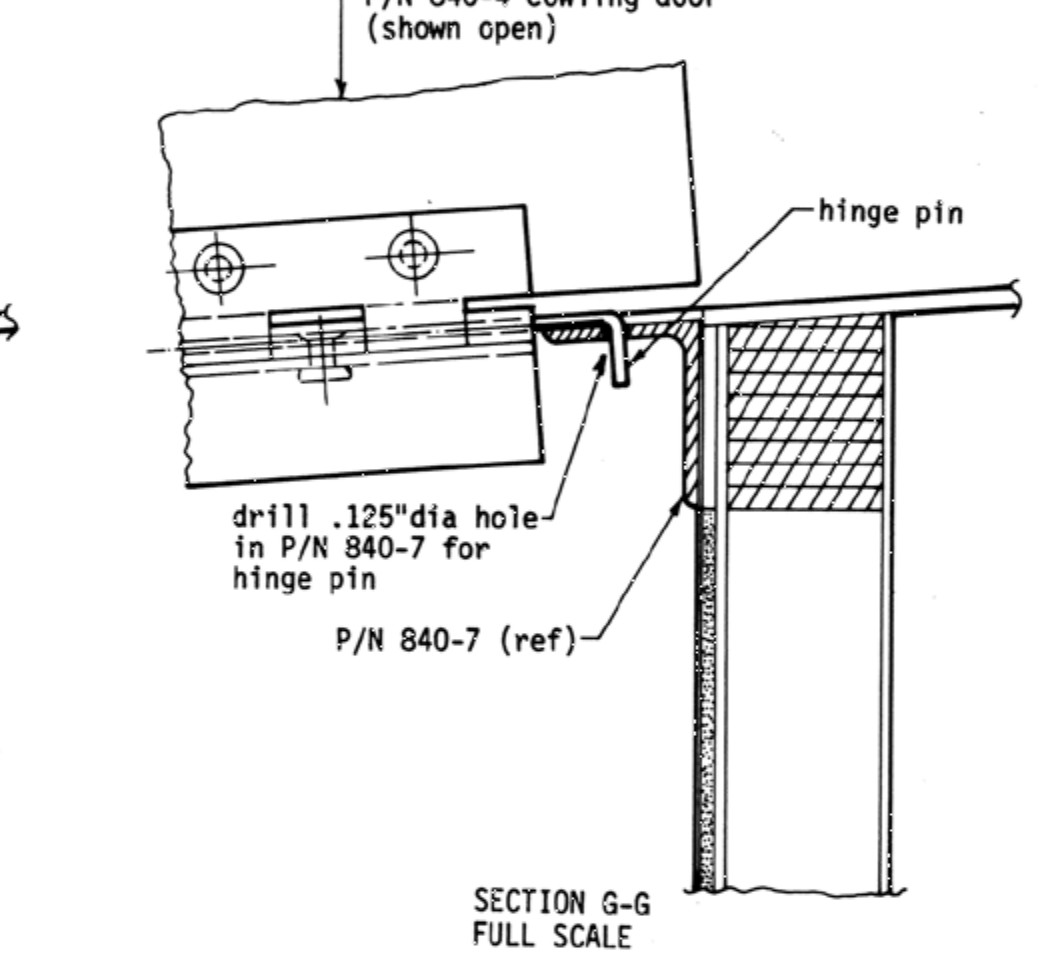
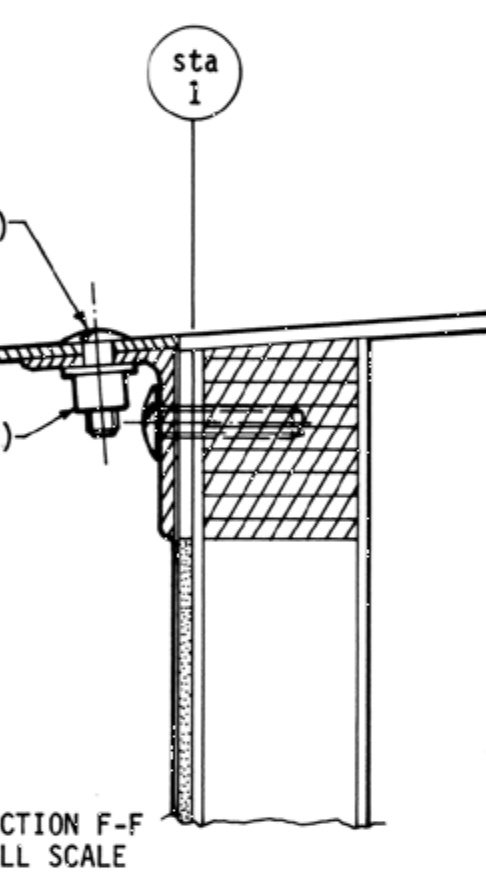
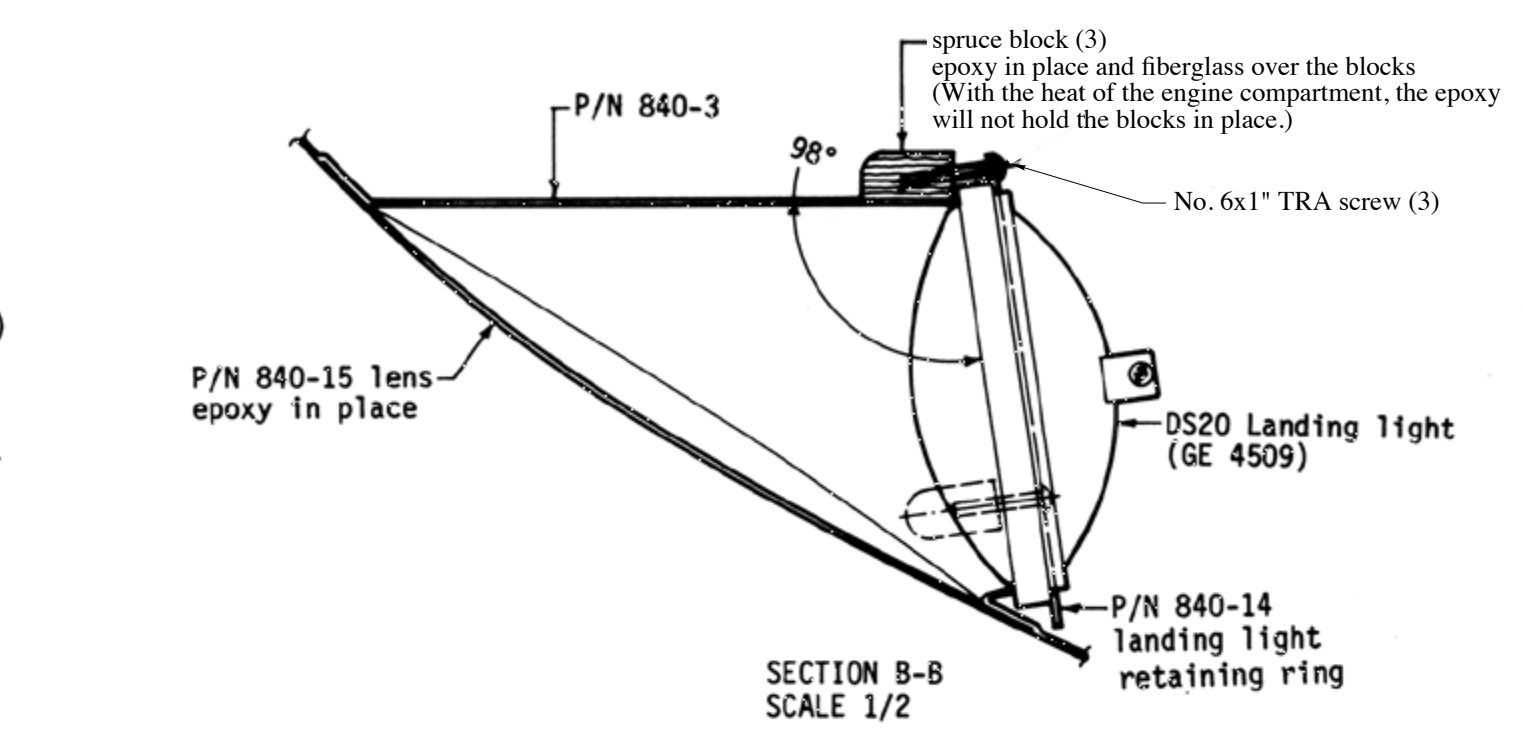
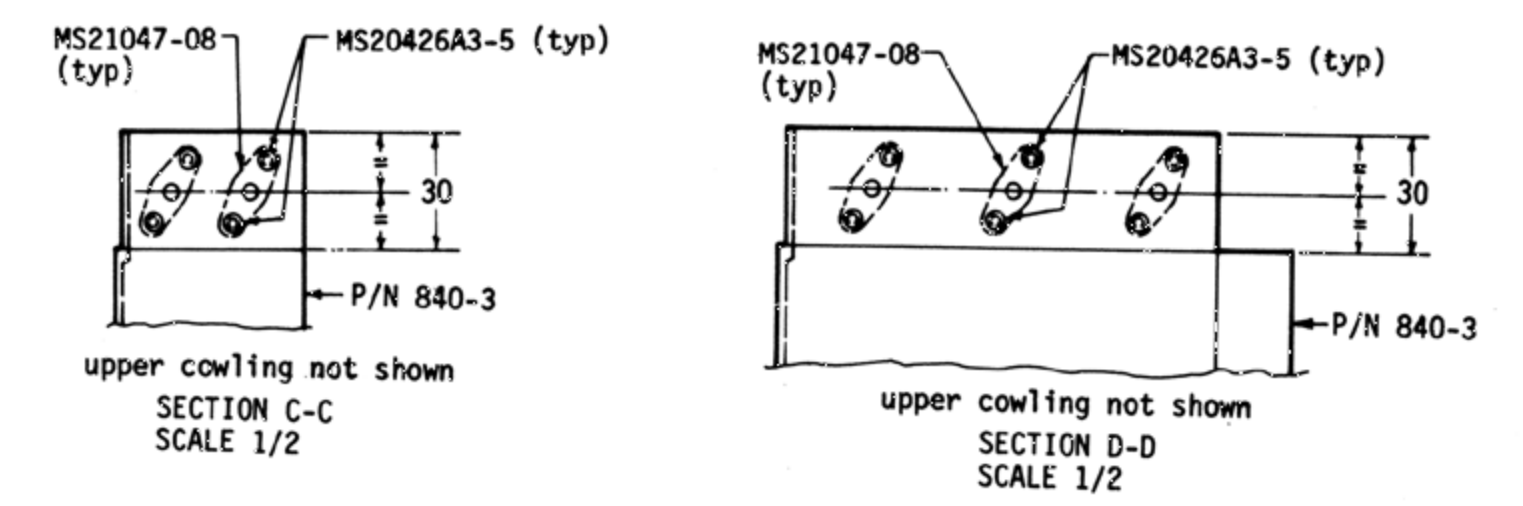
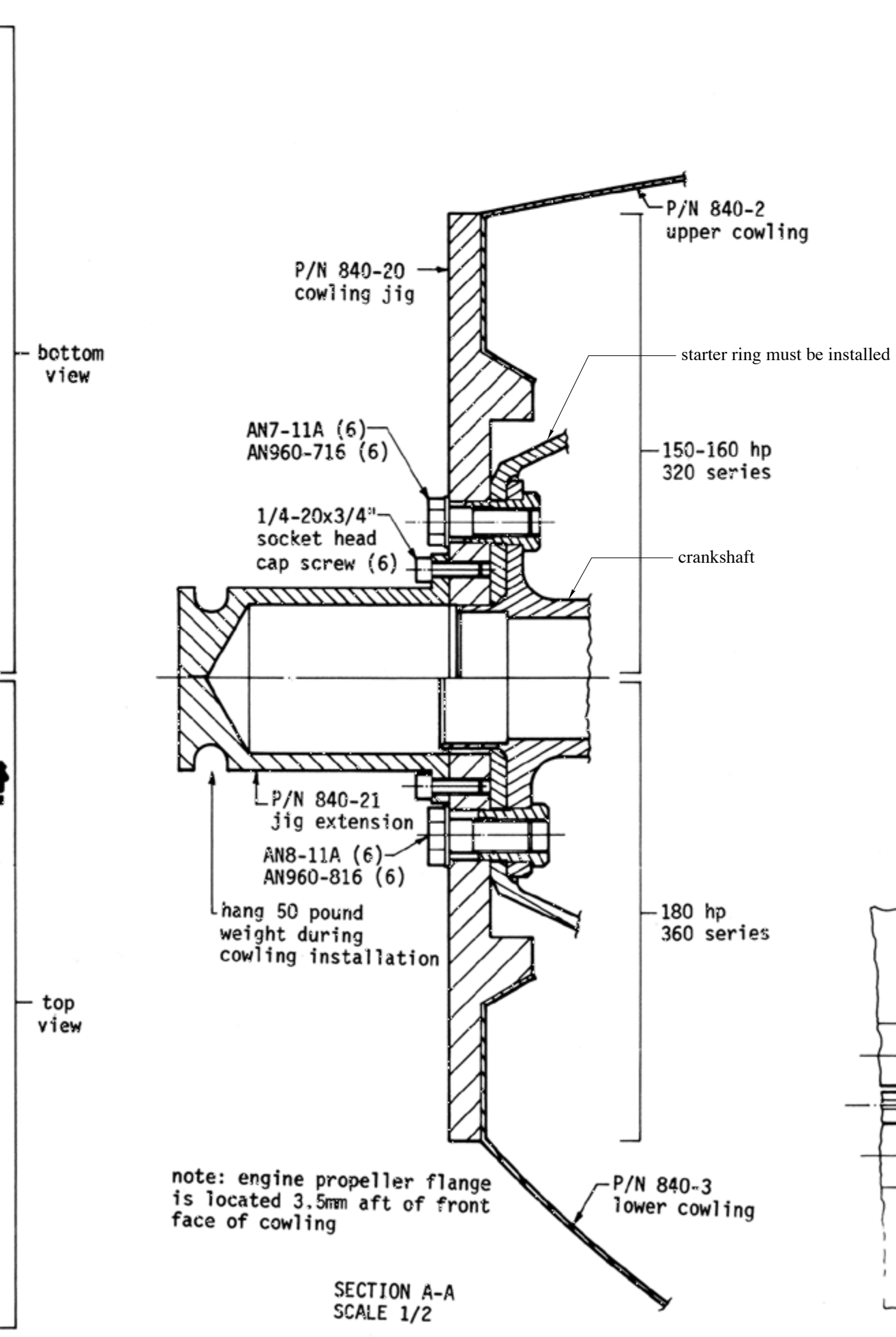
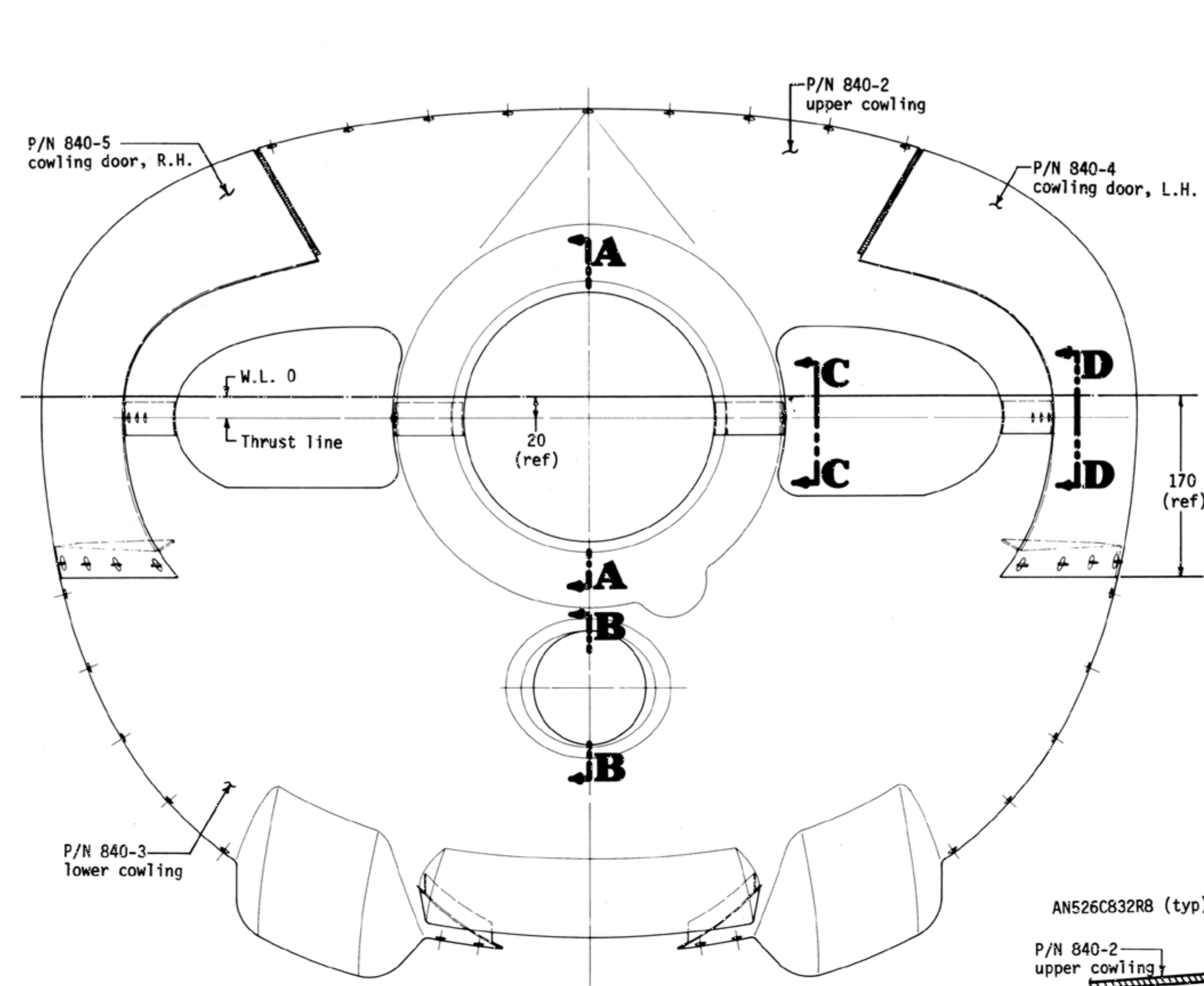
**A12**

Revision C





General installation notes:  
 1. Upper and lower cowlings are provided with excess material on the aft end. Cowling doors are provided with excess material on the aft end and at the bottom.  
 2. Clamp upper and lower cowling to installation jig per Section A-A.  
 3. Trim and install screws and plate nuts.  
 4. Drill No. 19 (.166"dia) for No. 8 screws. Drill No. 28 (.140"dia) for No. 6 screws.  
 5. All rivets in fiberglass are soft "A" rivets. Use care when setting rivets to avoid cracking the fiberglass. Use of rivet squeezer is preferred. Use of hard "AD" rivets will cause cracking in fiberglass.



installation tools required:  
 Dzus tools #1 and #3, and blocks #1 and #2 in size 5 see Dzus fastener installation notes

Dzus fastener installation  
 1. With doors held firmly in place, drill .375" dia through door and lower cowling.  
 2. Fasteners provided have a grip length of .251"-.260", measured from under head of stud to face of receptacle. Doors and lower cowling must be sanded to give correct grip length. Note that the grommet will add .020" and the washer on outside of door will add .032" of additional thickness. For trial fit, use two AN960-616L washers under stud head.  
 3. Install receptacle. To assure that receptacle is centered on the hole, you may try using a short length of 3/8"dia aluminum tubing, reamed to fit over the stud.  
 4. Bond washers on door. Use P/N 840-22 epoxy kit (3M 2216B/A) provided.  
 5. When epoxy is hard (allow 24 hours), insert grommet and set using Dzus tool #1 and side "A" of block #2.  
 6. If desired, additional epoxy may be used when clinching grommet. To clinch grommet, insert stud and clinch using tool #3 and side "C" of block #1.  
 7. Enlarge .375"dia hole in lower cowling to .703"dia, or at least enough to clear washer and grommet on inner face of door.  
 8. If desired, receptacle may be installed with MS20426A4 rivets.

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# NO. 134 COWLING INSTALLATION SCALE 1/4

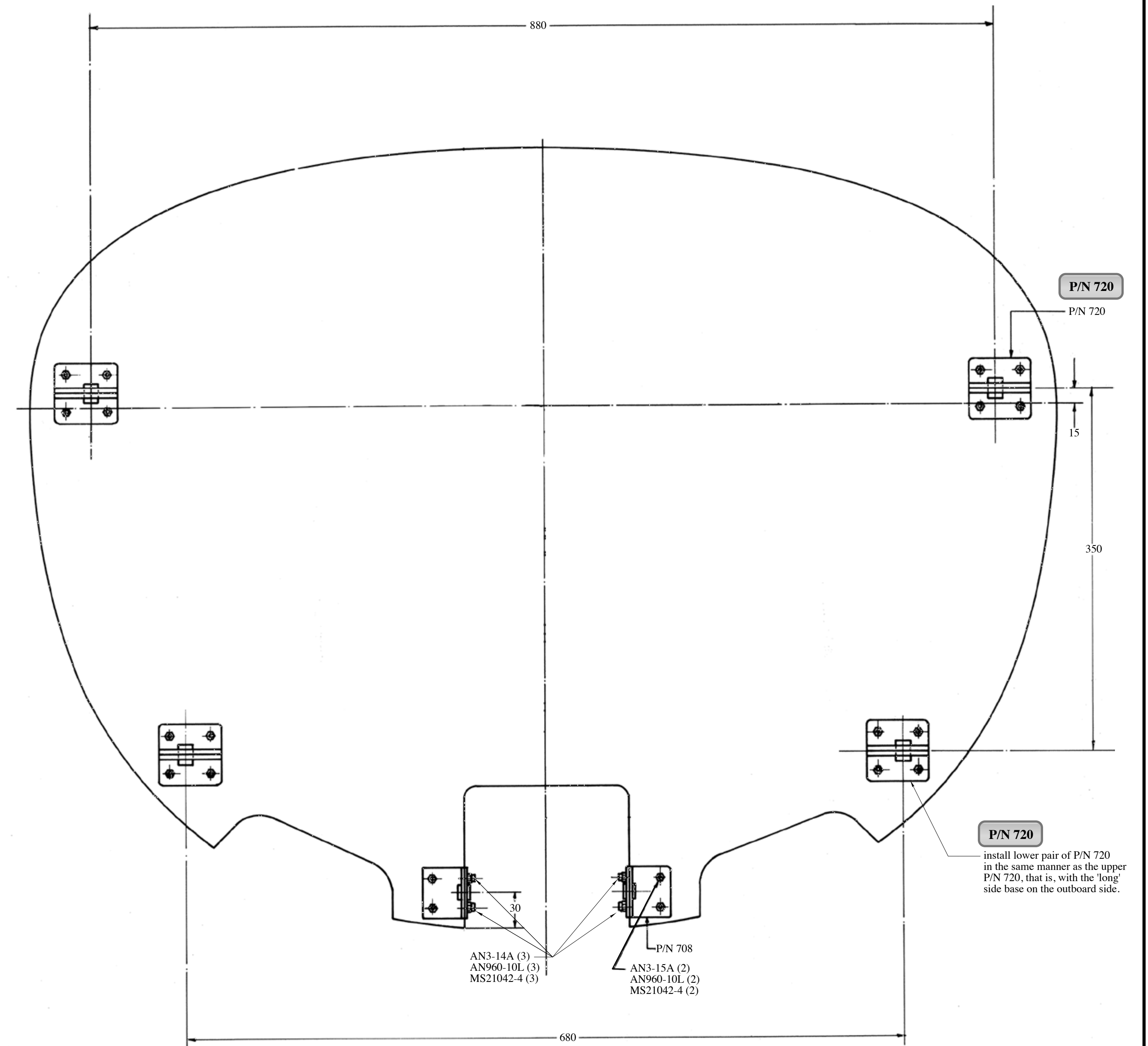
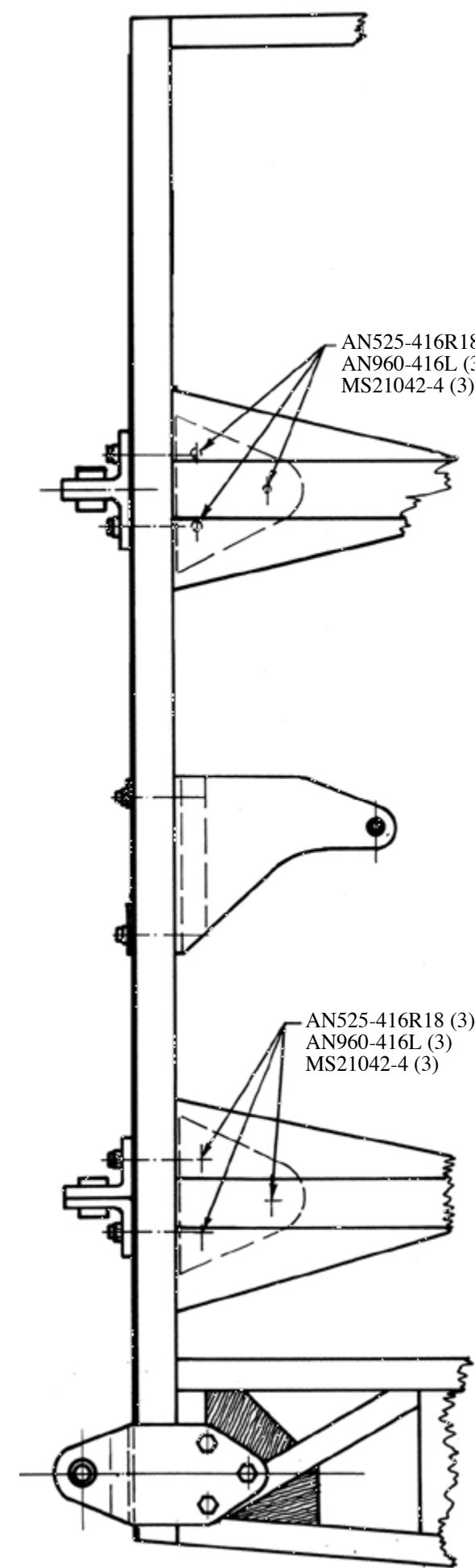
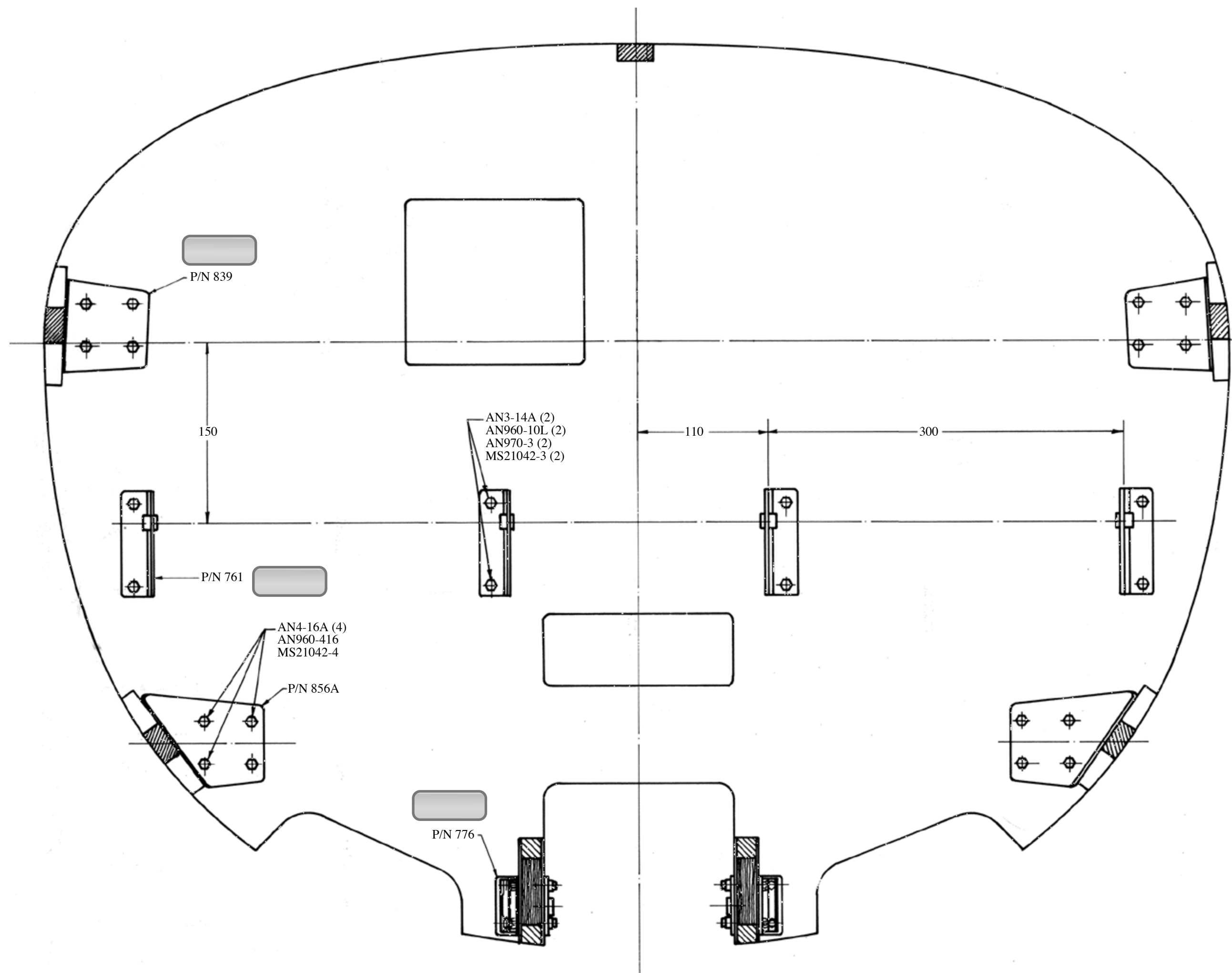
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**A13**

Revision F






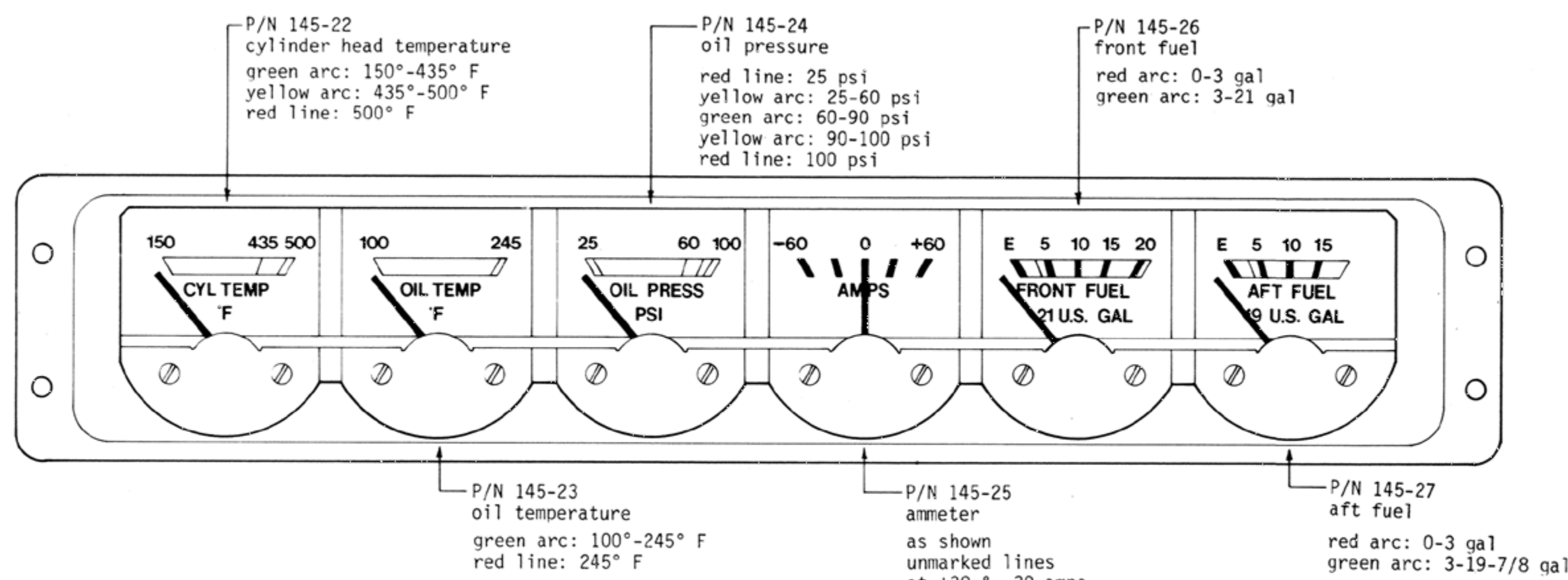
Note  
 1. Cover the firewall with .015" stainless steel with 1/16" asbestos or Fiberglass ceramic paper insulation.  
 2. There will be substantial changes to the location of equipment installed on this frame. Wiring will pass through holes in frame No. 1. The rectangular hole in the center will include the engine control cables, the tachometer cable, the cabin heat ducting, and the vacuum and fuel lines (see Drawing No. 131 & 132).

NO. 114 EQUIPMENT INSTALLATION FRAME NO. 1  
 SCALE 1/3

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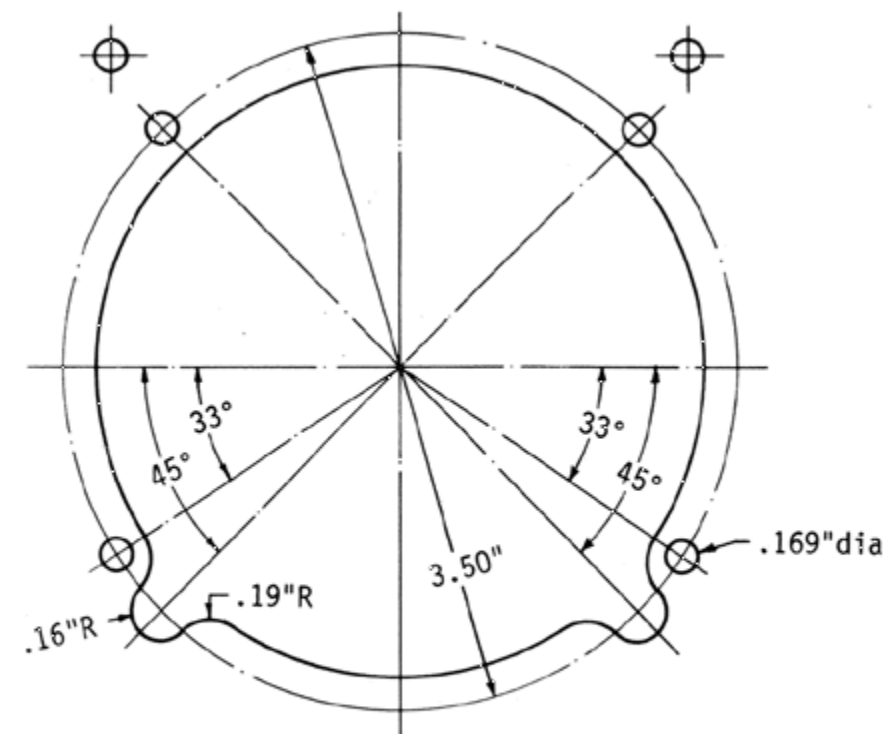
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Revision		F	



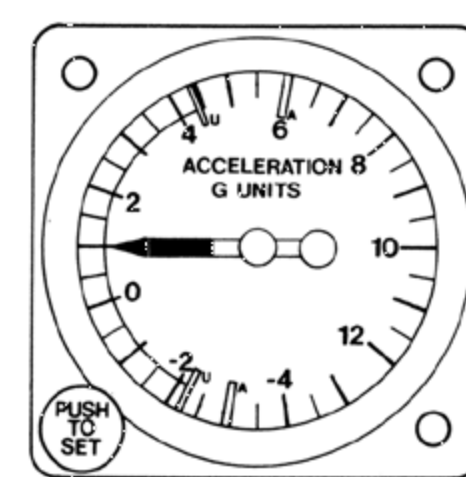


P/N 145-21 engine instrument cluster

DETAIL A FULL SCALE

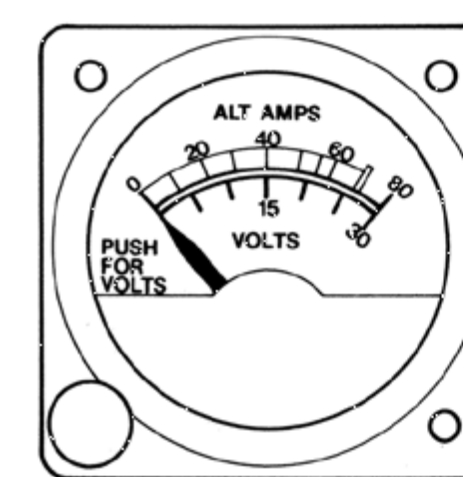


DETAIL B FULL SCALE



green arc: +4.4 to -2.2 g  
red line (utility): +4.4 g  
red line (acrobatic): +6 g  
red line (utility): -2.2 g  
red line (acrobatic): -3 g  
letters "u" & "a" at acrobatic and utility red lines

DETAIL C FULL SCALE



red line: 70 amps  
yellow arc: 56-70 amps  
green arc: 0-56 amps

P/N 145-20B volt-ammeter (for 60 amp alternator)

red line: 60 amps  
yellow arc: 48-60 amps  
green arc: 0-48 amps

Note: for other alternators  
red line: 100% alternator rating  
yellow arc: 80-100% alternator rating  
green arc: 0-80% alternator rating

DETAIL D FULL SCALE

KING
KX 165 NAV/COM/GS see note 1
KY197 COM
KNS 81 RNAV
KR 87 ADF & CLOCK
KT 79 TPX

requires 3" ADF indicator to replace turn & bank, eliminate clock-timer & replace with 2" turn & bank

KING
KX 165 NAV/COM/GS see note 1
KX 165 NAV/COM see note 1
KT 76A TPX

KING
KX 165 NAV/COM/GS see note 1
KY197 COM
KNS 81 RNAV
KT 76A TPX

DME display in KNS 80 do not cut hole above altimeter

KING
KX 165 NAV/COM/GS see note 1
KX 165 NAV/COM see note 1
KR 87 ADF & CLOCK
KT 76A TPX

requires 3" ADF indicator to replace turn & bank, eliminate clock-timer & replace with 2" turn & bank.

KING
KX 165 NAV/COM/GS see note 1
KX 165 NAV/COM see note 1
KR 87 ADF & CLOCK
KT 79 TPX

KING
KX 165 NAV/COM/GS see note 1
KX 165 NAV/COM see note 1
KR 87 ADF & CLOCK
KT 79 TPX

requires 3" ADF indicator to replace turn & bank, eliminate clock-timer & replace with 2" turn & bank.

COLLINS
VHF 251 COM
VIR 351 NAV/GS
VHF 251 COM
VIR 351 NAV
TDR 950 TPX

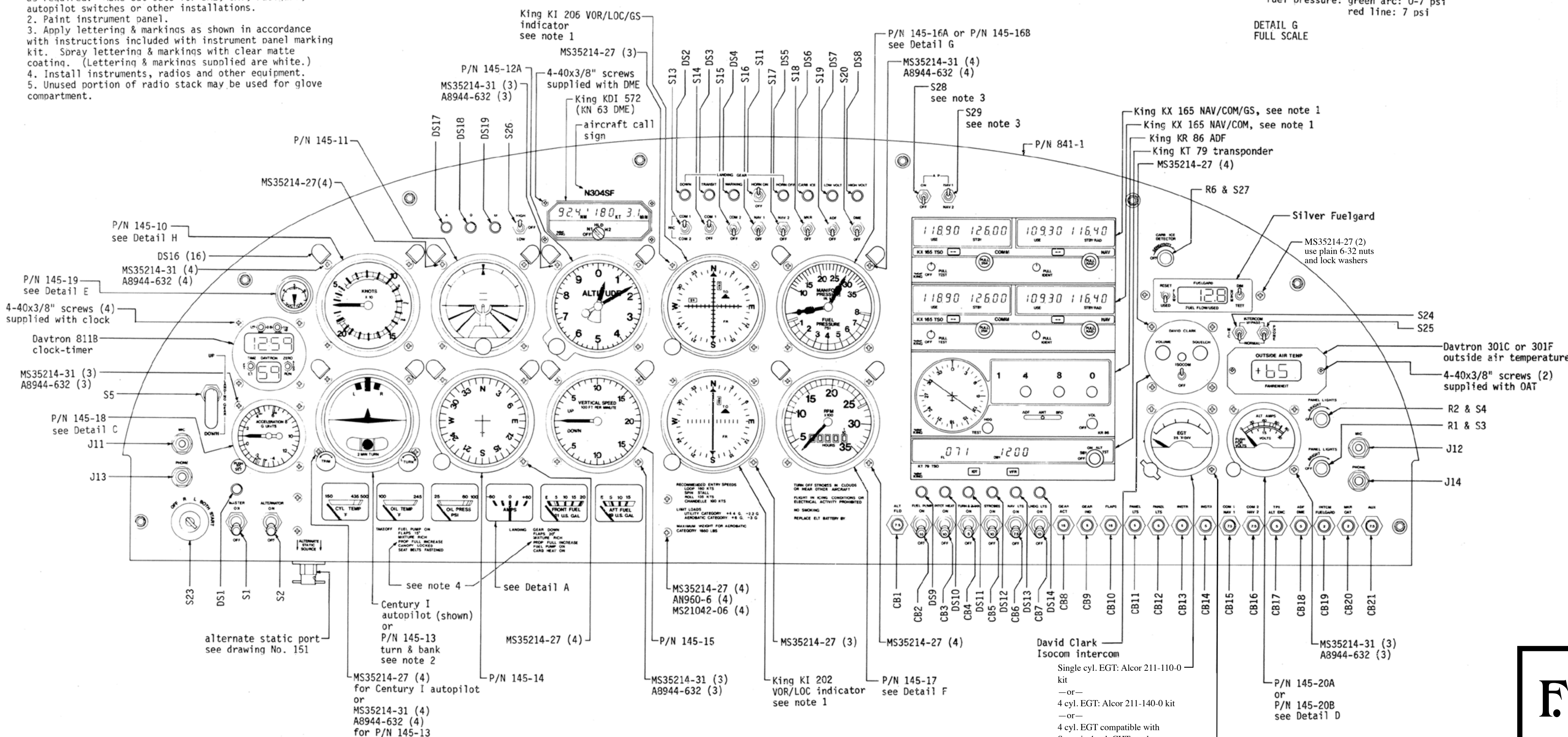
use Narco 195 DME

Notes

1. KX 155 NAV/COM radios require VOR converter in VOR indicator which adds to length of VOR indicator. This can be overcome by use of special connector however use of KX 165 is recommended for best clearance with fuel tank.
2. If Century I autopilot is installed, modify instrument cut-out in accordance with Detail B.
3. Autopilot switches may be installed in location shown for carburetor ice detector control if carburetor ice detector is not installed.
4. If carbureted engine is installed, omit "fuel pump: on" from check lists. If fixed pitch propeller is installed, omit "prop: full increase" from check lists. If injected engine is installed, omit "carb heat: on" from check list.

Installation Order

1. Trial fit all instruments and modify cut-outs as required. Make cut-outs for DME, OAT, Fuelgaurd, autopilot switches or other installations.
2. Paint instrument panel.
3. Apply lettering & markings as shown in accordance with instructions included with instrument panel marking kit. Spray lettering & markings with clear matte coating. (Lettering & markings supplied are white.)
4. Install instruments, radios and other equipment.
5. Unused portion of radio stack may be used for glove compartment.



Instrument Specifications Not Detailed

P/N 145-11 Artificial Horizon

Instruments & Flight Research IFR-85

(This instrument has special construction for acrobatic flight.)

P/N 145-12A Altimeter

Instruments & Flight Research IFR-41-20

P/N 145-12B Encoding Altimeter

Instruments & Flight Research IFR-E41-20

P/N 145-13 Turn & Bank

Instruments & Flight Research IFR-52-12

P/N 145-14 Directional Gyro

Instruments & Flight Research IFR-80

(This instrument has special construction for acrobatic flight.)

P/N 145-15 Rate of Climb

Instruments & Flight Research IFR-33

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No. 145 INSTRUMENTATION & INSTALLATION  
SCALE 1/2

# F8L FALCO

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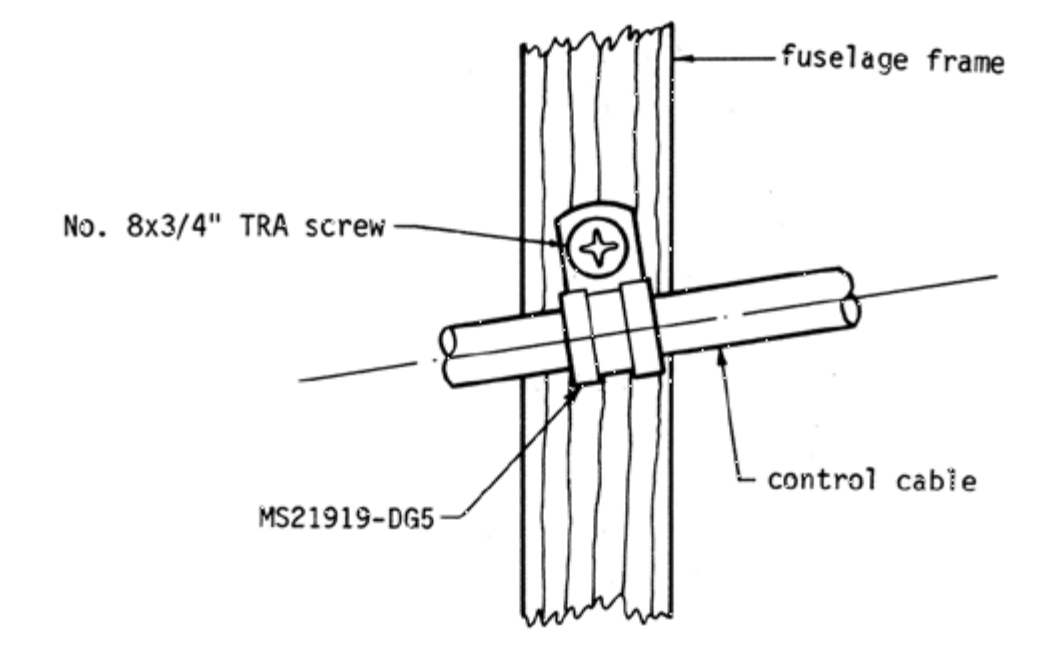
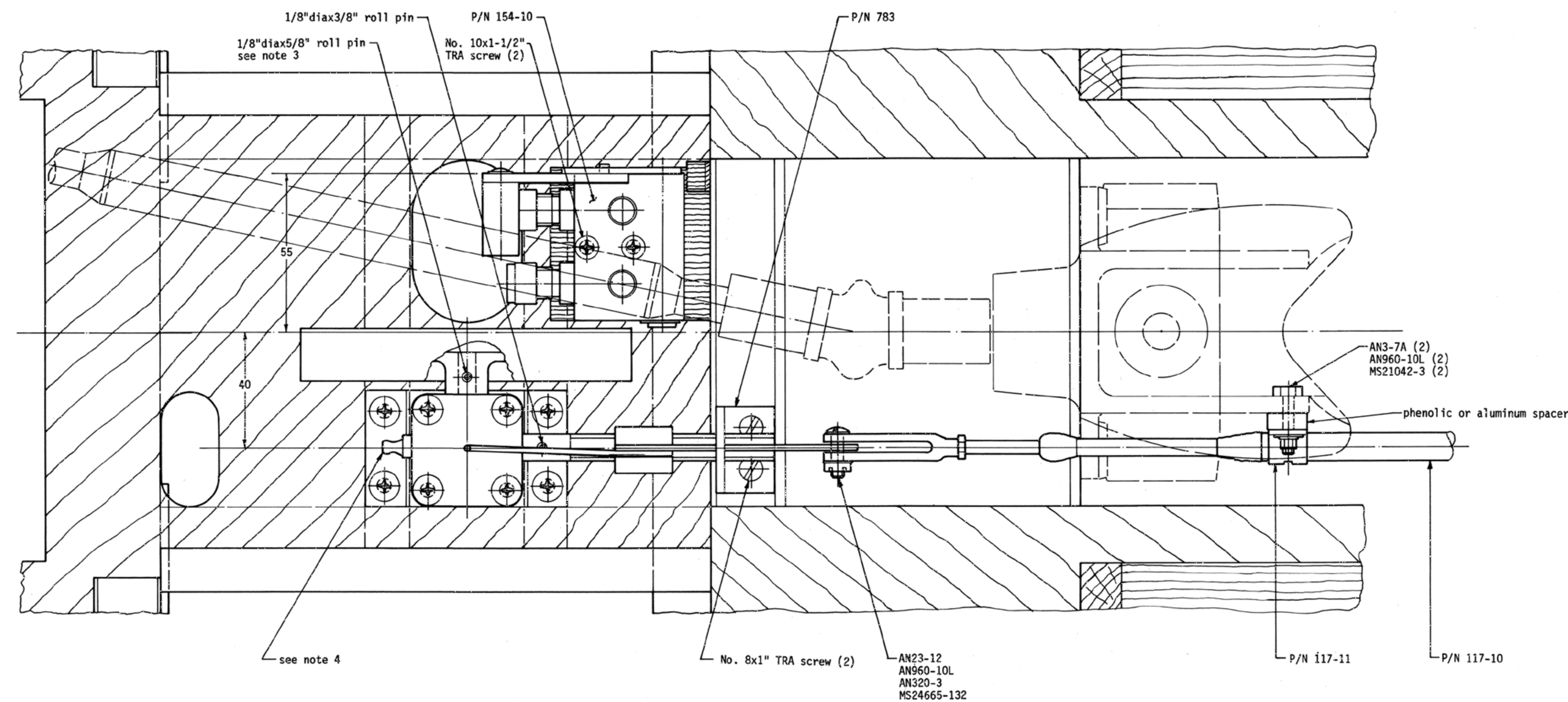
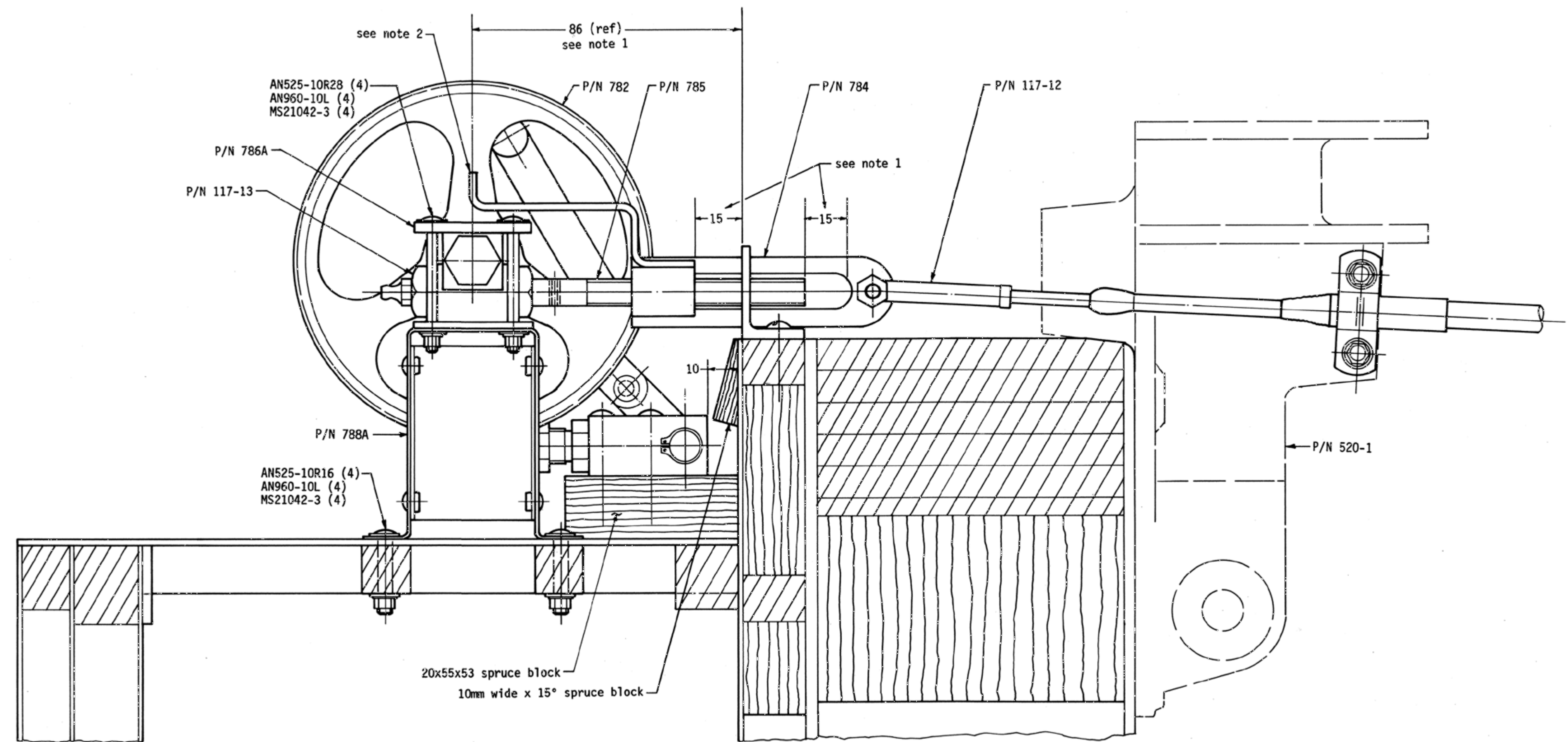
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## A15

Revision

D





typical installation of control cable at fuselage frames  
DETAIL A  
FULL SCALE


Notes  
1. Detail A. Trim tab control cables currently being shipped by Sequoia Aircraft are slightly smaller in diameter, thus for the black-jacketed cables, change the cable clamp to MS21919-DG4, although the MS21919-DG5 clamps supplied with the earlier red-jacketed cables may be used by wrapping the cable with electrical tape.

- INSTALLATION ORDER
1. Install P/N 782 wheel & P/N 785 lead-screw on P/N 117-13 angle drive.
  2. Radius end of lead-screw to match inside radius of P/N 784.
  3. Install P/N 783 bracket.
  4. Install angle drive on P/N 786A.
  5. With P/N 784 sleeve in full forward position on P/N 785 lead-screw, install P/N 788A mounting bracket on cockpit floor so that the distance between the aft face of the threaded boss of P/N 784 is 30mm forward of the forward face of P/N 783 bracket.
  6. With 15mm between the aft face of the threaded boss of P/N 784 sleeve and forward face of P/N 783 bracket (neutral position as shown on drawing) install P/N 117-11 clamp on P/N 520-1 so that (a) the trim tab is in the neutral position and (b) the cable installation provides for full movement of the actuator.
  7. Make final adjustments with P/N 117-12 clevis on each end of the cable.
  8. Elevator tab travel is 20° up and 20° down.

- NOTES:
1. Stroke should be 15 mm each way from neutral position shown. Aft movement of P/N 784 is stopped by contact with P/N 783. Forward movement of P/N 784 is stopped by contact with aft end of P/N 785.
  2. Indicator is .080" dia wire soldered or epoxied to P/N 784.
  3. To install roll pin, pilot drill #40 through one side of wheel hub only, then through shaft end and the other side of wheel hub. Ream with 1/8" dia drill. Drill on angle.
  4. Move grease fitting to forward position shown. Be careful not to lose thrust washers.

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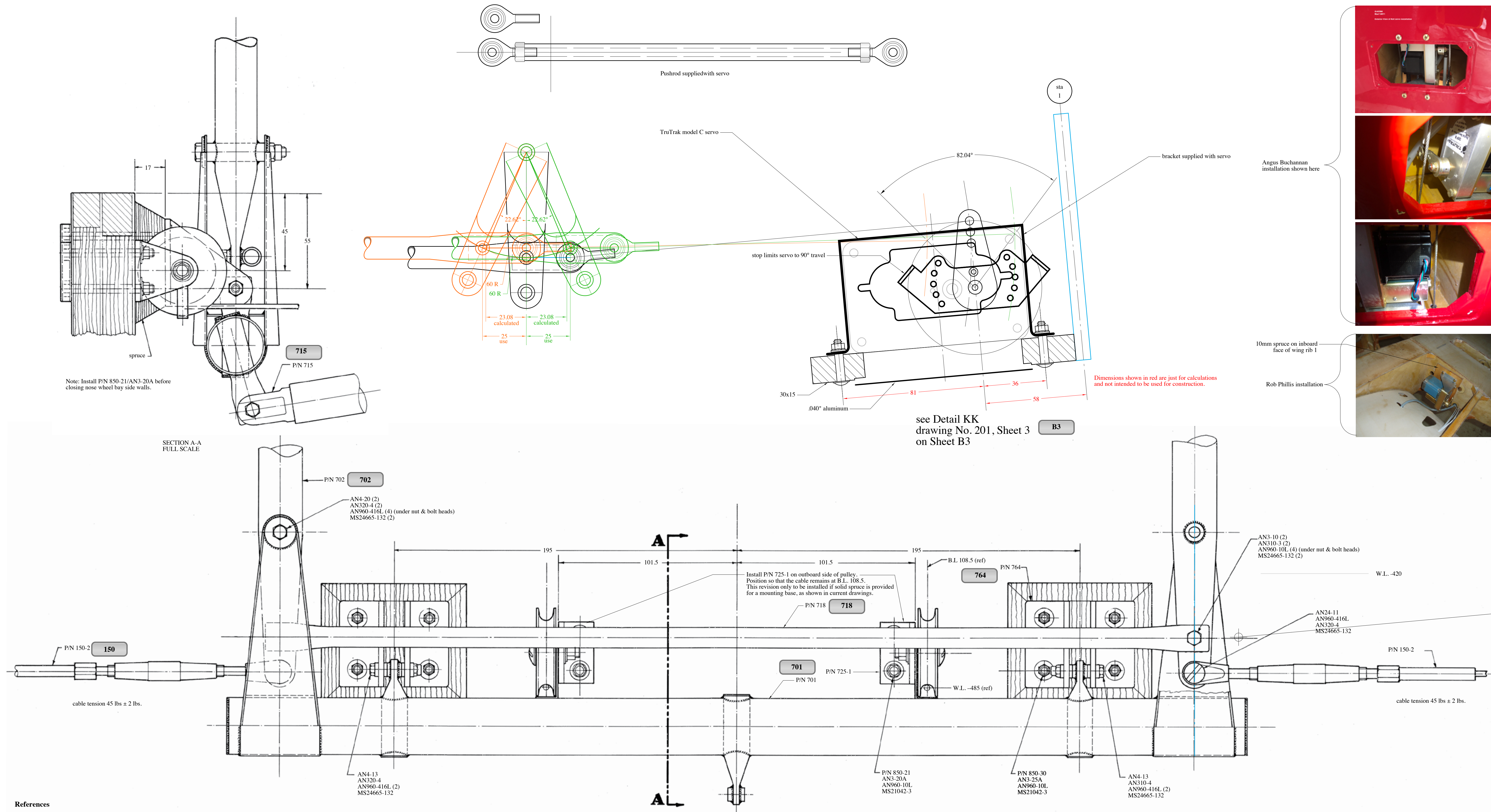
# NO. 117 TRIM TAB CONTROL & PARKING BRAKE VALVE INSTALLATION FULL SCALE

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		A16	
Revision		C	









Angus Buchanan installation shown here

10mm spruce on inboard face of wing rib 1

Rob Phillis installation

Dimensions shown in red are just for calculations and not intended to be used for construction.

see Detail KK drawing No. 201, Sheet 3 on Sheet B3

- References**
- Up, Down and All Around, Raoul Schild, Falco Builders Letter, September 2010
  - Autopilot Installation, Drew Done, Falco Builders Letter, June 2005  
also at <http://www.seqair.com/skunkworks/Instrumentation/AutopilotInstallation/Installation1.html>
  - Construction Notes, Falco Builders Letter, September 2003  
also at <http://www.seqair.com/skunkworks/Instrumentation/Notes/Notes.html>
  - This Way, That Way, David Carroll, Falco Builders Letter, March 2001  
also at <http://www.seqair.com/skunkworks/Instrumentation/ThisWayThatWay/ThisWayThatWay.html>
  - S-TEC and GPS Installation, Jim Petty, Falco Builders Letter, December 2000  
also at <http://www.seqair.com/skunkworks/Instrumentation/STECandGPS/STECandGPS.html>
  - Two-Axis Autopilot for the Falco, Cecil Rives, Falco Builders Letter, March 2000  
also at <http://www.seqair.com/skunkworks/Instrumentation/TwoAxisAutopilot/STec.html>

**NO. 126 CONTROL STICK ASSEMBLY**  
**1 REQUIRED PER AIRCRAFT**  
**FULL SCALE**

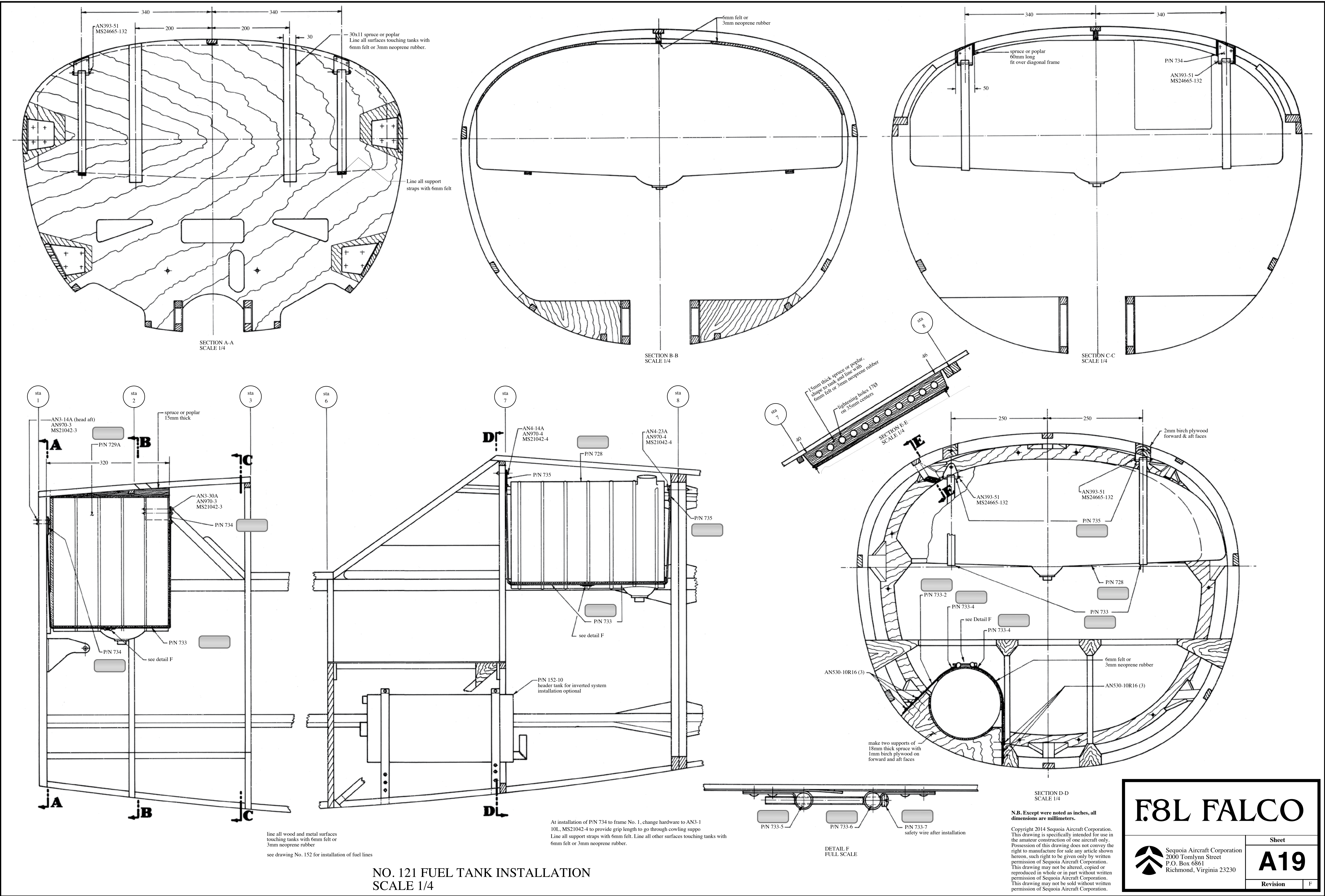
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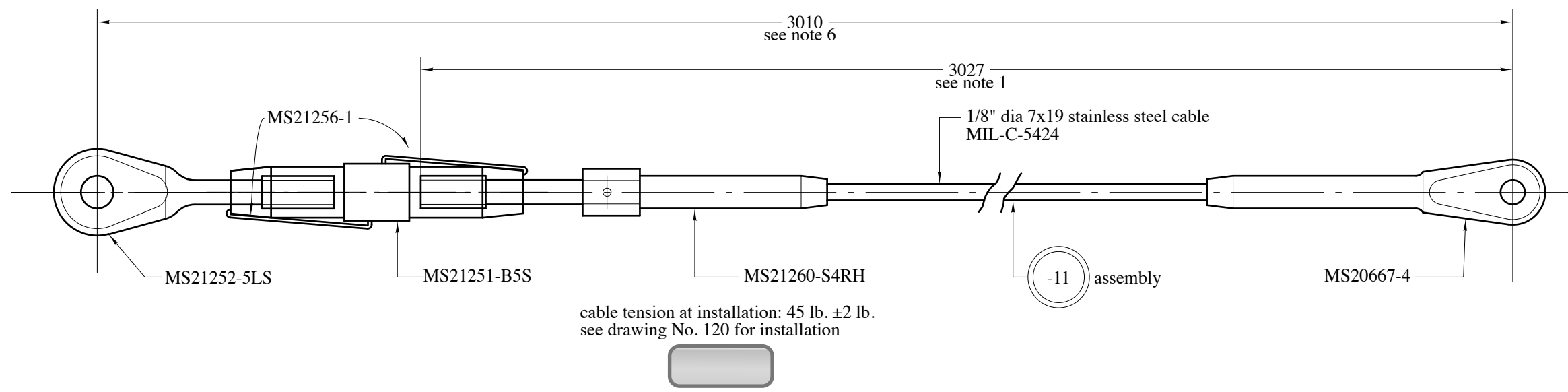
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<b>A18</b>	
Revision	F

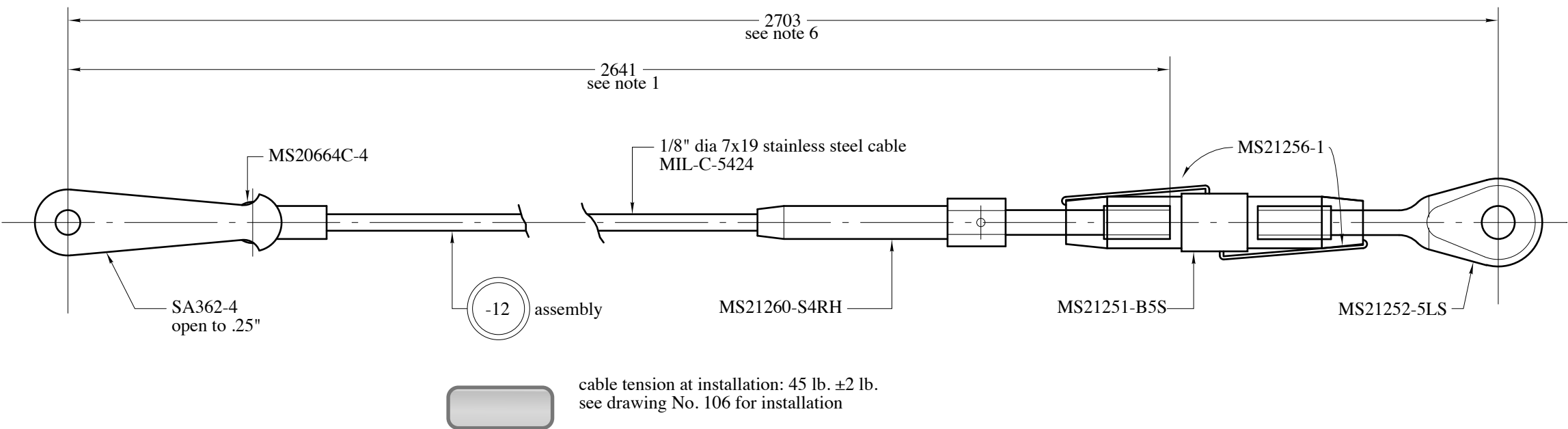




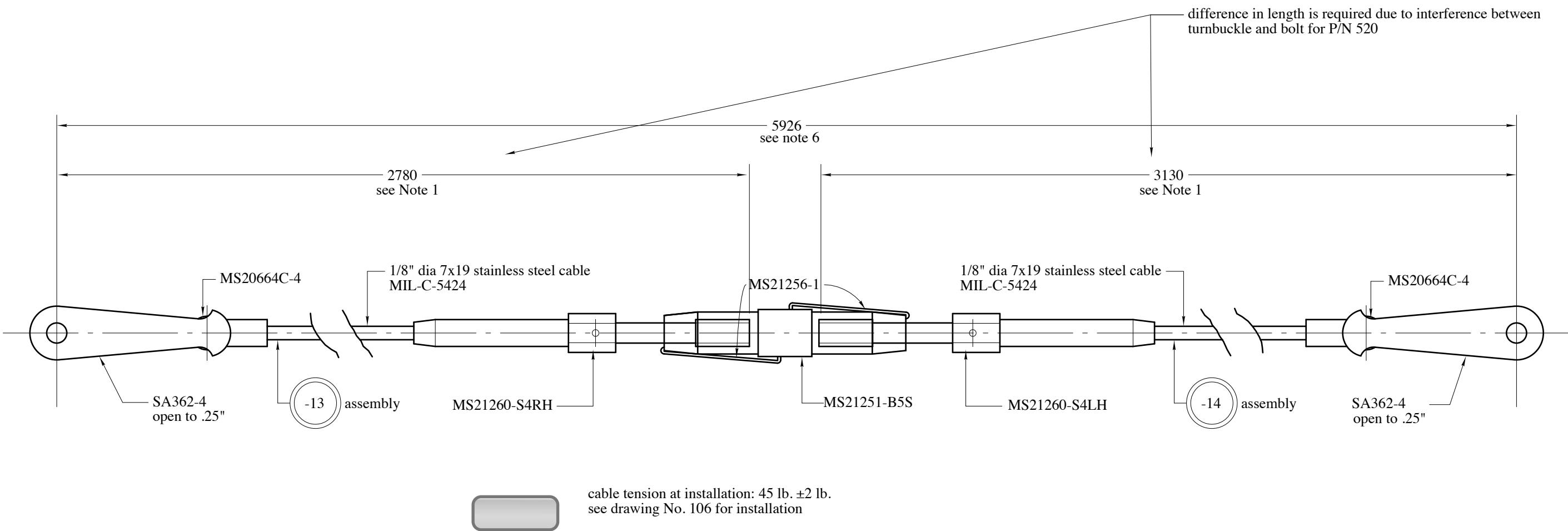




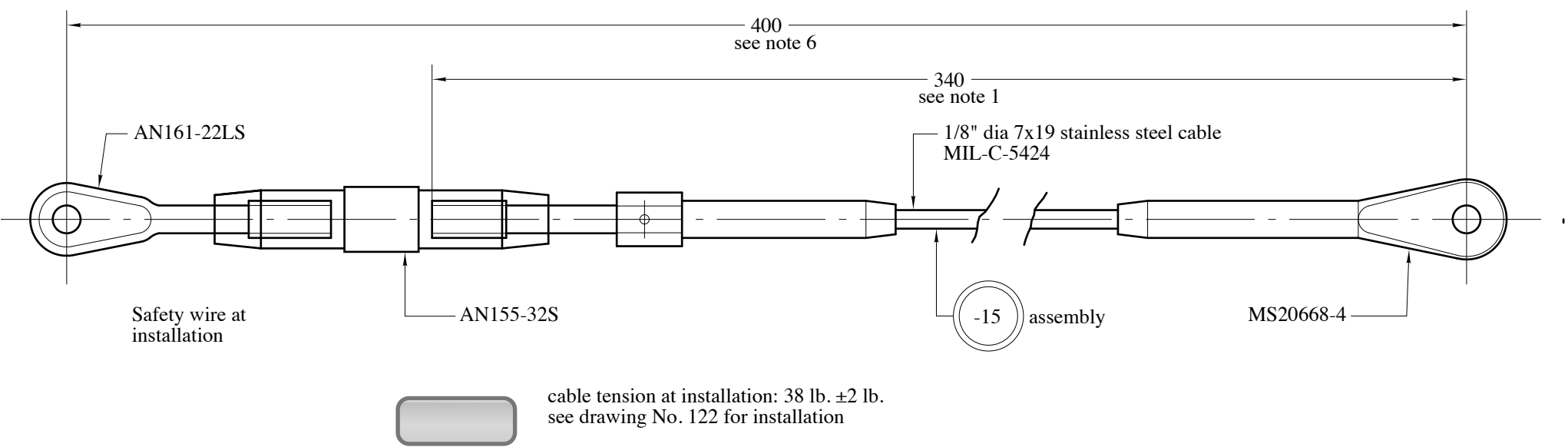
NO. 150-1 ELEVATOR CABLE ASSEMBLY  
2 REQUIRED PER AIRCRAFT  
FULL SCALE



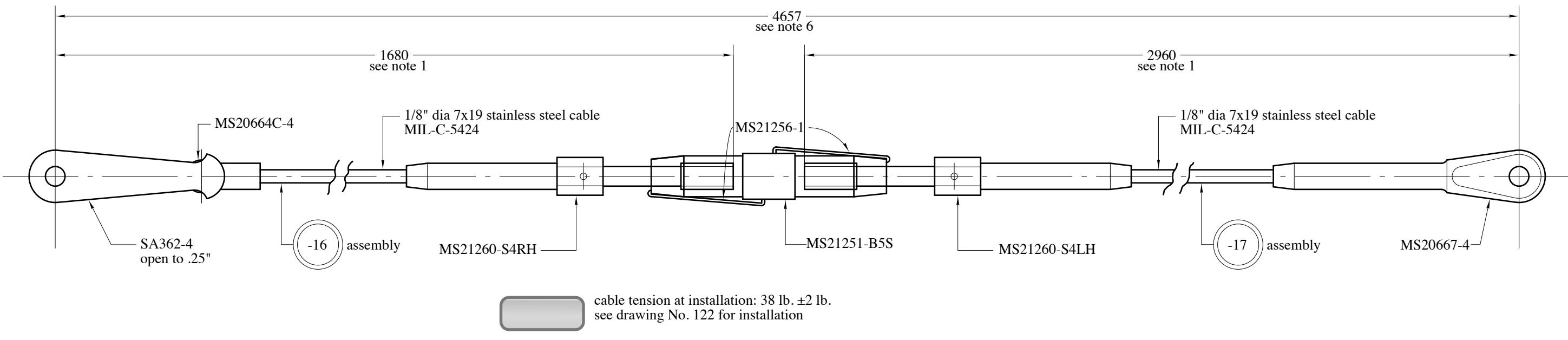
NO. 150-2 FORWARD AILERON CABLE ASSEMBLY  
2 REQUIRED PER AIRCRAFT  
FULL SCALE



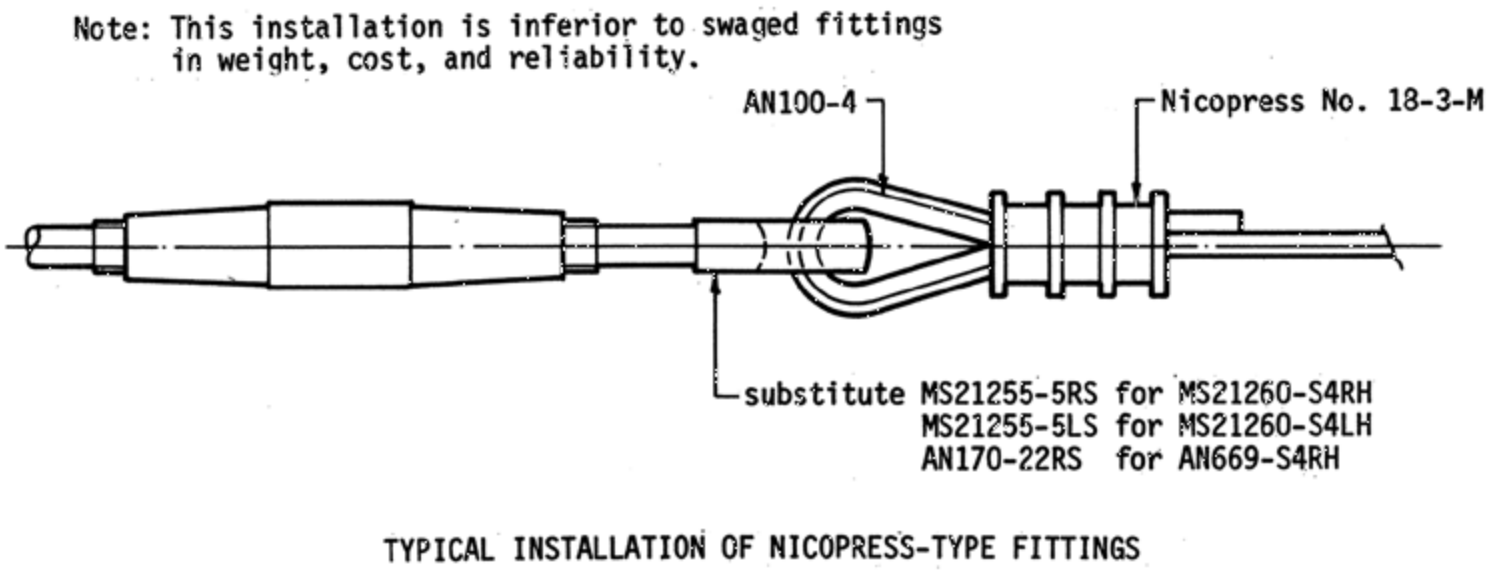
NO. 150-3 AFT AILERON CABLE ASSEMBLY  
ONE REQUIRED PER AIRCRAFT  
FULL SCALE



NO. 150-5 NOSE GEAR STEETING CABLE  
2 REQUIRED PER AIRCRAFT  
FULL SCALE




NO. 150-6 RUDDER CABLE ASSEMBLY  
2 REQUIRED PER AIRCRAFT  
FULL SCALE



- Notes:
1. Cable lengths to be determined under 45 lb. load.
  2. Proof test all cables to 60% of rated load.
  3. Cut cables by mechanical means. Do not torch cut.
  4. Do not subject cables to excessive temperature during grinding. Soldering not permitted.
  5. Dimensions of swaged fittings must meet AN or MS specifications.
  6. Cable lengths given to provide for adjustment plus or minus 15mm from overall length.
  7. If nicopress-type fittings are used, locate nicopress adjacent to turnbuckle. Do not use nicopress at cable ends where MS20667-4, MS20668-4 or SA362-4 fittings are located.

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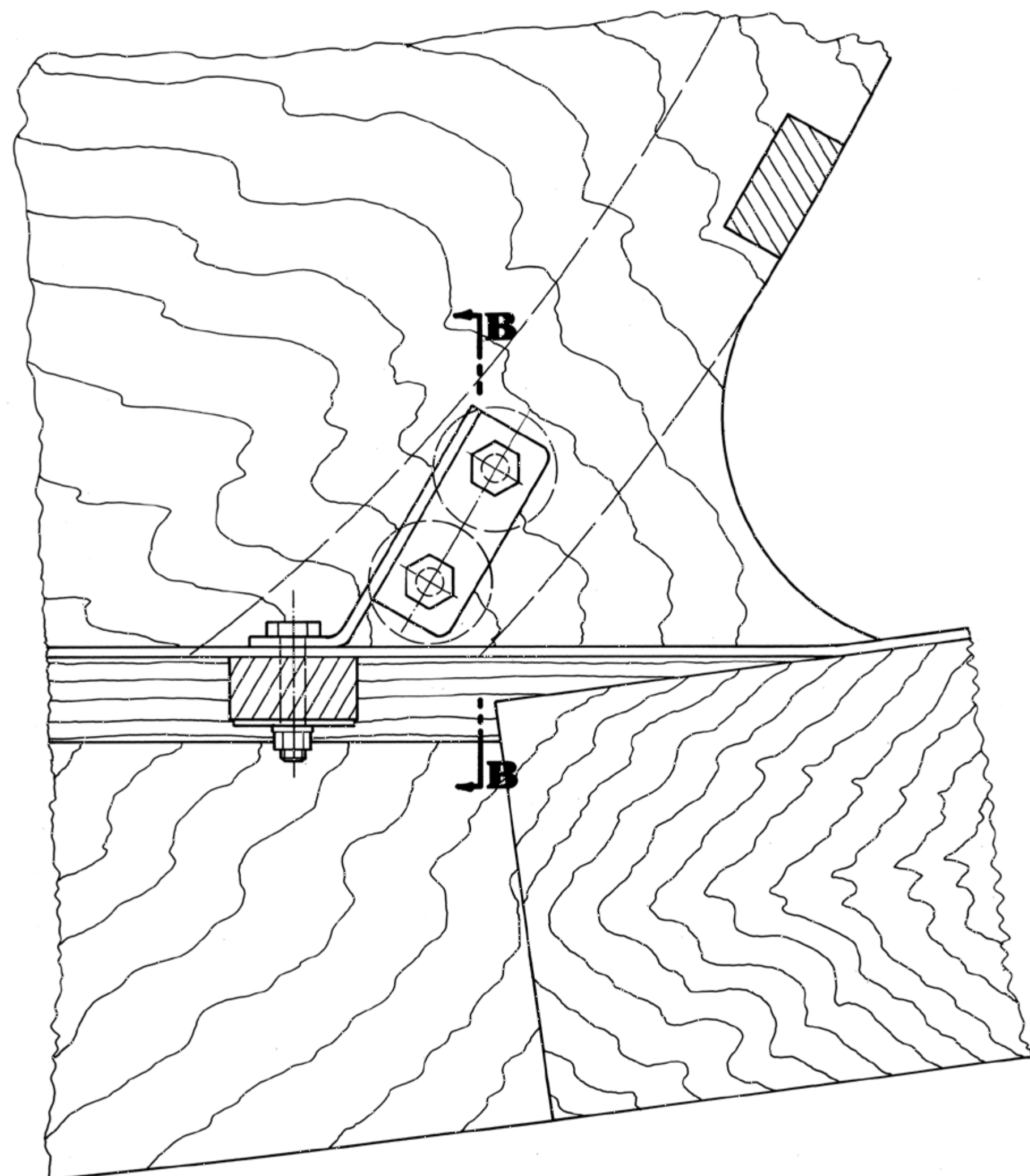
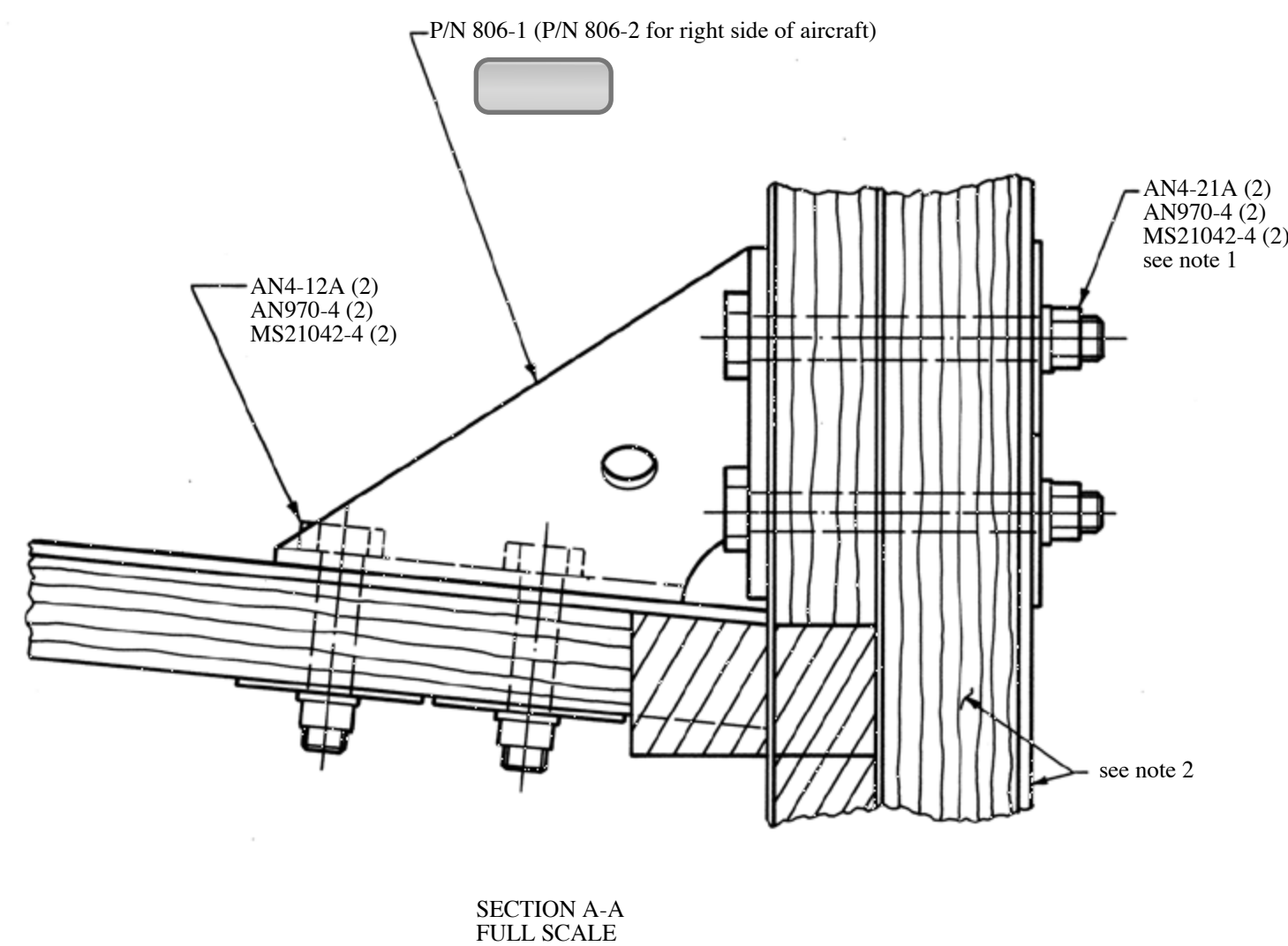
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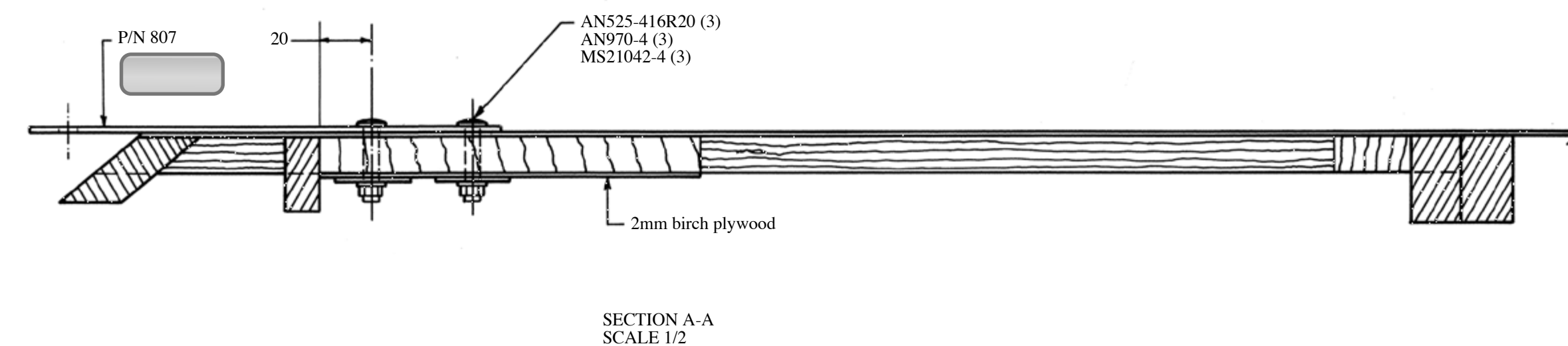
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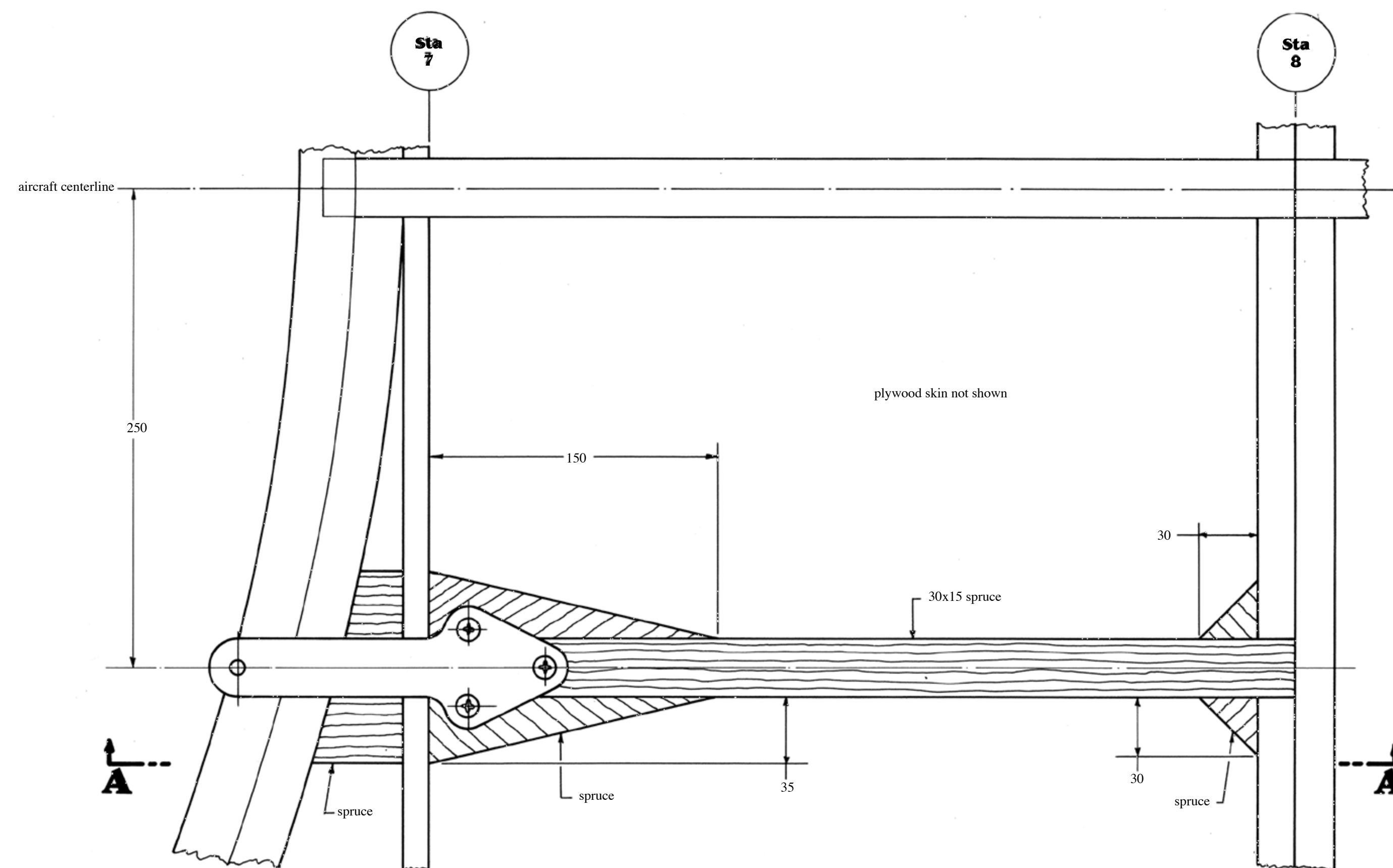




INSTALLATION OF P/N 806 OUTBOARD LAP BELT MOUNT  
VIEW OF FUSELAGE FRAME NO. 6 LOOKING AFT  
FULL SCALE



There is an interference problem between the installation of P/N 807 and the fuel tank support strap fittings (see sheets A19 and C5). This may be overcome by the installation framing shown in sheet C4J.



INSTALLATION OF P/N 807 SHOULDER BELT MOUNT  
VIEW OF TOP OF AIRCRAFT LOOKING DOWN  
SCALE 1/2

Notes:  
1. Drill holes for bolts through frame No. 6 before installing seat floor.  
2. Install 20mm thick spruce from top of lower side longeron to lower portion of frame at intersection of tail cone contours with bottom of frame. Width should be the same as the laminated bow for the frame.  
Back with 2mm birch plywood under washers. The purpose of this is to spread the seat belt loads into the frame, seat floor, lower side longeron, aft wing spar and tail section skin. Contour outer portion to match tail section contours.

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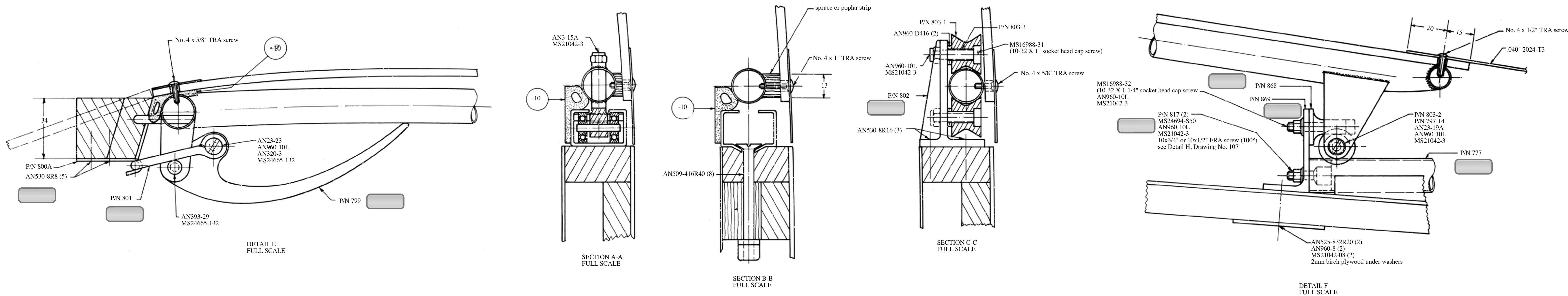
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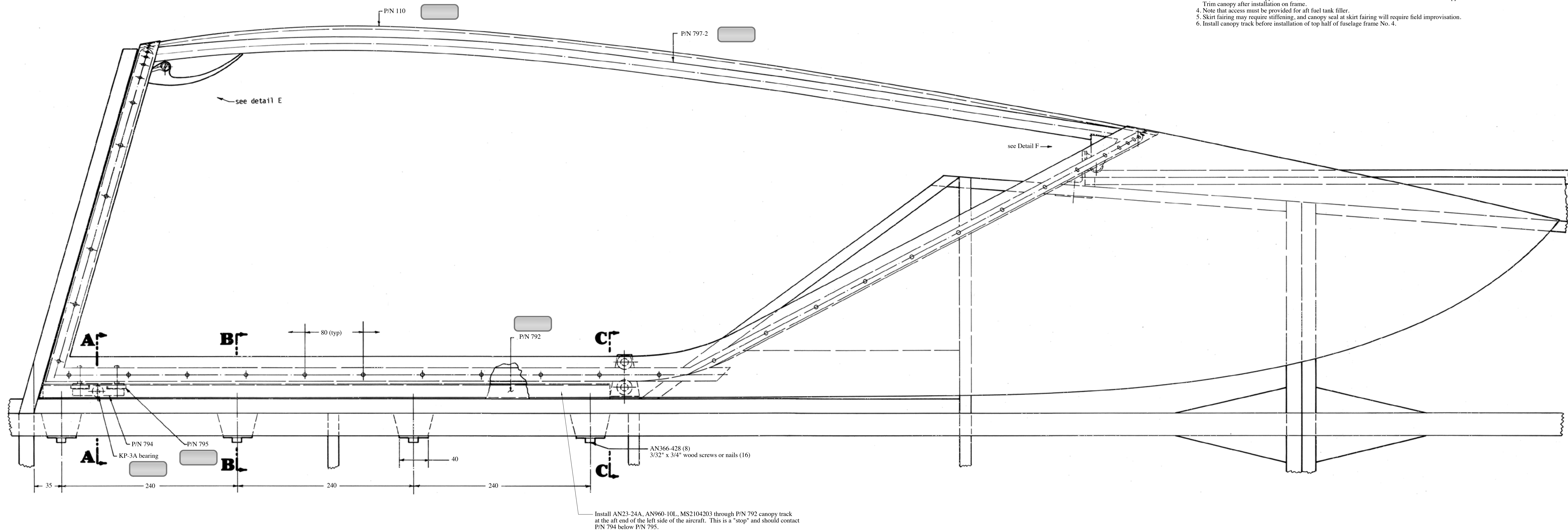
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## NO. 123 SEAT BELT MOUNT INSTALLATION





- Notes:
1. Drill 3/16" dia holes in canopy for each screw to allow for expansion and contraction of acrylic sheet.
  2. Bond -10 canopy seal in place with epoxy glue, weatherstrip cement or contact cement.
  3. Note that the same canopy, P/N 110, is used for this installation as is used for the standard canopy installation. Trim canopy after installation on frame.
  4. Note that access must be provided for aft fuel tank filler.
  5. Skirt fairing may require stiffening, and canopy seal at skirt fairing will require field improvisation.
  6. Install canopy track before installation of top half of fuselage frame No. 4.



**NO. 107A CANOPY ASSEMBLY AND INSTALLATION - "NUSTRINI"**  
**ONE REQUIRED PER AIRCRAFT**  
**SCALE 1/2.5**

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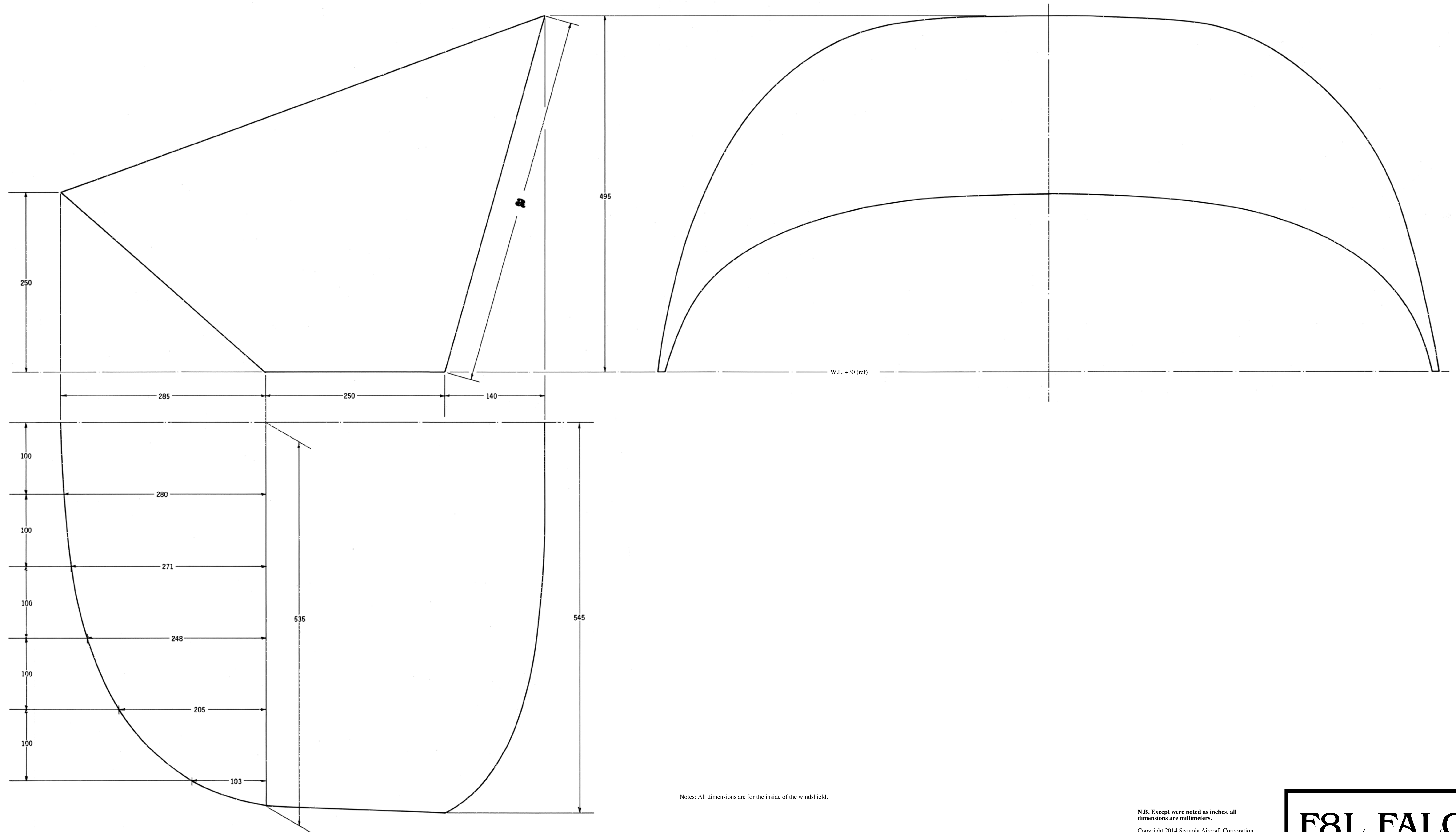
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**A22**

Revision

D





Notes: All dimensions are for the inside of the windshield.


material: 4.5mm acrylic sheet  
see Drawing No. 124A for installation

NO. 109A WINDSHIELD — "NUSTRINI"  
ONE REQUIRED PER AIRCRAFT  
SCALE 1/2.5

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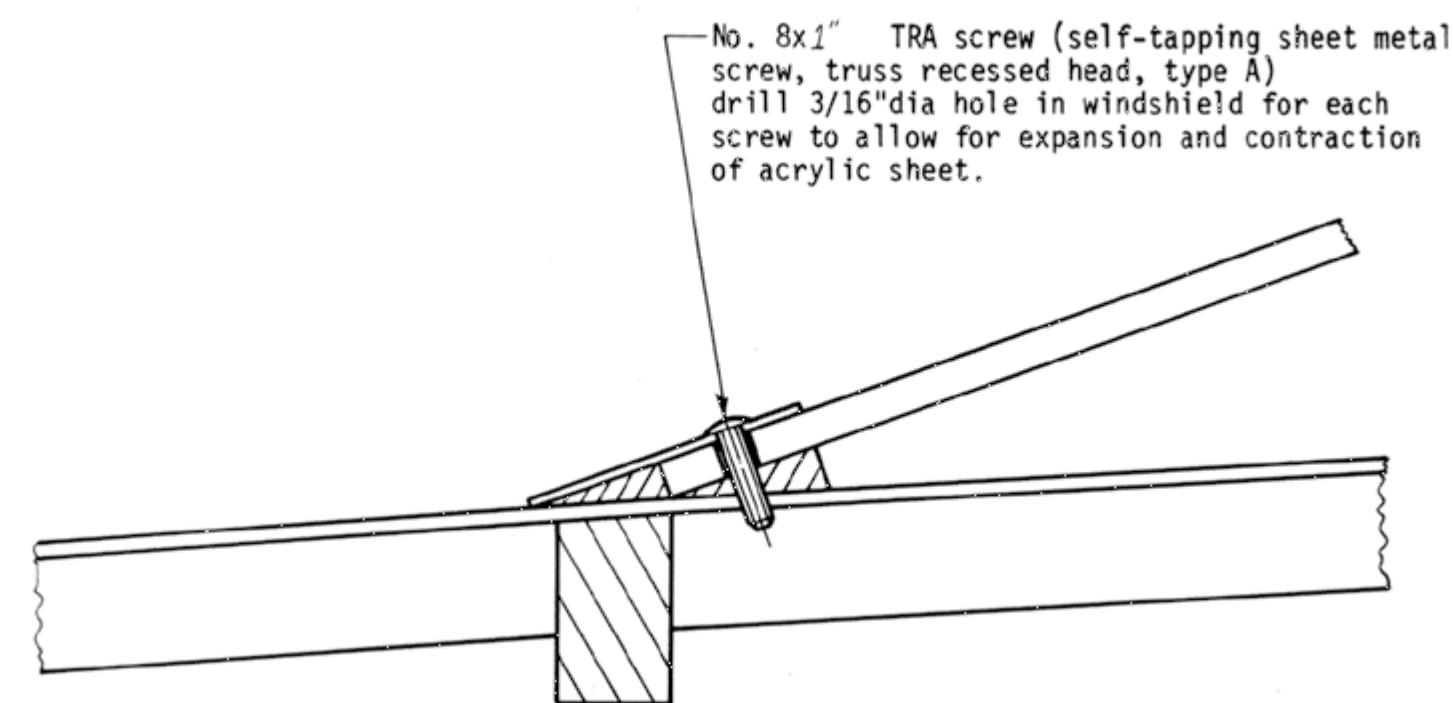
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**A23**

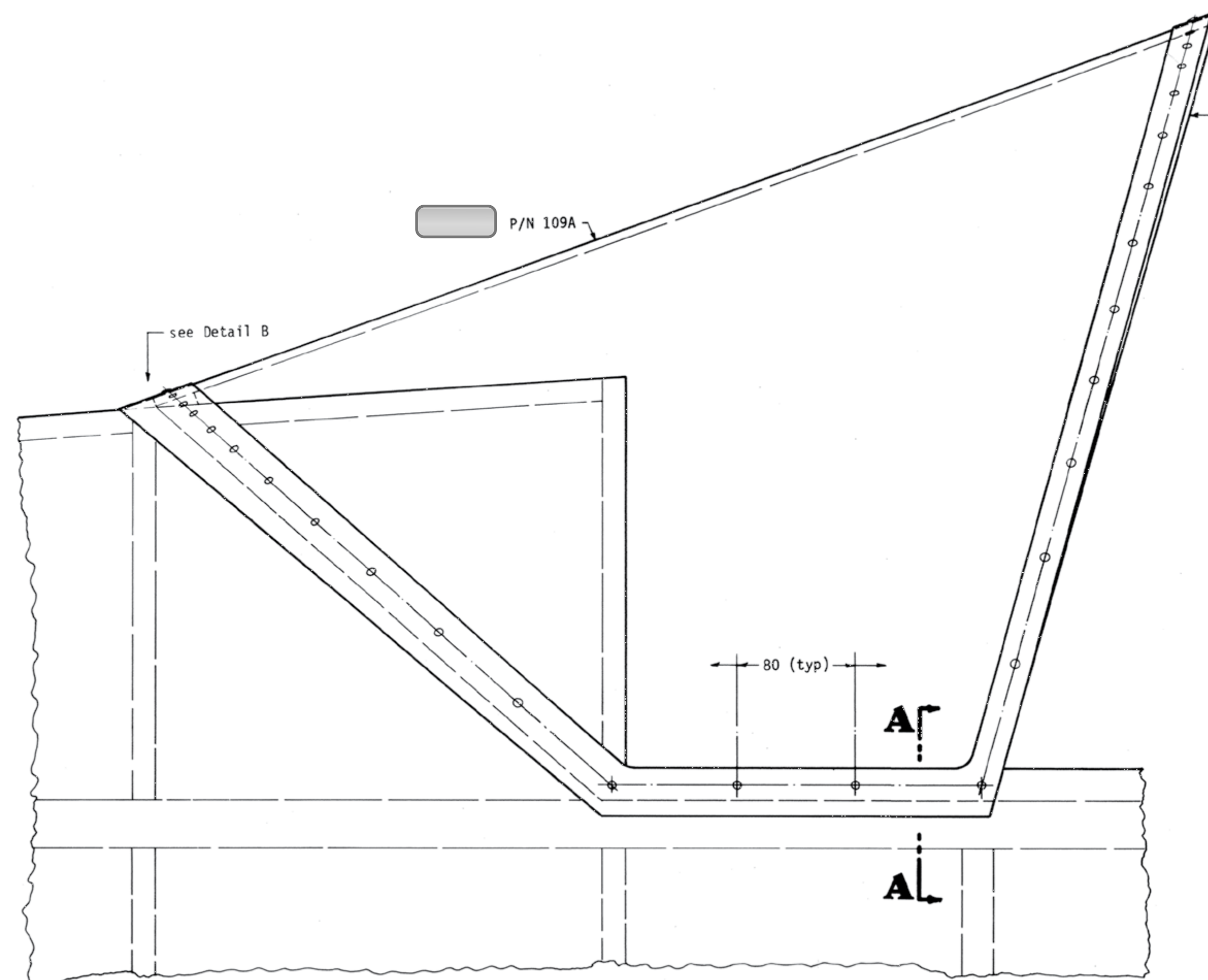
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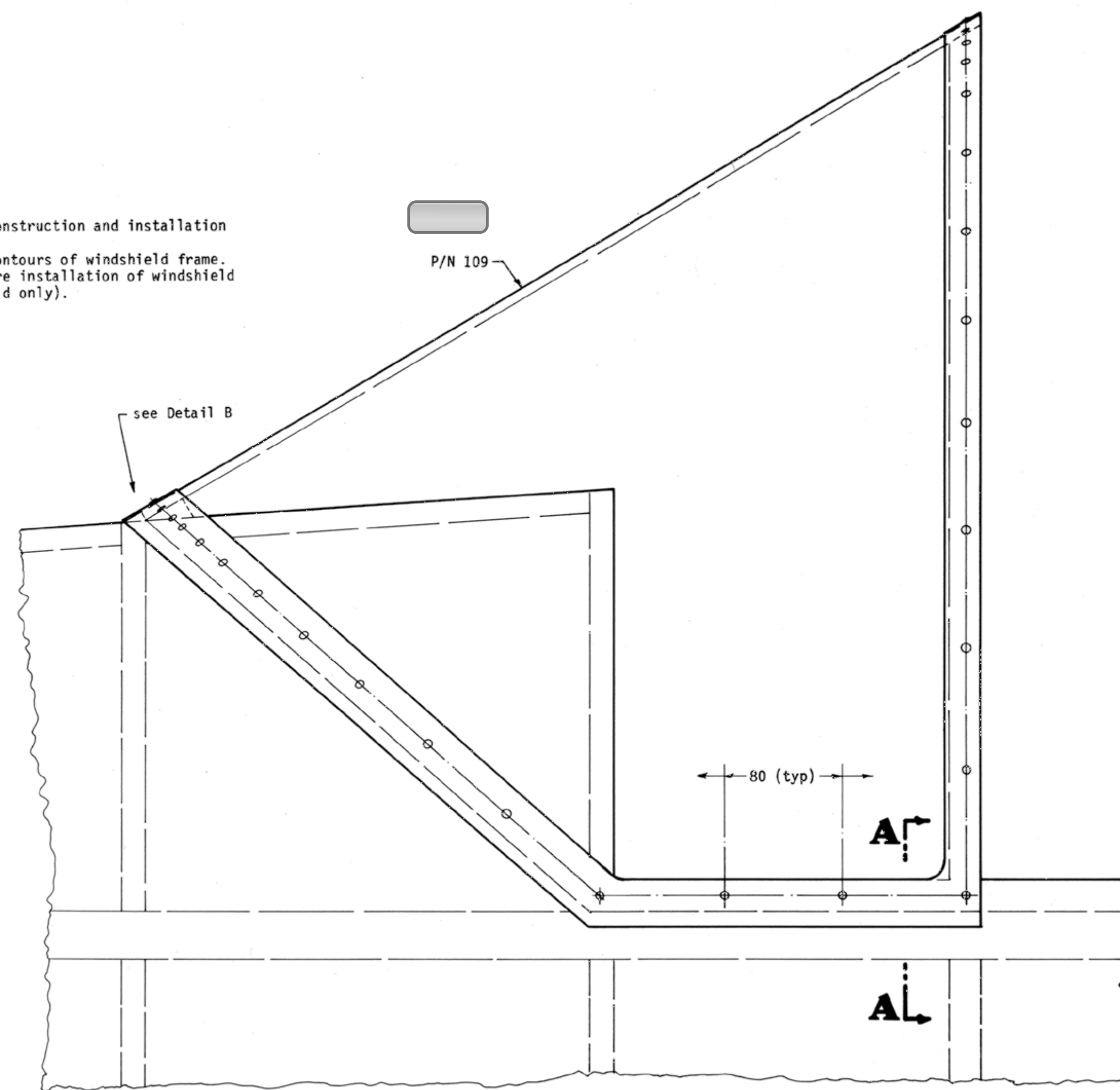


DETAIL B  
FULL SCALE



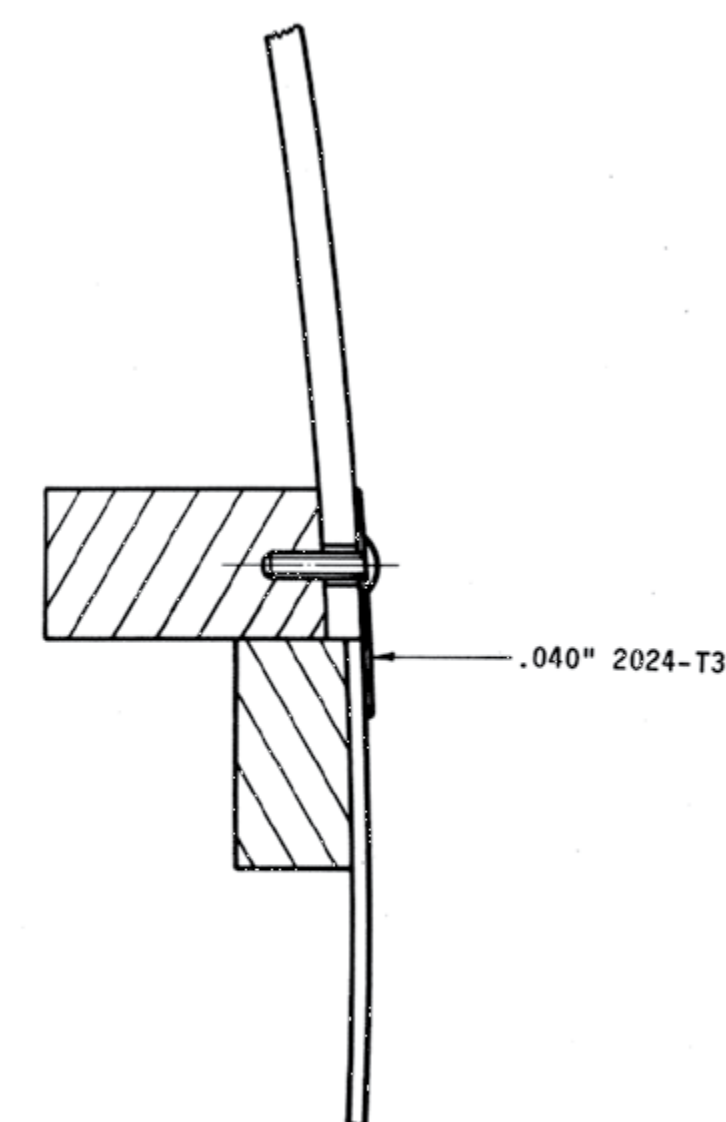
NO. 124A WINDSHIELD INSTALLATION — "NUSTRINI"  
ONE REQUIRED PER AIRCRAFT  
SCALE 1/2.5

see drawing No. 107A for construction and installation  
of windshield frame.  
see drawing No. 109A for contours of windshield frame.  
install canopy tracks before installation of windshield  
frame ("Nustrini" windshield only).



NO. 124 WINDSHIELD INSTALLATION  
ONE REQUIRED PER AIRCRAFT  
SCALE 1/2.5

Note: for best fit with canopy, install canopy and canopy  
frame, then install windshield to match.




SECTION A-A  
FULL SCALE

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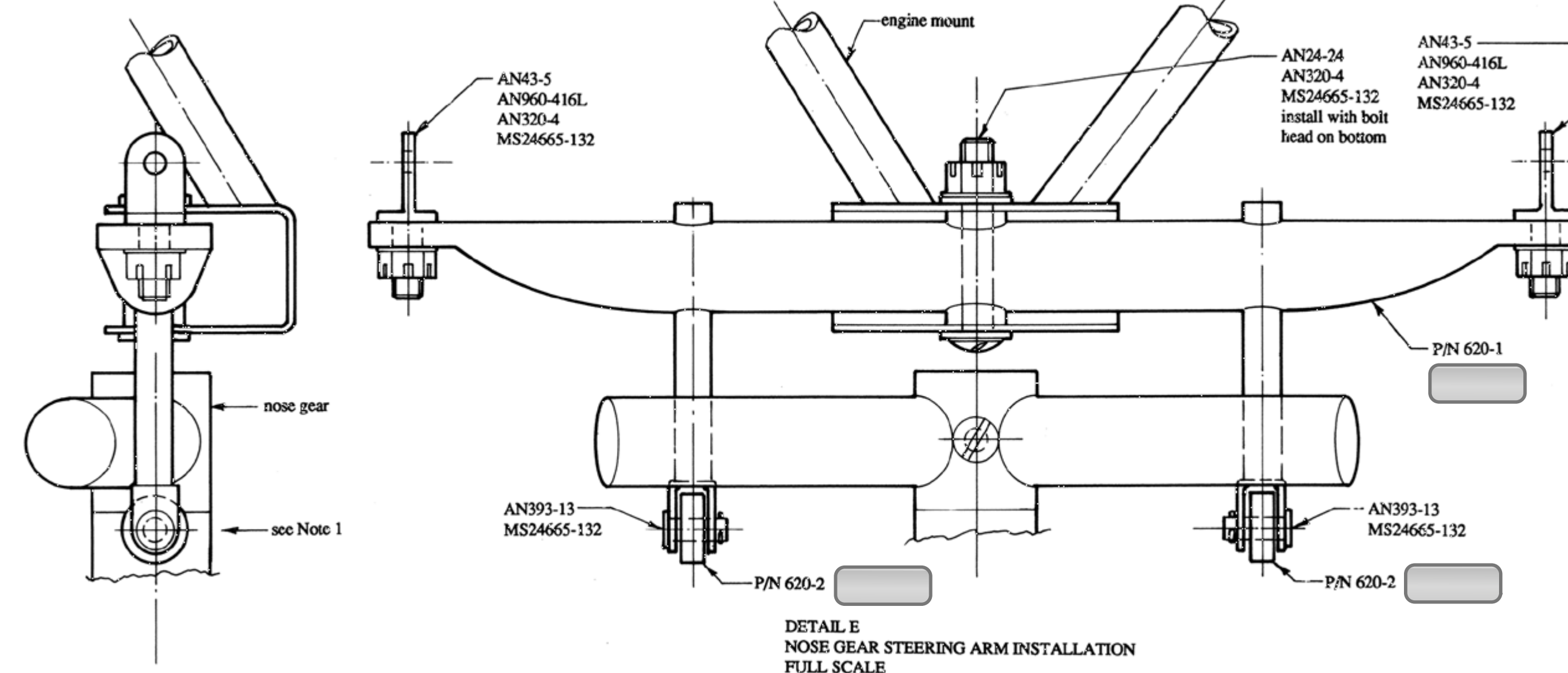
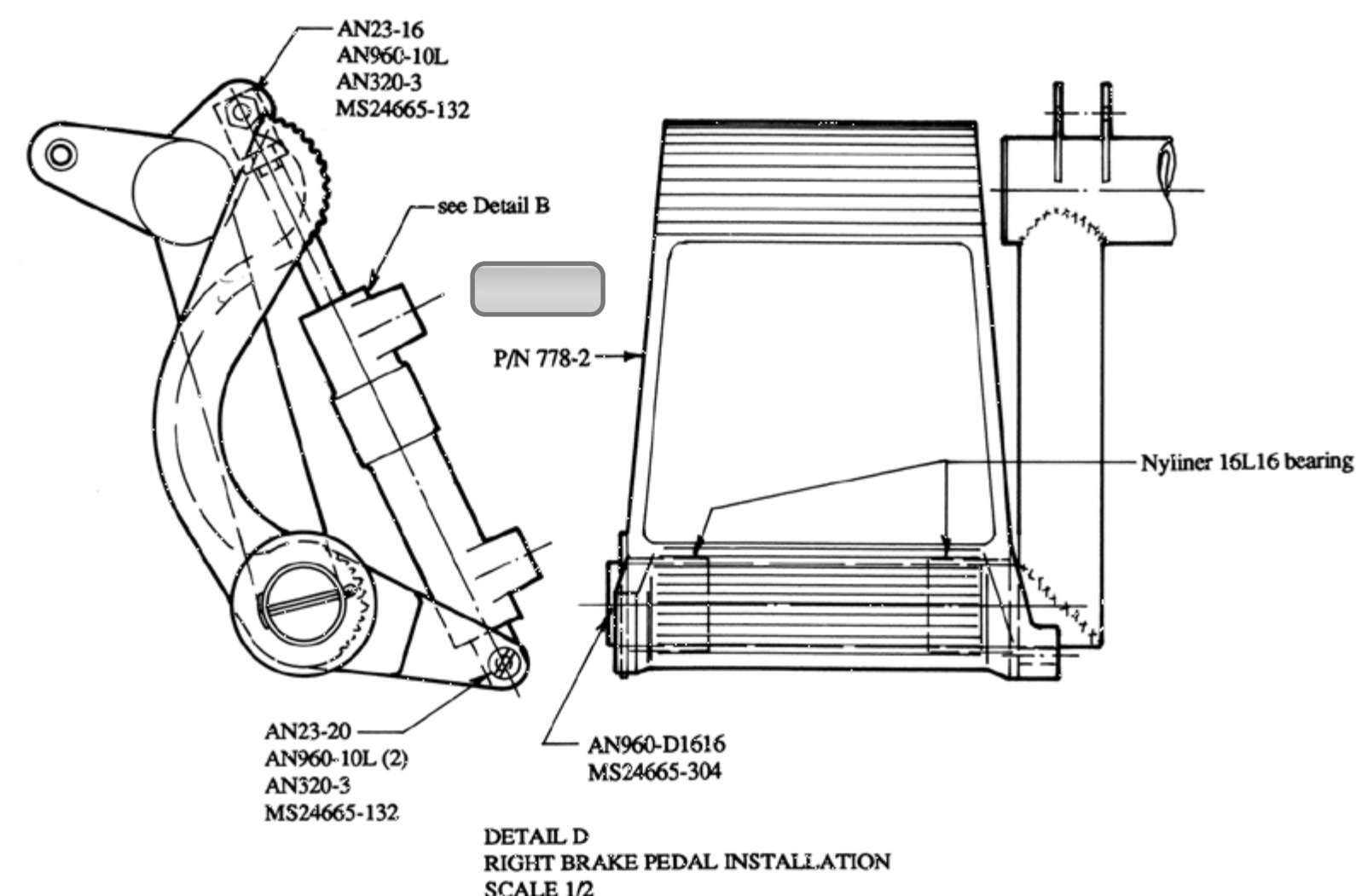
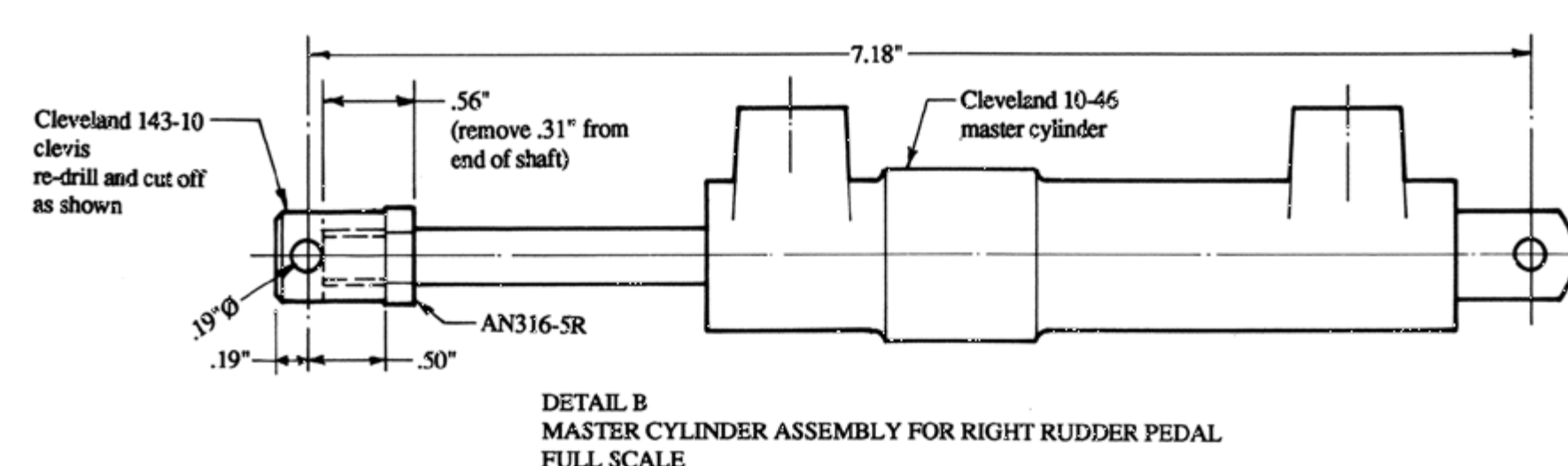
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**A24**

Revision



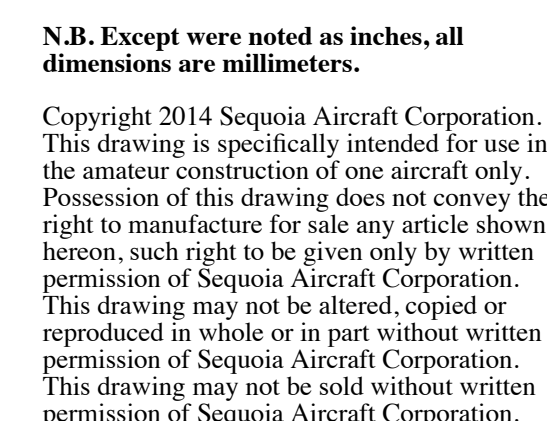


Notes

1. Yes, yes, that *is* the way it's supposed to be, so please don't call, write, fax or send smoke signals that ObMyGodTheRollersDon'tHitTheRockerArm. It's not supposed to.

The way this thing works is that the vertical arms of the steering arm hit the nose gear rocker arm and scotter the airplane on the ground. The rollers have no part of that action.

The rollers are there to prevent a disaster in the event of gear extension with crossed controls. If the nose gear is turned completely to the right and then when you extend the landing gear you have full left rudder on the controls, the rollers will hit the nose gear rocker arm, kick the nose gear around and prevent an accident. Everyone finds this very difficult to visualize, so please just think that it works – and when you get the airplane assembled, you can cross the controls and observe this ingenious design in action.



NO. 122 RUDDER CONTROLS INSTALLATION  
SCALE 1/8

# F.8L FALCO



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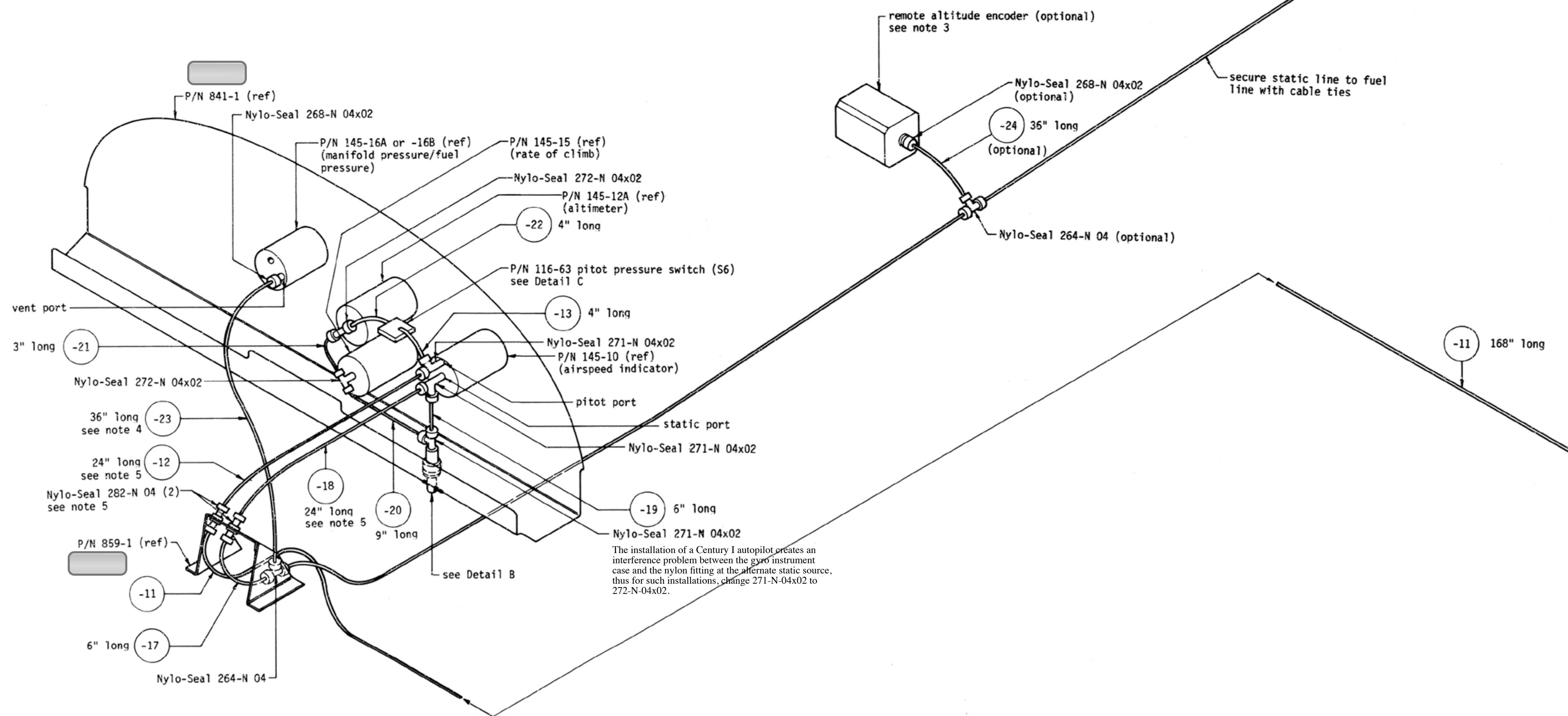
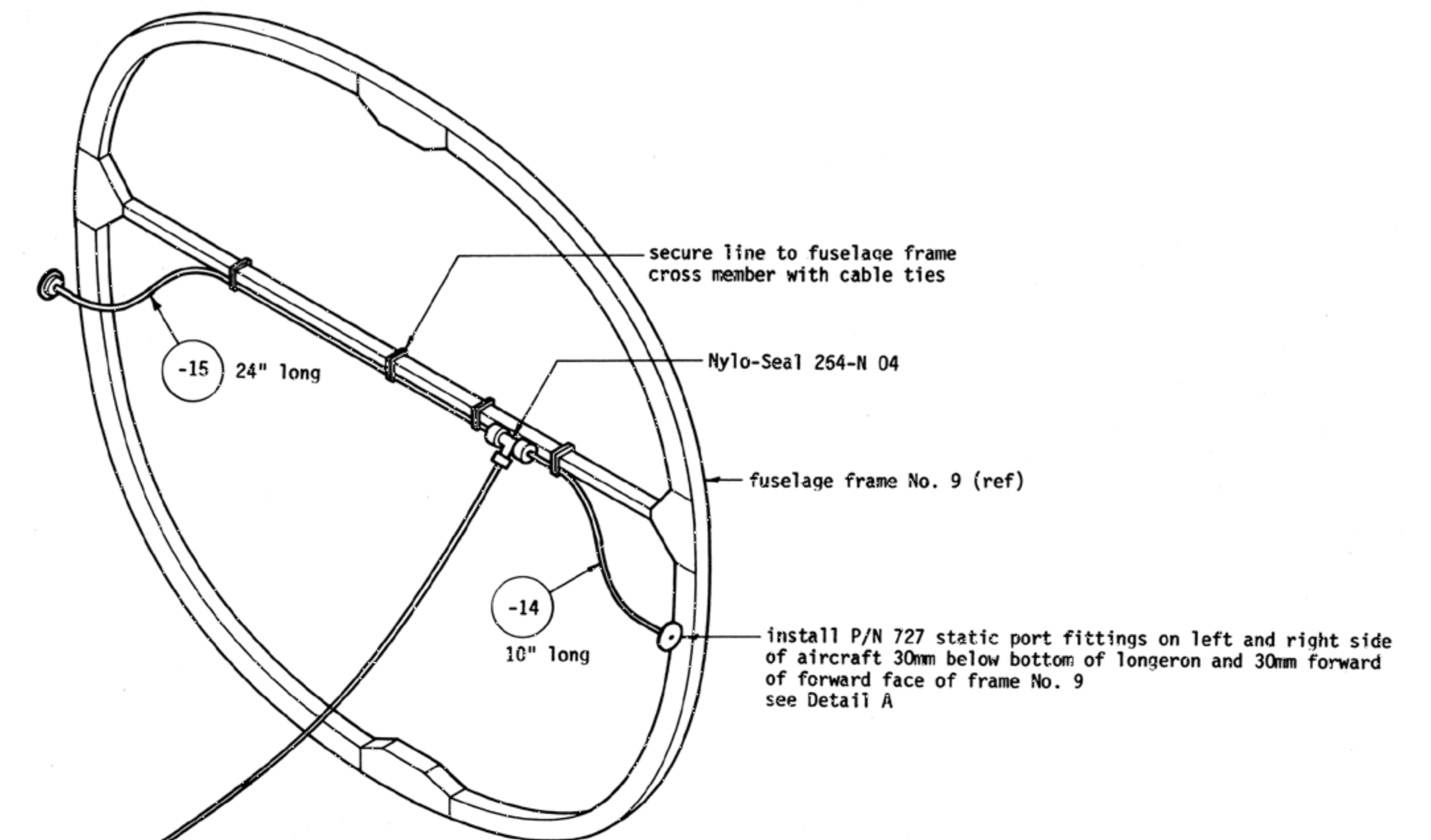
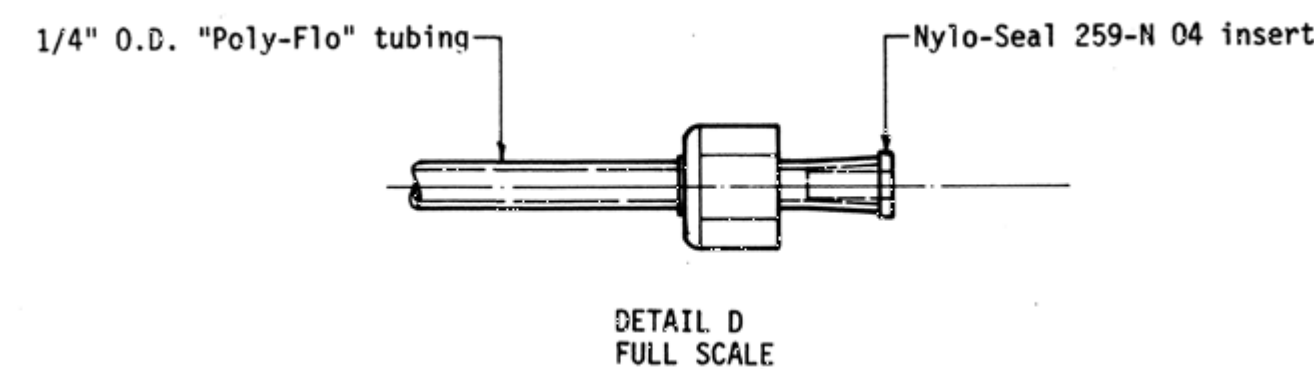
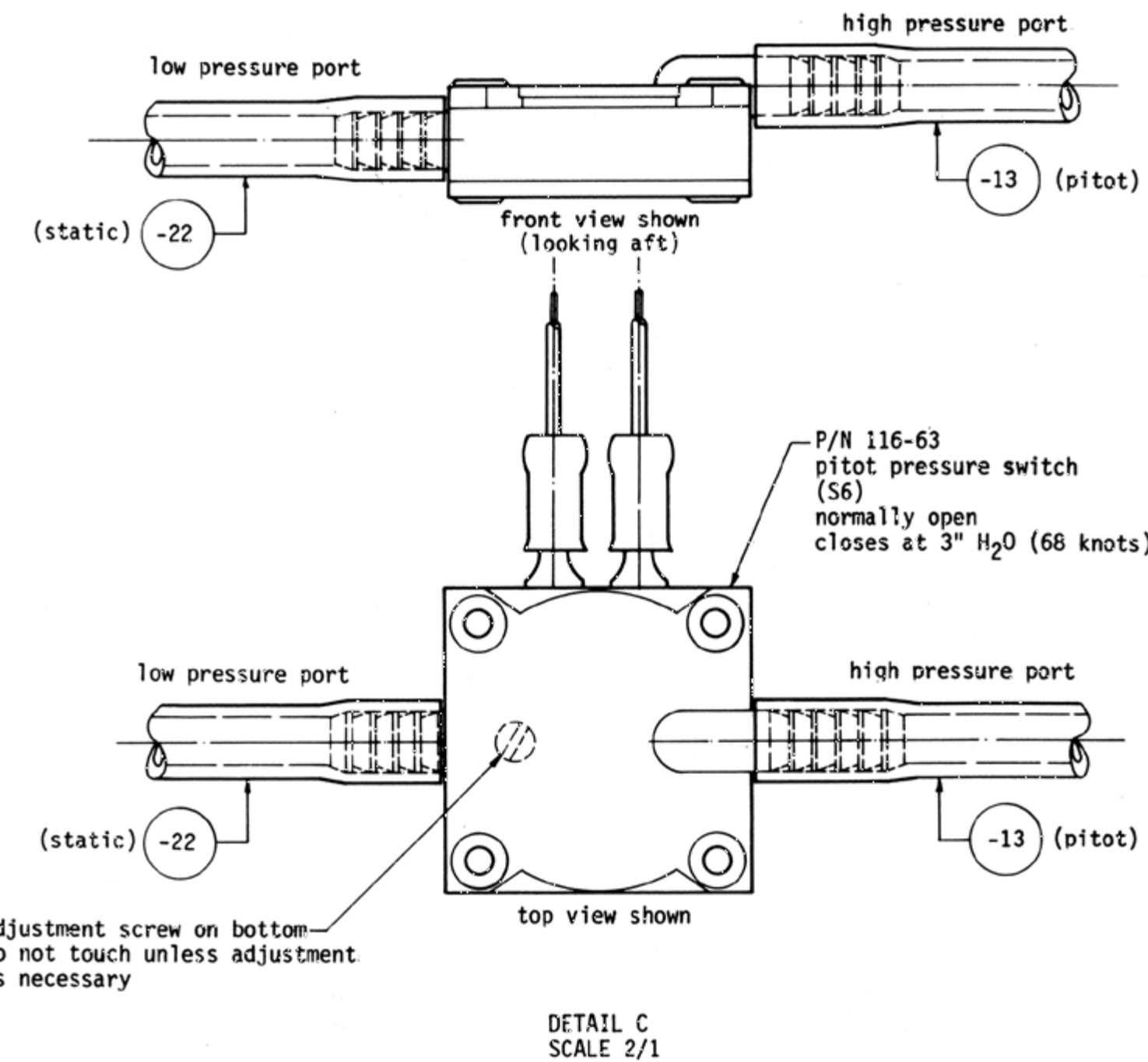
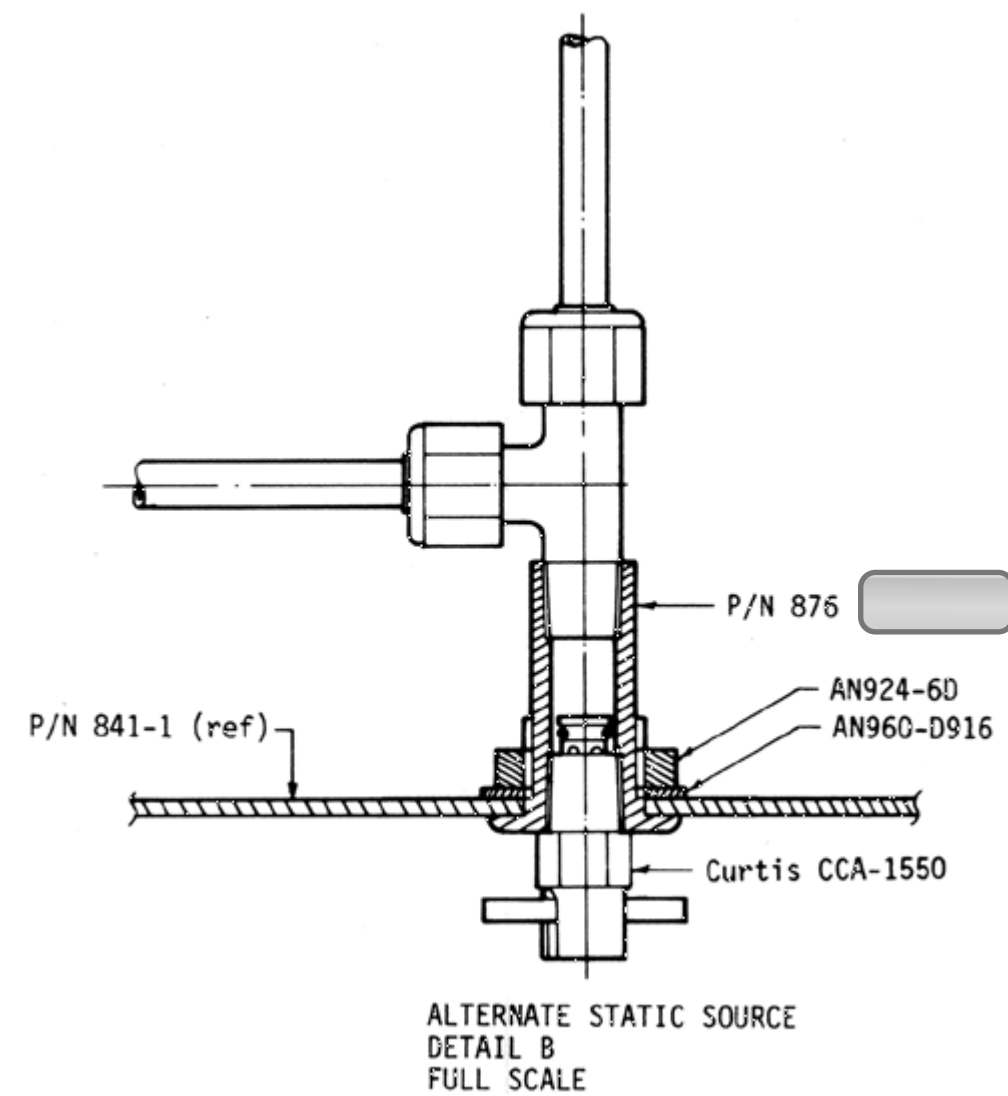
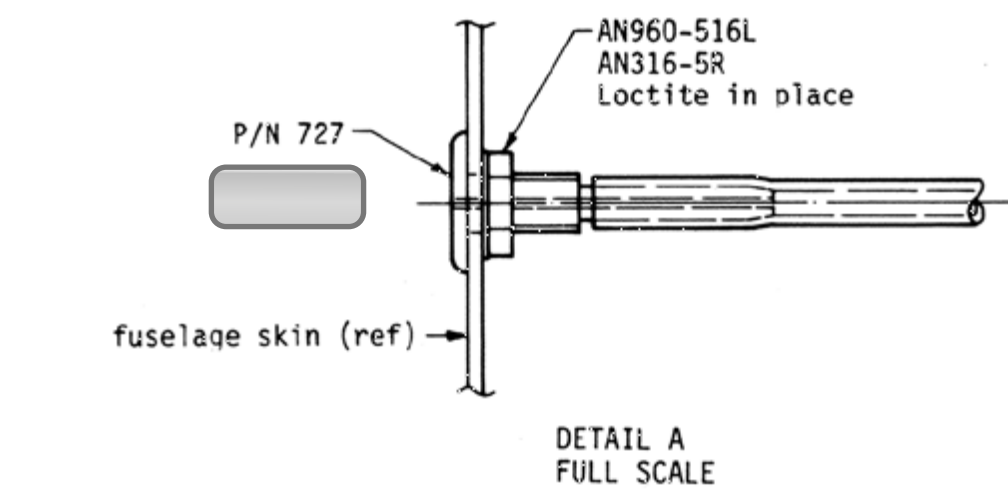
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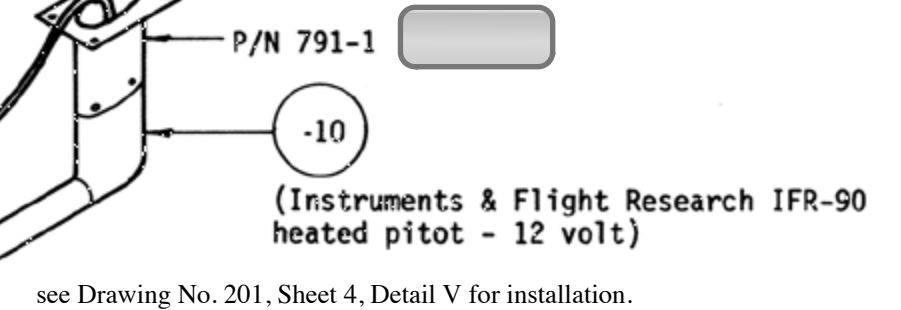
## Revision

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- Notes
1. All tubing is 1/4" O.D. "Poly-Flo" polyethylene tubing. Nylo-Seal 259-N 04 inserts must be used at all connections with Nylo-Seal fittings. See Detail D.
  2. Lengths given for tubing are approximate and are supplied for ordering purposes only.
  3. Install remote altitude encoder on aft face of fuselage frame No. 6. Position shown is not to be followed and is shown for clarity only.
  4. To remove instrument panel, the manifold pressure/fuel pressure gauge (P/N 145-16A or -16B) must be first removed from the instrument panel and placed on the cockpit floor with all hoses and fittings attached to avoid fuel spillage from fuel pressure line; therefore, all lines to this gauge should be routed to provide for such removal and should be of sufficient length.
  5. Mark static line and fitting with green paint or dye and mark pitot line and fitting with red paint or dye to avoid mis-connections when removing instrument panel. (Nylon Nylo-Seal fittings may be dyed with "Rit" fabric dye.)



## NO. 151 PITOT-STATIC SYSTEM INSTALLATION SCALE 1/5

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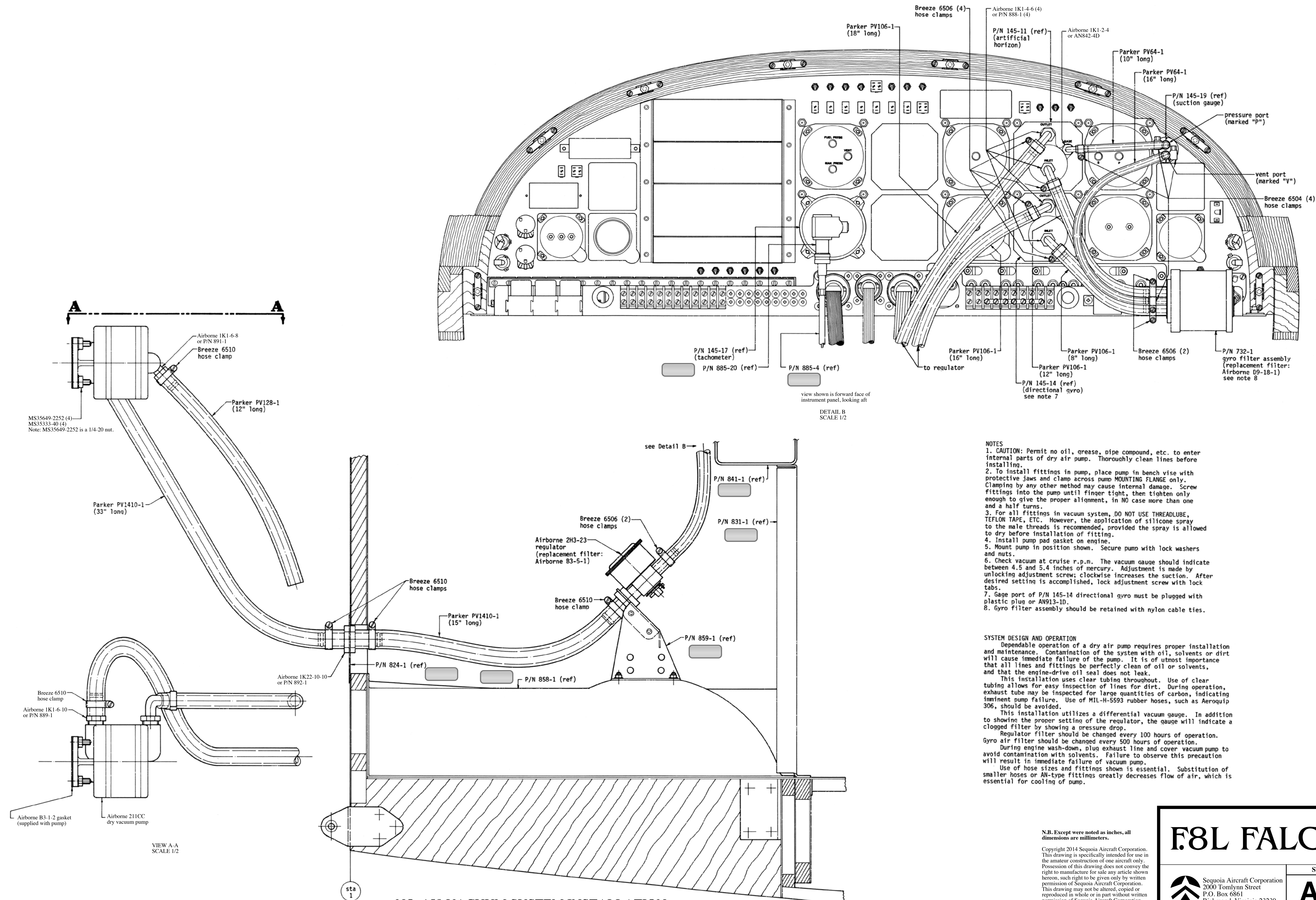
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## A26

Revision B





- NOTES
1. CAUTION: Permit no oil, grease, pipe compound, etc. to enter internal parts of dry air pump. Thoroughly clean lines before installing.
  2. To install fittings in pump, place pump in bench vise with protective jaws and clamp across pump MOUNTING FLANGE only. Clamping by any other method may cause internal damage. Screw fittings into the pump until finger tight, then tighten only enough to give the proper alignment, in NO case more than one and a half turns.
  3. For all fittings in vacuum system, DO NOT USE THREADLUBE, TEFLON TAPE, ETC. However, the application of silicone spray to the male threads is recommended, provided the spray is allowed to dry before installation of fitting.
  4. Install pump pad gasket on engine.
  5. Mount pump in position shown. Secure pump with lock washers and nuts.
  6. Check vacuum at cruise r.p.m. The vacuum gauge should indicate between 4.5 and 5.4 inches of mercury. Adjustment is made by unlocking adjustment screw; clockwise increases the suction. After desired setting is accomplished, lock adjustment screw with lock tabs.
  7. Gage port of P/N 145-14 directional gyro must be plugged with plastic plug or AN913-10.
  8. Gyro filter assembly should be retained with nylon cable ties.

SYSTEM DESIGN AND OPERATION

Dependable operation of a dry air pump requires proper installation and maintenance. Contamination of the system with oil, solvents or dirt will cause immediate failure of the pump. It is of utmost importance that all lines and fittings be perfectly clean of oil or solvents, and that the engine-drive oil seal does not leak.

This installation uses clear tubing throughout. Use of clear tubing allows for easy inspection of lines for dirt. During operation, exhaust tube may be inspected for large quantities of carbon, indicating imminent pump failure. Use of MIL-H-5593 rubber hoses, such as Aeroquip 306, should be avoided.

This installation utilizes a differential vacuum gauge. In addition to showing the proper setting of the regulator, the gauge will indicate a clogged filter by showing a pressure drop.

Regulator filter should be changed every 100 hours of operation. Gyro air filter should be changed every 500 hours of operation.


During engine wash-down, plug exhaust line and cover vacuum pump to avoid contamination with solvents. Failure to observe this precaution will result in immediate failure of vacuum pump.

Use of hose sizes and fittings shown is essential. Substitution of smaller hoses or AN-type fittings greatly decreases flow of air, which is essential for cooling of pump.

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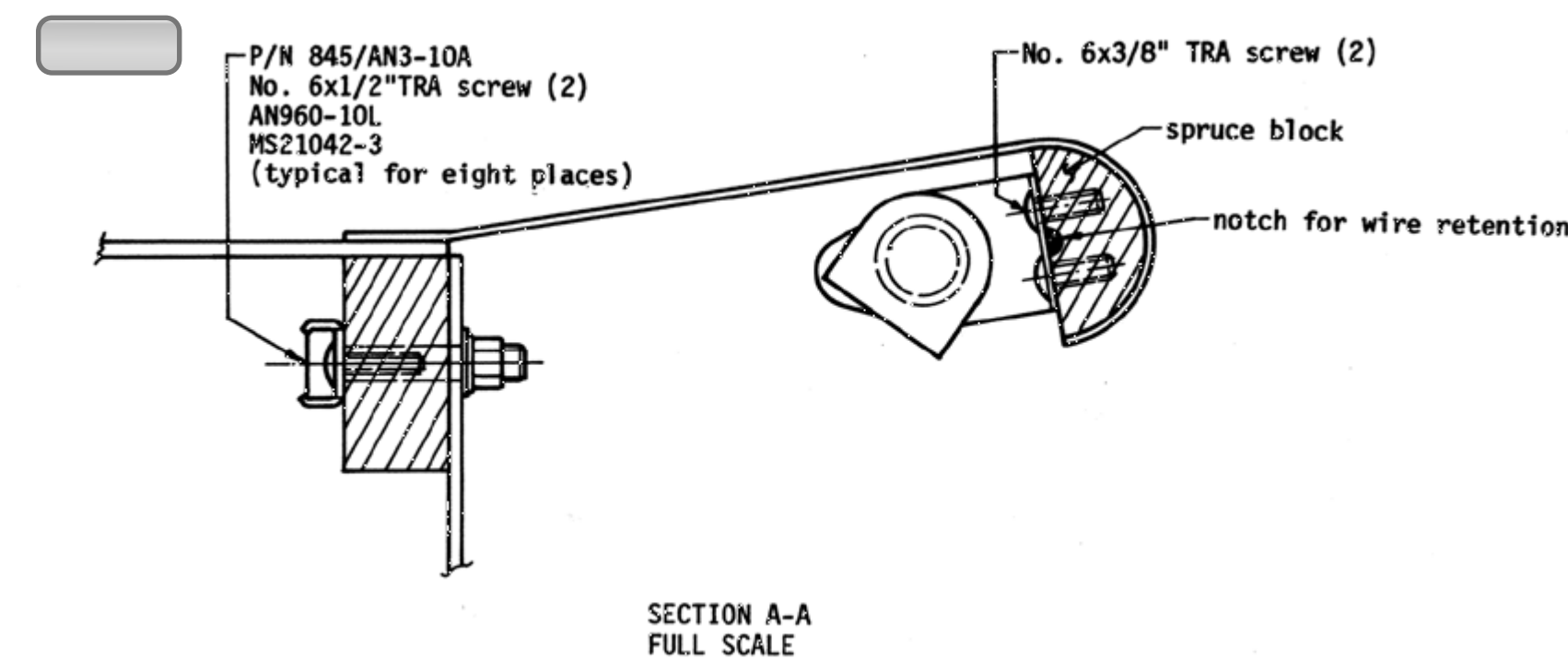
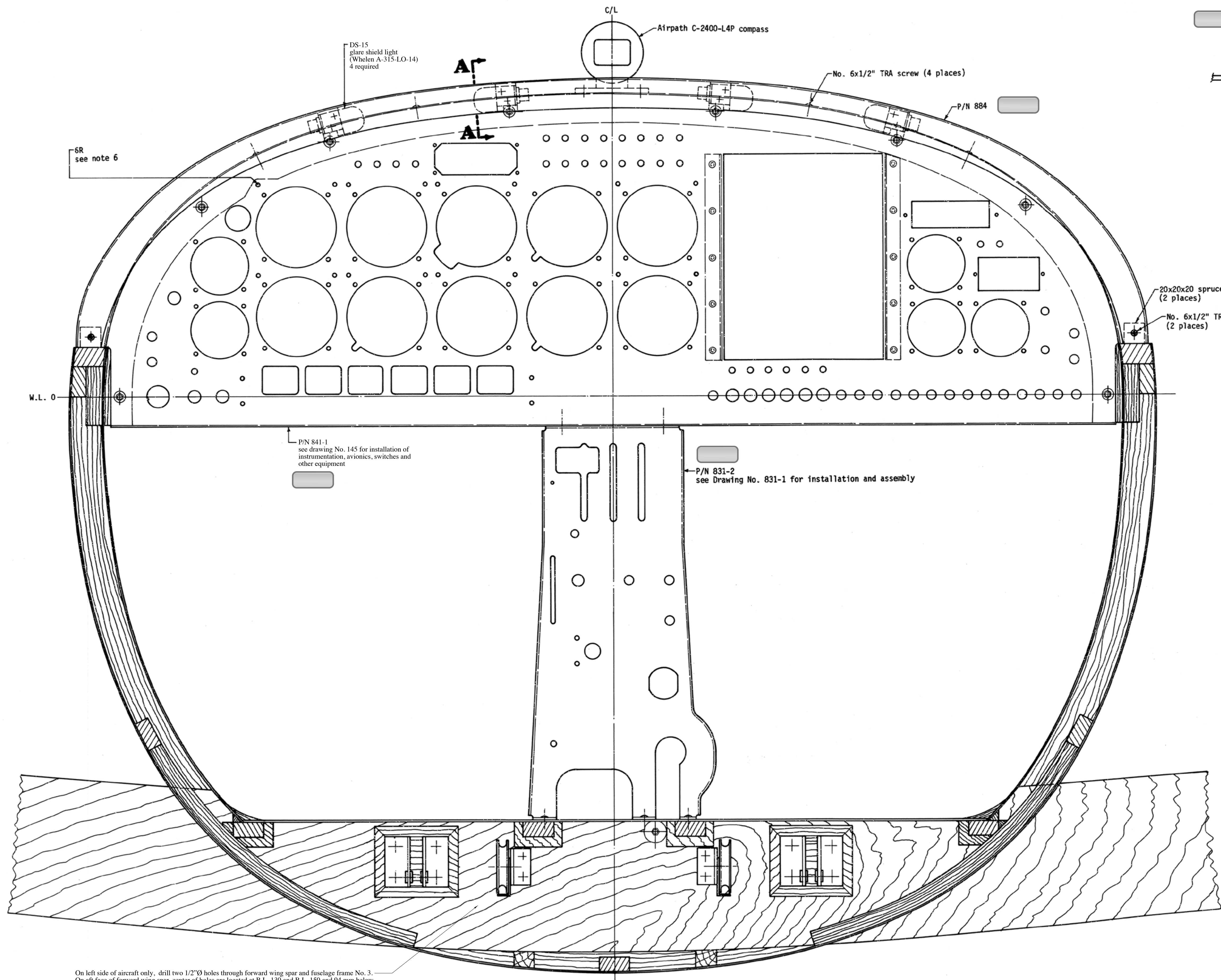
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<b>A27</b>	
Revision	D





- Installation Notes:
1. Install P/N 831-2 on P/N 841-1. See drawing No. 831-1 for details.
  2. Clamp P/N 841-1 and 831-2 in place.
  3. Install 3 screws attaching P/N 831-2 to floor. See drawing No. 831-1 for details.
  4. Drill 3/16\"/>

On left side of aircraft only, drill two 1/2\"/>

view shown at fuselage frame No. 3 looking forward

**NO. 155 INSTRUMENT PANEL INSTALLATION**  
**ONE REQUIRED PER AIRCRAFT**  
**SCALE 1/2**

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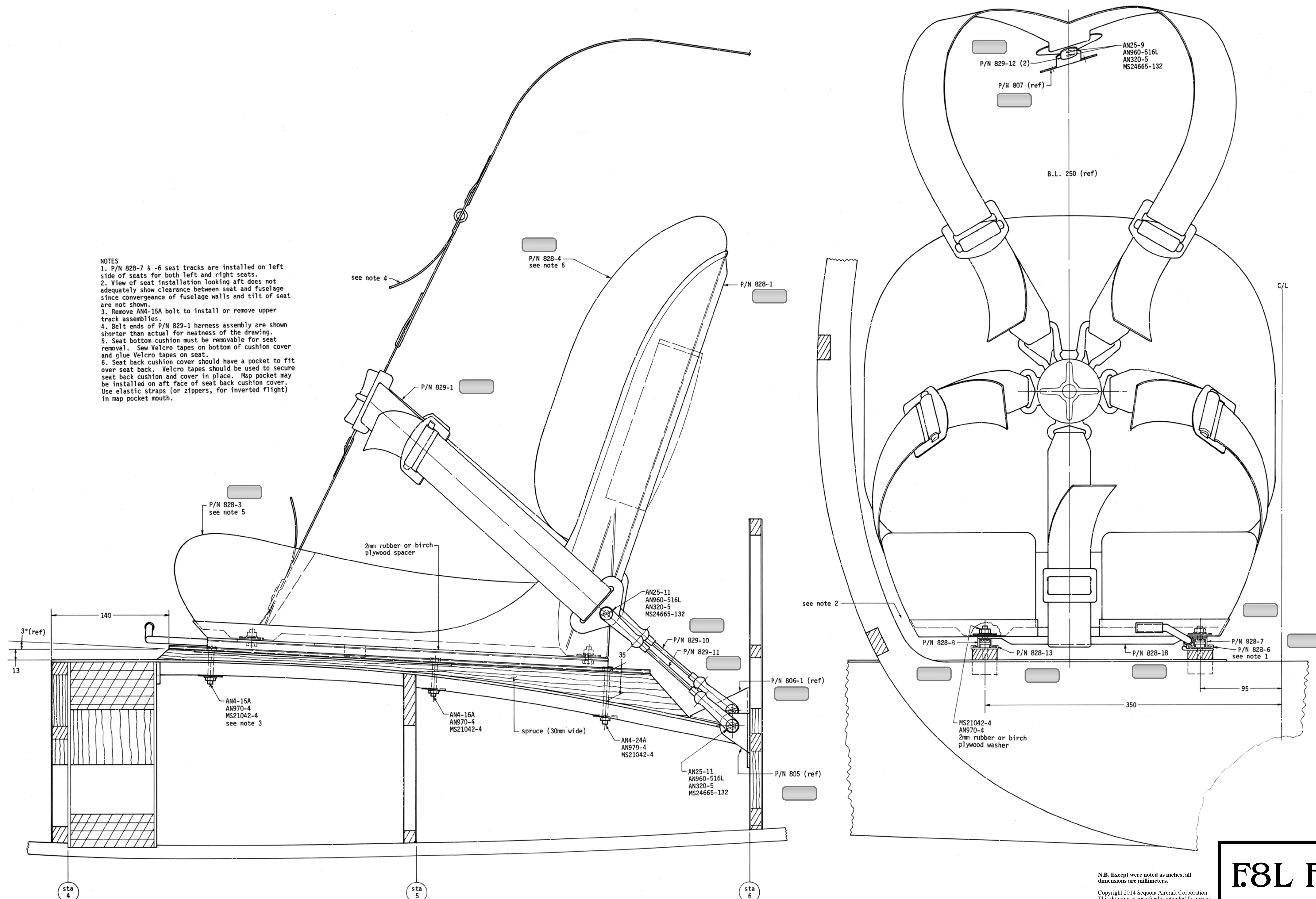
Sheet

**A28**

Revision

C





NO. 156 SEAT & HARNESS INSTALLATION  
RIGHT HAND SHOWN, LEFT HAND OPPOSITE  
ONE EACH REQUIRED PER AIRCRAFT  
SCALE 1/2

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**A29**

Revision



material: 6061-T6 aluminum  
alodine  
No. 153-4 STANDOFF  
ONE REQUIRED PER AIRCRAFT  
FULL SCALE

-9 make from AN393-9  
.375"  
.250"  
.128"dia  
.31"dia  
drill .125"dia  
-10 make from MS20470AD4-10  
epoxy in place  
paint white  
No. 153-3 INDICATOR ASSEMBLY  
ONE REQUIRED PER AIRCRAFT  
FULL SCALE

72"  
(cut to length at installation)  
MS20667-2  
1/16"dia 7x7 stainless steel cable  
MIL-C-5424A  
No. 153-2 CABLE ASSEMBLY  
ONE REQUIRED PER AIRCRAFT  
FULL SCALE

5mm elastic stop nut  
AN960-10L  
AN960-D416  
Dia Compe P/N 66.2 support stud  
Dia Compe P/N 65C adjuster barrel & nut  
No. 153-6 ADJUSTER ASSEMBLY  
ONE REQUIRED PER AIRCRAFT  
FULL SCALE


-5 (Lee Spring P/N LE-037CD-11MM)  
P/N 831-2 (ref)  
-6  
-7 (Dia Compe No. 102 casing or equivalent)  
supply 48" long  
cut to length at installation  
-8 (AMP 323747)  
swage or crimp terminal  
over cable & braze  
-4  
MS24665-132  
-3  
-11  
-2  
6-32x1/8" set screw  
see drawing No. 831-1 for installation  
DETAIL A  
FULL SCALE

P/N 831-1 (ref)  
MS21919-DG3  
No. 8 x 1" TRA screw  
P/N 788A (ref)  
MS35489-4  
drill 5/16"dia holes  
in P/N 788A  
install on stud on  
P/N 853 actuator  
see Detail A

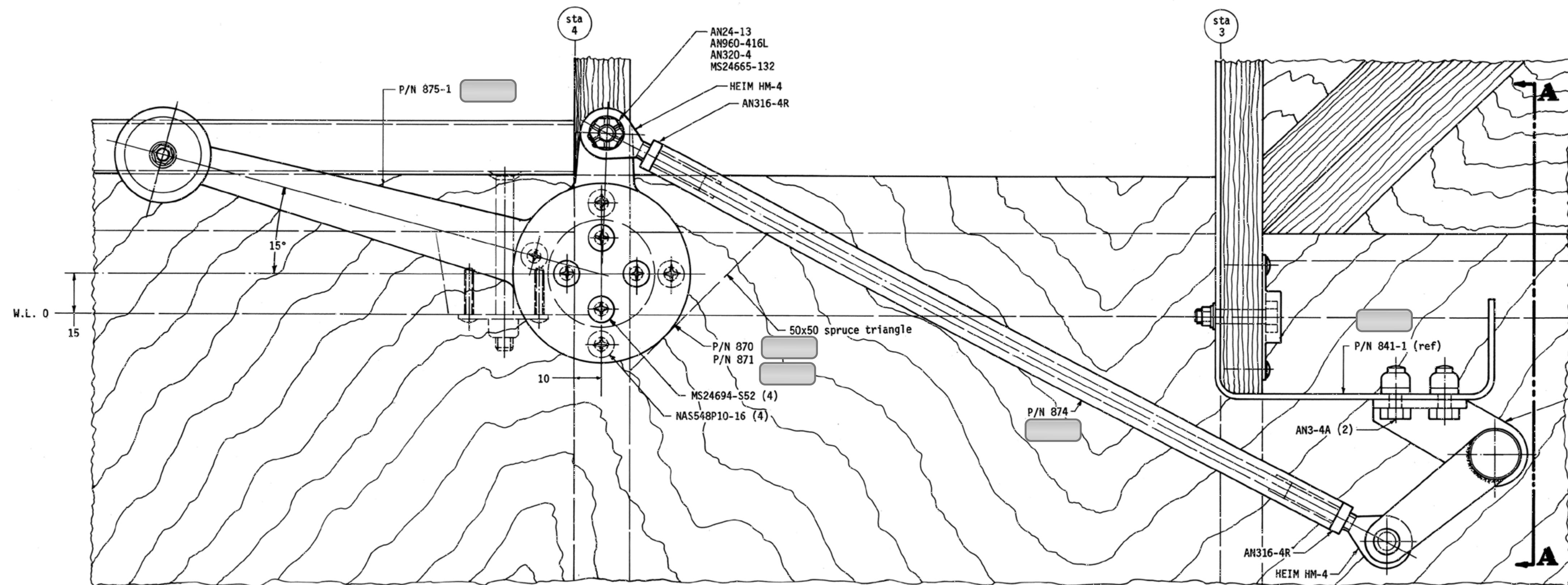
2.375"  
.346"dia  
.375"  
15°  
drill #28  
(.1405"dia)  
tap 6-32  
drill #52  
(.0635"dia)  
material: 6061-T6 aluminum  
black anodize  
No. 153-11 FLAP POSITION SWITCH CAM  
ONE REQUIRED PER AIRCRAFT  
FULL SCALE

NO. 153-1 FLAP INDICATOR INSTALLATION  
ONE REQUIRED PER AIRCRAFT  
SCALE 1/6

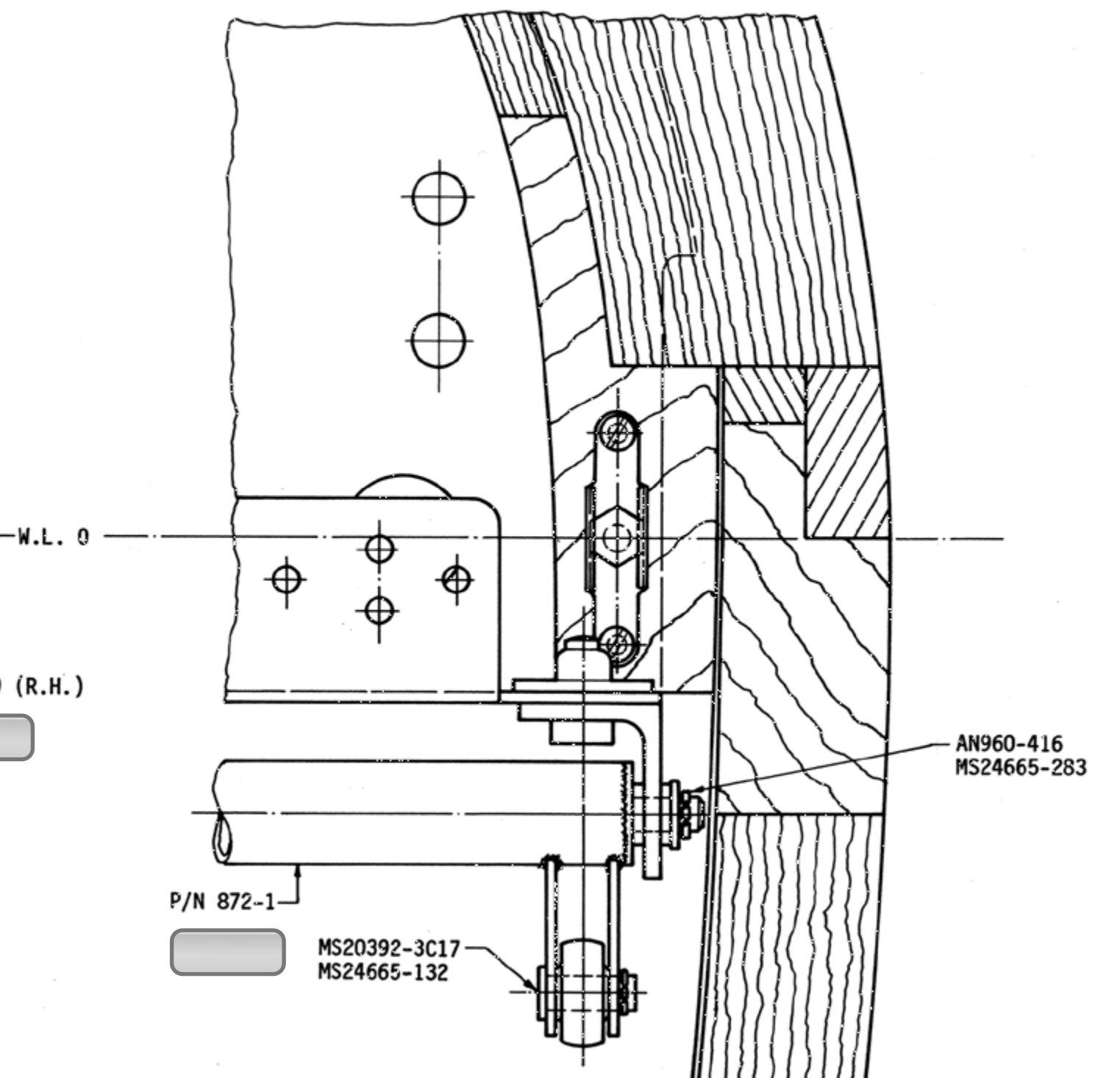
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		A30	
Revision		A	

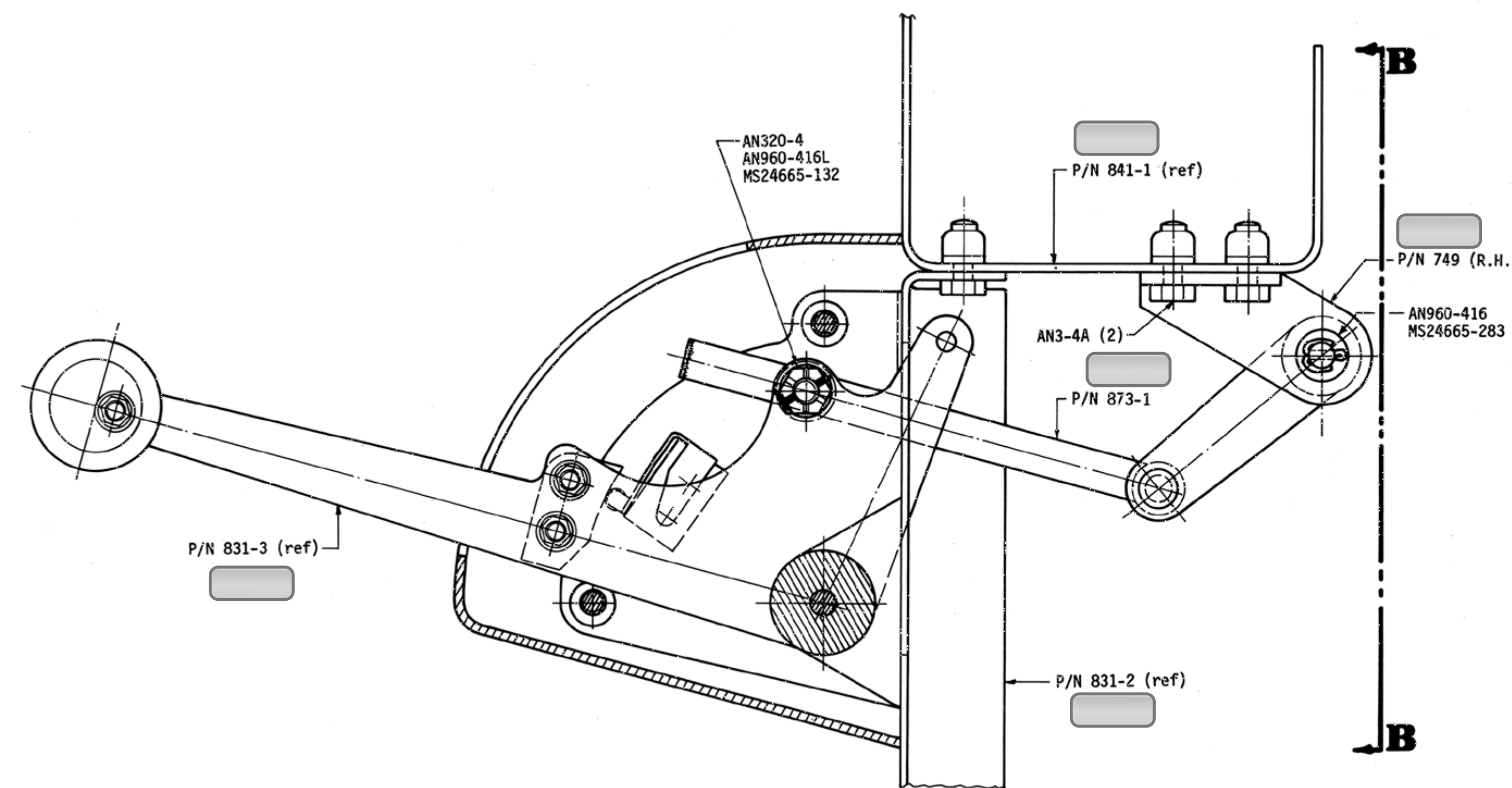




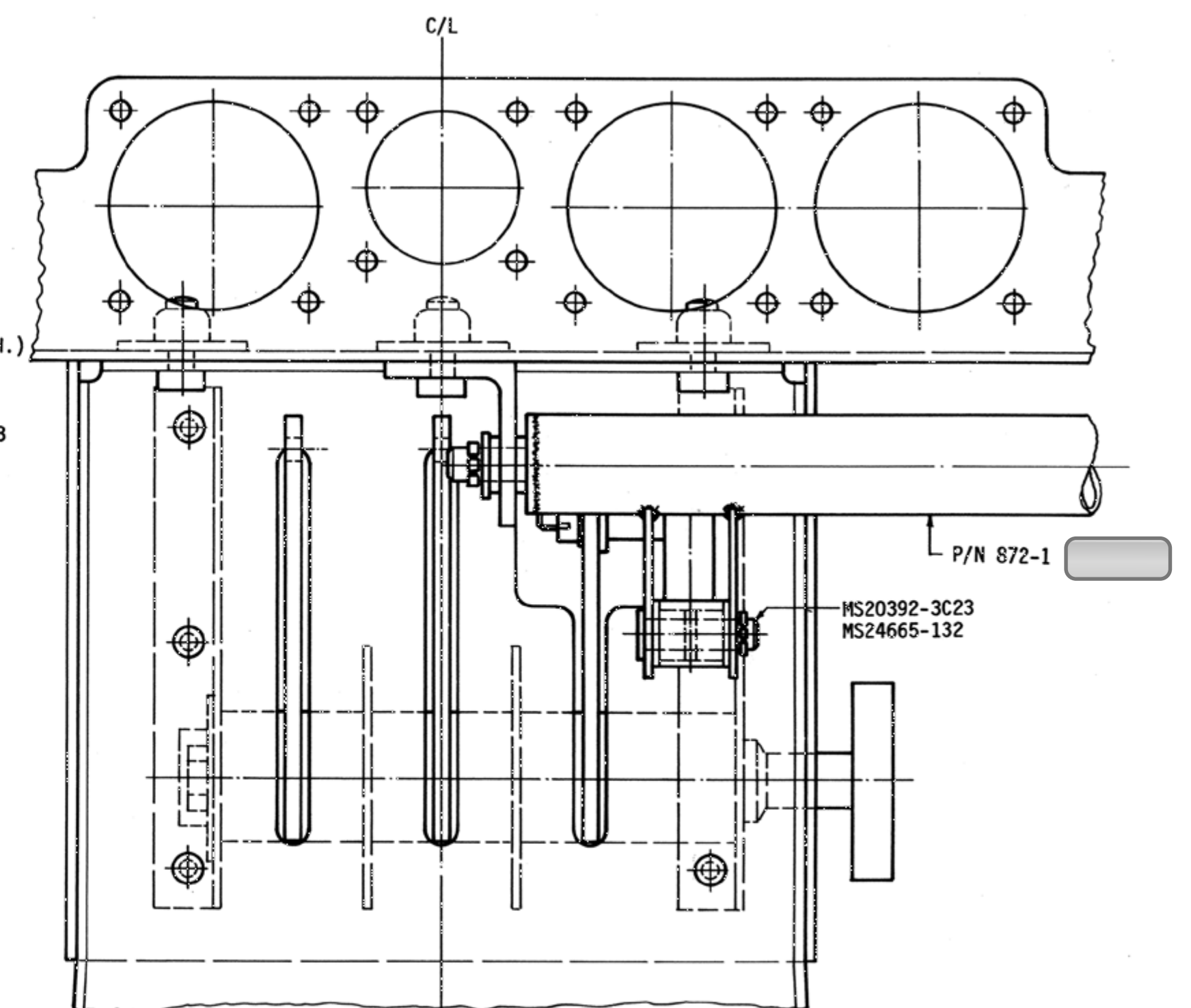
VIEW SHOWN IS LEFT SIDE OF COCKPIT  
VIEWED FROM INSIDE AIRCRAFT COCKPIT



VIEW A-A  
FULL SCALE



VIEW SHOWN IS A SECTION THROUGH AIRCRAFT CENTERLINE  
LOOKING TOWARD LEFT SIDE OF AIRCRAFT



VIEW B-B  
FULL SCALE

## NO. 157 LEFT HAND THROTTLE MODIFICATION FULL SCALE

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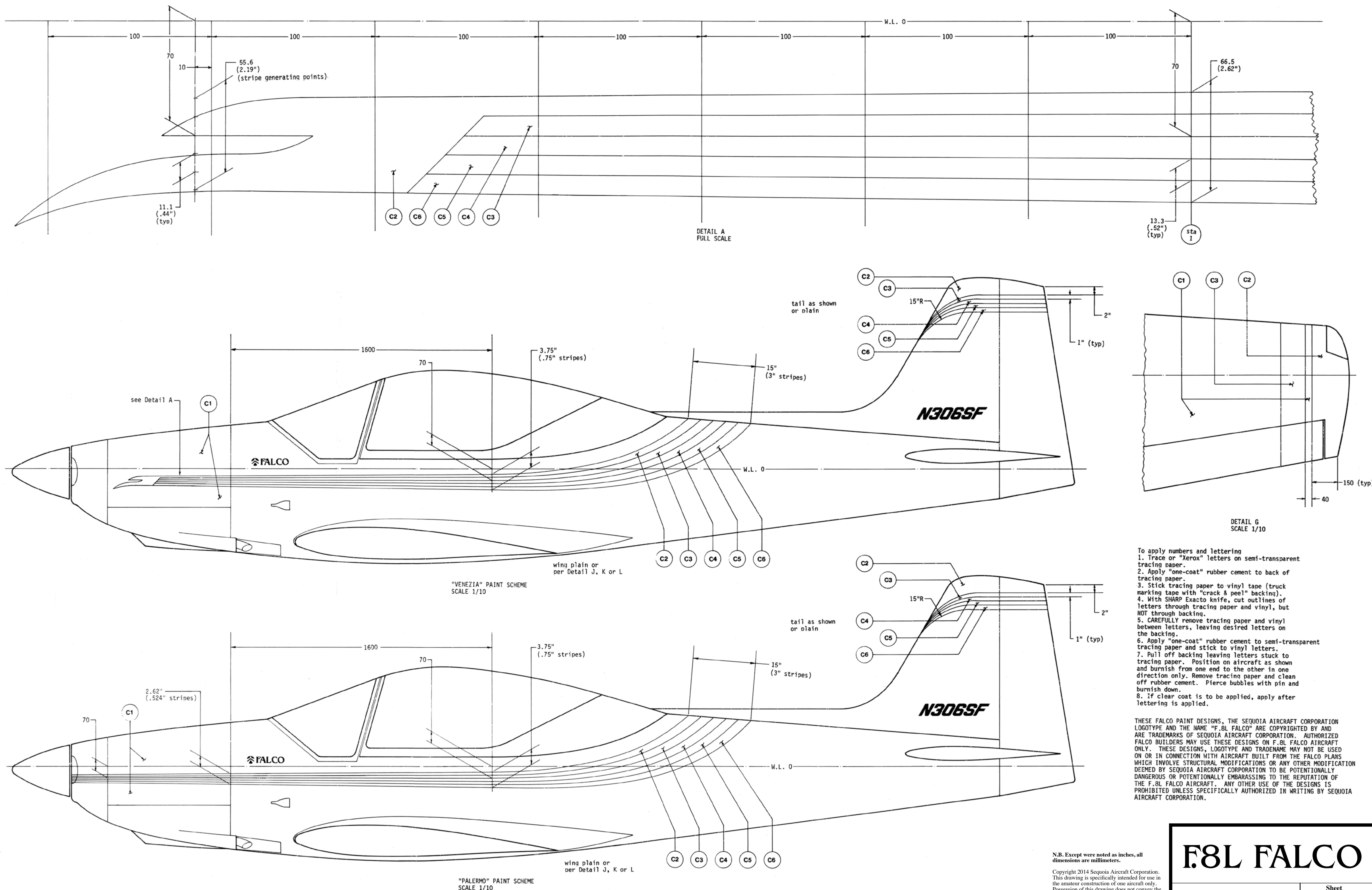
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To apply numbers and lettering

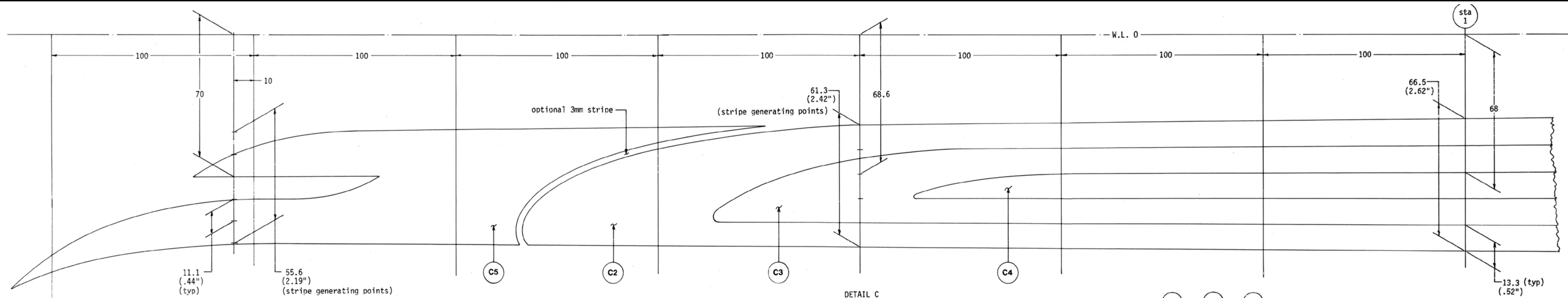
1. Trace or "Xerox" letters on semi-transparent tracing paper.
2. Apply "one-coat" rubber cement to back of tracing paper.
3. Stick tracing paper to vinyl tape (truck marking tape with "crack & peel" backing).
4. With SHARP Exacto knife, cut outlines of letters through tracing paper and vinyl, but NOT through backing.
5. CAREFULLY remove tracing paper and vinyl between letters, leaving desired letters on the backing.
6. Apply "one-coat" rubber cement to semi-transparent tracing paper and stick to vinyl letters.
7. Pull off backing leaving letters stuck to tracing paper. Position on aircraft as shown and burnish from one end to the other in one direction only. Remove tracing paper and clean off rubber cement. Pierce bubbles with pin and burnish down.
8. If clear coat is to be applied, apply after lettering is applied.

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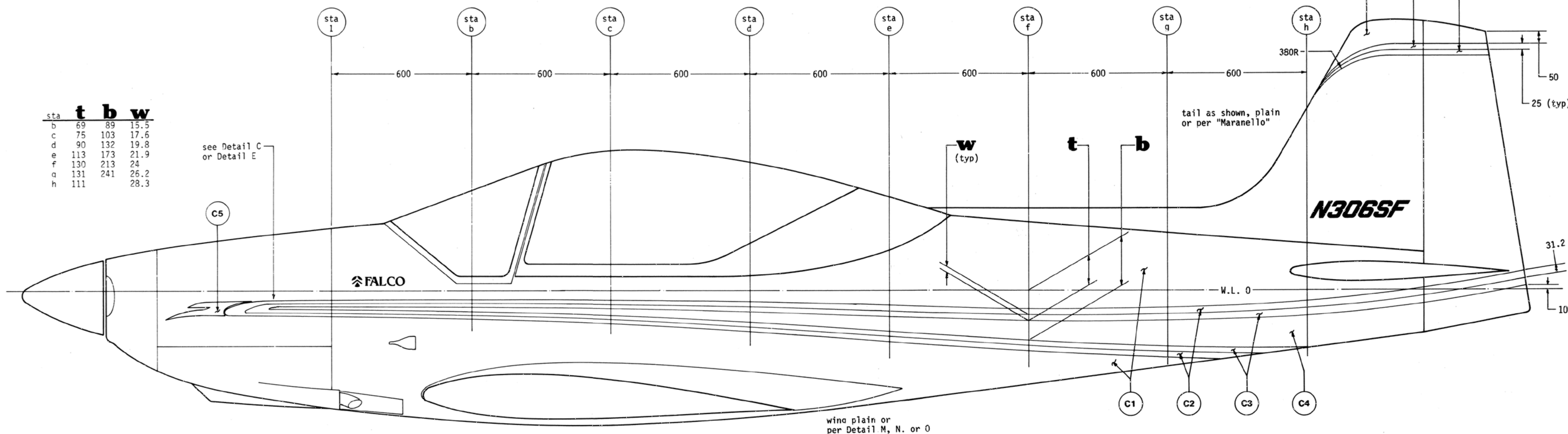
<h1>F.8L FALCO</h1>	
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	Sheet <b>A32</b>
	Revision



DETAIL C  
FULL SCALE

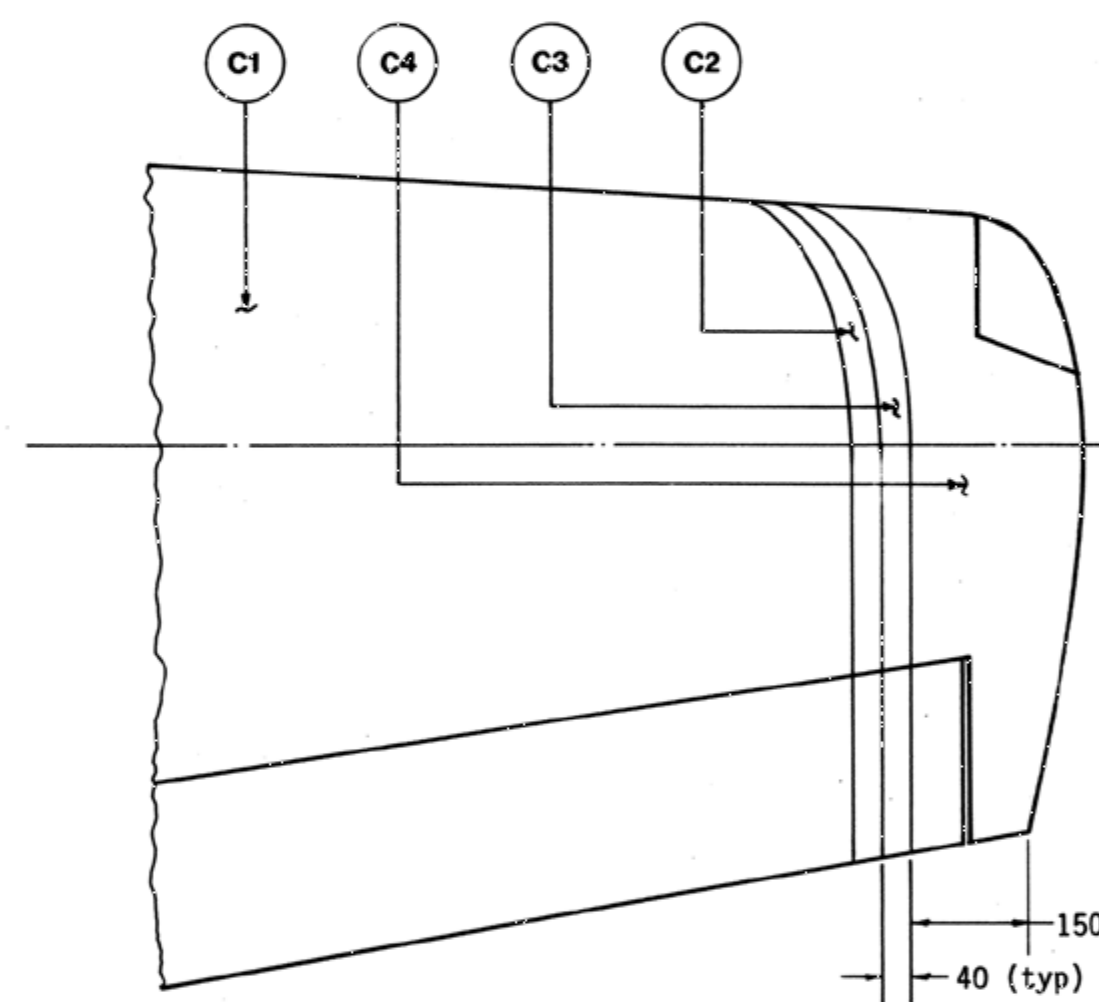
sta	t	b	w
b	69	89	15.5
c	75	103	17.6
d	90	132	19.8
e	113	173	21.9
f	130	213	24
g	131	241	25.2
h	111		28.3

see Detail C  
or Detail E



wing plain or  
per Detail M, N, or O

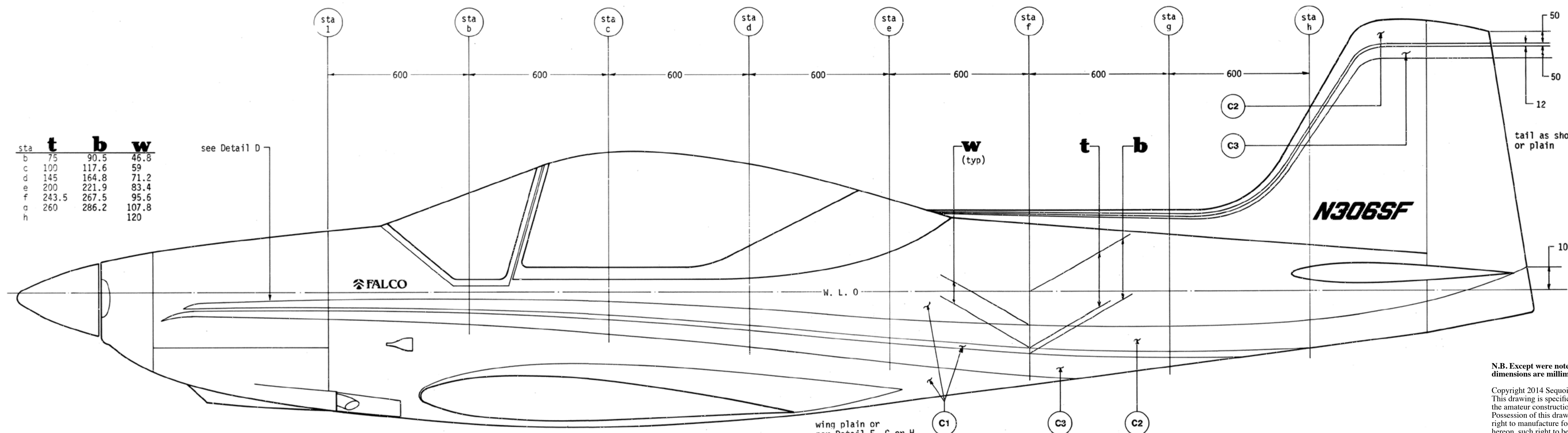
"MODENA" PAINT SCHEME  
SCALE 1/10



DETAIL O  
SCALE 1/10

sta	t	b	w
b	75	90.5	46.8
c	100	117.6	59
d	145	164.8	71.2
e	200	221.9	83.4
f	243.5	267.5	95.6
g	260	286.2	107.8
h			120

see Detail D



wing plain or  
per Detail F, G or H

"SAN MARINO" PAINT SCHEME  
SCALE 1/10

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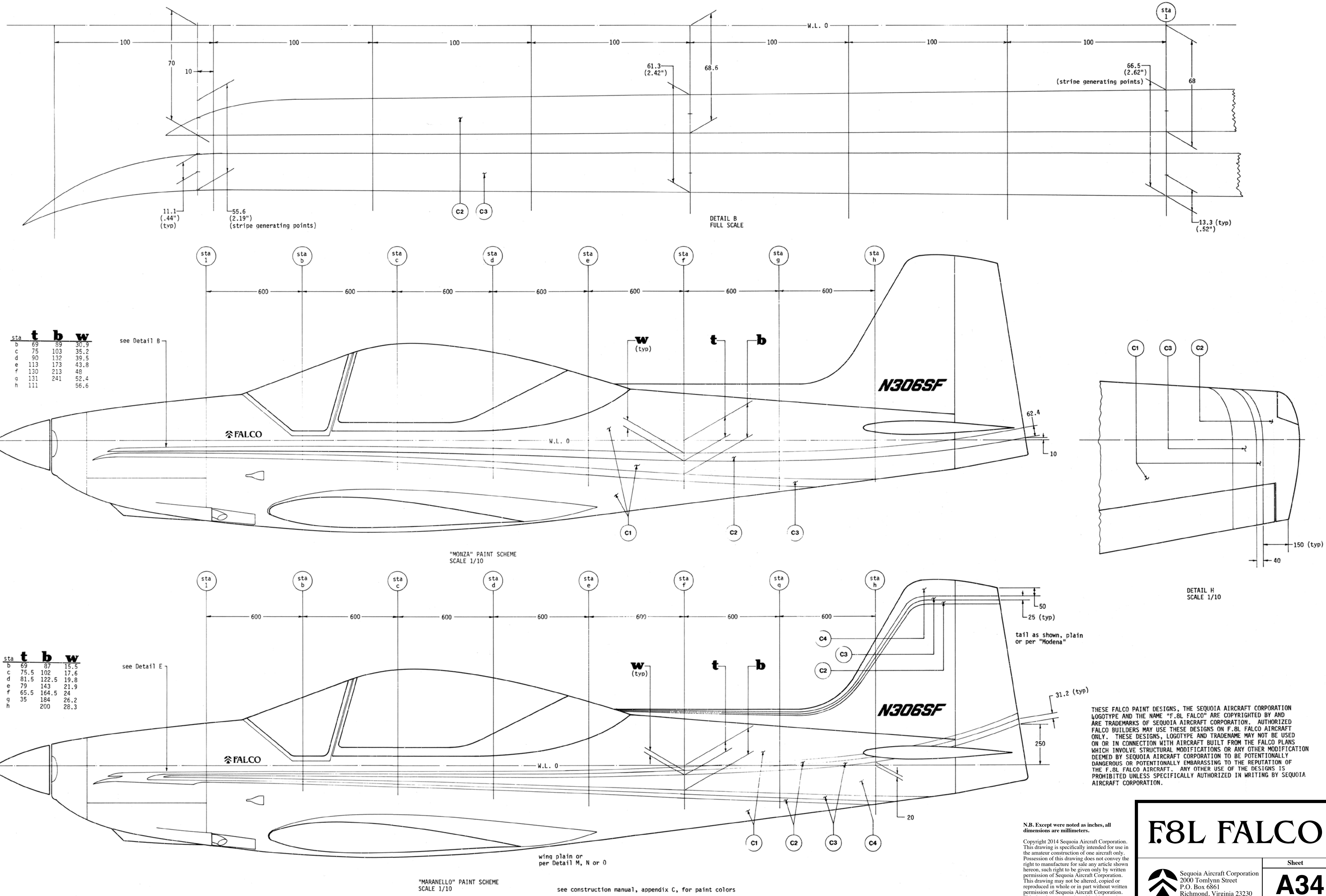
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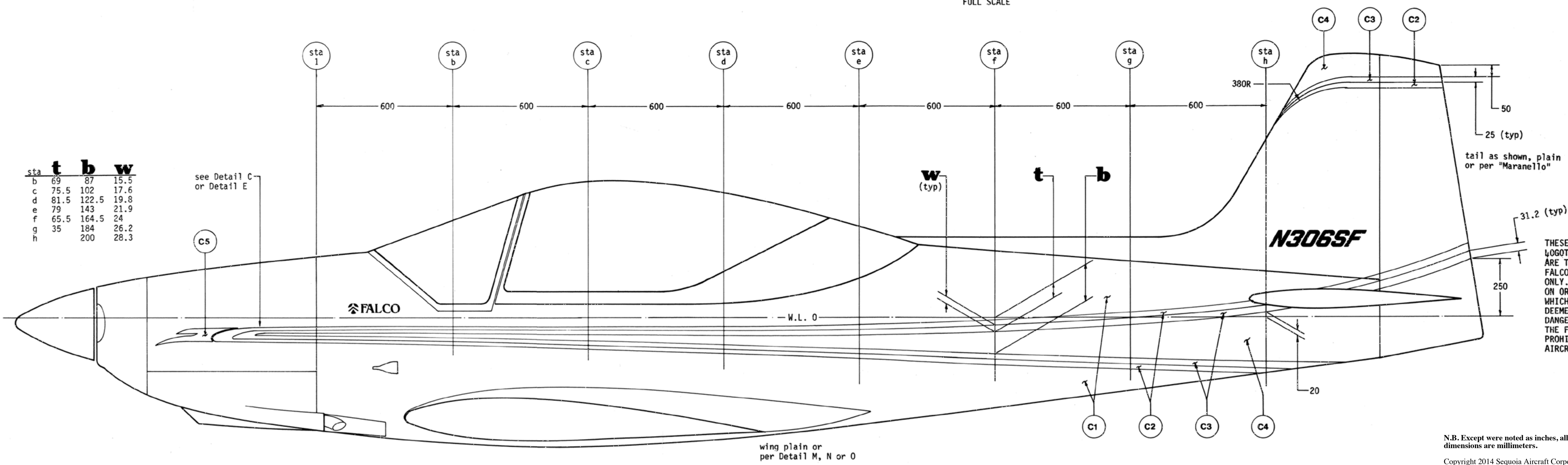
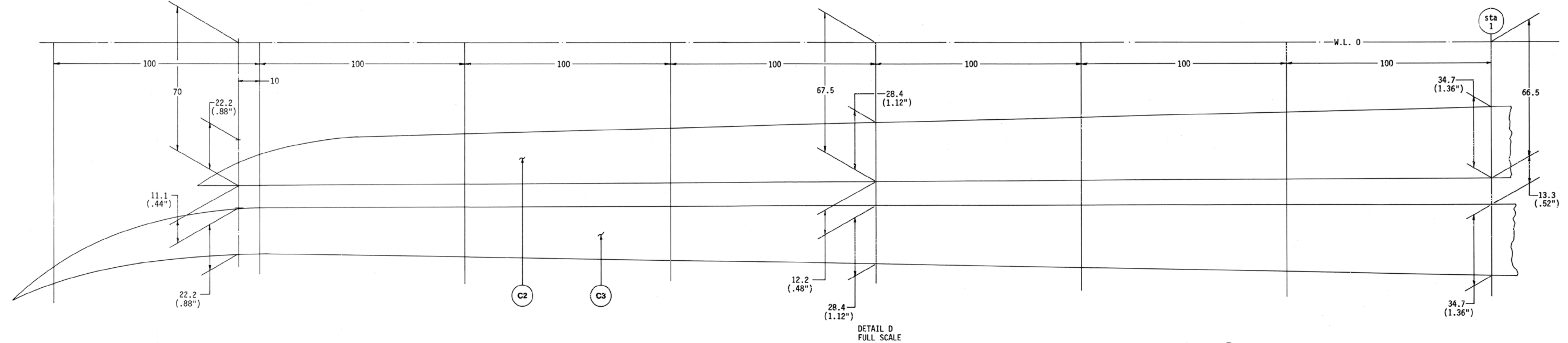
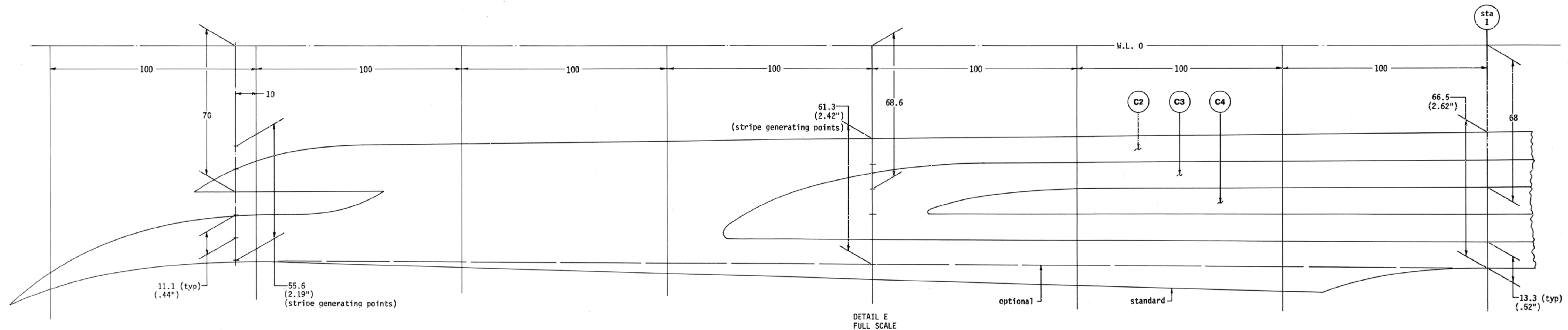


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sta	t	b	w
b	69	87	15.5
c	75.5	102	17.6
d	81.5	122.5	19.8
e	79	143	21.9
f	65.5	164.5	24
g	35	184	26.2
h		200	28.3

see Detail C  
or Detail E

tail as shown, plain  
or per "Maranello"

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"TORINO" PAINT SCHEME  
SCALE 1/10

see construction manual, appendix C, for paint colors

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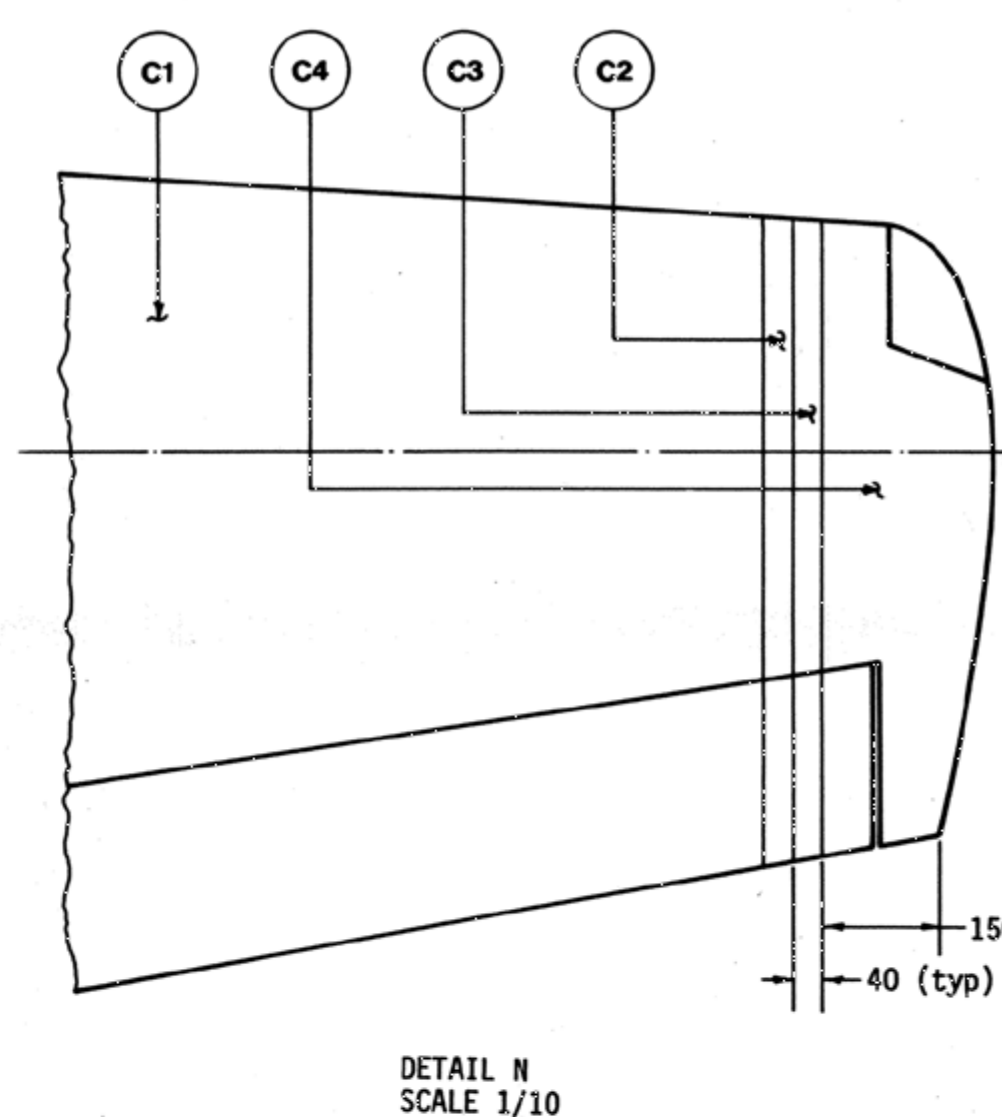
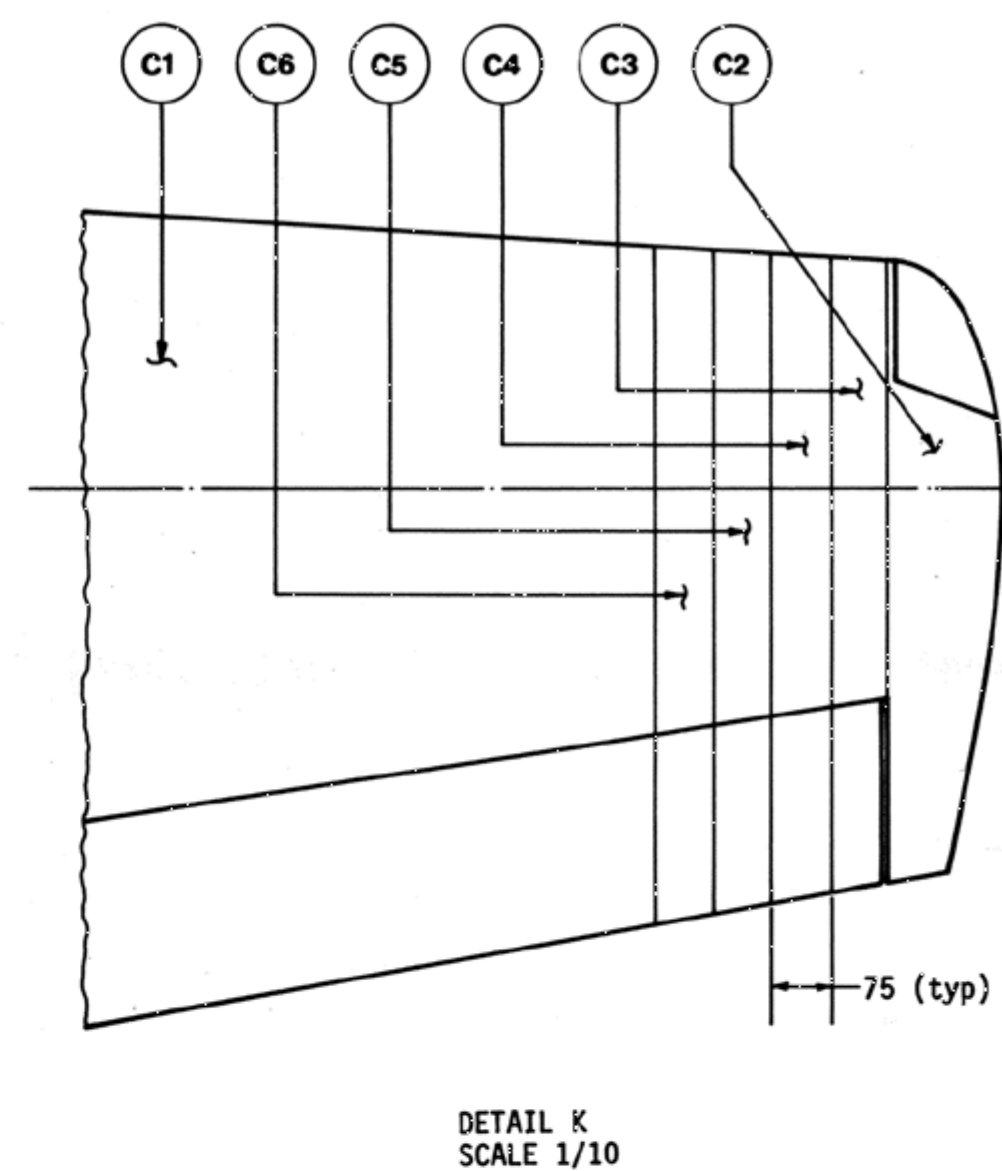
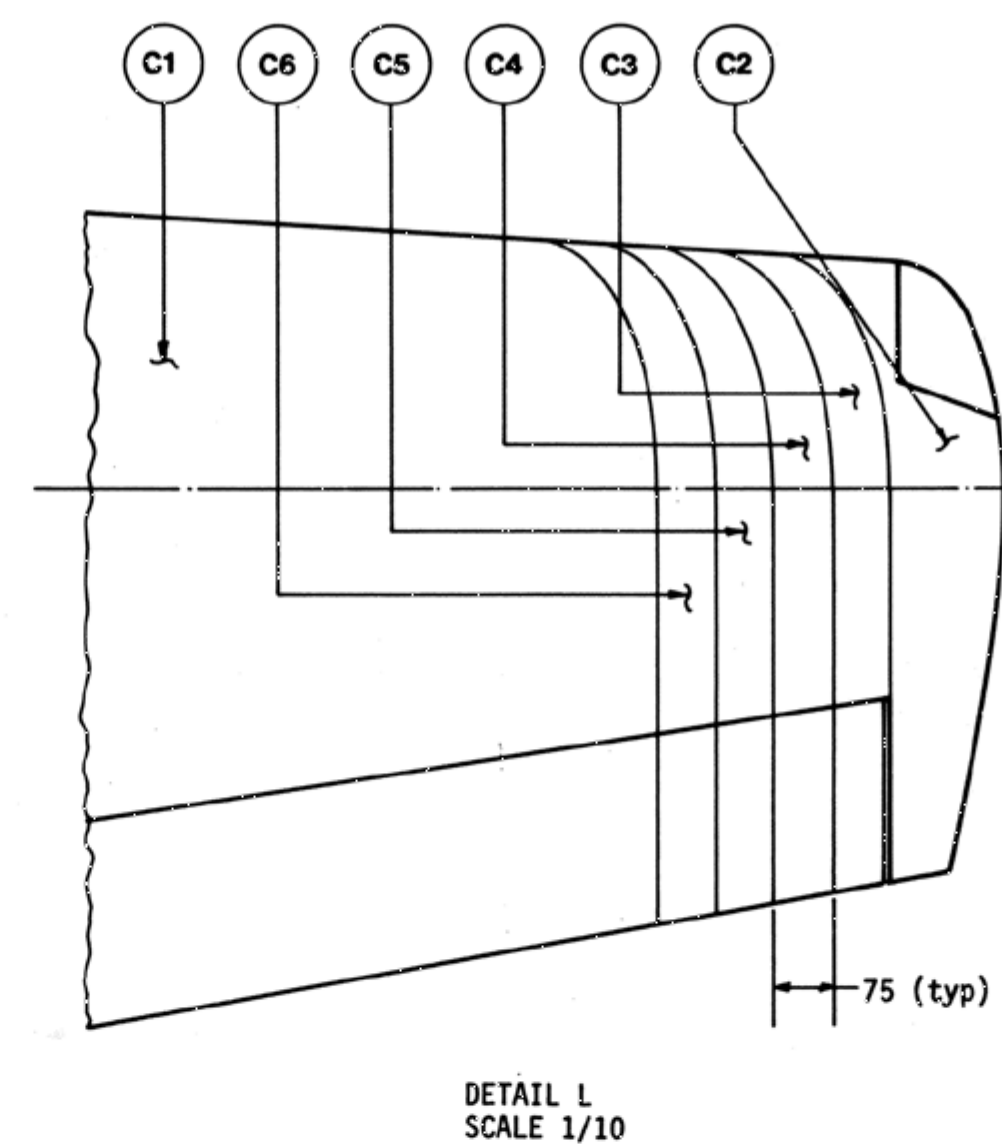
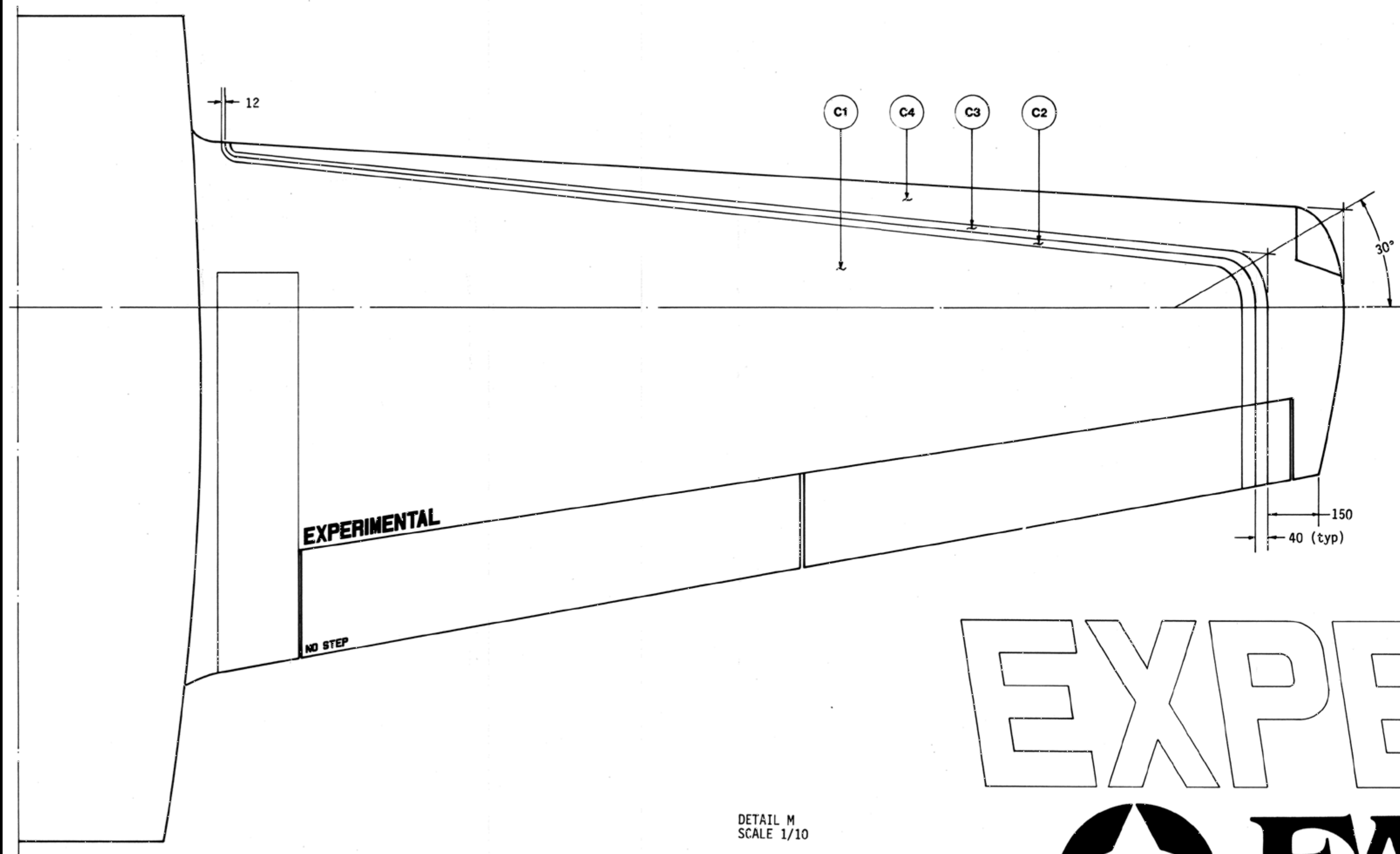
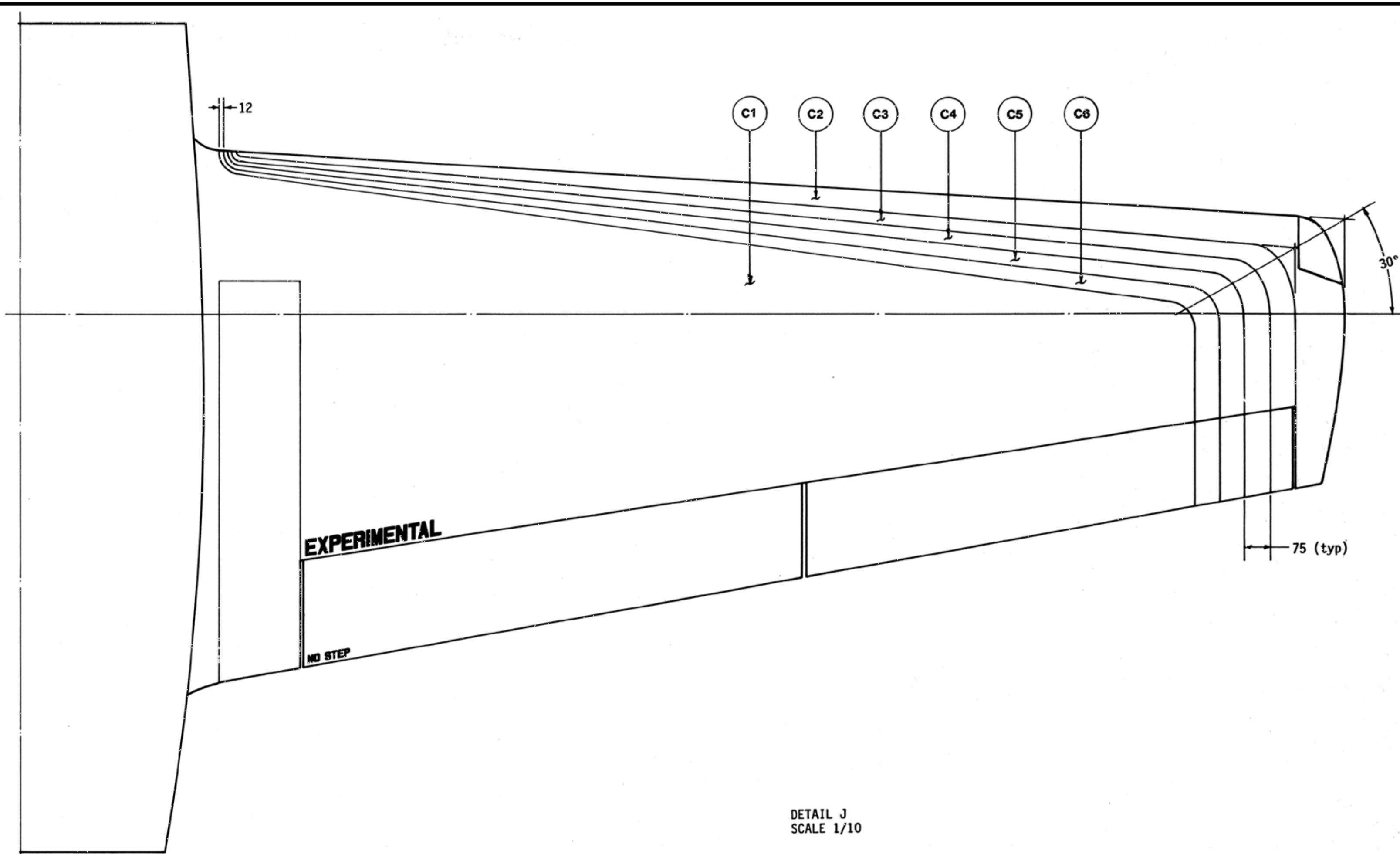
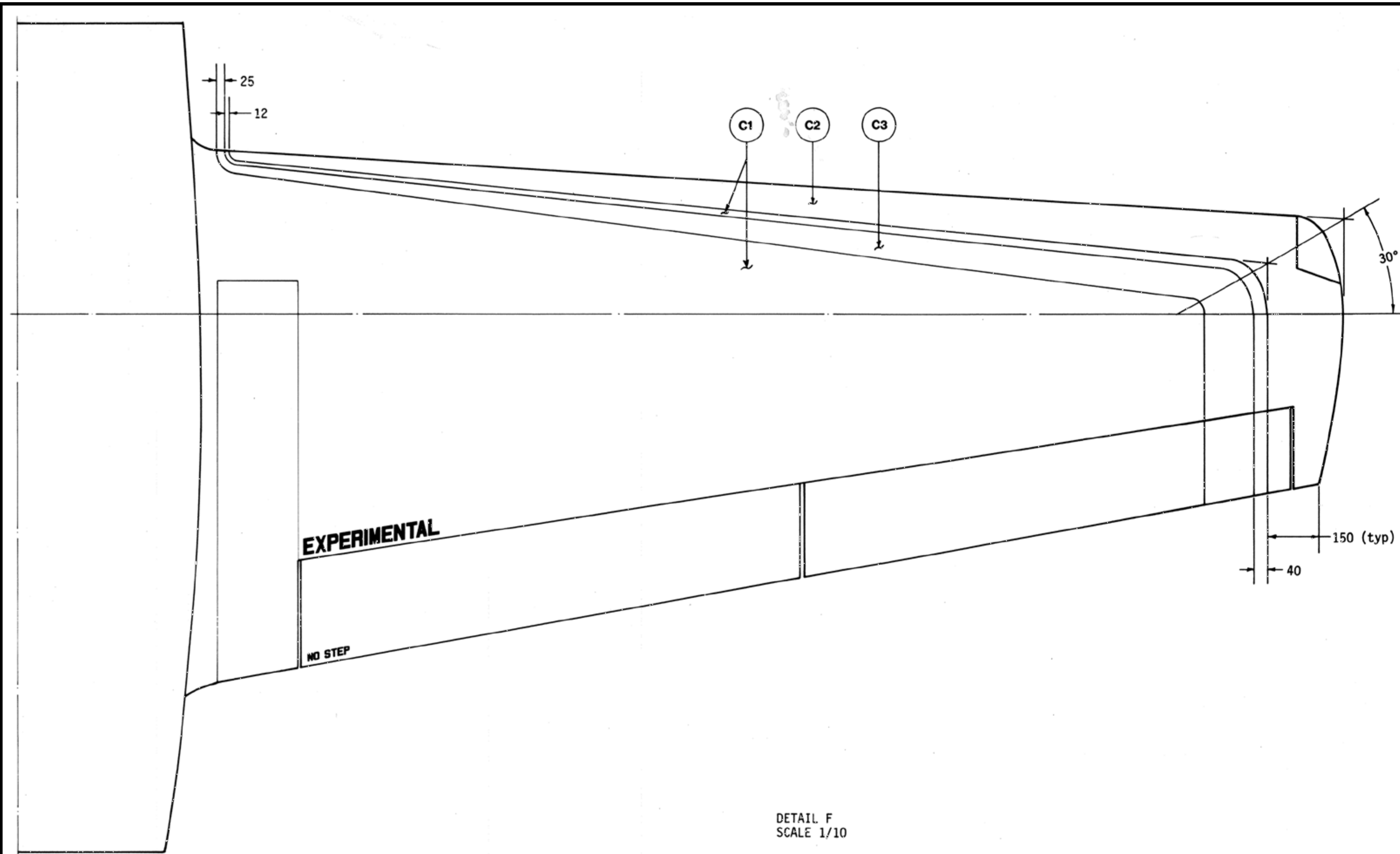
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EXPERIMENTAL



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Revision

A B C D E F G H I J K L  
M N O P Q R S T U V W X Y Z  
1 2 3 4 5 6 7 8 9  
A B C D E F G H I J K L  
M N O P Q R S T U V W X Y Z  
1 2 3 4 5 6 7 8 9  
EXPERIMENTAL NO STEP  
NO STEP

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TABLE 1  
MAGNETOS

LEFT MAGNETO	TYPE	RIGHT MAGNETO
Bendix S4LN-21	(impulse coupling)	Bendix S4LN-20
Bendix S4LN-200	(retard breaker)	Bendix S4LN-204
Bendix S4LN-1208	(retard breaker)	Bendix S4LN-1209
Bendix S4LN-1227	(impulse coupling)	
Slick 4051	(impulse coupling)	Slick 4050
Slick 4251	(impulse coupling)	Slick 4250

Magnetos are supplied with the engine. This list is supplied to show the types normally installed on the Lycoming O-320 and IO-320 series engines.

TABLE 2  
CIRCUIT BREAKERS

CB1	Potter & Brumfield W23X1A1G-7.5
CB2	Potter & Brumfield W31X2A1G-10
CB3	Potter & Brumfield W31X2A1G-10
CB4	Potter & Brumfield W31X2A1G-5
CB5	Potter & Brumfield W31X2A1G-10
CB6	Potter & Brumfield W31X2A1G-7.5
CB7	Potter & Brumfield W31X2A1G-10
CB8	Potter & Brumfield W23X1A1G-15 (or W23X1A1G-20 per Revision A39d)
CB9	Potter & Brumfield W23X1A1G-5
CB10	Potter & Brumfield W23X1A1G-15
CB11	Potter & Brumfield W23X1A1G-5
CB12	Potter & Brumfield W23X1A1G-5
CB13	Potter & Brumfield W23X1A1G-5
CB14	Potter & Brumfield W23X1A1G-5
CB15	Potter & Brumfield W23X1A1G-7.5
CB16	Potter & Brumfield W23X1A1G-7.5
CB17	Potter & Brumfield W23X1A1G-5
CB18	Potter & Brumfield W23X1A1G-5
CB19	Potter & Brumfield W23X1A1G-2
CB20	Potter & Brumfield W23X1A1G-2
CB21	Potter & Brumfield W23X1A1G-7.5

WARNING: THE MAGNETOS ARE IN A "SWITCH ON" CONDITION WHEN THE SWITCH WIRES ARE DISCONNECTED (AS IN THE REMOVAL OF THE INSTRUMENT PANEL); THEREFORE, THE USUAL PRECAUTIONS MUST BE OBSERVED.

Prestolite 12 volt starter geared (best) or direct drive see Lycoming Service Instruction No. 11540 for correct part number  
Note: starter gear pitch must match starter ring gear pitch

MS25171-4S nipple over starter wire terminal

see note 2

Prestolite 12 volt 60 or 70 amp alternator see Lycoming Service Instruction No. 11540 for correct part number  
see Lycoming engine parts catalogue for part number of mounting bracket.  
see Detail S

ground to alternator case

P120-20

P108-6

see Detail PP, X, Y & Z

NP125B-18

P126B-18

NP124B-18

NP102B-0

firewall

P/N 116-62 alternator shunt 80 amp, 50 MW see Detail GG

install on aft face of frame No. 1 see drawing No. 114

see Detail HH

P111B-22

P112B-22

P110B-8

P109B-8

P111C-22

P112C-22

P111B-22

P112B-22

P111B-22

P112B-22

P111B-22

P112B-22

P111B-22

P112B-22

P111B-22

P112B-22

P111B-22

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P112B-22

P111B-22

P112B-22

P111B-22

P112B-22

P111B-22

P112B-22

P111B-22

P112B-22

P111B-22

P112B-22

P111B-22

P112B-22

Notes:

1. Starting vibrator is Bendix 10-176487-121 for use with Bendix S4LN-200 magneto or Bendix 10-176487-122 for use with Bendix S4LN-1208 magneto. Starting vibrator is not used with impulse coupling magnetos.
2. If low frequency noise is encountered, install a .01 to .05 microfarad 20 to 30 volt working range electrolytic canister type capacitor (Sprague or Motorola).
3. If carburetor ice detector is not installed, attach P133-22 to F7, attach E180-22 to W4.

carburetor ice detector is installed, omit P139-22 and use F7 fuse base for spare fuse.

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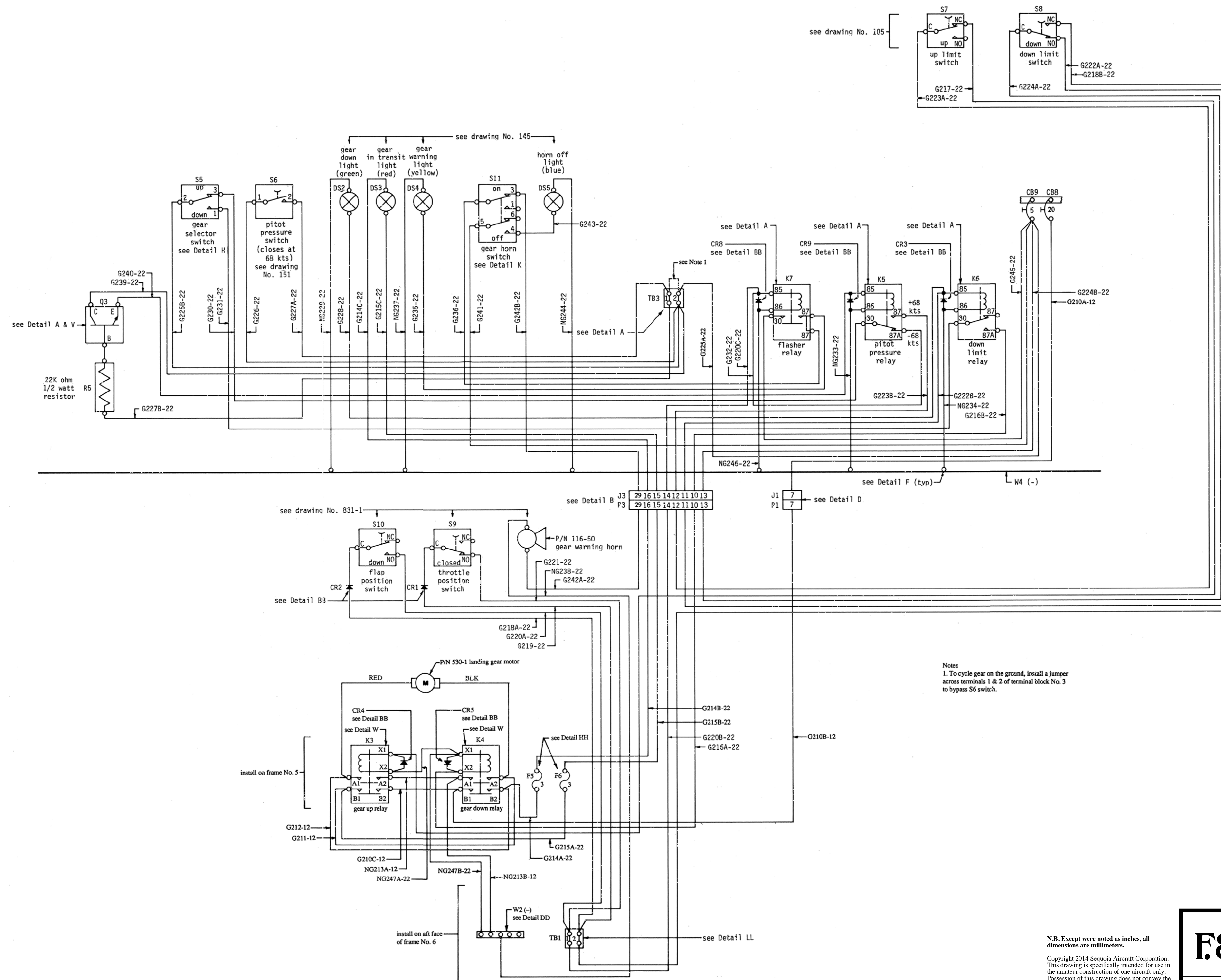
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Revision

C

NO. 116-1 MAIN POWER CIRCUIT



Notes  
1. To cycle gear on the ground, install a jumper across terminals 1 & 2 of terminal block No. 3 to bypass S6 switch.

NO. 116 LANDING GEAR CIRCUIT

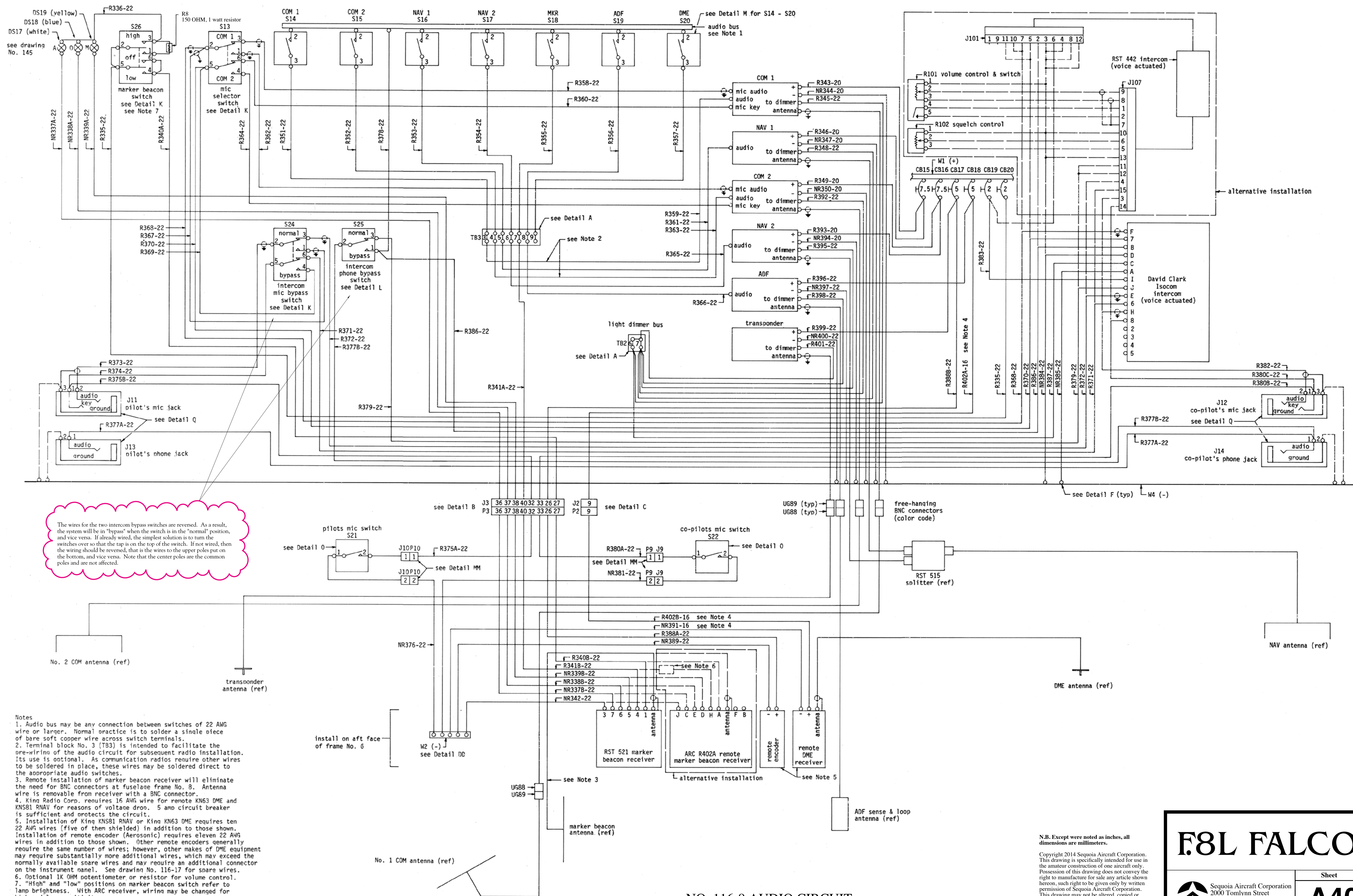
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Sheet	
<b>A39</b>	
Revision	
	D





Notes

1. Audio bus may be any connection between switches of 22 AWG wire or larger. Normal practice is to solder a single piece of bare soft copper wire across switch terminals.
2. Terminal block No. 3 (TB3) is intended to facilitate the pre-wiring of the audio circuit for subsequent radio installation. Its use is optional. As communication radios require other wires to be soldered in place, these wires may be soldered direct to the appropriate audio switches.
3. Remote installation of marker beacon receiver will eliminate the need for BNC connectors at fuselage frame No. 8. Antenna wire is removable from receiver with a BNC connector.
4. King Radio Corp. requires 16 AWG wire for remote KN63 DME and KNSB1 RNAV for reasons of voltage drop. 5 amp circuit breaker is sufficient and protects the circuit.
5. Installation of King KNSB1 RNAV or King KN63 DME requires ten 22 AWG wires (five of them shielded) in addition to those shown. Installation of remote encoder (Aerosonic) requires eleven 22 AWG wires in addition to those shown. Other remote encoders generally require the same number of wires; however, other makes of DME equipment may require substantially more additional wires, which may exceed the normally available spare wires and may require an additional connector on the instrument panel. See drawing No. 116-17 for spare wires.
6. Optional 1K OHM potentiometer or resistor for volume control.
7. "High" and "low" positions on marker beacon switch refer to lamp brightness. With ARC receiver, wiring may be changed for high and low sensitivity.

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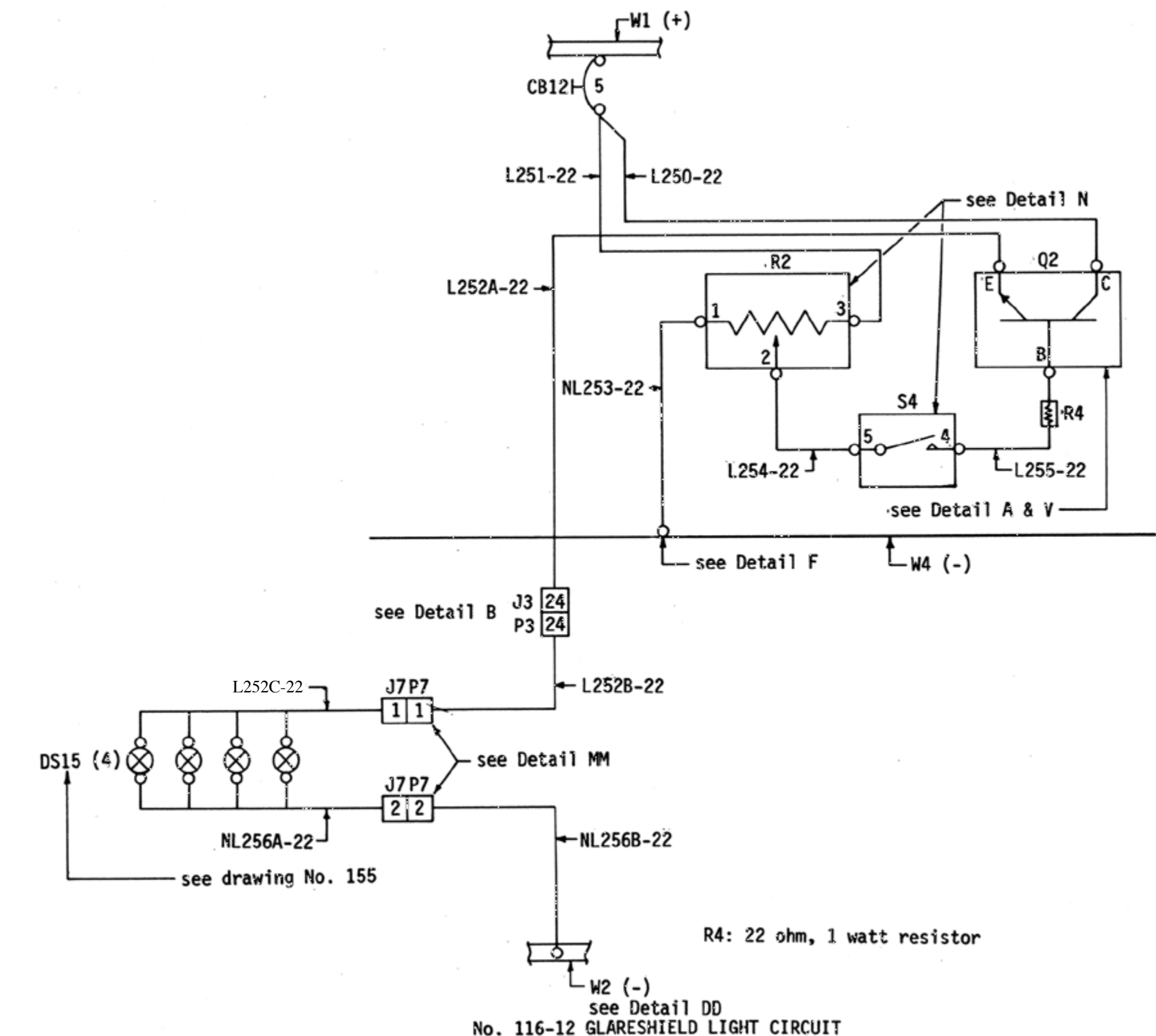
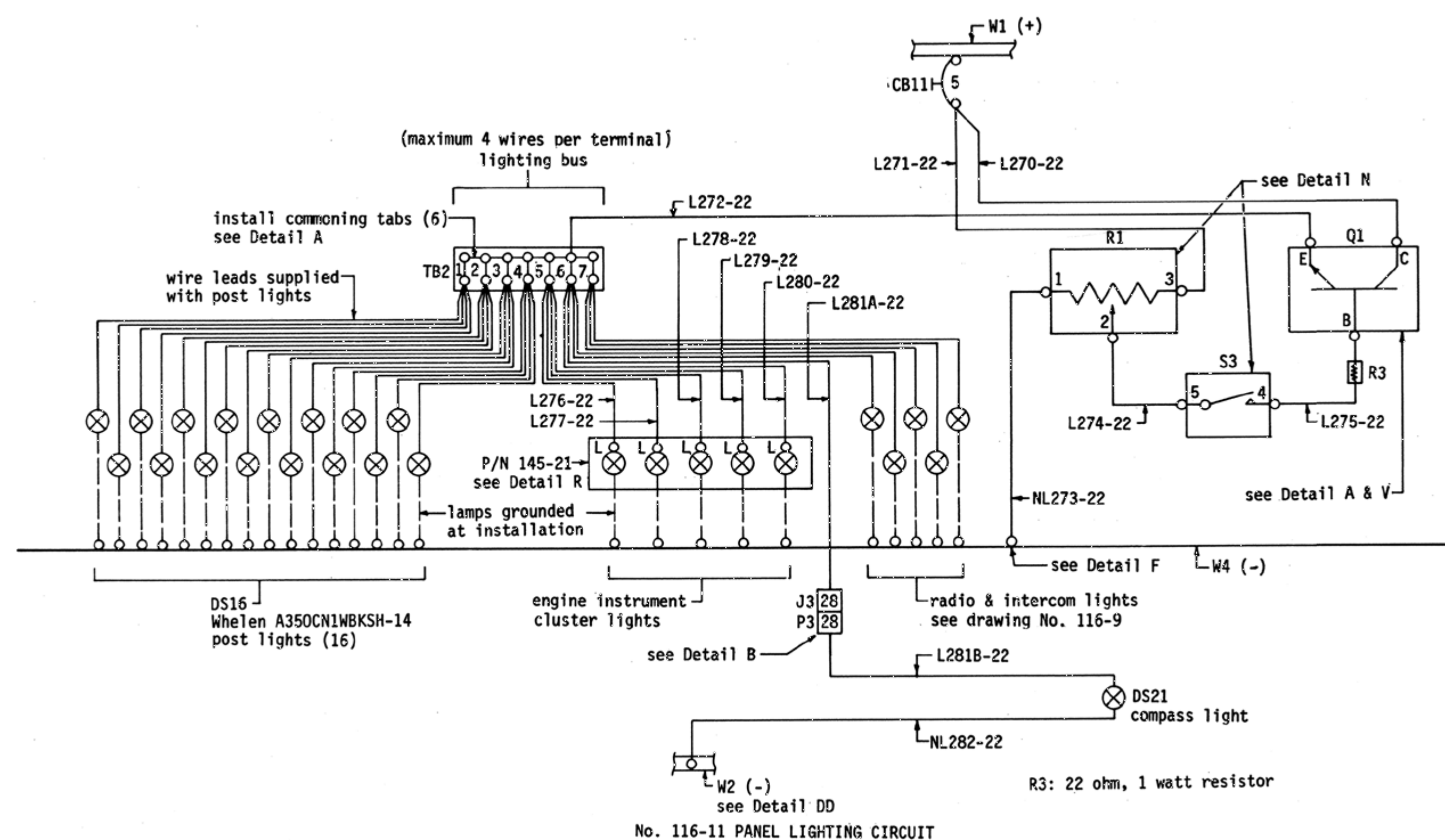
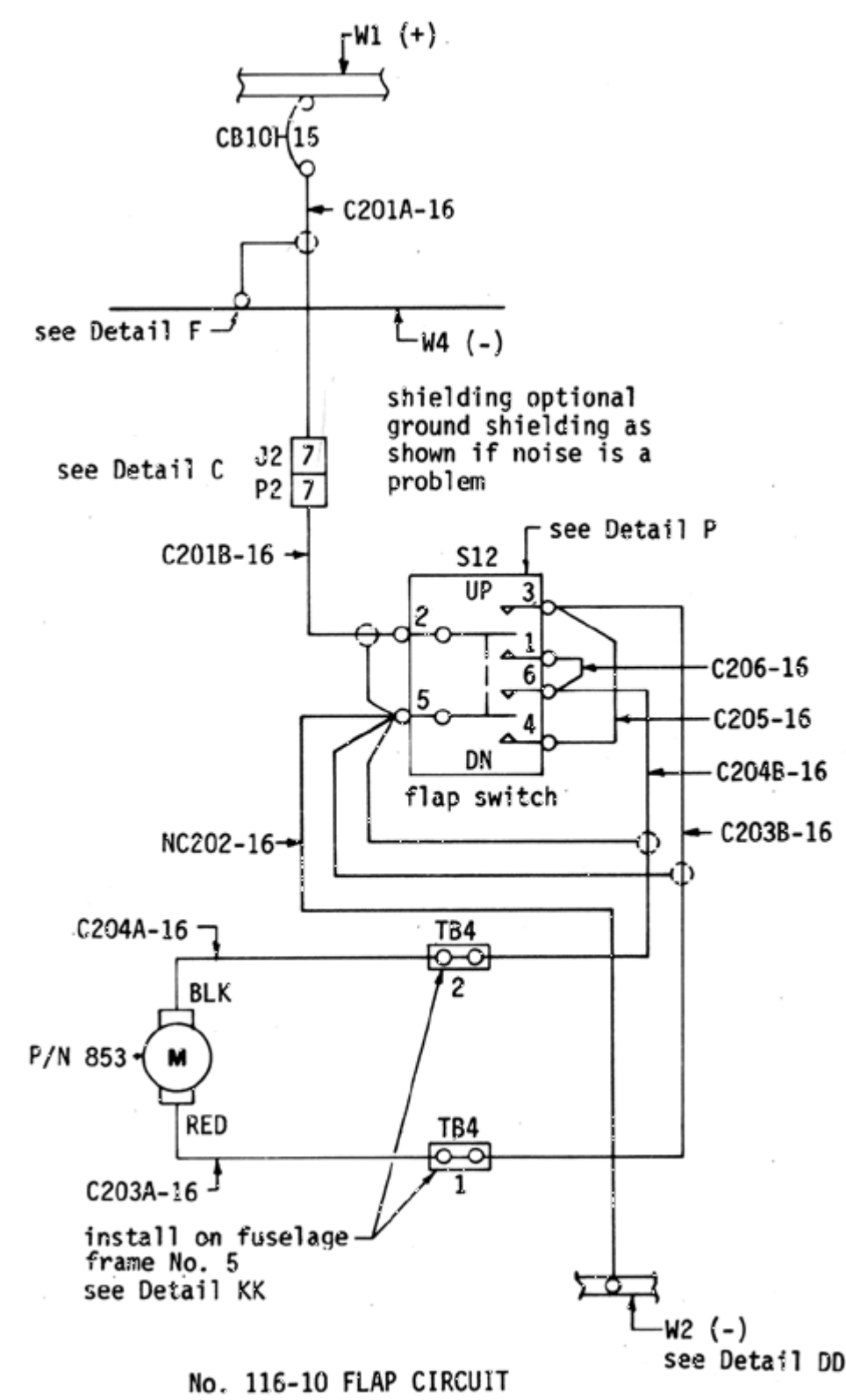
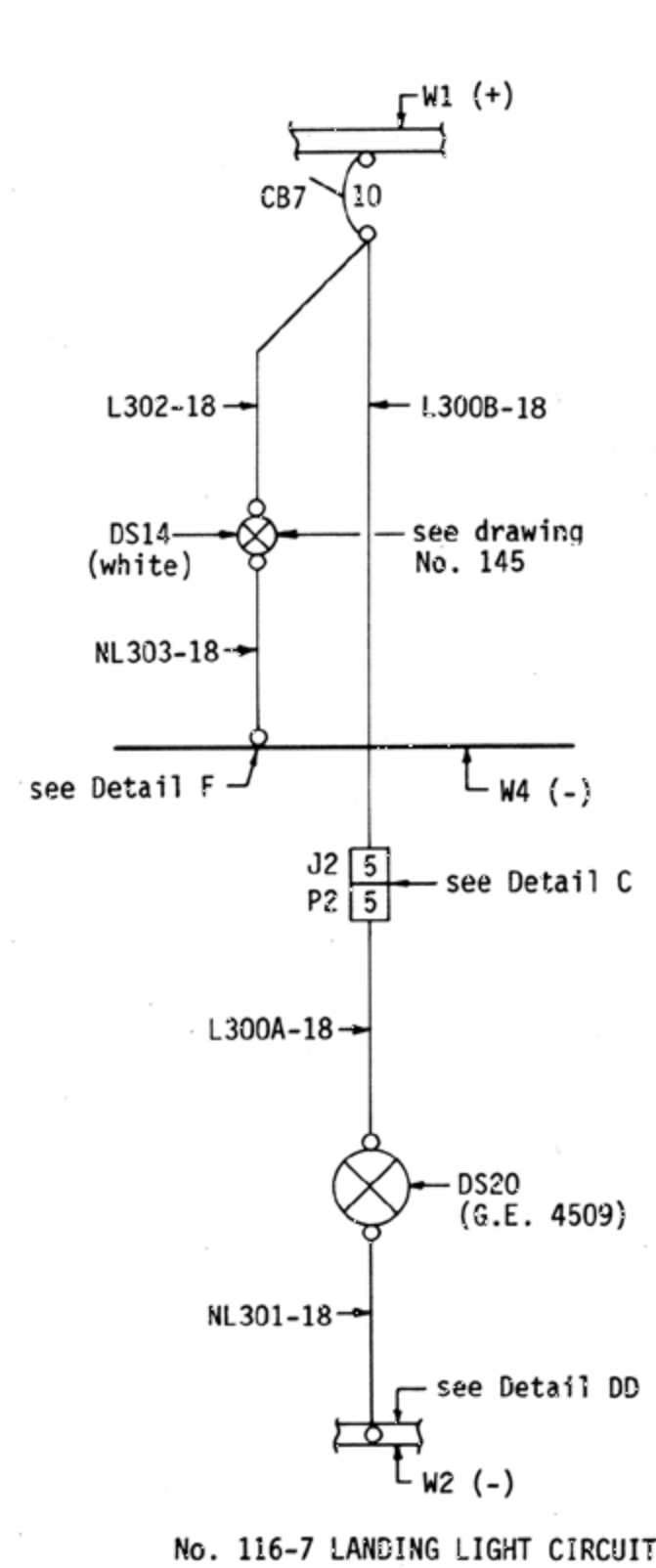
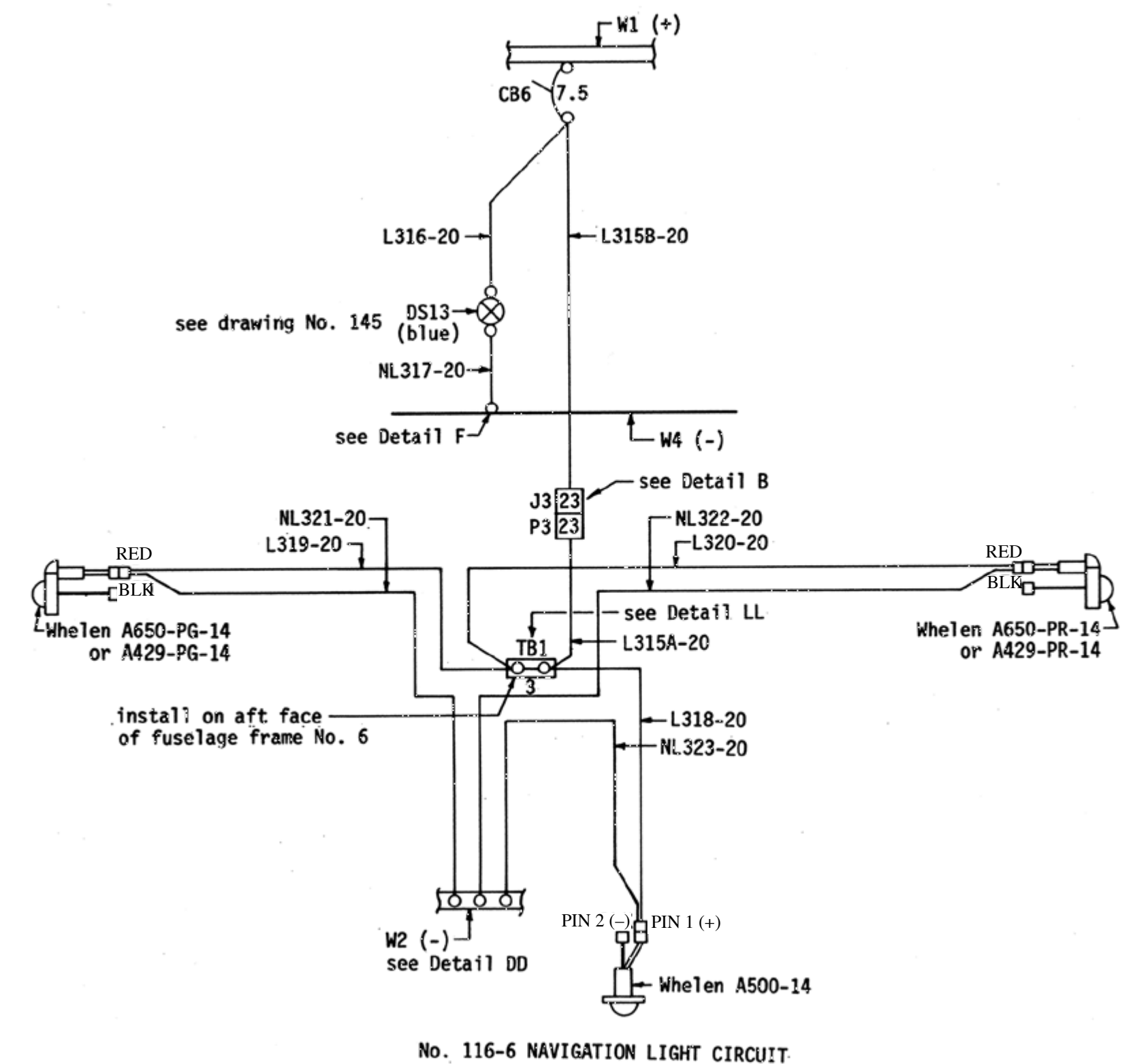
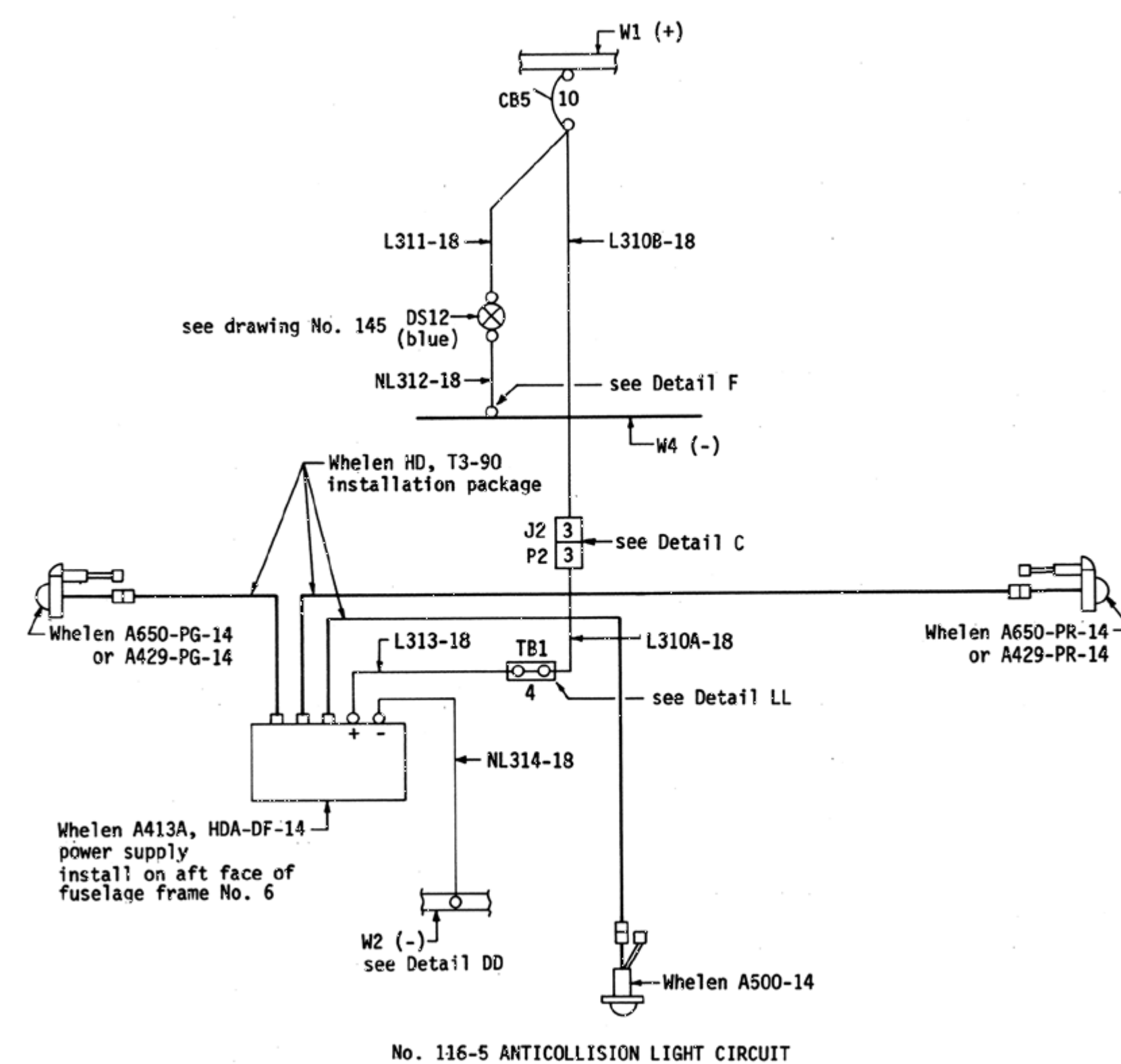
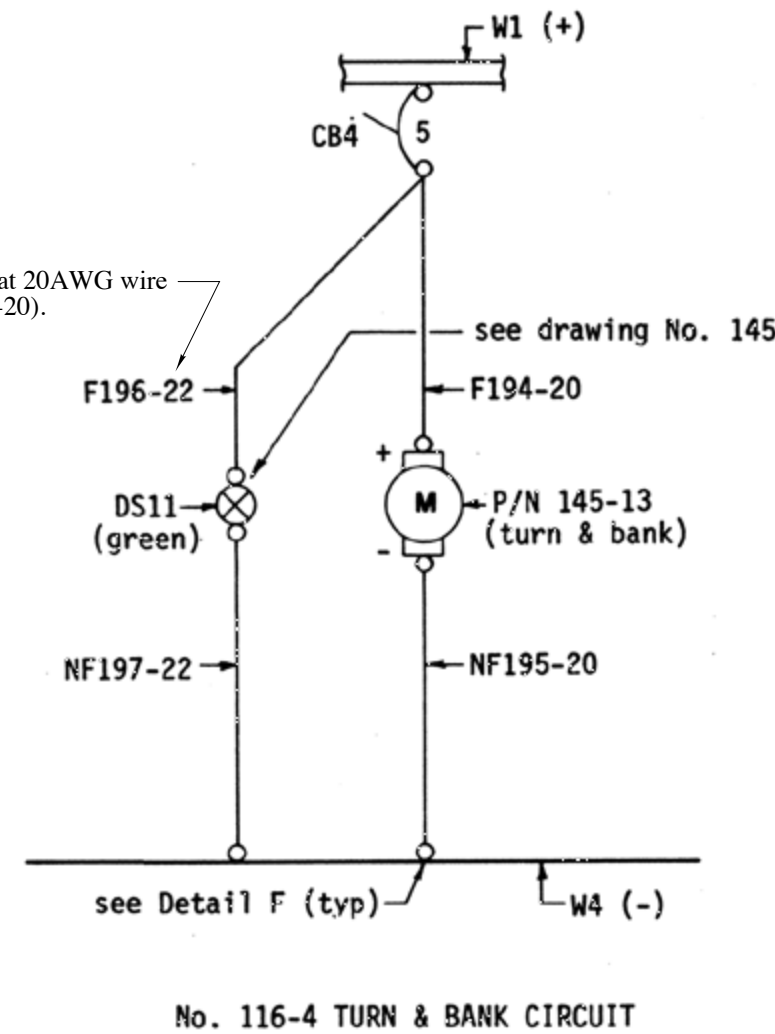
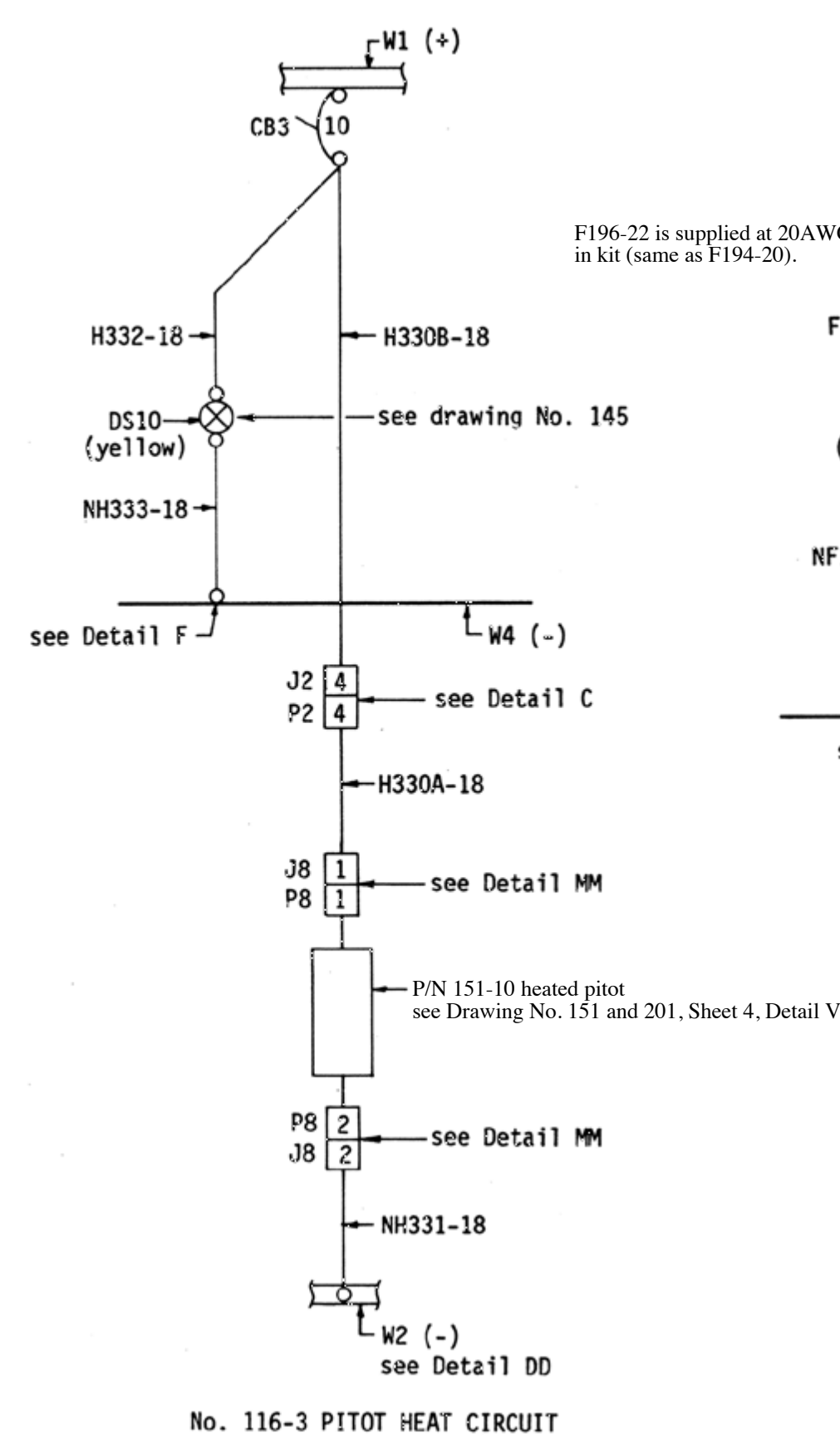
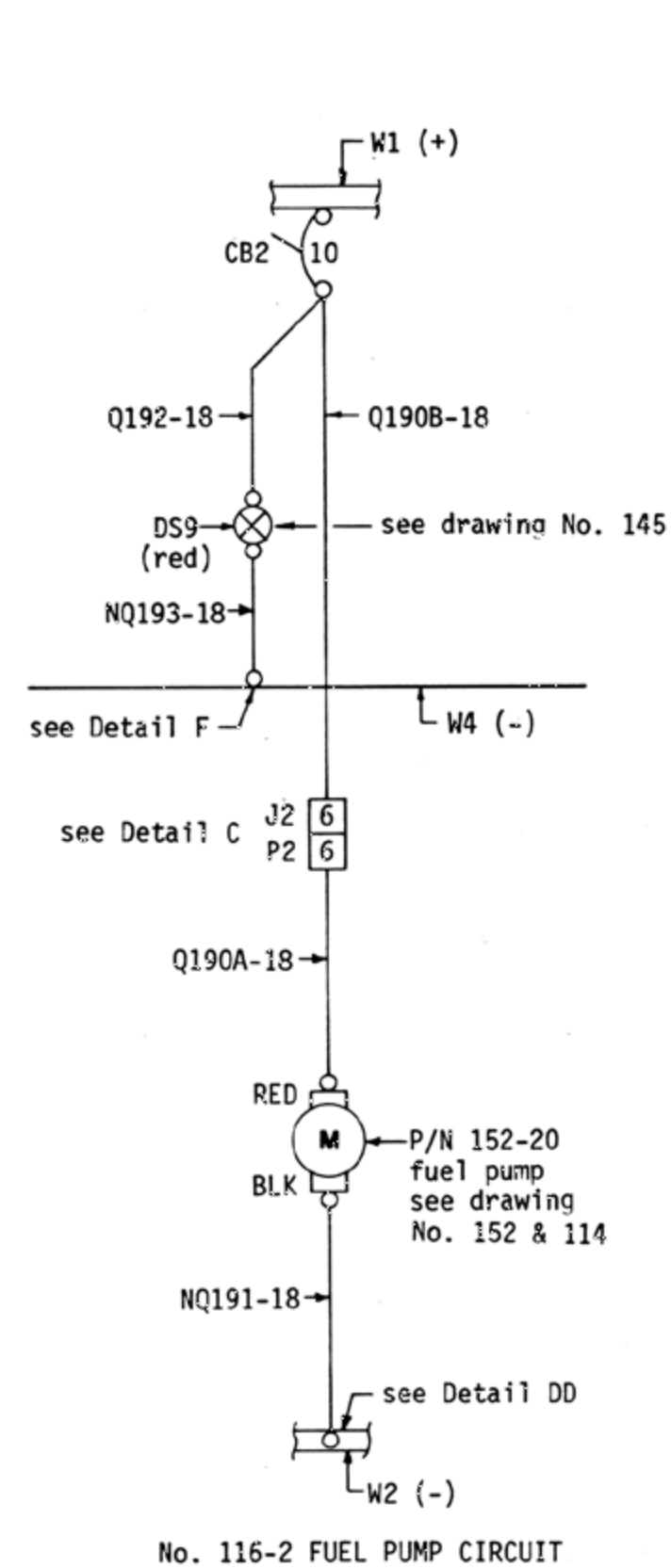
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## A40

Revision B

NO. 116-9 AUDIO CIRCUIT





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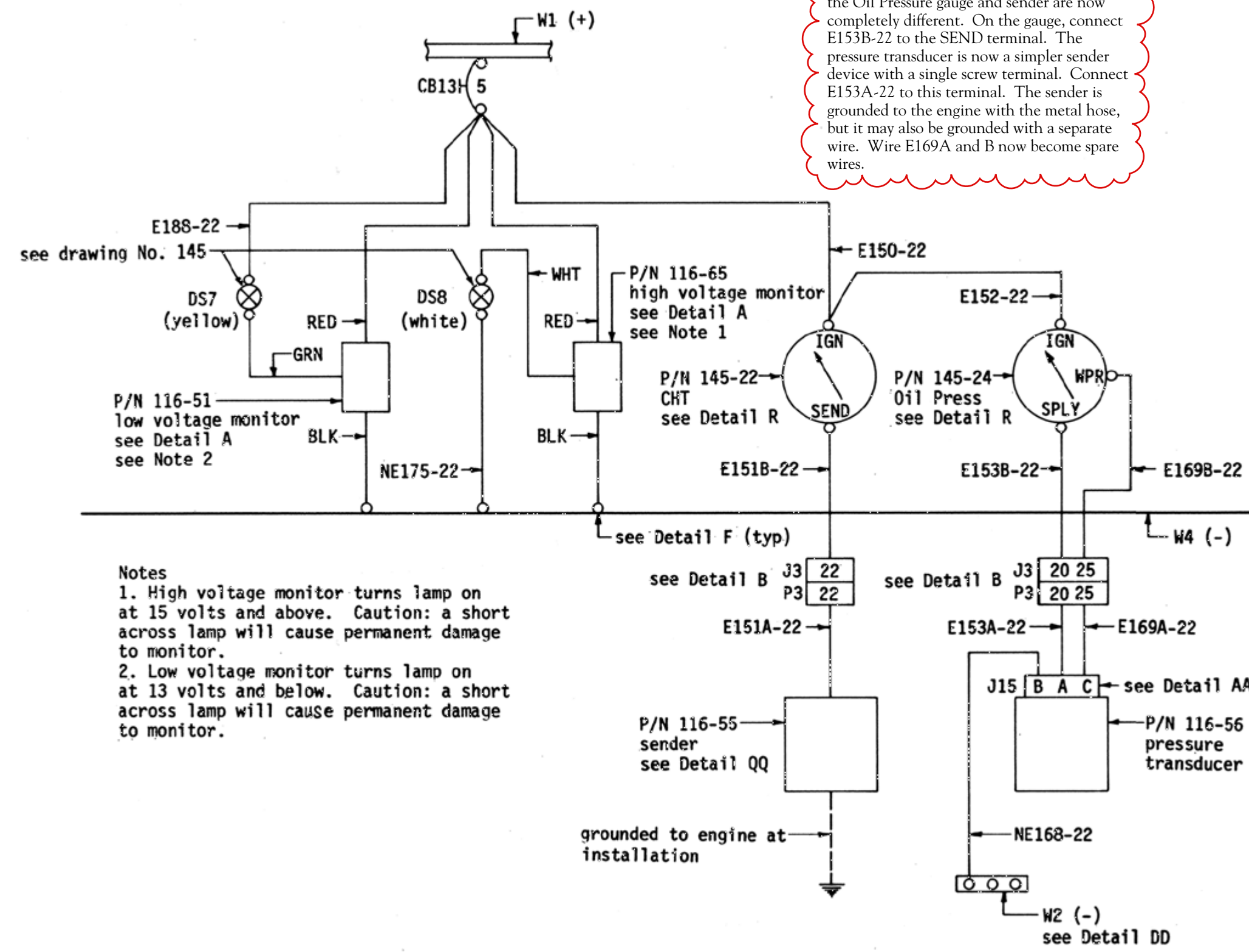
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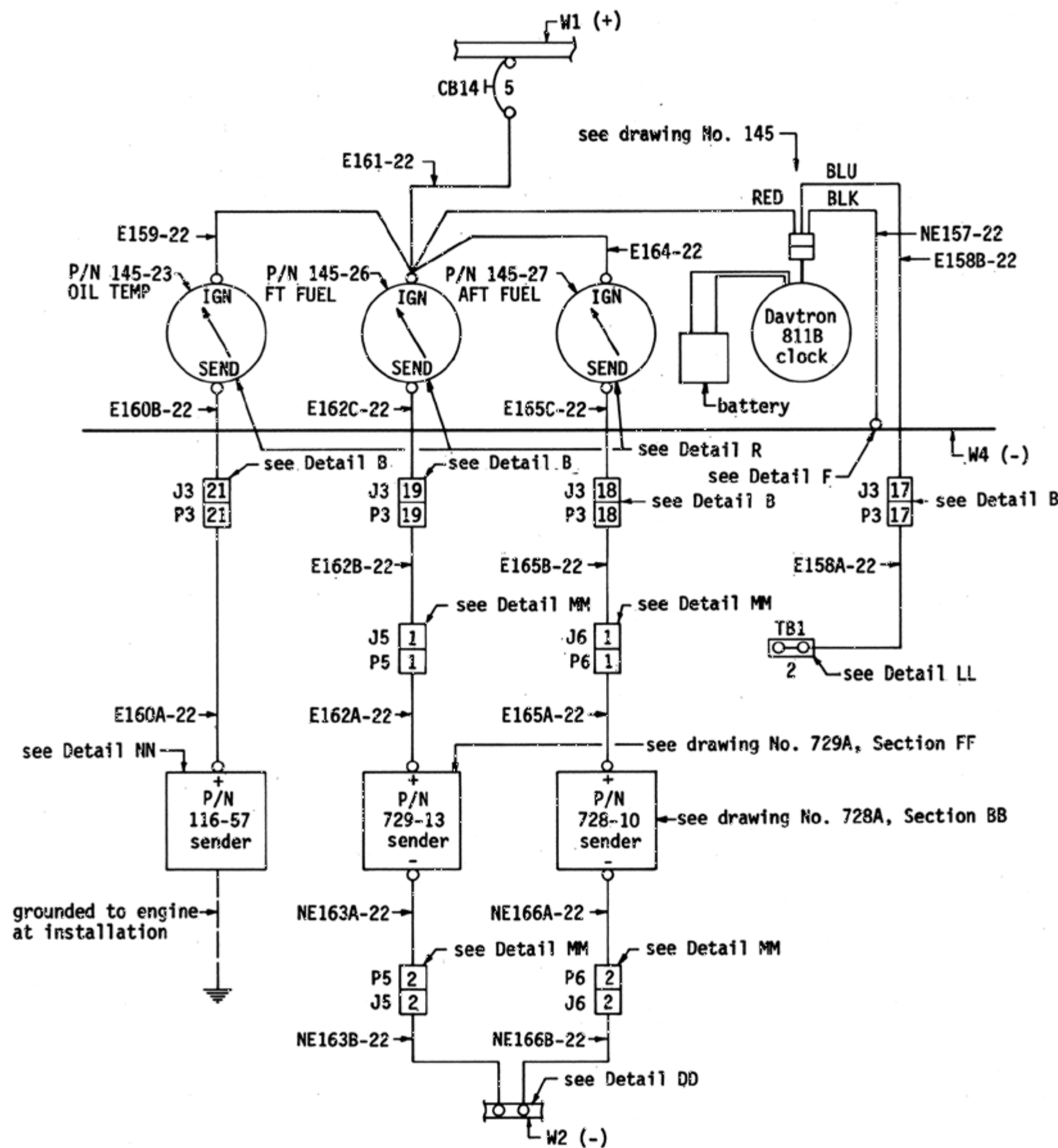
## A41

Revision B

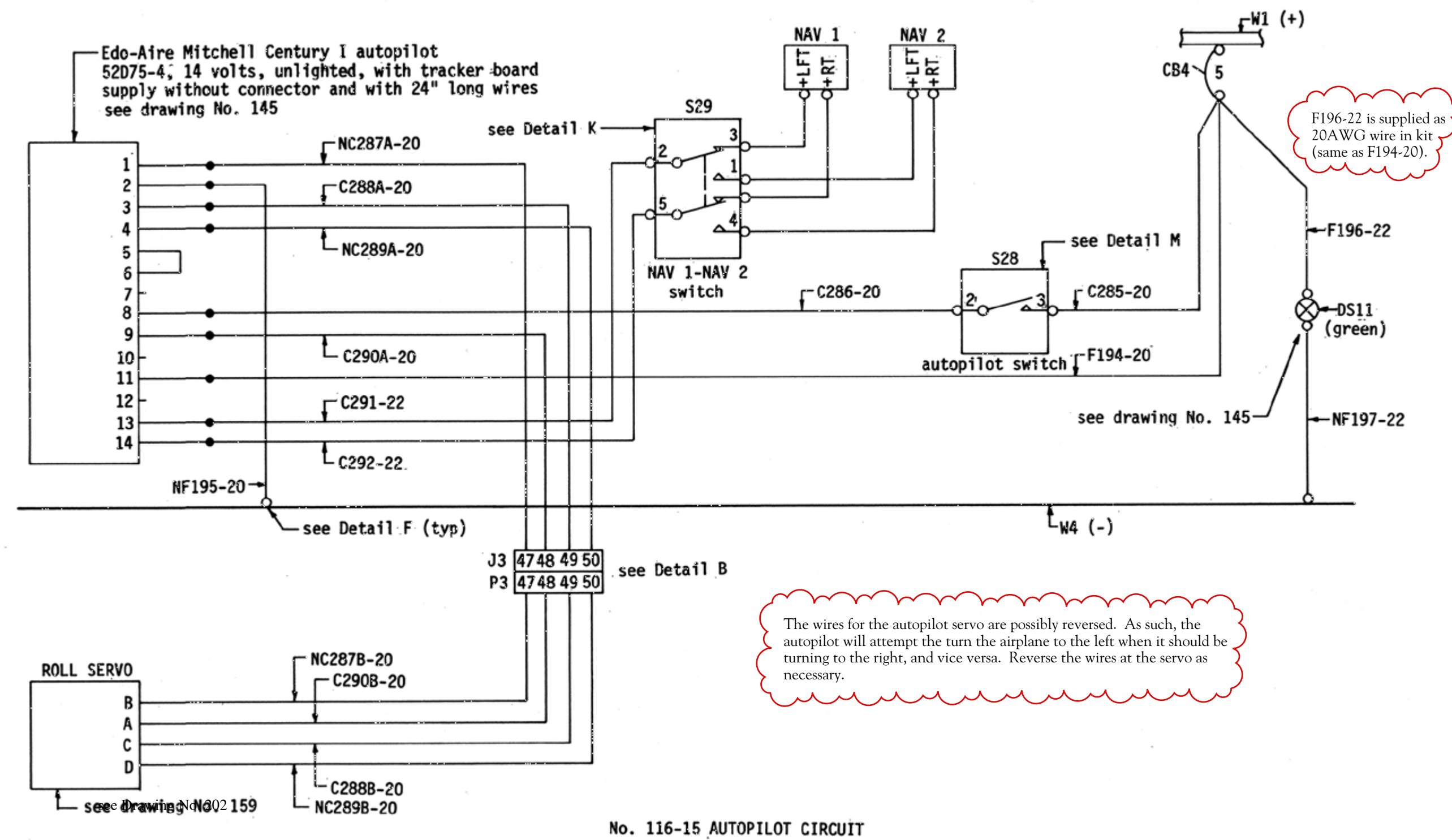




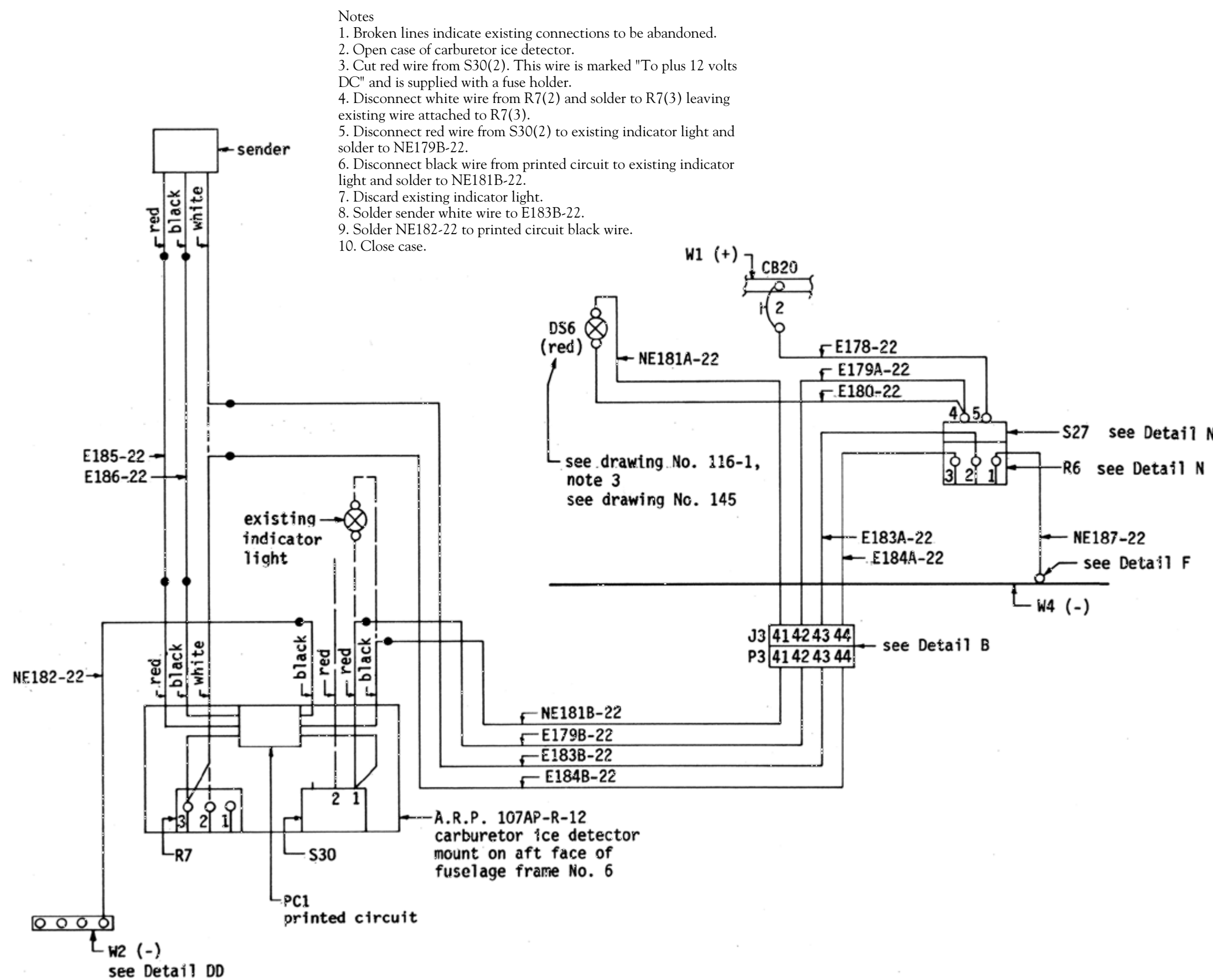
No. 116-13 INSTRUMENT CIRCUIT



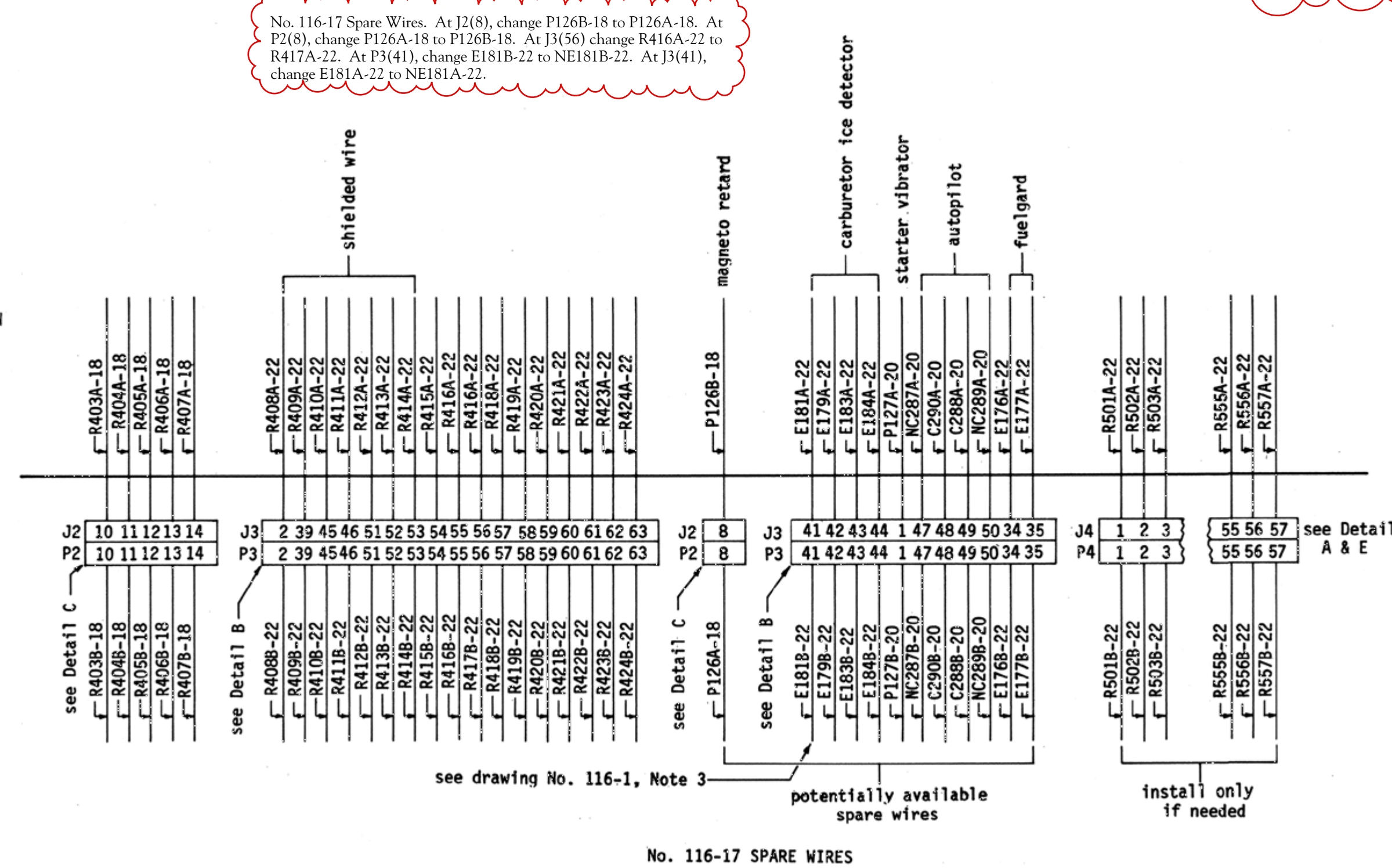
No. 116-14 INSTRUMENT CIRCUIT



No. 116-15 AUTOPILOT CIRCUIT



No. 116-16 CARBURETOR ICE DETECTOR CIRCUIT

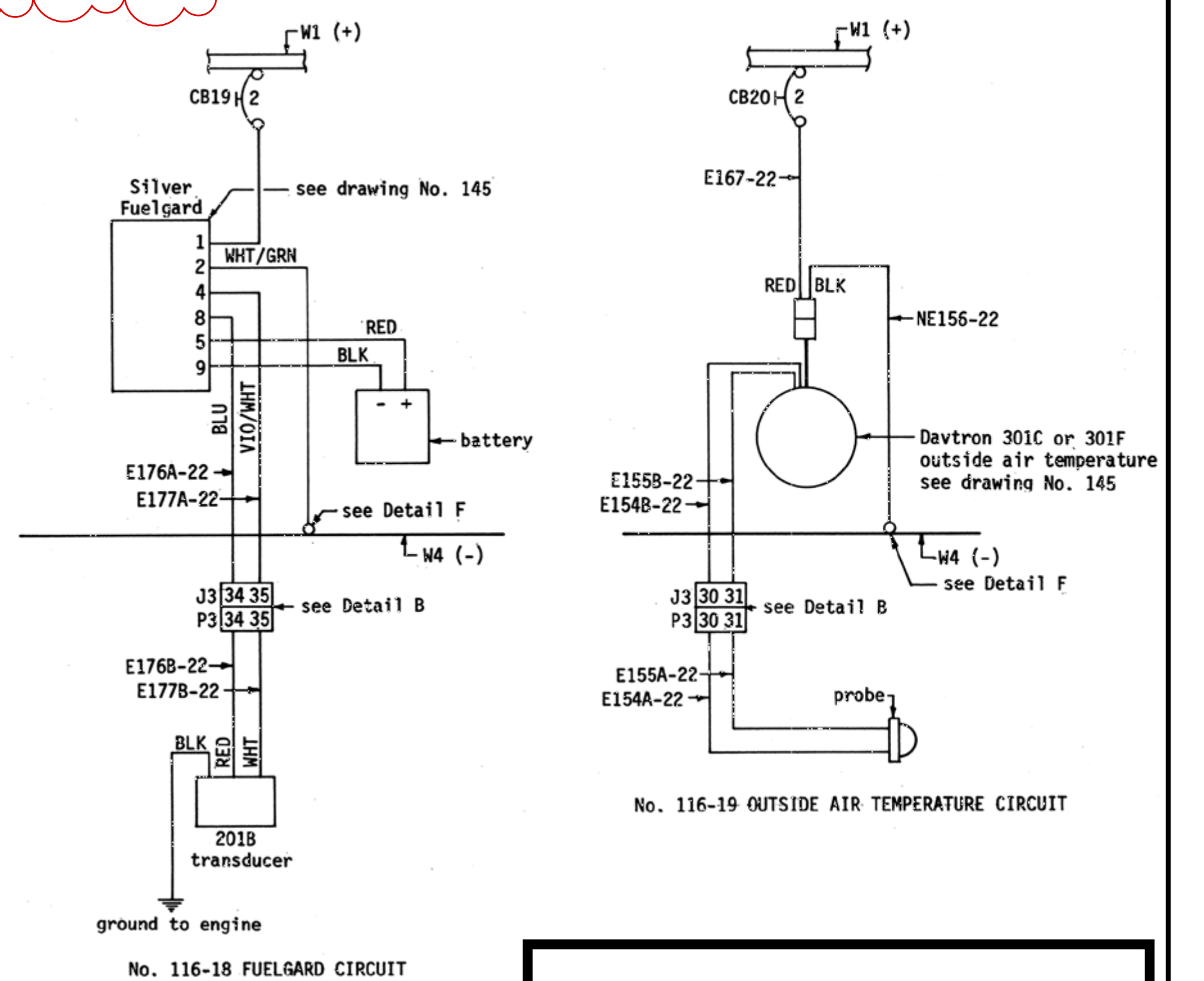


No. 116-17 SPARE WIRES

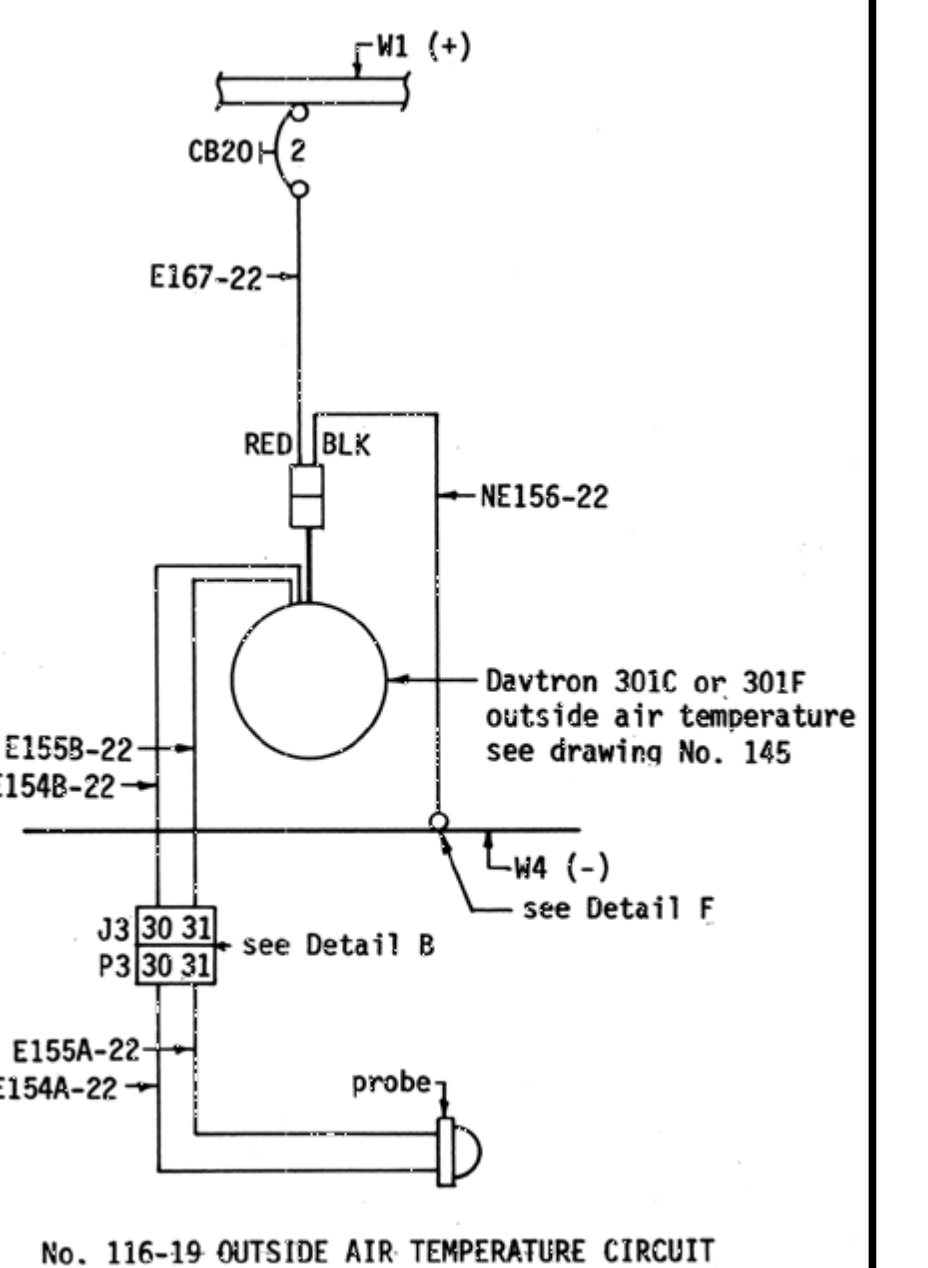
Late model Silver Fuelgards are supplied with slightly different wiring. Pin numbers and wire colors are as follows:

1	WHT/BLU	to CB19
2	WHT/VIO	Tie off (for 24 volt systems)
3	WHT/BLK	to W4(-)
4	WHT	to J3(35)
5	WHT/RED	to J3(34)
6	RED	to Battery(+)
7	BLK	to Battery(-)

(There are two diodes contained in the plug on the back of the Fuelgard for the voltage supply line. A 5.1 volt 1N5338 zener diode is used for the 12 volt wire to CB19.)



No. 116-18 FUELGAARD CIRCUIT

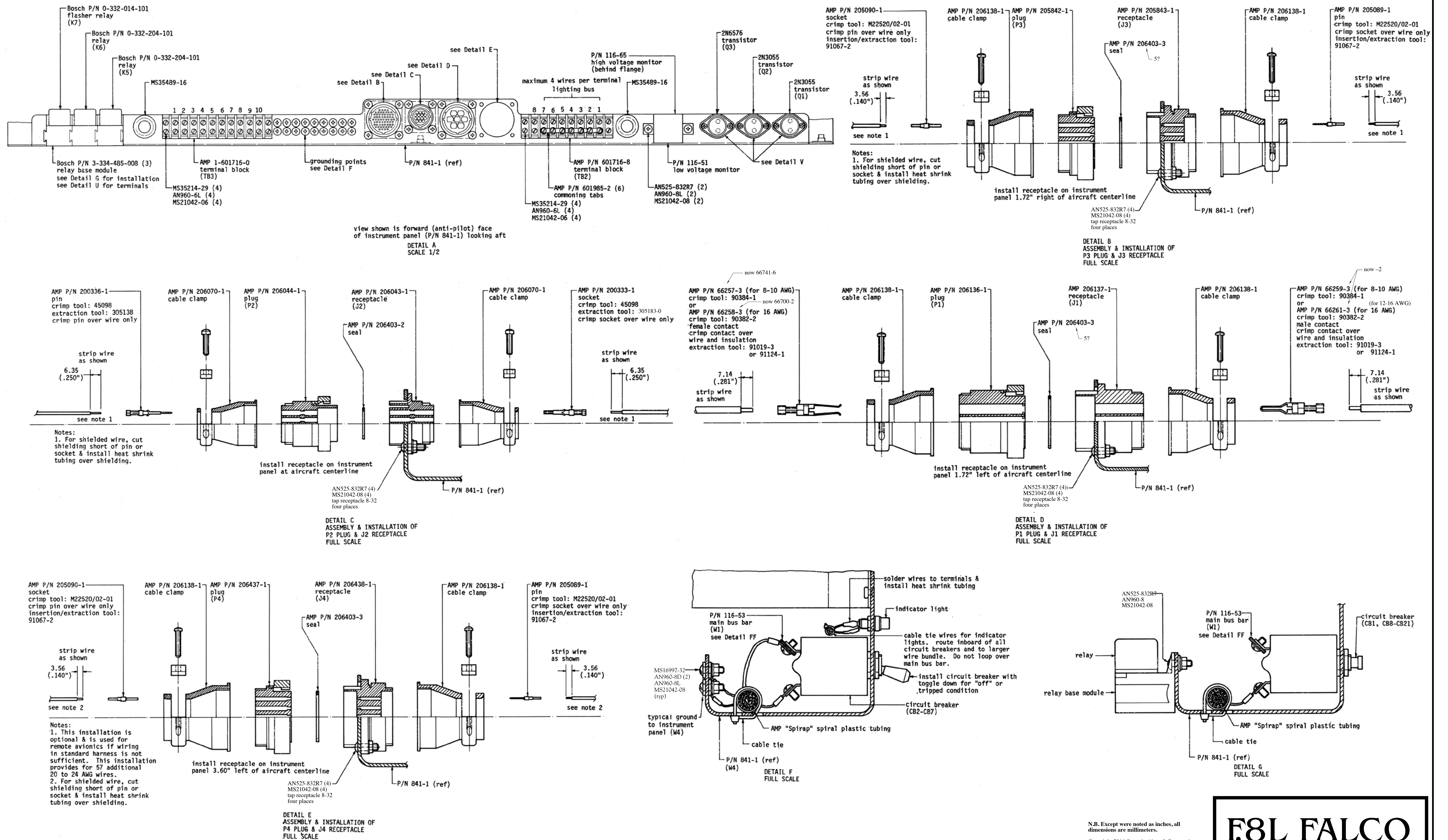


No. 116-19 OUTSIDE AIR TEMPERATURE CIRCUIT

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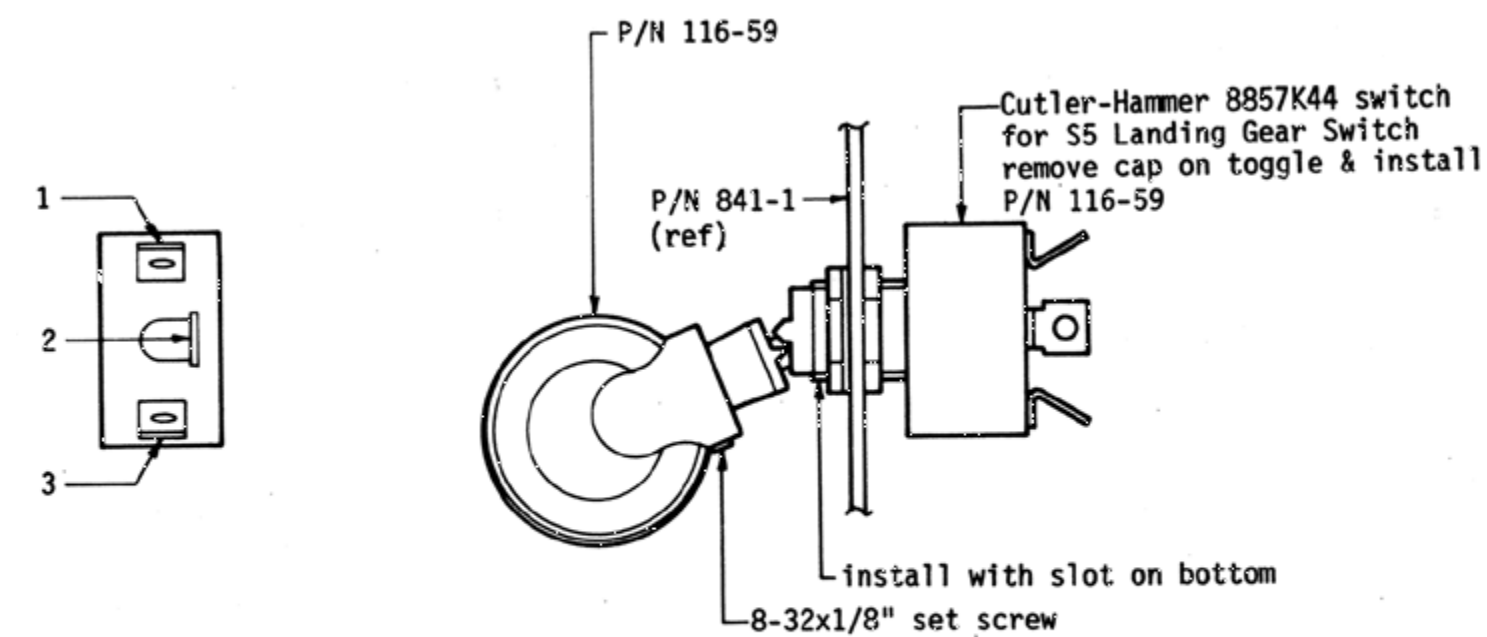




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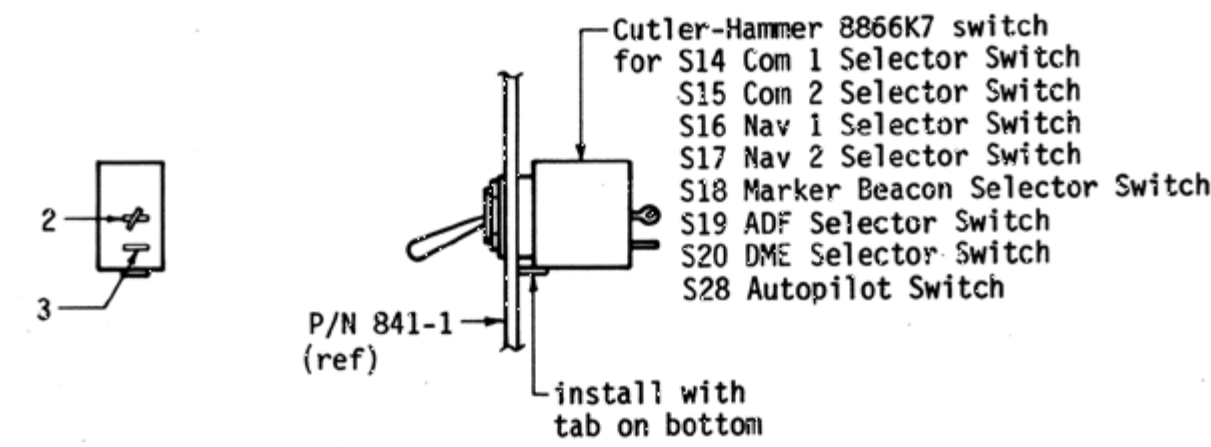
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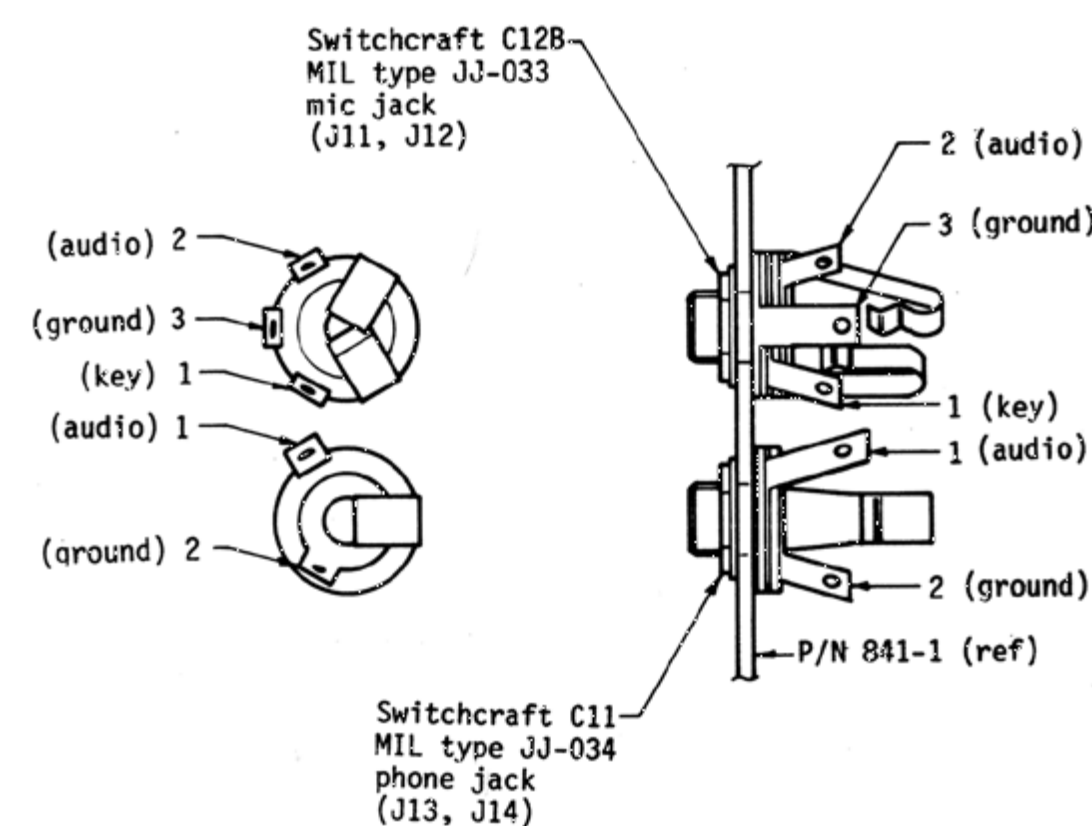
see drawing No. 145 for installation location

DETAIL H  
LANDING GEAR SWITCH  
FULL SCALE



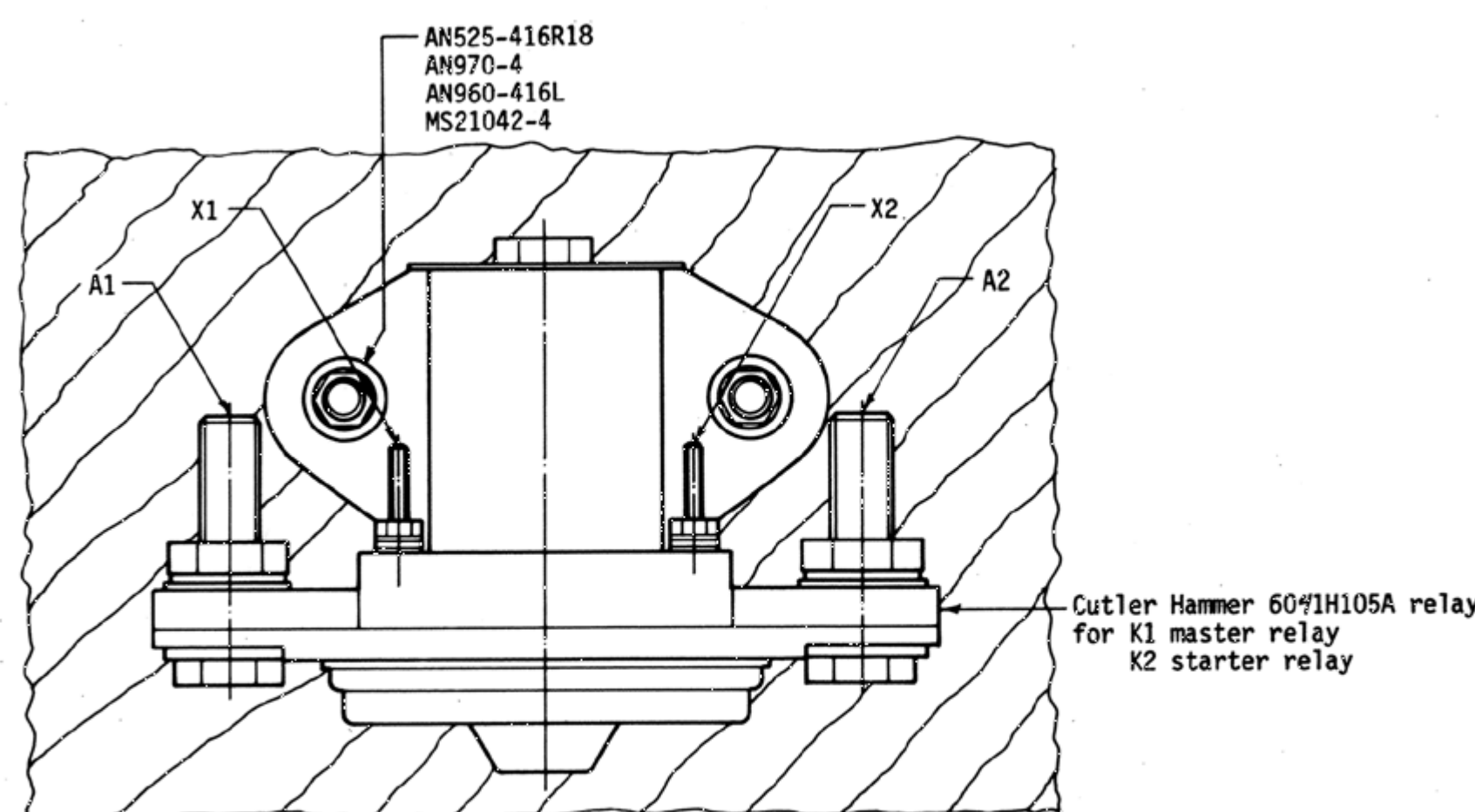
see drawing No. 145 for installation location

DETAIL M  
AUDIO SWITCHES  
FULL SCALE



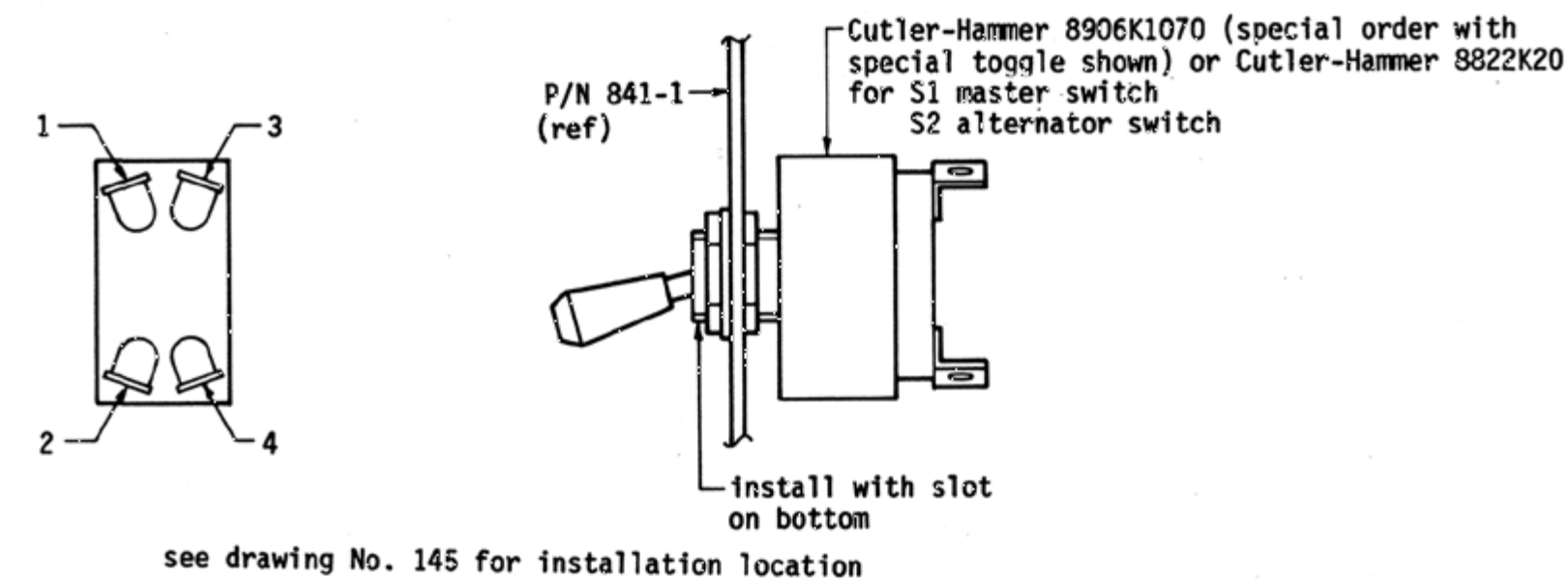
install with terminals inboard to avoid abrasion with fuselage frame No. 3 (see drawing No. 158, Detail B) both mic and phone jacks are self-securing to panel at installation. check for good electrical continuity.

DETAIL Q  
MIC & PHONE JACK INSTALLATION & TERMINALS  
FULL SCALE



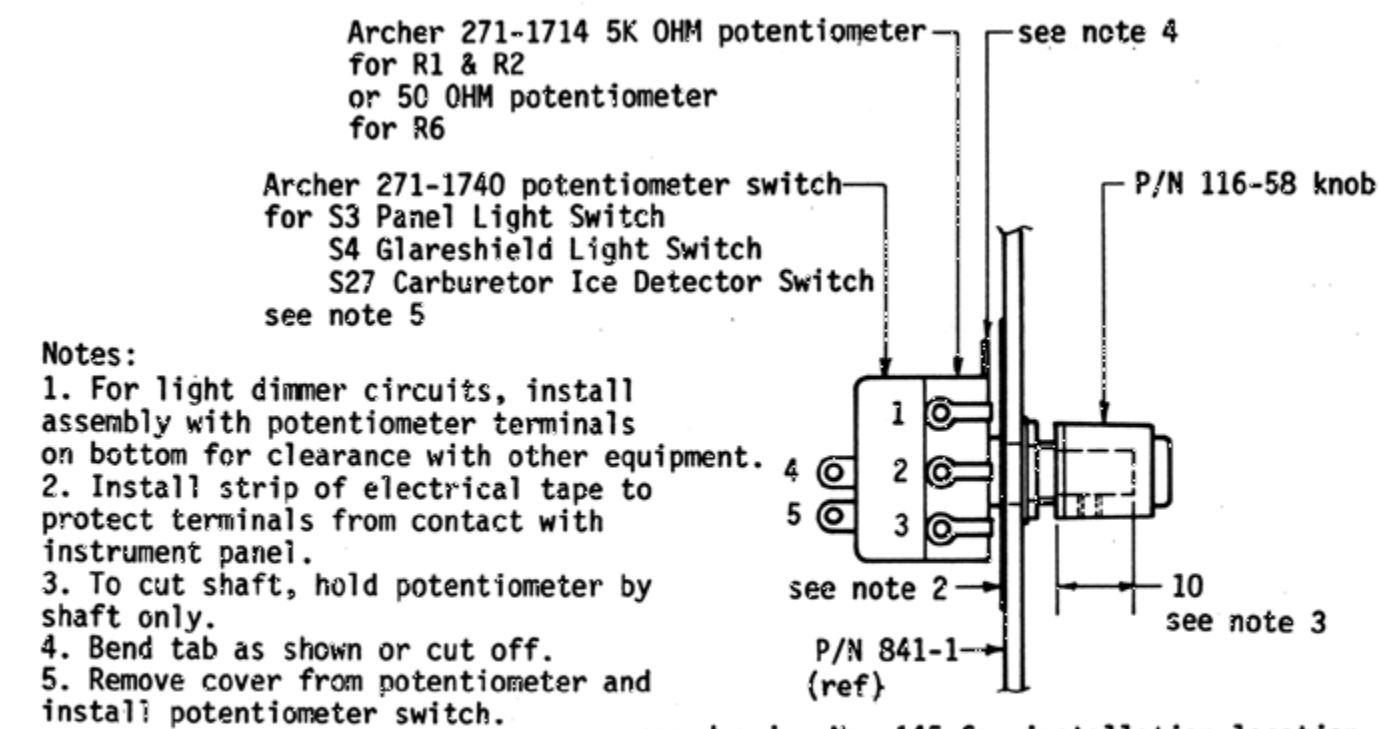
install on aft face of fuselage frame No. 6

DETAIL T  
FULL SCALE



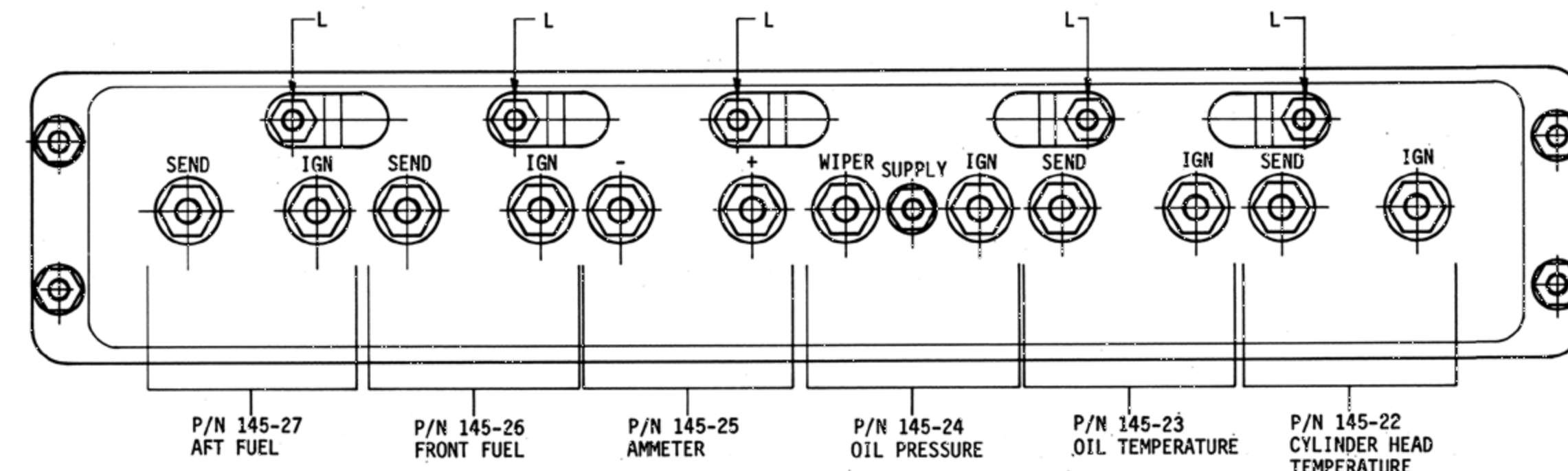
see drawing No. 145 for installation location

DETAIL J  
FULL SCALE



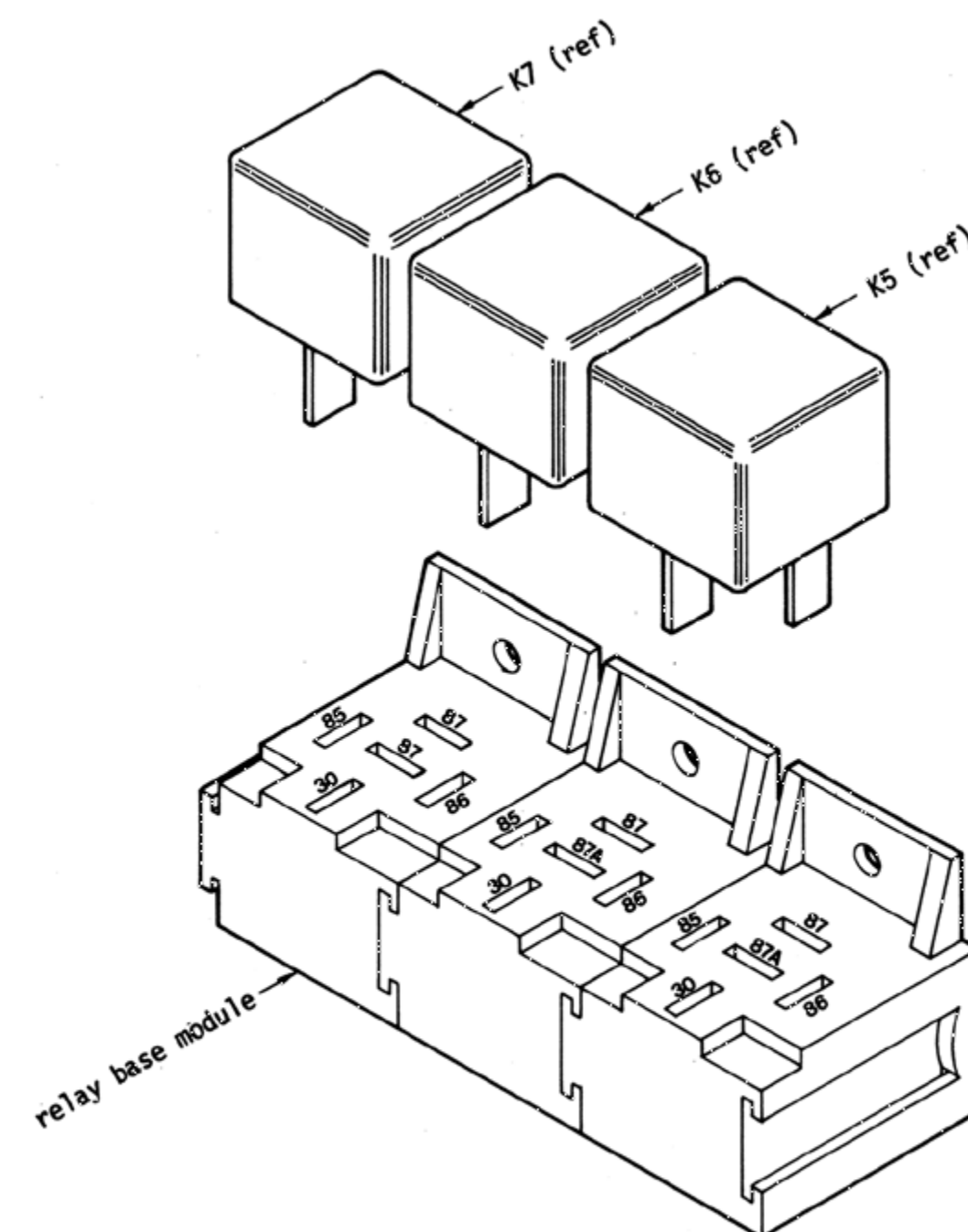
see drawing No. 145 for installation location

DETAIL N  
POTENTIOMETER & SWITCH  
FULL SCALE



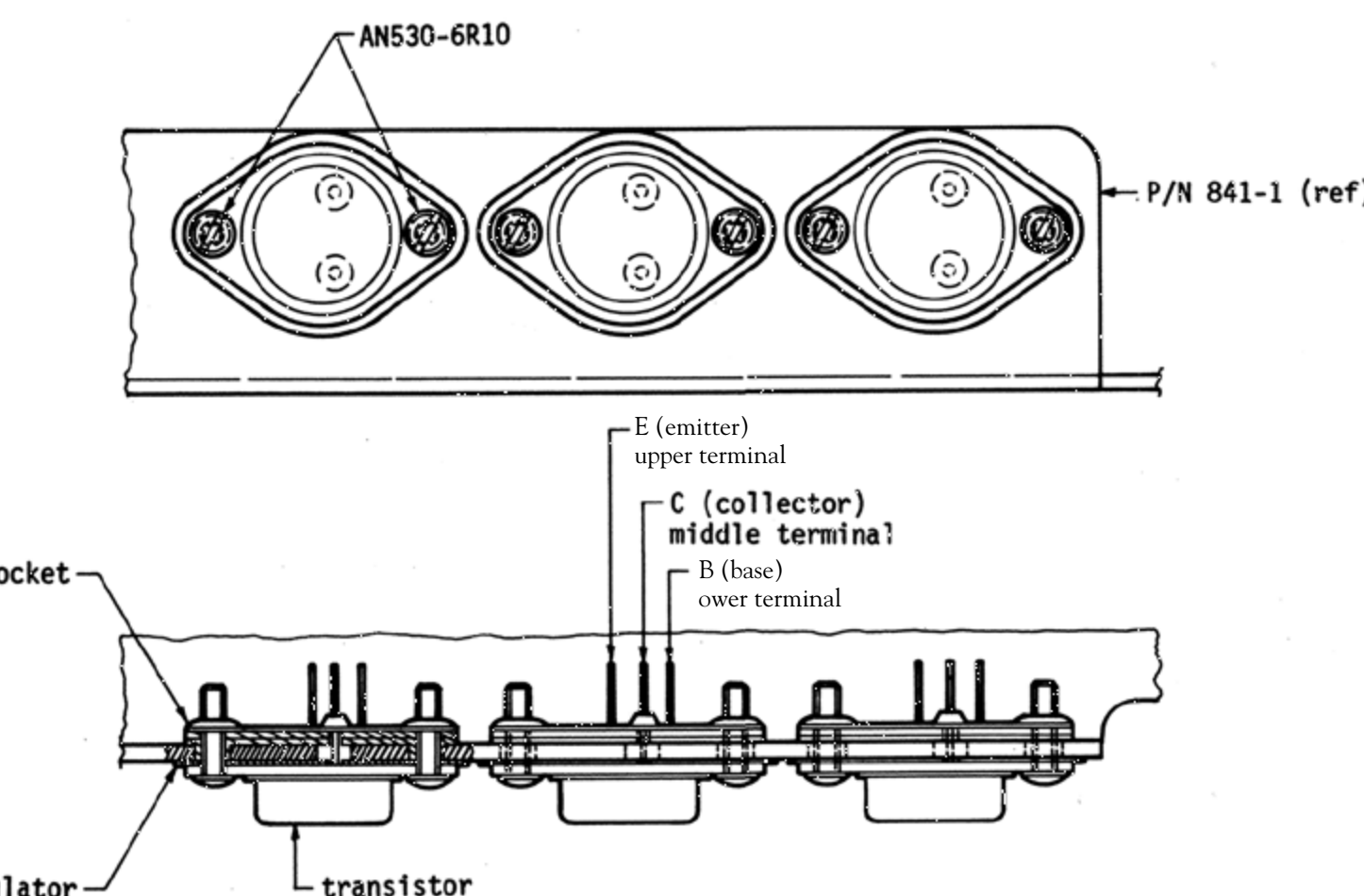
see drawing No. 145 for installation location

DETAIL R  
TERMINALS, P/N 145-21 ENGINE INSTRUMENT CLUSTER  
FULL SCALE



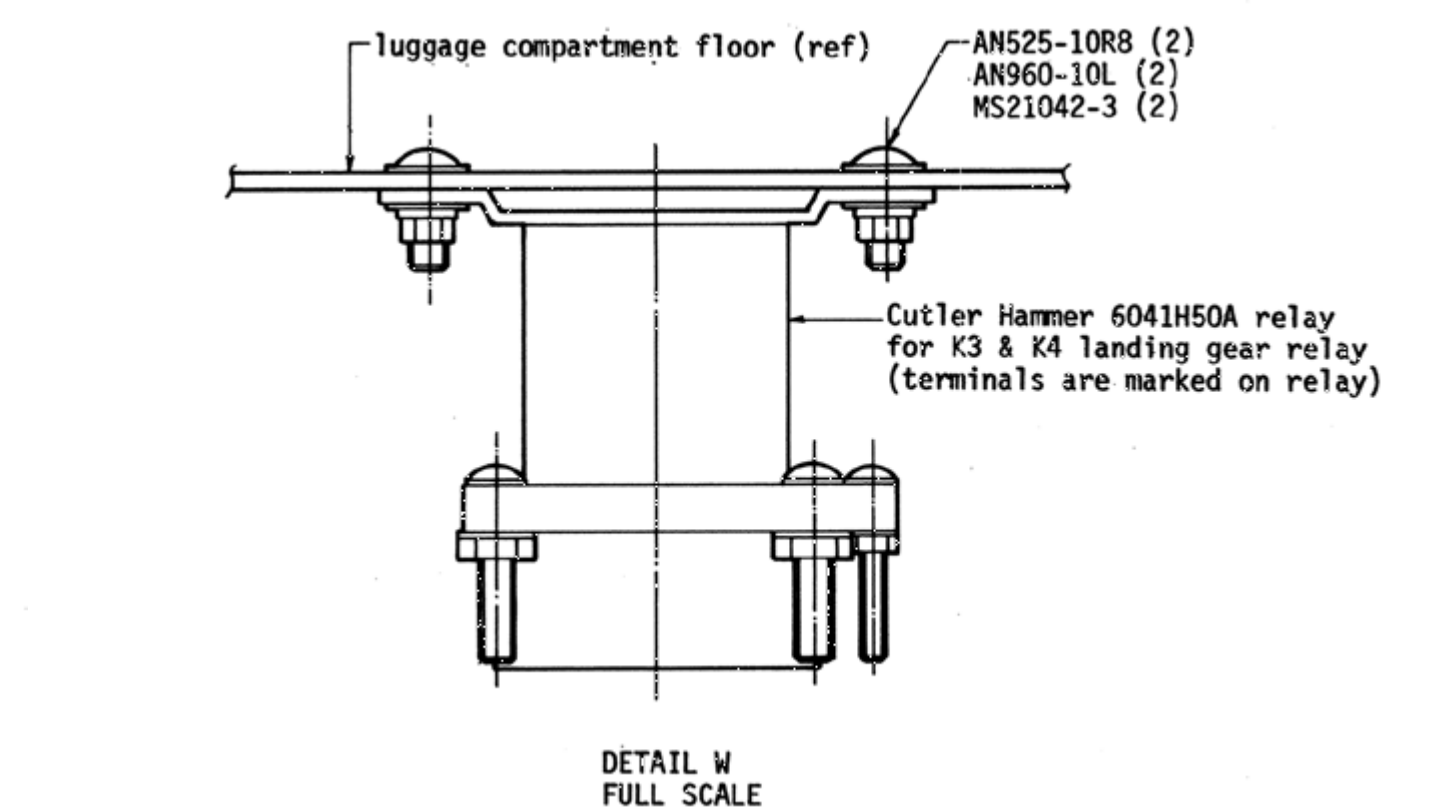
see detail A & G

DETAIL U  
RELAY TERMINALS  
FULL SCALE



Note: Coat both sides of mica insulator with thermal compound ("heat sink grease").

DETAIL V  
TRANSISTOR INSTALLATION & TERMINALS  
FULL SCALE

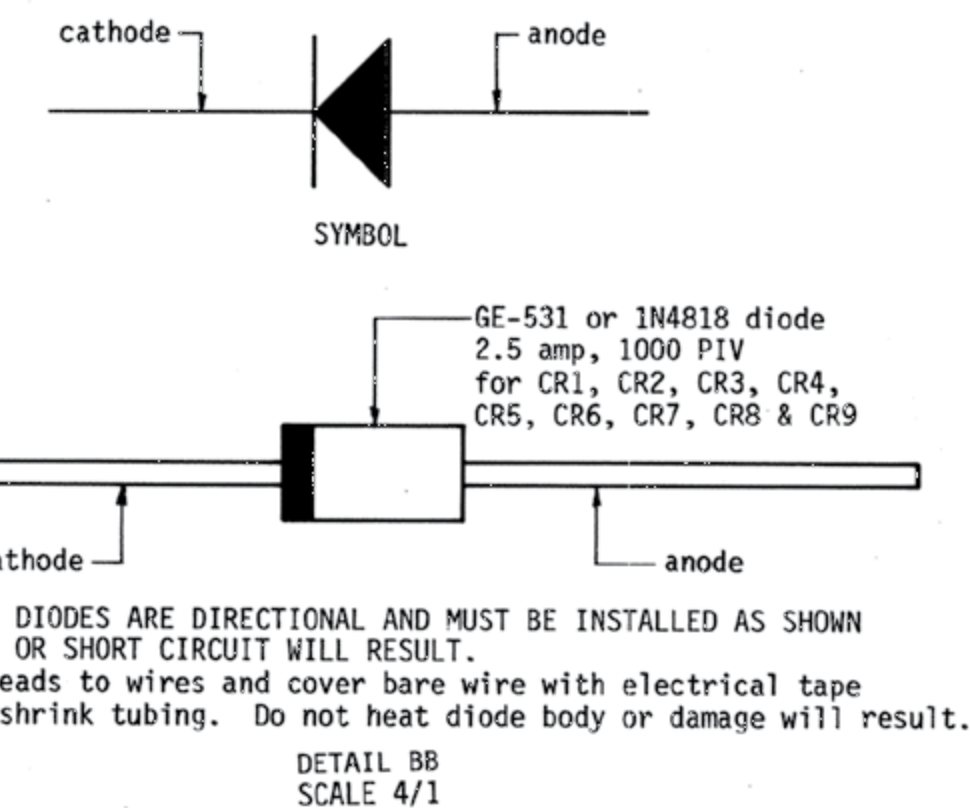
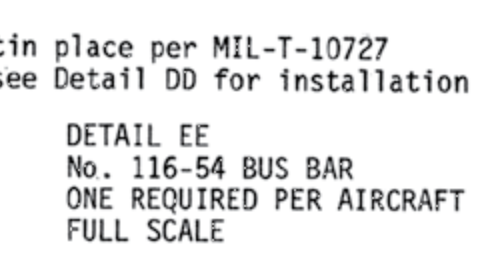
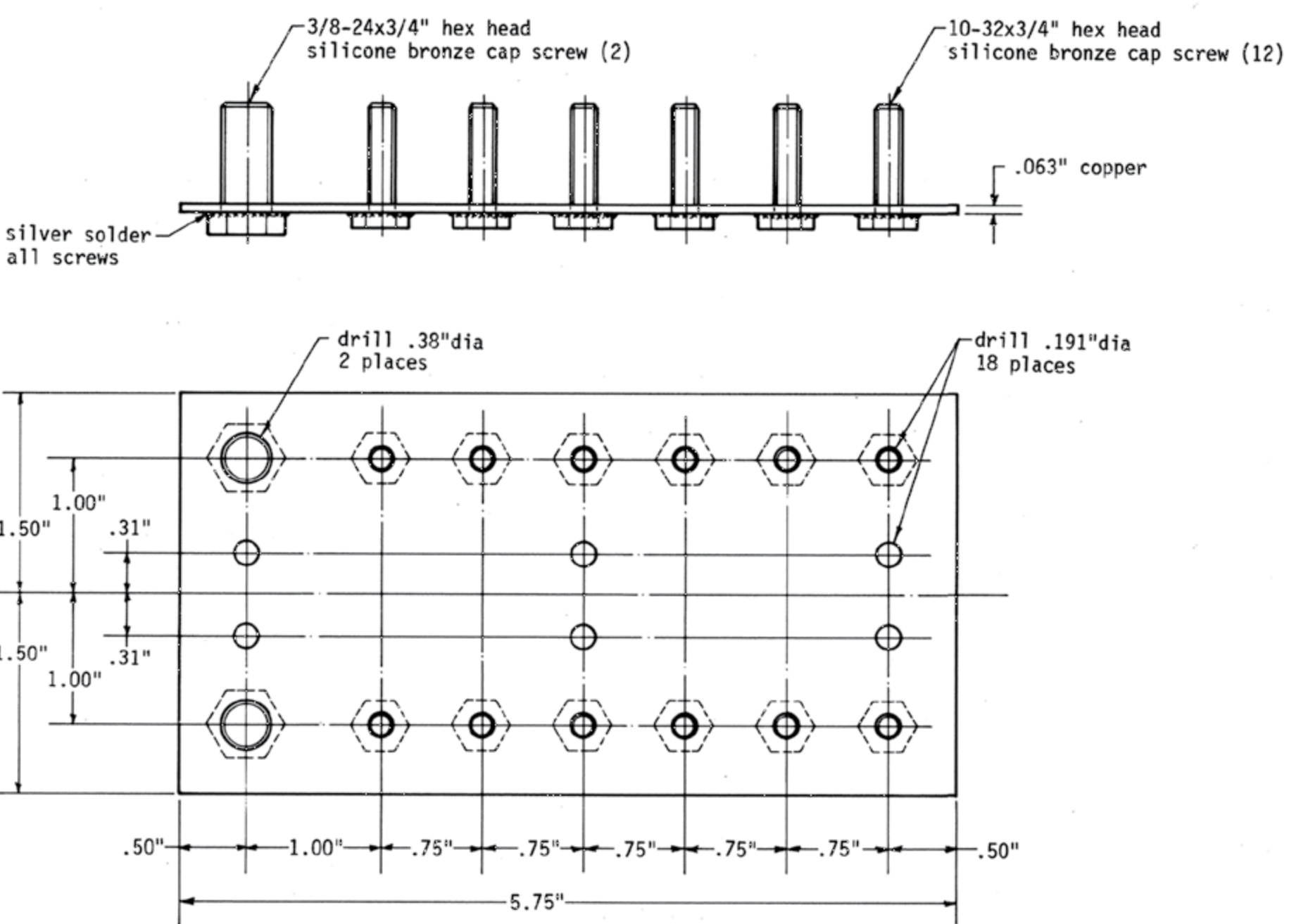
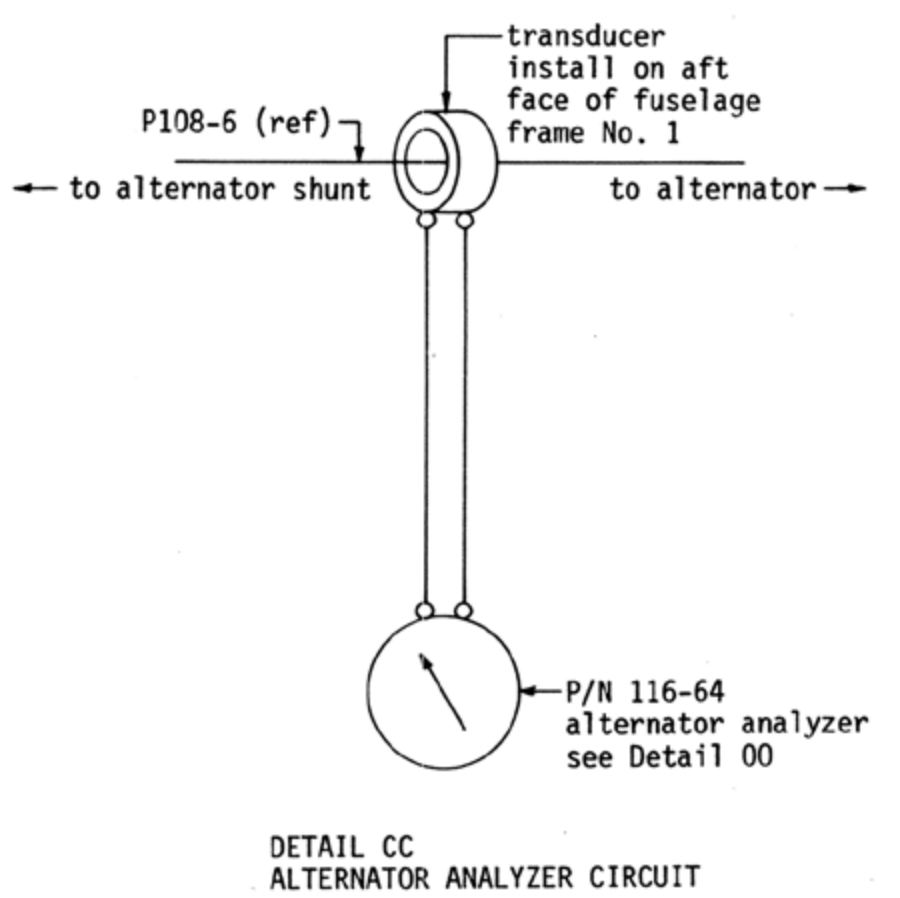
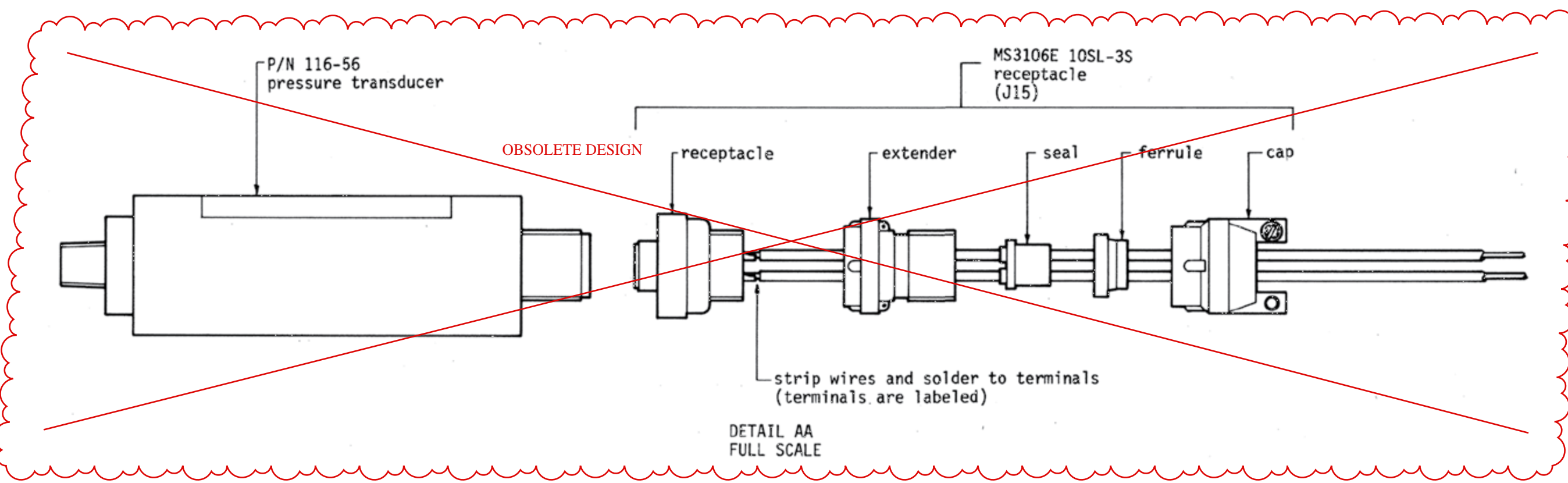
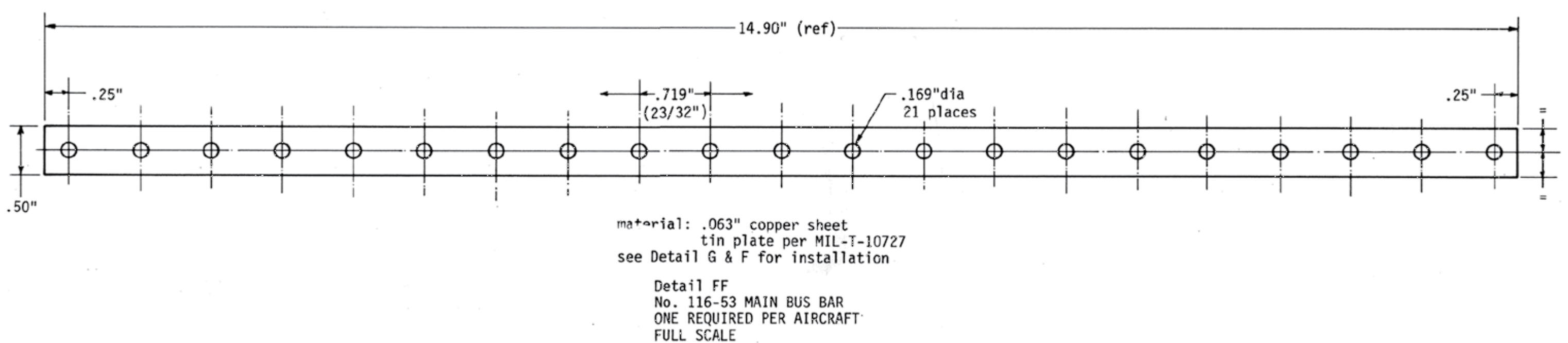
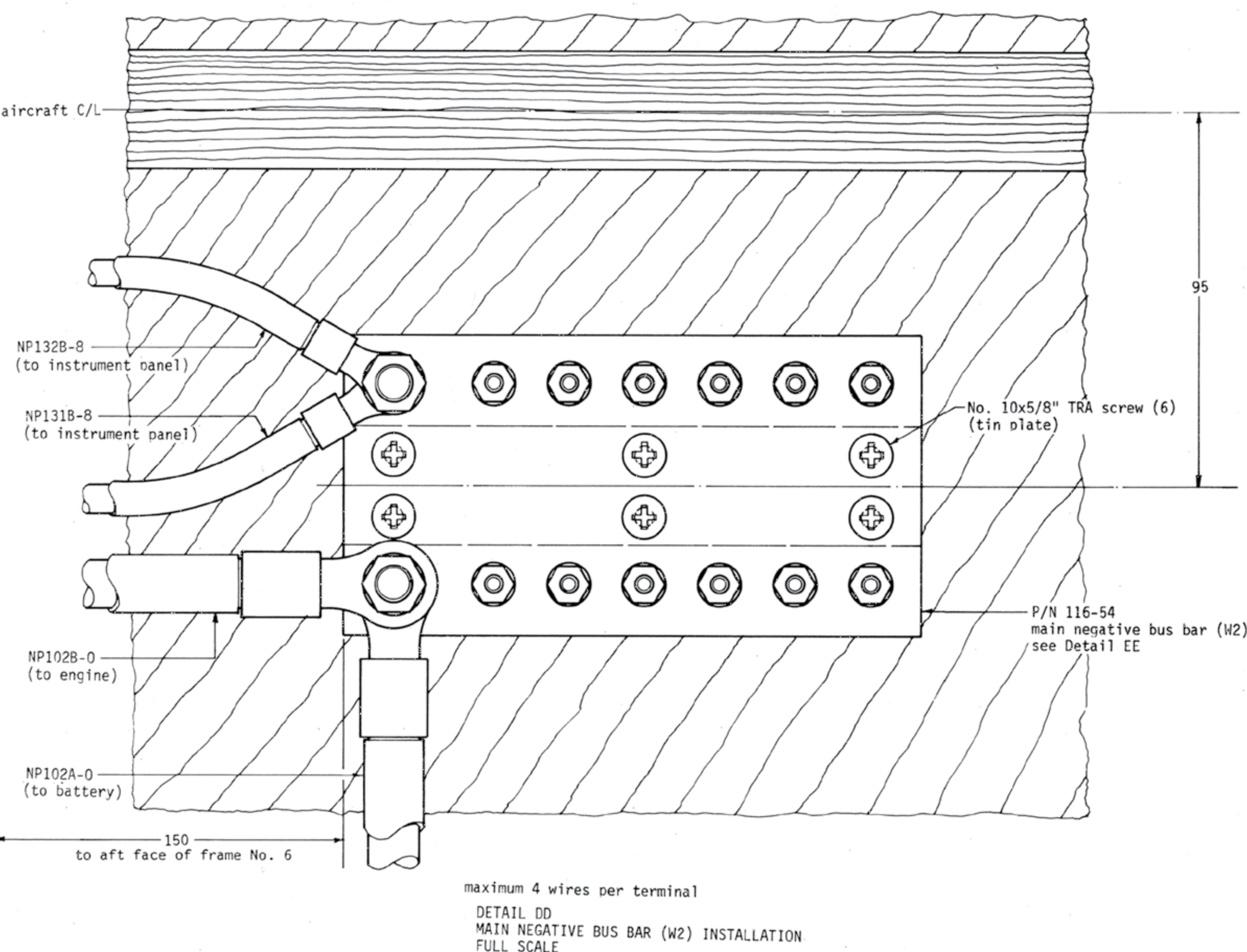
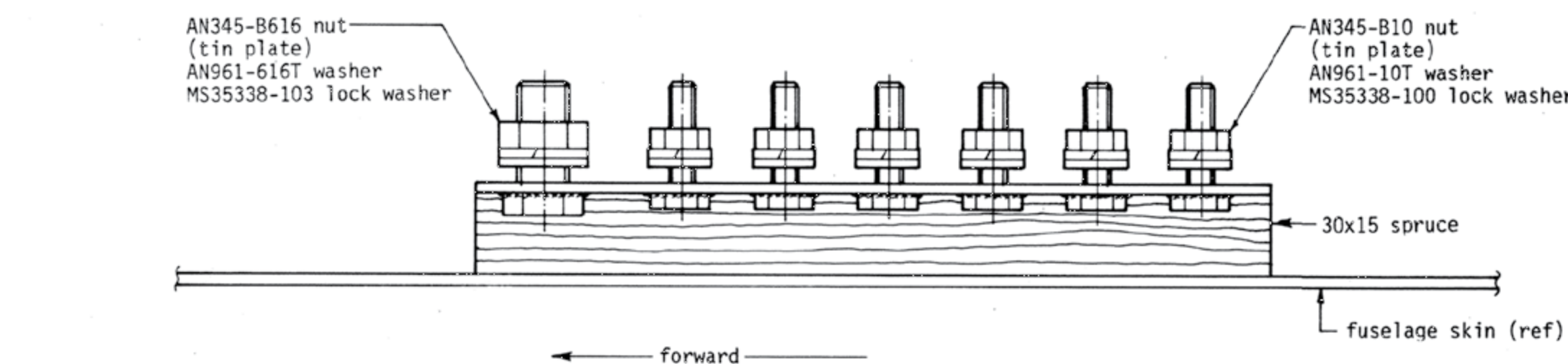
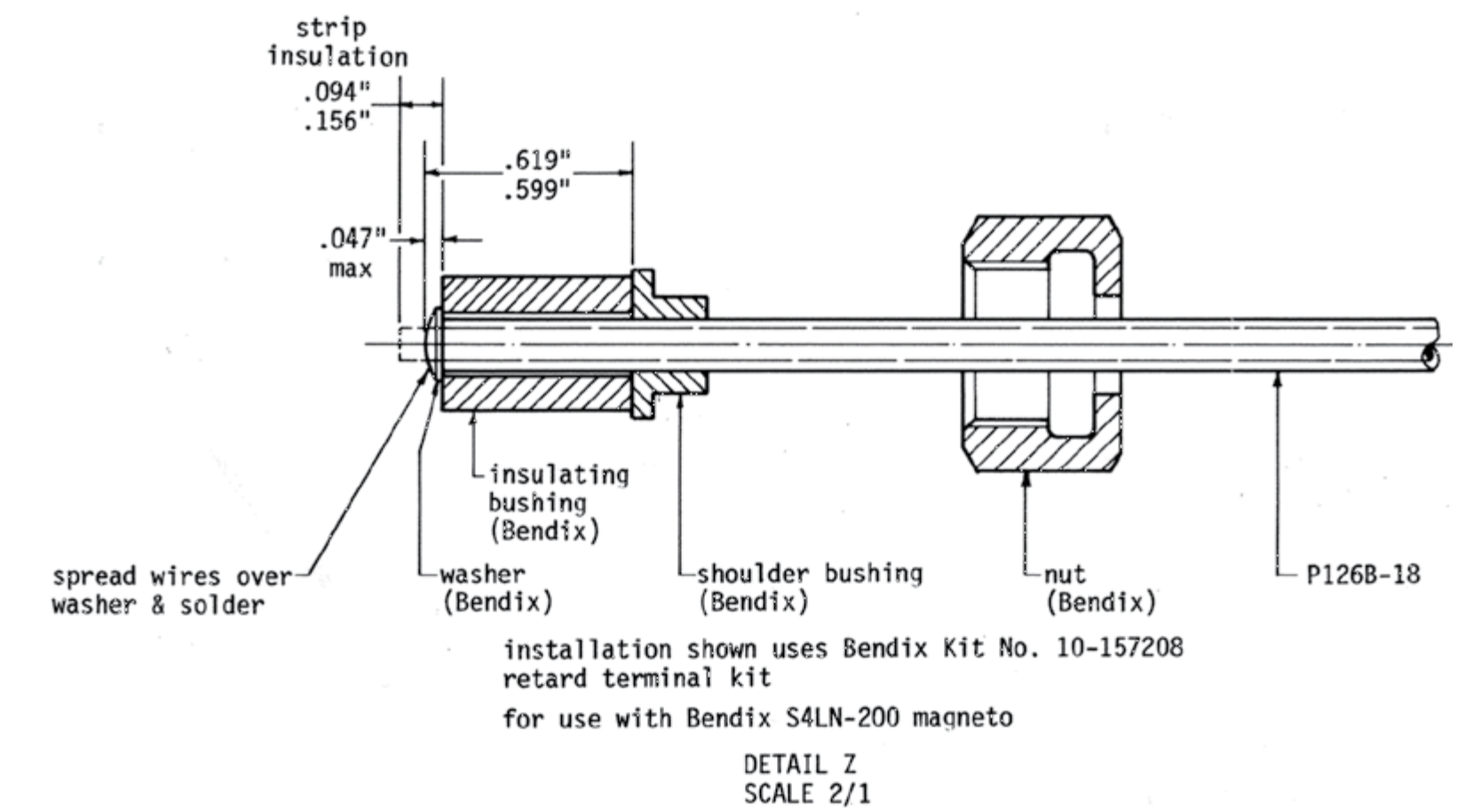
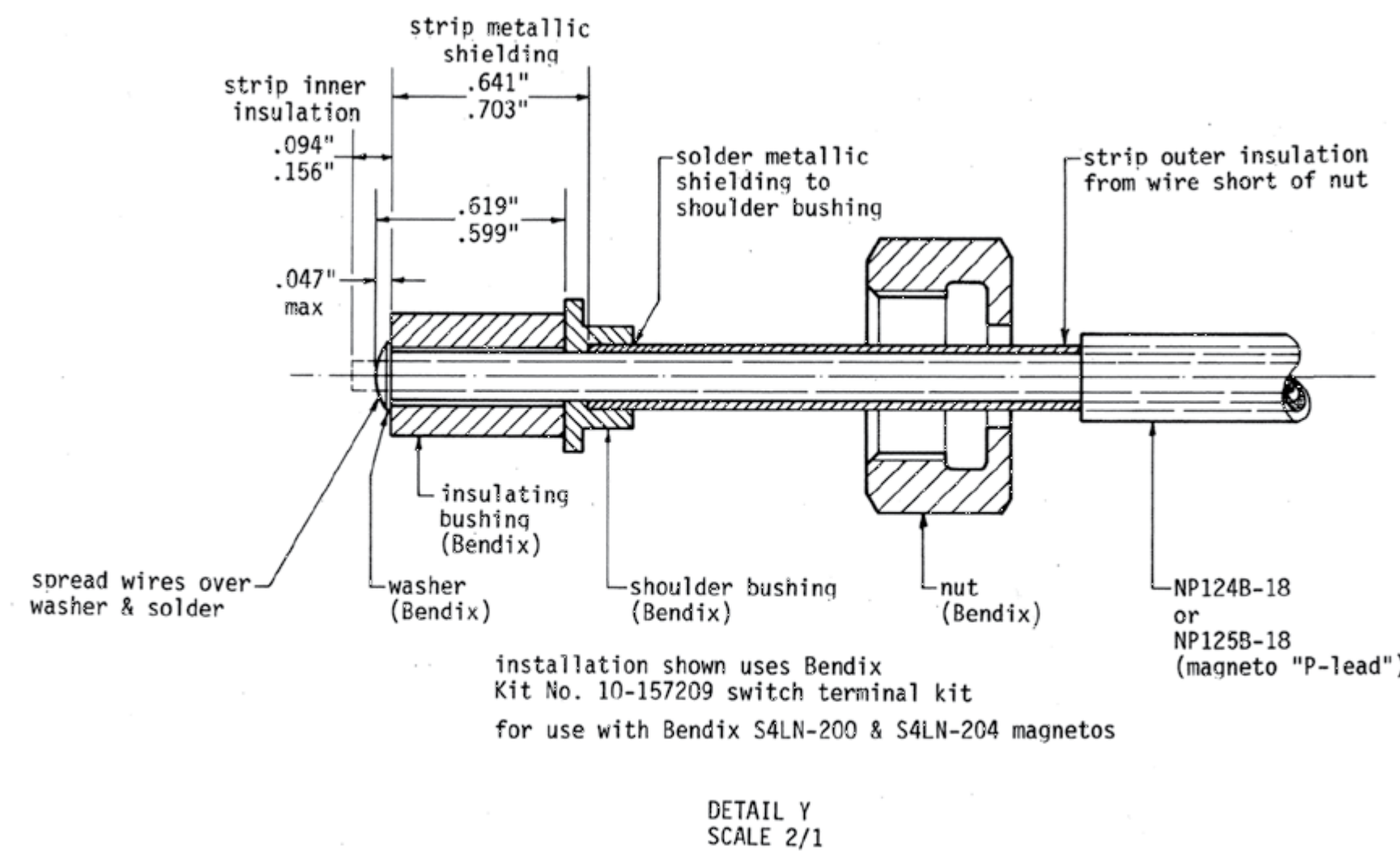
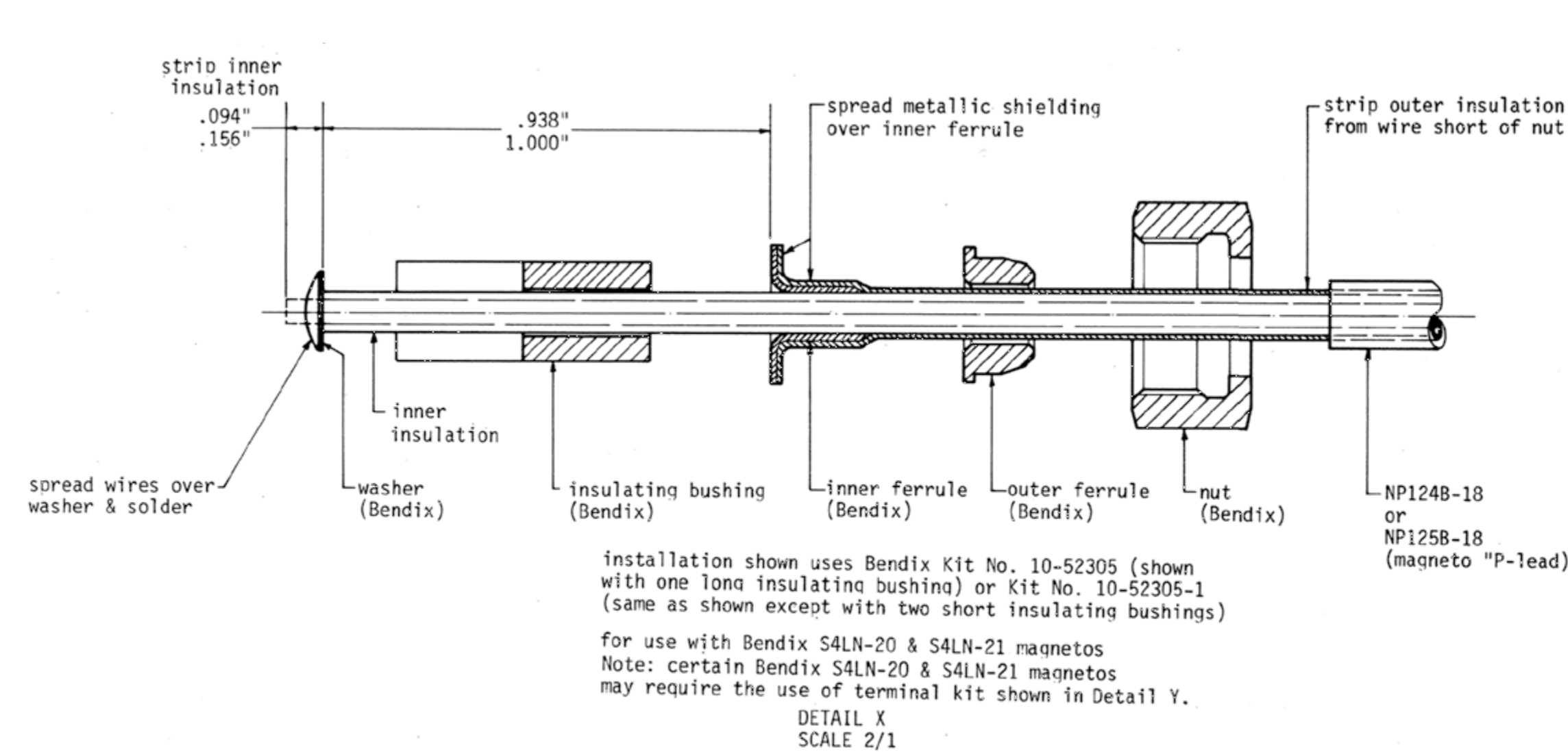


DETAIL S  
ALTERNATOR TERMINALS  
SCALE 1/2

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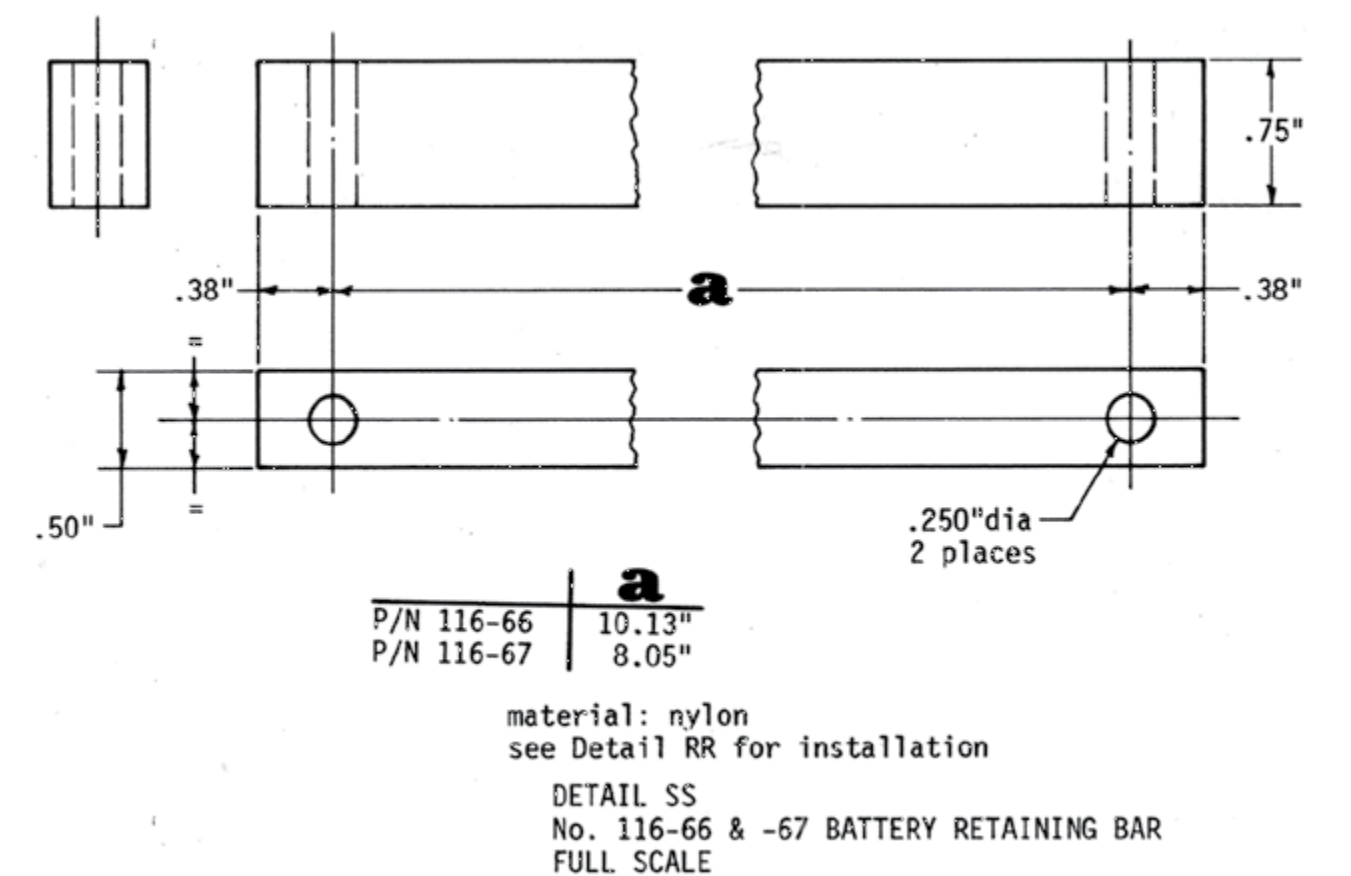
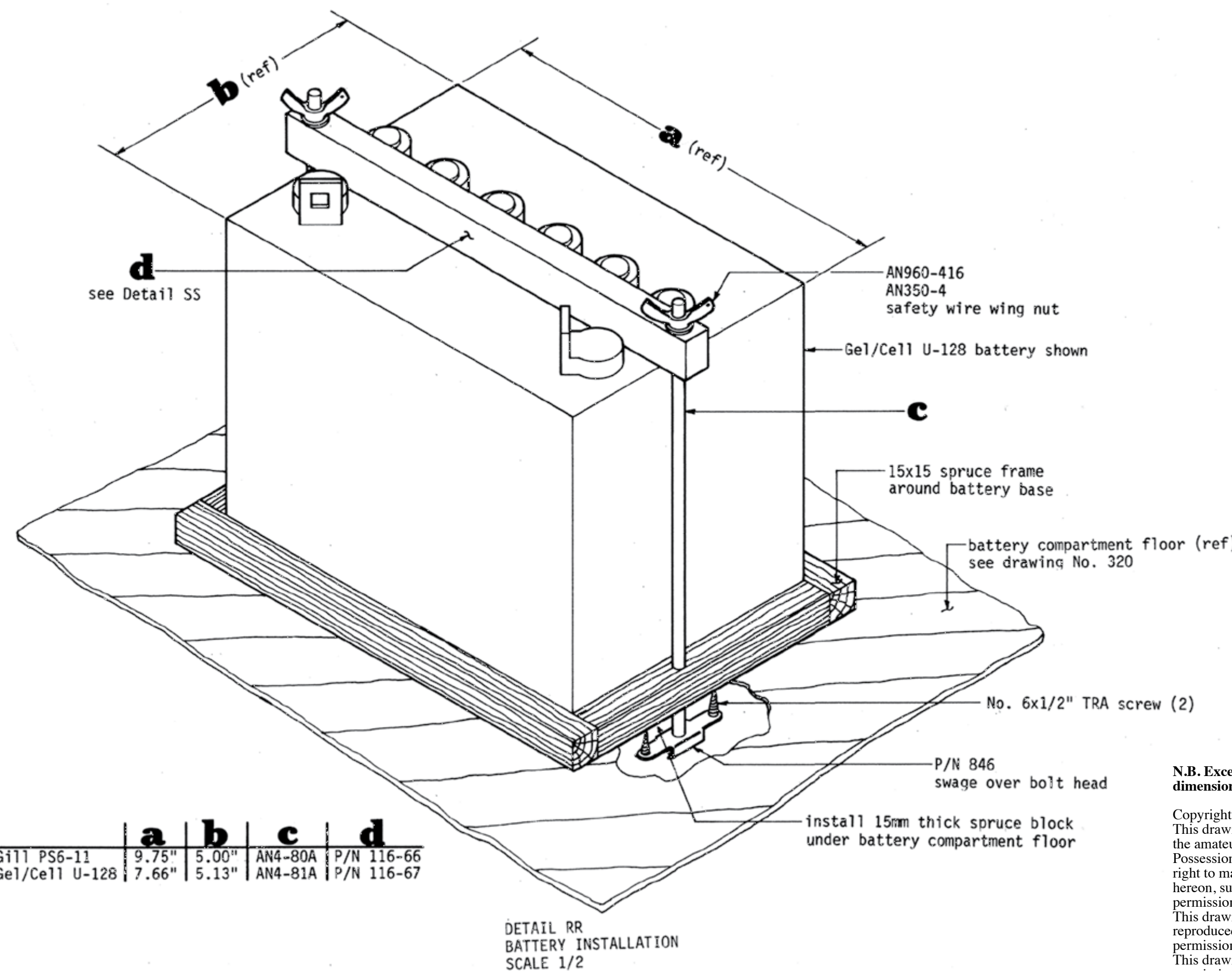
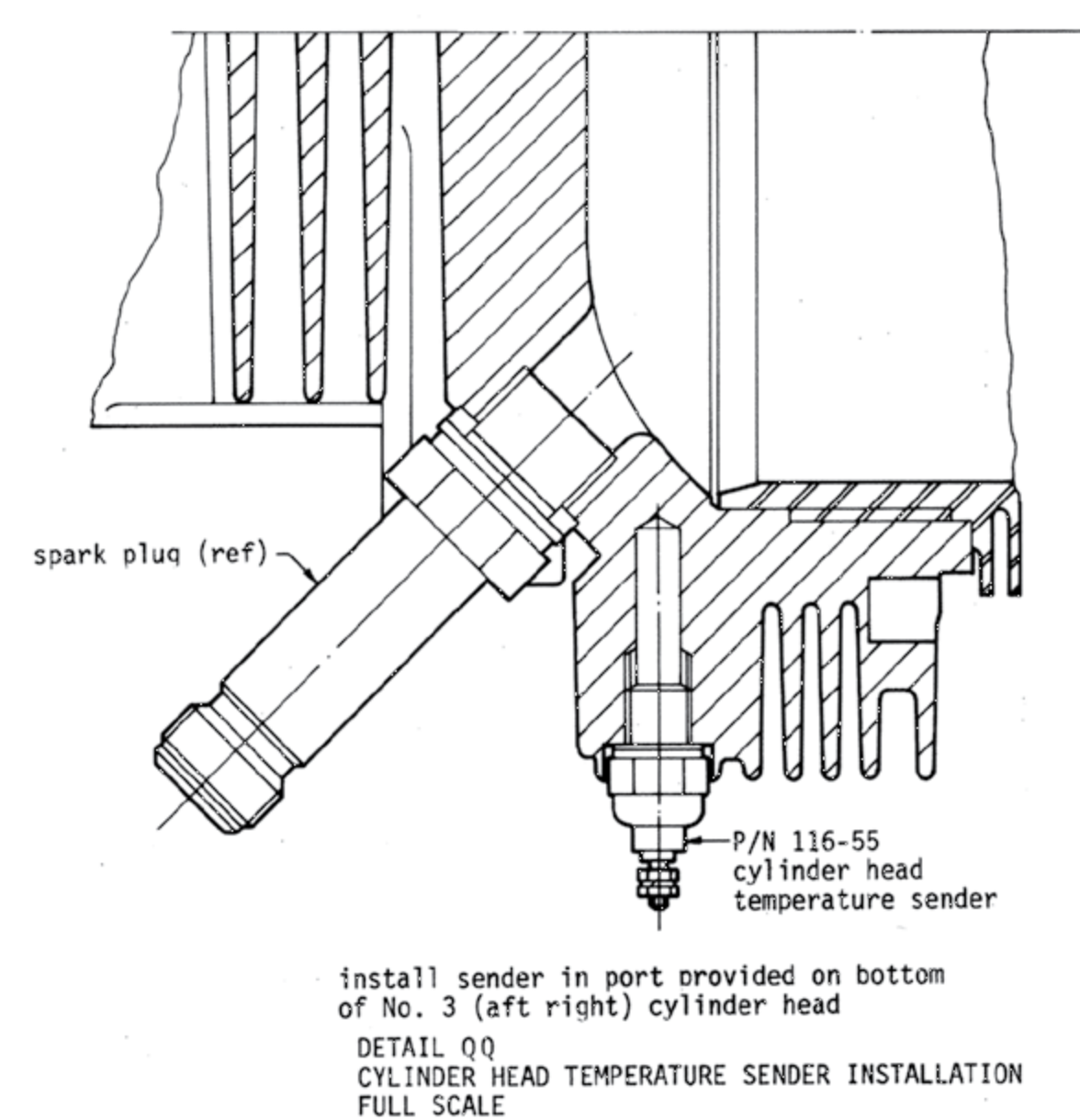
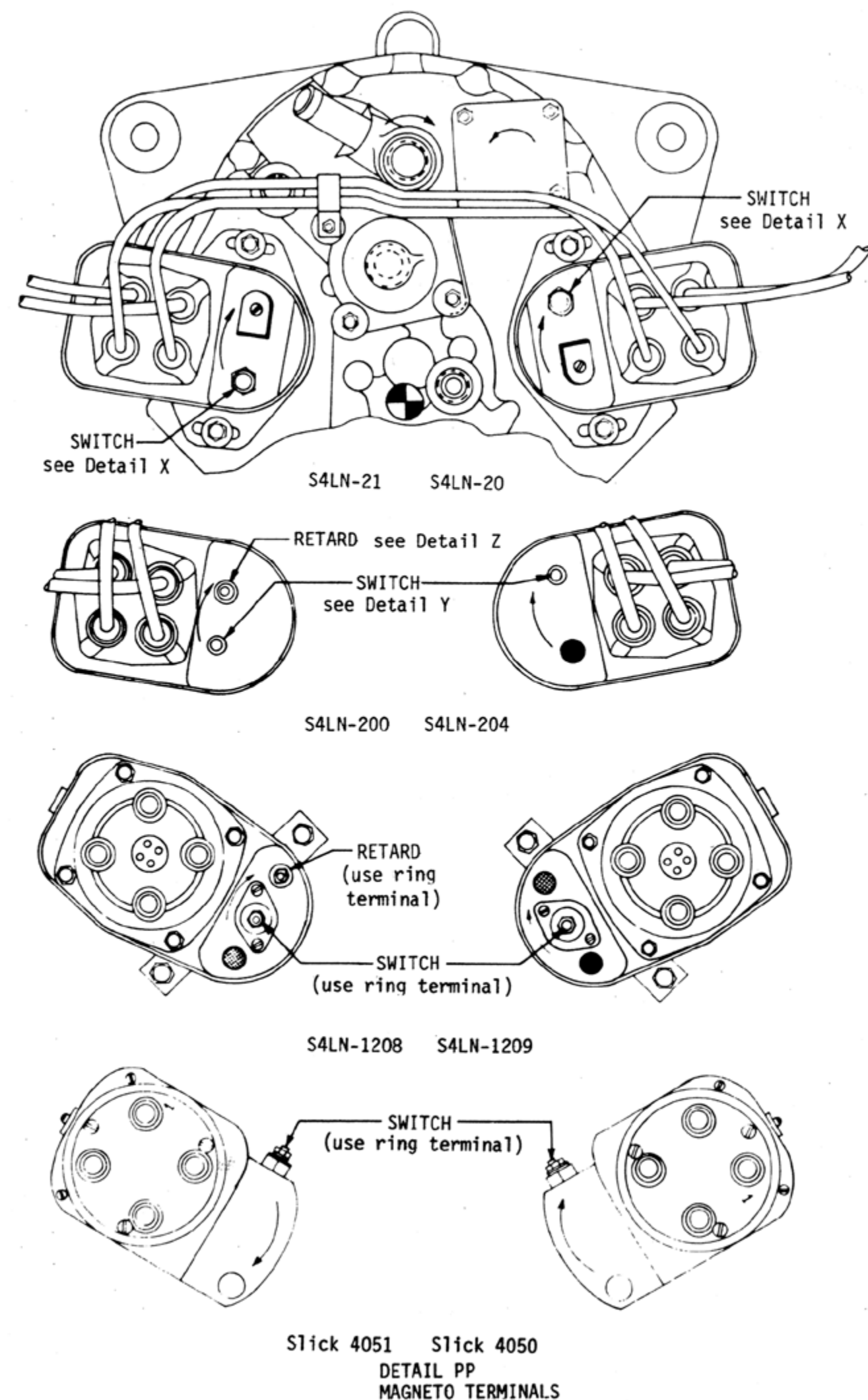
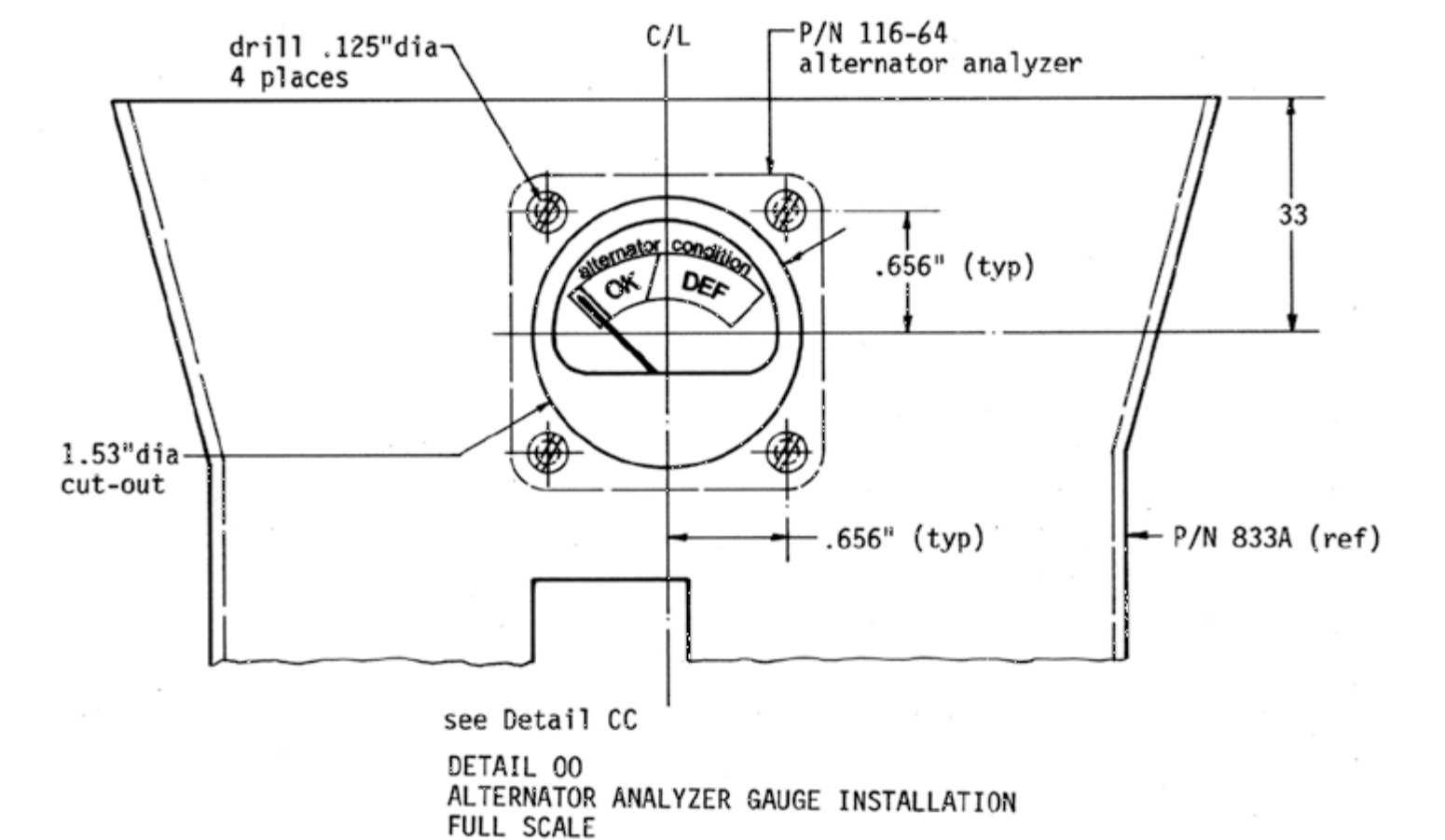
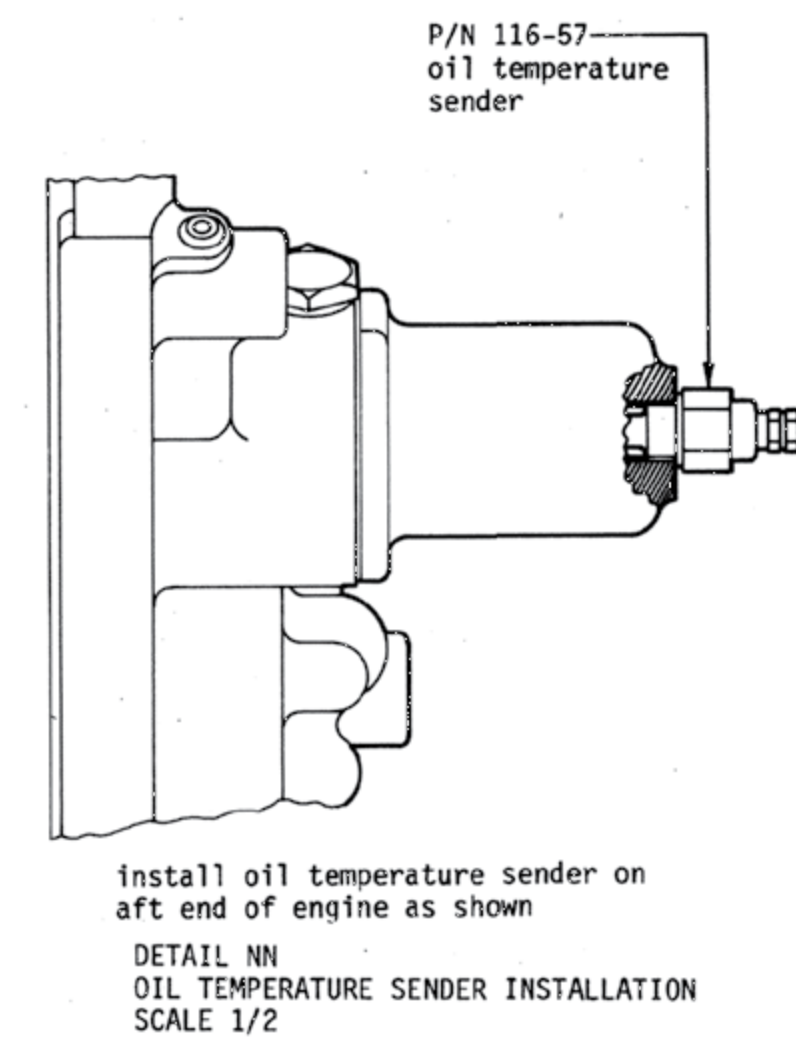
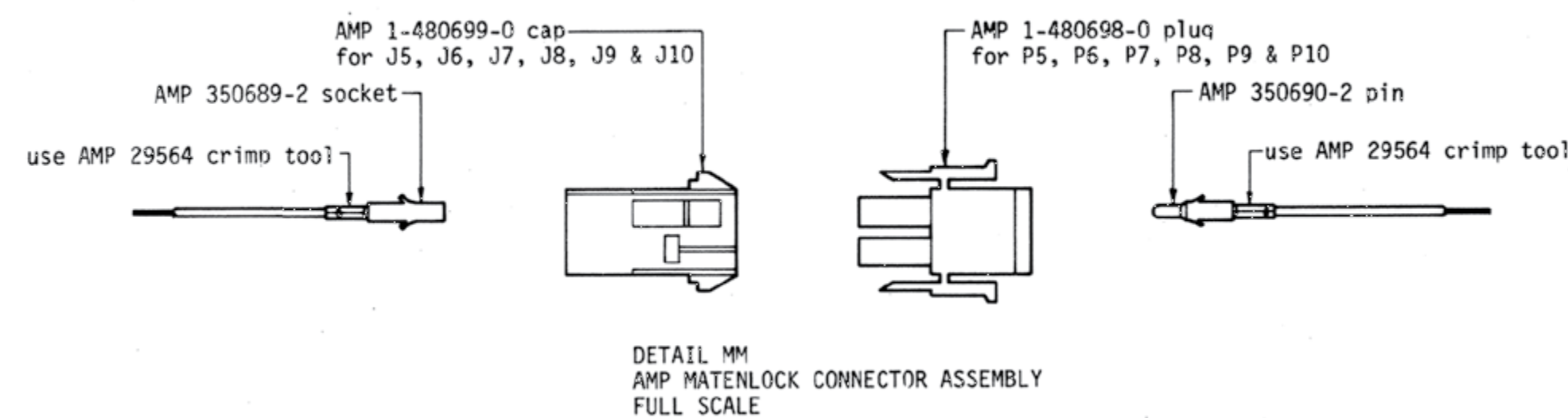
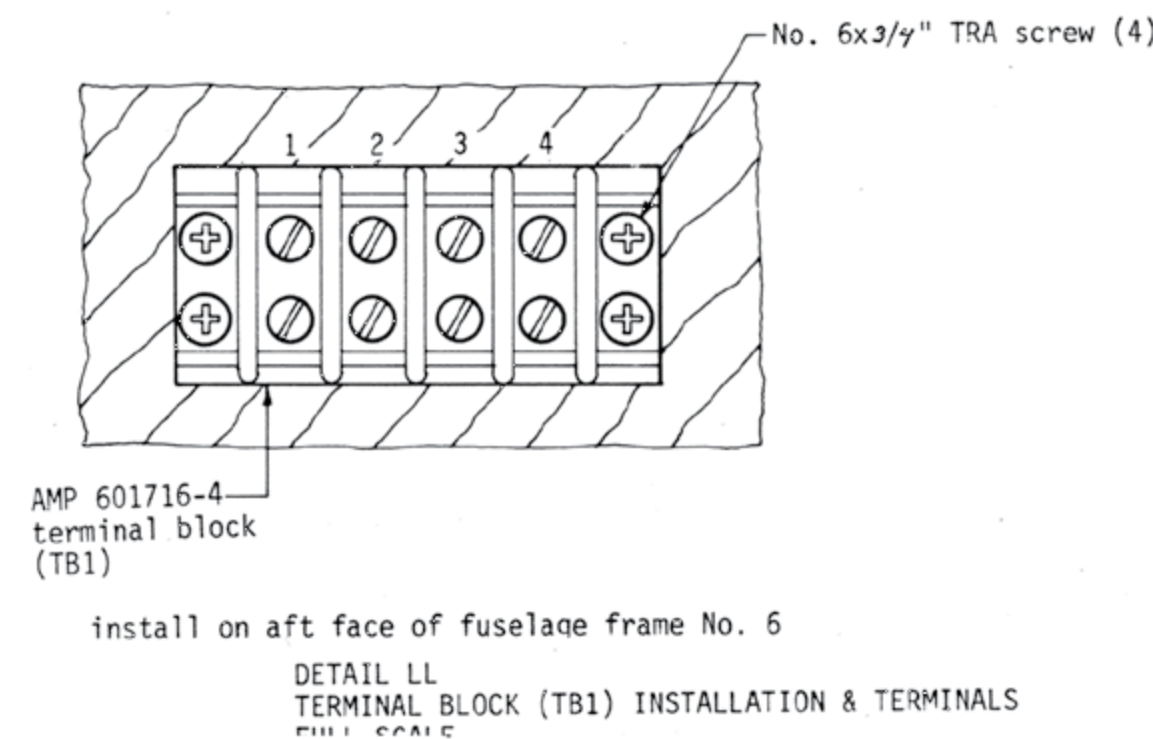
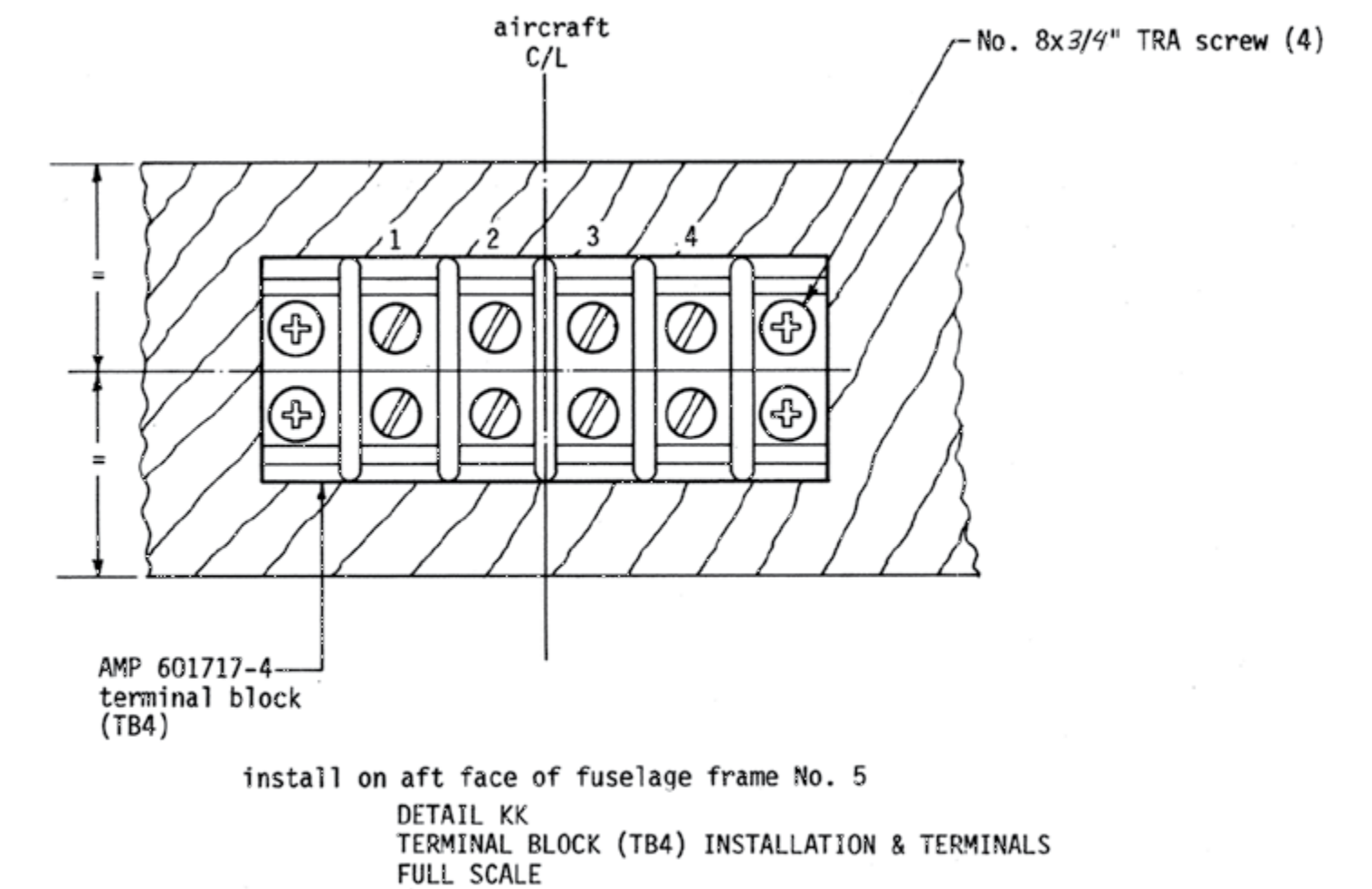
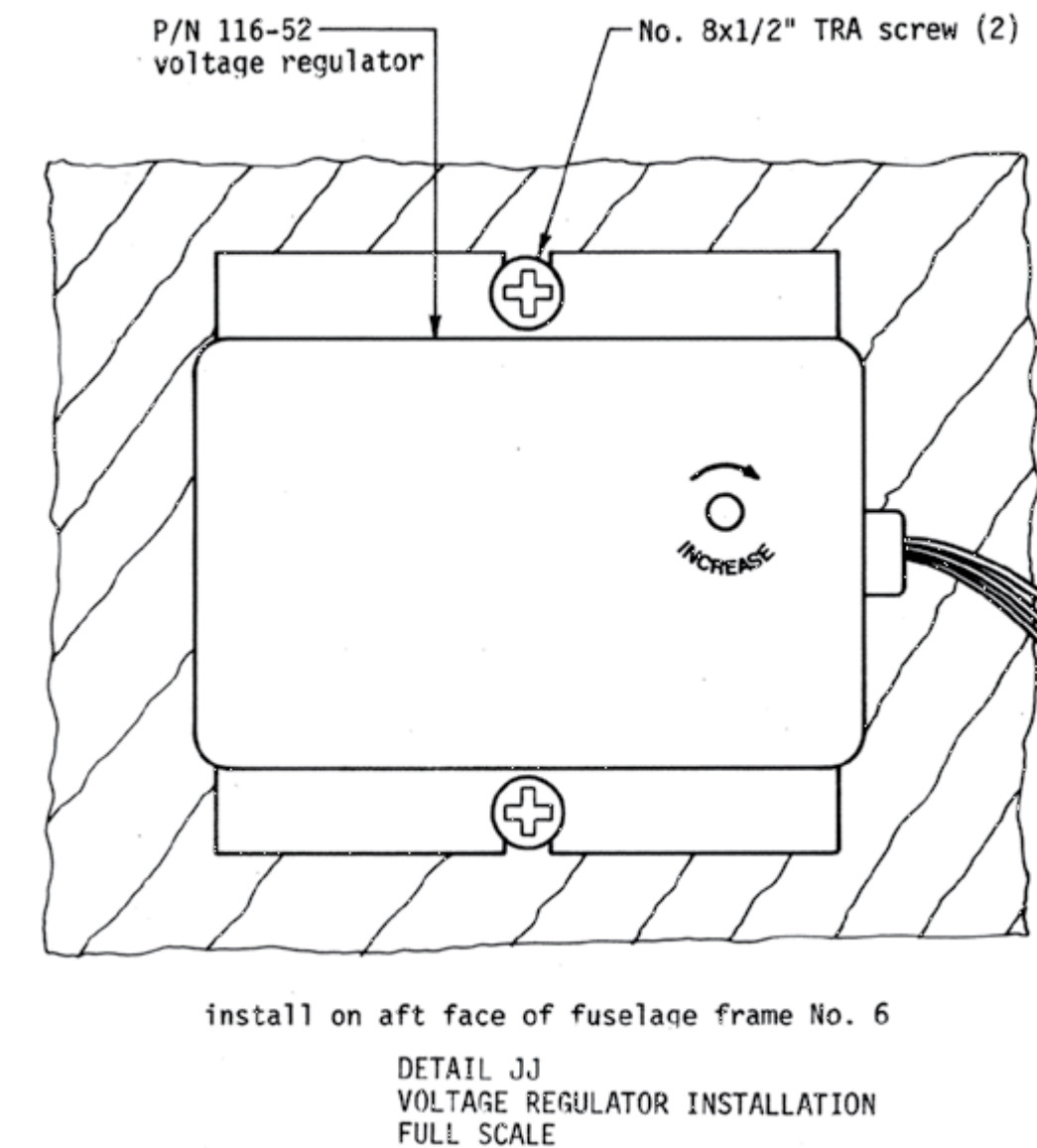
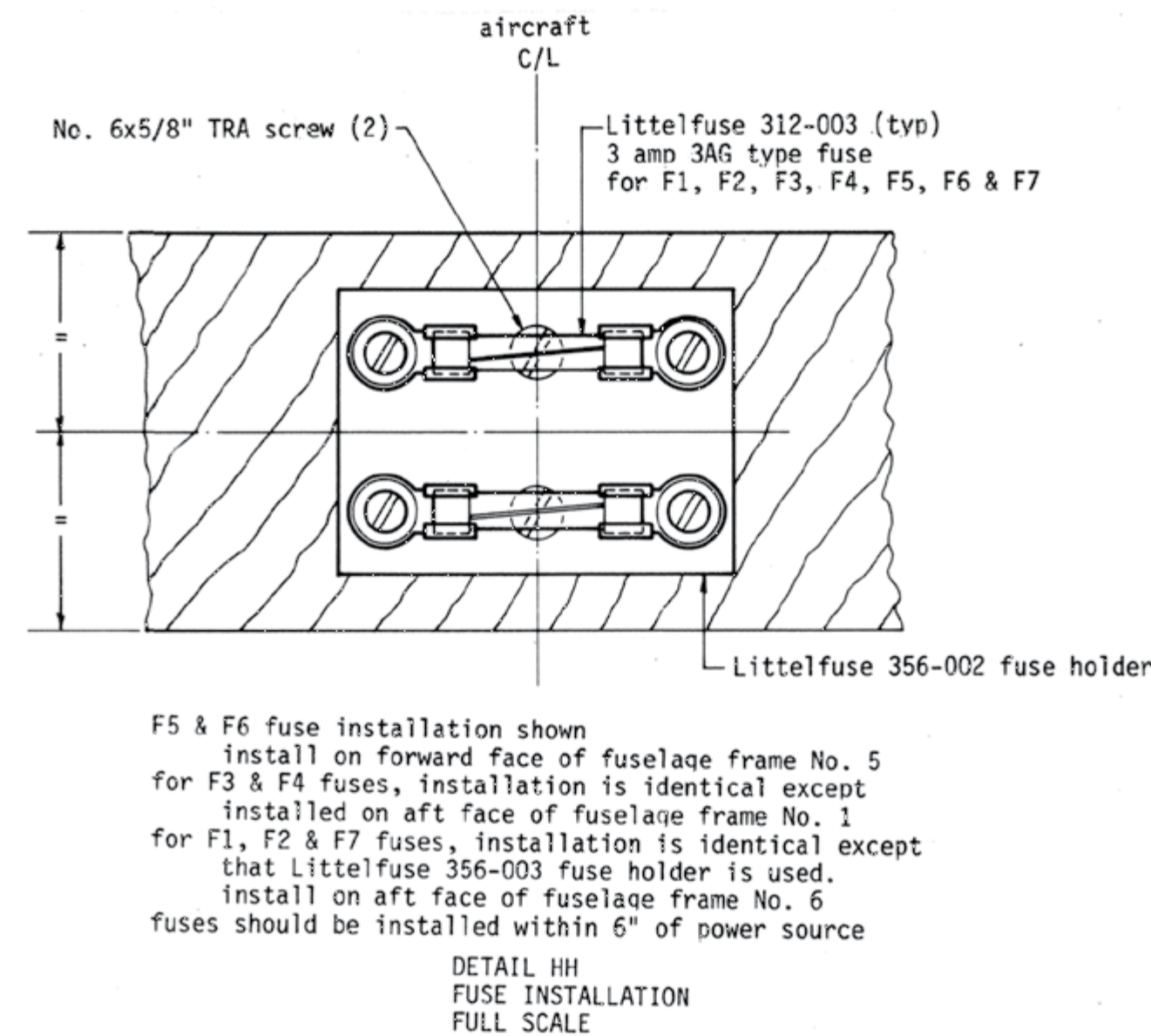
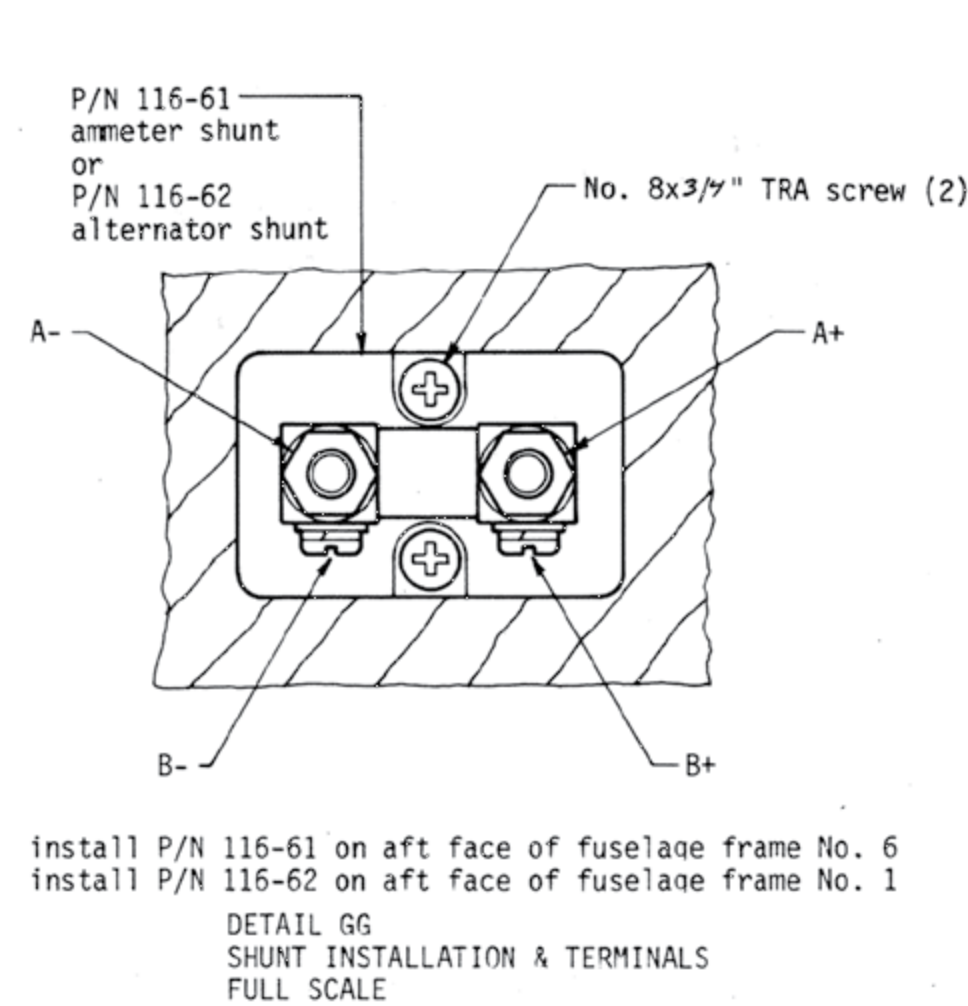
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## A45

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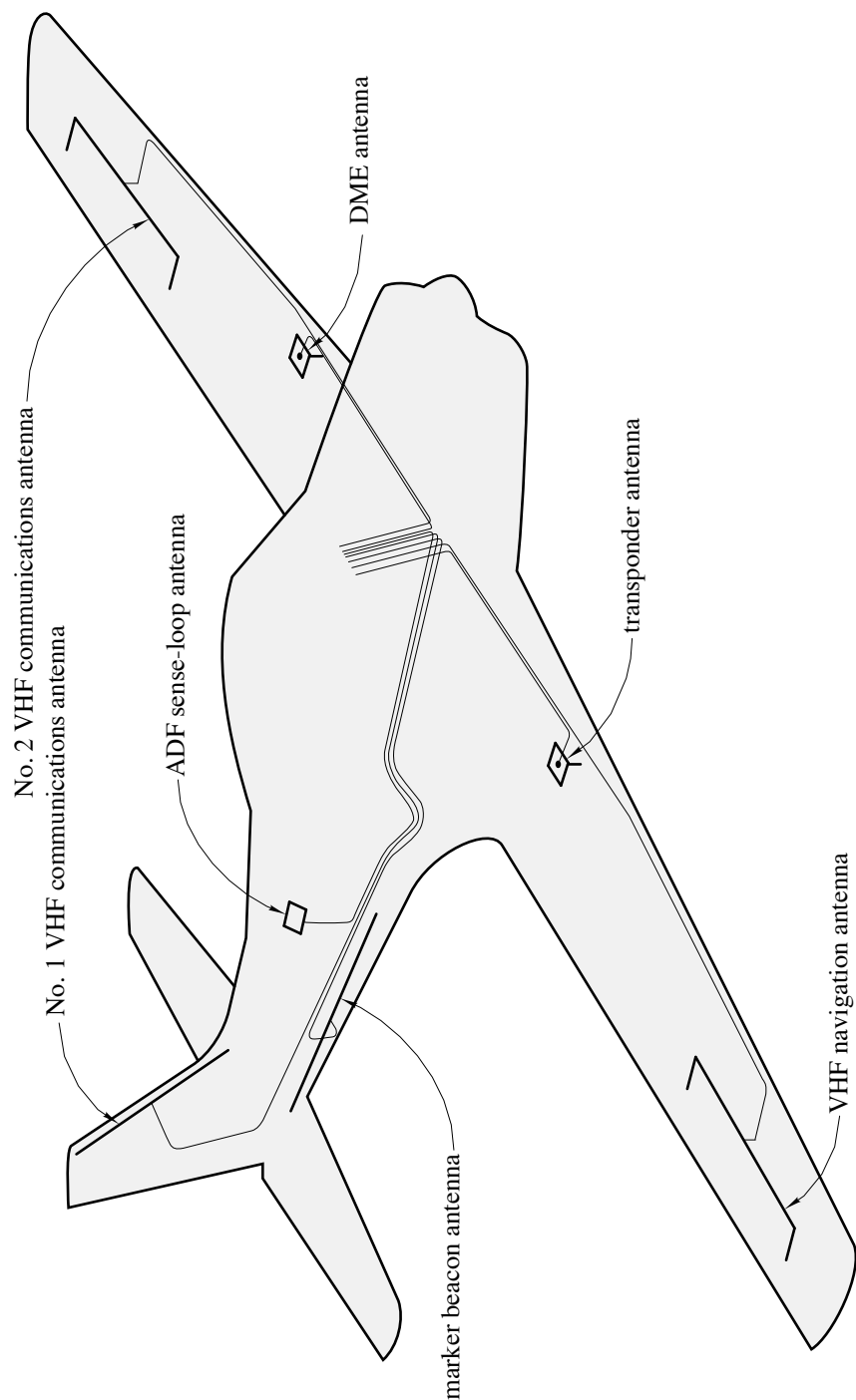
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AA

Assembly—Series 100





No. 160 ANTENNA INSTALLATION

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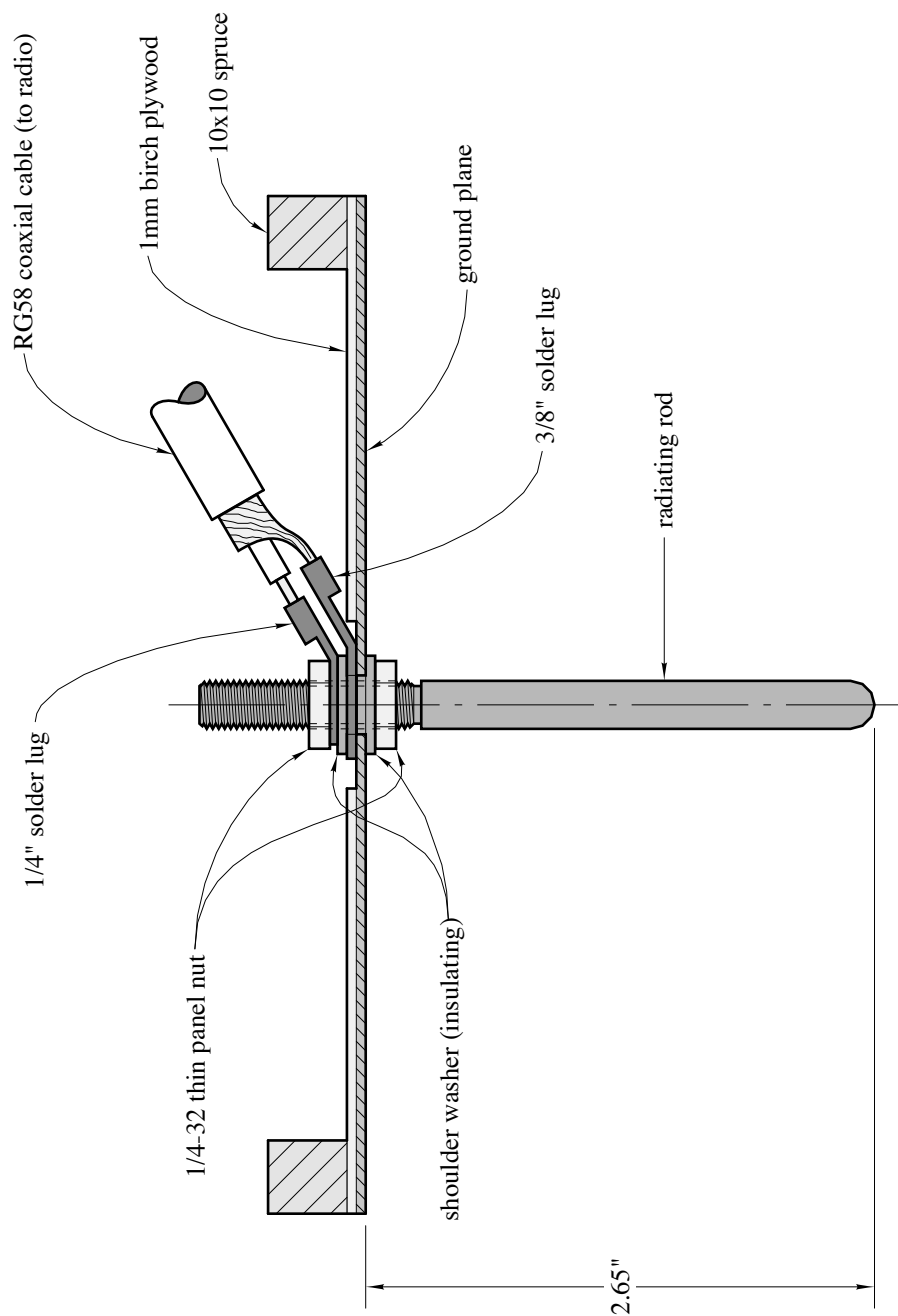


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**AA1**

Revision



solder coaxial cable wires to solder lugs  
see Drawing No. 160 for installation

No. 162 DME/TRANSPONDER ANTENNA ASSEMBLY  
FULL SCALE

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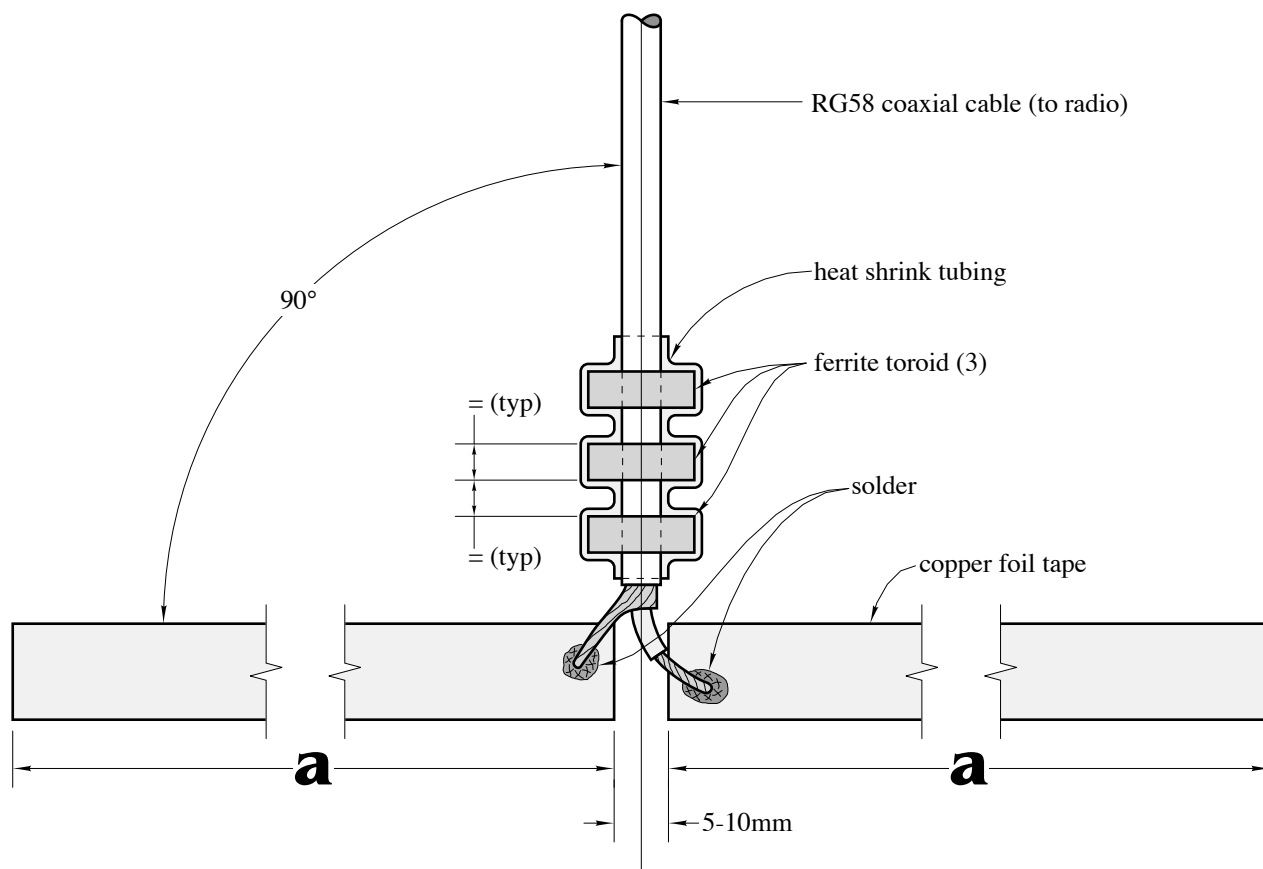
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**AA2**

Revision





	<b>a</b>
VHF COM	20.3"
VHF NAV	22.8"
Marker beacon	34.3"

see Drawing No. 160 for installation

### No. 161 FERRITE-FOIL ANTENNA ASSEMBLY FULL SCALE

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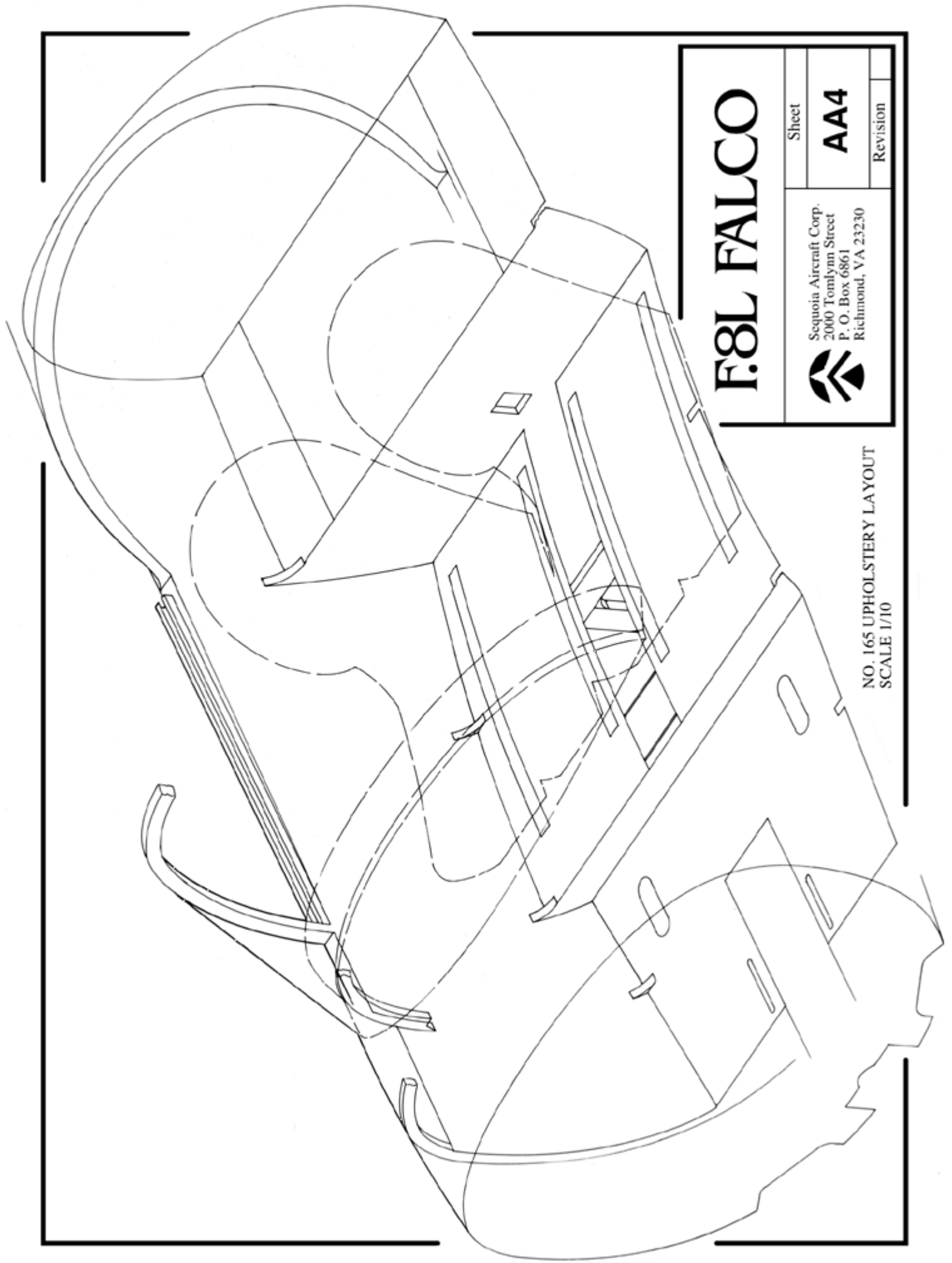


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**AA3**

Revision



# F8L FALCO

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AA4

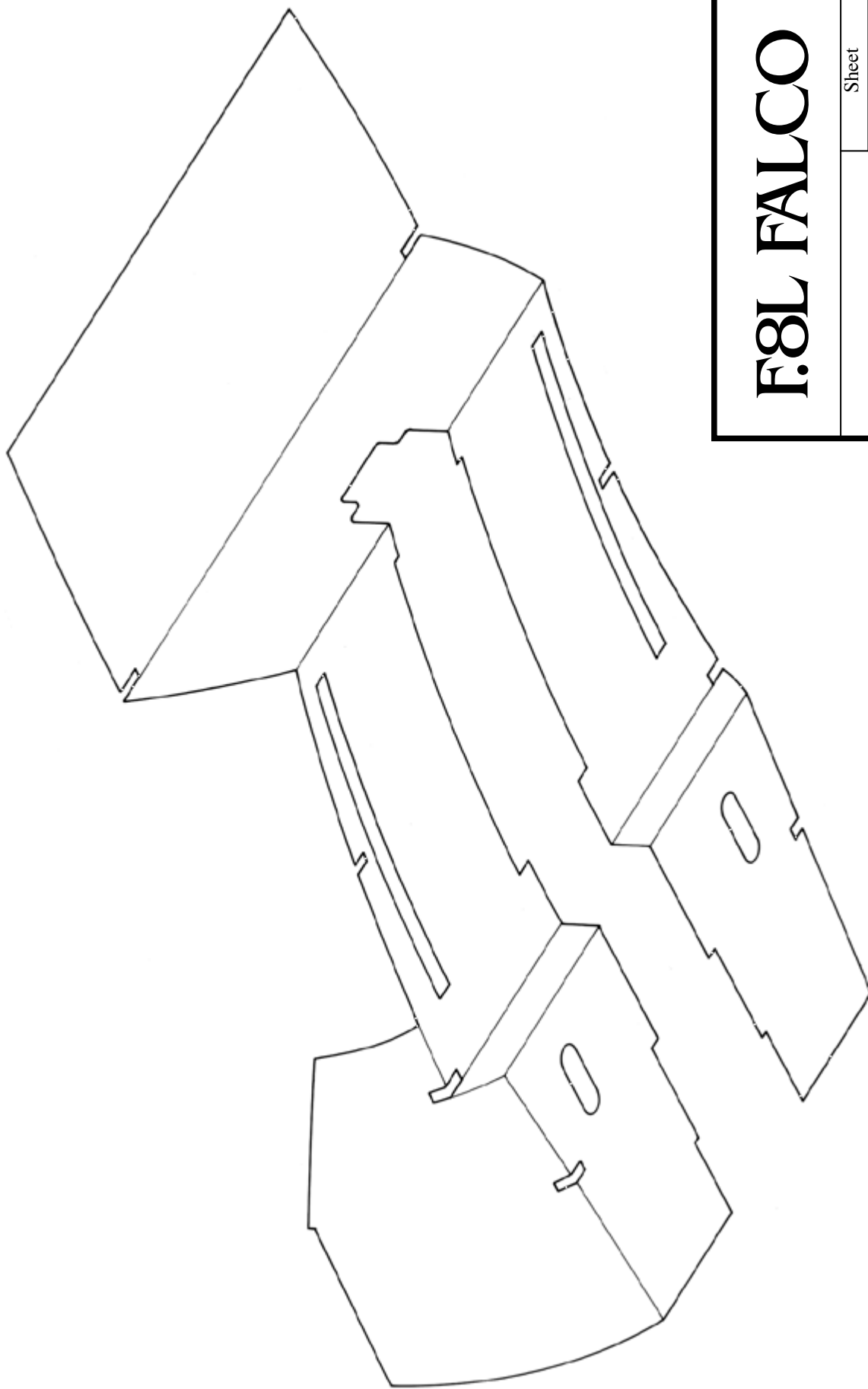
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NO. 165 UPHOLSTERY LAYOUT  
SCALE 1/10





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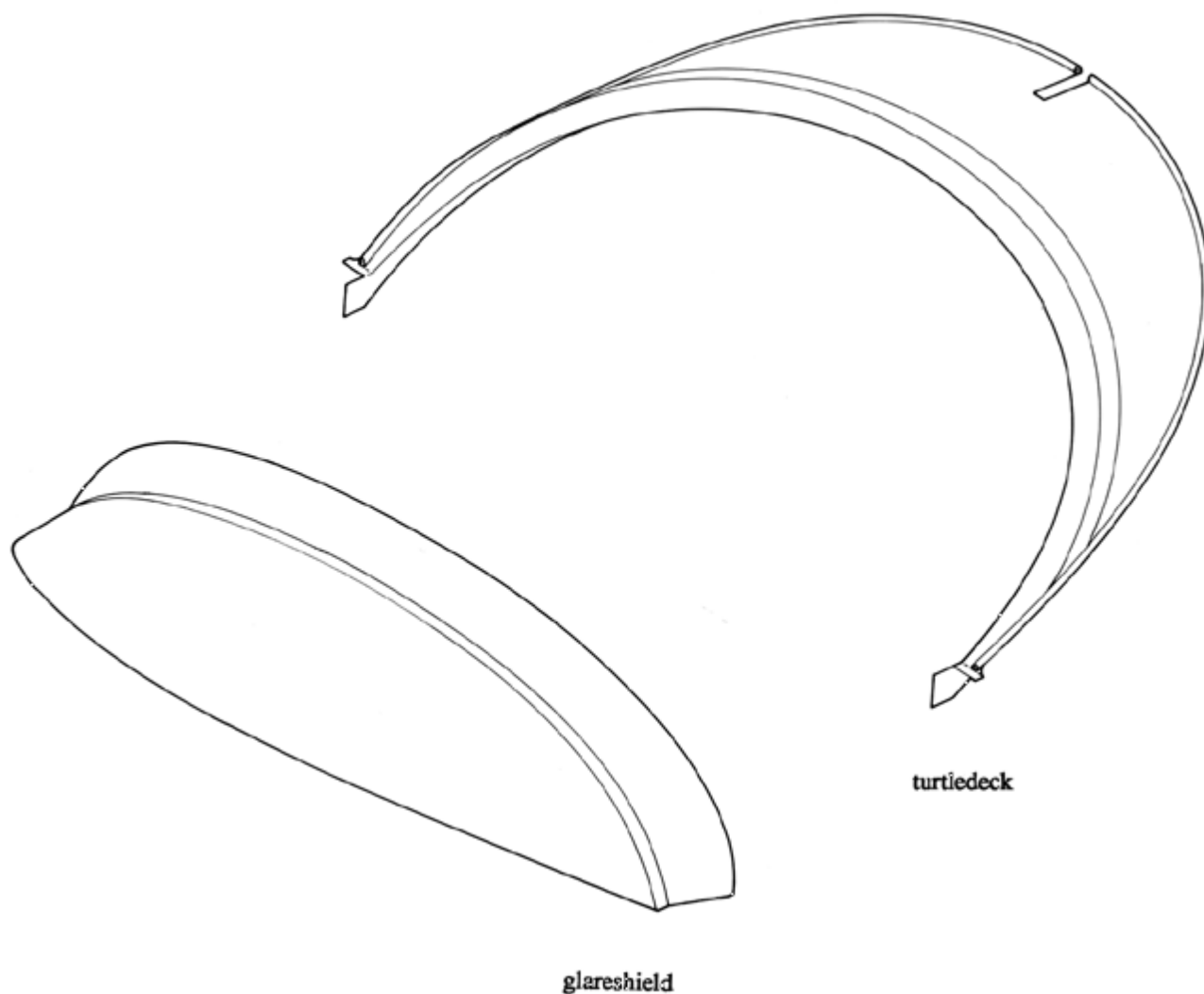


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**AA5**

Revision

NO. 166 CARPET  
SCALE 1/10



**NO. 167 GLARESHIELD AND TURTLEDECK**  
**SCALE 1/10**

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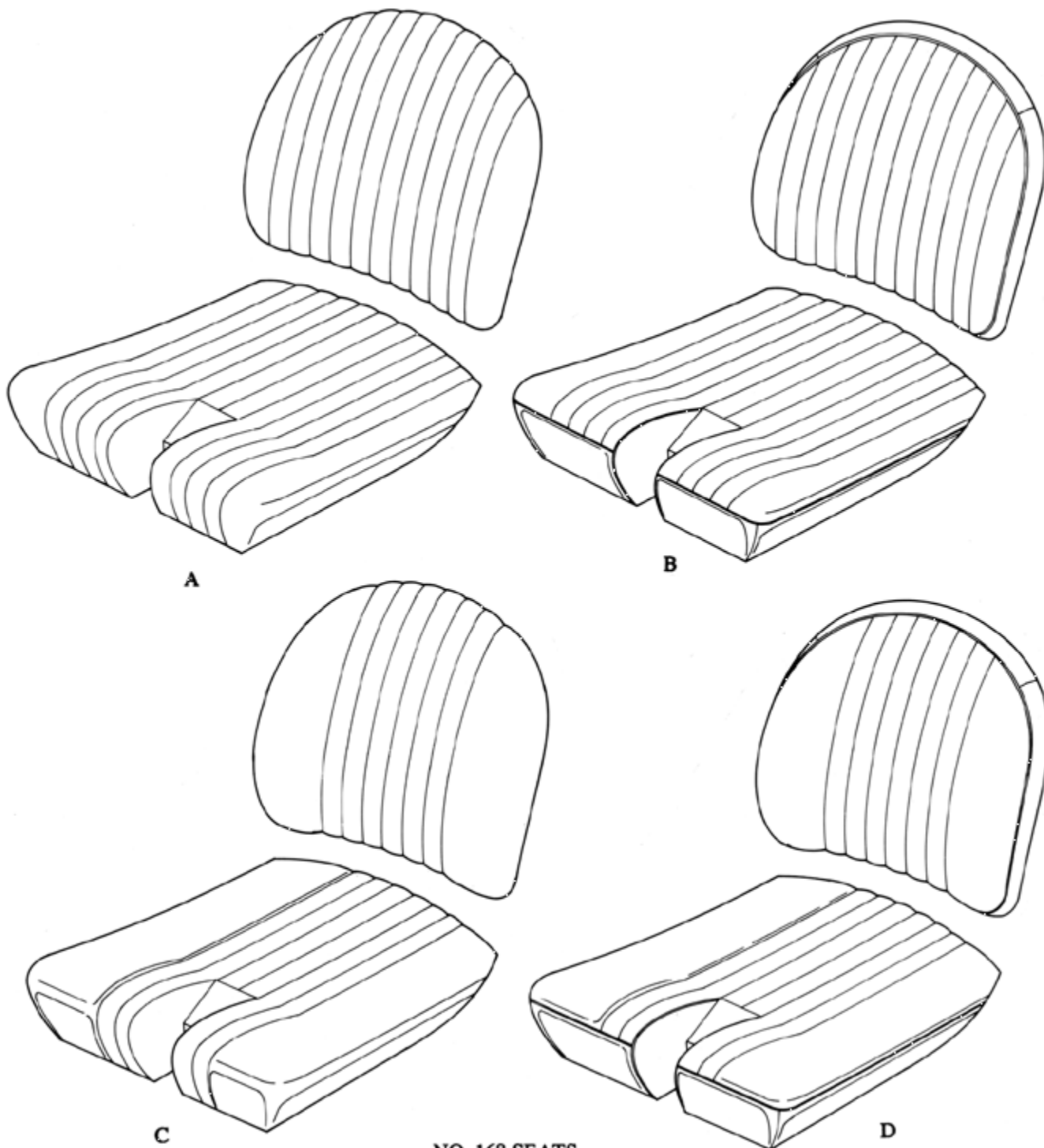
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**AA6**

Revision





NO. 168 SEATS  
SCALE 1/10

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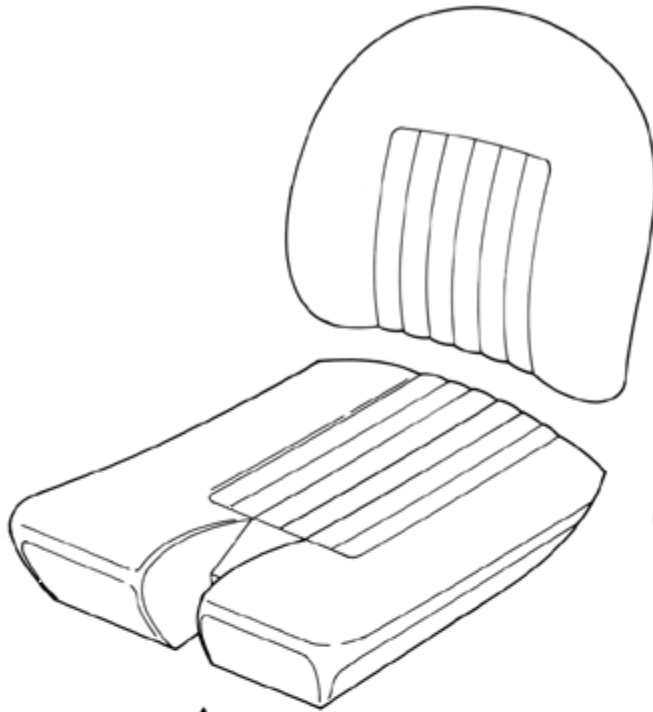


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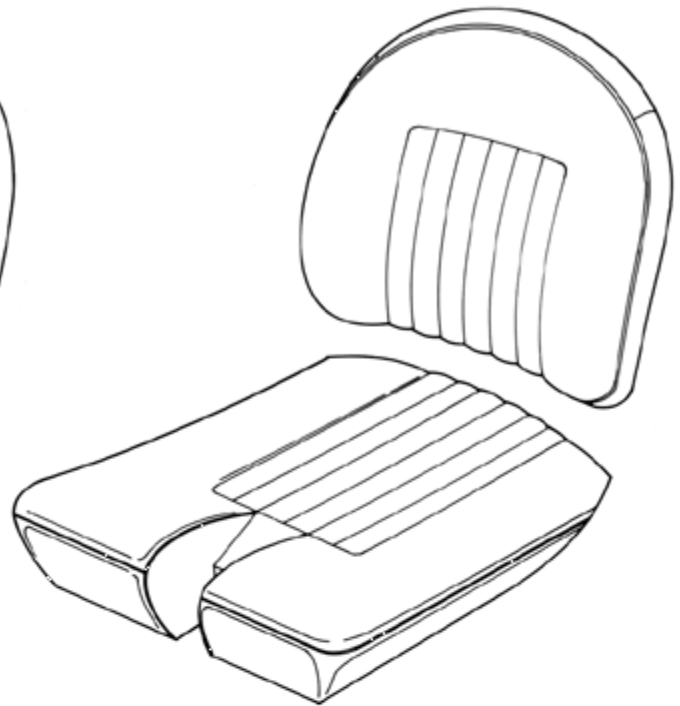
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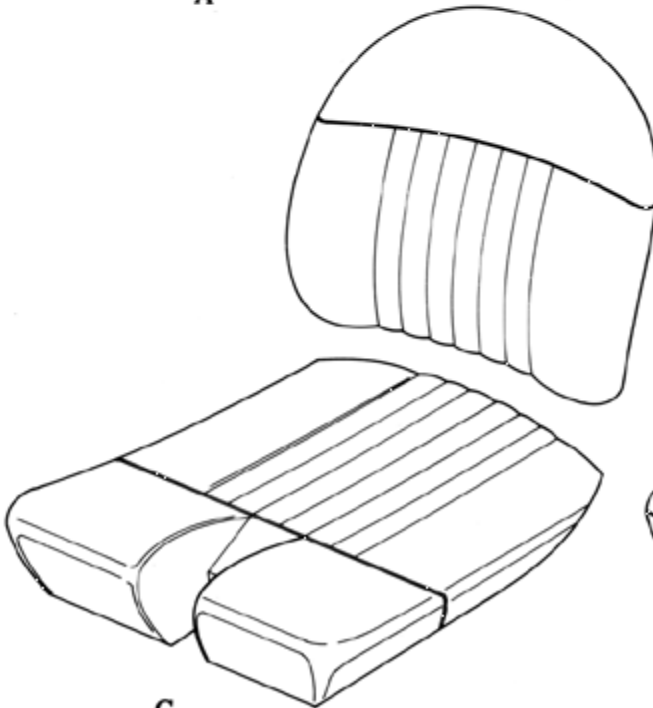
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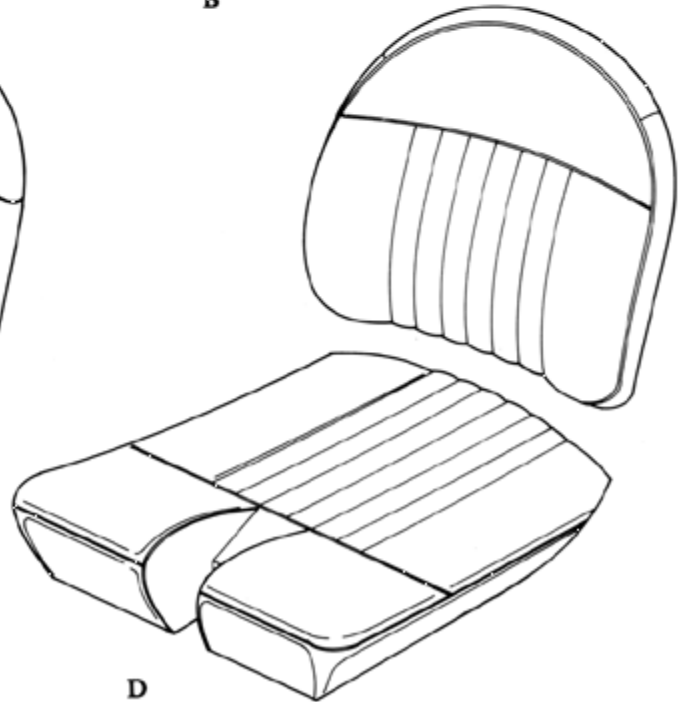
A



B



C



D

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**SCALE 1/10**

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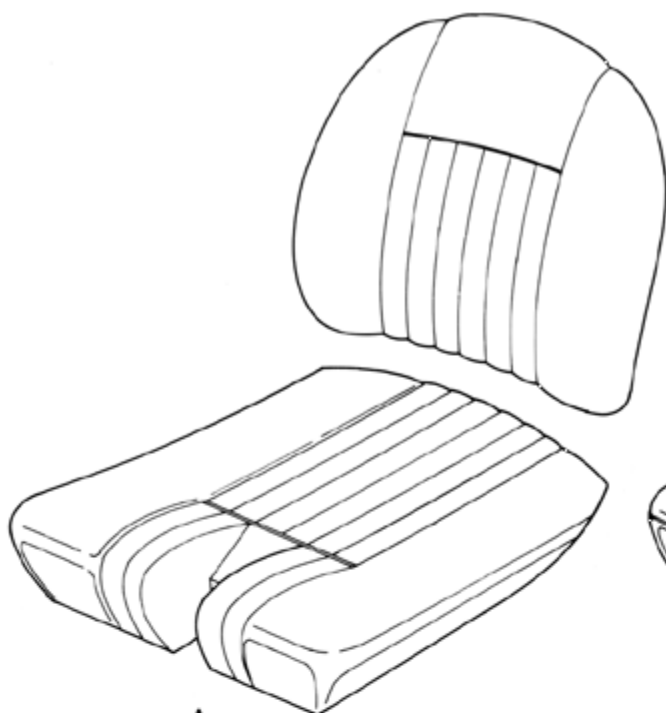
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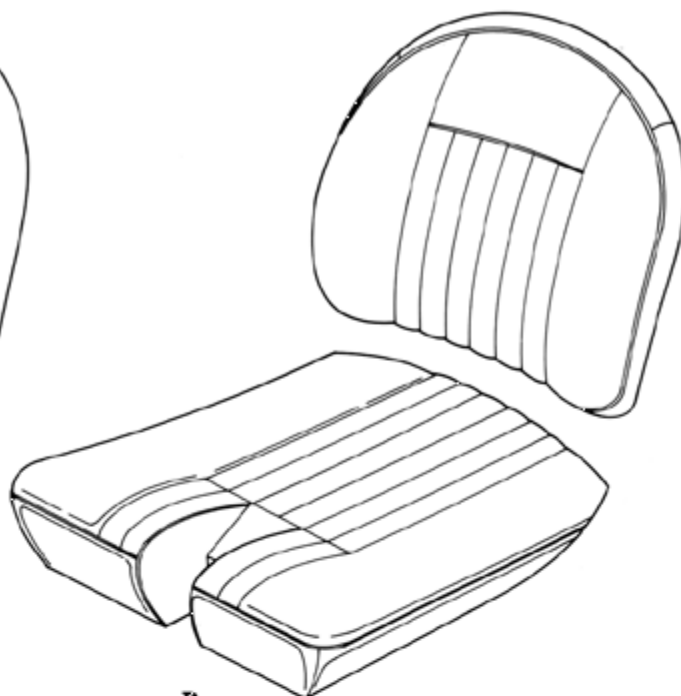
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Revision

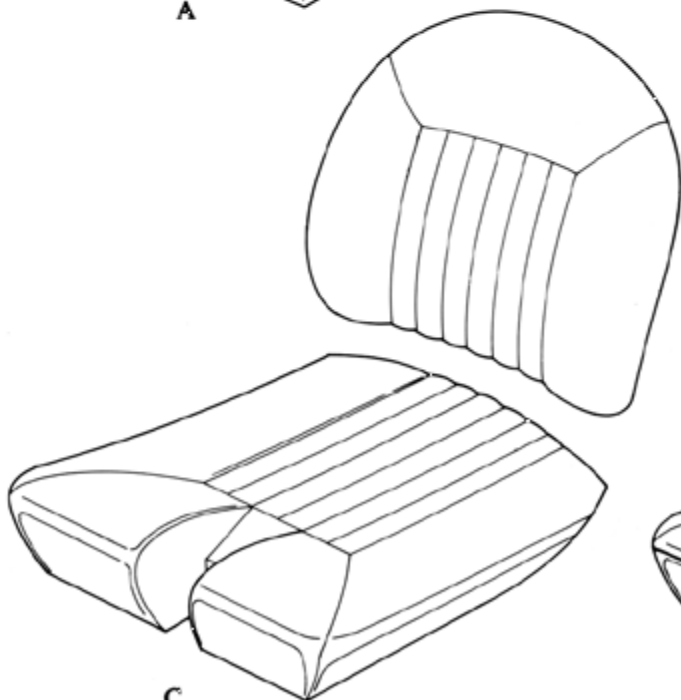




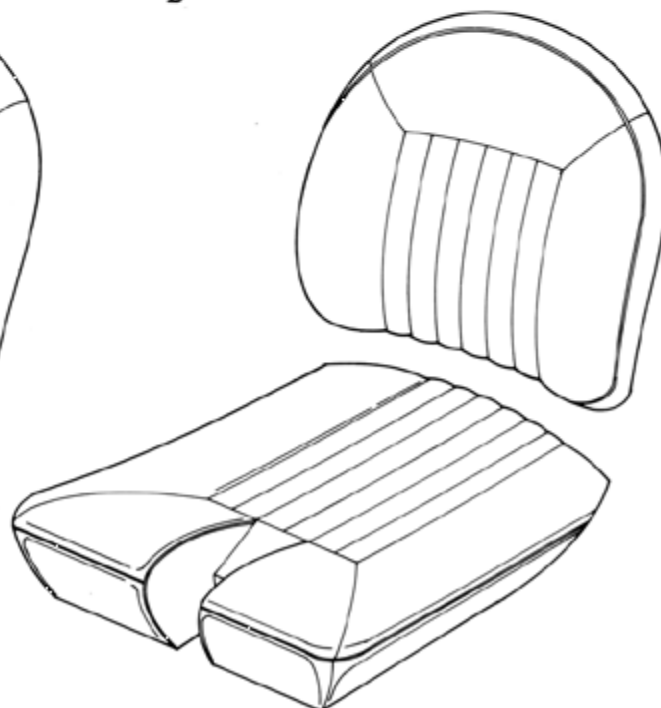
**A**



**B**



**C**



**D**

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SCALE 1/10**

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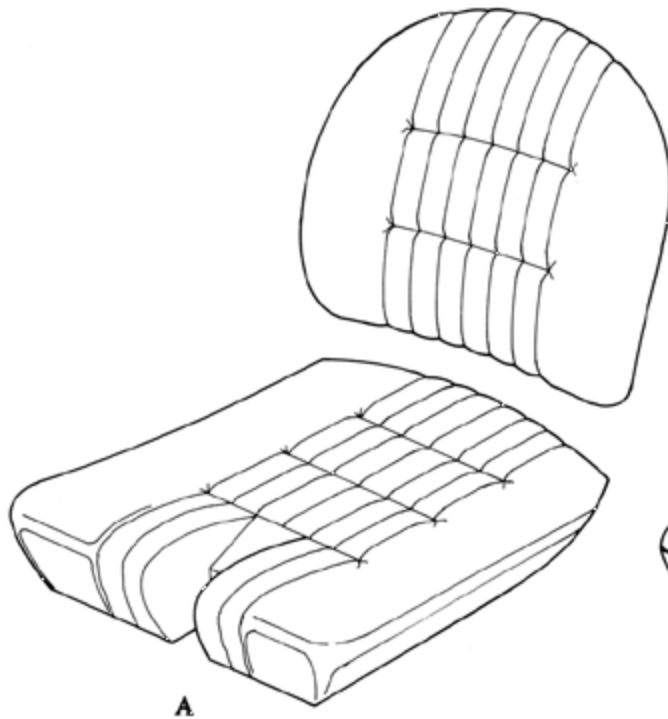


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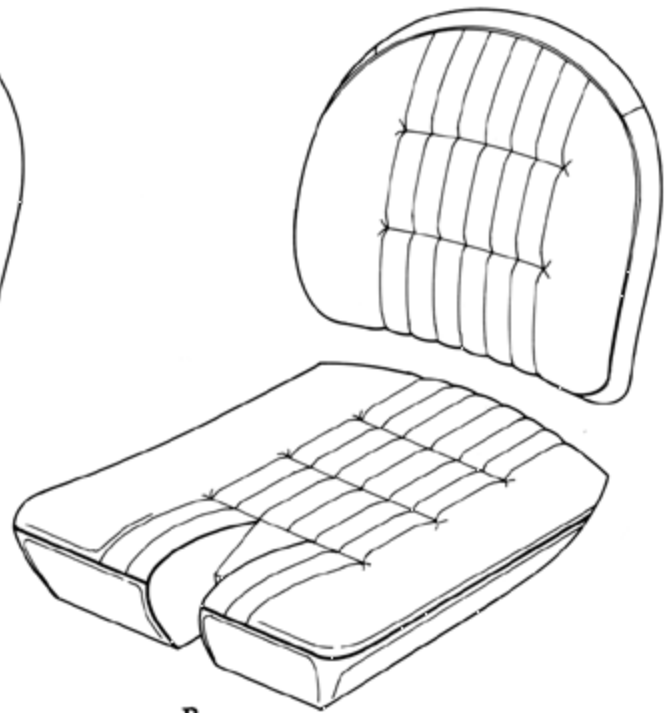
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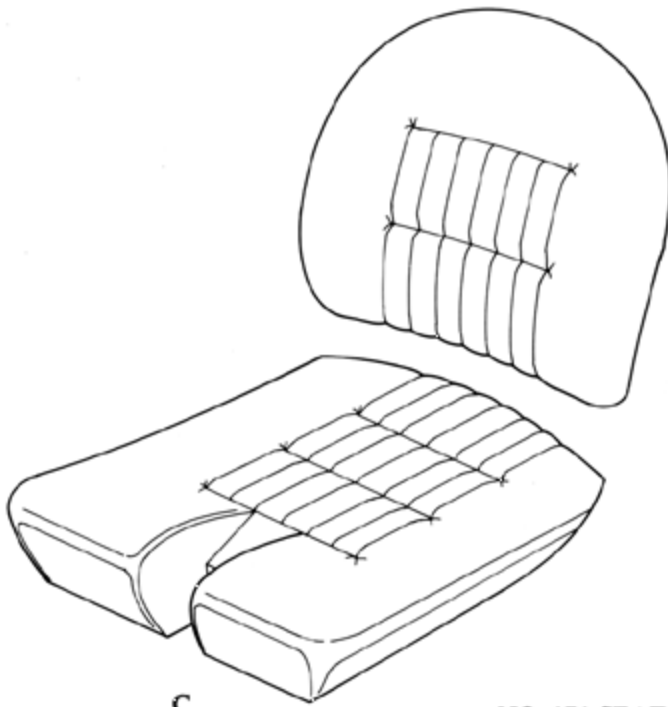
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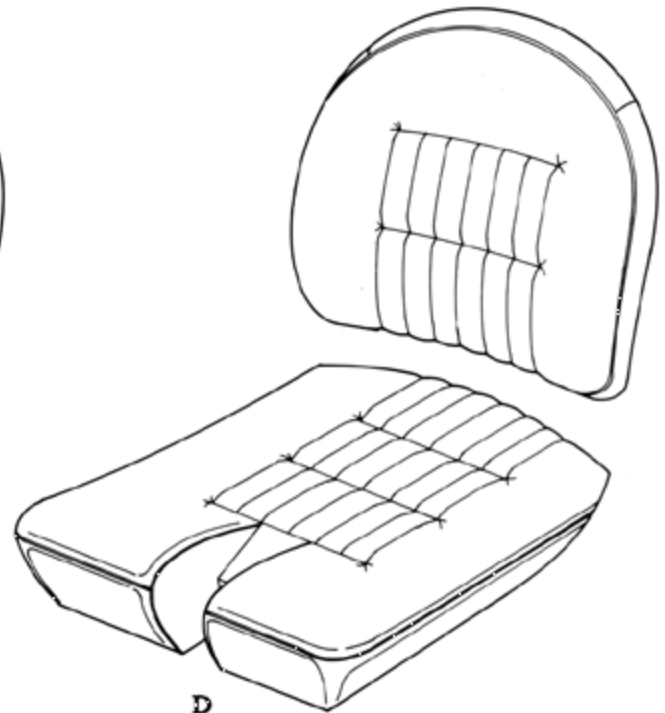
A



B



C



D

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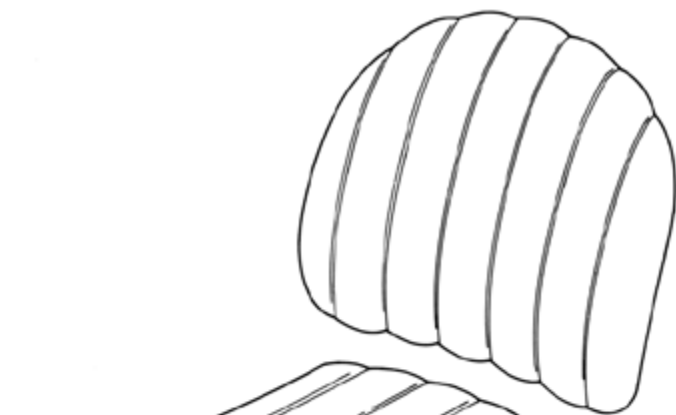
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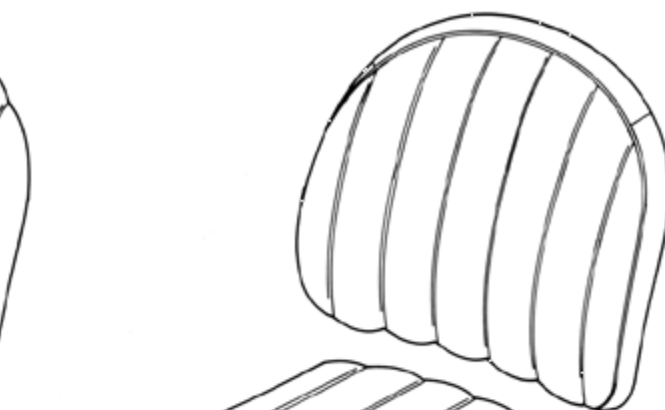
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Revision

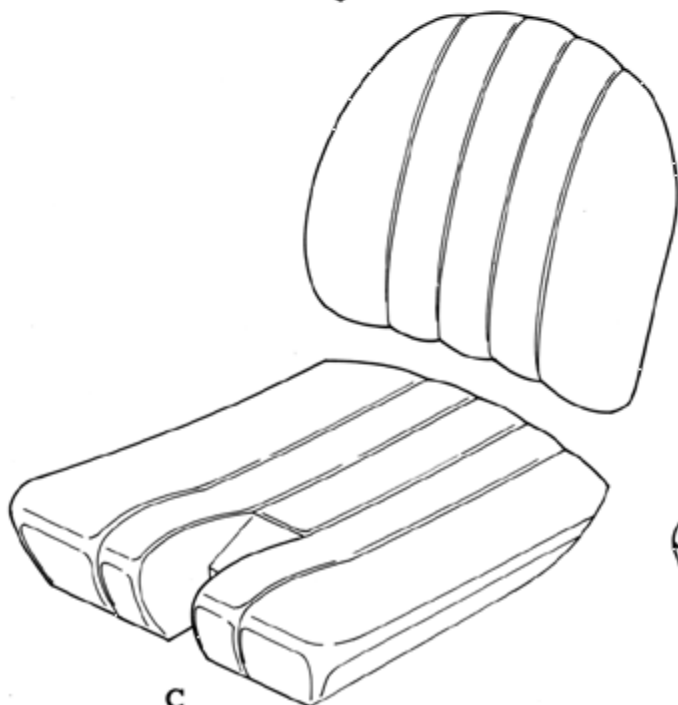




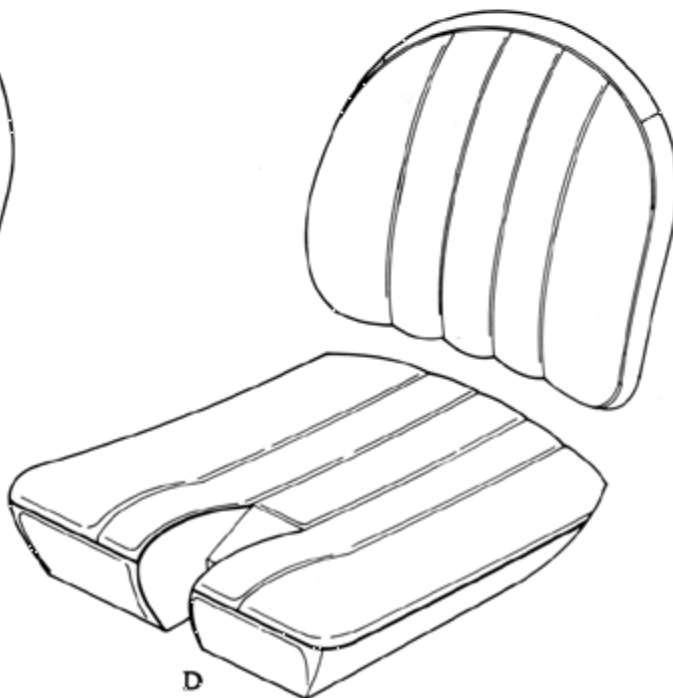
A



B



C



D

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SCALE 1/10

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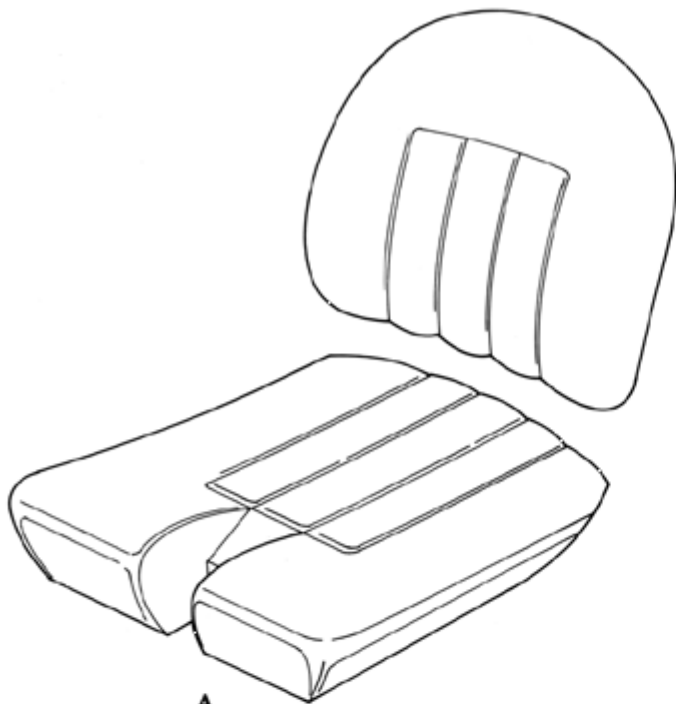


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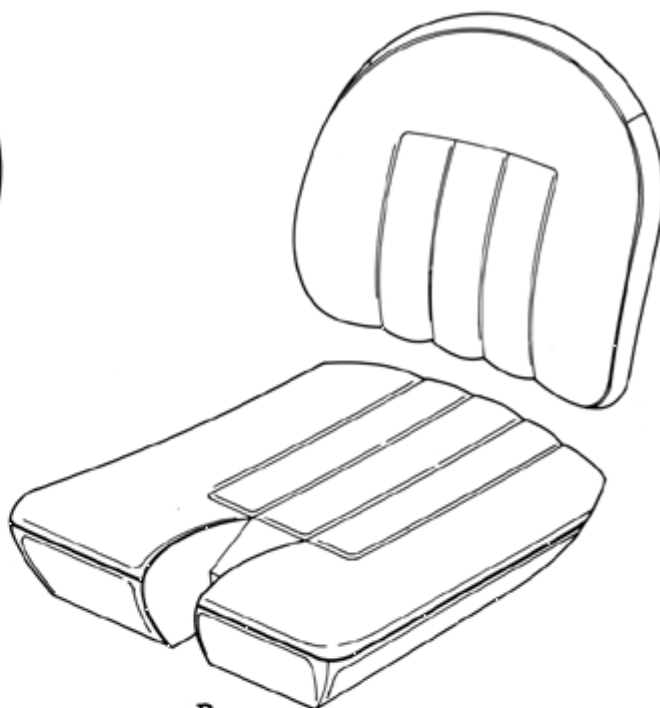
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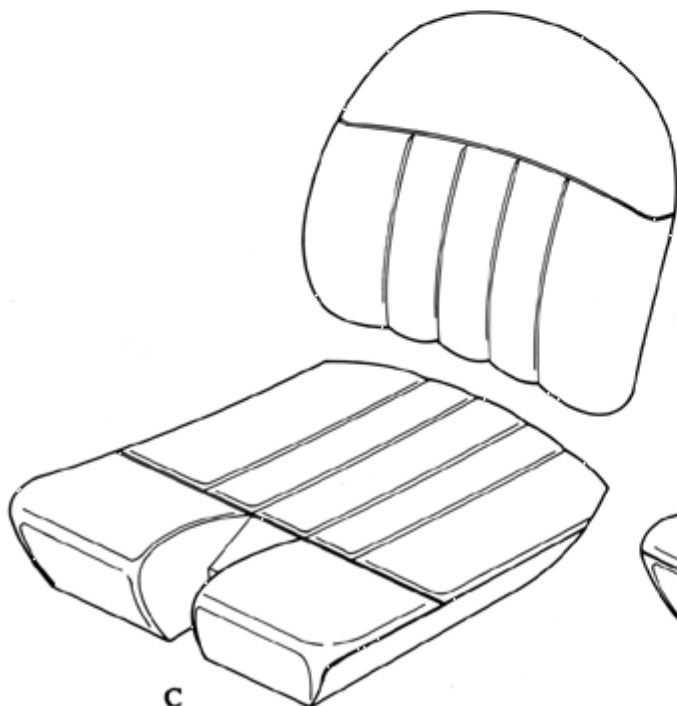
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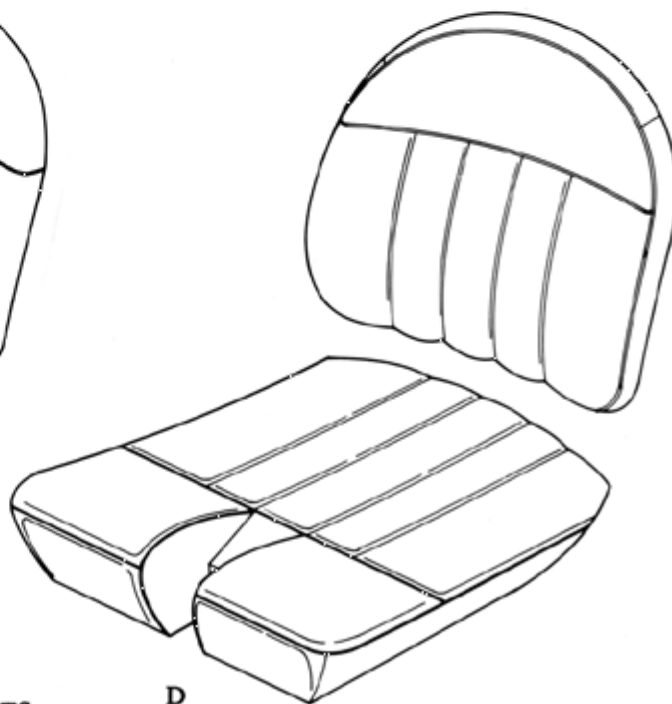
A



B



C



D

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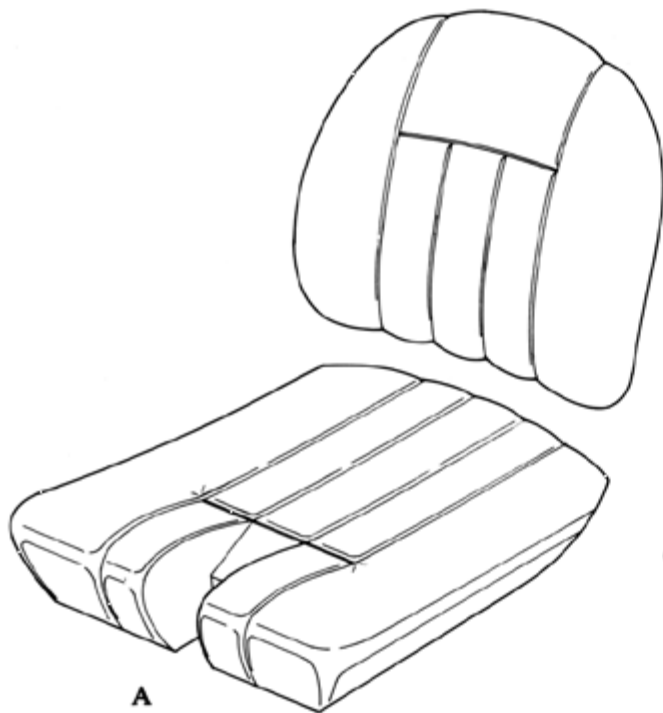
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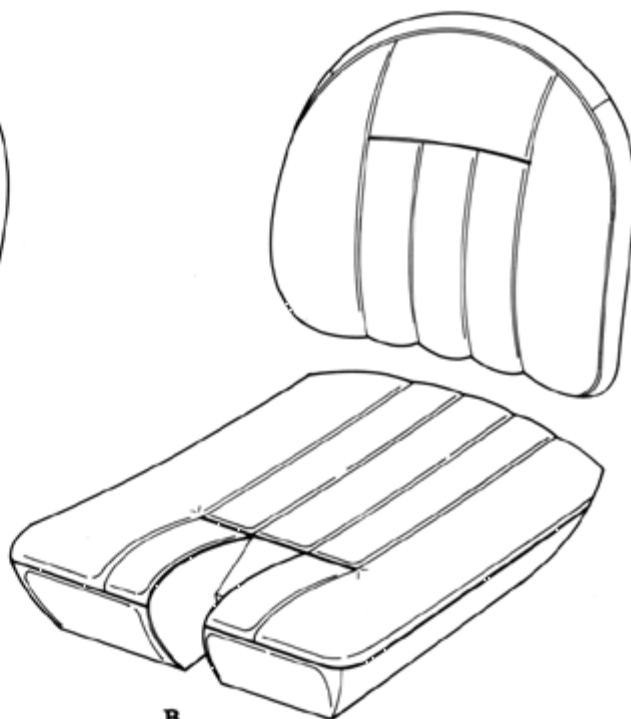
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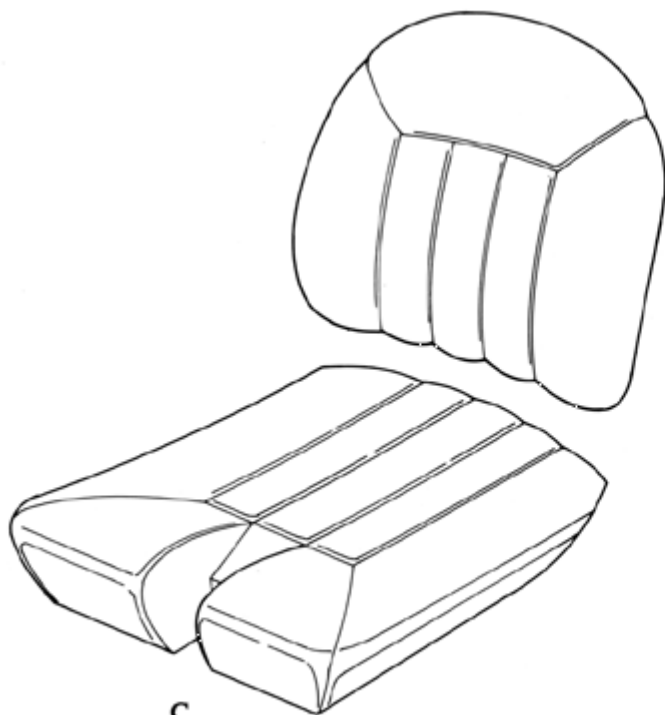




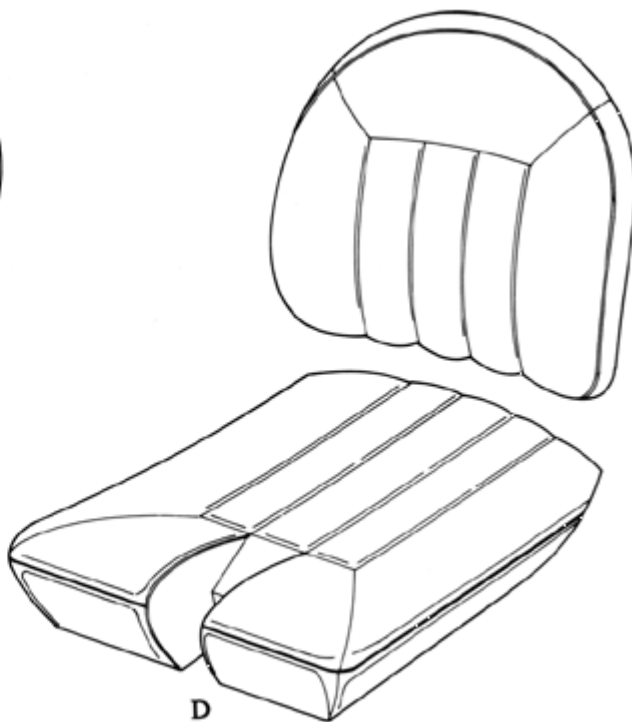
**A**



**B**



**C**



**D**

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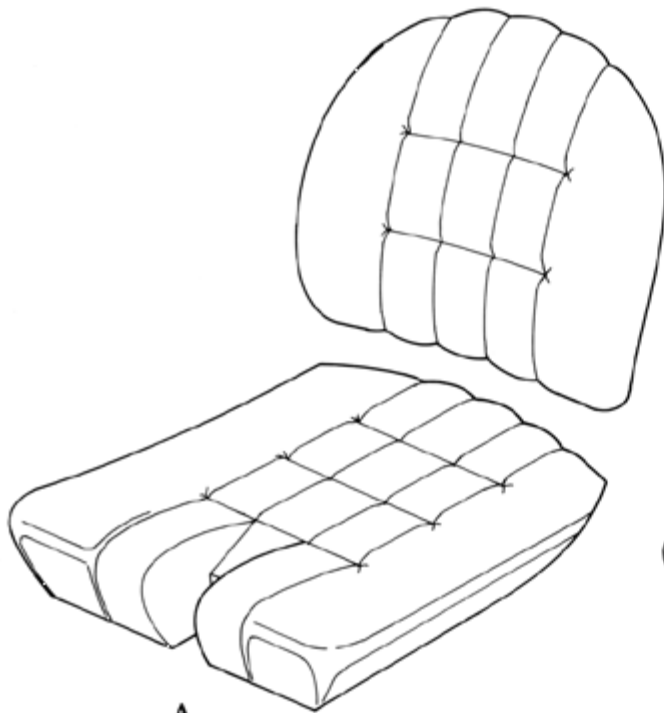


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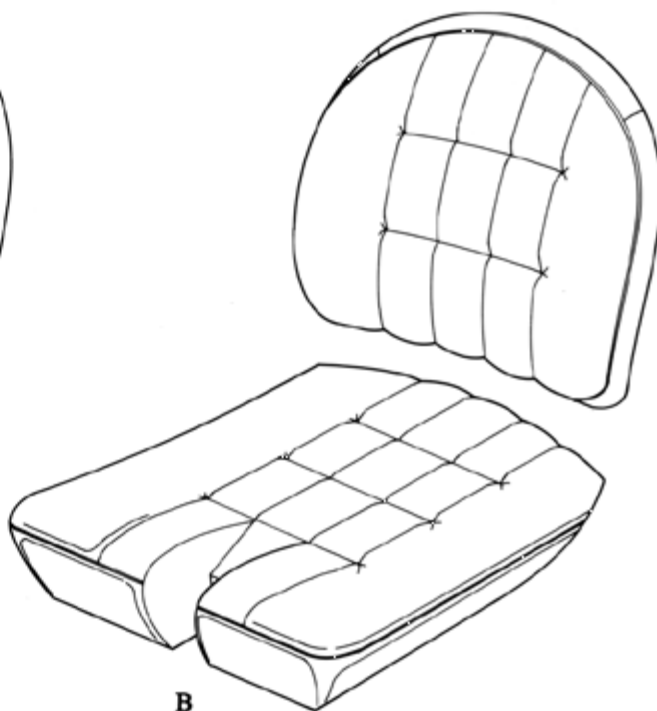
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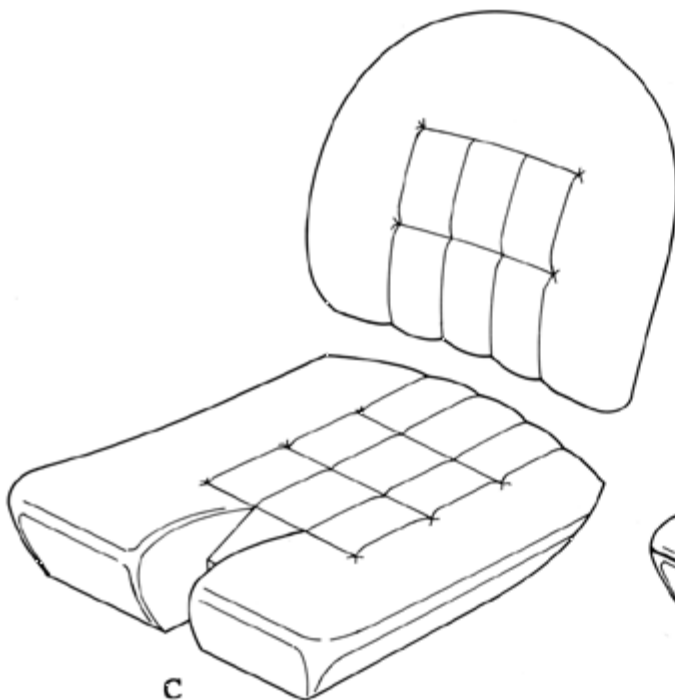
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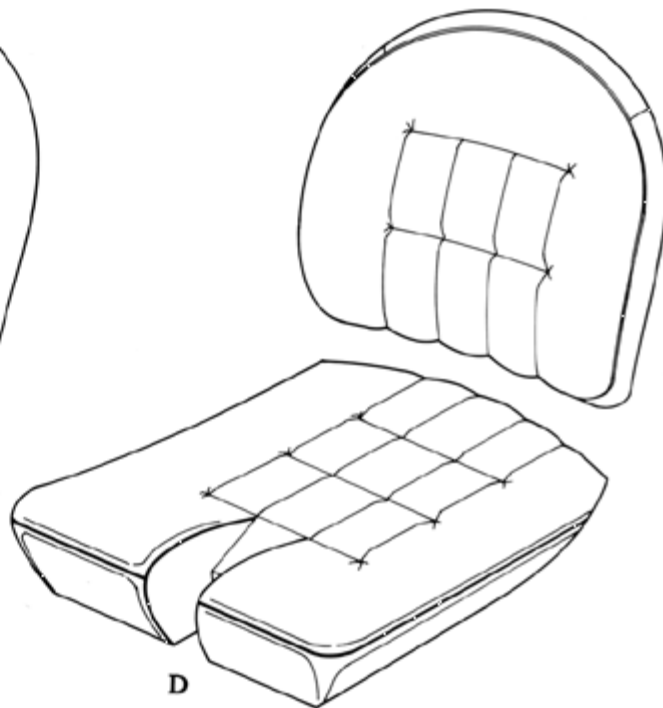
A



B



C



D

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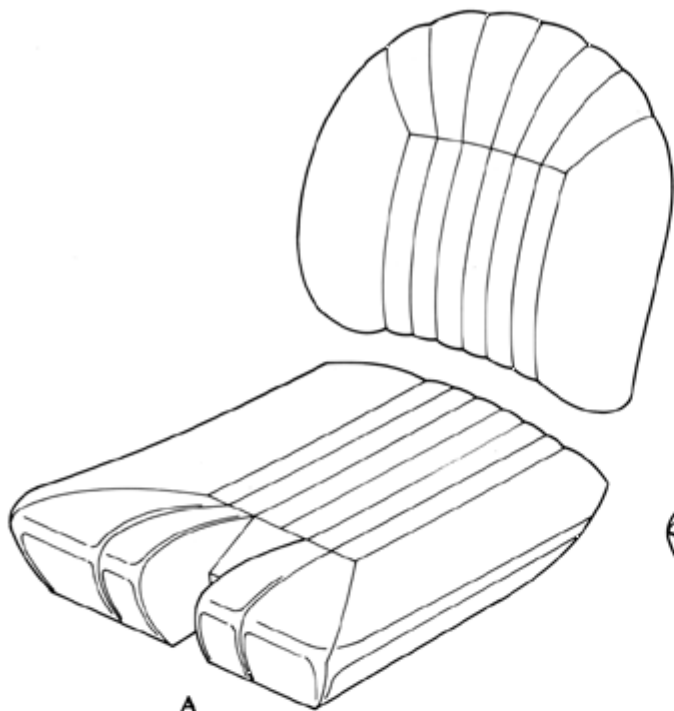
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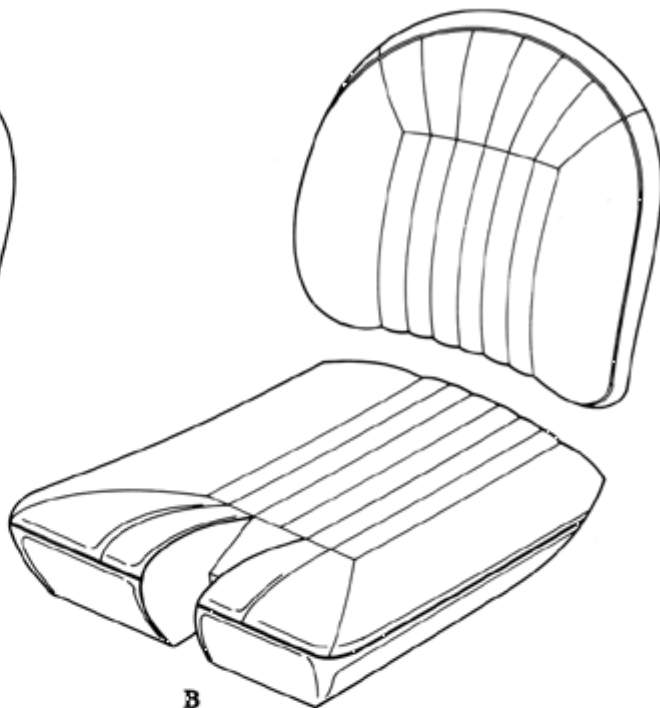
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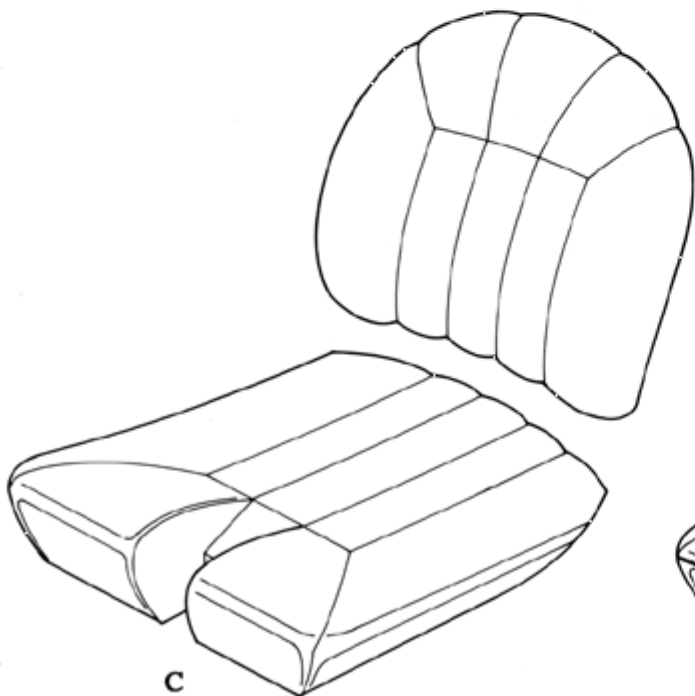




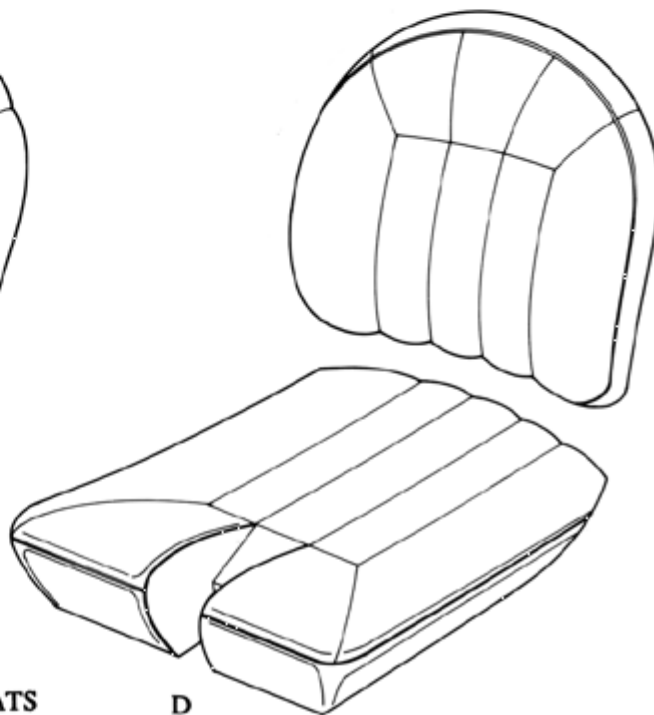
A



B



C



D

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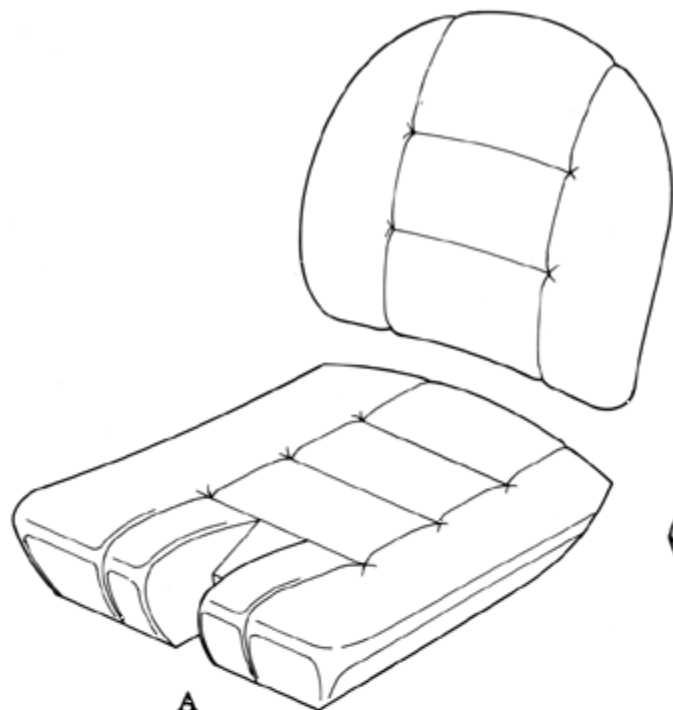


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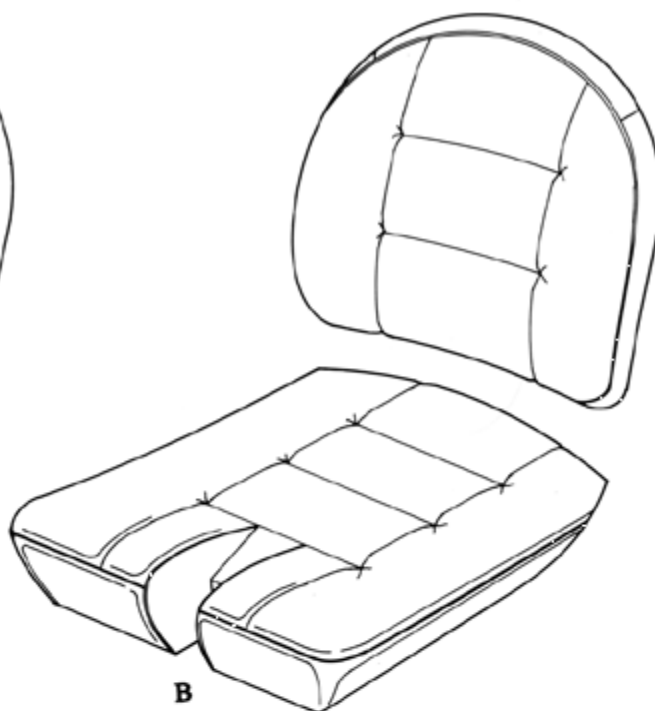
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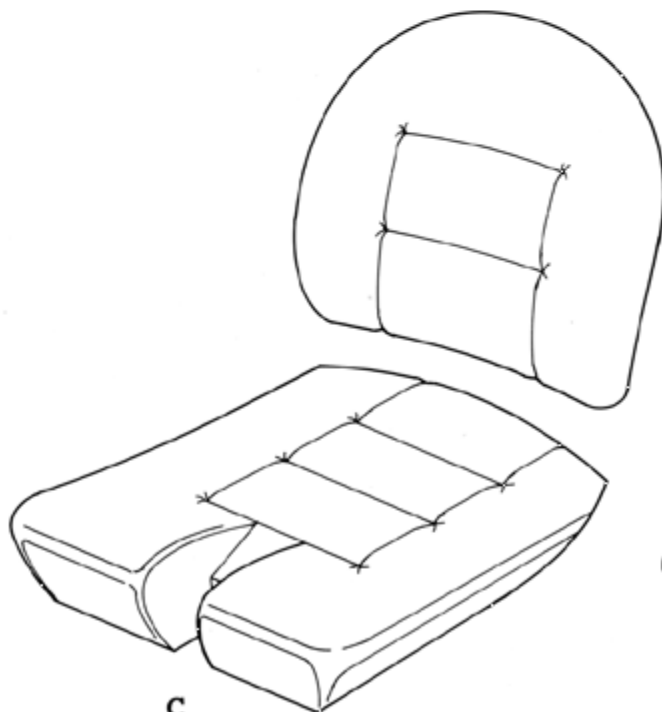
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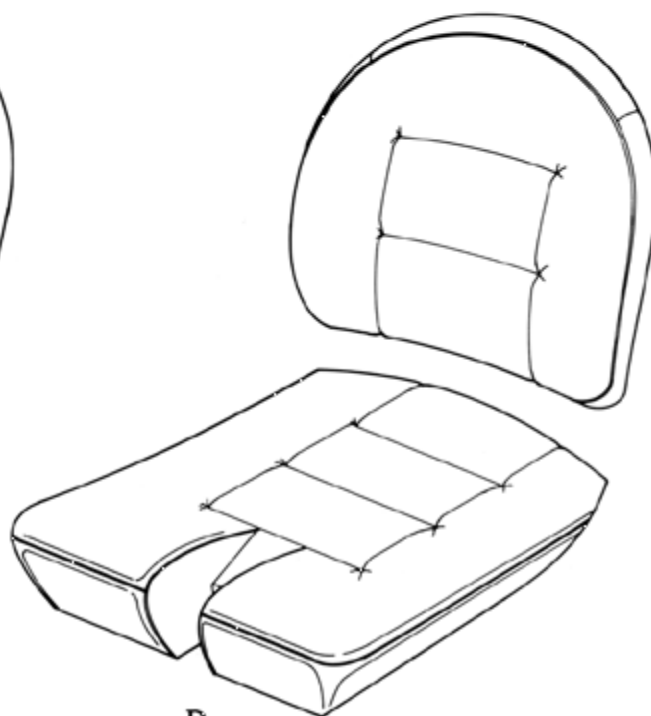
A



B



C



D

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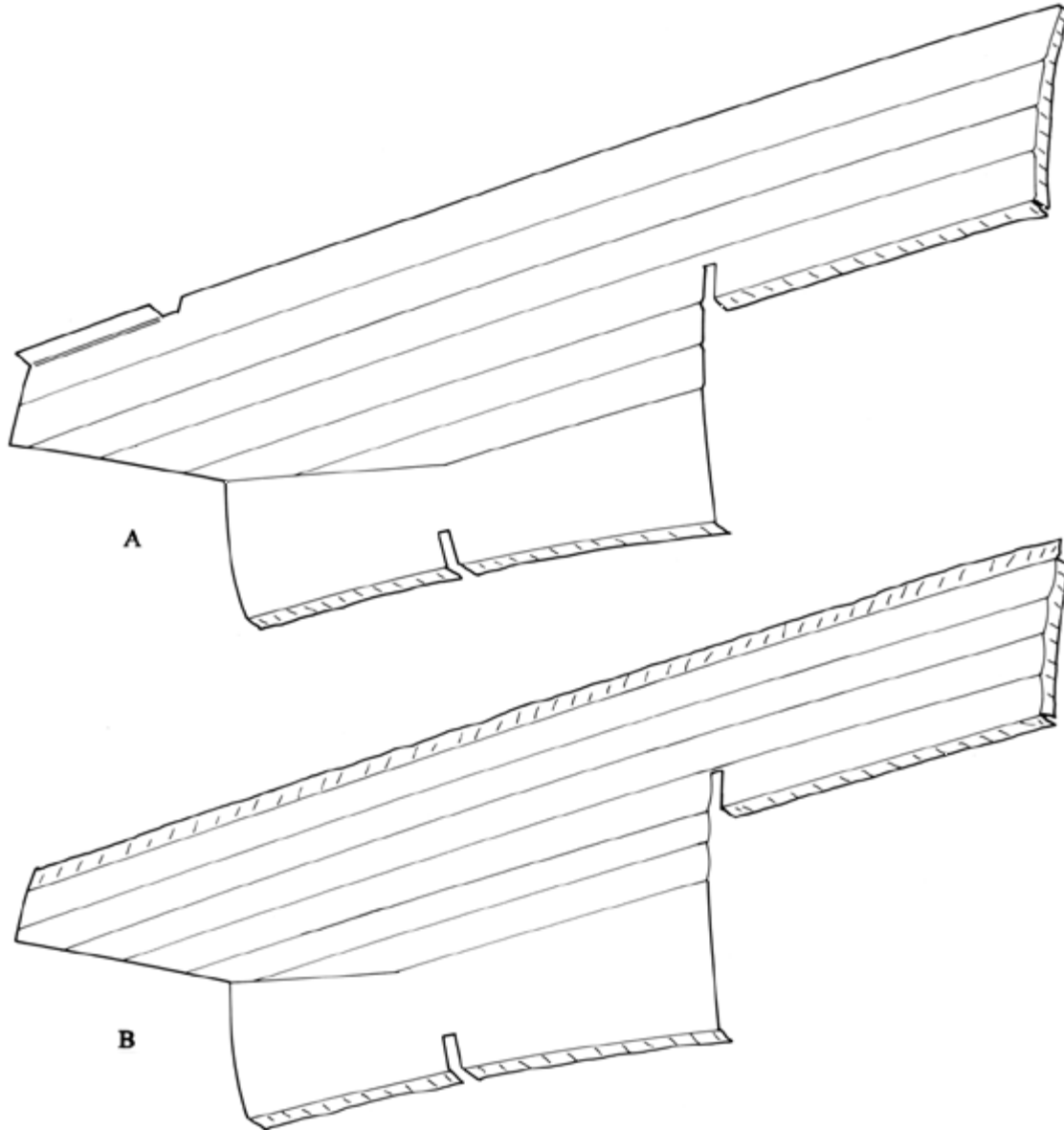
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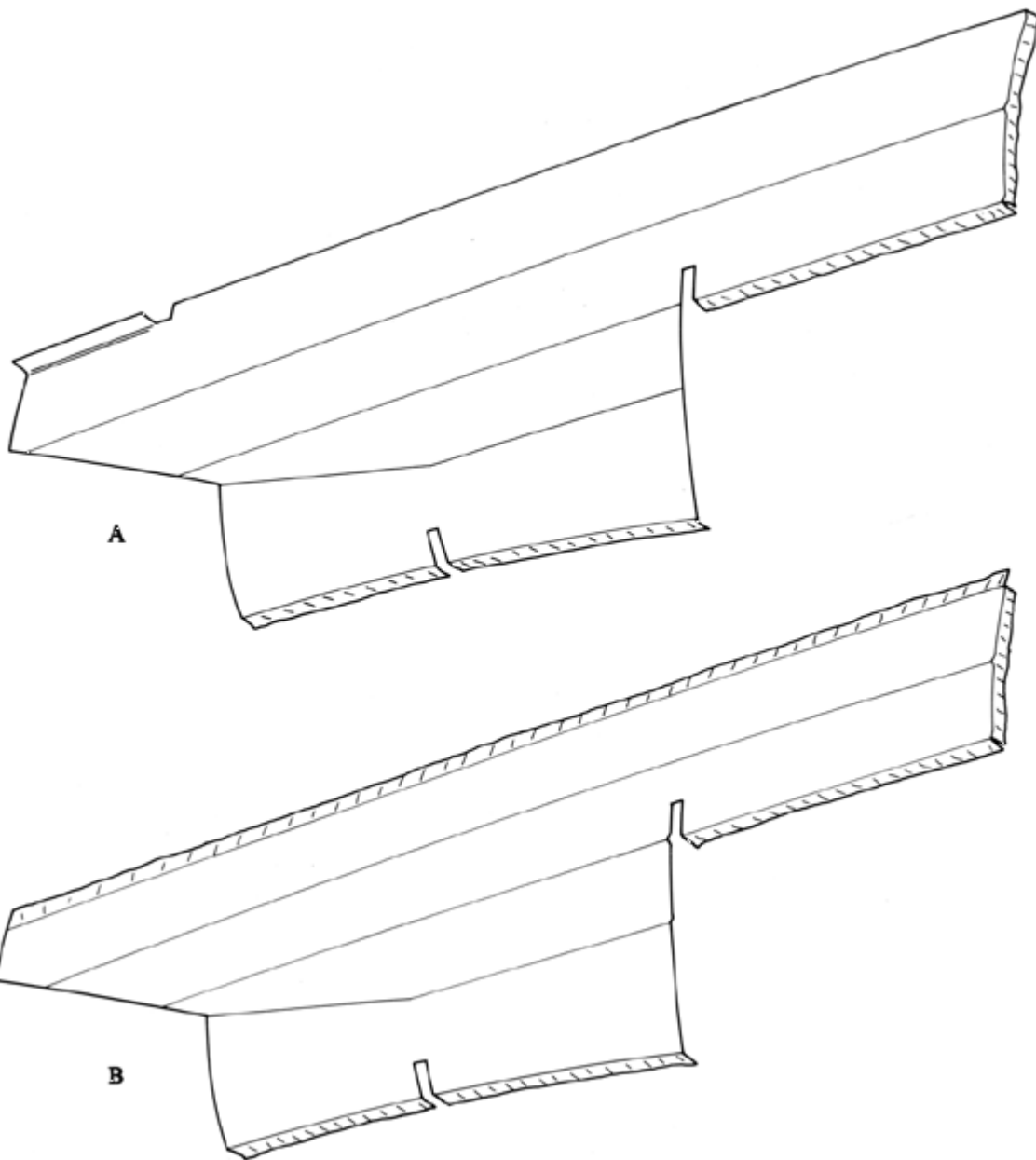


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**AA17**

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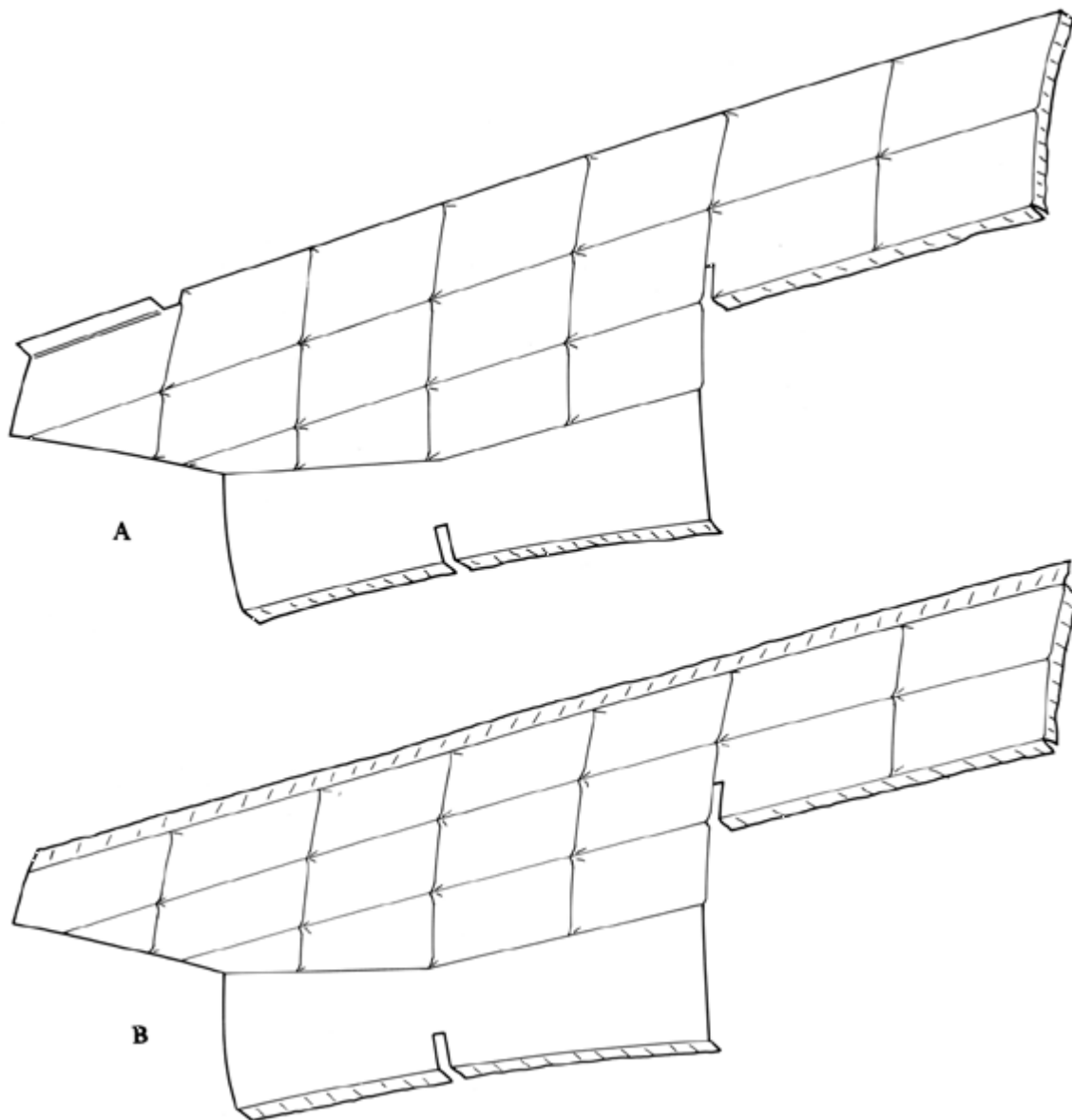
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**AA18**

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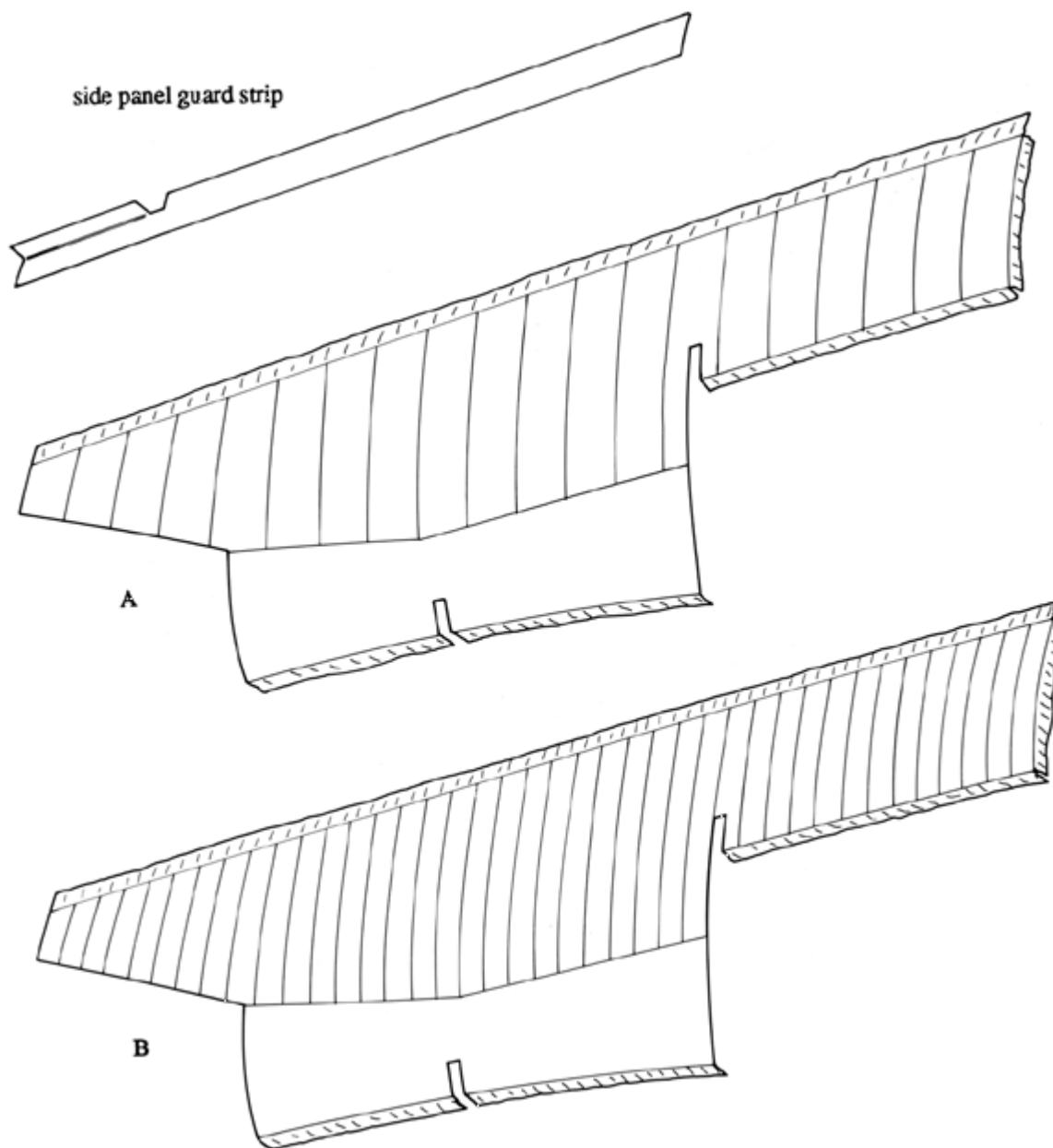


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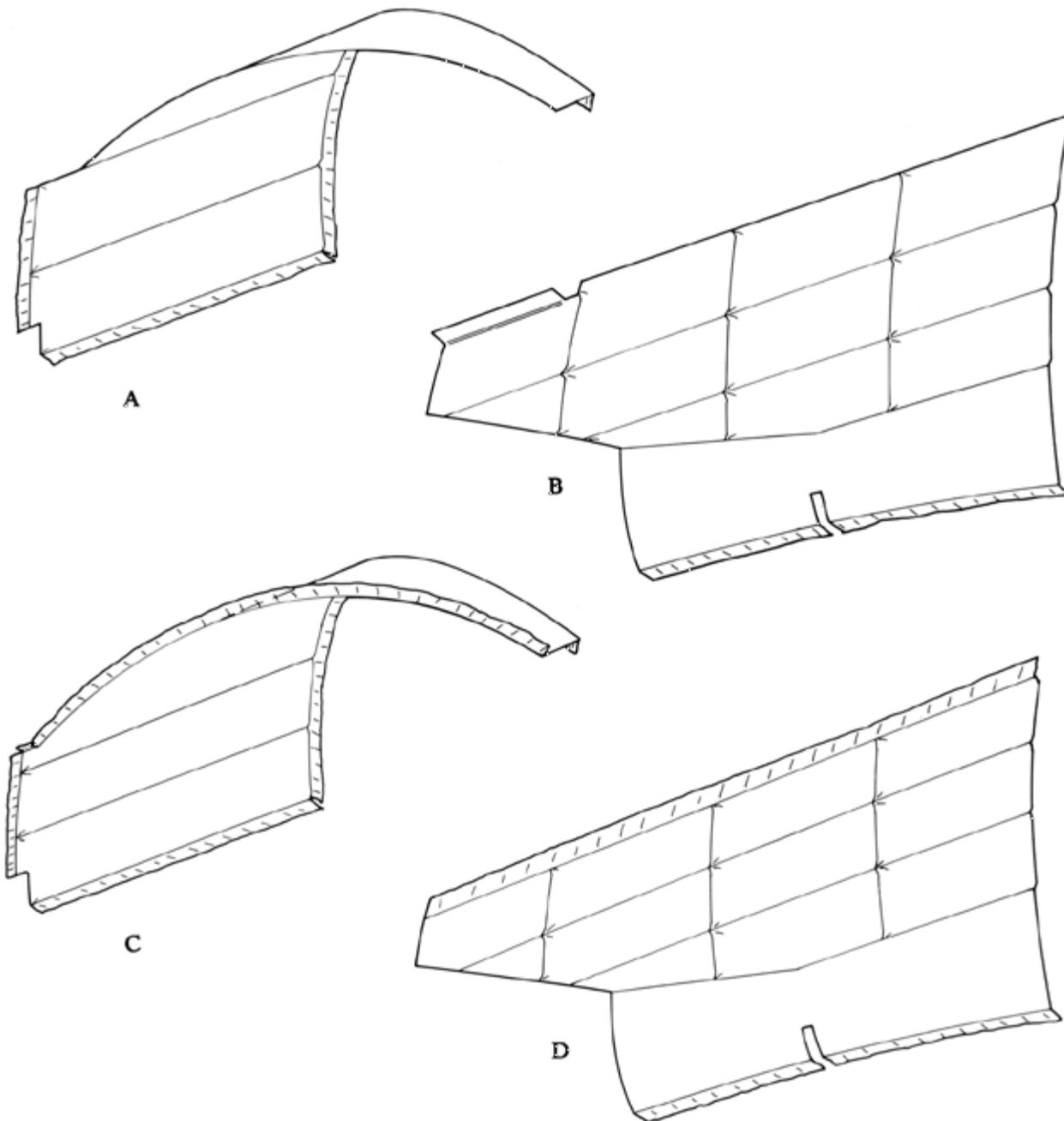
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**AA20**

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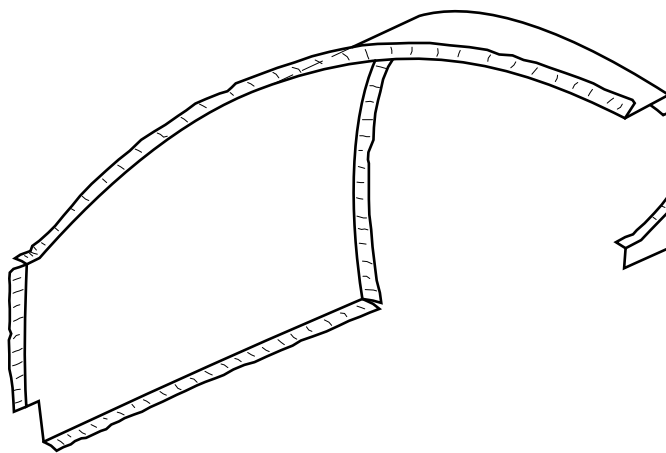


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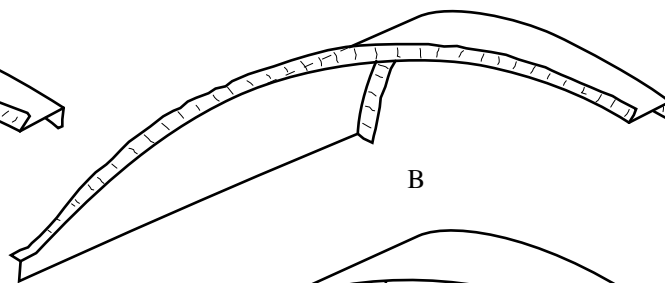
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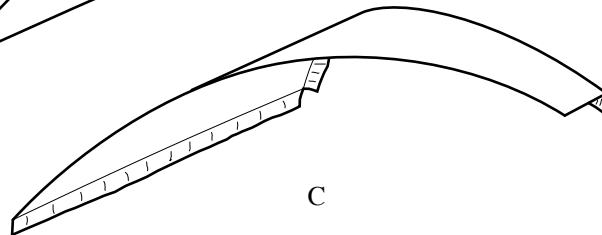
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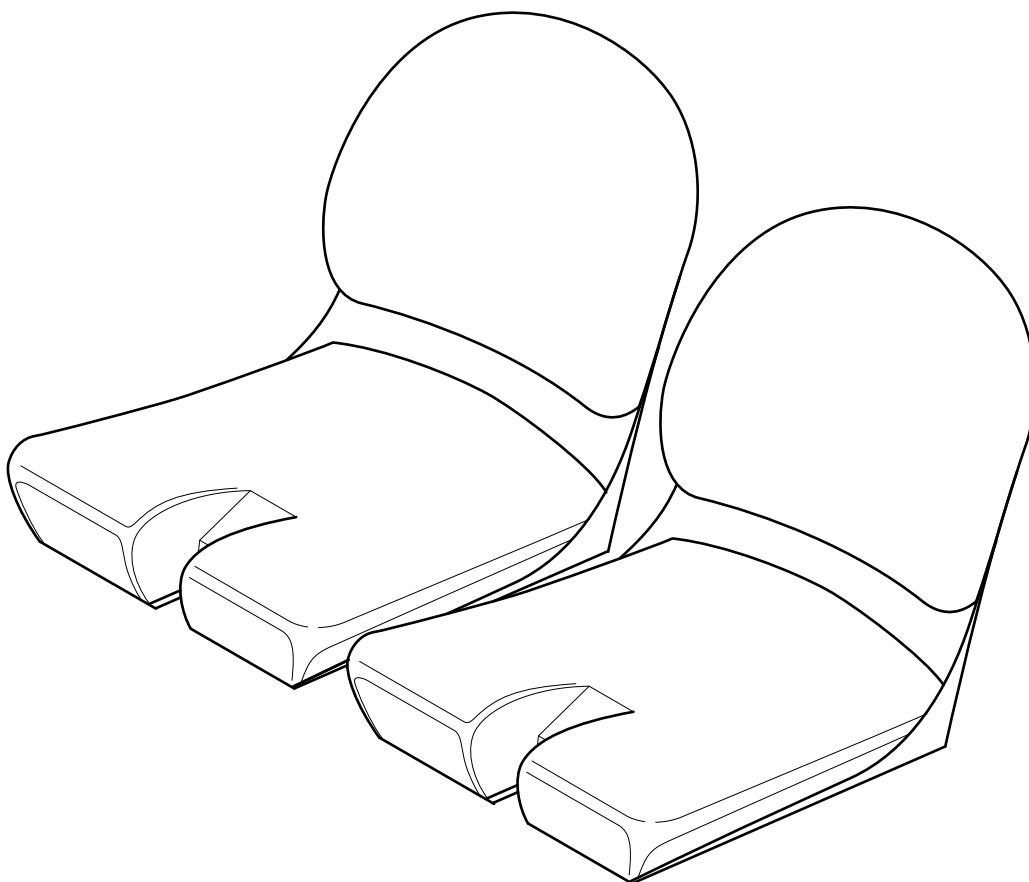
A



B



C



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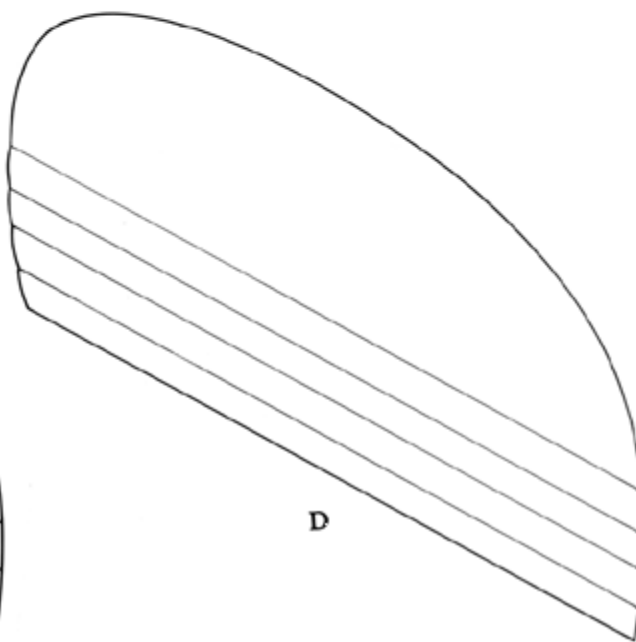
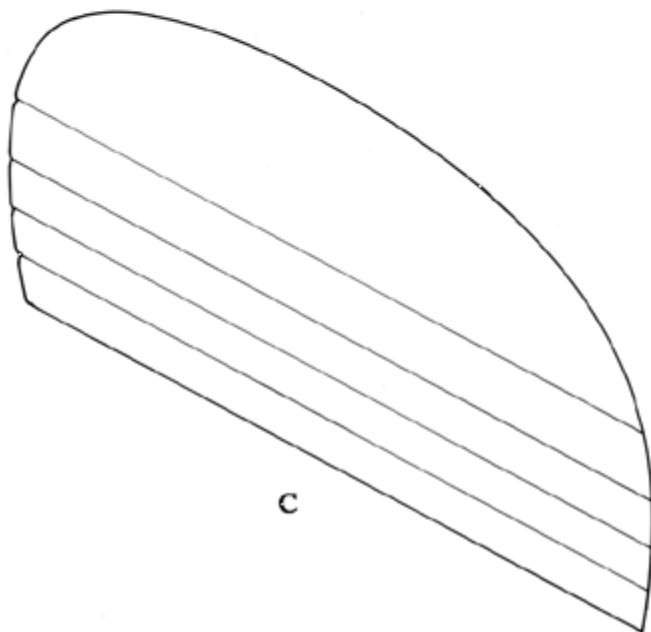
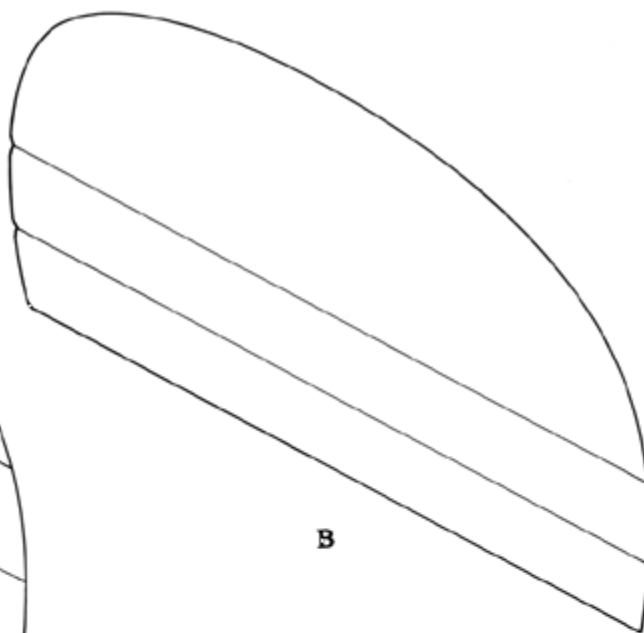
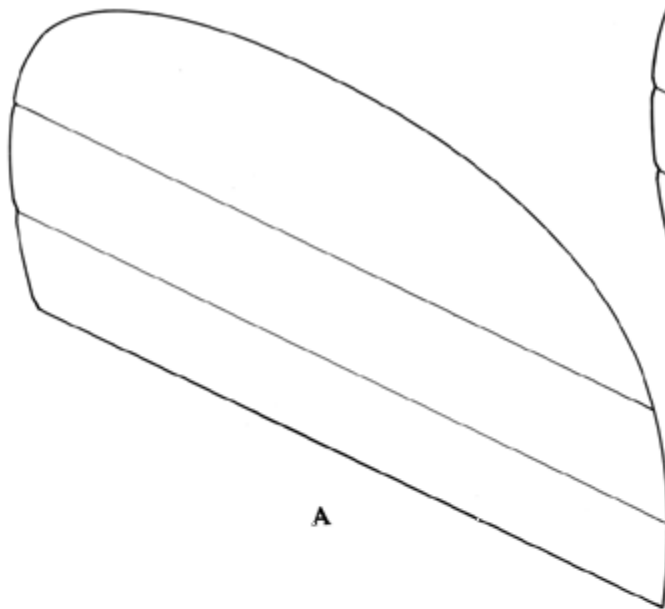
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**AA22**

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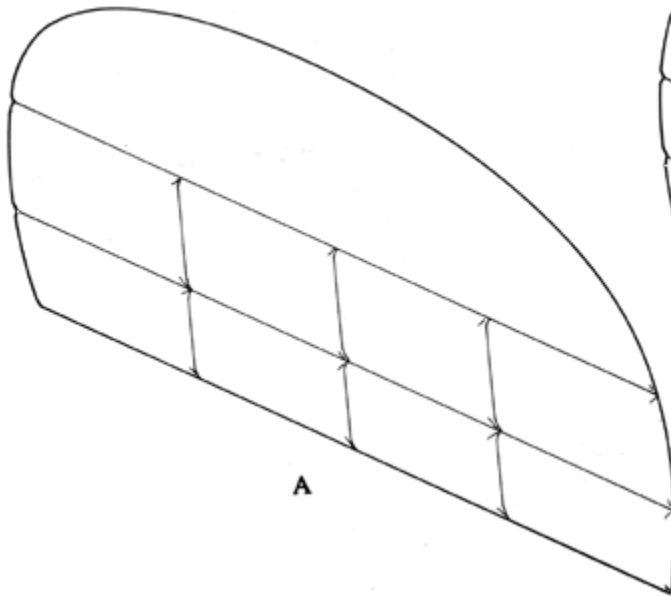


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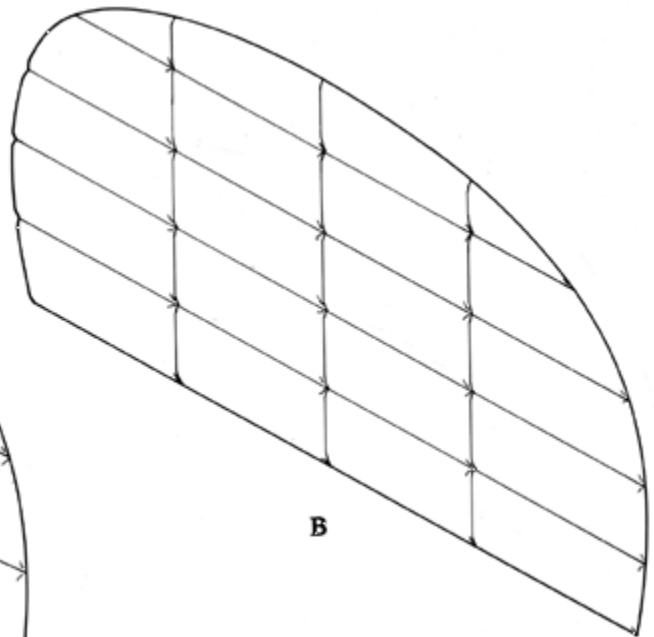
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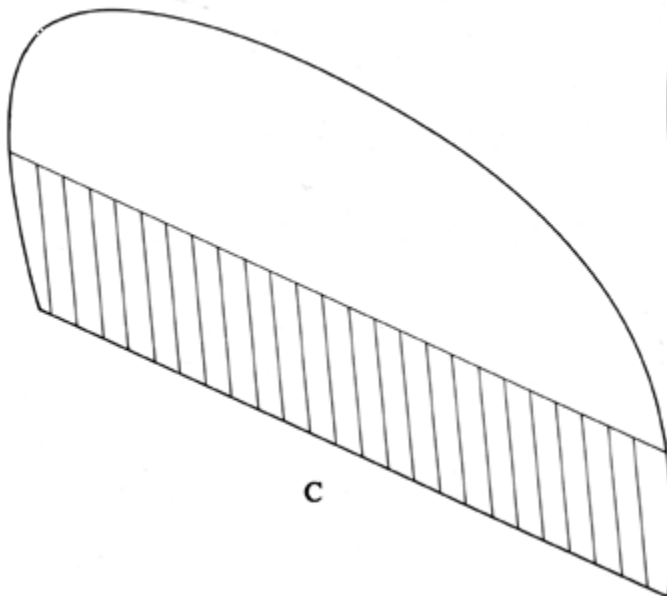
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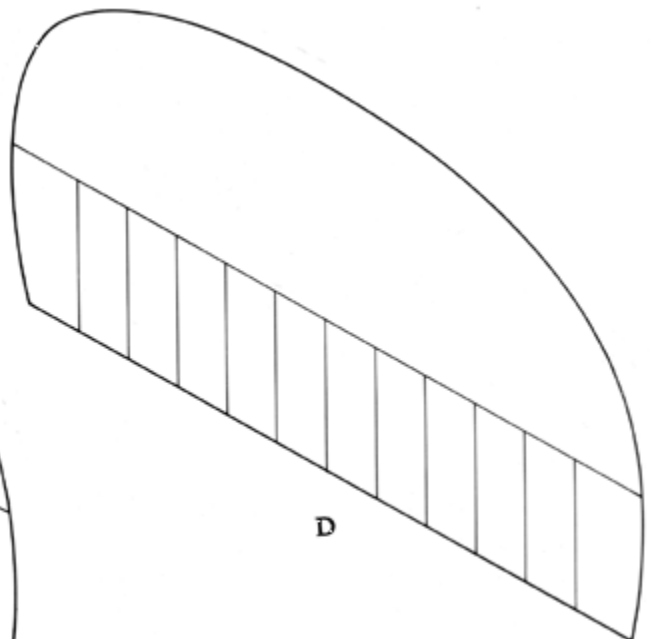
A



B



C



D

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**AA24**

Revision

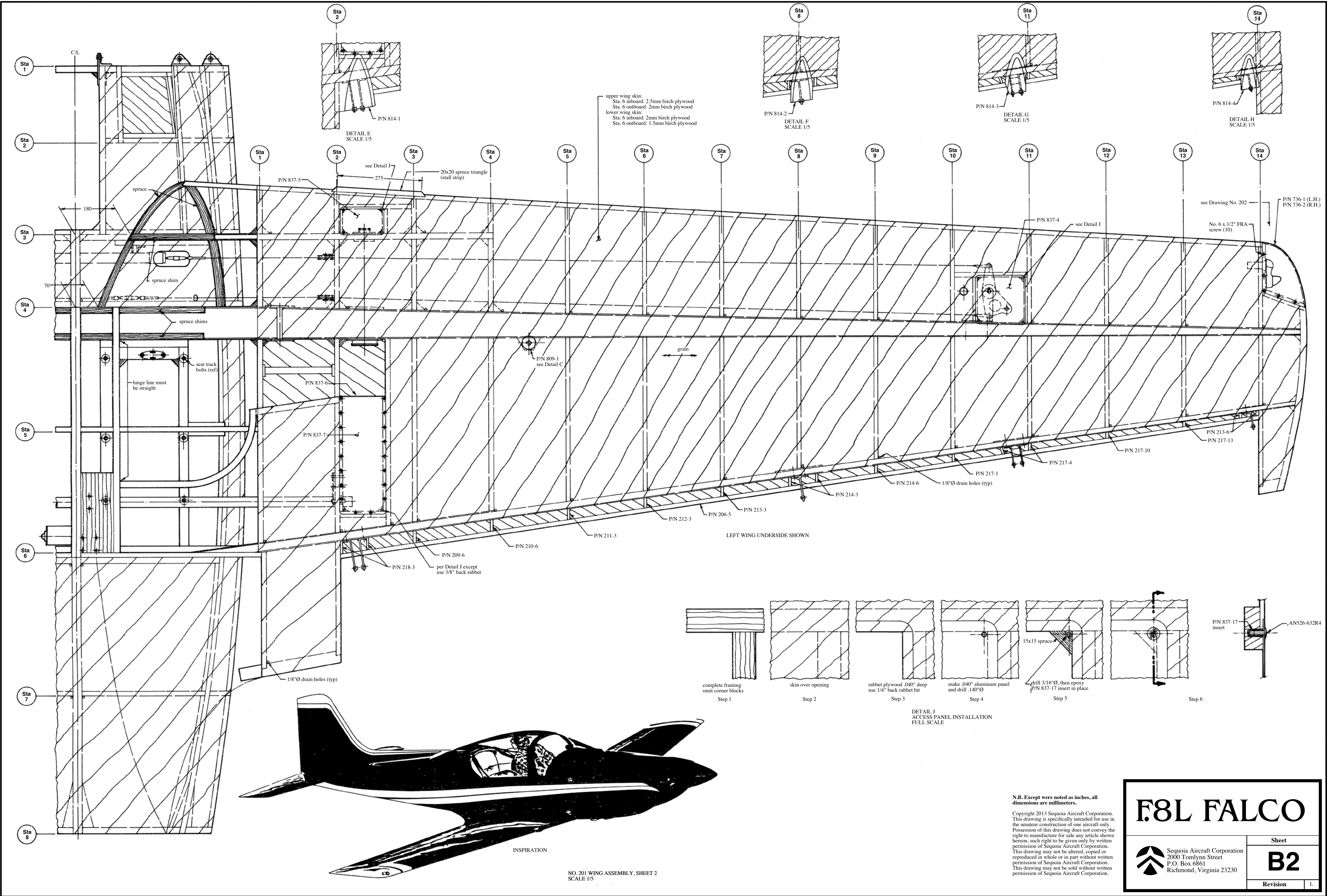


# B

Wing—200 Series







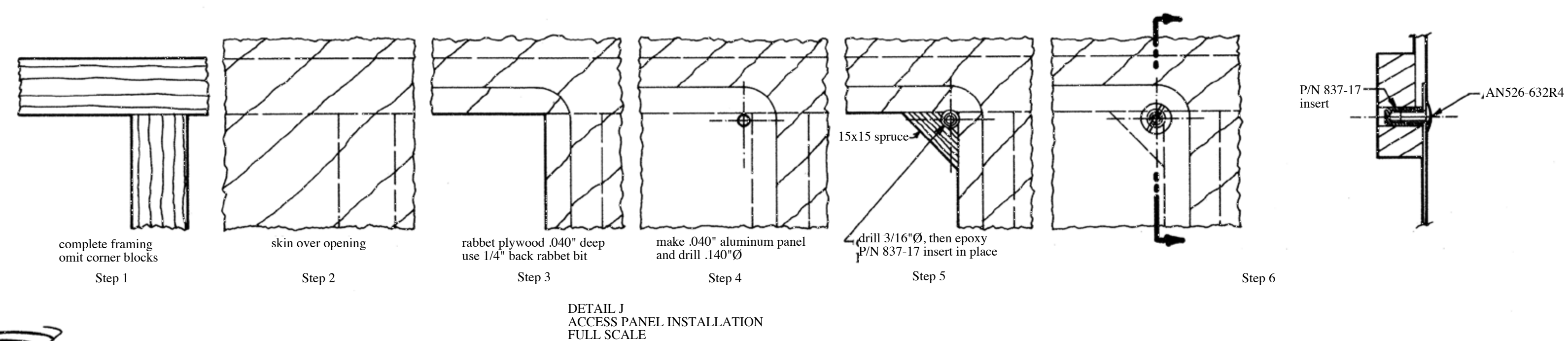
upper wing skin:  
Sta. 6 inboard: 2.5mm birch plywood  
Sta. 6 outboard: 2mm birch plywood  
lower wing skin:  
Sta. 6 inboard: 2mm birch plywood  
Sta. 6 outboard: 1.5mm birch plywood

P/N 814-2  
DETAIL F  
SCALE 1/5

P/N 814-3  
DETAIL G  
SCALE 1/5

P/N 814-4  
DETAIL H  
SCALE 1/5


LEFT WING UNDERSIDE SHOWN



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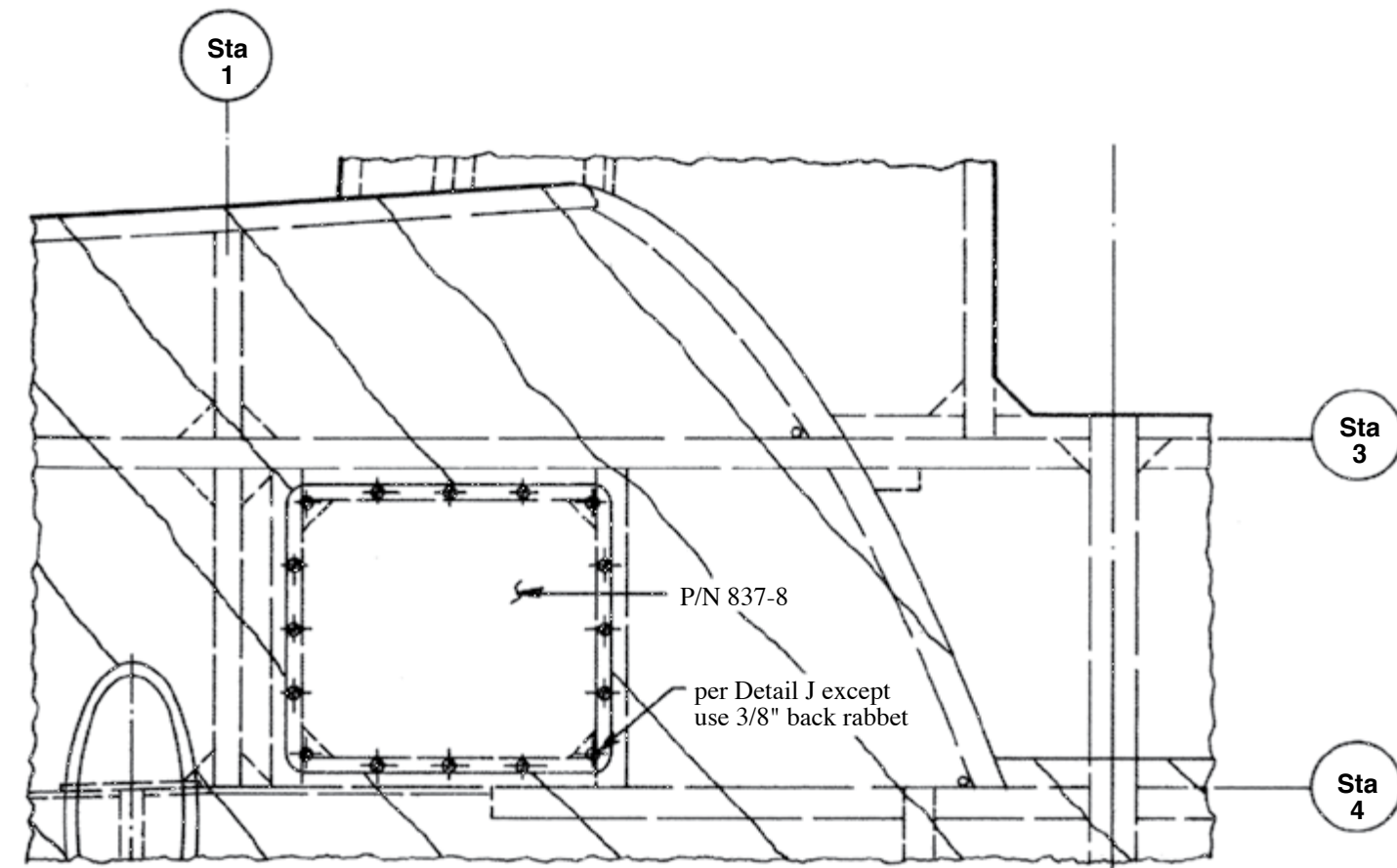
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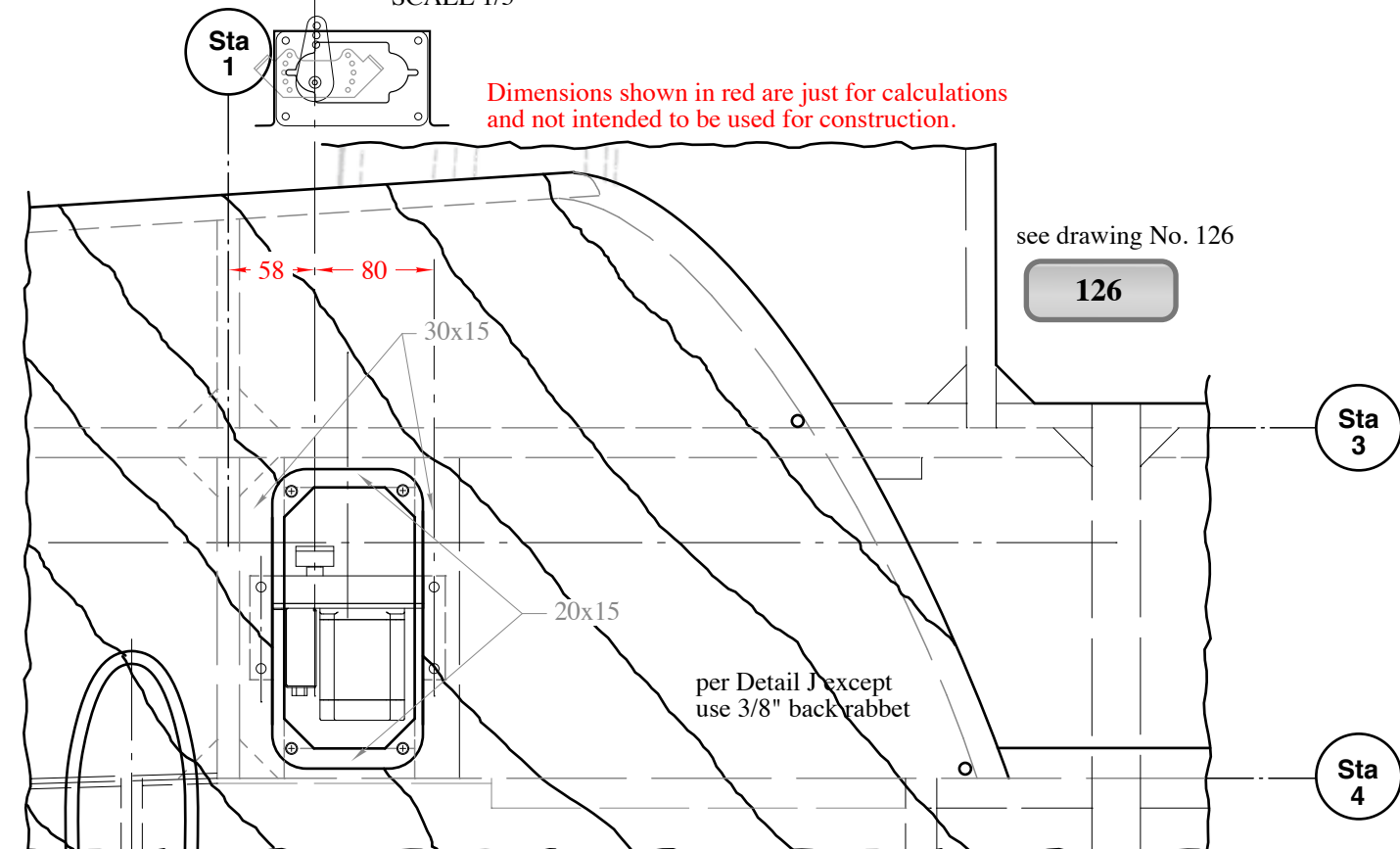
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Sheet	B2
Revision	L

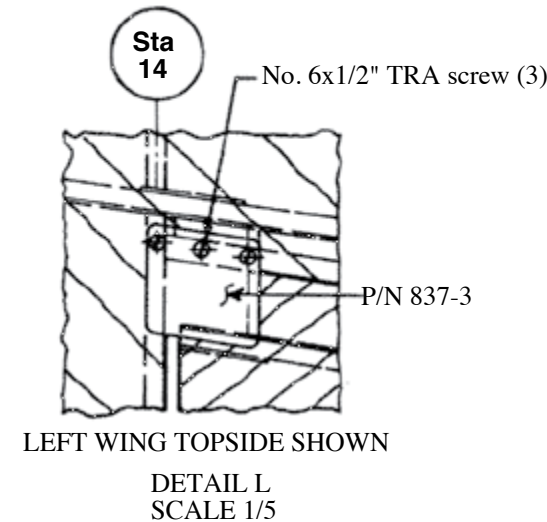




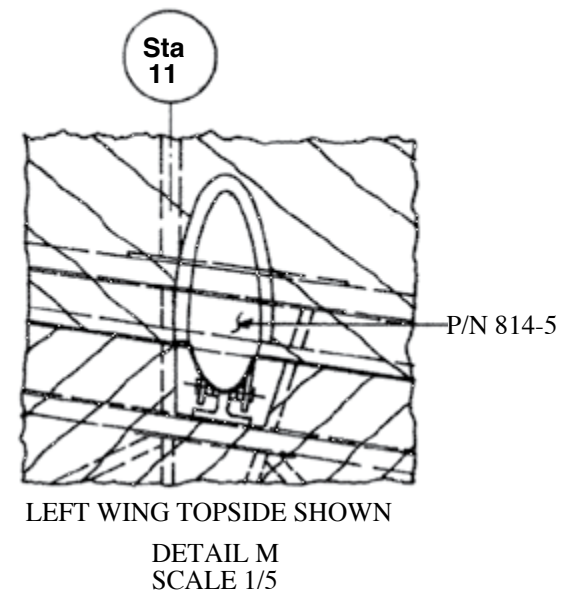
DETAIL K  
AUTOPILOT SERVO ACCESS PANEL INSTALLATION  
SCALE 1/5



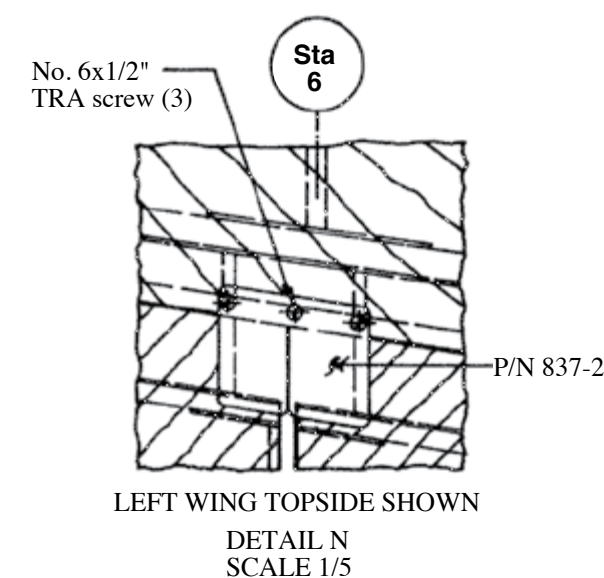
DETAIL KK  
TRUTRAK AUTOPILOT SERVO ACCESS PANEL INSTALLATION  
SCALE 1/5



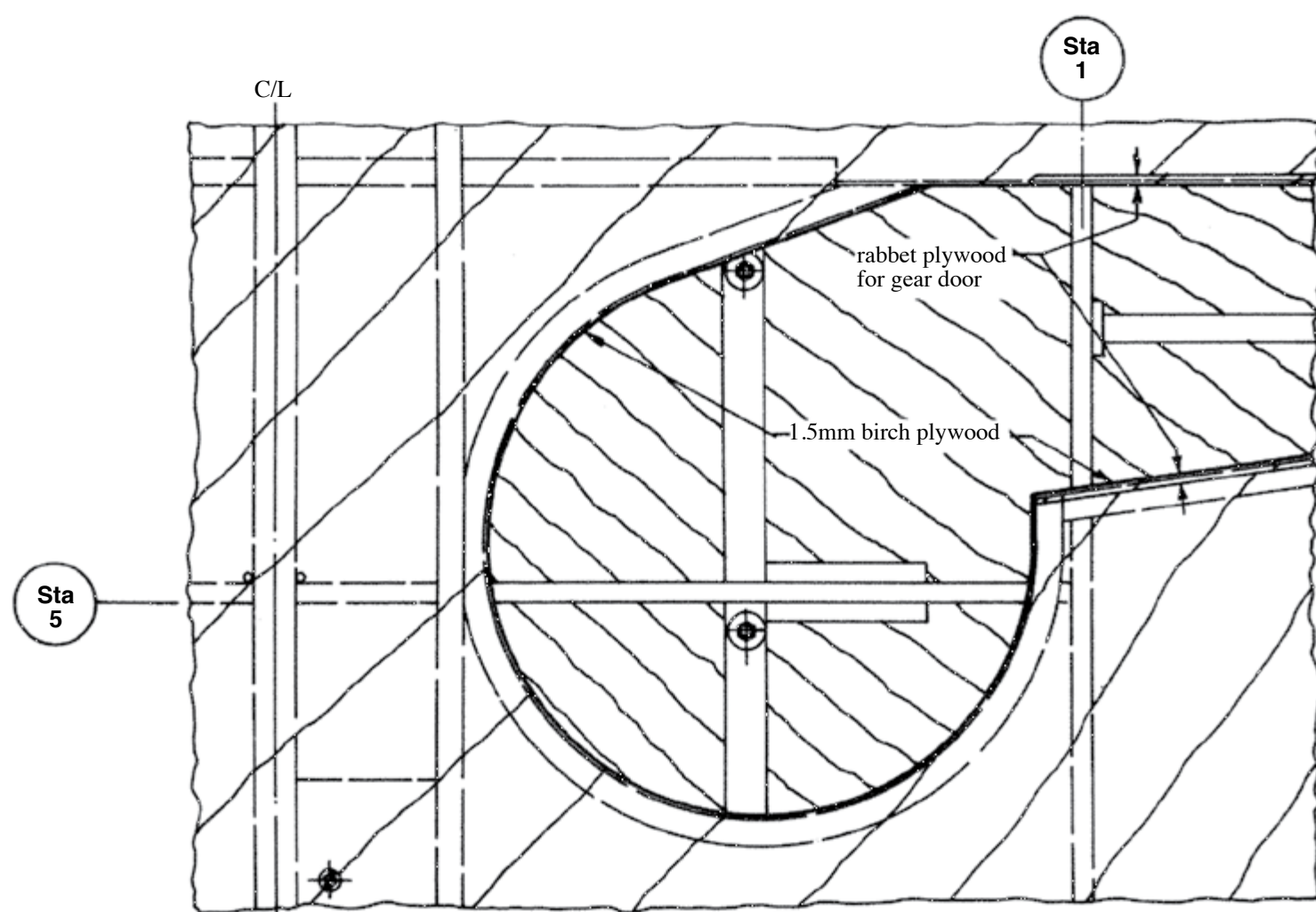
LEFT WING TOPSIDE SHOWN  
DETAIL L  
SCALE 1/5



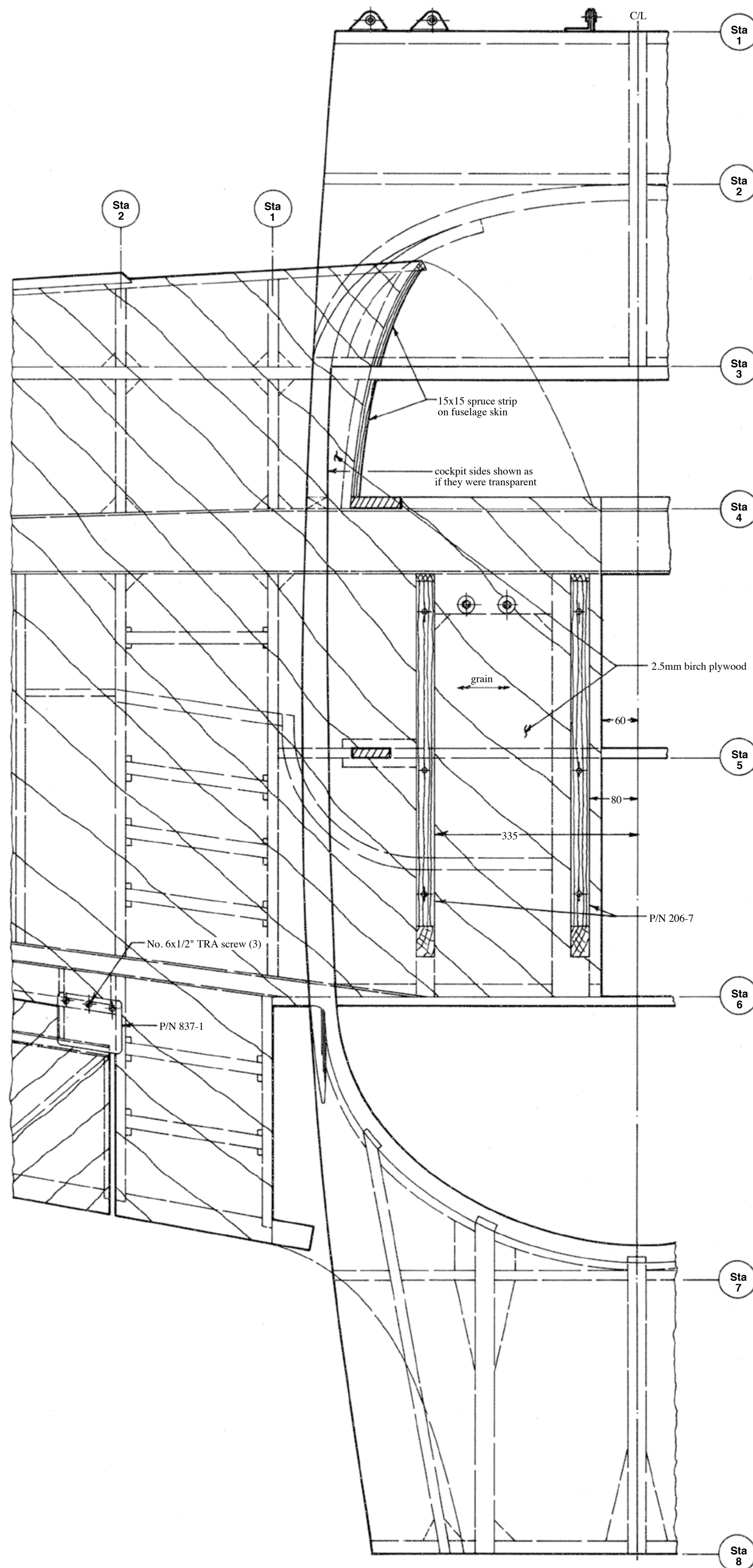
LEFT WING TOPSIDE SHOWN  
DETAIL M  
SCALE 1/5



LEFT WING TOPSIDE SHOWN  
DETAIL N  
SCALE 1/5

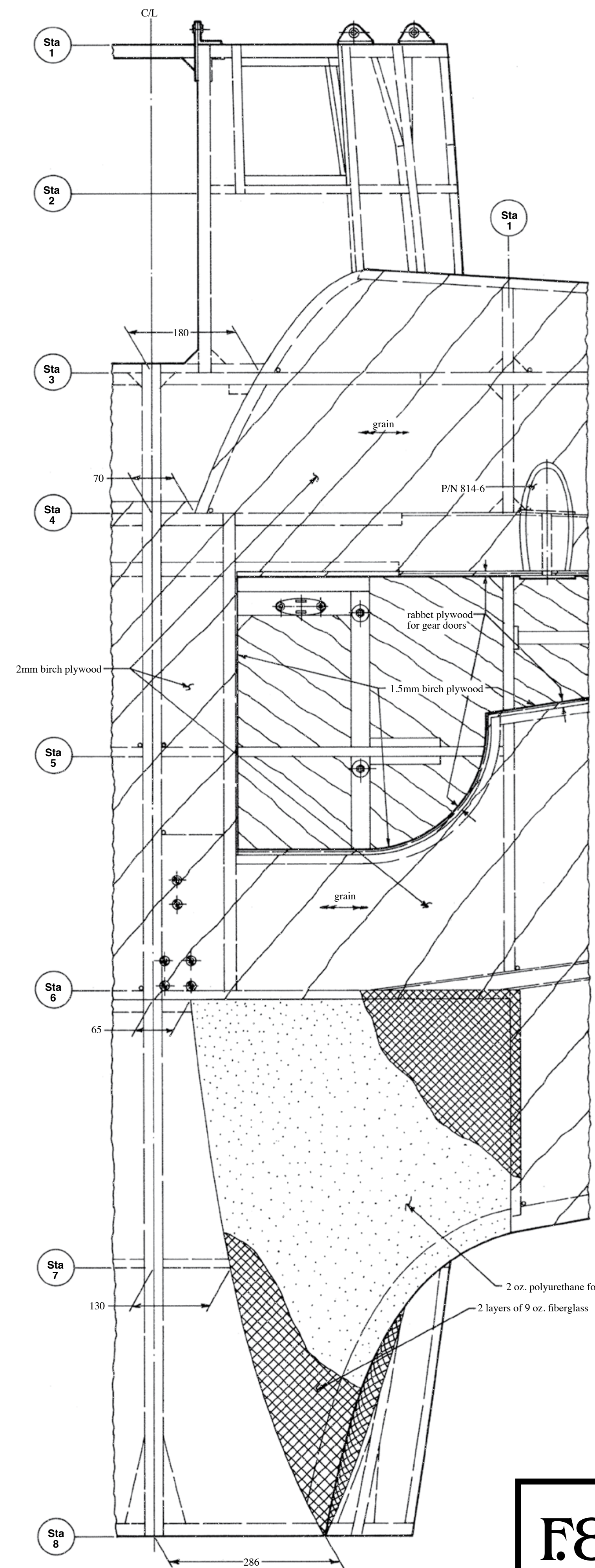


DETAIL O  
"OPEN AIR" WHEEL WELL INSTALLATION  
SCALE 1/5



LEFT WING TOPSIDE SHOWN

DETAIL P  
SCALE 1/5



LEFT WING UNDERSIDE SHOWN

DETAIL Q  
SCALE 1/5

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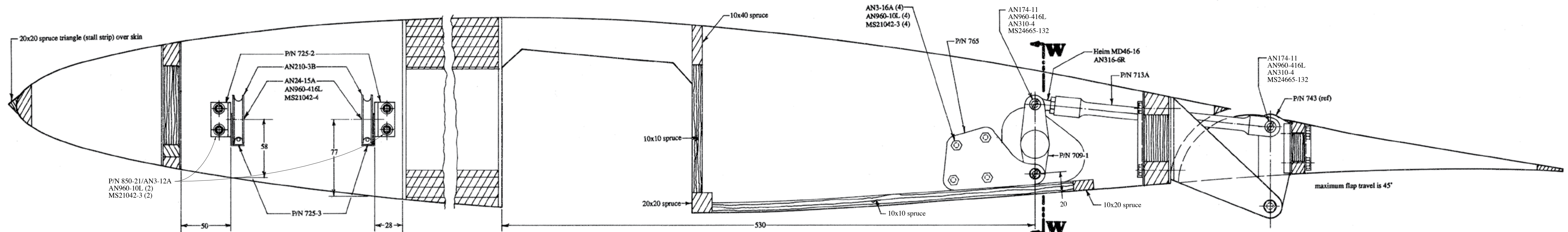
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## B3

Revision

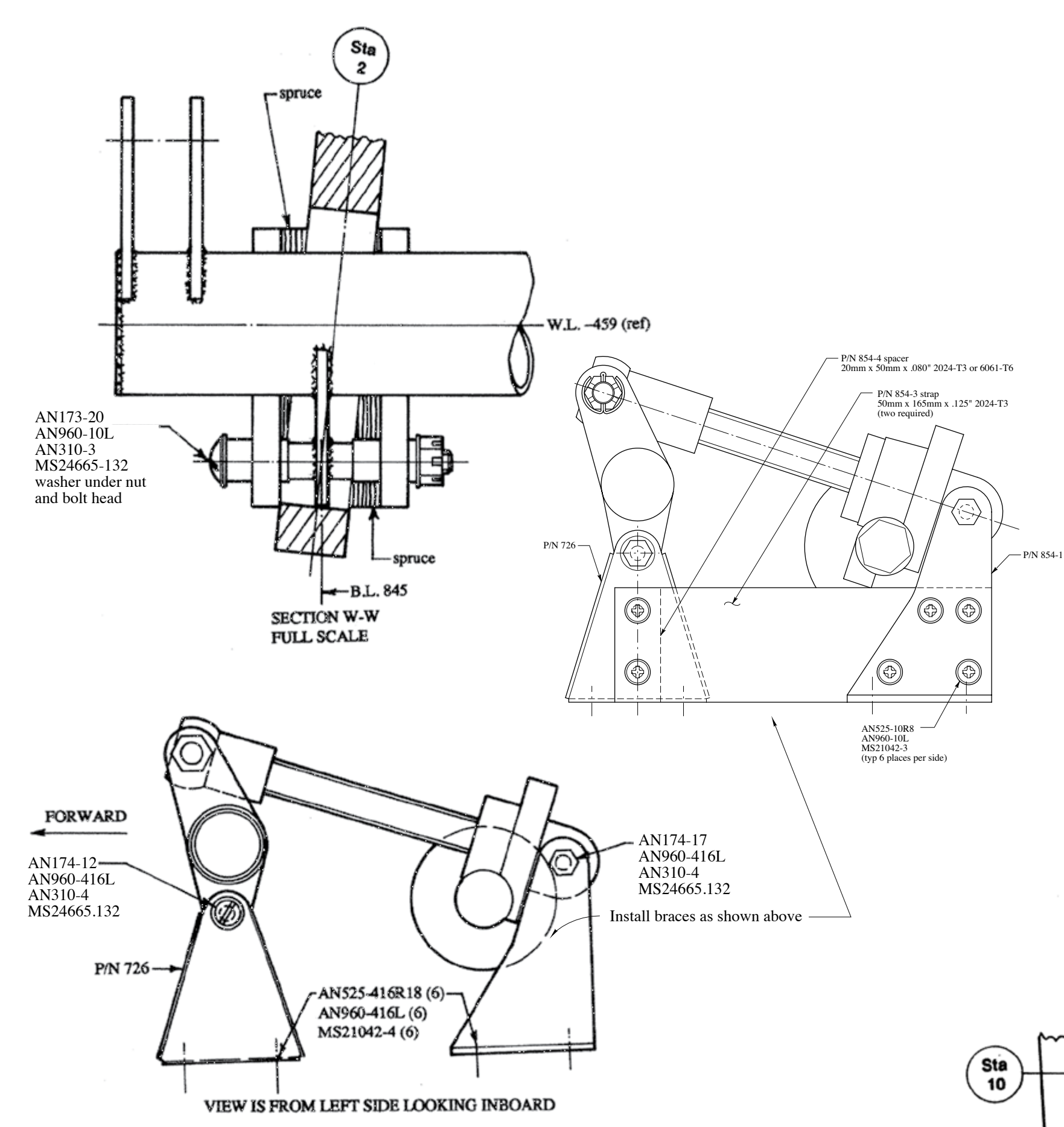
E





DETAIL R  
VIEW IS RIGHT WING LOOKING OUTBOARD AT WING STATION 2  
SCALE 1/2

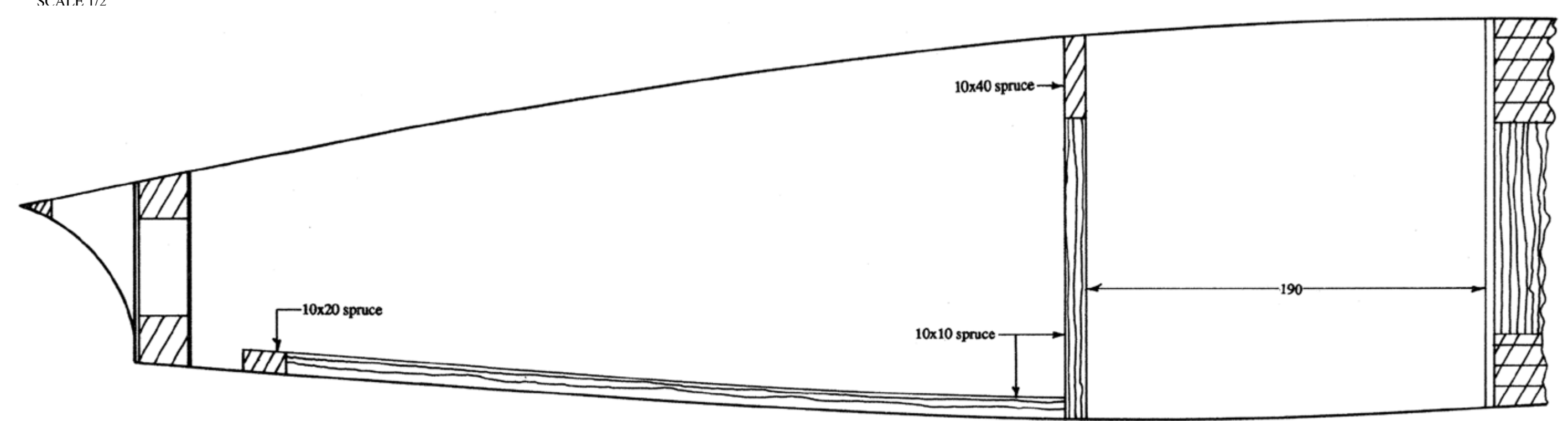
DETAIL S  
VIEW IS LEFT WING LOOKING INBOARD AT WING STATION 2  
SCALE 1/2



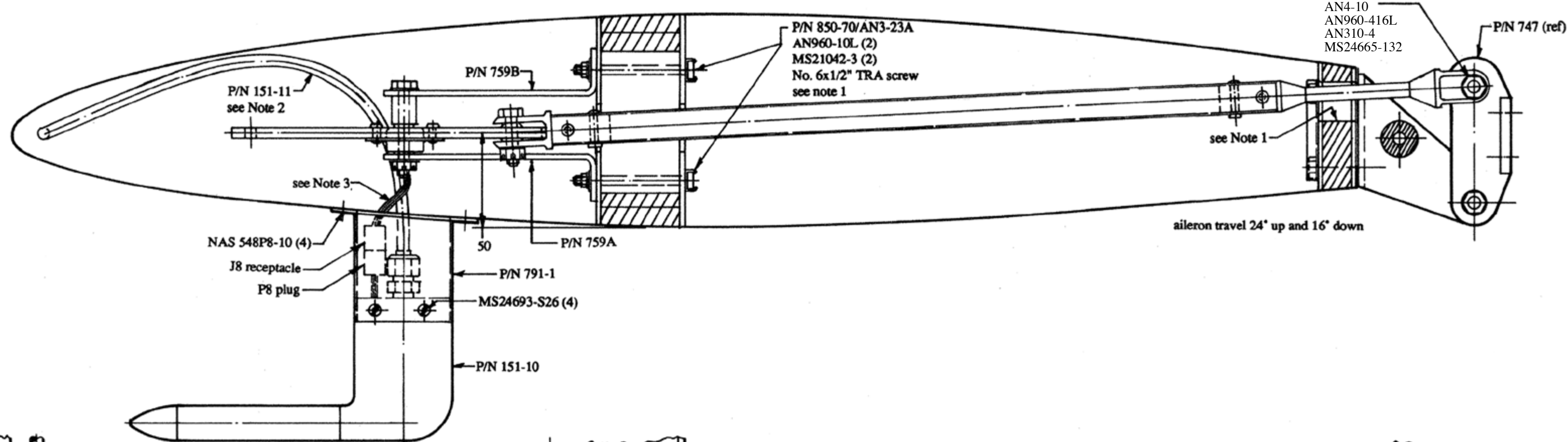
SECTION W-W  
FULL SCALE

VIEW IS FROM LEFT SIDE LOOKING INBOARD

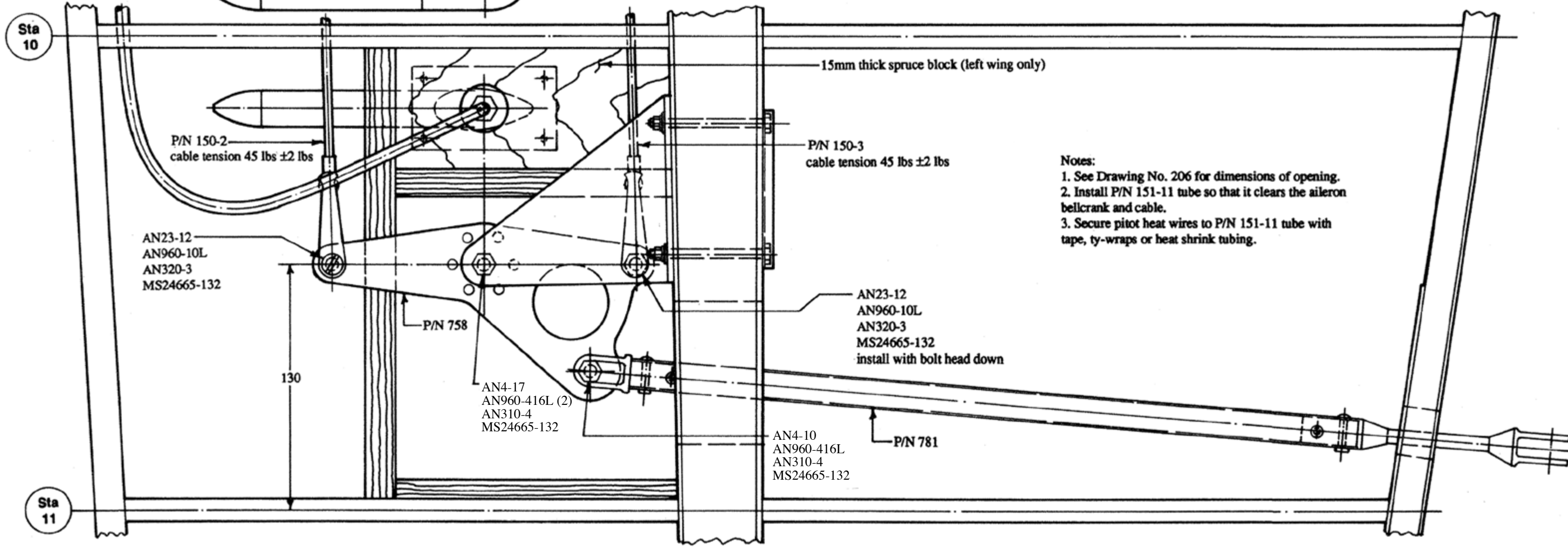
DETAIL U  
SCALE 1/2



DETAIL T  
VIEW IS LEFT WING LOOKING OUTBOARD AT WING STATION 2-1/2  
SCALE 1/2



DETAIL V  
SCALE 1/2



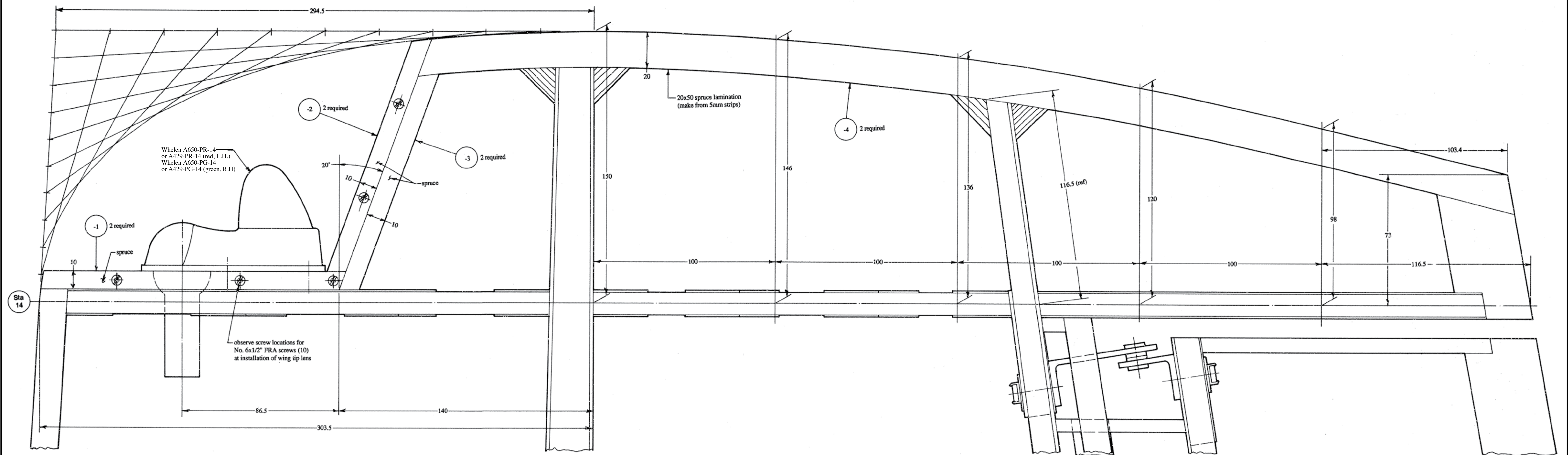
- Notes:
1. See Drawing No. 206 for dimensions of opening.
  2. Install P/N 151-11 tube so that it clears the aileron bellcrank and cable.
  3. Secure pilot heat wires to P/N 151-11 tube with tape, ty-wraps or heat shrink tubing.

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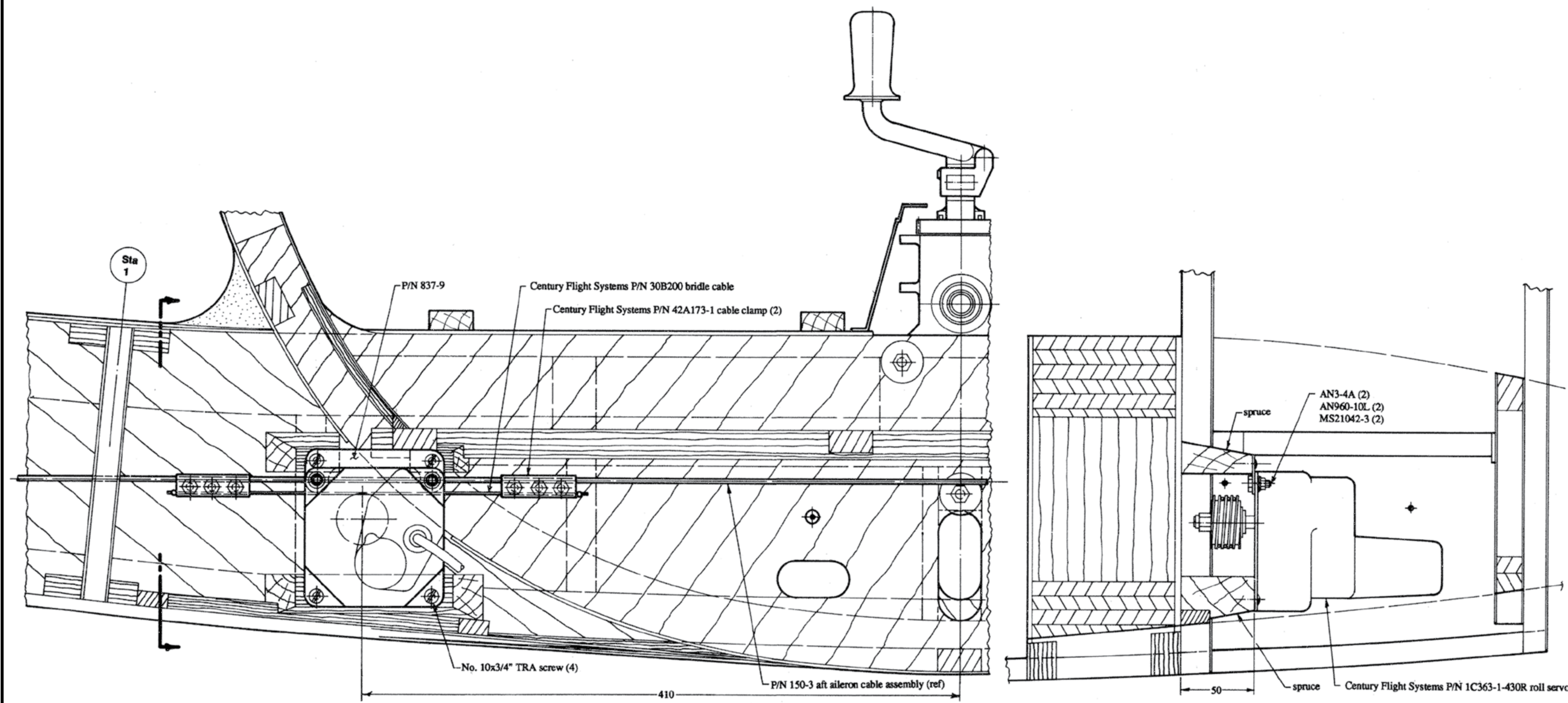
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		B4	
		Revision	G

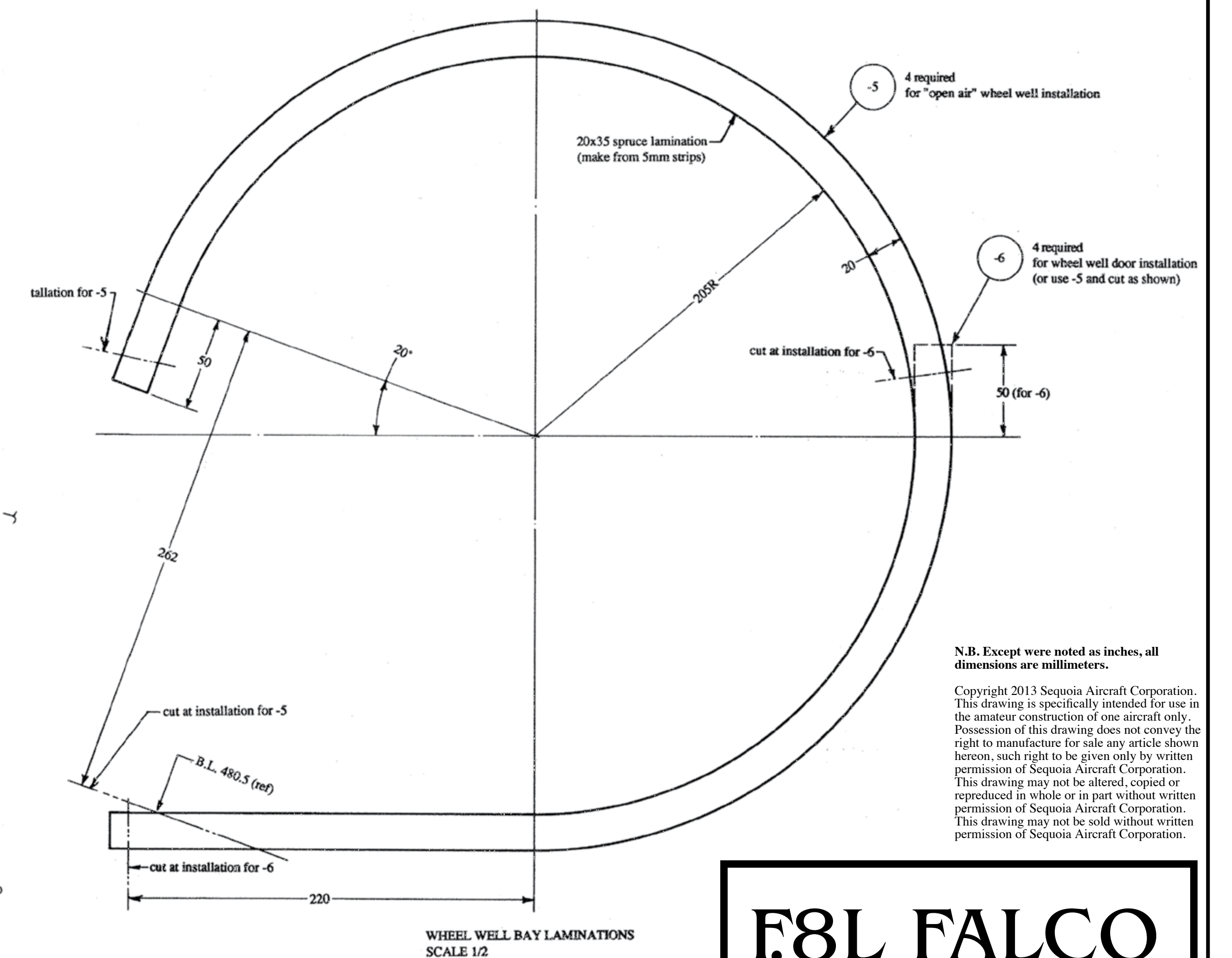




WING TIP DETAILS  
FULL SCALE



VIEW SHOWN IS FUSELAGE STATION NO. 4 LOOKING AFT  
AUTOPILOT SERVO INSTALLATION  
SCALE 1/2



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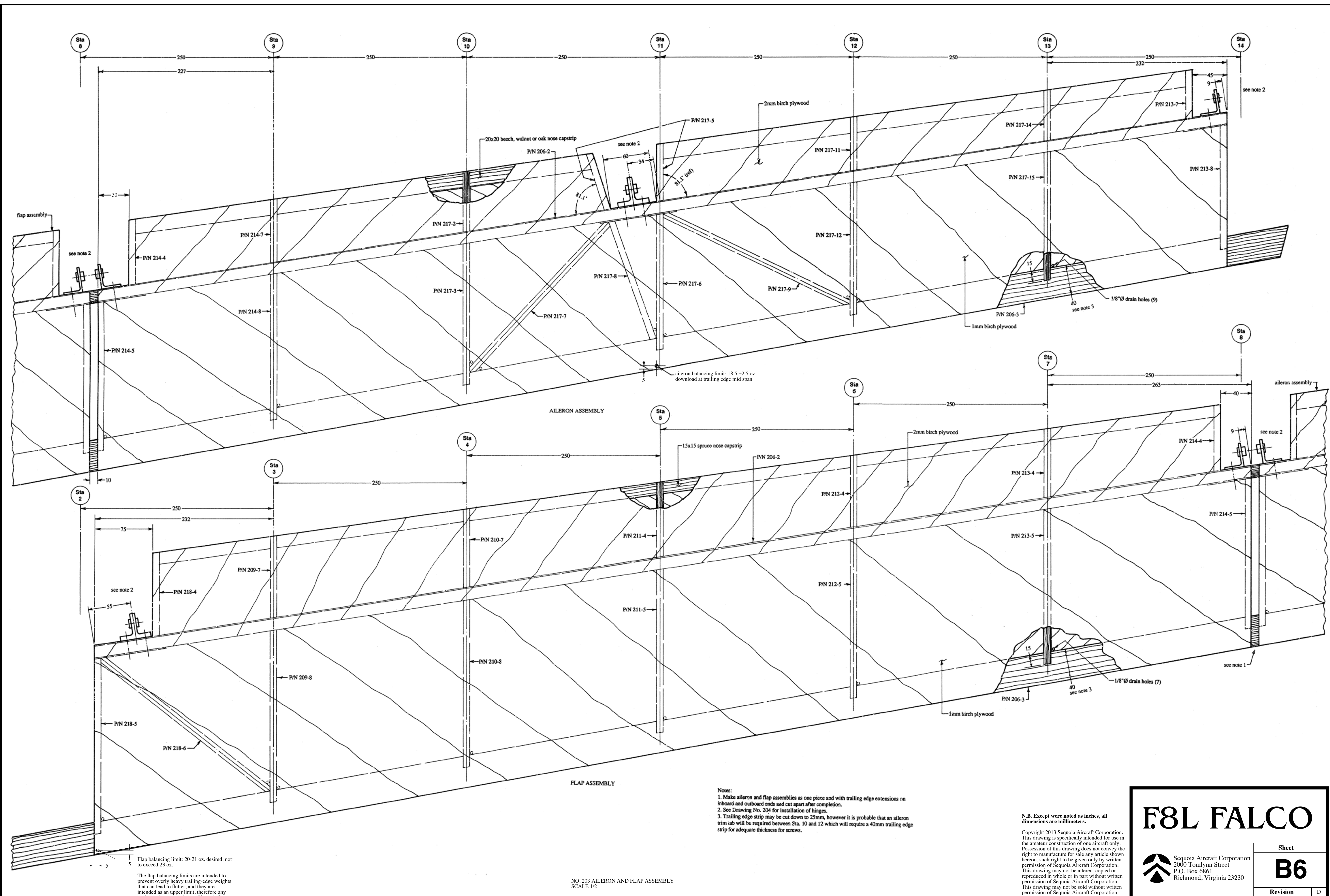
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**B5**

Revision

B






Notes:  
1. Make aileron and flap assemblies as one piece and with trailing edge extensions on inboard and outboard ends and cut apart after completion.  
2. See Drawing No. 204 for installation of hinges.  
3. Trailing edge strip may be cut down to 25mm, however it is probable that an aileron trim tab will be required between Sta. 10 and 12 which will require a 40mm trailing edge strip for adequate thickness for screws.

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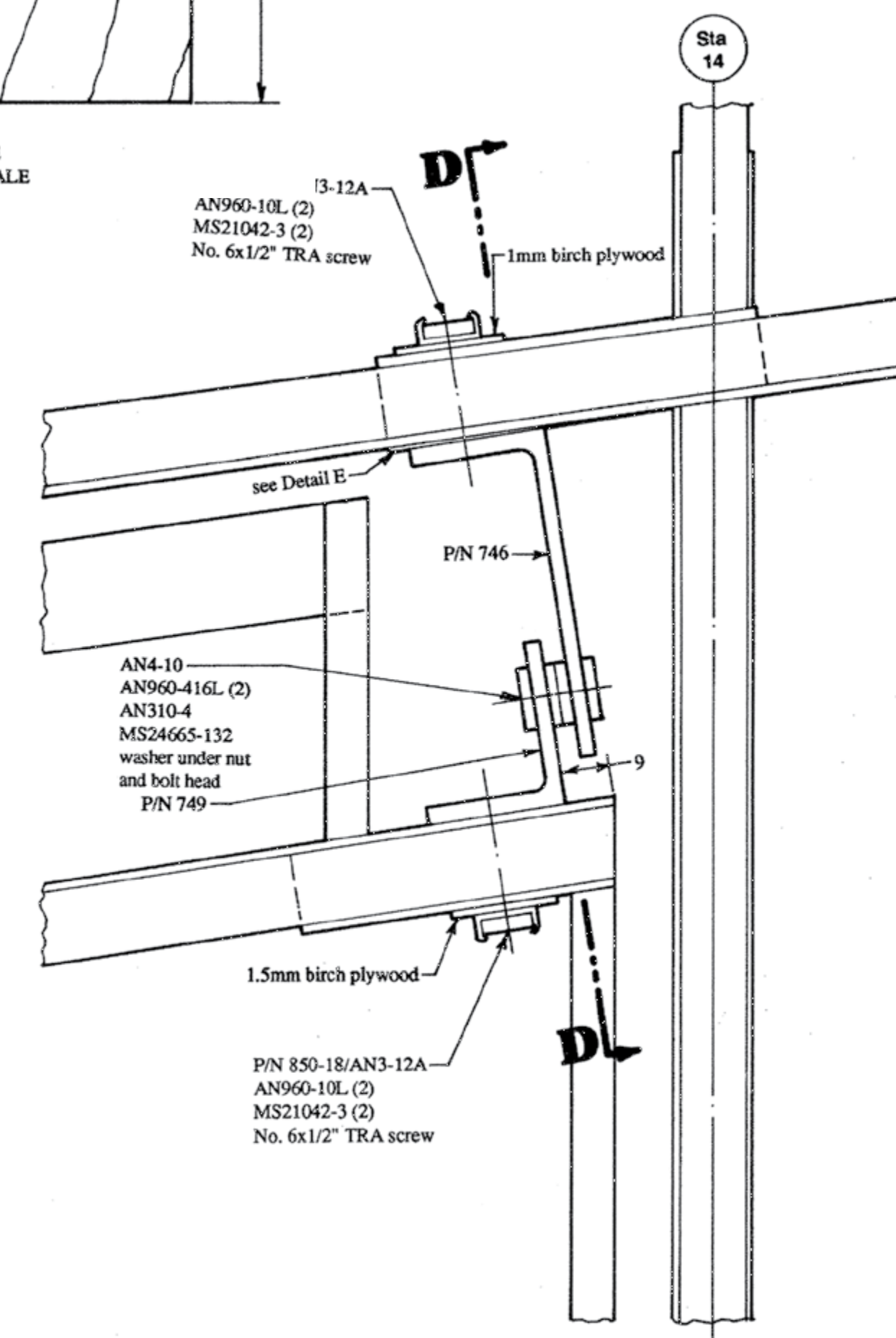
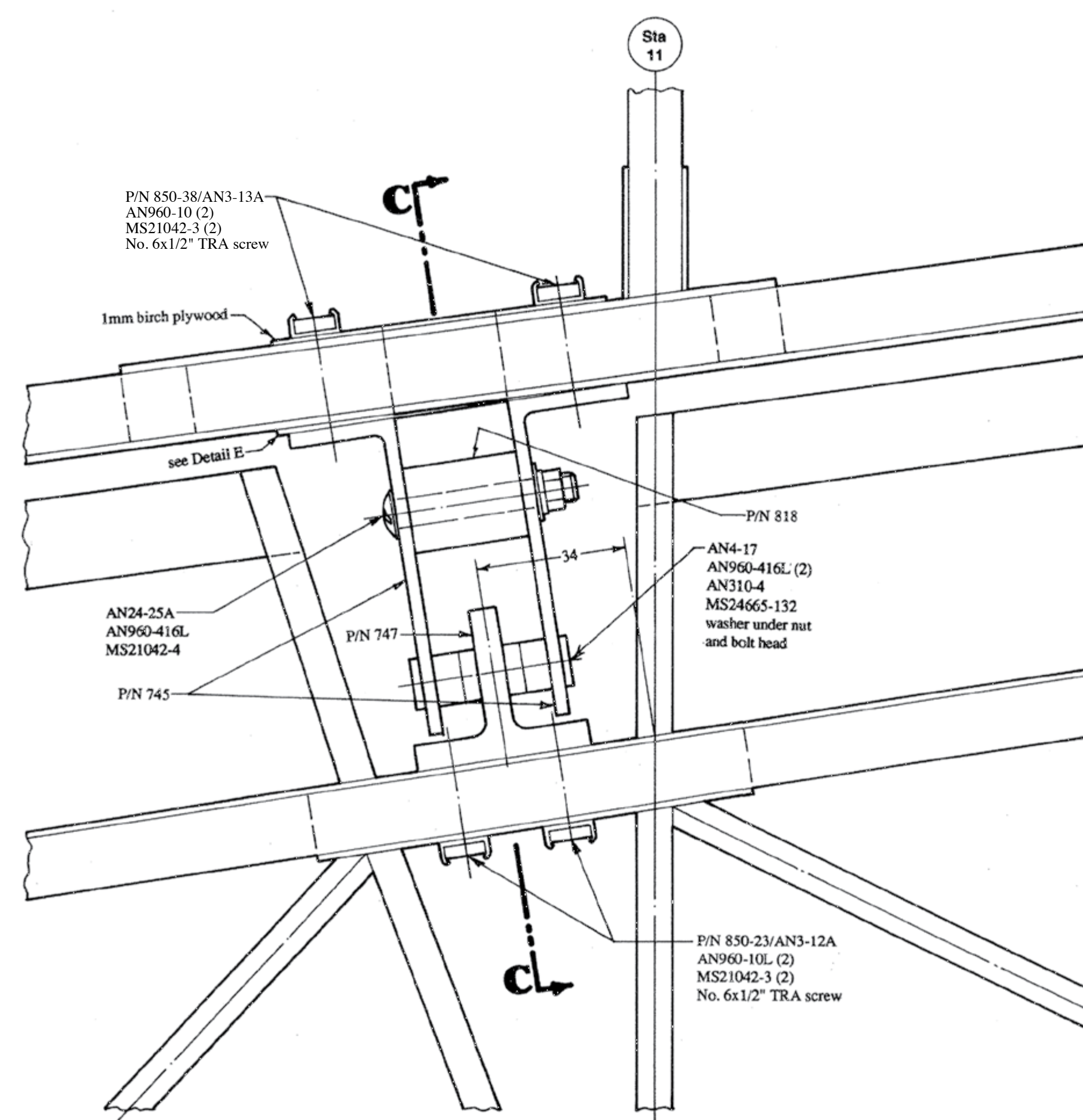
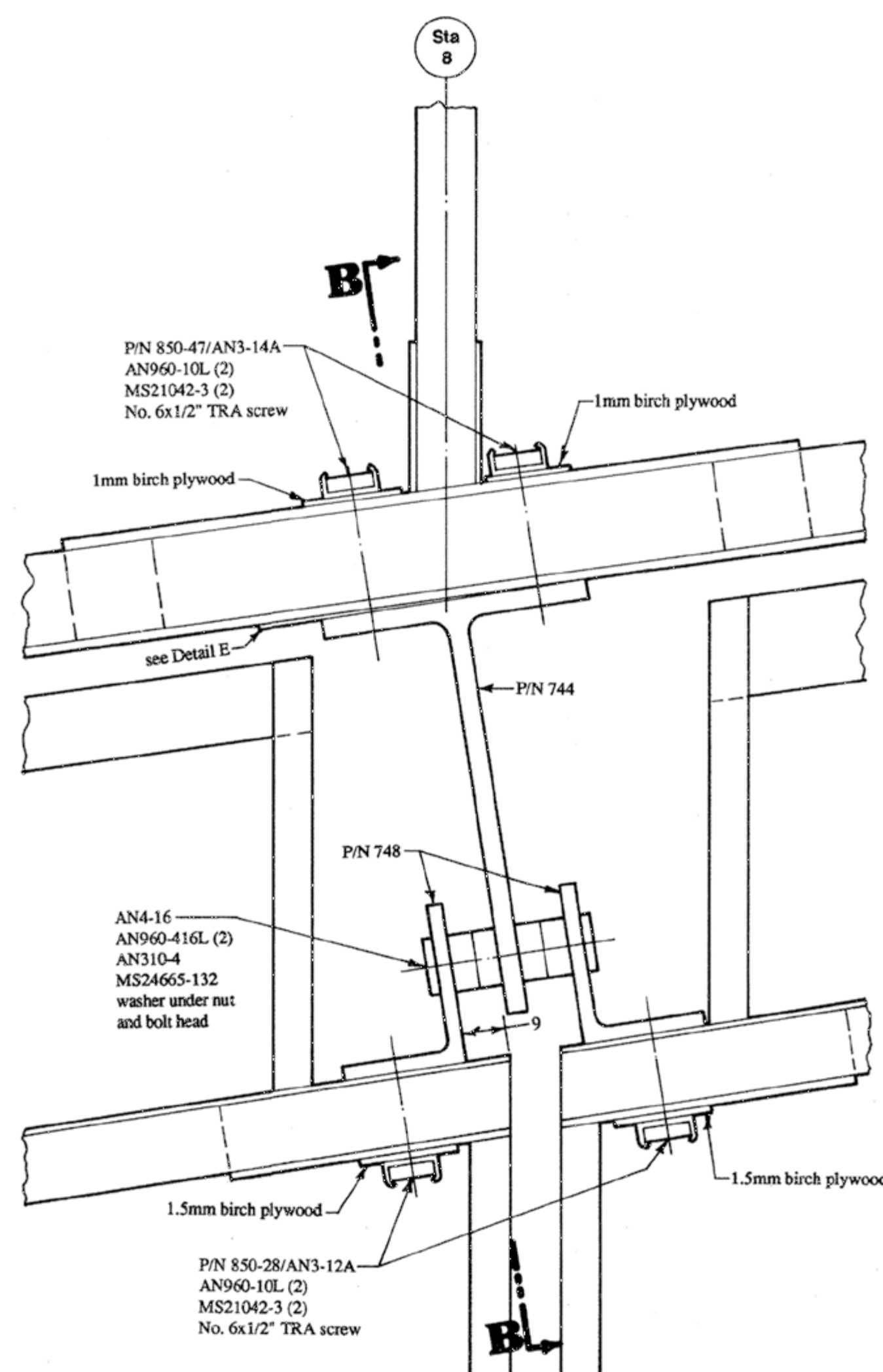
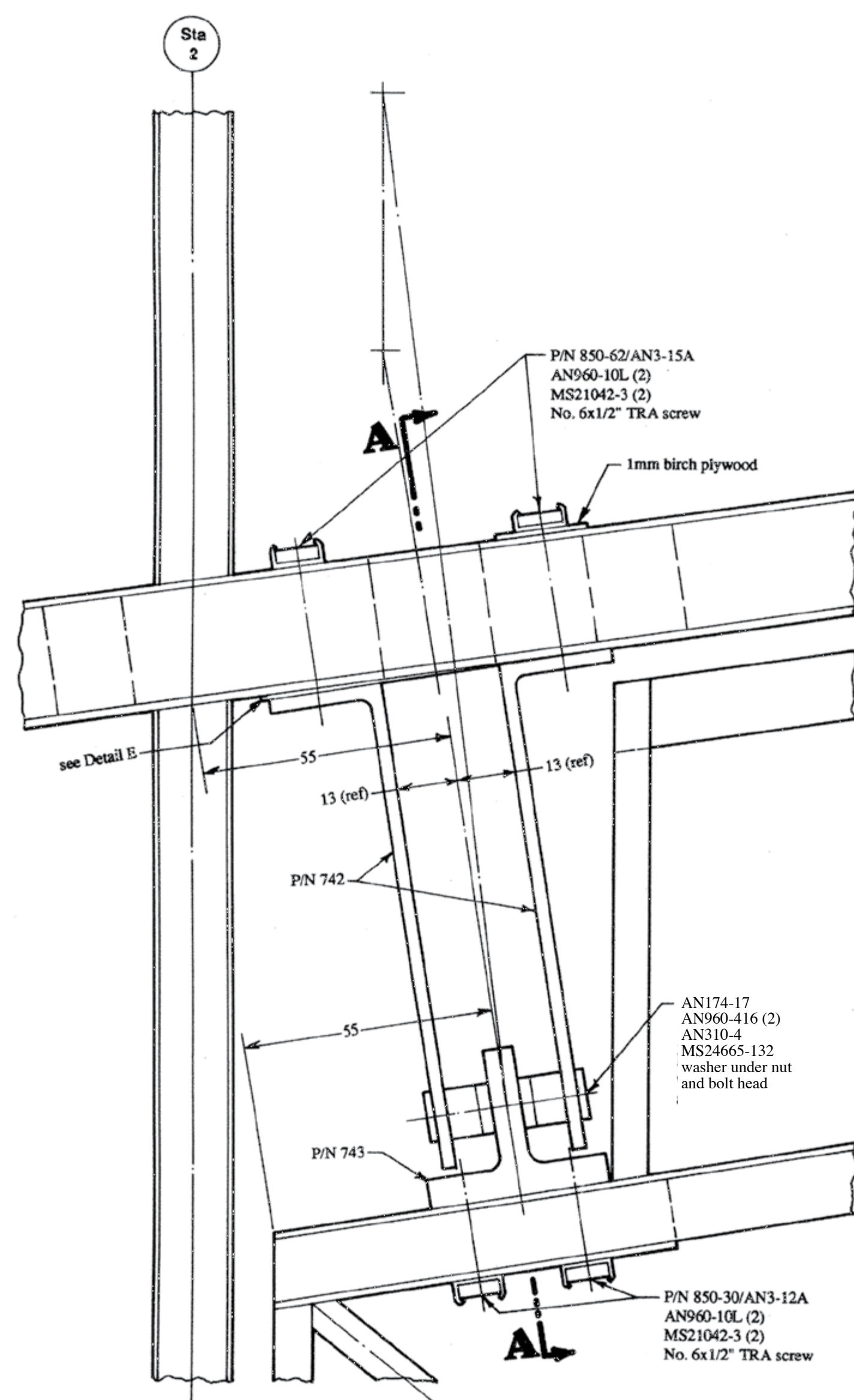
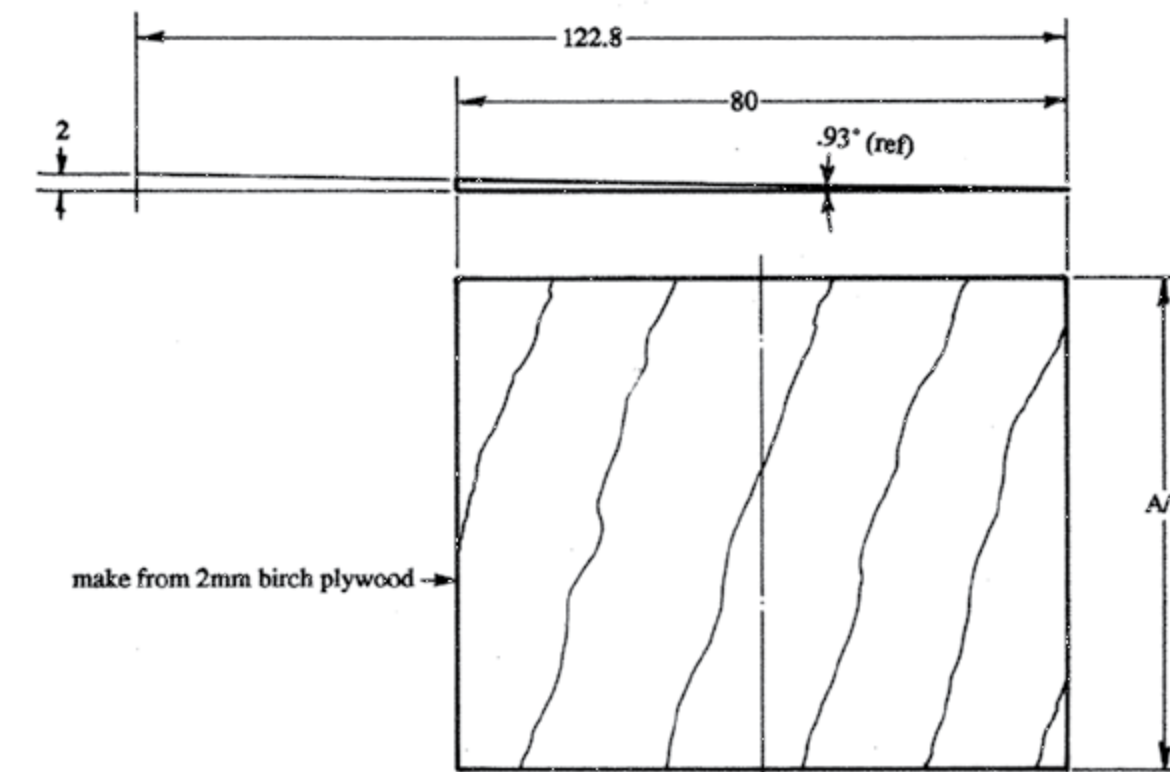
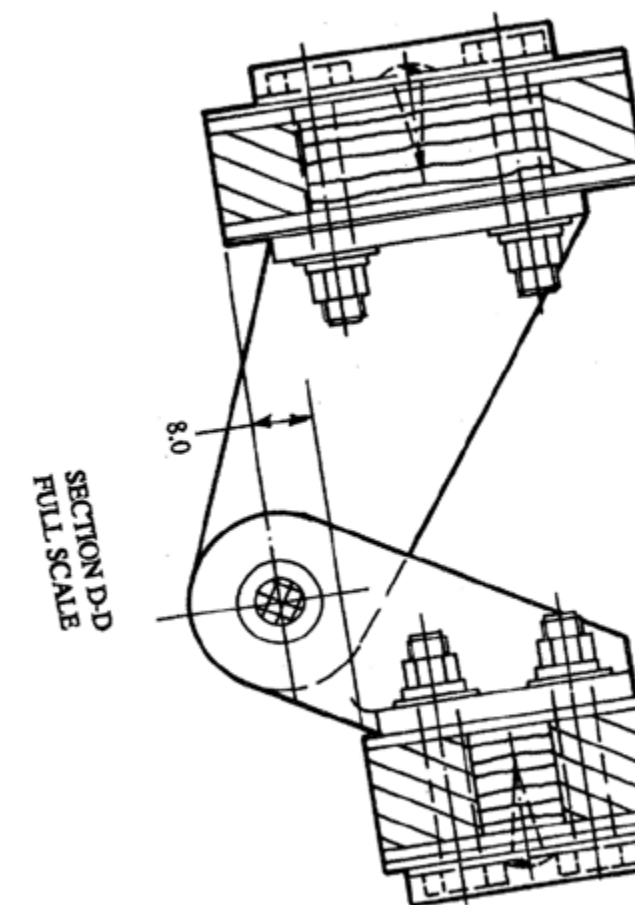
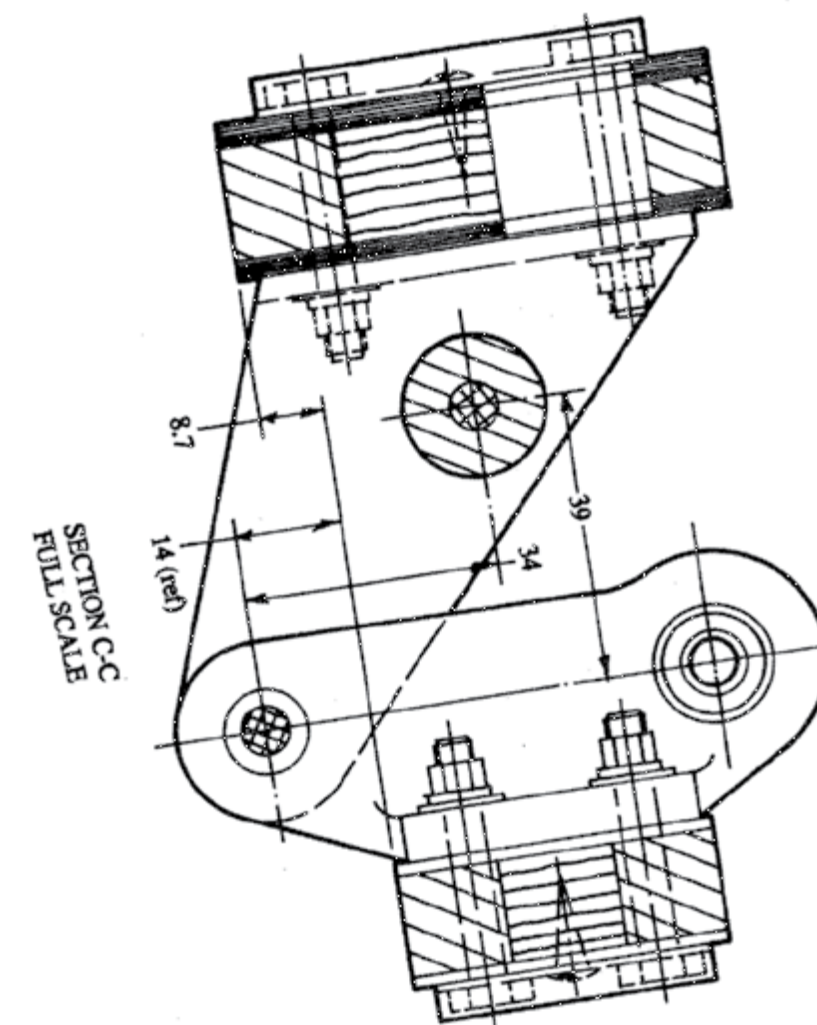
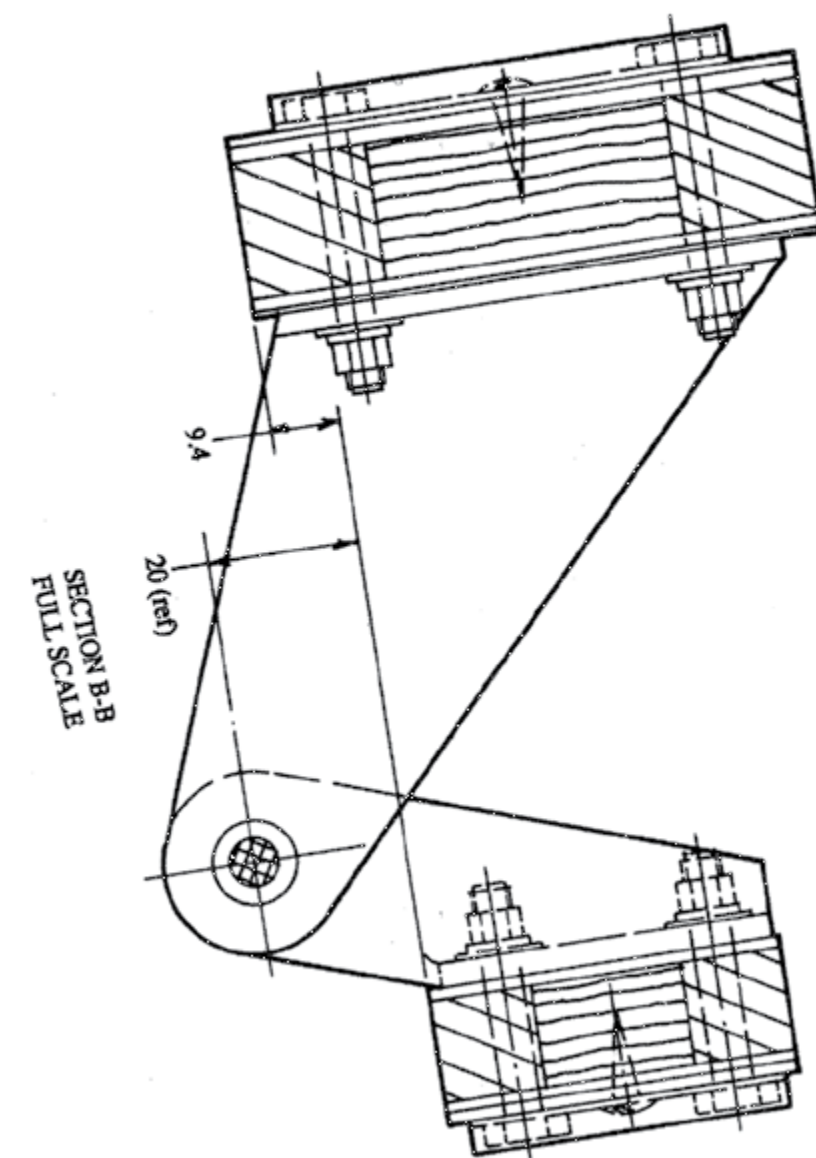
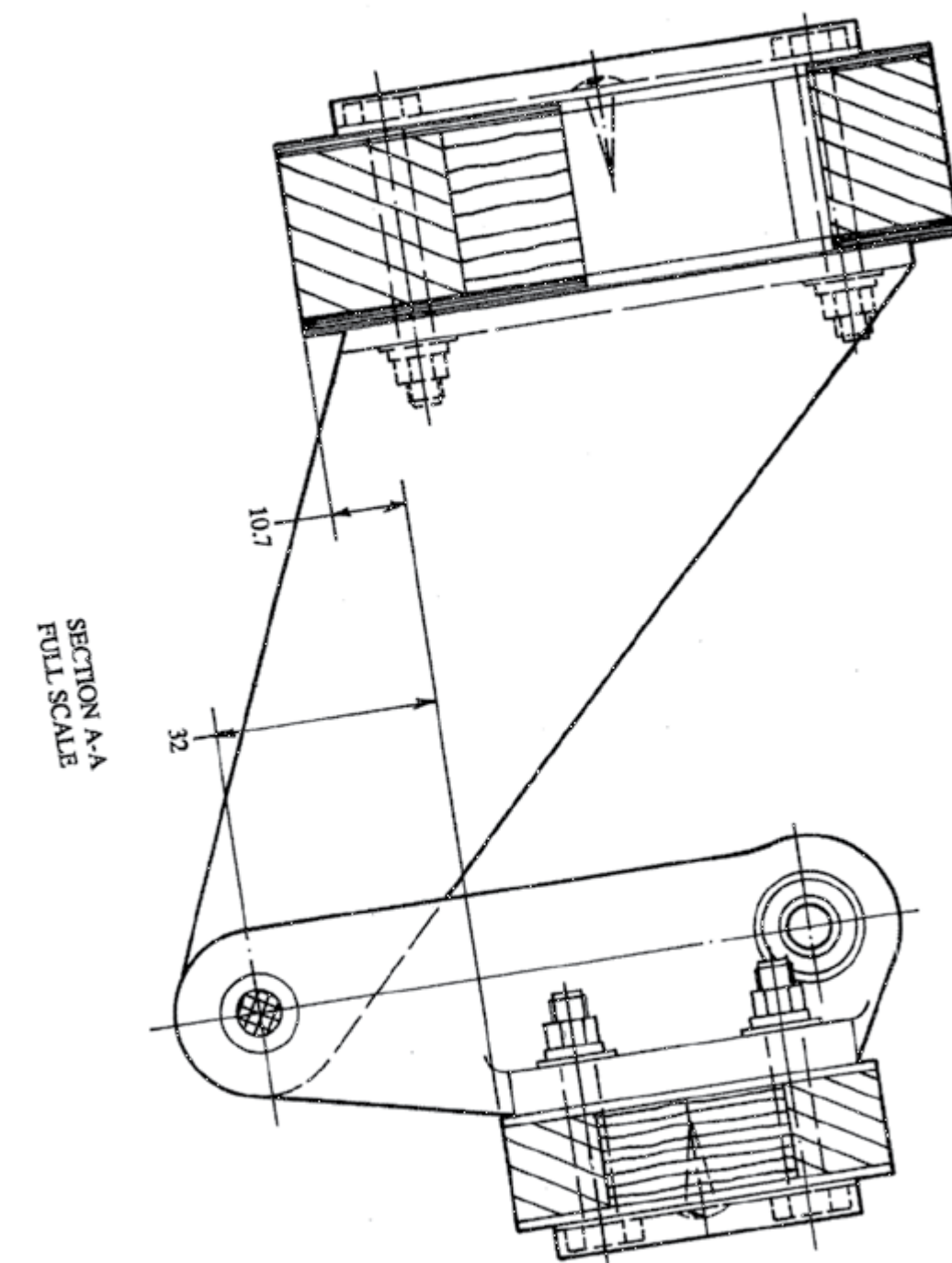
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Sheet	D
<b>B6</b>	
Revision	

Flap balancing limit: 20-21 oz. desired, not to exceed 23 oz.  
The flap balancing limits are intended to prevent overly heavy trailing-edge weights that can lead to flutter, and they are intended as an upper limit, therefore any trailing-edge weight below 20 oz. is fine.

NO. 203 AILERON AND FLAP ASSEMBLY  
SCALE 1/2





NO. 204 AILERON AND FLAP HINGE INSTALLATION  
FULL SCALE

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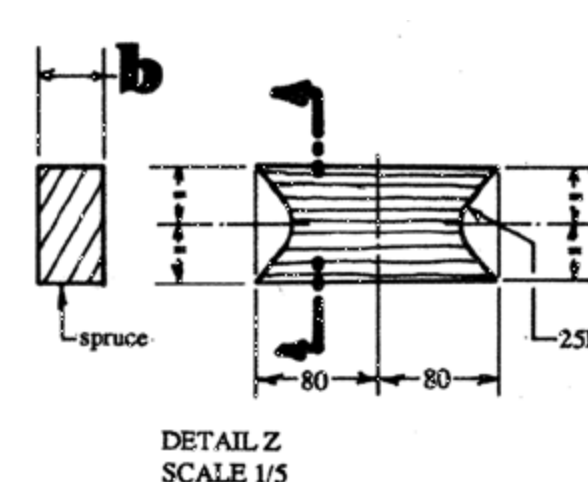
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**B7**

Revision

D

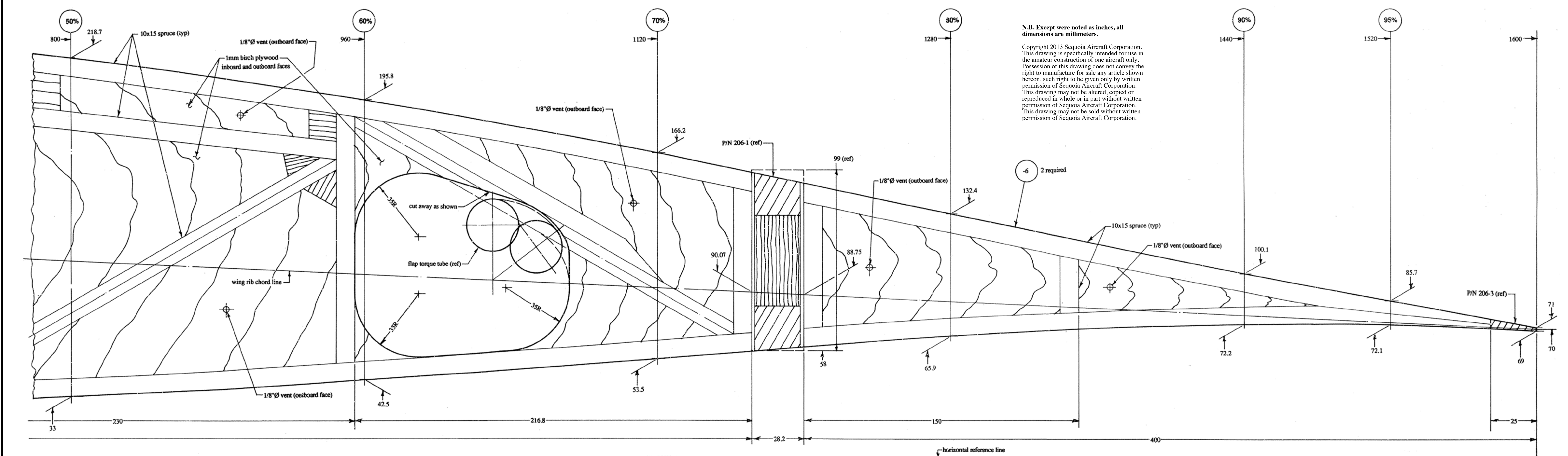
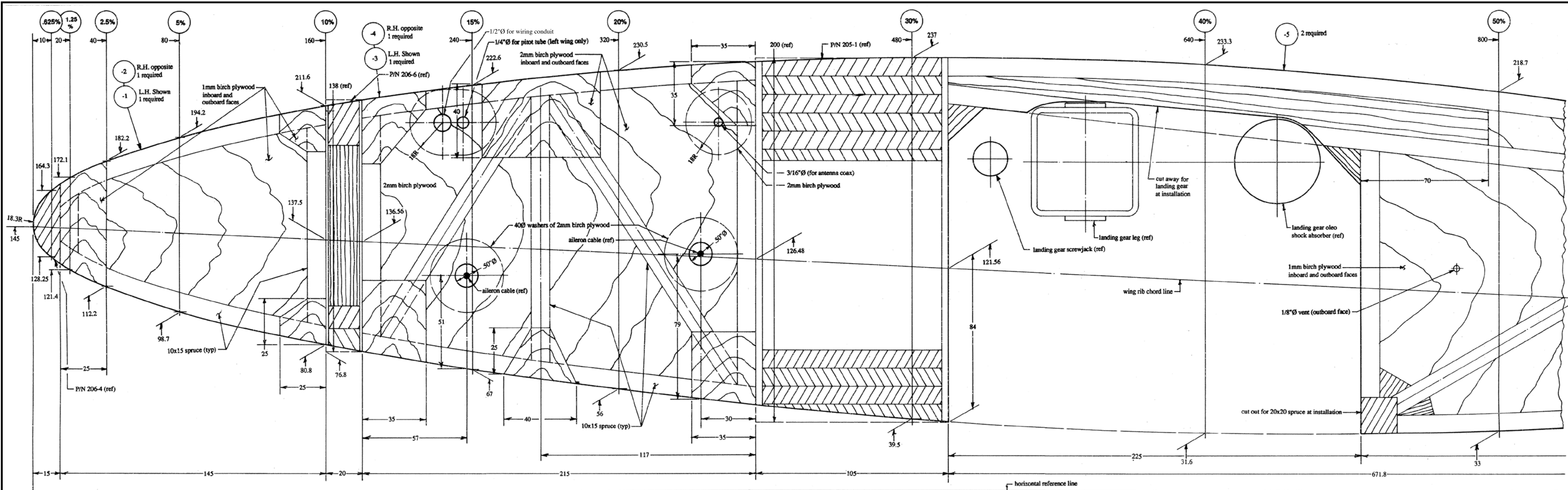












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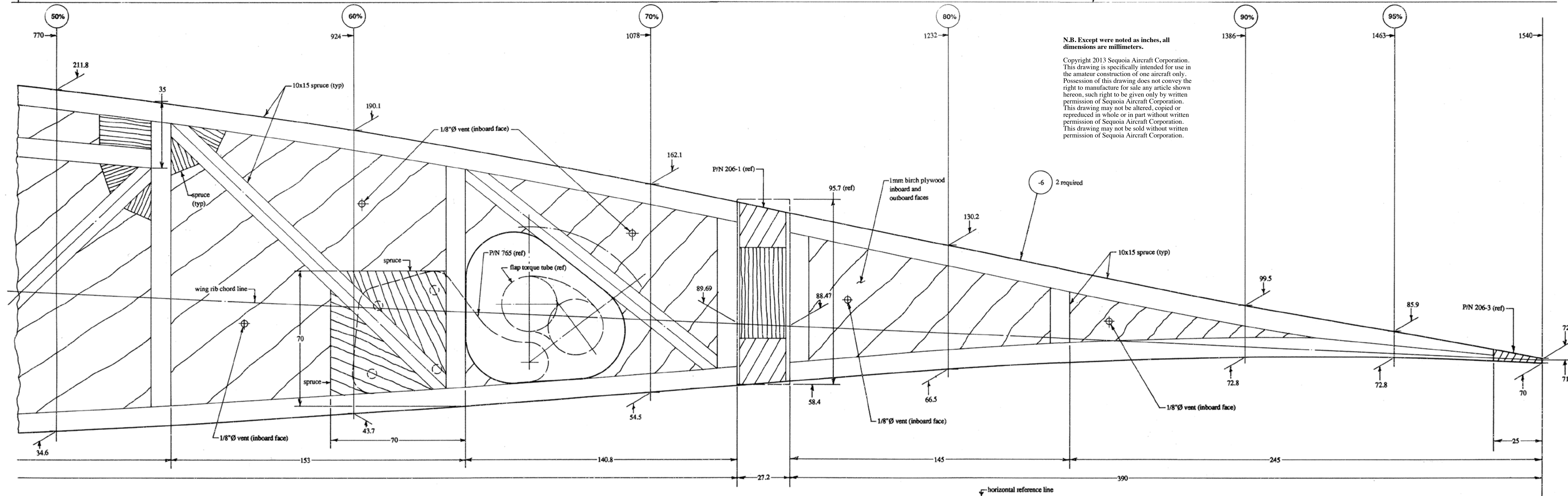
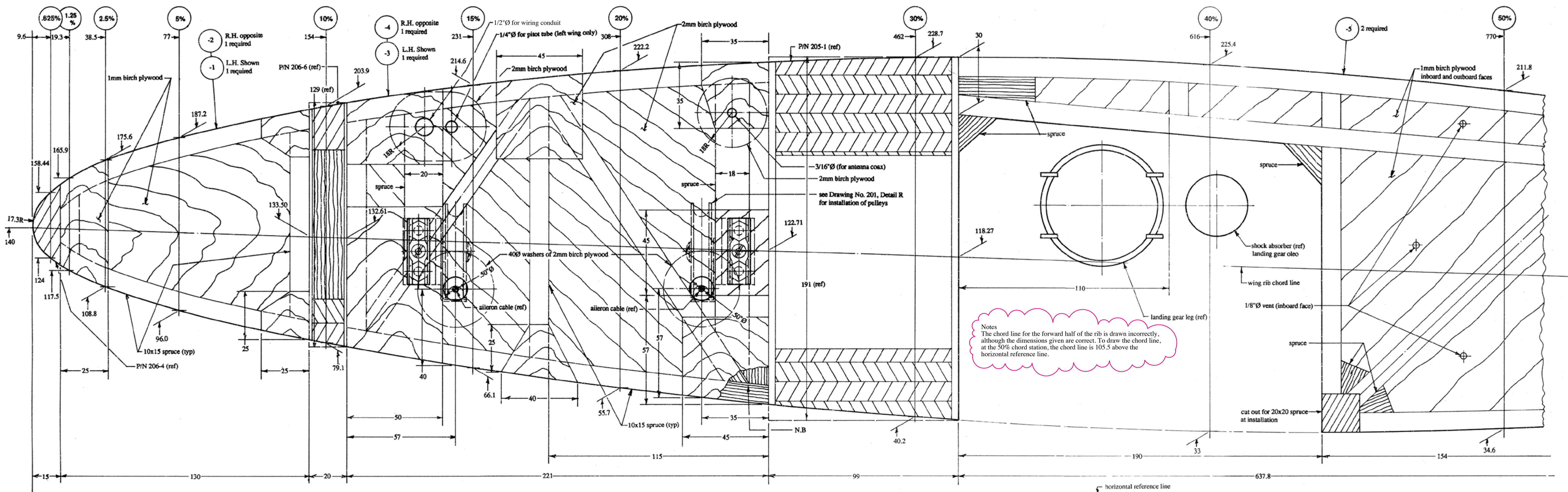
NO. 207 WING RIB STATION 1  
FULL SCALE

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B10	
Revision	H





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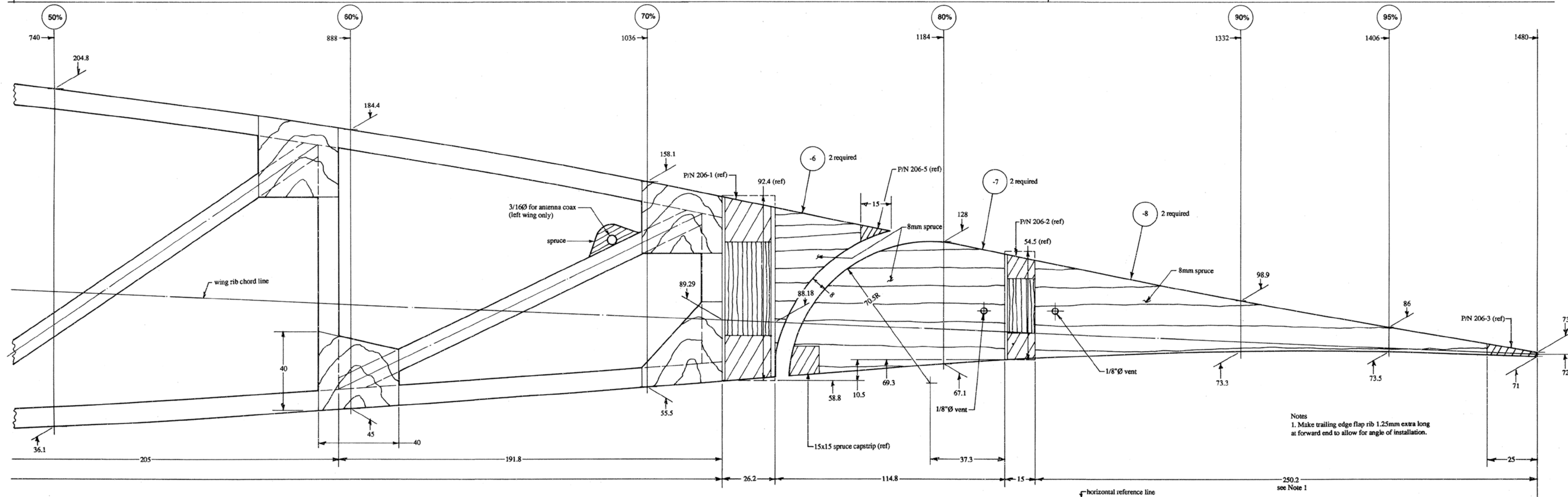
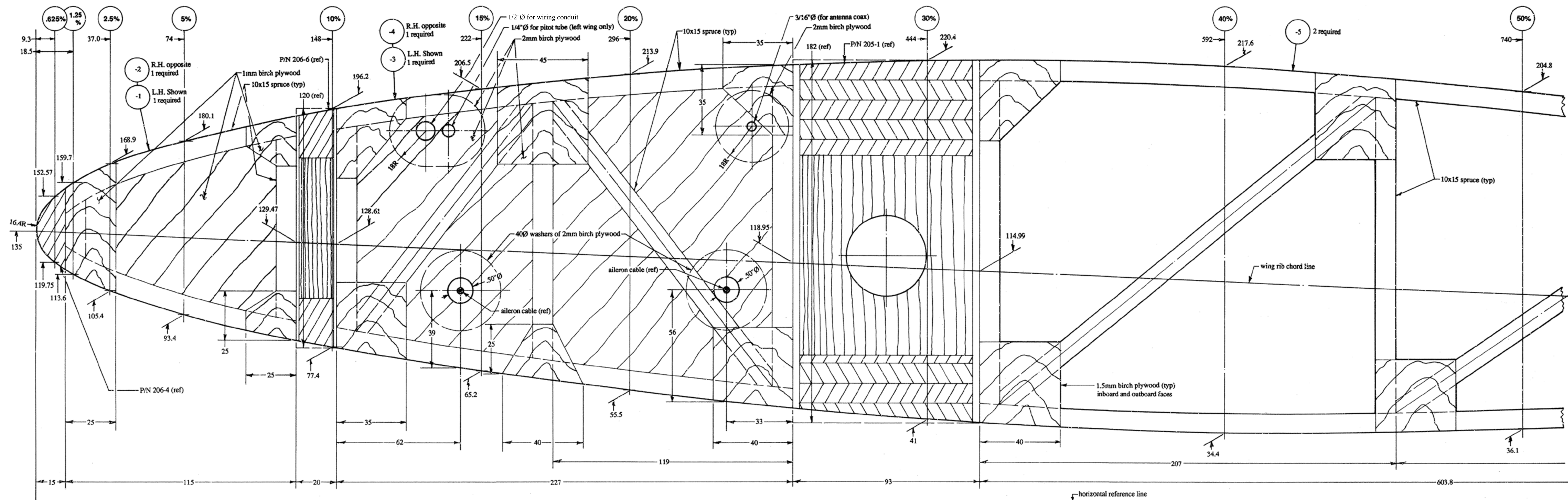
NO. 208 WING RIB STATION 2  
FULL SCALE

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<b>B11</b>	
Revision	1



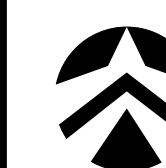


Notes  
1. Make trailing edge flap rib 1.25mm extra long at forward end to allow for angle of installation.

NO. 309 WING RIB STATION 3  
FULL SCALE

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B12

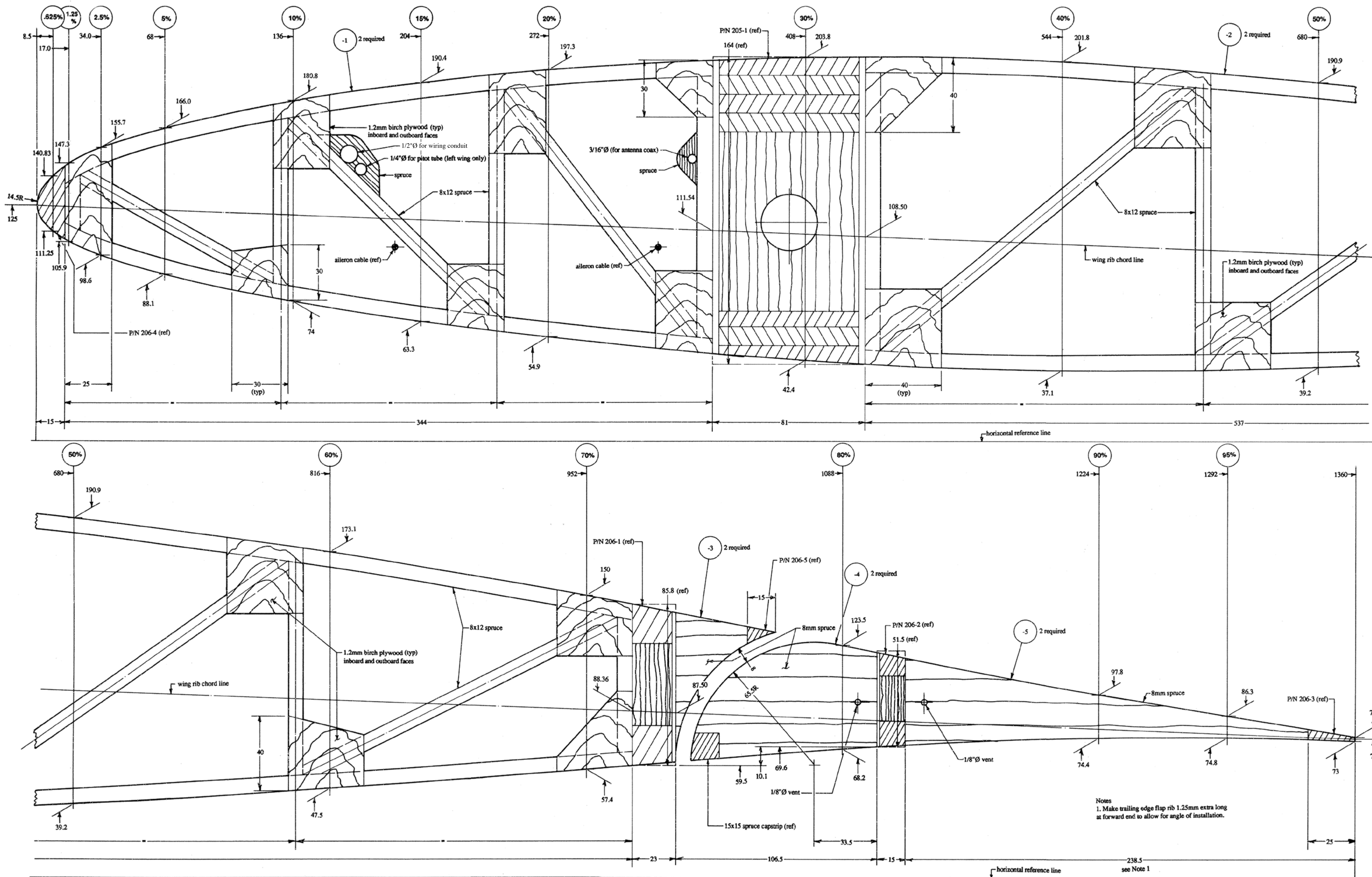
Revision

C









NO. 211 WING RIB STATION 5  
FULL SCALE

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## B14

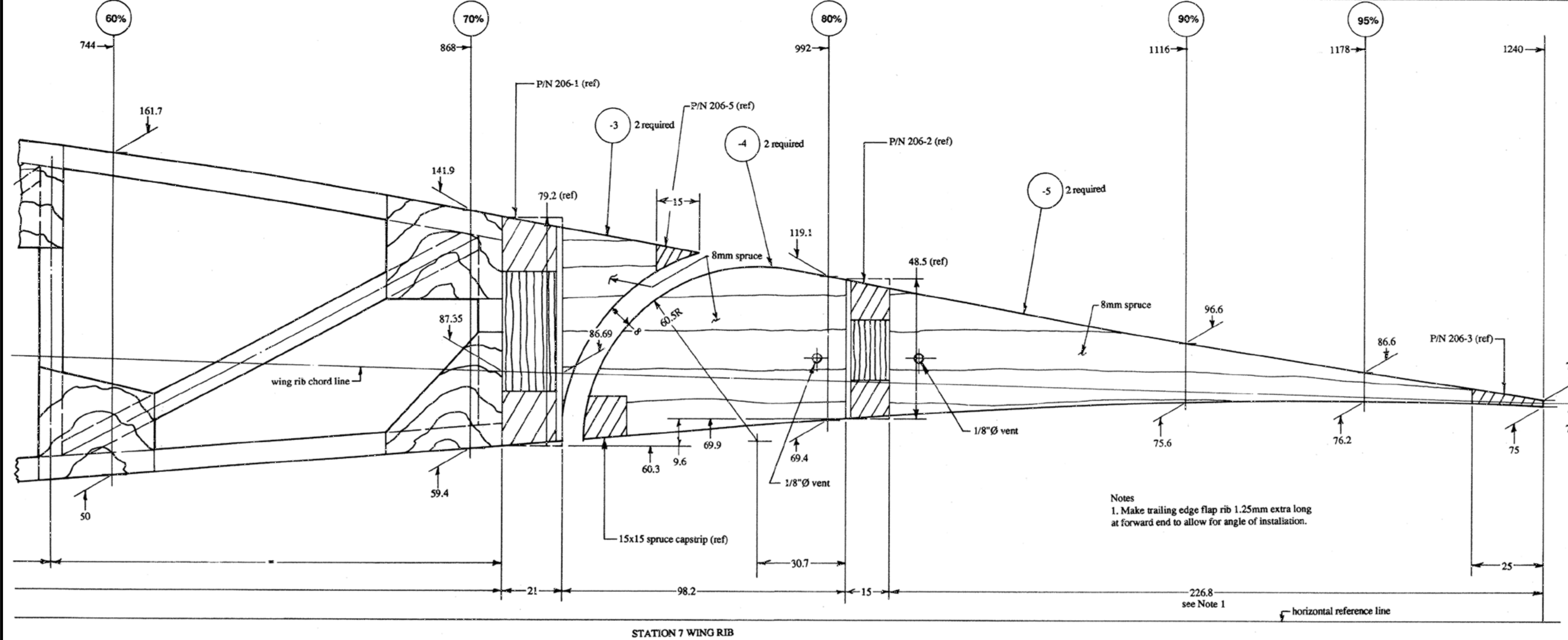
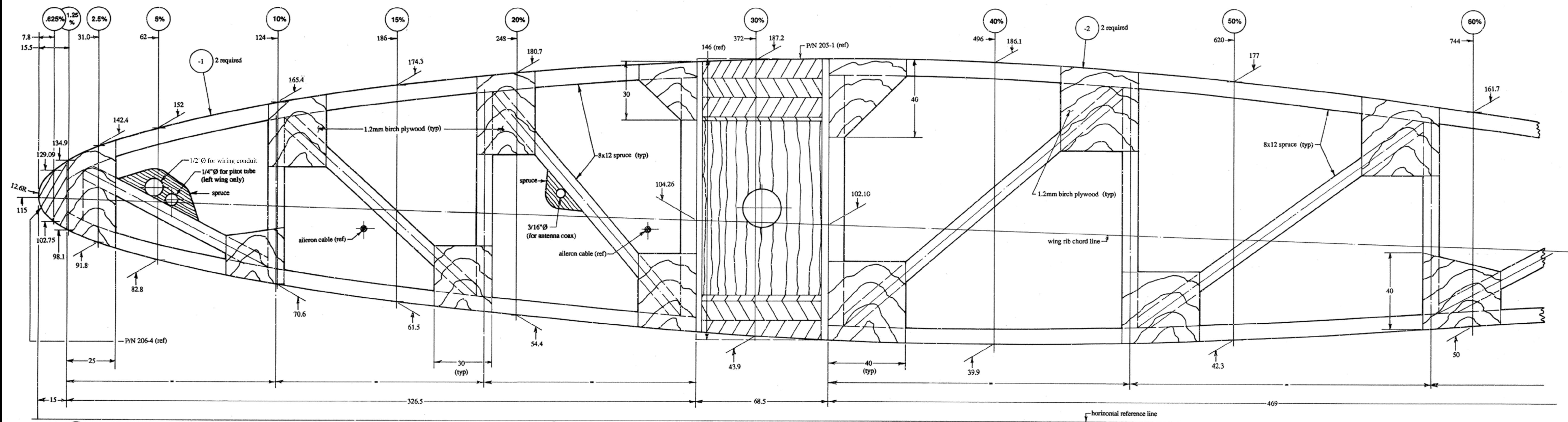
Revision

B

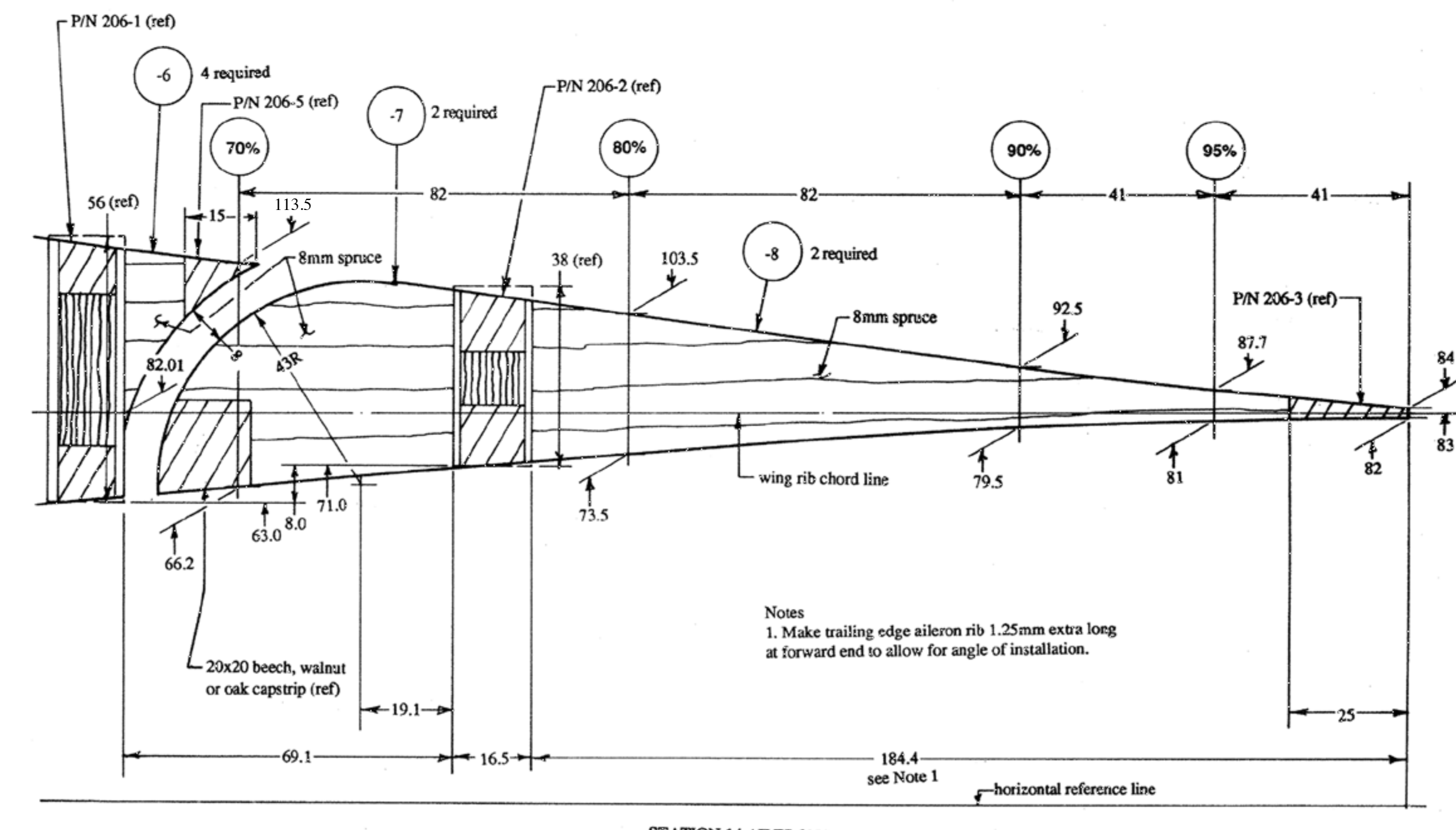








STATION 7 WING RIB



STATION 14 AILERON RIB

NO. 213 WING RIB STATION 7 & AILERON RIB STATION 14  
FULL SCALE

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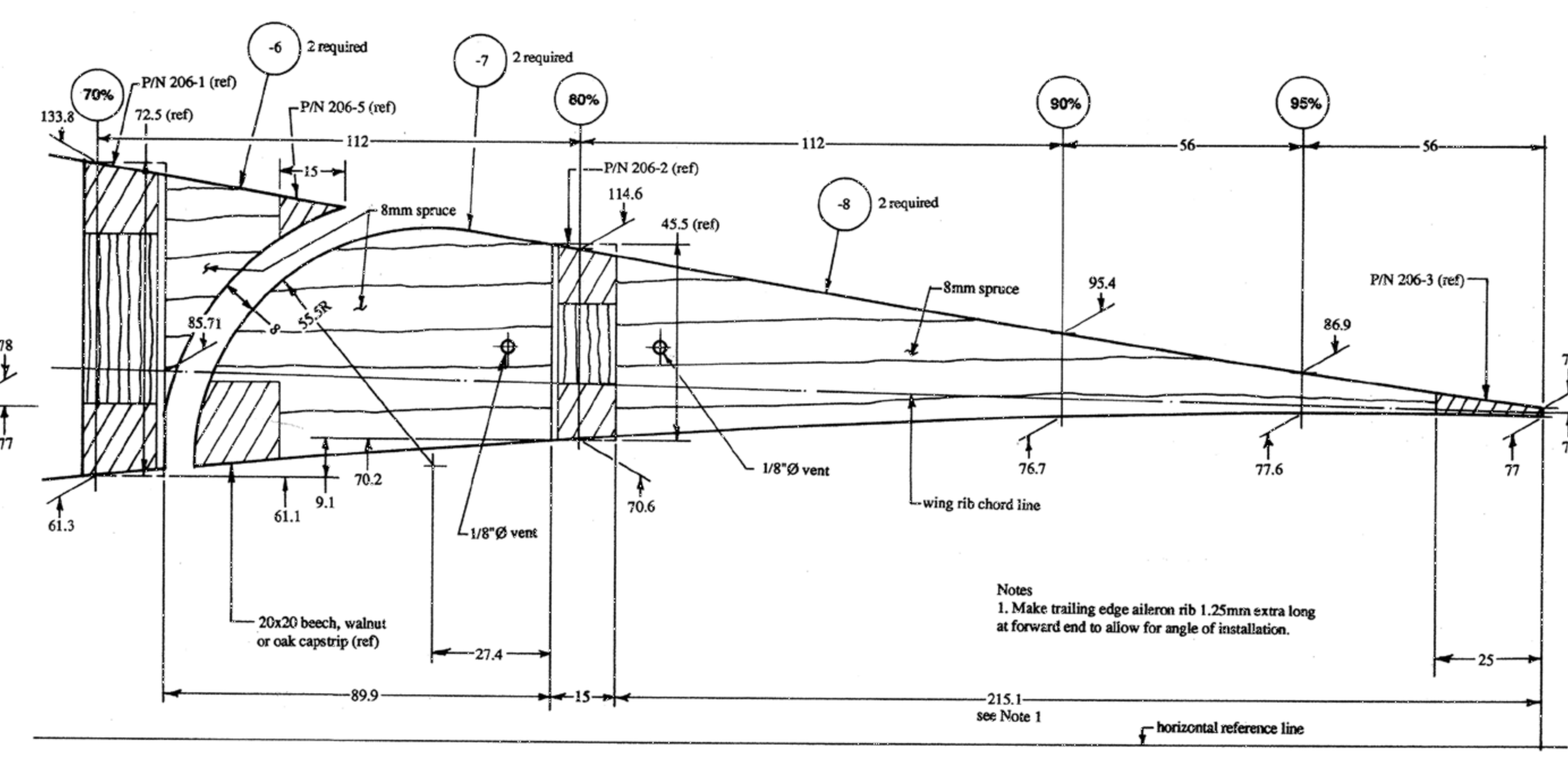
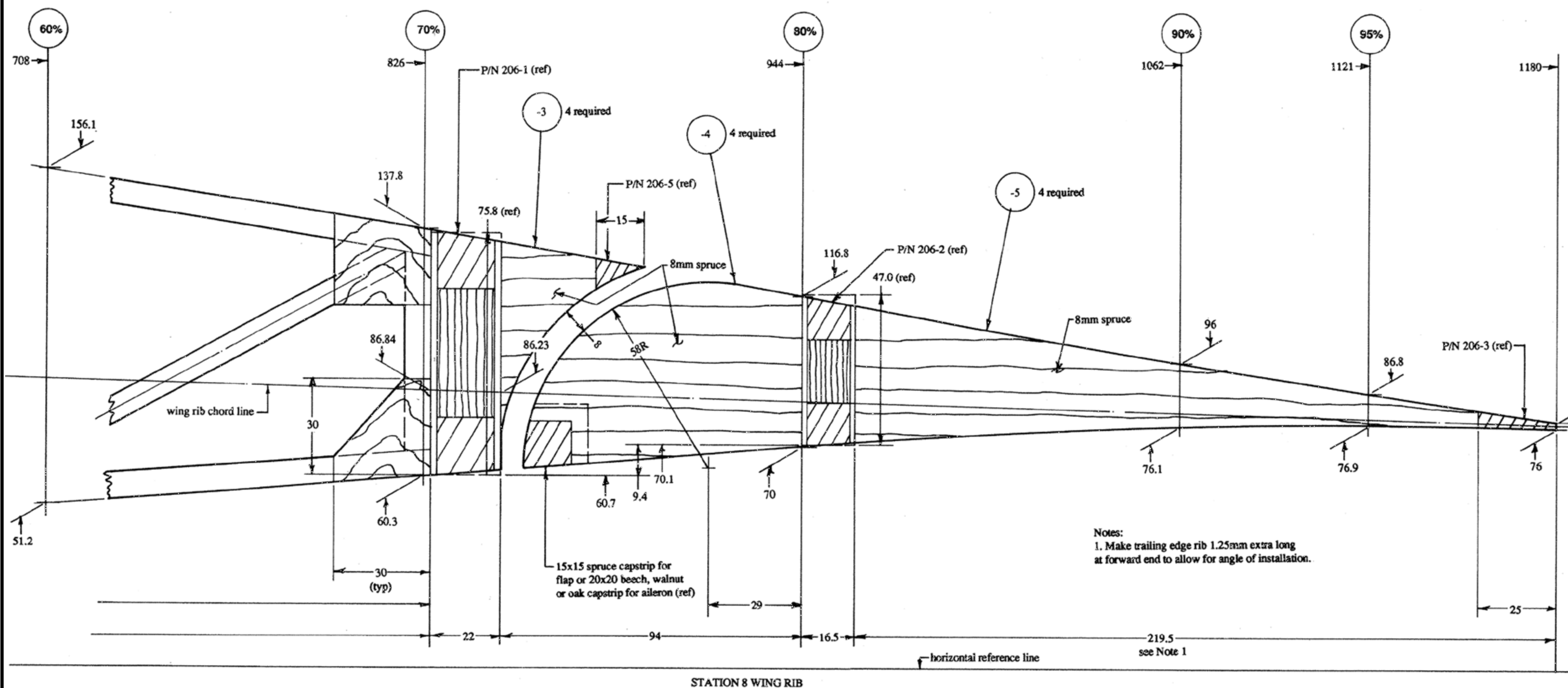
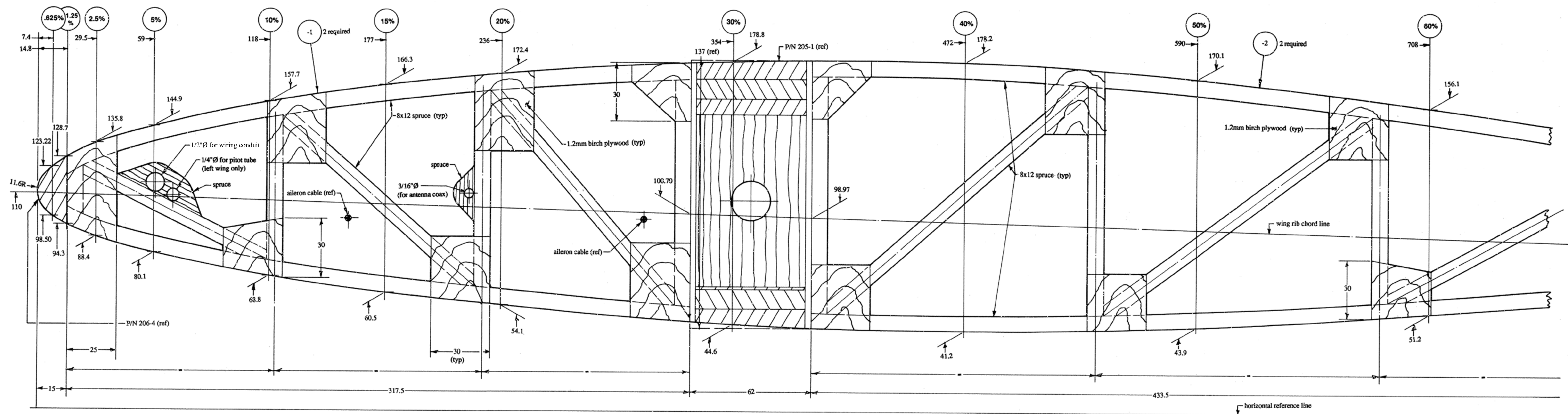
Sheet

B16

Revision

F





NO. 214 WING RIB STATION 8 & AILERON RIB STATION 9  
FULL SCALE

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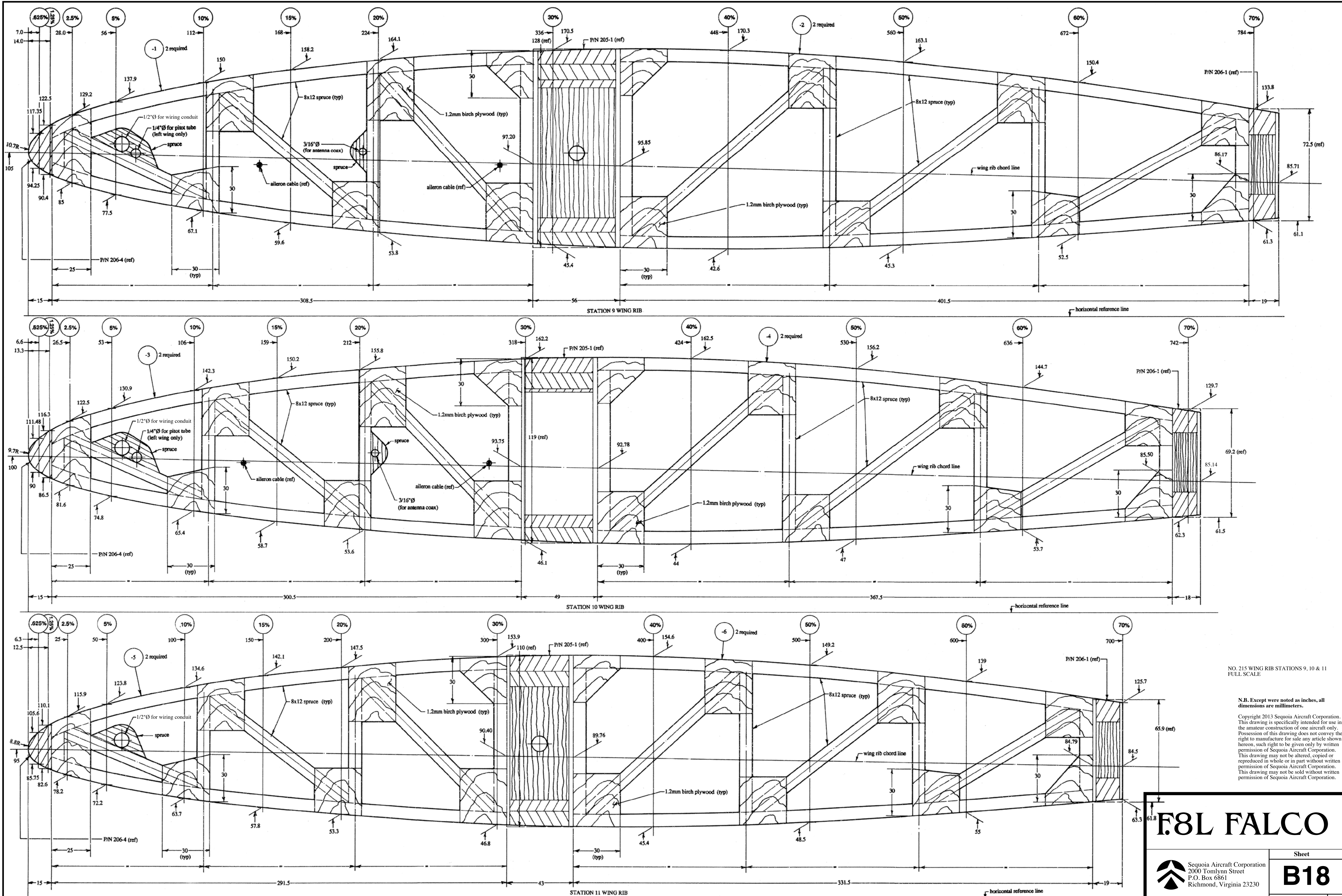
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**B17**

Revision

B





NO. 215 WING RIB STATIONS 9, 10 & 11  
FULL SCALE

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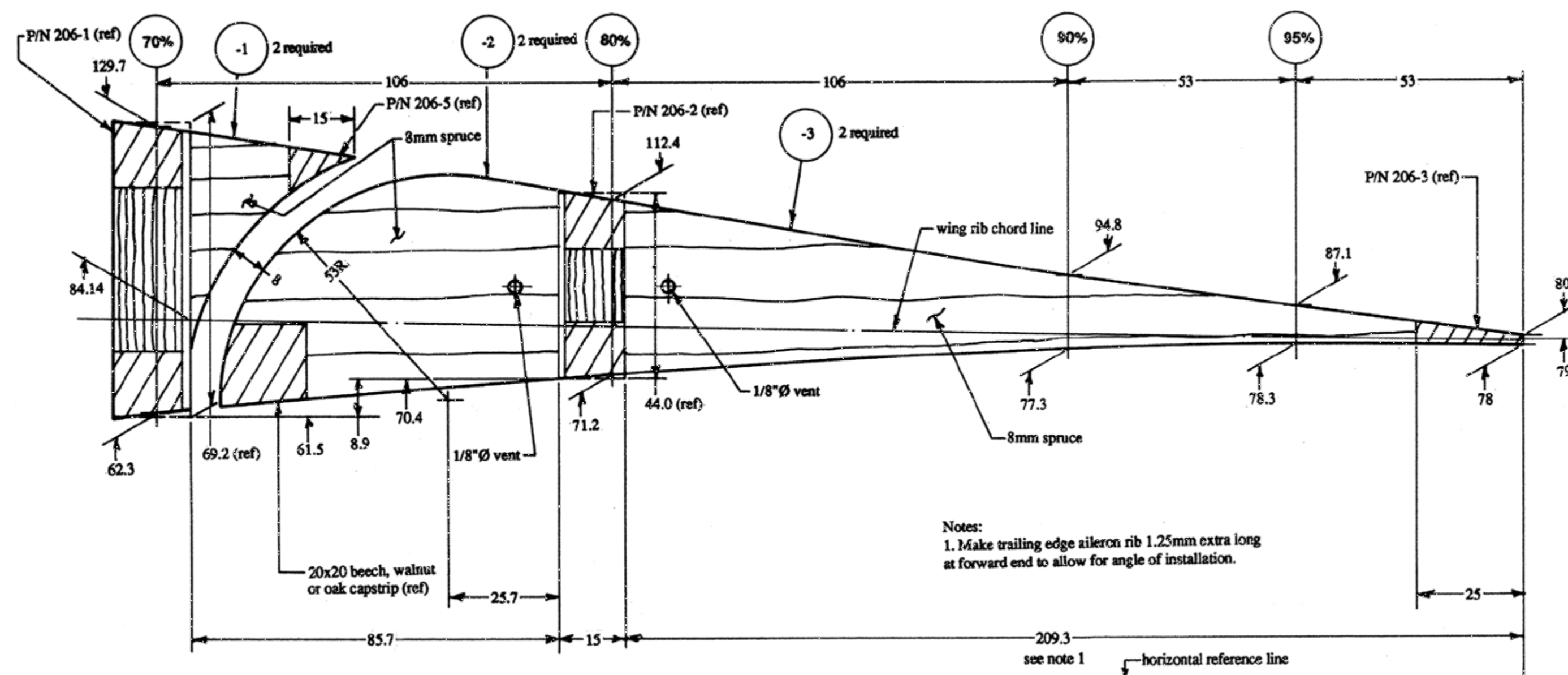
Revision

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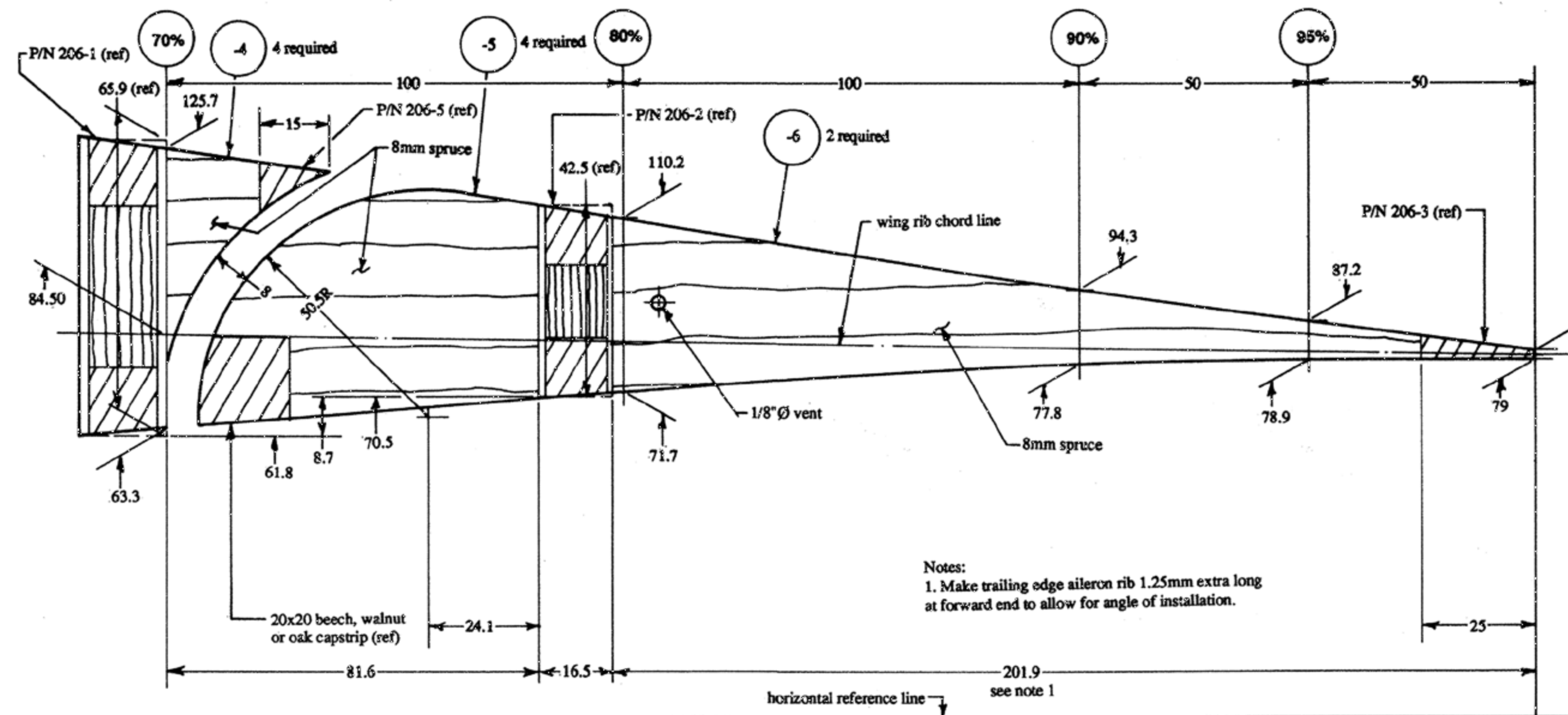




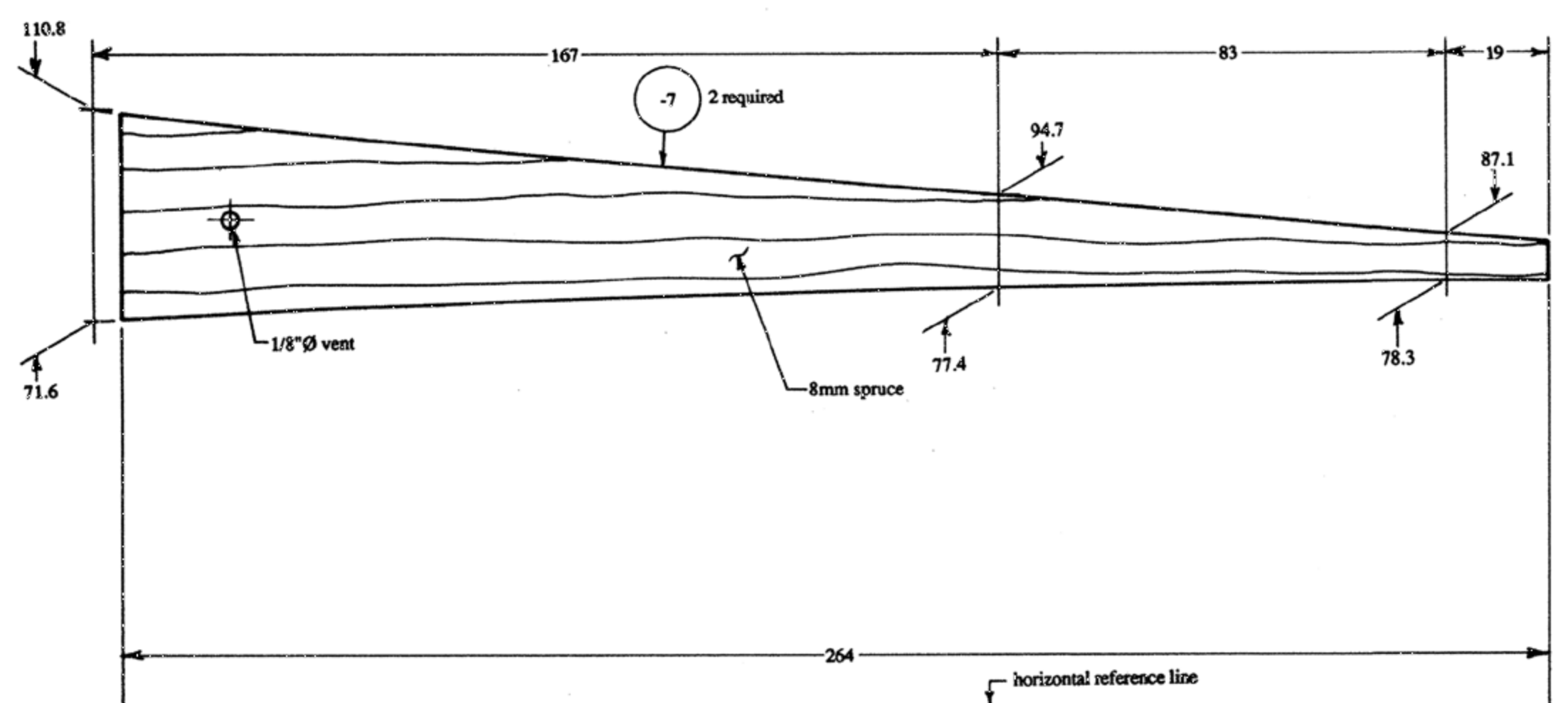




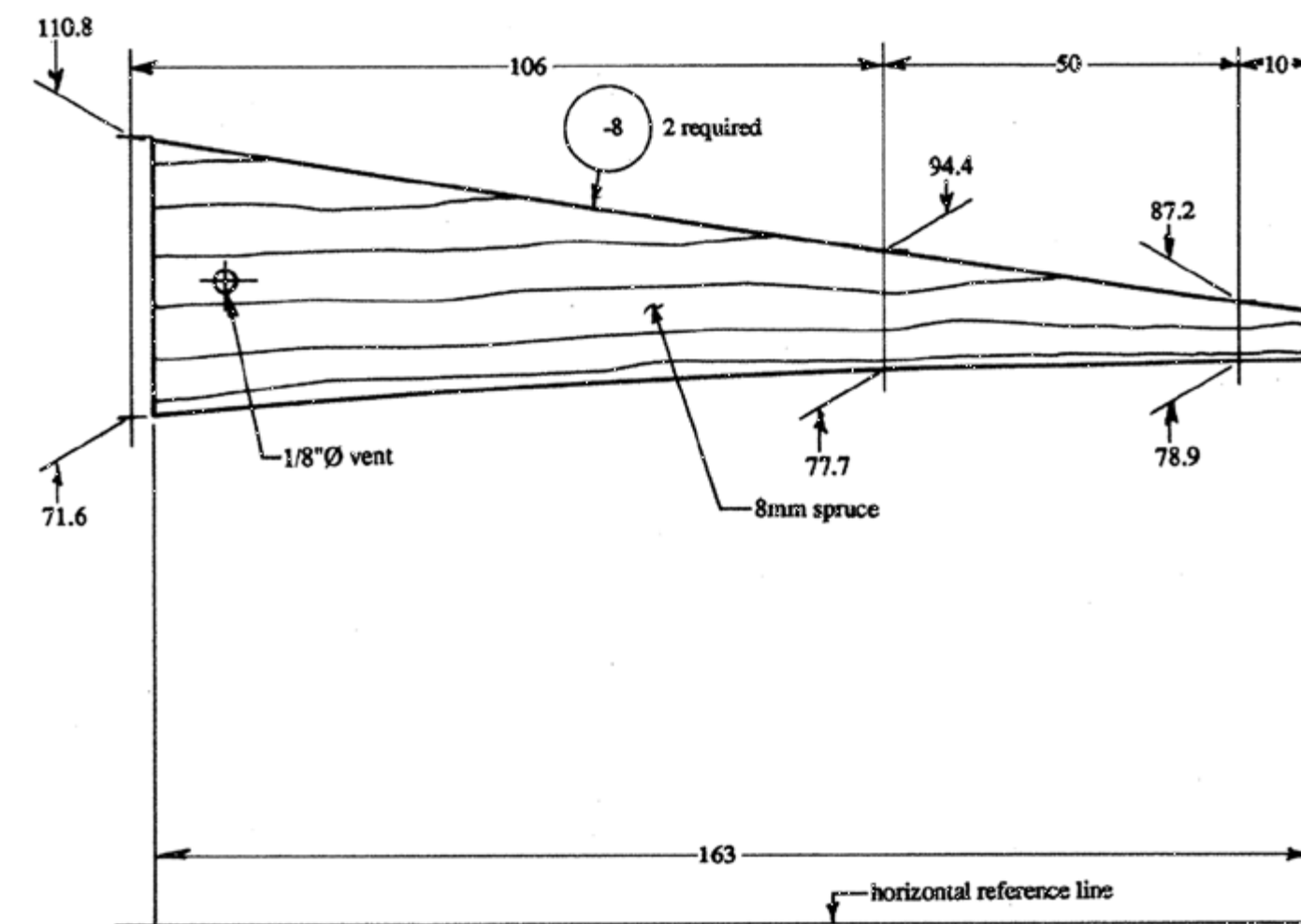
STATION 10 AILERON RIB



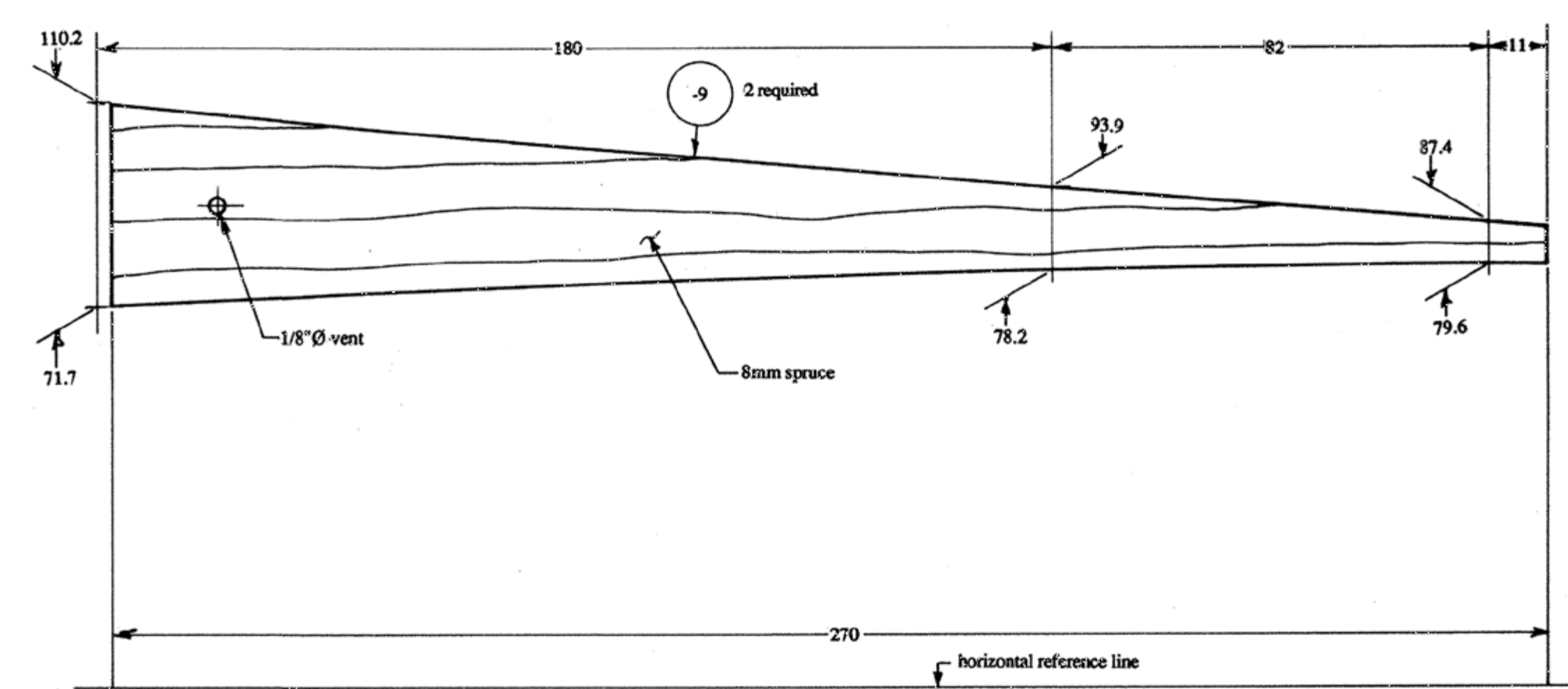
STATION 11 AILERON RIB



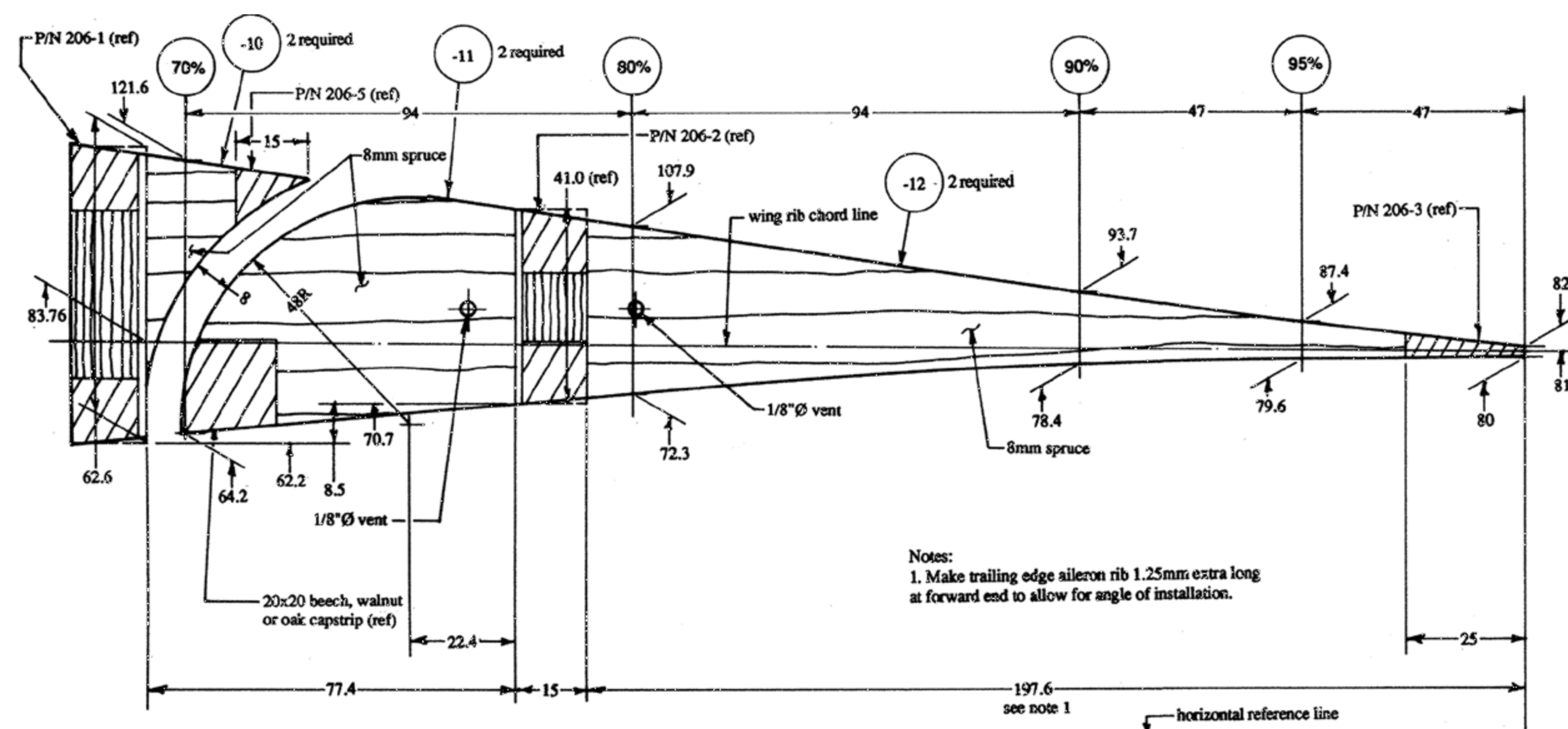
STATION 10 INBOARD DIAGONAL AILERON RIB



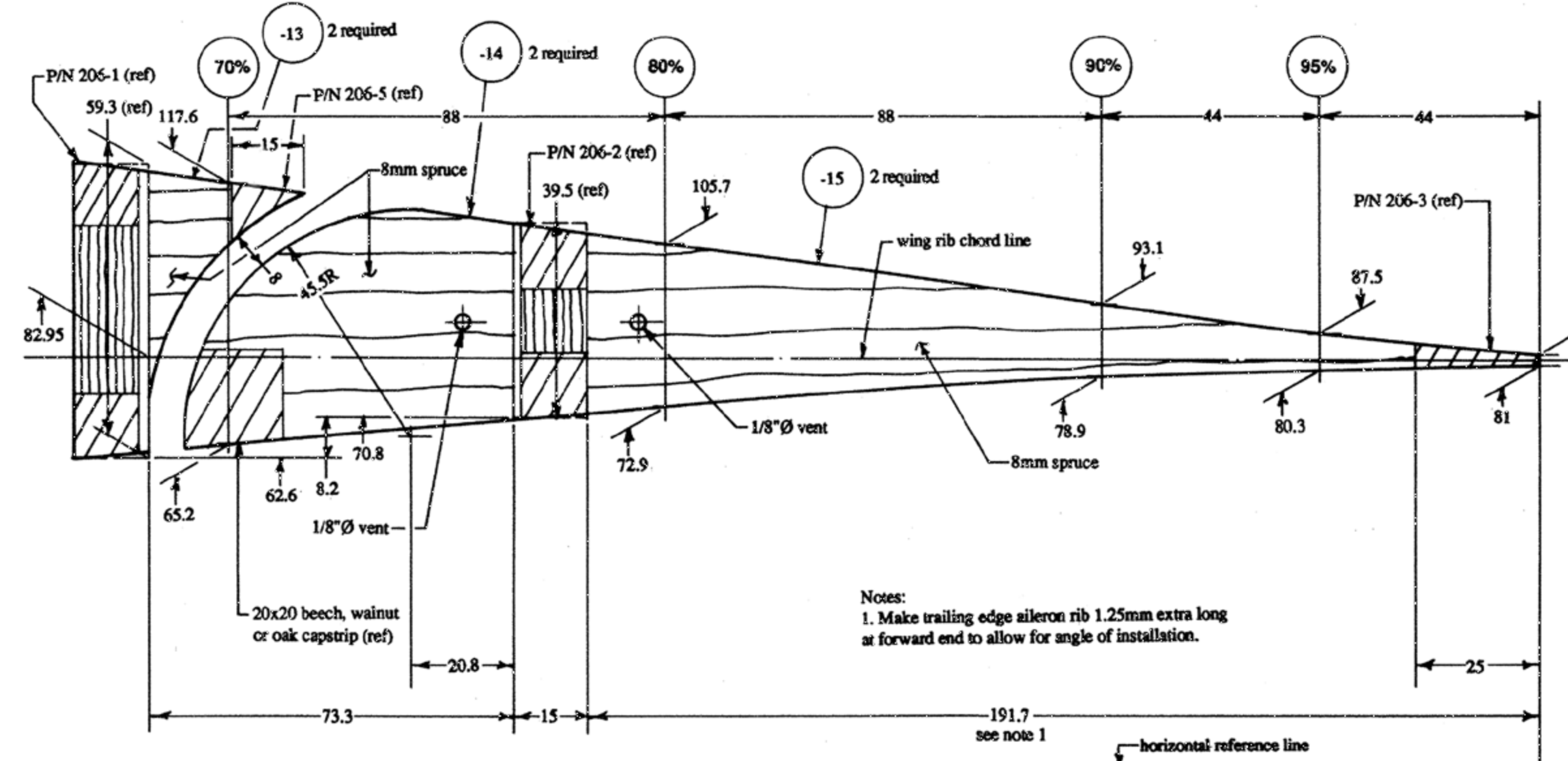
STATION 10 OUTBOARD DIAGONAL AILERON RIB



STATION 11 DIAGONAL AILERON RIB



STATION 12 AILERON RIB



STATION 13 AILERON RIB

NO. 217 AILERON RIBS  
FULL SCALE

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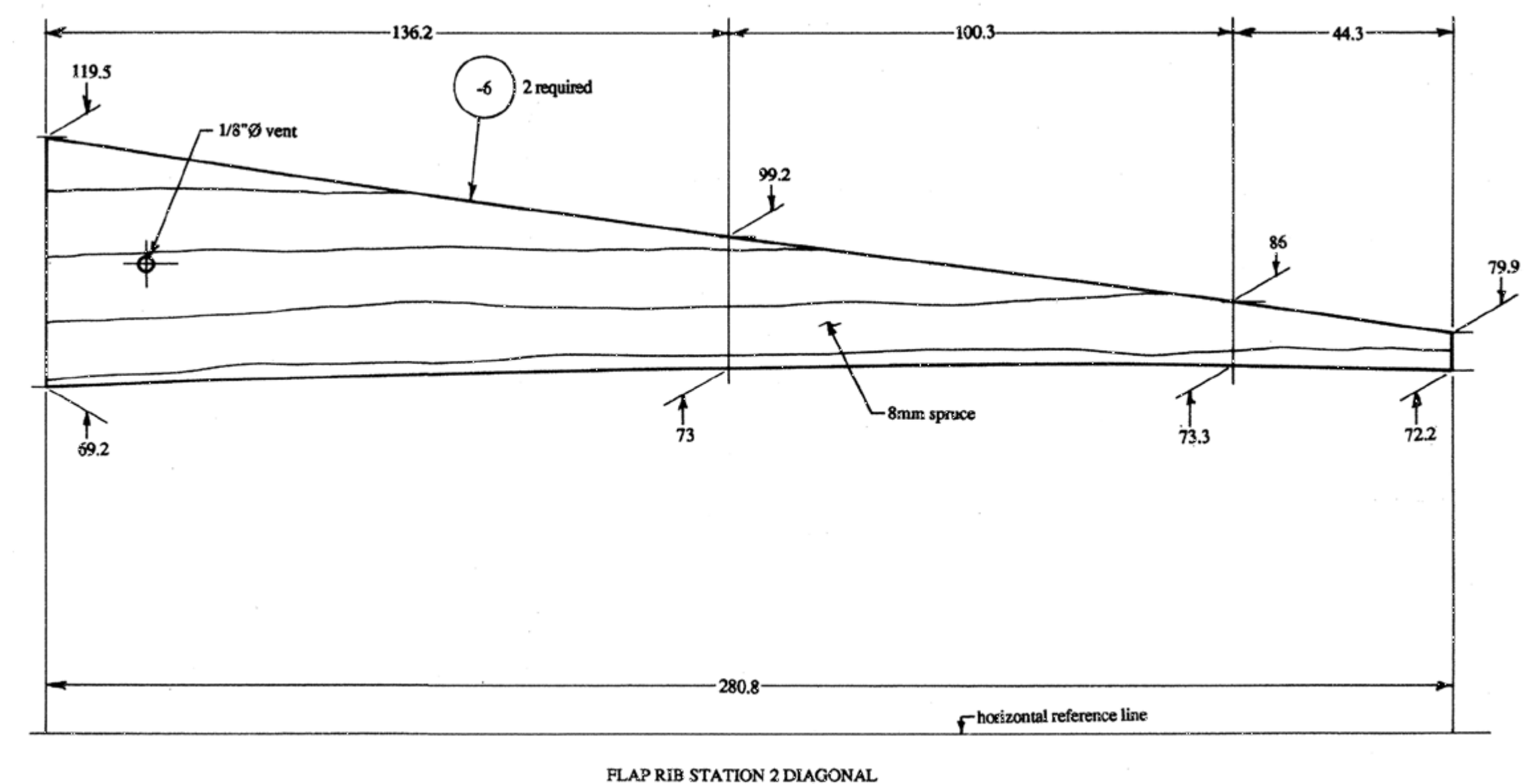
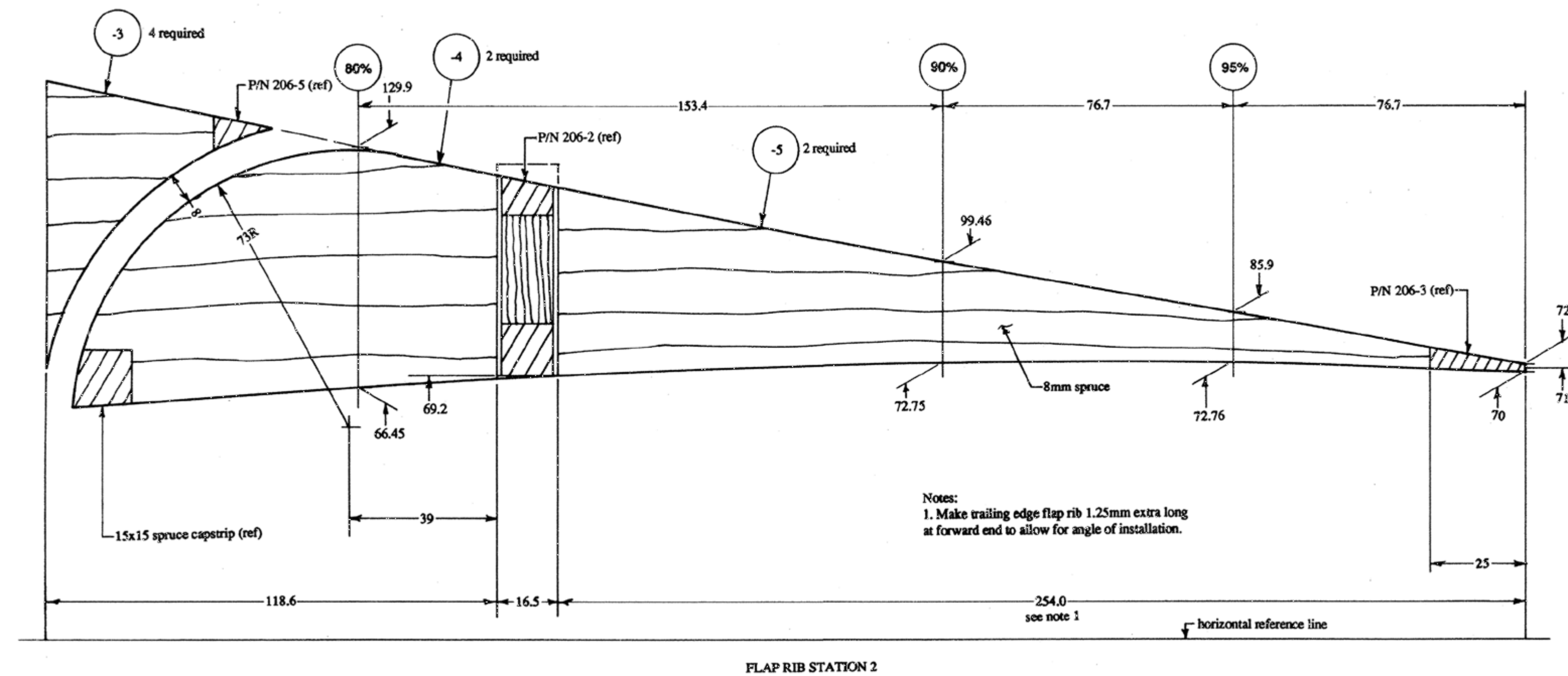
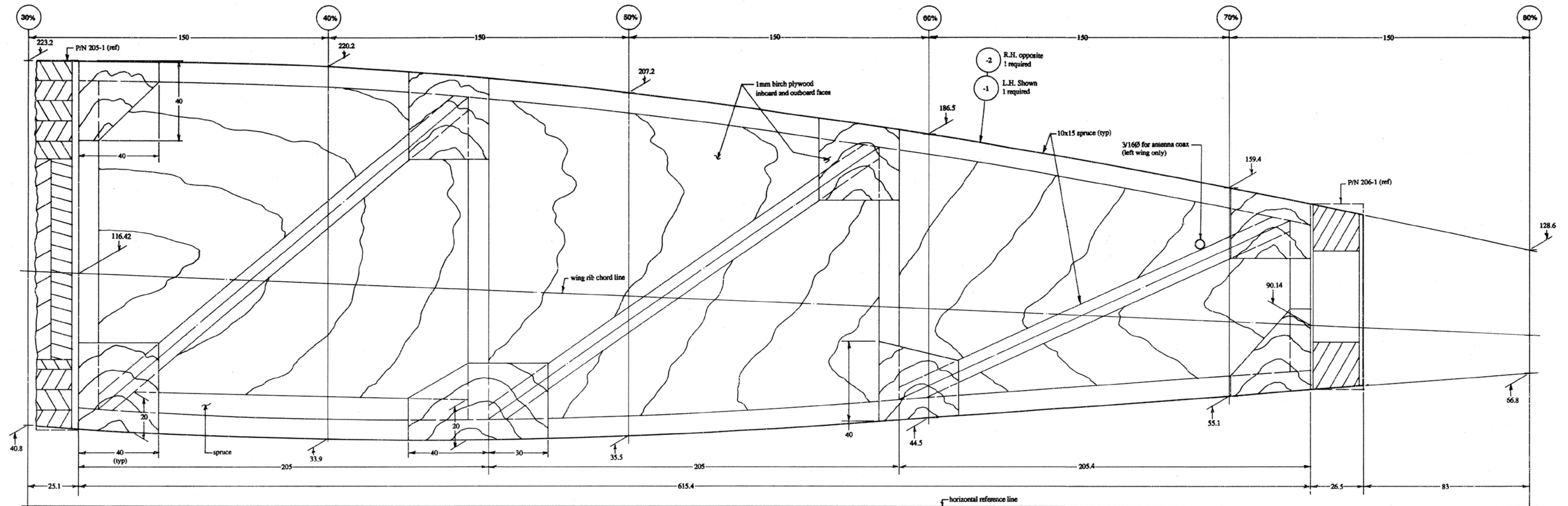
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Sheet

B20

Revision



NO. 218 WING RIBS STATION 2-1/2 & FLAP RIBS STATION 2  
FULL SCALE

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B21	Revision





Fuselage—300 Series

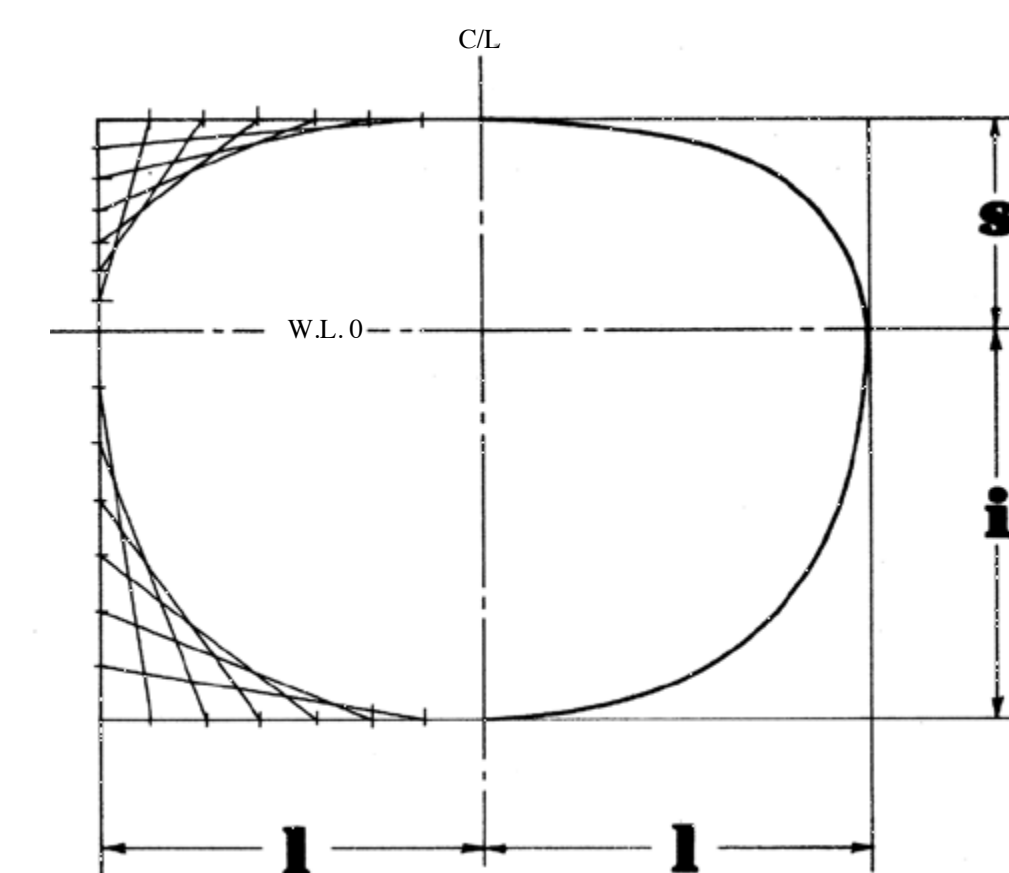
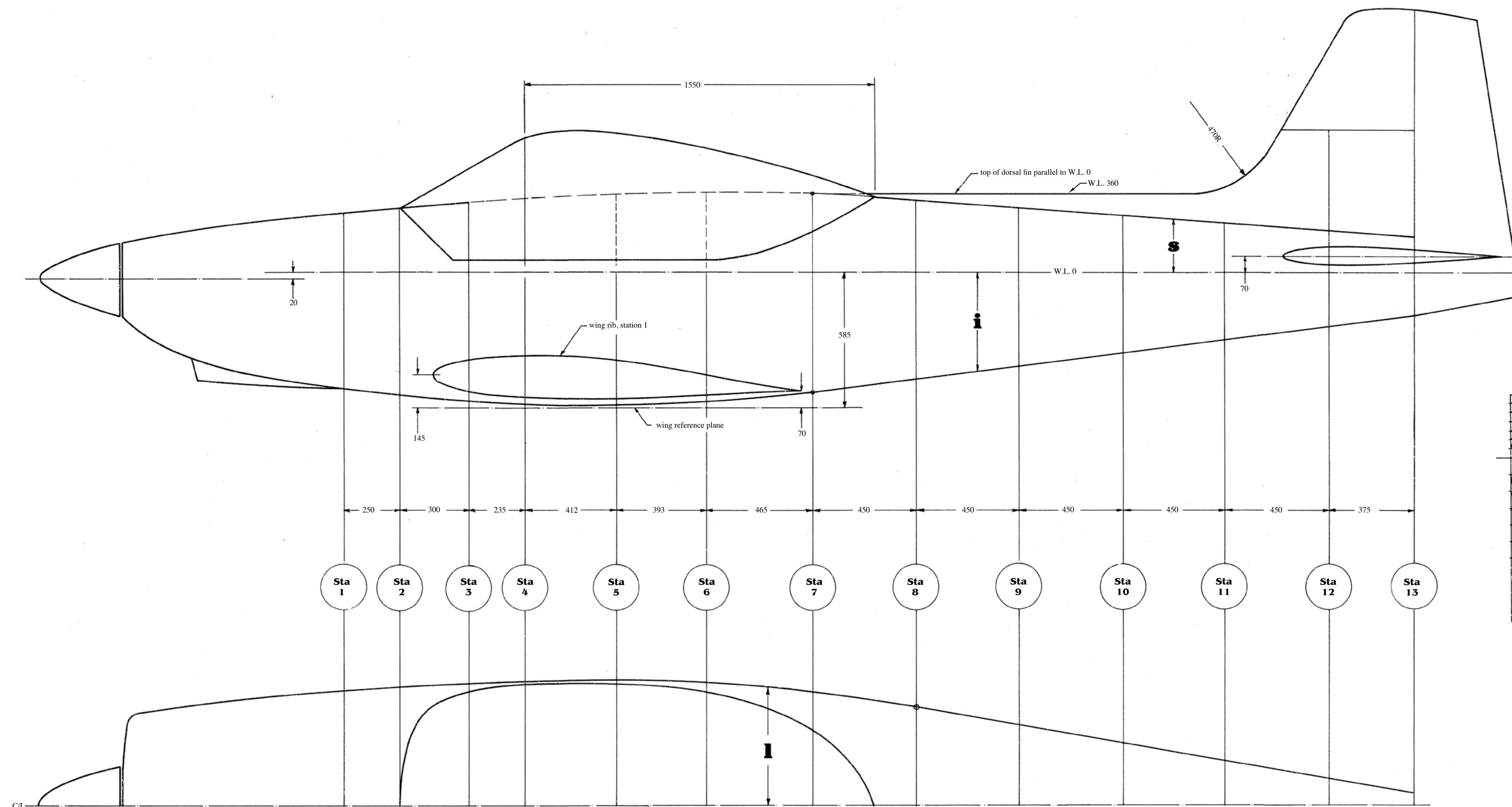


TABLE 1	<b>l</b>	<b>s</b>	<b>i</b>
sta 1	500	260	510
sta 2	517	280	540
sta 3	535	308	570
sta 4	545	325	585
sta 5	550	340	595
sta 6	540	350	570
sta 7	500	350	528
sta 8	435	317.5	470
sta 9	357	285	412
sta 10	280	252.5	354
sta 11	202.5	220	296
sta 12	125	187.5	238
sta 13	60	160	190

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NO. 301 FUSELAGE DRAFT  
SCALE 1/10

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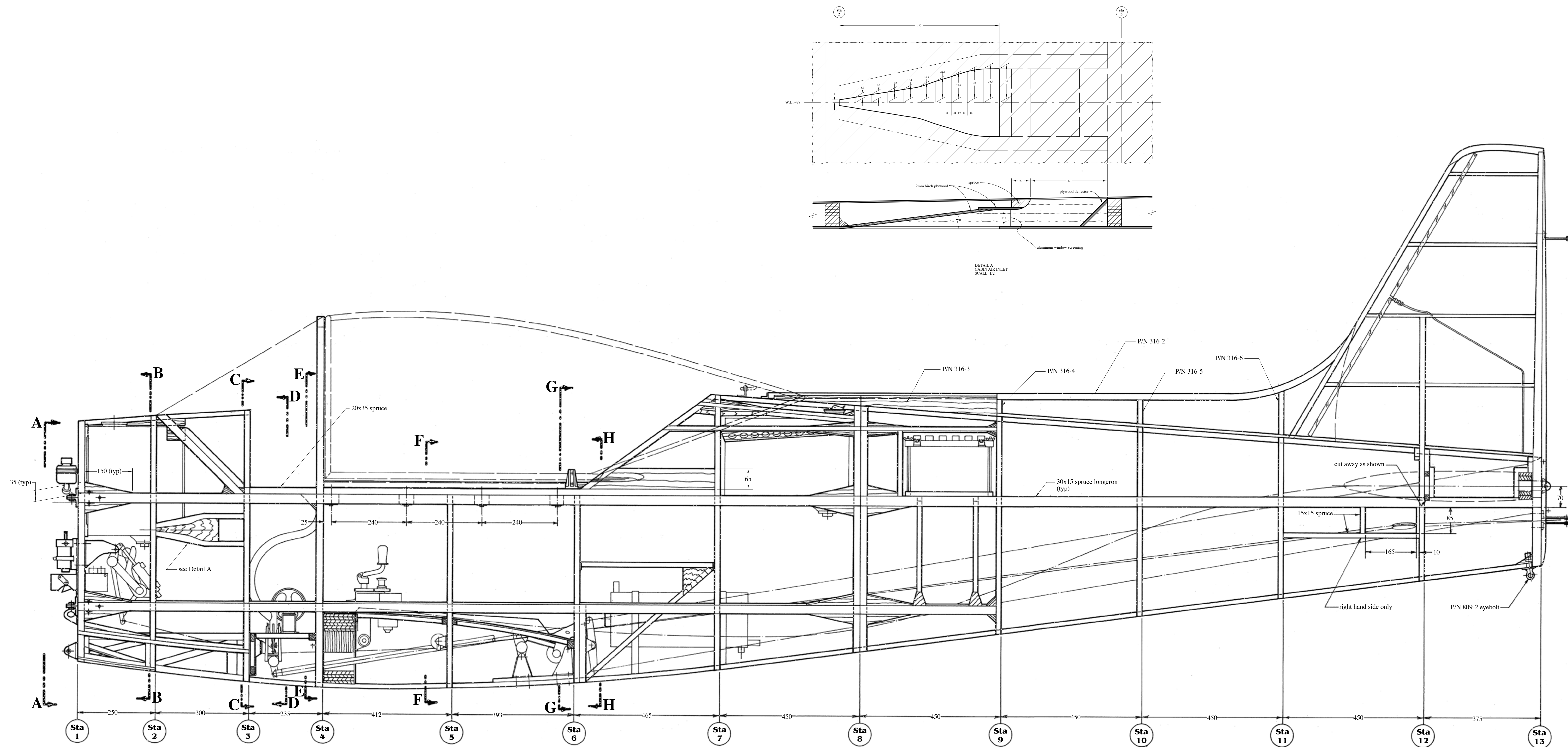
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**C1**

Revision

B





NO. 306 FUSELAGE ASSEMBLY  
ONE REQUIRED PER AIRCRAFT  
SCALE 1/6

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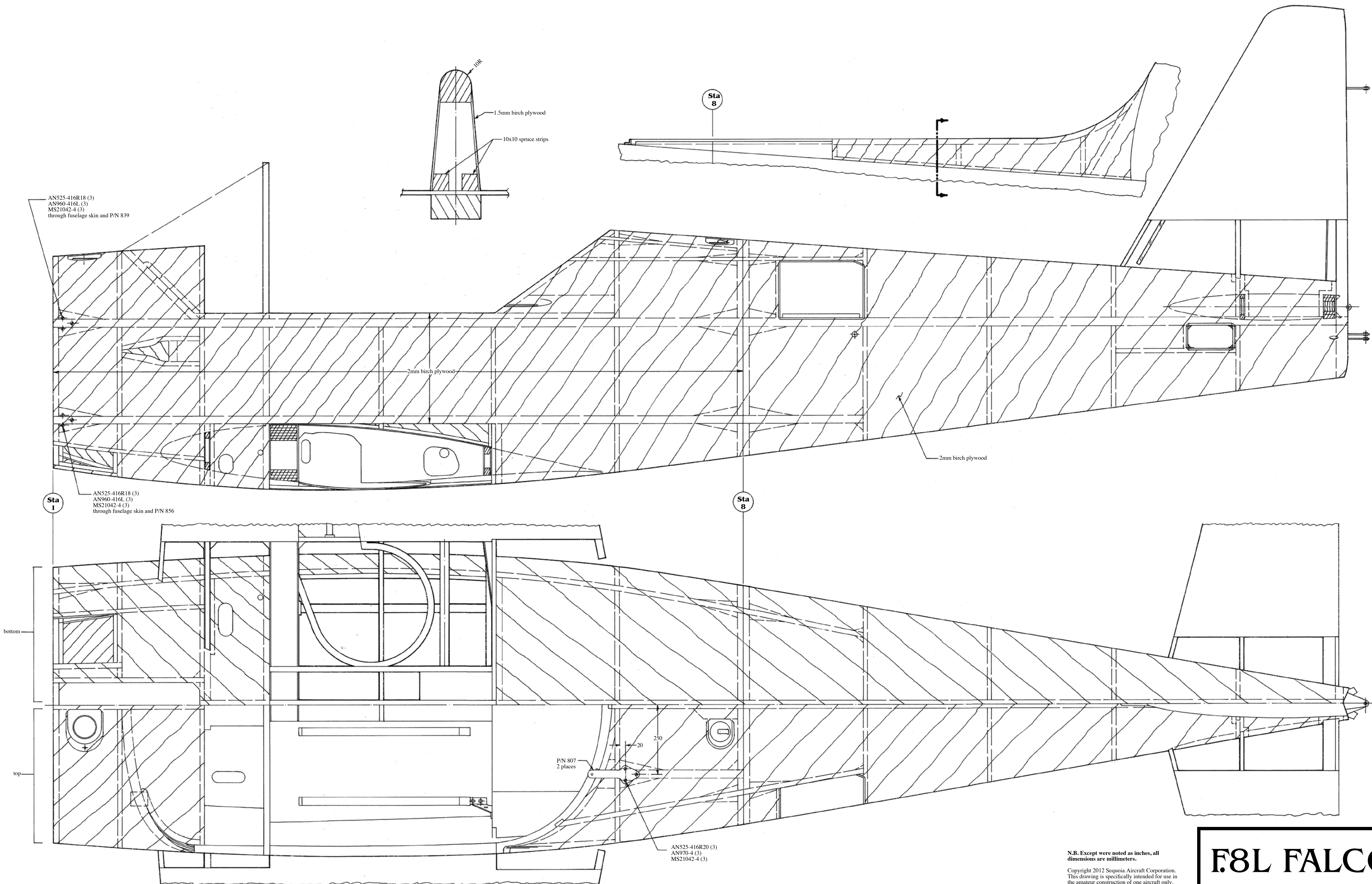
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**C2**

Revision


K



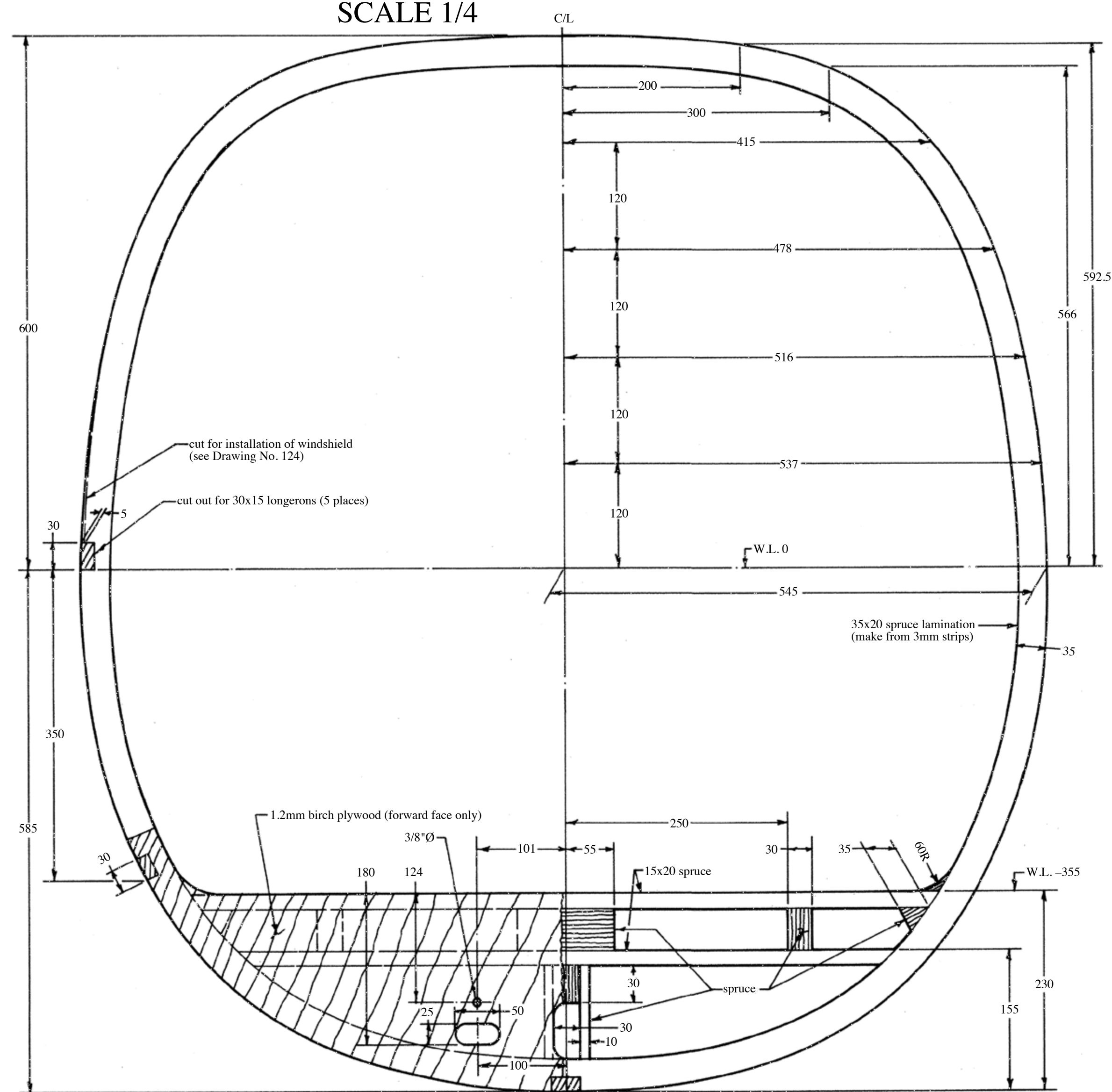
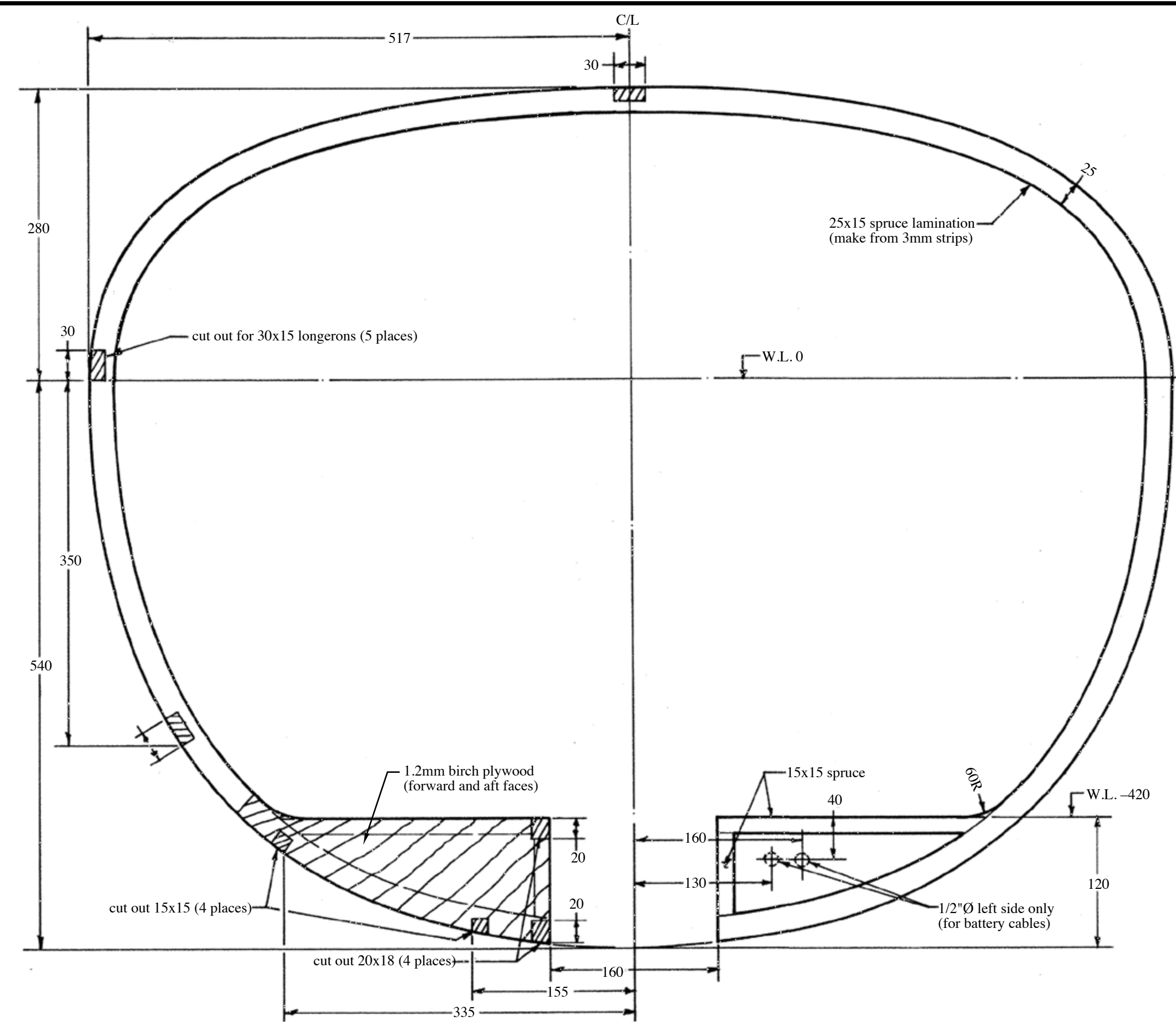
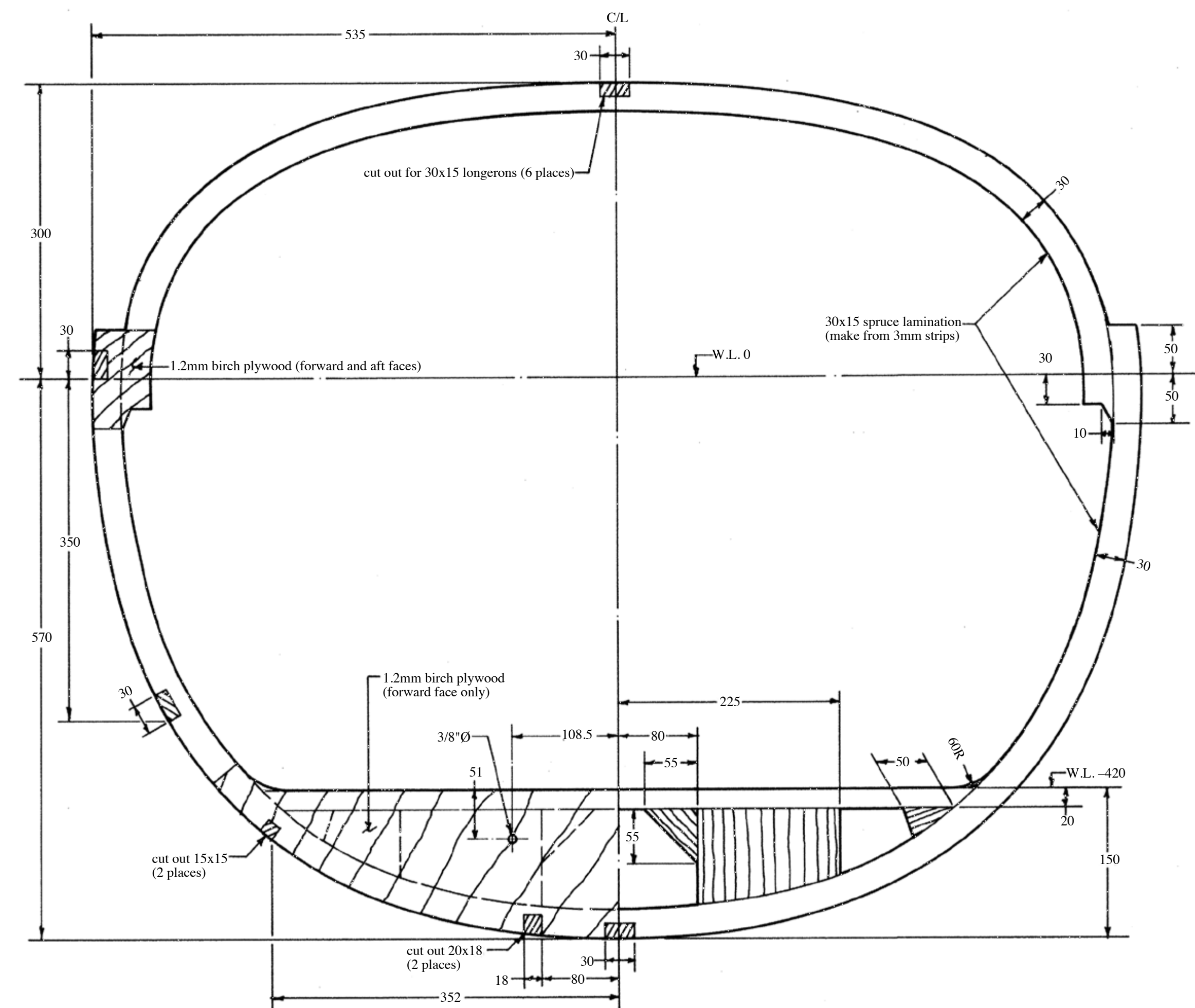
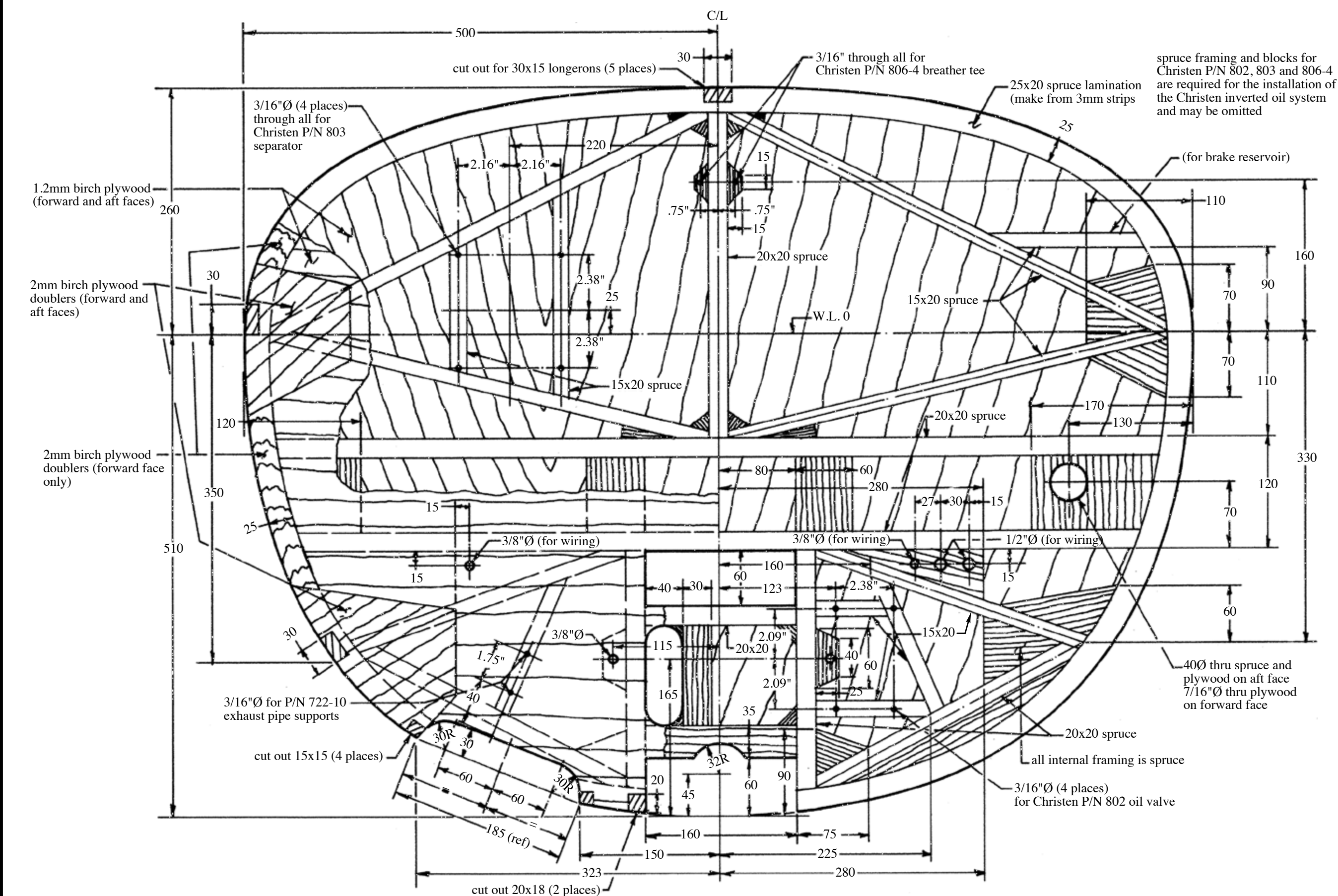
NO. 306 FUSELAGE ASSEMBLY, SHEET 2  
ONE REQUIRED PER AIRCRAFT  
SCALE 1/6

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		Revision Q	





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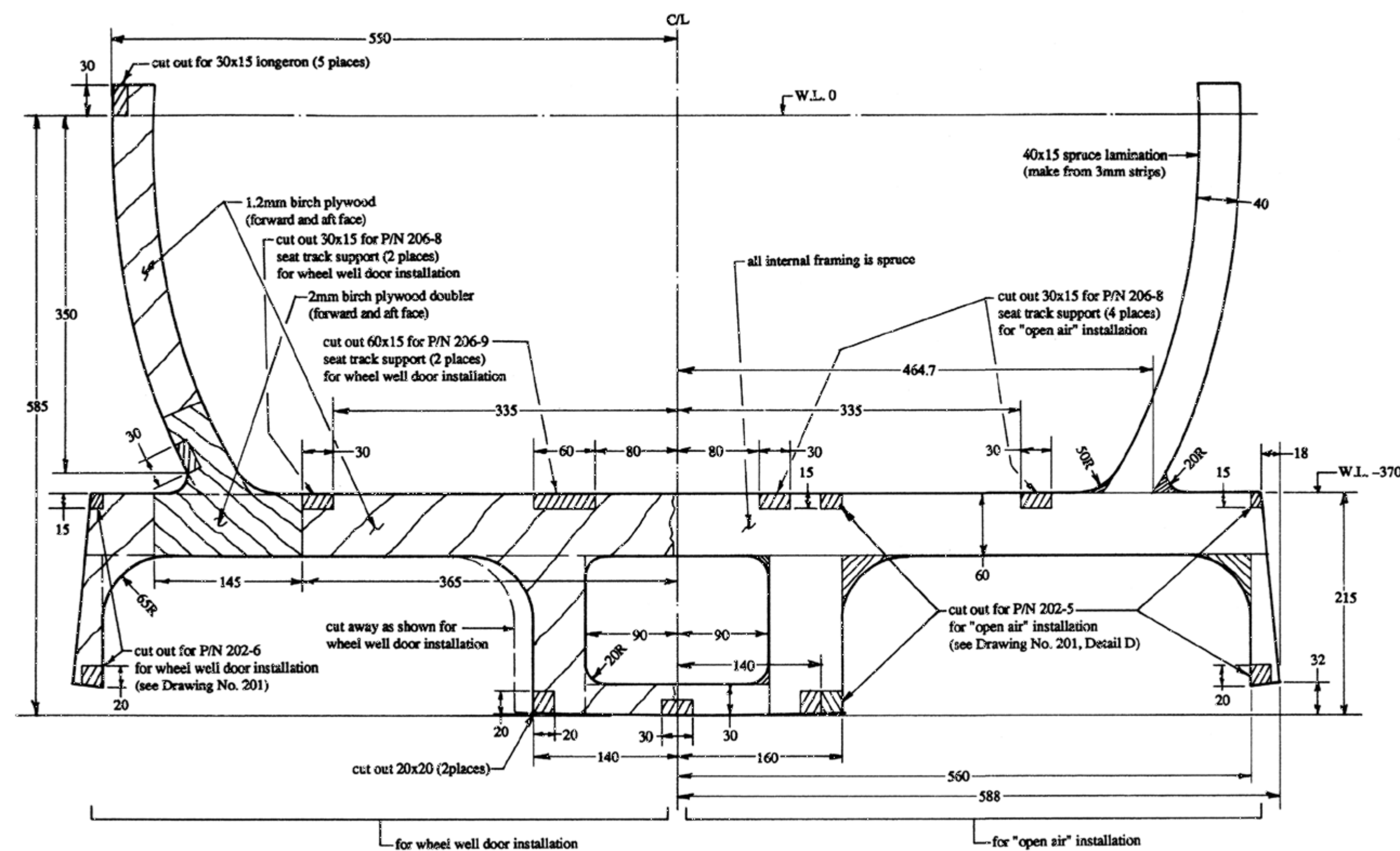
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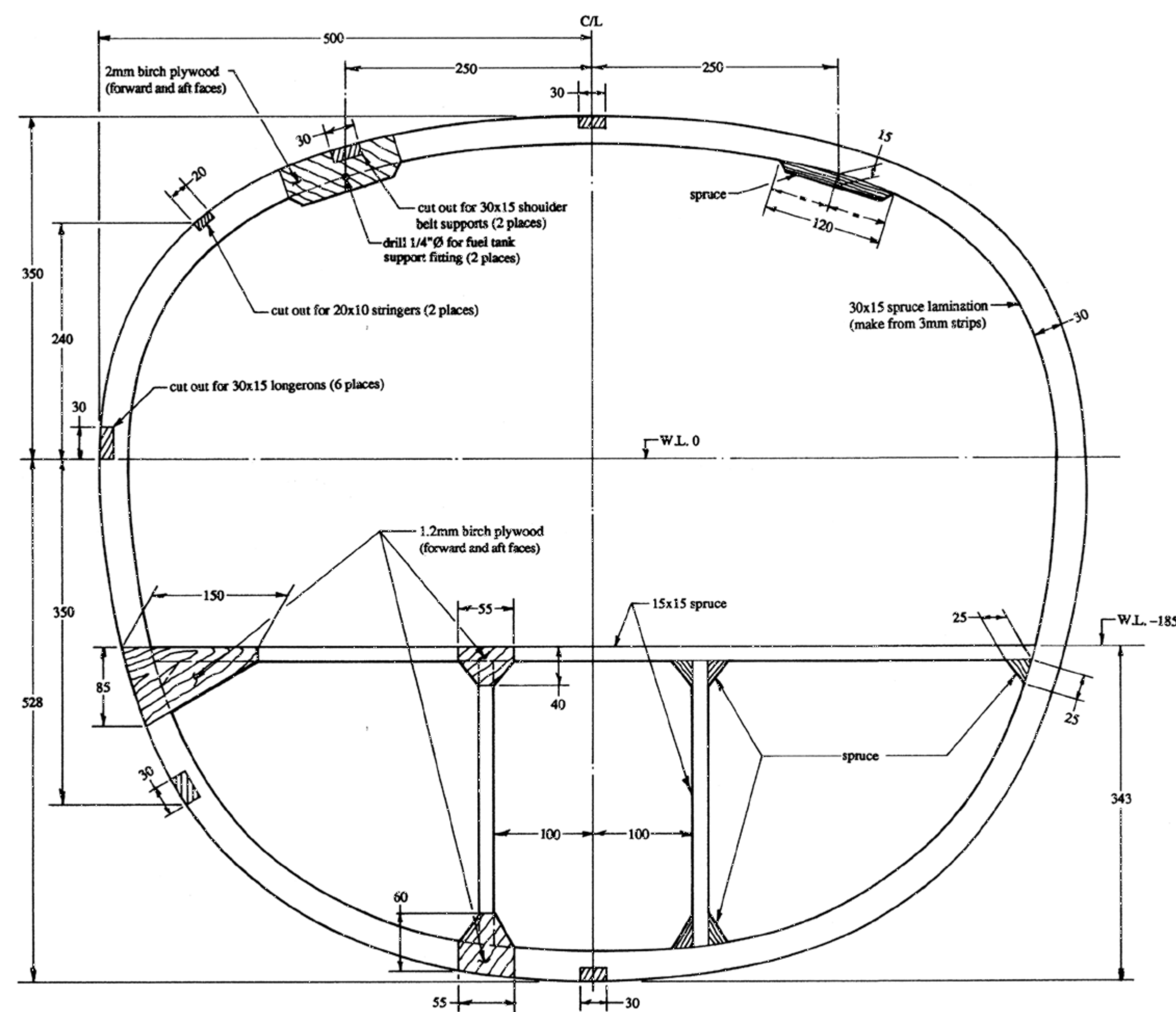
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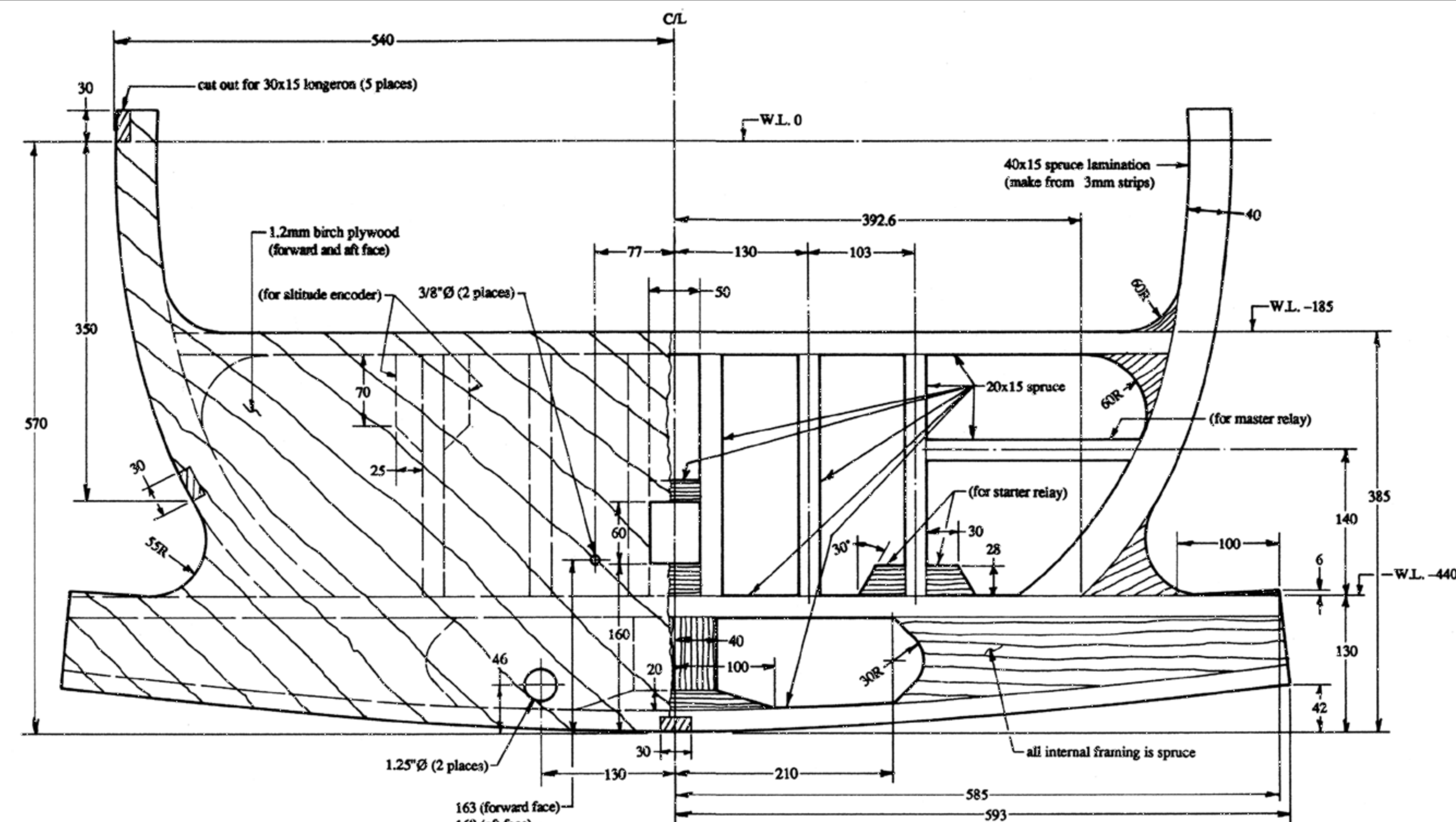
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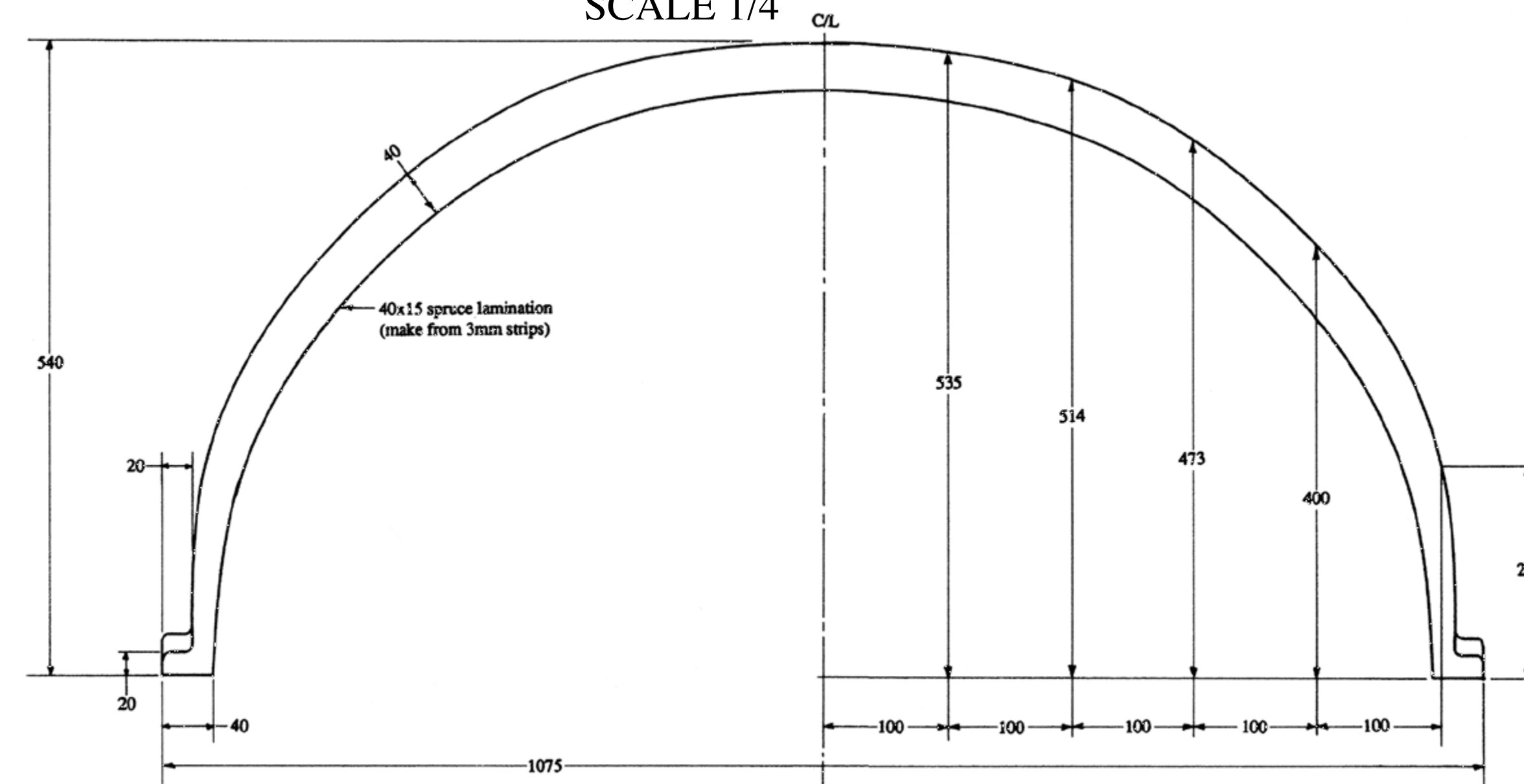
NO. 310 FUSELAGE FRAME NO. 5  
SCALE 1/4



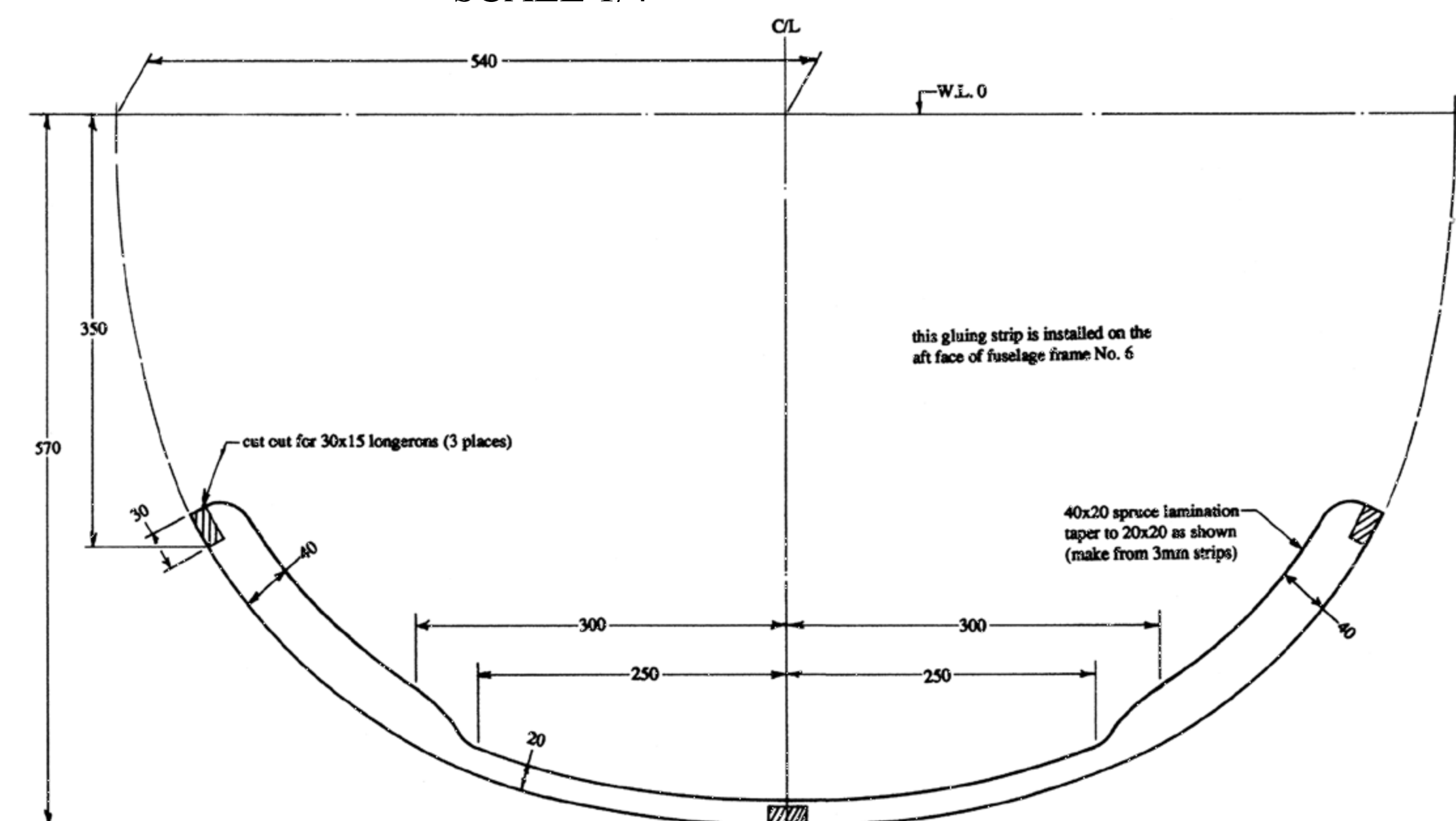
NO. 312 FUSELAGE FRAME NO. 7  
SCALE 1/4



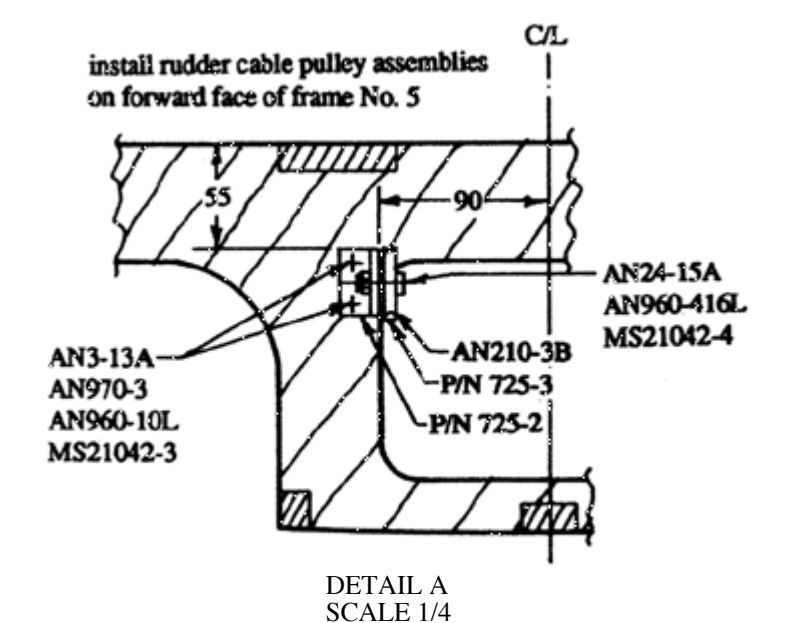
NO. 311 FUSELAGE FRAME NO. 6  
SCALE 1/4" = 1'-0"



NO. 313 FUSELAGE FRAME NO. 6 (DIAGONAL)  
SCALE 1/4



NO. 314 FUSELAGE FRAME NO. 6 GLUING STRIP  
SCALE 1/4



# F.8L FALCO



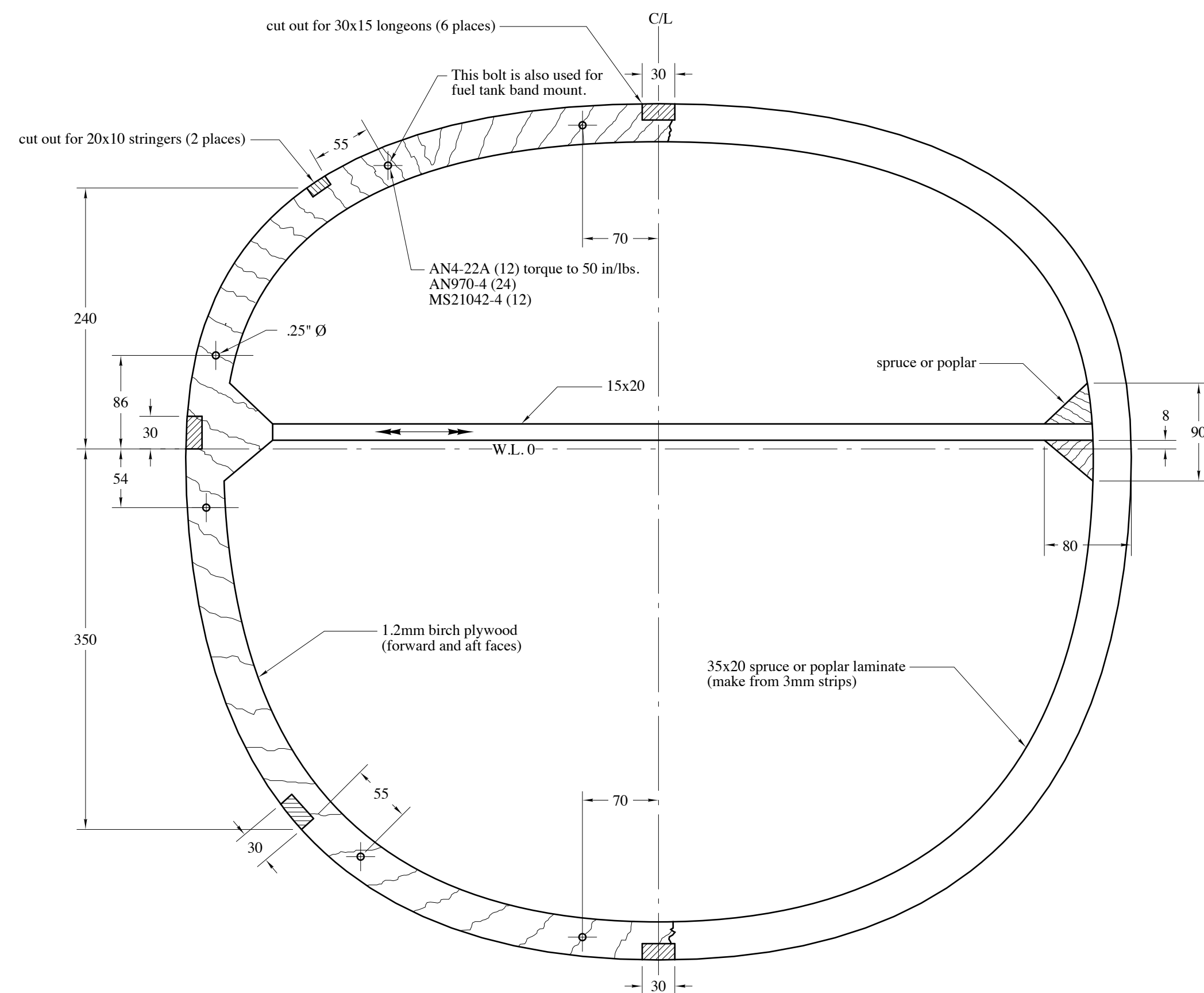
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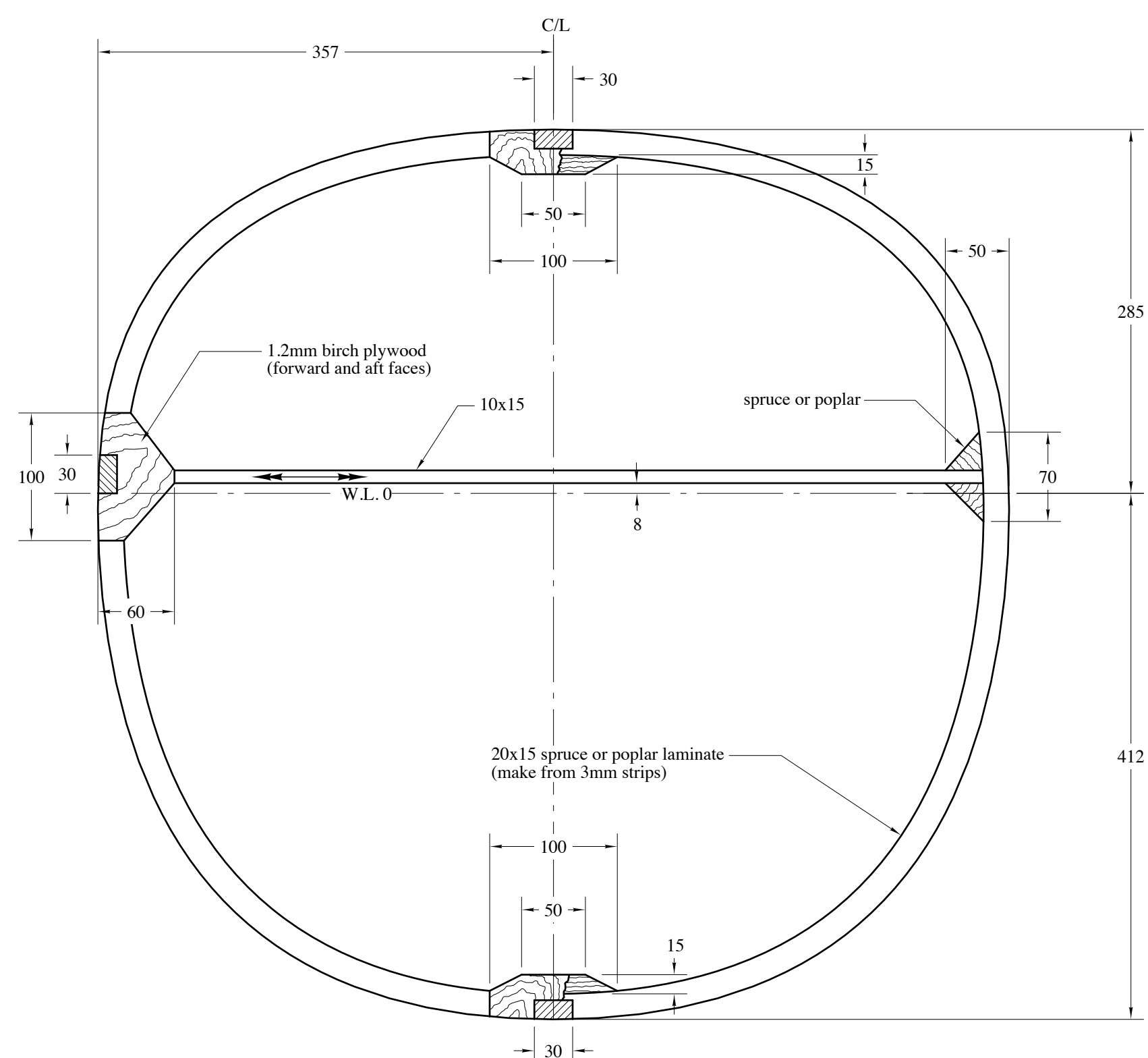
C5

## Revision

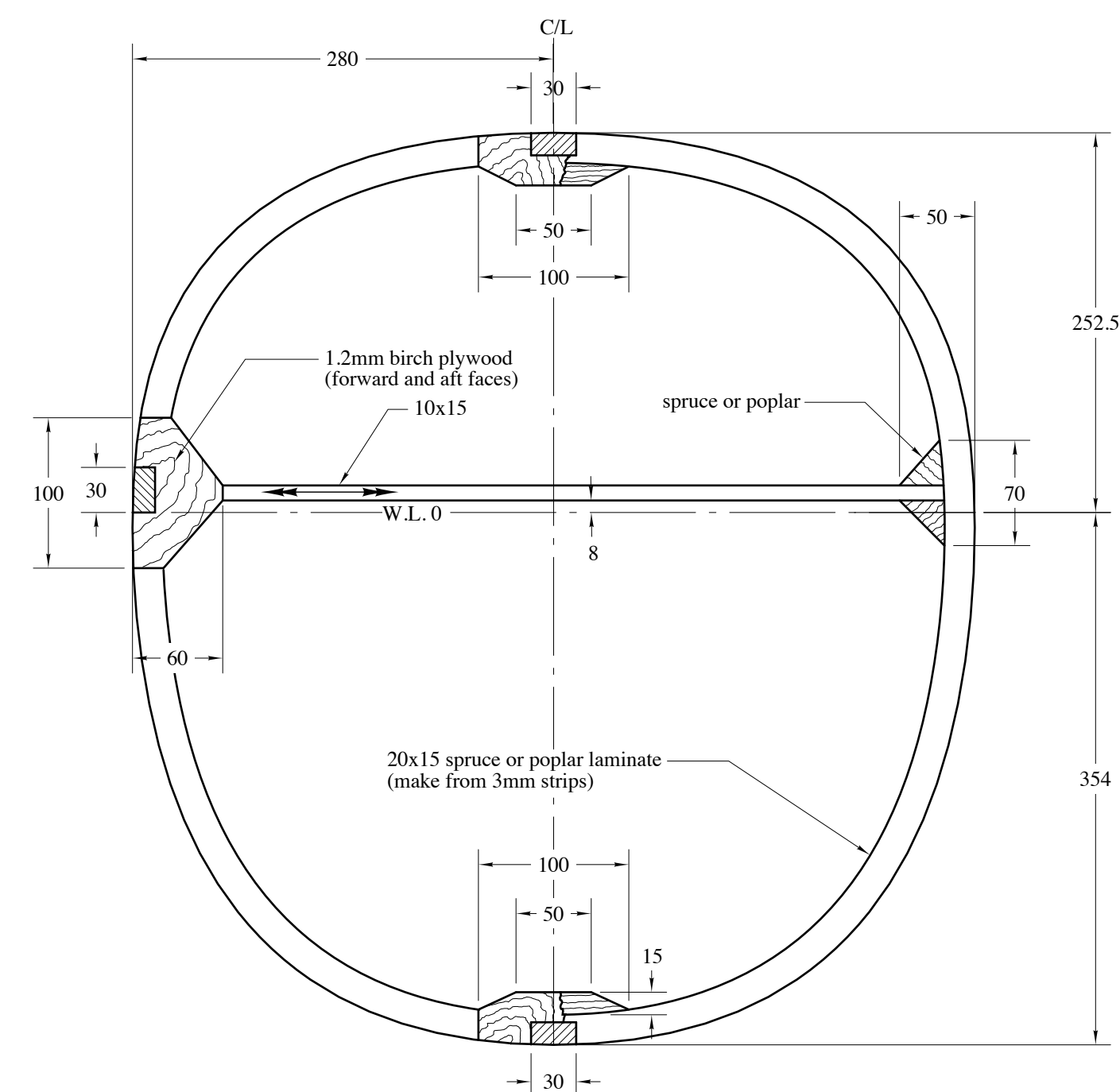




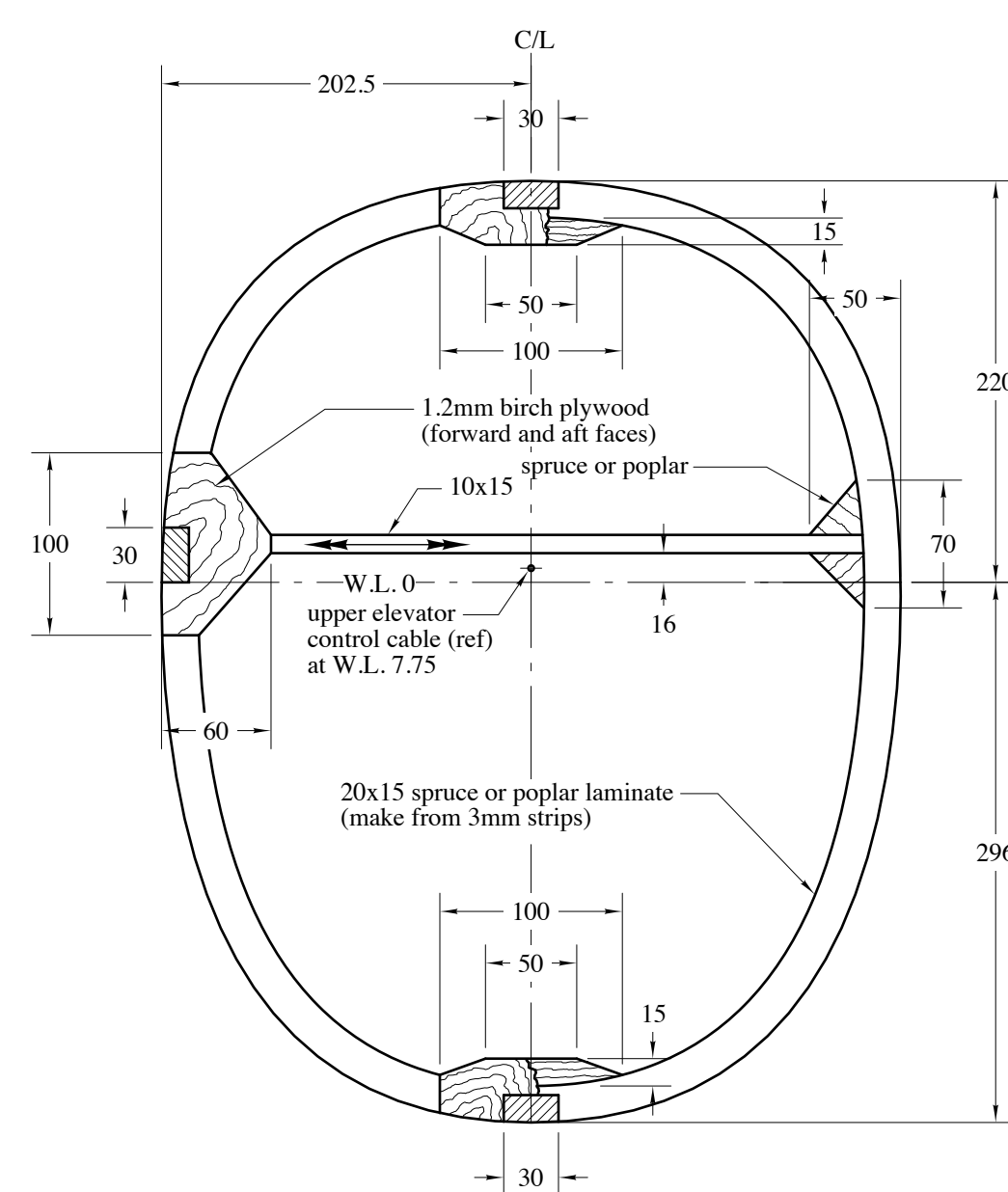
NO. 317 FUSELAGE FRAME NO. 8  
2 REQUIRED PER AIRCRAFT  
SCALE 1/4



NO. 318 FUSELAGE FRAME NO. 9  
1 REQUIRED PER AIRCRAFT  
SCALE 1/4



NO. 319 FUSELAGE FRAME NO. 10  
1 REQUIRED PER AIRCRAFT  
SCALE 1/4



NO. 322 FUSELAGE FRAME NO. 11  
1 REQUIRED PER AIRCRAFT  
SCALE 1/4

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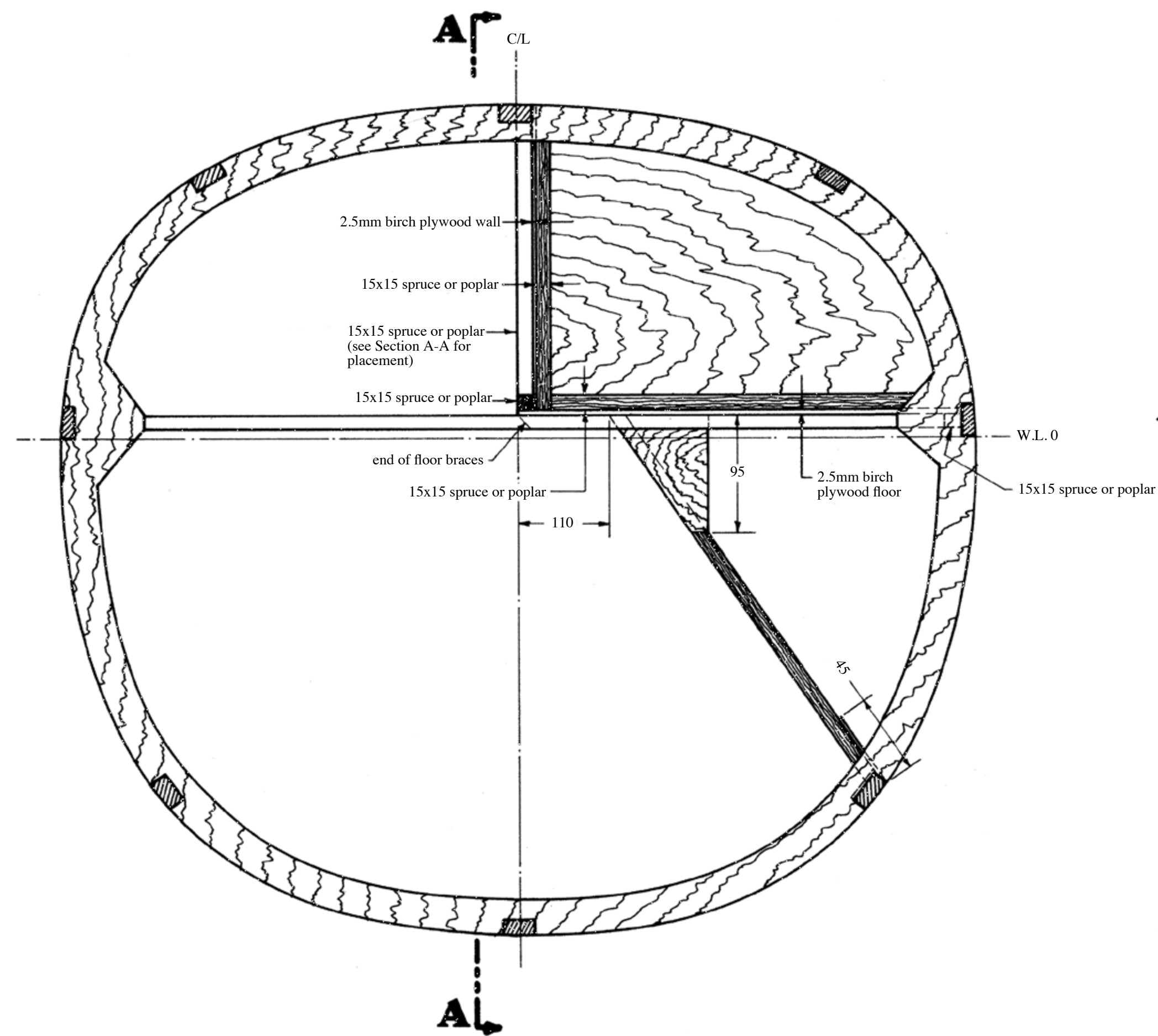
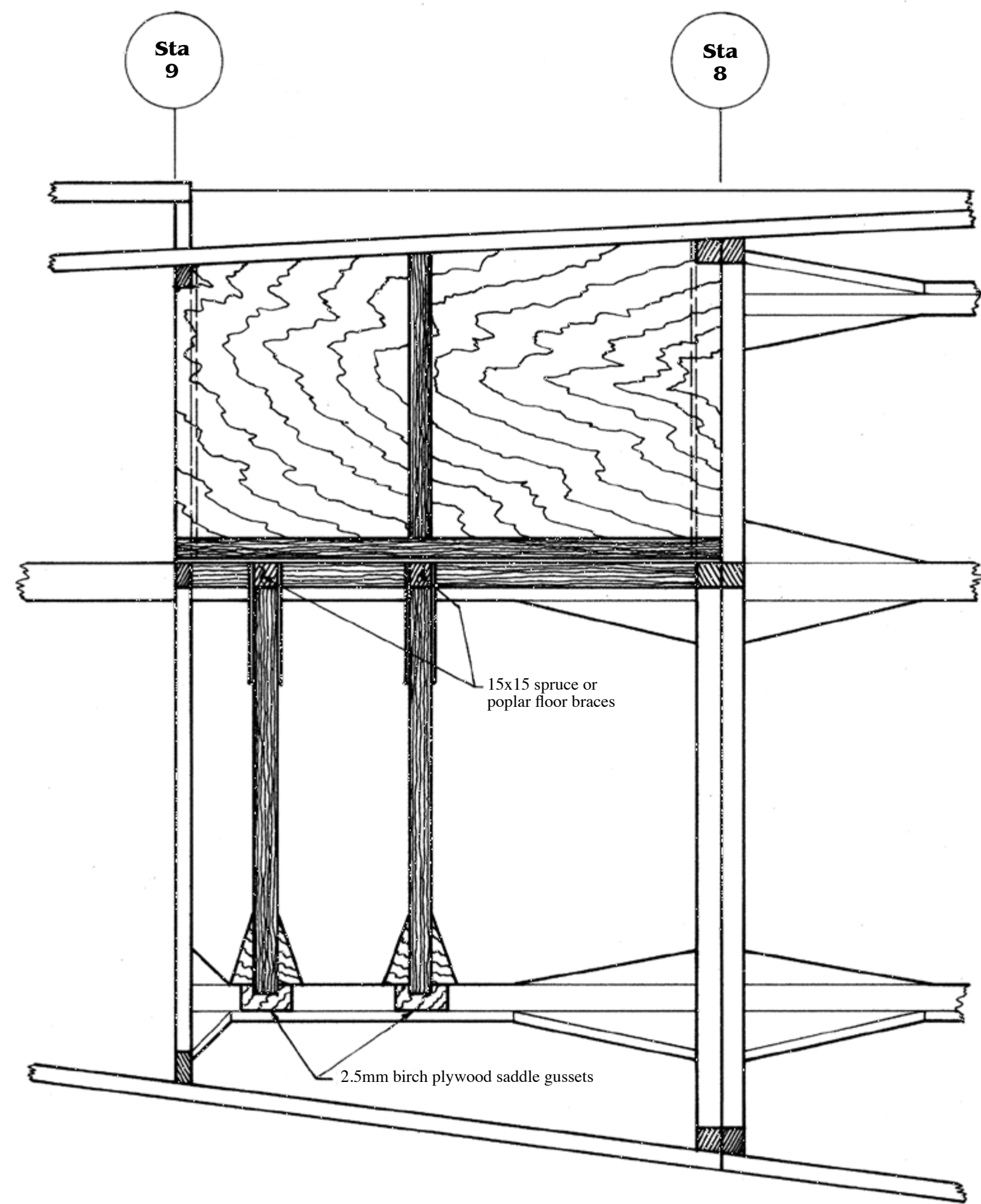
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Revision

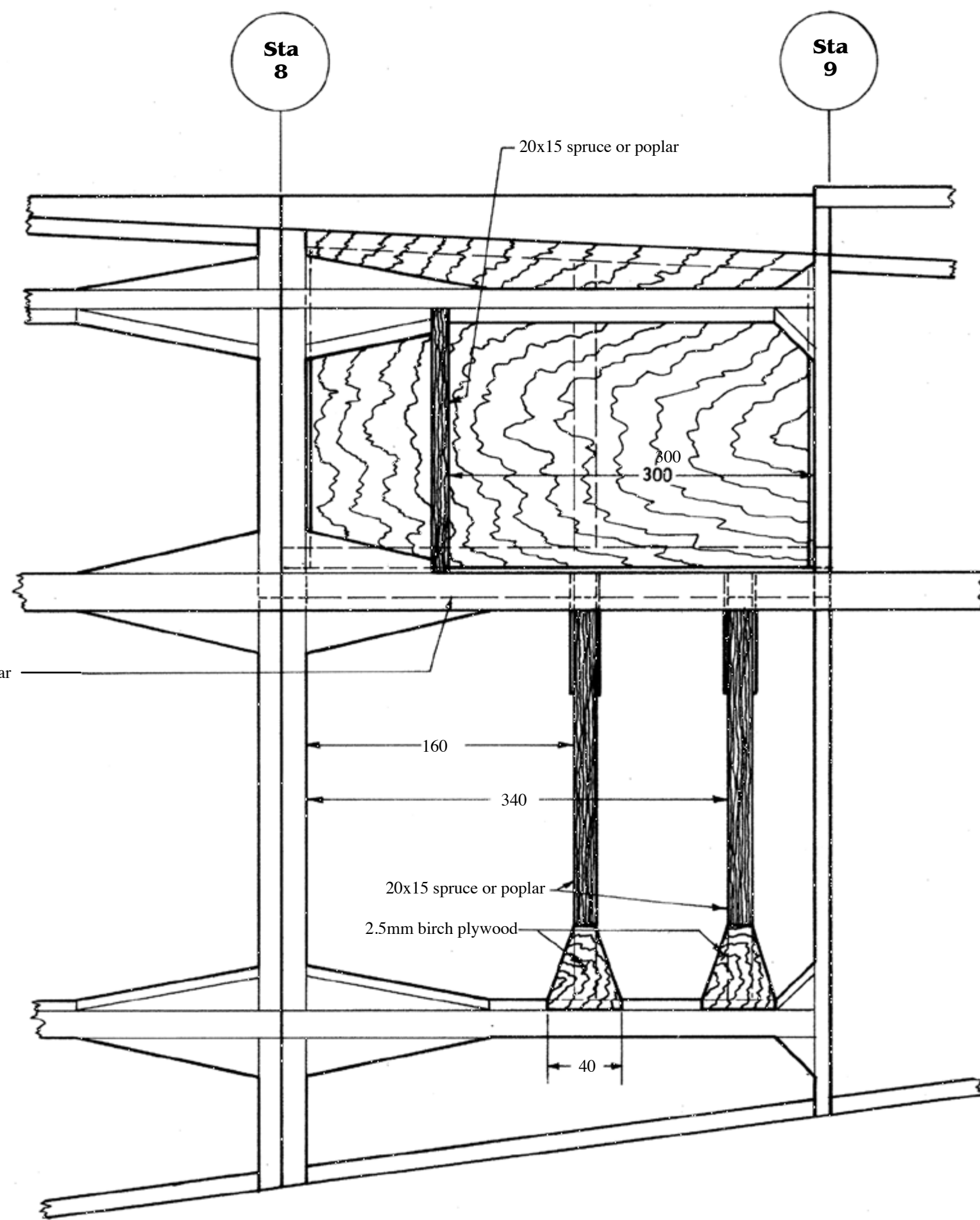
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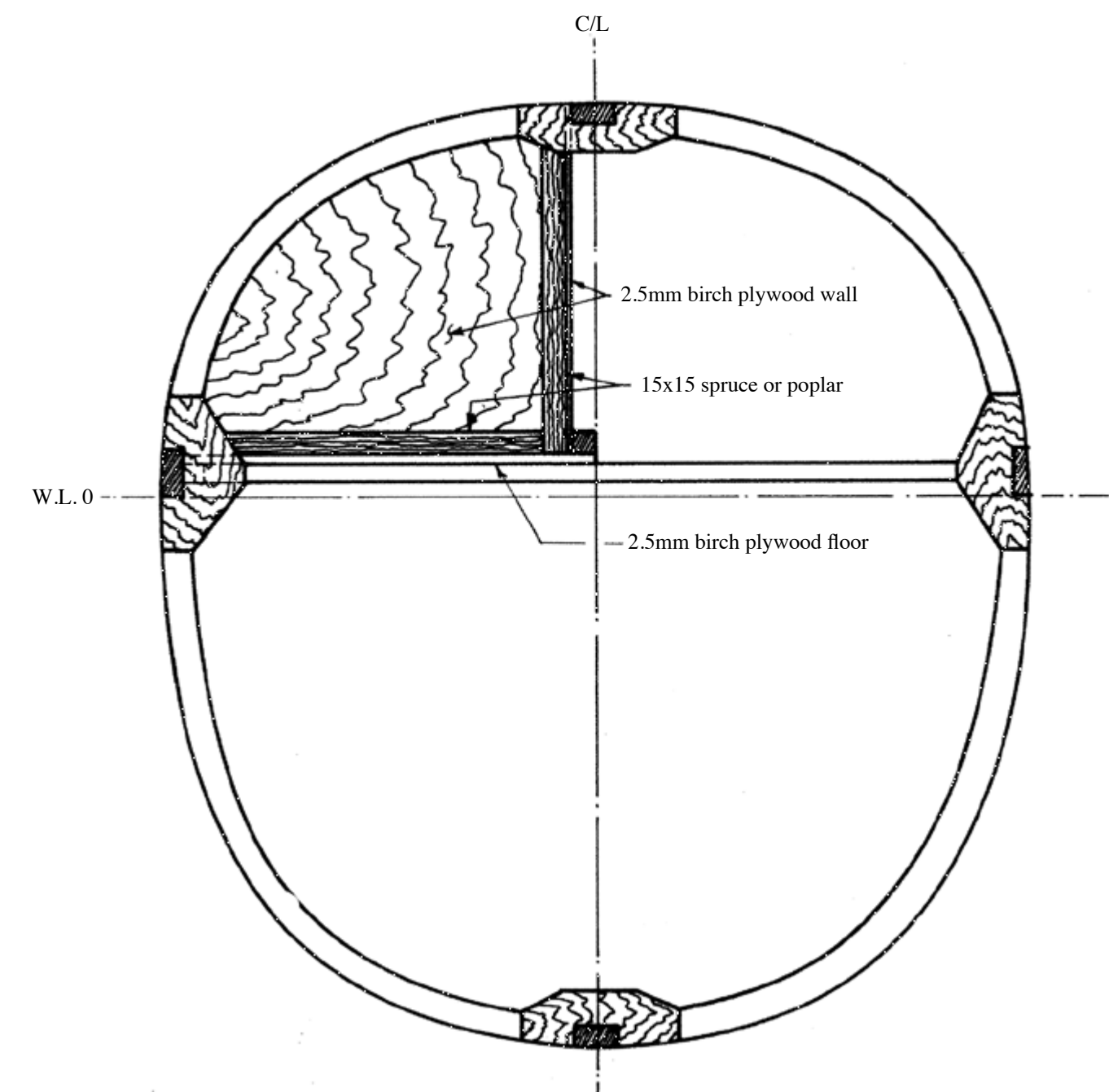
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FUSELAGE FRAME NO. 8  
VIEW SHOWN LOOKING AFT  
SCALE 1/4



NO. 320 BATTERY BOX INSTALLATION  
ONE REQUIRED PER AIRCRAFT  
SCALE 1/4



FUSELAGE FRAME NO. 9  
VIEW SHOWN LOOKING FORWARD  
NO TO SCALE

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C7

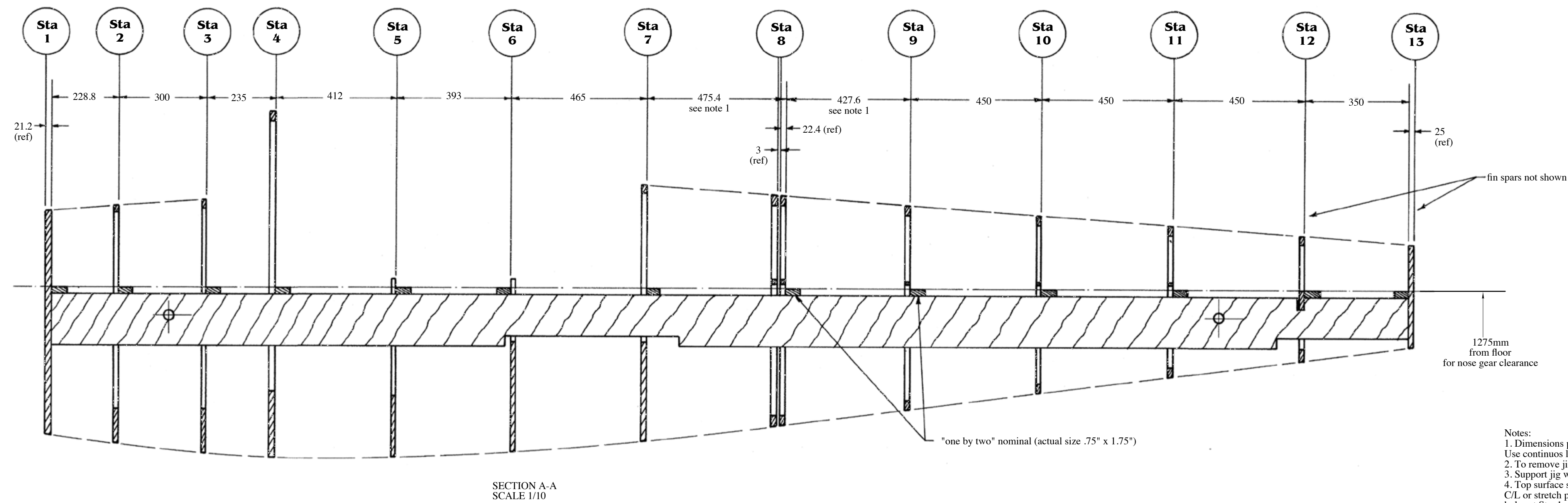
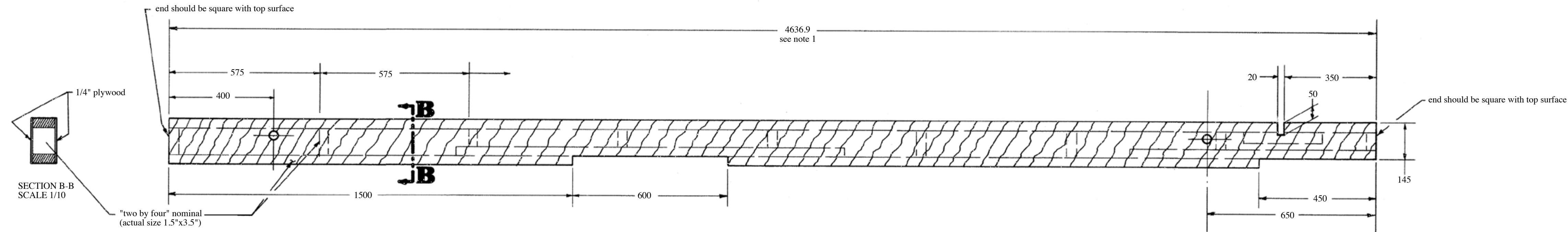
Revision

B

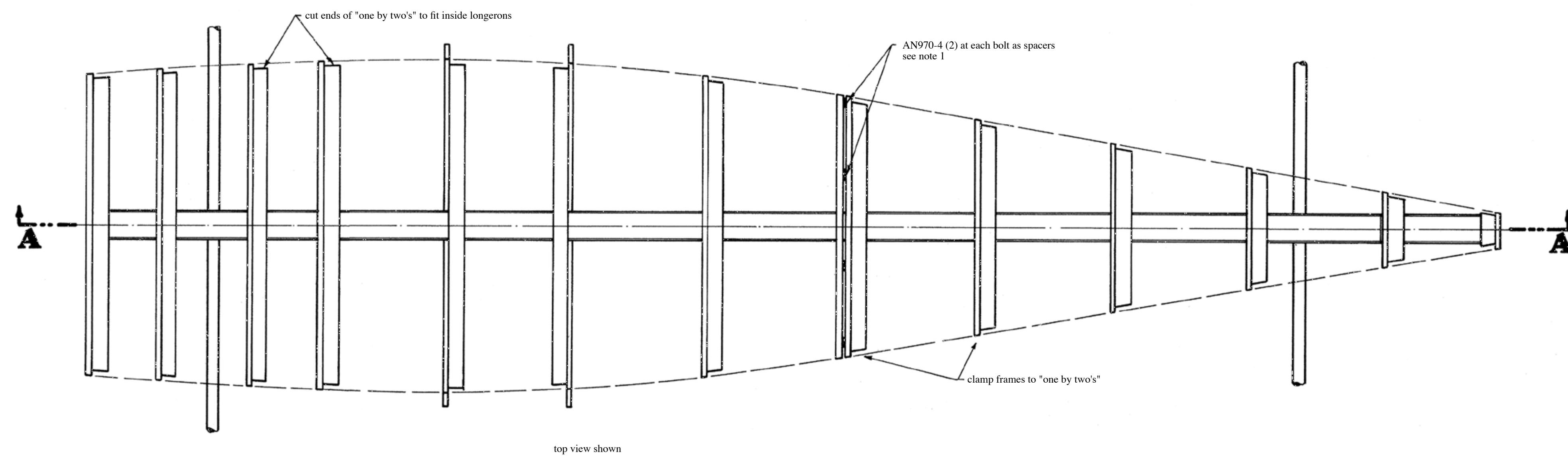


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- Notes:
1. Dimensions provide for AN970-4 (2) at each bolt as spacers. Use continuous longerons, and saw apart after skinning.
  2. To remove jig from fuselage, saw apart.
  3. Support jig with 1" pipes.
  4. Top surface should be flat. Use chalk line to obtain straight C/L or stretch piano wire or nylon fishing line through small holes at Sta. 1 and Sta. 13.
  5. As an alternative to pipe supports, jig beam may be supported by a post in the nose gear bay at forward end and a "two by four" to each side of lower longerons at aft end. Attach with bolts or screws for removal.
  6. The jig will require some modification between Sta. 12 & 13 to clear radius in the plywood in the forward fin spar and for clearance with the channel-nuts for the rudder hinges. To prepare for these changes, it is best to make the interior of the jig of solid wood.



NO. 321 FUSELAGE JIG  
SCALE 1/10

F8L FALCO

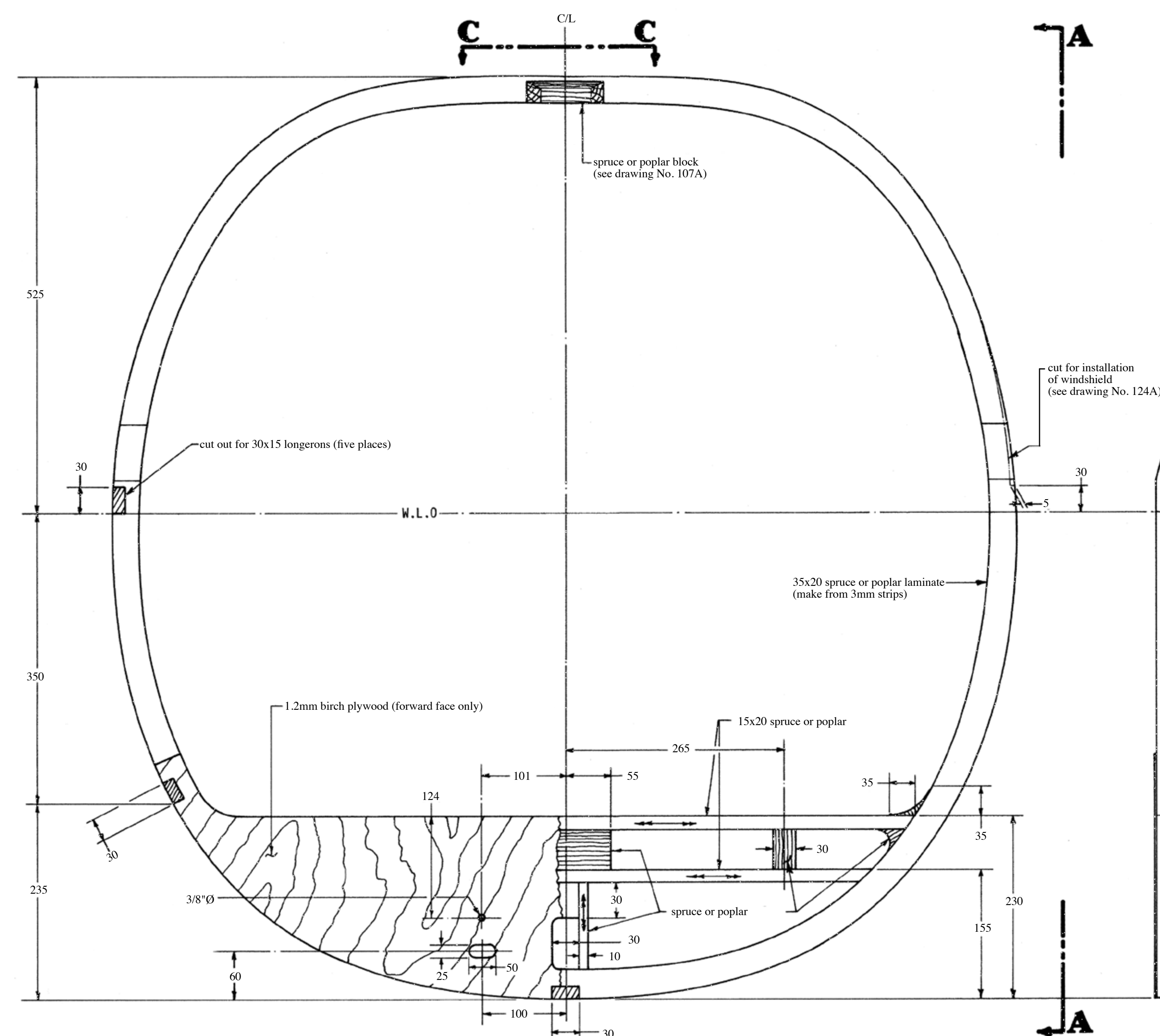
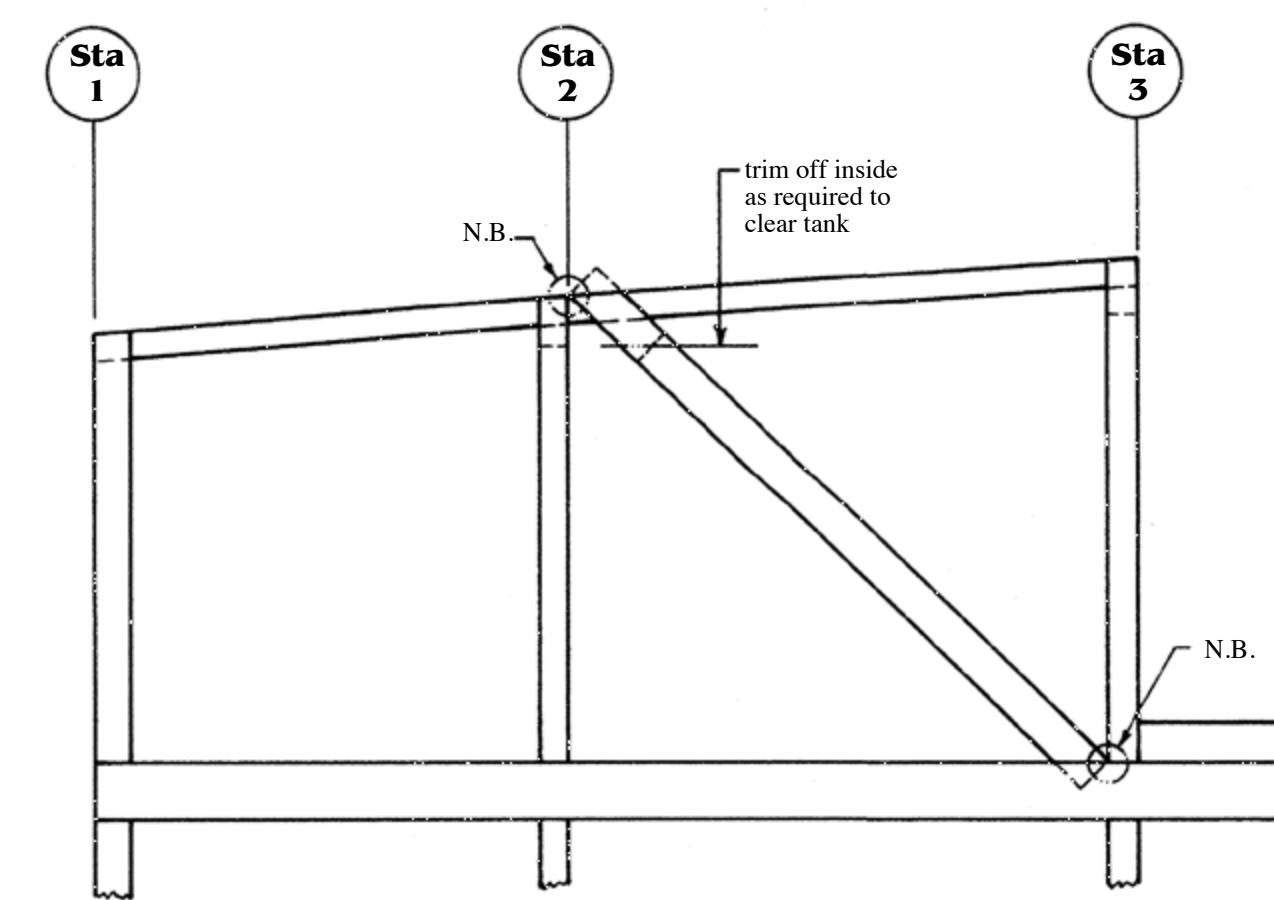
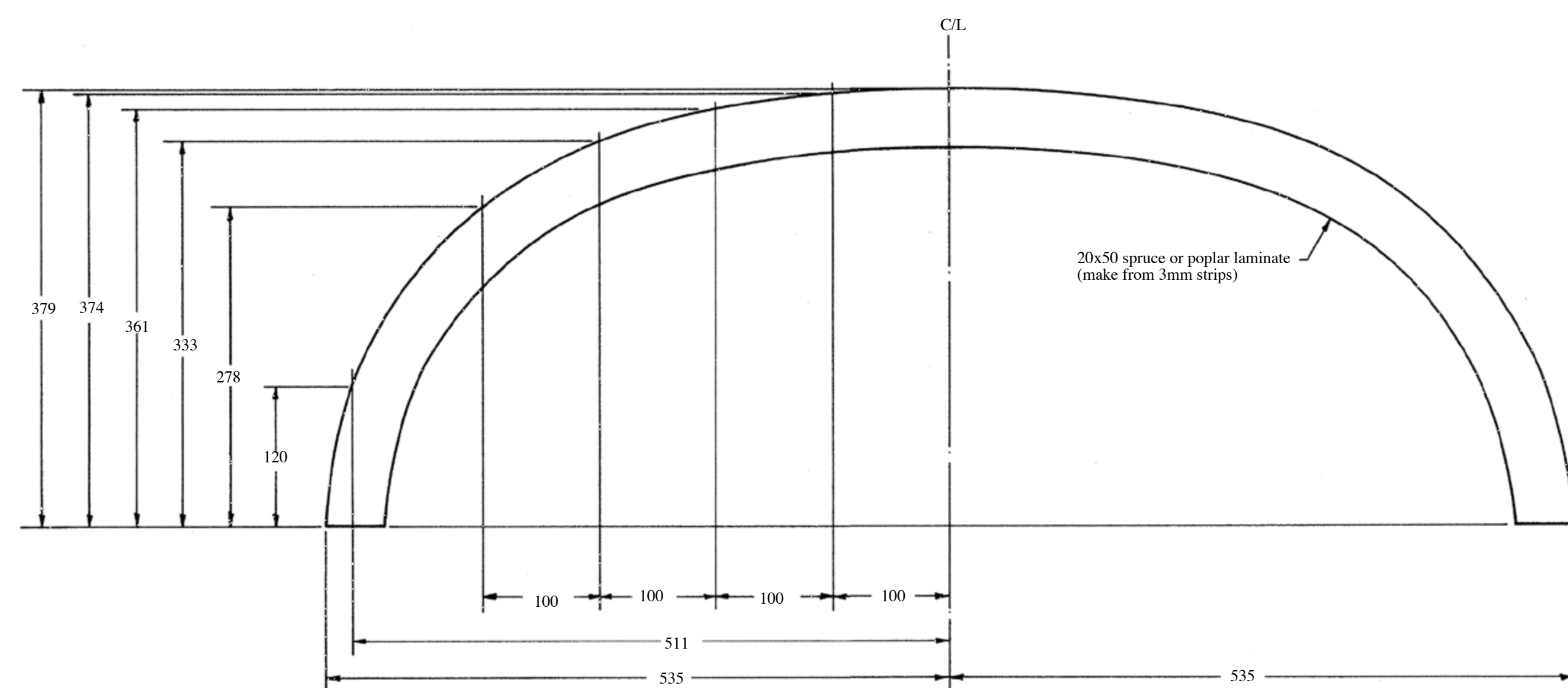
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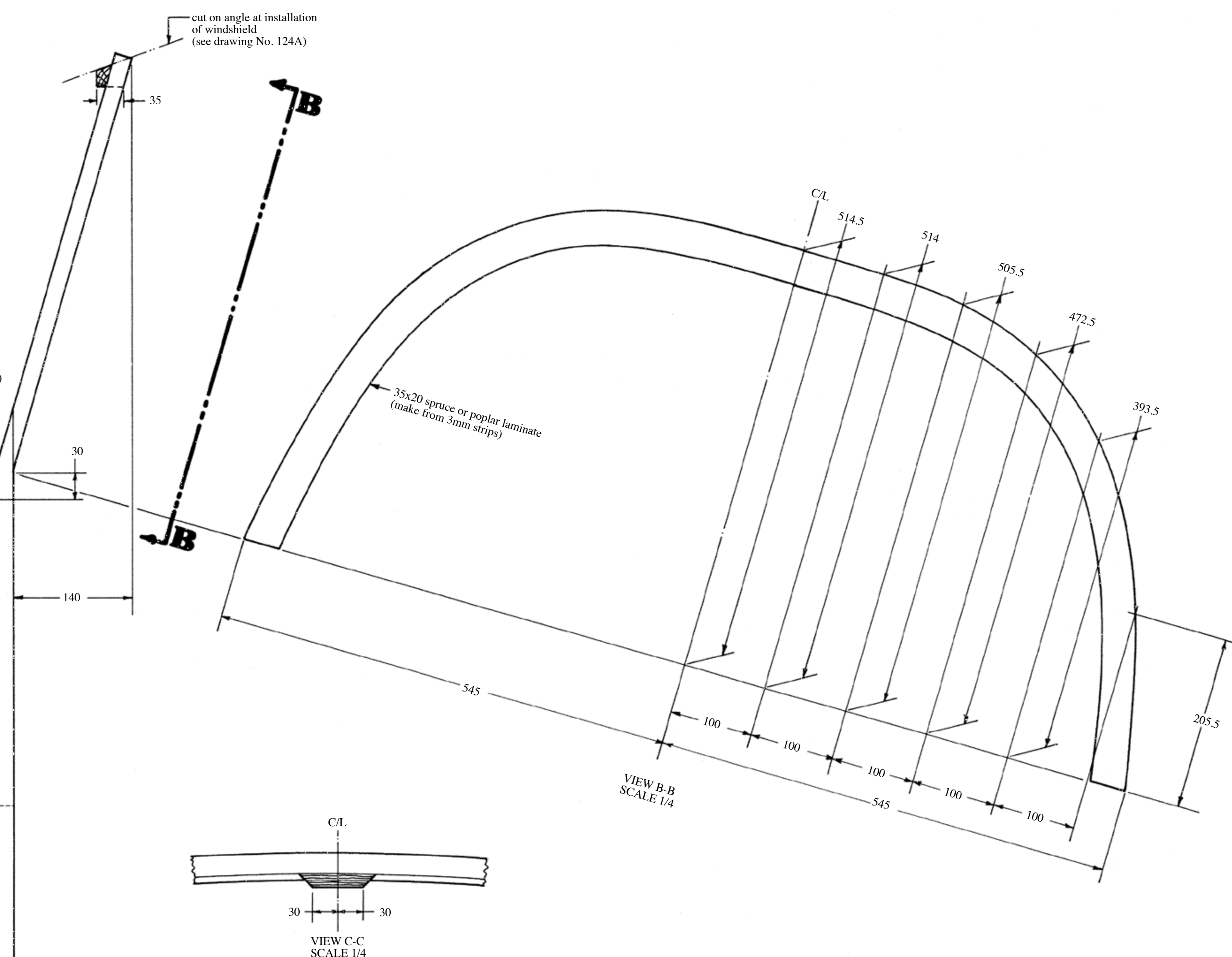
C8

Revision

A



Note: This part is required only for aircraft built with "Nustrini" canopy modification



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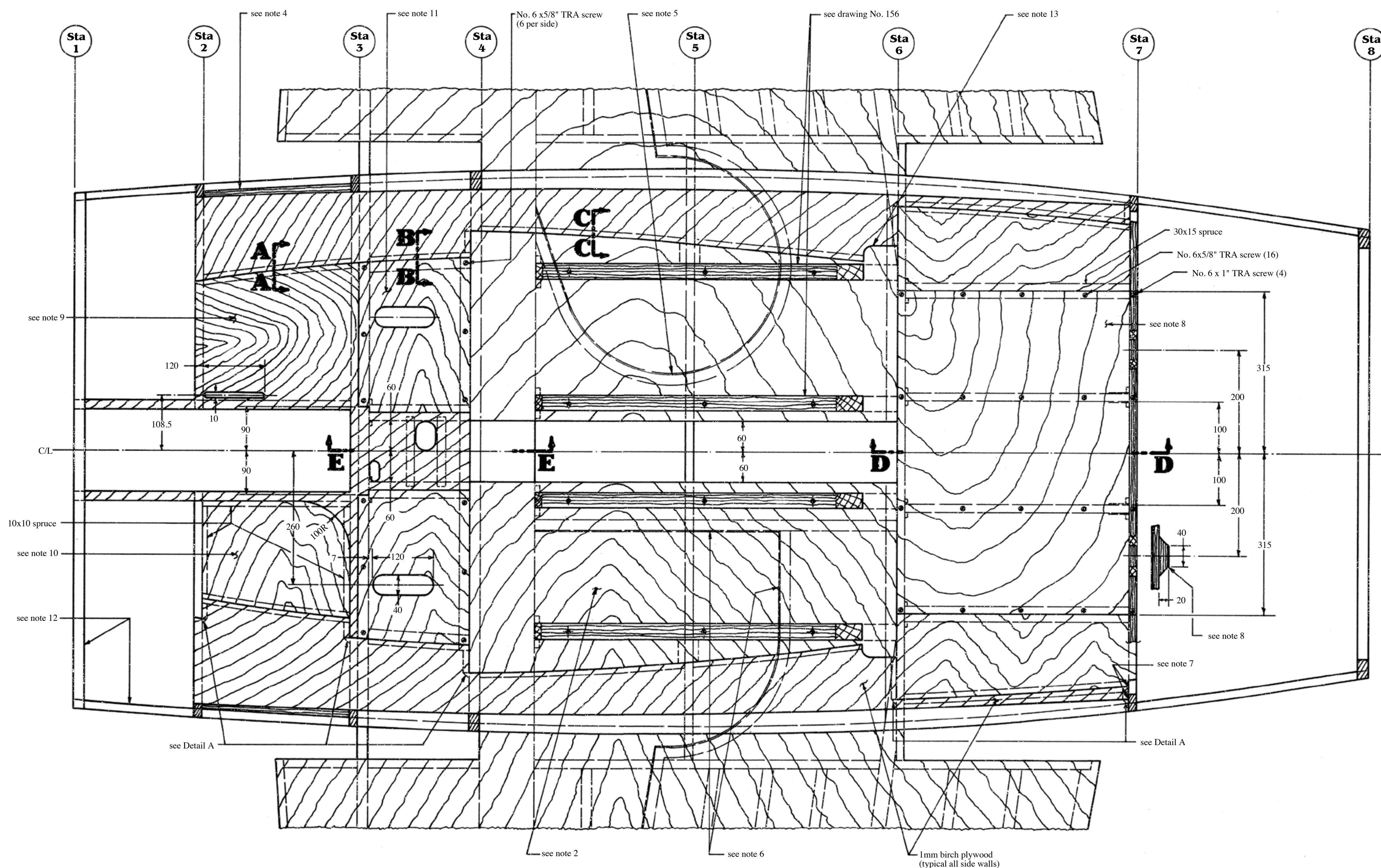
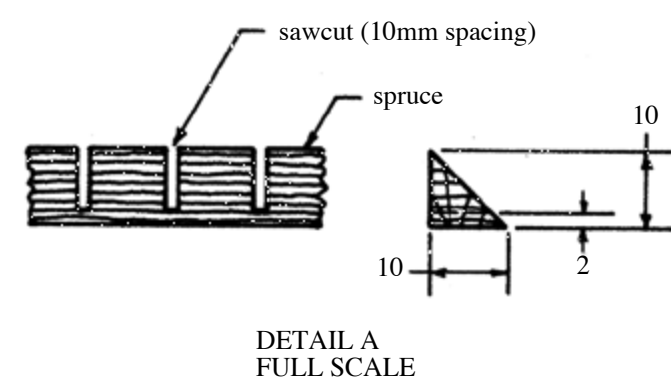
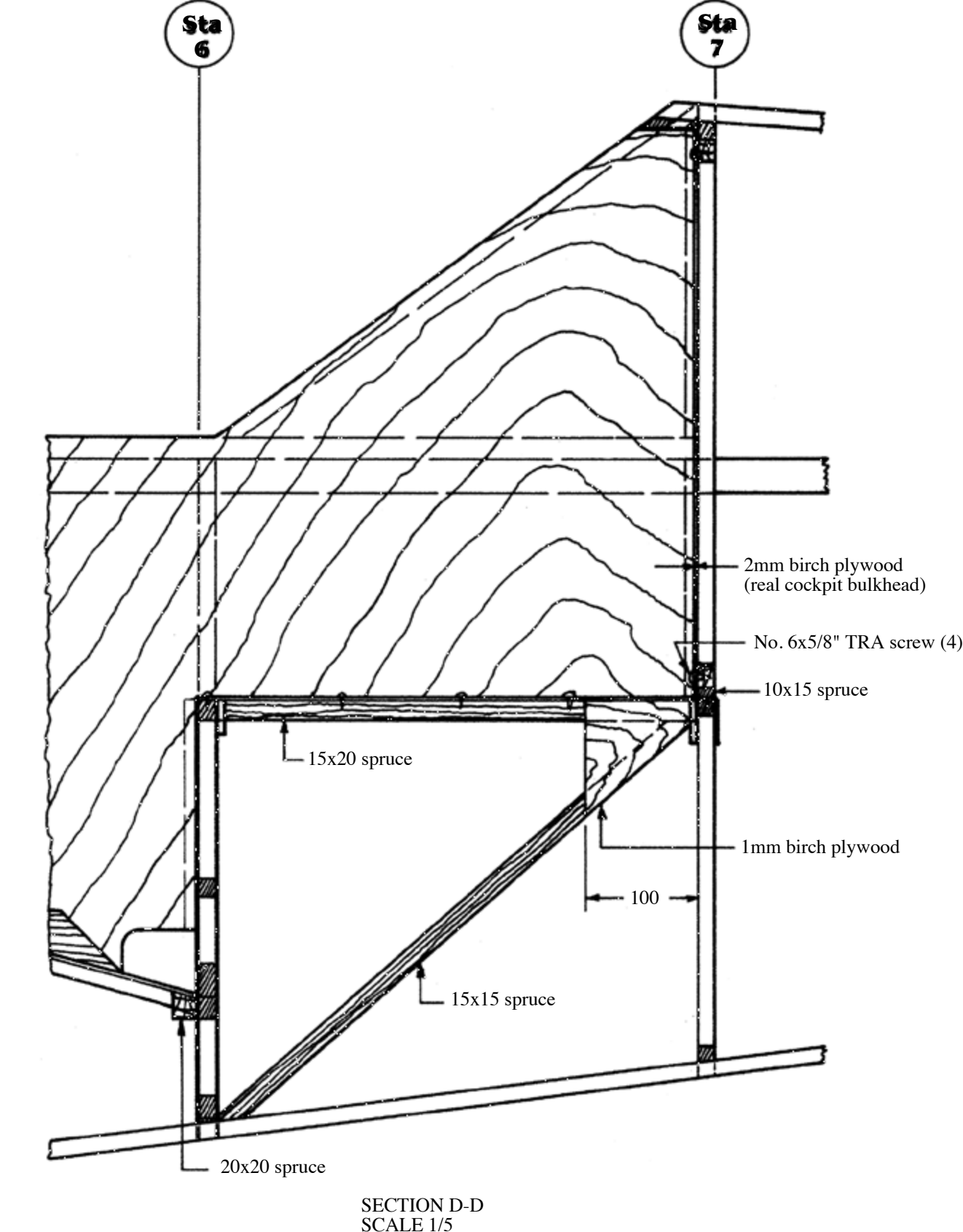
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C9

Revision	A
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view shown is a section through W.L. +50 looking down

NO. 315 COCKPIT FLOORING & SIDE WALLS  
SCALE 1/5

- Notes:
1. All flooring is 2mm birch plywood except seat floor which is 2.5mm birch plywood (continuous with upper wing skin).
  2. All side floor on inner wing skin and seat floor, notch panel around side floor of frame No. 5, and extend wing skin panel to outboard seat support. Support notched plywood with 15x15 spruce on forward and aft ends of frame No. 5. Make cap joint at outboard seat track support and install additional panel at B/L 60.
  3. All side floor on inner wing skin and seat floor. Side walls extends up to W.L.+30 between stations 2 & 3, & W.L.+50 between stations 3 & 6, and completely around inner top between stations 6 & 7.
  4. Add spruce strip to inner face of side longeron. Inner face of strip to match inner face of frame No. 5. Add 9mm ply over inner lamination.
  5. Right side of aircraft is shown for "open air" wheel; that is, without wheel well doors.
  6. Left side of aircraft is shown constructed for wheel well doors.
  7. Side walls should butt against frame No. 7 10mm out from inner surface of lamination to provide a 2mm rear cockpit bulkhead.
  8. Luggage compartment floor is removable. Construct of 2mm birch plywood with 10x15 spruce strip at aft end to provide lip for rear cockpit bulkhead. Install two spruce blocks on top of 10x15 spruce strip, facing aft, securing rear cockpit bulkhead. Install two similar blocks on top inside surface of frame No. 7 for two upper screens.
  9. Right side of aircraft is shown with flooring at W.L. -420.
  10. Left side of aircraft is shown with flooring between stations 2 & 3 at W.L. -470 for better access to feet and legs. The floor between stations 2 & 3 at W.L. -420 is important on right side of aircraft to brace side loads of P/N 717. The flooring installation shown here is optional and may be installed on both sides of the aircraft. This installation is recommended. The flooring between stations 6 and 7 may be installed on both sides of the aircraft for additional stiffness, laminate two layers of 9 oz. Kevlar on lower surface and one layer on upper surface.
  11. Install sound-damping insulation on inner surface of frame No. 1 and on side walls and floors between frames No. 1 & 4. Additional soundproofing may be installed around exhaust outlets and in side walls and under flooring between frames No. 2 & 3. Suggested sound-damping insulation materials are: Scotch Foam Y370, Airex sound-damping foam, or fiberglass insulations.
  12. The flooring between stations 6 and 7 will floor outboard seat support. This side wall should be fitted after installation of seats to insure clearance with seats.

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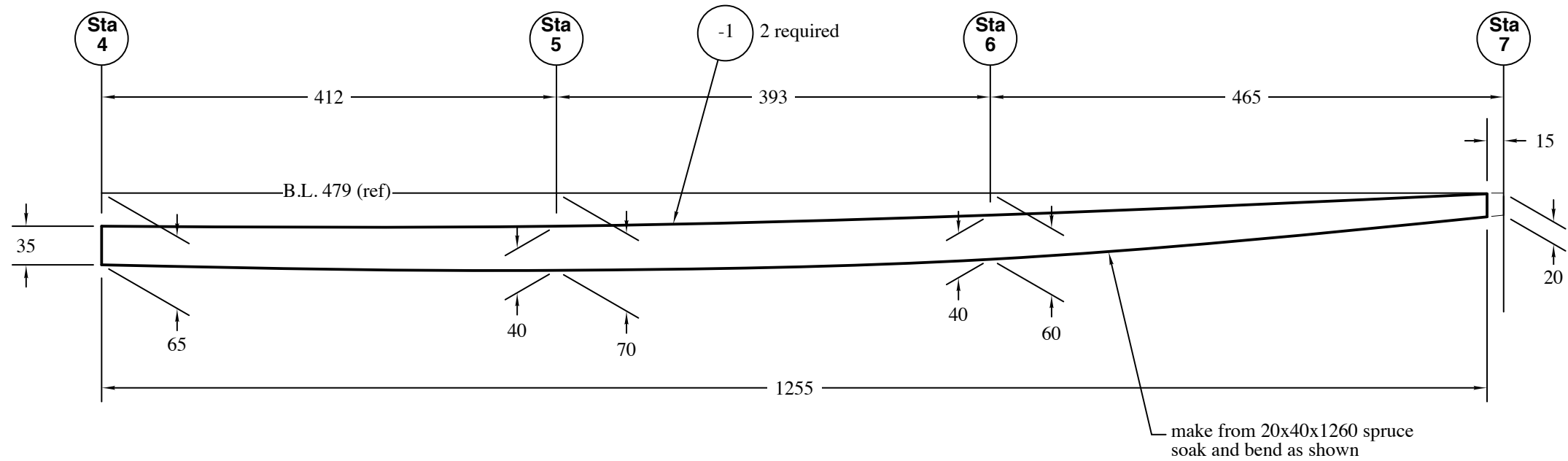
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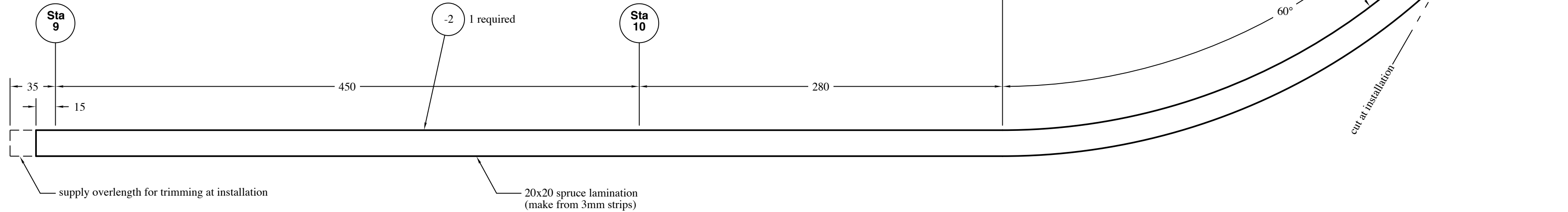
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## Revision

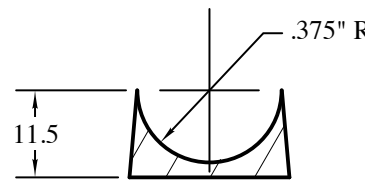
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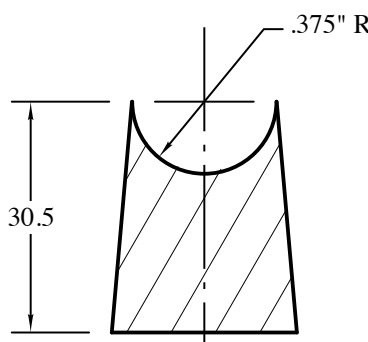
COCKPIT COAMING STRIP  
SCALE 1/5



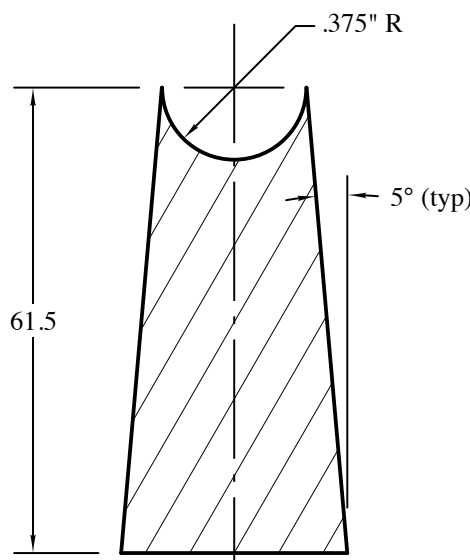
DORSAL FIN LEADING EDGE STRIP  
SCALE 1/2.5



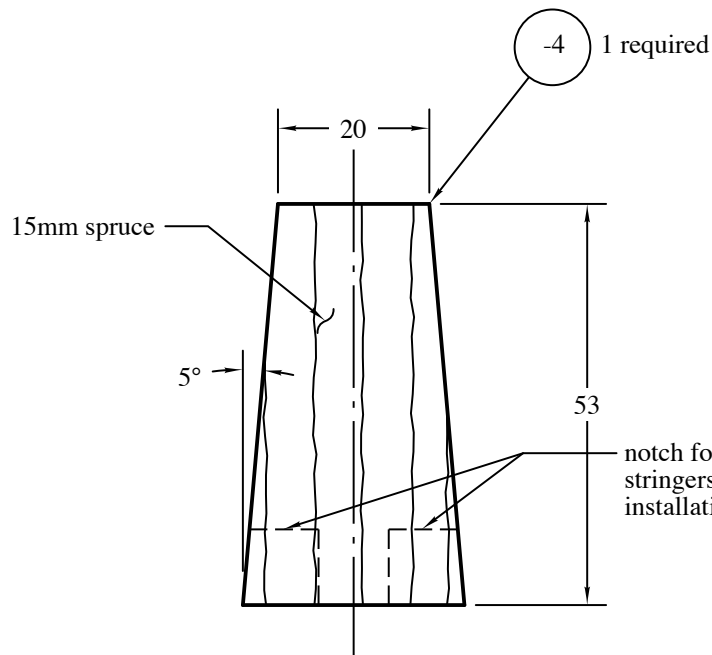
SECTION A  
FULL SCALE



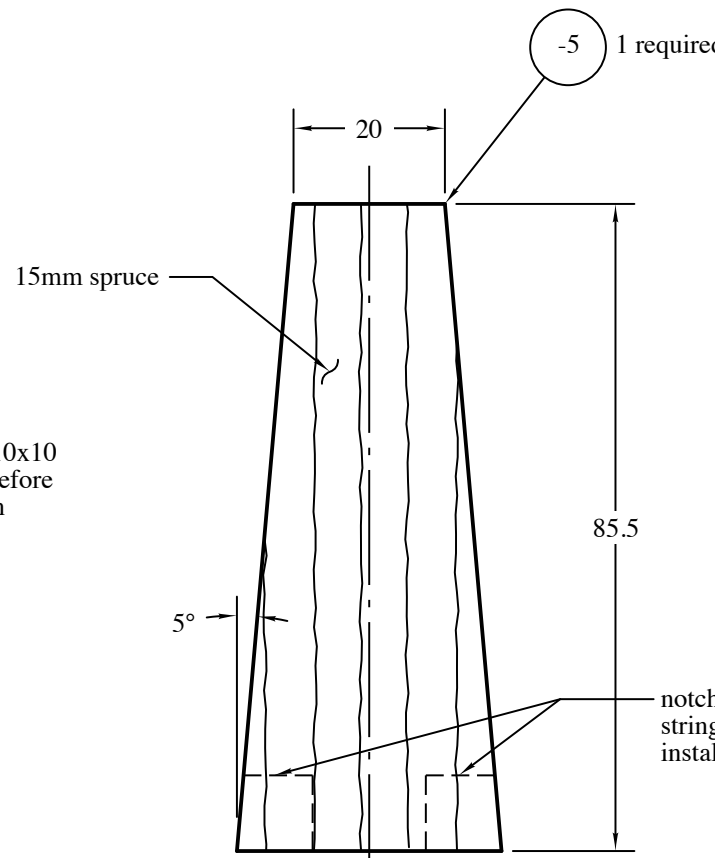
SECTION B  
FULL SCALE



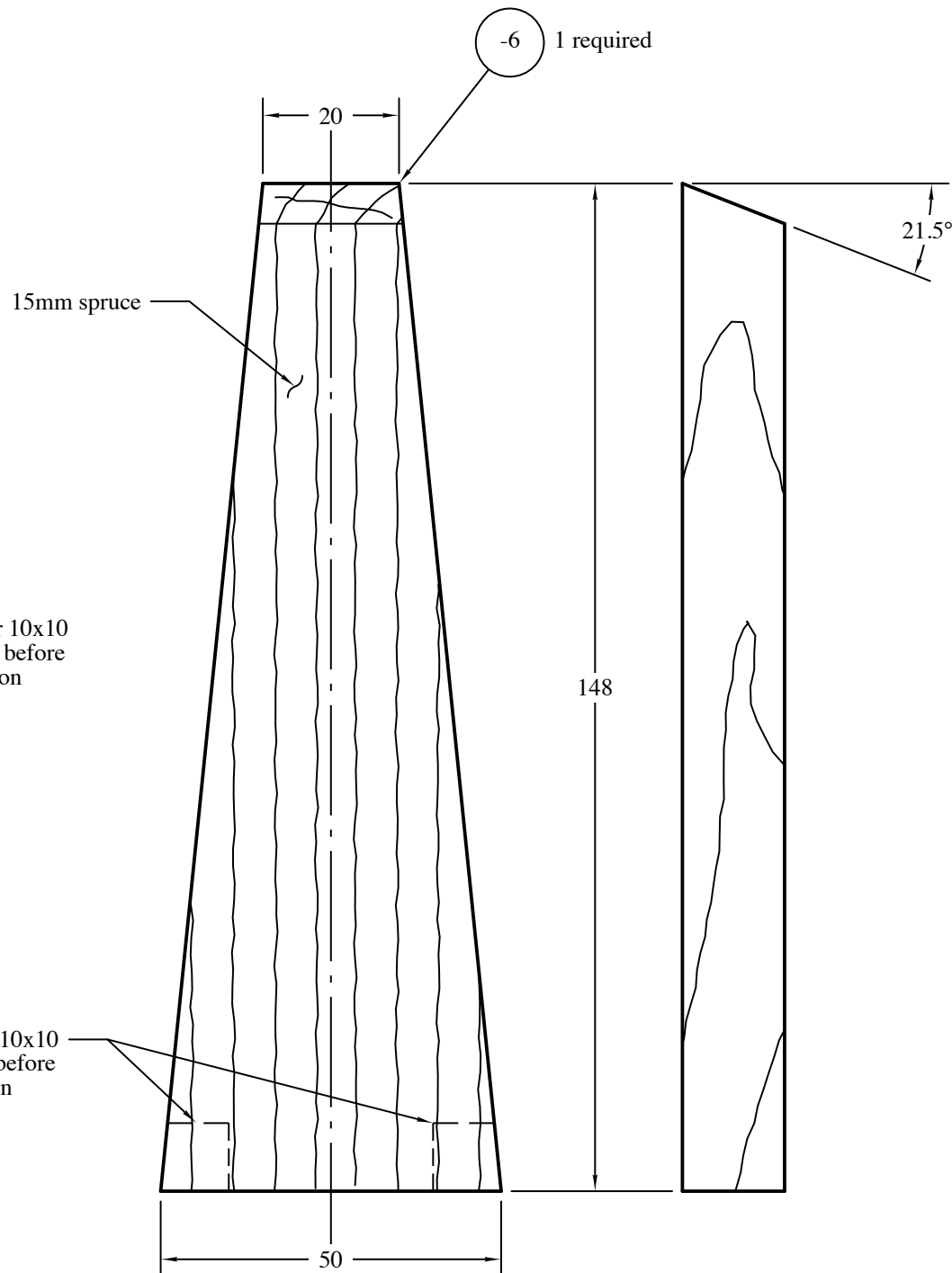
SECTION C  
FULL SCALE



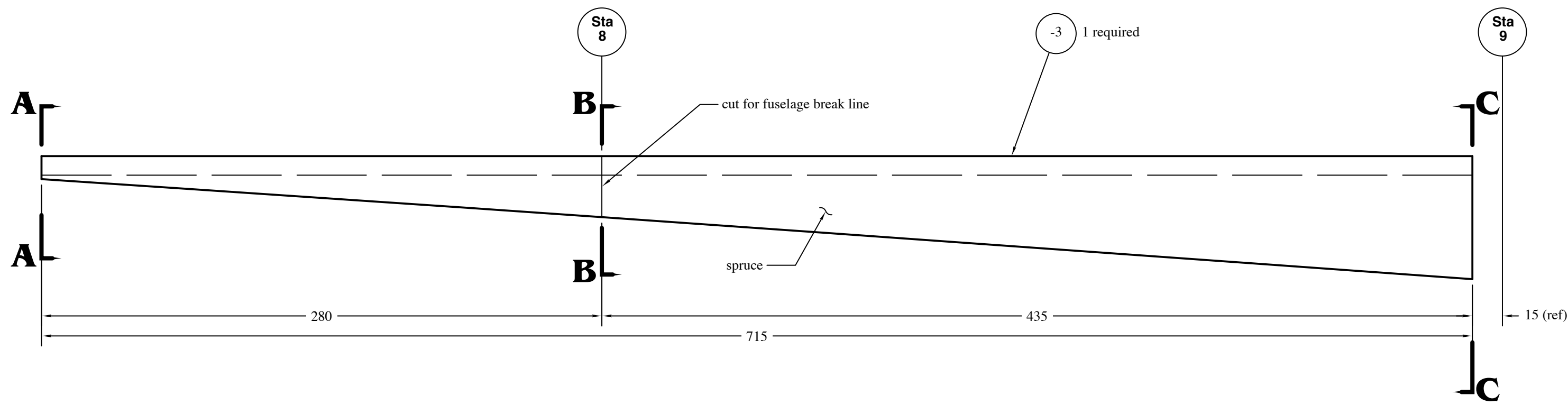
DORSAL FIN RIB STATION 9  
FULL SCALE



DORSAL FIN RIB STATION 10  
FULL SCALE



DORSAL FIN RIB STATION 11  
FULL SCALE



CANOPY ROLLER TUBE SUPPORT  
SCALE 1/2

NO. 316 DORSAL FIN & COCKPIT COAMING

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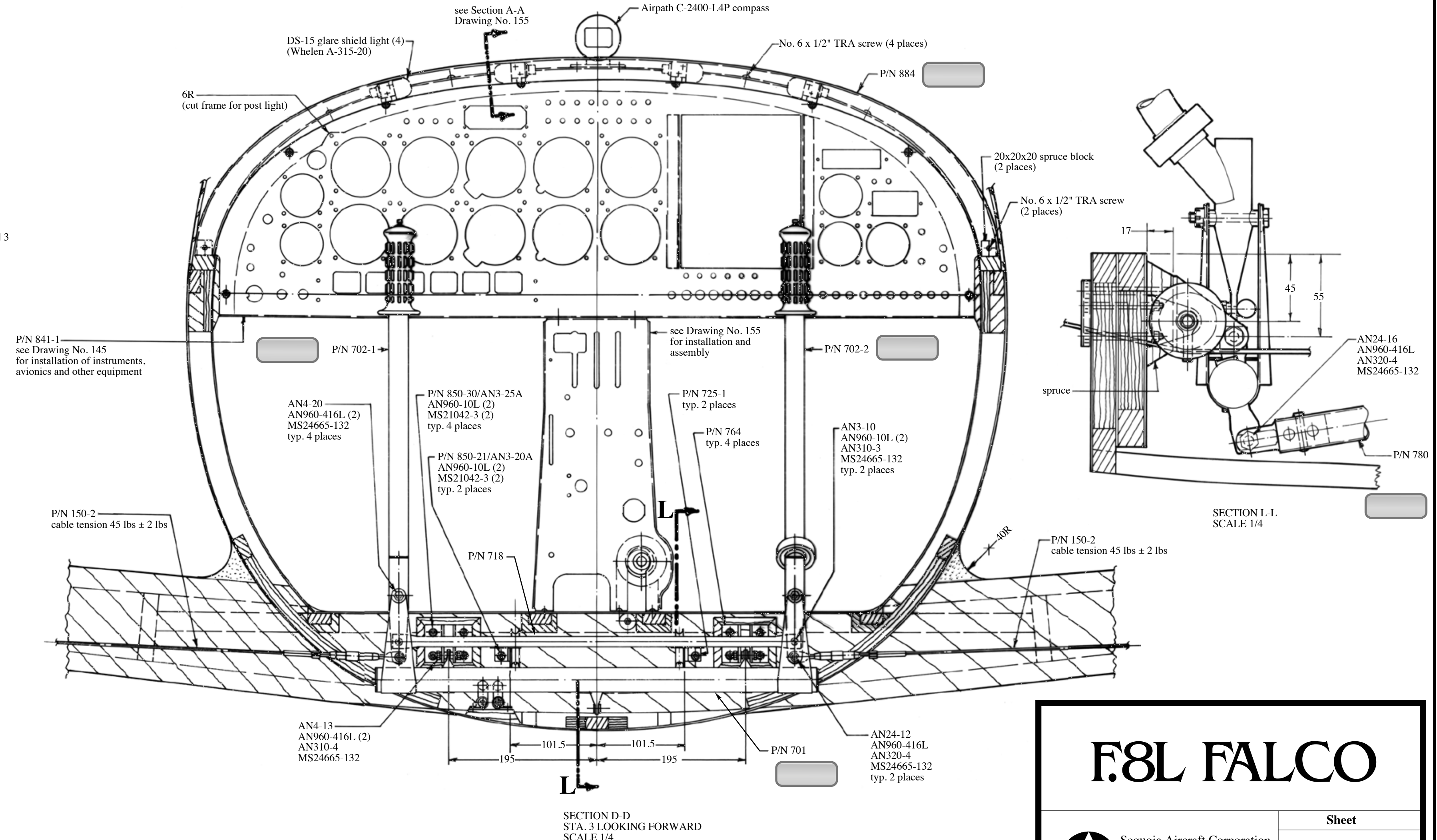
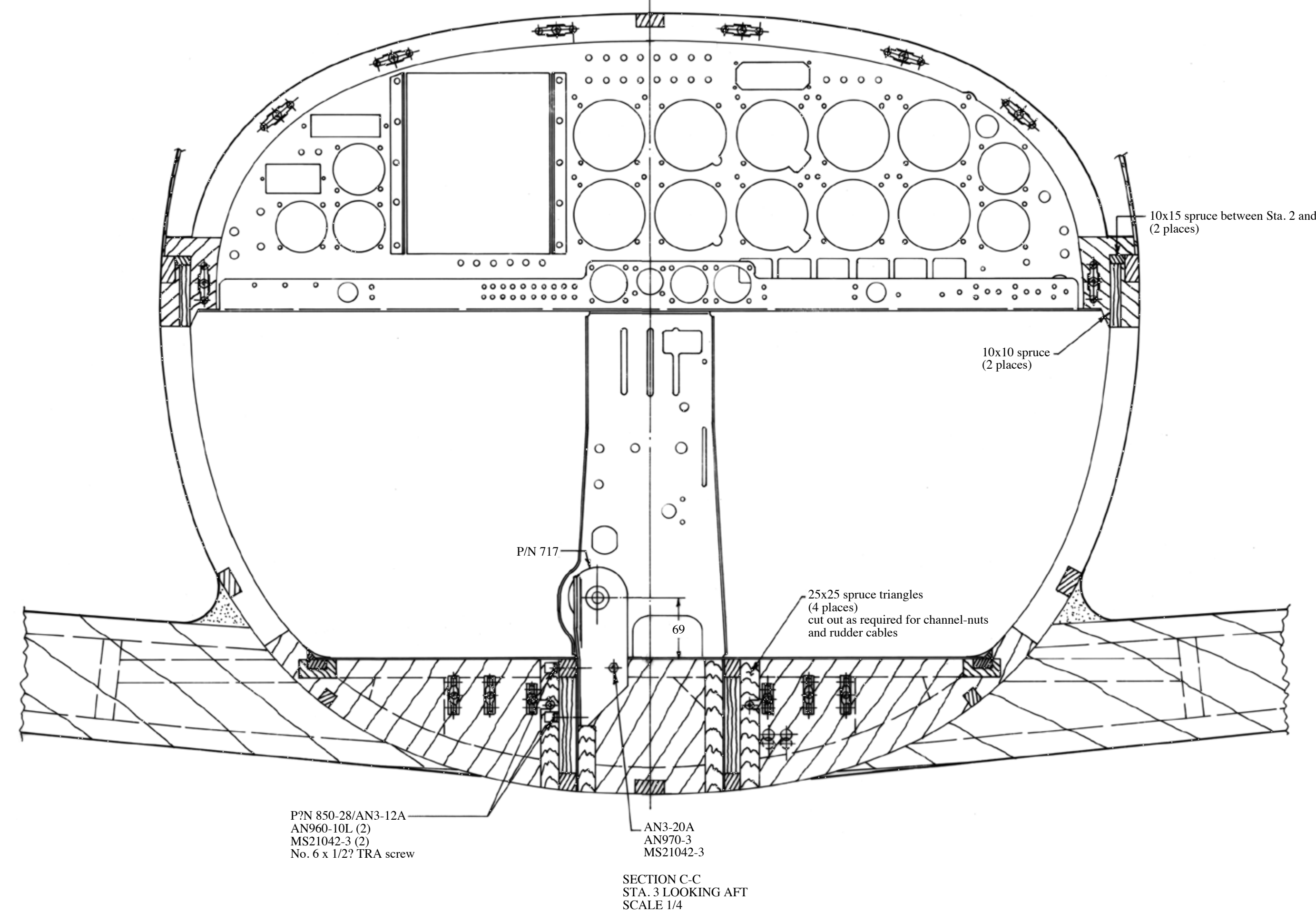
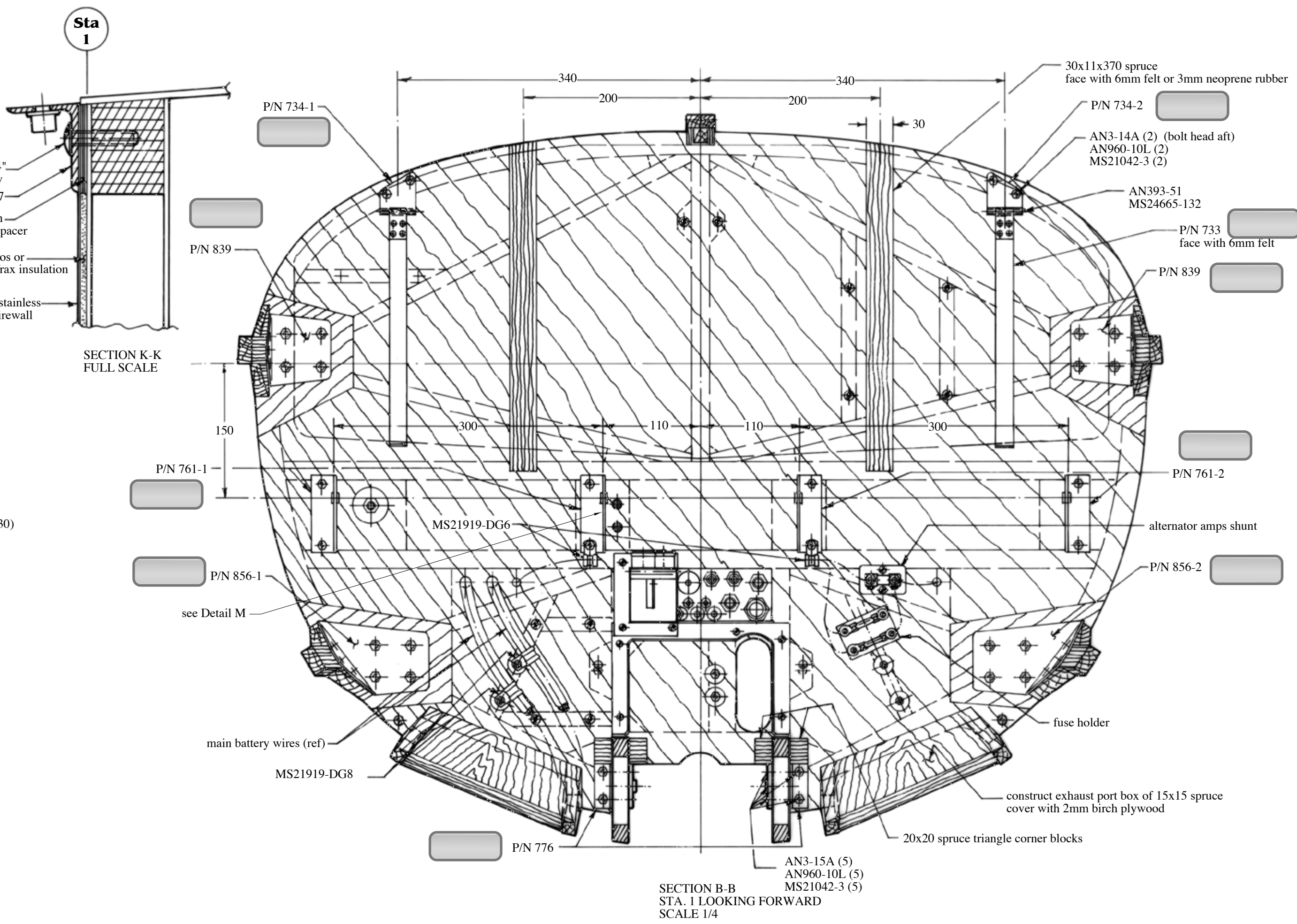
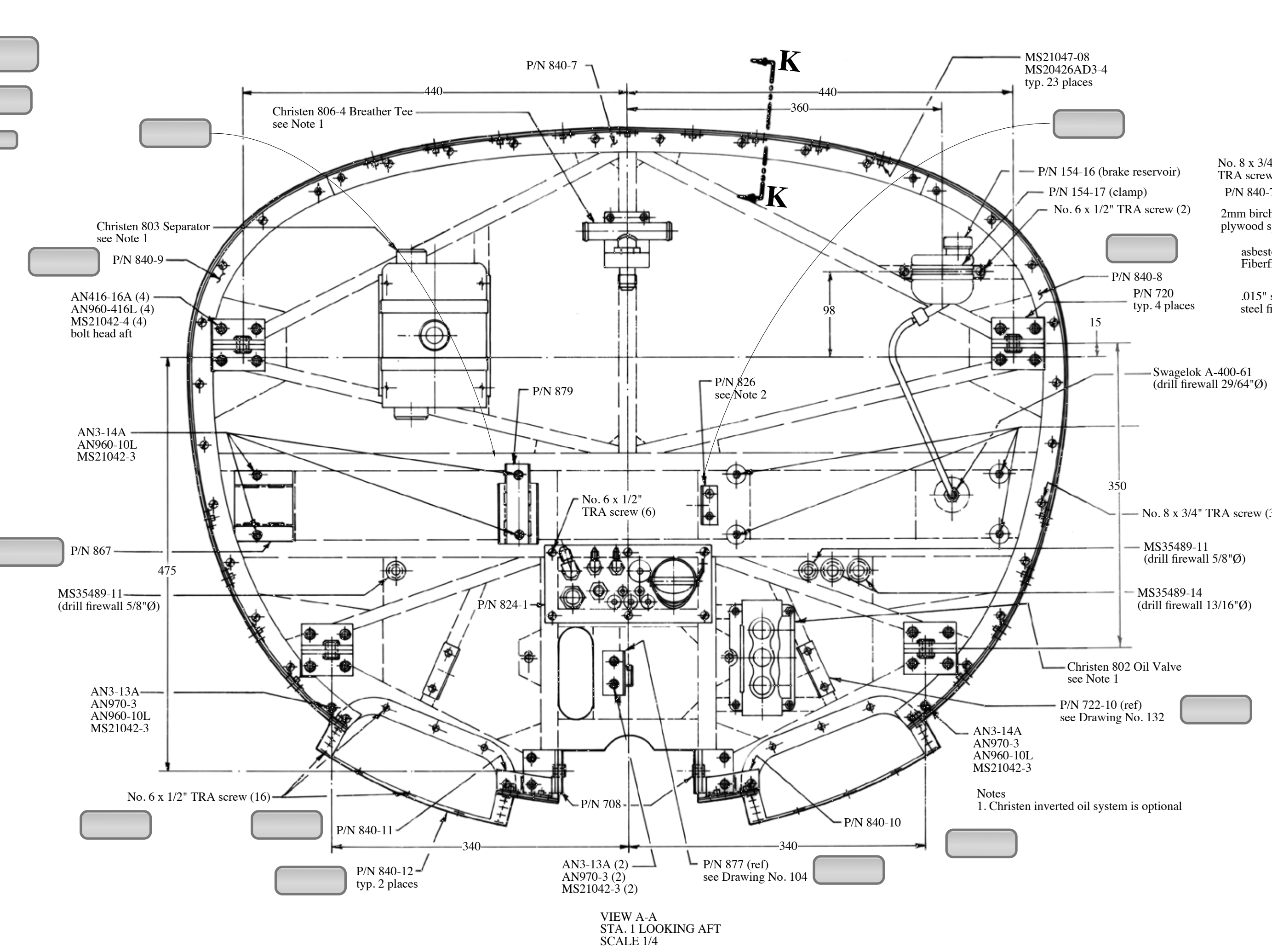
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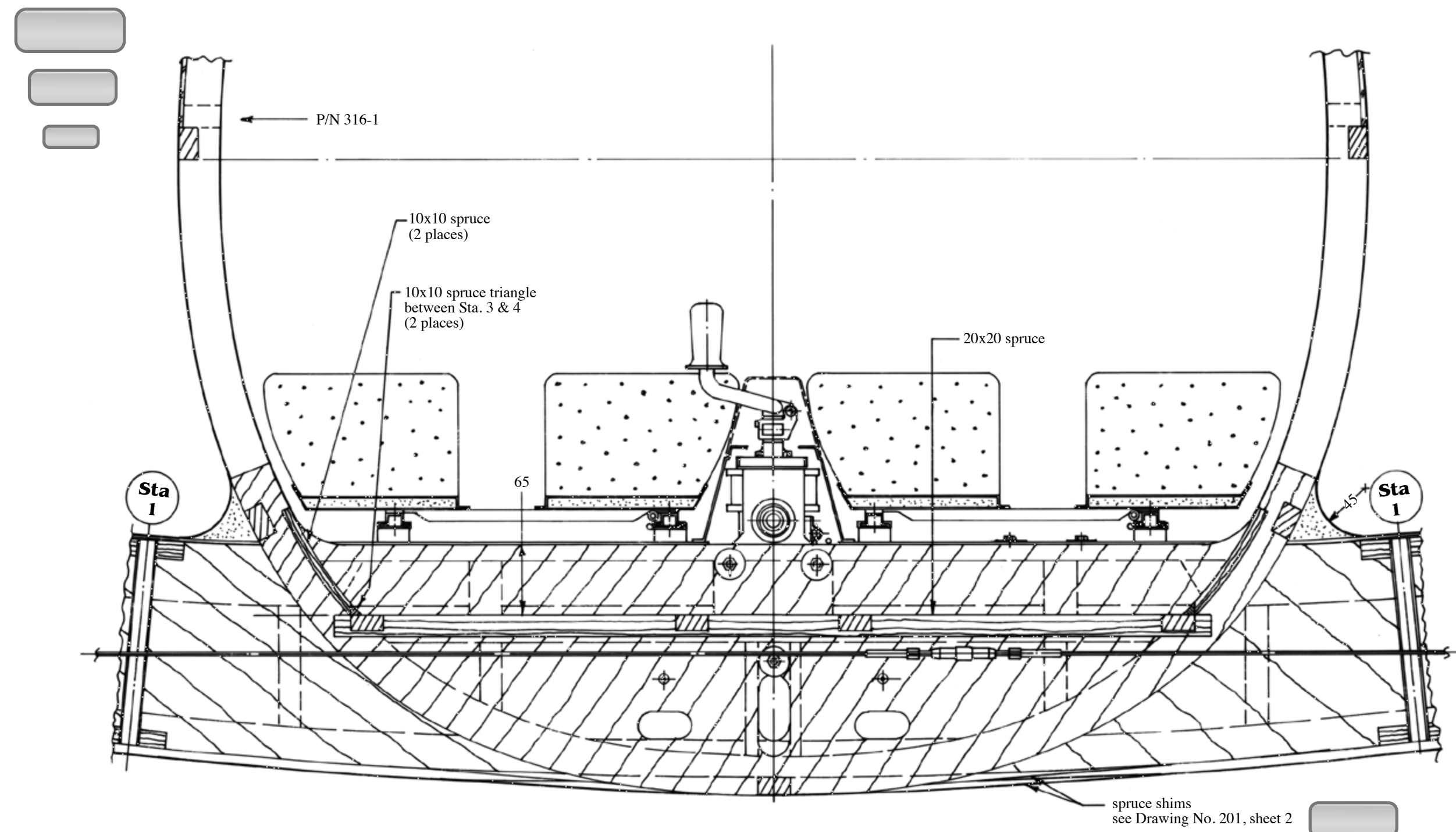


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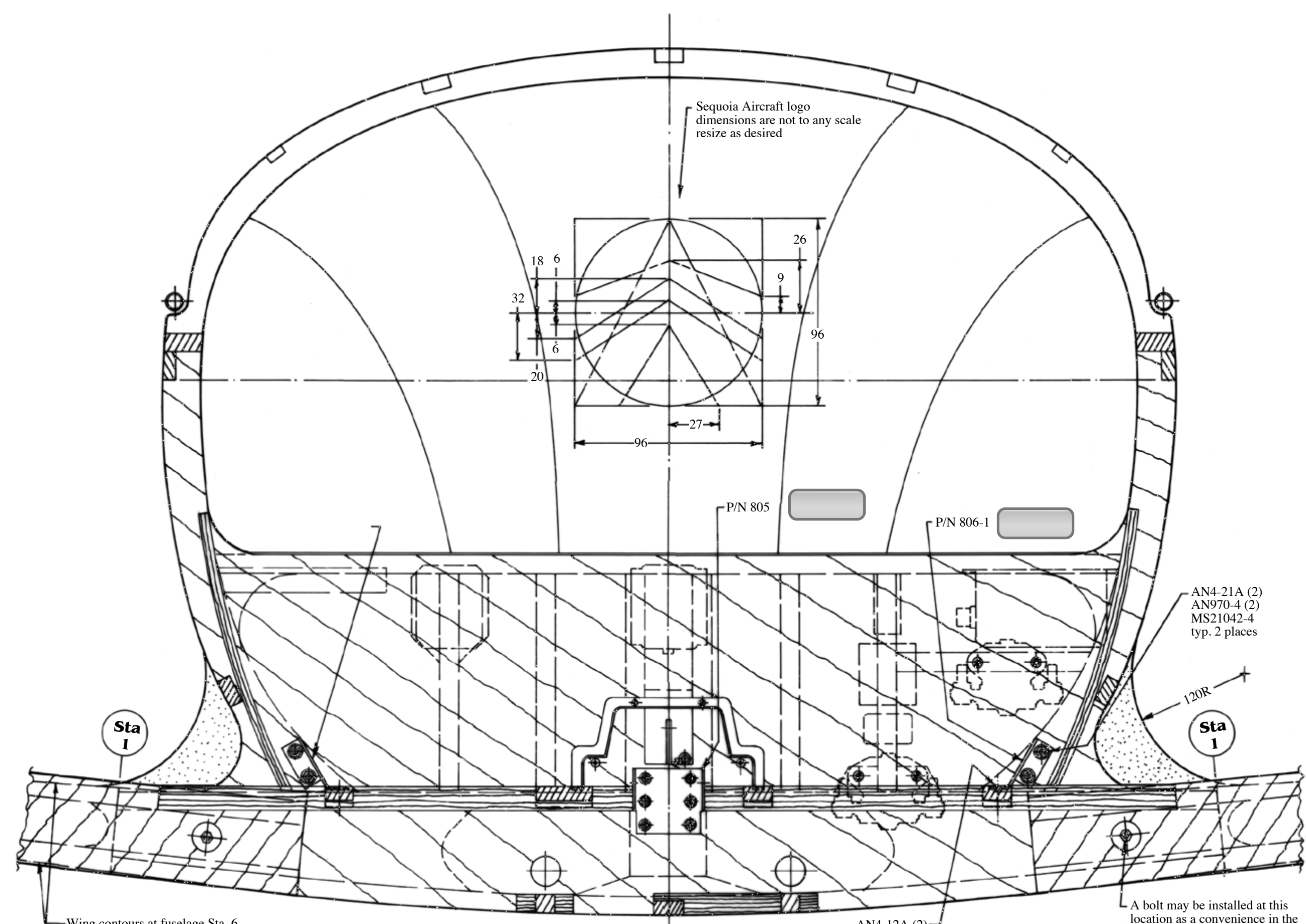
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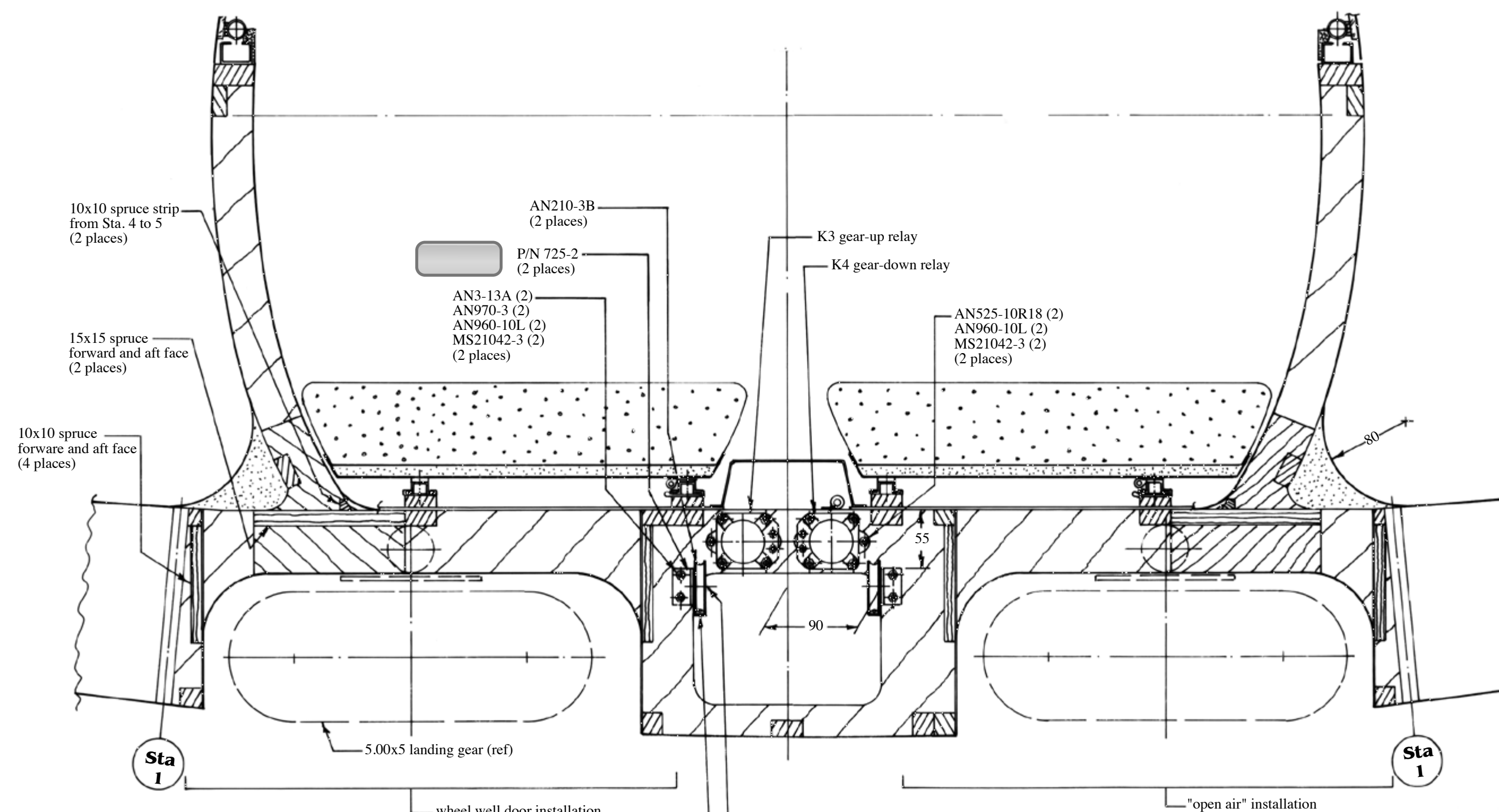




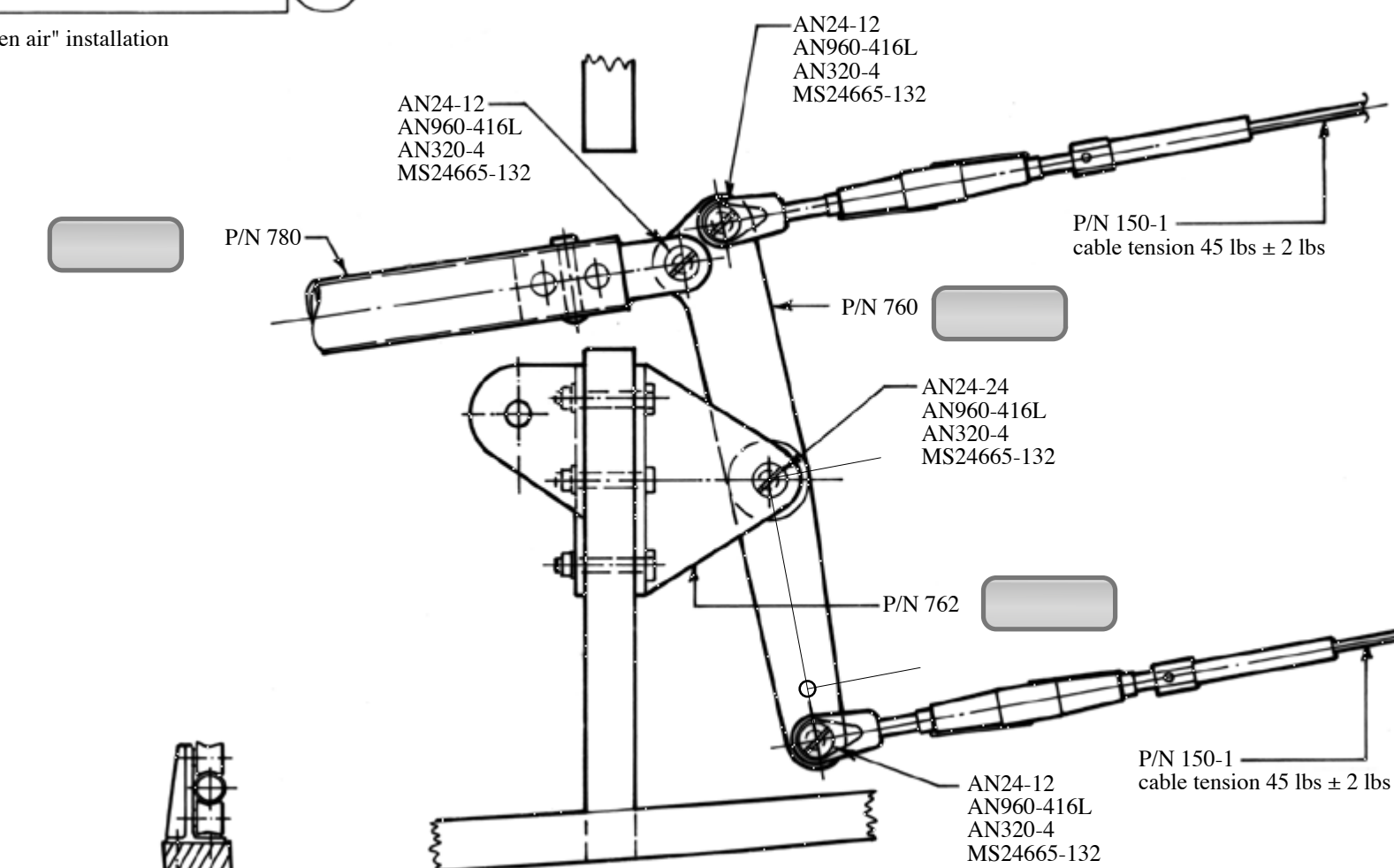
SECTION E-E  
STATION 4, LOOKING AFT  
SCALE 1/4



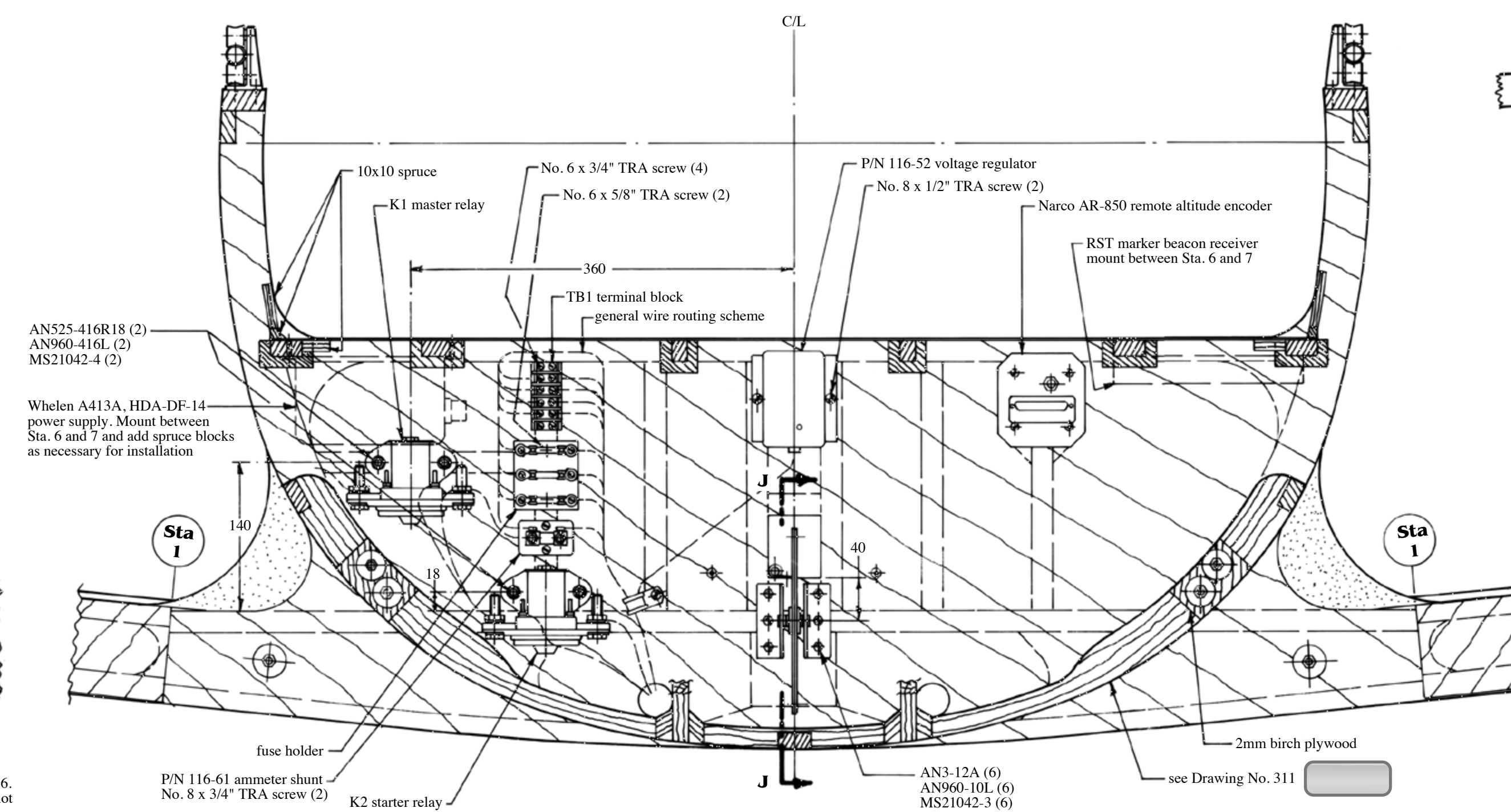
SECTION G-G  
STATION 6, LOOKING AFT  
SCALE 1/4



SECTION F-F  
STATION 5, LOOKING AFT  
SCALE 1/4



SECTION J-J  
SCALE 1/2



SECTION H-H  
STATION 6, LOOKING FORWARD  
SCALE 1/4

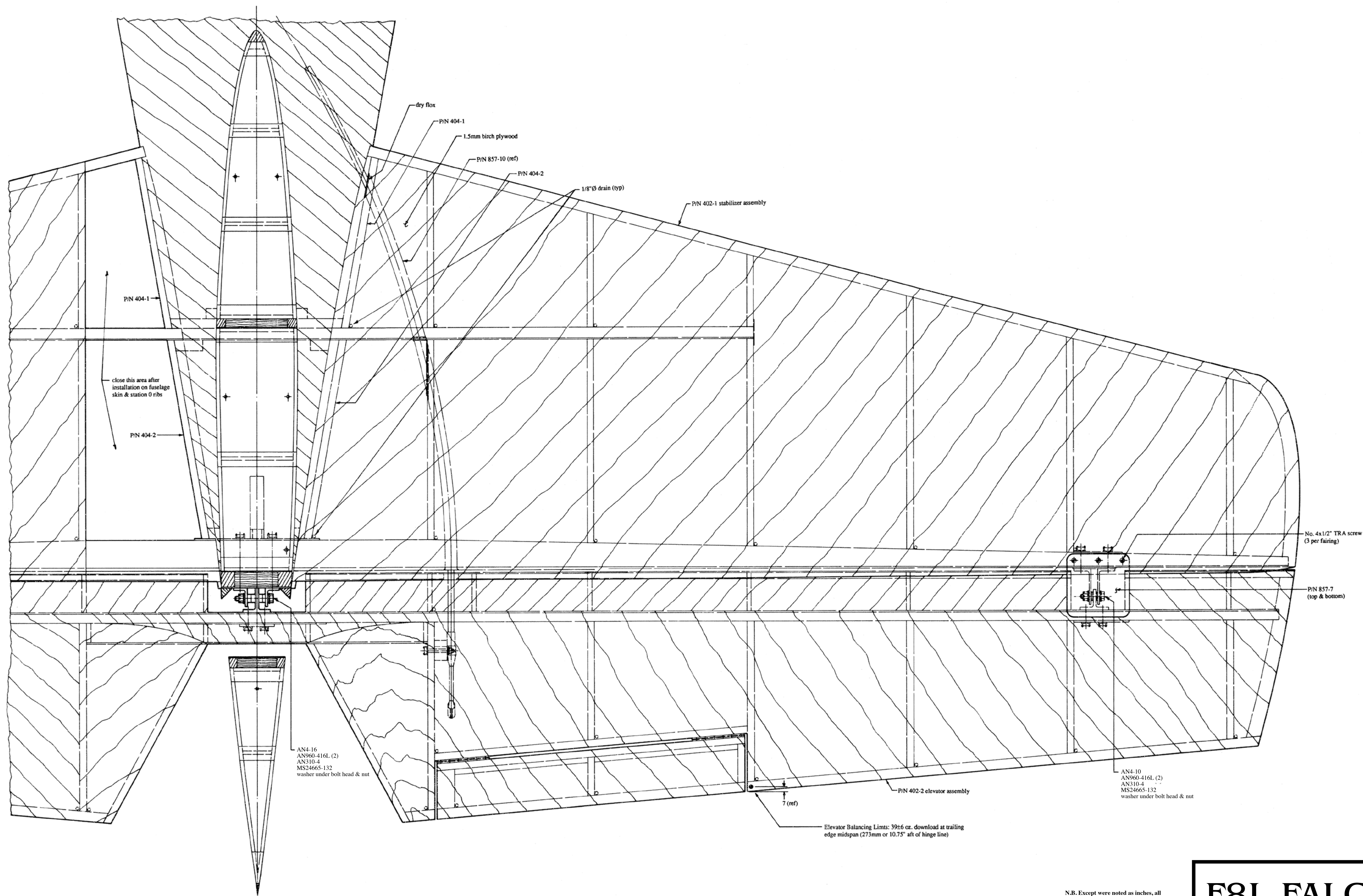
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D

Tail—400 Series



NO. 401 ELEVATOR & STABILIZER INSTALLATION  
SCALE 1/2.5

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Sheet

## D1

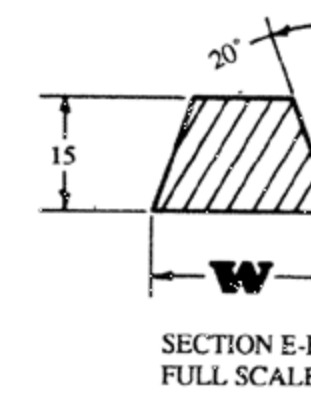
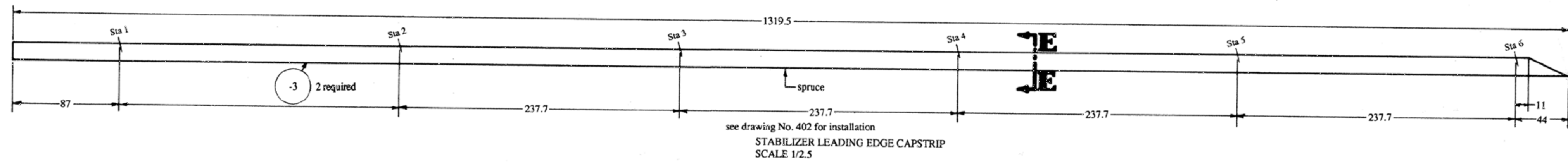
Revision

A

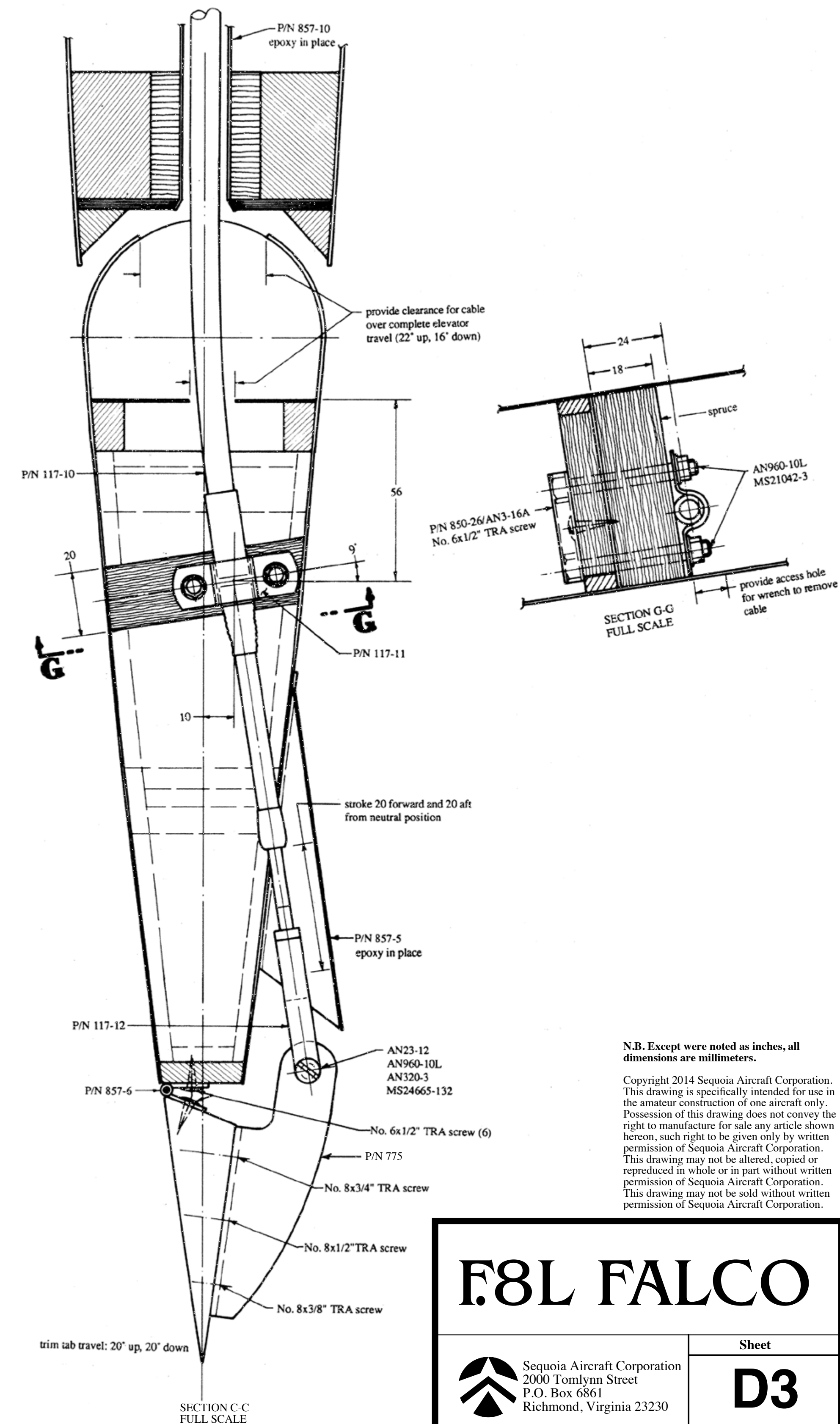
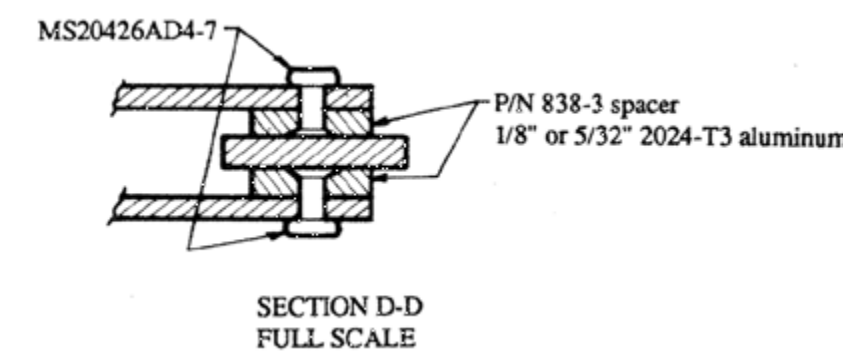
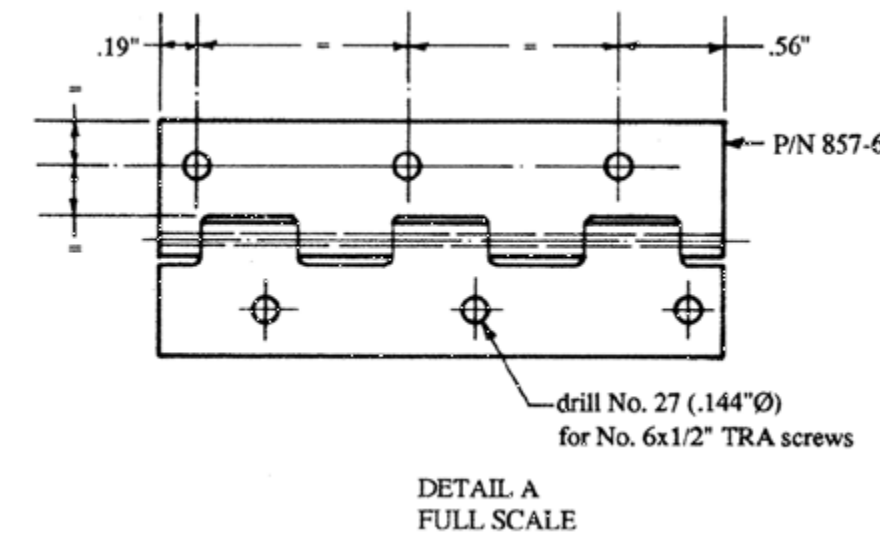
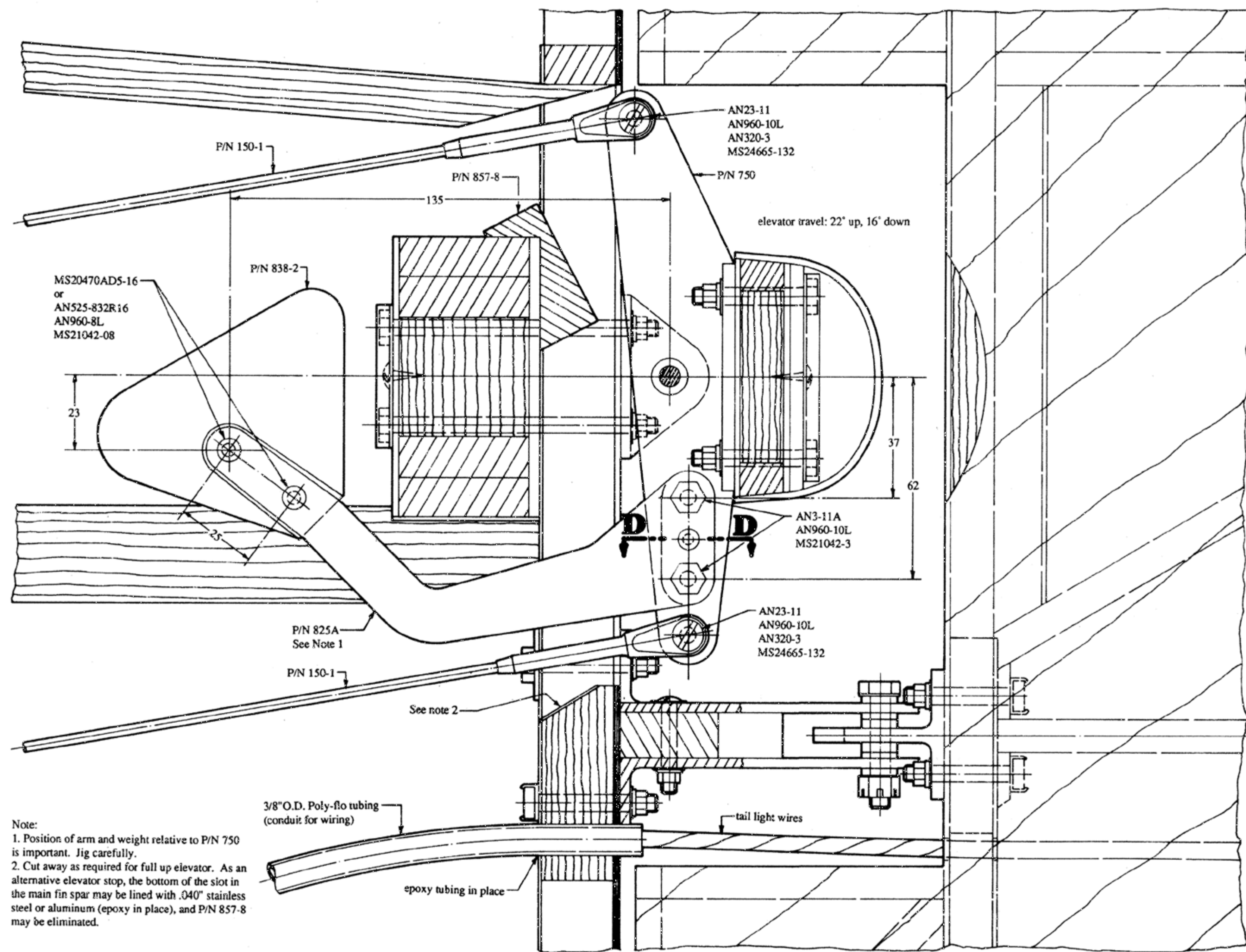
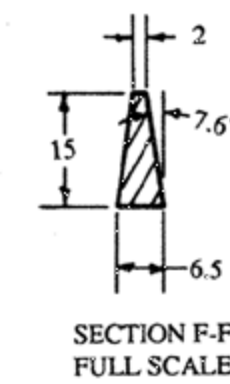
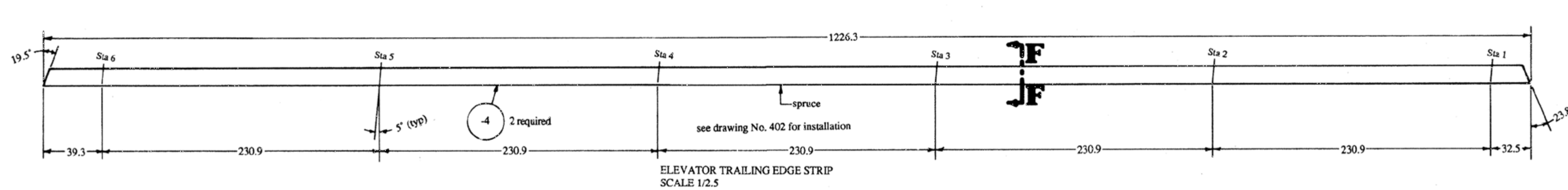


Revision	F
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Sta	W
Sta 0	24
Sta 1	23
Sta 2	22
Sta 3	19
Sta 4	17
Sta 5	16
Sta 6	15



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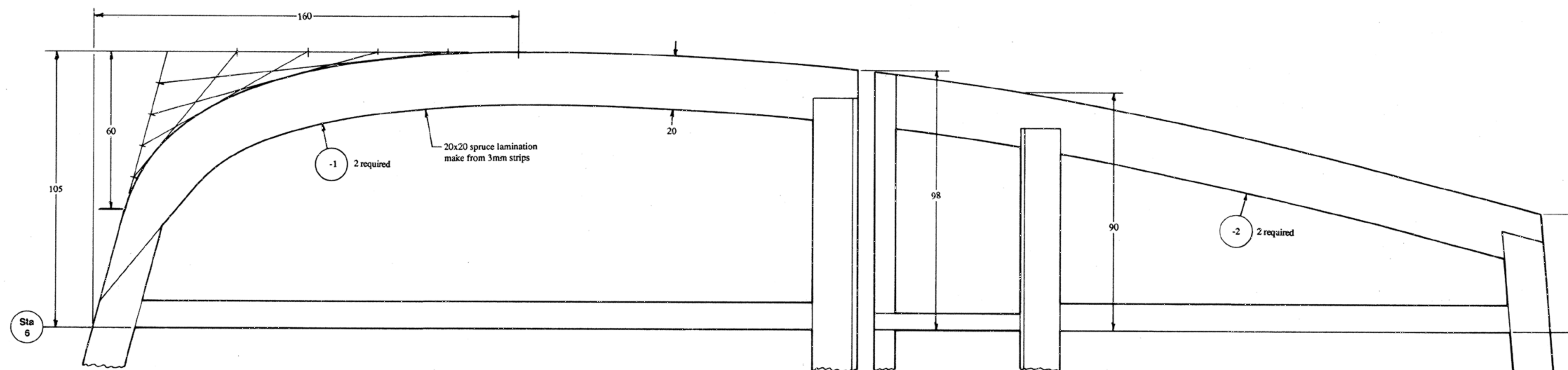
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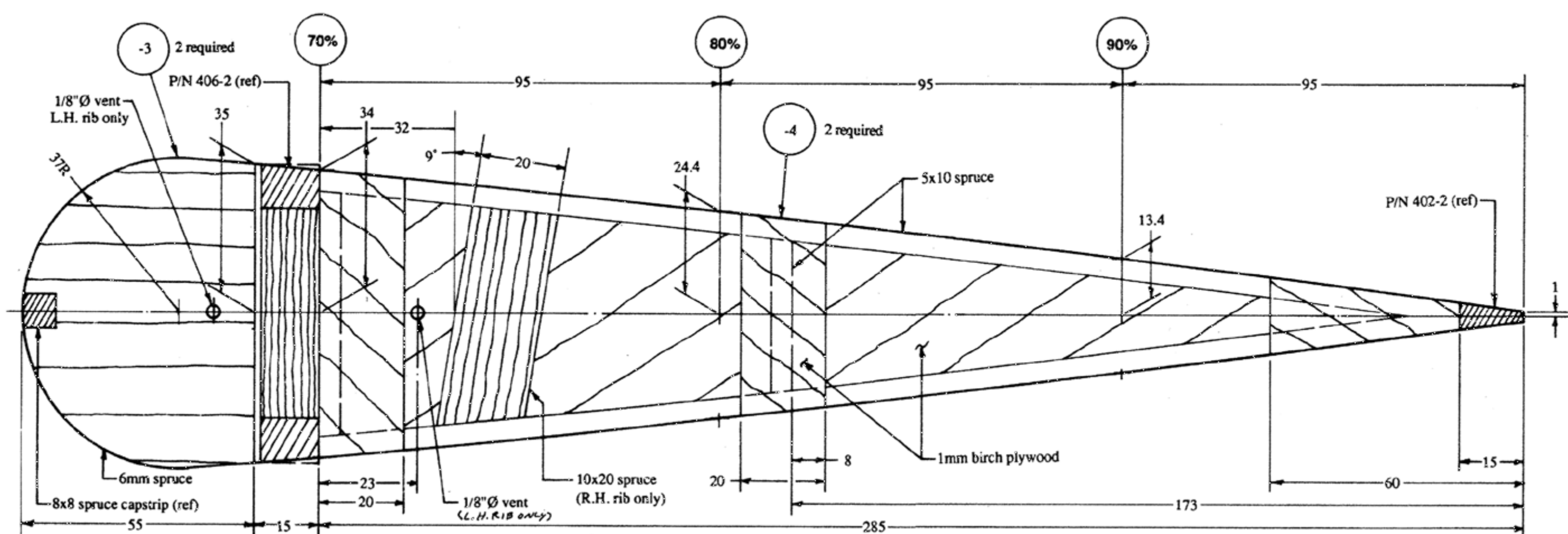
Revision

E

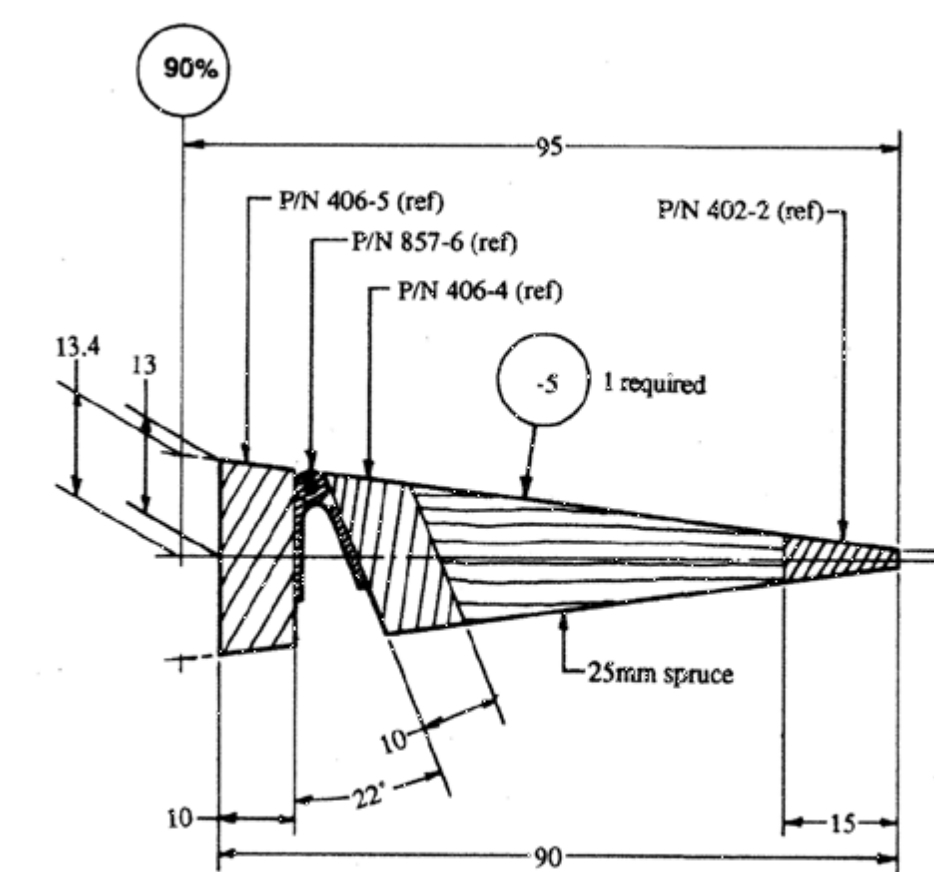




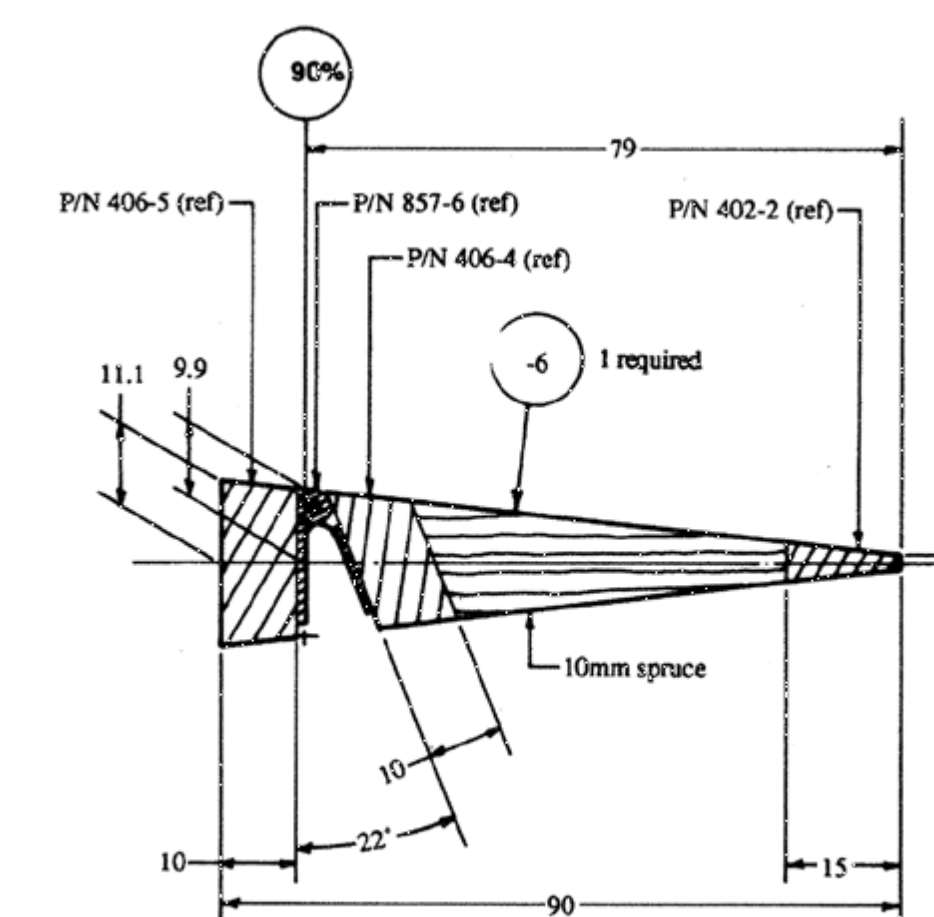
ELEVATOR & STABILIZER TIP BOW, DETAILS AND INSTALLATION  
2 REQUIRED PER AIRCRAFT  
FULL SCALE



ELEVATOR RIB, STATION 1  
FULL SCALE

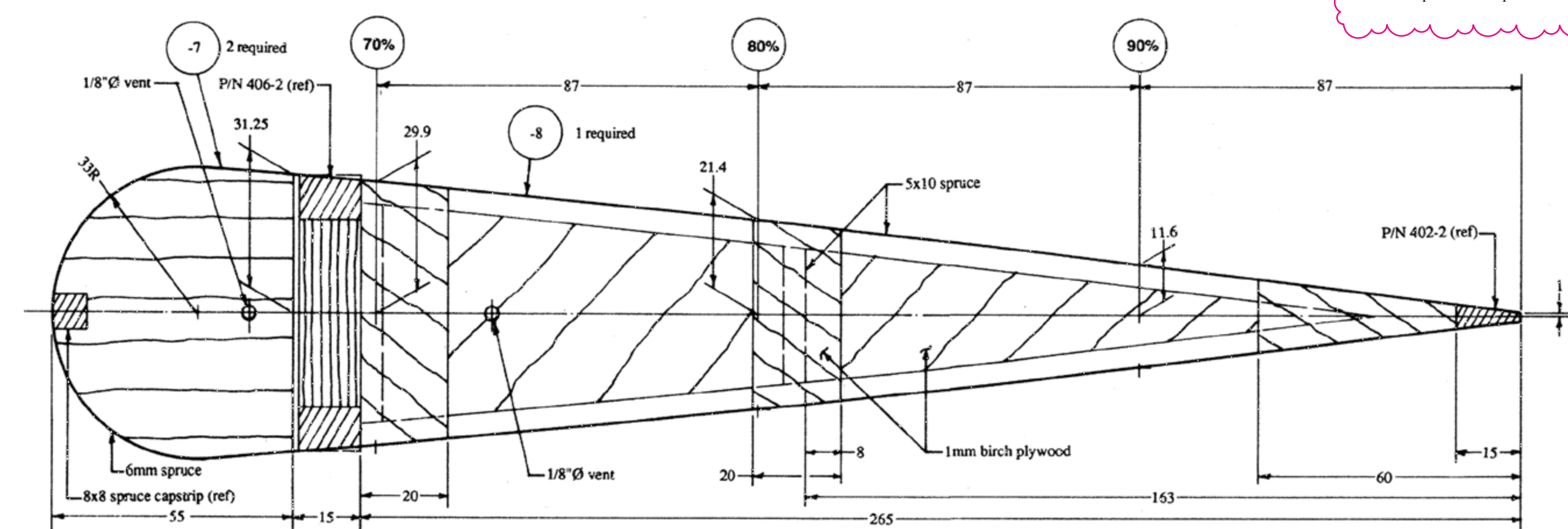


STATION 1

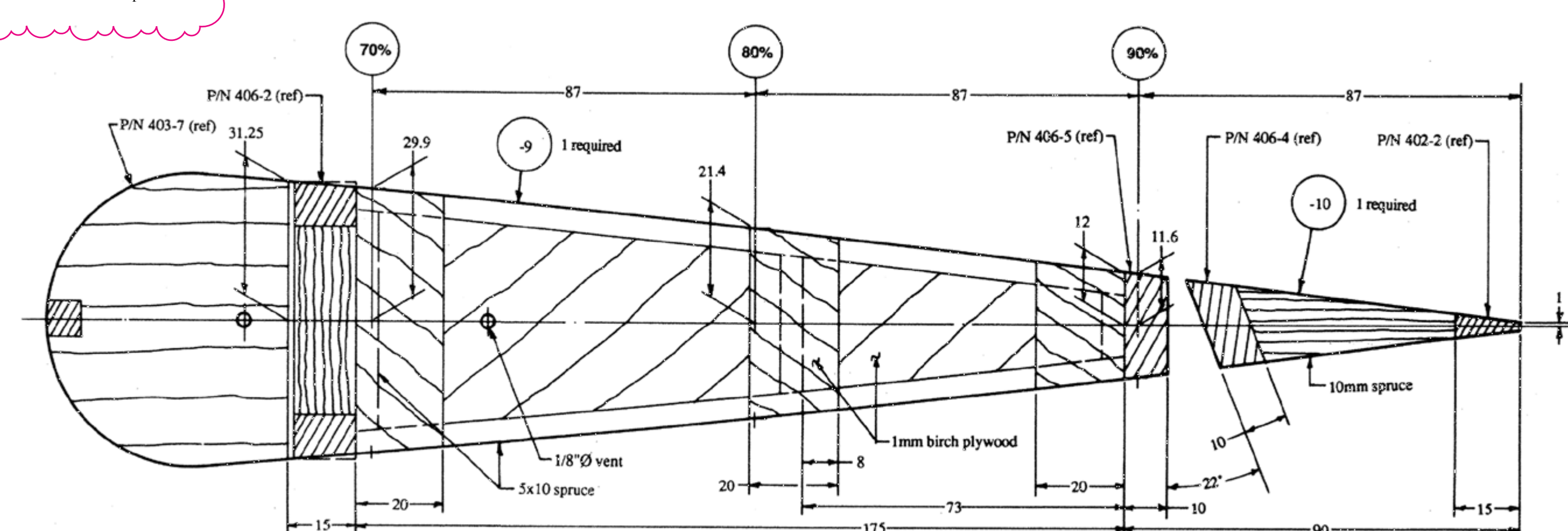


STATION 3

As an option for simpler construction, the -4, -8 and -9 ribs may be made of 6mm solid spruce.



ELEVATOR RIB STATION 2  
FULL SCALE



STATION 2, R.H.

see drawing No. 402 for installation

NO. 403 ELEVATOR RIBS & TIP BOW  
FULL SCALE

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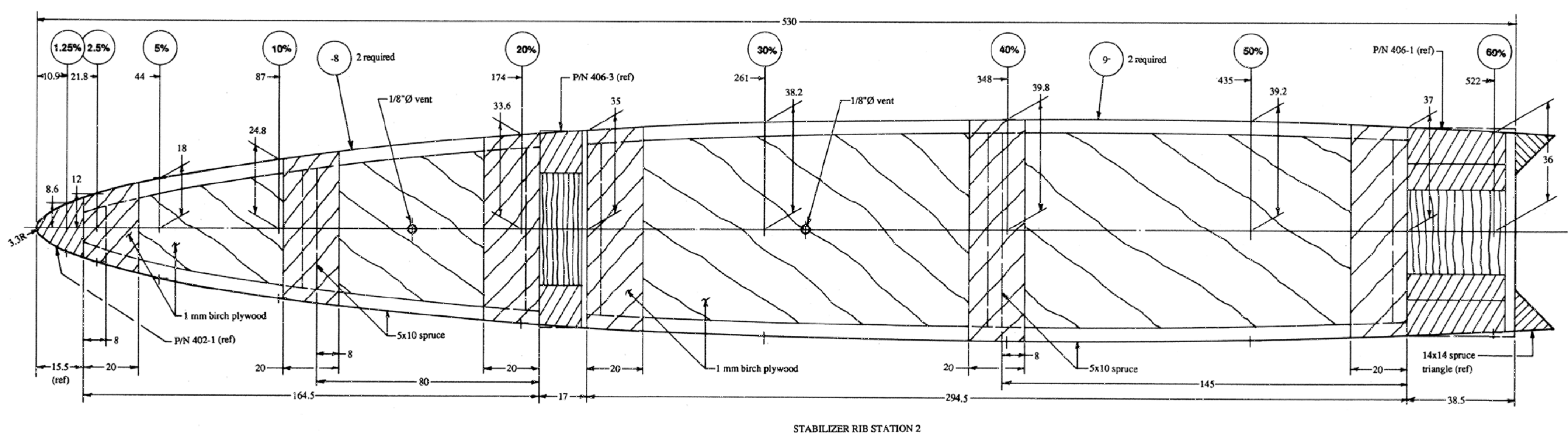
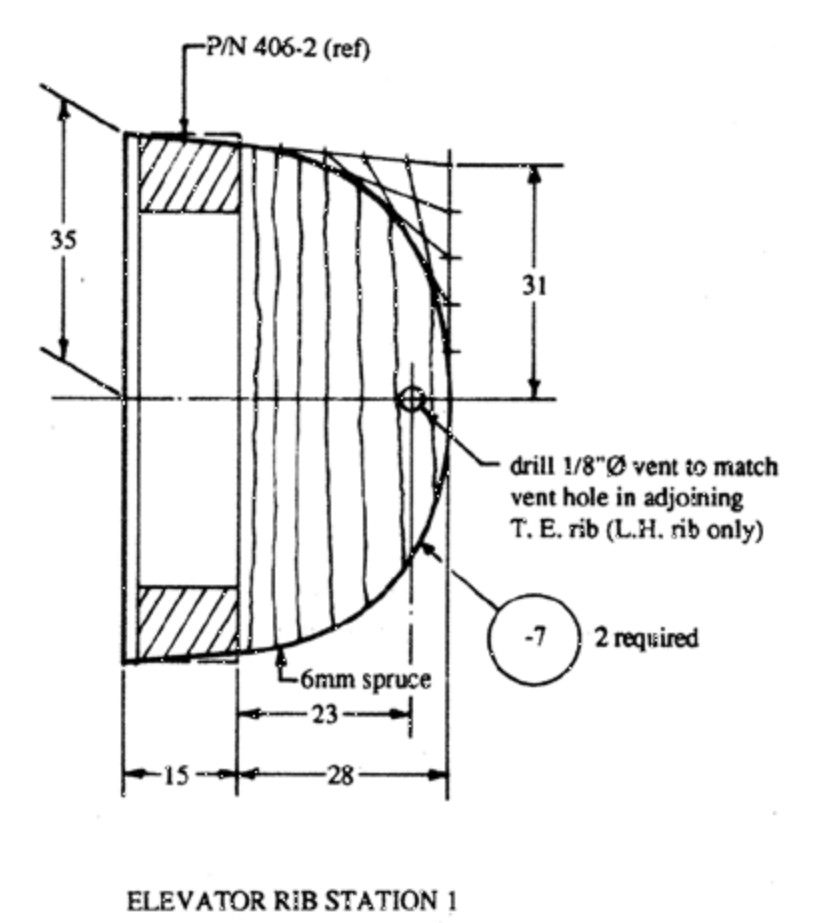
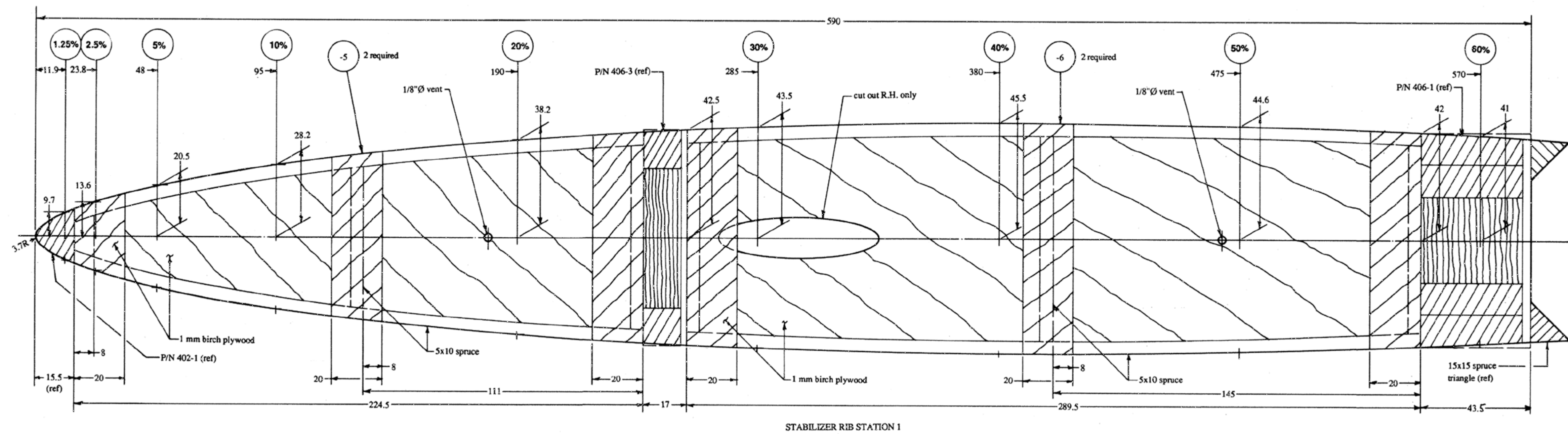
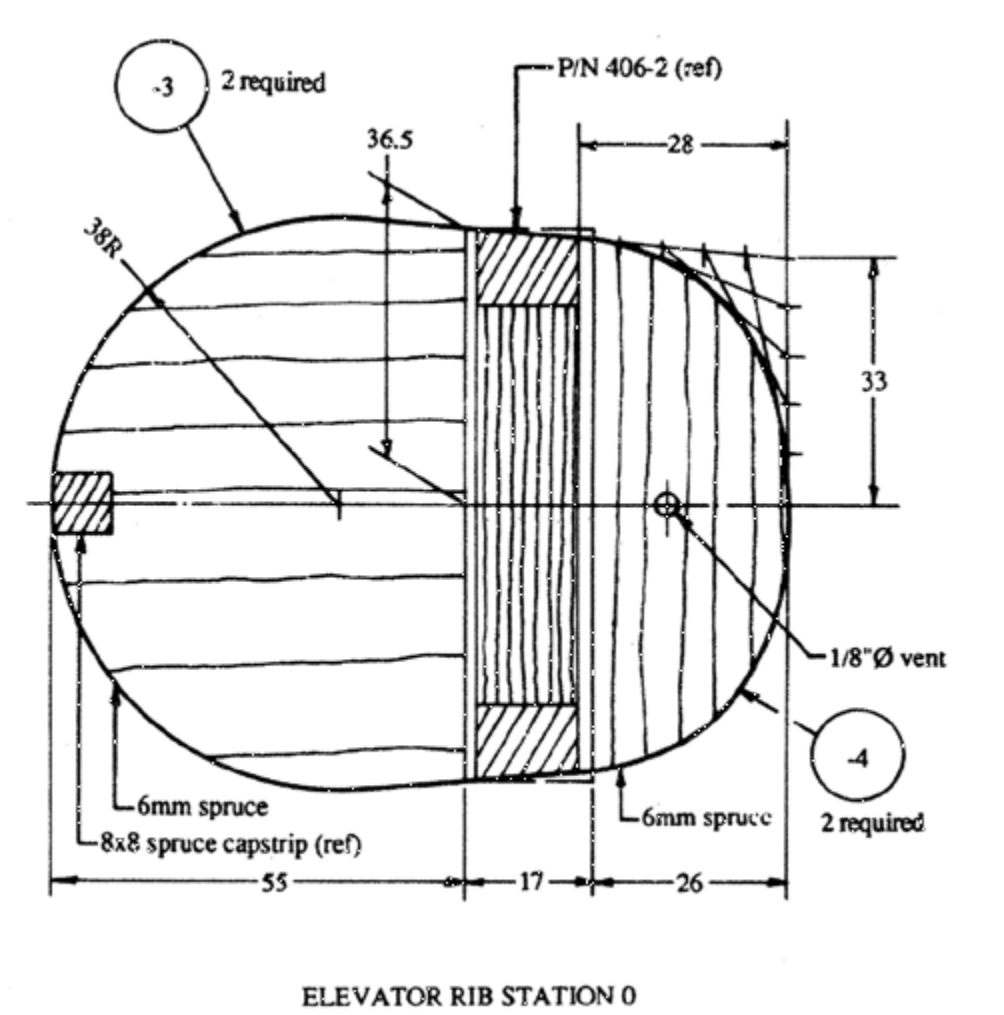
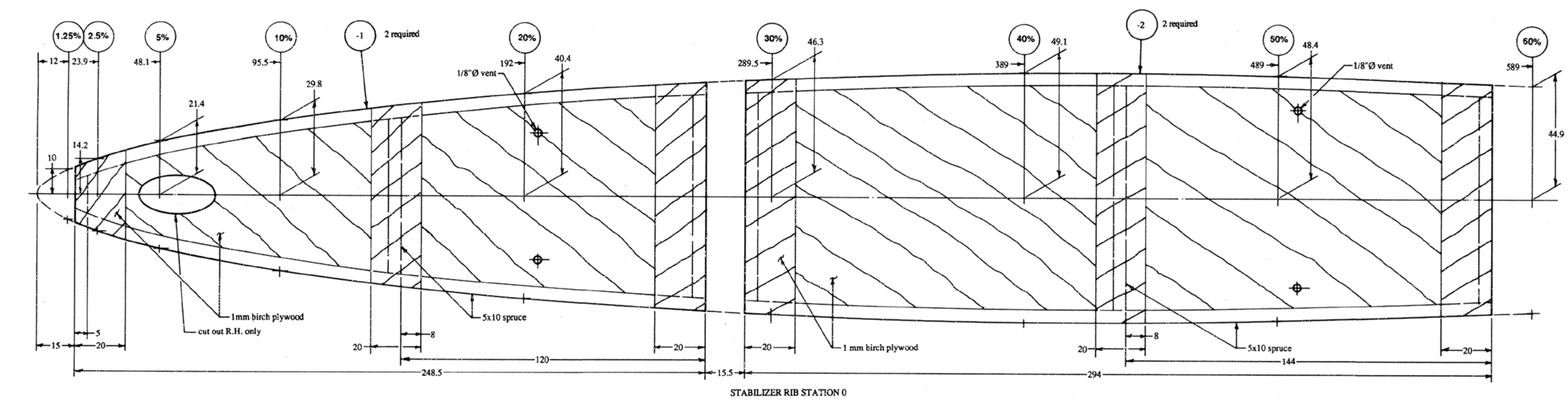
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D4

Revision

D





see drawing No. 402 for installation  
 NO. 404 ELEVATOR & STABILIZER RIBS  
 FULL SCALE

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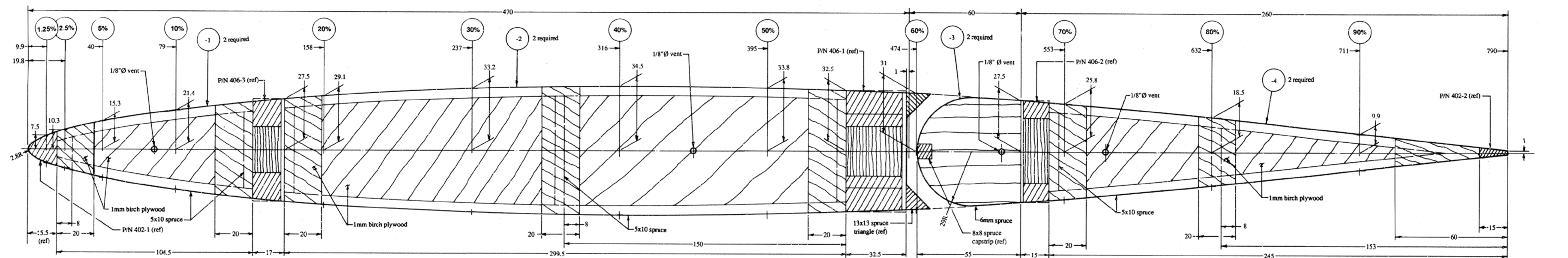
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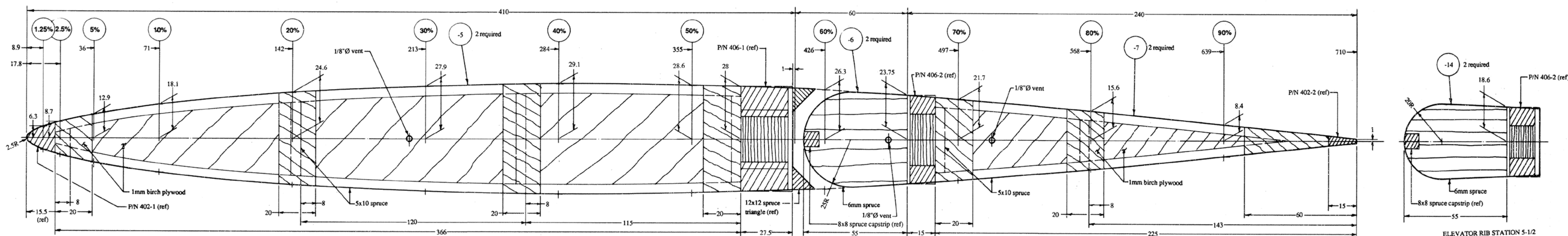
## D5

Revision

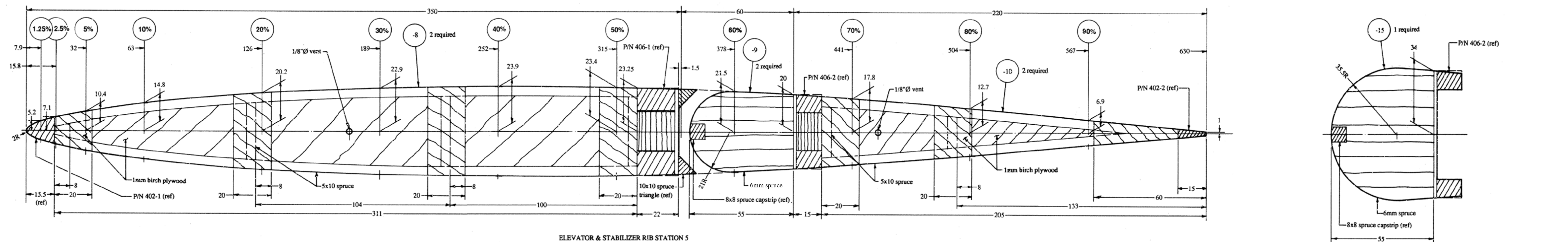




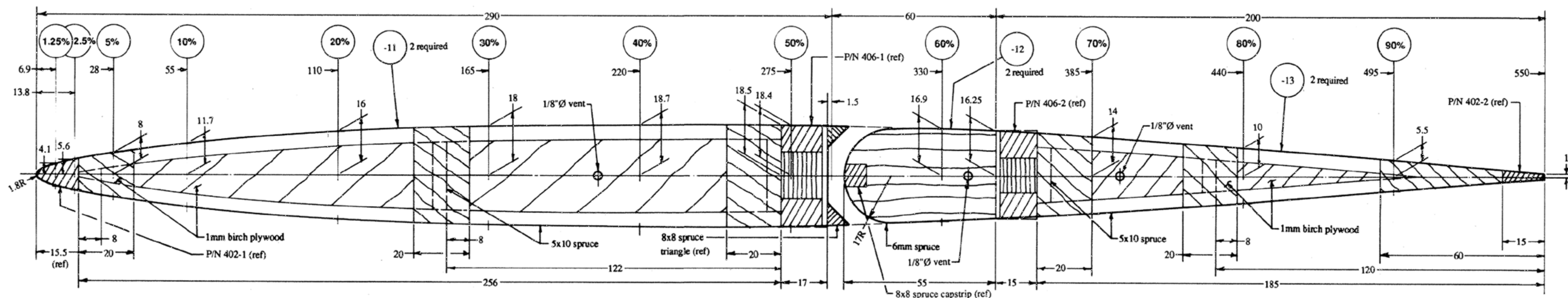
ELEVATOR & STABILIZER RIB STATION 3



ELEVATOR & STABILIZER RIB STATION 4



ELEVATOR & STABILIZER RIB STATION 5



ELEVATOR & STABILIZER RIB STATION 6

As an option for simpler construction, the -4, -7, -10 and -13 ribs may be made of 6mm solid spruce.

see drawing No. 402 for installation  
NO. 405 ELEVATOR & STABILIZER RIBS  
FULL SCALE

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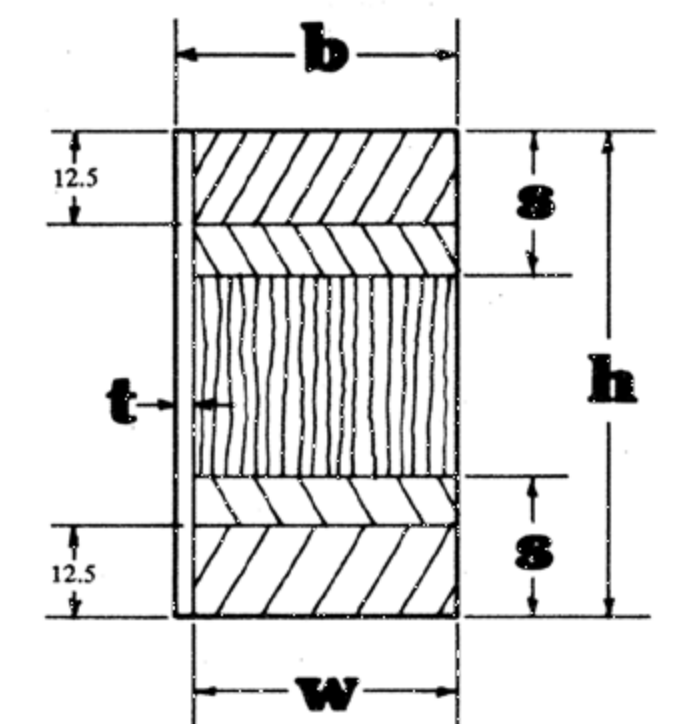
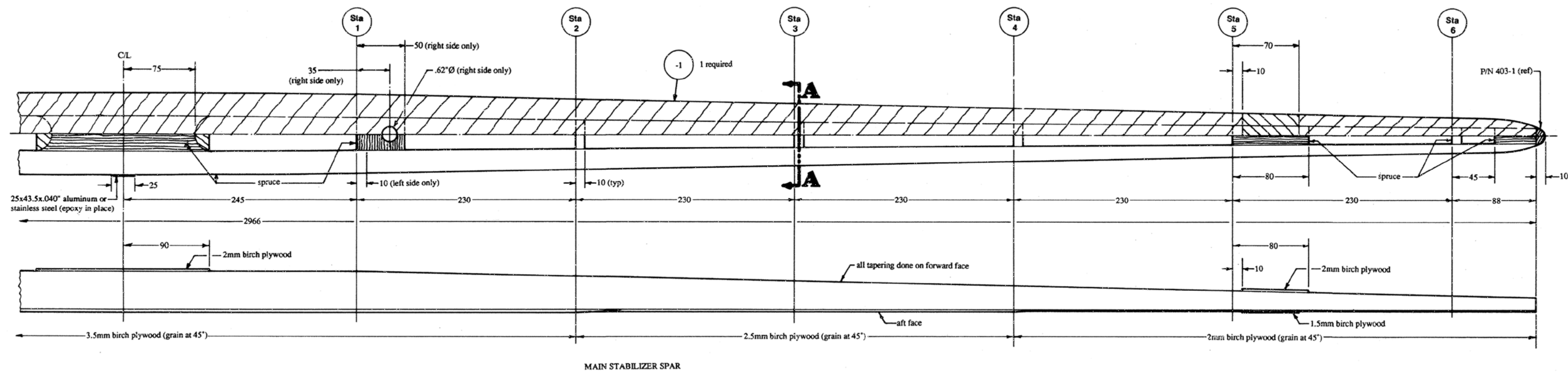
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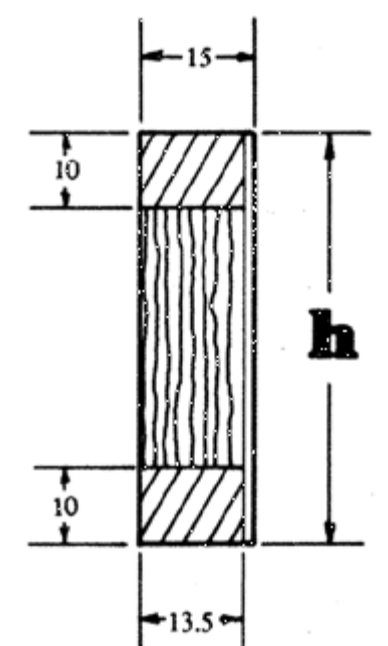
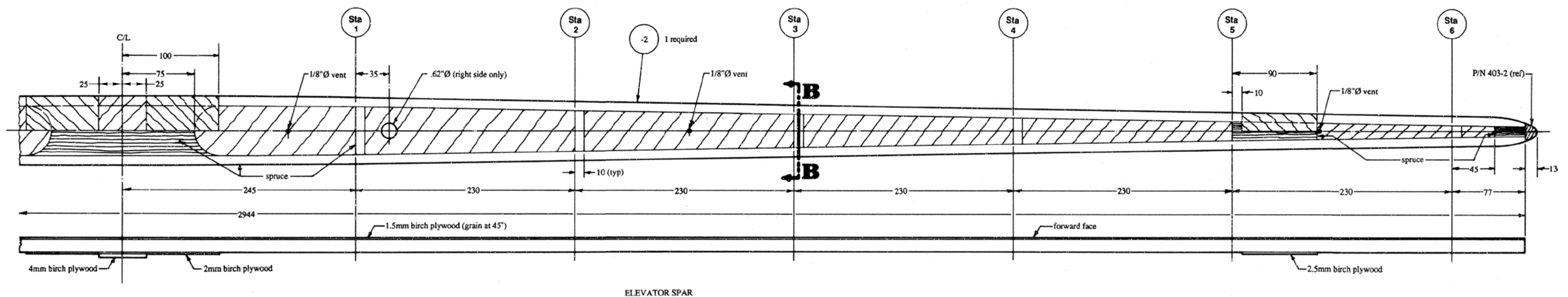
Revision

H

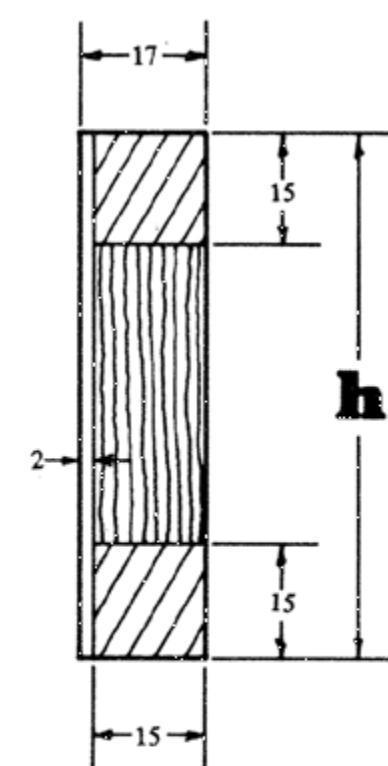
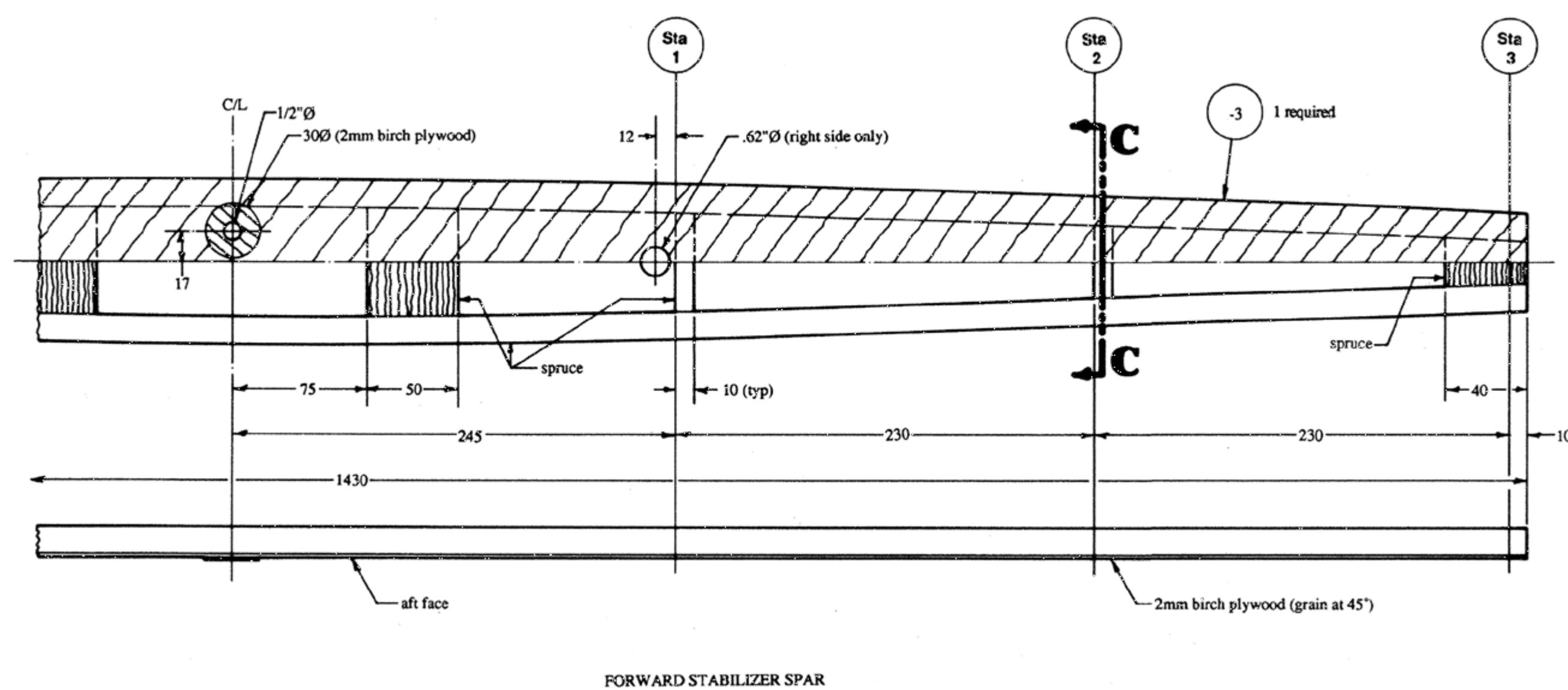




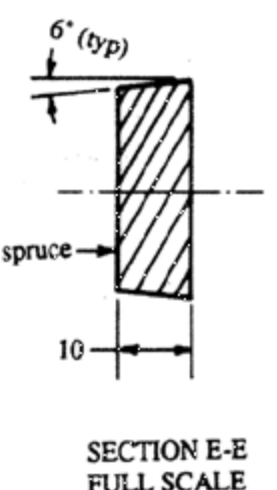
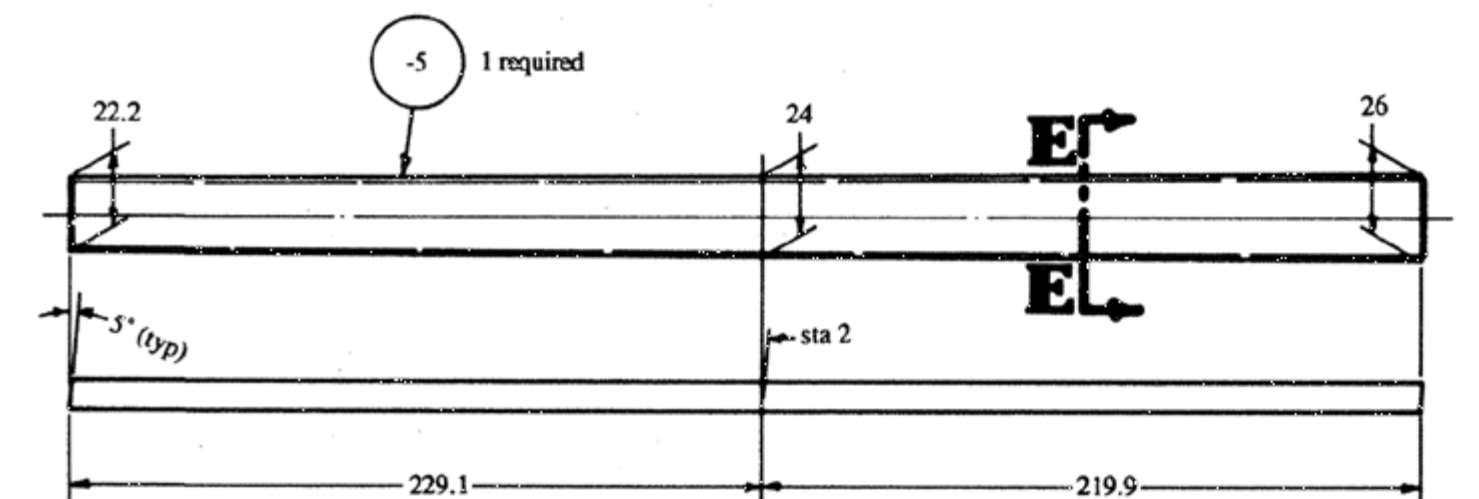
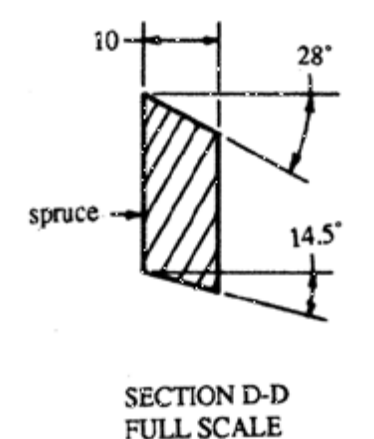
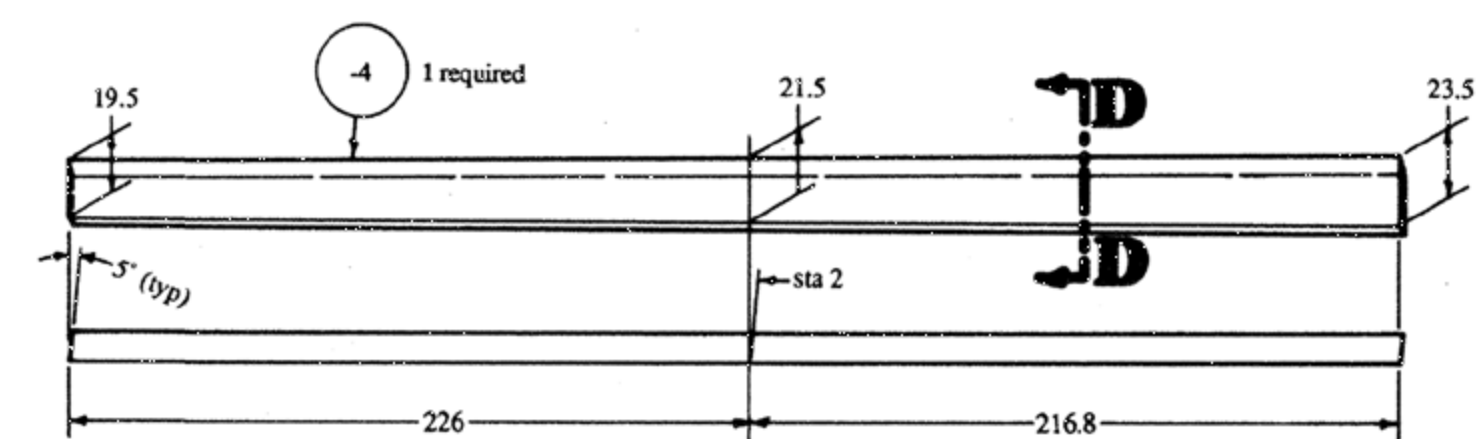
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C/L	86	40	25	3.5	43.5
Sta 1	84	40	25	3.5	43.5
Sta 2	74	35	22	3.5	38.5
Sta 3	65	30	19	2.5	32.5
Sta 4	56	25	16	2.5	27.5
Sta 5	46.5	20	13	2	22
Sta 6	37	15	10	2	17



	h
C/L	73
Sta 1	70
Sta 2	62.5
Sta 3	55
Sta 4	47.5
Sta 5	40
Sta 6	32.5



	h
C/L	93
Sta 1	85
Sta 2	70
Sta 3	55



see drawing No. 402 for installation

NO. 406 ELEVATOR & STABILIZER SPARS  
SCALE 1/2.5

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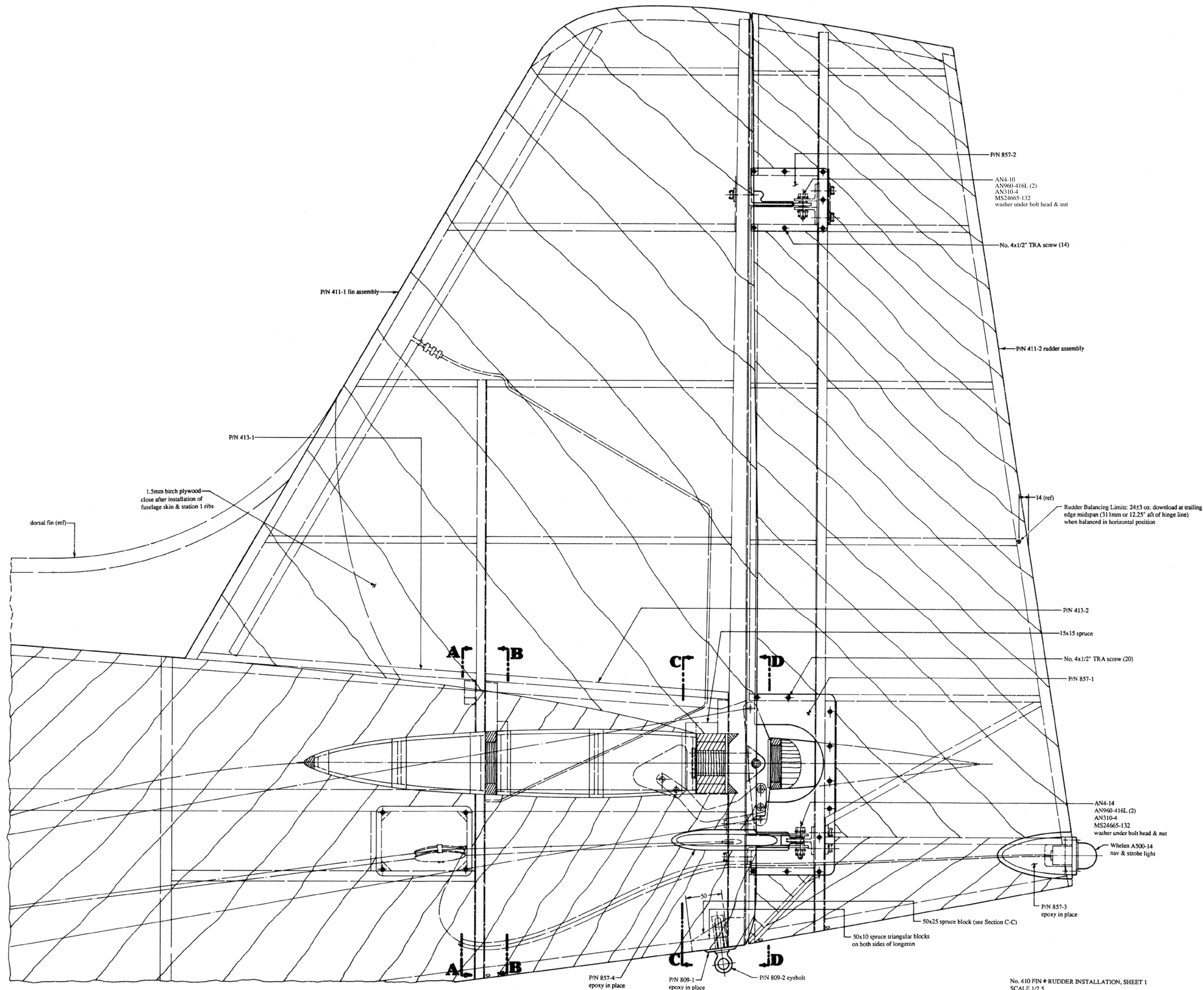
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D7

Revision





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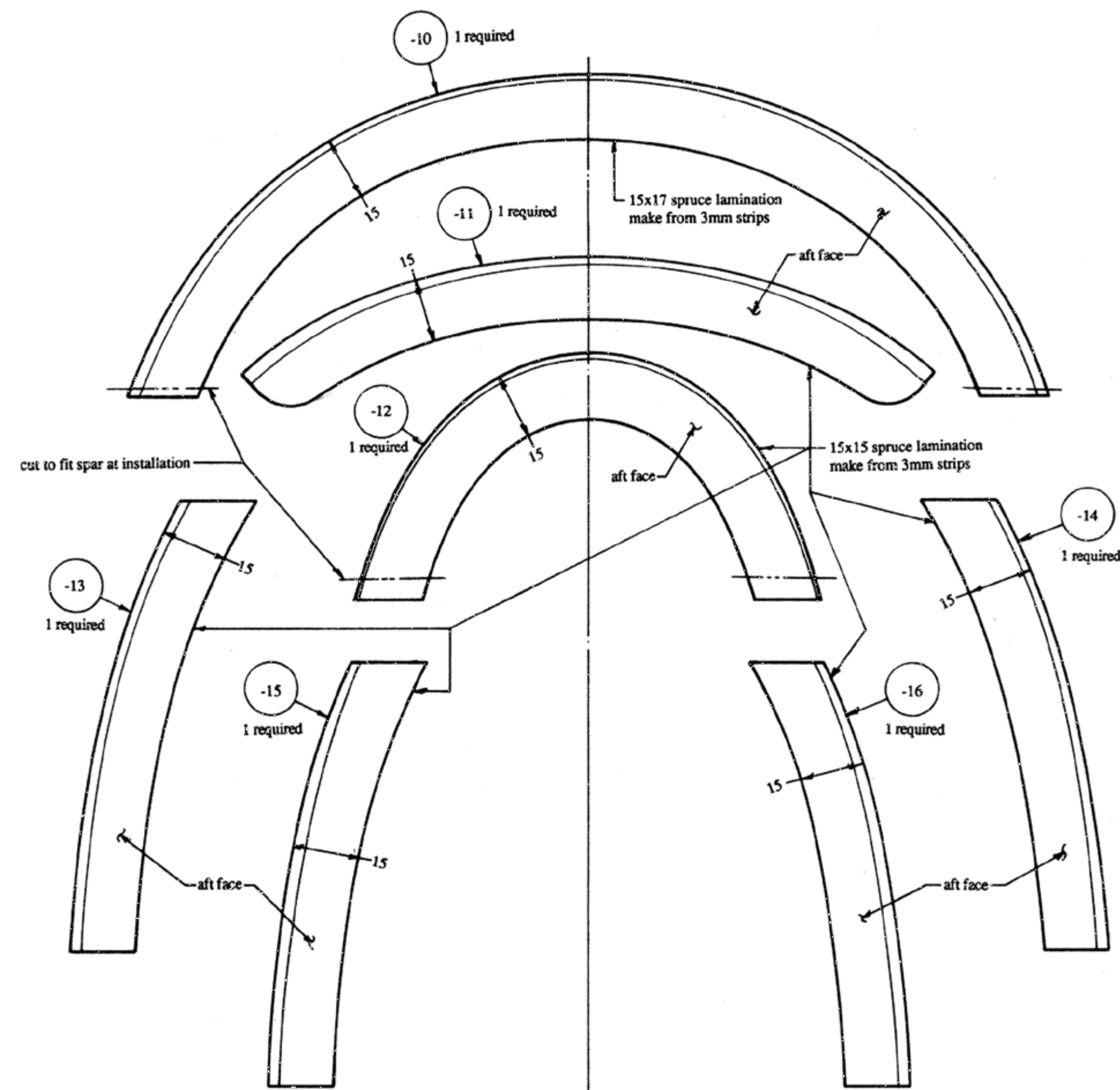
Sequoia Aircraft Corporation  
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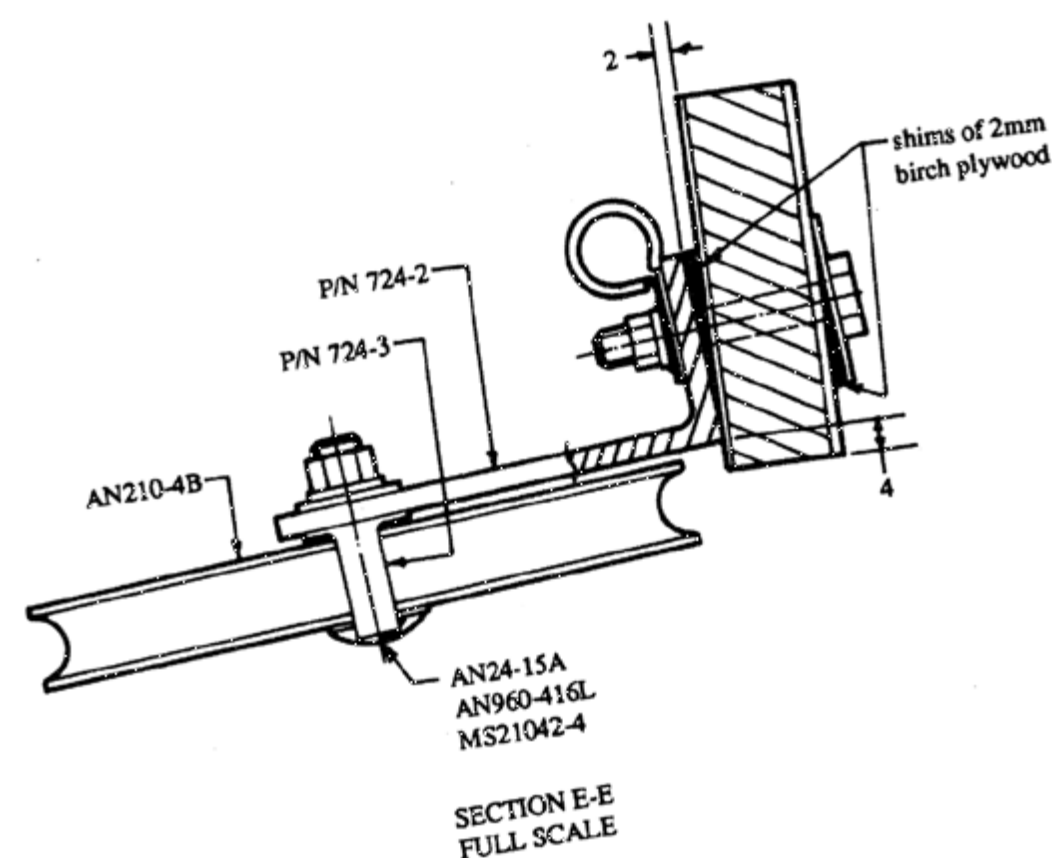
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Revision    B

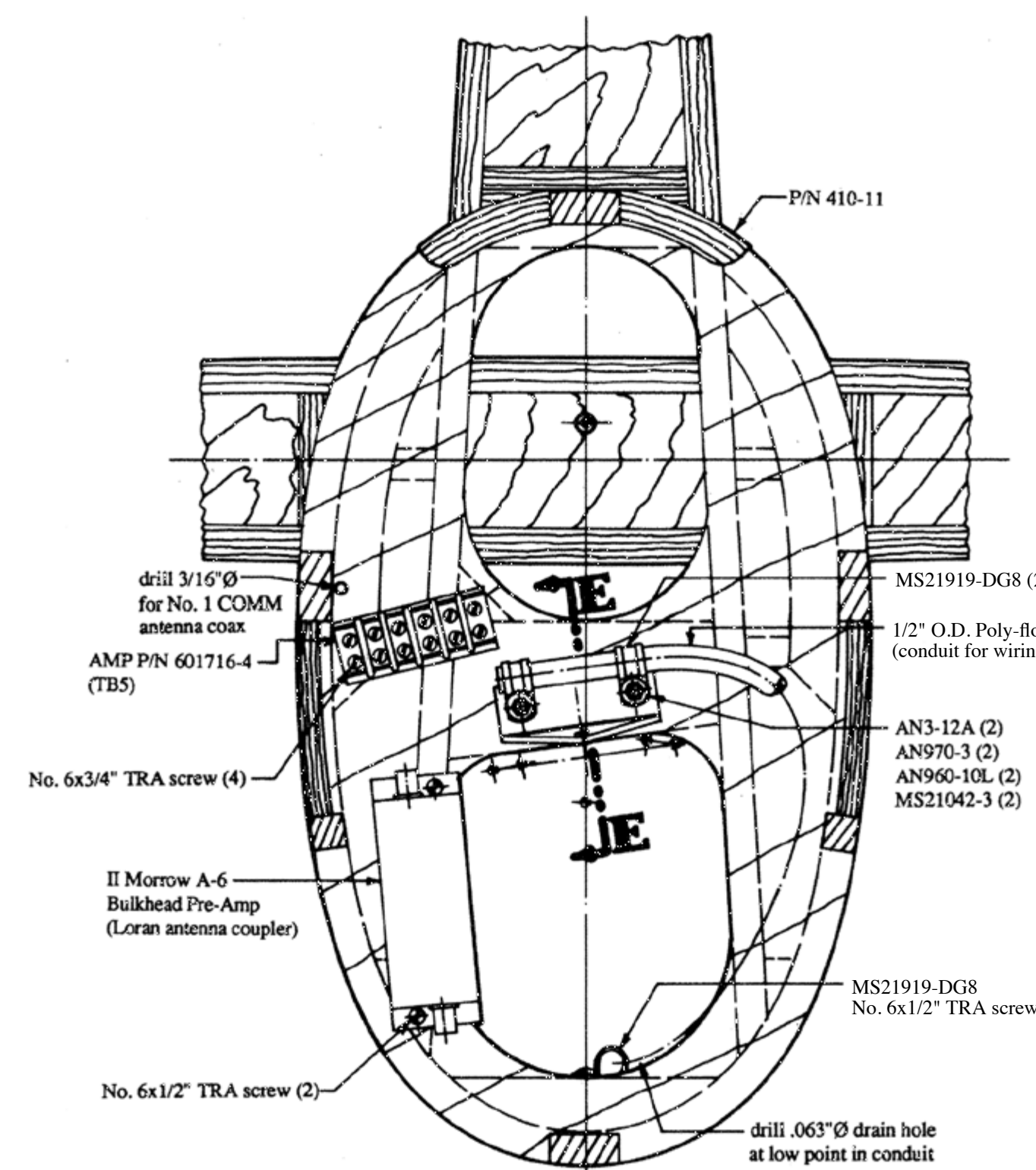




use drawings as patterns  
GLUING STRIPS FOR FIN SPARS  
FULL SCALE

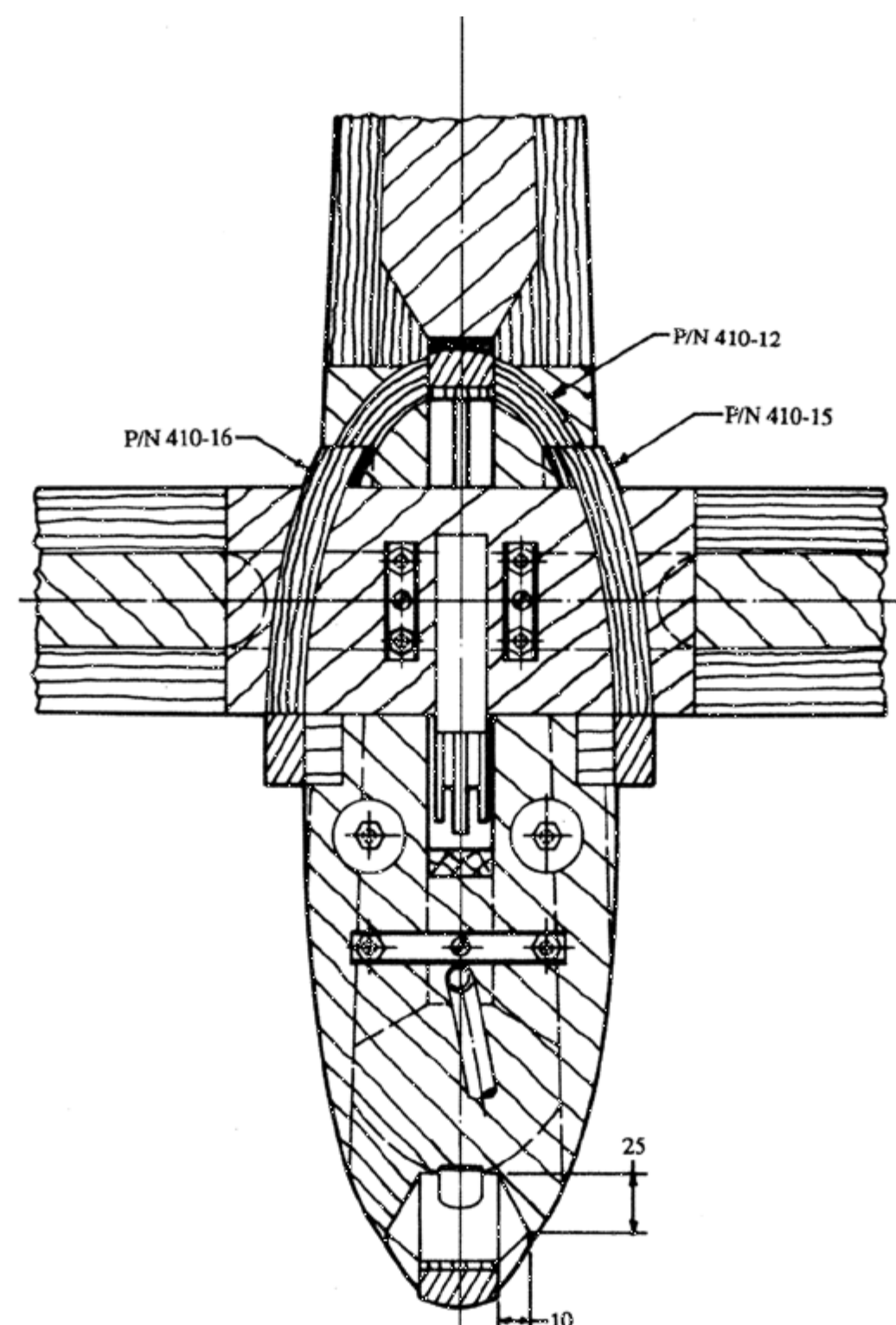


SECTION E-E  
FULL SCALE

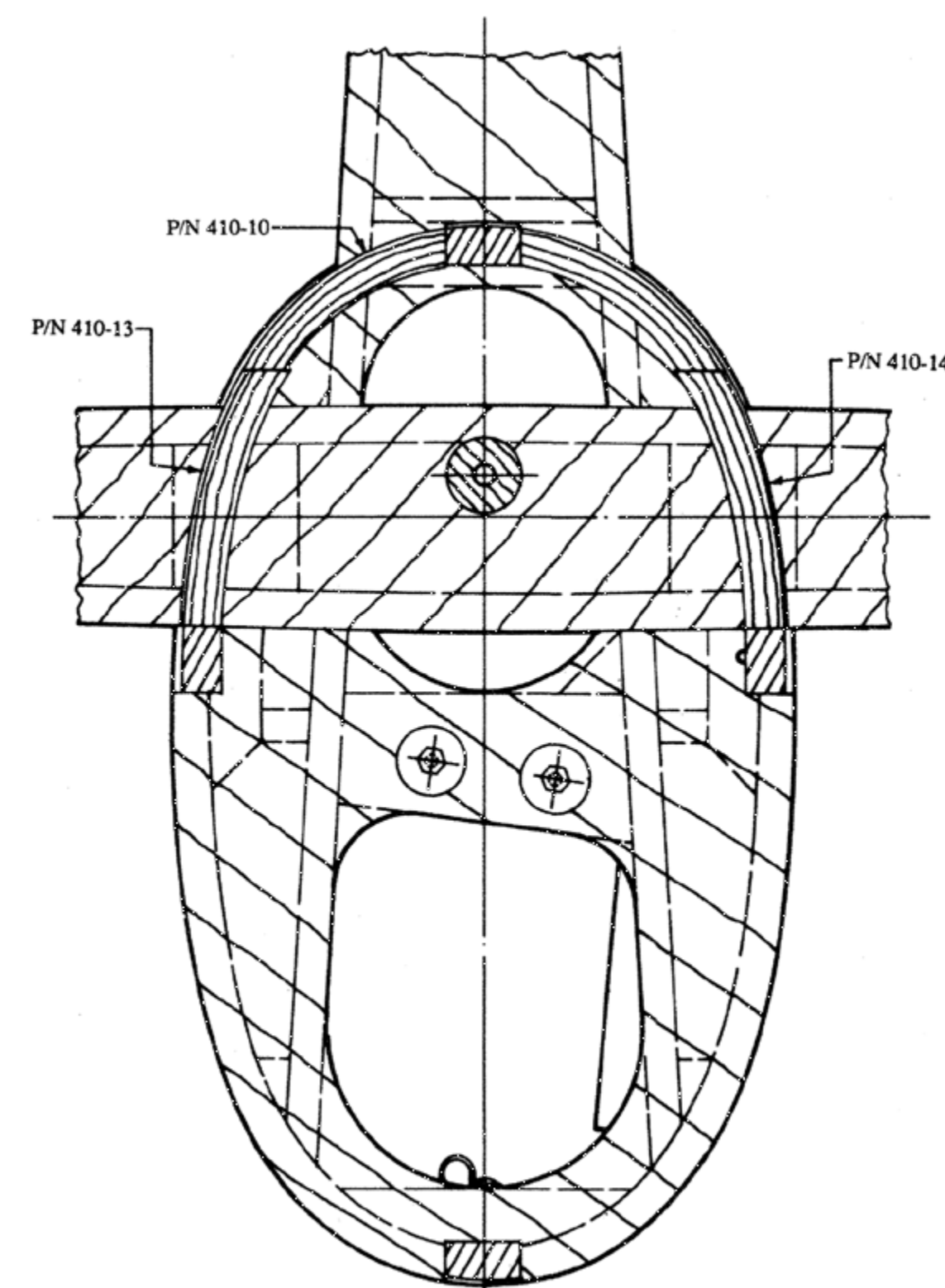


SECTION A-A  
SCALE 1/2.5

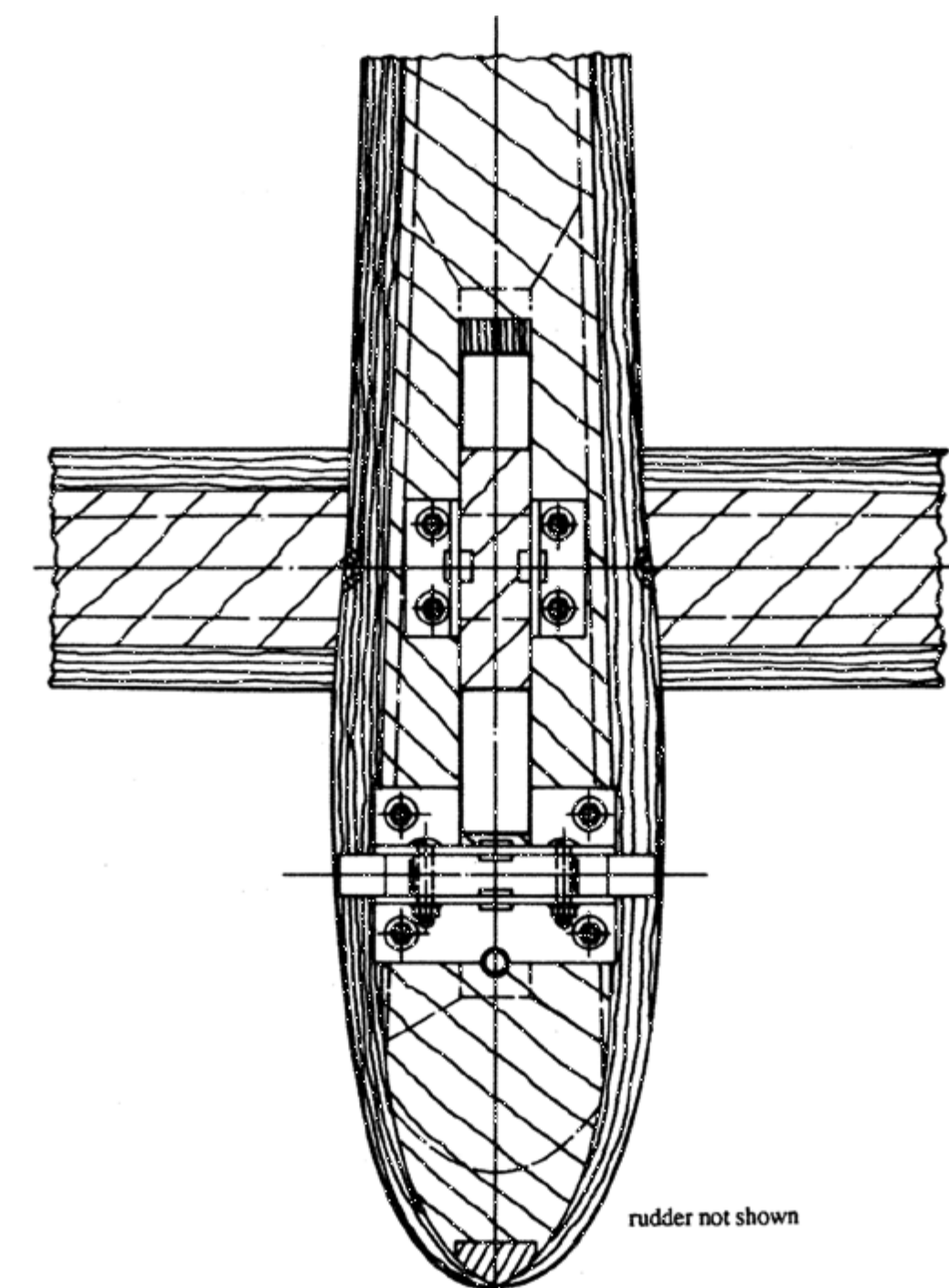
No. 410 FIN + RUDDER INSTALLATION, SHEET 2  
SCALE 1/2.5



SECTION C-C  
SCALE 1/2.5



SECTION B-B  
SCALE 1/2.5



VIEW D-D  
SCALE 1/2.5

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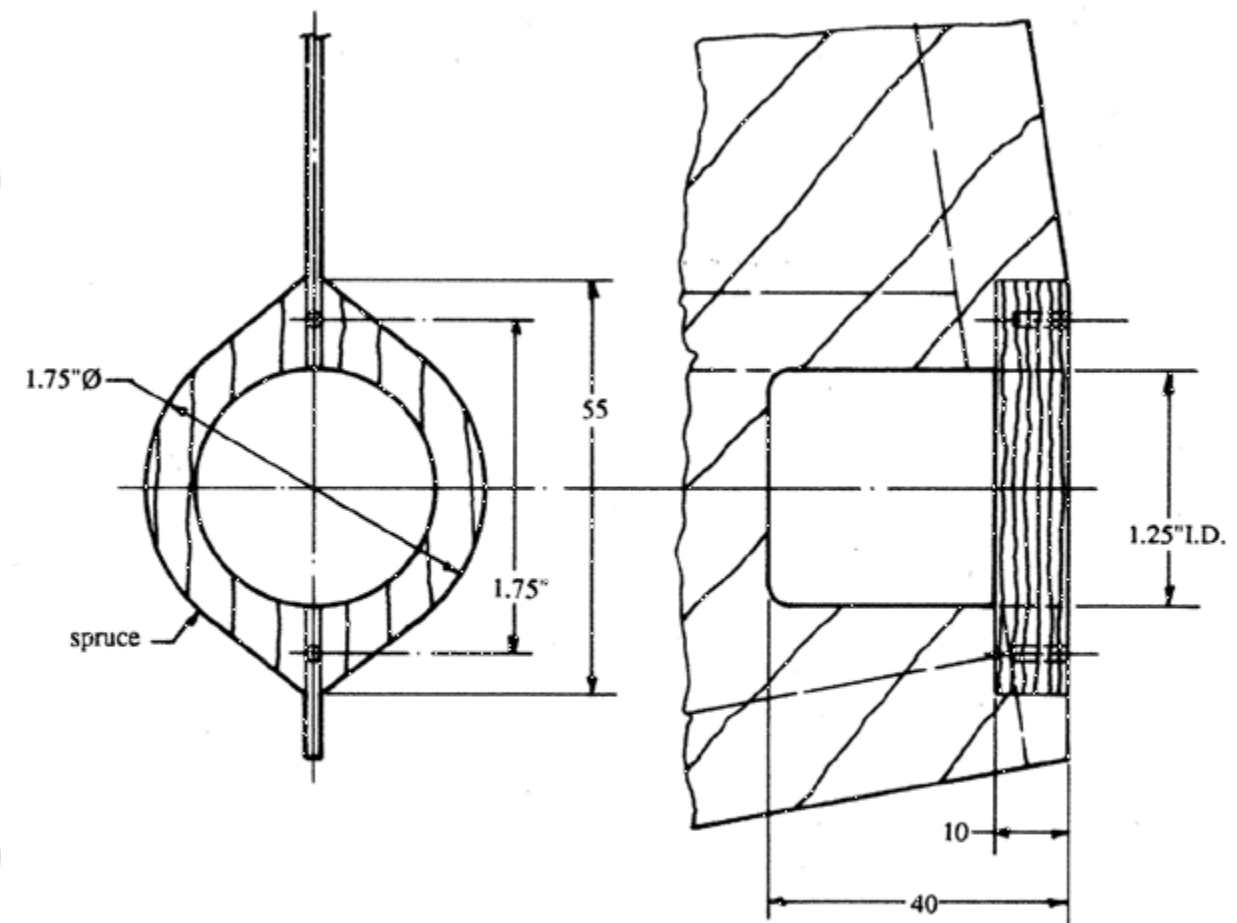
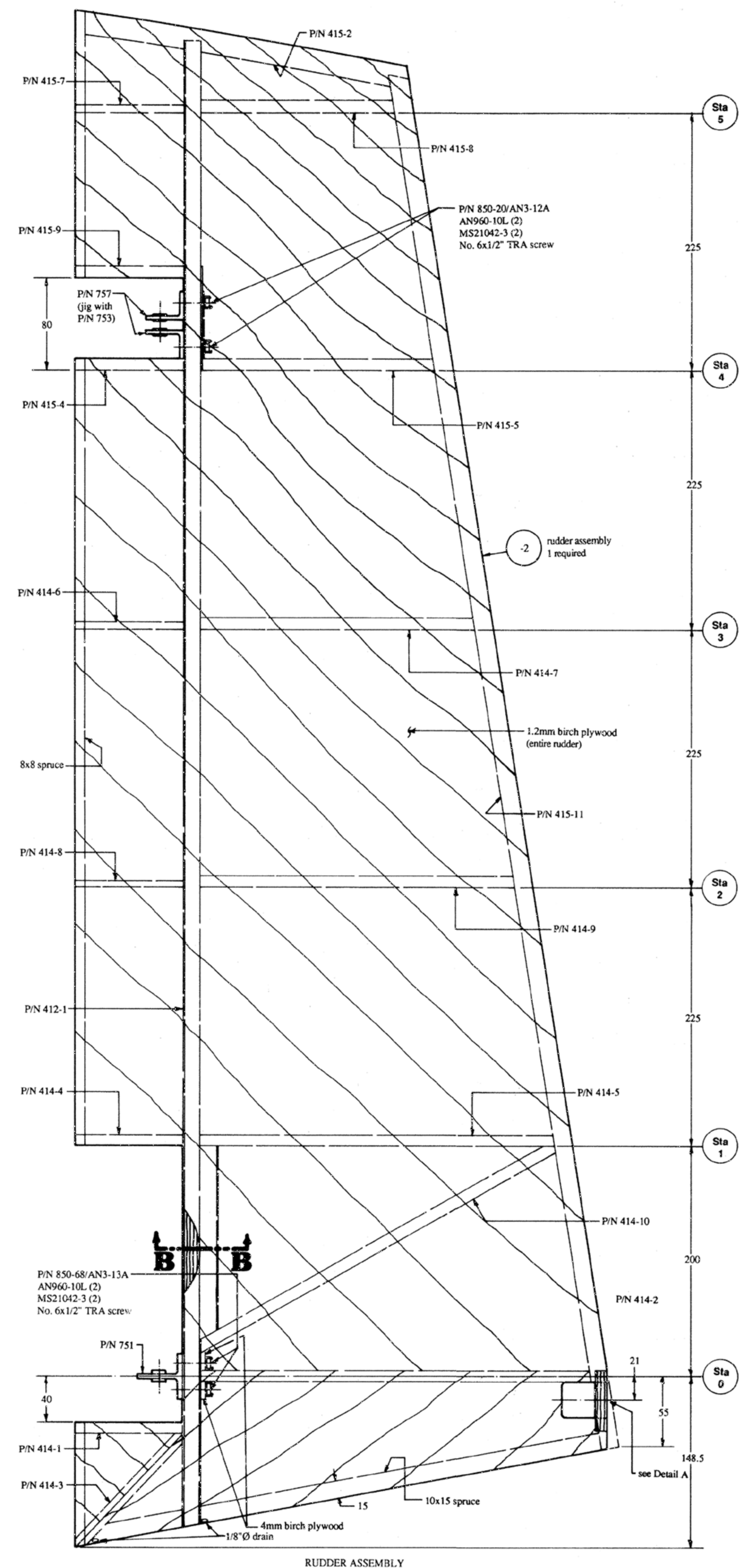
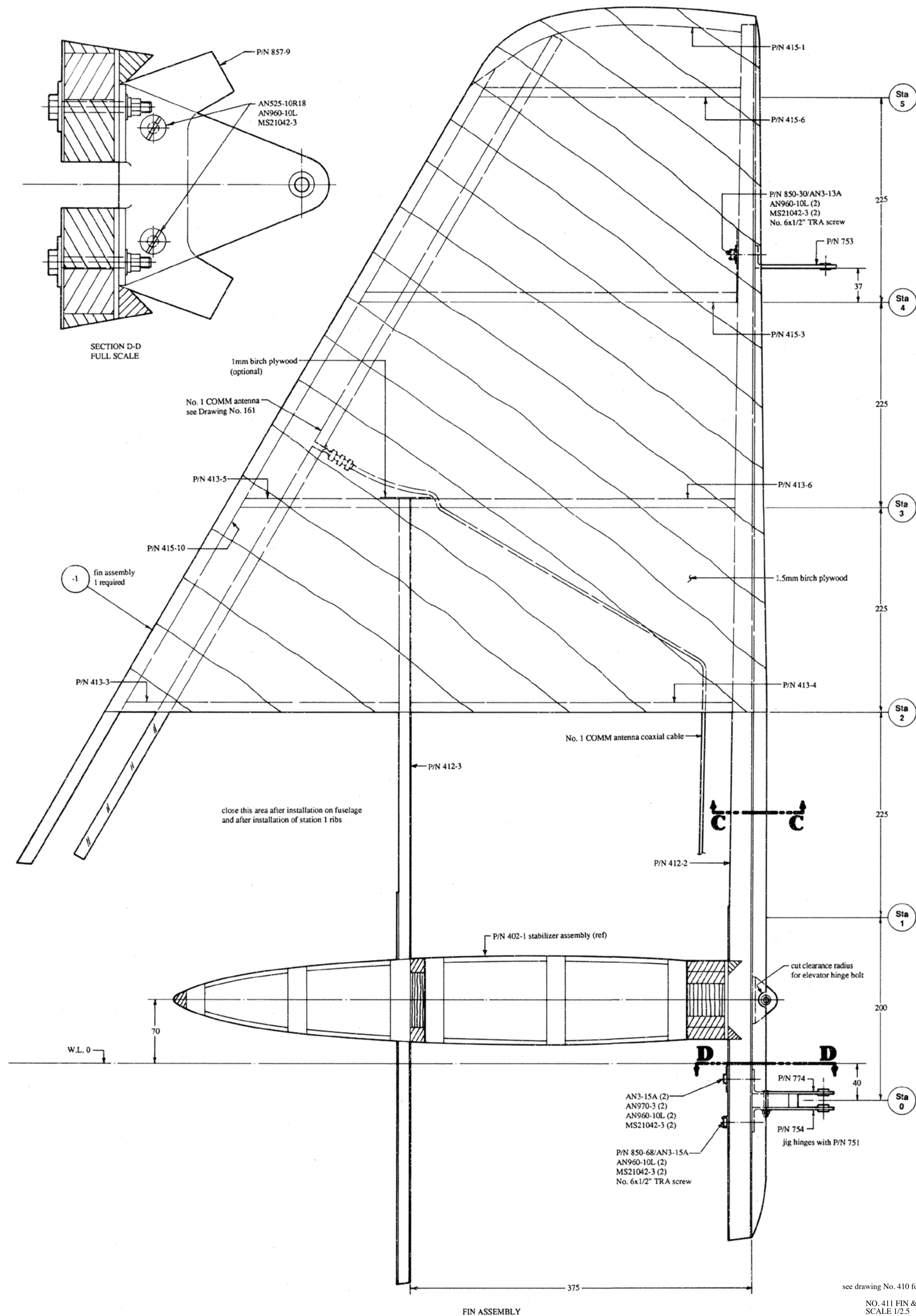
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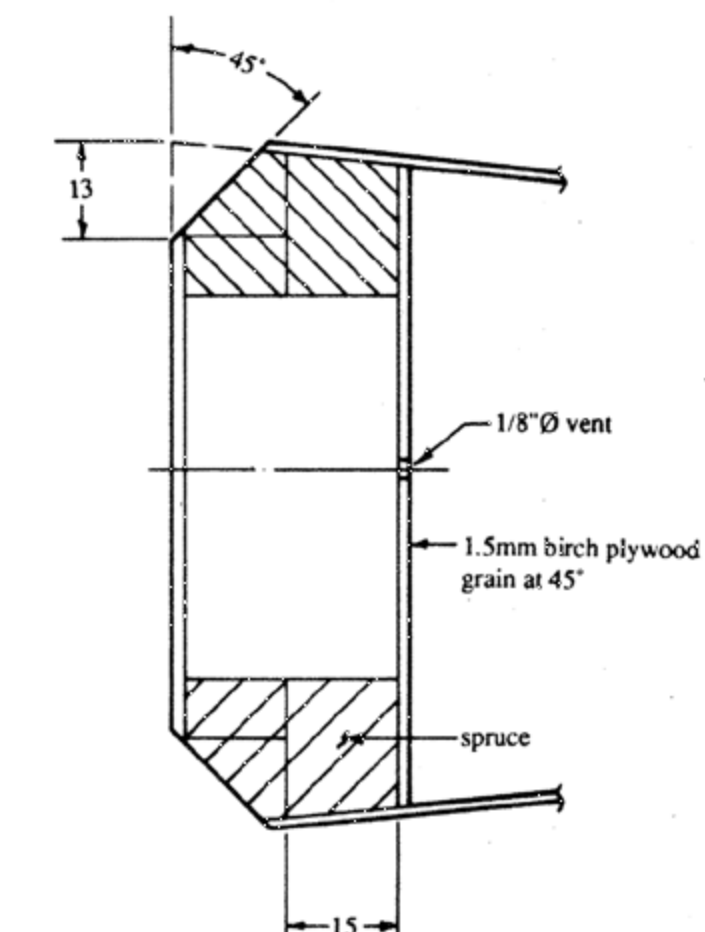
Revision

A

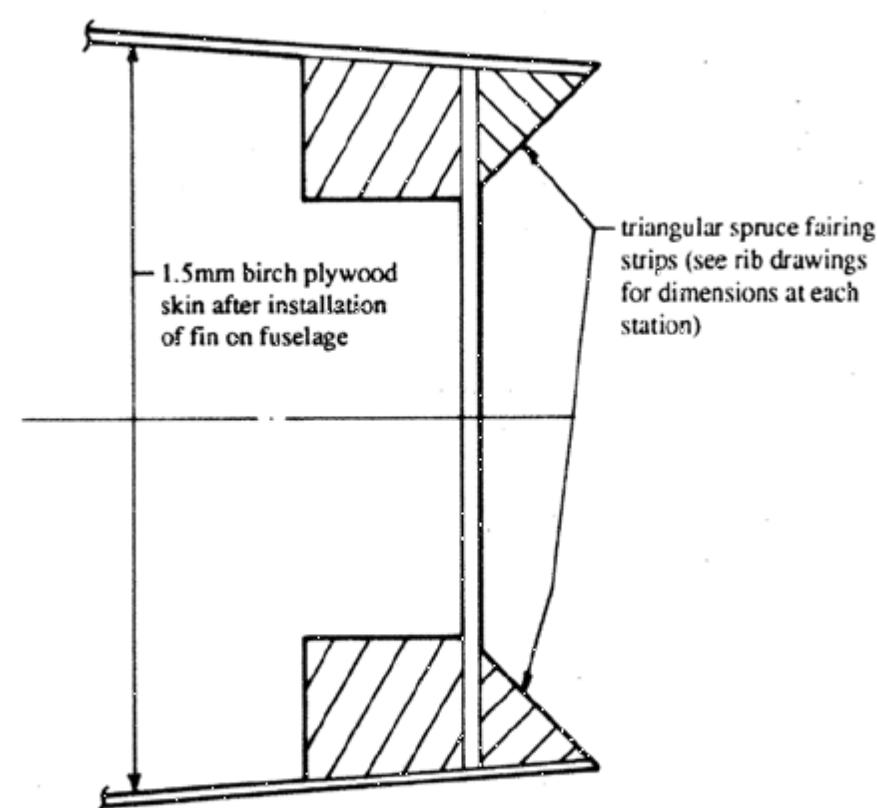




DETAIL A  
TAIL LIGHT MOUNT  
FULL SCALE



SECTION B-B  
FULL SCALE



SECTION C-C  
FULL SCALE

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**D10**

Revision

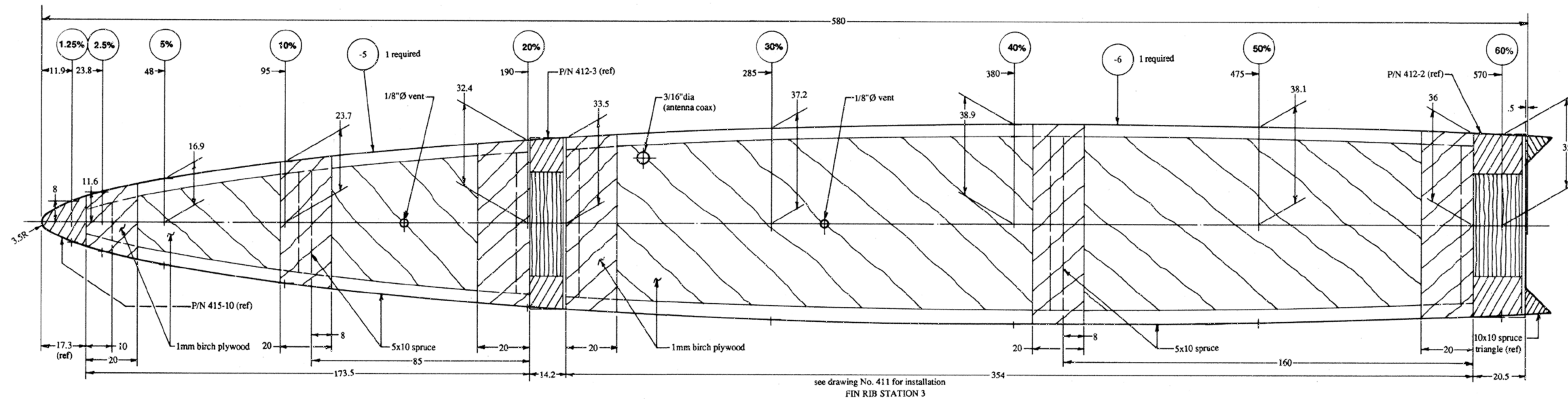
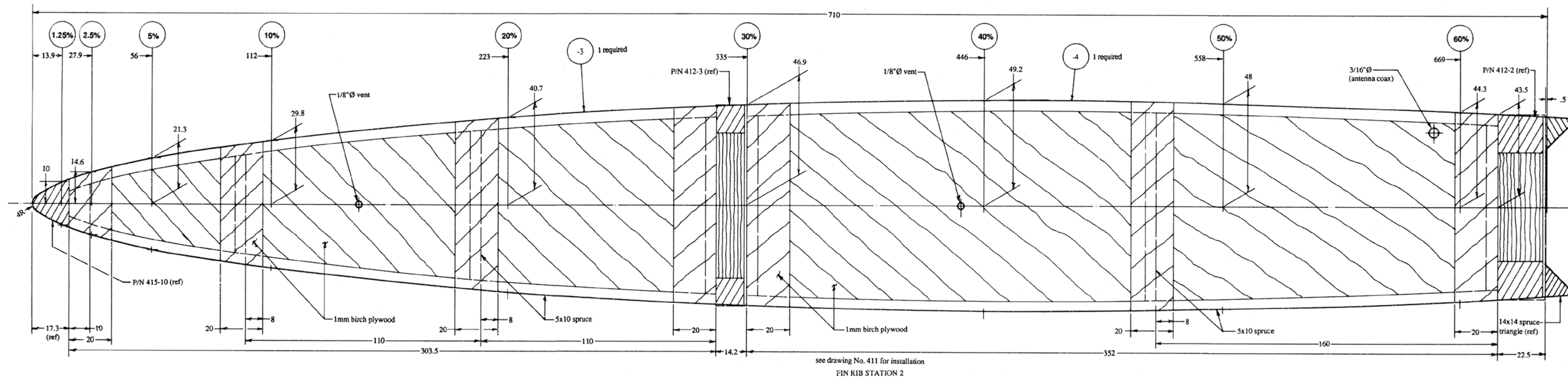
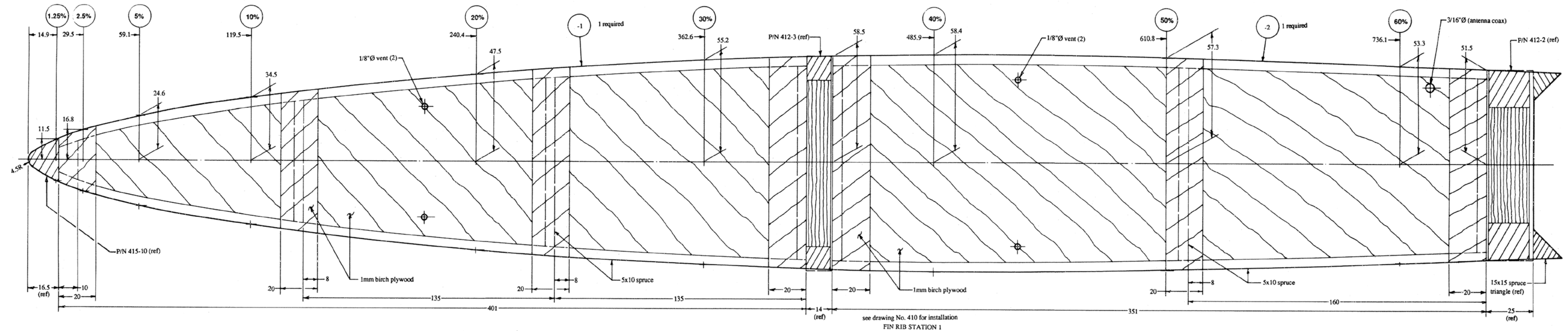
A

see drawing No. 410 for installation  
NO. 411 FIN & RUDDER ASSEMBLY  
SCALE 1/2.5









NO. 413 FIN RIBS  
FULL SCALE

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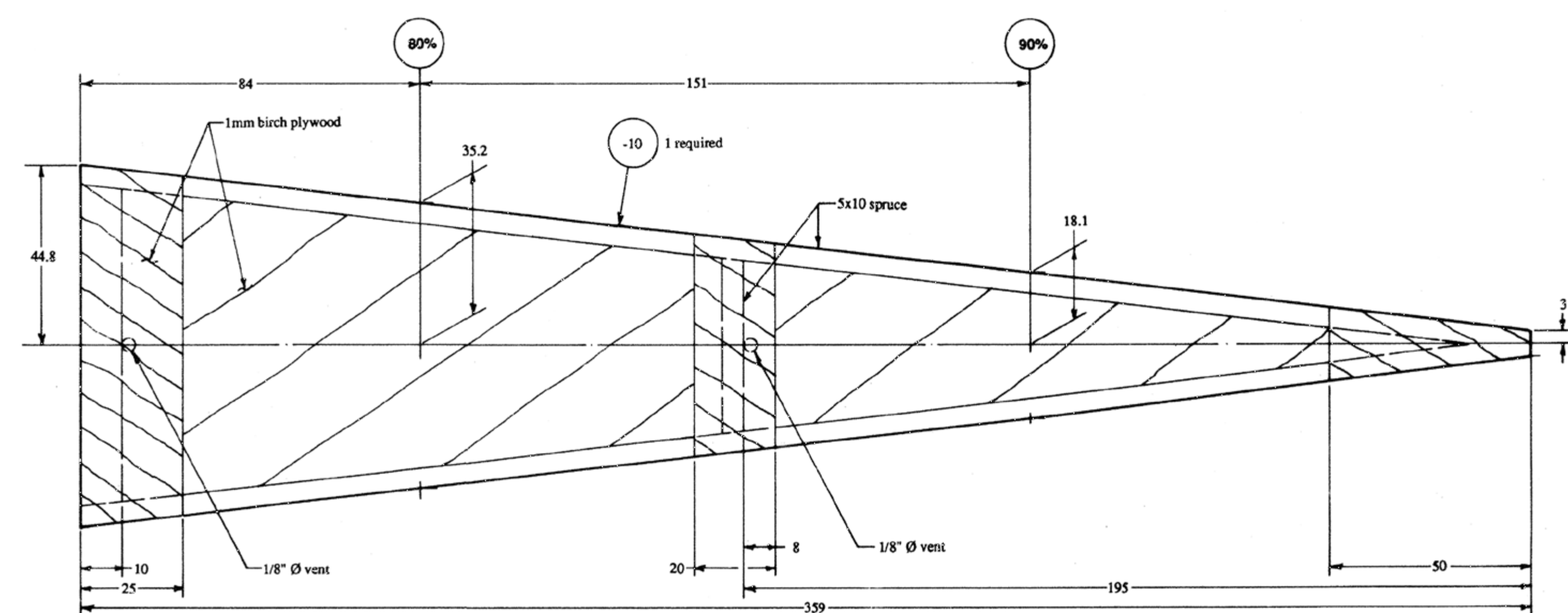
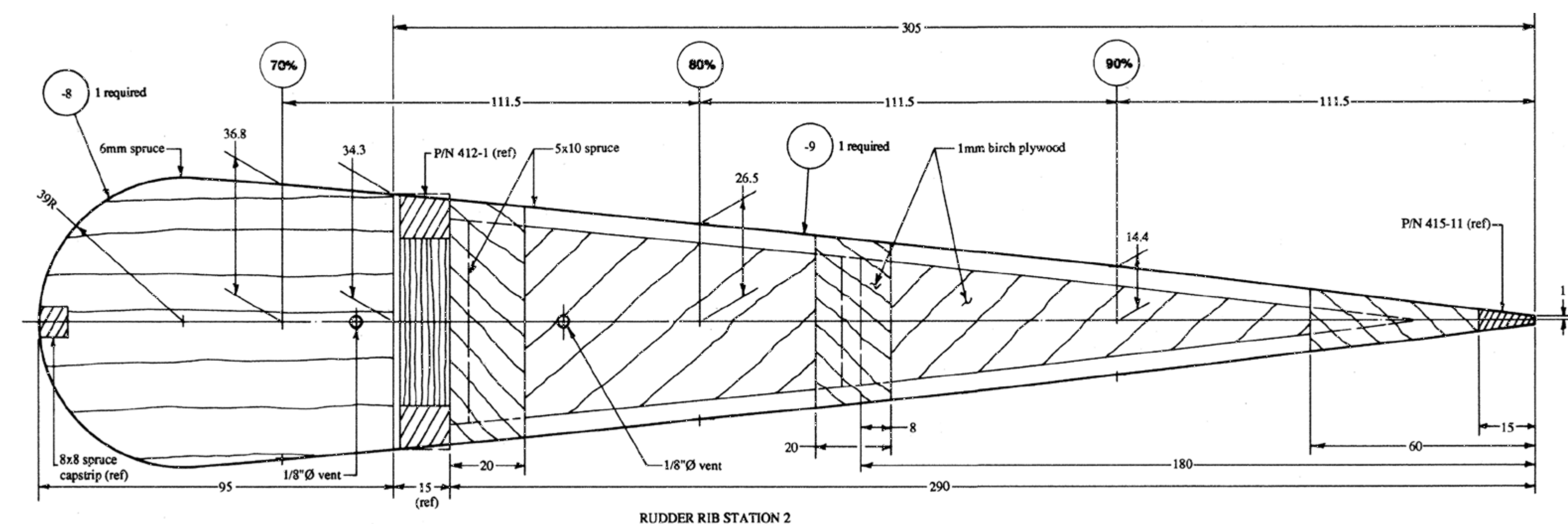
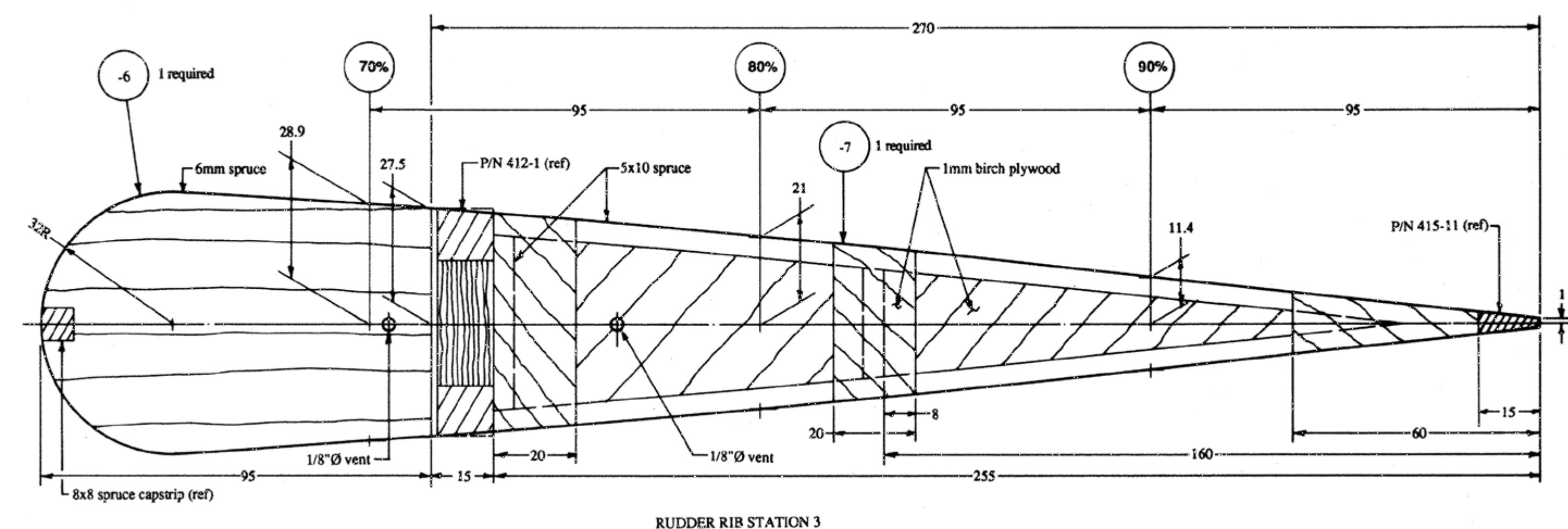
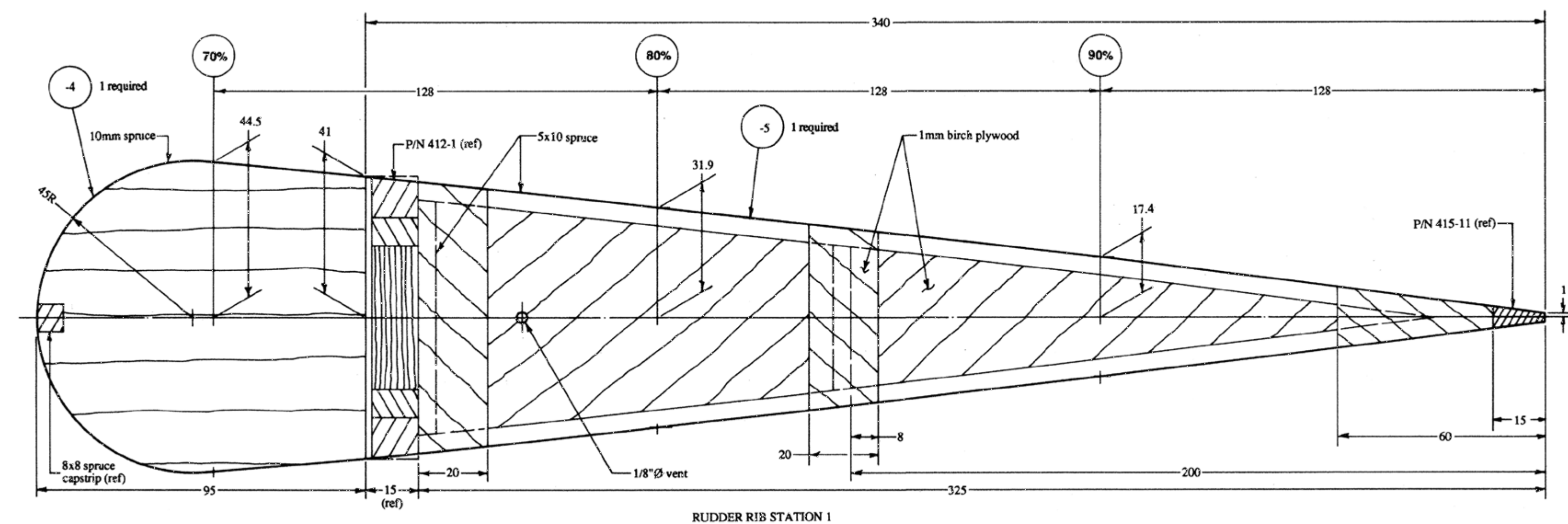
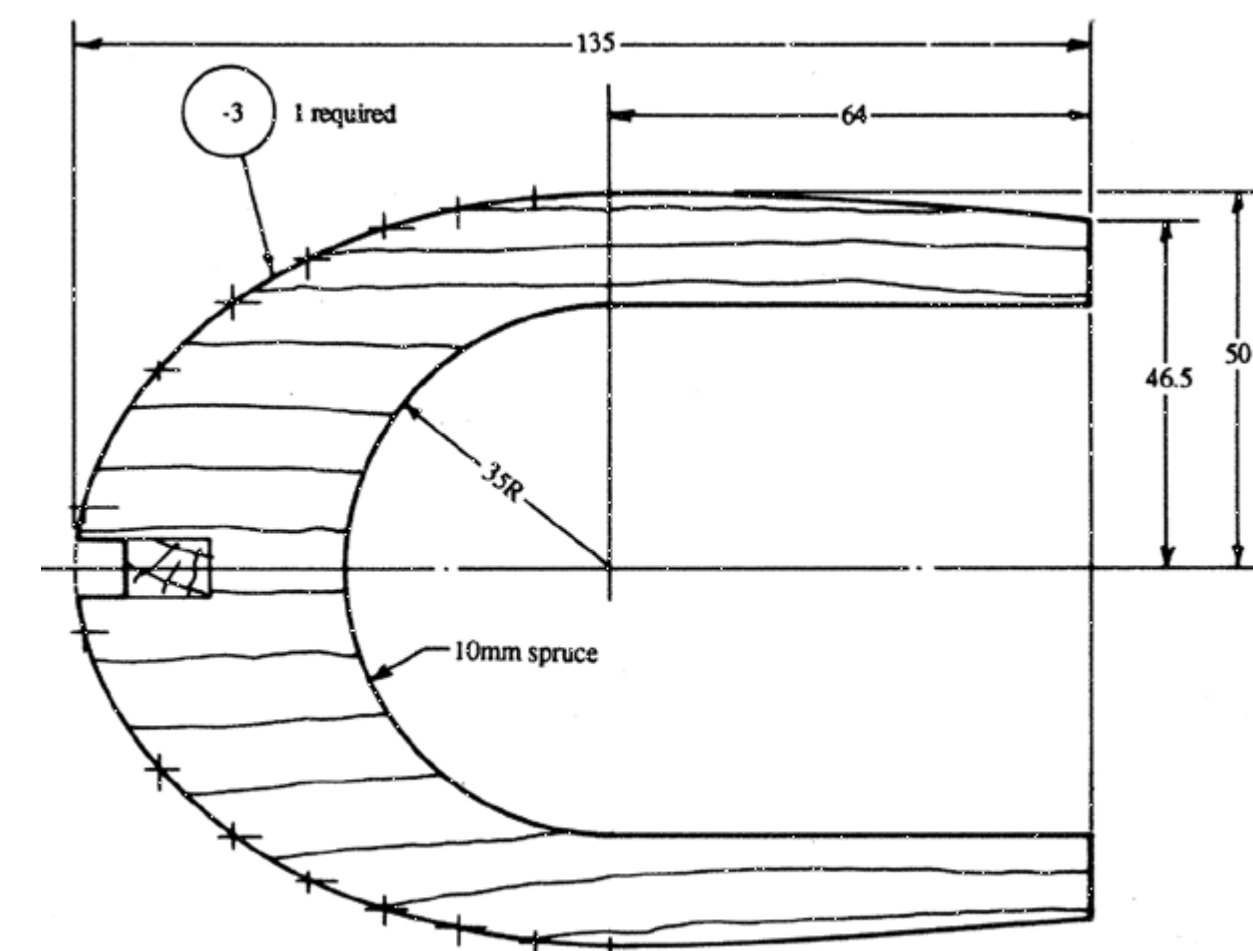
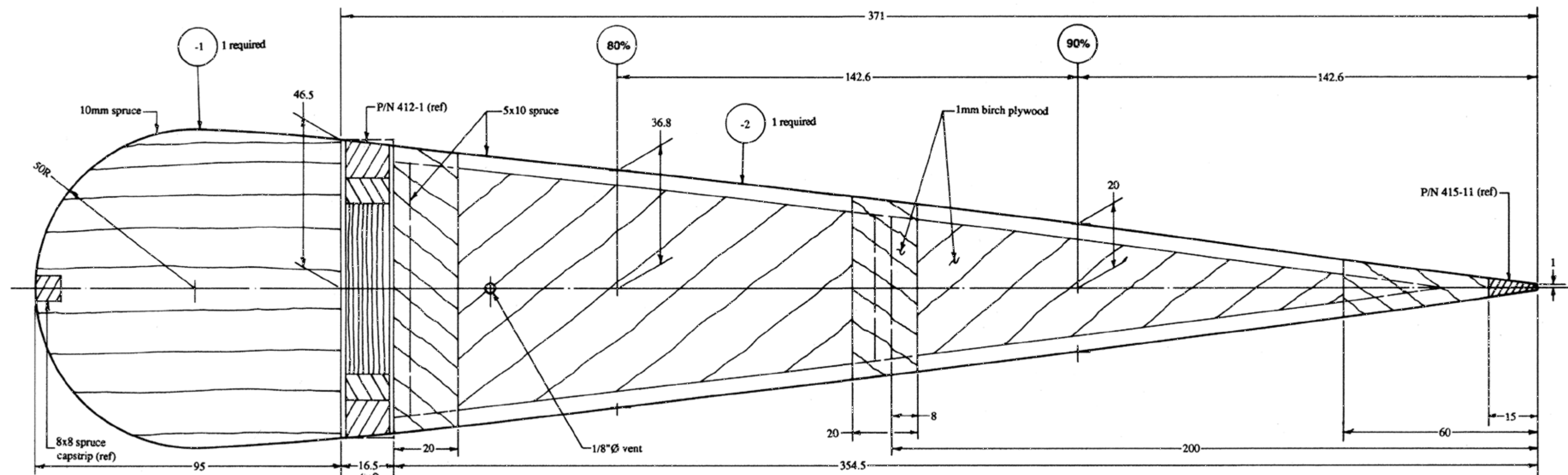
Sheet

**D12**

Revision

E





As an option for simpler construction, the -2, -5, -7, -9 and -10 ribs may be made of 6mm solid spruce.

see drawing No. 411 for installation

NO. 414 RUDDER RIBS  
FULL SCALE

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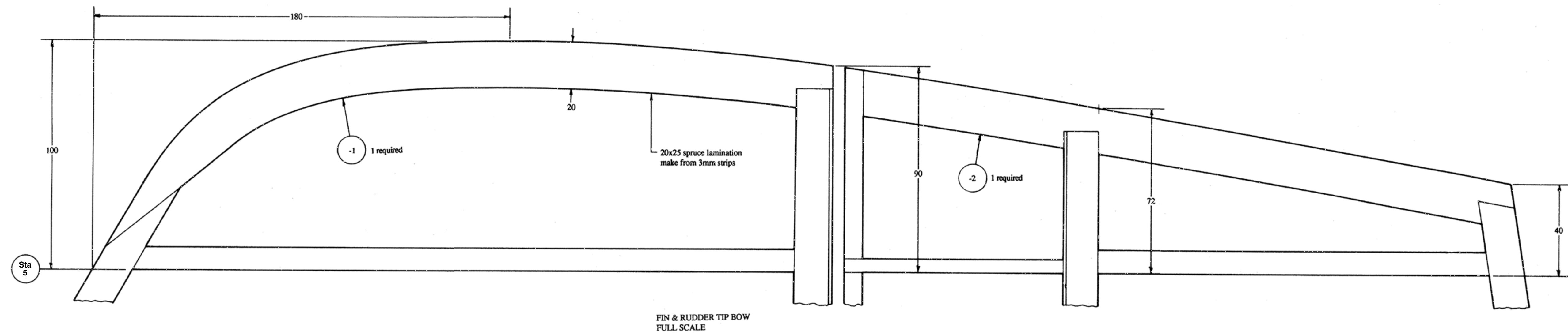
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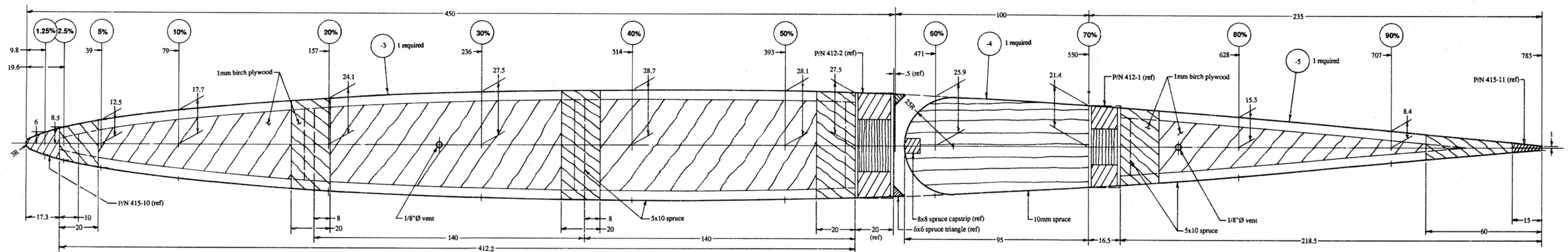
Revision

H



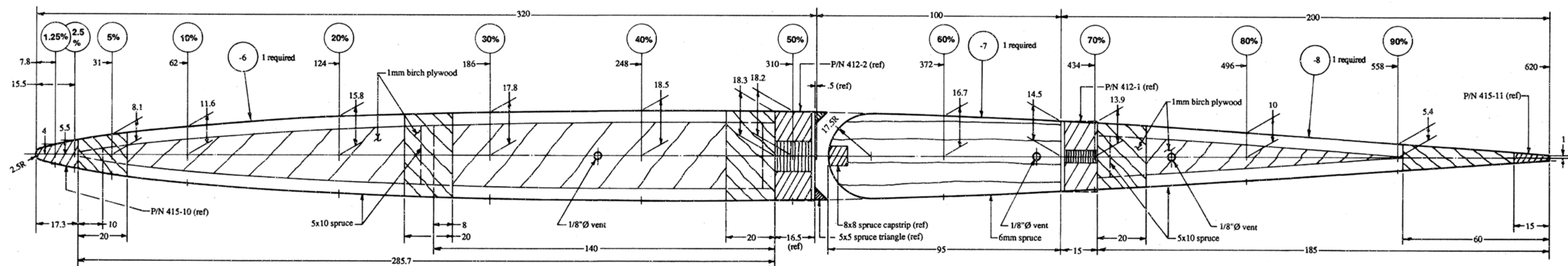


FIN & RUDDER TIP BOW  
FULL SCALE

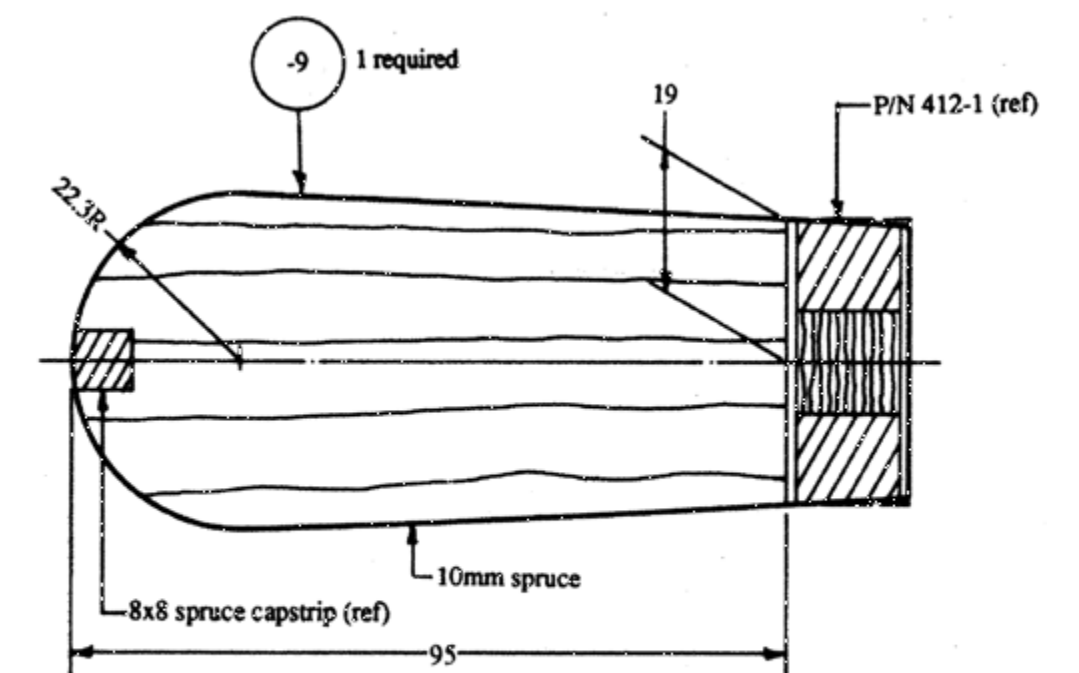


FIN & RUDDER RIB STATION 4  
FULL SCALE

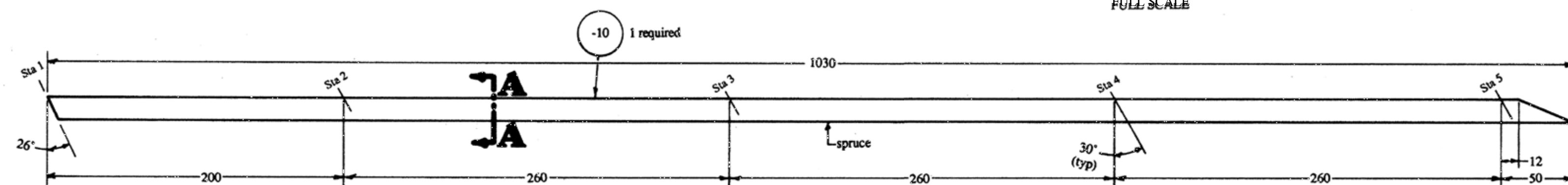
As an option for simpler construction,  
the -5 and -8 ribs may be made of 6mm  
solid spruce.



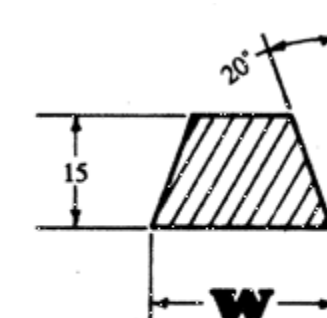
FIN & RUDDER RIB STATION 5  
FULL SCALE



RUDDER L. E. RIB STATION 4-1/2  
FULL SCALE

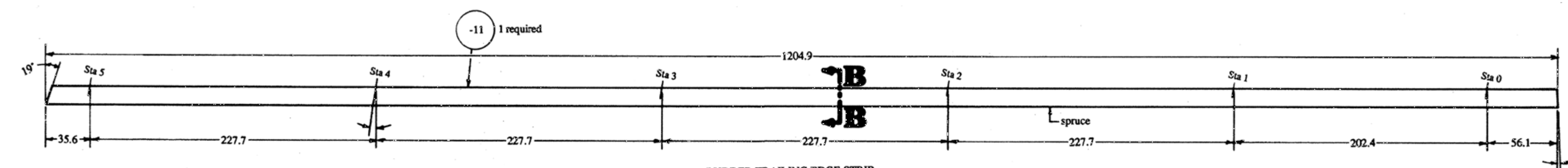


FIN LEADING EDGE CAPSTRIP  
SCALE 1/2.5

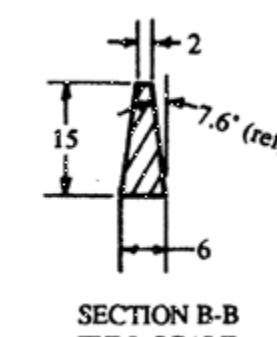


SECTION A-A  
FULL SCALE

	W
Sta 1	24
Sta 2	23
Sta 3	20
Sta 4	18
Sta 5	17



RUDDER TRAILING EDGE STRIP  
SCALE 1.2.5



SECTION B-B  
FULL SCALE

see drawing No. 411 for installation

NO. 415 FIN & RUDDER SPARS, ETC.

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D14

Revision

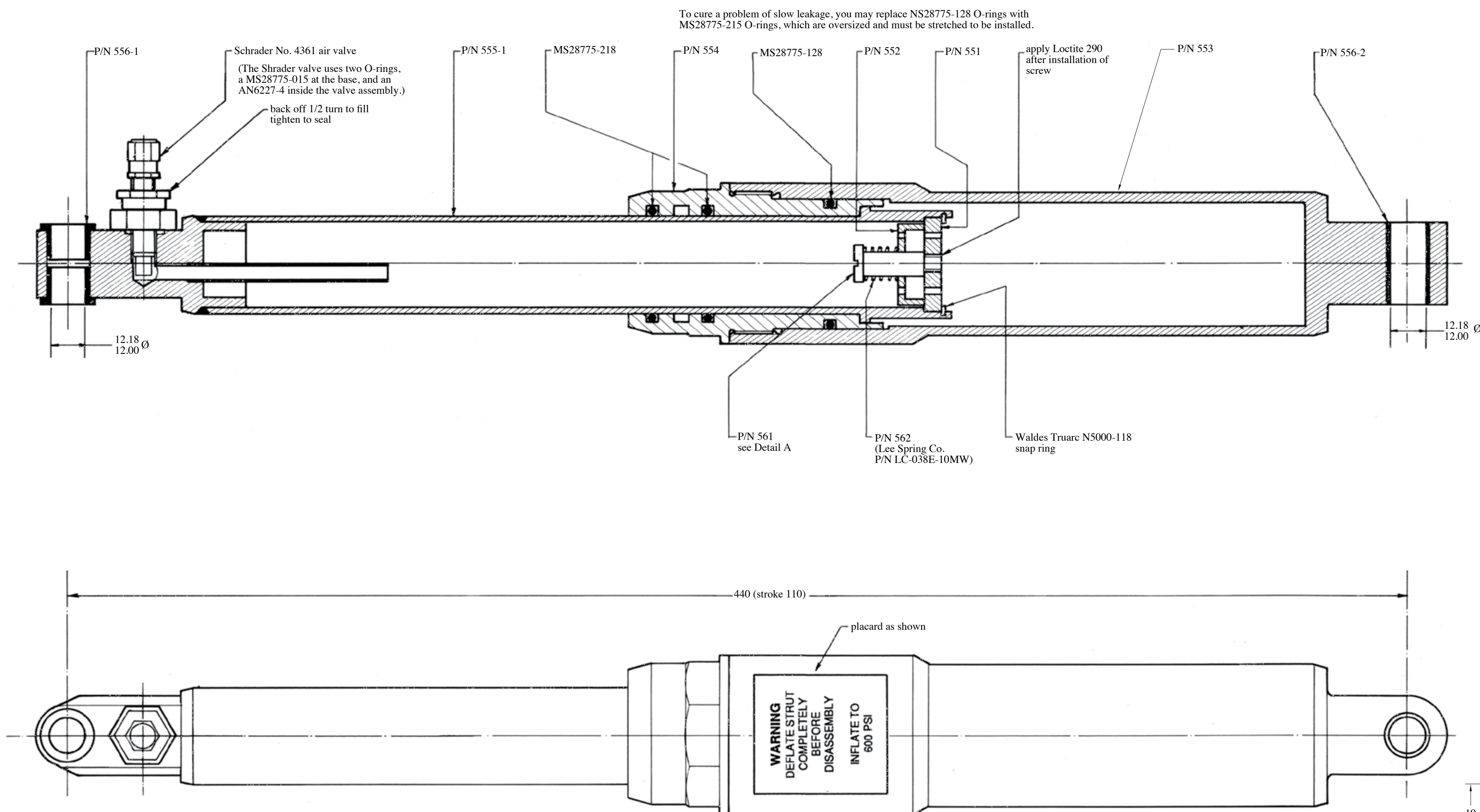
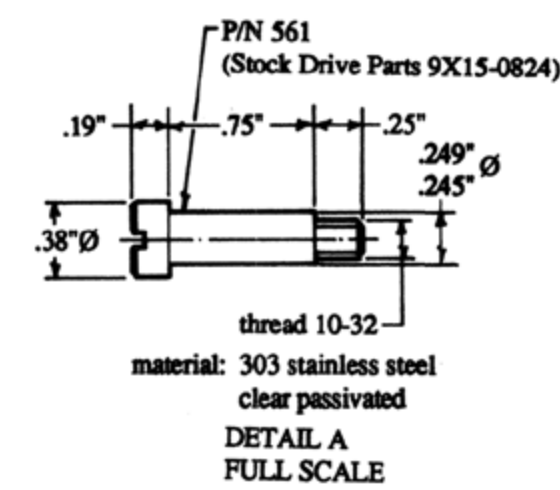
H





Main Landing Gear—500 Series



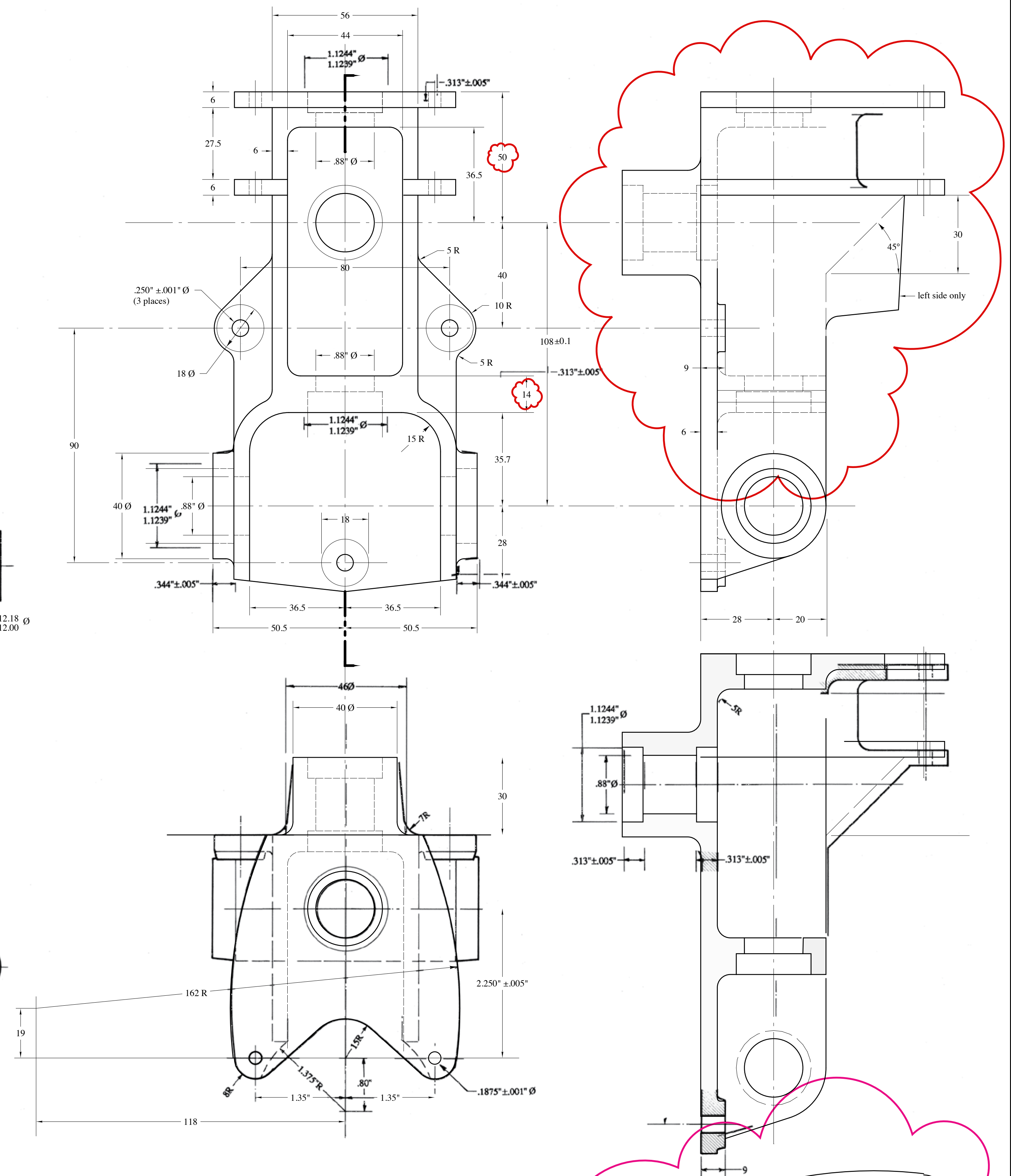


Notes

1. Fill with MIL-H-5606A hydraulic oil.
2. To fill, remove valve and add oil through valve hole until oil spits out of the opening when the strut is compressed in a vertical position.
3. Inflate to 600 psi.

see Drawing No. 102 for installation

NO. 550-1 OLEO SHOCK ABSORBER ASSEMBLY  
2 REQUIRED PER AIRCRAFT  
FULL SCALE




material: 356-T6 aluminum casting  
see Drawing No. 102 for installation

NO. 520-2 HOUSING  
ONE REQUIRED PER AIRCRAFT  
FULL SCALE

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1. These dimensions have been changed to accommodate the slightly smaller diameter tires now in use. These changes are of convenience only and parts made to the old dimensions (40, 105 & 250) may be used. As a result of these changes the center of the axle will be at B.L. 350 in the retracted position.

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Revision	B
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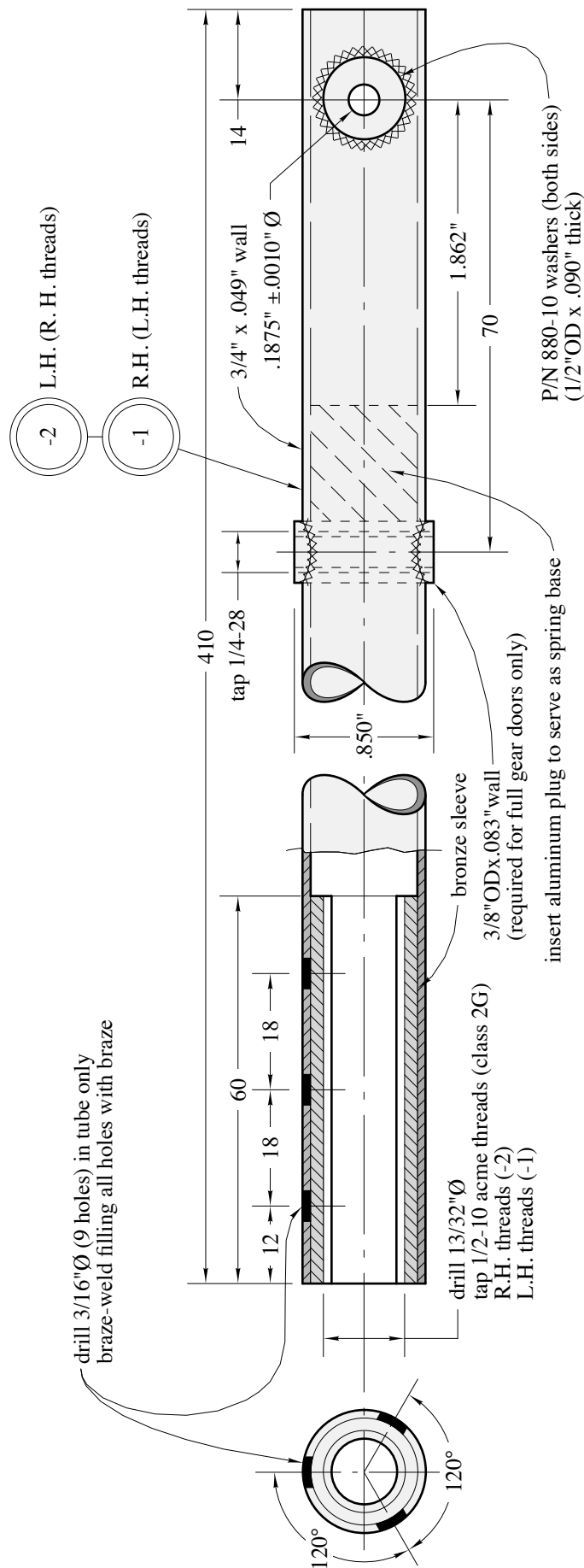
T.I.G. weld with Linde 65 rod  
stress relieve after welding  
prime except on bearing surface of axle and inside P/N 712  
material: 4130N steel tubing, spec: MIL-T-6736  
4130N steel sheet, spec: MIL-S-18729  
see Drawing No. 102 for installation

NO. 503 MAIN LANDING GEAR ARM  
FULL SCALE



Main Landing Gear—Series 500





material: 4130N steel tubing, spec: MIL-T-6736  
4130N steel sheet, spec: MIL-S-19729  
SAE 660 bronze  
see Drawing No. 102 for installation

No. 512 MAIN LANDING GEAR SCREWJACK SLEEVE  
ONE EACH REQUIRED PER AIRCRAFT  
FULL SCALE

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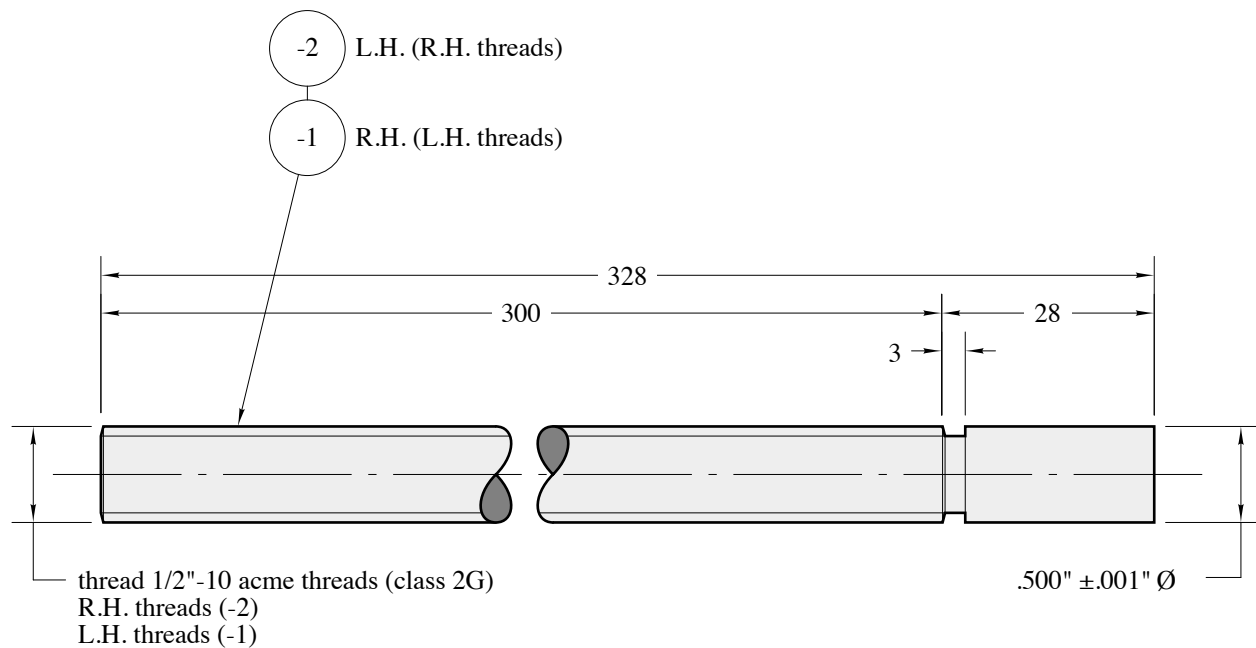
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**EE1**

Revision

F



material: 4130 or 4140 steel rod  
heat treat to 125,000 psi  
see Drawing No. 102 for installation

No. 513 MAIN LANDING GEAR SCREWJACK ROD  
ONE EACH REQUIRED PER AIRCRAFT  
FULL SCALE

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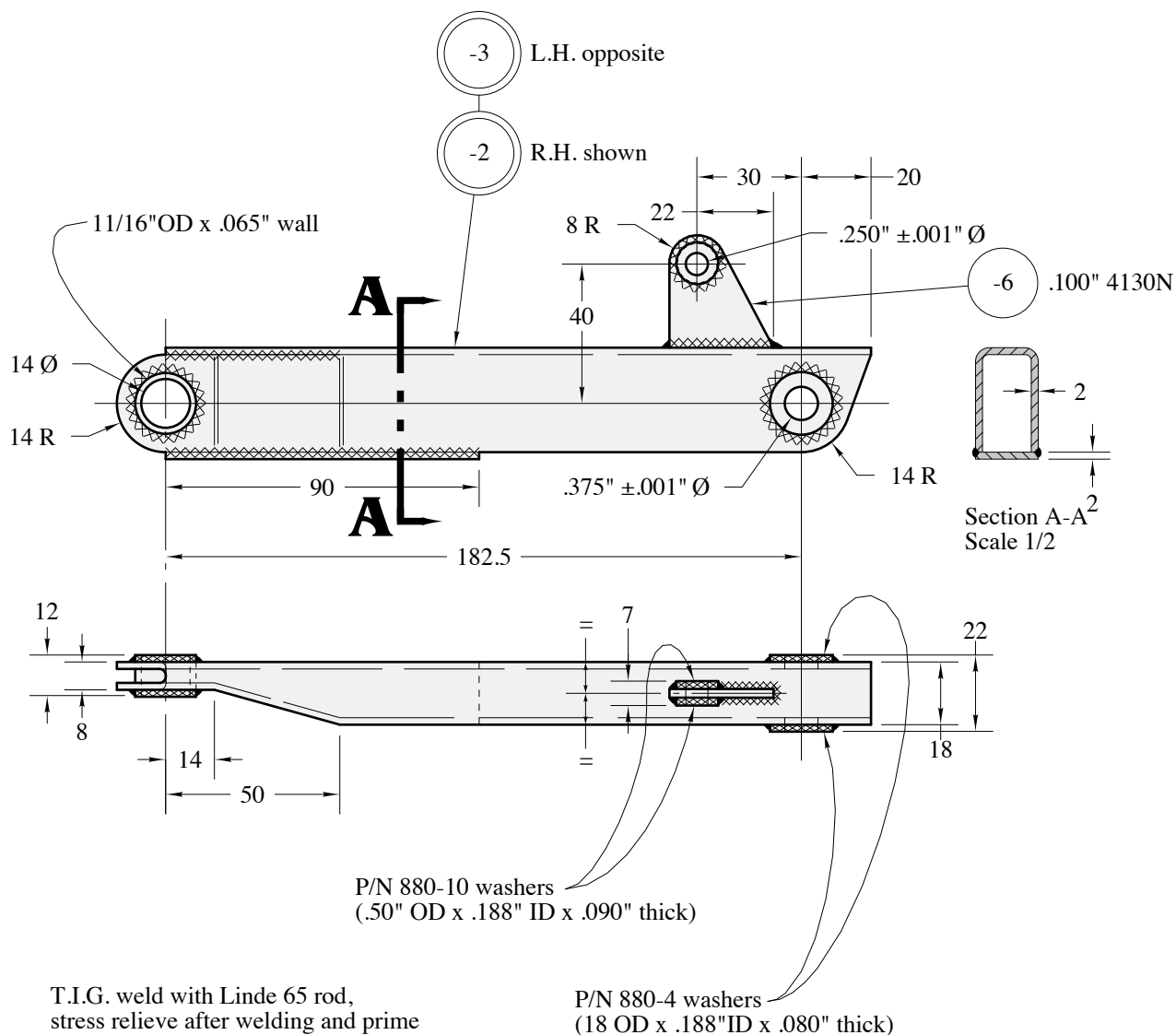
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**EE2**

Revision

C





material: 4130N steel  
prime after welding  
see Drawing No. 102 for installation

No. 504-2 & -3 UPPER SIDE LOAD STRUT  
ONE EACH REQUIRED PER AIRCRAFT  
SCALE 1/2

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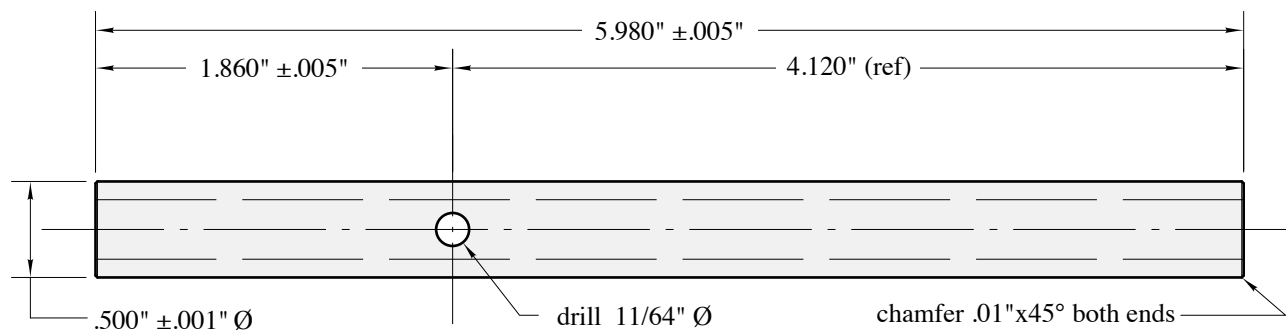
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**EE3**

Revision

B



material: 1/2"OD x .095" wall 4130N steel tubing, spec: MIL-T-6736  
see drawing No. 102 for installation

NO. 520-5 MAIN GEAR DRIVE SHAFT  
ONE REQUIRED PER AIRCRAFT  
FULL SCALE

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dimensions are millimeters.**

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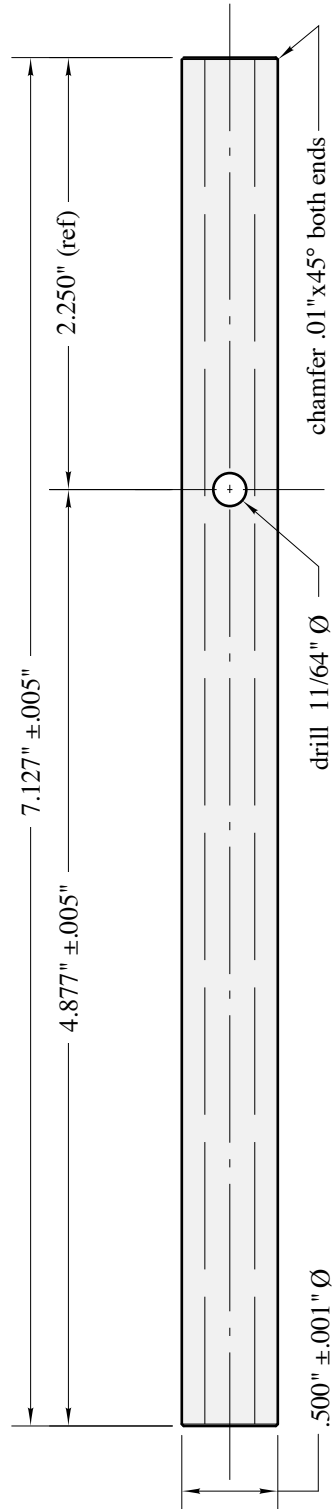
Sheet

**EE4**

Revision

A





material: 1/2"OD x .120" wall 4130N steel tubing, spec: MIL-T-6736  
see drawing No. 102 for installation

NO. 520-6A VERTICAL DRIVE SHAFT  
ONE REQUIRED PER AIRCRAFT  
FULL SCALE

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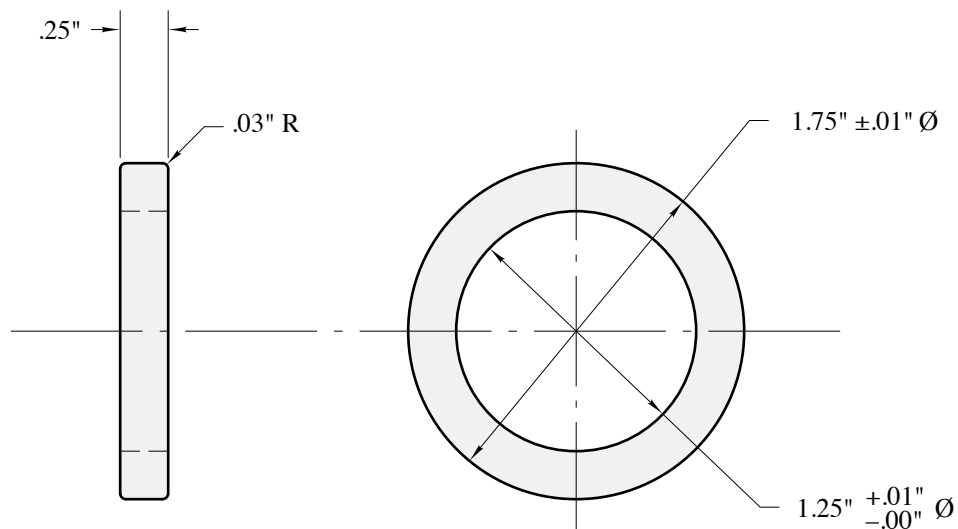
Sheet

**EE5**

Revision

A

For Cleveland 5.00x5 wheels and brakes



material: 2024-T3 or 6061-T6 aluminum  
alodine & prime  
see drawing No. 102 for installation

NO. 503-9 SEAL RING  
4 REQUIRED PER AIRCRAFT  
FULL SCALE

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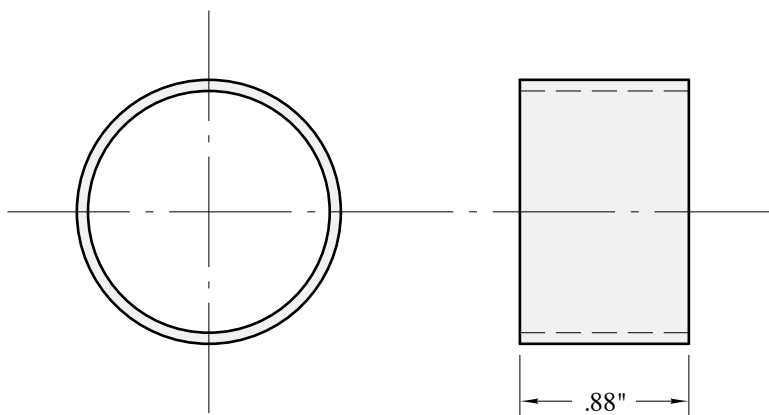
**EE6**

Revision

A



For Cleveland 5.00x5 wheels and brakes



material: 1-3/8"O.D. x .058" wall 4130N steel tubing (cadmium plate)  
or 2024-T3 or 6061-T6 aluminum (alodine)  
see drawing No. 102 for installation

NO. 503-23 SPACER  
2 REQUIRED PER AIRCRAFT  
FULL SCALE

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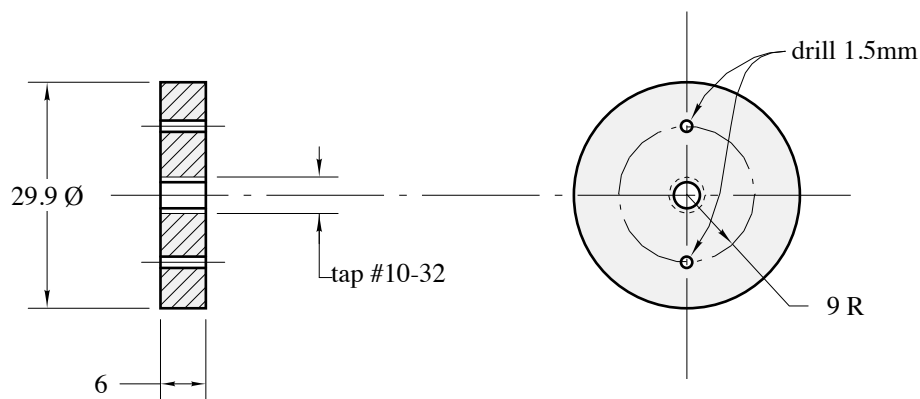
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**EE7**

Revision

A



material: 2024-T4 aluminum bar  
alodine  
see Drawing No. 550 for installation

No. 551 MAIN GEAR OLEO ORIFICE FITTING  
2 REQUIRED PER AIRCRAFT  
FULL SCALE

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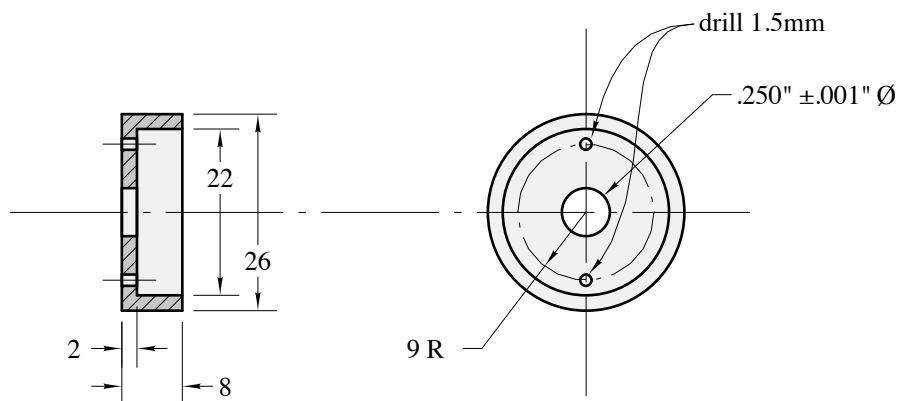
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**EE8**

Revision





material: 2024-T4 aluminum bar  
 alodine  
 see Drawing No. 550 for installation

No. 552 MAIN GEAR OLEO REBOUND DAMPER  
 2 REQUIRED PER AIRCRAFT  
 FULL SCALE

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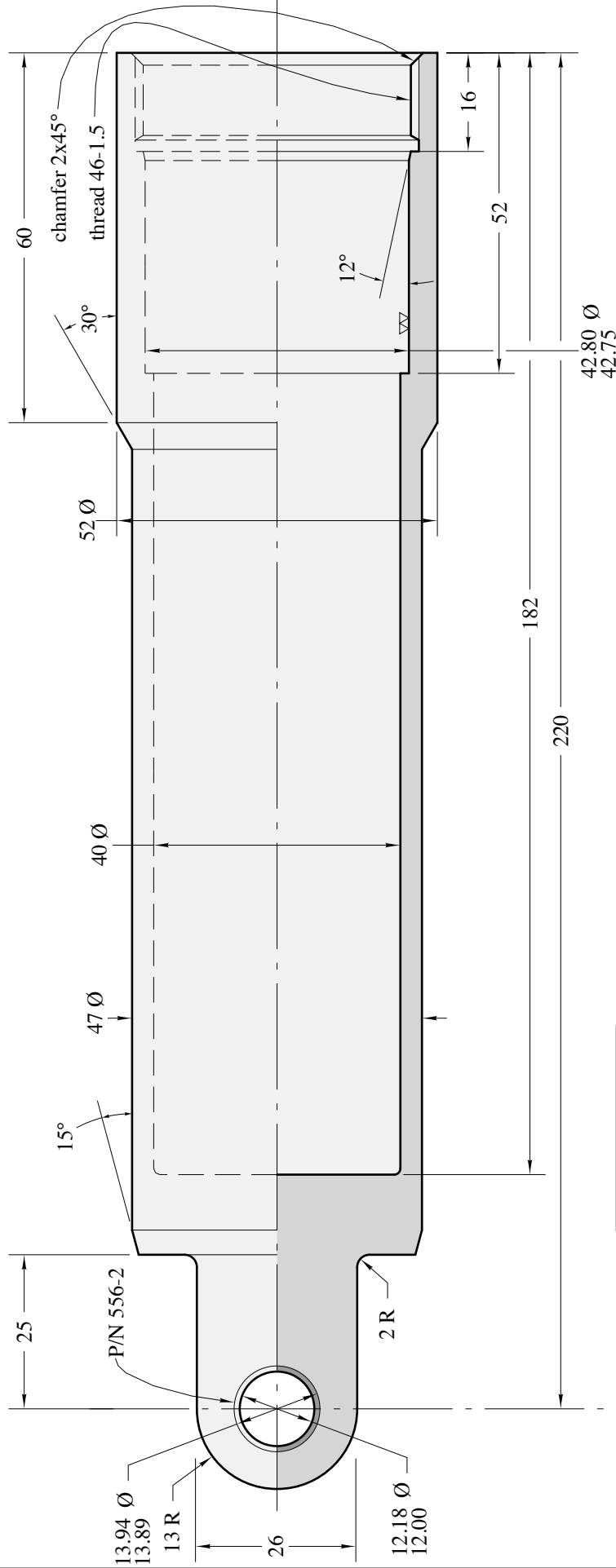


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**EE9**

Revision



material: 2024-T4 aluminum, spec: QQ-A-225/6  
alodine  
see Drawing No. 550 for installation

No. 553 OLEO CYLINDER  
2 REQUIRED PER AIRCRAFT  
FULL SCALE

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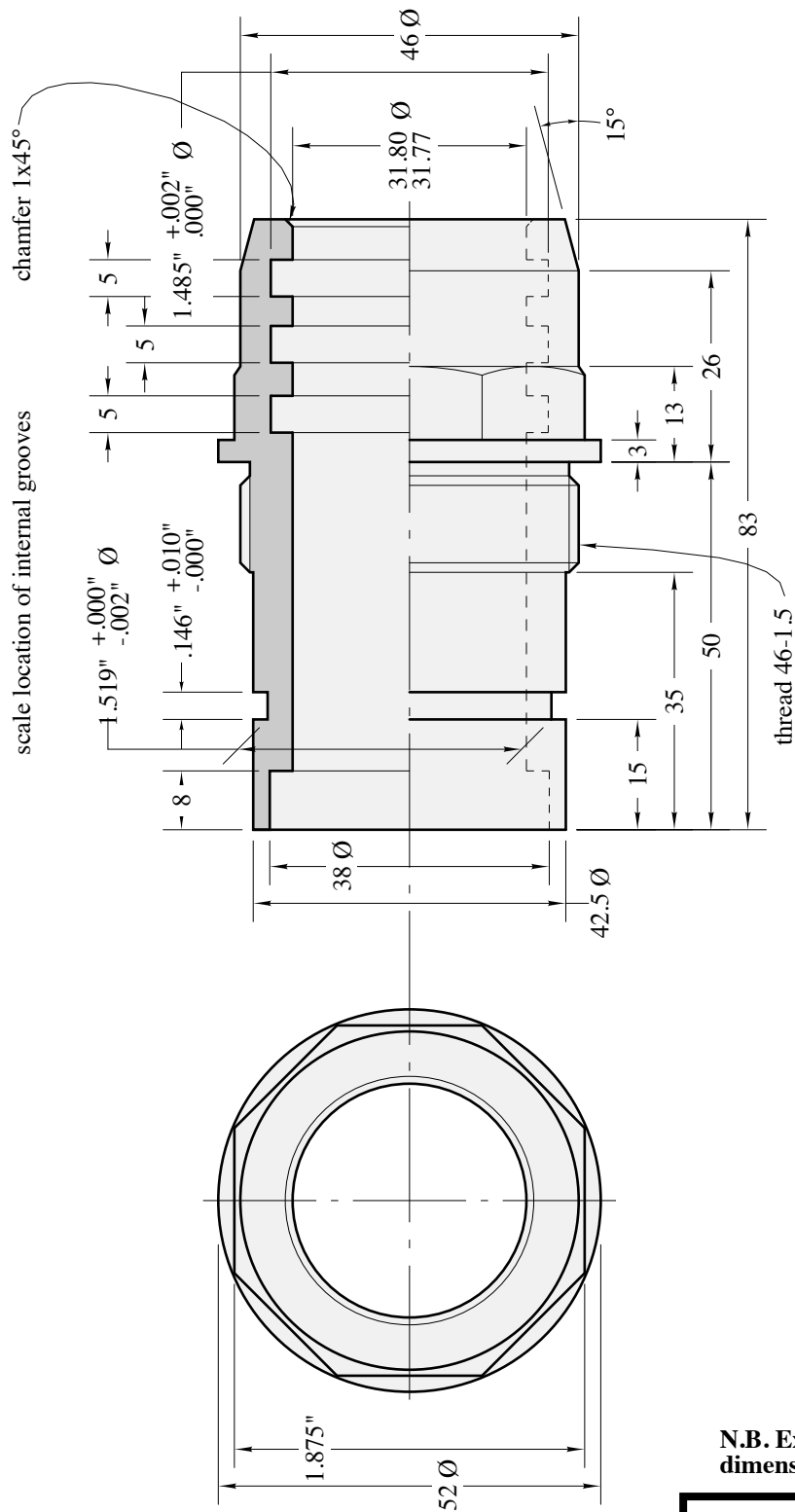
EE10

Revision



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material: SAE 660 bronze  
cadmium plate  
see Drawing No. 550 for installation

No. 554 OLEO NUT  
2 REQUIRED PER AIRCRAFT  
FULL SCALE

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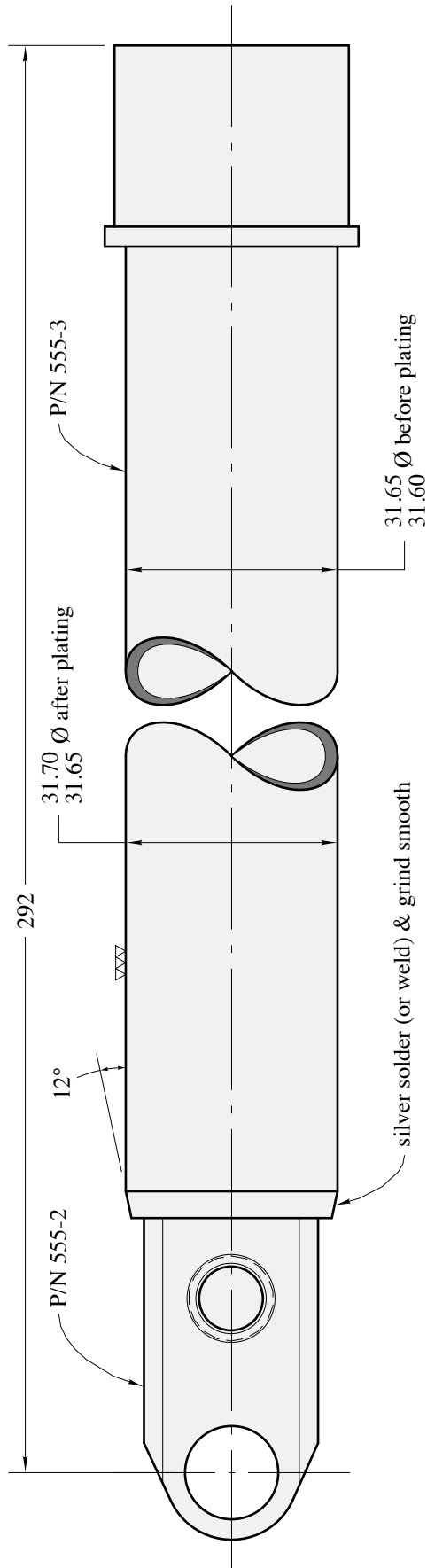
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**EE11**

Revision

A



hard chrome plate .0004"-.0006" thick  
centerless grind and buff surface after plating  
to final dimension shown and finish to 16 RMS or better  
-or-  
thin dense chrome

see Drawing No. 550 for installation

No. 555-1 OLEO PISTON  
2 REQUIRED PER AIRCRAFT  
FULL SCALE

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**EE12**

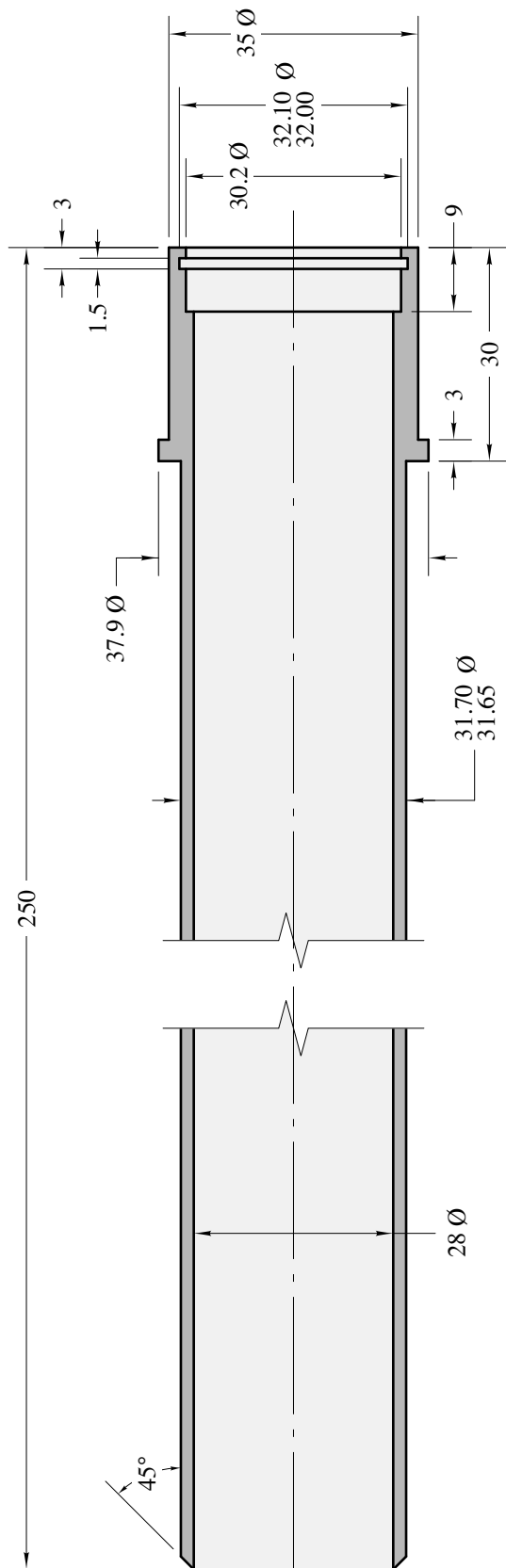
Revision

A





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material: 4130N steel tubing, spec: MIL-T-6736  
see Drawing No. 555-1 for installation

No. 555-3 PISTON  
2 REQUIRED PER AIRCRAFT  
FULL SCALE

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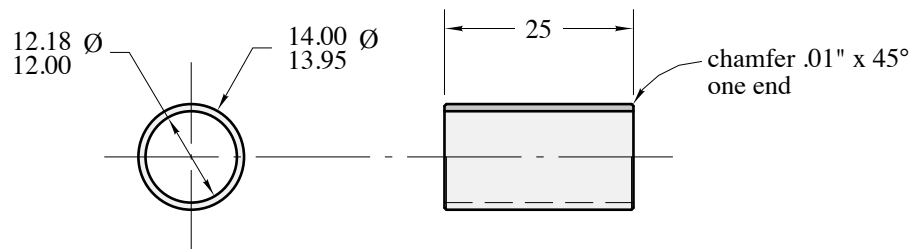
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**EE14**

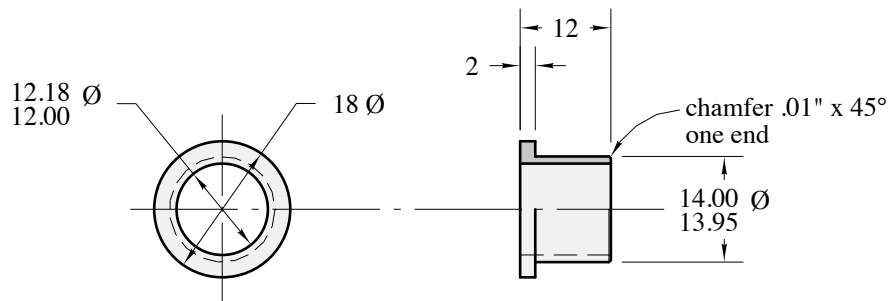
Revision





material: SAE 660 bronze  
cadmium plate  
see Drawing No. 550 for installation

No. 556-2 BUSHING  
2 REQUIRED PER AIRCRAFT  
FULL SCALE



material: SAE 660 bronze  
cadmium plate  
see Drawing No. 550 for installation

No. 556-1 BUSHING  
4 REQUIRED PER AIRCRAFT  
FULL SCALE

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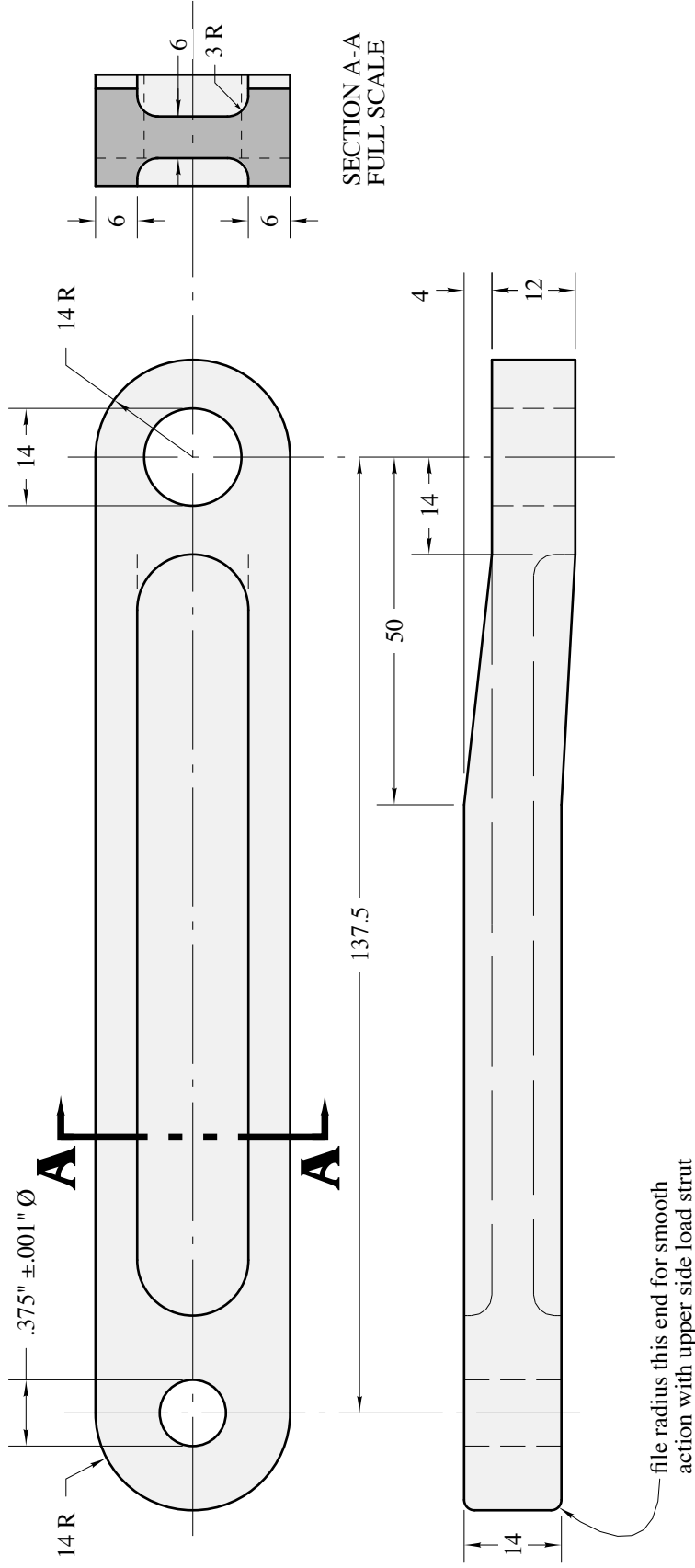


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**EE15**

Revision



material: 2024-T4 aluminum bar  
alodine  
see Drawing No. 102 for installation

No. 504-1A LOWER SIDE LOAD STRUT  
2 REQUIRED PER AIRCRAFT  
FULL SCALE

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dimensions are millimeters.

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EE16

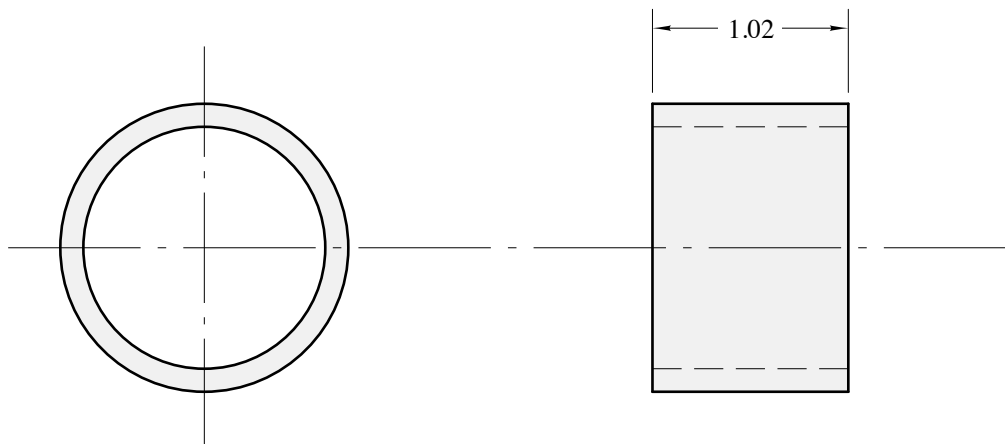
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for Rosenhan 5.30x6 wheels and brakes



material: 1.50"OD x .120" wall 2024-T3 aluminum tubing  
alodine & prime  
see Drawing No. 102 for installation

No. 503-24 SPACER  
2 REQUIRED PER AIRCRAFT  
FULL SCALE

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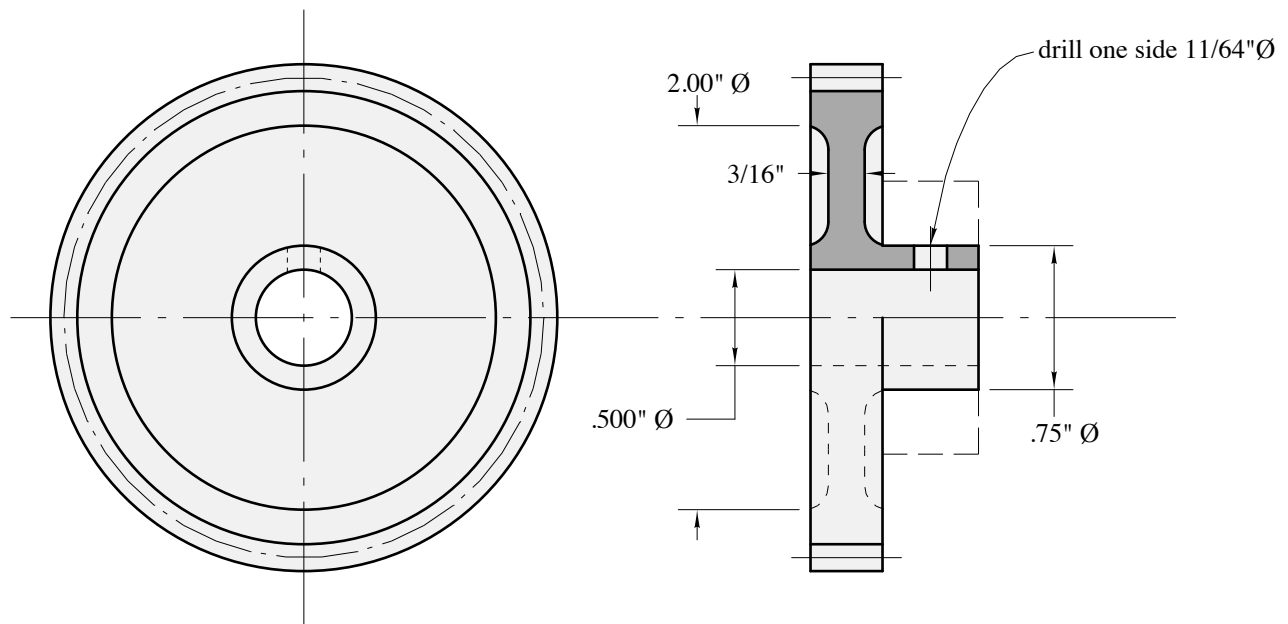
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**EE17**

Revision

A

Boston Gear No. 10210  
 pressure angle 14-1/2°  
 diametral pitch 20  
 face 3/8"  
 material steel  
 teeth 50  
 pitch diameter 2.500"  
 bore 3/8"  
 hub diameter 1-27/64"  
 hub projection 1/2"



make from Boston Gear No. 10210  
 see Drawing No. 102 for installation

No. 520-3 SPUR GEAR  
 ONE REQUIRED PER AIRCRAFT  
 FULL SCALE

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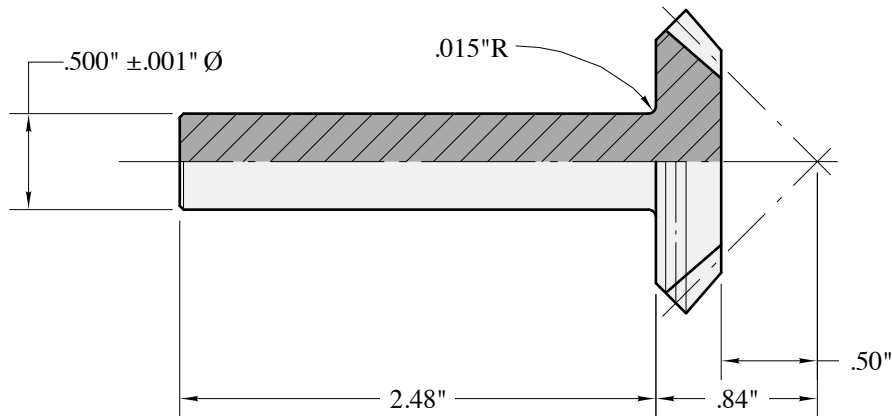
**EE18**

Revision

A



pressure angle 20°  
 diametral pitch 16  
 face .31"  
 face angle 49°  
 teeth 24  
 pitch diameter 1.500"  
 Note: gear to run with Boston Gear No. 12156



material: 12L15 steel  
 cadmium plate  
 see Drawing No. 102 for installation

No. 520-4 MITER GEAR & SHAFT  
 ONE REQUIRED PER AIRCRAFT  
 FULL SCALE

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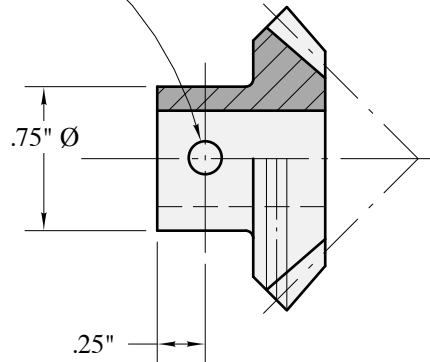
**EE19**

Revision

A

Boston Gear No. 12156  
 pressure angle 20°  
 diametral pitch 16  
 face .31"  
 material steel  
 teeth 24  
 pitch diameter 1-1/2"  
 bore 1/2"  
 hub diameter 1"  
 hub projection 1/2"

drill one side 11/64"Ø



make from Boston Gear No. 12156  
 see Drawing No. 102 for installation

No. 520-7 MITER GEAR  
 3 REQUIRED PER AIRCRAFT  
 FULL SCALE

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**EE20**

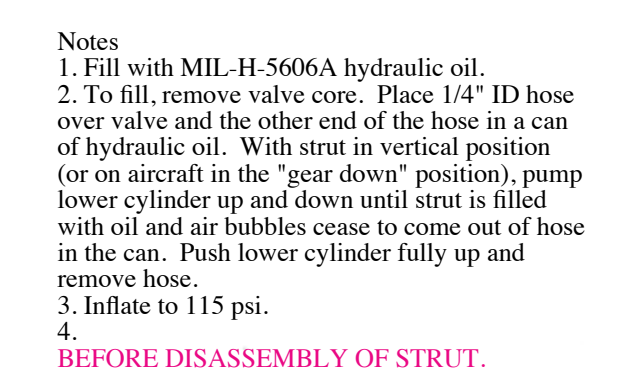
Revision

A




# F

Nose Gear—600 Series



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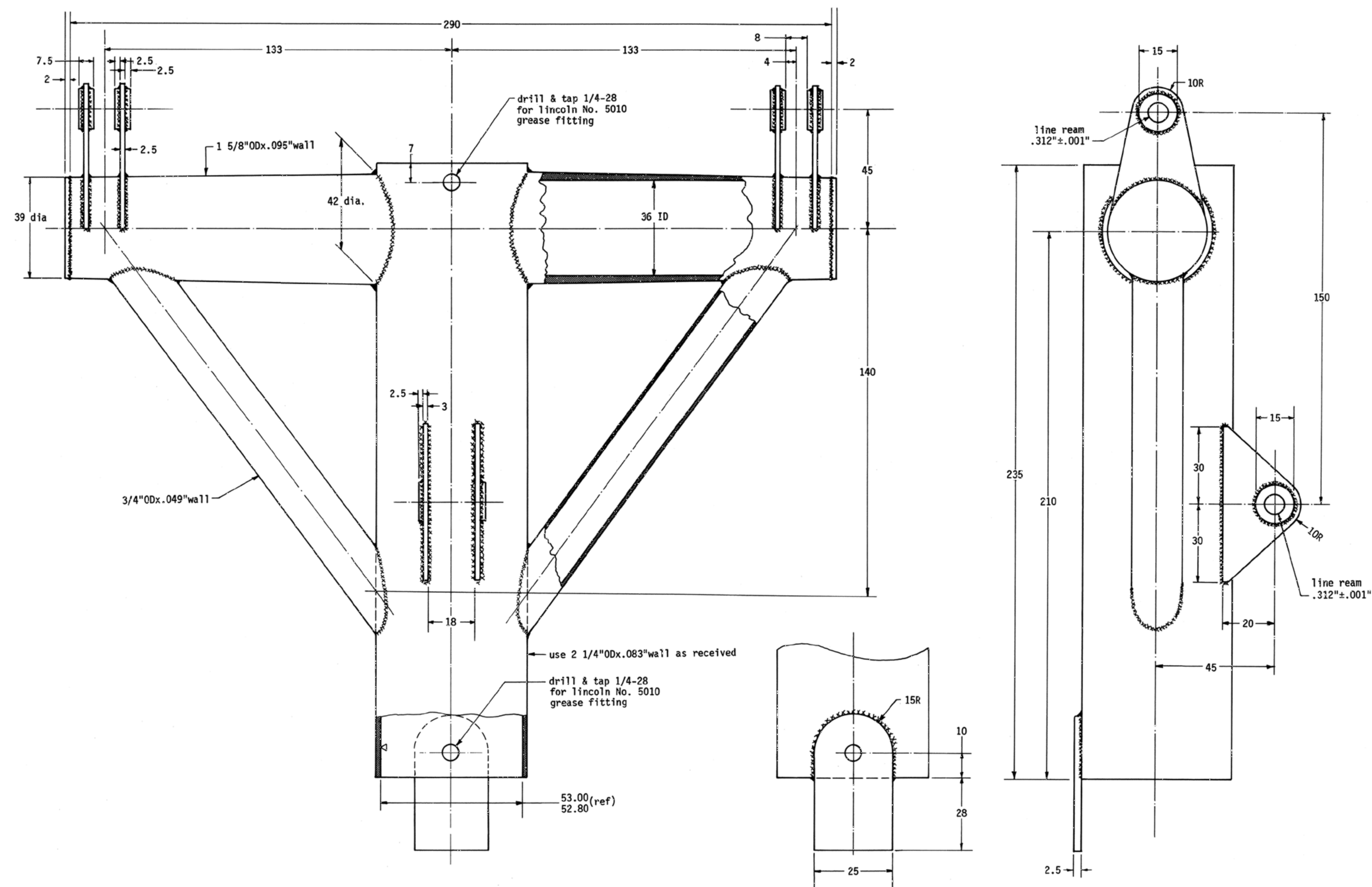


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# F1

Revision	I
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material: 4130N steel tubing, spec: MIL-T-6736  
 4130N steel sheet, spec: MIL-S-18729  
 see drawing No. 601 for installation

No. 654 NOSE GEAR TRUNION  
 1 REQUIRED PER AIRCRAFT  
 FULL SCALE

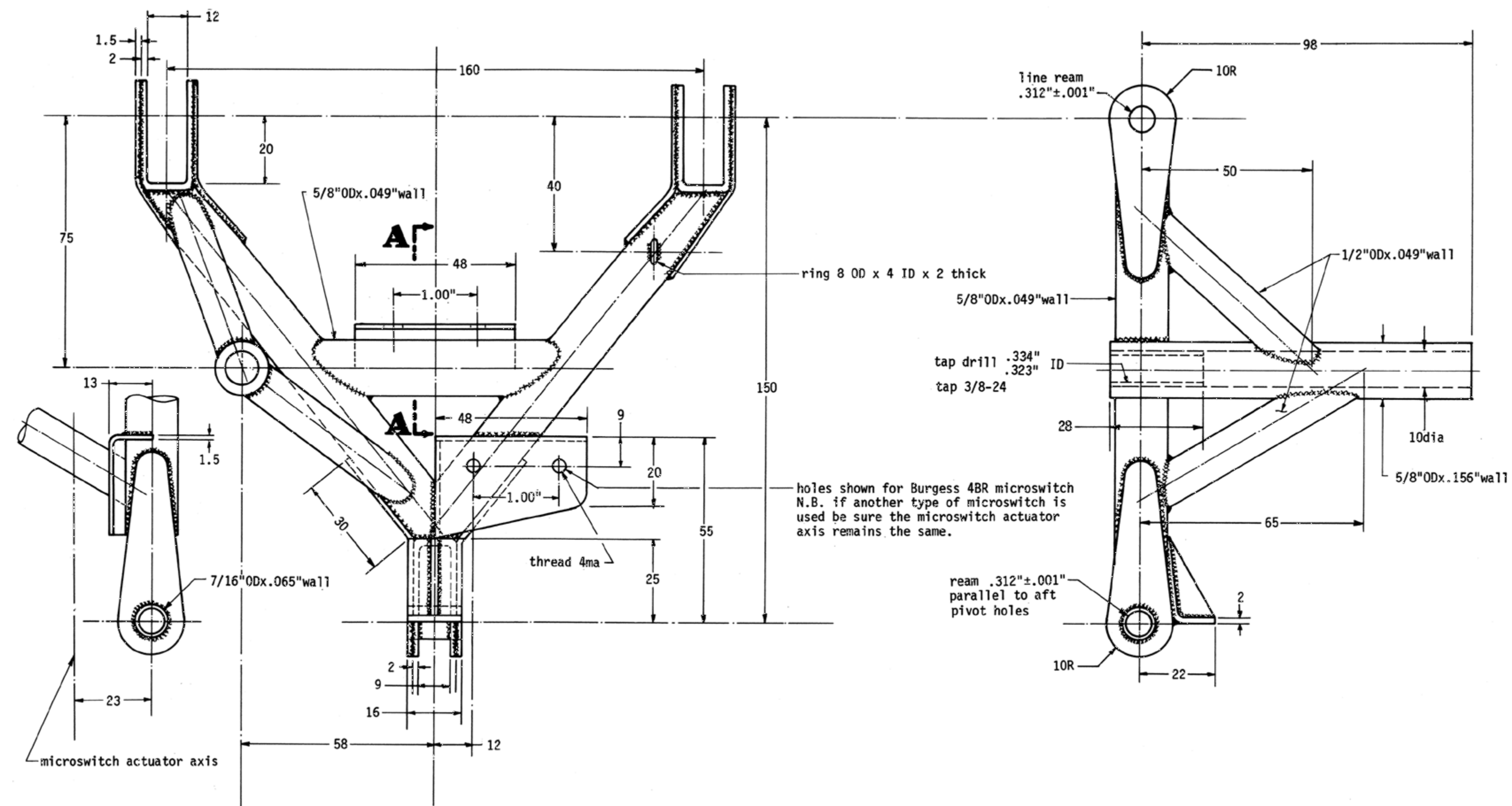
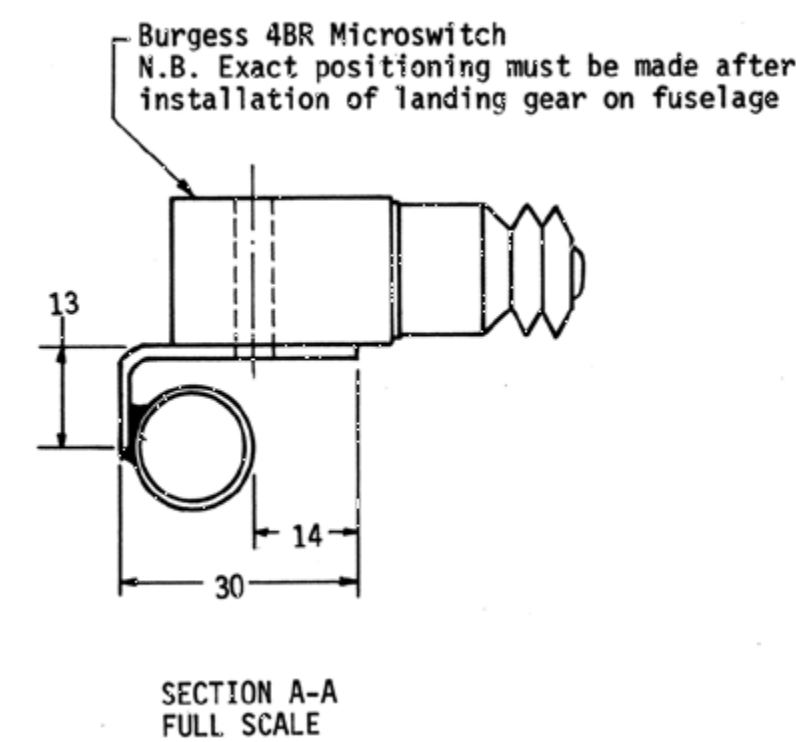
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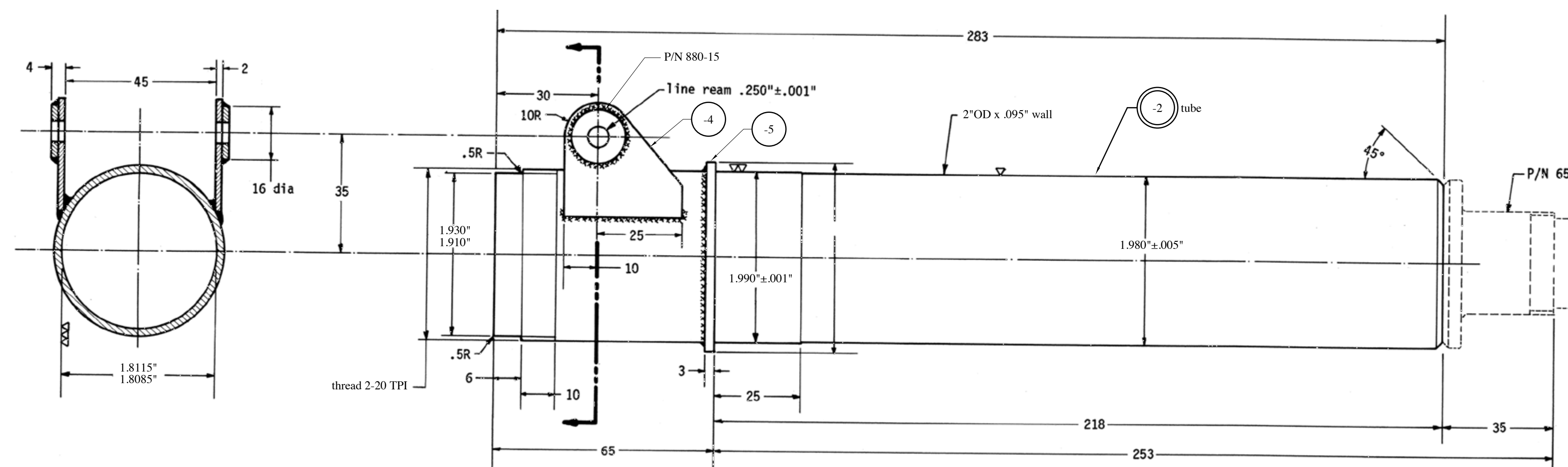
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Sheet	
<b>F2</b>	
Revision	



material: 4130N steel tubing, spec: MIL-T-6736  
4130N steel sheet, spec: MIL-S-18729  
see drawing No. 105 for installation  
No. 618 NOSE GEAR UPPER DRAG STRUT  
ONE REQUIRED PER AIRCRAFT  
FULL SCALE



material: 4130N steel tubing, spec: MIL-T-6736  
4130N steel sheet, spec: MIL-S-18729  
see drawing No. 601 for assembly  
No. 653 NOSE GEAR UPPER CYLINDER  
1 REQUIRED PER AIRCRAFT  
FULL SCALE

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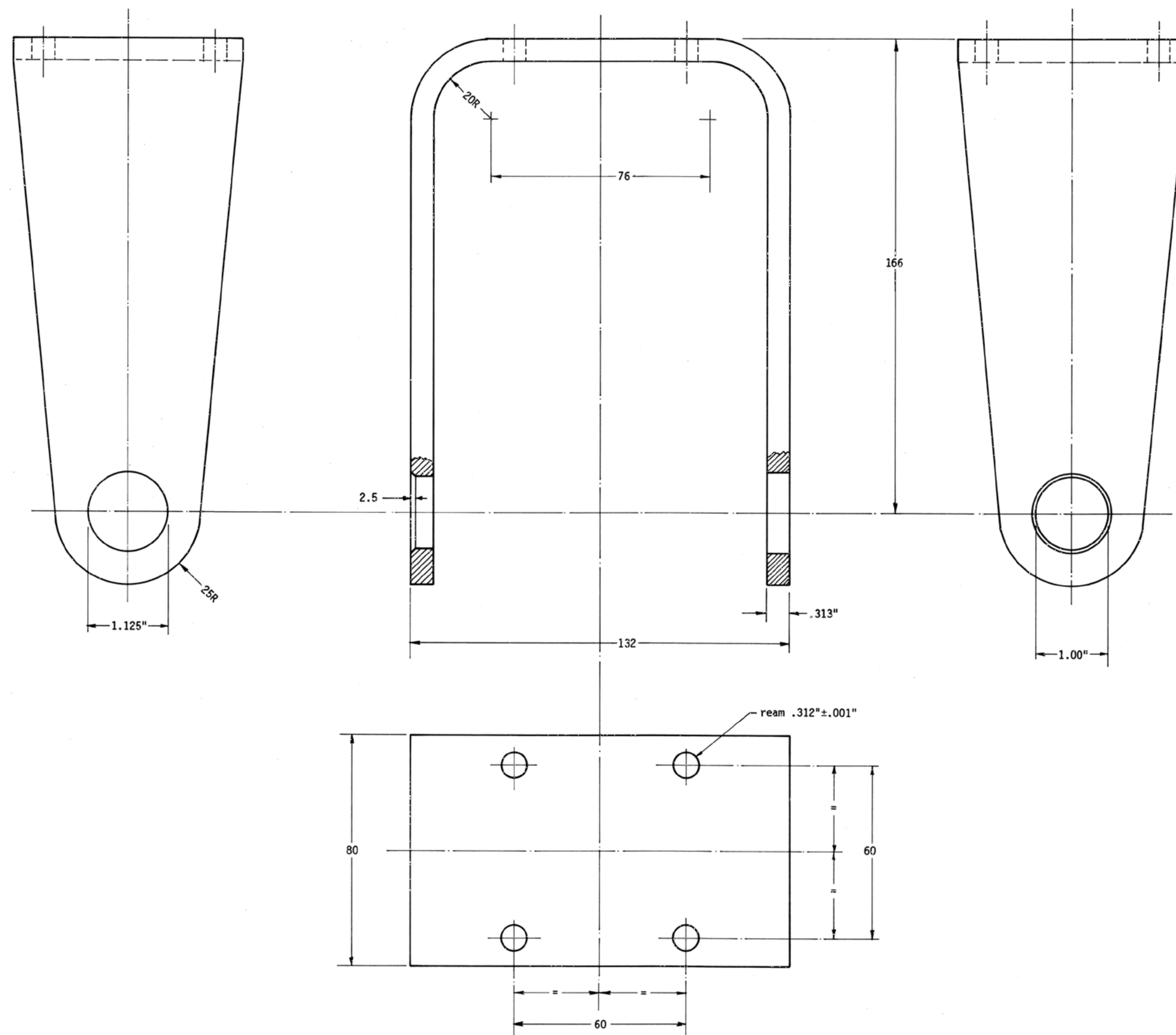
Sheet

## F3

Revision

A





material: 2024-T3 aluminum bar, spec: QQ-A-250/4  
see drawing No. 601 for installation

No. 613 NOSE GEAR FORK  
ONE REQUIRED PER AIRCRAFT  
FULL SCALE

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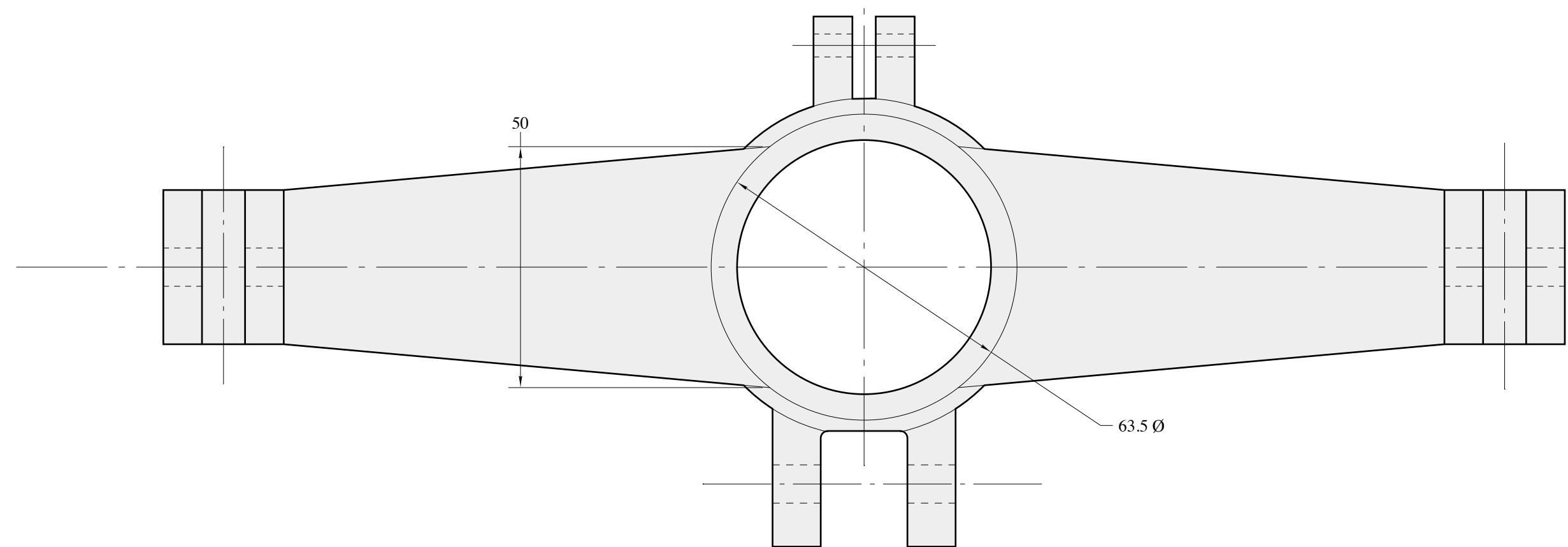
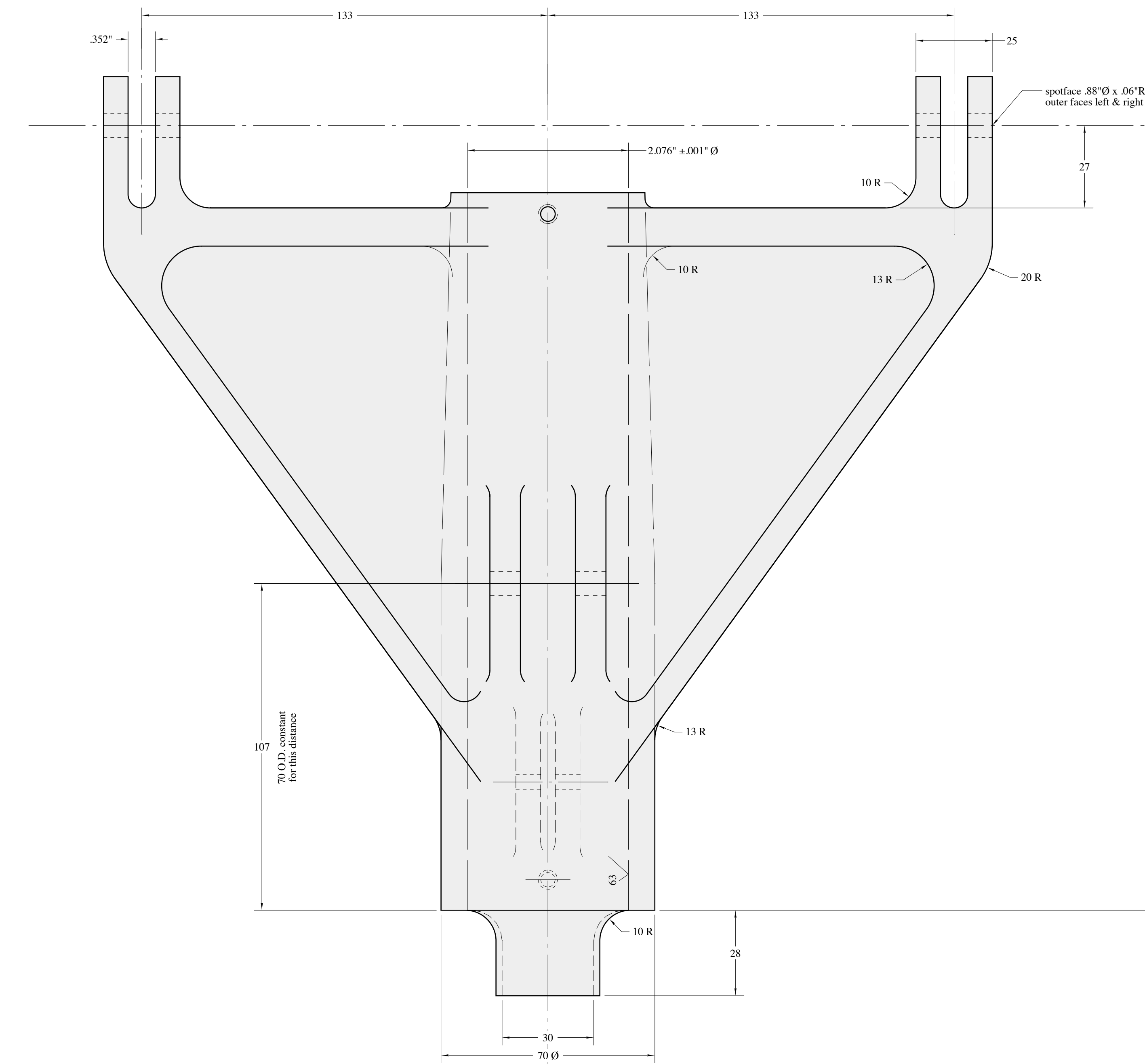
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**F4**

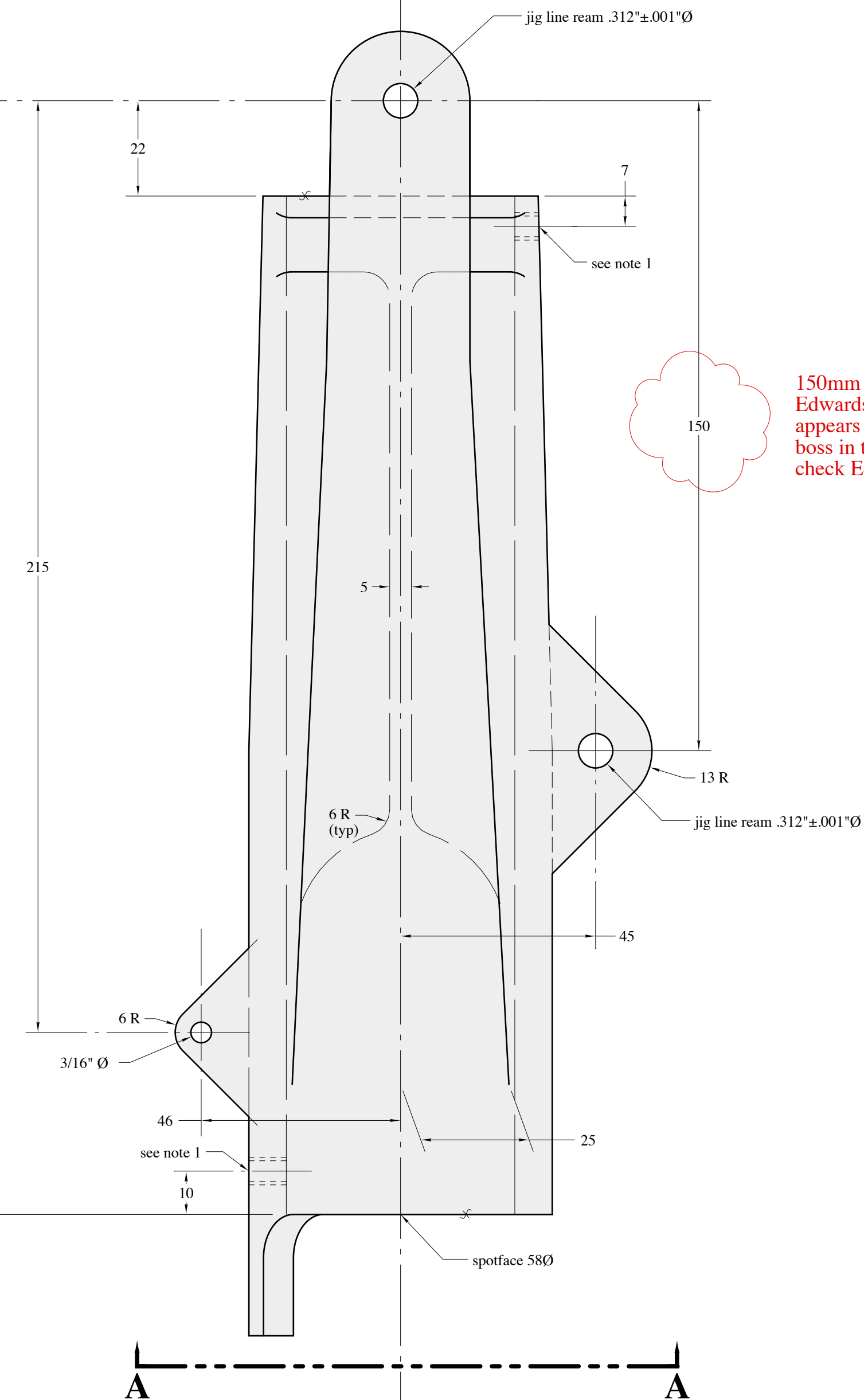
Revision



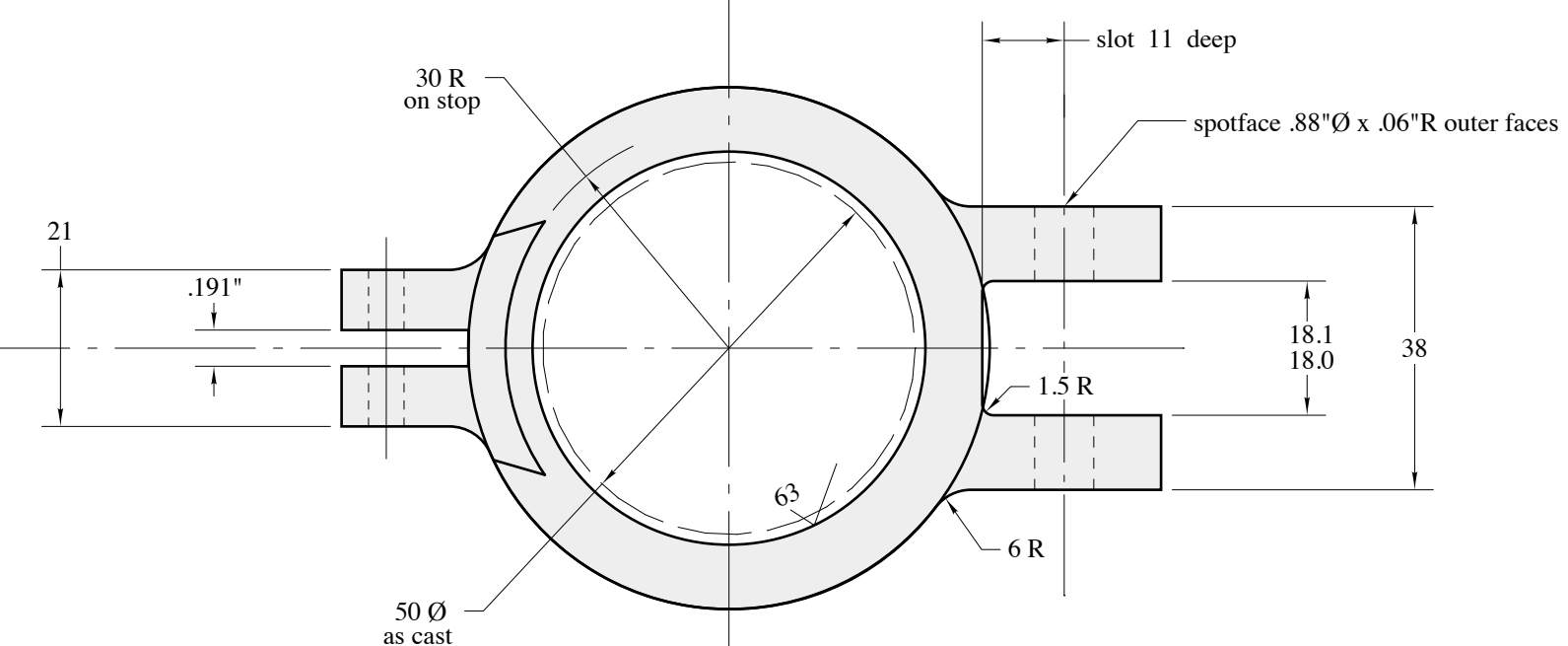
material: 356-T6 aluminum  
see Drawing No. 601 for installation  
alodine and prime (do not prime I.D.)

NO. 654-2 TRUNNION  
ONE REQUIRED PER AIRCRAFT  
FULL SCALE

Notes:  
1. After installation of bushings, drill #3 (.213\"/>



150mm = 5.908"  
Edwards made 5.807"  
appears to have hit the  
boss in the center,  
check Edwards prints



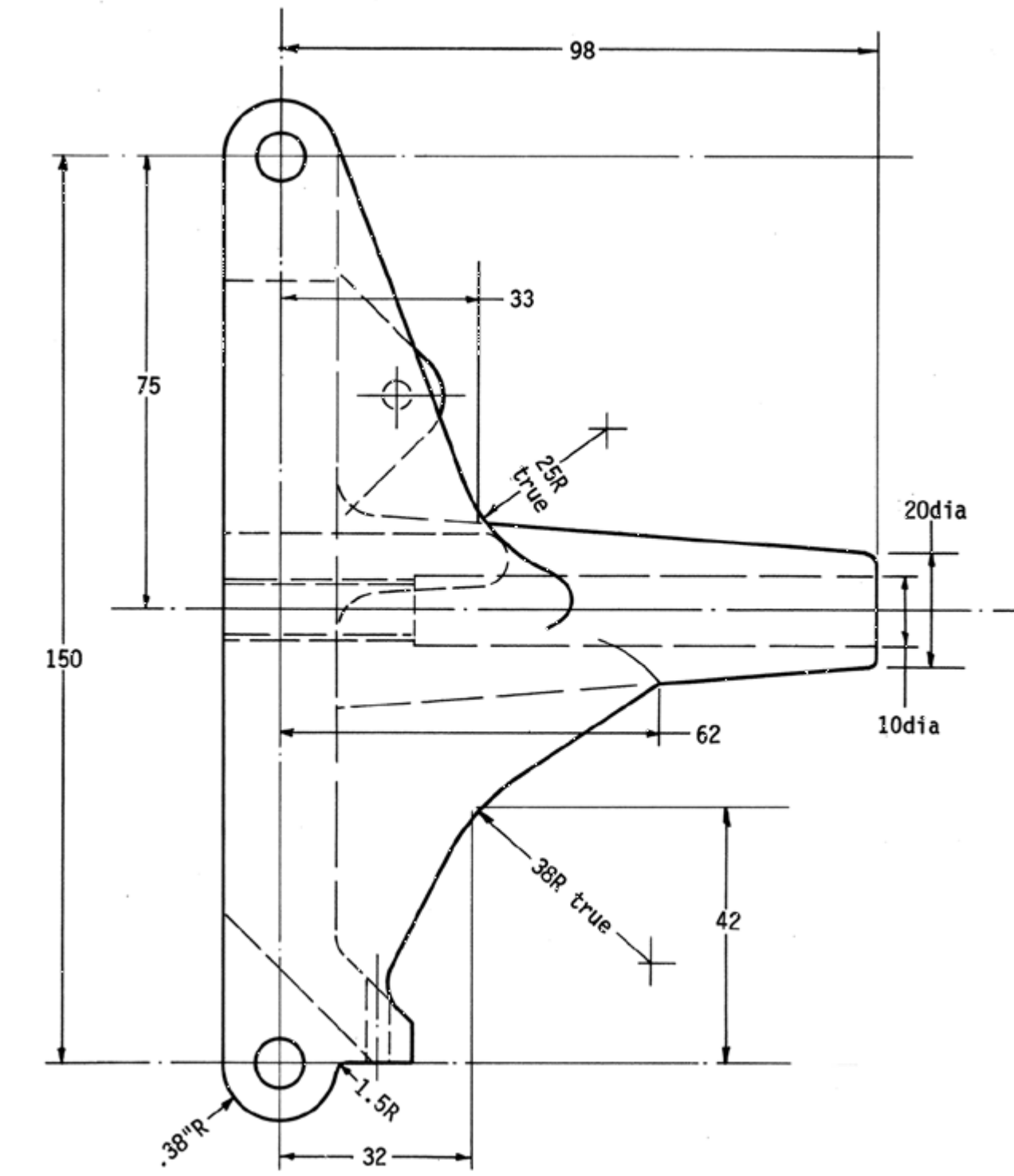
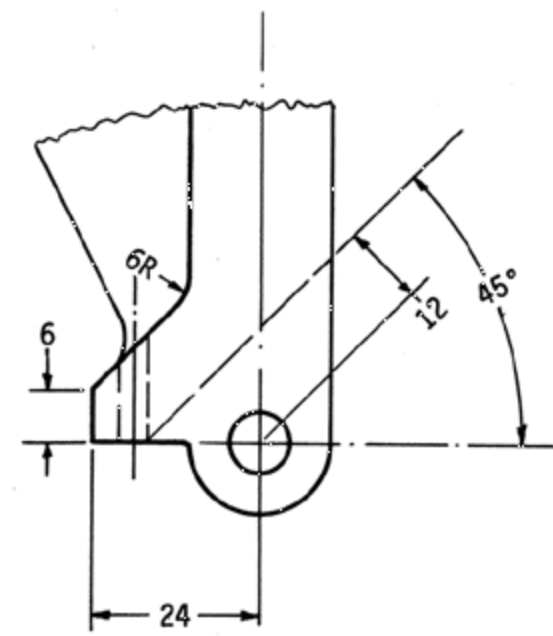
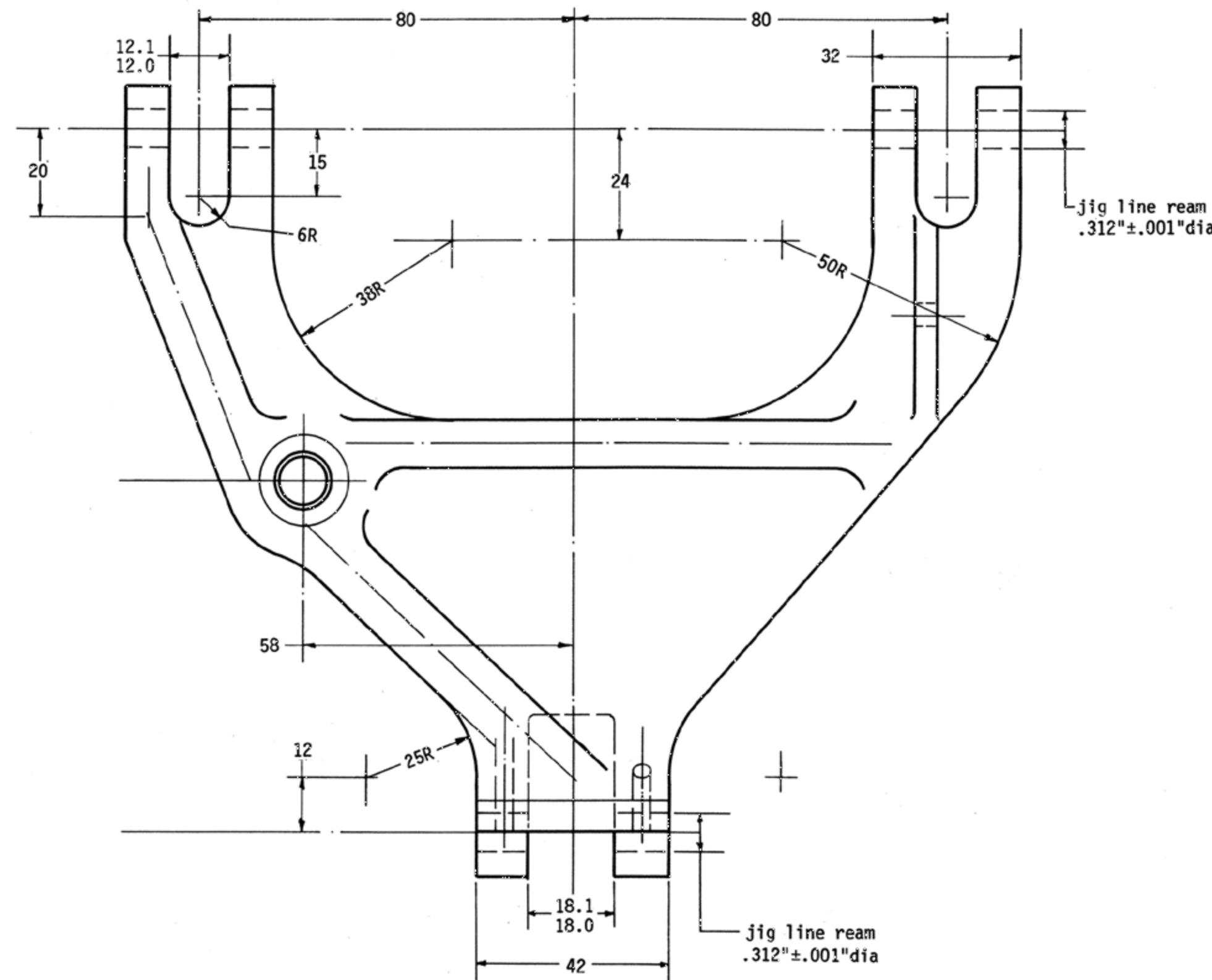
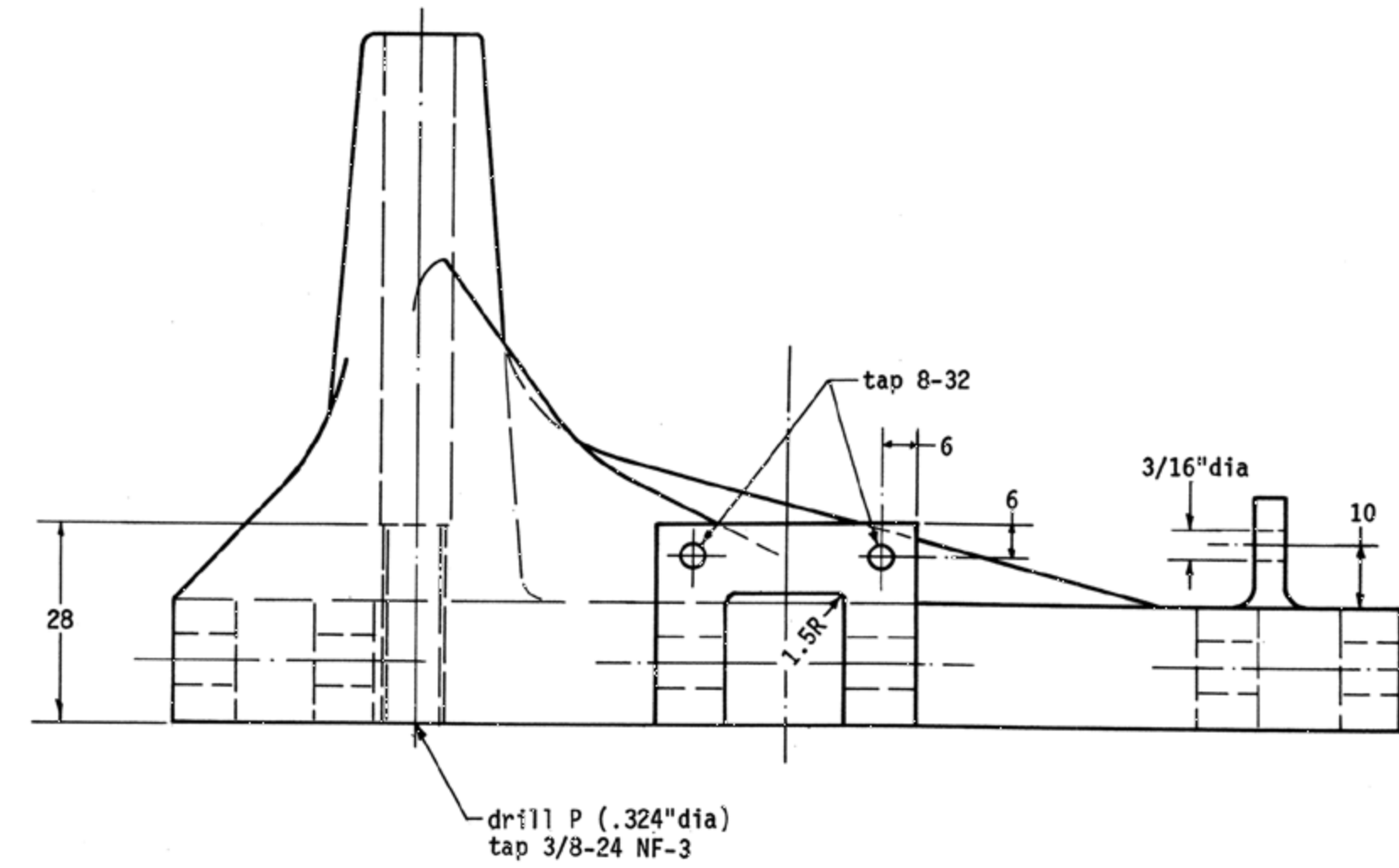
VIEW A-A  
FULL SCALE

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	Sheet <b>F5</b>
	Revision






material: 356-T6 aluminum  
see drawing No. 105 for installation

NO. 618A NOSE GEAR UPPER DRAG STRUT  
ONE REQUIRED PER AIRCRAFT  
FULL SCALE

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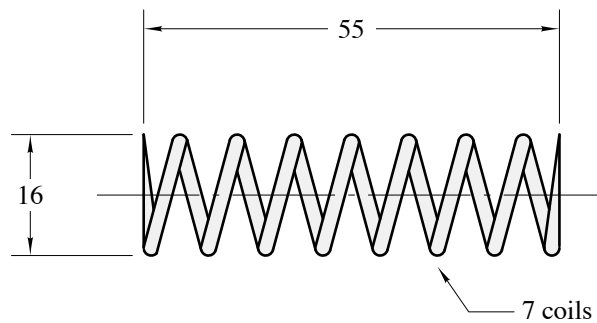
F6

Revision

# FF

Nose Gear—Series 600





material: .080" high tensile phos. coated music wire  
 load on assembly: 20±5 KG  
 see Drawing No. 102 for installation

NO. 602-1 SPRING  
 2 REQUIRED PER AIRCRAFT  
 FULL SCALE

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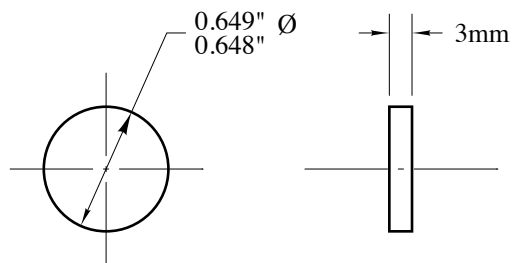
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**FF1**

Revision

C



material: 2024-T3 aluminum alclad sheet, spec: QQ-A-250/5  
see Drawing No. 102 for installation

NO. 602B SPACER  
3 REQUIRED PER AIRCRAFT  
FULL SCALE

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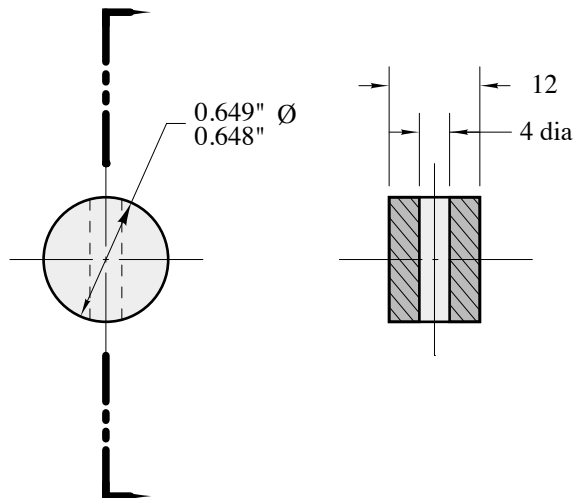
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**FF2**

Revision

C





material: 2024-T4 aluminum bar, spec: QQ-A-225/6  
see Drawing No. 604 and No. 518 for installation

NO. 602C RETAINER  
2 REQUIRED PER AIRCRAFT  
FULL SCALE

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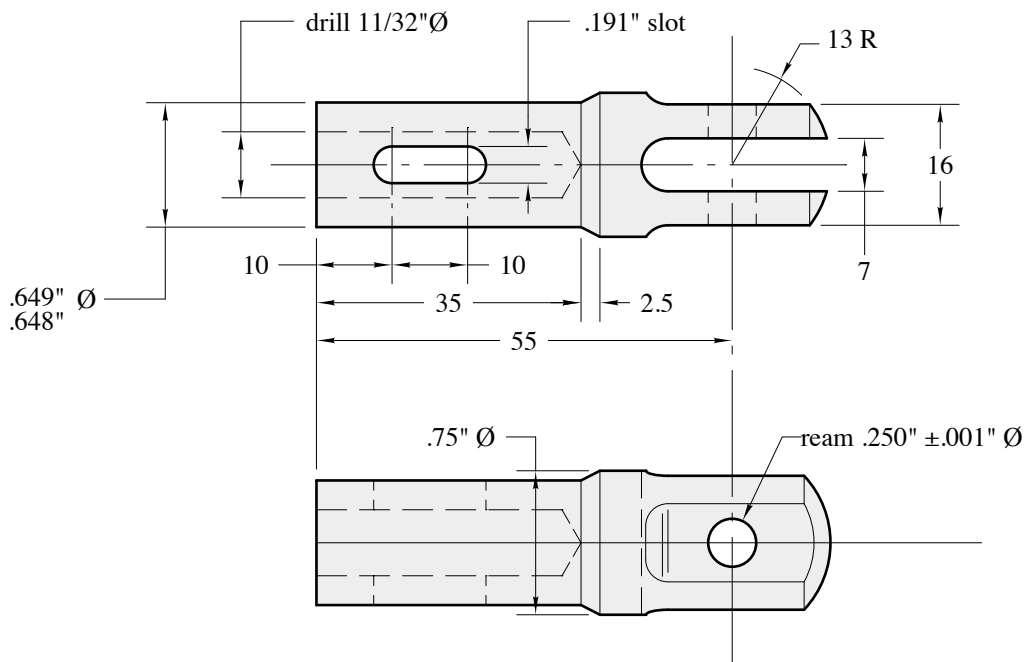


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**FF3**

Revision



material: 2024-T4 aluminum bar, spec: QQ-A-225/6  
alodine  
see Drawing No. 102 for installation

NO. 603 LANDING GEAR SCREWJACK END  
2 REQUIRED PER AIRCRAFT  
FULL SCALE

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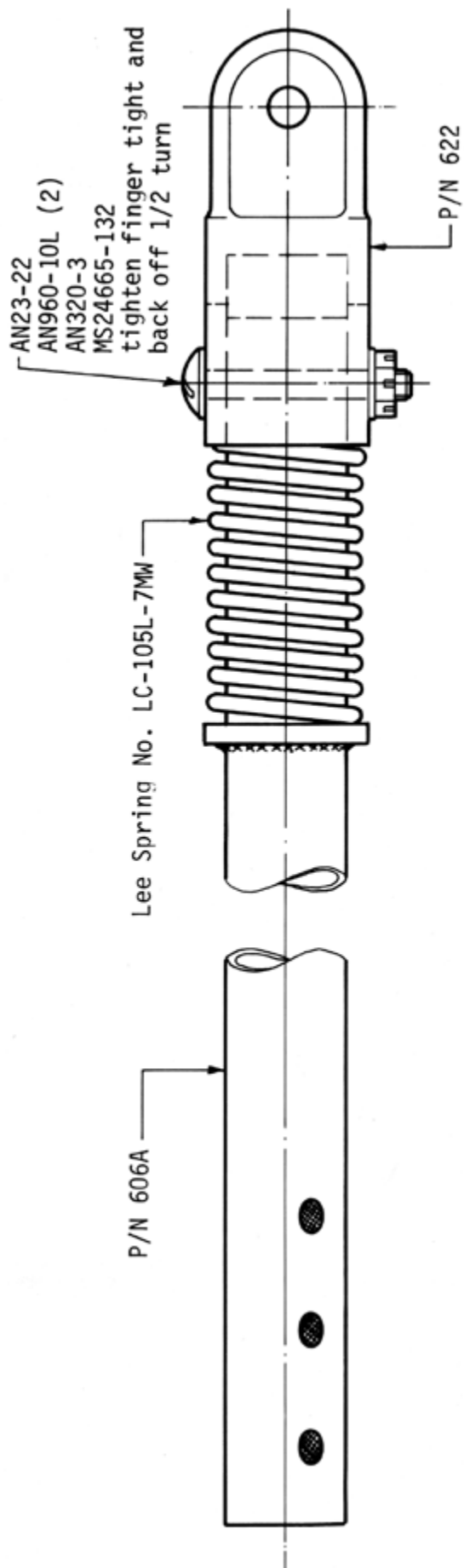
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**FF4**

Revision





see Drawing No. 105 for installation

NO 604A NOSE GEAR SCREW/JACK ASSEMBLY  
ONE REQUIRED PER AIRCRAFT  
FULL SCALE

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# F.8L FALCO



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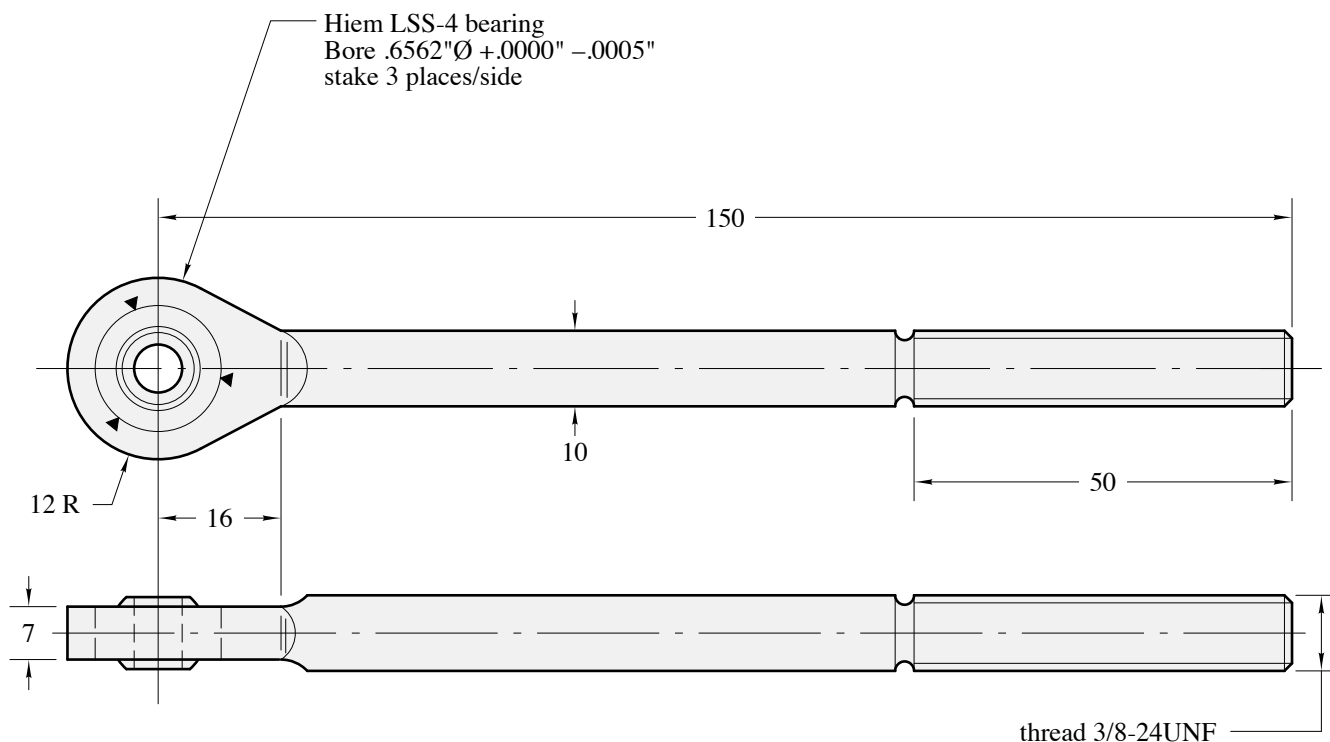
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**FF5**

Revision

B

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material: 4130N steel bar, spec: MIL-S-6758A  
cadmium plate  
see Drawing No. 105 for installation

NO. 605 NOSE GEAR ADJUSTMENT SCREW  
ONE REQUIRED PER AIRCRAFT  
FULL SCALE

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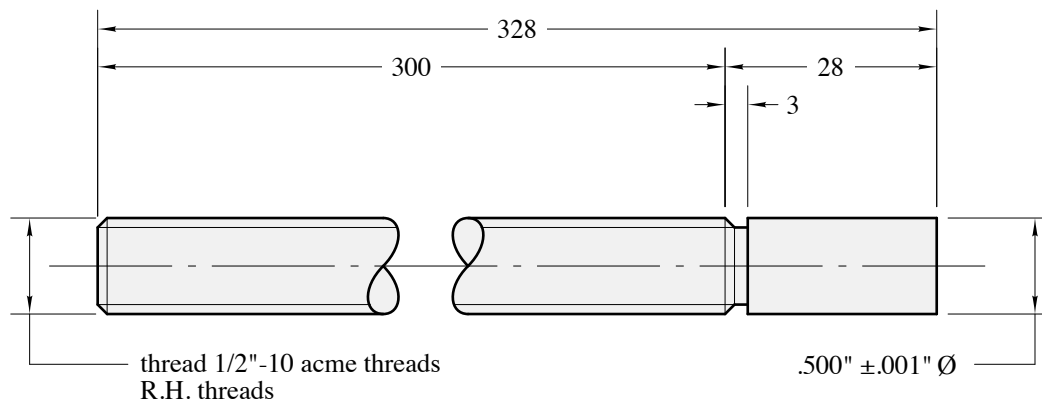
**FF6**

Revision

A







material: 4130 or 4140 steel rod  
heat treat to 125,000 psi  
see Drawing No. 105 for installation

NO. 607 NOSE GEAR SCREWJACK ROD  
ONE REQUIRED PER AIRCRAFT  
FULL SCALE

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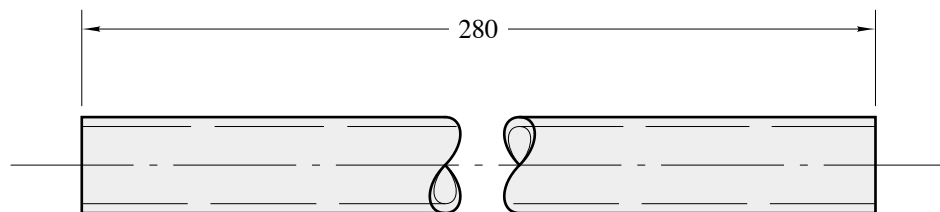
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**FF8**

Revision

C





material: 1/2" OD x .049" wall 4130N steel tubing, spec: MIL-T-6736  
see Drawing No. 651 for installation

NO. 608 NOSE GEAR ORIFICE SUPPORT TUBE  
1 REQUIRED PER AIRCRAFT  
FULL SCALE

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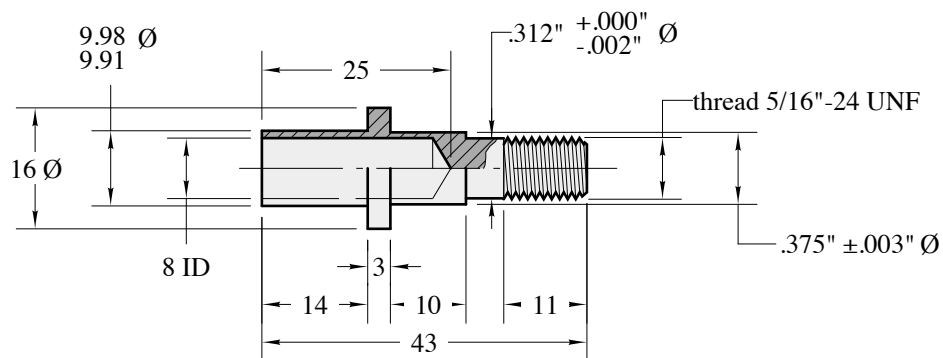


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**FF9**

Revision



material: 4130N steel bar, spec: MIL-S-6758A  
see Drawing No. 651 for installation

NO. 609 NOSE GEAR ORIFICE SUPPORT FITTING  
1 REQUIRED PER AIRCRAFT  
FULL SCALE

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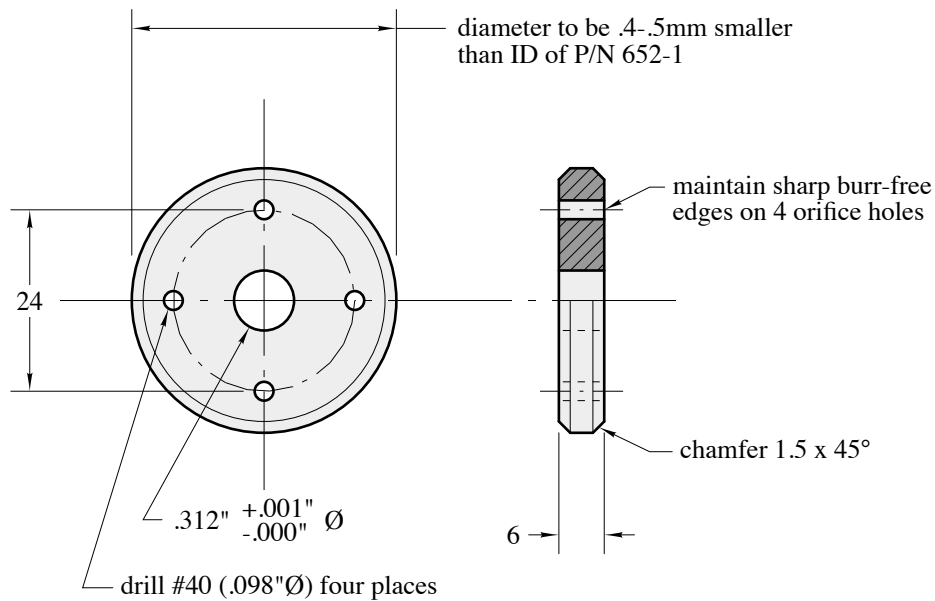
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**FF10**

Revision

A





material: 2024-T4 aluminum bar, spec: QQ-A-225/6  
see Drawing No. 601 for installation

NO. 610-1 NOSE GEAR ORIFICE  
ONE REQUIRED PER AIRCRAFT  
FULL SCALE

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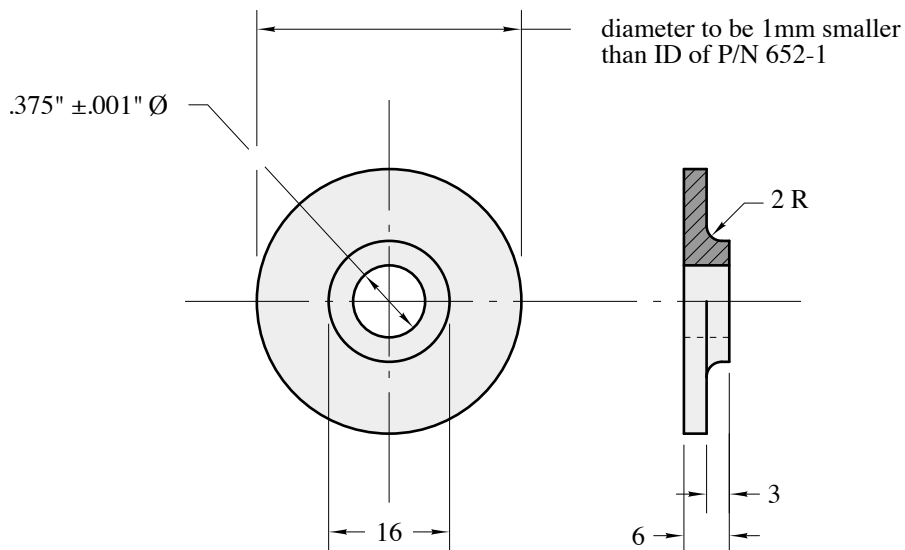


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**FF11**

Revision



material: 2024-T4 aluminum bar, spec: QQ-A-225/6  
see Drawing No. 601 for installation

NO. 610-2 NOSE GEAR REBOUND DAMPER  
ONE REQUIRED PER AIRCRAFT  
FULL SCALE

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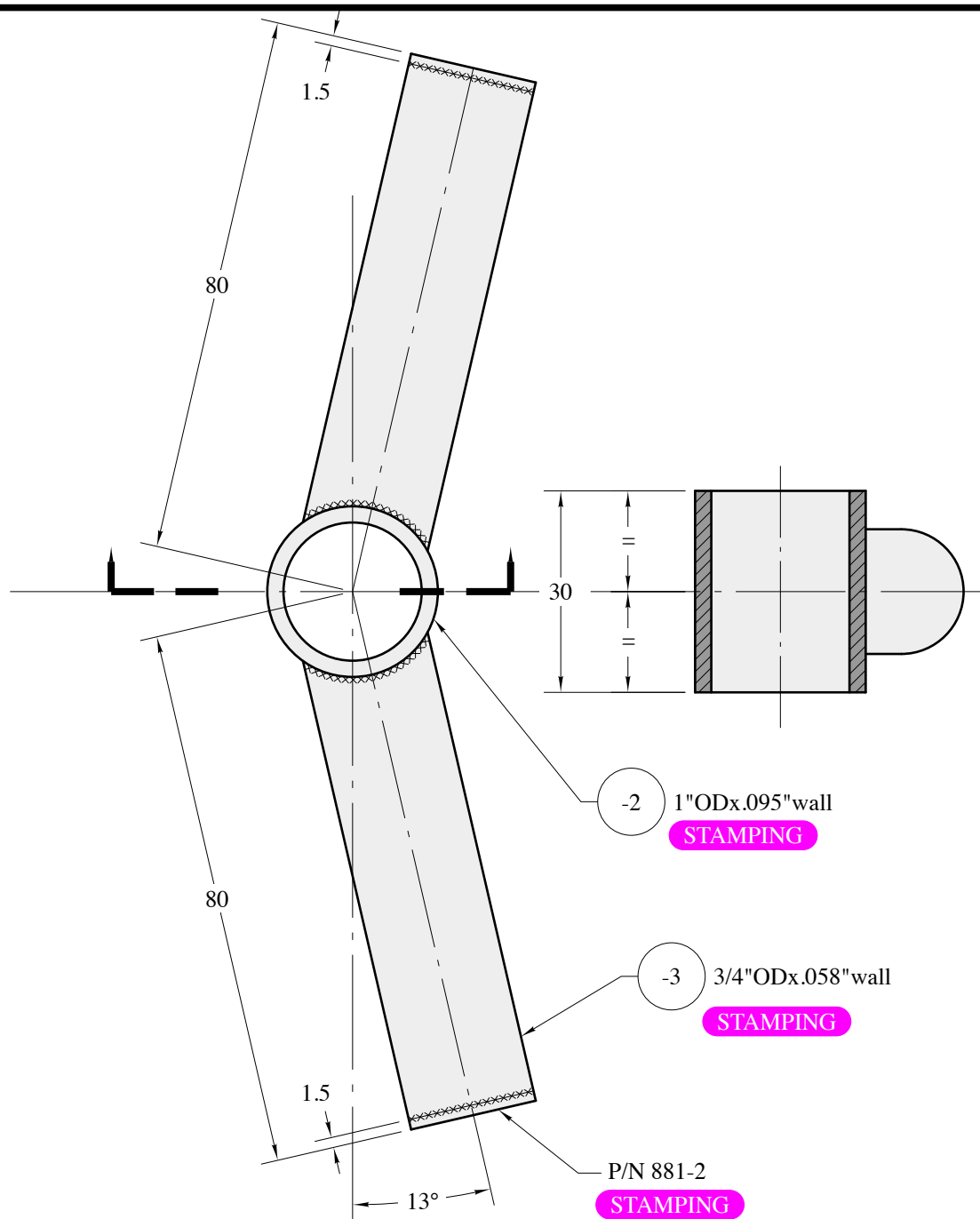
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**FF12**

Revision

B





material: 4130N steel tubing, spec: MIL-T-6736  
 4130N steel sheet, spec: MIL-S-18729  
 see Drawing No. 601 for installation

NO. 663 NOSE GEAR ROCKER ARM  
 ONE REQUIRED PER AIRCRAFT  
 FULL SCALE

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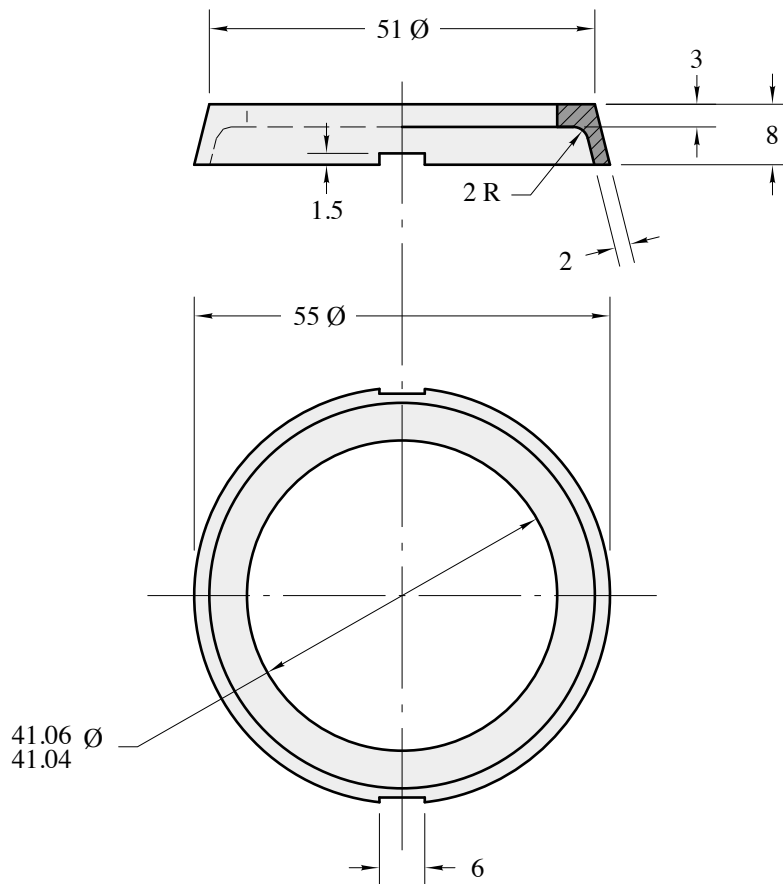
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**FF13**

Revision

B



material: 2024-T4 aluminum  
alodine  
see Drawing No. 601 for installation

NO. 664 STOP  
ONE REQUIRED PER AIRCRAFT  
FULL SCALE

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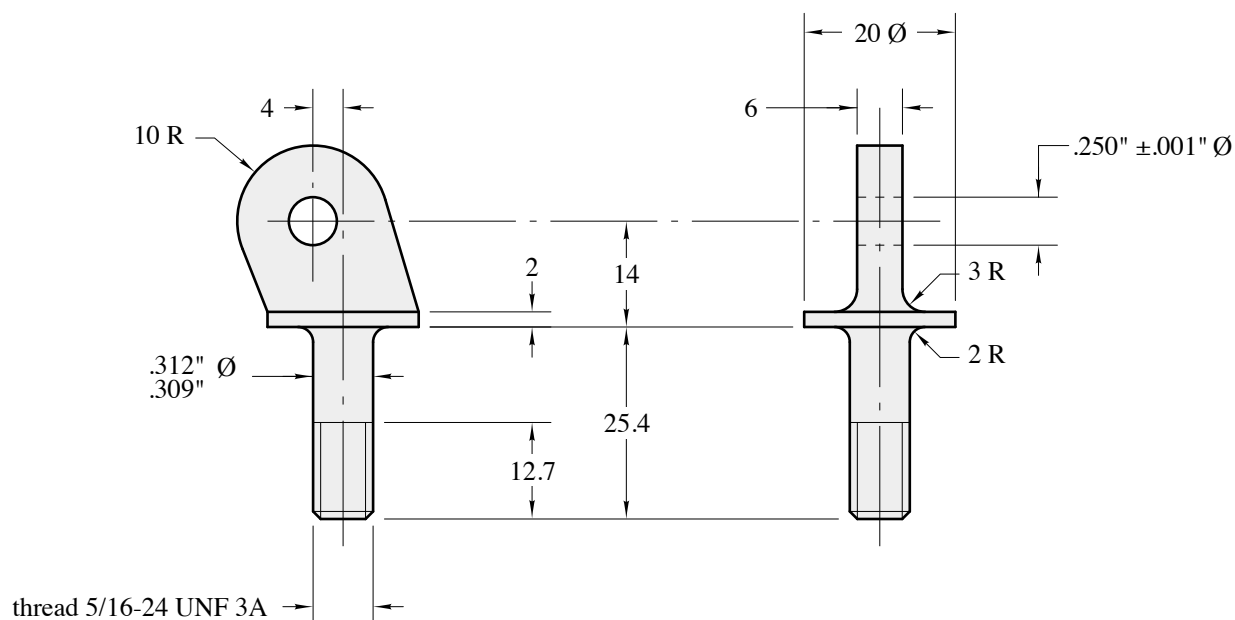
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**FF14**

Revision

B





material: 4130, 4140 or 4340 steel  
 heat treat to 125,000 psi  
 cadmium plate  
 see Drawing No. 601 for installation

NO. 665 EYE BOLT  
 2 REQUIRED PER AIRCRAFT  
 FULL SCALE

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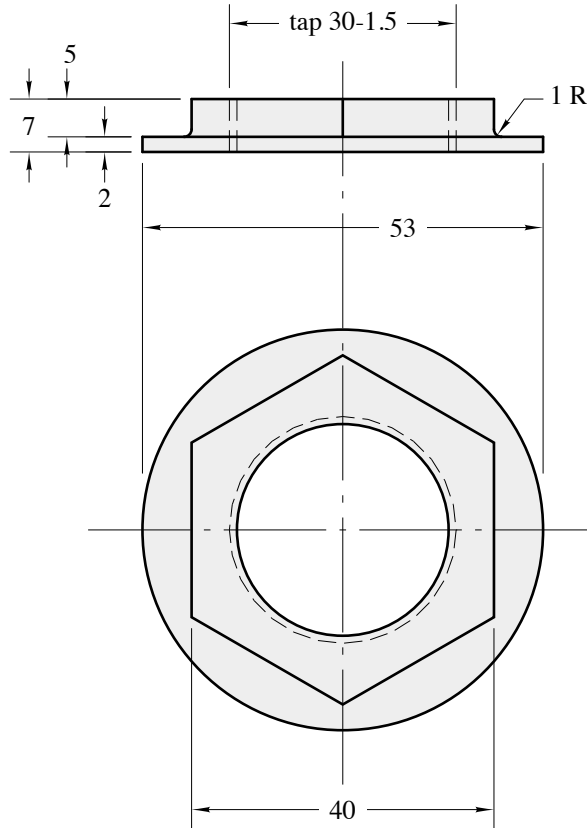
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**FF15**

Revision

C



material: 4130N steel, spec: MIL-S-6758A  
cadmium plate  
see Drawing No. 601 for installation

NO. 616 NOSE GEAR UPPER RING NUT  
ONE REQUIRED PER AIRCRAFT  
FULL SCALE

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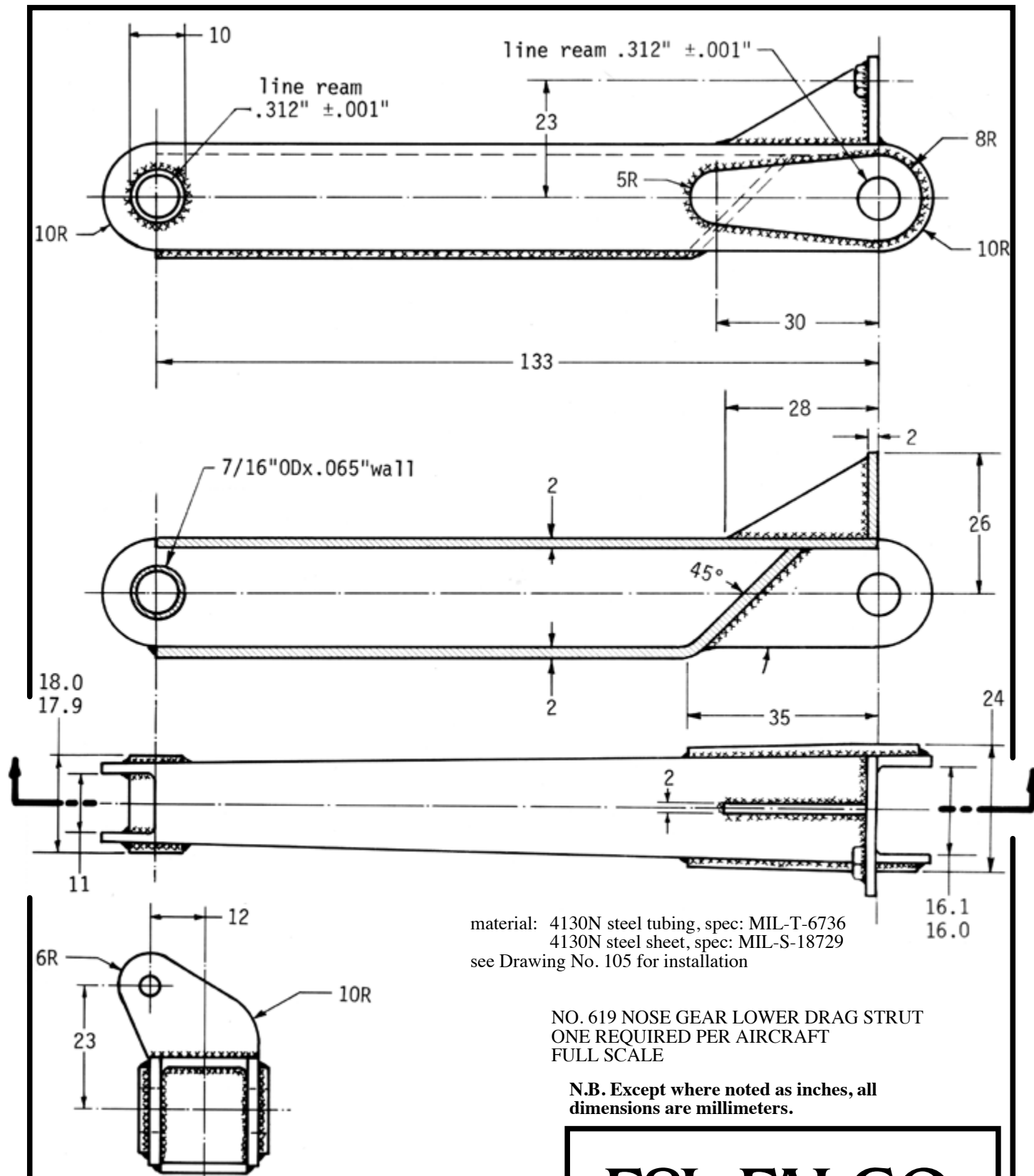
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**FF16**

Revision

B





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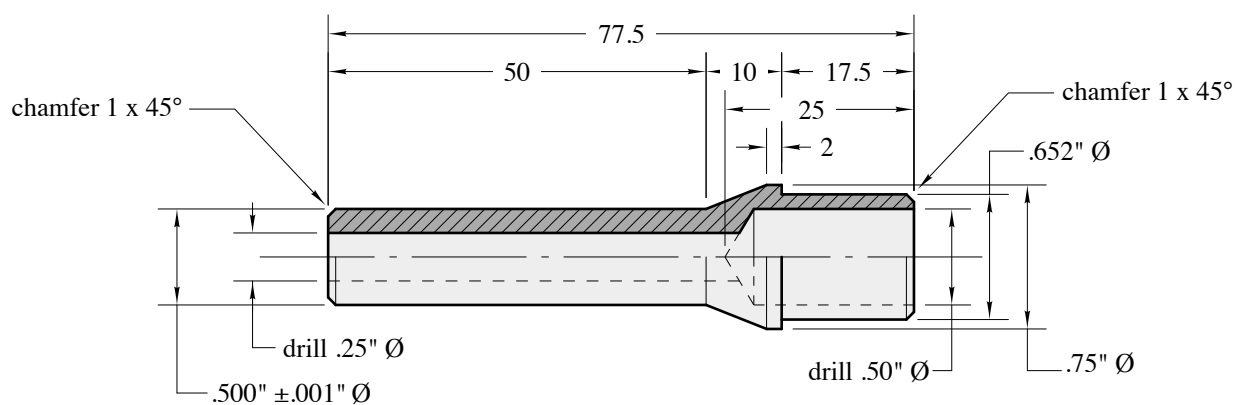
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**FF17**

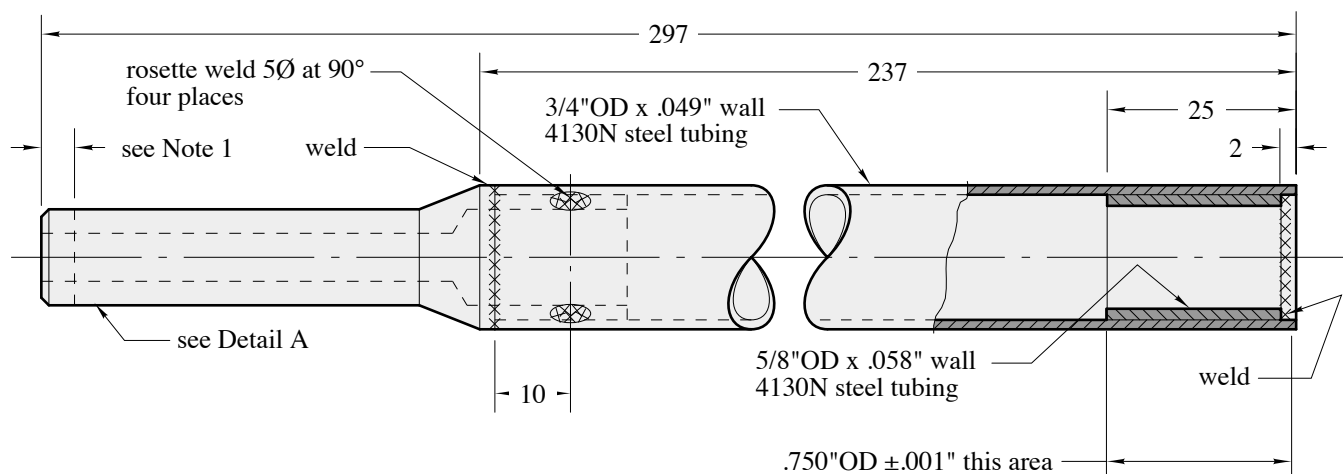
Revision







DETAIL A  
FULL SCALE



Notes:

1. Calculated length is 293.1 to 293.7. The length of 297 provides for tolerances in airframe construction and the half-inch shaft must be cut at installation so that it protrudes 1.00" from the inner race of the bearing in P/N 717.

T.I.G. weld with Linde 65 rod  
stress relieve after welding

material: 4130N steel rod and tubing  
prime  
see Drawing No. 105 for installation

NO. 621A NOSE GEAR SCREWJACK ROD  
ONE REQUIRED PER AIRCRAFT  
FULL SCALE

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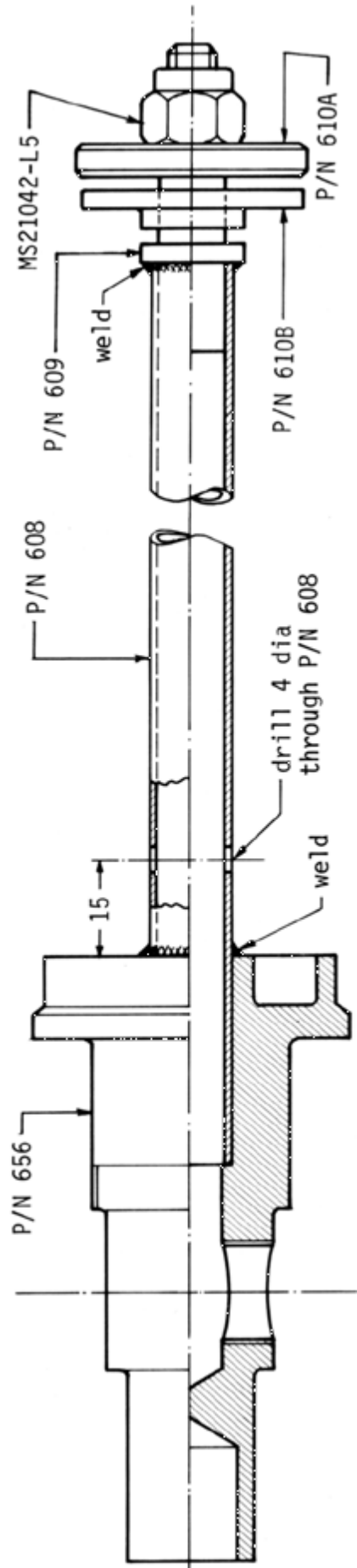
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**FF19**

Revision

C



see Drawing No. 601 for installation

NO. 651 NOSE GEAR ORIFICE ASSEMBLY  
ONE REQUIRED PER AIRCRAFT  
FULL SCALE

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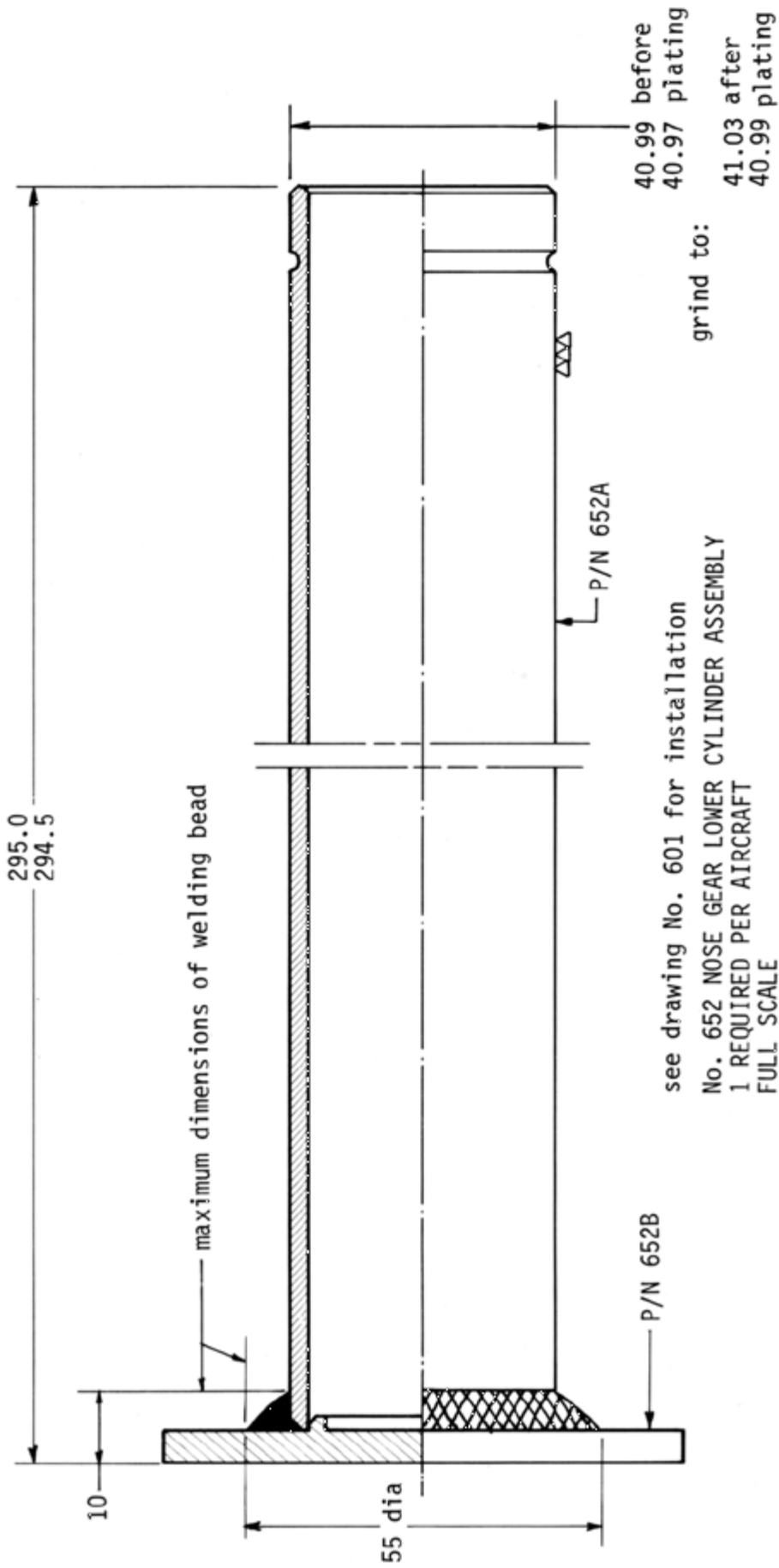
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**FF20**

Revision






see drawing No. 601 for installation  
 No. 652 NOSE GEAR LOWER CYLINDER ASSEMBLY  
 1 REQUIRED PER AIRCRAFT  
 FULL SCALE

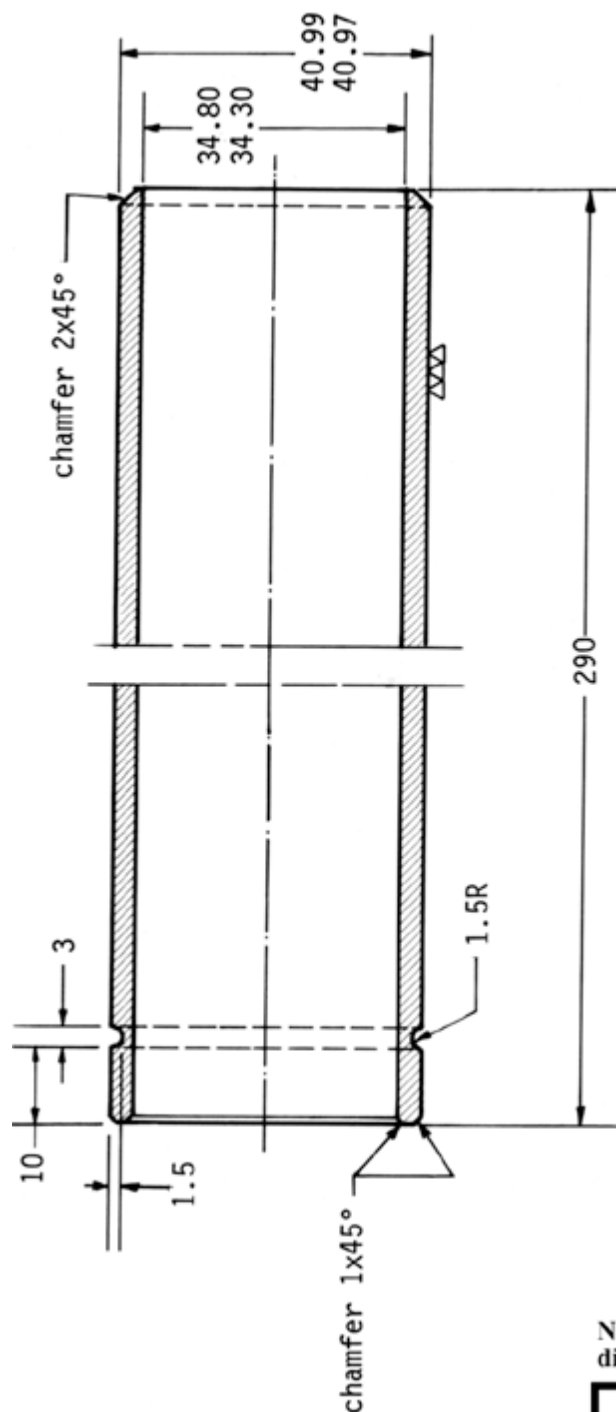
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heat treat to 125,000 psi after welding  
 hard chrome plate .0004"-.0006" thick  
 buff surface after plating

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	FF21
Revision	



material: 1 5/8"ODx.134"wall 4130N tubing, spec: MIL-T-6736  
see drawing No. 652 for assembly

No. 652A NOSE GEAR LOWER OLEO CYLINDER  
1 REQUIRED PER AIRCRAFT  
FULL SCALE

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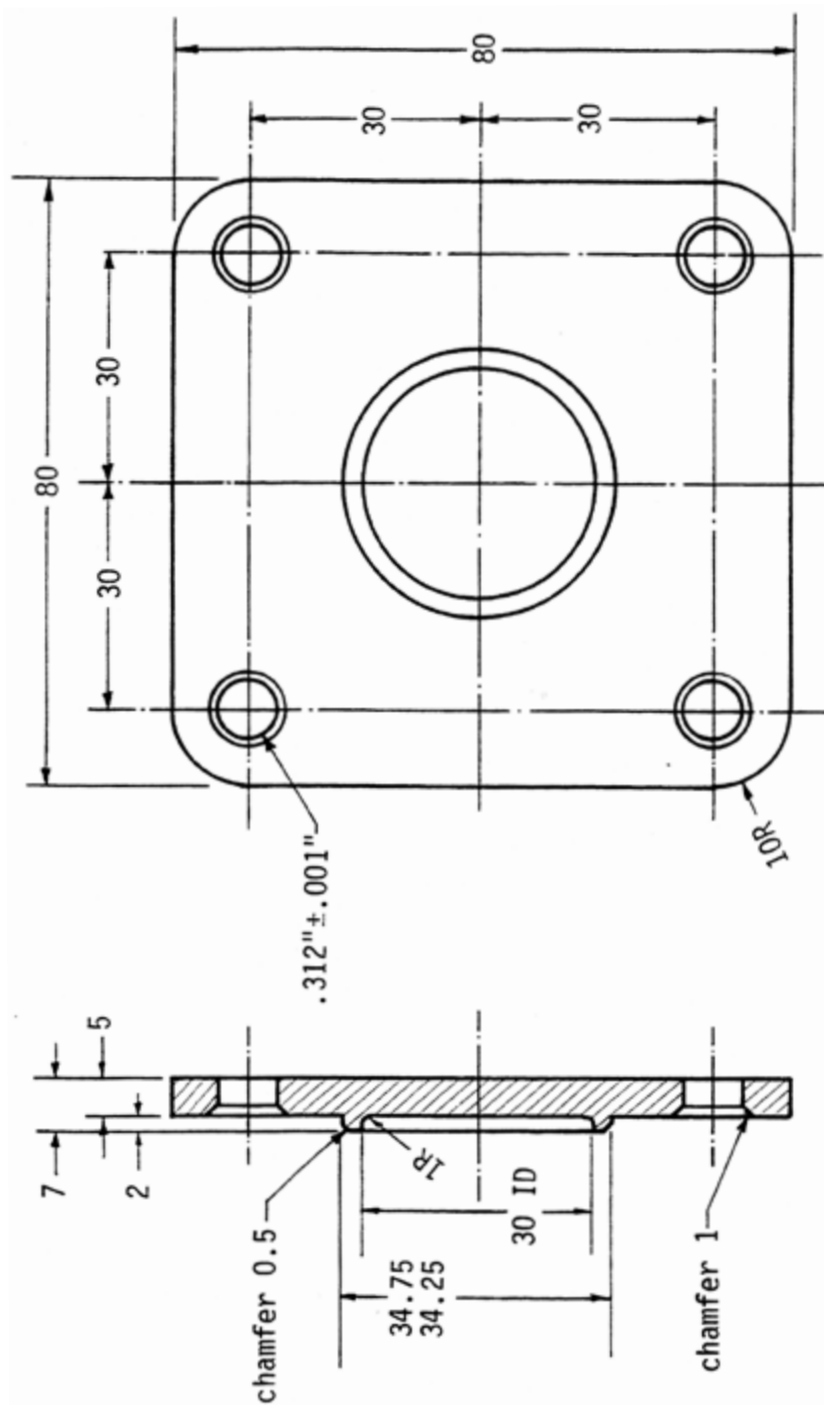
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Sheet

**FF22**

Revision





material: 4130N steel sheet, spec: MIL-S-18729  
see drawing No. 652 for assembly

No. 652B NOSE GEAR FORK MOUNTING PLATE  
1 REQUIRED PER AIRCRAFT  
FULL SCALE

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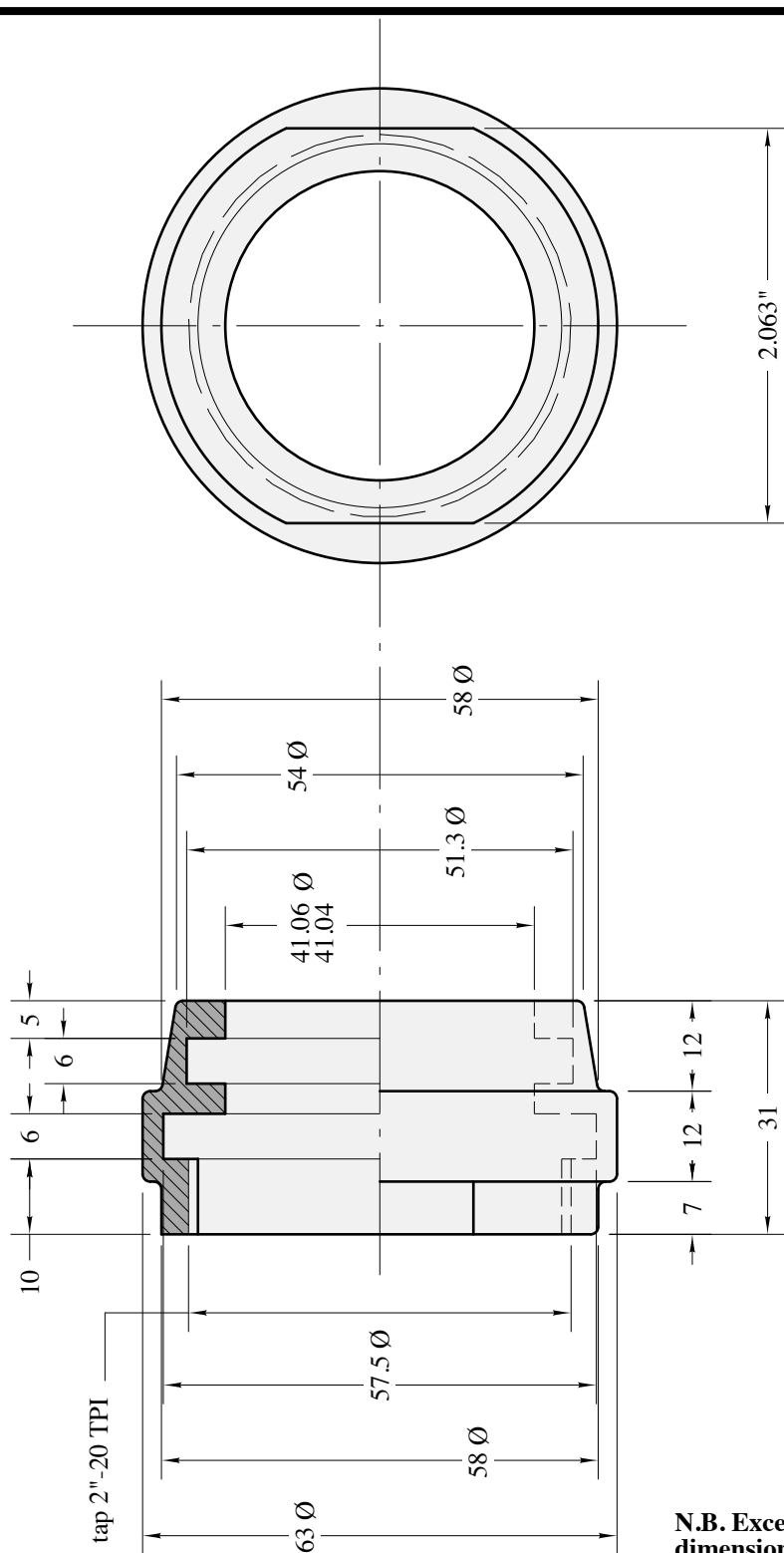


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**FF23**

Revision



material: aluminum-bronze bar, spec: AMS-4631  
or SAE 660 bronze  
cadmium plate  
see Drawing No. 601 for installation

NO. 655 NOSE GEAR LOWER RING NUT  
ONE REQUIRED PER AIRCRAFT  
FULL SCALE

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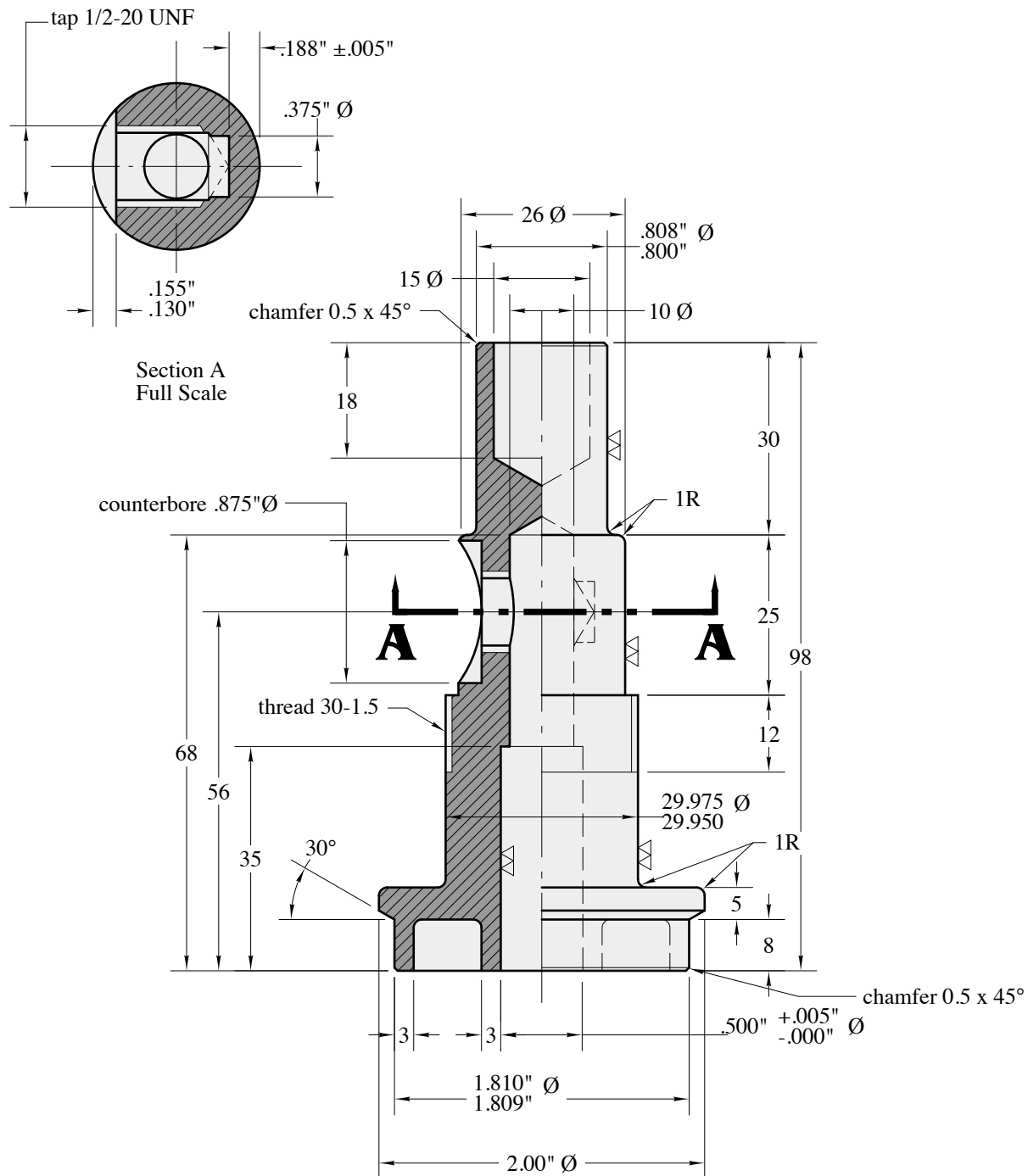
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**FF24**

Revision

D





material: 4130N steel bar, spec: MIL-S-6758A  
see Drawing No. 651 for installation

NO. 656 NOSE GEAR CAP FITTING  
1 REQUIRED PER AIRCRAFT  
FULL SCALE

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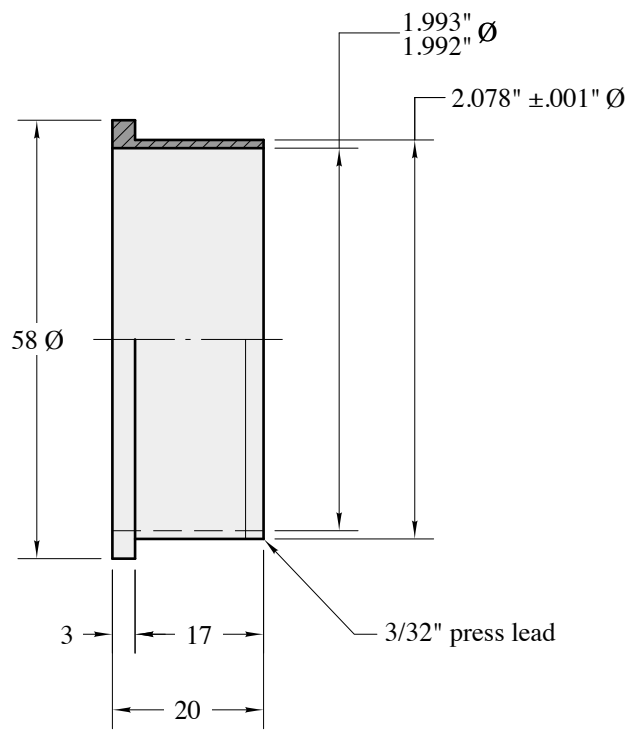
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**FF25**

Revision

C



material: aluminum-bronze, spec: AMS-4631  
or SAE 660 bronze  
cadmium plate  
see Drawing No. 601 for installation

NO. 657 NOSE GEAR LOWER BUSHING  
ONE REQUIRED PER AIRCRAFT  
FULL SCALE

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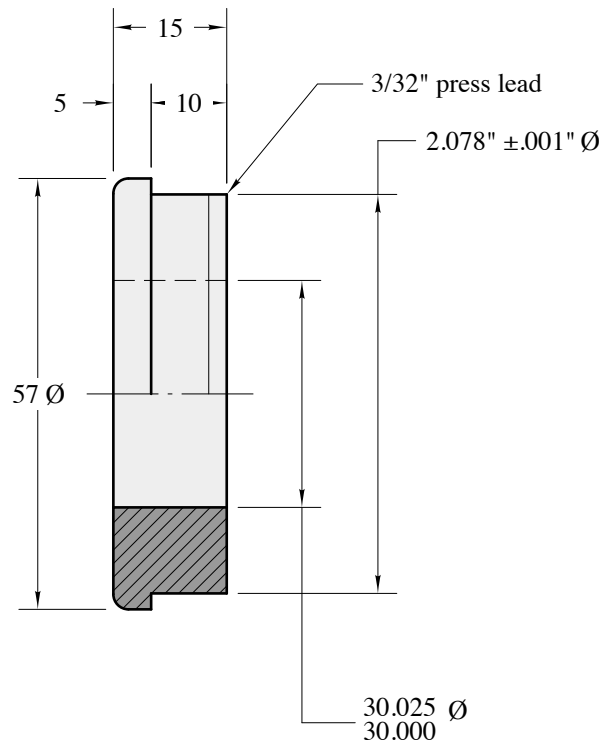
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**FF26**

Revision

A





material: aluminum-bronze, spec: AMS-4631  
 or SAE 660 bronze  
 cadmium plate  
 see Drawing No. 601 for installation

NO. 658 NOSE GEAR UPPER BUSHING  
 ONE REQUIRED PER AIRCRAFT  
 FULL SCALE

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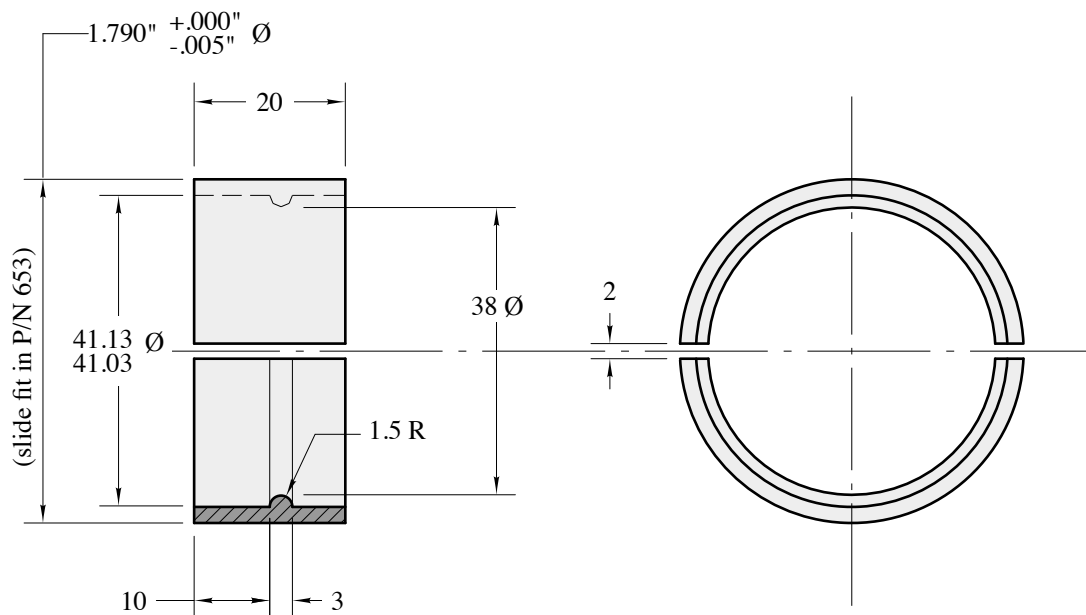


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**FF27**

Revision



material: aluminum-bronze, spec: AMS-4631  
or SAE 660 bronze  
see Drawing No. 601 for installation

NO. 659 NOSE GEAR PISTON BUSHING  
ONE PAIR REQUIRED PER AIRCRAFT  
FULL SCALE

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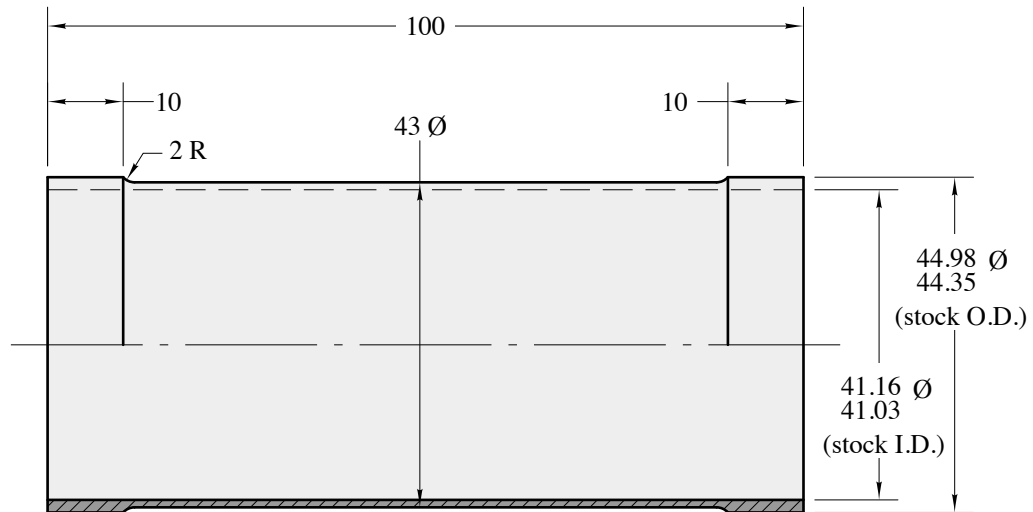
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**FF28**

Revision

A





material: 1.75"OD x .065" wall 4130N steel tubing, spec: MIL-T-6736  
see Drawing No. 601 for installation

NO. 660A NOSE GEAR GUIDE AND STOP  
ONE REQUIRED PER AIRCRAFT  
FULL SCALE

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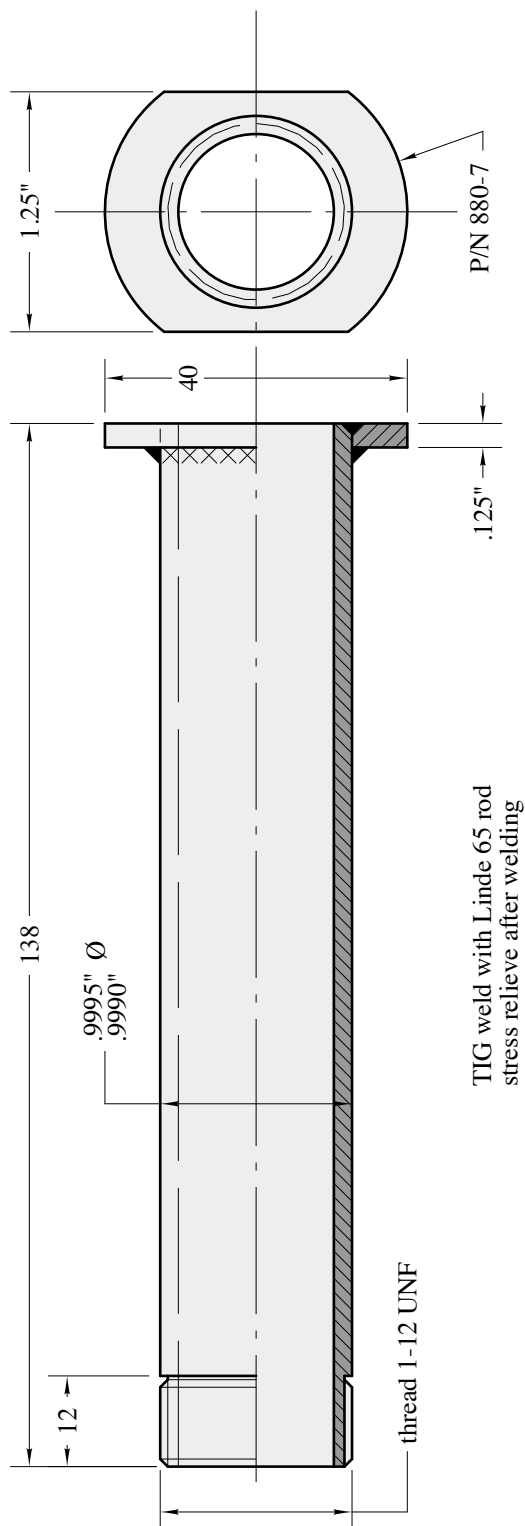
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**FF29**

Revision

A



material: 1.00" OD x .095" wall 4130N steel tubing, spec: MIL-T-6736  
.125" 4130N steel sheet, spec: MIL-S-18729  
see Drawing No. 601 for installation

NO. 614 NOSE GEAR AXLE  
ONE REQUIRED PER AIRCRAFT  
FULL SCALE

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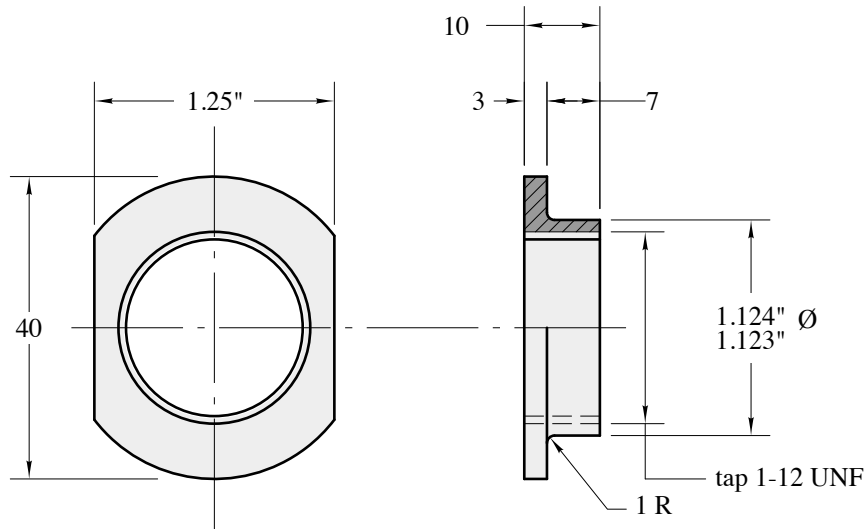
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**FF30**

Revision

A





material: 4130N steel, spec: MIL-T-6758  
cadmium plate  
see Drawing No. 601 for installation

NO. 615 NOSE GEAR AXLE NUT  
ONE REQUIRED PER AIRCRAFT  
FULL SCALE

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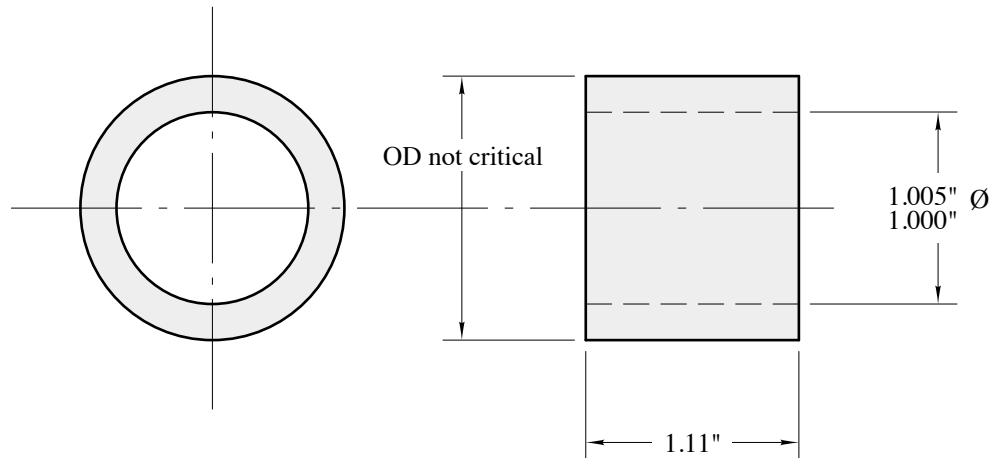
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**FF31**

Revision

A



material: 1.375"OD x .188" wall 2024-T3 or 6061-T6 aluminum tubing  
 alodine & prime  
 see Drawing No. 601 for installation

NO. 670 SPACER  
 2 REQUIRED PER AIRCRAFT  
 FULL SCALE

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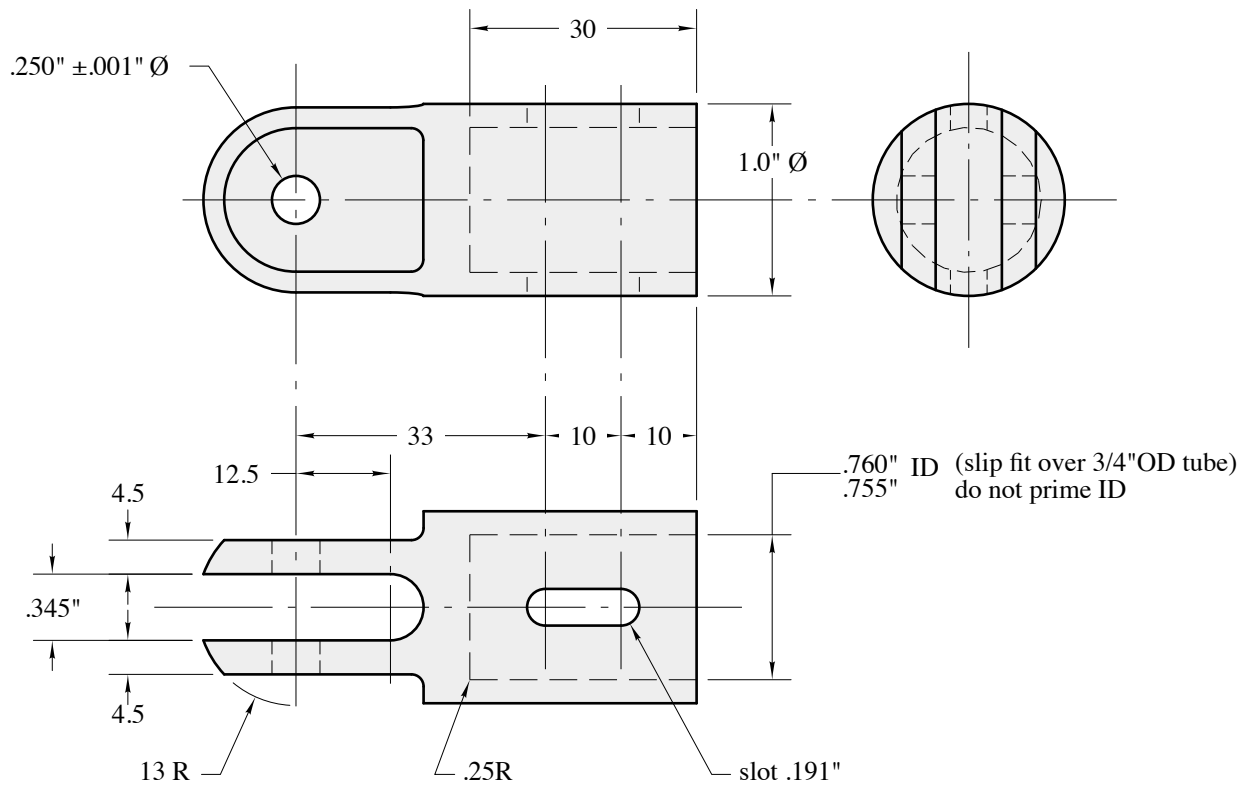
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**FF32**

Revision





material: 2024-T4 aluminum bar, spec: QQ-A-225/6  
alodine and prime  
see Drawing No. 604A for installation

NO. 622 SCREWJACK END  
ONE REQUIRED PER AIRCRAFT  
FULL SCALE

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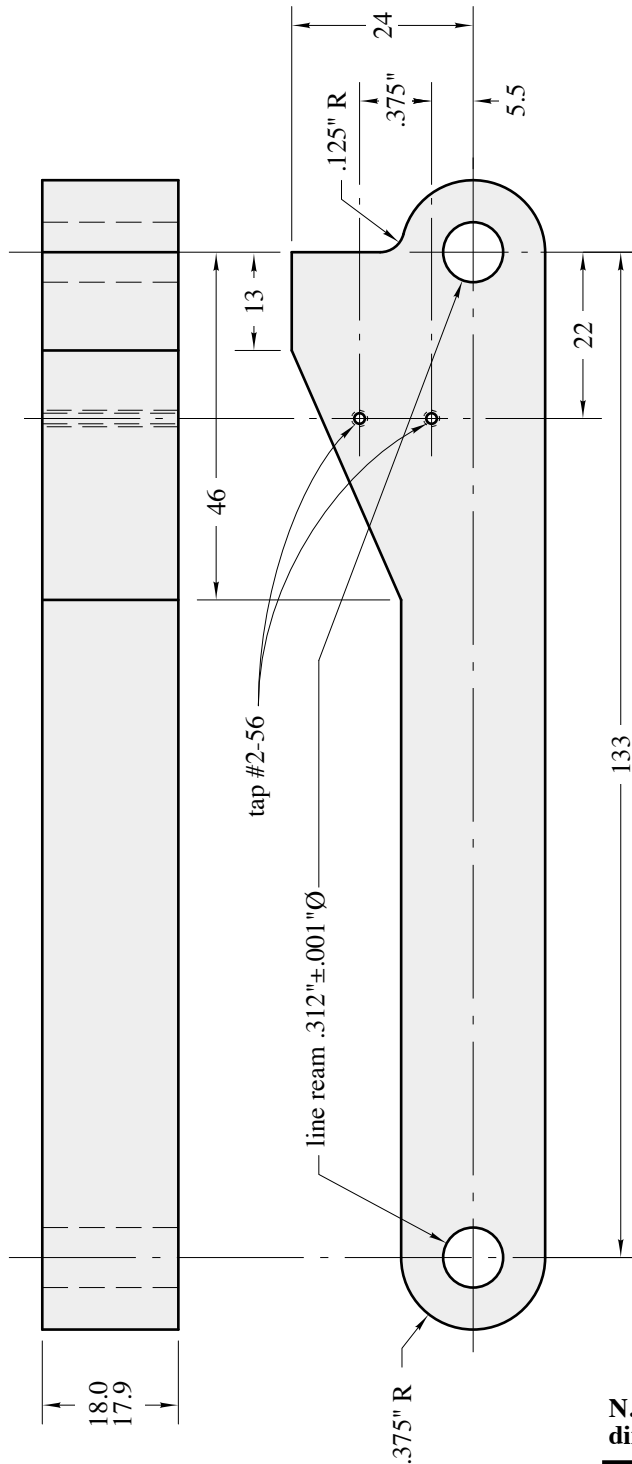


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Sheet

**FF33**

Revision



material: 2024-T3 aluminum  
alodine  
see Drawing No. 105 for installation

NO. 619A NOSE GEAR LOWER DRAG STRUT  
ONE REQUIRED PER AIRCRAFT  
FULL SCALE

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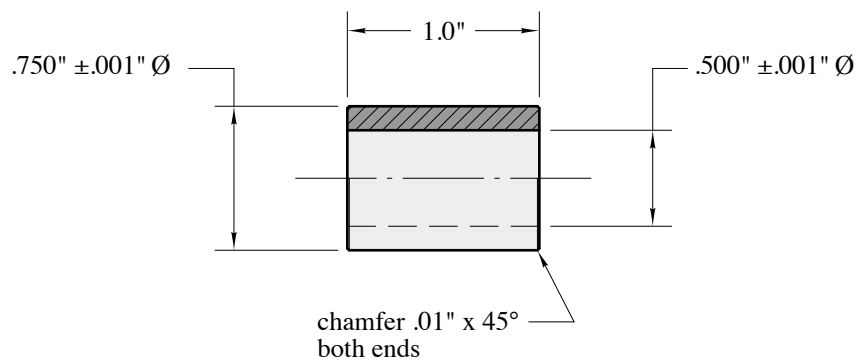
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**FF34**

Revision

A





material: mild steel  
 cadmium plate  
 see Drawing No. 102, 105 & 520-1 for installation

NO. 623 BUSHING  
 7 REQUIRED PER AIRCRAFT  
 FULL SCALE

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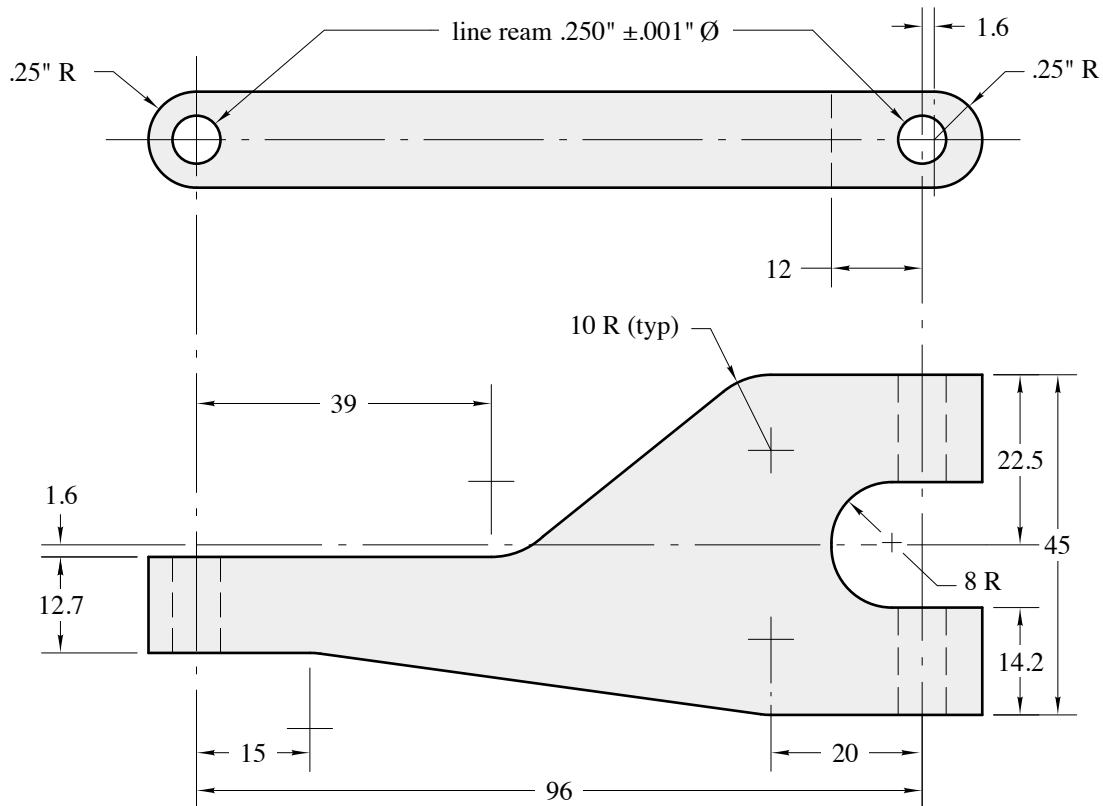


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**FF35**

Revision



material: 2024-T351 aluminum plate, spec: QQ-A-250/4  
 alodine & prime  
 see Drawing No. 601 for installation

NO. 661-2 UPPER TORQUE LINK  
 ONE REQUIRED PER AIRCRAFT  
 FULL SCALE

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**FF36**

Revision

A

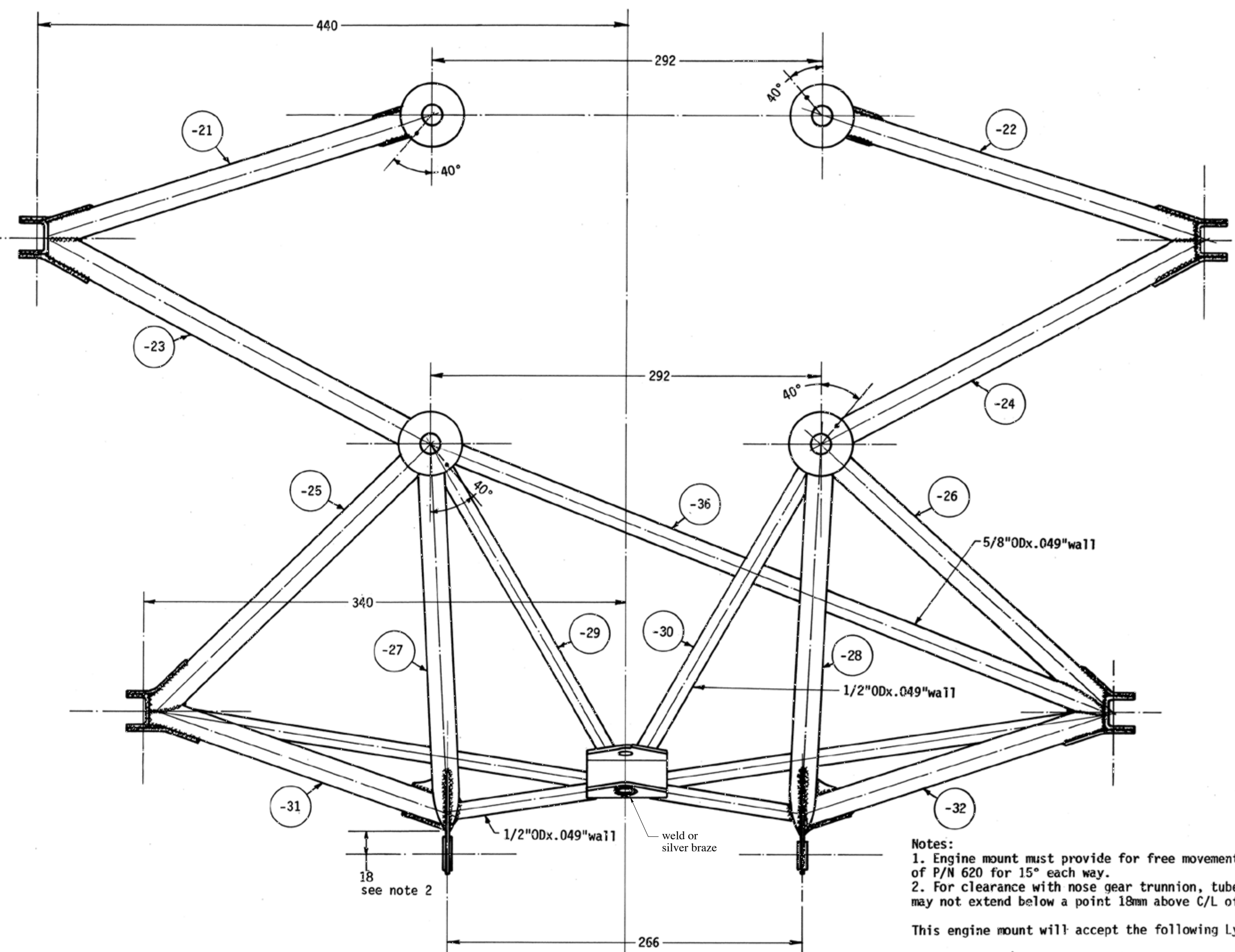
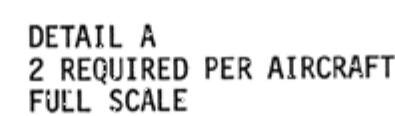
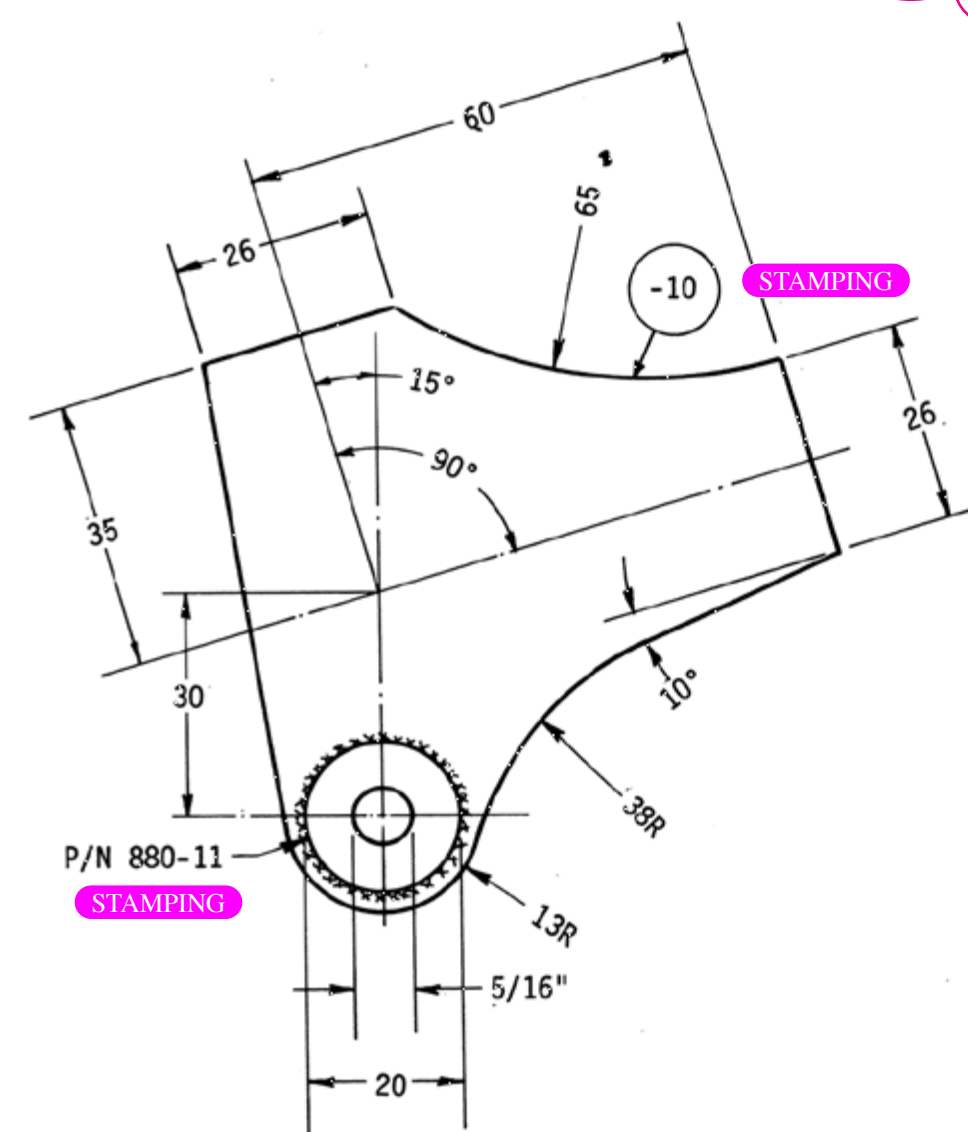
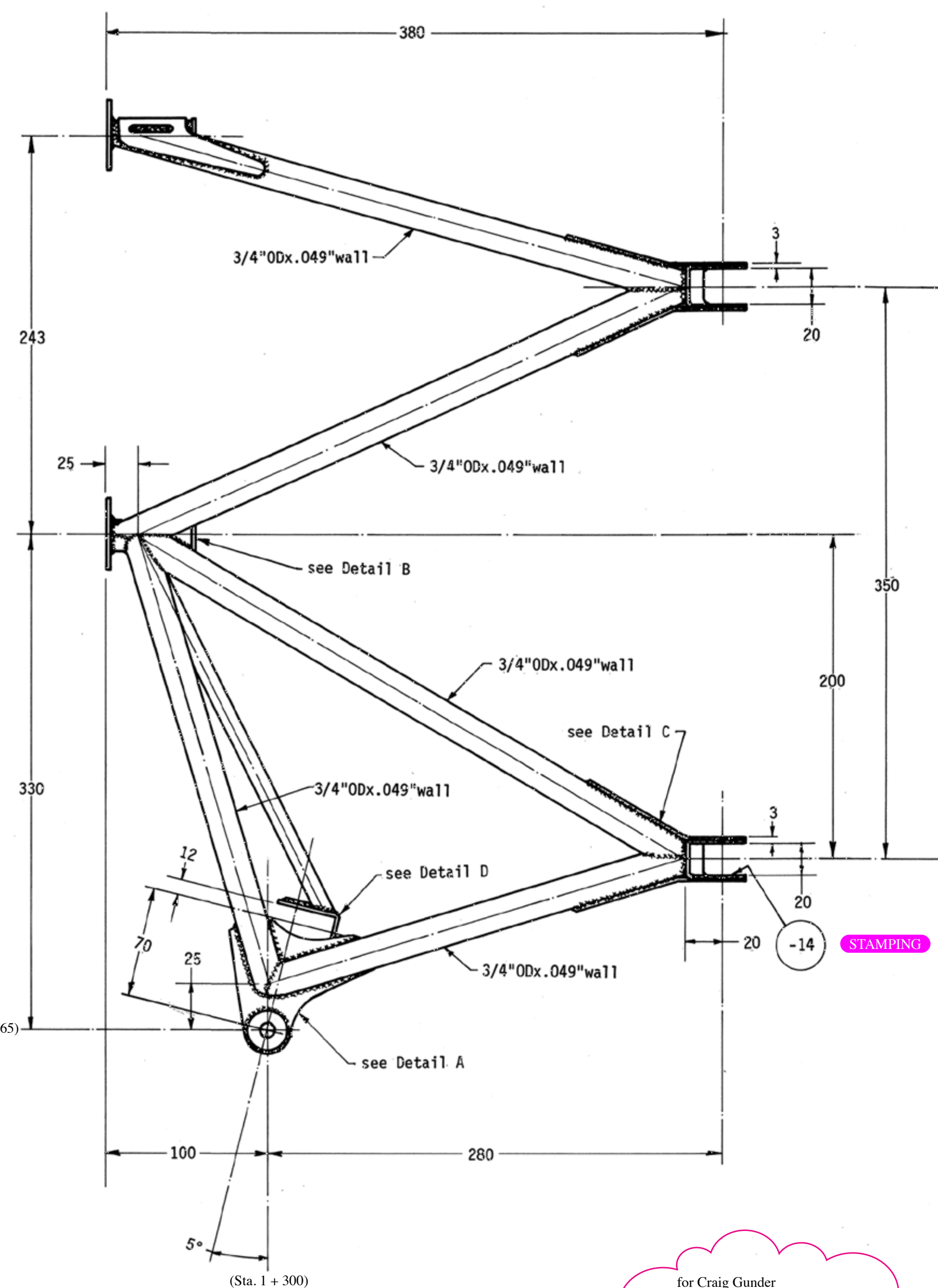
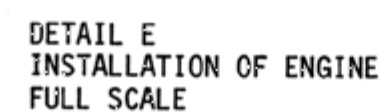
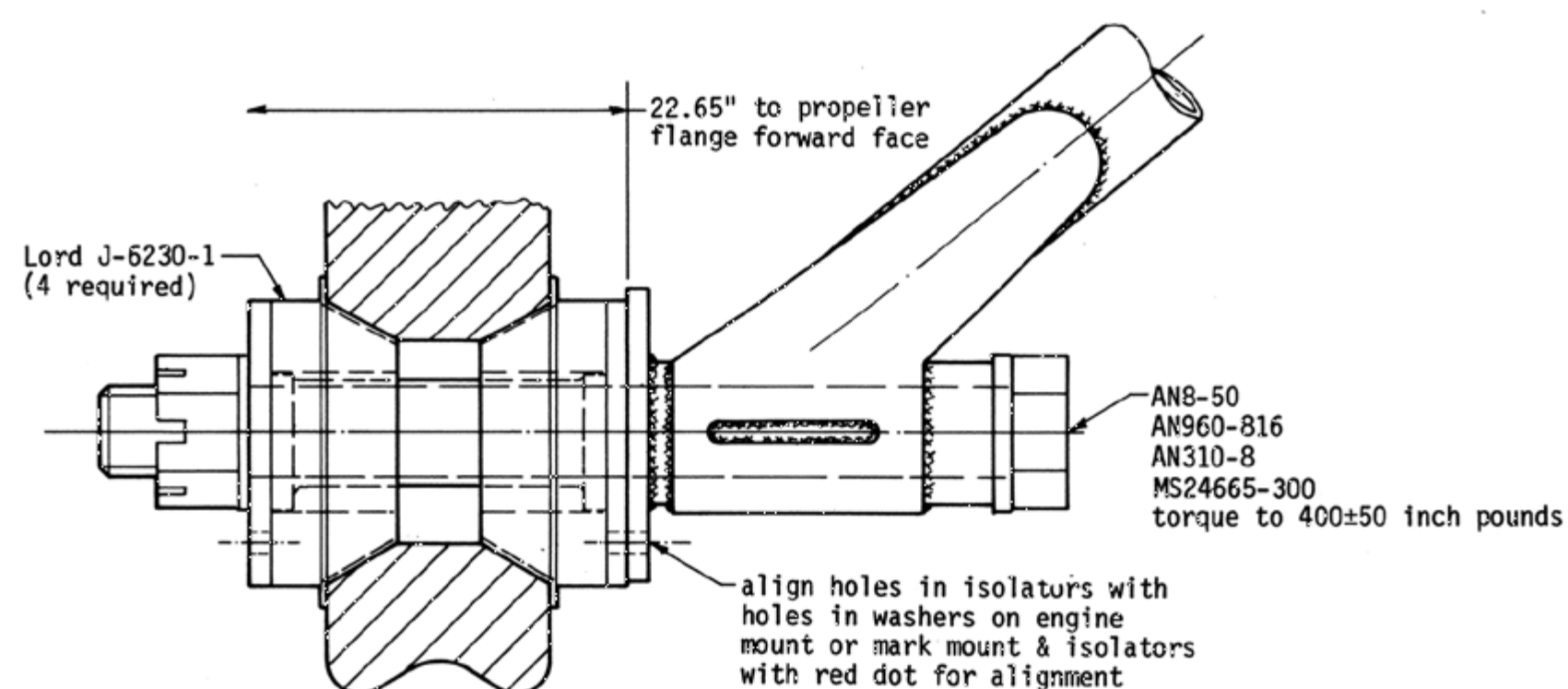
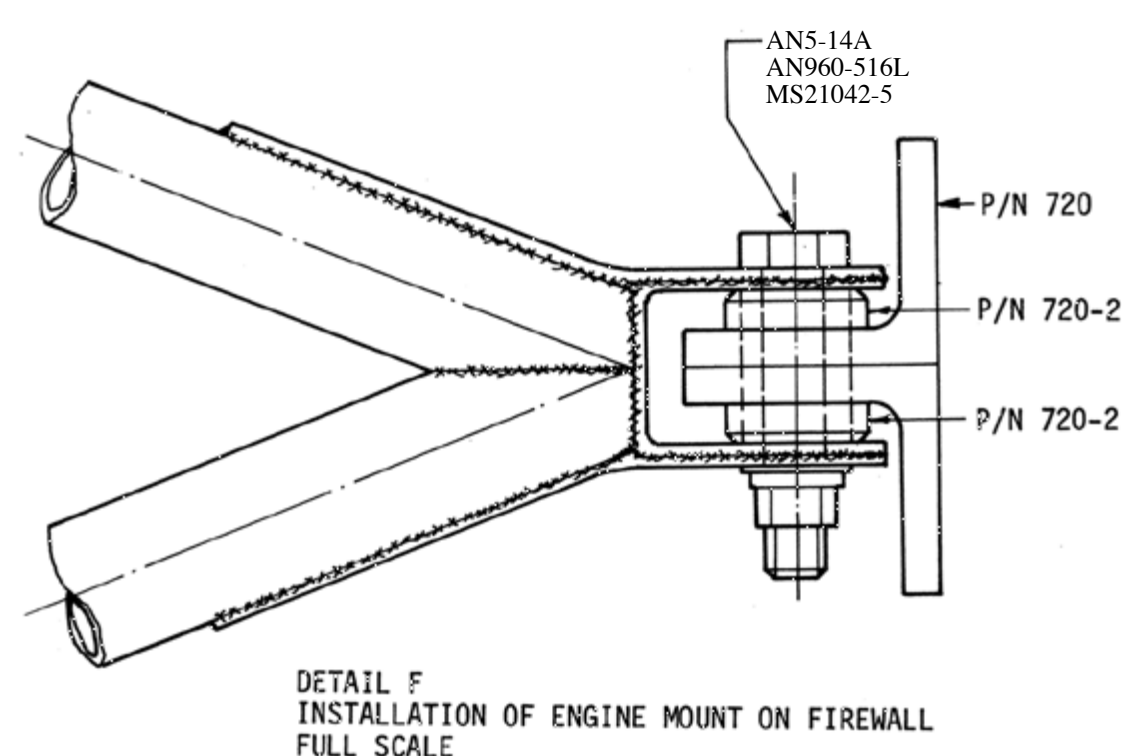
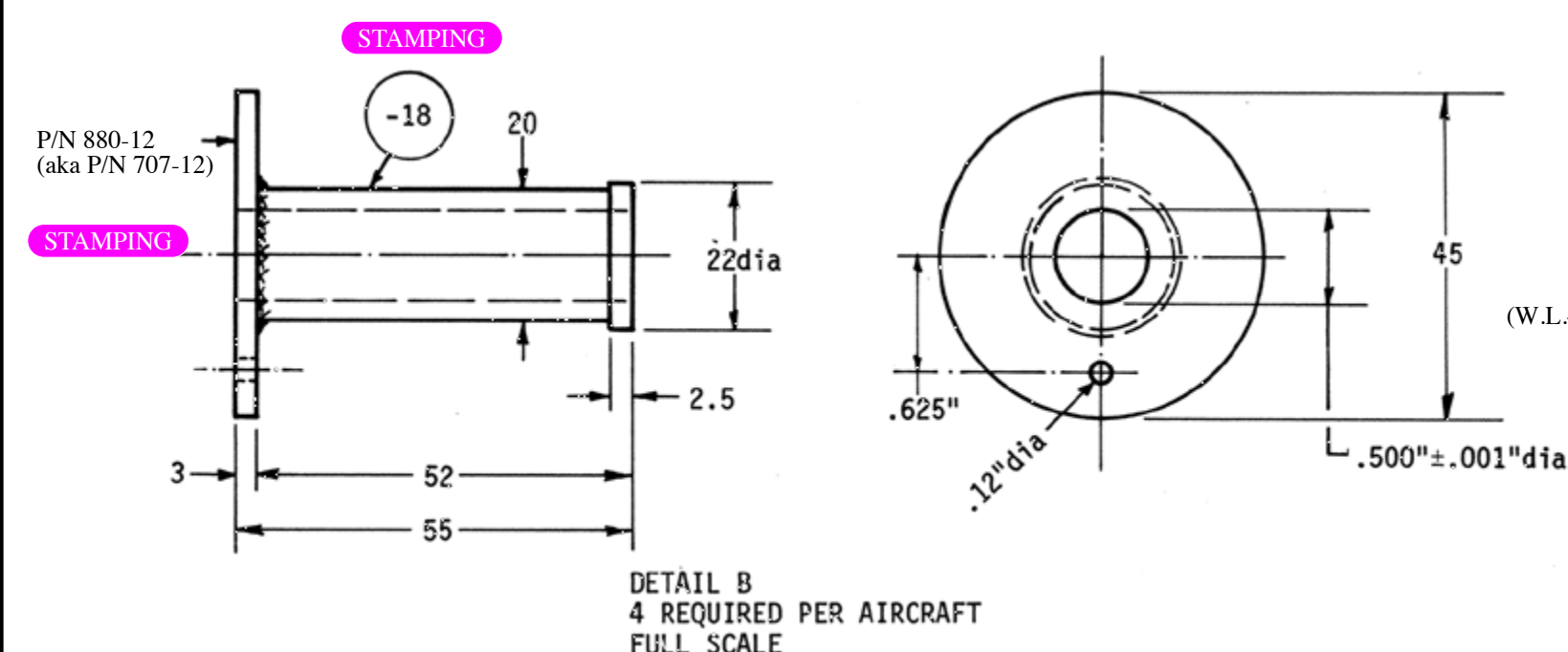
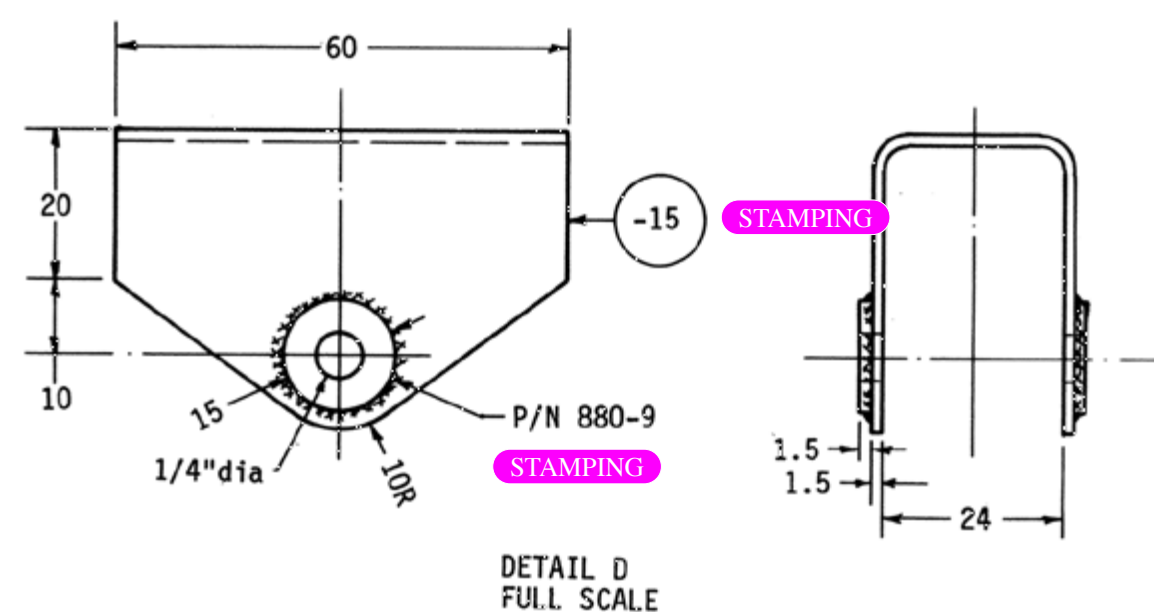
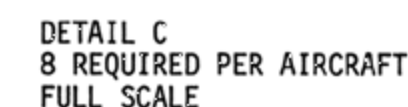






Components — 700 Series



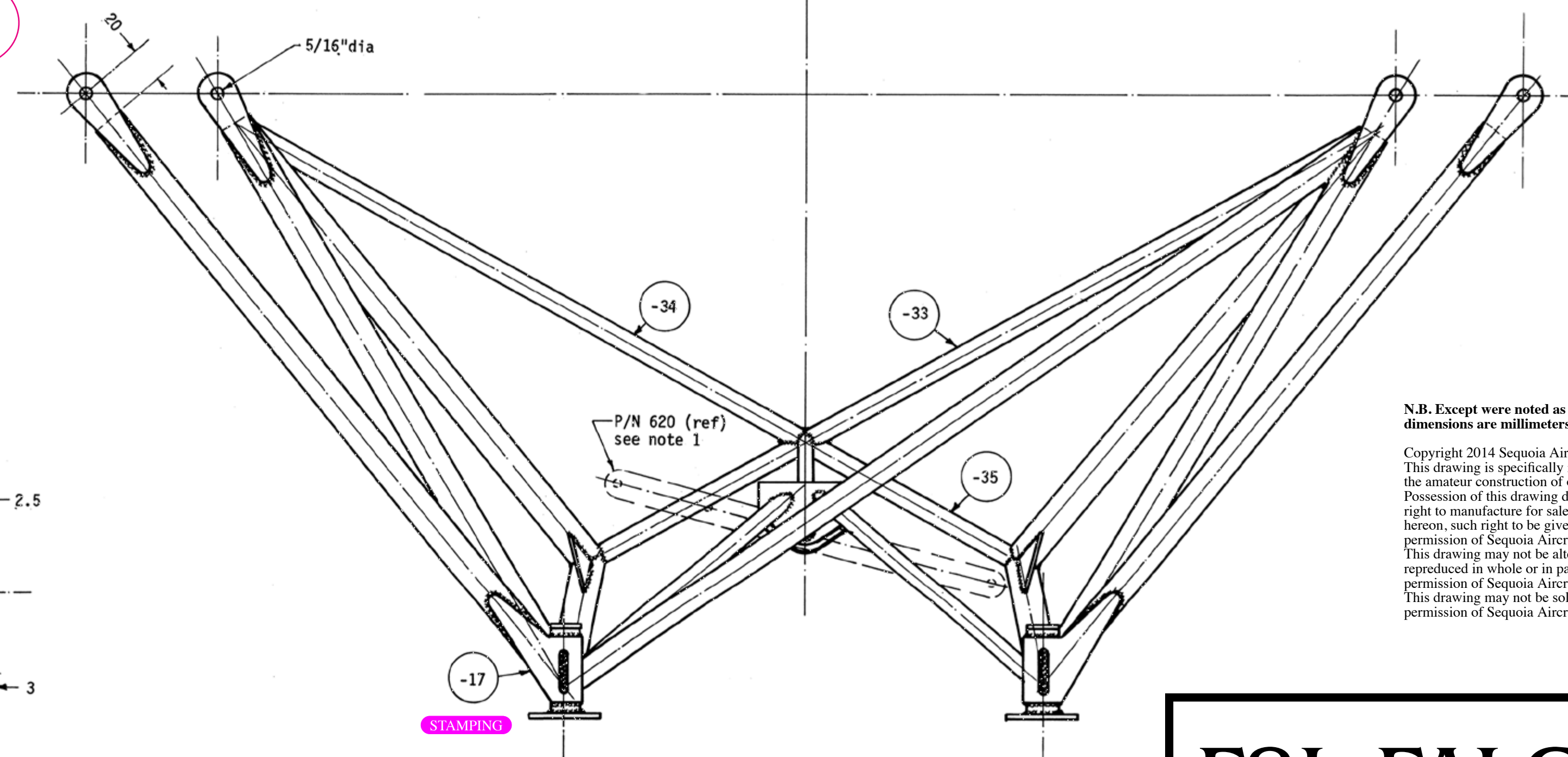


Notes:

1. Engine mount must provide for free movement of P/N 620 for 15° each way.
2. For clearance with nose gear trunnion, tubes may not extend below a point 18mm above C/L of holes.

This engine mount will accept the following Lycoming engines:

ENGINE	HP	LORD ISOLATOR
0-320-A	150	J-6230-1
0-320-B	160	J-6230-1
0-320-C	150	J-6230-1
10-320-E	150	J-6230-1
0-360-C	180	J-6230-1
0-320-D	168	J-6230-1




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material: 4130N steel sheet, spec: MIL-S-18729  
4130N steel tubing, spec: MIL-T-6736

No. 707-1 CONICAL ENGINE MOUNT  
ONE REQUIRED PER AIRCRAFT  
SCALE 1/2.5

# F8L FALCO



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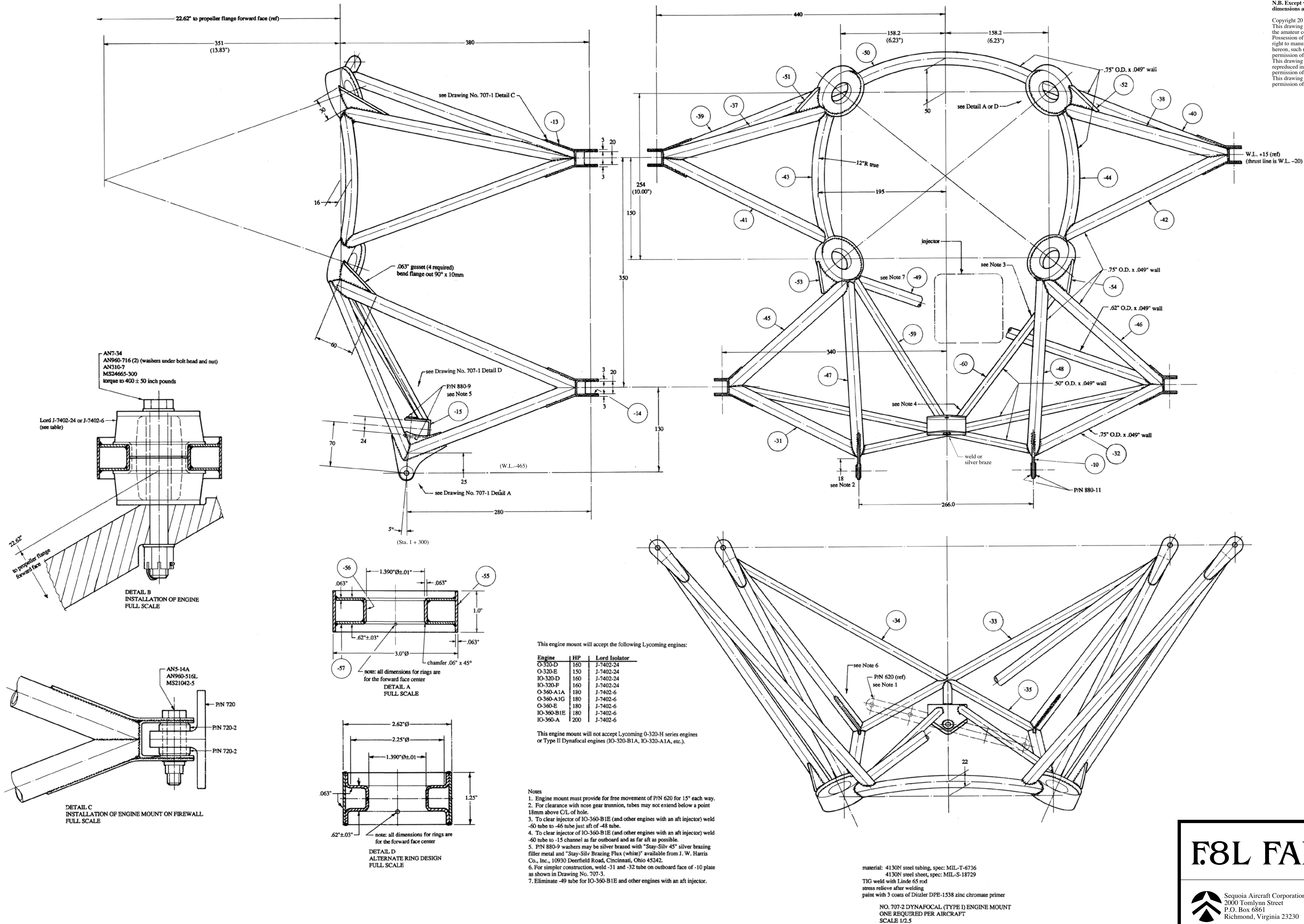
# G1

## Revision



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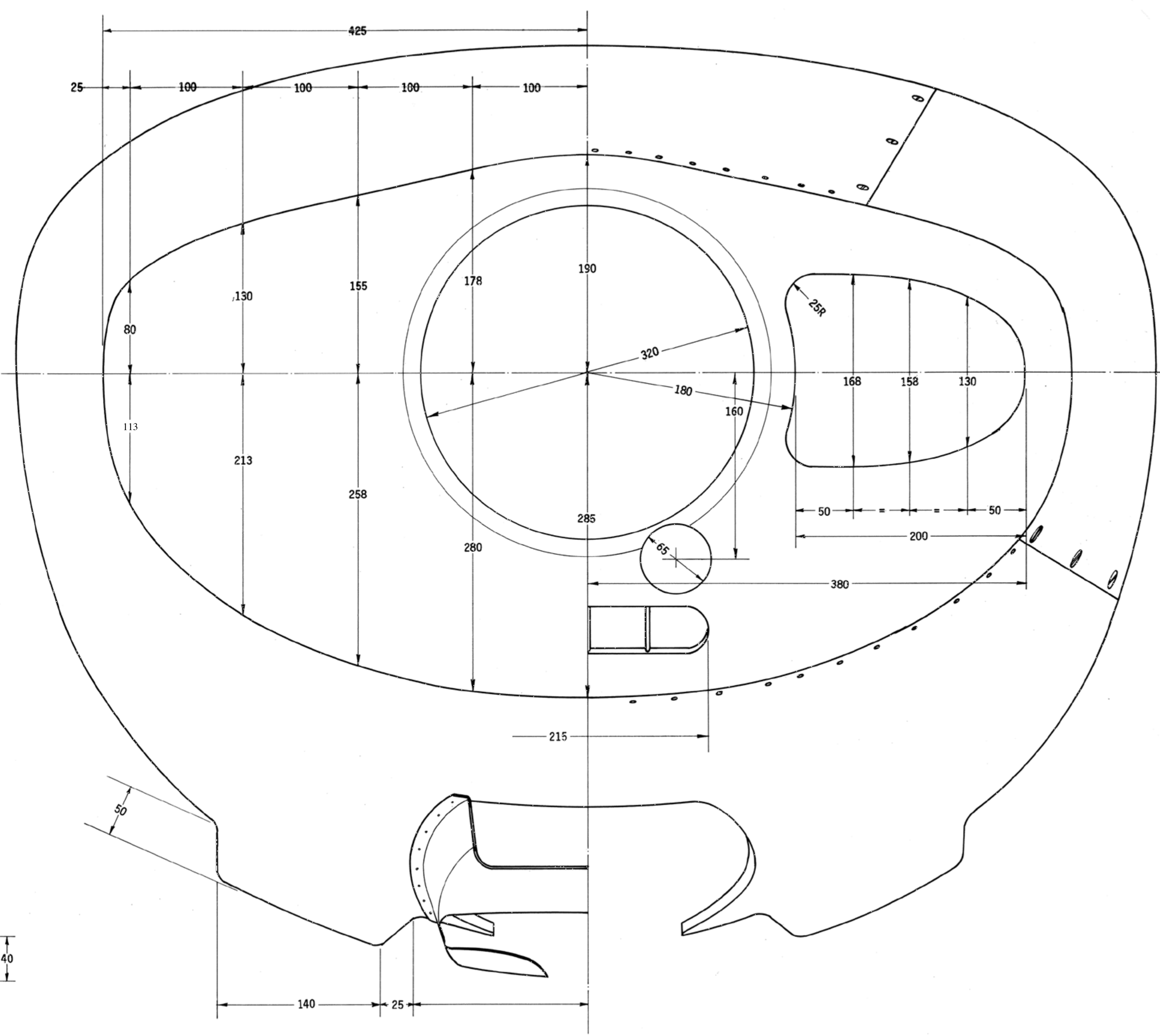
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G2

Revision

D





NO. 840 COWLING  
ONE REQUIRED PER AIRCRAFT  
SCALE 1/2.5

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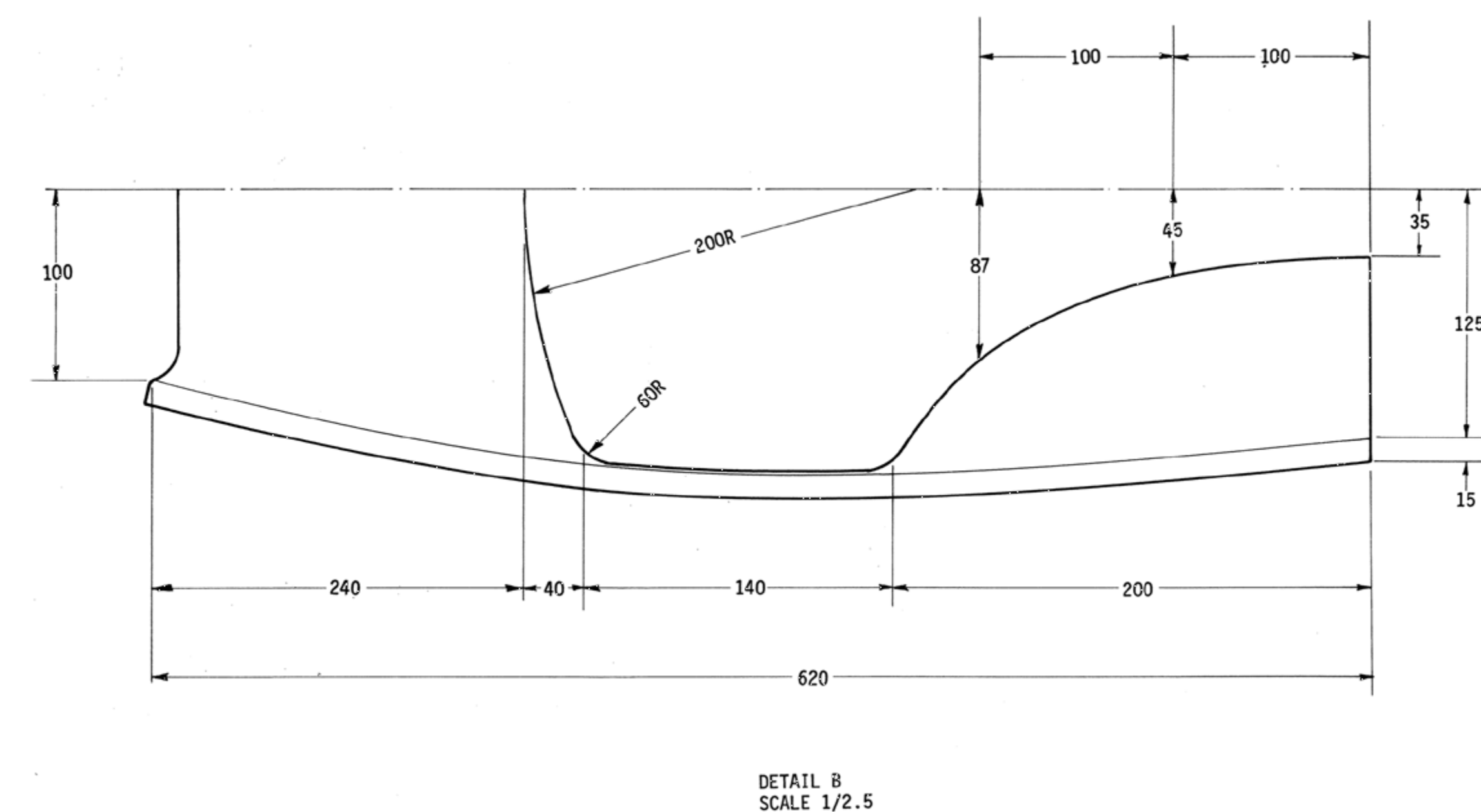
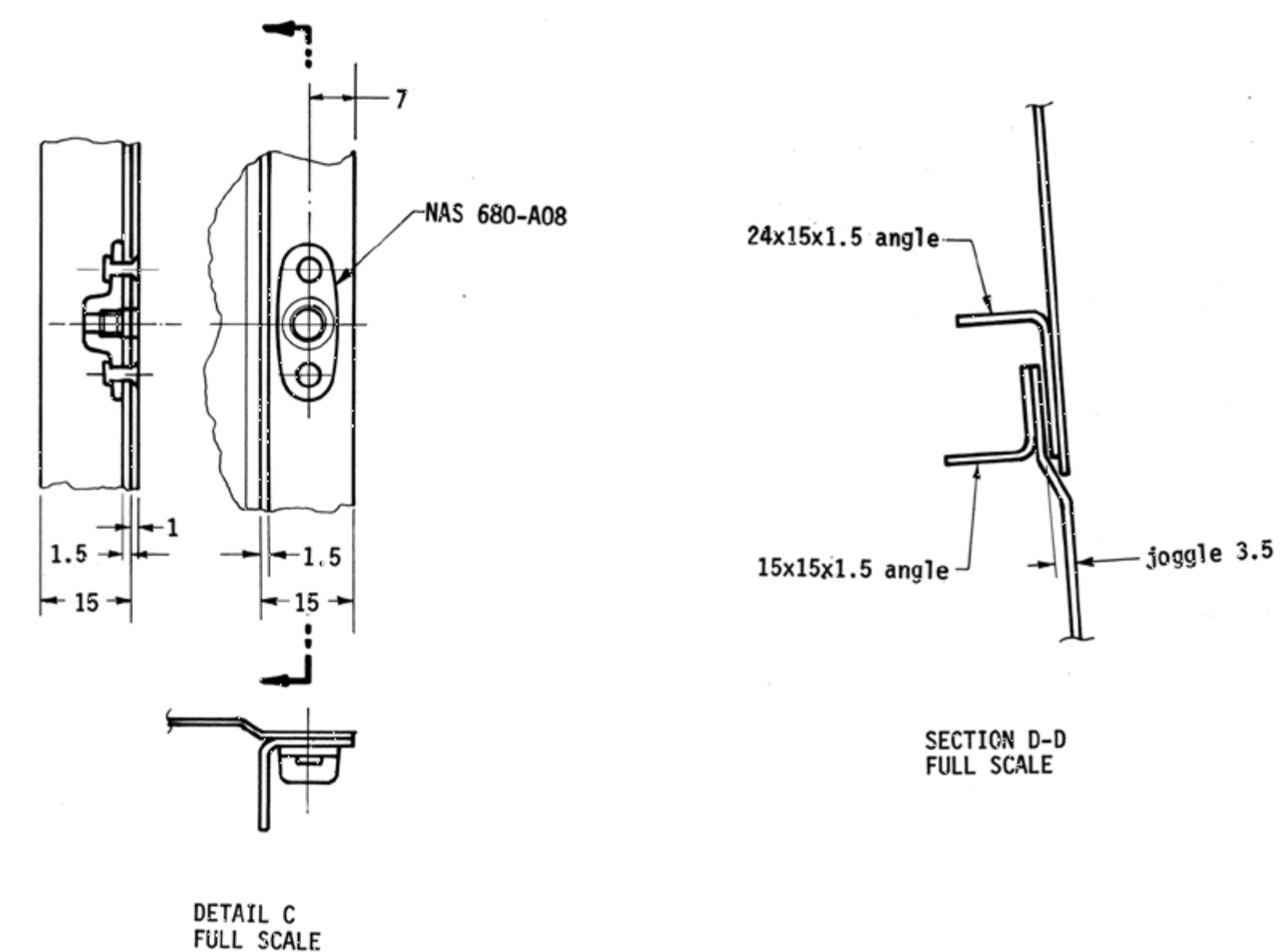


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# G3

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# G4

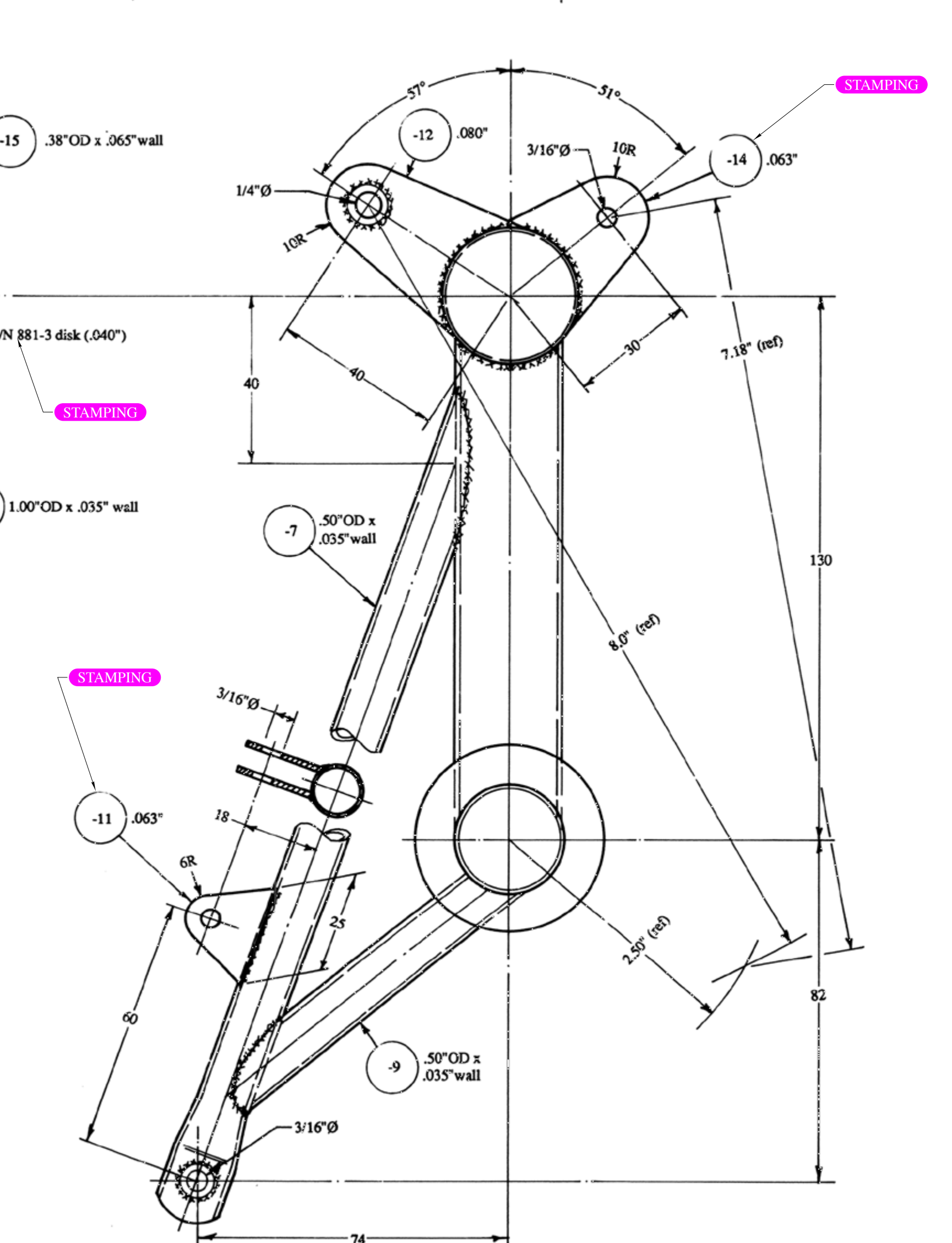
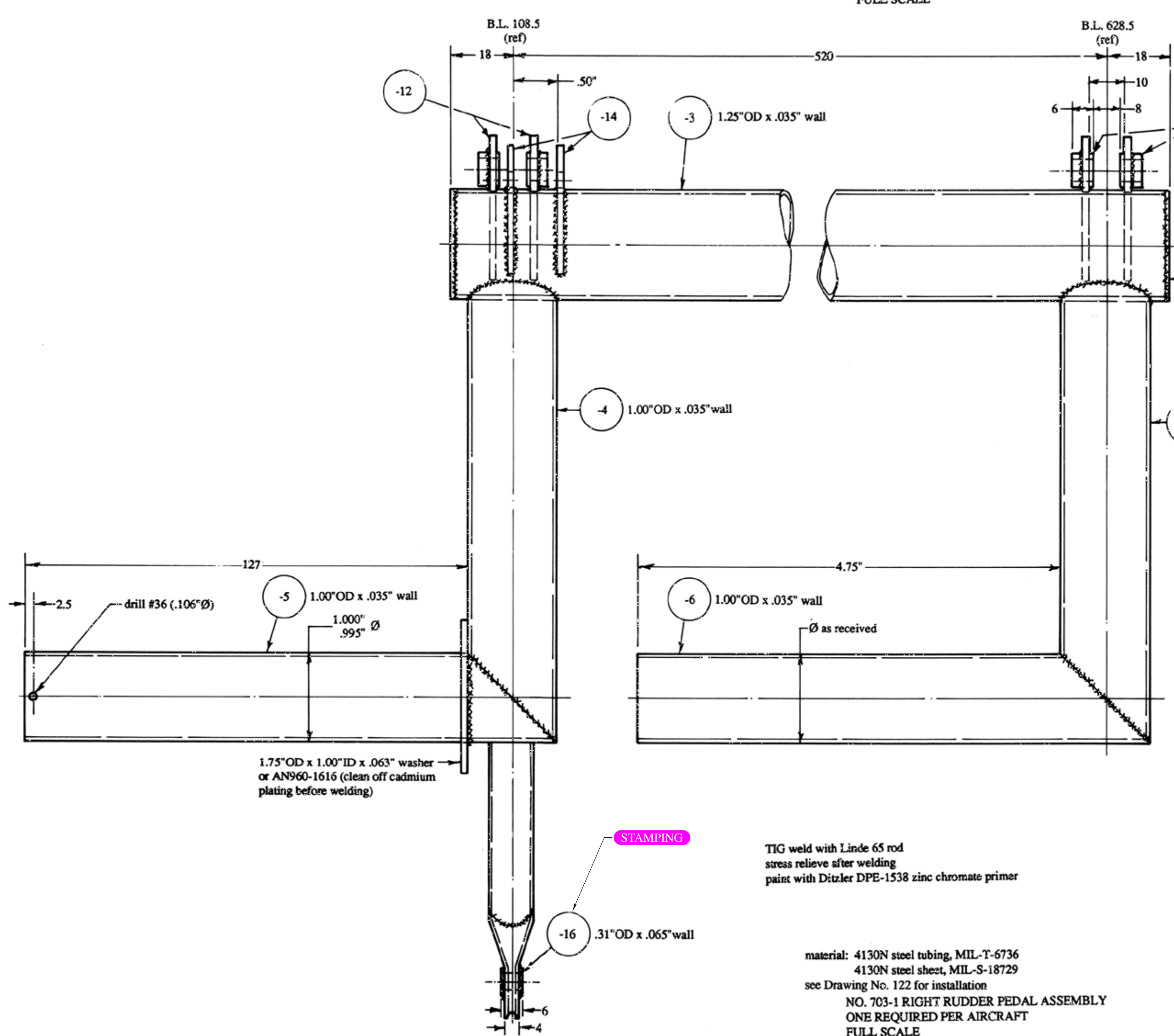
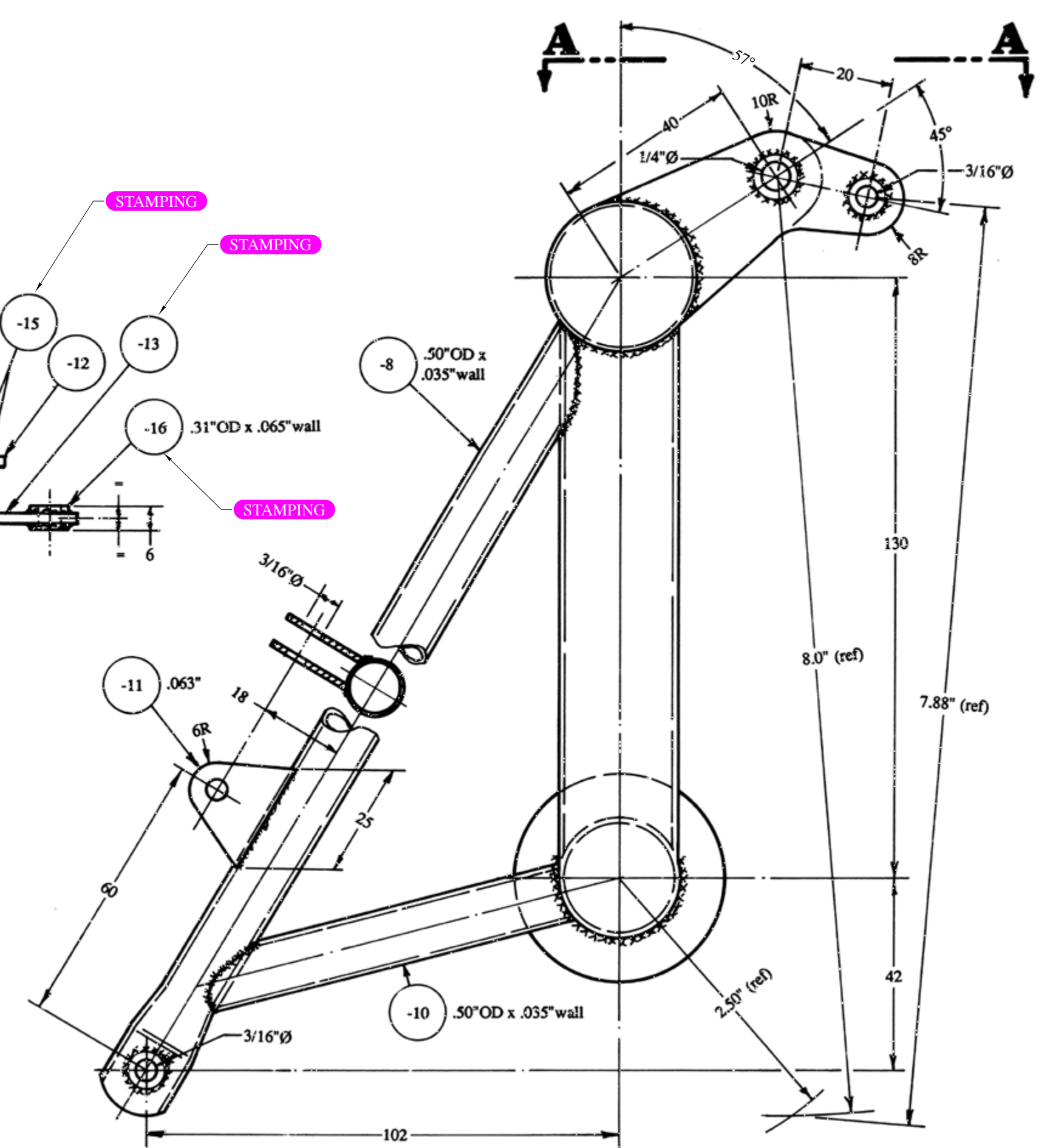
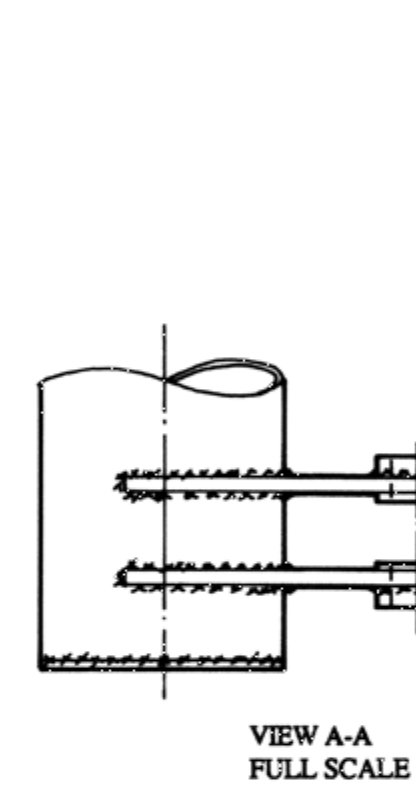
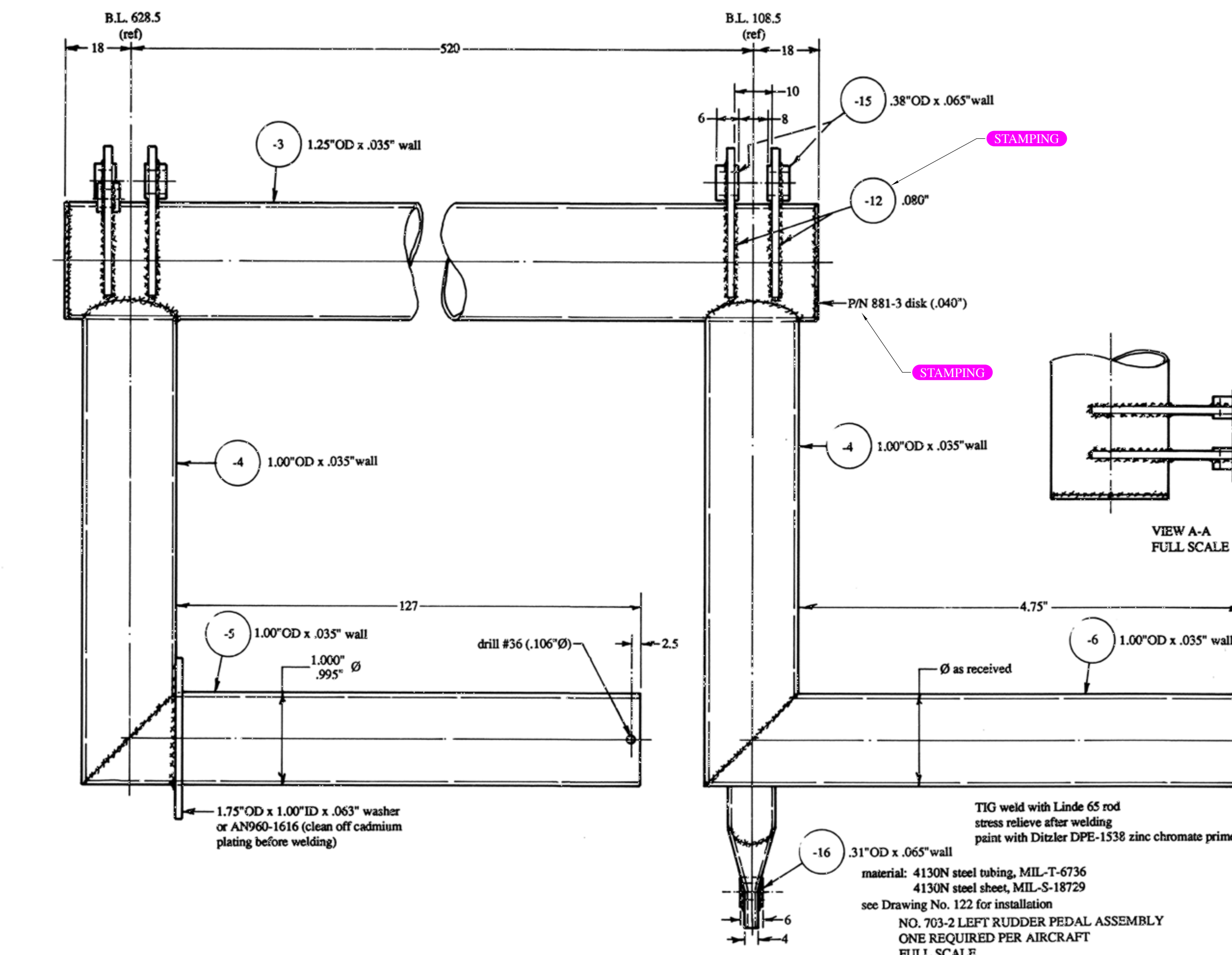
## Revision

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Craig Gunder  
-11  
-12  
-13  
-14  
-15  
-16  
881-3 (4)  
Have box of 703-11 ???

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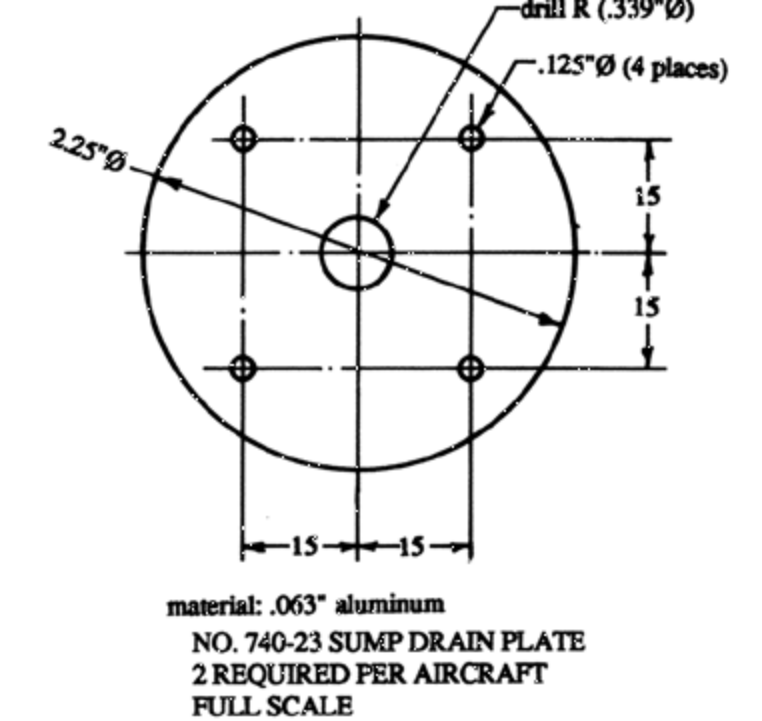
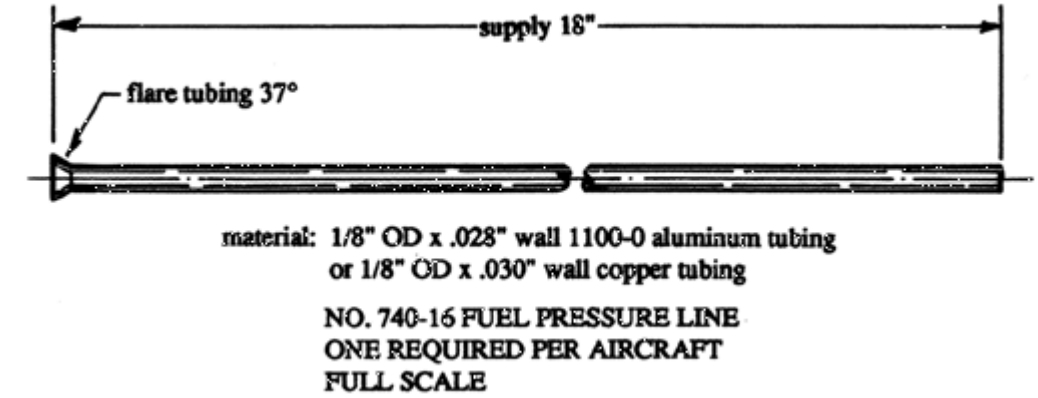
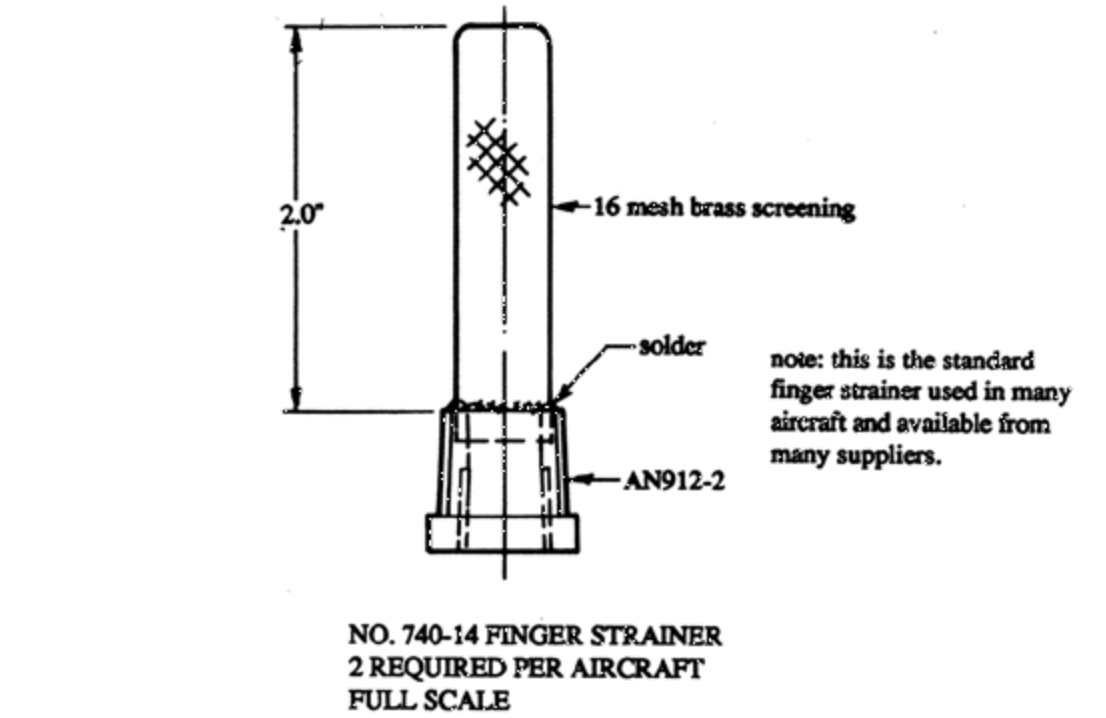
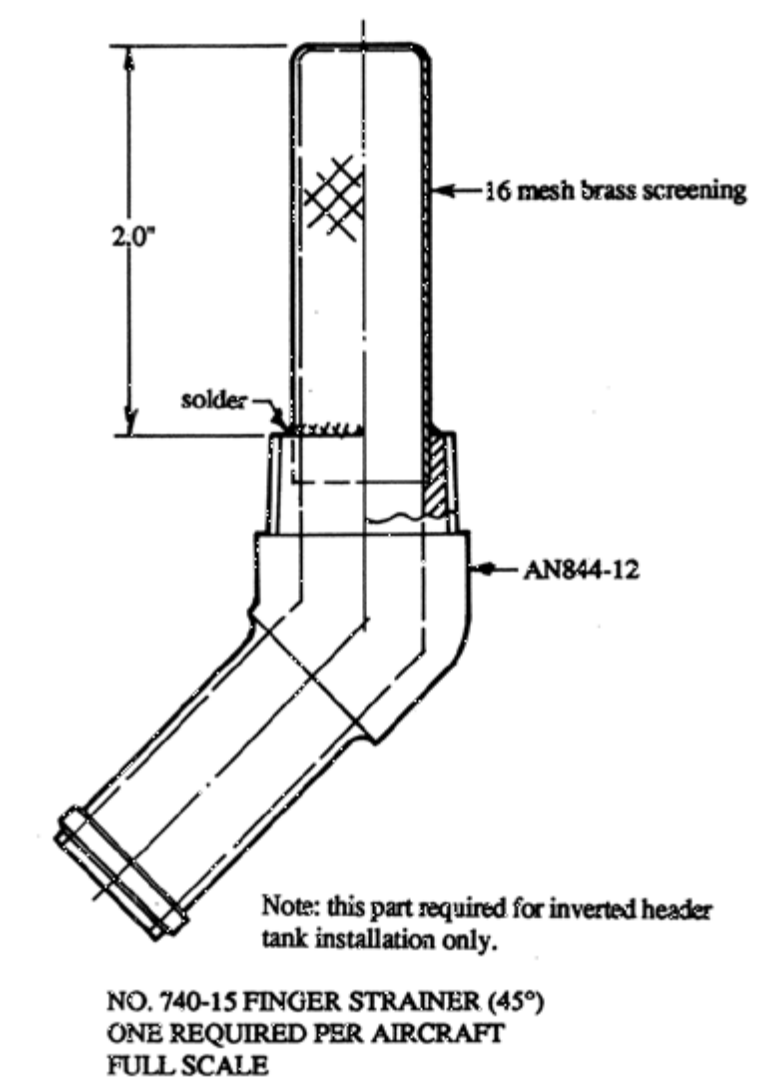
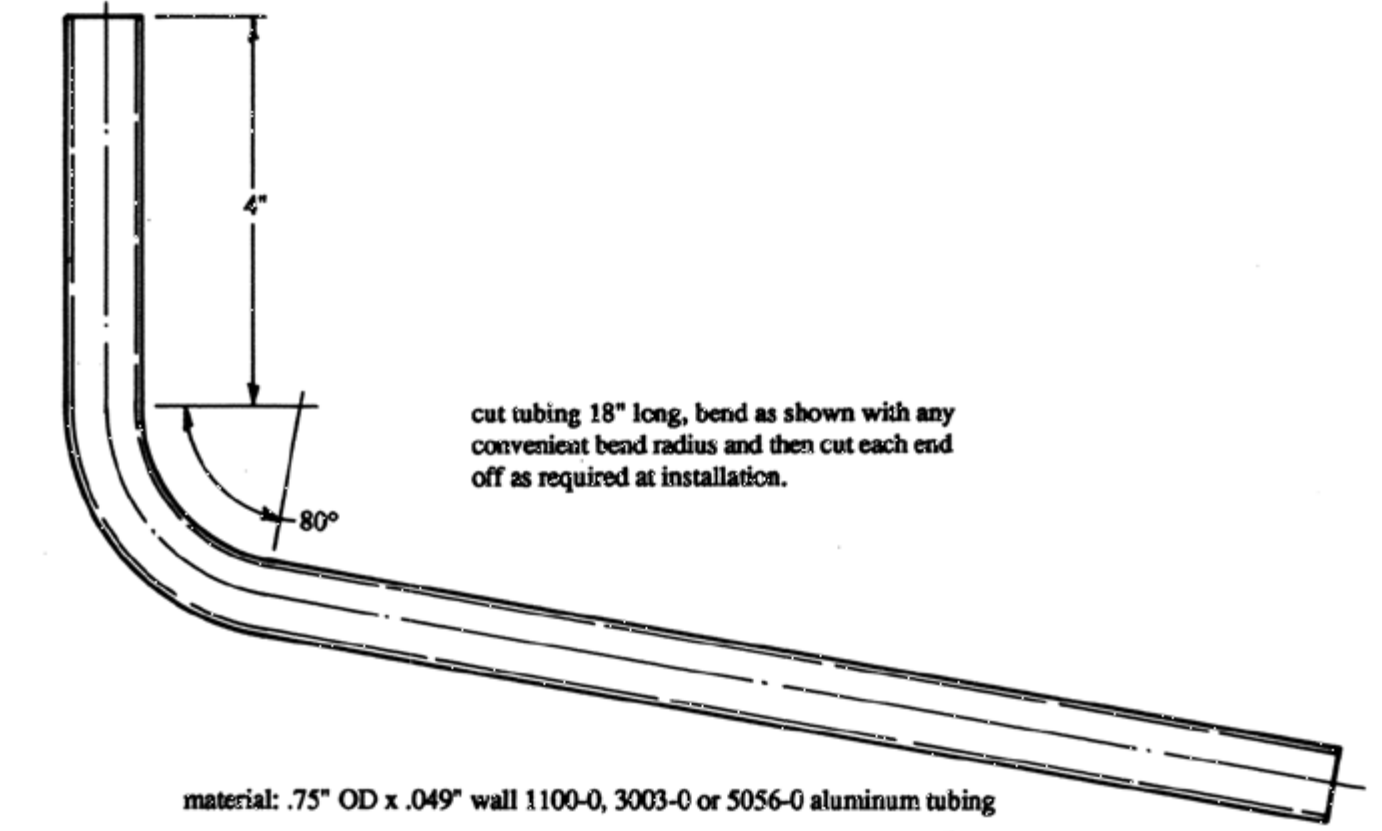
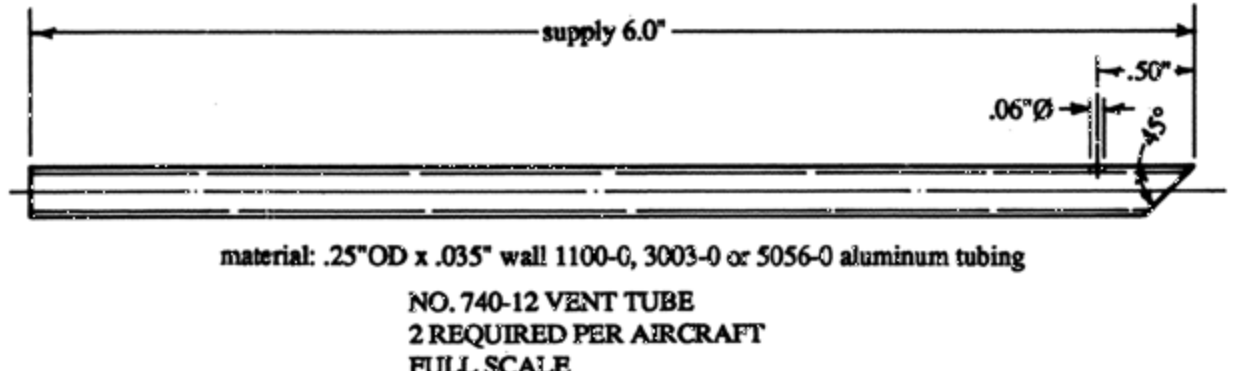
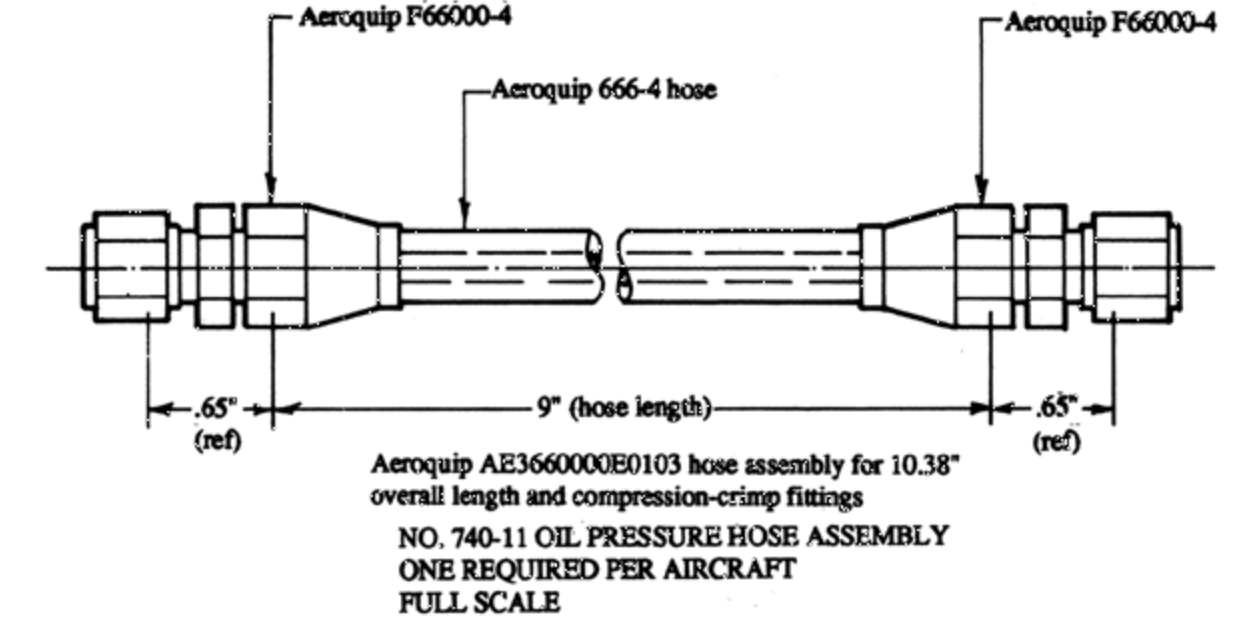
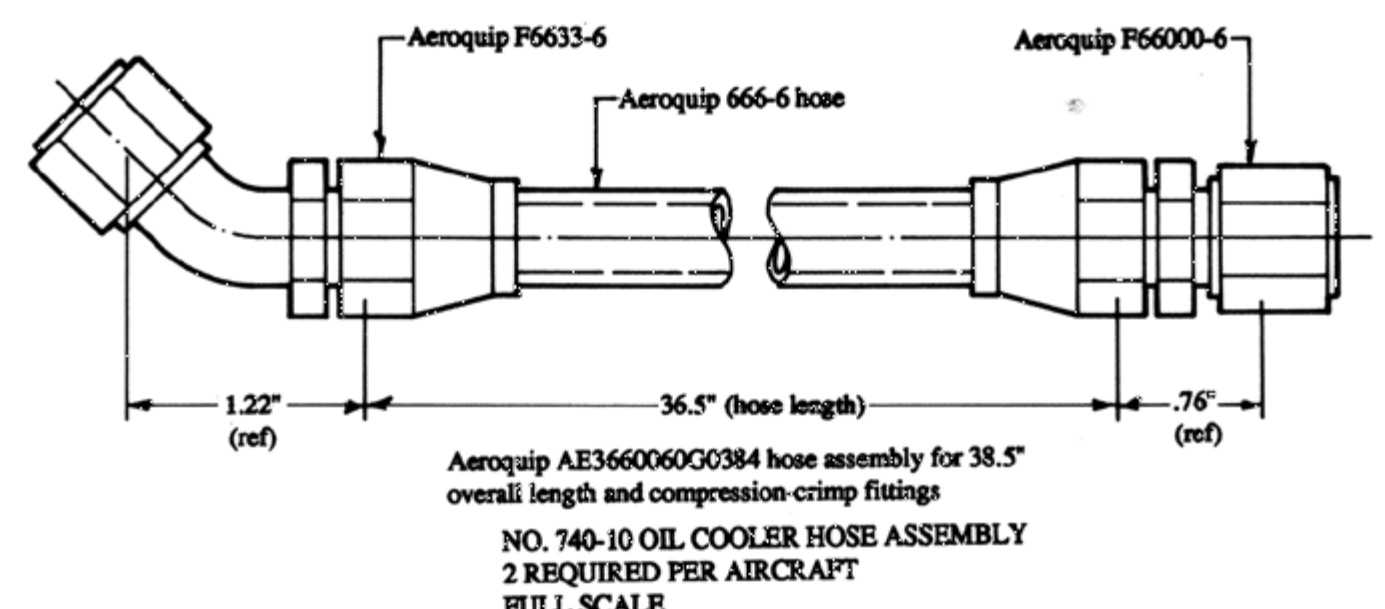
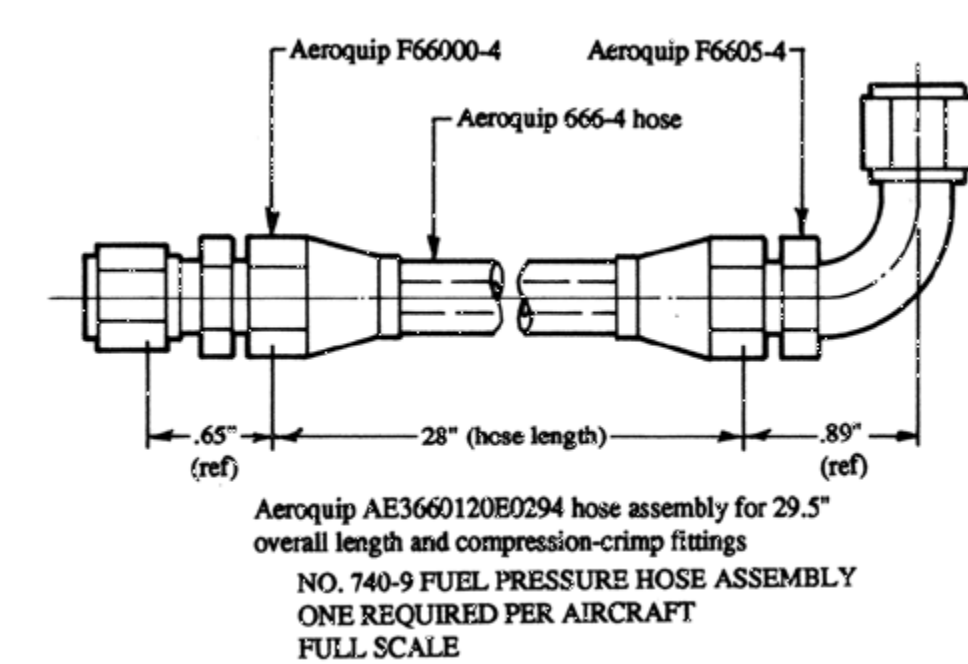
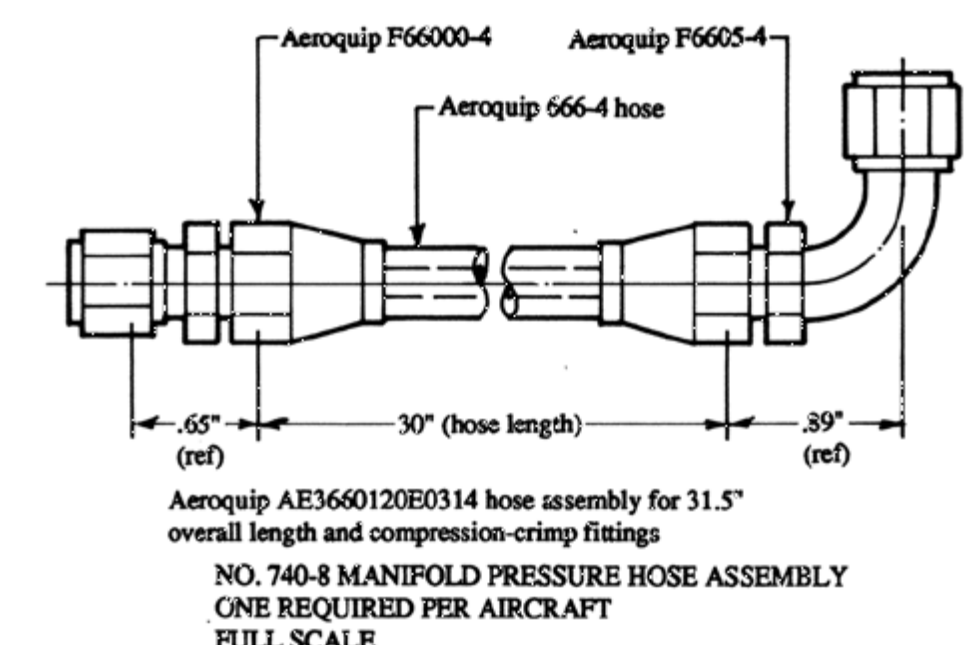
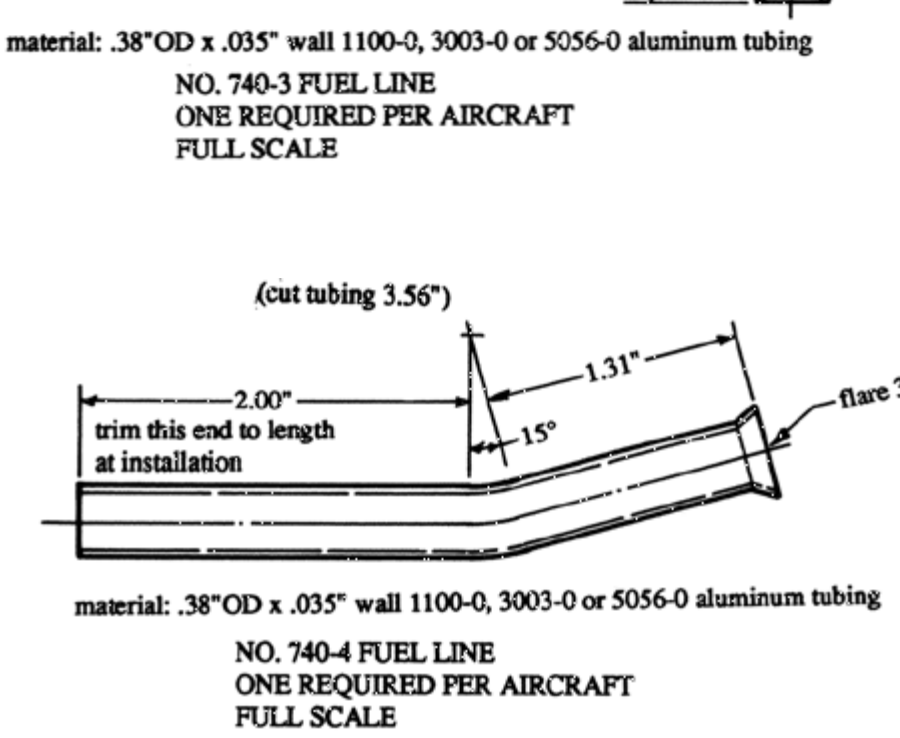
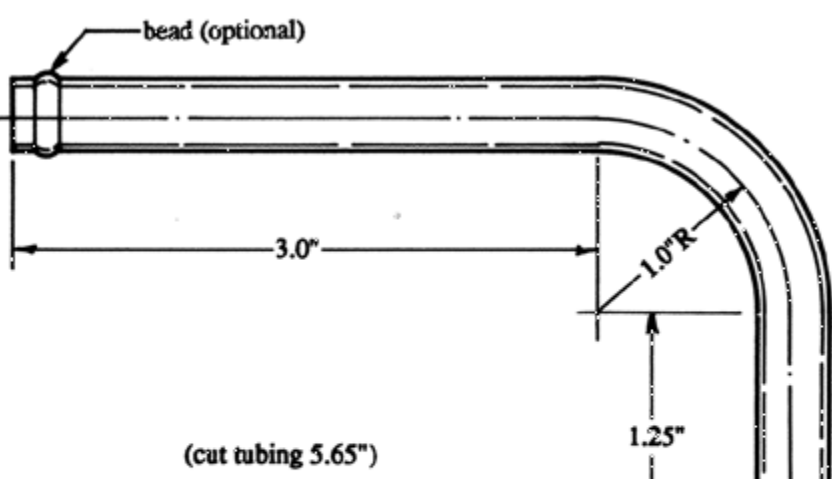
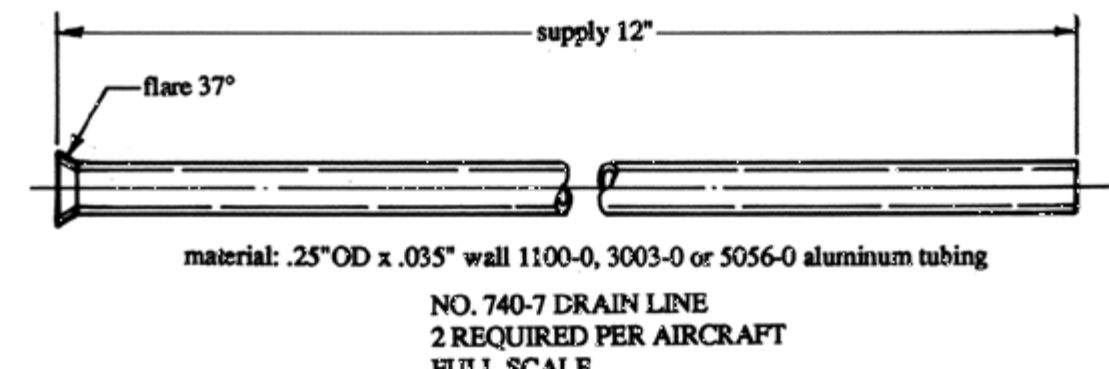
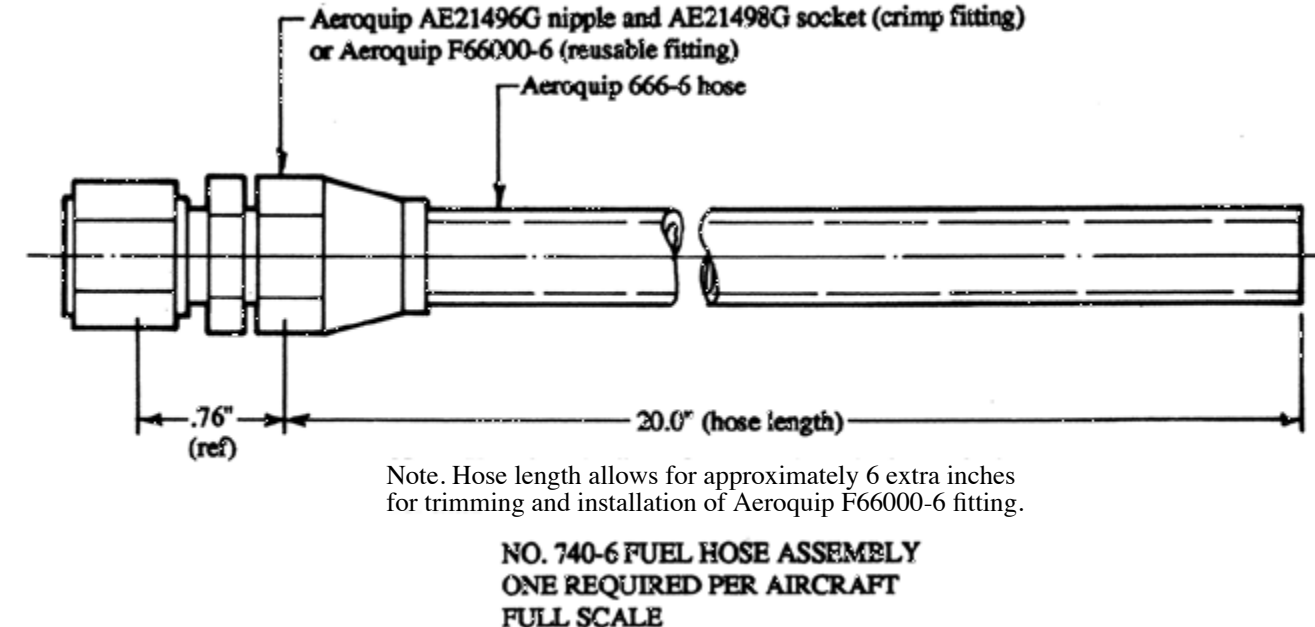
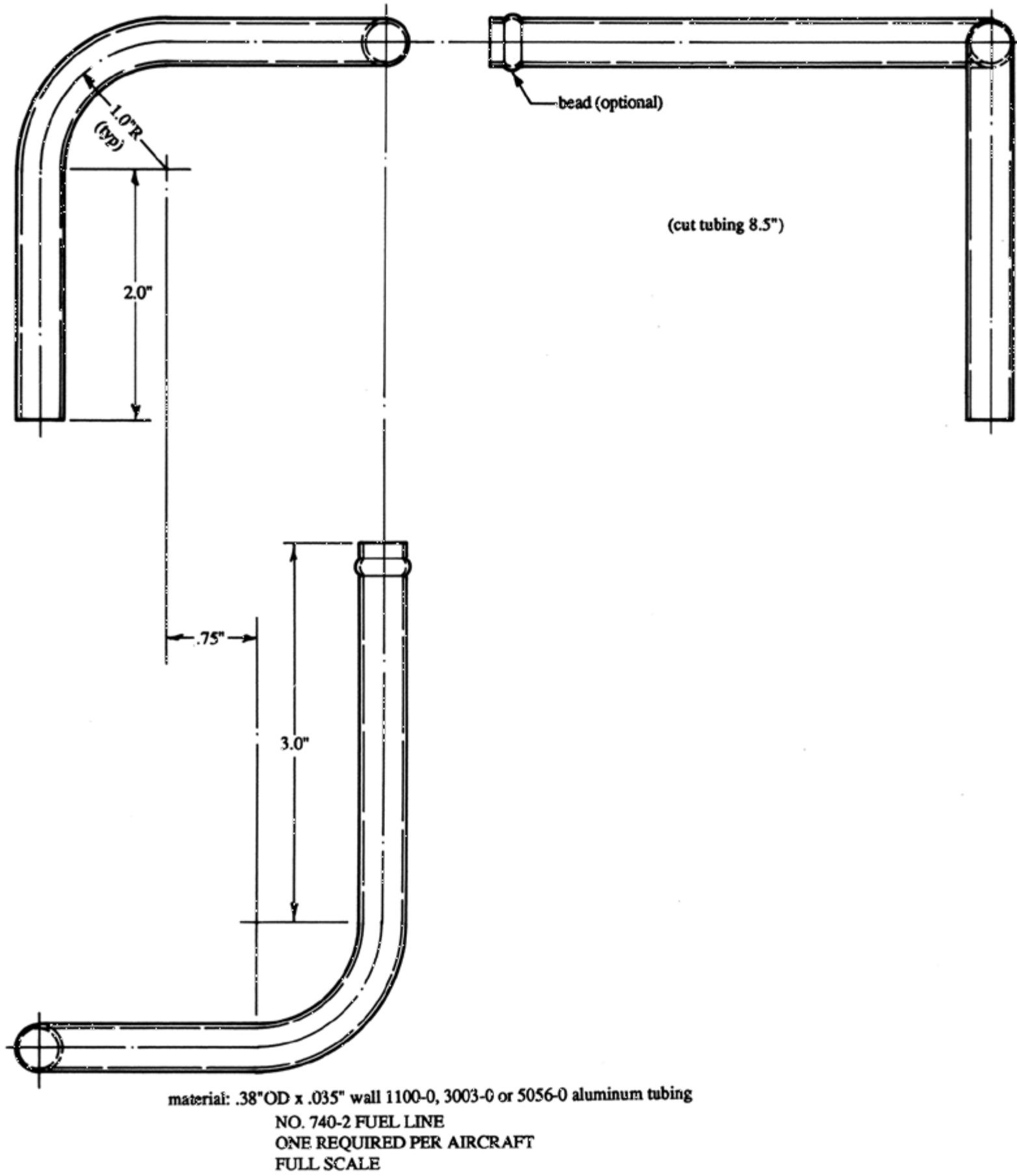
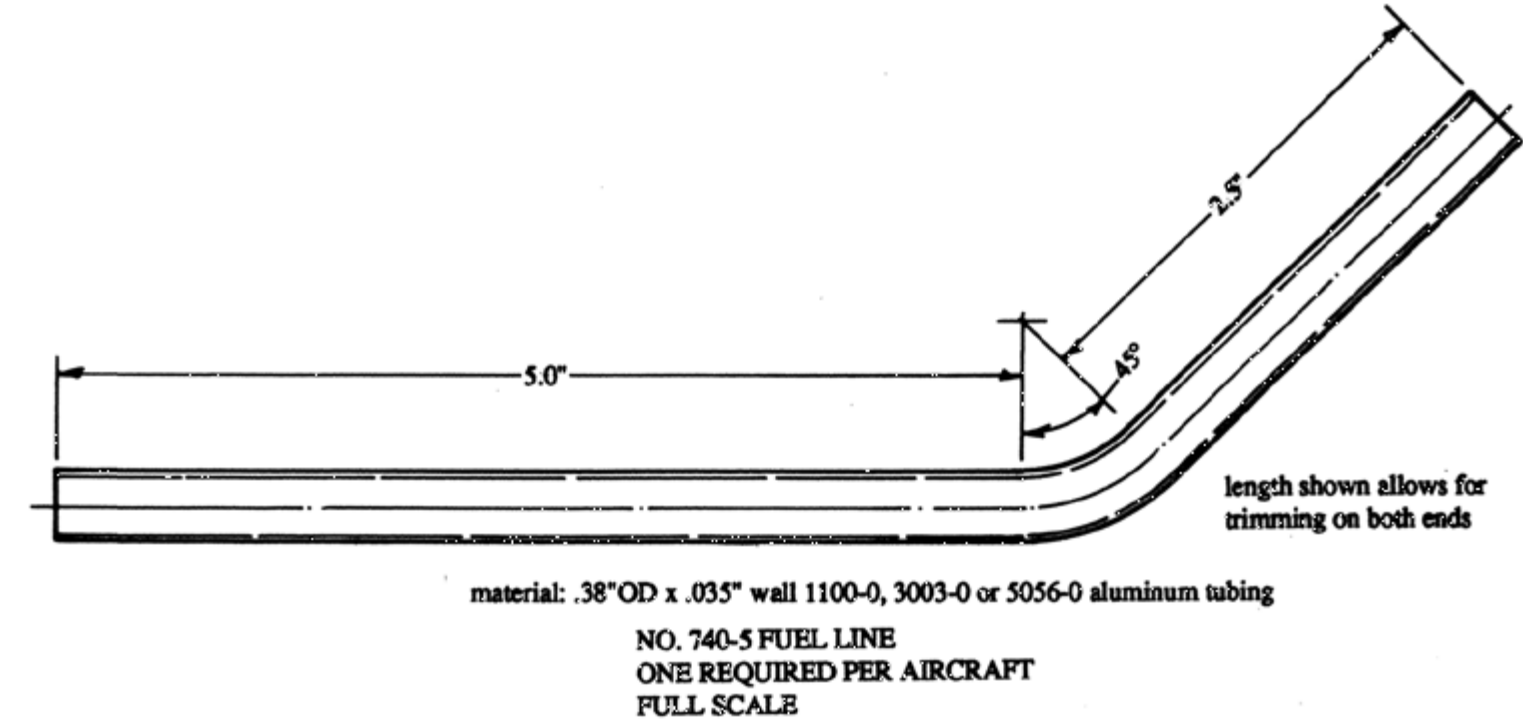
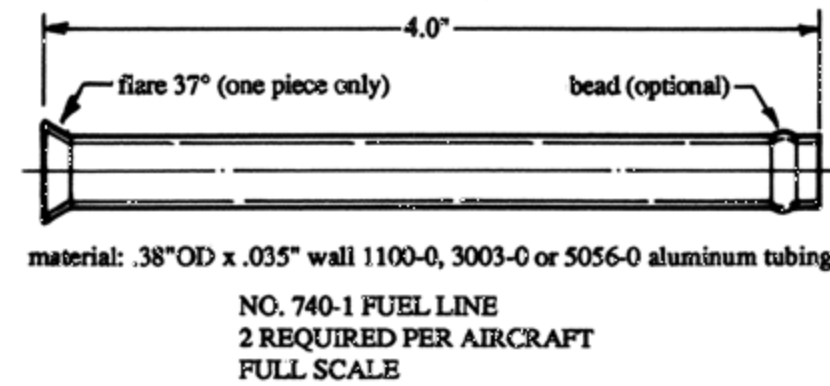
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## G6

 Revision





for the purpose of procurement the following part numbers are assigned:

Part No.	Description	Length	Notes
740-17	3/4" ID hose, FNP-80 reinforced urethane or MIL-H-6000	24"	
740-18	3/4" ID hose, FNP-80 reinforced urethane or MIL-H-6000	36"	for inverted header tank
740-19	3/8" ID hose, MIL-H-6000	28"	
740-20	Nylo-Seal 66-NSR 3/8" OD x .075" wall nylon tubing	240"	
740-21	Nylo-Seal 44-NSR 1/4" OD x .050" wall nylon tubing	420"	
740-22	1/4" ID hose, FNP-30 reinforced urethane or MIL-H-6000	36"	

### How to assemble Medium Pressure Teflon Hose and "super gem" Reusable Fittings

**Step 1** Wrap hose with tape at cut-off point and cut squarely to length through taped area using a sharp cut-off wheel or a fine-tooth hack saw. Remove tape and trim any loose wires flush with tube stock. Any burrs on the bore of the tube stock should be removed with a knife. Clean the hose bore. Sometimes wire braid will tend to "neck down" on one end and "flare out" on the opposite end. This is characteristic of wire braid hose and can be used to an advantage in the assembly of the "super gem" fittings. Slip two sockets apart to skirt over the "necked down" end of the hose. Mount nipple hex in a vise. Work the hose bore over the nipple in a circular motion to size the tube and aid in separating the braid prior to fitting the sleeve. Remove hose from nipple.

**Step 2** Carefully insert the sleeve over the end of the inner tube and push it over the nipple with twisting motion until seated against nipple chamfer. Push socket forward, and hand start threading of socket to nipple.

**Step 3** Hold the nipple with hex in vise, push hose over nipple with twisting motion until seated against nipple chamfer. Push socket forward, and hand start threading of socket to nipple.

**Step 4** Wrench tighten nipple hex until clearance with socket hex is 1/32" or less (may vary from 0.023 to 0.046 inch.) Tighten further to align corners of nipple and socket hexes.

**NOTE:** When assembling new fittings no lubrication is needed as component parts are dryfilm lubricated at the time of manufacture. After reuse of the fitting, if undue wear of the dryfilm or bare metal is observed, the thread area should be lubricated with Molykote G-N Paste.

**To disassemble** Unscrew and remove nipple; slide socket back on hose by tapping against flat surface; remove sleeve with pliers.

**Molykote G-N Paste** is a registered trademark of the Dow Corning Corporation.

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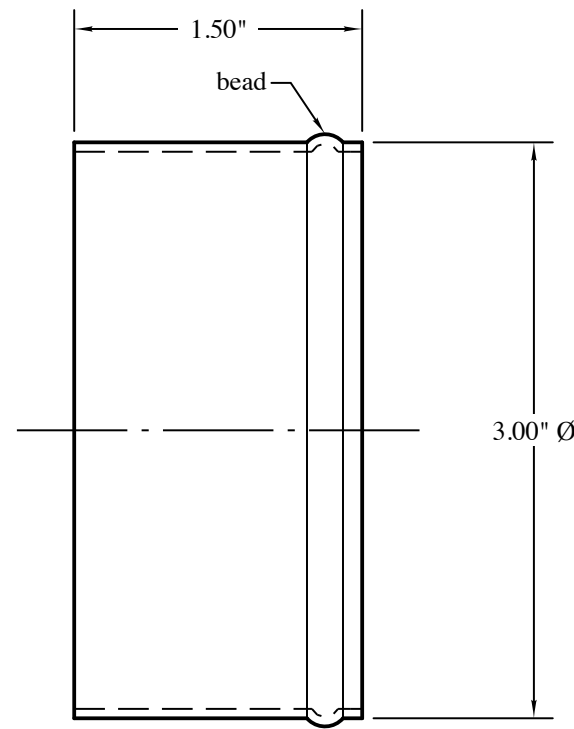
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## G7

Revision      D

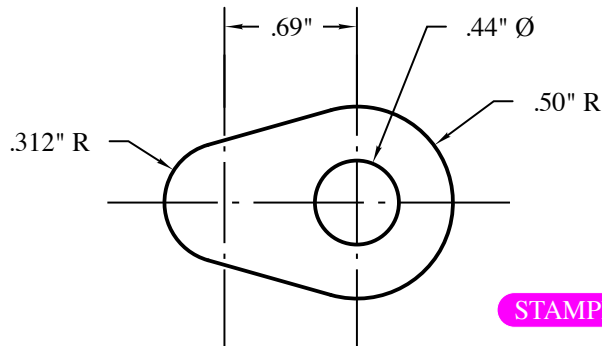
See Drawing No. 152 for installation

NO. 740 HOSES, HOSE ASSEMBLIES AND TUBES  
FULL SCALE



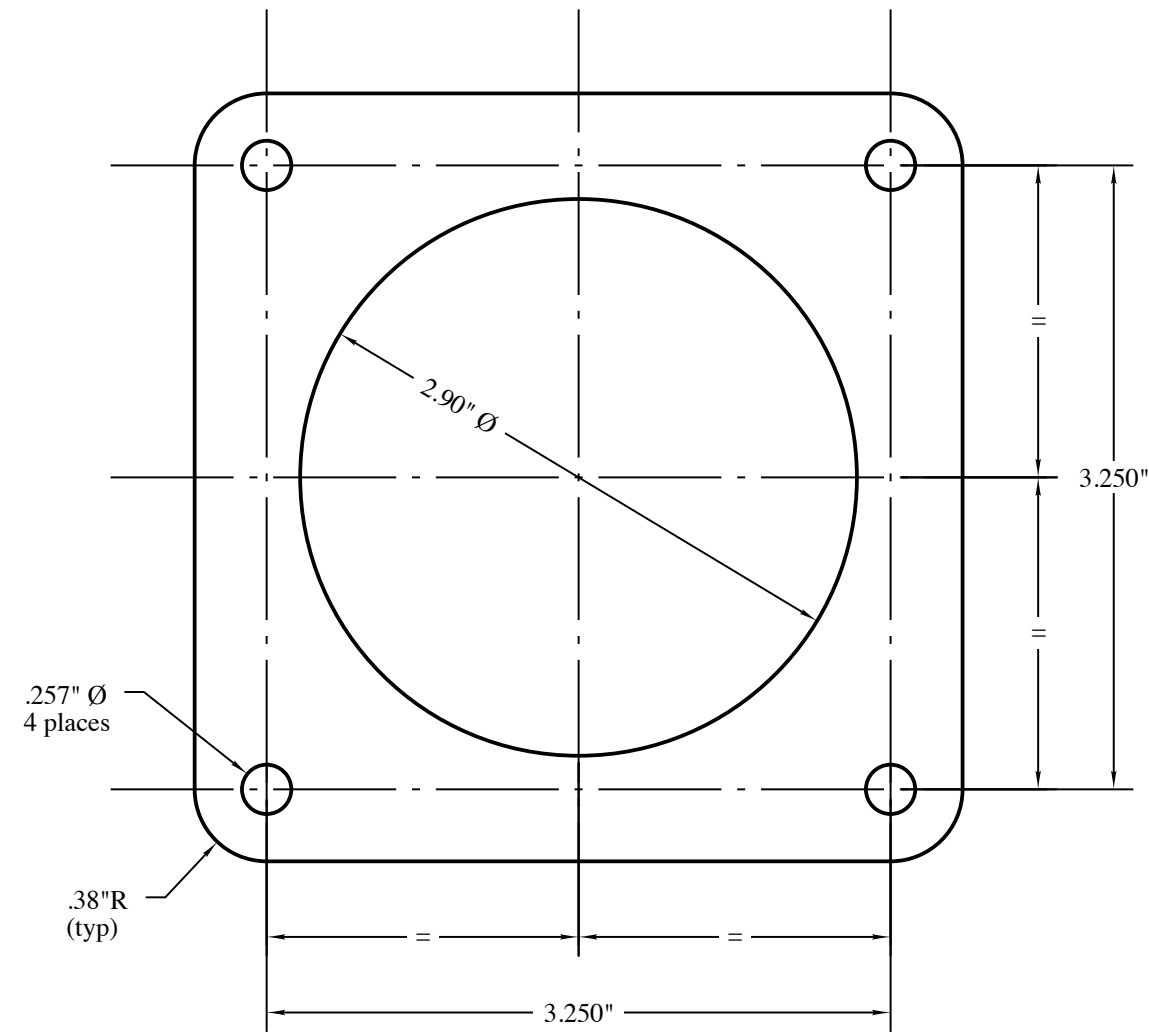
material: 3.00"OD x .049" wall mild steel tubing  
or roll from flat stock

DETAIL A  
-3 TUBE  
ONE REQUIRED PER ASSEMBLY  
FULL SCALE



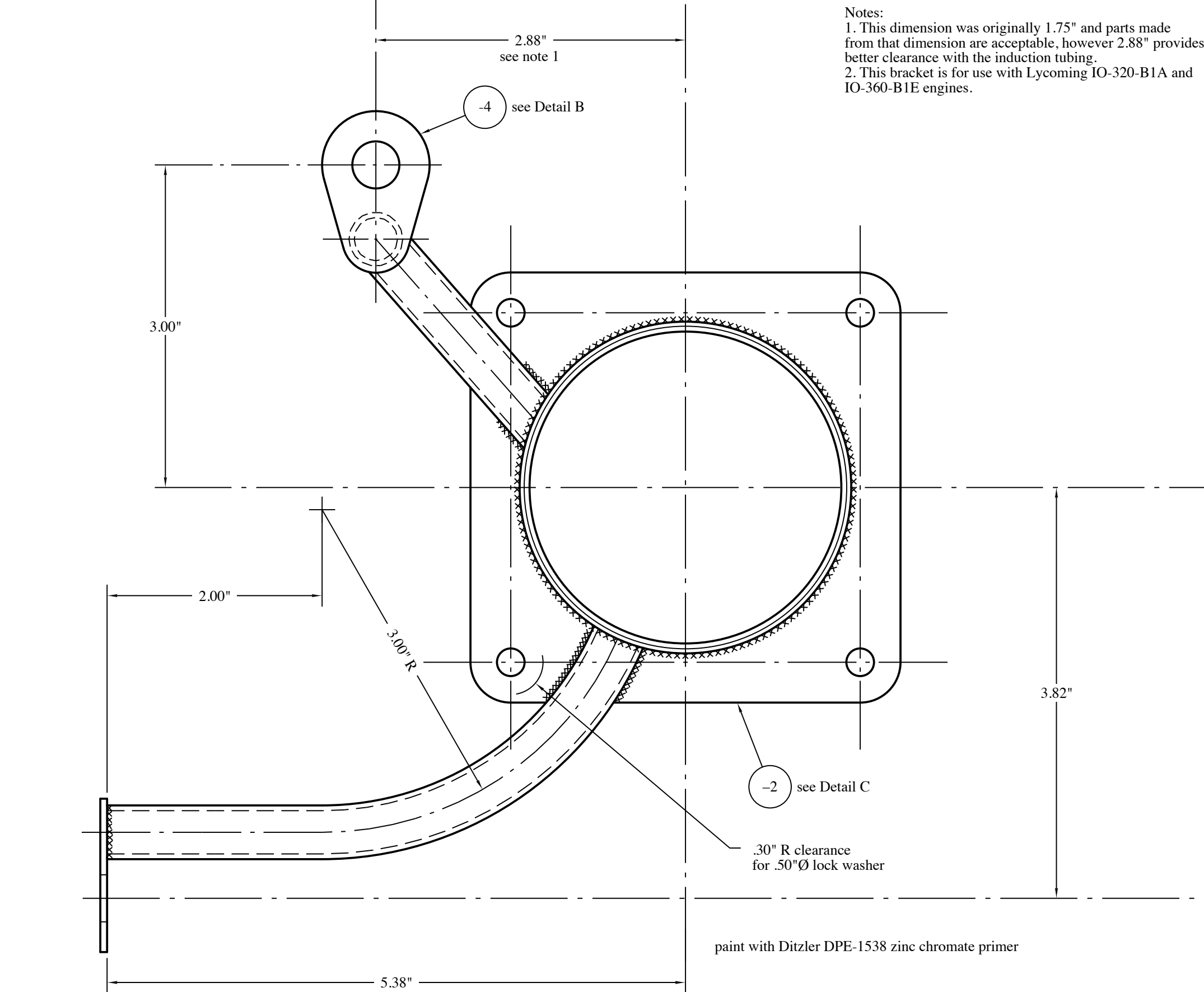
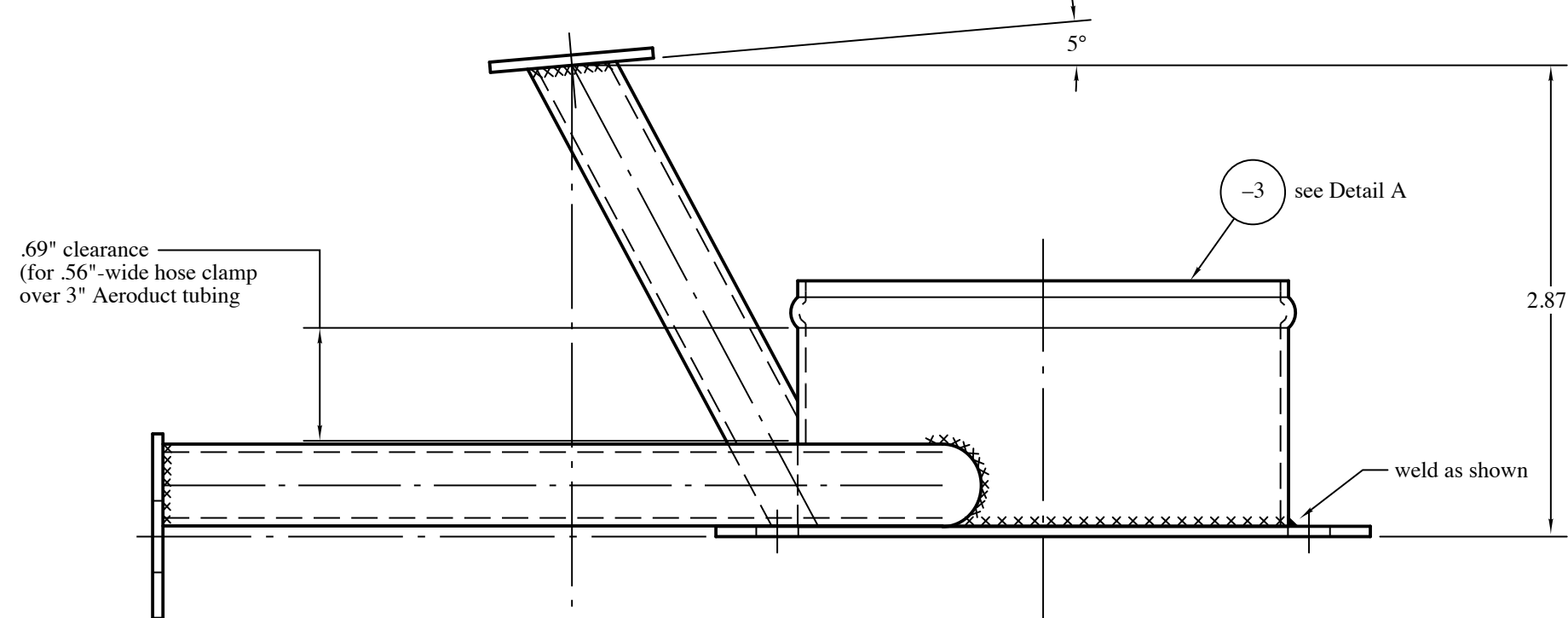
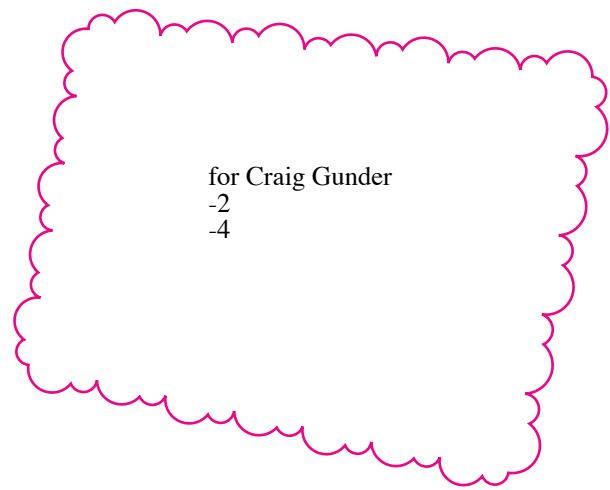
material: .063" 4130N steel

DETAIL B  
-4 TAB  
2 REQUIRED PER ASSEMBLY  
FULL SCALE



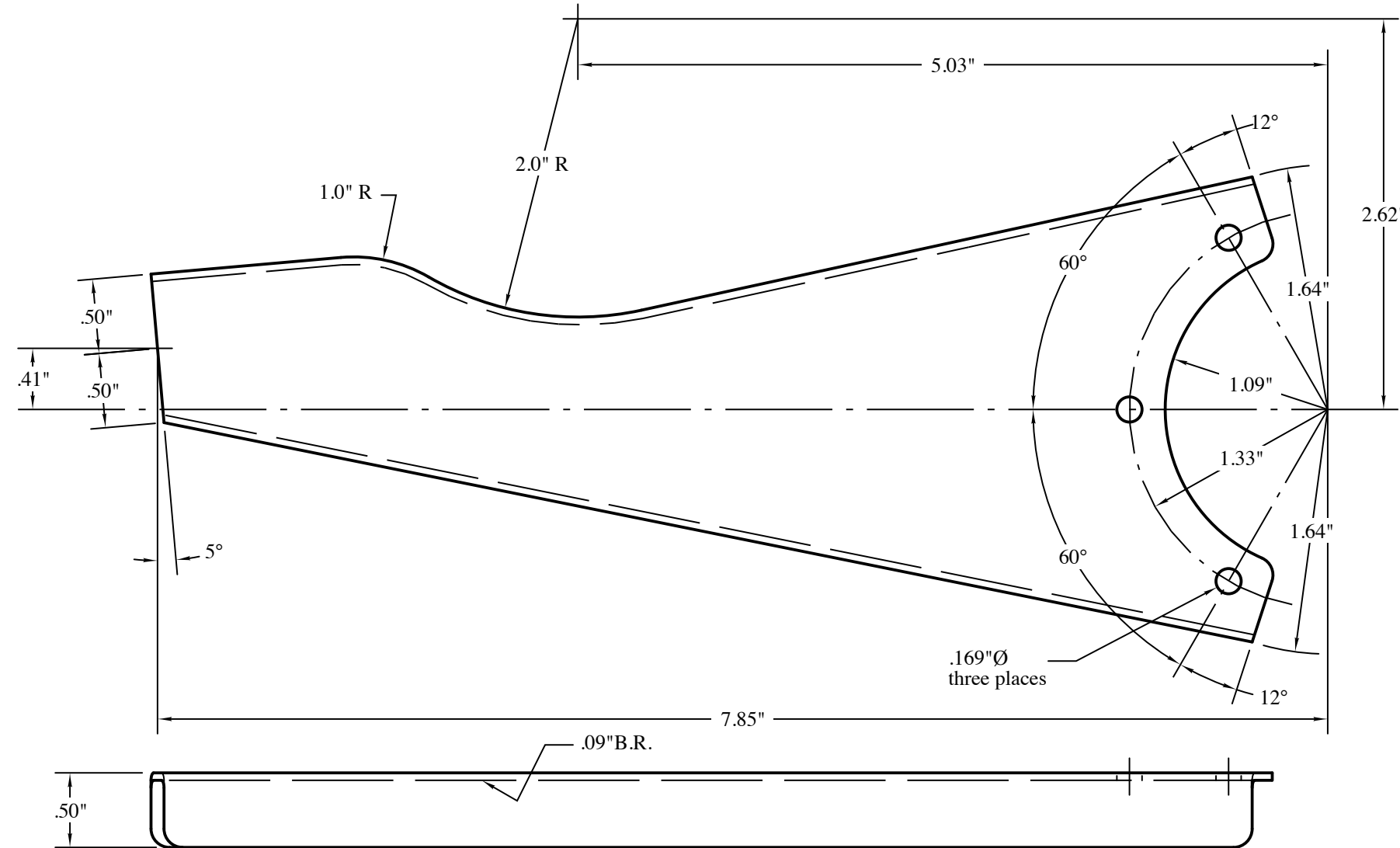
material: .063" 4130N steel

DETAIL C  
-2 PLATE  
ONE REQUIRED PER ASSEMBLY  
FULL SCALE



see Drawing No. 131 for installation

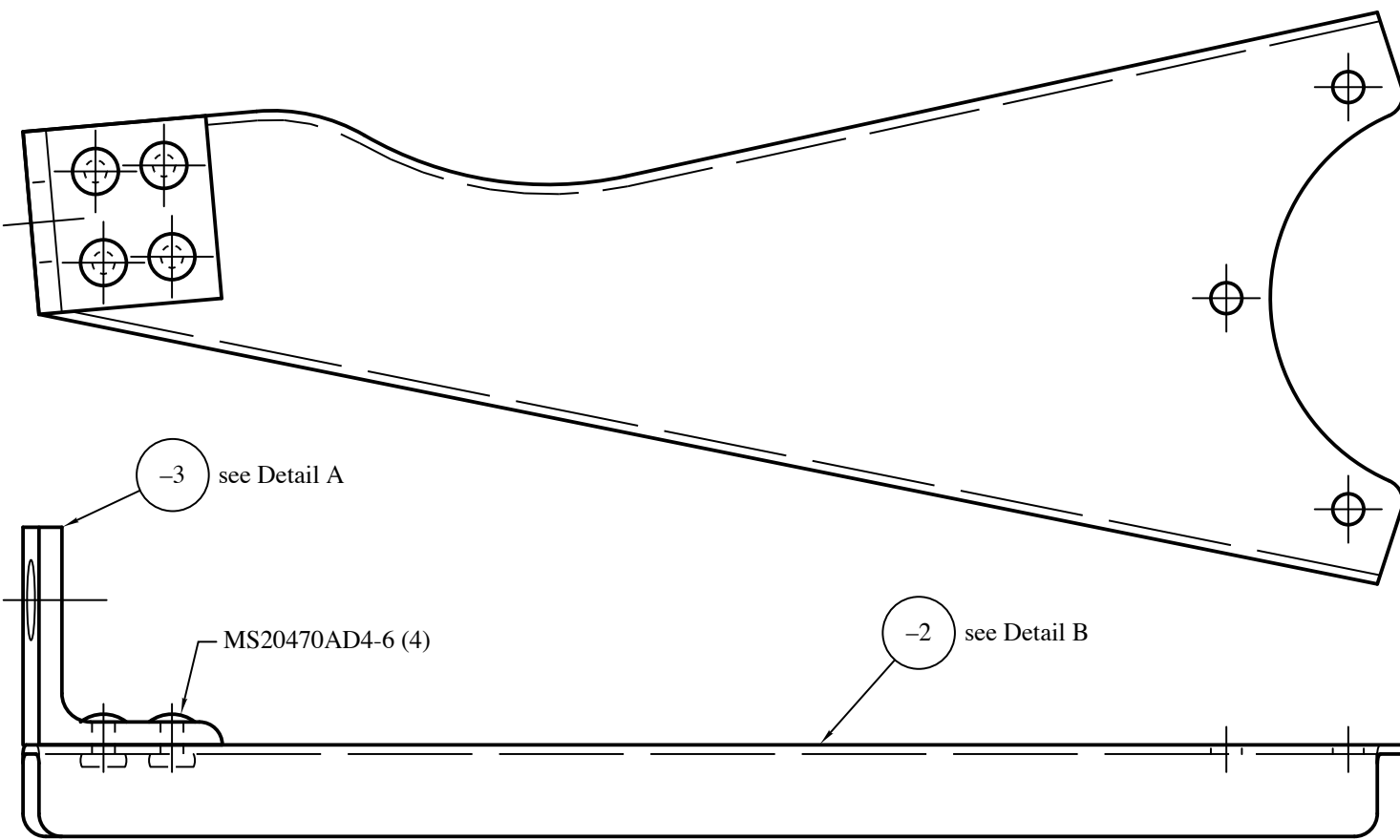
NO. 763 INJECTOR CONTROLS BRACKET  
ONE REQUIRED PER AIRCRAFT  
FULL SCALE



Notes:  
1. The 1.33" radius for the screw holes is for the McCauley D-20611-2 governor. For the Woodward B210345 governor, use a radius of 1.28".

material: .050" 2024-0 aluminum  
heat treat to T4  
alodine

DETAIL B  
-2 ARM  
ONE REQUIRED PER ASSEMBLY  
FULL SCALE



see Drawing No. 131 for installation

NO. 810-1 GOVERNOR CONTROL BRACKET  
ONE REQUIRED PER AIRCRAFT  
FULL SCALE

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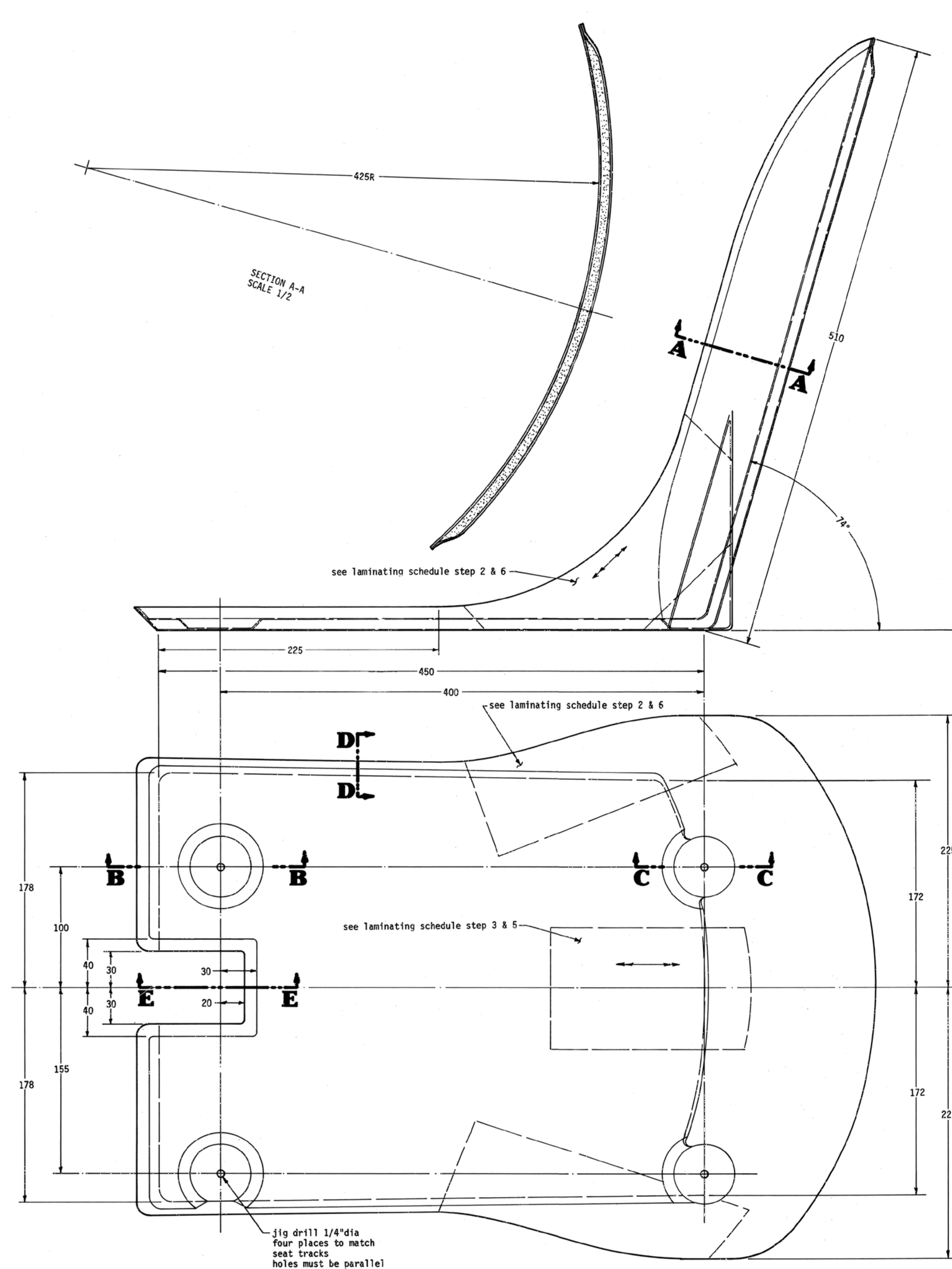
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G8

Revision

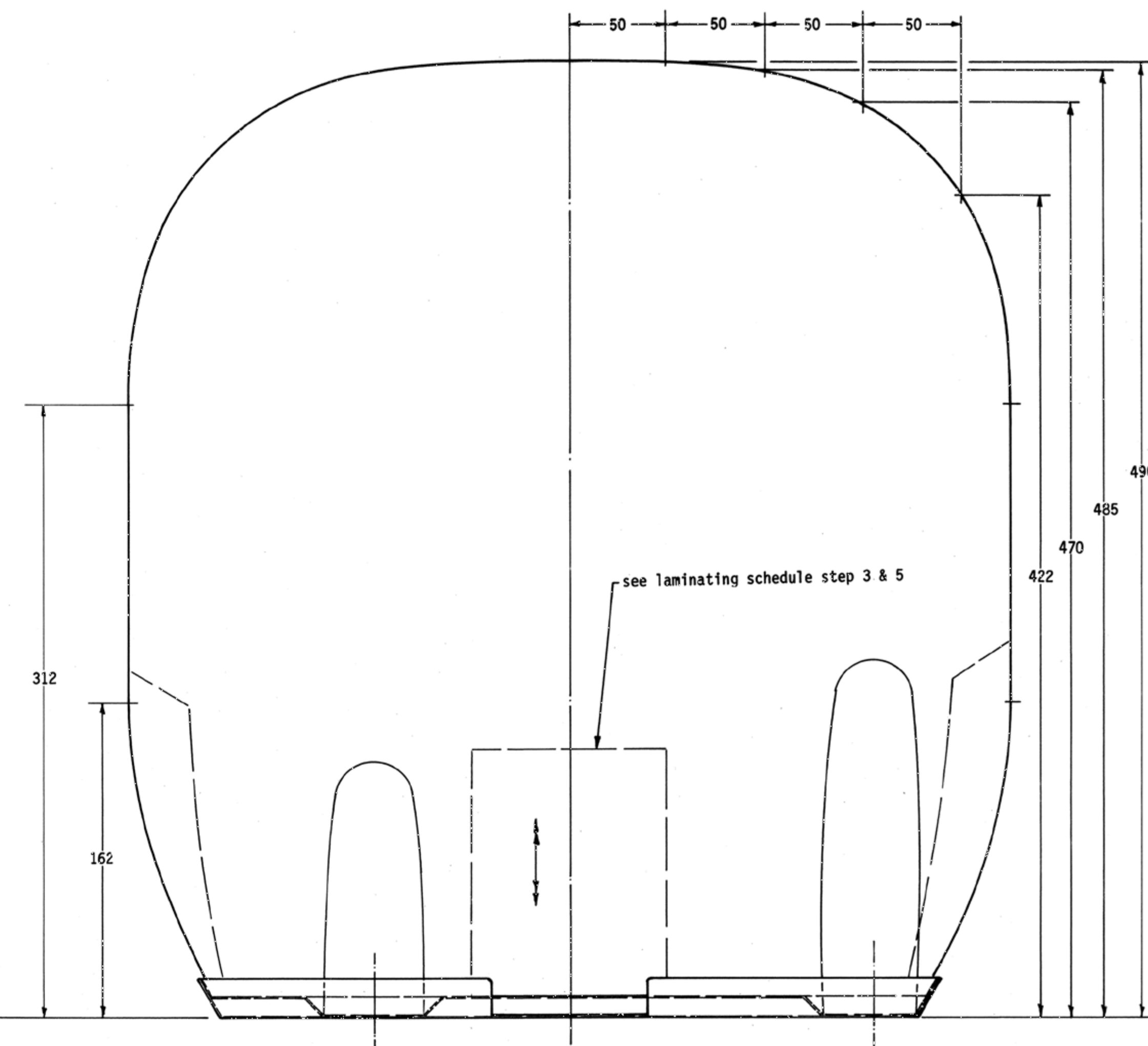
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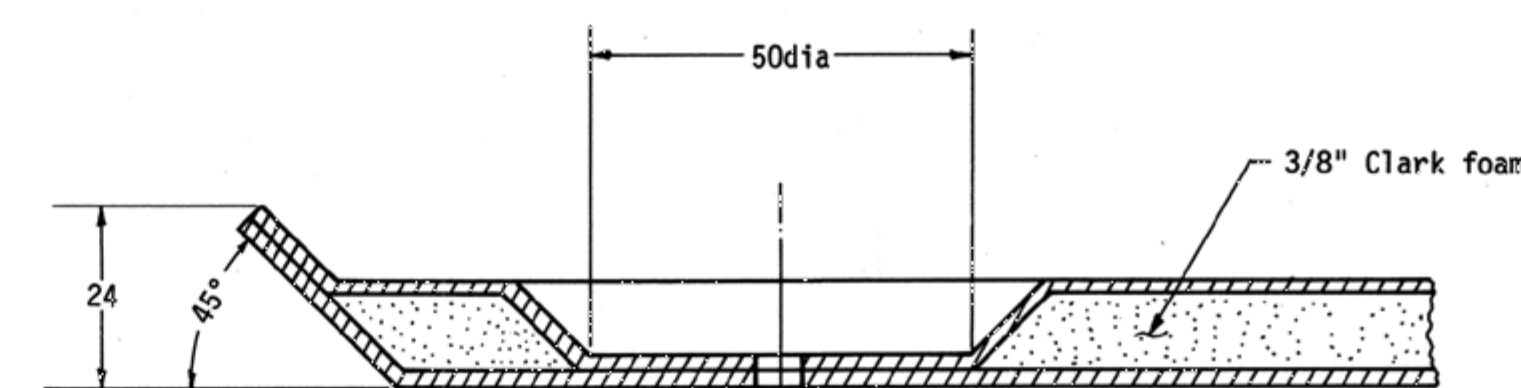


material: fiberglass cloth and epoxy resin  
see Drawing No. 156 for installation

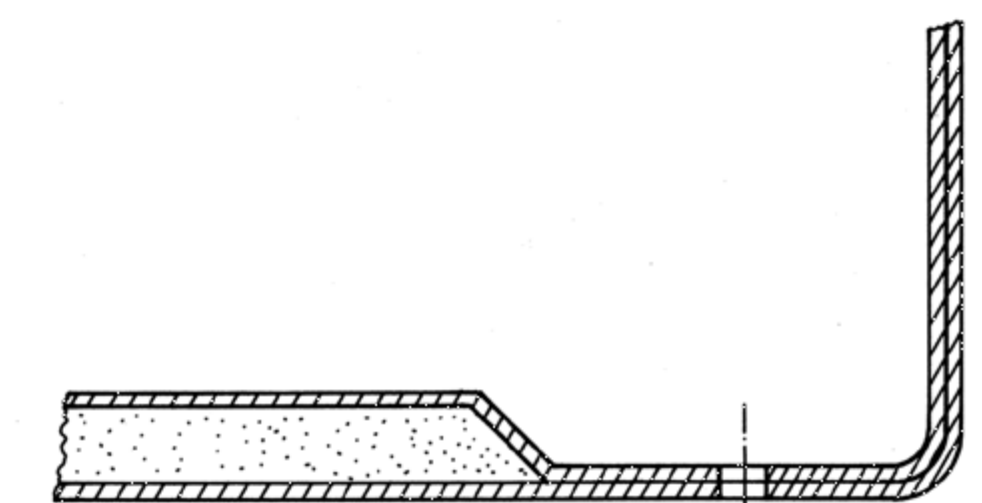
No. 828-1 & -2 SEAT  
ONE EACH REQUIRED PER AIRCRAFT  
RIGHT HAND (-1) SHOWN, LEFT HAND (-2) OPPOSITE  
SCALE 1/2



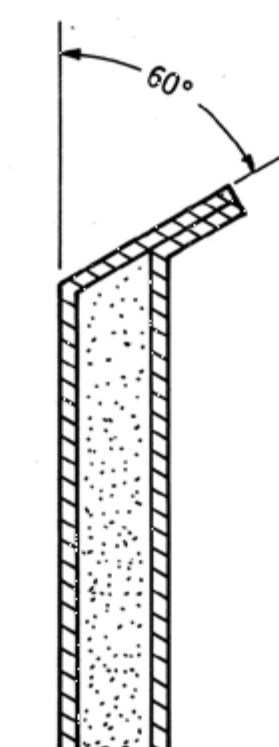
- LAMINATING SCHEDULE**  
Over male mold, having the shape of the inside of the seat.
1. Two layers 8oz bi-directional fiberglass cloth over entire seat.
  2. Two layers of 7oz uni-directional fiberglass cloth (approximately 100mmx250mm) in side panels connecting back and bottom.
  3. Two layers of 7oz uni-directional fiberglass cloth (approximately 100mmx250mm) in center connecting back and bottom.
  4. 3/8" thick Clark foam on bottom and back.
  5. Repeat Step 3.
  6. Repeat Step 2.
  7. Repeat Step 1.



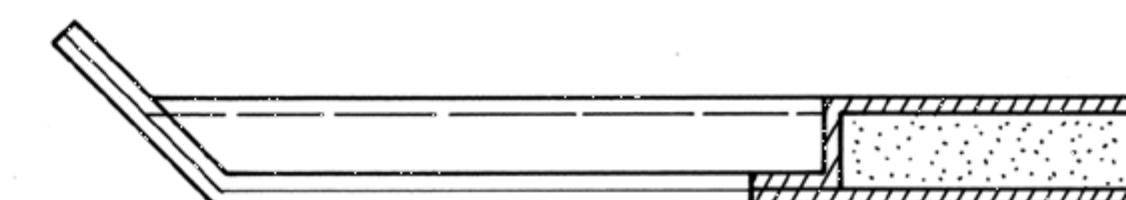
SECTION B-B  
FULL SCALE



SECTION C-C  
FULL SCALE



SECTION D-D  
FULL SCALE



SECTION E-E  
FULL SCALE

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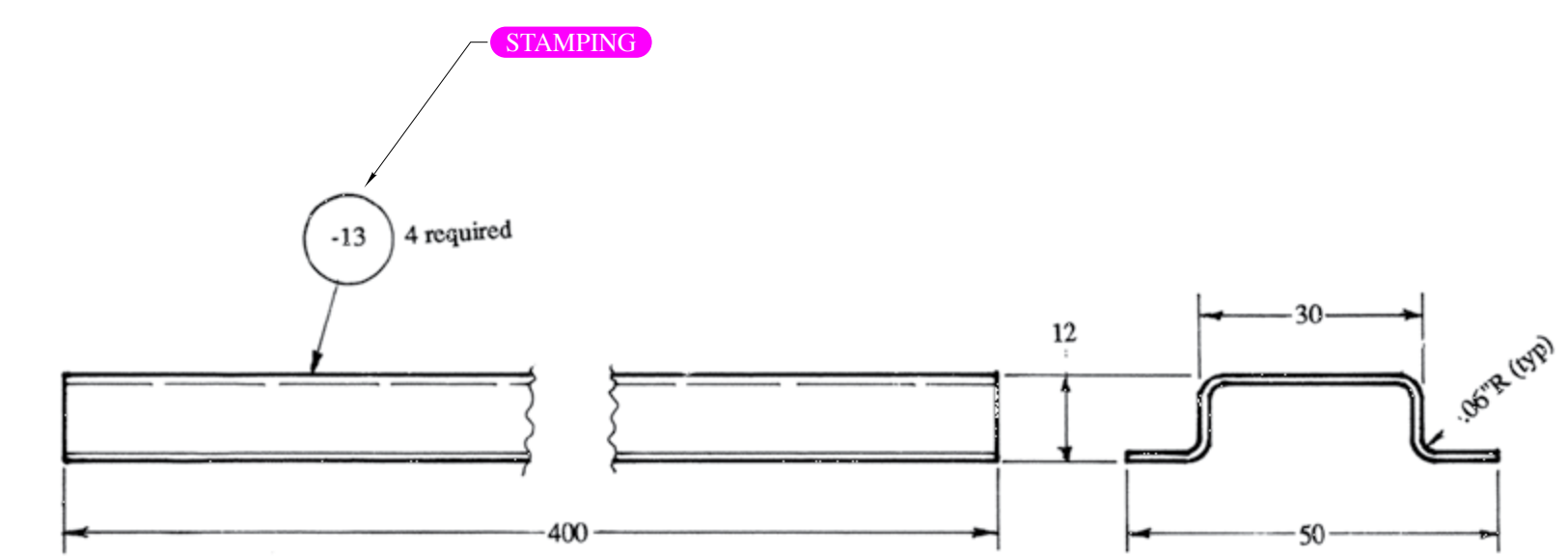
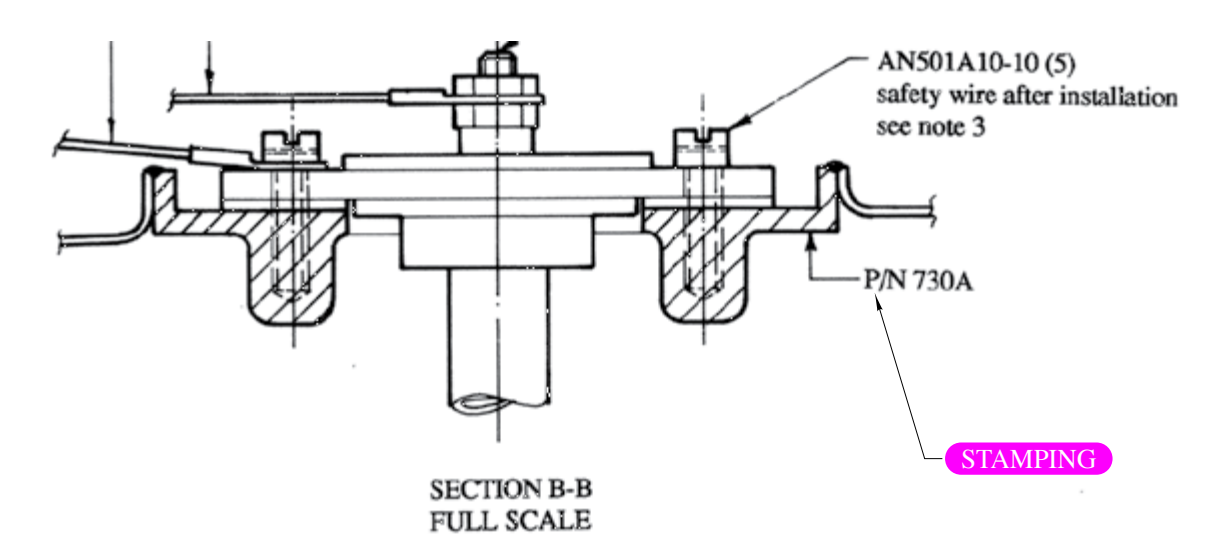
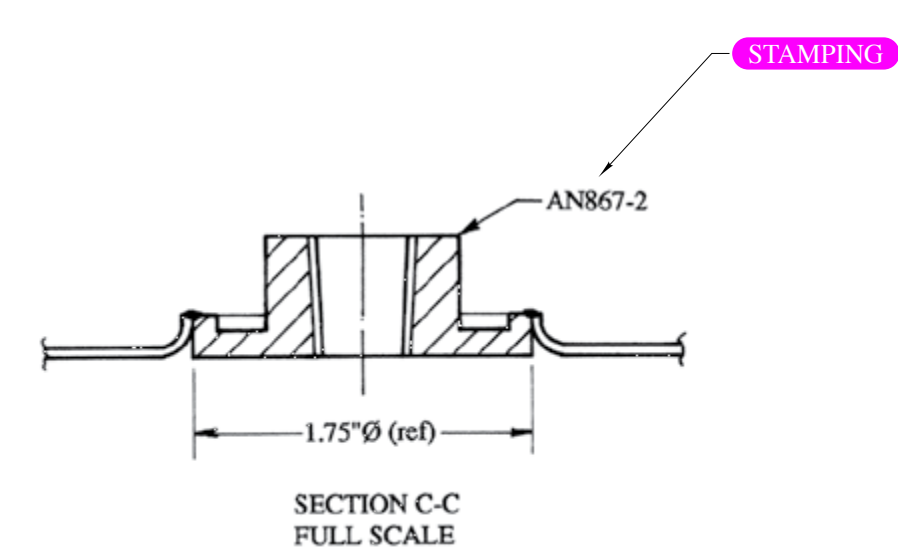
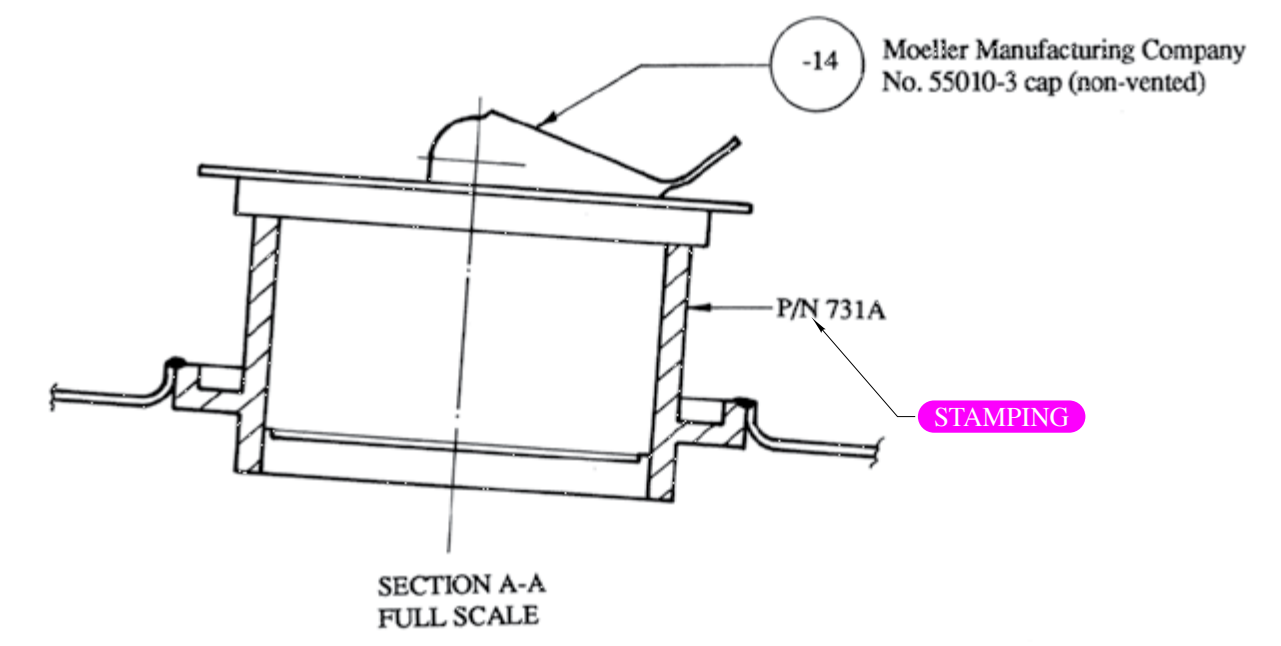
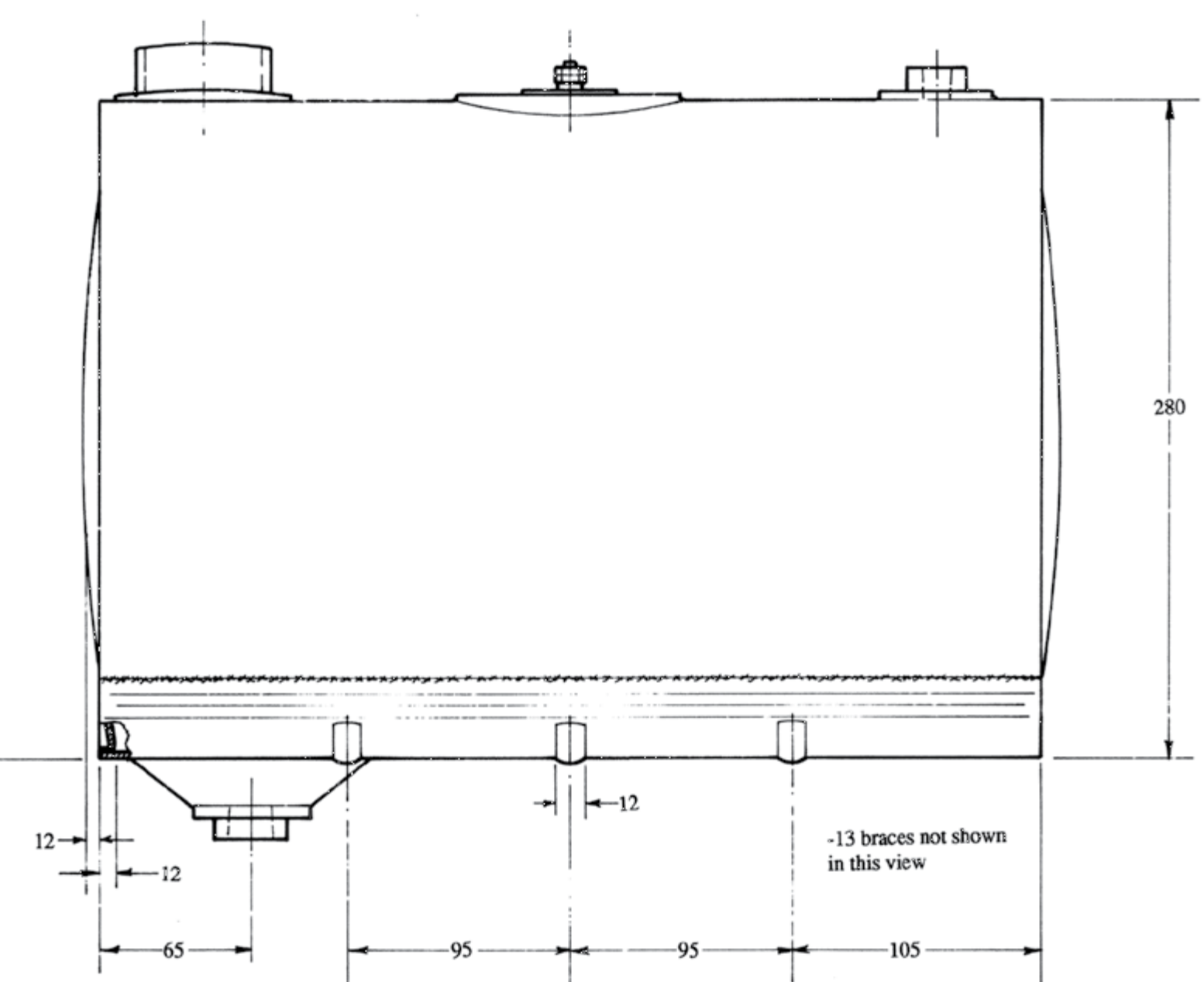
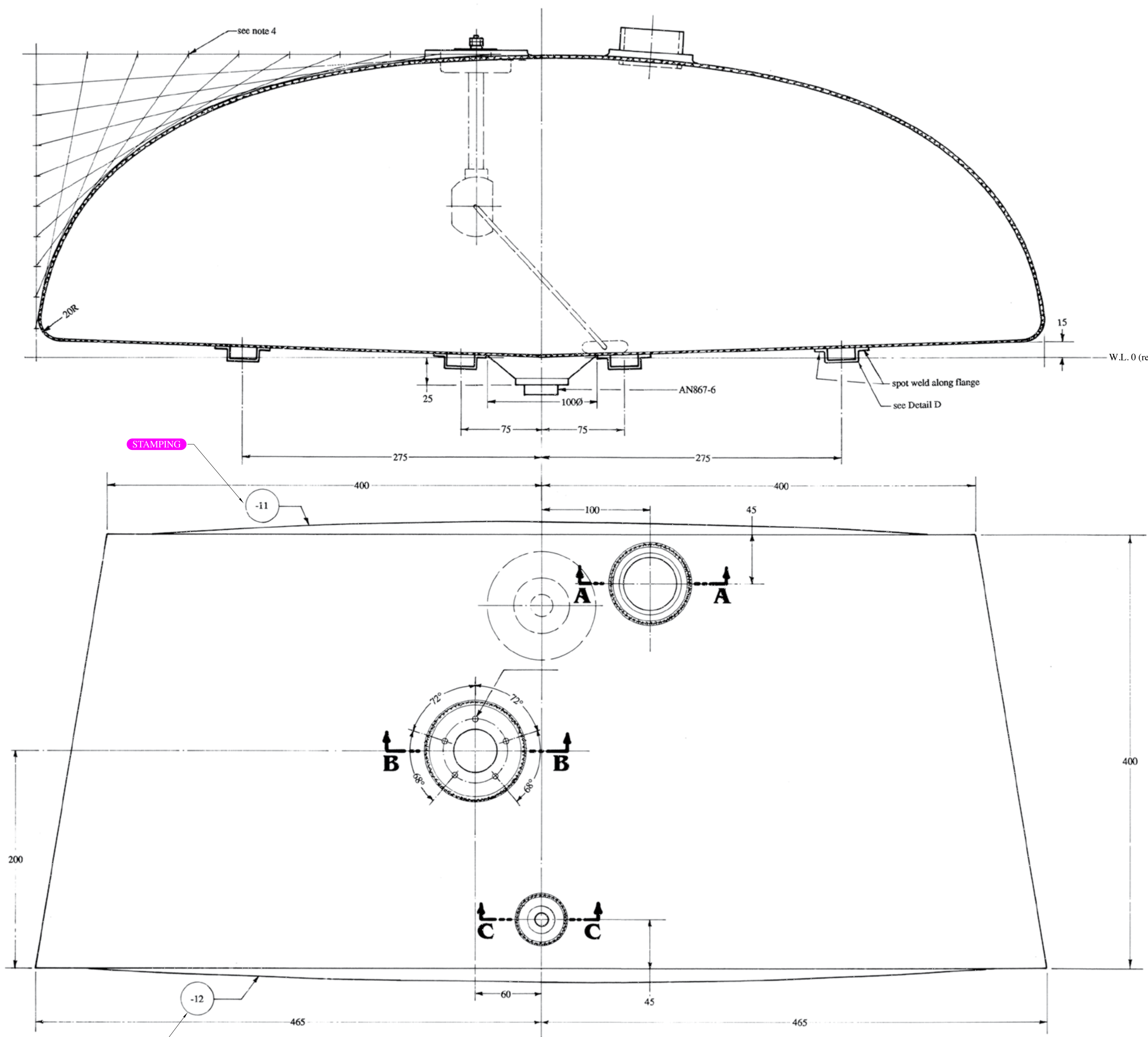
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## G9

Revision

B





material: .050" 5052-0 aluminum  
DETAIL D  
FULL SCALE

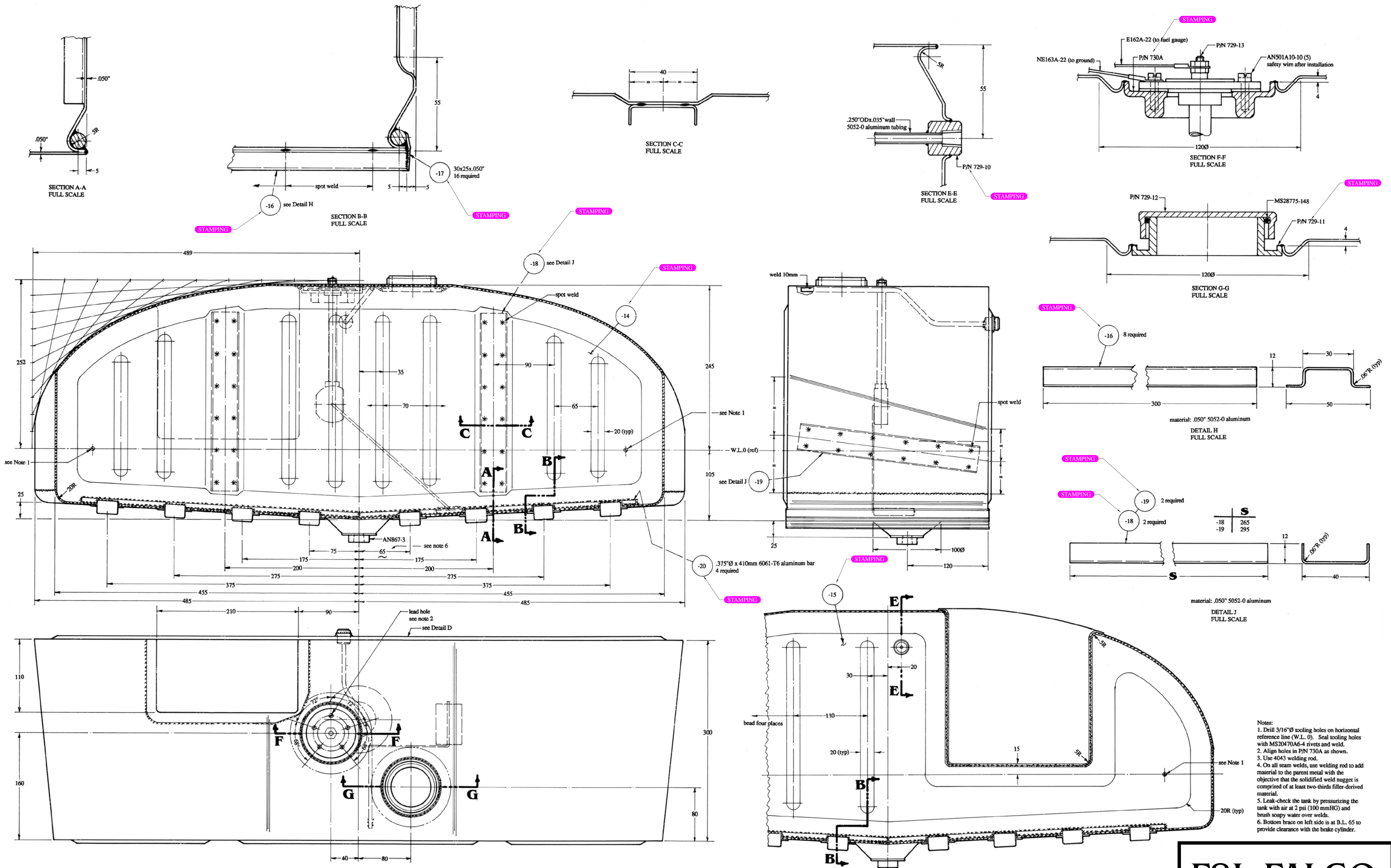
material: .050" 5052-0 aluminum sheet  
see Drawing No. 121 for installation  
capacity: approximately 19 U.S. gallons  
NO. 728A AFT FUEL TANK  
ONE REQUIRED PER AIRCRAFT  
SCALE 1/2.5

- Notes:
1. Drill 3/16" tooling holes as required. Seal tooling holes with MS20470A6-4 rivets and weld.
  2. Align holes in P/N 730A as shown.
  3. Install P/N 730A with top inner face aligned with upper face of tank at tank C/L.
  4. For shape of tank, construct fuselage-frame curve from base line as shown. Forward end is constructed from 465 x 280 dimensions and aft end from 400 x 280 dimensions.
  5. Use 4043 welding rod.
  6. On all seam welds, use welding rod to add material to the parent metal with the objective that the solidified weld nugget is comprised of at least two-thirds filler-derived material.
  7. Leak-check the tank by pressurizing the tank with air at 2 psi (100 mmHG) and brush soapy water over welds.

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		G10	
Revision		C	





material: .050" 5052-O aluminum  
see Drawing No. 121 for installation  
capacity: approximately 21 U.S. gallons

NO. 729A FRONT FUEL TANK  
ONE REQUIRED PER AIRCRAFT  
SCALE 1/2.5

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# F8L FALCO

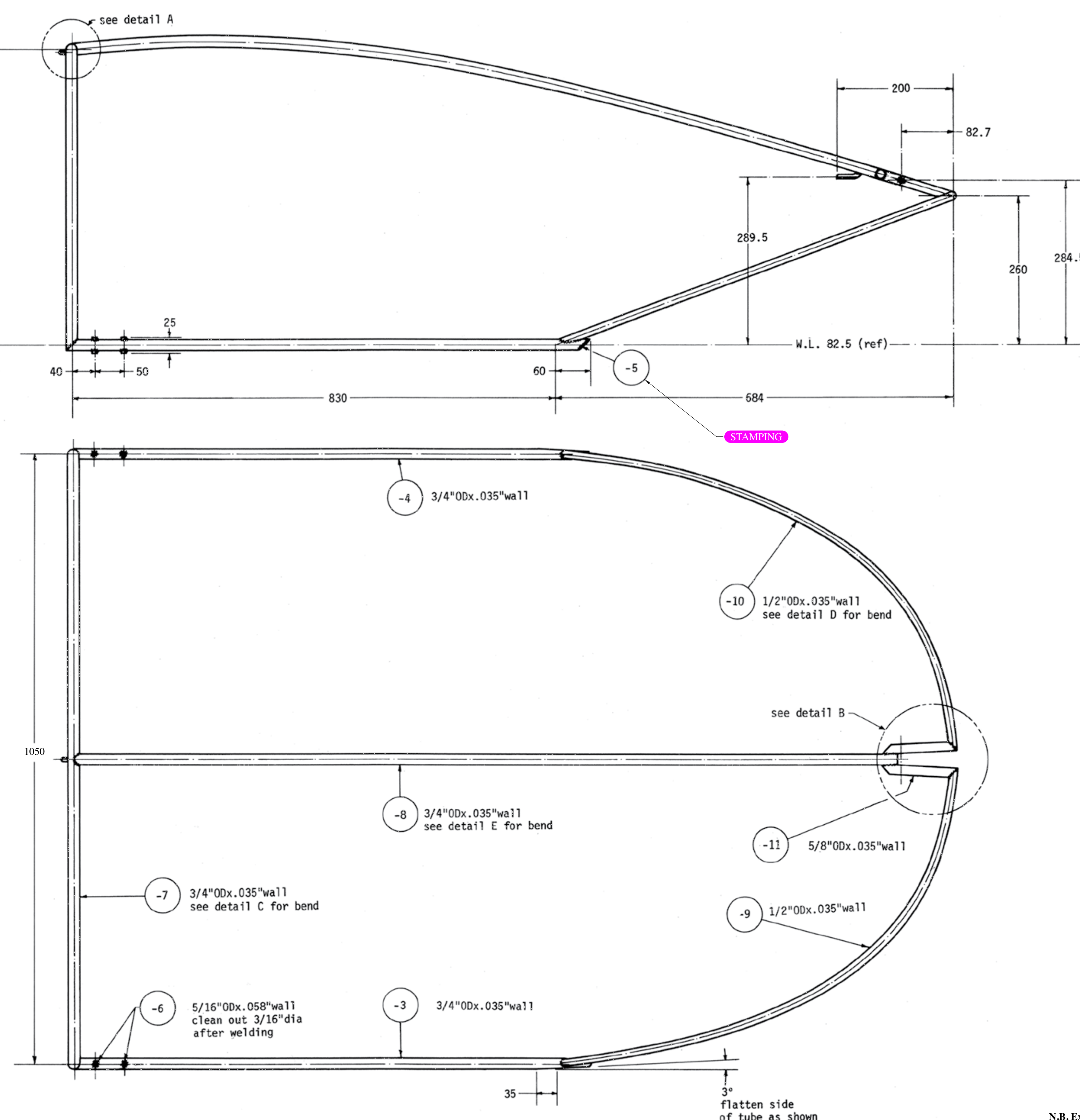
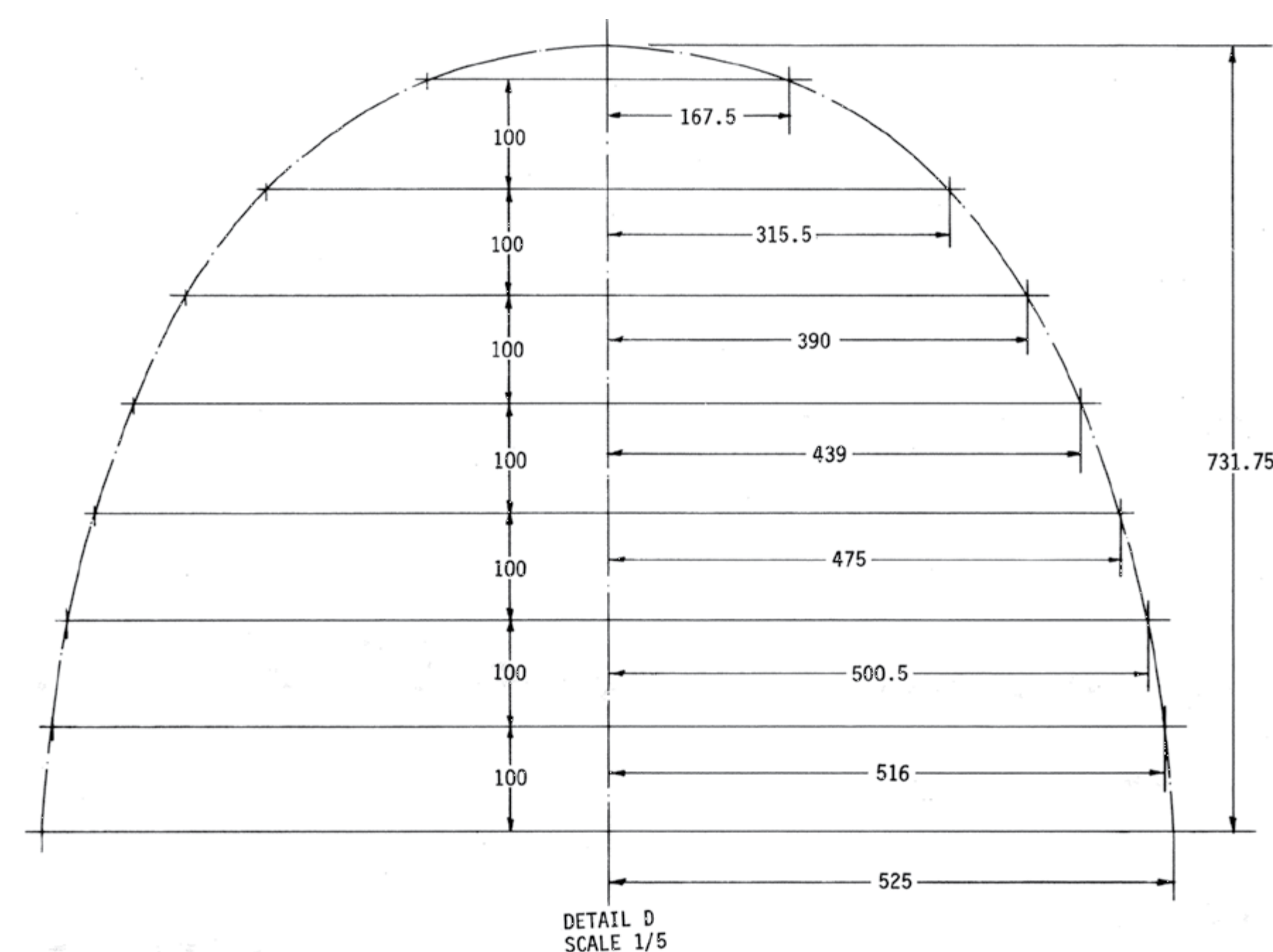


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Sheet	
<b>G11</b>	
Revision	C

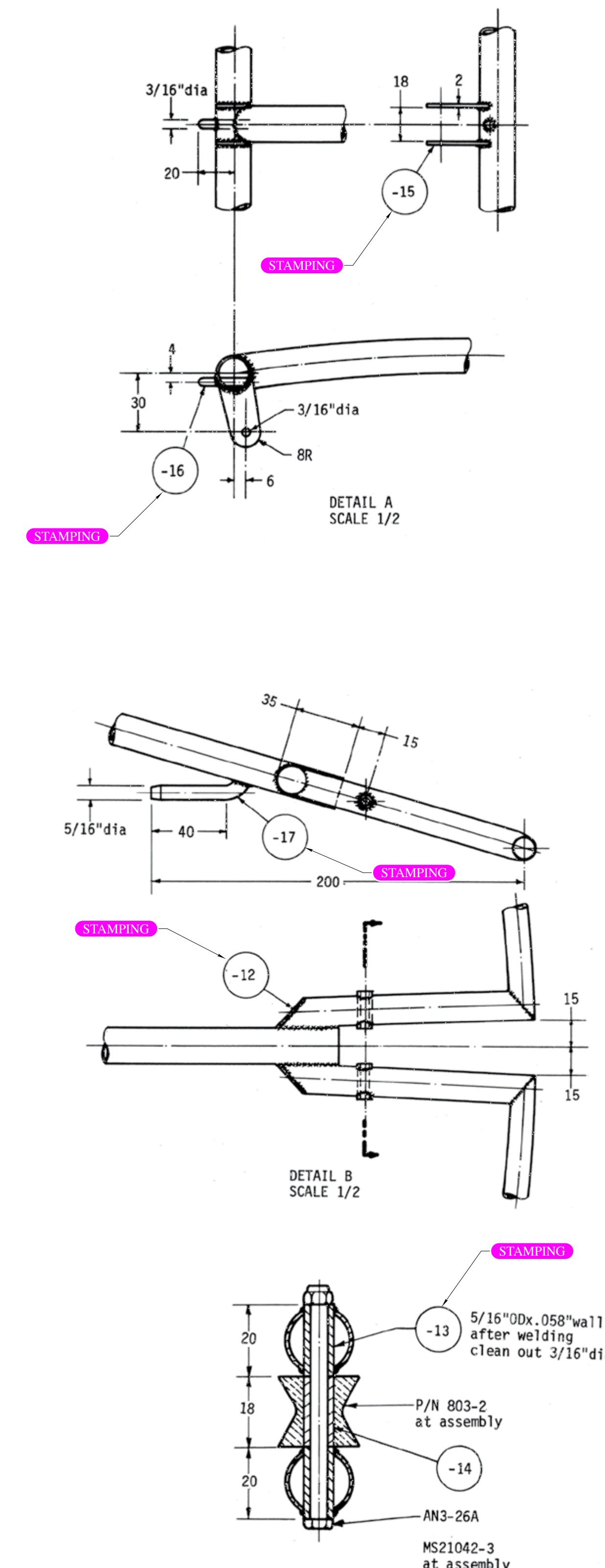
- Notes:
1. Drill 3/16" tooling holes on horizontal reference line (W.L. 0). Seal tooling holes with MS20470A6-4 rivets and weld.
  2. Align holes in P/N 730A as shown.
  3. Use 4043 welding rod.
  4. On all seam welds, use welding rod to add material to the parent metal with the objective that the solidified weld nugget is comprised of at least two-thirds filler-derived material.
  5. Leak-check the tank by pressurizing the tank with air at 2 psi (100 mmHG) and brush soapy water over welds.
  6. Bottom brace on left side is at B.L. 65 to provide clearance with the brake cylinder.





material: 4130N steel tubing, spec: MIL-T-6736  
4130N steel sheet, spec: MIL-S-18729  
see drawing No. 107 for installation

No. 797-1 CANOPY FRAME  
ONE REQUIRED PER AIRCRAFT  
SCALE 1/5



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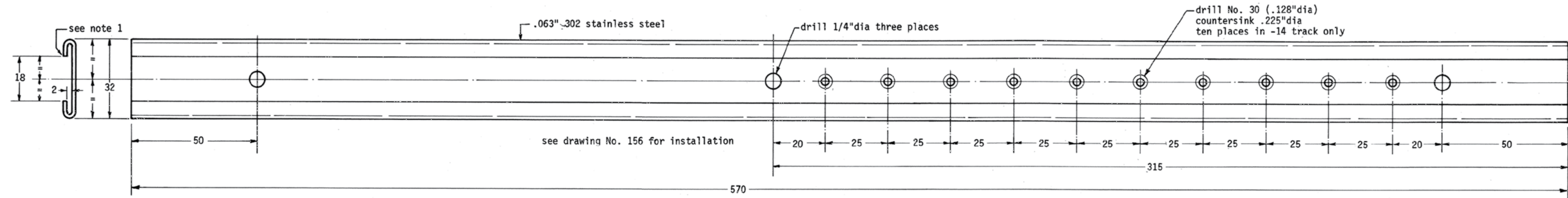
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# G12

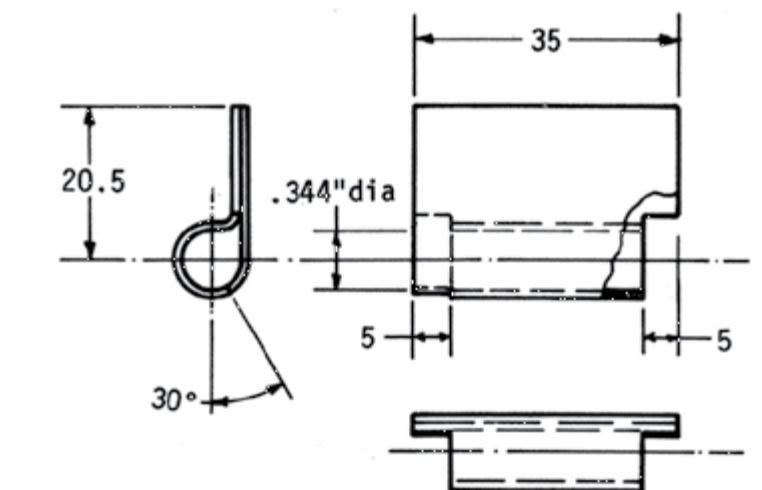
Revision

B
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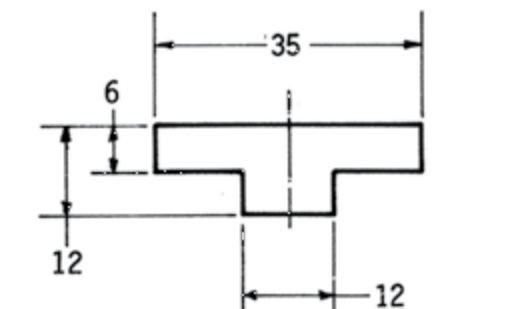
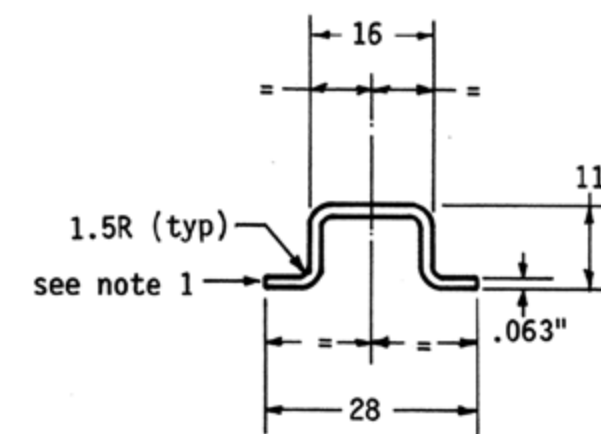




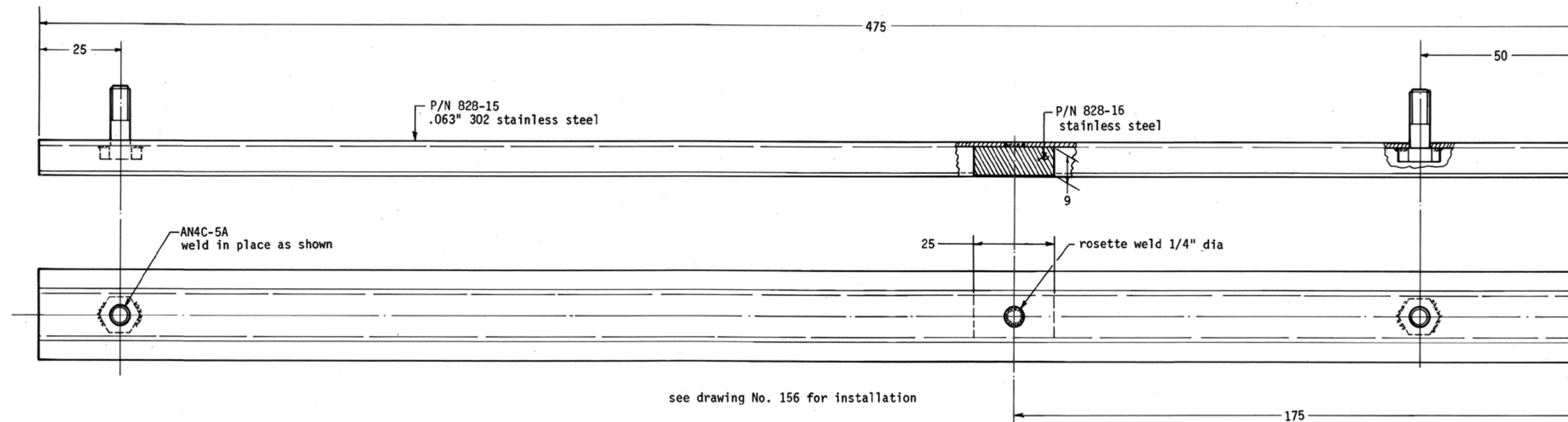
No. 828-13 & -14 LOWER TRACK  
2 -13 (WITHOUT No. 30 HOLES) REQUIRED PER AIRCRAFT  
2 -14 (WITH No. 30 HOLES) REQUIRED PER AIRCRAFT  
FULL SCALE



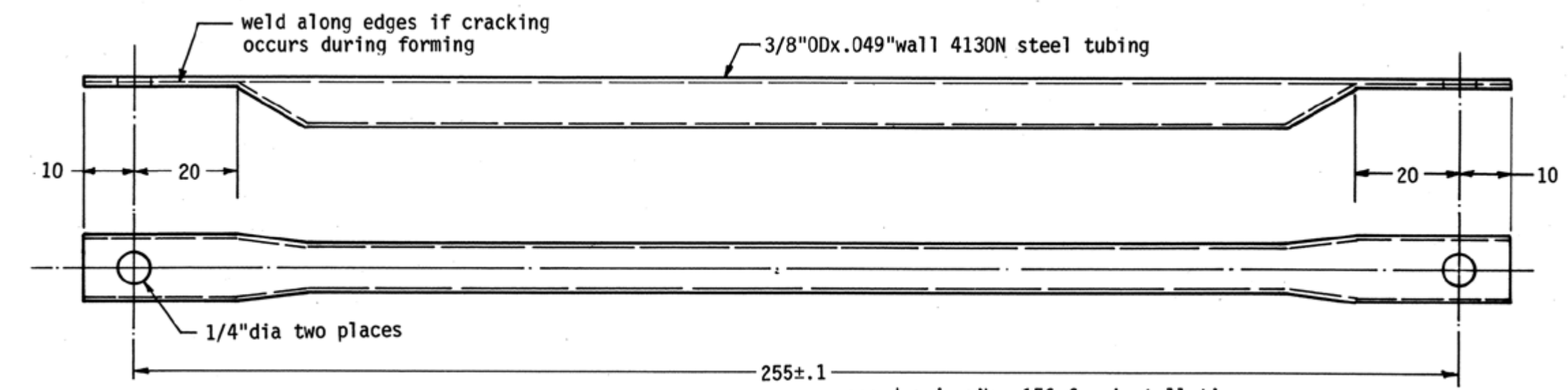
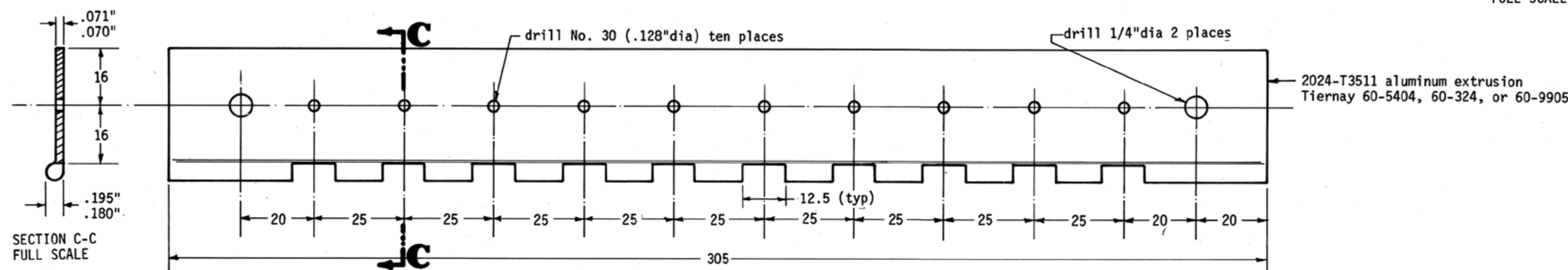
material: .040" 302 stainless steel  
No. 828-10 CLIP  
6 REQUIRED PER AIRCRAFT  
FULL SCALE



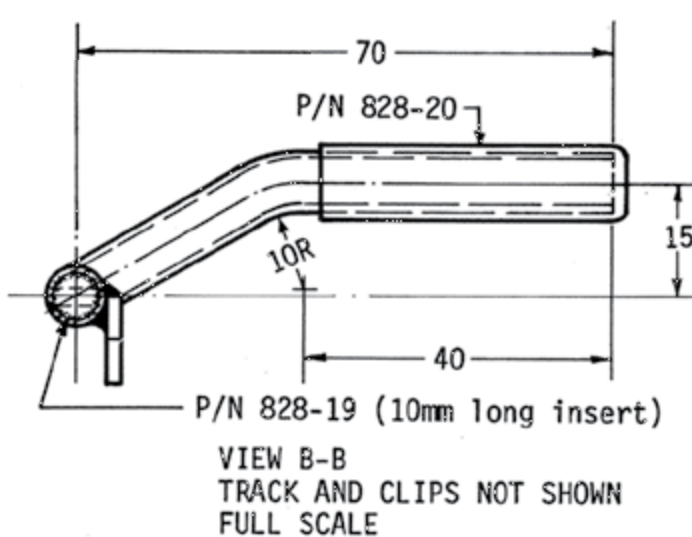
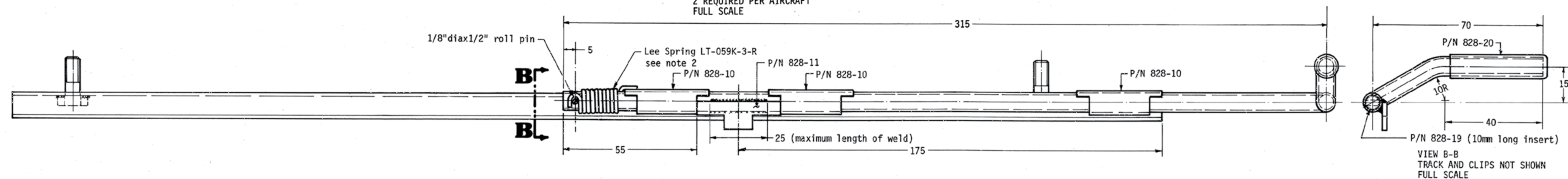
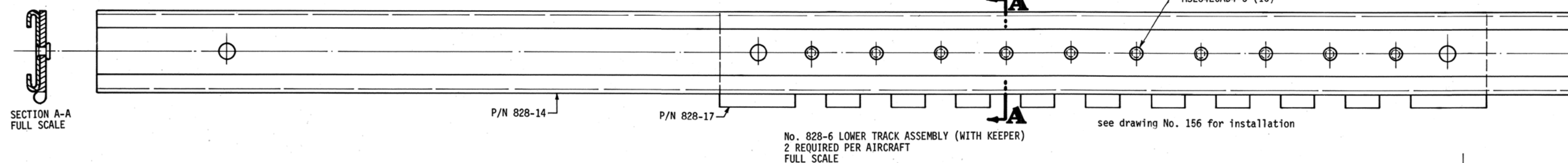
material: .080" 4130N steel  
No. 828-11 LATCH  
2 REQUIRED PER AIRCRAFT  
FULL SCALE



No. 828-8 TRACK ASSEMBLY  
4 REQUIRED PER AIRCRAFT (2 FOR -7 ASSEMBLY)  
FULL SCALE



No. 828-18 CROTCH STRAP SUPPORT  
2 REQUIRED PER AIRCRAFT  
FULL SCALE



- Notes
1. Deburr both edges before forming.
  2. To install spring (a) bend forward end of spring over P/N 828-10 clip, (b) install roll pin, (c) lift and hold handle in full up position and (d) pull aft end of spring tight around tube and wrap over roll pin.
  3. Provide adequate clearance between P/N 828-12 tube and P/N 828-8 track for spring when welding P/N 828-10 clips to track.
  4. Due to design error, 2mm thick spacer is required between P/N 828-10 & P/N 828-8 to provide clearance between P/N 828-10 and P/N 828-14.

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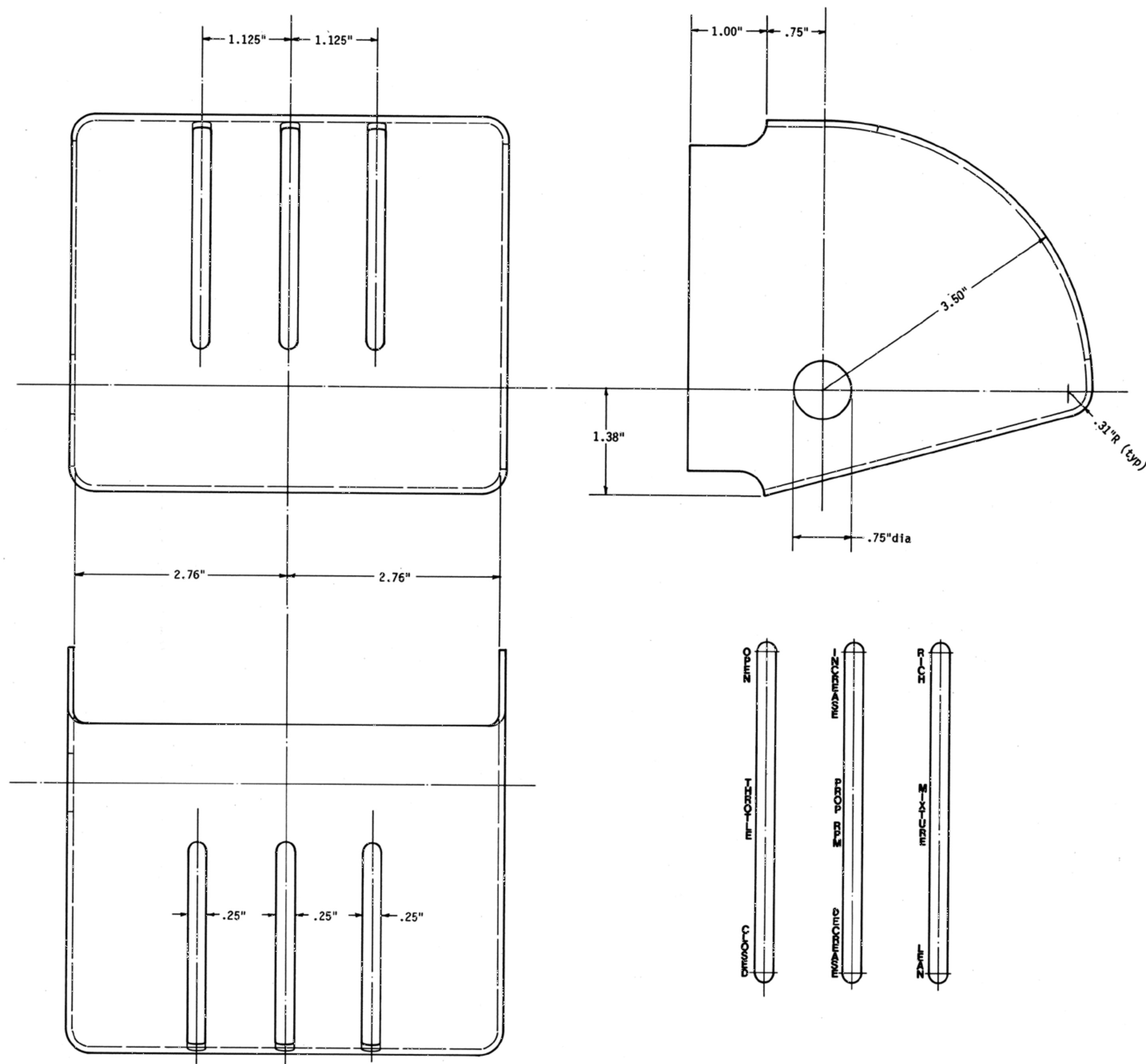
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G13

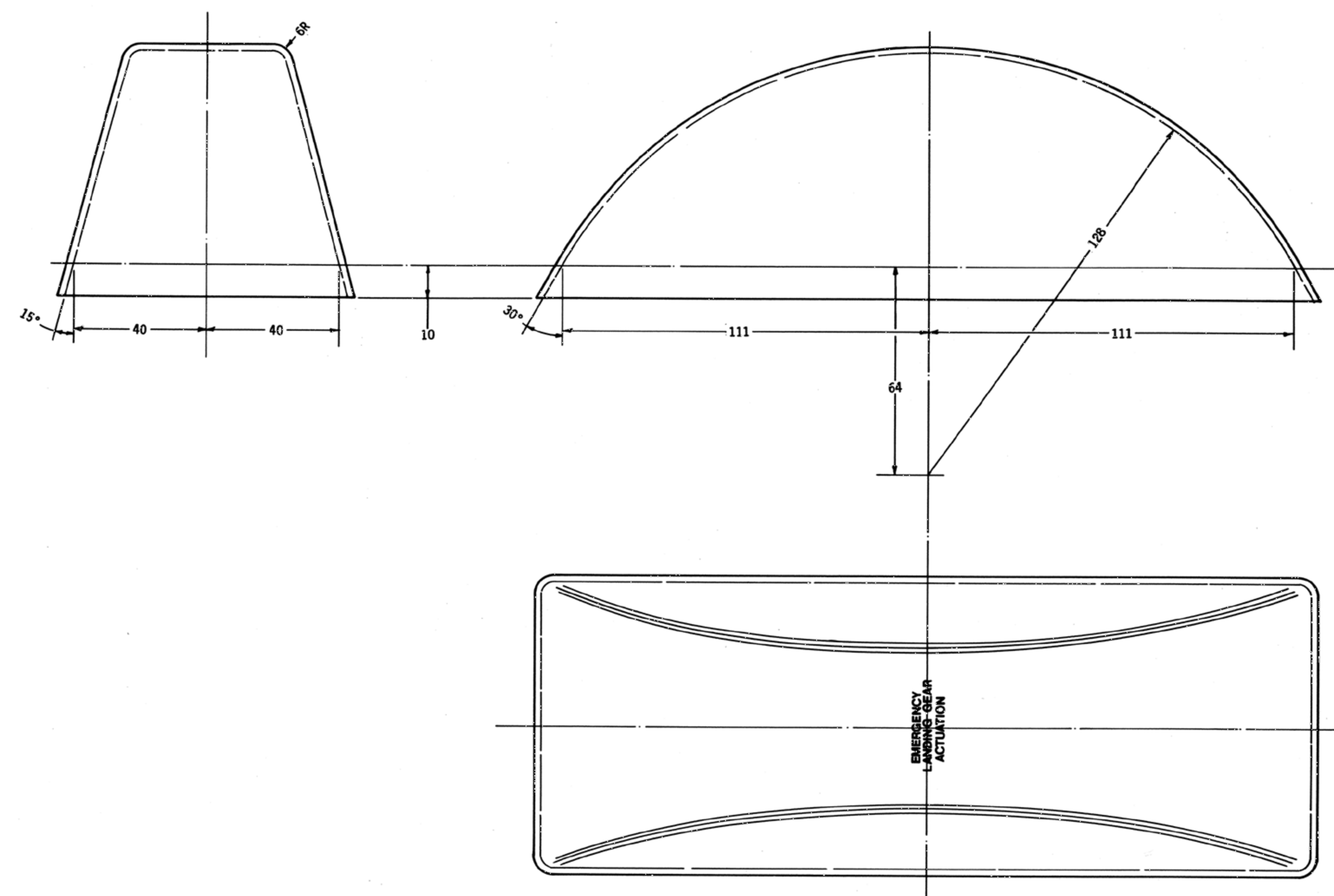
Revision

C





material: fiberglass (4 layers of 8 oz. cloth)  
see drawing No. 831-1 for installation  
No. 831-15 QUADRANT COVER  
ONE REQUIRED PER AIRCRAFT  
FULL SCALE



material: fiberglass (4 layers of 8 oz. cloth)  
see drawing No. 108 for installation  
No. 832A LANDING GEAR CRANK COVER  
ONE REQUIRED PER AIRCRAFT  
FULL SCALE

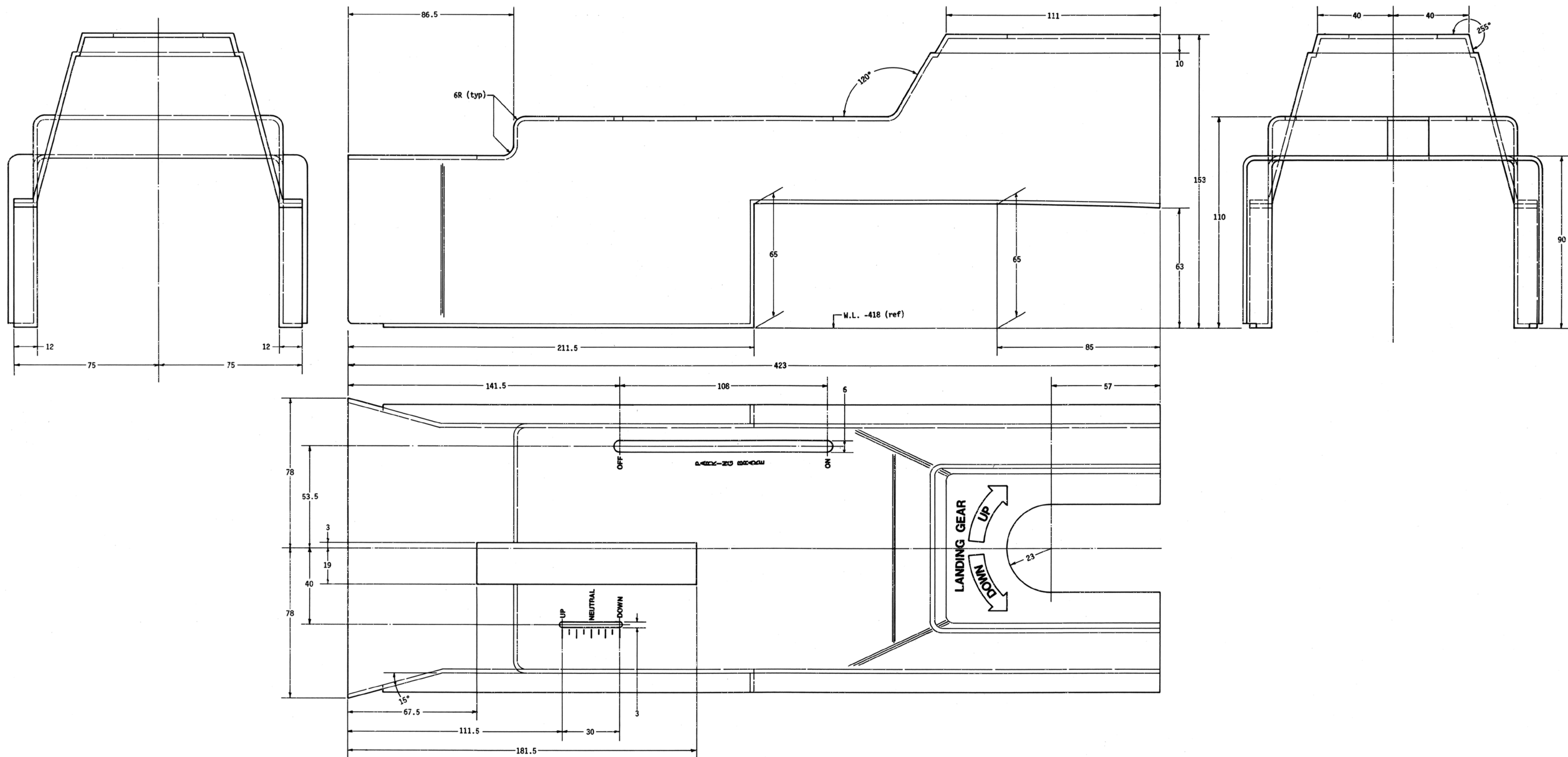
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Sheet	G14
Revision	
	A





material: fiberglass (4 layers of 8 oz. cloth)  
see drawing No. 108 for installation

No. 833A CENTER CONSOLE COVER - FRONT  
ONE REQUIRED PER AIRCRAFT  
FULL SCALE

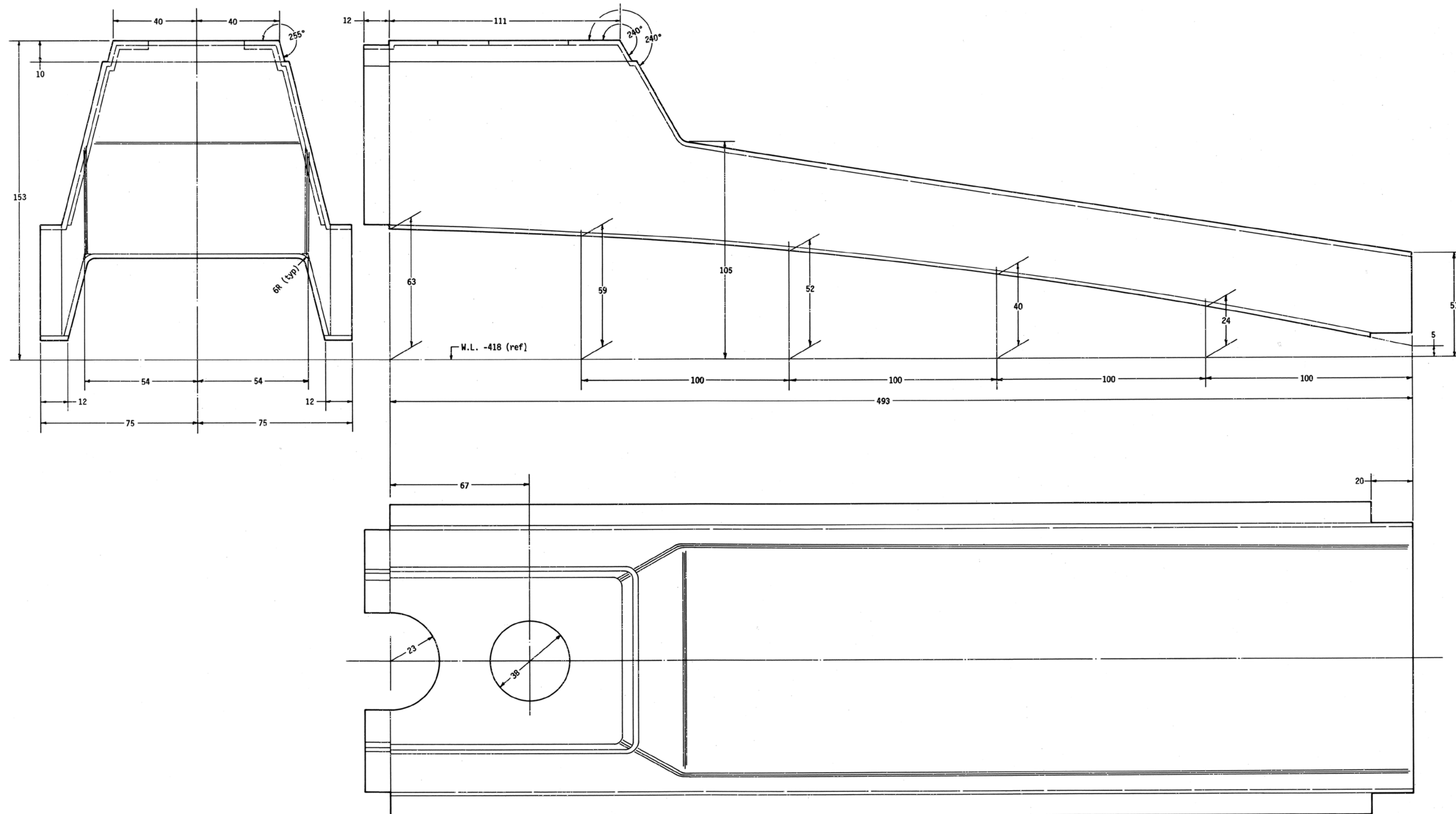
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Sheet  
**G15**  
Revision A



material: fiberglass (4 layers of 8 oz. cloth)  
see drawing No. 108 for installation

No. 834A CENTER CONSOLE COVER  
ONE REQUIRED PER AIRCRAFT  
FULL SCALE

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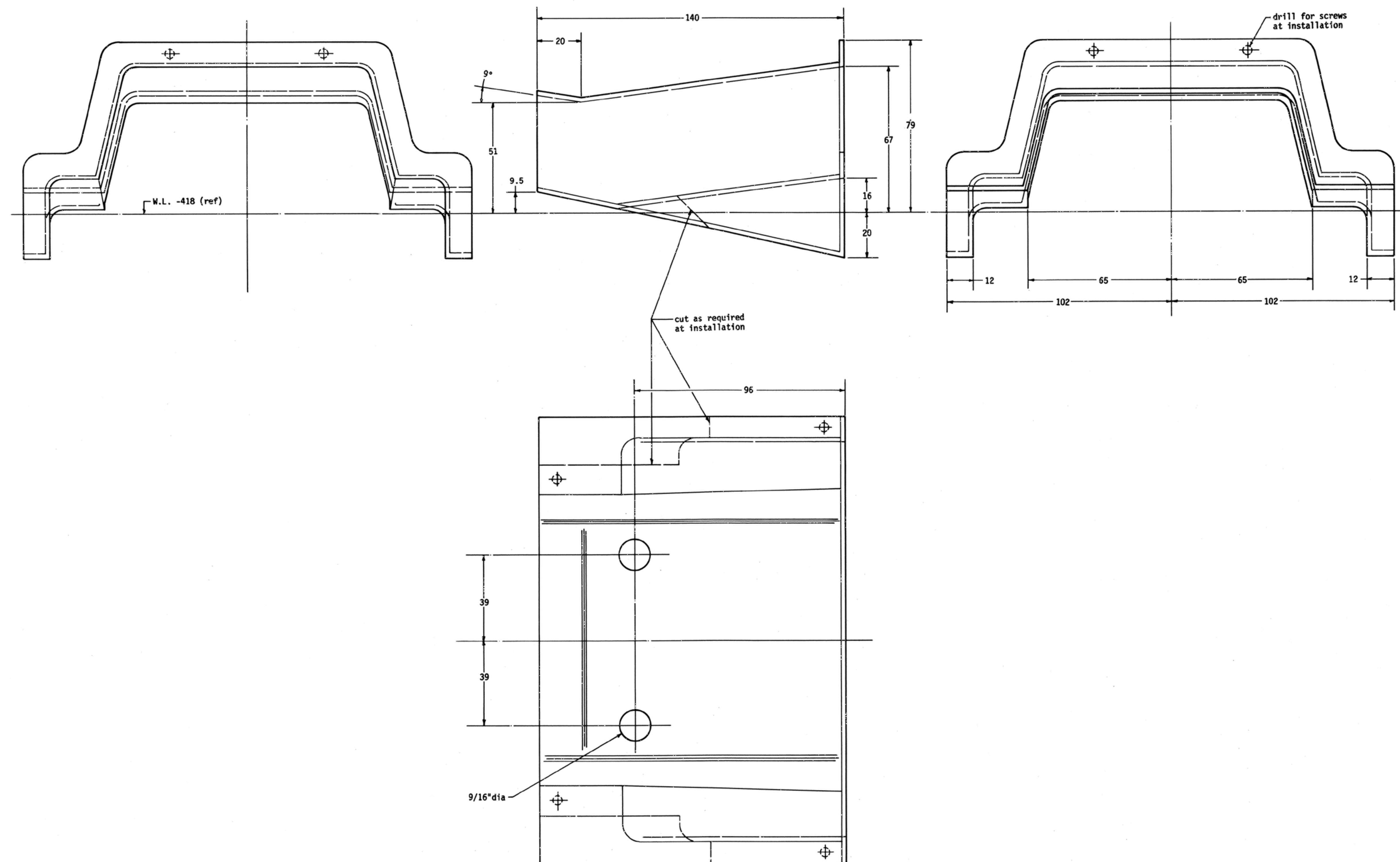
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## G16

Revision

A





material: fiberglass (4 layers of 8 oz. cloth)  
see drawing No. 108 for installation  
No. 835A CENTER CONSOLE COVER - REAR  
ONE REQUIRED PER AIRCRAFT  
FULL SCALE

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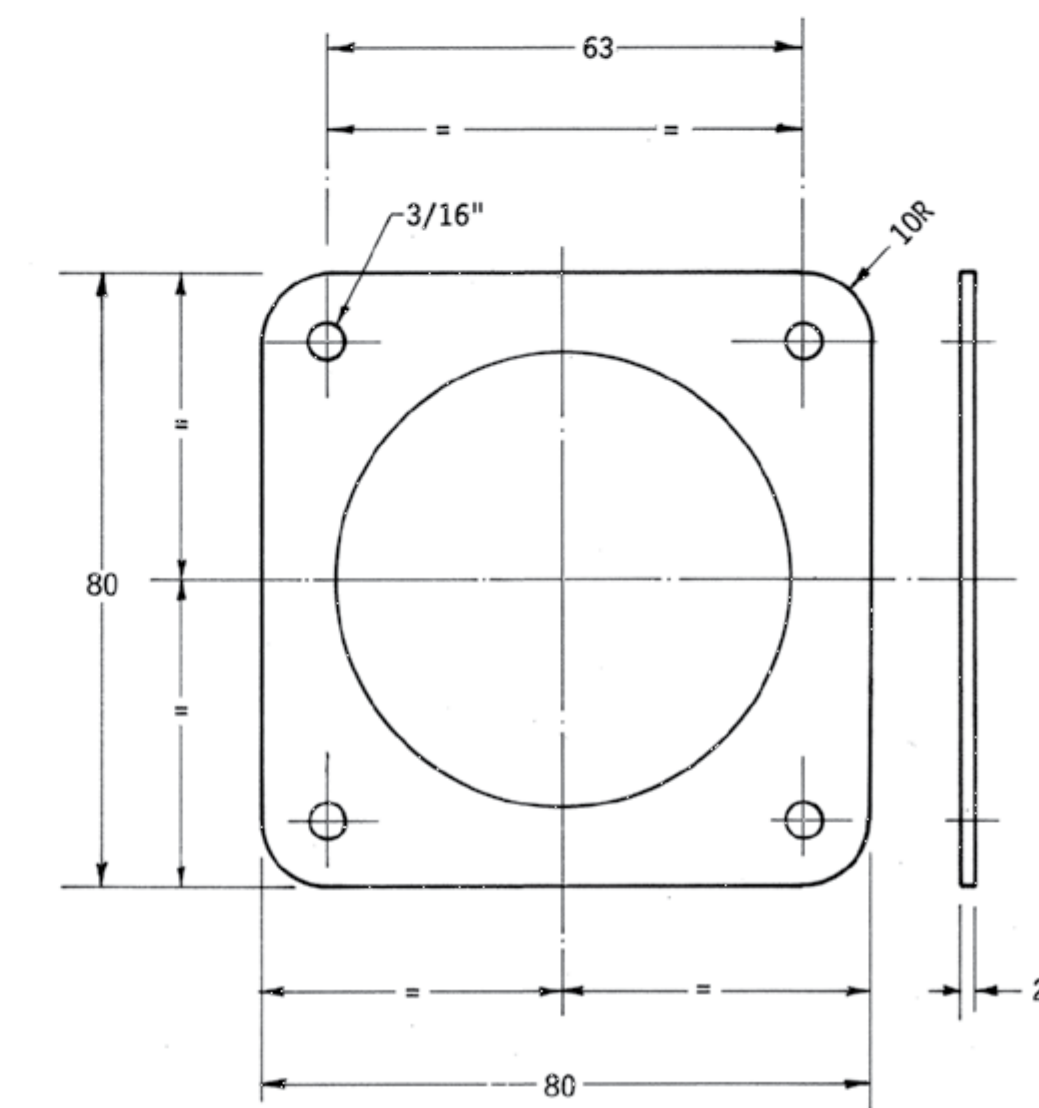
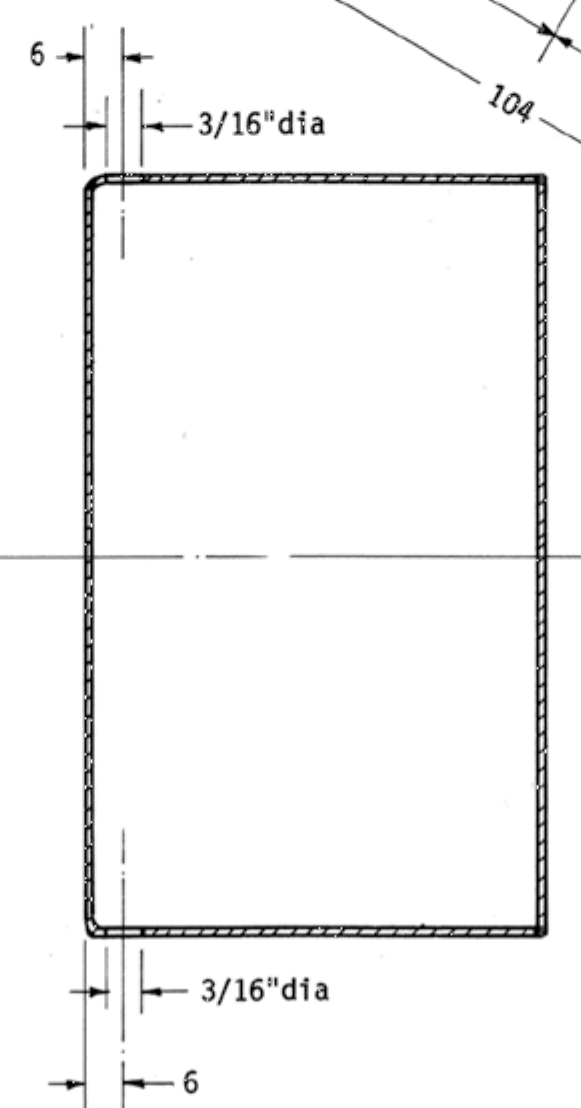
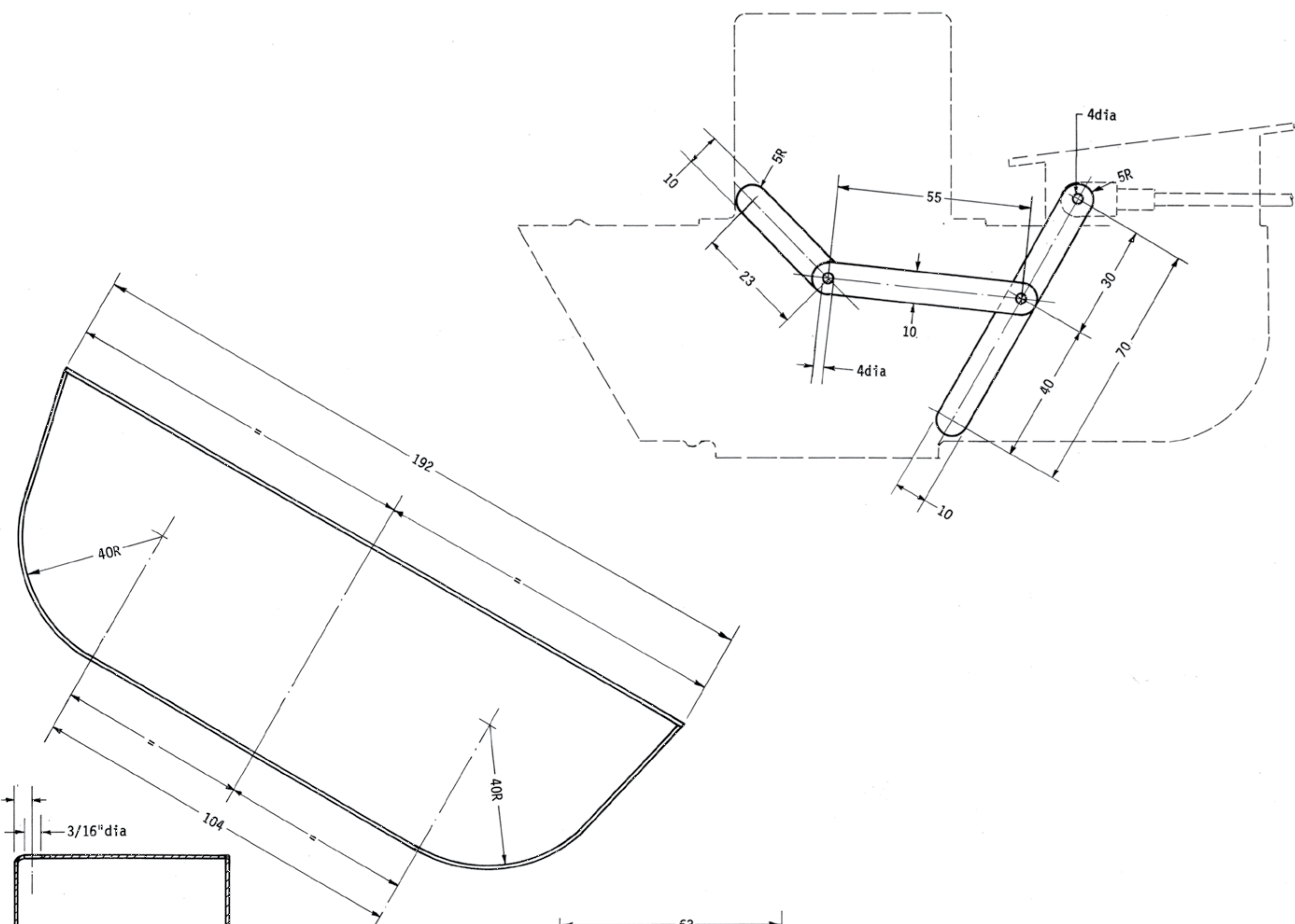
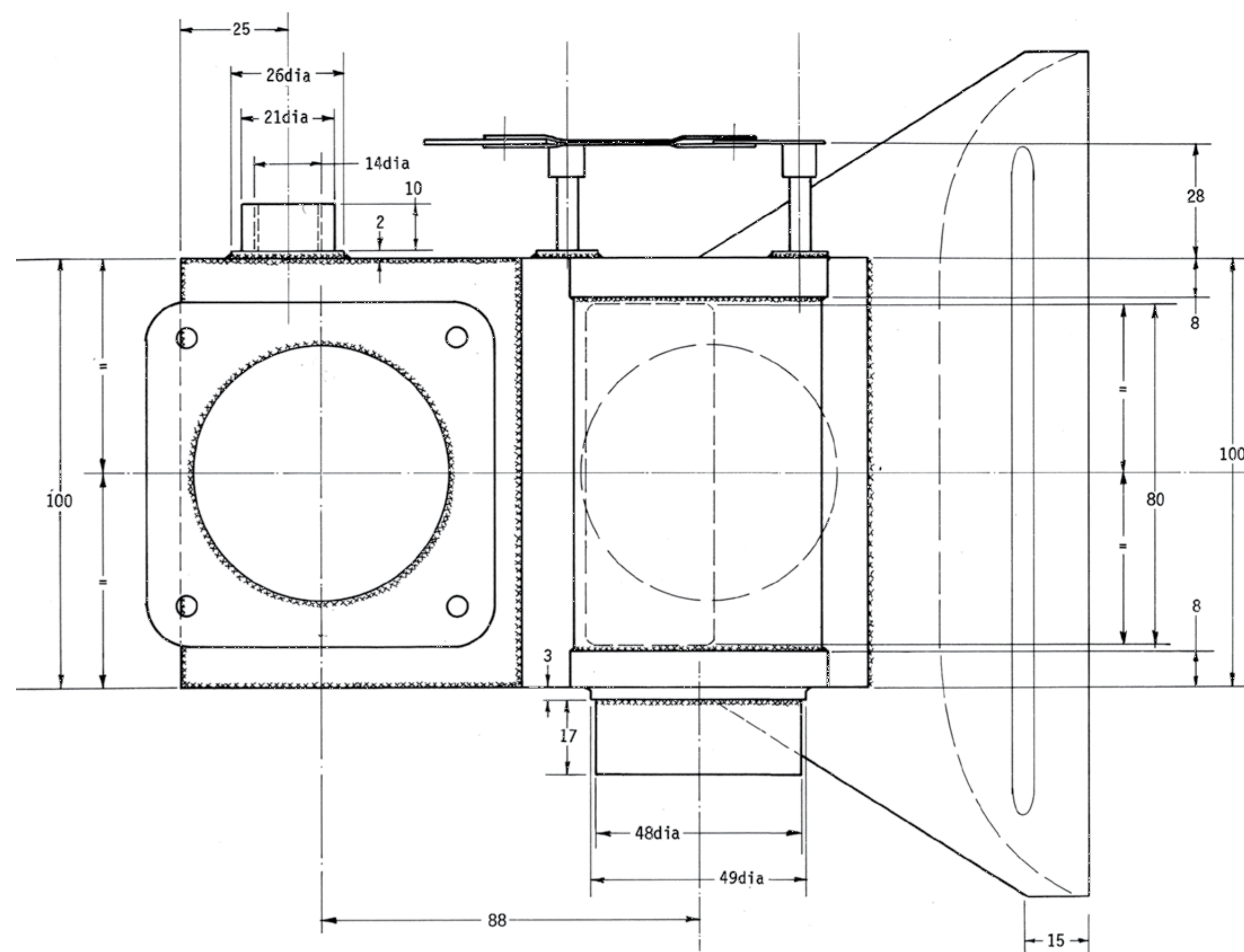
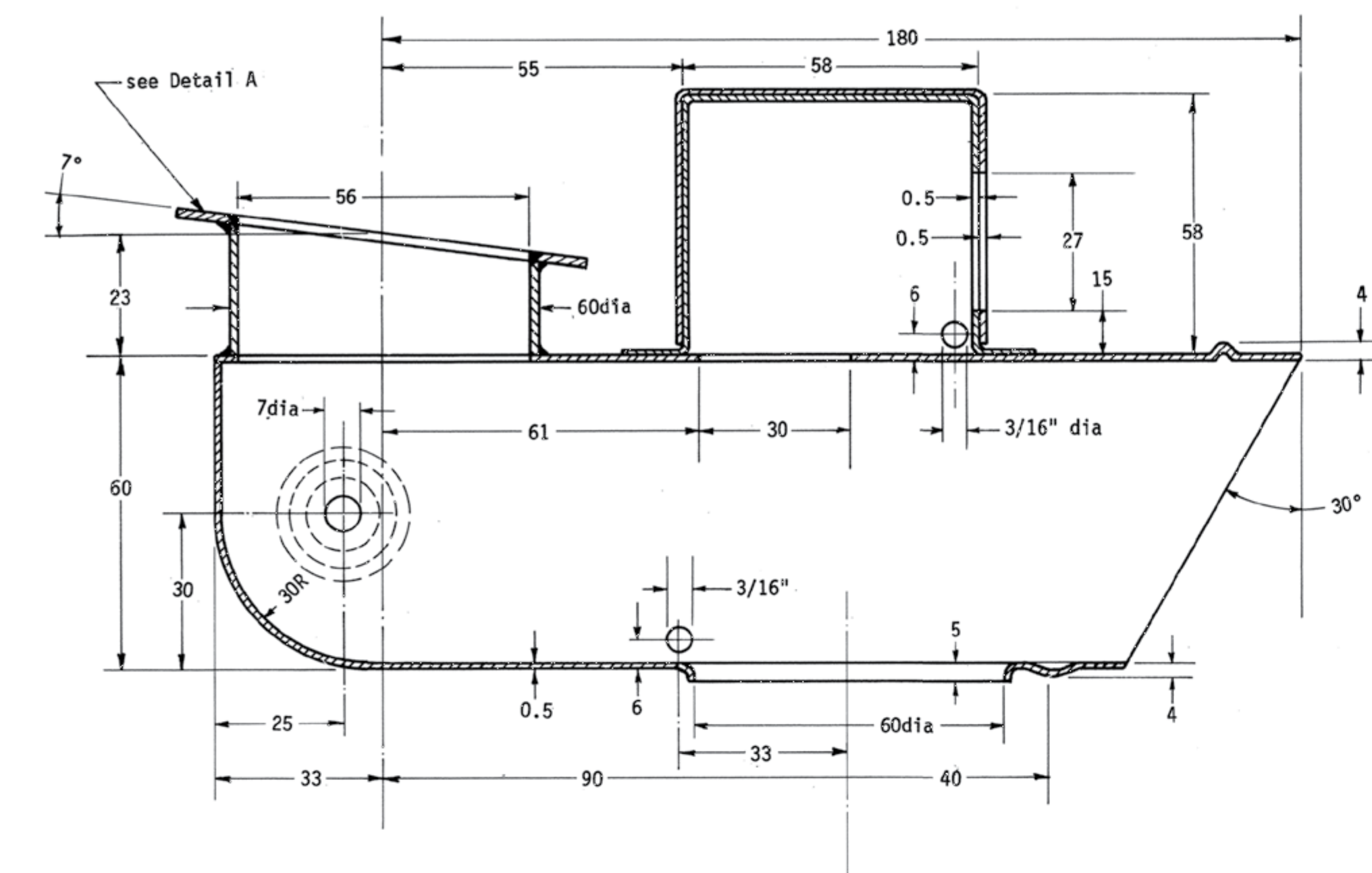
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## G17

Revision

A



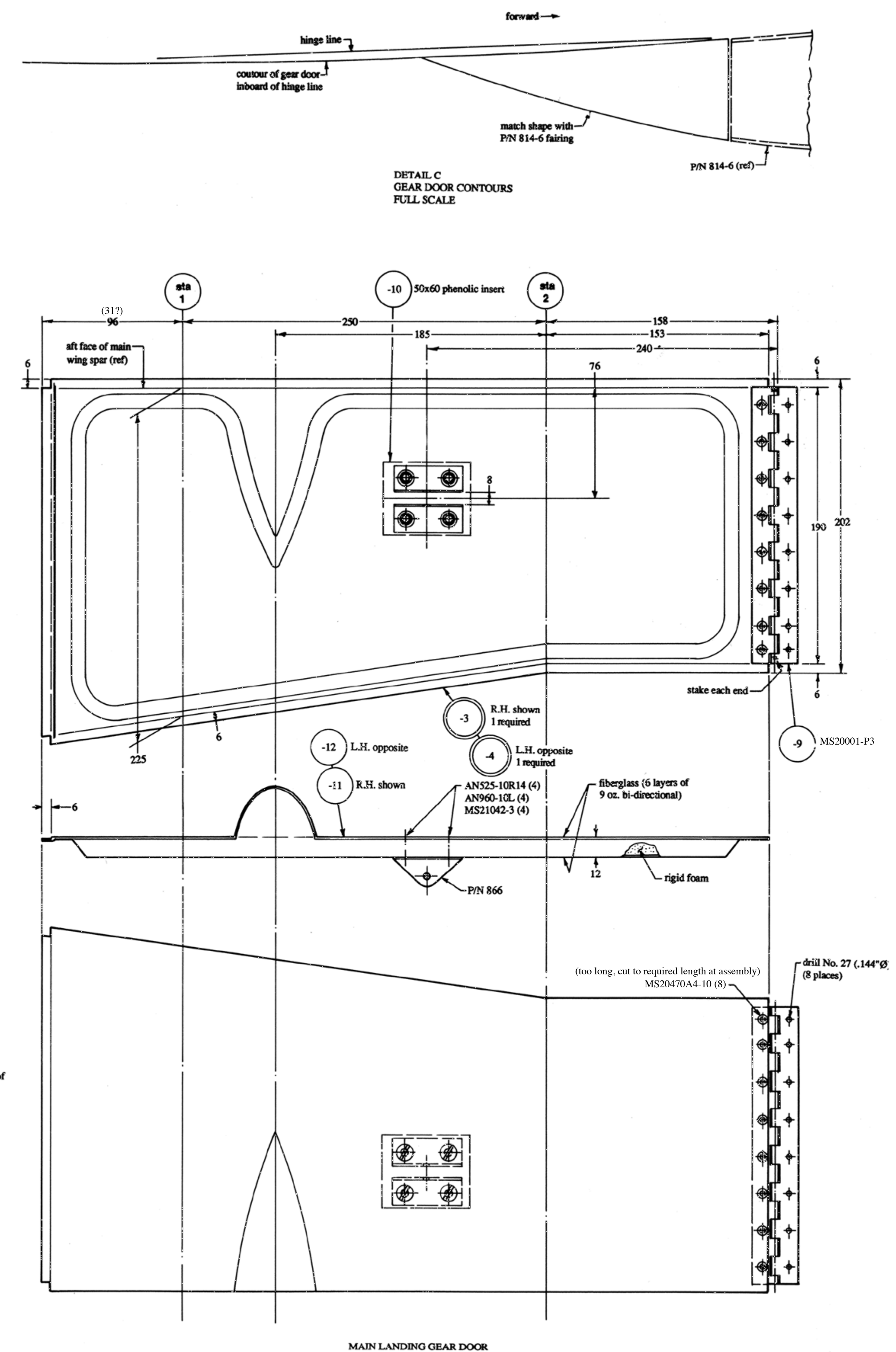
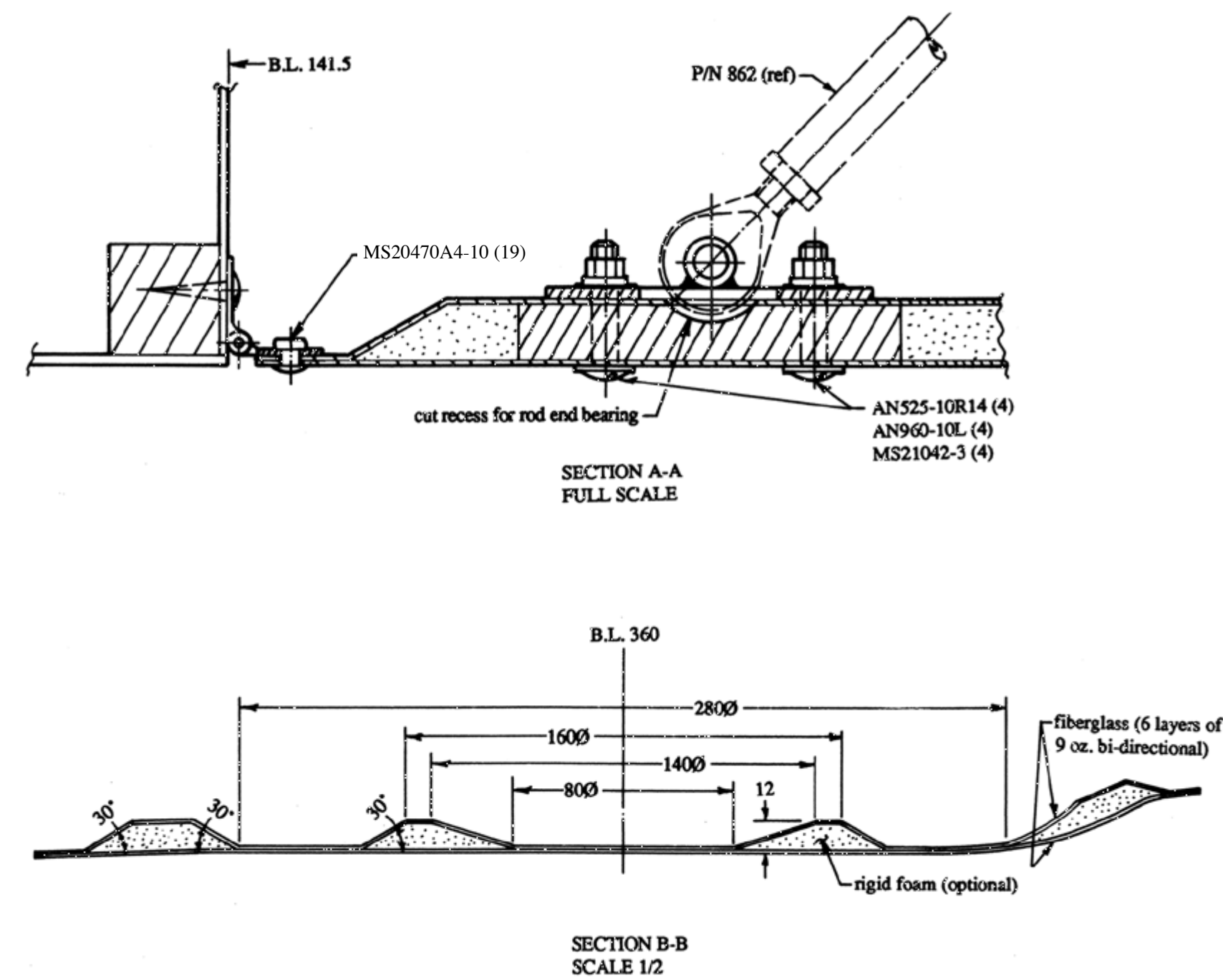
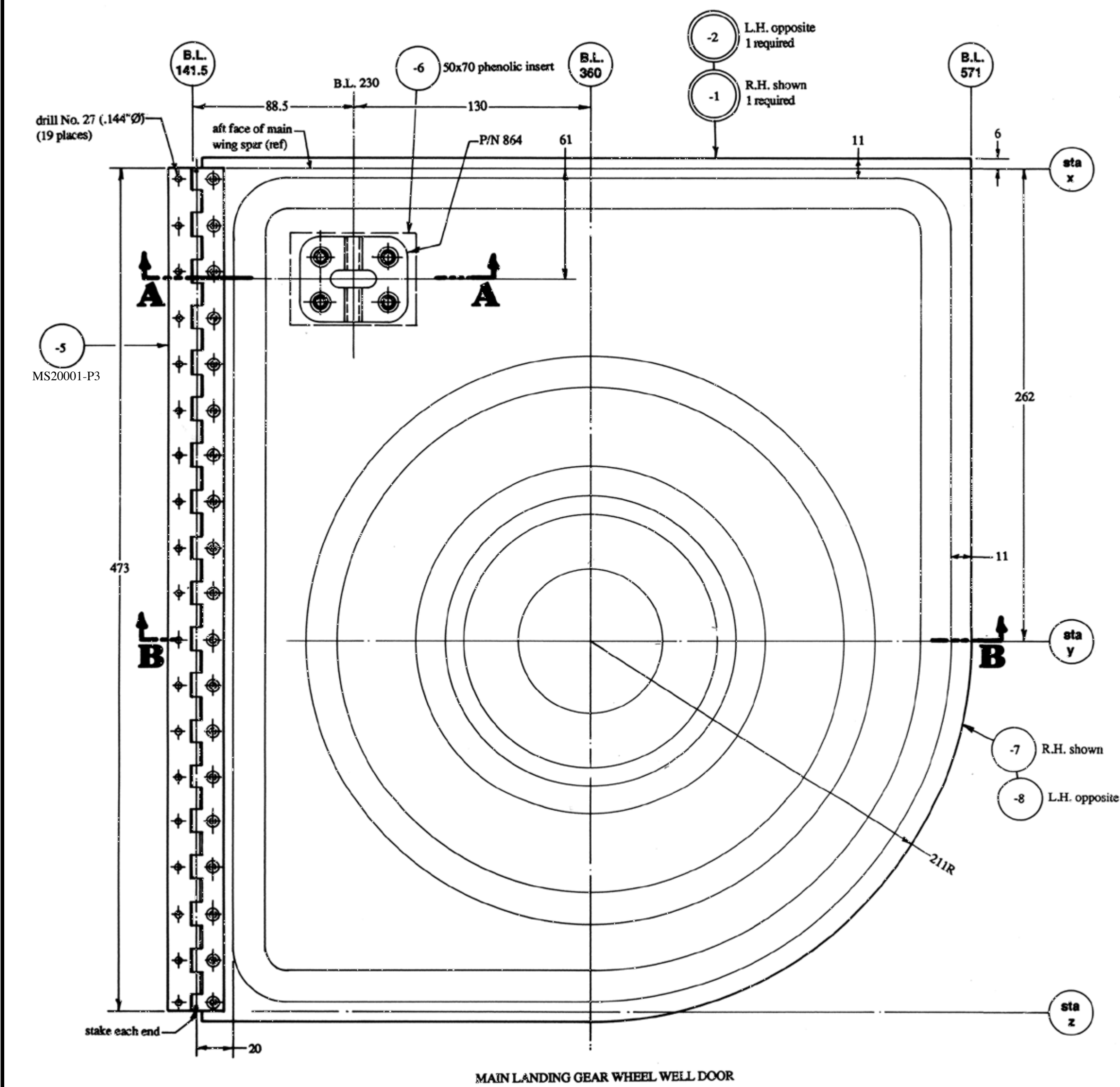
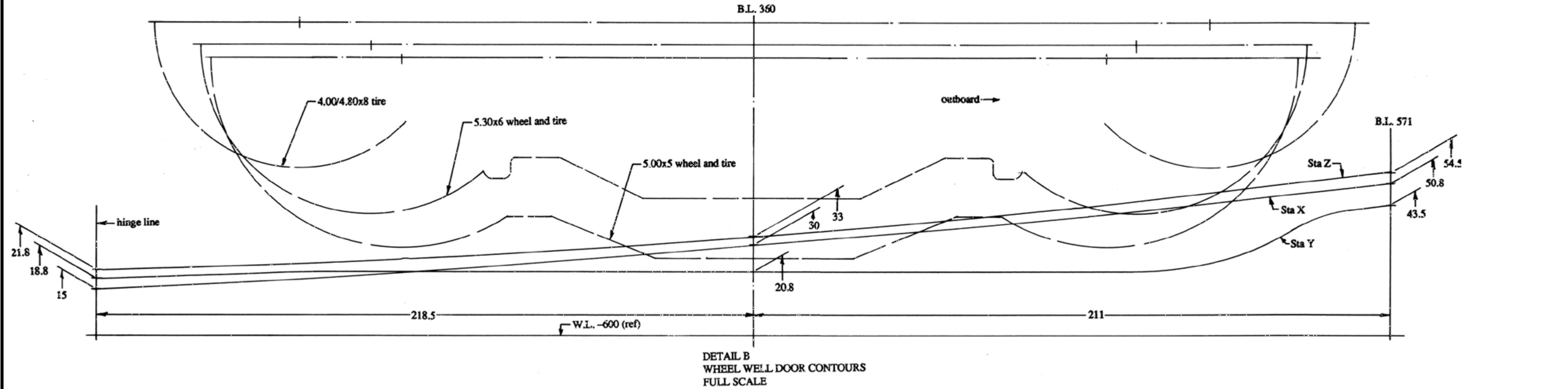
DETAIL A

material: 4130N steel  
No. 804 CARBURETOR AIR INTAKE  
ONE REQUIRED PER AIRCRAFT  
FULL SCALE

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		G18	
		Revision	

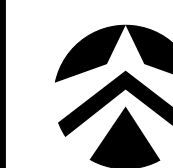




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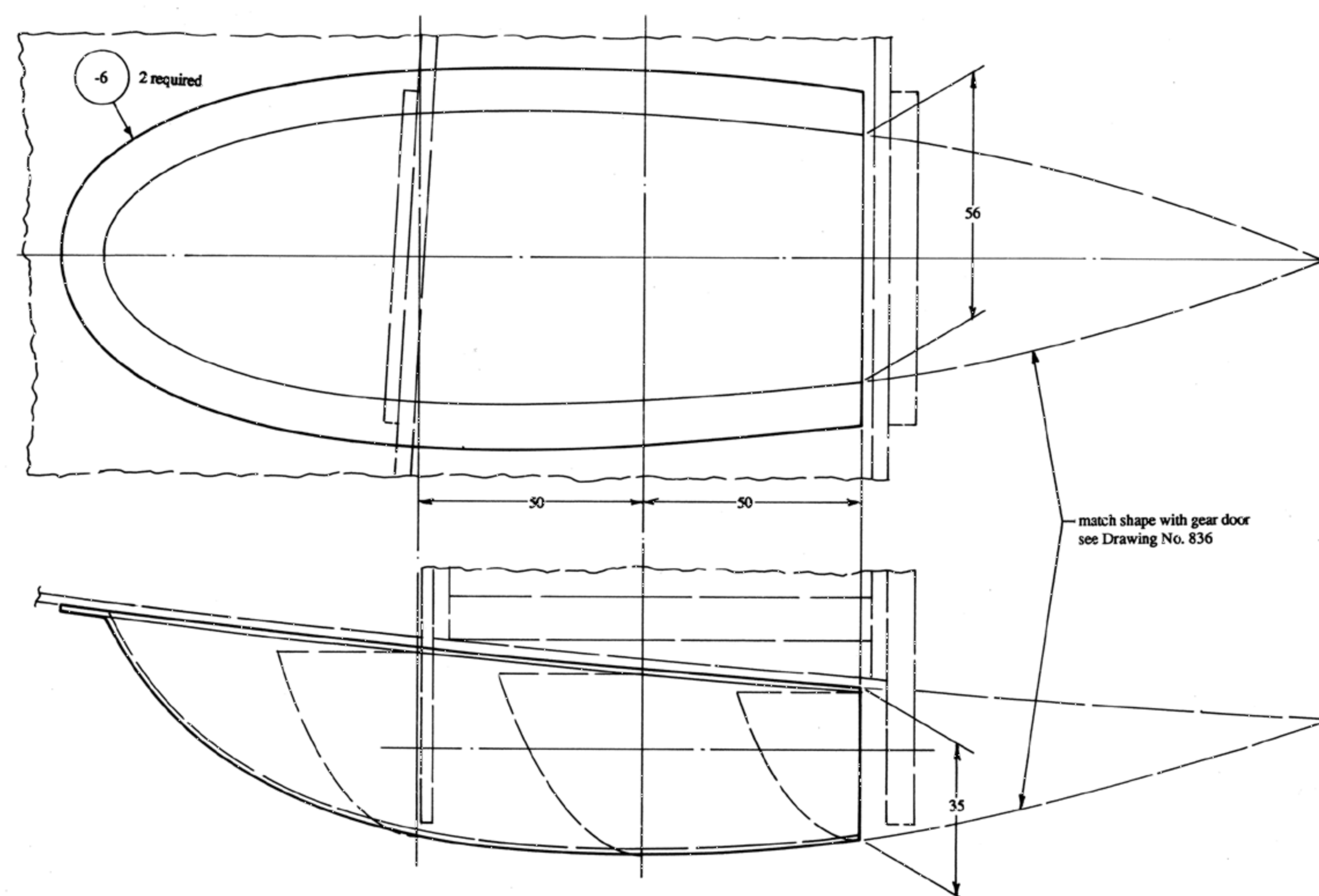
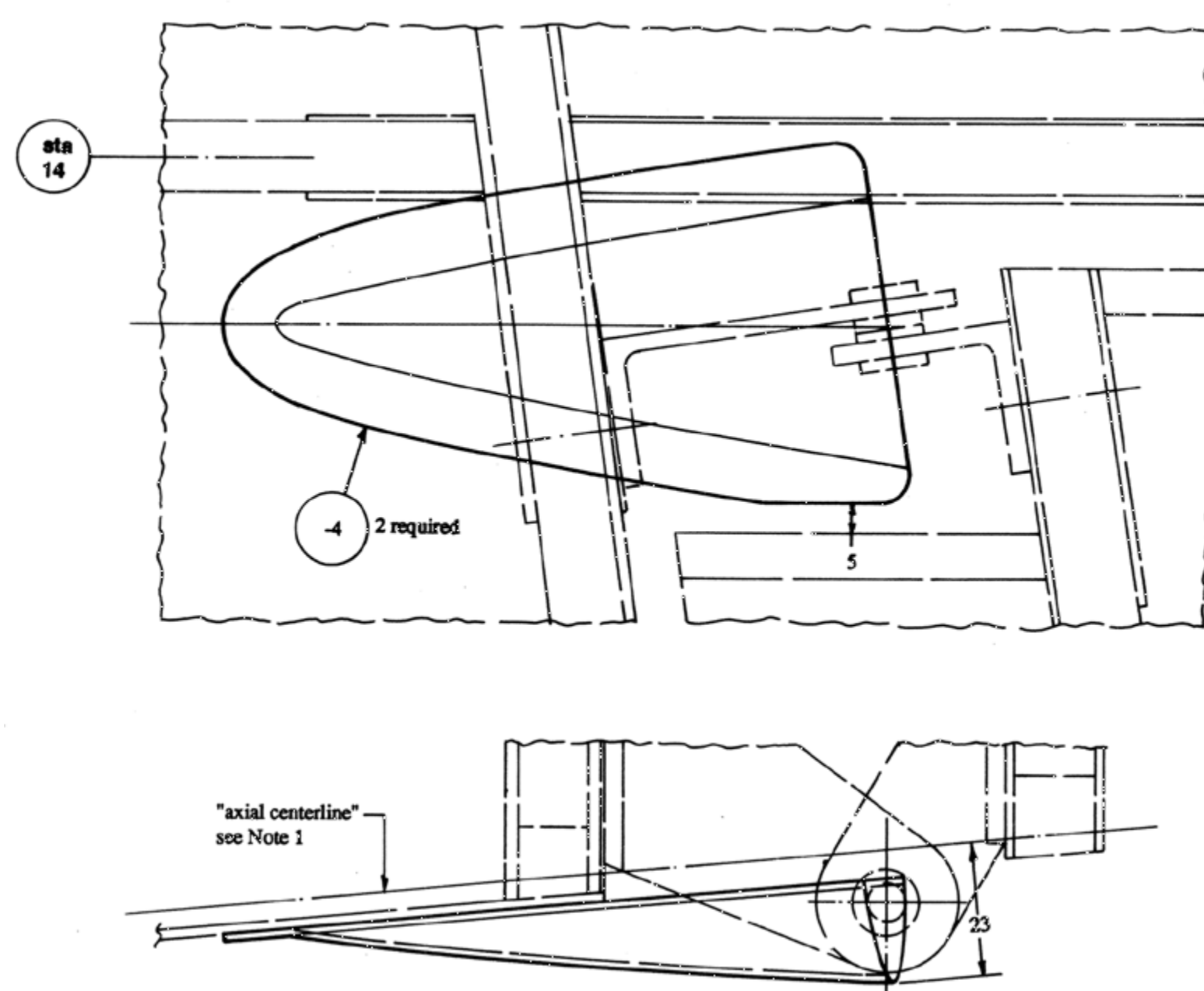
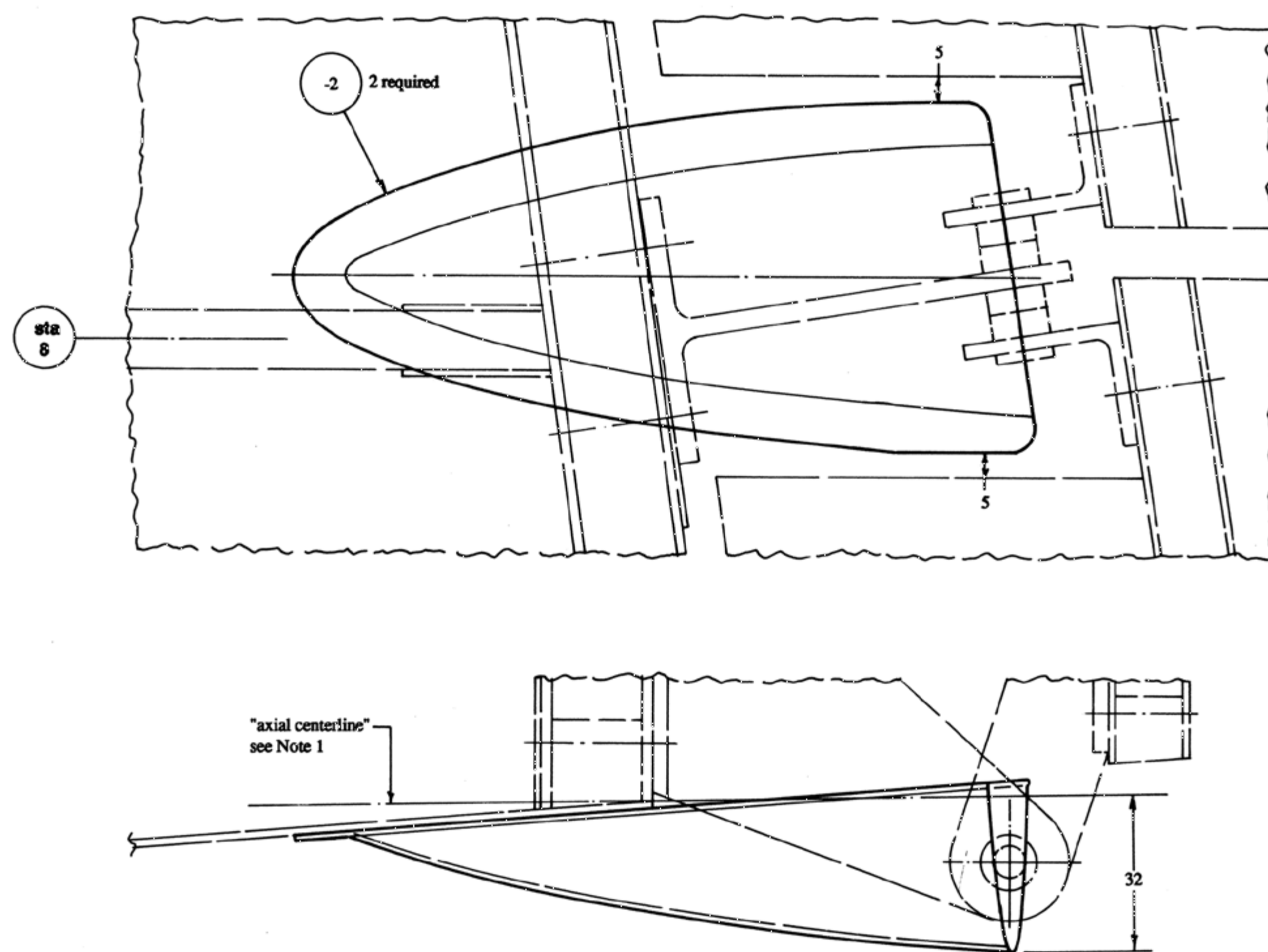
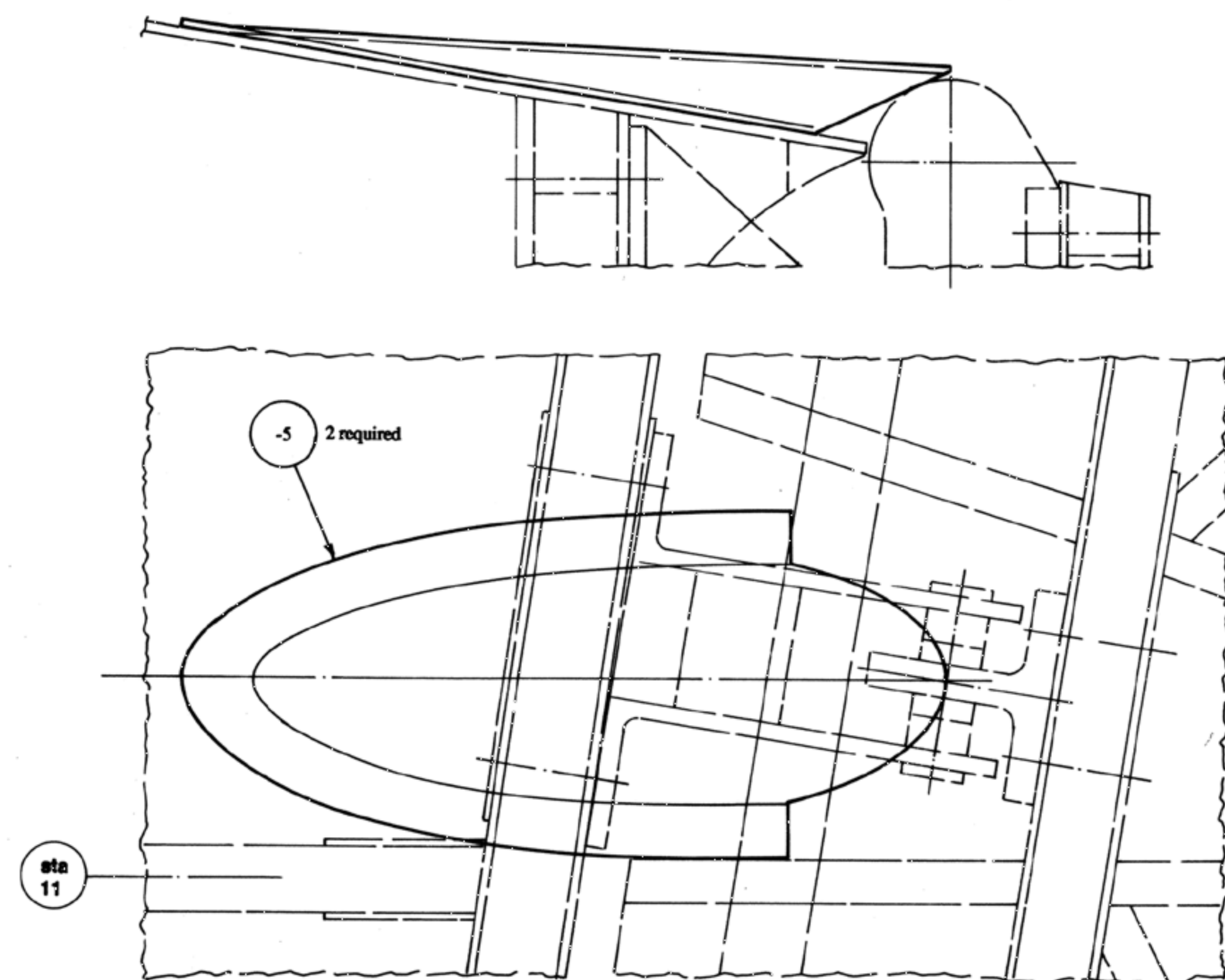
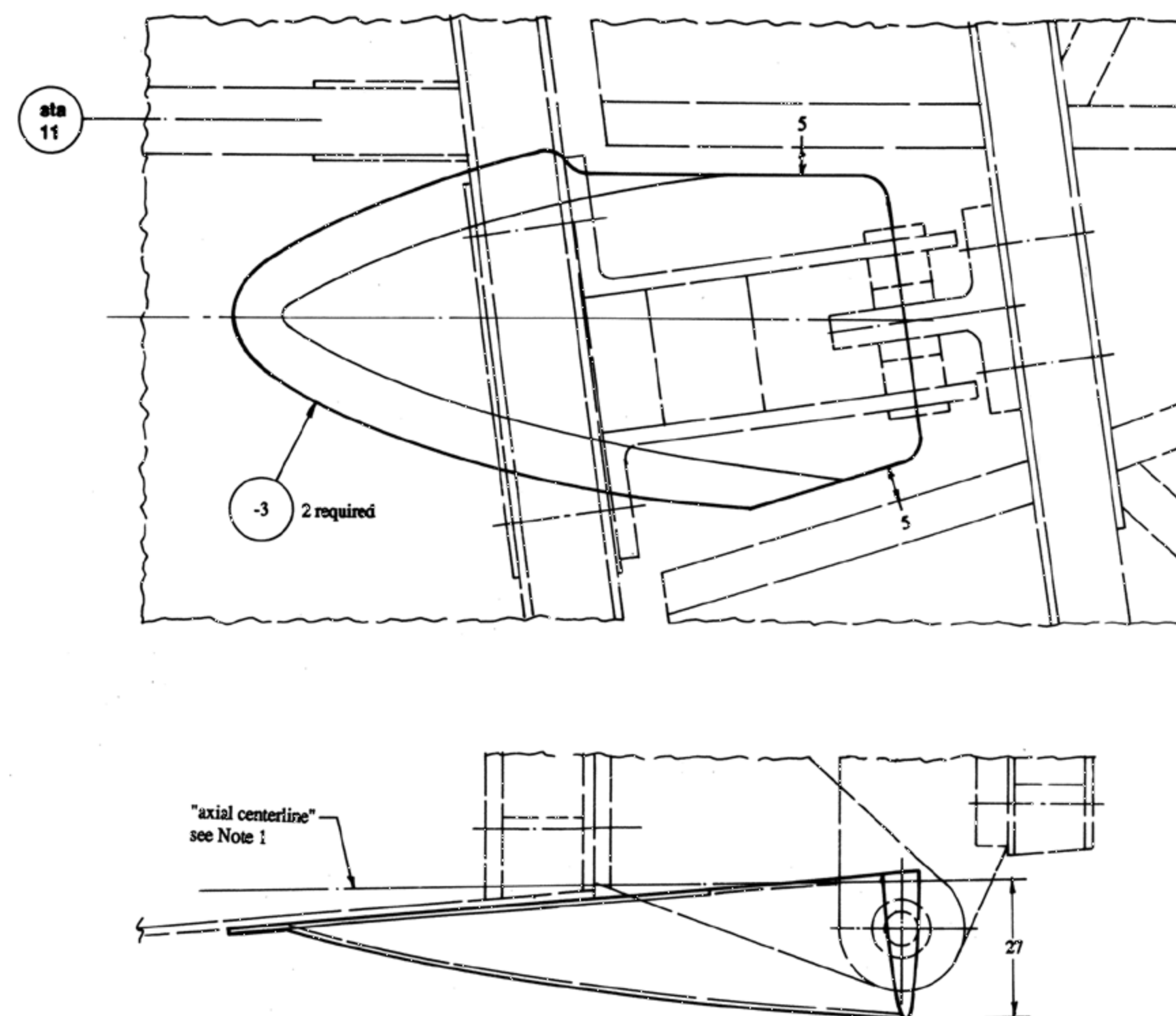
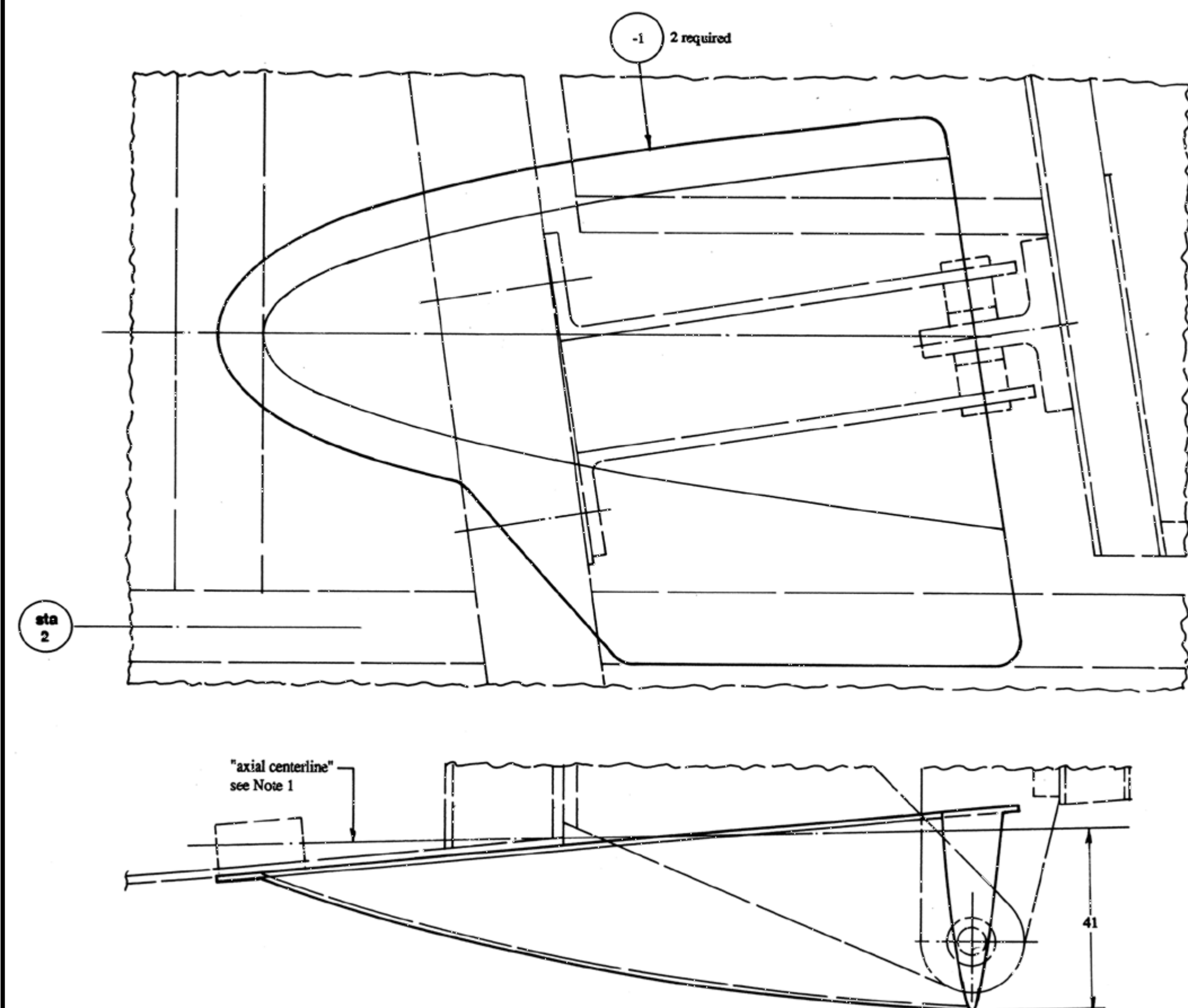
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## Revision

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see Drawing No. 102 for installation

NO. 836 MAIN LANDING GEAR DOORS  
SCALE 1/2



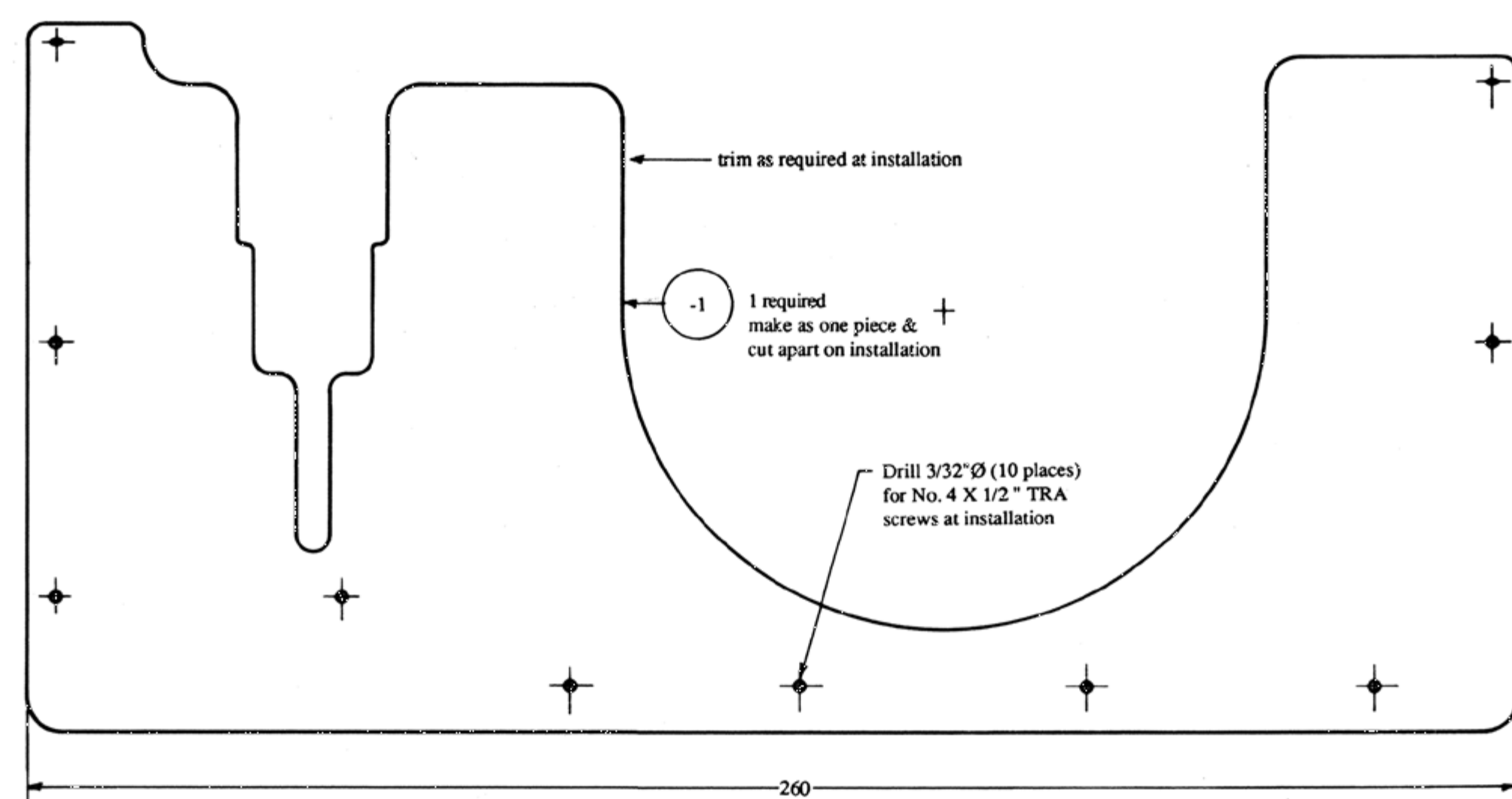
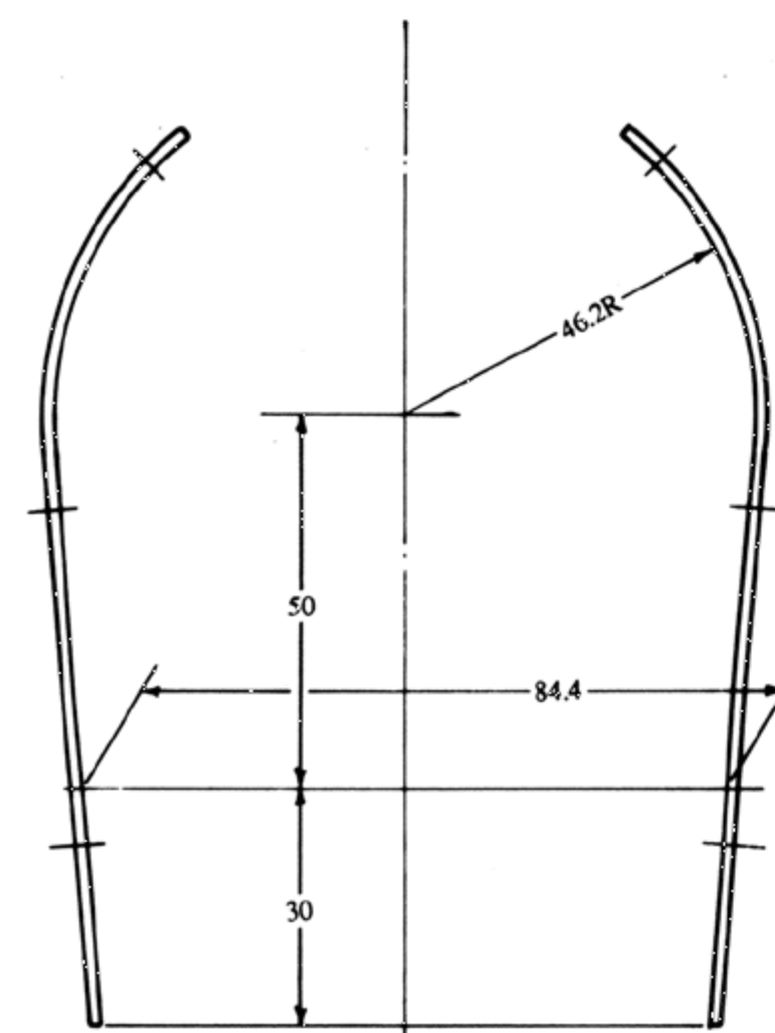
Notes.  
1. To make -1, -2, -3 and -4, turn a propeller-spinner-like shape shown about "axial centerline", then sand one side to obtain the desired section for the fairing.  
2. Make all fairings large enough to be trimmed for R.H. and L.H. installations.

material: fiberglass (three layers of 9 oz. bi-directional cloth)  
see Drawing No. 201 for installation  
NO. 814 WING FAIRINGS  
FULL SCALE

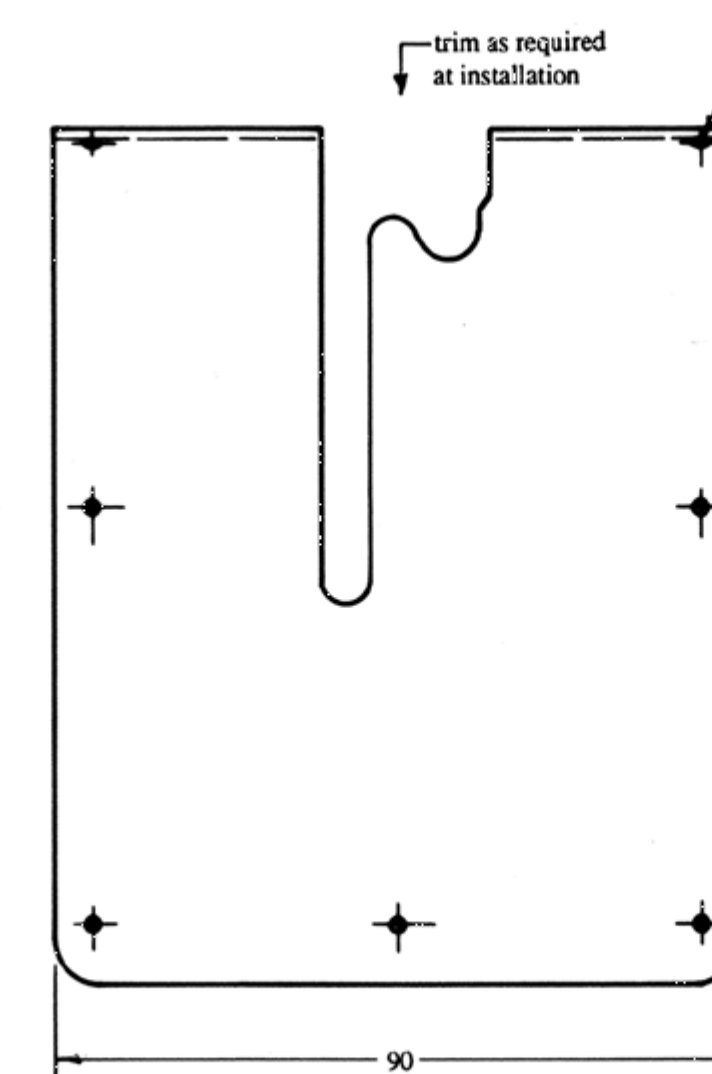
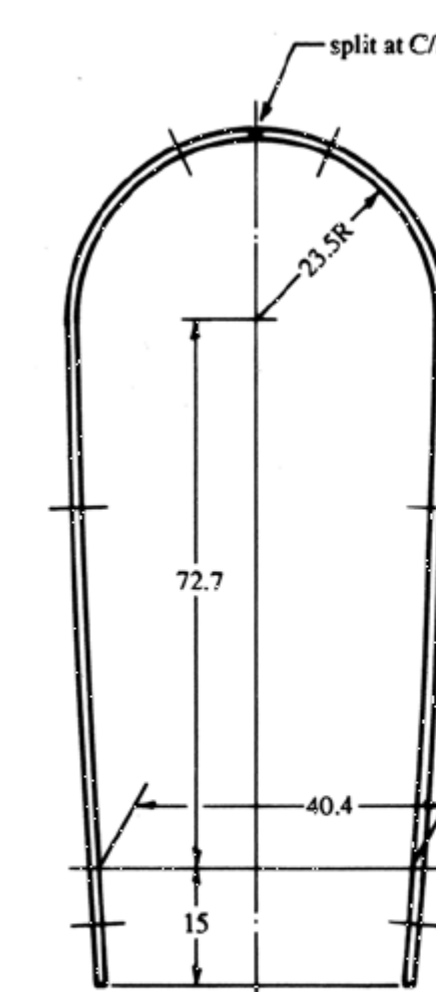
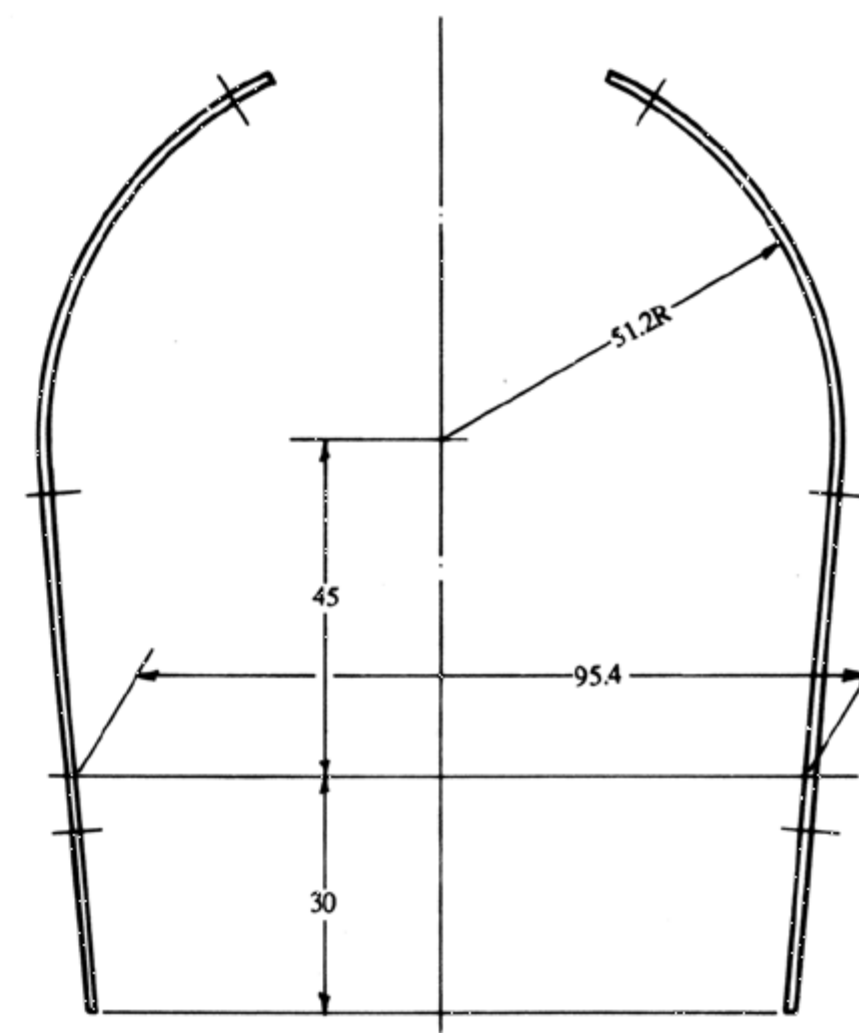
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		G20	
Revision		B	

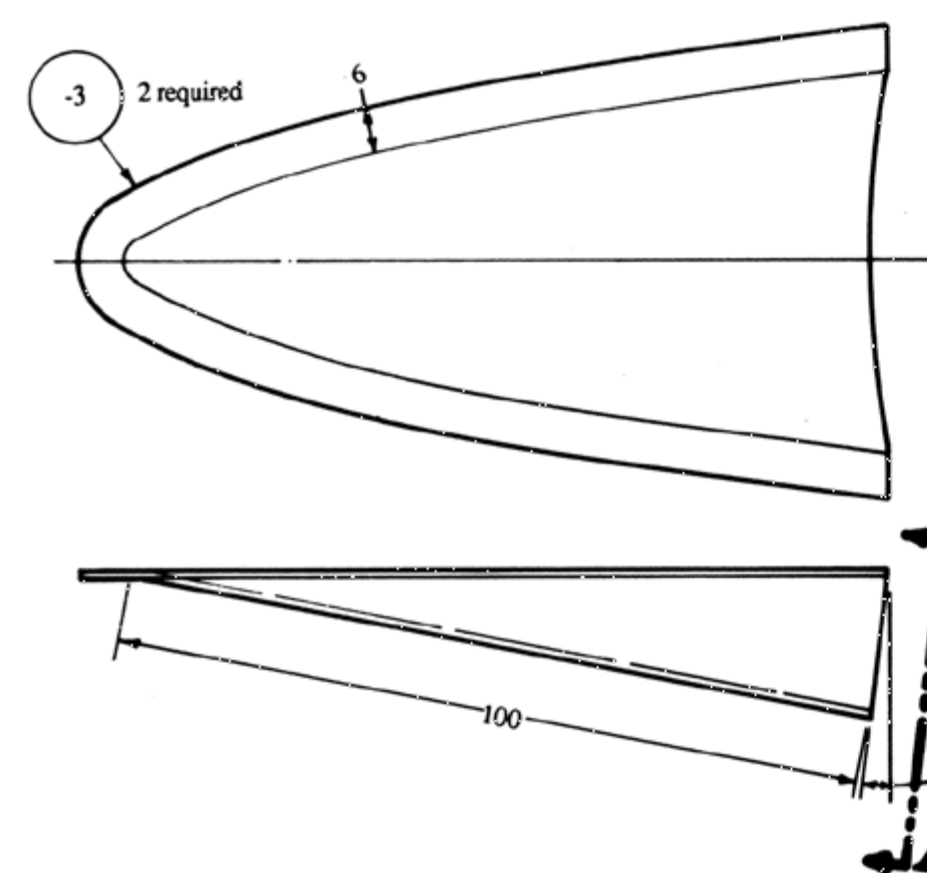
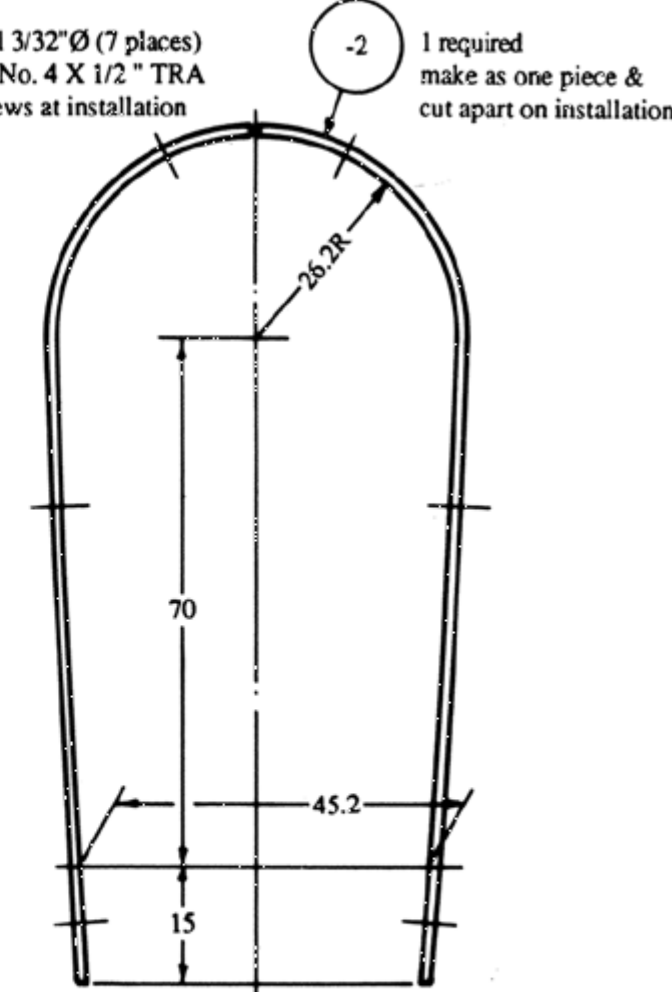




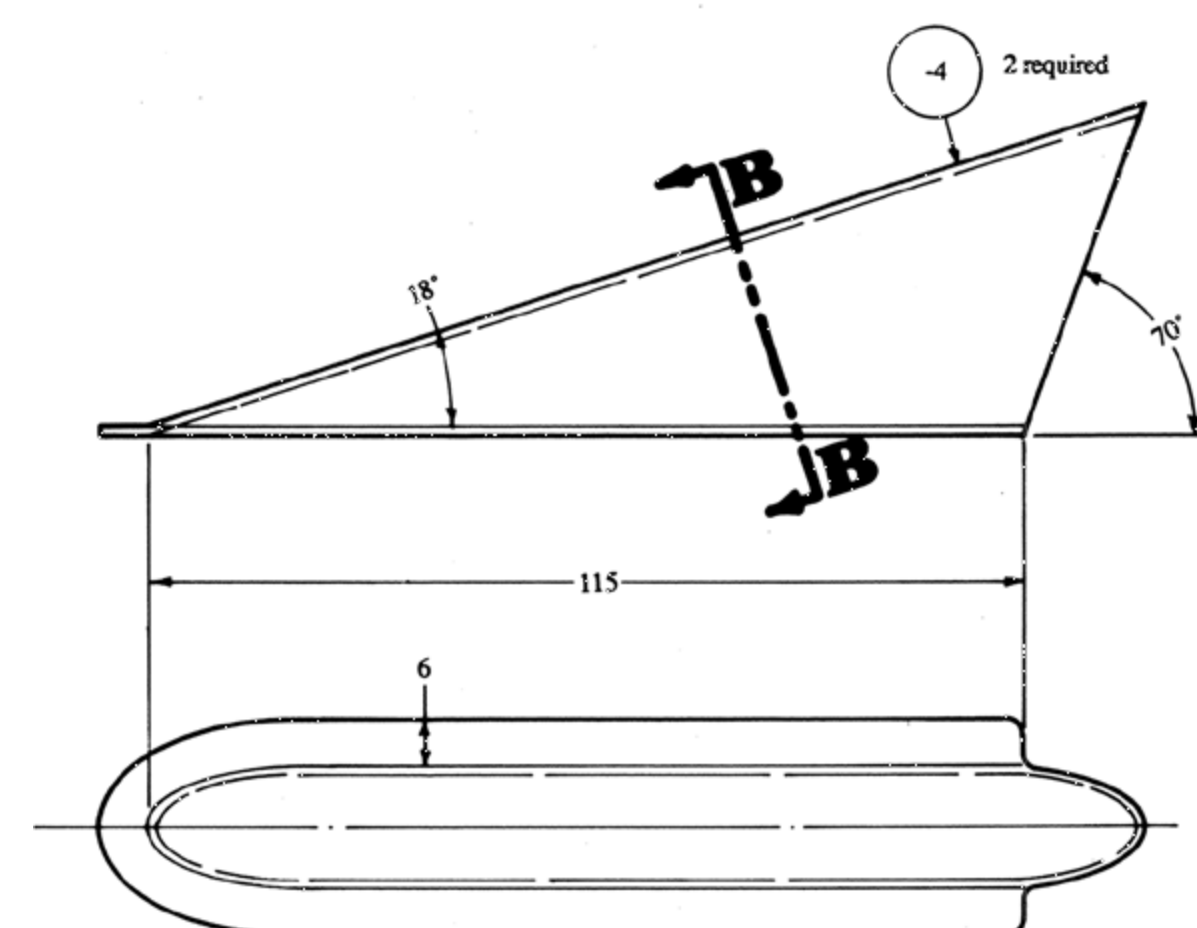
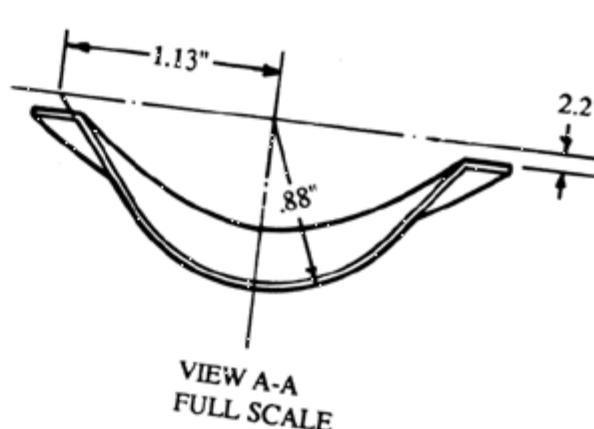
material: fiberglass  
see drawing No. 410 for installation  
LOWER RUDDER FAIRING



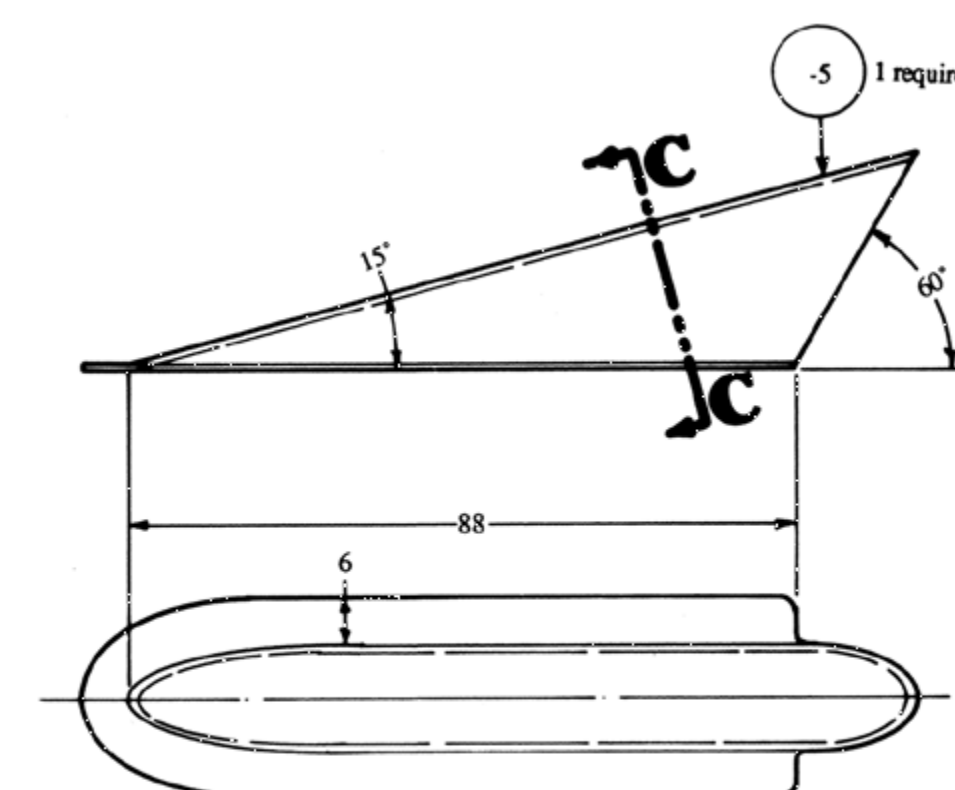
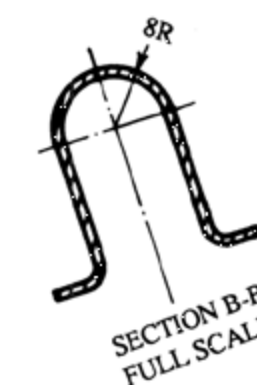
material: fiberglass  
see drawing No. 410 for installation  
UPPER RUDDER FAIRING



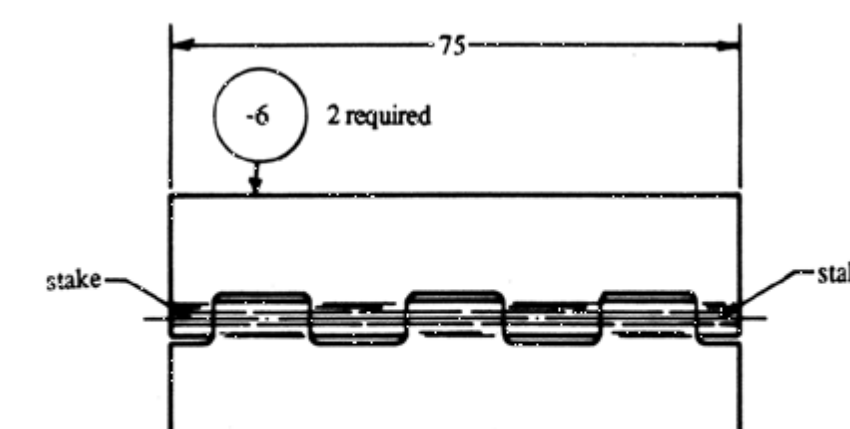
material: fiberglass  
see drawing No. 410 for installation  
TAIL LIGHT FAIRING



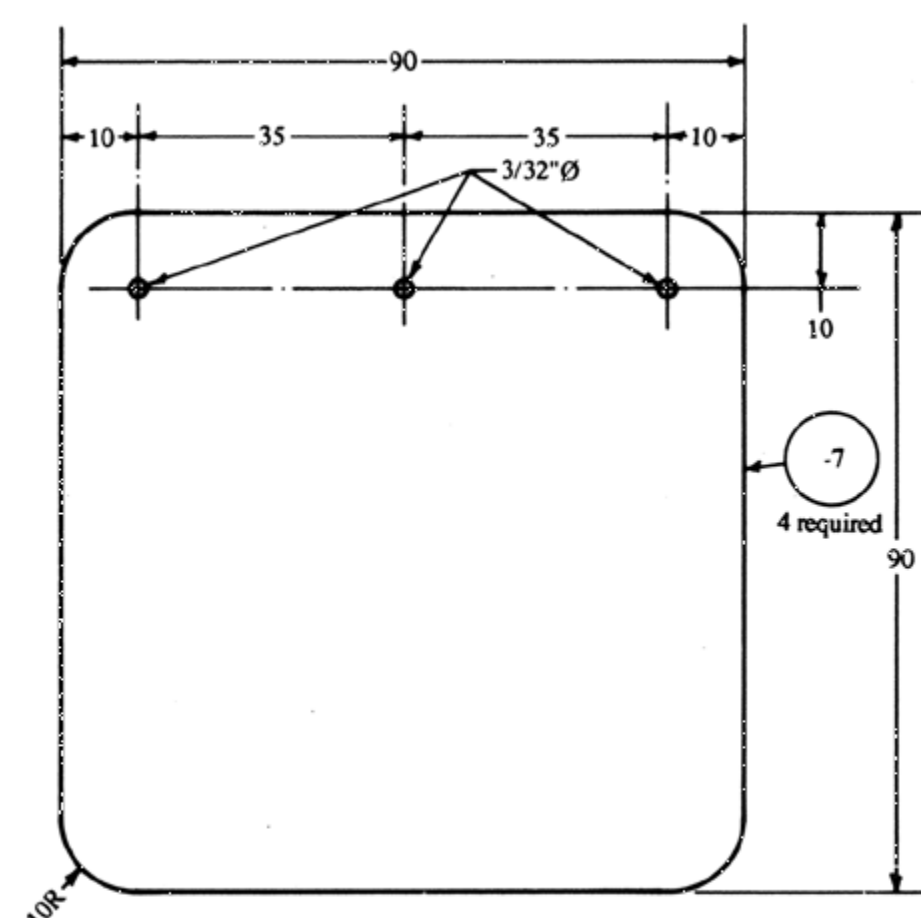
material: fiberglass  
see drawing No. 410 for installation  
RUDDER CABLE FAIRING



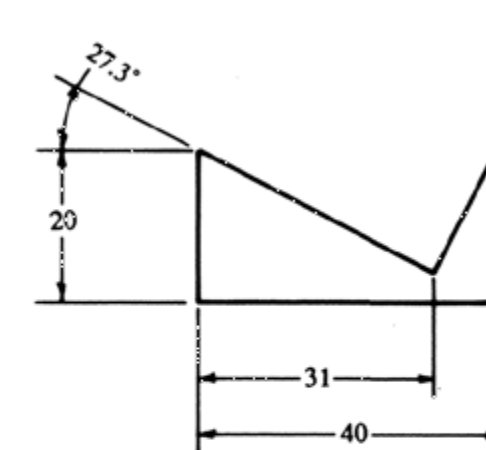
material: fiberglass  
see drawing No. 402 for installation  
TRIM TAB ARM FAIRING



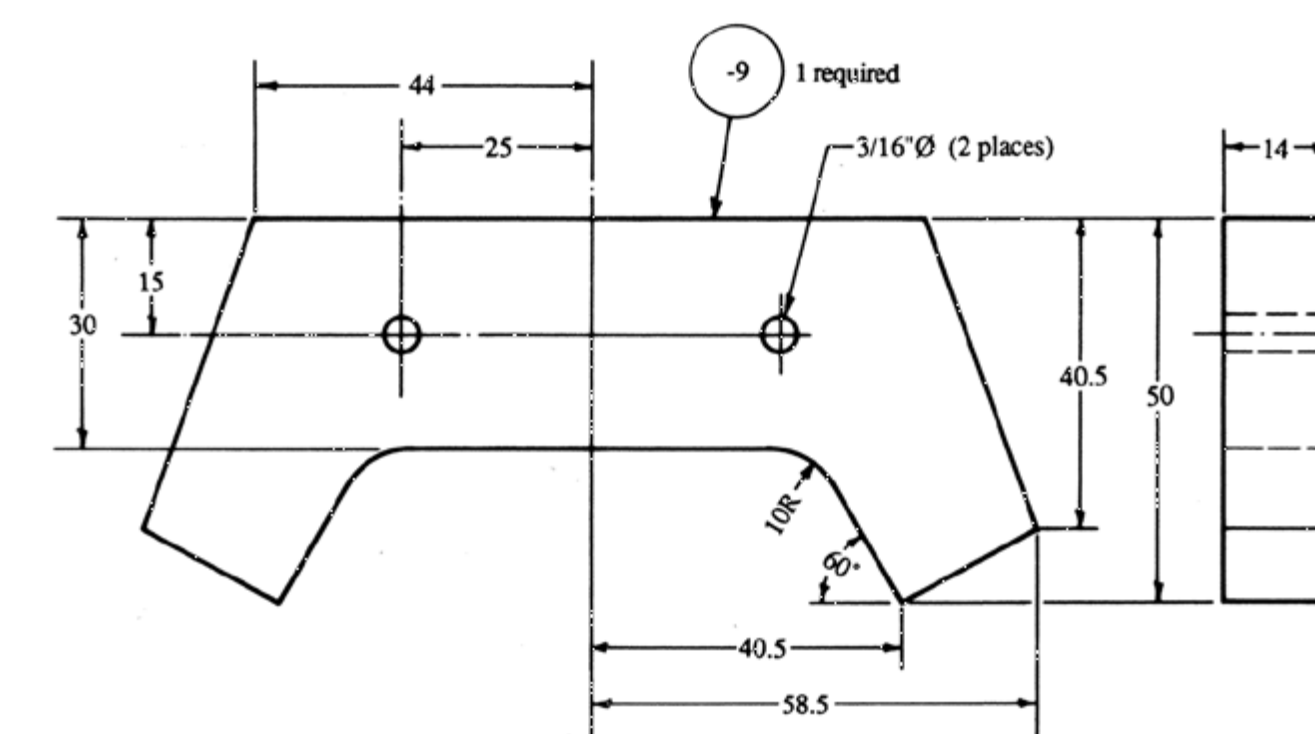
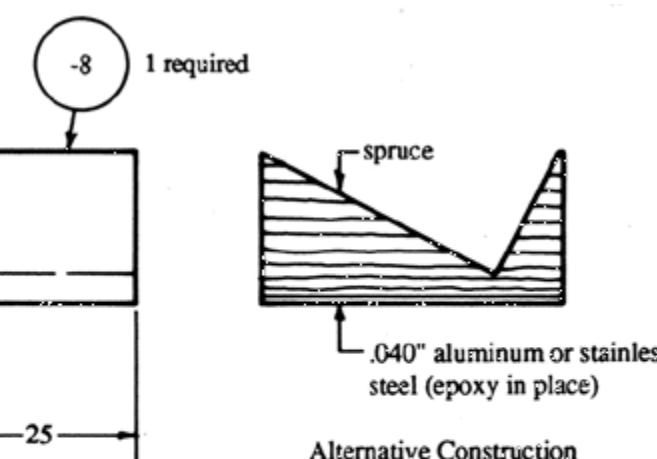
material: MS20001-P3  
see drawing No. 402 for installation  
TRIM TAB HINGE



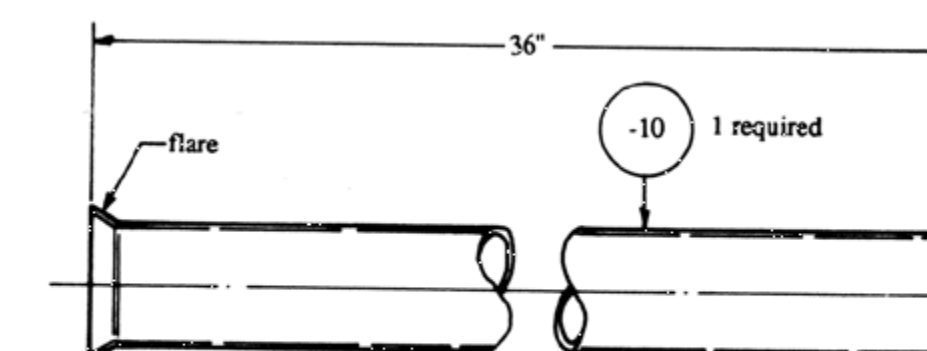
material: 1/16\"/>



material: phenolic  
see drawing No. 402 for installation  
UPPER ELEVATOR STOP



material: phenolic  
see drawing No. 411 for installation  
RUDDER STOP



material: 5/8\"/>

NO. 857 TAIL GROUP FAIRINGS, ETC.  
FULL SCALE

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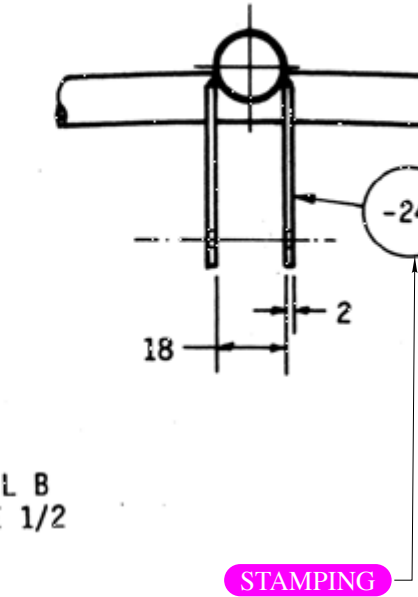
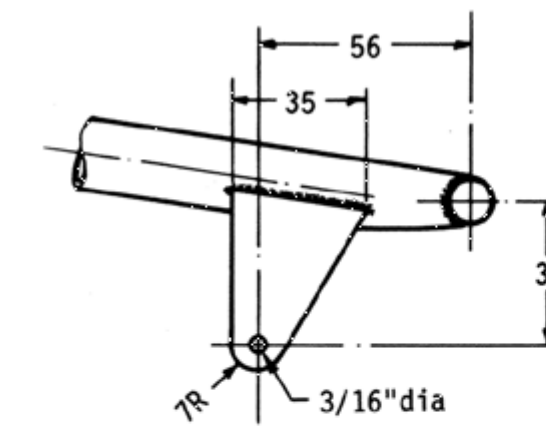
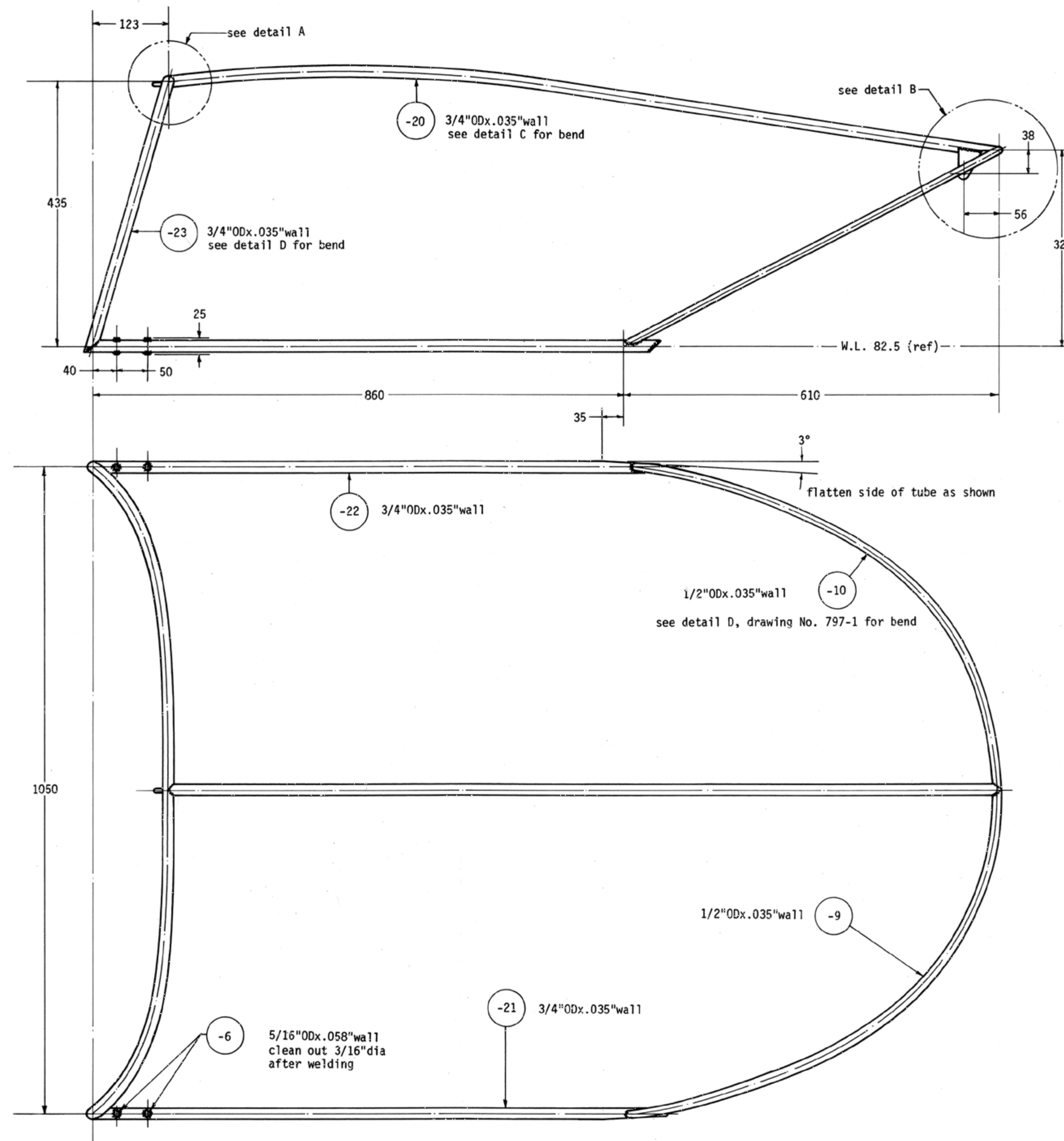
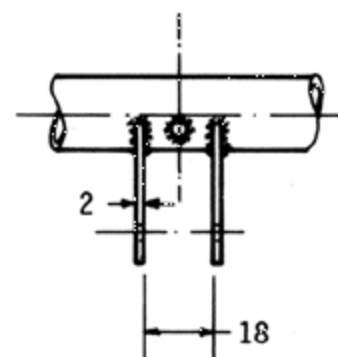
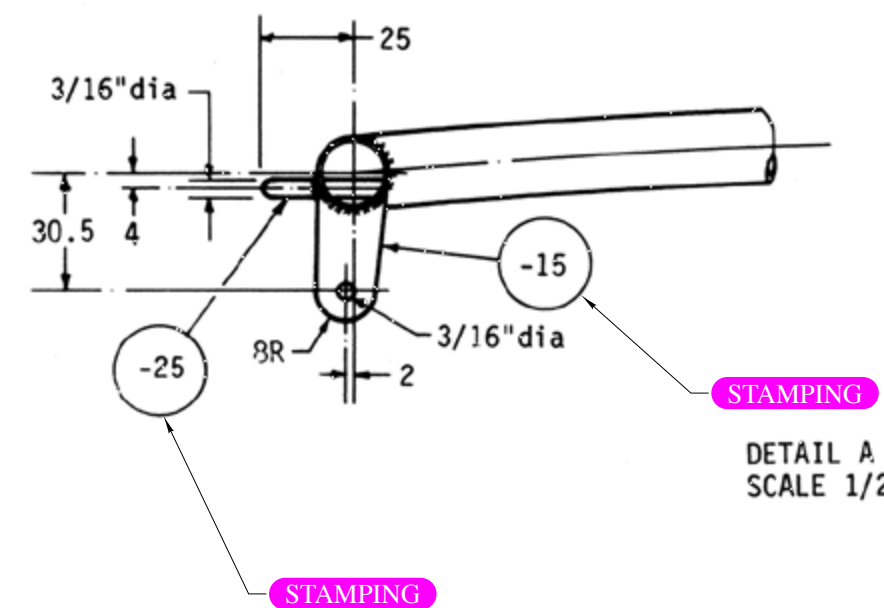
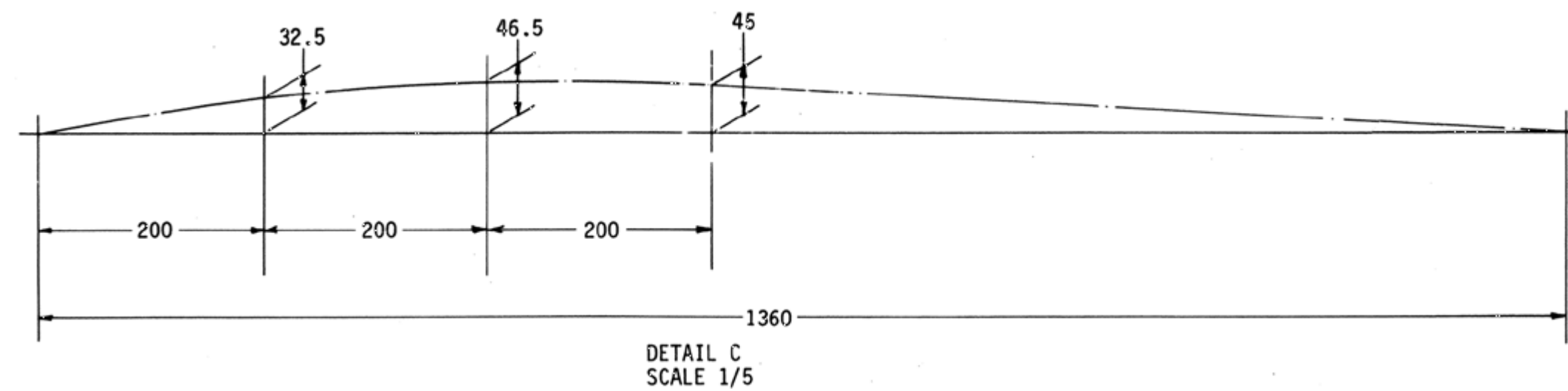
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G21

Revision

D



material: 4130N steel tubing, spec: MIL-T-6736  
4130N steel sheet, spec: MIL-S-18729  
see drawing No. 107A for installation

No. 797-2 CANOPY FRAME - "NUSTRINI"  
ONE REQUIRED PER AIRCRAFT  
SCALE 1/5

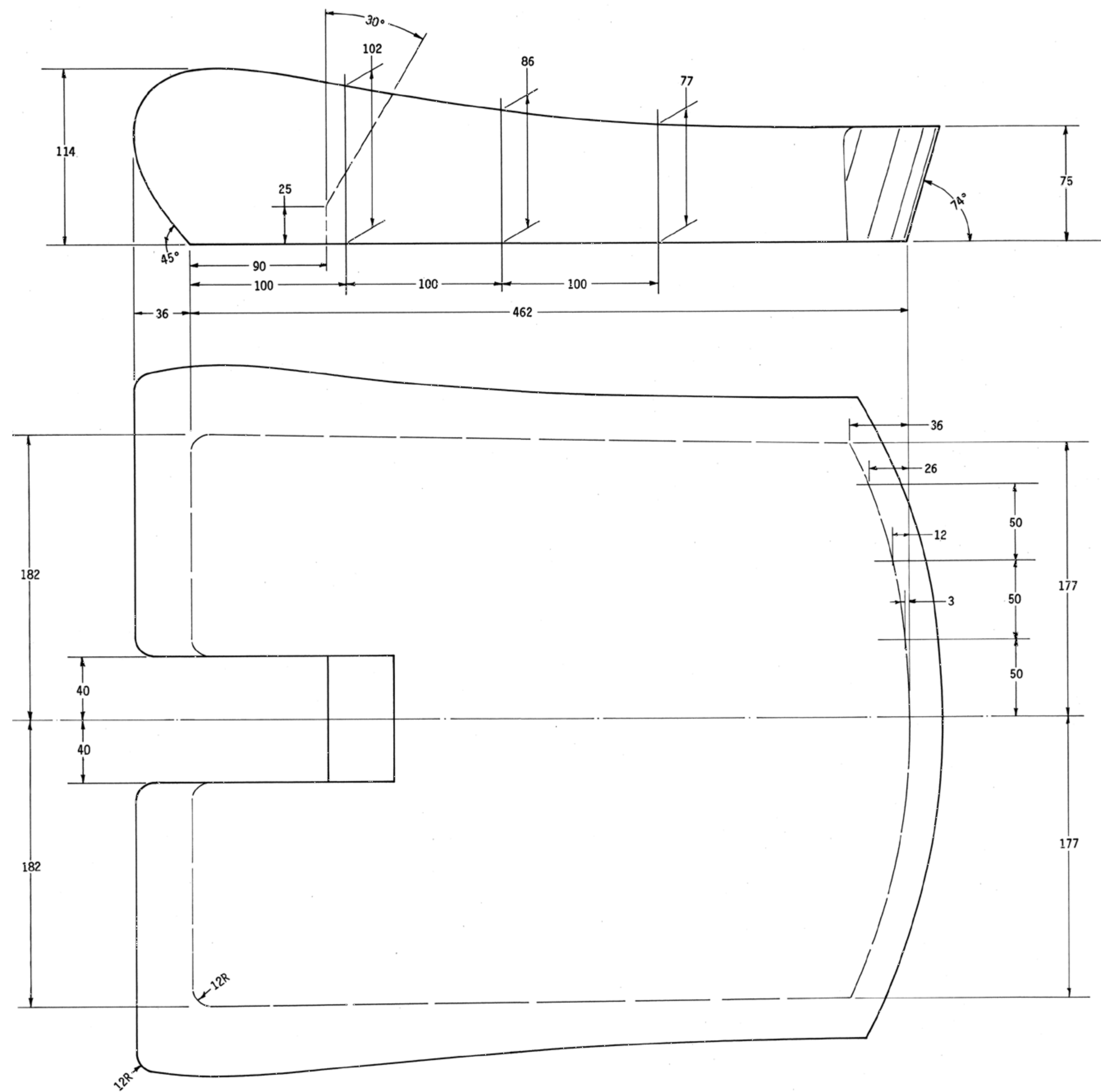
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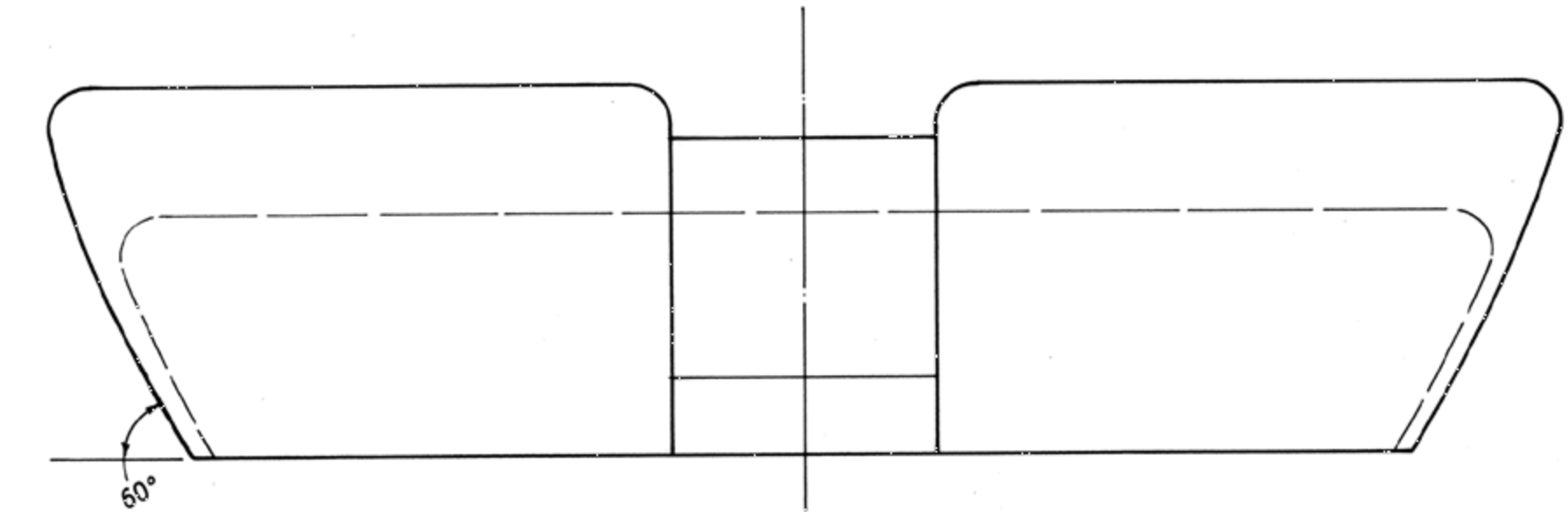
Sheet	<b>G22</b>
Revision	





material: polyurethane foam  
see drawing No. 156 for installation

No. 828-3 SEAT BOTTOM CUSHION  
2 REQUIRED PER AIRCRAFT  
SCALE 1/2



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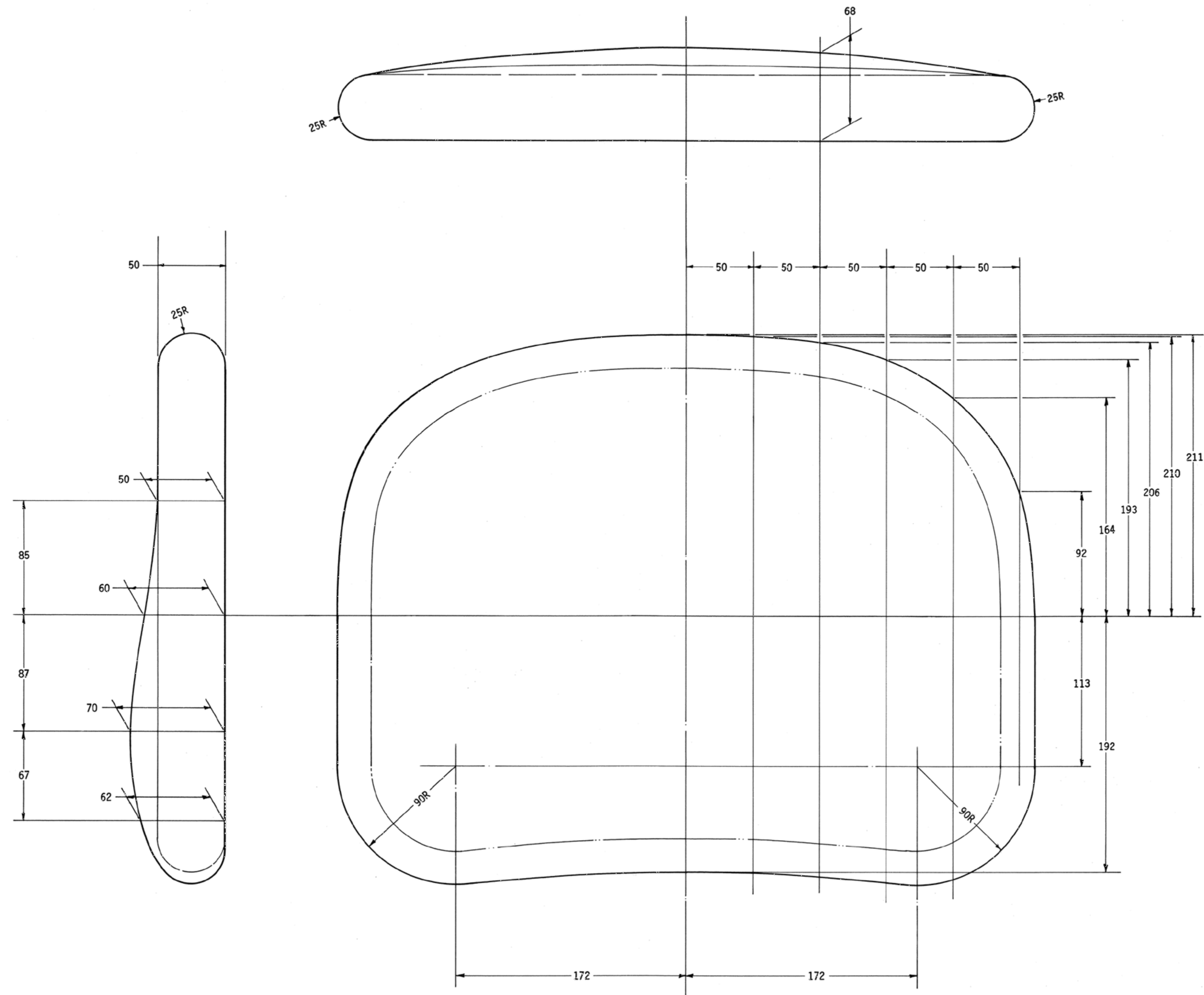
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## G23

Revision



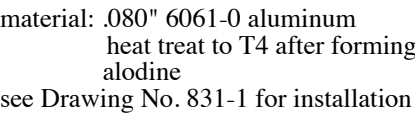
material: polyurethane foam  
 see drawing No. 156 for installation  
 No. 828-4 SEAT BACK CUSHION  
 2 REQUIRED PER AIRCRAFT  
 SCALE 1/2

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Revision			





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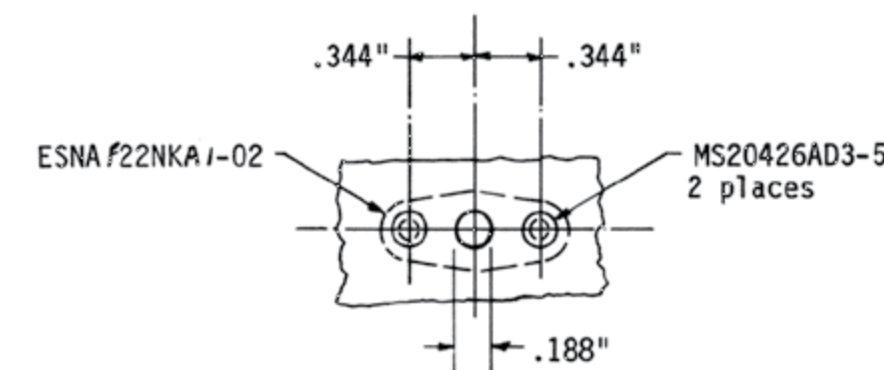
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# G25

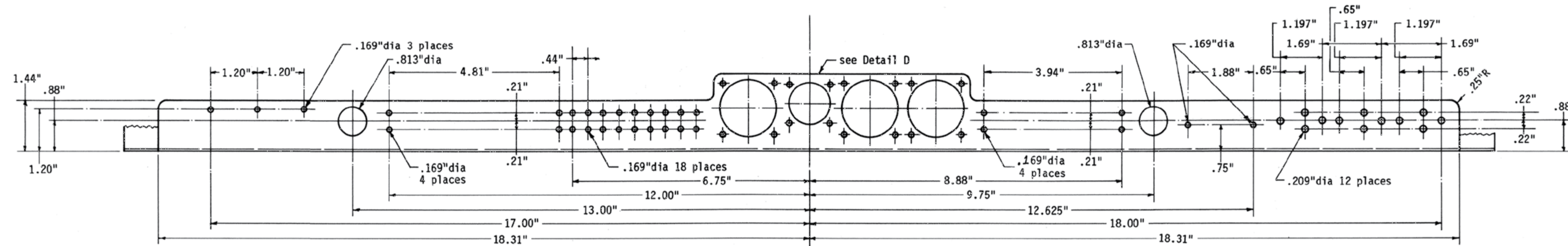
## Revision

A

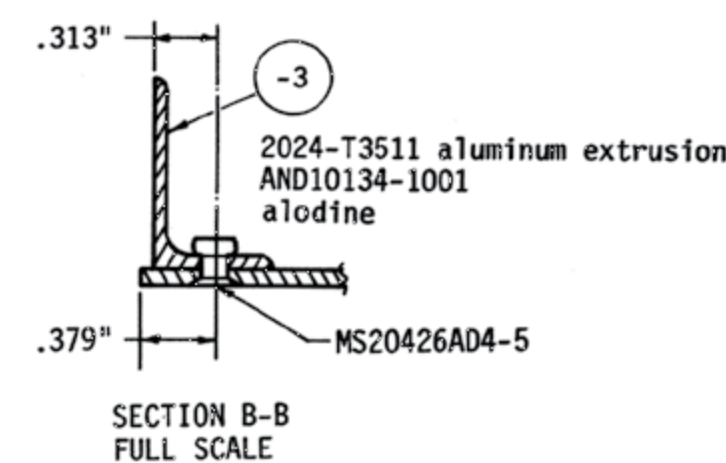




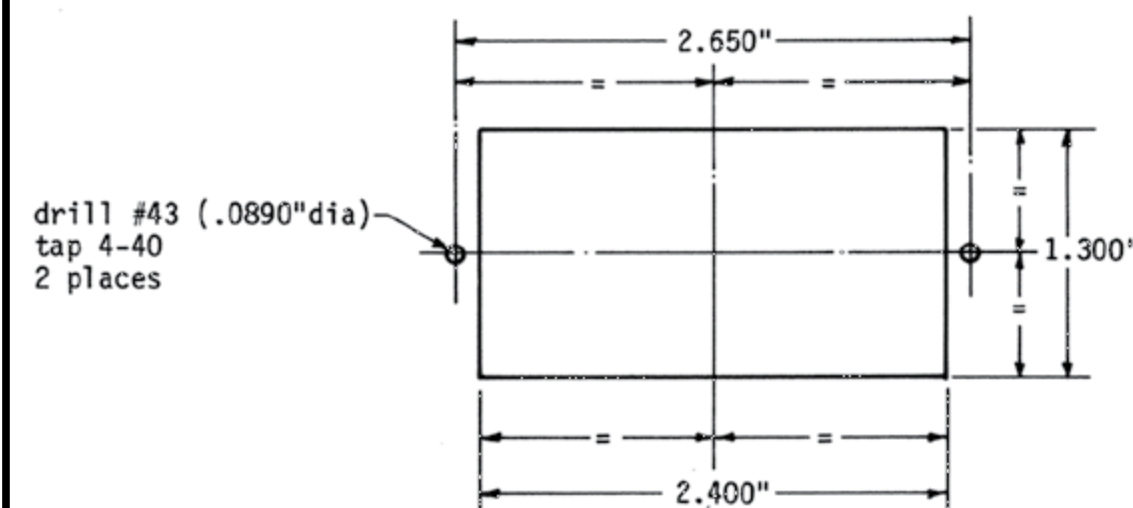
DETAIL A  
FULL SCALE



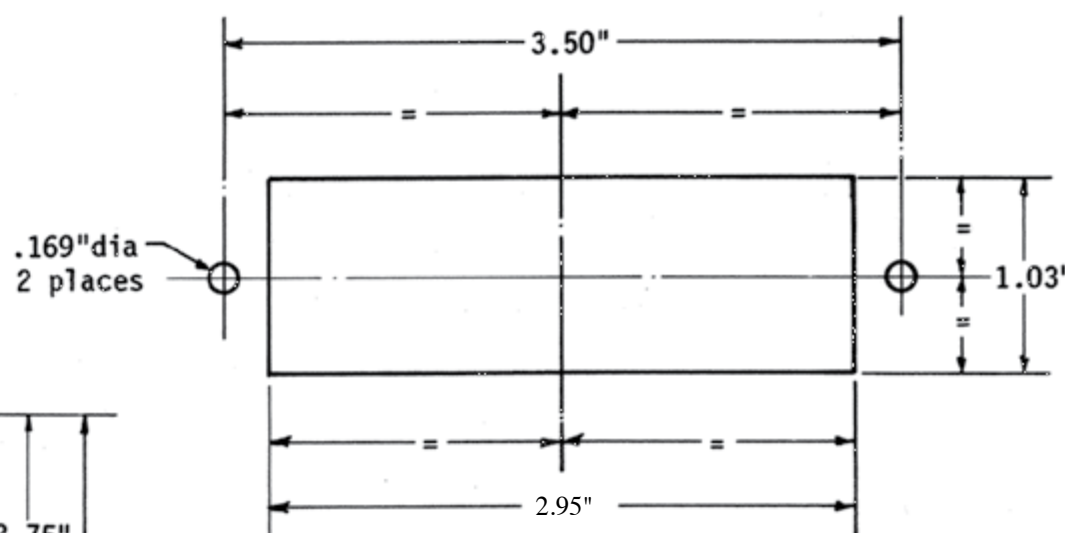
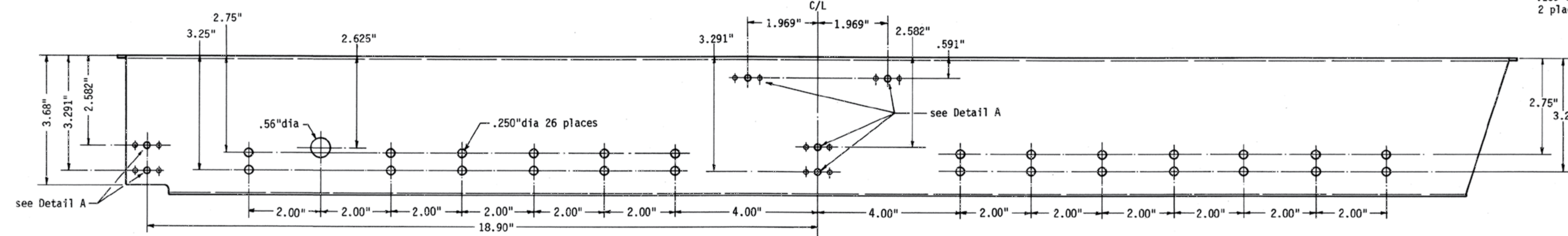
VIEW A-A  
SCALE 1/2



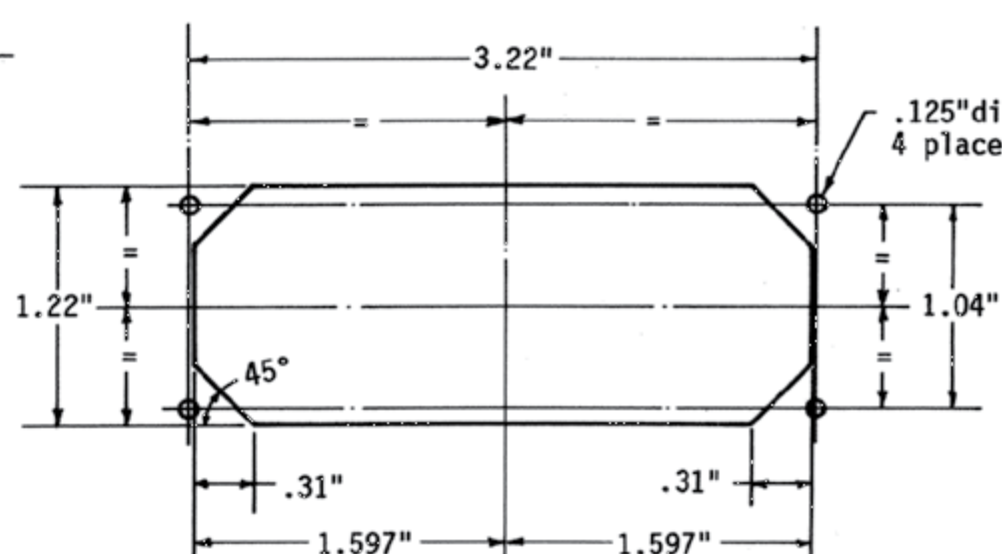
SECTION B-B  
FULL SCALE



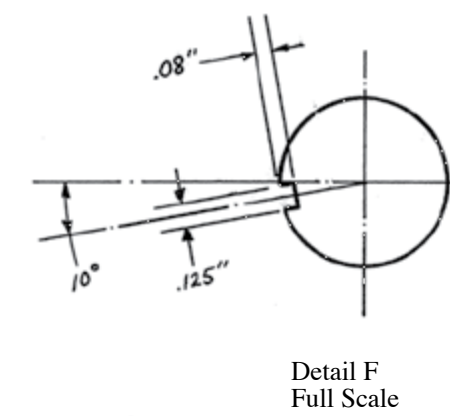
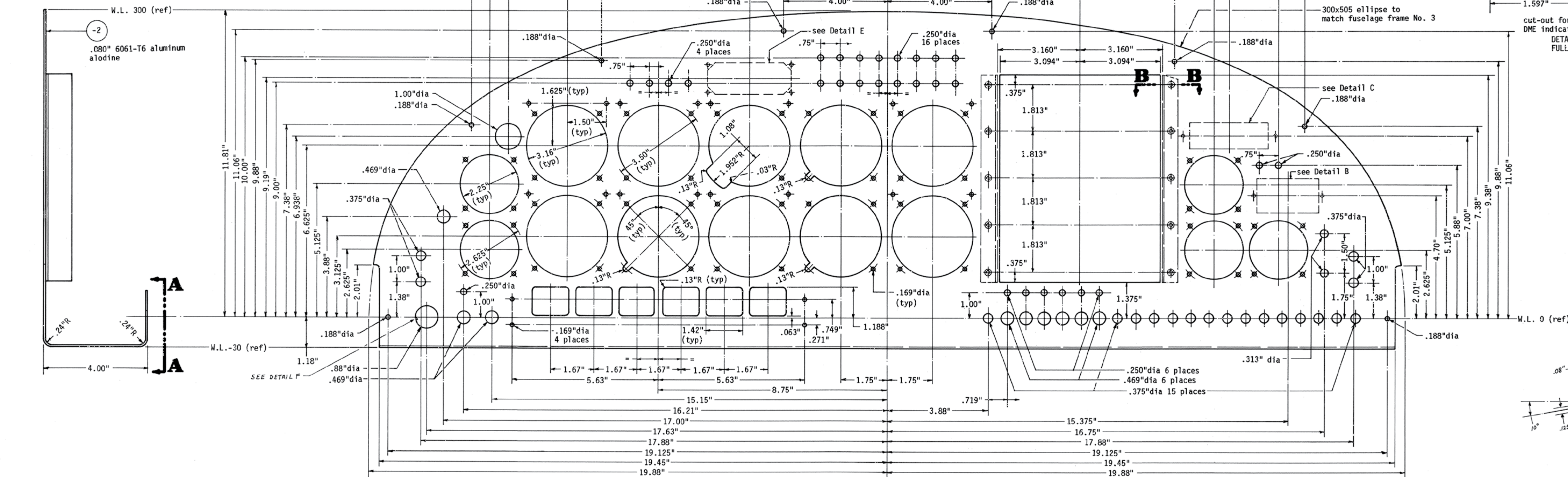
cut-out for Davtron Model 301  
outside air temperature  
DETAIL B  
FULL SCALE



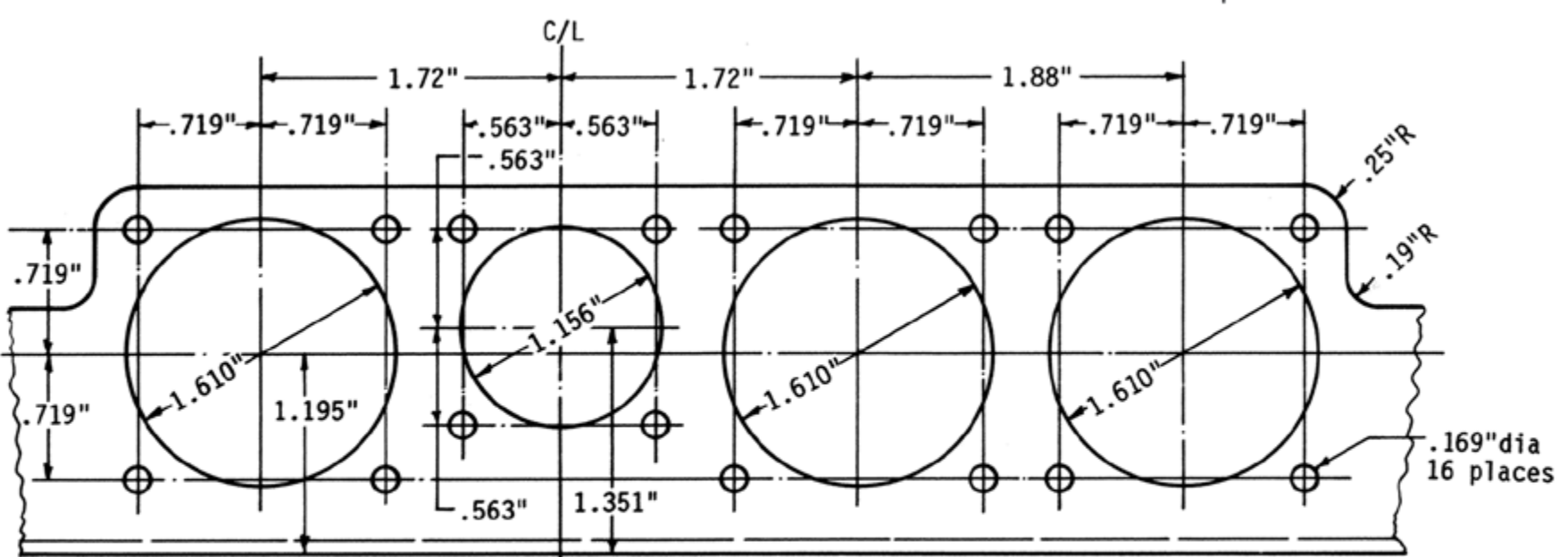
cut-out for Silver Fuelgard  
DETAIL C  
FULL SCALE



cut-out for King KDI 572  
DME indicator  
DETAIL E  
FULL SCALE



Detail F  
Full Scale



DETAIL D  
FULL SCALE



see drawing No. 155 for installation  
No. 841-1 INSTRUMENT PANEL ASSEMBLY  
ONE REQUIRED PER AIRCRAFT  
SCALE 1/2

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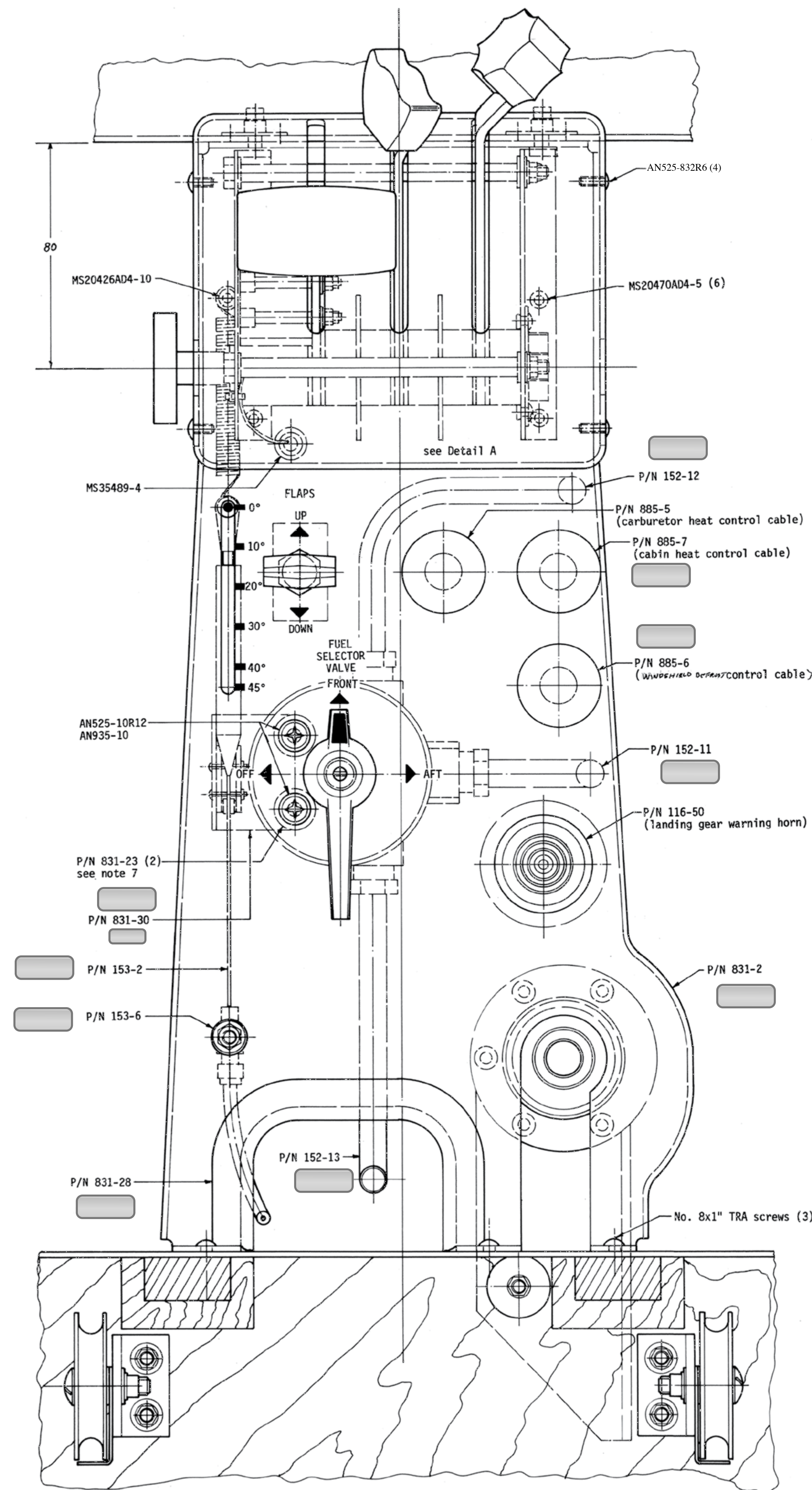
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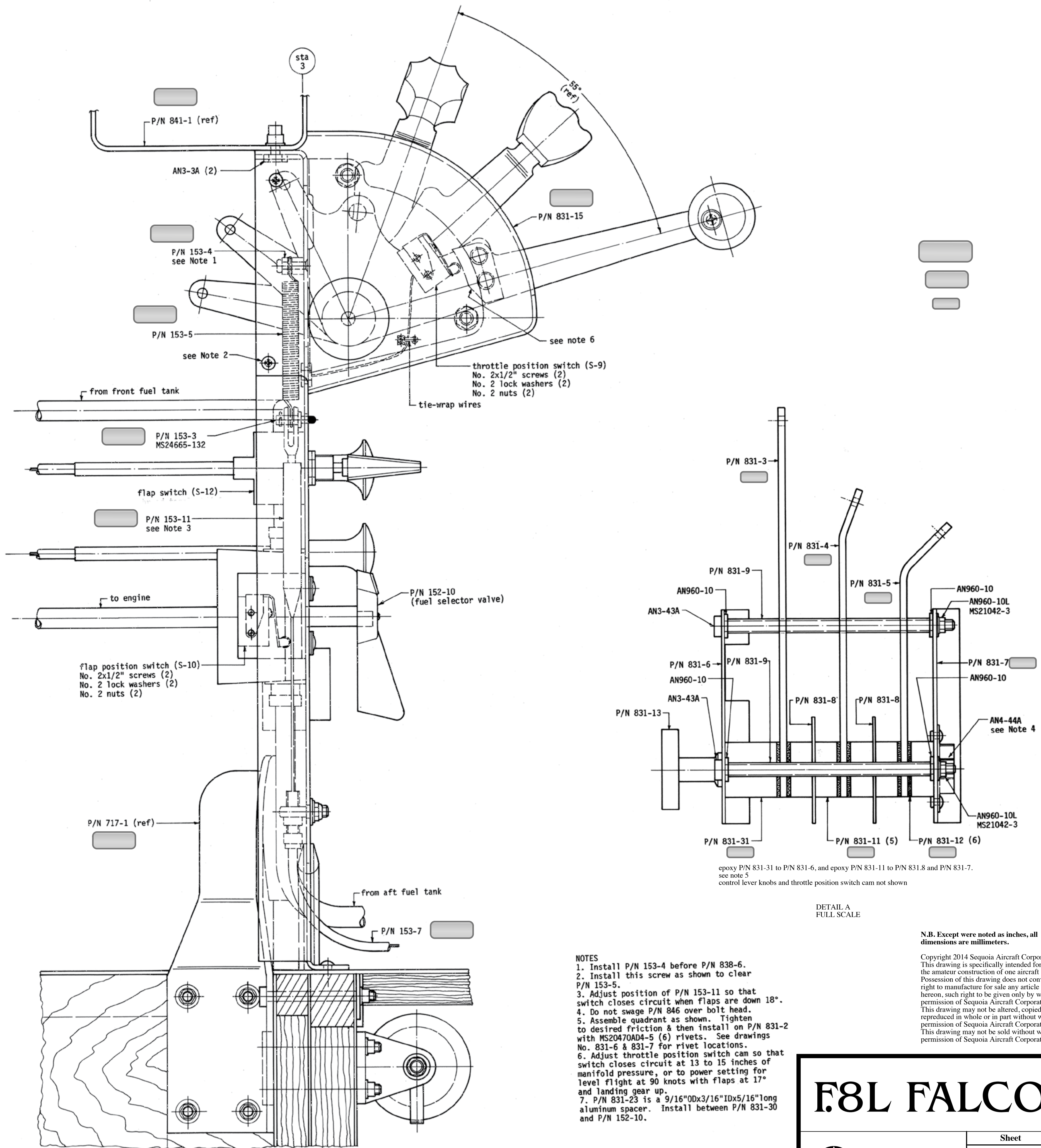
## G26

Revision    A





No. 831-1 CENTER CONSOLE ASSEMBLY & INSTALLATION  
ONE REQUIRED PER AIRCRAFT  
FULL SCALE



#### NOTES

1. Install P/N 153-4 before P/N 838-6.
2. Install this screw as shown to clear P/N 153-5.
3. Adjust position of P/N 153-11 so that switch closes circuit when flaps are down 18°.
4. Do not swage P/N 846 over bolt head. This drawing may not be altered, copied or reproduced in whole or in part without written permission of Sequoia Aircraft Corporation.
5. Assemble quadrant as shown. Tighten to desired friction & then install on P/N 831-2 with MS20470AD4-5 (6) rivets. See drawings No. 831-6 & 831-7 for rivet locations.
6. Adjust throttle position switch cam so that switch closes circuit at 13 to 15 inches of manifold pressure, or to power setting for level flight at 90 knots with flaps at 17° and landing gear up.
7. P/N 831-23 is a 9/16"ODx3/16"IDx5/16"long aluminum spacer. Install between P/N 831-30 and P/N 152-10.

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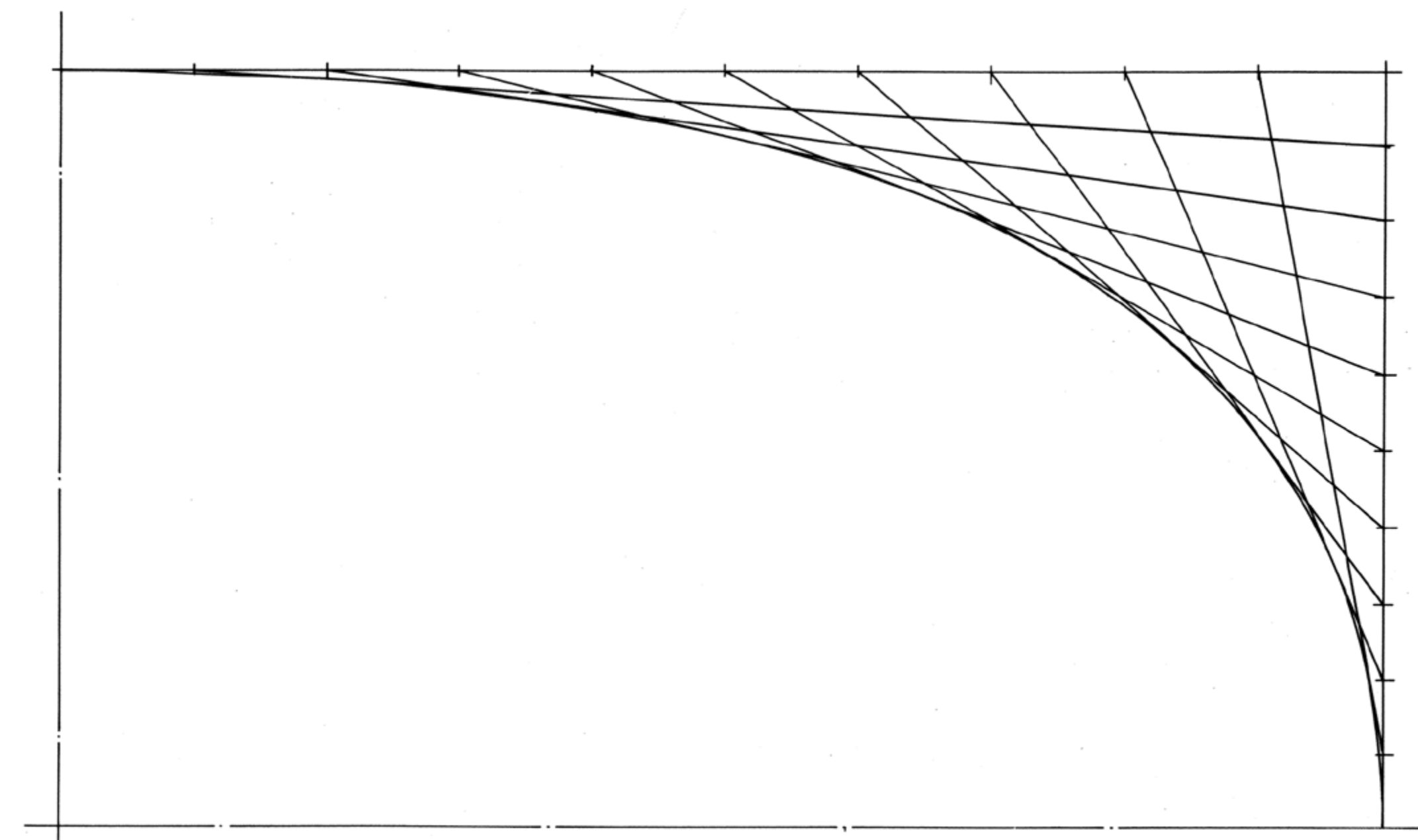
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## G27

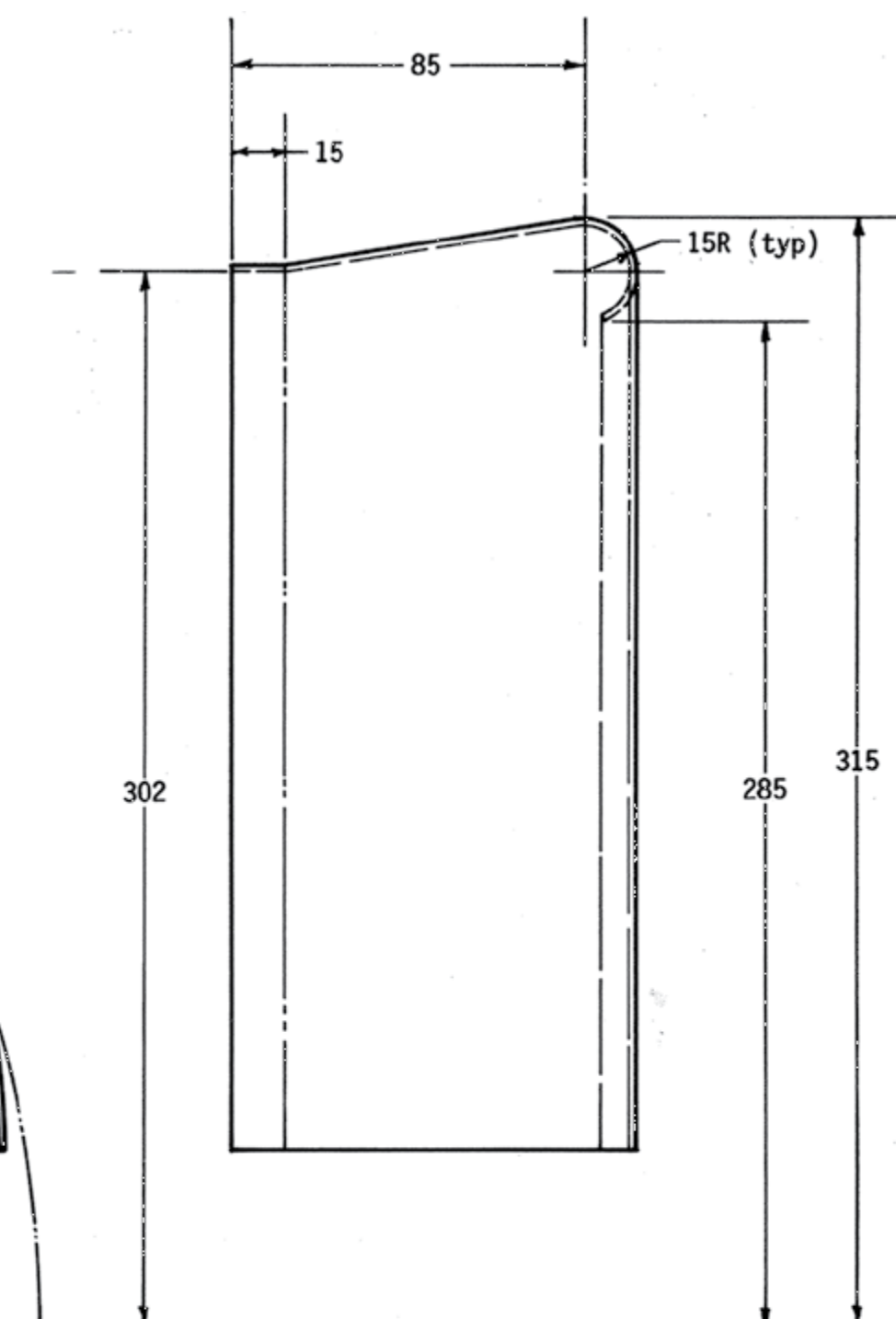
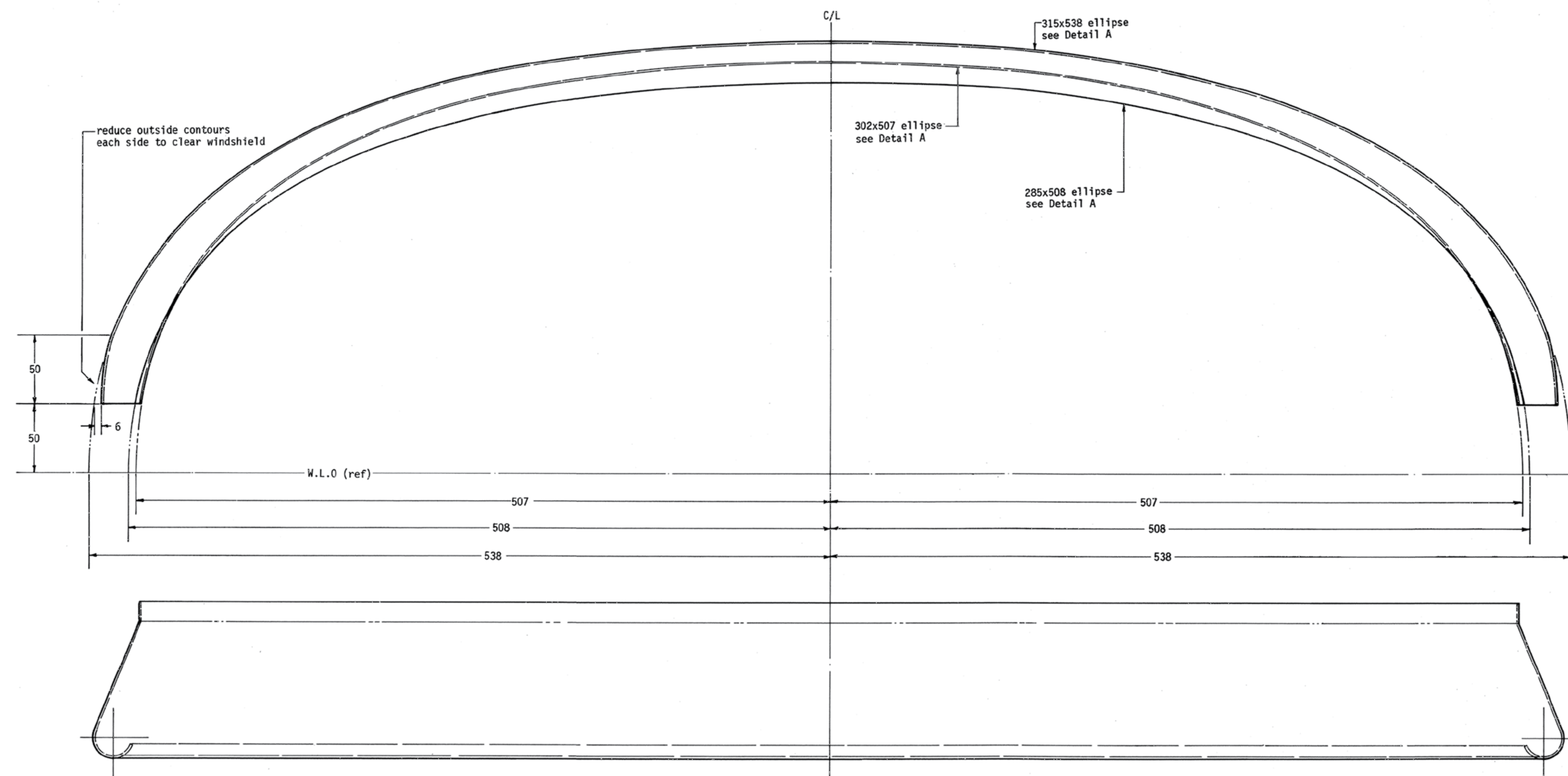
Revision

A






ellipse construction method  
DETAIL A  
SCALE 1/2

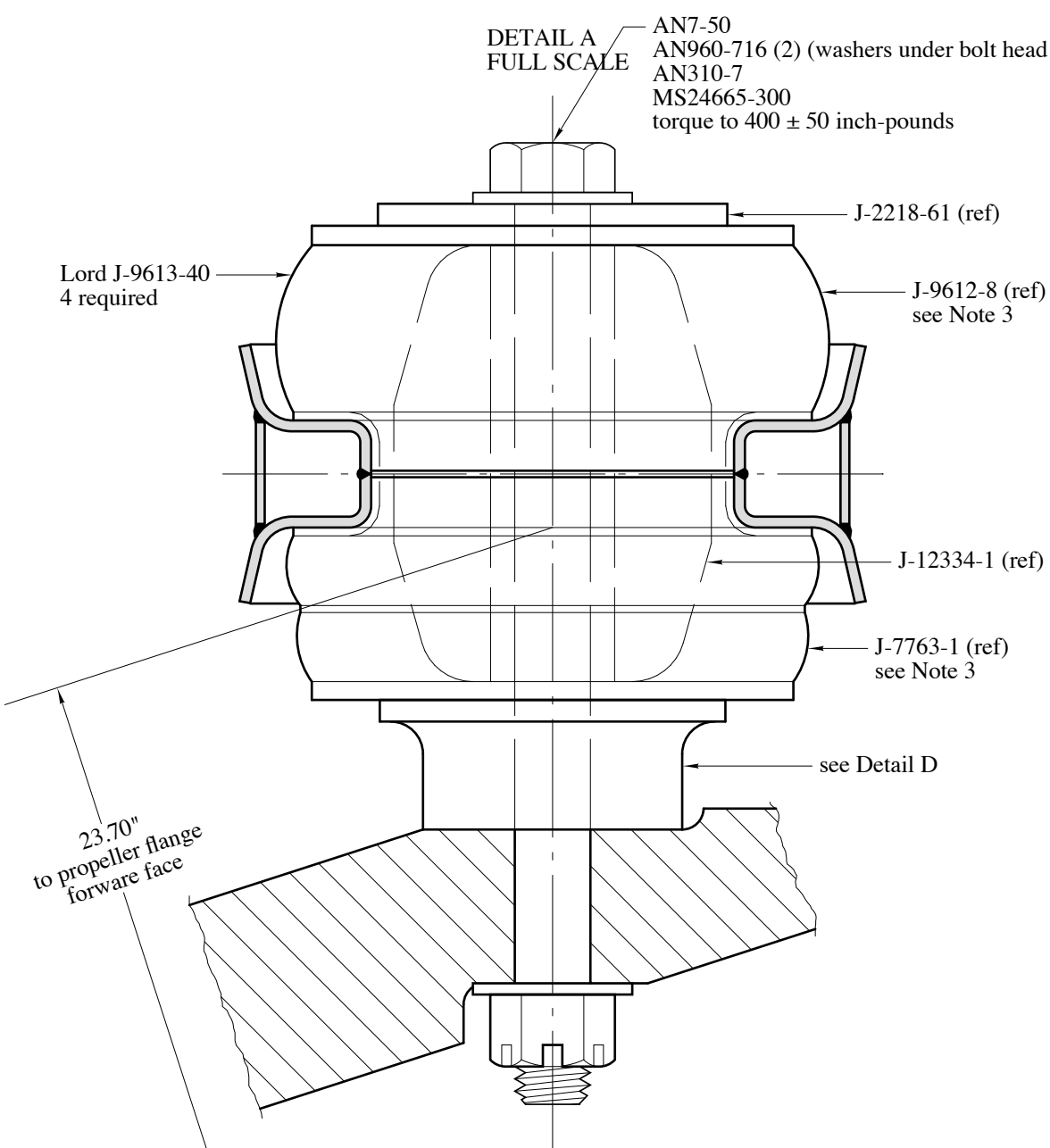
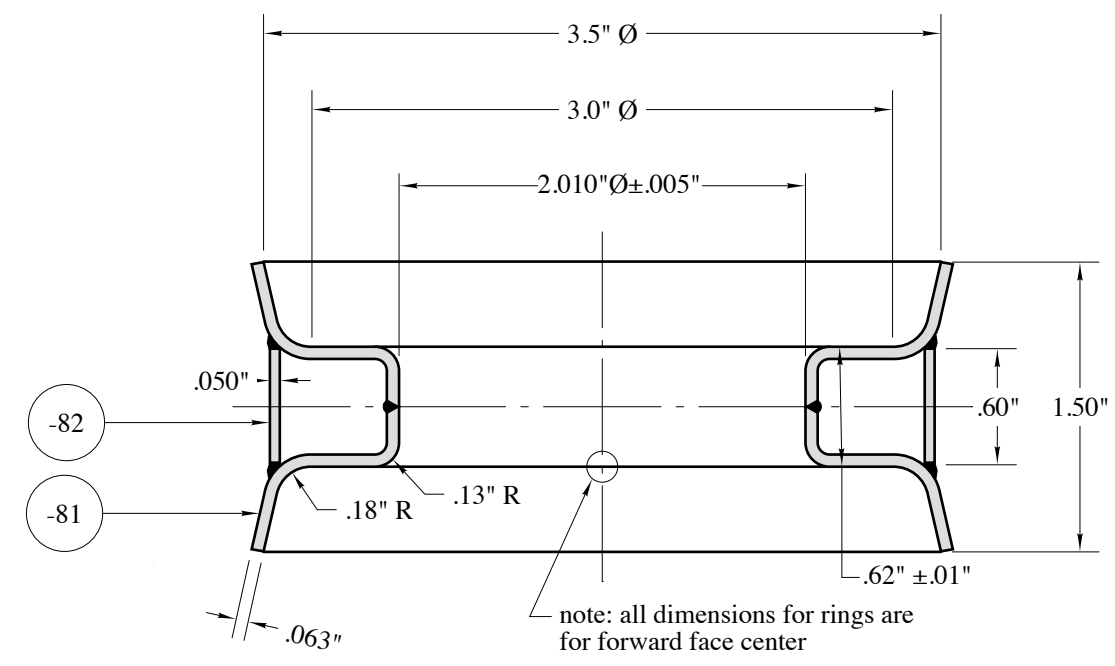
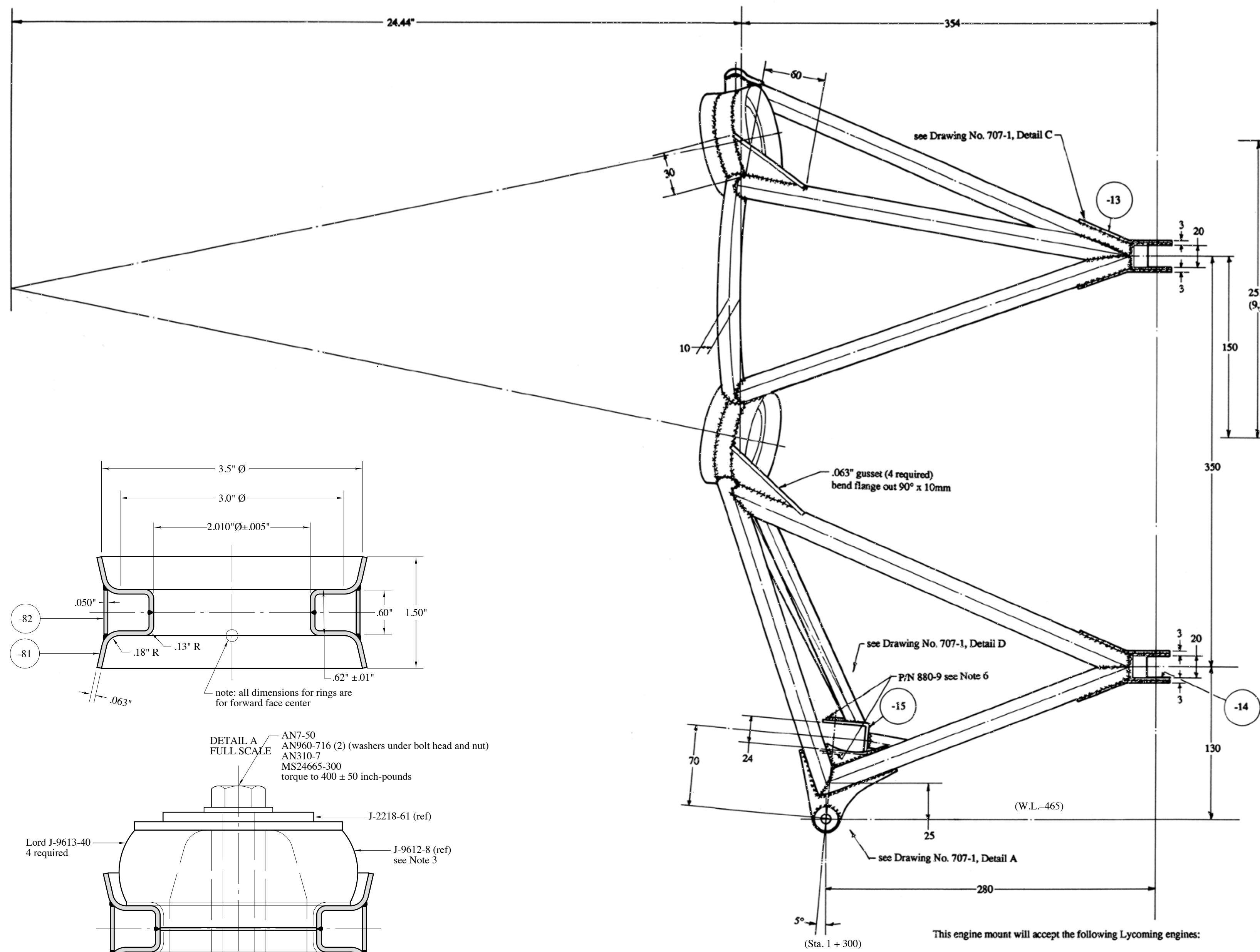


material: fiberglass (4 layers of 8 oz. cloth)  
see drawing No. 155 for installation  
NO. 884 GLARE SHIELD  
ONE REQUIRED PER AIRCRAFT  
SCALE 1/2

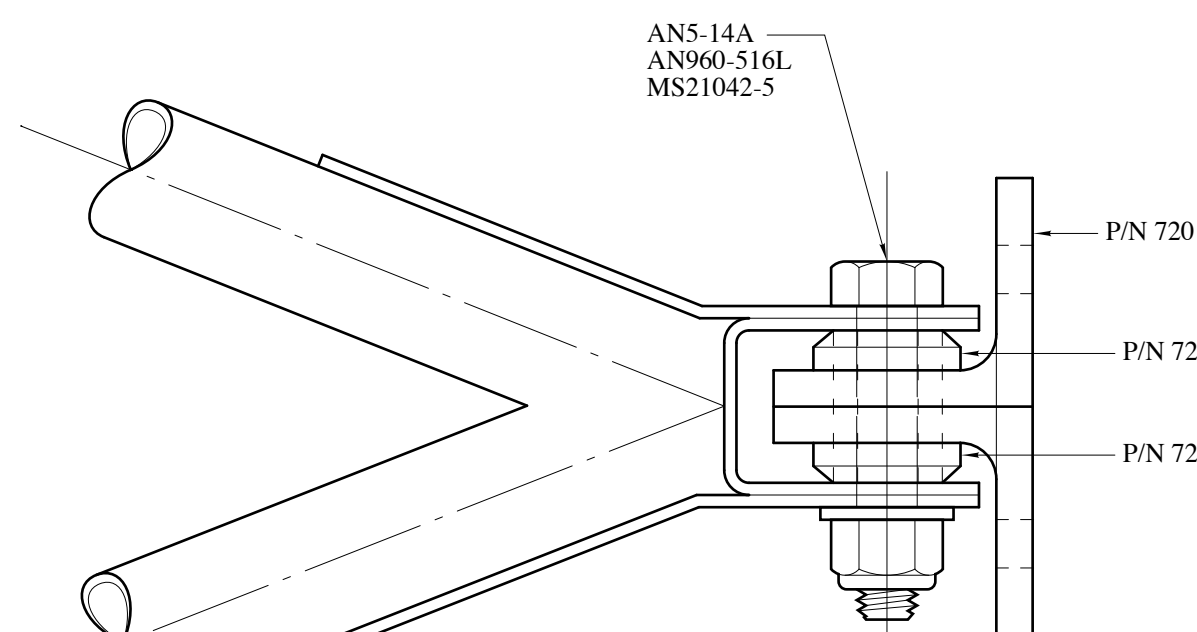
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	Revision

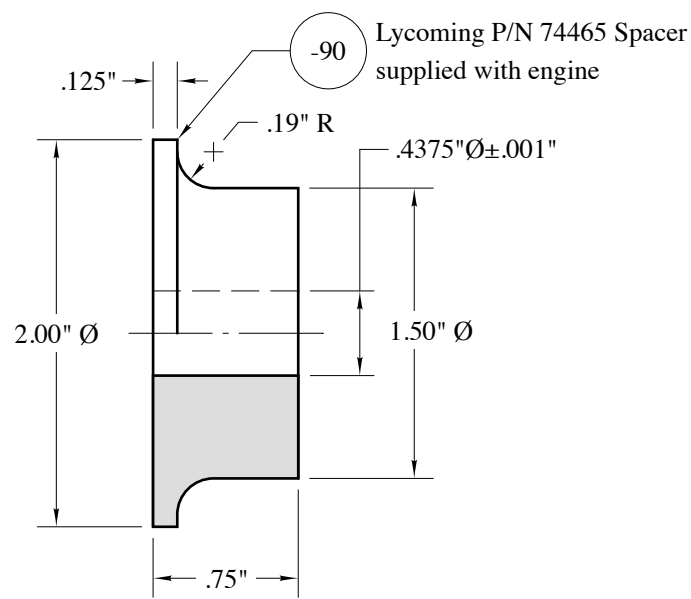




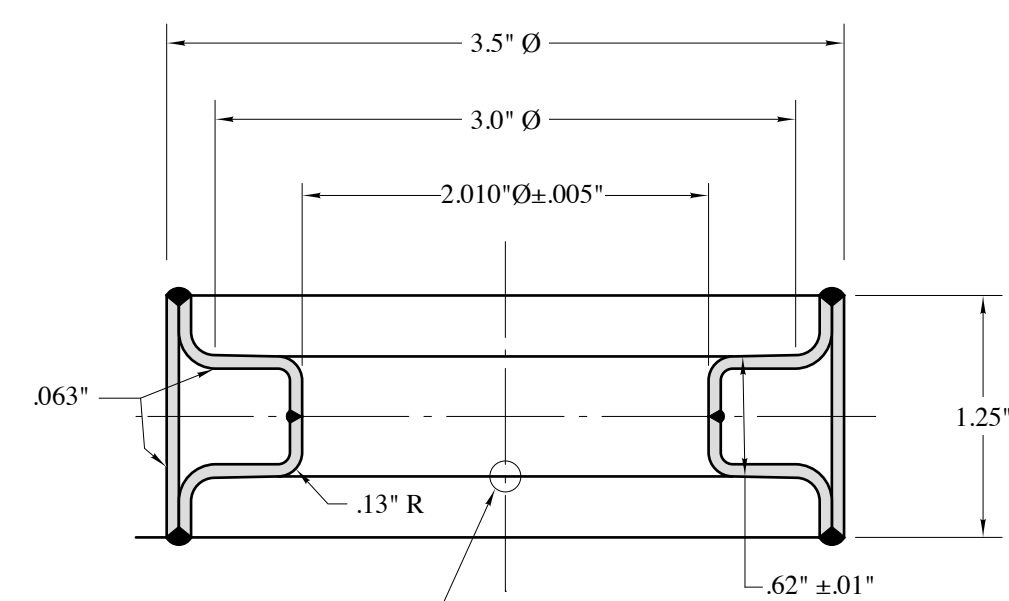
DETAIL B  
INSTALLATION OF ENGINE  
FULL SCALE



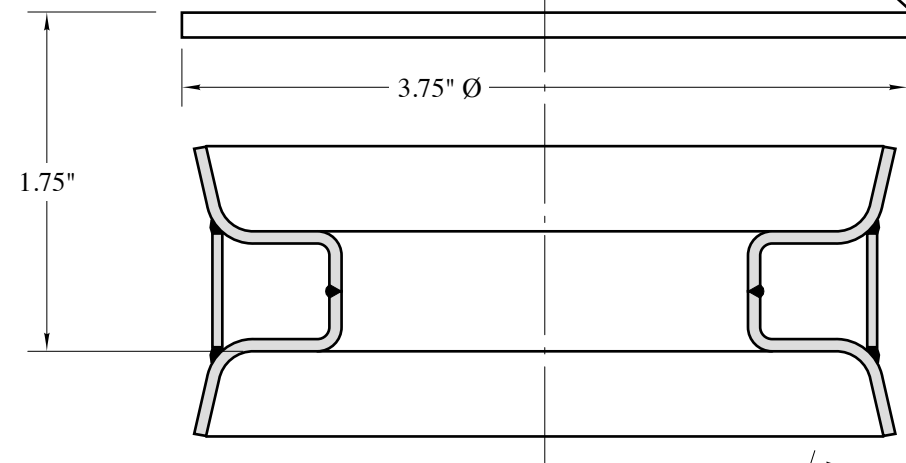
DETAIL C  
INSTALLATION OF ENGINE MOUNT ON FIREWALL  
FULL SCALE



DETAIL D  
FULL SCALE



DETAIL E  
ALTERNATE RING DESIGN  
FULL SCALE



DETAIL F  
LOCATING FIXTURE  
FULL SCALE

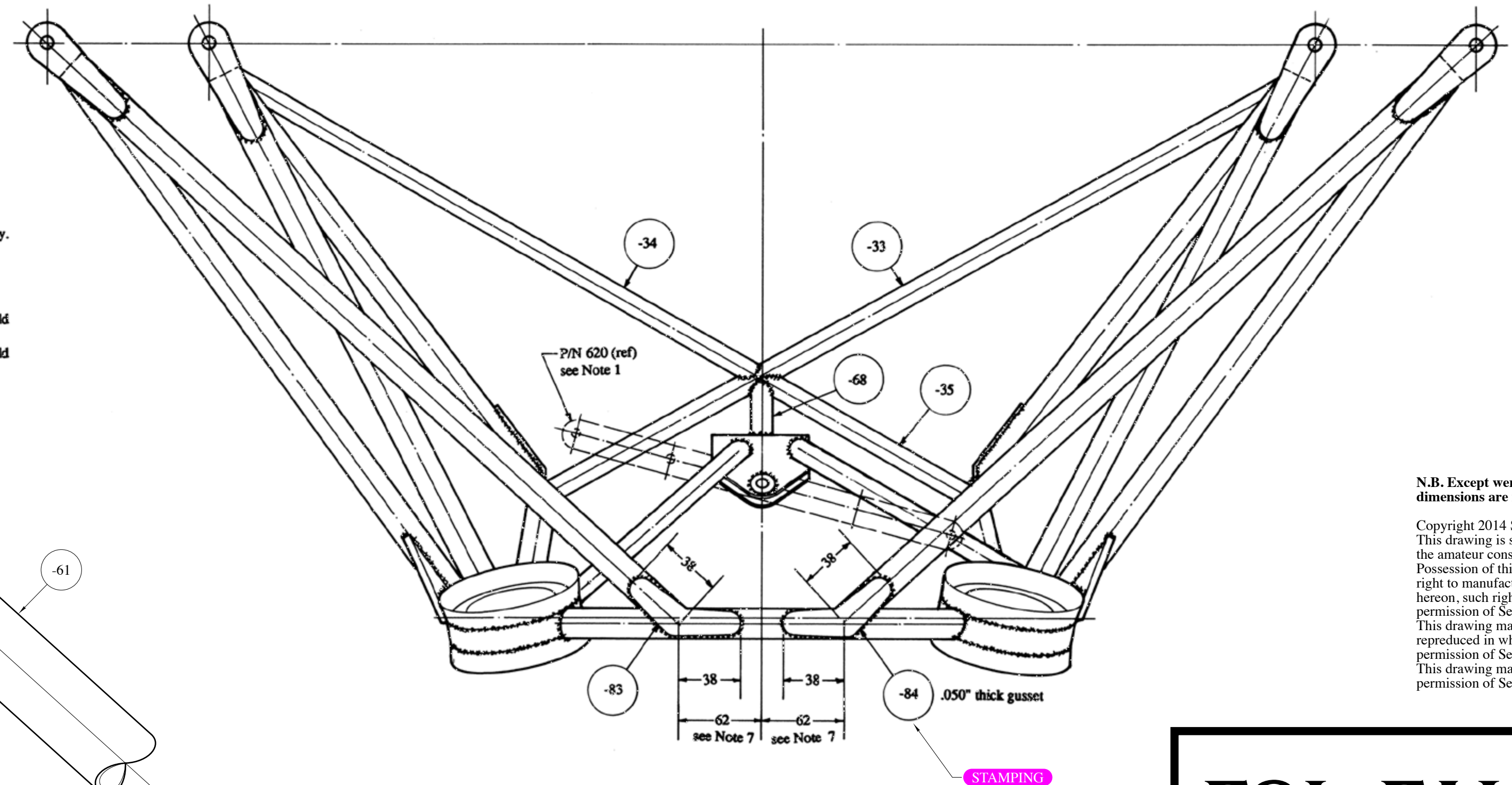
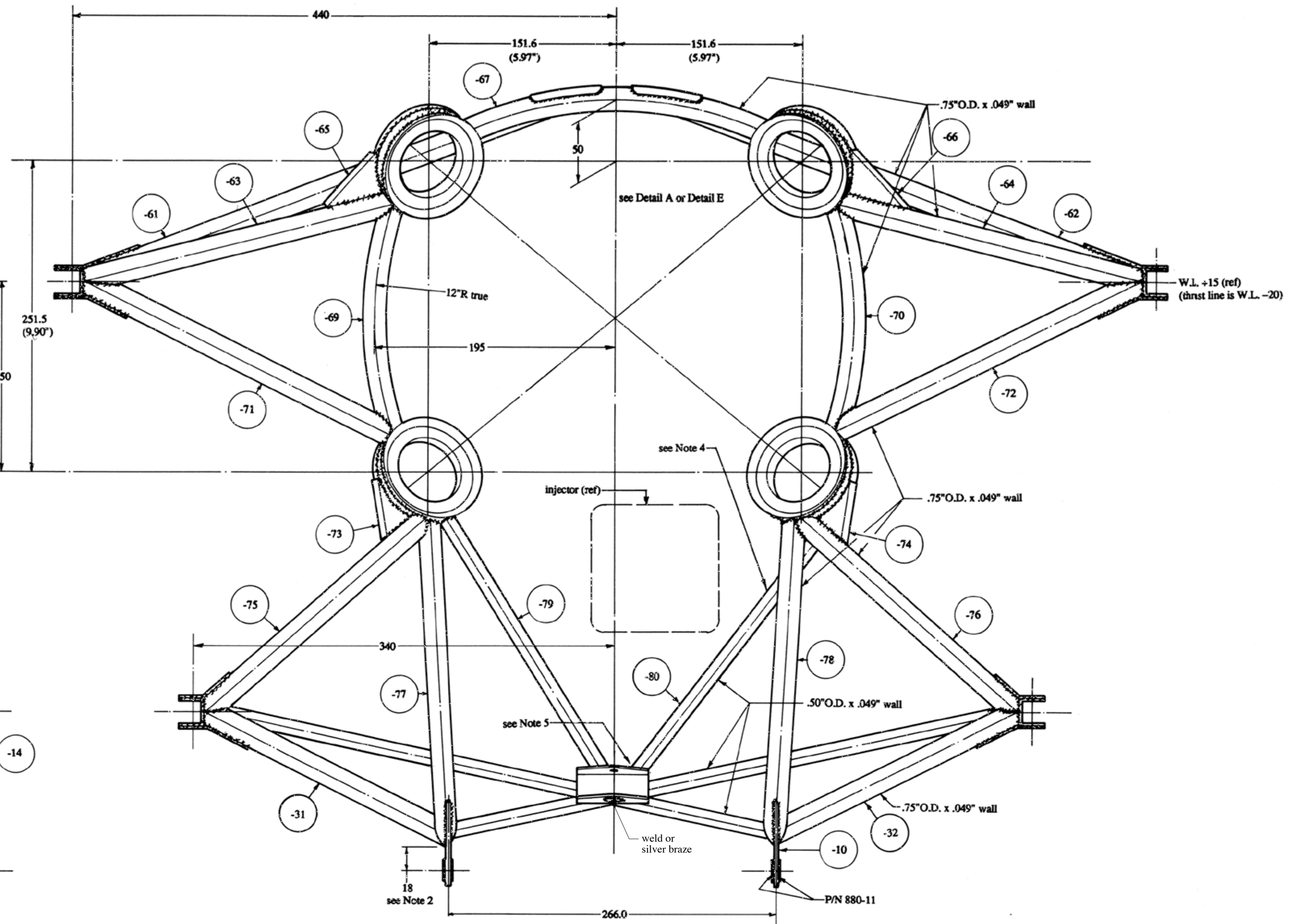
This engine mount will accept the following Lycoming engines:

Engine	HP	Lord Isolator
IO-320-A	150	J-9613-40
IO-320-B	160	J-9613-40
IO-320-C	160	J-9613-40
IO-360-D	200	J-9613-40
IO-360-E	180	J-9613-40

Note: for heavy inverted loads, use Lord J-7764-21 isolators with AN7-47 bolts.

#### Notes

1. Engine mount must provide for free movement of P/N 620 for 15° each way.
2. For clearance with nose gear trunnion, tubes may not extend below a point 18mm above C/L of hole.
3. Lower isolator installation shown. For upper isolator installation, install J-7763-1 on aft side of ring and install J-9612-8 on forward side of ring.
4. To clear injector of IO-320-B1A (and other engines with an aft injector) weld -80 tube to -76 tube just aft of -78 tube.
5. To clear injector of IO-320-B1A (and other engines with an aft injector) weld -80 tube to -15 channel as far outboard and as far aft as possible.
6. P/N 880-9 washers may be silver brazed with "Stay-Silv 45" silver brazing filler metal and "Stay-Silv Brazing Flux (white)" available from J. W. Harris Co., Inc., 10930 Deerfield Road, Cincinnati, Ohio 45242.
7. The 62mm dimension is approximate. To clear the vacuum pump, the -61 tube must be installed as far outboard as possible without interfering with the Lord Isolator, which requires .47" clearance for engine excursions. Use the locating fixture shown in Detail F to locate the -61 and -62 tubes.



material: 4130N steel tubing, spec: MIL-T-6736  
413N steel sheet, spec: MIL-S-18729  
TIG weld with Linde 65 rod  
stress relieve after welding  
paint with 3 coats of Ditzler DPE-1538 zinc chromate primer

NO. 707-3 DYNAFOCAL (TYPE II) ENGINE MOUNT  
ONE REQUIRED PER AIRCRAFT  
SCALE 1/2.5

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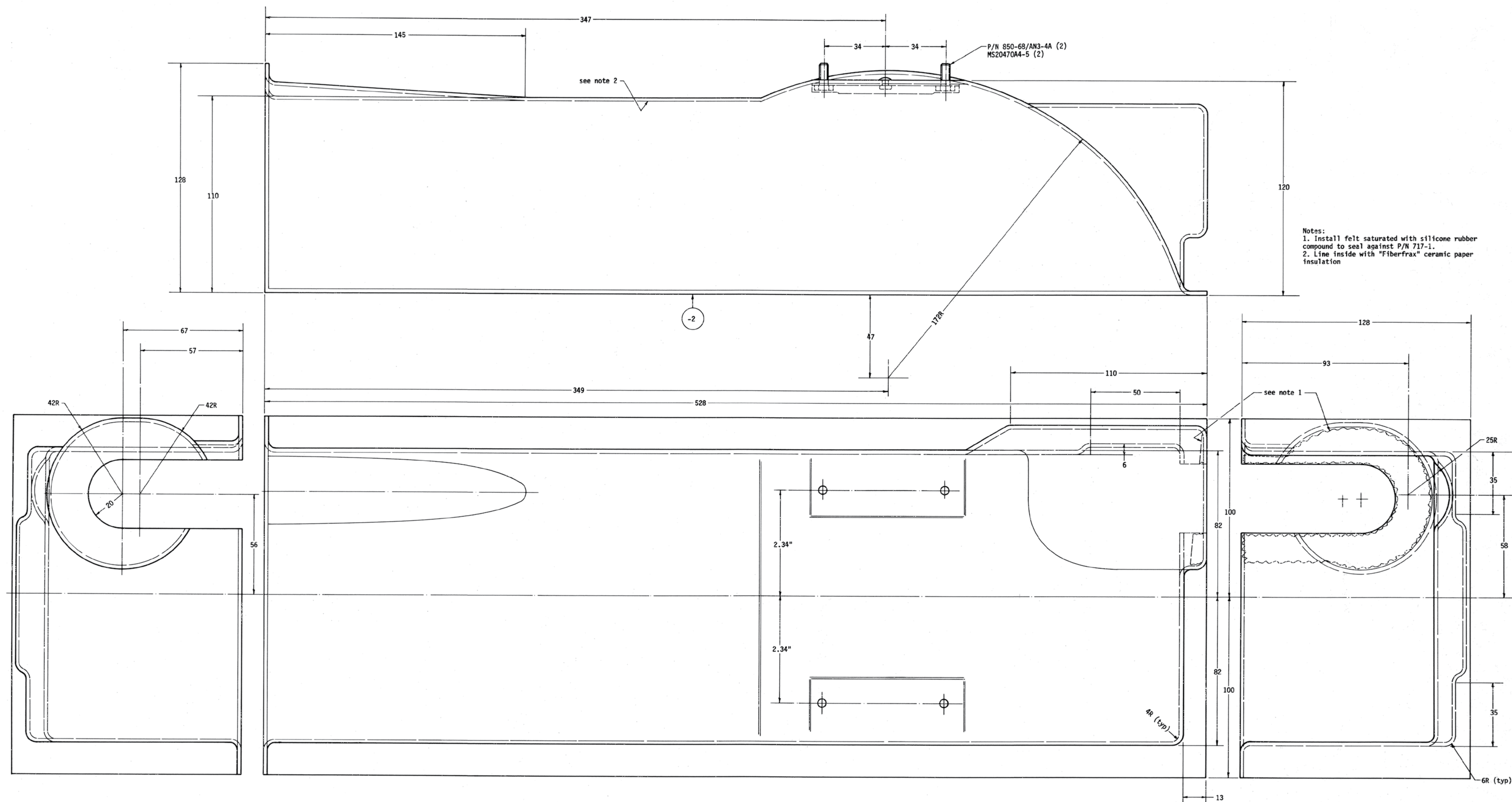
Sheet

## G29

Revision

D





Notes:  
 1. Install felt saturated with silicone rubber compound to seal against P/N 717-1.  
 2. Line inside with "Fiberfrax" ceramic paper insulation

material: fiberglass (4 layers of 8 oz. cloth)  
 see drawing No. 108 for installation  
 No. 858-1 NOSE GEAR BAY COVER ASSEMBLY  
 ONE REQUIRED PER AIRCRAFT  
 FULL SCALE

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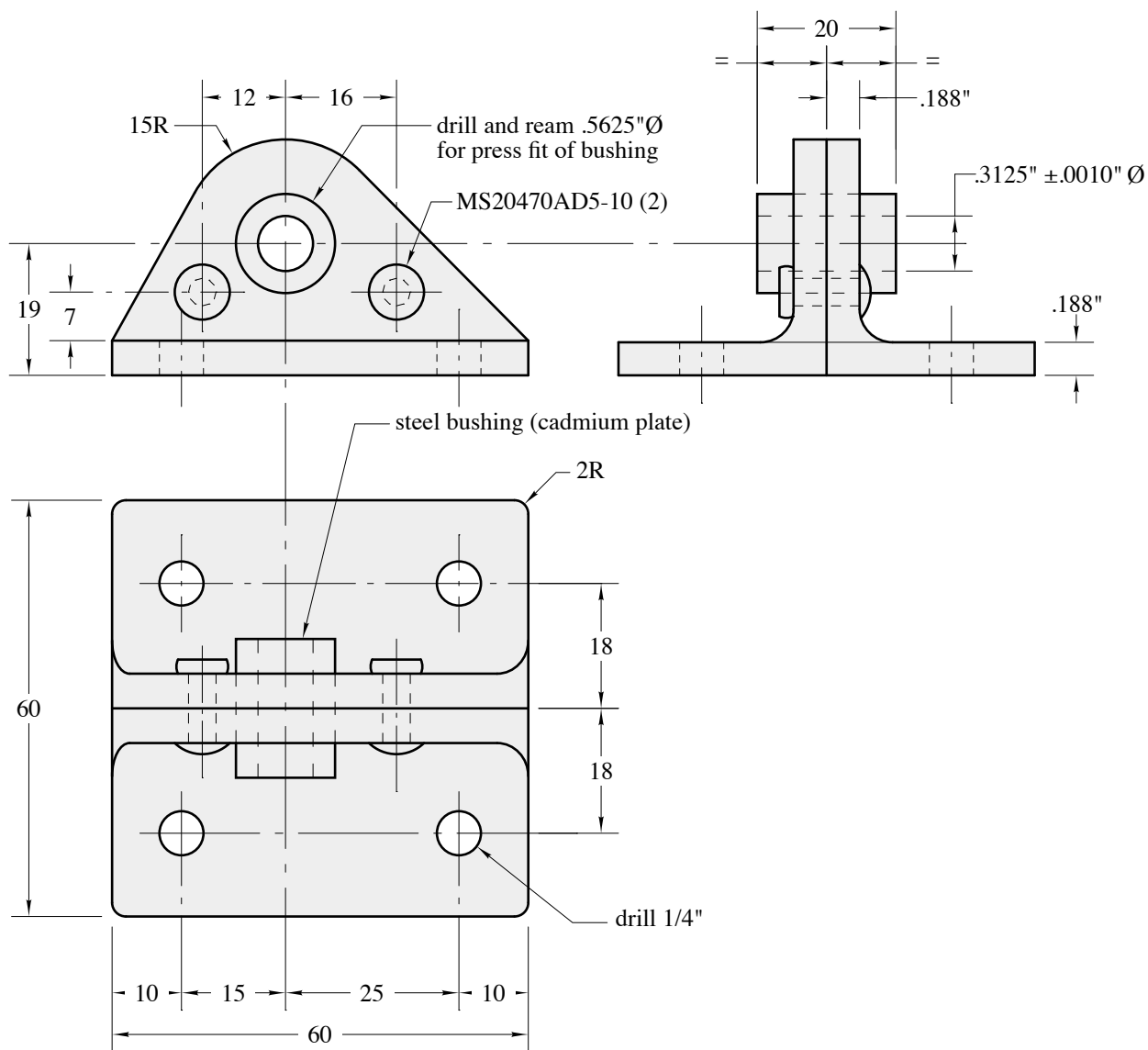
**G30**

Revision



# GG

Components—Series 700



material: 2024-T3511 aluminum extrusion, spec: QQ-A-200/3  
AND10133-1404

see drawing No. 114 for installation

114

NO. 720 ENGINE MOUNT LUG  
4 REQUIRED PER AIRCRAFT  
FULL SCALE

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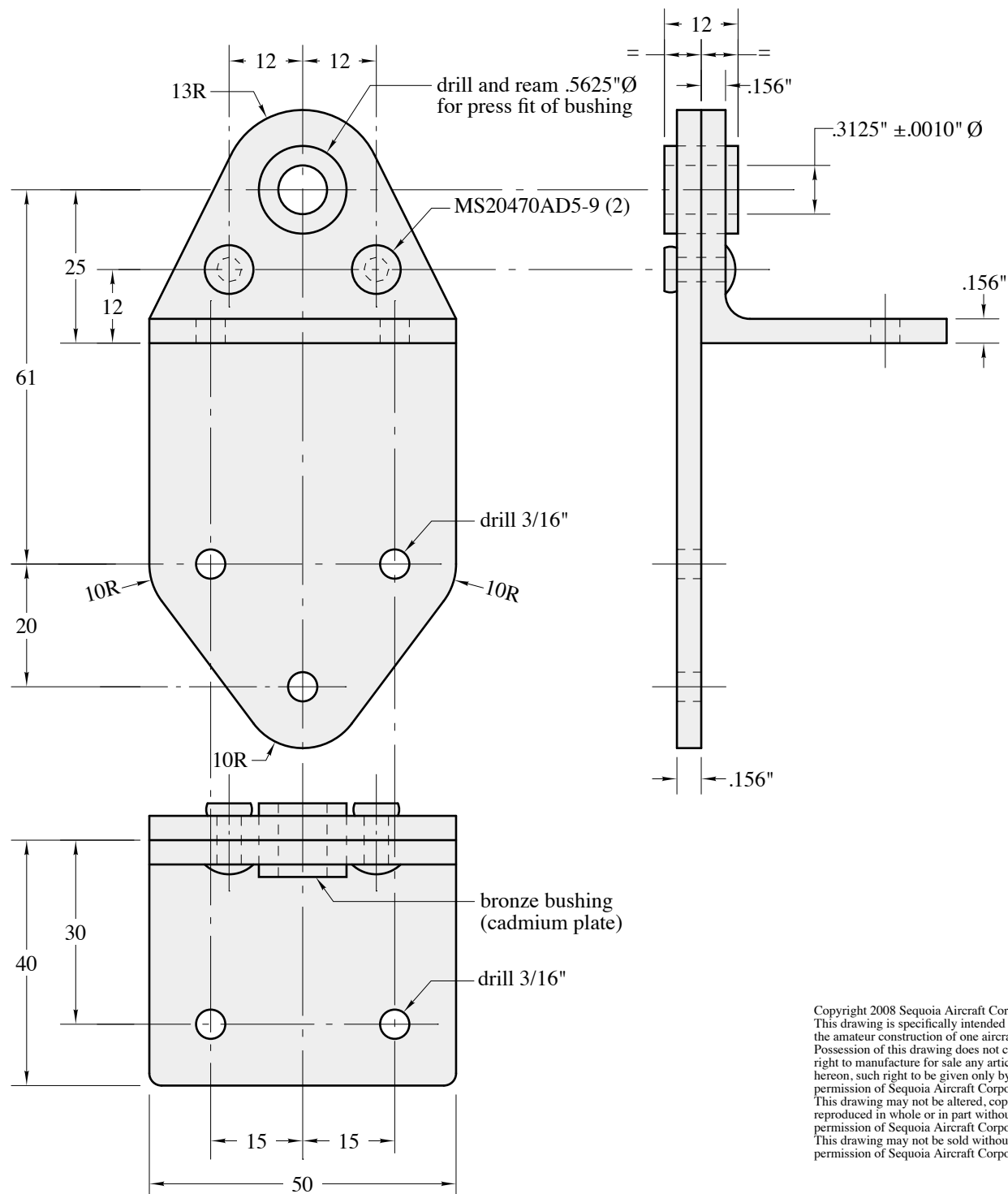
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**GG1**

Revision





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material: 2024-T3511 aluminum extrusion, spec: QQ-A-200/3  
AND10134-1604  
2024-T3 aluminum sheet, spec: QQ-A-250/5  
SAE 660 bronze  
see Drawing No. 114 for installation

114

NO. 708 NOSE GEAR DRAG STRUT SUPPORT  
2 REQUIRED PER AIRCRAFT  
FULL SCALE

**N.B. Except where noted as inches, all  
dimensions are millimeters.**

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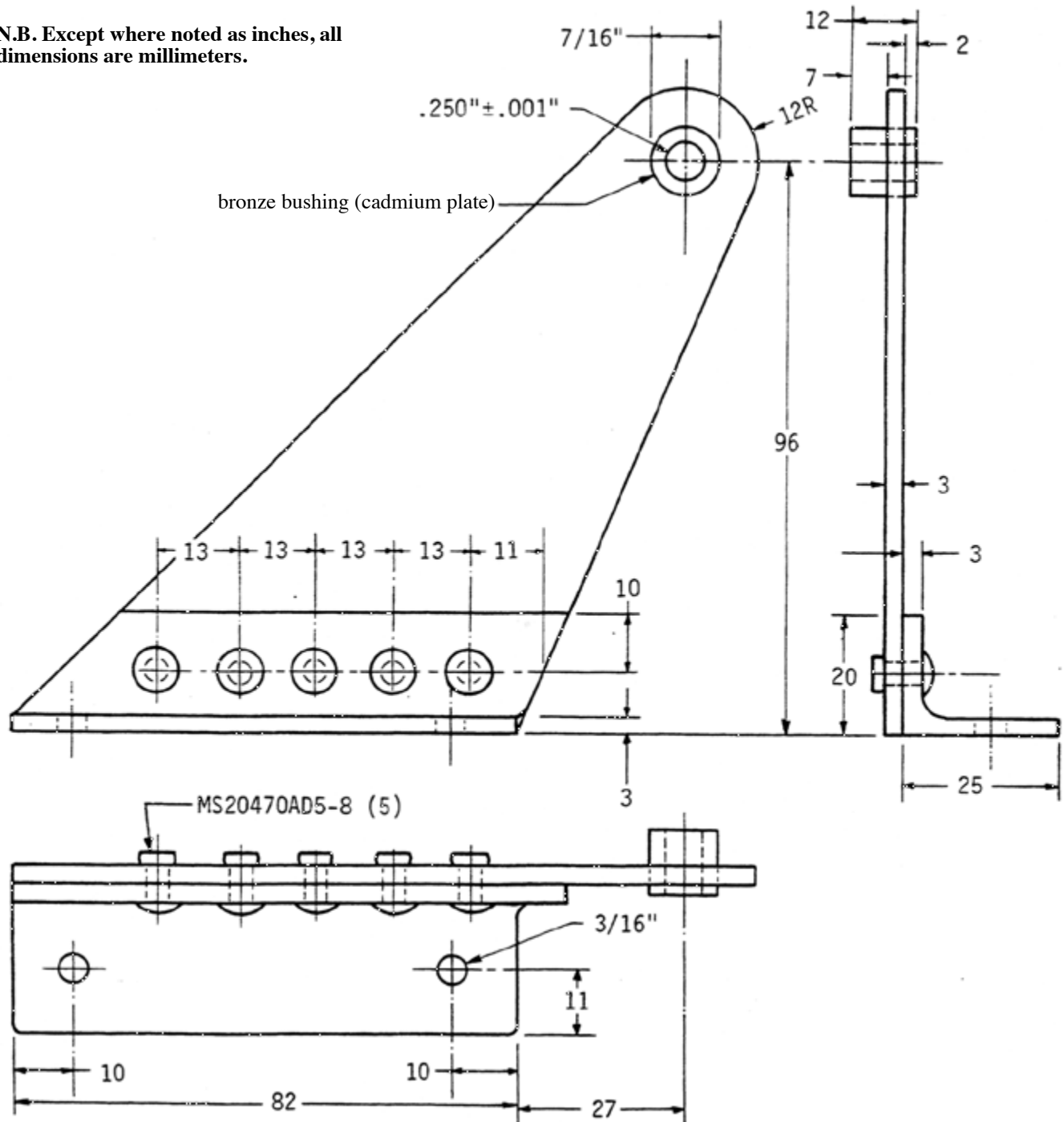
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**GG2**

Revision

A

N.B. Except where noted as inches, all dimensions are millimeters.



material: 2024-T3511 aluminum extrusion, AND 10133-1003, spec: QQ-A-200/3  
 2024-T3 aluminum alclad sheet, spec: QQ-A-250/5  
 SAE 660 bronze

see drawing No. 204 for installation

No. 742 FLAP HINGE  
 4 REQUIRED PER AIRCRAFT  
 (2 RIGHT HAND, 2 LEFT HAND)  
 FULL SCALE

204

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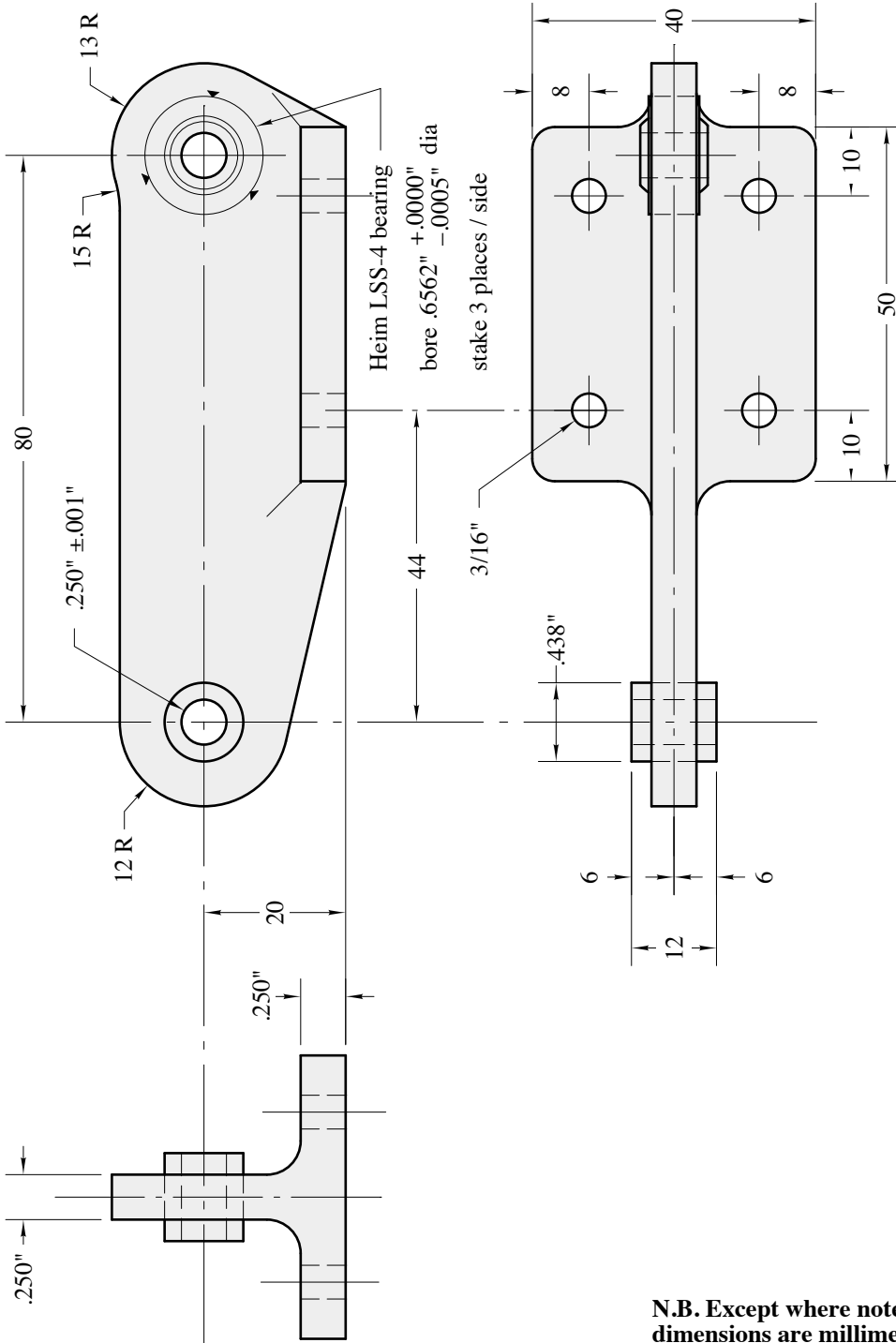
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**GG3**

Revision

A





material: 2024-T3511 aluminum extrusion  
 Tiernay No. 60-3122 or 60-4787, spec: QQ-A-200/3  
 SAE 660 bronze  
 see Drawing No. 204 for installation

NO. 743 FLAP HINGE & ARM  
 2 REQUIRED PER AIRCRAFT  
 FULL SCALE

204

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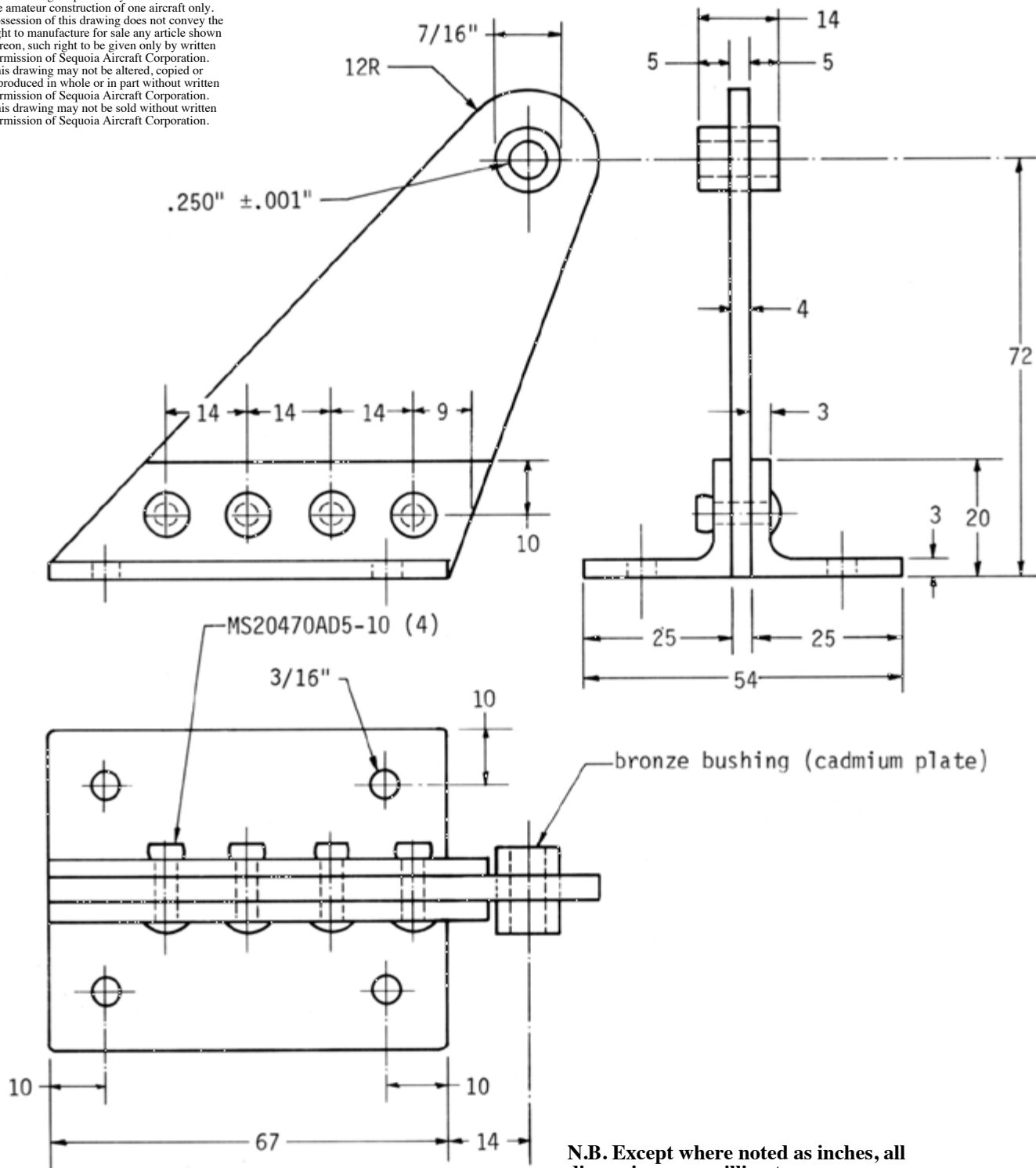
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GG4

Revision

B

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material: 2024-T3511 aluminum extrusion, spec: QQ-A-200/3  
 Tiernay 60-1880  
 SAE 660 bronze  
 see drawing No. 204 for installation

204

NO. 744 FLAP AND AILERON HINGE  
 2 REQUIRED PER AIRCRAFT  
 FULL SCALE

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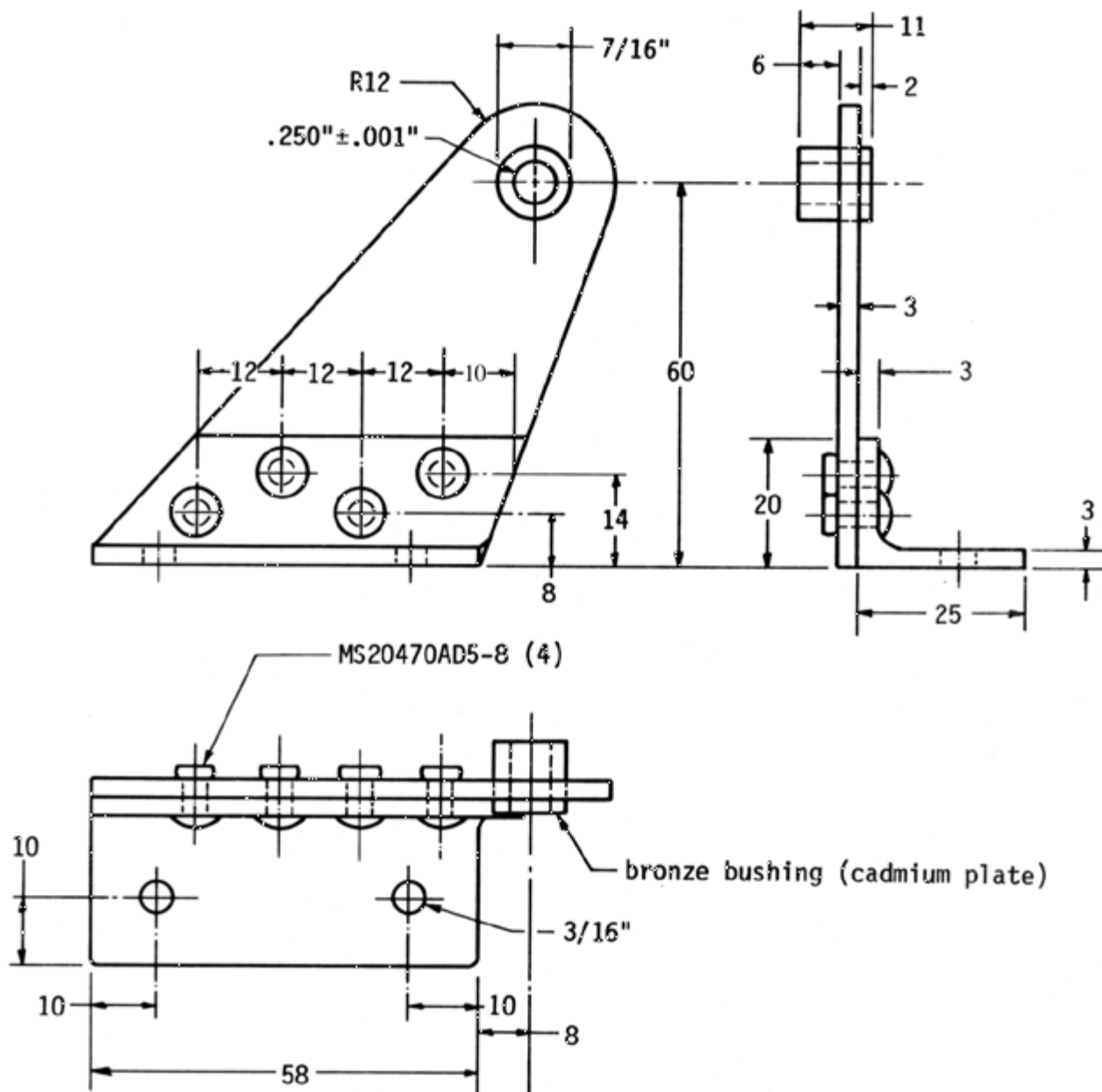
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**GG5**

Revision

A





material: 2024-T3511 aluminum extrusion, spec: QQ-A-200/3, AND10133-1003

SAE 660 bronze

see drawing No. 204 for installation

204

NO. 745 AILERON HINGE

4 REQUIRED PER AIRCRAFT, (2 RIGHT HAND, 2 LEFT HAND)

FULL SCALE

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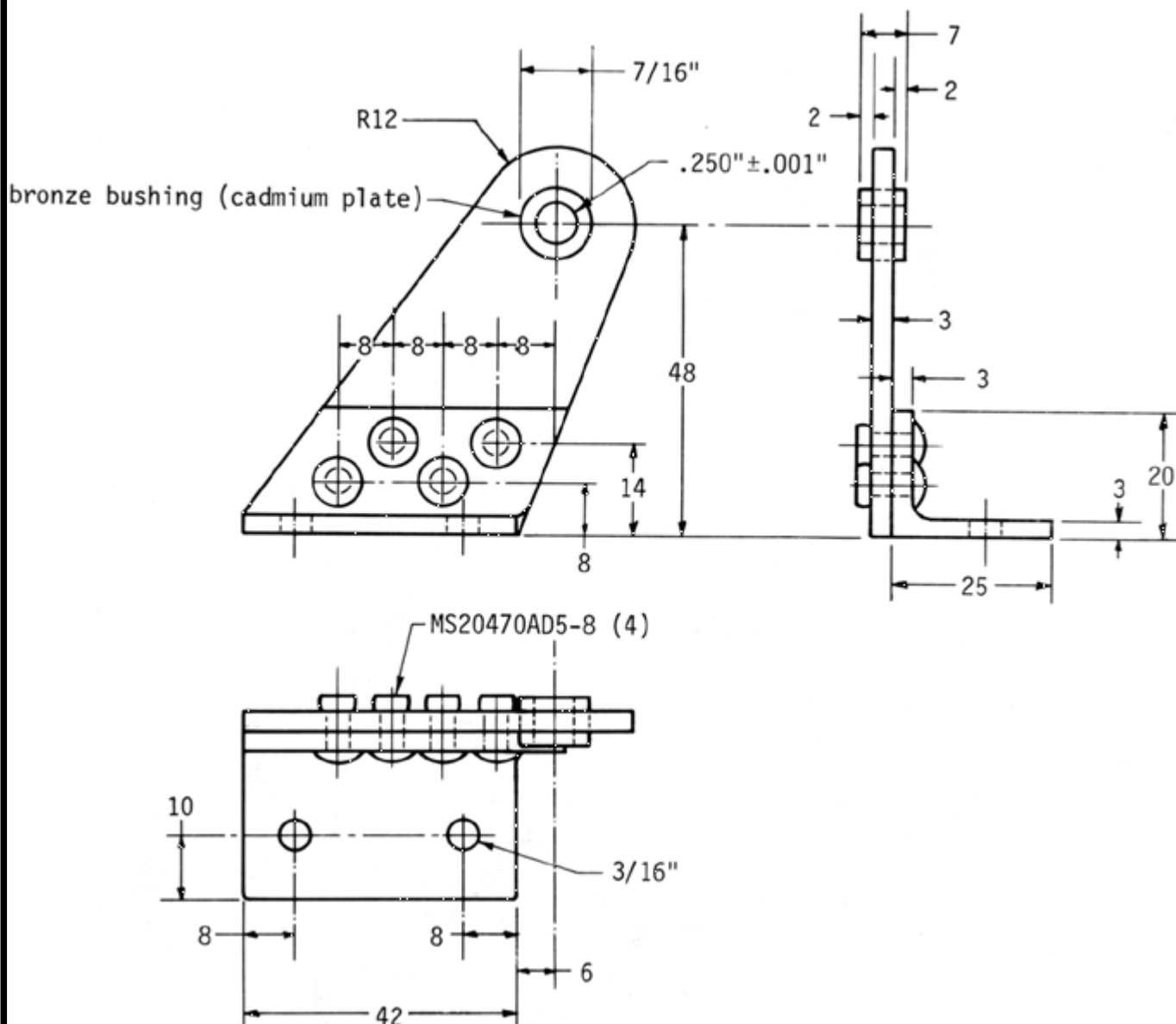
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Sheet

**GG6**

Revision

B



material: 2024-T3511 aluminum extrusion, spec: QQ-A-200/3, AND10133-1003  
 2024-T3 aluminum alclad sheet, spec: QQ-A-250/5  
 SAE 660 bronze  
 see drawing No. 204 for installation

204

NO. 746 AILERON HINGE  
 2 REQUIRED PER AIRCRAFT, (1 RIGHT HAND, 1 LEFT HAND)  
 FULL SCALE

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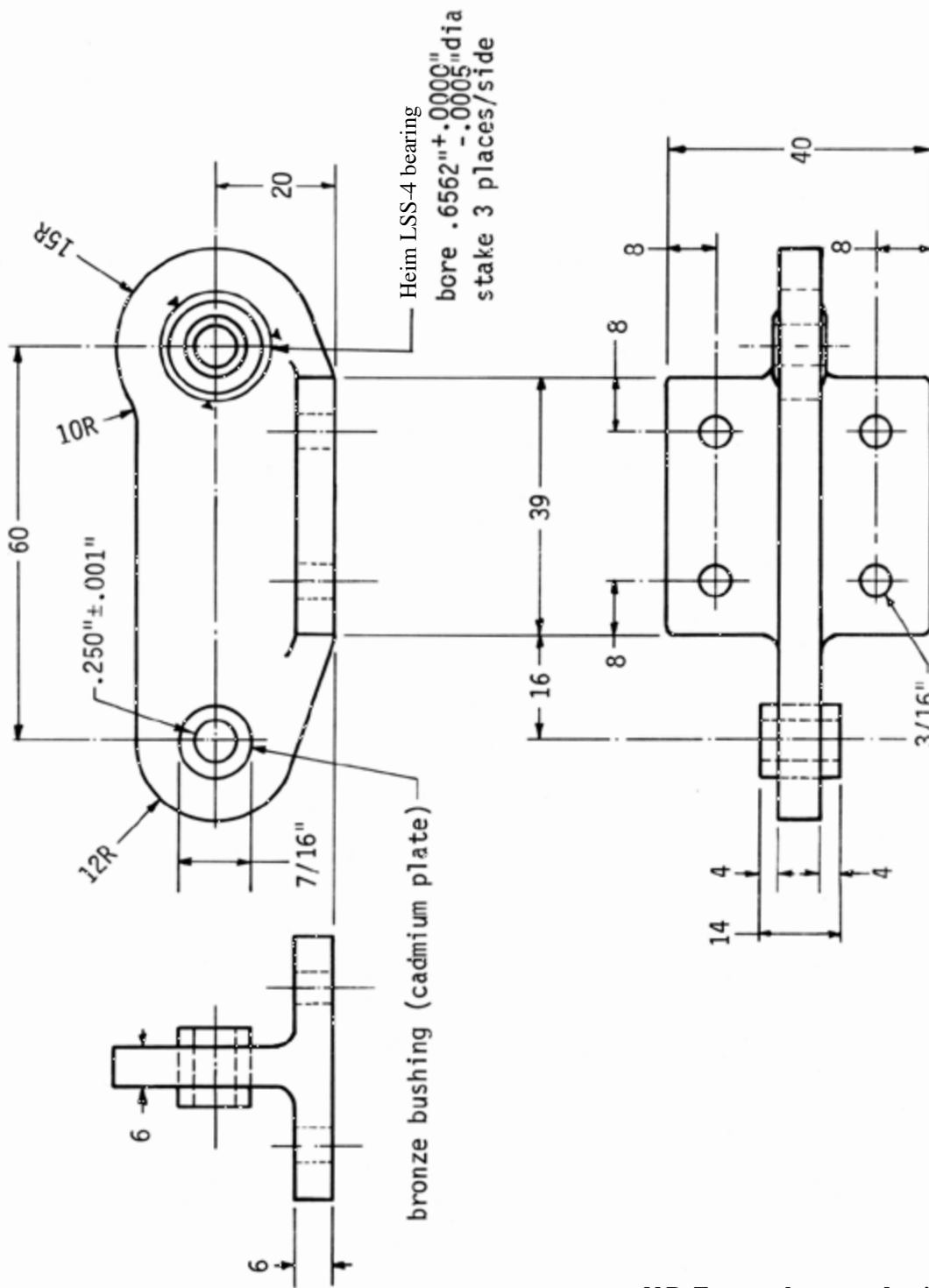
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**GG7**

Revision

A





material: 2024-T3511 aluminum extrusion, Tiernay No. 60-3122 or 60-4787, spec: QQ-A-200/3  
SAE 660 bronze  
see drawing No. 204 for installation

No. 747 AILERON CONTROL ARM AND HINGE  
2 REQUIRED PER AIRCRAFT  
FULL SCALE

204

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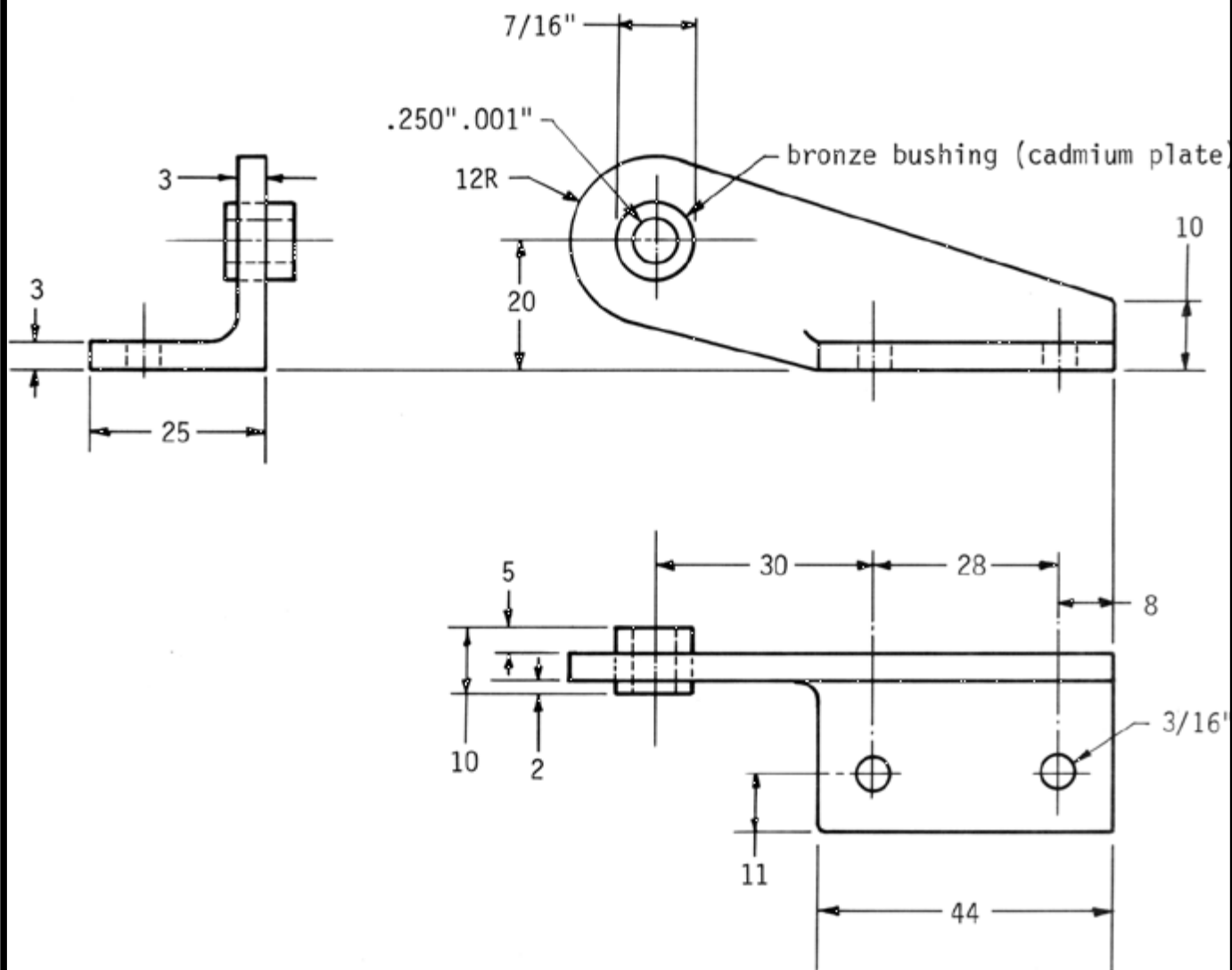
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Sheet

**GG8**

Revision

B



material: 2024-T3511 aluminum extrusion, AND 10134-1404, spec: QQ-A-200/3  
SAE 660 bronze

see drawing No. 204 for installation

**204**

NO. 748 AILERON HINGE  
4 REQUIRED PER AIRCRAFT (2 RIGHT HAND, 2 LEFT HAND)  
FULL SCALE

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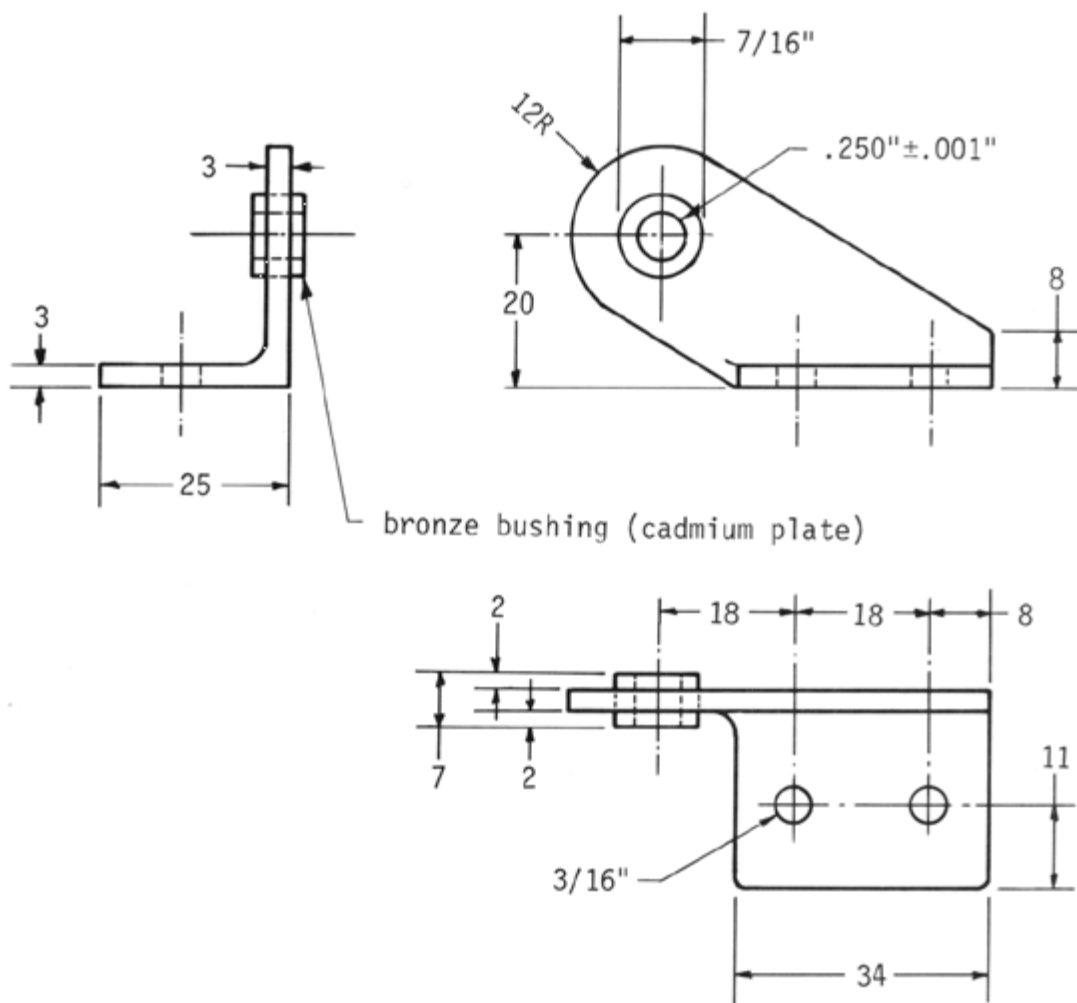
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**GG9**

Revision

A





material: 2024-T3511 aluminum extrusion, AND 10134-1404, spec: QQ-A-200/3  
 SAE 660 bronze  
 see drawing No. 204 for installation

**204**

NO. 749 AILERON HINGE  
 ONE EACH REQUIRED PER AIRCRAFT  
 RIGHT HAND SHOWN, LEFT HAND OPPOSITE  
 FULL SCALE

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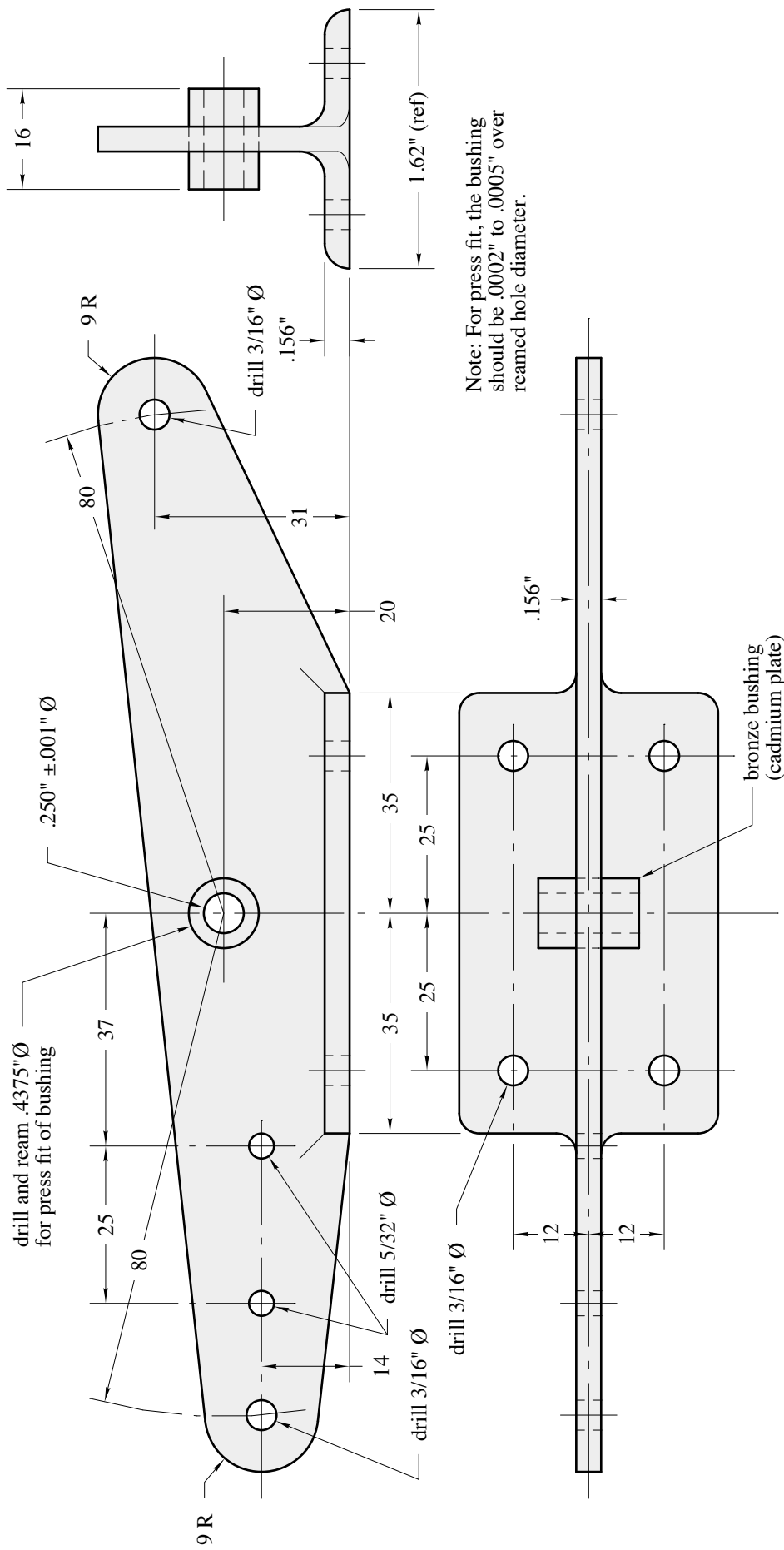
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**GG10**

Revision

A



**N.B. Except where noted as inches, all dimensions are millimeters.**

Sheet

GG11

## Revision



material: 2024-T3511 aluminum extrusion  
AND10136-1609, spec: QQ-A-200/3  
SAE 660 bronze

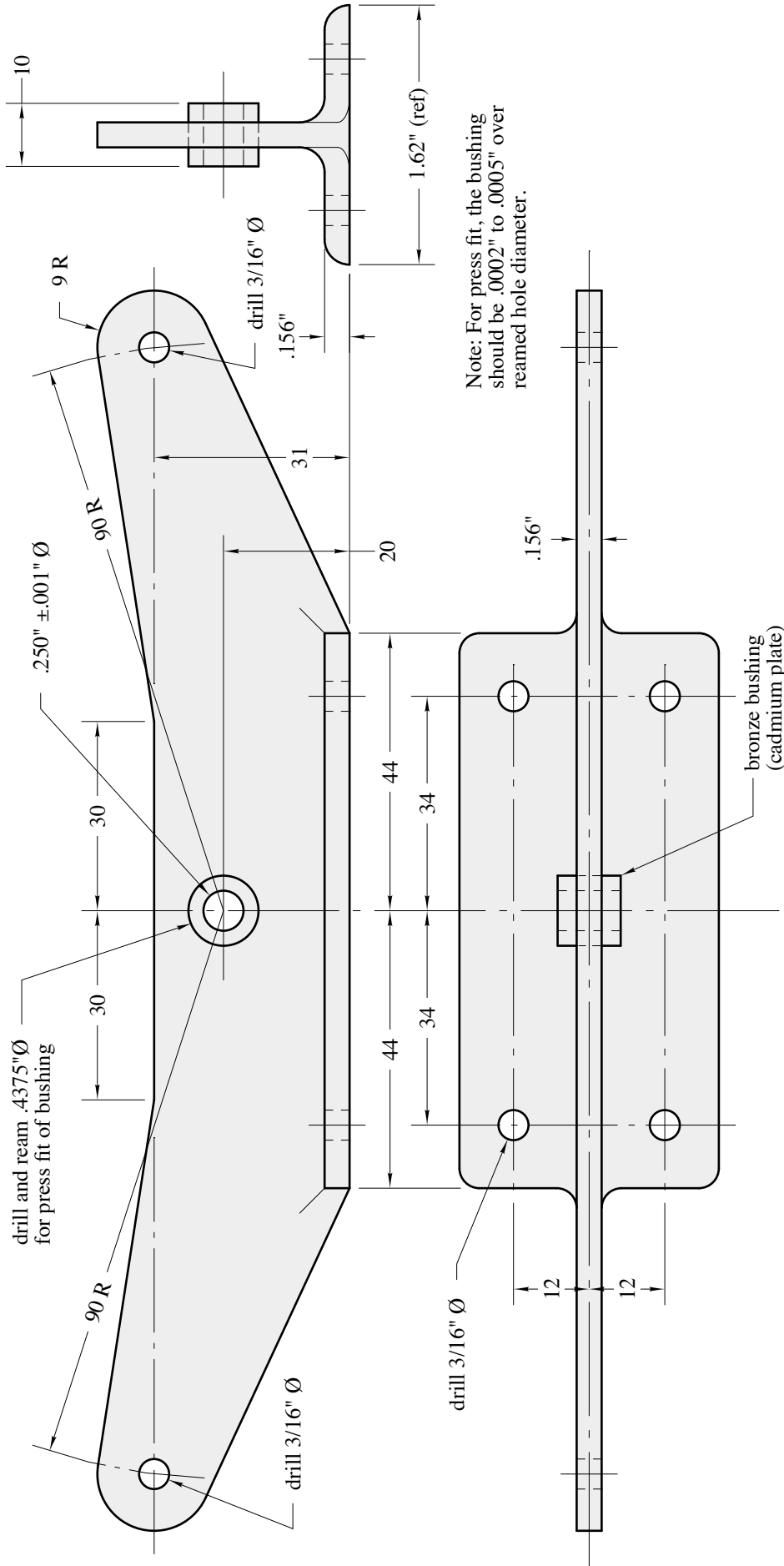
see Drawing No. 402 for installation

402

NO. 750 ELEVATOR CONTROL ARM  
ONE REQUIRED PER AIRCRAFT  
FULL SCALE

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# F&L FALCO

Sheet

**GG12**

Revision

D

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material: 2024-T3511 aluminum extrusion  
AND 10136-1609, spec: QQ-A-200/3  
SAE 660 bronze

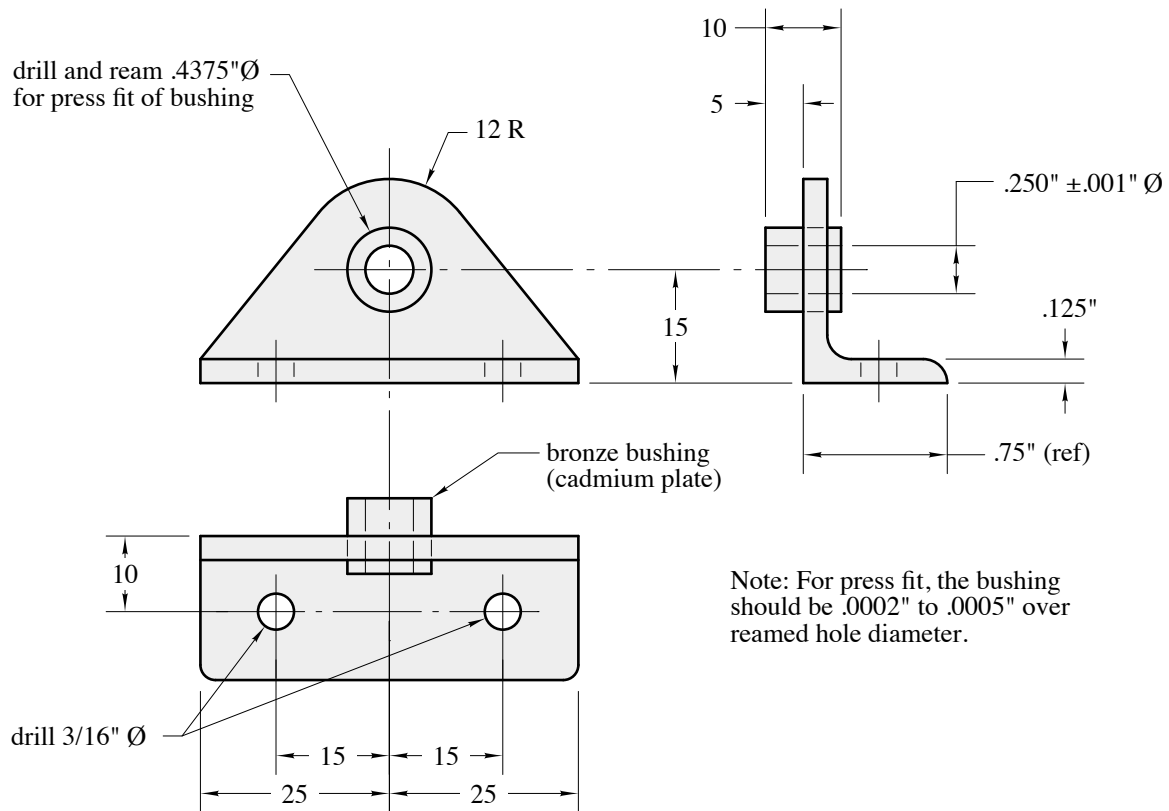
see Drawing No. 411 for installation

**411**

**NO. 751 RUDDER CONTROL ARM**  
**ONE REQUIRED PER AIRCRAFT**  
**FULL SCALE**

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Note: fillet radius of the extrusion should be approximately equal to the thickness of the extrusion legs.



Note: For press fit, the bushing should be .0002\" to .0005\" over reamed hole diameter.

material: 2024-T3511 aluminum extrusion  
AND10136-1609, spec: QQ-A-200/3  
SAE 660 bronze  
see Drawing No. 402 for installation

402

NO. 752 ELEVATOR HINGE  
2 REQUIRED PER AIRCRAFT  
FULL SCALE

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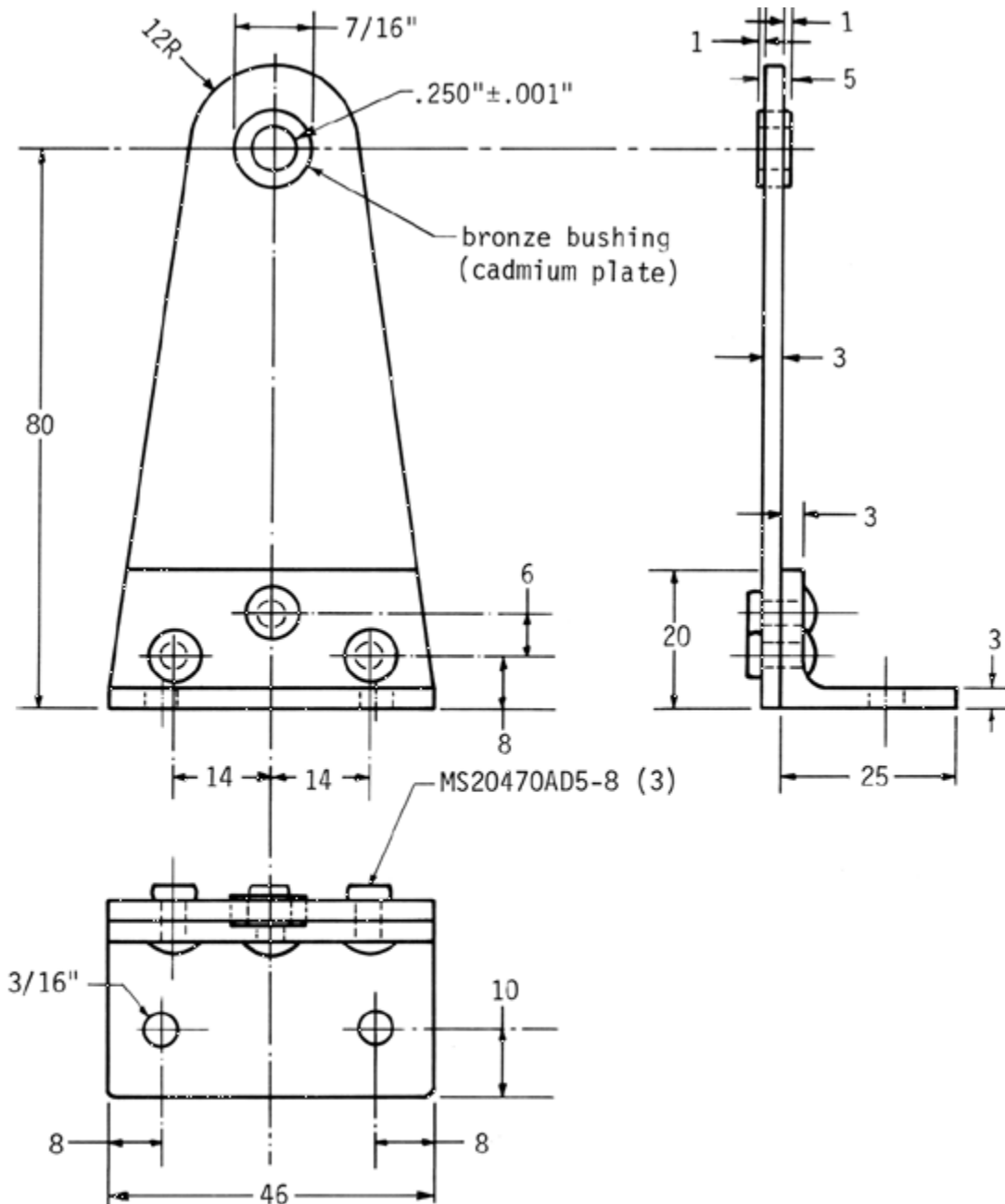
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**GG13**

Revision

B





material: 2024-T3511 aluminum extrusion, AND10133-1003, spec: QQ-A-200/3  
 2024-T3 aluminum alclad sheet, spec: QQ-A-250/5  
 SAE 660 bronze

see drawing No. 411 for installation

411

No. 753 FIN HINGE  
 1 REQUIRED PER AIRCRAFT  
 FULL SCALE

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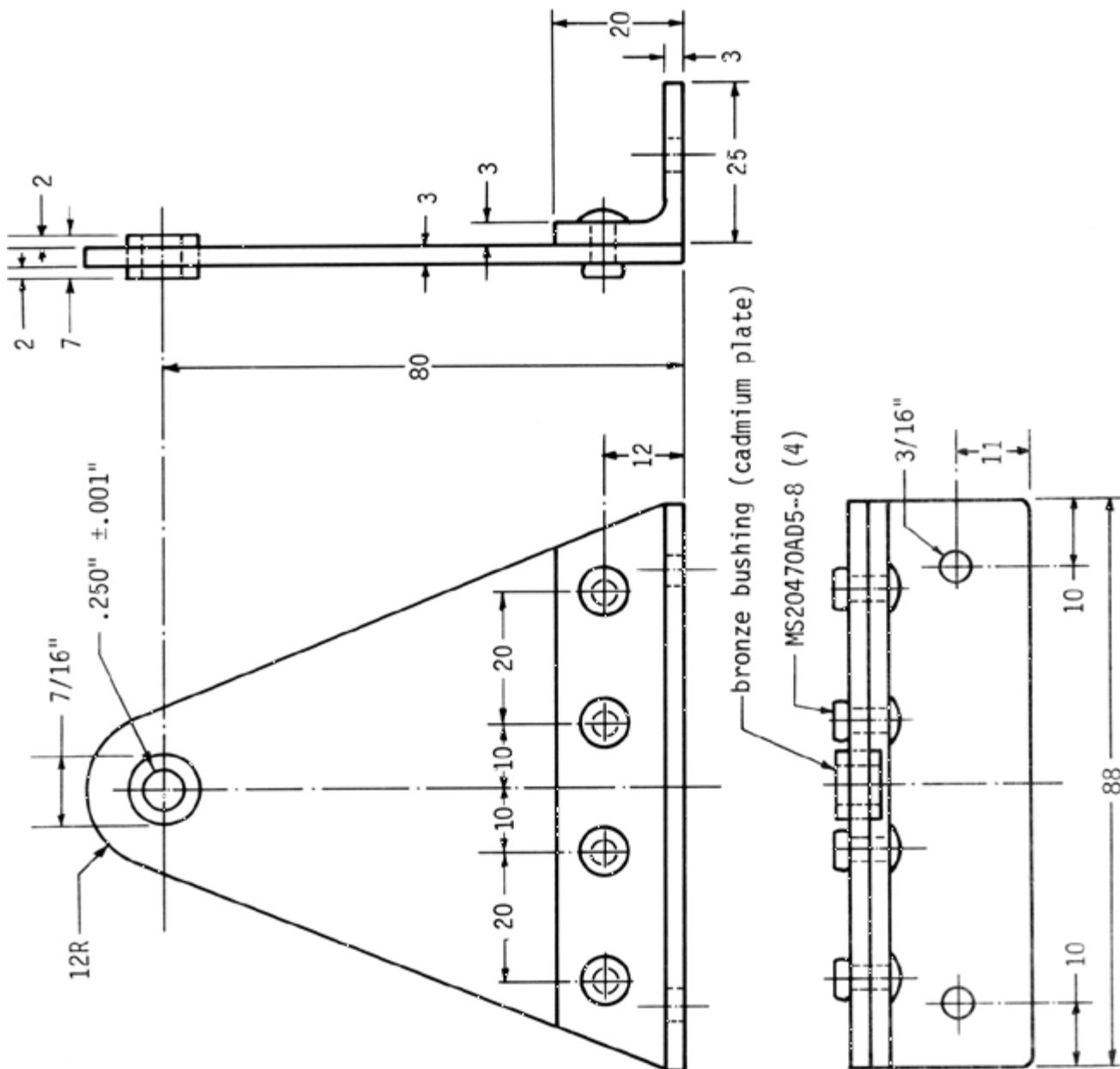
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Sheet

**GG14**

Revision

A



material: 2024-T3511 aluminum extrusion, AND10133-1003, spec: QQ-A-200/3  
 2024-T3 aluminum alclad sheet, spec: QQ-A-250/5  
 SAE 660 bronze

see drawing No. 411 for installation

411

No. 754 FIN HINGE  
 1 REQUIRED PER AIRCRAFT  
 FULL SCALE

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 dimensions are millimeters.

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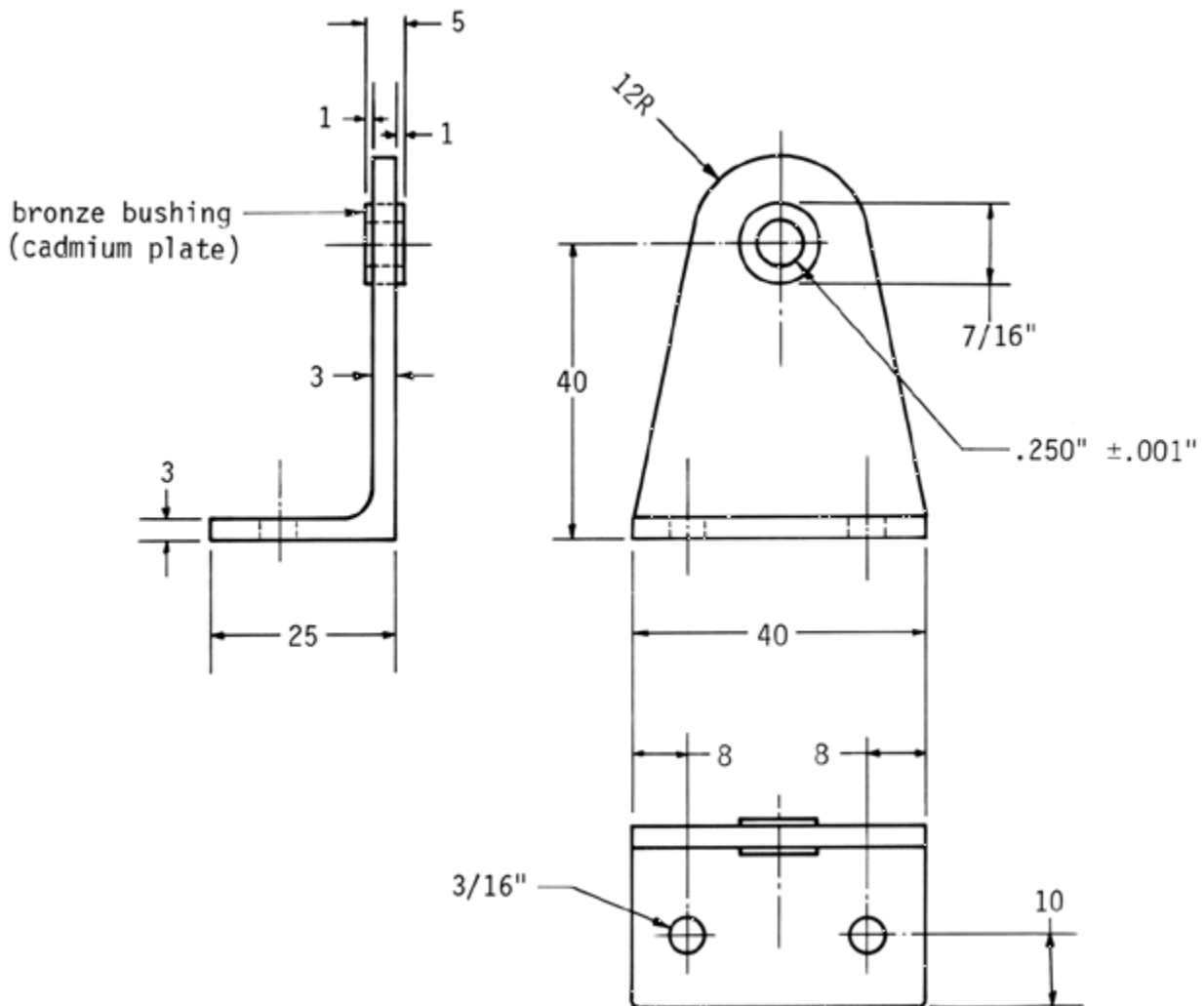
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**GG15**

Revision

A





material: 2024-T3511 aluminum extrusion, AND10134-2401, spec: QQ-A-200/3  
 SAE 660 bronze  
 see drawing No. 402 for installation

402

No. 755 STABILIZER HINGE  
 4 REQUIRED PER AIRCRAFT  
 FULL SCALE

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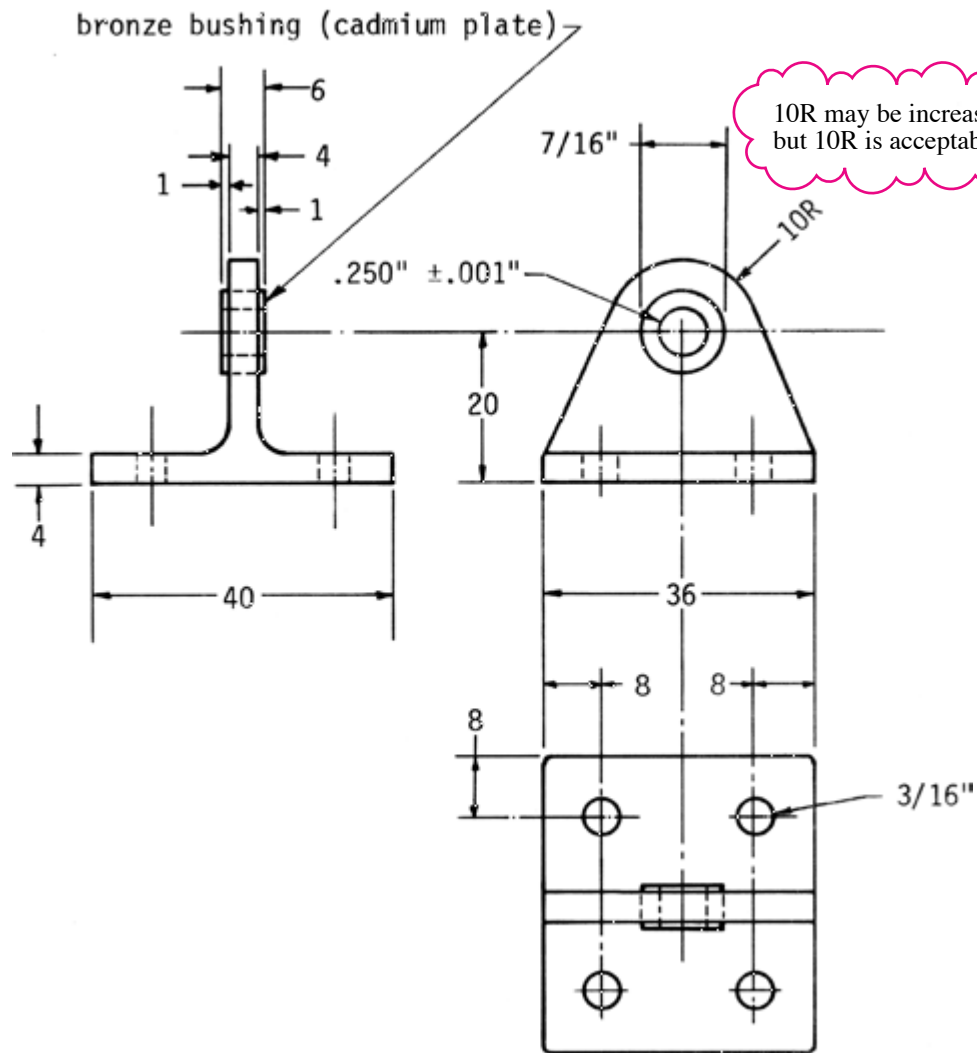
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**GG16**

Revision

A



10R may be increased to 12R  
but 10R is acceptable

material: 2024-T3511 aluminum extrusion, AND10136-1609, spec: QQ-A-200/3  
SAE 660 bronze

see drawing No. 402 for installation

402

No. 756 ELEVATOR HINGE  
2 REQUIRED PER AIRCRAFT  
FULL SCALE

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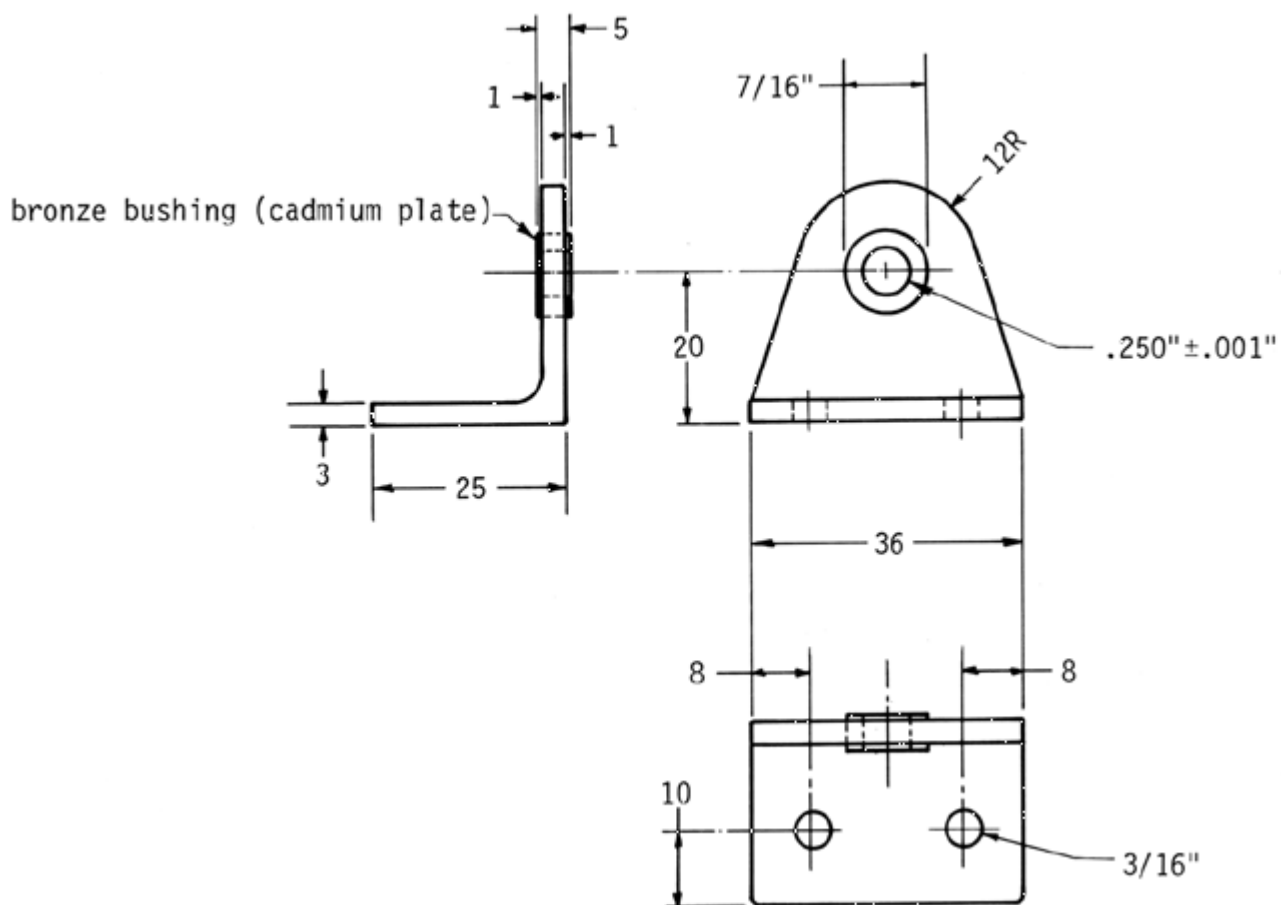
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**GG17**

Revision

B





material: 2024-T3511 aluminum extrusion, AND10134-1404, spec: QQ-A-200/3  
SAE 660 bronze

see drawing No. 411 for installation

411

No. 757 RUDDER HINGE  
2 REQUIRED PER AIRCRAFT  
FULL SCALE

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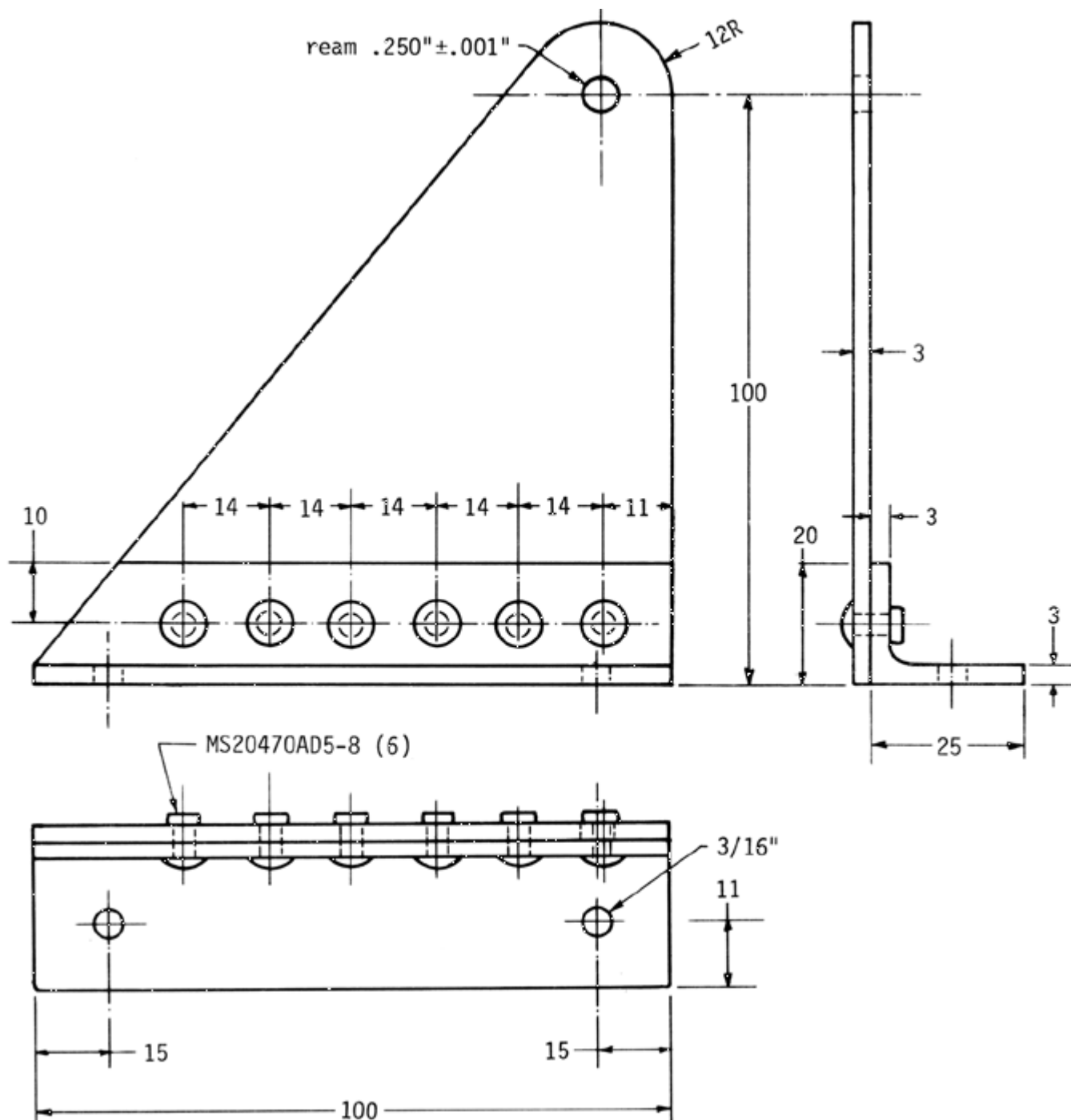
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Sheet

**GG18**

Revision

A



material: 2024-T3511 aluminum extrusion, AND10133-1003, spec: QQ-A-200/3  
2024-T3 aluminum alclad sheet, spec: QQ-A-250/5

see drawing No. 201 for installation

201

N.B. Except where noted as inches, all dimensions are millimeters.

No. 759A AILERON BELLCRANK SUPPORT - BOTTOM  
ONE EACH REQUIRED PER AIRCRAFT  
LEFT HAND SHOWN, RIGHT HAND OPPOSITE  
FULL SCALE

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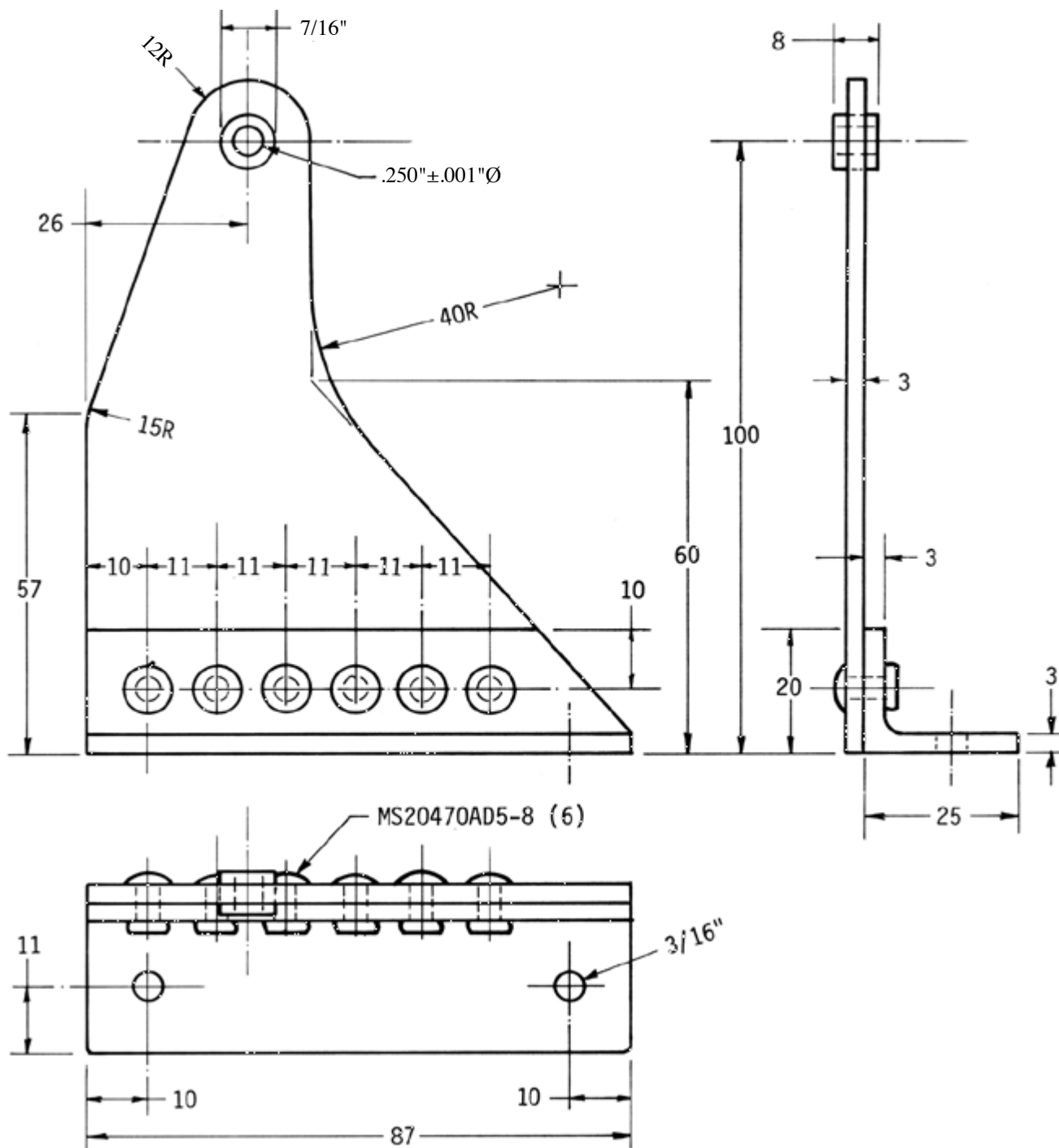
**GG19**

Revision

A







material: 2024-T3511 aluminum extrusion

spec: QQ-A-200/3, AND10134-1004

SAE 660 bronze

see drawing No. 114 for installation

No. 761 RUDDER PEDAL MOUNT

2 EACH REQUIRED PER AIRCRAFT

RIGHT HAND SHOWN, LEFT HAND OPPOSITE

FULL SCALE

114

N.B. Except where noted as inches, all dimensions are millimeters.

# F8L FALCO



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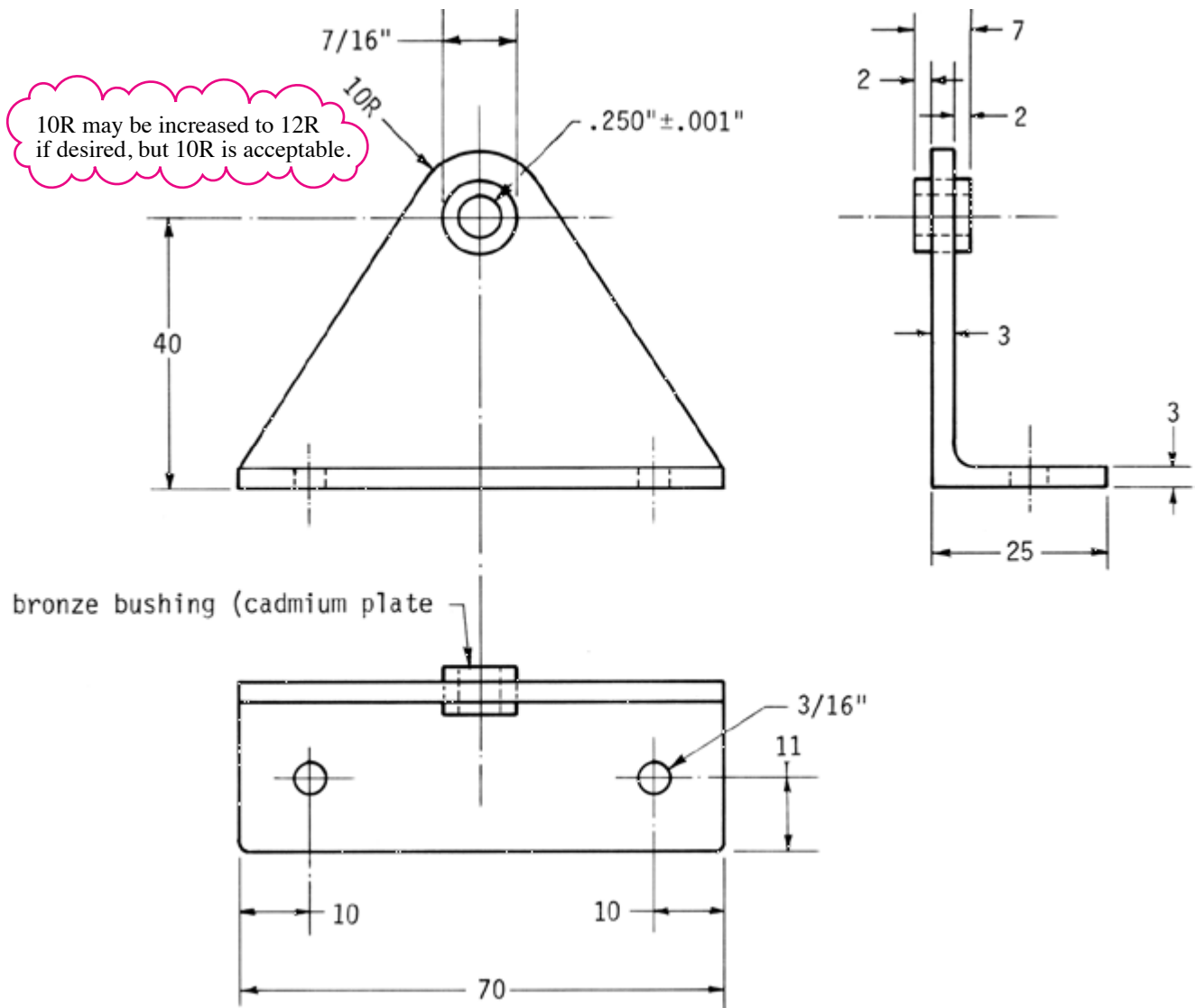
**GG21**

Revision

A

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bronze bushing (cadmium plate)

material: 2024-T3511 aluminum extrusion, spec: QQ-A-200/3  
AND10134-2001  
SAE 660 bronze

see drawing No. 120 for installation

120

No. 762 ELEVATOR CONTROL LEVER SUPPORT  
2 REQUIRED PER AIRCRAFT  
FULL SCALE

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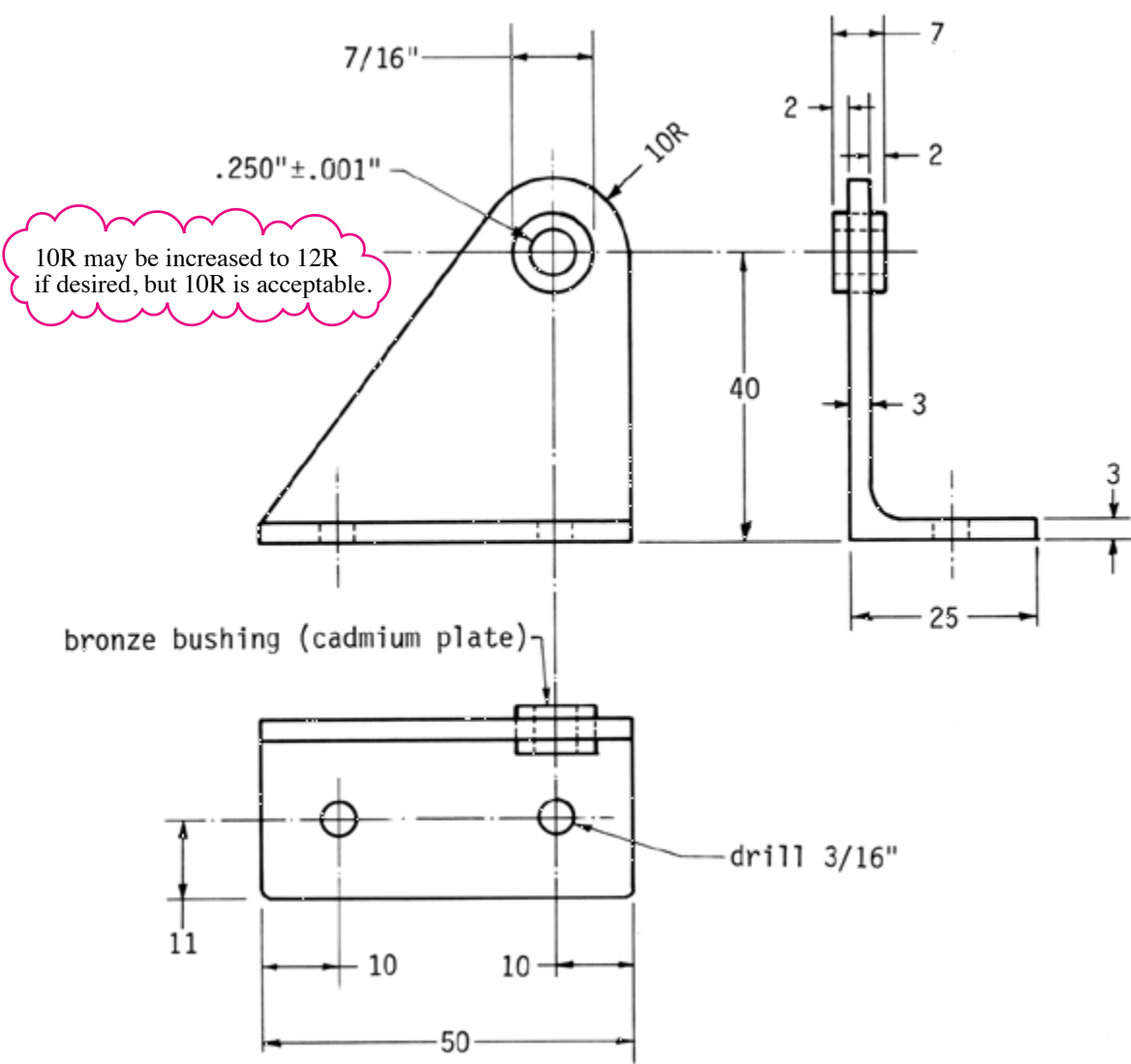
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**GG22**

Revision

A



10R may be increased to 12R if desired, but 10R is acceptable.

bronze bushing (cadmium plate)

drill 3/16"

material: 2024-T3511 aluminum extrusion, spec: QQ-A-200/3  
AND10134-2001  
SAE 660 bronze  
see drawing No. 126 for installation

126

No. 764 CONTROL STICK ASSEMBLY SUPPORT  
2 EACH REQUIRED PER AIRCRAFT  
RIGHT HAND SHOWN, LEFT HAND OPPOSITE  
FULL SCALE

N.B. Except where noted as inches, all dimensions are millimeters.

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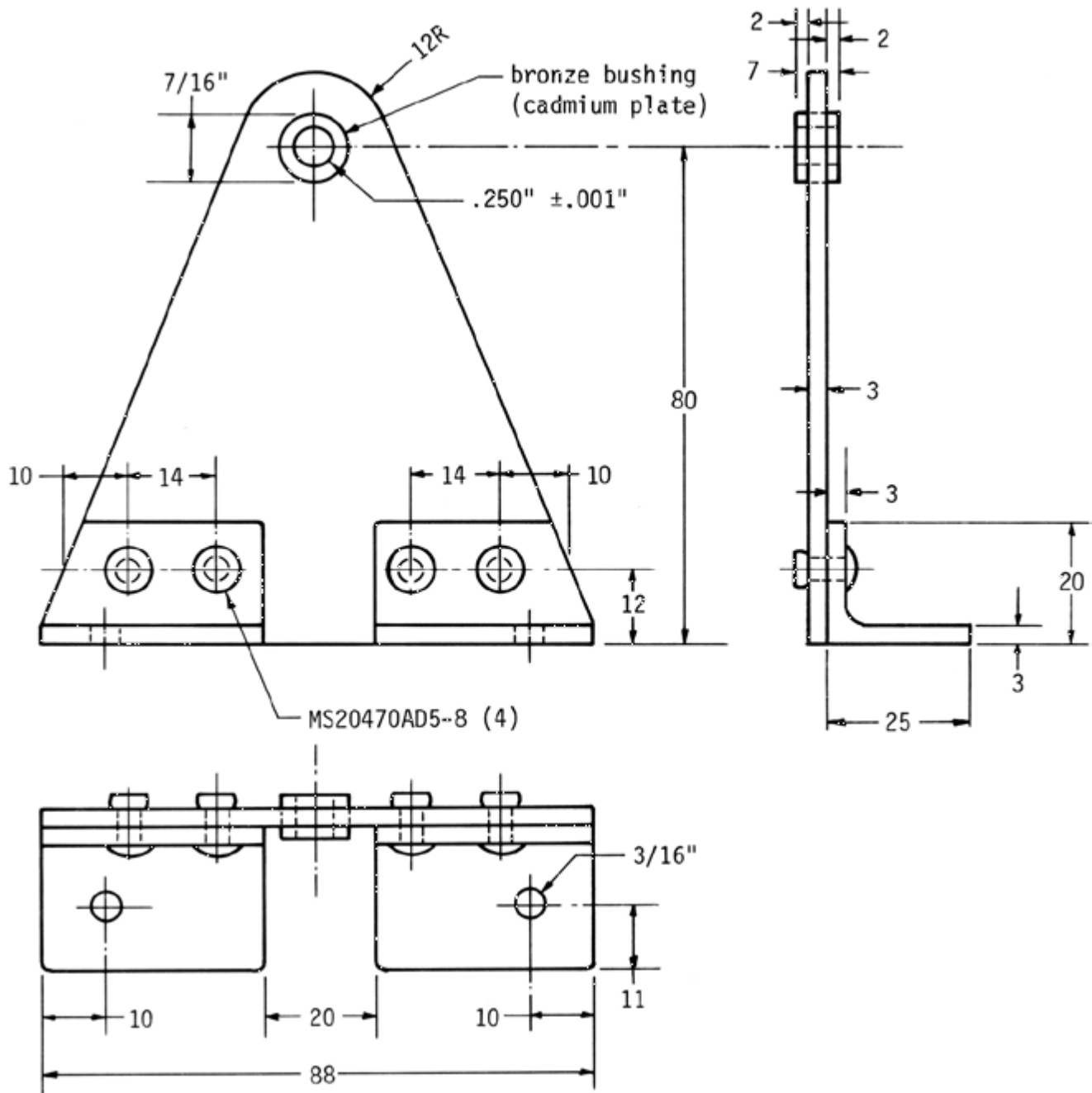
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Sheet	
<b>GG23</b>	
Revision	A





material: 2024-T3511 aluminum extrusion, AND10133-1003, spec: QQ-A-200/3

SAE 660 bronze

see drawing No. 411 for installation

411

No. 774 FIN HINGE  
1 REQUIRED PER AIRCRAFT  
FULL SCALE

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dimensions are millimeters.

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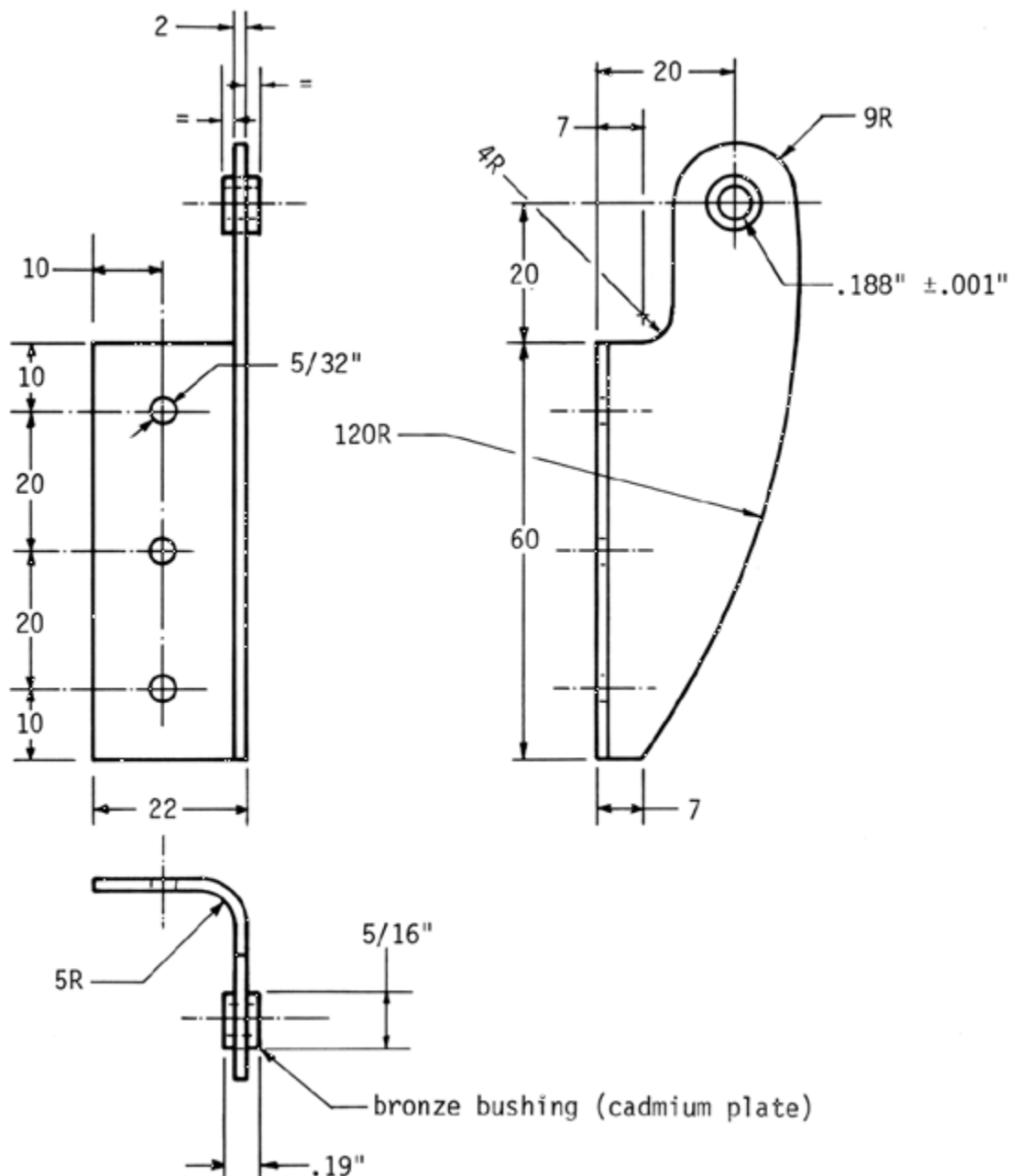
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**GG24**

Revision

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material: 2mm or .080" aluminum alclad sheet, spec: QQ-A-250/5  
SAE 660 bronze

see drawing No. 402 for installation

402

No. 775 ELEVATOR TRIM TAB ARM  
1 REQUIRED PER AIRCRAFT  
FULL SCALE

N.B. Except where noted as inches, all  
dimensions are millimeters.

# F.8L FALCO



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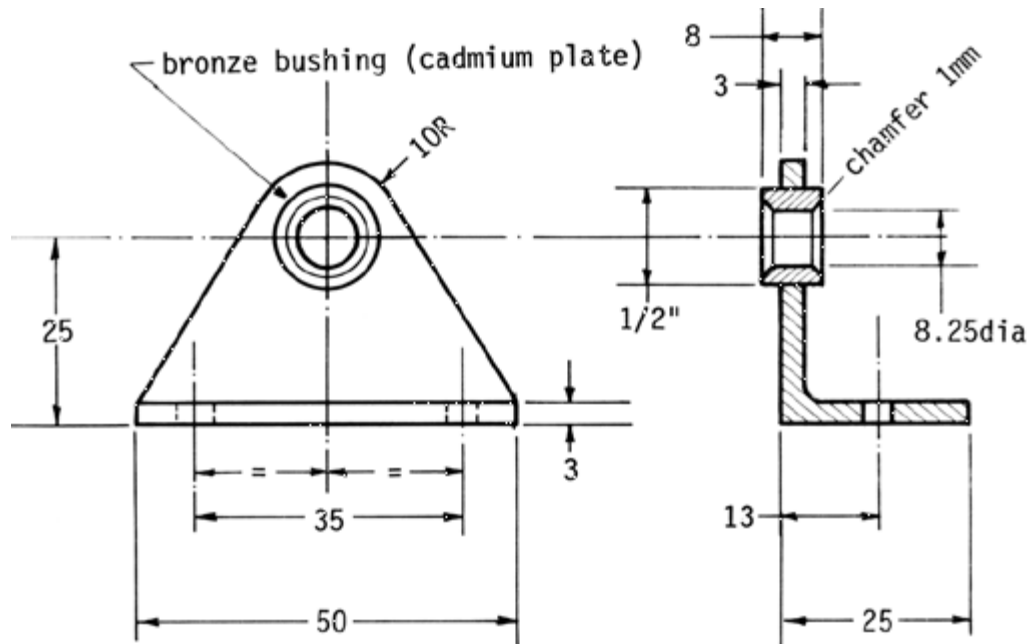
**GG25**

Revision

A

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material: 2024-T3511 aluminum extrusion, spec: QQ-A-200/3  
AND10134-1404  
SAE 660 bronze

see drawing No. 107 for installation

No. 823 CANOPY STOP  
ONE REQUIRED PER AIRCRAFT  
FULL SCALE

107

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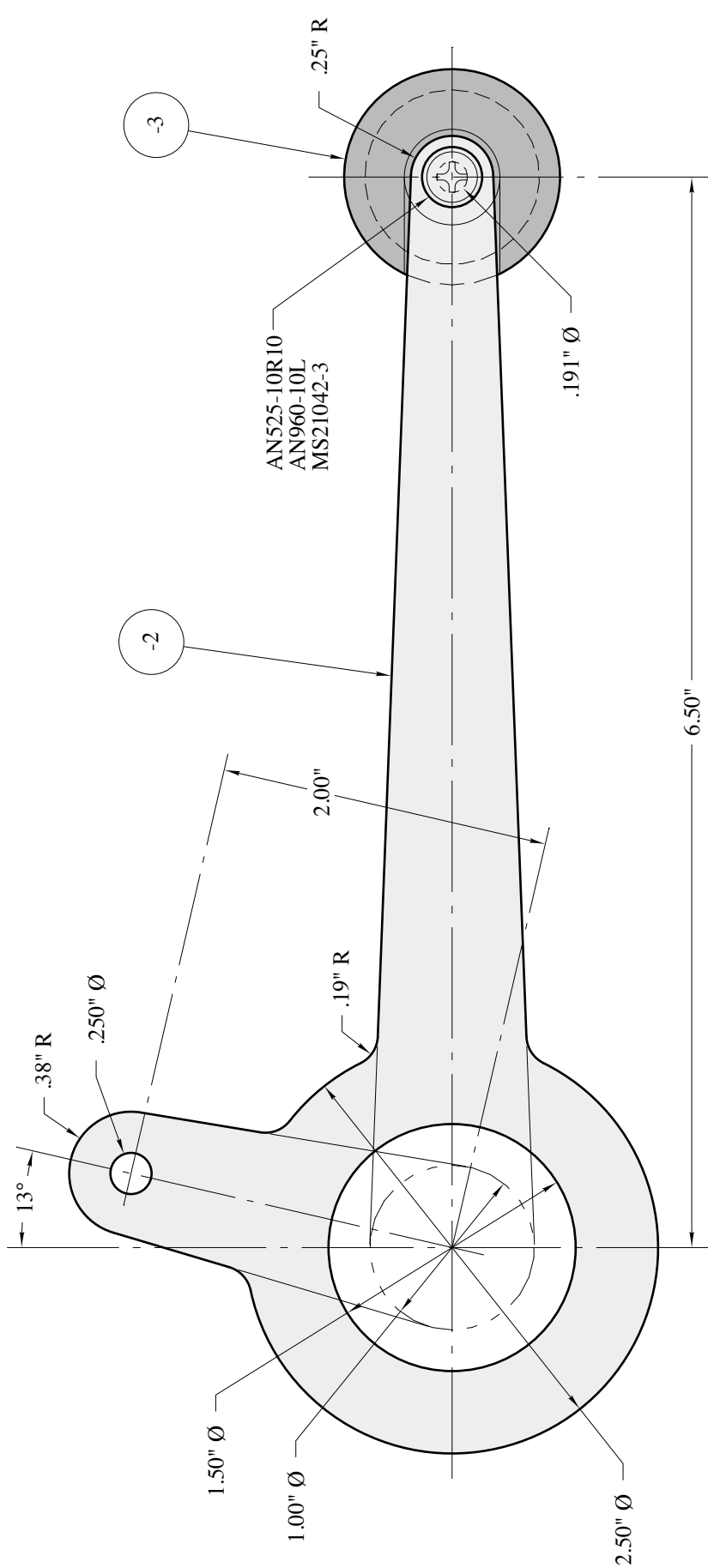
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**GG26**

Revision

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material: .125" 2024-T3 aluminum  
black anodize  
see Drawing No. 157 for installation

157

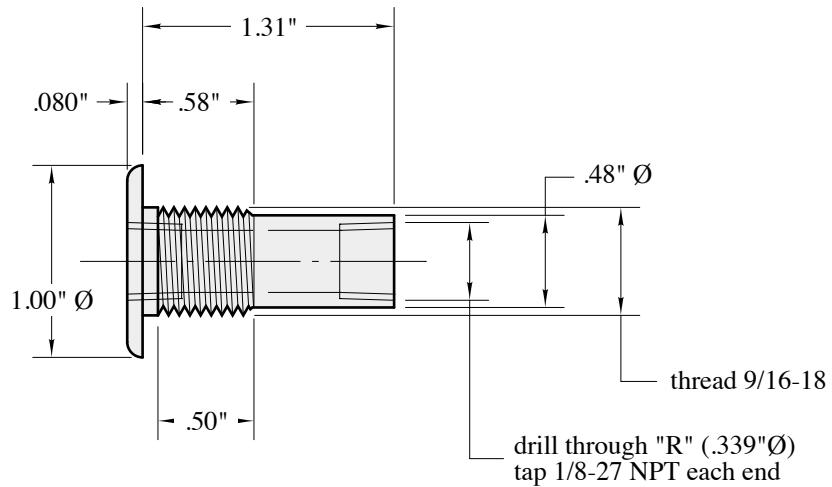
No. 875-1 L.H. THROTTLE CONTROL ASSEMBLY  
ONE REQUIRED PER AIRCRAFT  
FULL SCALE

F&L FALCO

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GG27		Revision	
		A	

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material: 6061-T6 aluminum  
alodine  
see Drawing No. 151 for installation

151

No. 876 DRAIN VALVE FITTING  
ONE REQUIRED PER AIRCRAFT  
FULL SCALE

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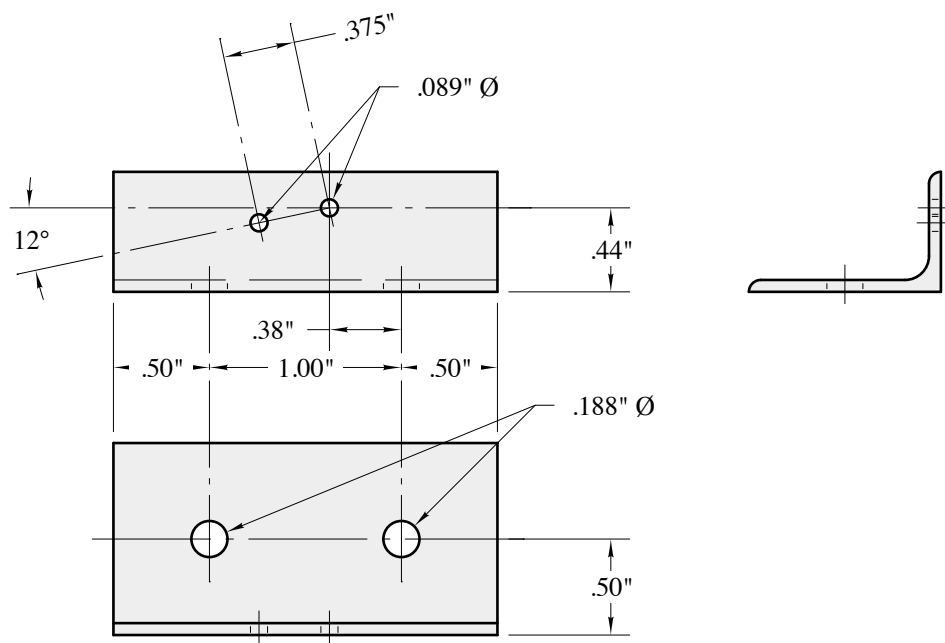
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**GG28**

Revision

B



material: 2024-T3511 aluminum extrusion  
AND10134-1001  
alodine & prime  
see Drawing No. 105 for installation

105

No. 877 SWITCH SUPPORT  
ONE REQUIRED PER AIRCRAFT  
FULL SCALE

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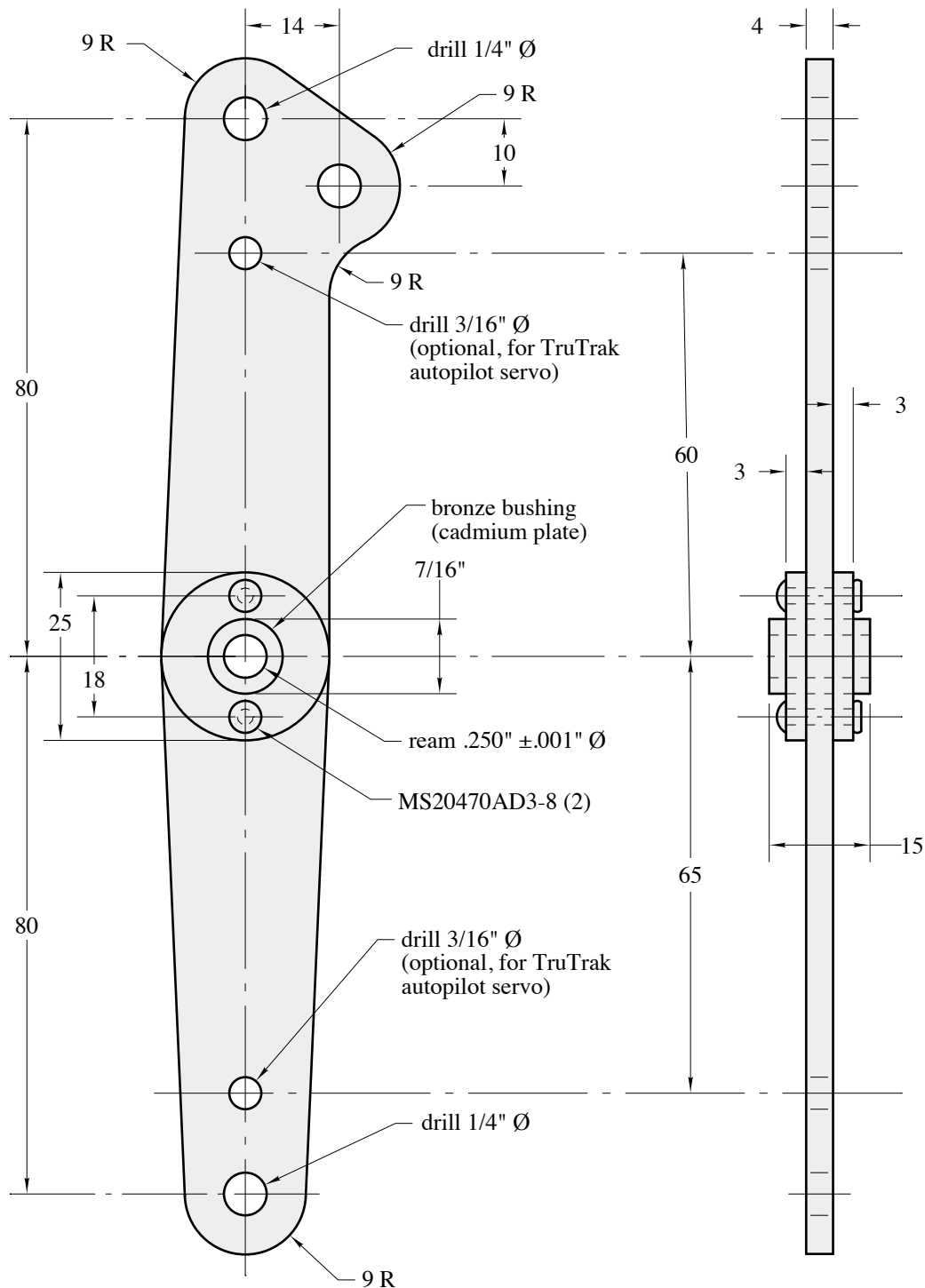
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**GG29**

Revision

C





material: 2024-T3 aluminum plate  
alodine  
see Drawing No. 120 for installation

120

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No. 760 ELEVATOR CONTROL BELLCRANK  
ONE REQUIRED PER AIRCRAFT  
FULL SCALE

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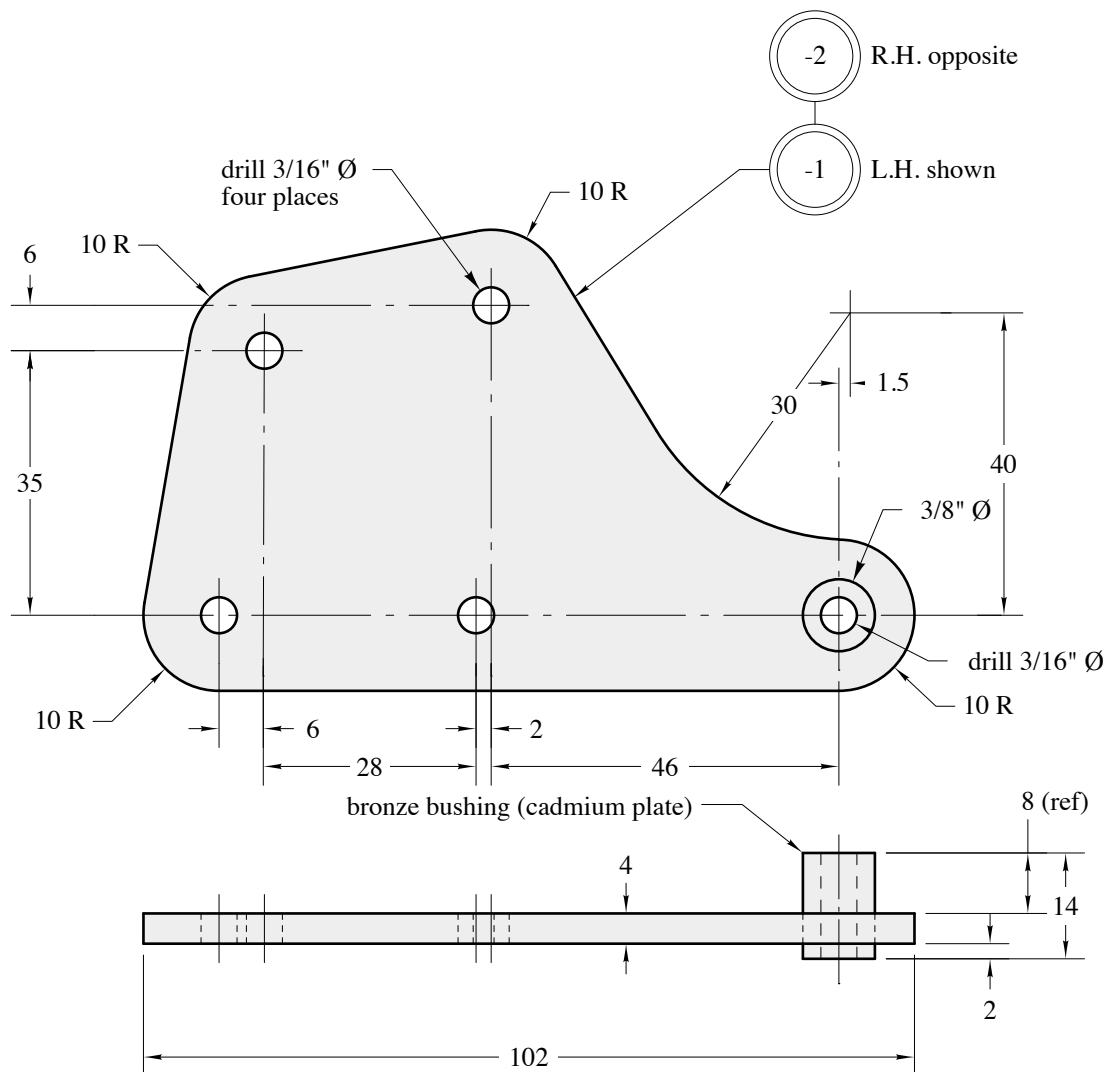
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Sheet

**GG30**

Revision

D



material: 2024-T3 aluminum plate  
alodine  
SAE 660 bronze  
see Drawing No. 201, sheet 4, for installation

201

No. 765 FLAP CONTROL TORQUE TUBE SUPPORT  
2 EACH REQUIRED PER AIRCRAFT  
FULL SCALE

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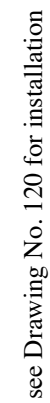
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**GG31**


Revision

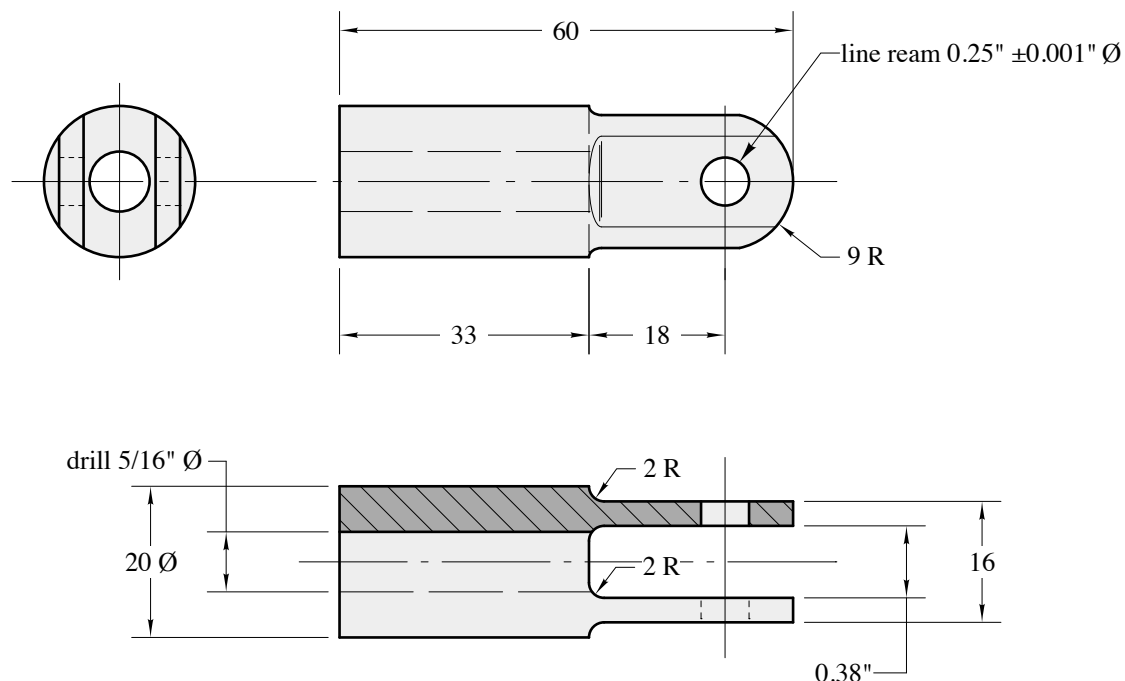
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	<b>GG32</b>	
	Revision	B



material: 2024-T4 aluminum bar, spec: QQ-A-225/6  
 alodine  
 see Drawing No. 780 for installation

780

No. 715 ELEVATOR CONTROL ROD END  
 ONE REQUIRED PER AIRCRAFT  
 FULL SCALE

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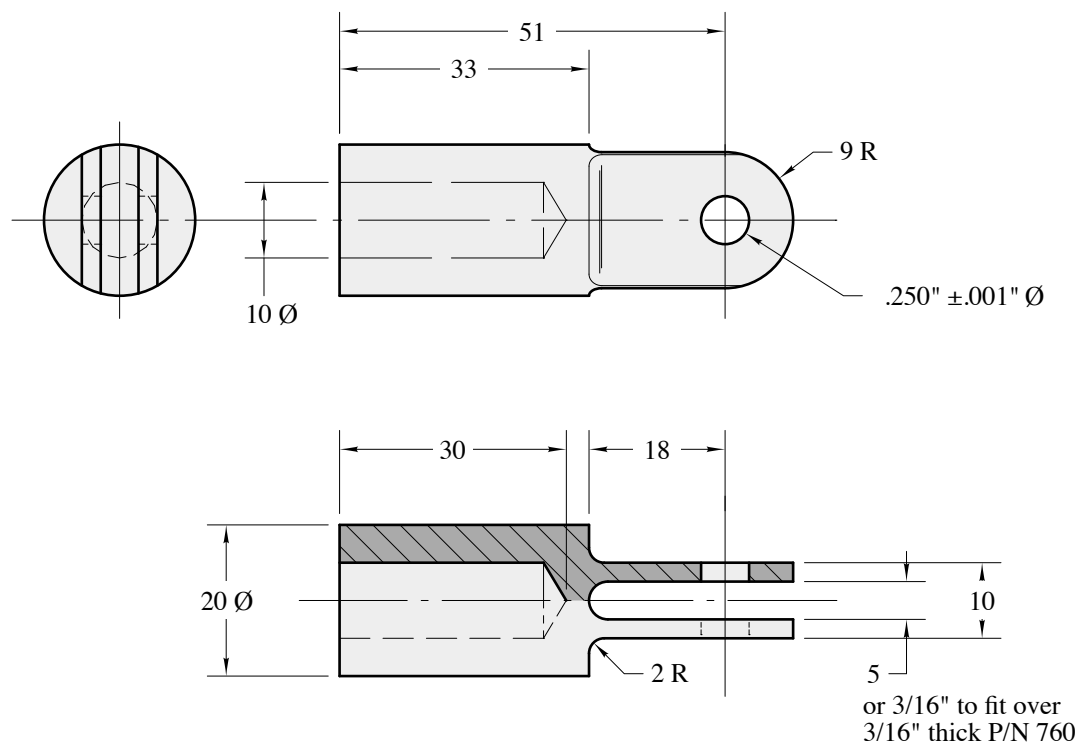
Sheet

**GG33**

Revision

A





material: 2024-T4 aluminum bar, spec: QQ-A-225/6  
alodine  
see Drawing No. 780 for installation

780

No. 716 ELEVATOR CONTROL ROD END  
ONE REQUIRED PER AIRCRAFT  
FULL SCALE

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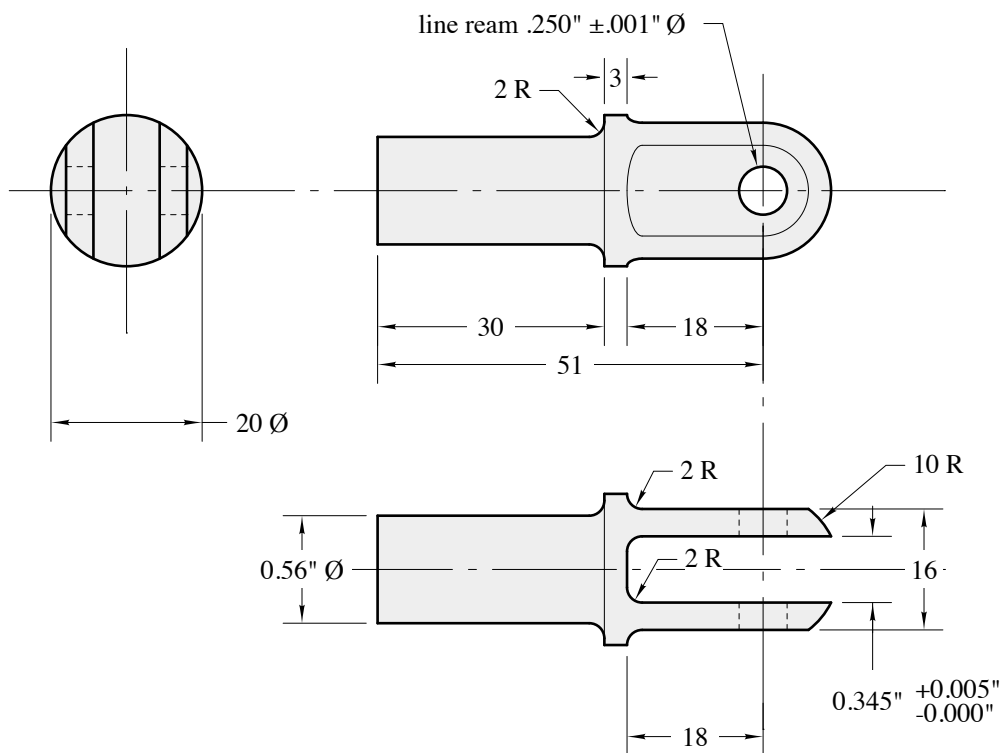
**GG34**

Revision

A







material: 2024-T4 aluminum bar, spec: QQ-A-225/6  
 alodine  
 see Drawing No. 781 for installation

781

No. 714 AILERON CONTROL ROD END  
 2 REQUIRED PER AIRCRAFT  
 FULL SCALE

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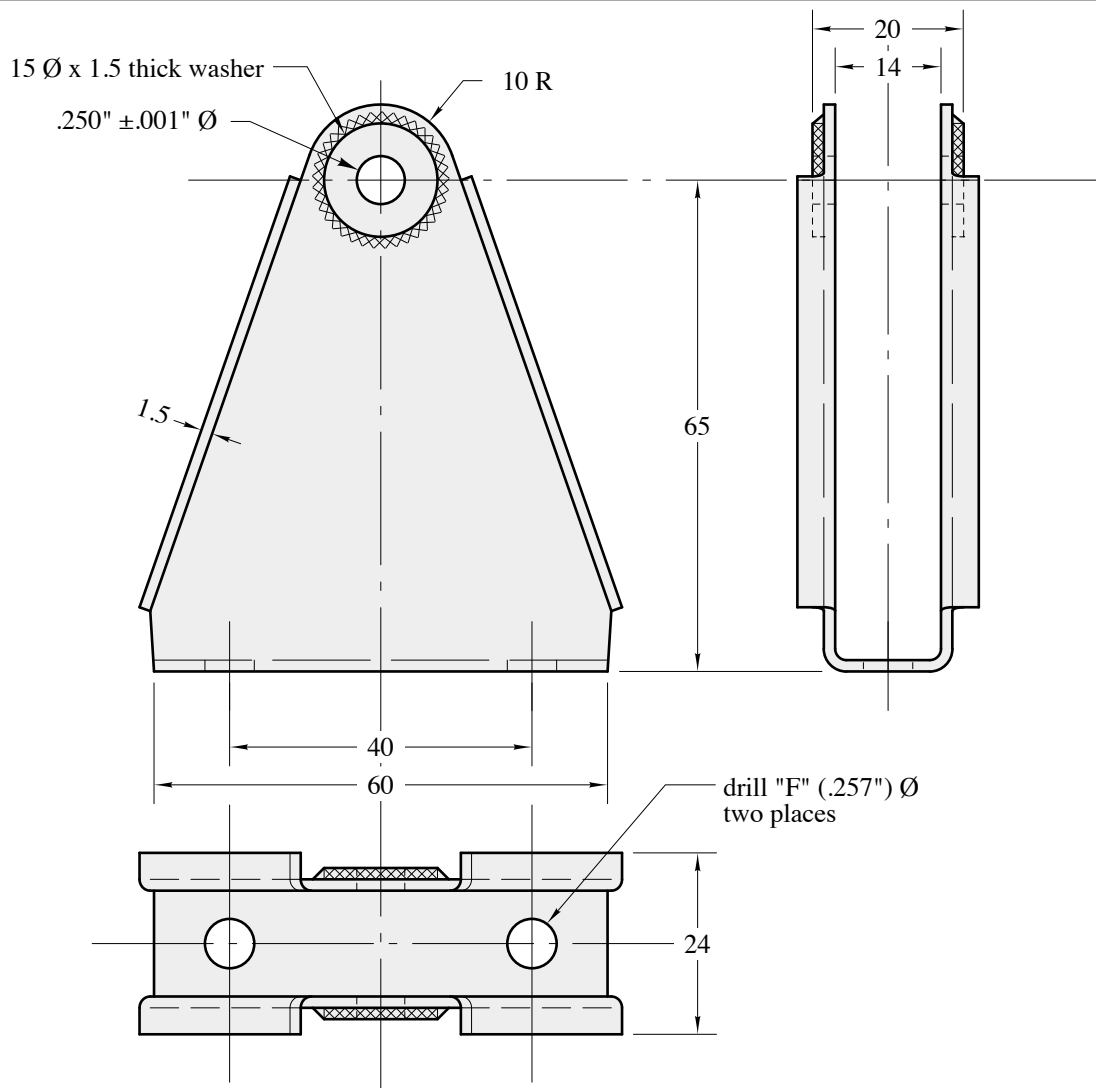
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Sheet

**GG36**

Revision

A



material: 4130N steel sheet, spec: MIL-S-18729  
 prime  
 see Drawing No. 201, Sheet 4, for installation

201

No. 726 FLAP CONTROL TUBE SUPPORT  
 1 REQUIRED PER AIRCRAFT  
 FULL SCALE

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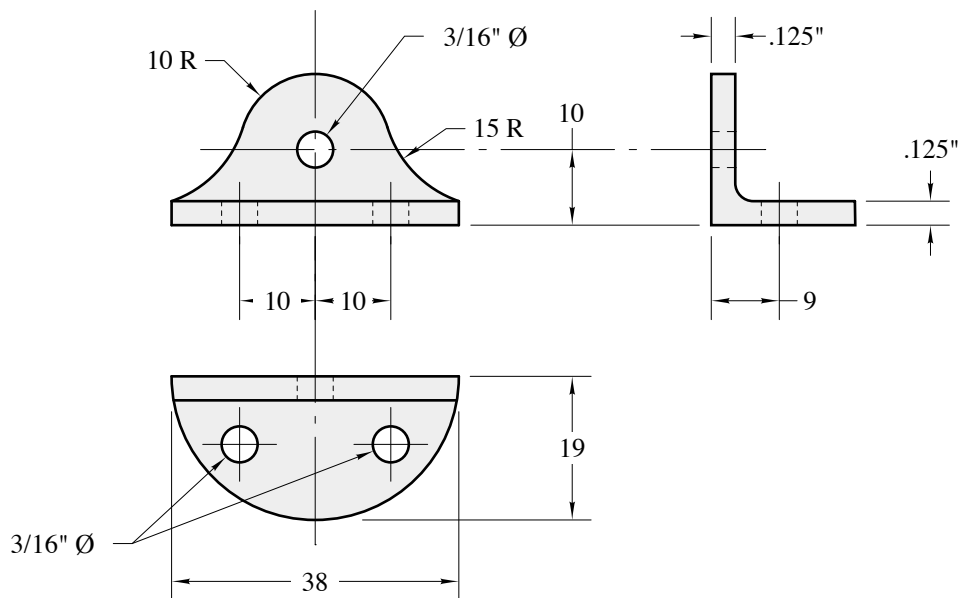
Sheet

**GG37**

Revision

B





material: 2024-T3511 aluminum extrusion, spec: QQ-A-200/3  
 alodine  
 see Drawing No. 107 for installation

107

No. 816 MOUNTING BRACKET  
 ONE REQUIRED PER AIRCRAFT  
 FULL SCALE

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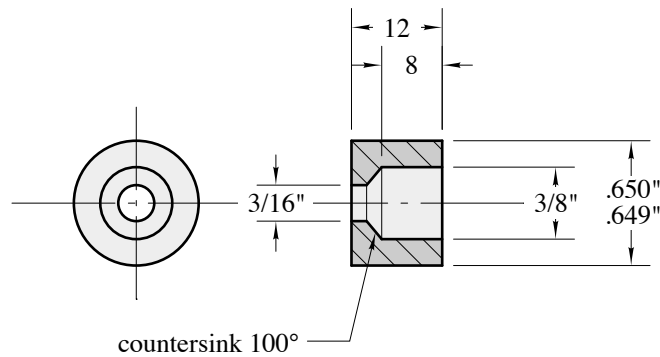


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Sheet

**GG38**

Revision



material: 2024-T4 aluminum  
alodine  
see Drawing No. 107 for installation

107

No. 817 CANOPY FITTING  
2 REQUIRED PER AIRCRAFT  
FULL SCALE

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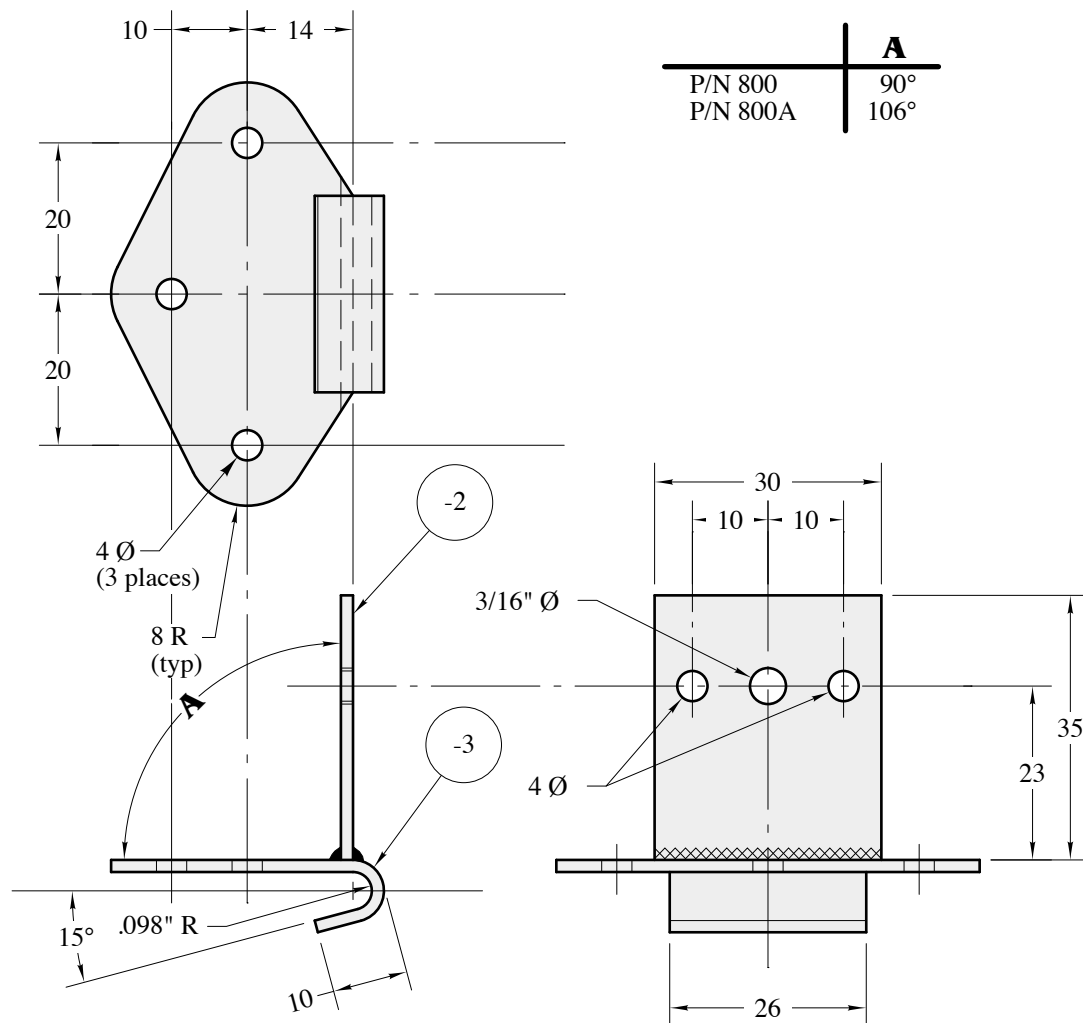
Sheet

**GG39**

Revision

A





material: .063" 4130N steel sheet, chrome plate  
or .062" stainless steel sheet 304  
see Drawing No. 107 or 107A for installation  
Note: P/N 800A is for "Nustrini" canopy modification

107

107A

No. 800 & 800A CANOPY CLOSING HOOK  
ONE REQUIRED PER AIRCRAFT  
FULL SCALE

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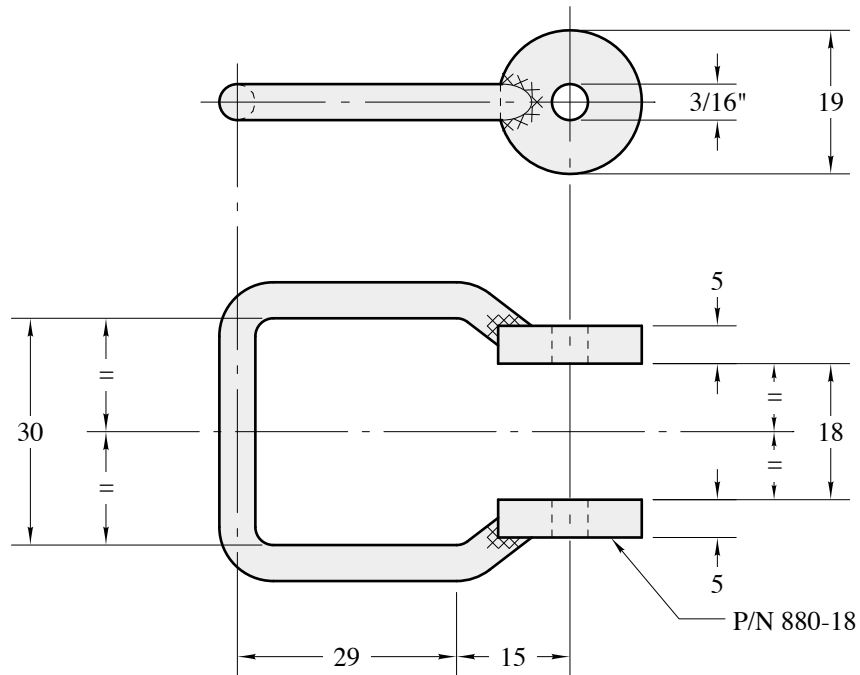
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Sheet

**GG40**

Revision

C



material: 4130N steel  
see Drawing No. 107 for installation

107

No. 801A CANOPY LATCH SPRING  
ONE REQUIRED PER AIRCRAFT  
FULL SCALE

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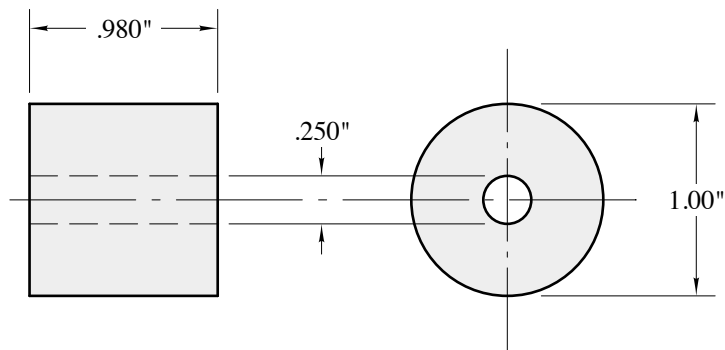
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**GG41**

Revision

A





material: phenolic  
see Drawing No. 831-1 for installation

**831-1**

No. 831-31 QUADRANT SPACER  
ONE REQUIRED PER AIRCRAFT  
FULL SCALE

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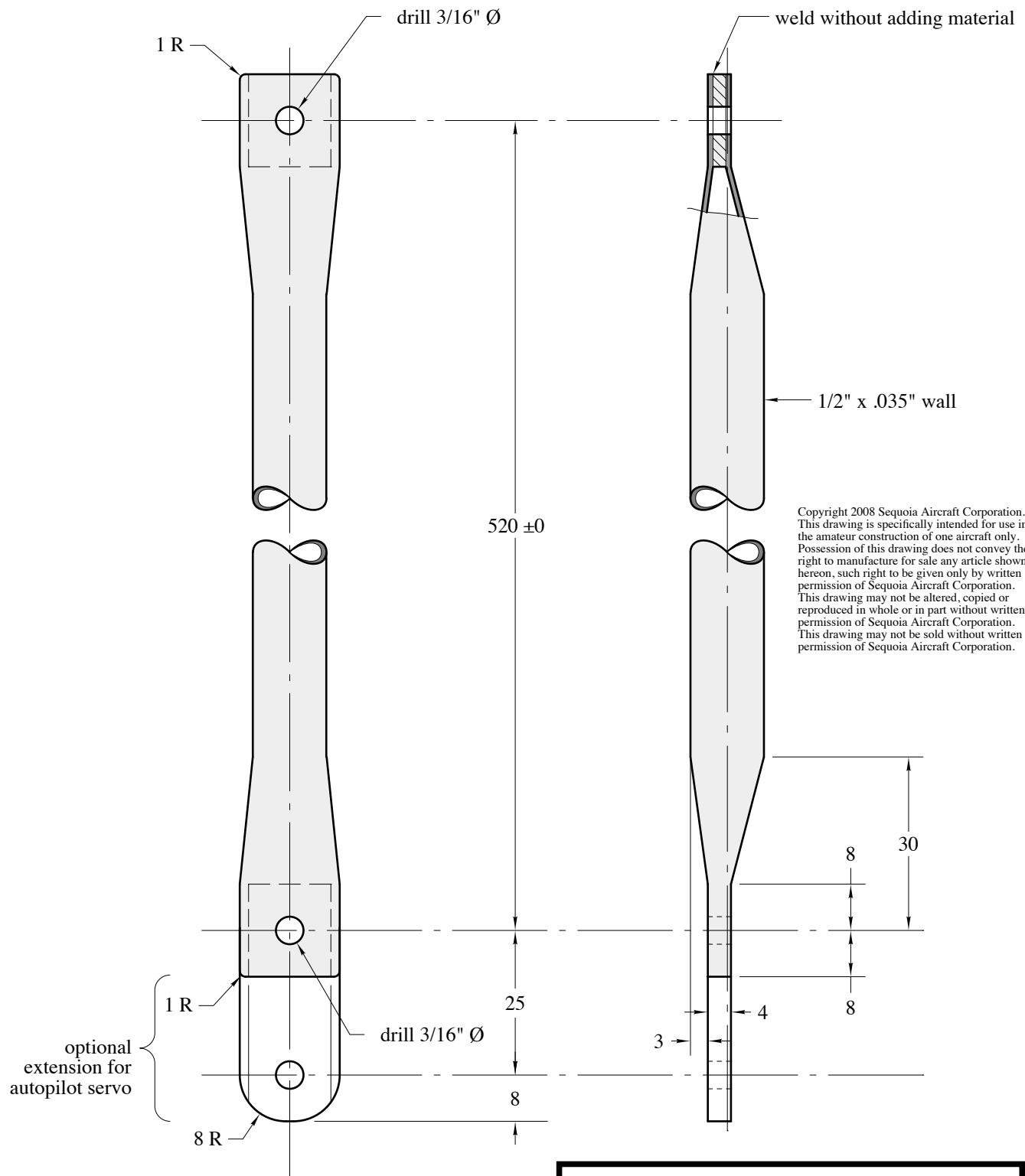
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**GG42**

Revision

A



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material: 4130N steel tube and sheet  
see Drawing No. 126 for installation

**126**

No. 718 CONTROL STICK CONNECTING ROD  
ONE REQUIRED PER AIRCRAFT  
FULL SCALE

# F.8L FALCO



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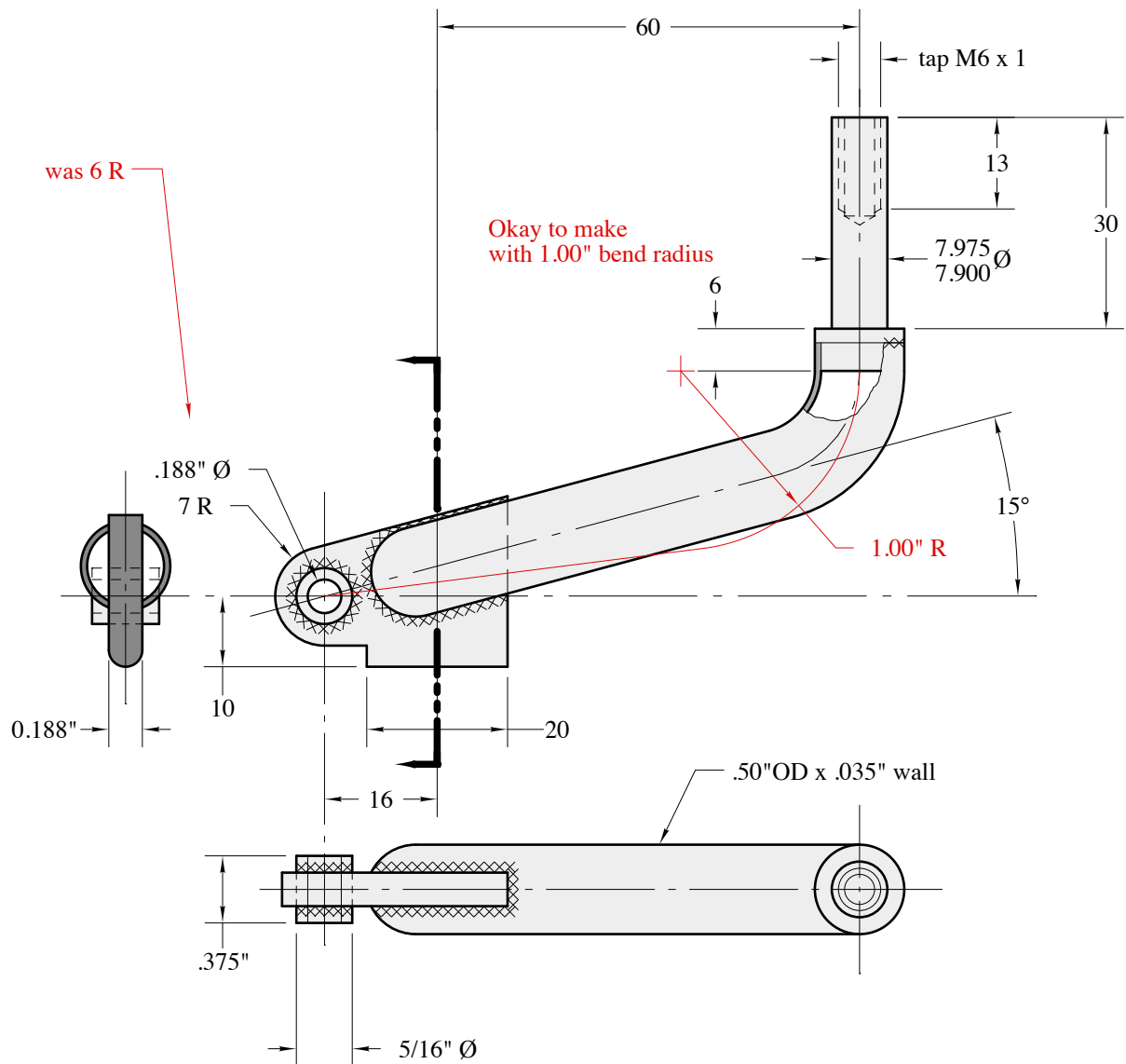
Sheet

**GG43**

Revision

A





material: 4130N steel tube and sheet  
see Drawing No. 102 for installation

102

No. 820 LANDING GEAR CRANK  
ONE REQUIRED PER AIRCRAFT  
FULL SCALE

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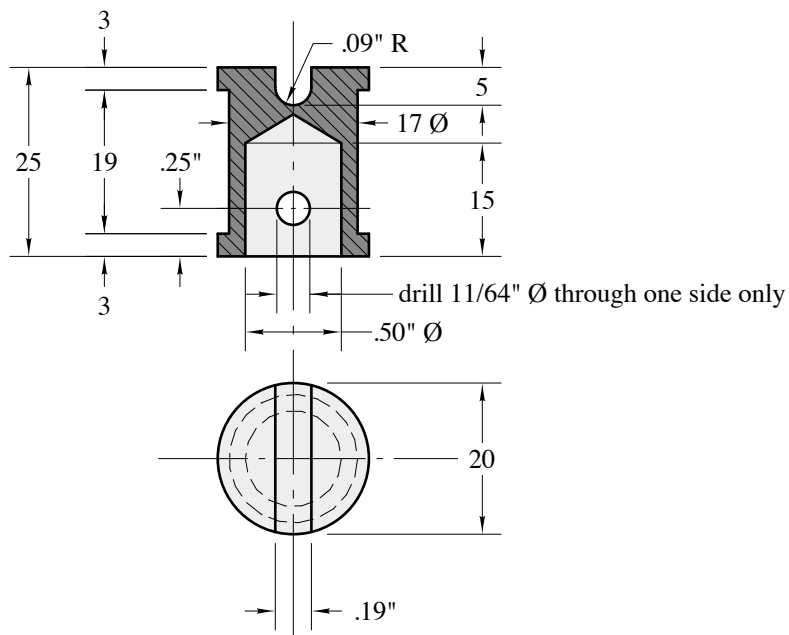
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**GG44**

Revision

B



material: 4130N steel  
cadmium plate  
see Drawing No. 102 for installation

102

No. 821-2 SPINDLE  
ONE REQUIRED PER AIRCRAFT  
FULL SCALE

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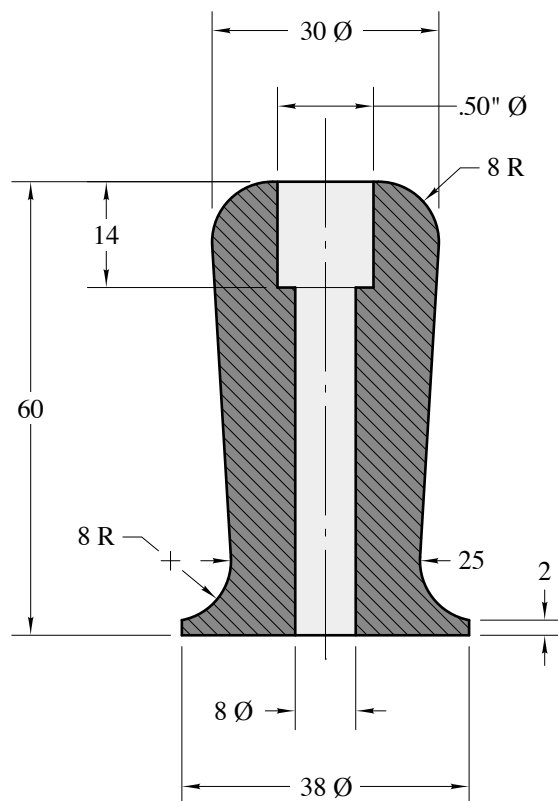
Sheet

**GG45**

Revision

B





material: phenolic, Nylatron GS or black Delrin  
see Drawing No. 102 for installation

102

No. 822 LANDING GEAR CRANK HANDLE  
ONE REQUIRED PER AIRCRAFT  
FULL SCALE

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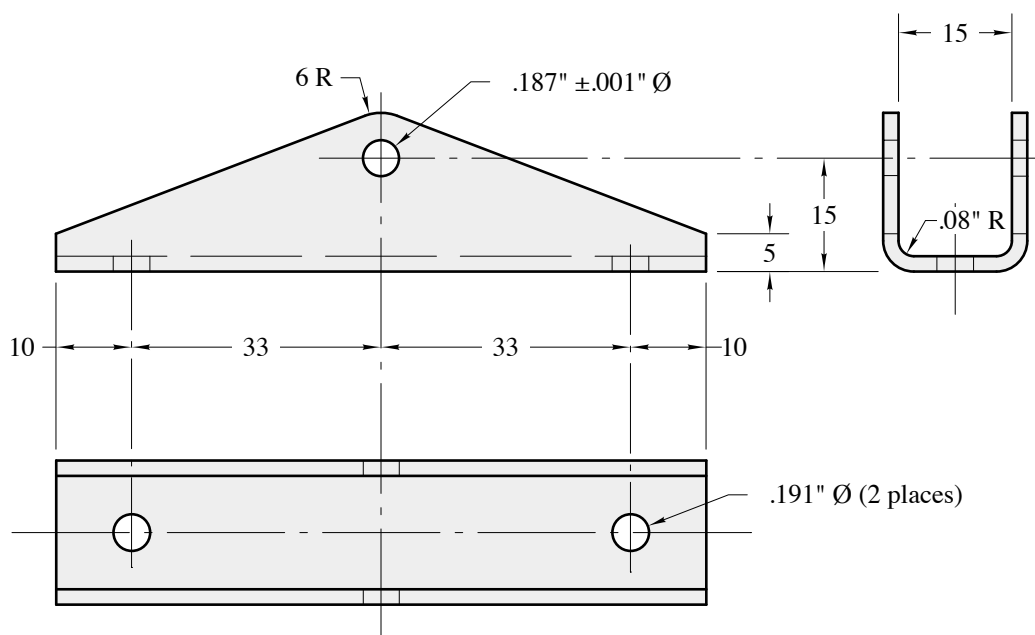
Sheet

**GG46**

Revision

B

This part is required for optional wheel well door installation.



material: .080" 4130N steel sheet  
cadmium plate  
see Drawing No. 201 for installation

201

No. 863 BRACKET  
2 REQUIRED PER AIRCRAFT  
FULL SCALE

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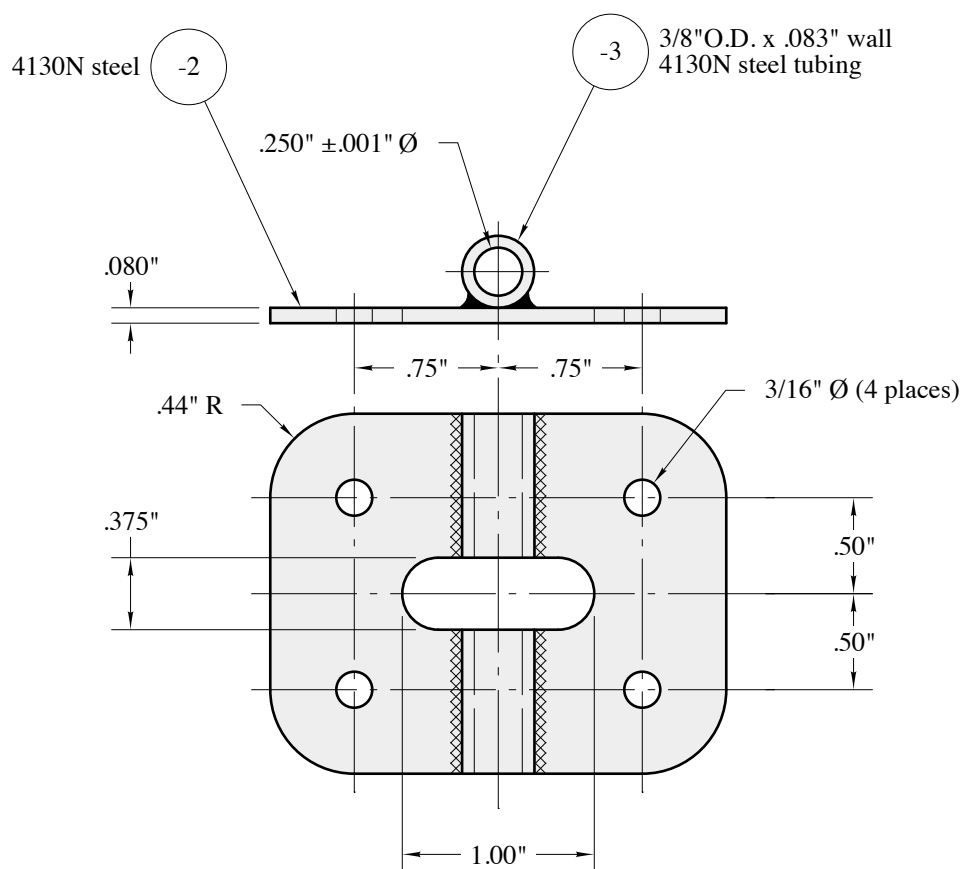
**GG47**

Revision

C



This part is required for optional wheel well door installation.



T.I.G. weld with Linde 65 rod,  
stress relieve after welding and prime.

see Drawing No. 836 for installation

**836**

No. 864 BRACKET  
2 REQUIRED PER AIRCRAFT  
FULL SCALE

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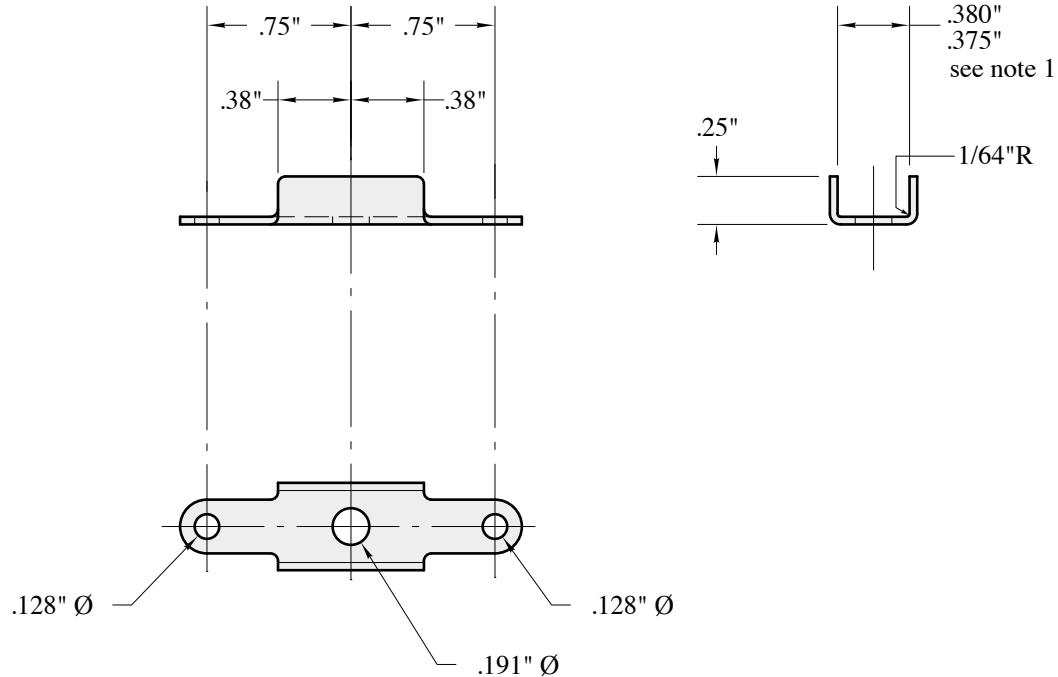
**GG48**

Revision

B

# NOTES

1. .191" dia hole must be centered between sides of channel so that AN3 bolt head will drop into place (slip fit) but tight enough so that the sides will prevent the bolt from turning.
2. Except where noted otherwise, swage sides over bolt head to retain bolt.



material: .040" mild steel sheet  
cadmium plate  
see Drawing No. 155 for installation

155

No. 845 CHANNEL  
8 REQUIRED PER AIRCRAFT  
FULL SCALE

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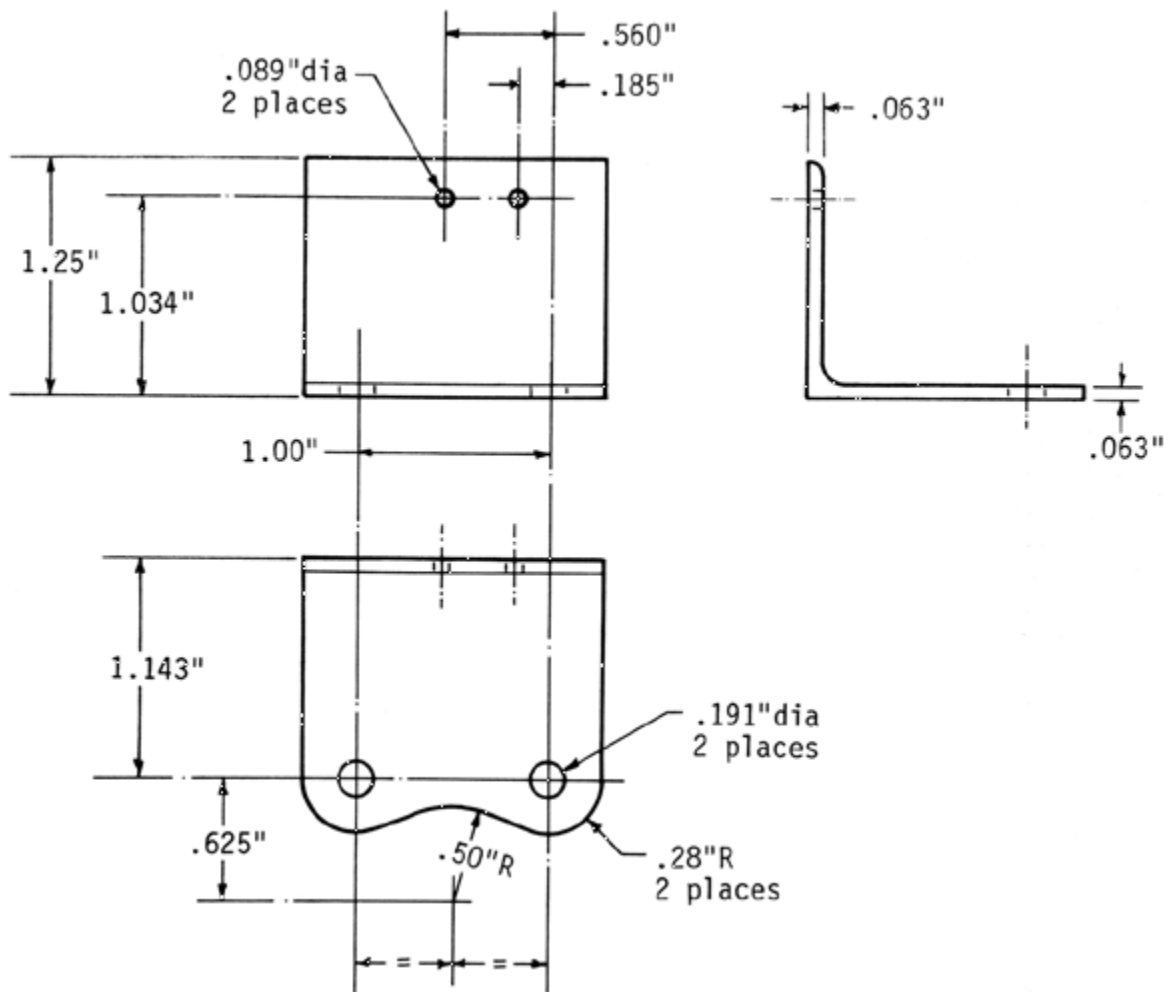
Sheet

**GG49**

Revision

B





material: 2024-T3511 aluminum extrusion  
alodine  
see drawing No. 831-1 for installation

831-1

No. 831-30 FLAP POSITION SWITCH SUPPORT  
ONE REQUIRED PER AIRCRAFT  
FULL SCALE

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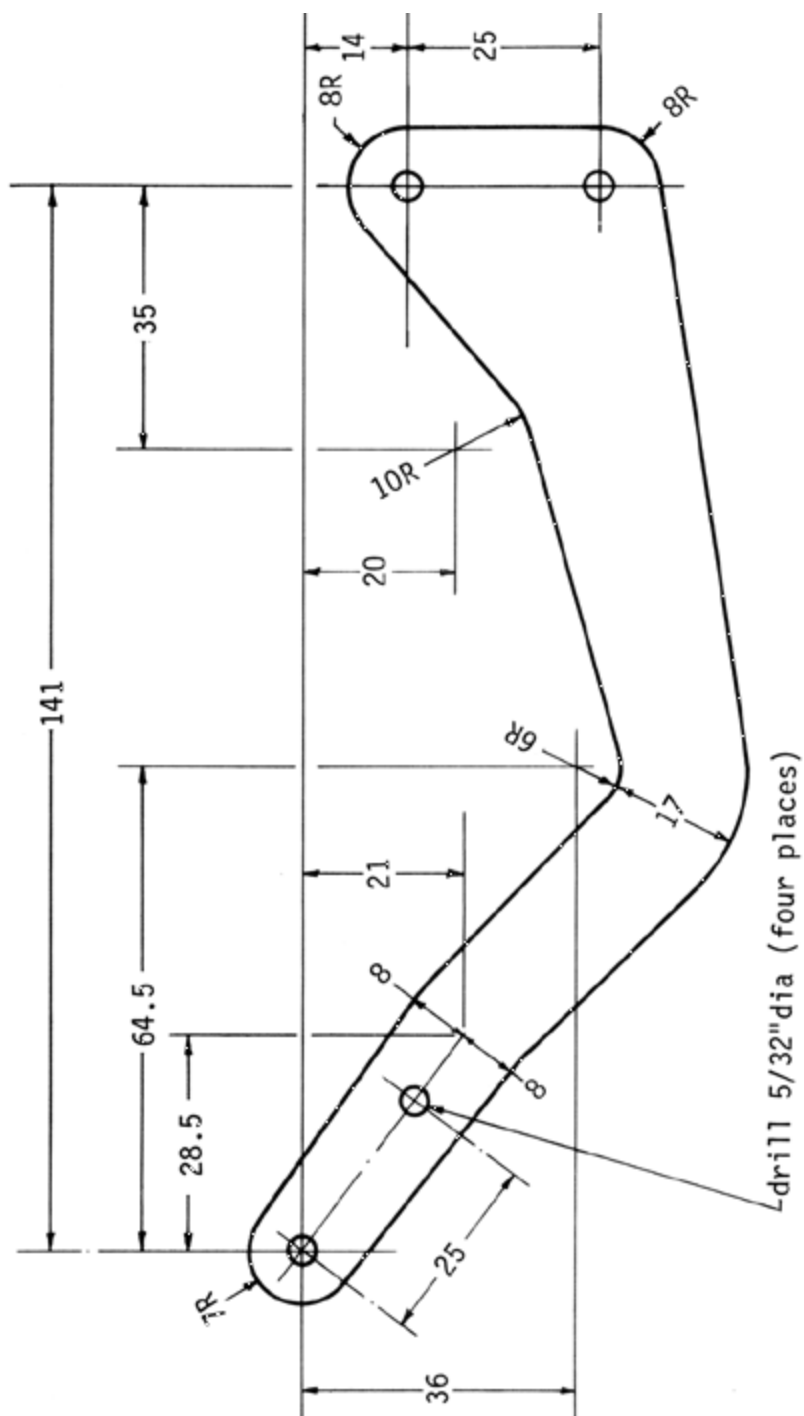
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**GG50**

Revision

B



material .125" 2024-T3 Alclad aluminum sheet, spec: QQ-A-250/5  
 see drawing No. 402 for installation  
 No. 825A ELEVATOR BALANCE WEIGHT SUPPORT  
 2 REQUIRED PER AIRCRAFT  
 FULL SCALE

402

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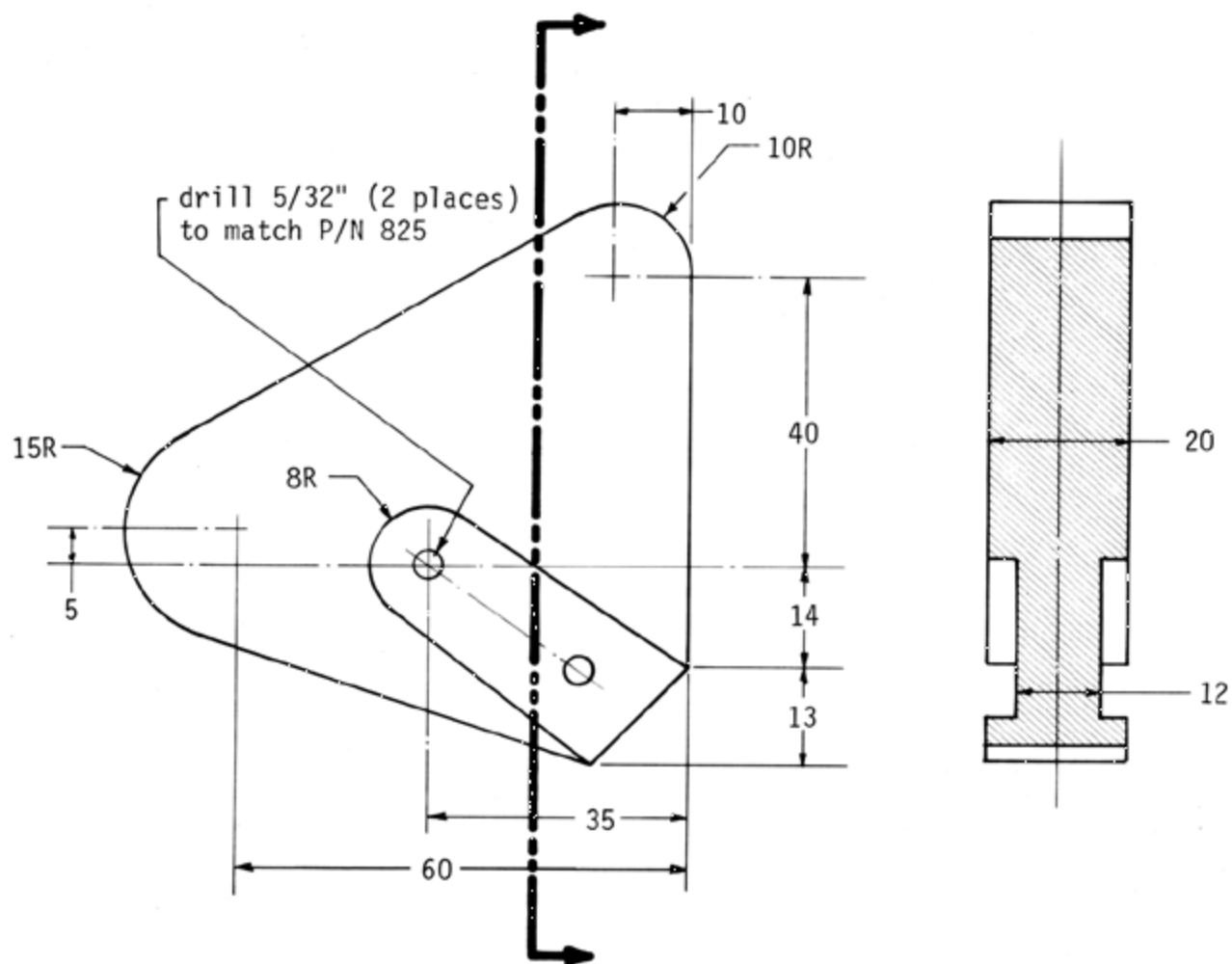
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**GG51**

Revision

B





material: lead

see drawing No. 402 for installation

402

NO. 838-2 ELEVATOR BALANCE WEIGHT  
1 REQUIRED PER AIRCRAFT  
FULL SCALE

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**GG52**

Revision

B

102

**This part required for optional wheel well door installation.**

# F.8L FALCO



Sheet

# GG53

---

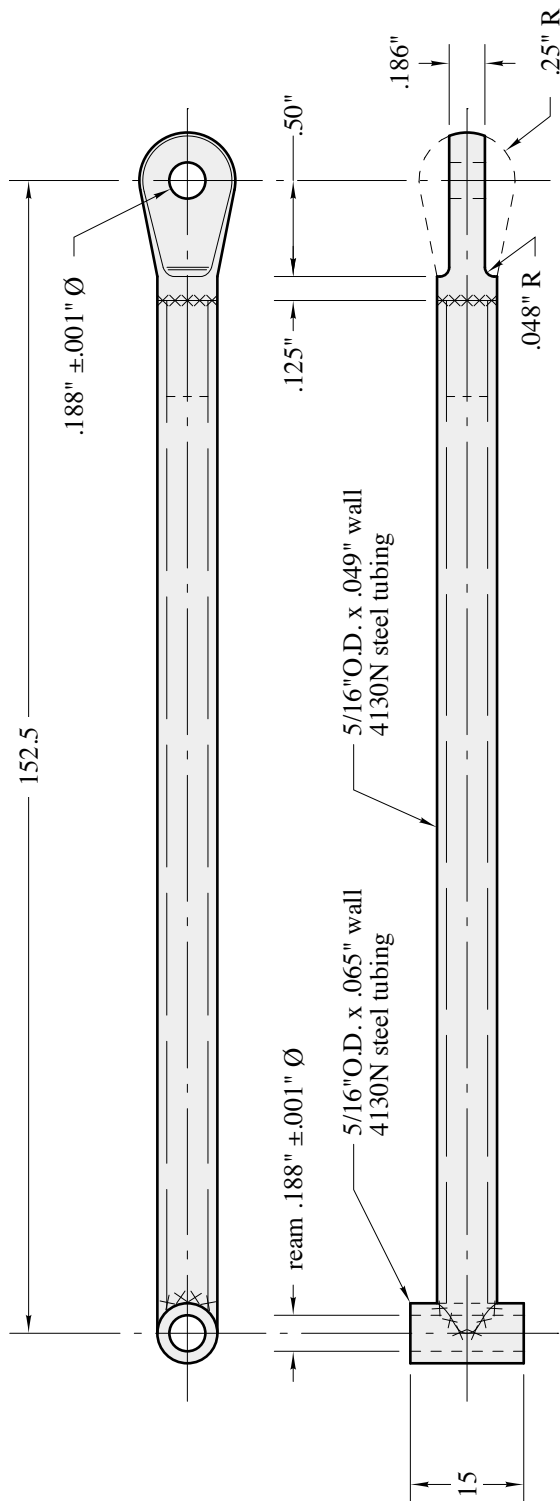
Revision

---

A



This part is required for the optional wheel well door installation.



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TIG weld with Linde 65 rod  
stress relieve after welding and prime.

material: 4130N steel rod and tubing  
prime  
see Drawing No. 102 for installation

102

NO. 861A PUSHROD  
2 REQUIRED PER AIRCRAFT  
FULL SCALE

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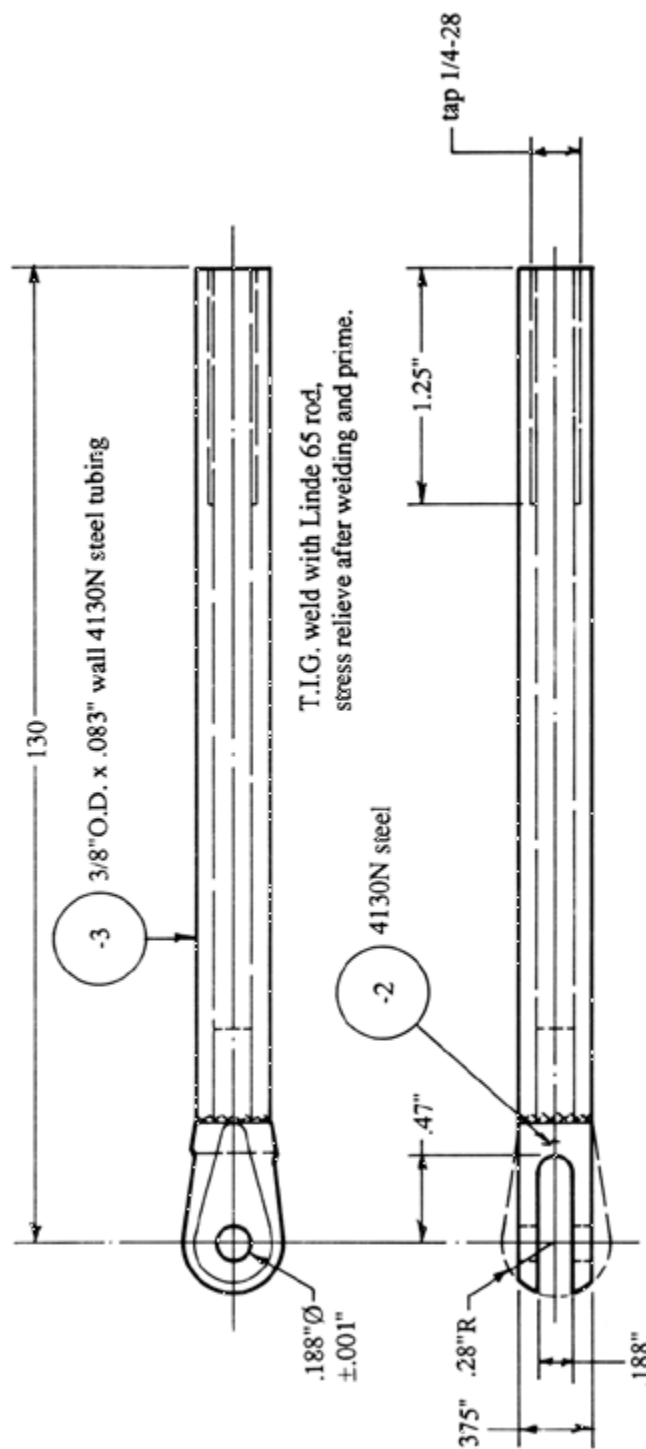
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**GG54**

Revision

B



see Drawing No. 102 for installation

NO. 862 PUSHROD  
2 REQUIRED PER AIRCRAFT  
FULL SCALE

102

This part required for optional wheel well door installation.

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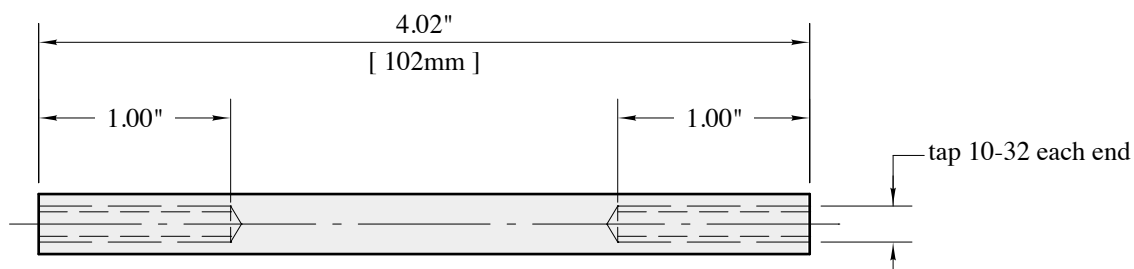
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**GG55**

Revision

A





material: 5/16" diameter 2024-T3 aluminum rod  
see Drawing No. 102 for installation

102

NO. 865 PUSHROD  
2 REQUIRED PER AIRCRAFT  
FULL SCALE

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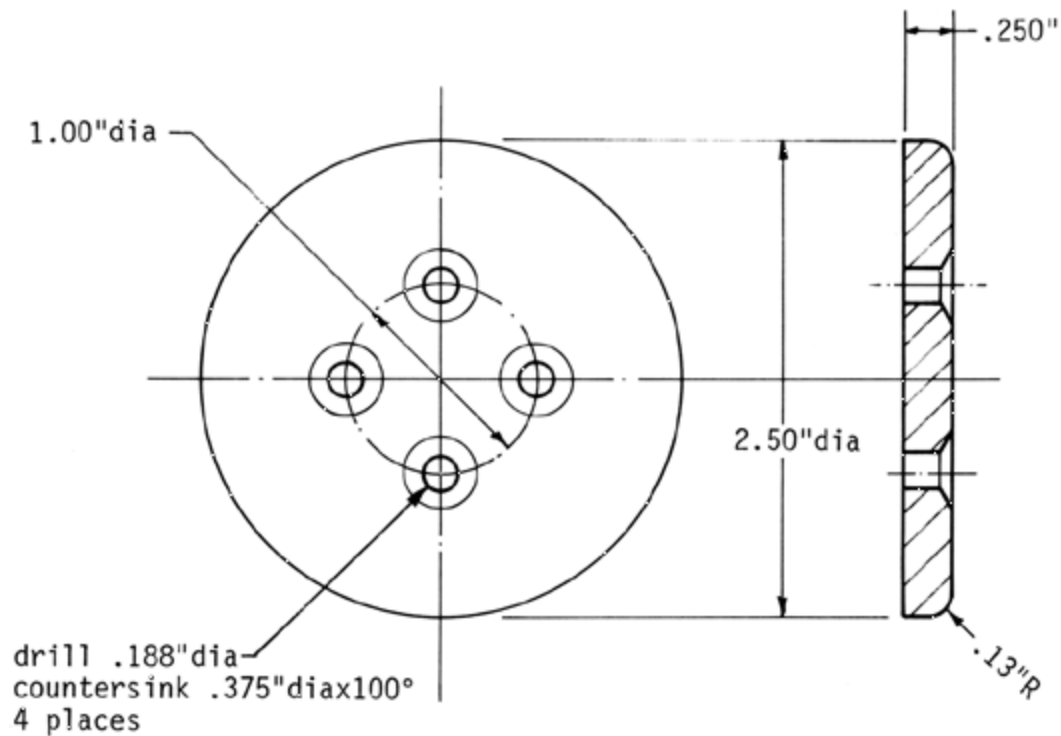
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**GG56**

Revision

B



material: black Delrin  
see drawing No. 157 for installation

157

No. 870 L. H. THROTTLE PIVOT COVER  
ONE REQUIRED PER AIRCRAFT  
FULL SCALE

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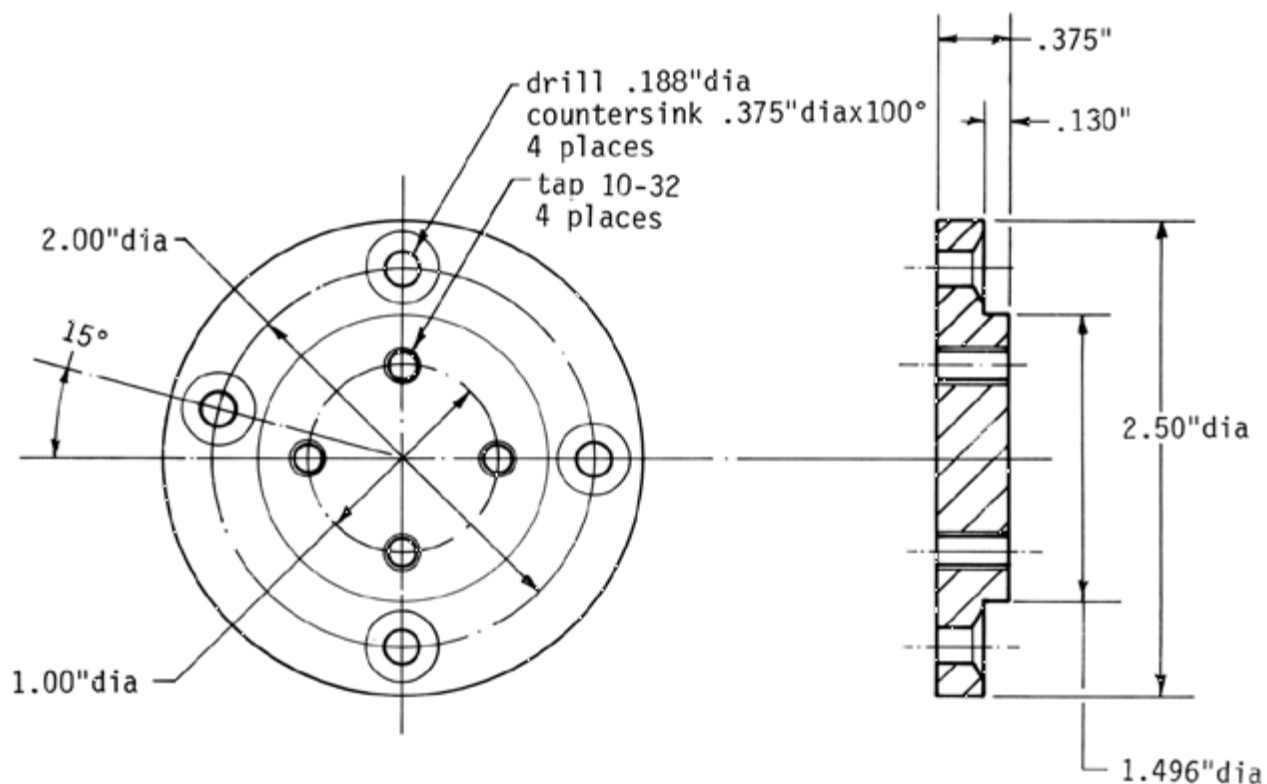
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**GG57**

Revision

A





material: black Delrin  
 see drawing No. 157 for installation  
 No. 871 L. H. THROTTLE PIVOT FITTING  
 ONE REQUIRED PER AIRCRAFT  
 FULL SCALE

157

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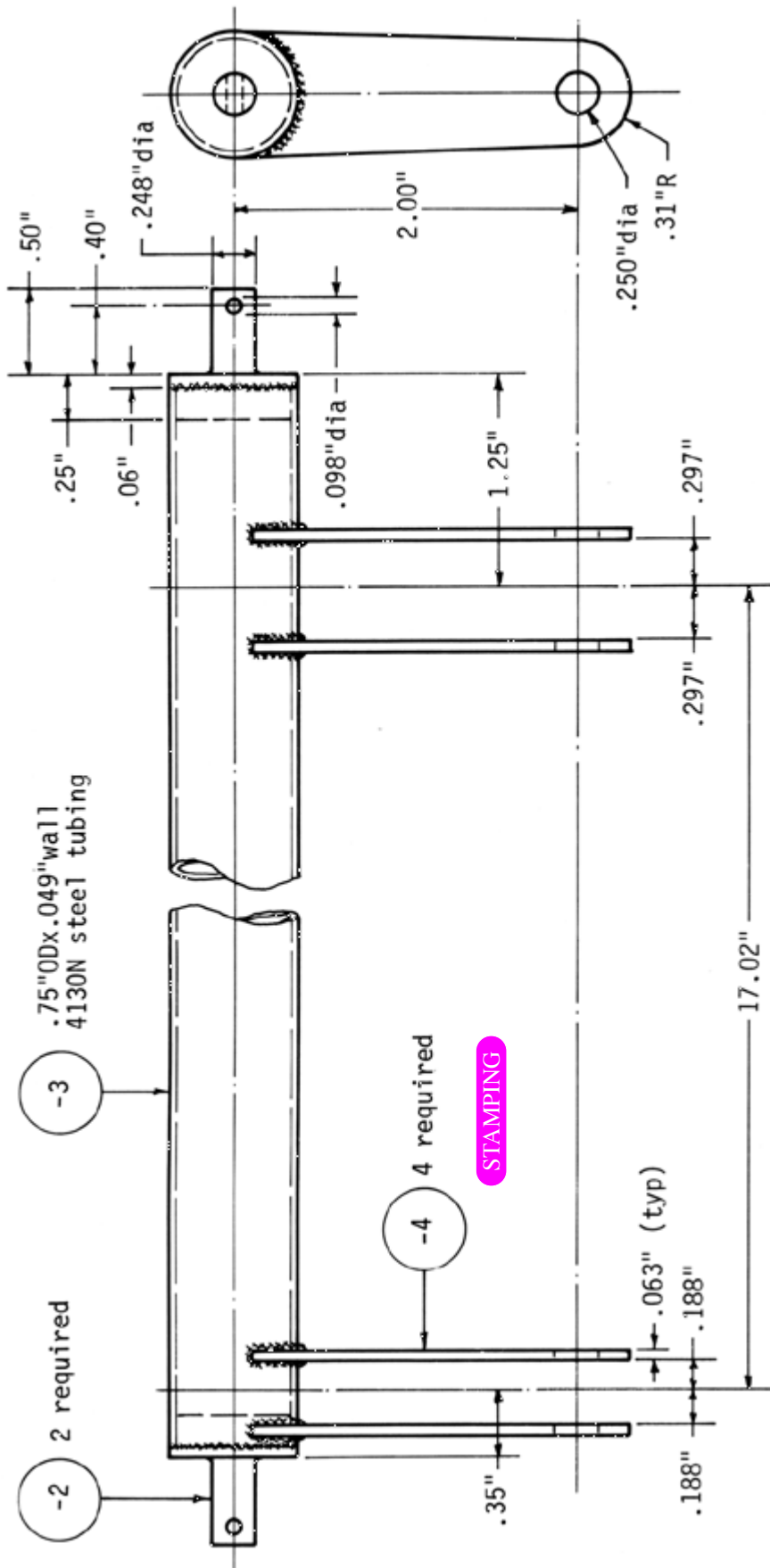
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**GG58**

Revision

A



material: 4130N steel

prime

see drawing No. 157 for installation

No. 872-1 L. H. THROTTLE TORQUE TUBE ASSEMBLY

ONE REQUIRED PER AIRCRAFT

FULL SCALE

# F&L FALCO

Sheet

**GG59**

Revision A

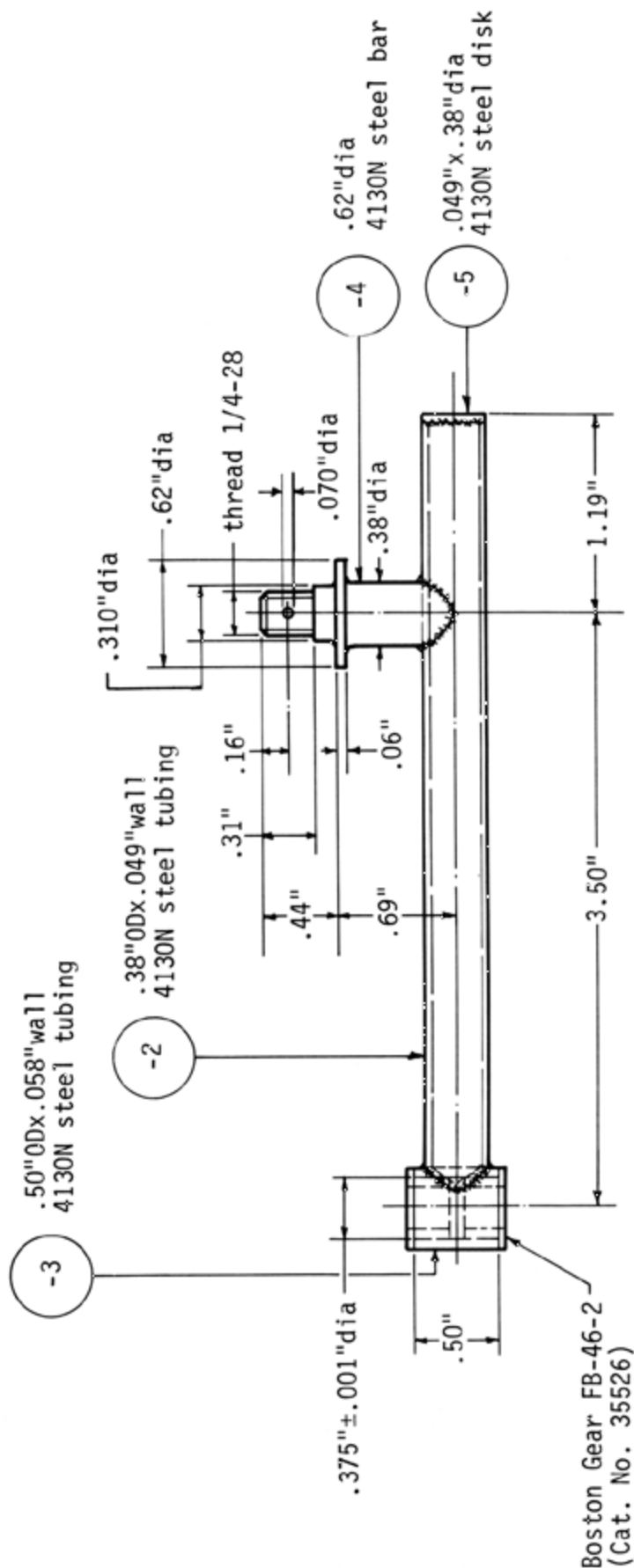


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material: 4130N steel

prime

see drawing No. 157 for installation

No. 873-1 L. H. THROTTLE PUSHROD

ONE REQUIRED PER AIRCRAFT

FULL SCALE

157

Boston Gear FB-46-2  
(Cat. No. 35526)



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# F.8L FALCO

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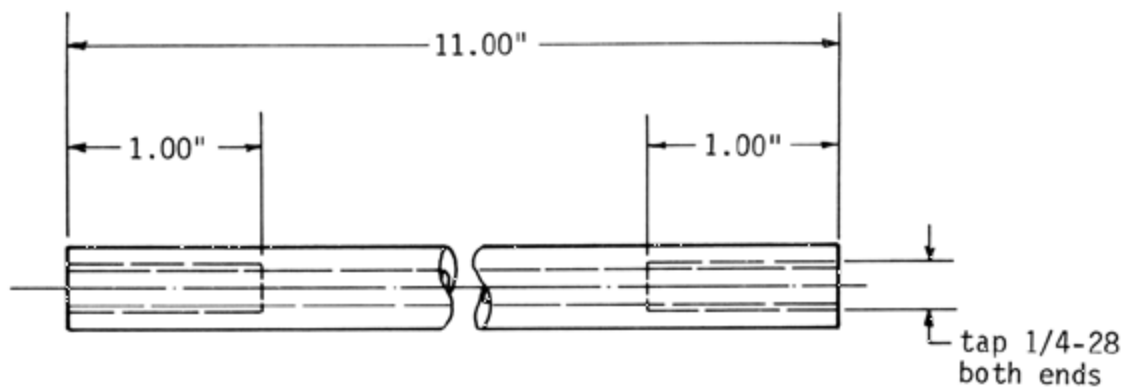
**GG60**

Revision

A

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material: .44"ODx.120"wall 6061-T6 aluminum tubing  
black anodize  
see drawing No. 157 for installation

157

No. 874 L. H. THROTTLE PUSHROD  
ONE REQUIRED PER AIRCRAFT  
FULL SCALE

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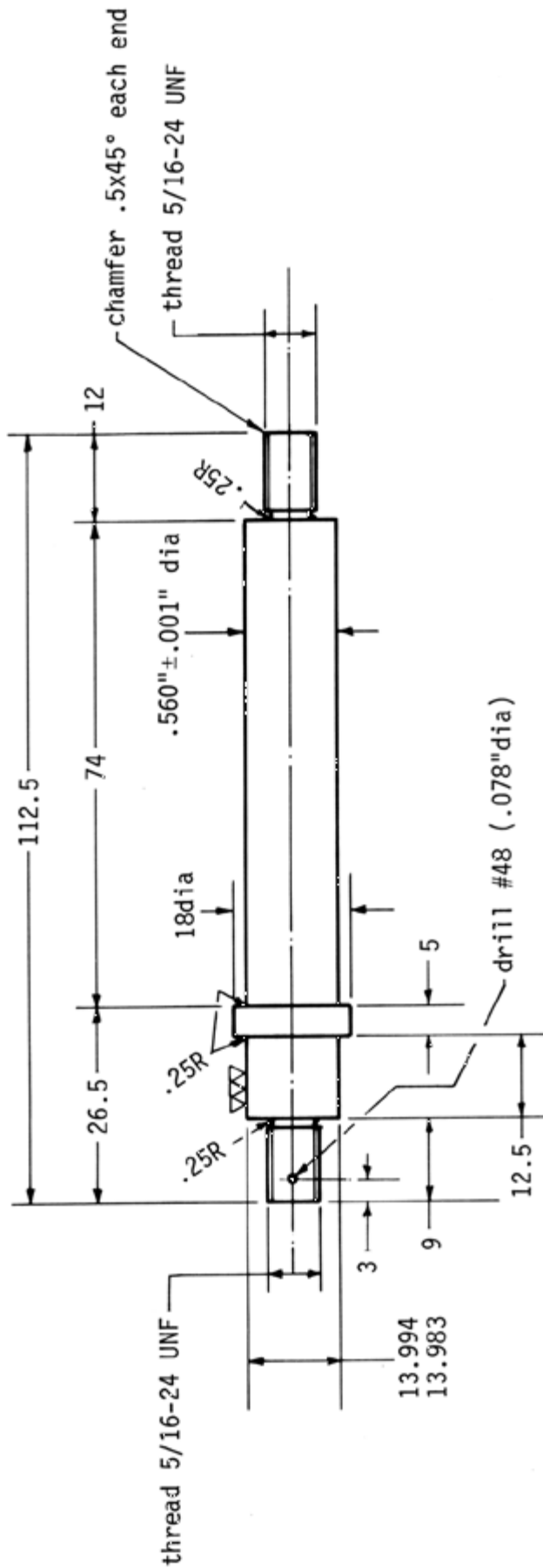
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**GG61**

Revision

A





heat treat to 125,000 psi  
cadmium plate

material: 4130N steel  
see drawing No. 501 for installation

No. 705 LOWER SIDE LOAD STRUT PIN  
2 REQUIRED PER AIRCRAFT  
FULL SCALE

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dimensions are millimeters.

102

# F&L FALCO



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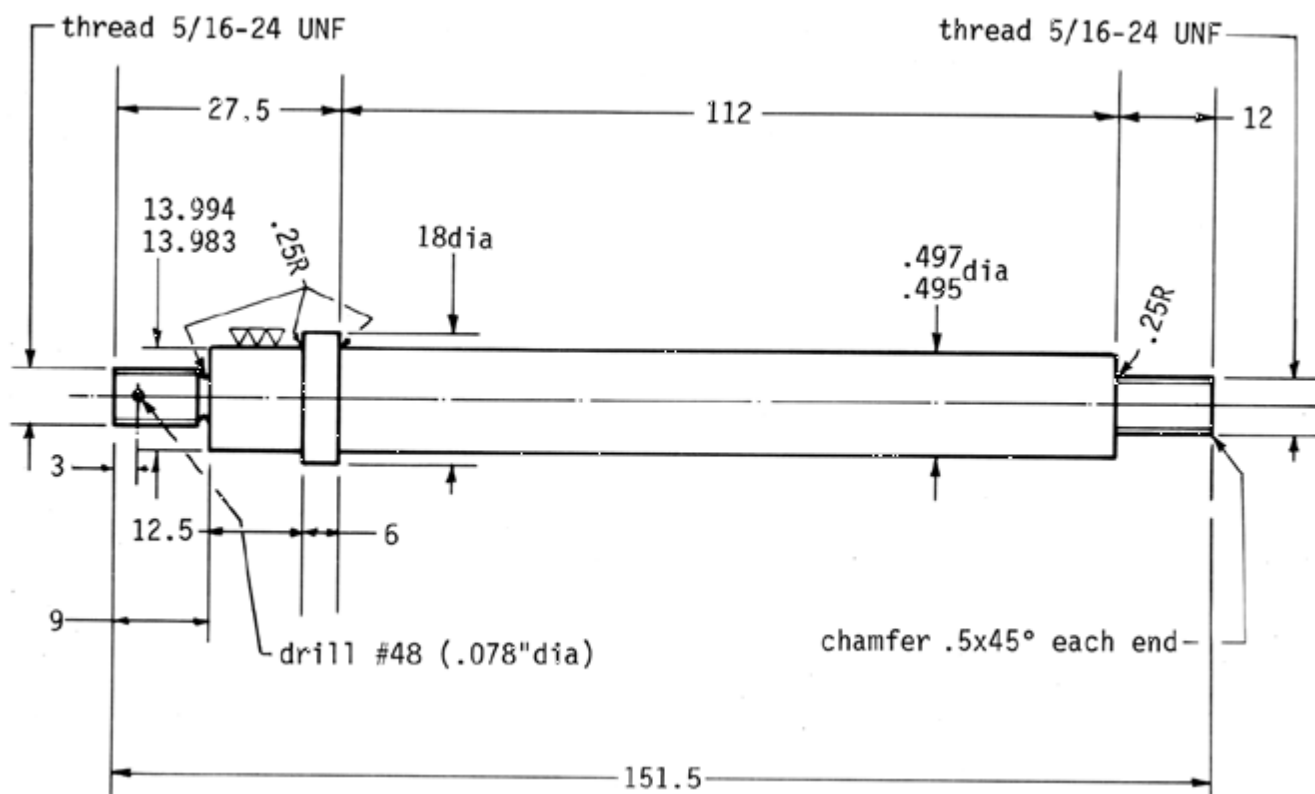
**GG62**

Revision

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see drawing No. 102 for installation



heat treat to 125,000 psi  
 cadmium plate  
 material: 4130N steel  
 see drawing No. 501 for installation

see drawing No. 102 for installation

No. 706 UPPER SIDE LOAD STRUT PIN  
 2 REQUIRED PER AIRCRAFT  
 FULL SCALE

102

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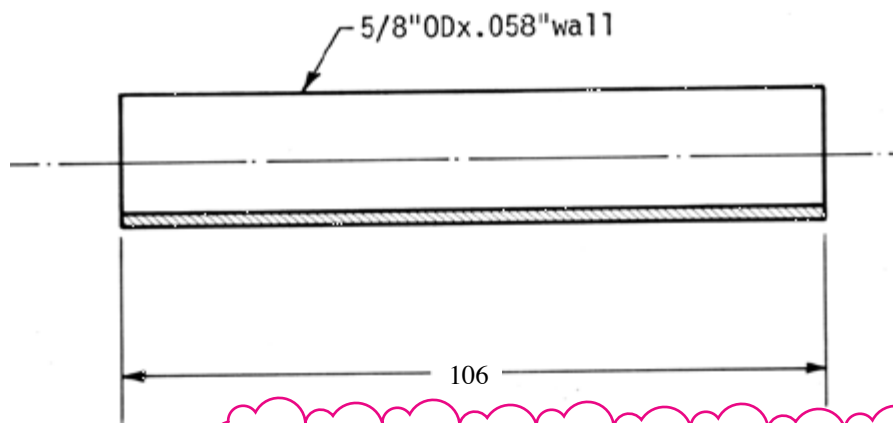
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**GG63**

Revision

A





For a perfectly-constructed main wing spar, a length of 103 is correct, however a dimension of 106 will allow for some tolerance in the construction of the spar. Trim to width of spars. See drawing No. 102 for installation.

alodine & prime

material: 6061-T6 or 2024-T4 aluminum tubing

102

No. 773 SIDE LOAD STRUT MOUNT SPACER  
2 REQUIRED PER AIRCRAFT  
FULL SCALE

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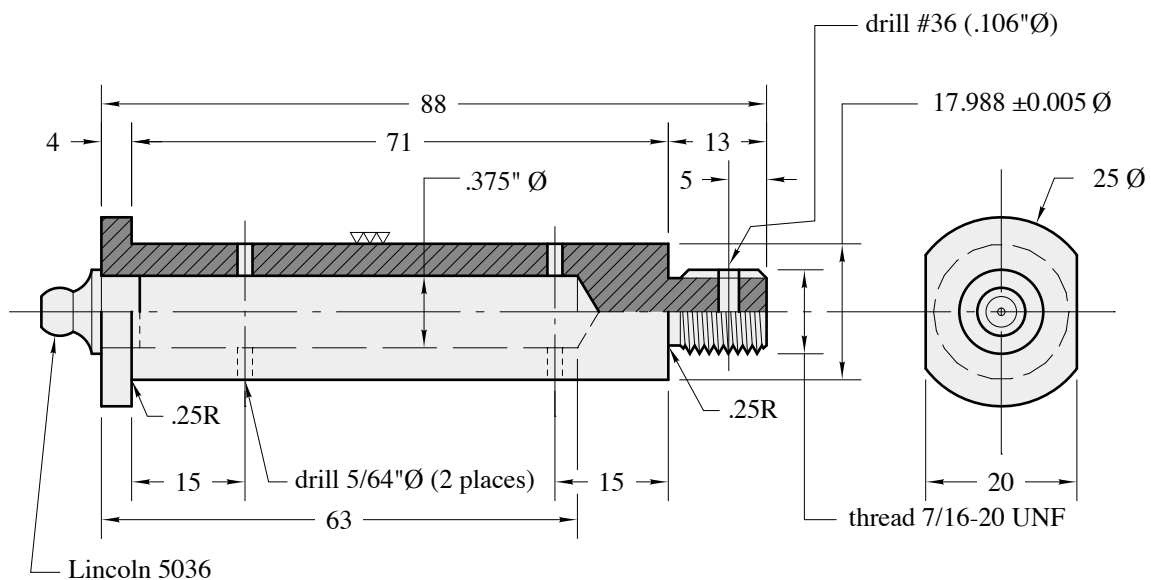
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**GG64**

Revision

B



102

material: 4130 steel  
 heat treat to 125,000 psi  
 cadmium or yellow zinc plate  
 see Drawing No. 102 for installation

NO. 719 MAIN LANDING GEAR ARM PIN  
 2 REQUIRED PER AIRCRAFT  
 FULL SCALE

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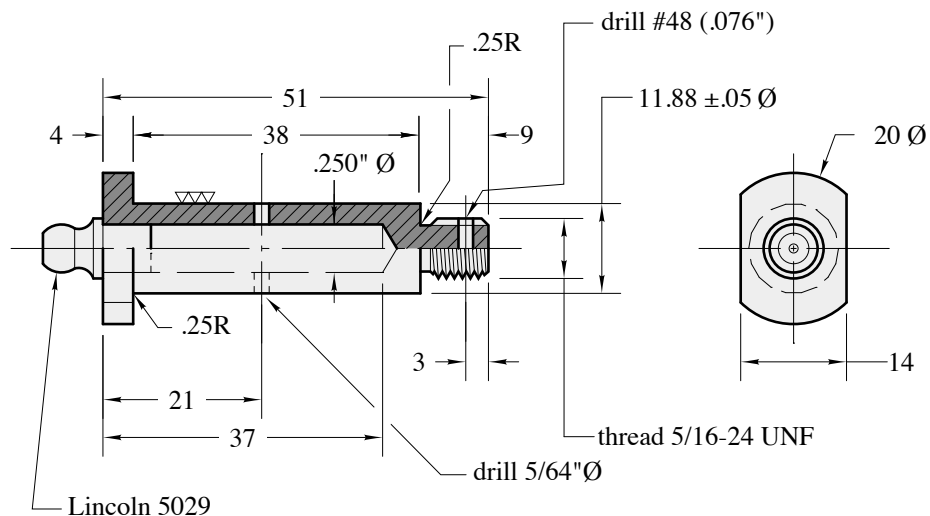
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GG65

Revision

D



material: 4130 steel  
 heat treat to 125,000 psi  
 cadmium or yellow zinc plate  
 see Drawing No. 102 for installation

102

NO. 723 MAIN LANDING GEAR OLEO PIN  
 4 REQUIRED PER AIRCRAFT  
 FULL SCALE

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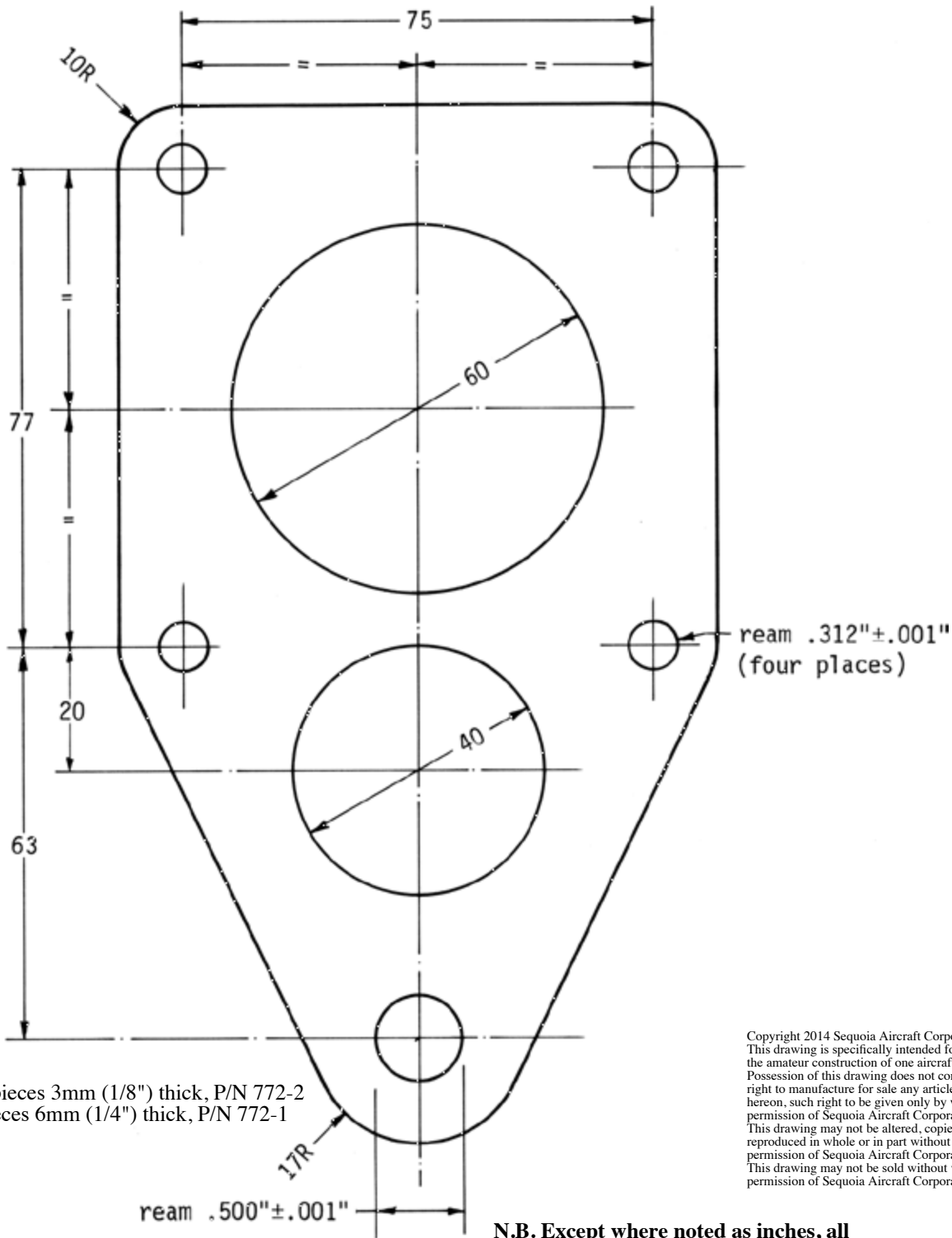
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**GG66**

Revision

D





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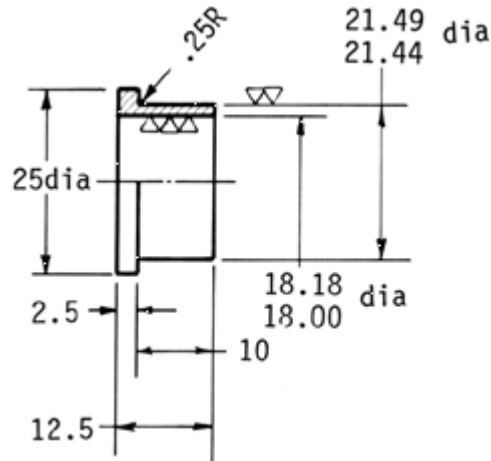
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**GG67**

Revision

B



material: SAE 660 bronze  
cadmium plate

see drawing No. 503 for installation

503

NO. 721 MAIN LANDING GEAR ARM BUSHING  
4 REQUIRED PER AIRCRAFT  
FULL SCALE

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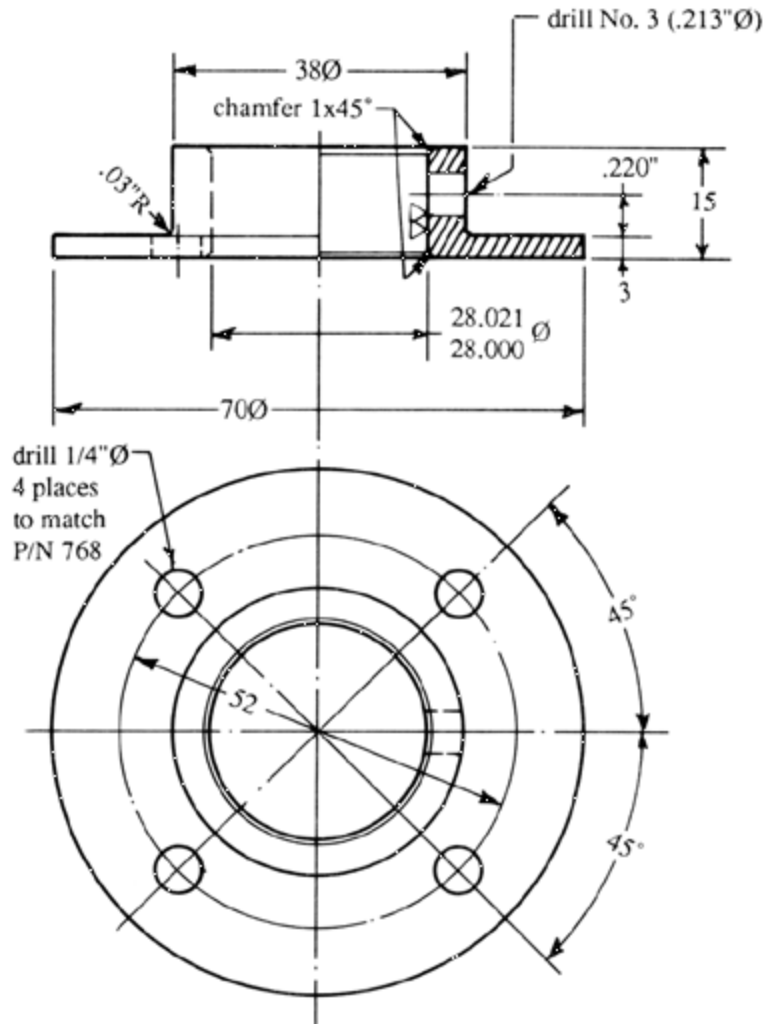
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**GG68**

Revision

A



alodine entire part  
prime exterior only

material: 2024-T3 aluminum  
see drawing No. 102 for installation

102

NO. 767 MAIN LANDING GEAR FORWARD MOUNT  
ONE EACH REQUIRED PER AIRCRAFT  
FULL SCALE

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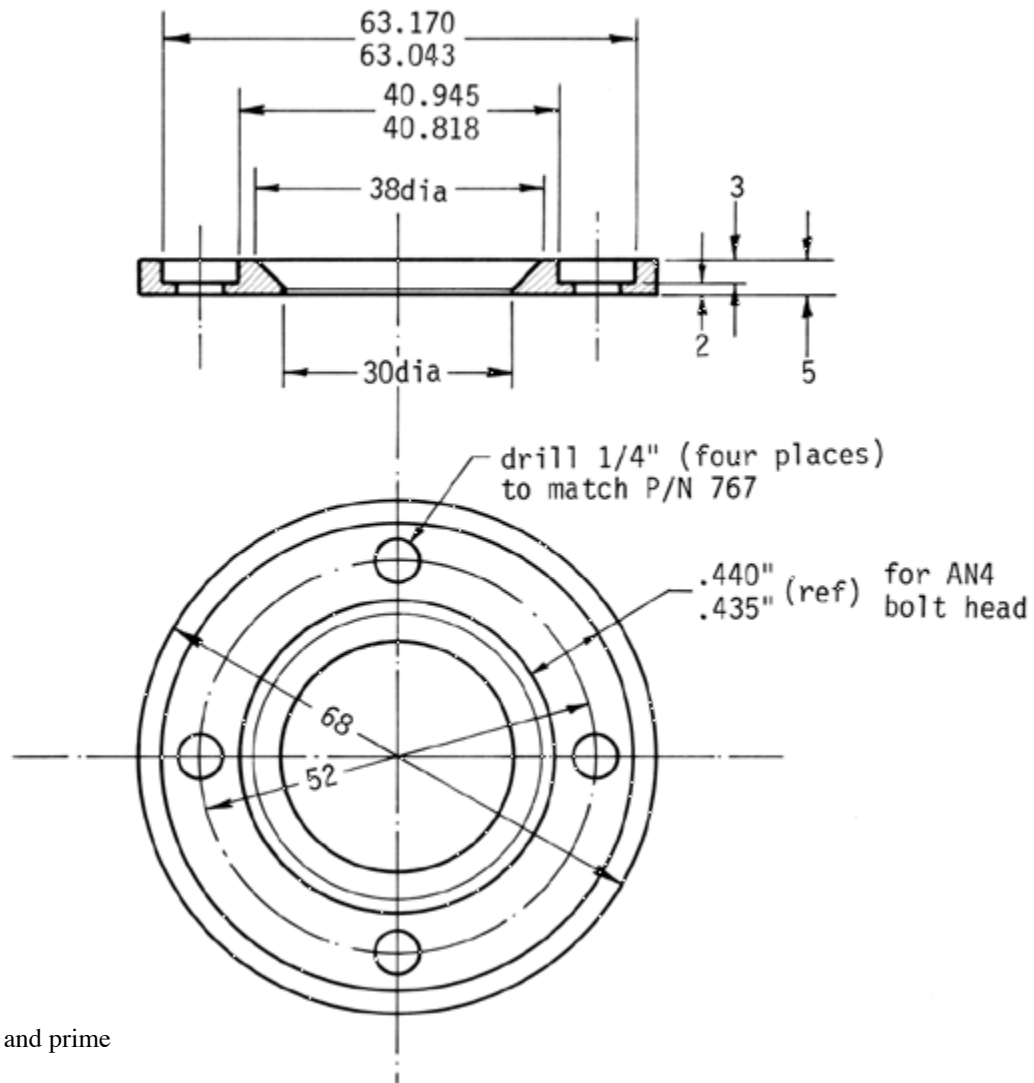
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**GG69**

Revision

C





alodine and prime

material: 2024 T3 aluminum  
see drawing 102 for installation

102

NO. MAIN LANDING GEAR FORWARD MOUNT ANCHOR PLATE  
TWO REQUIRED PER AIRCRAFT  
FULL SCALE

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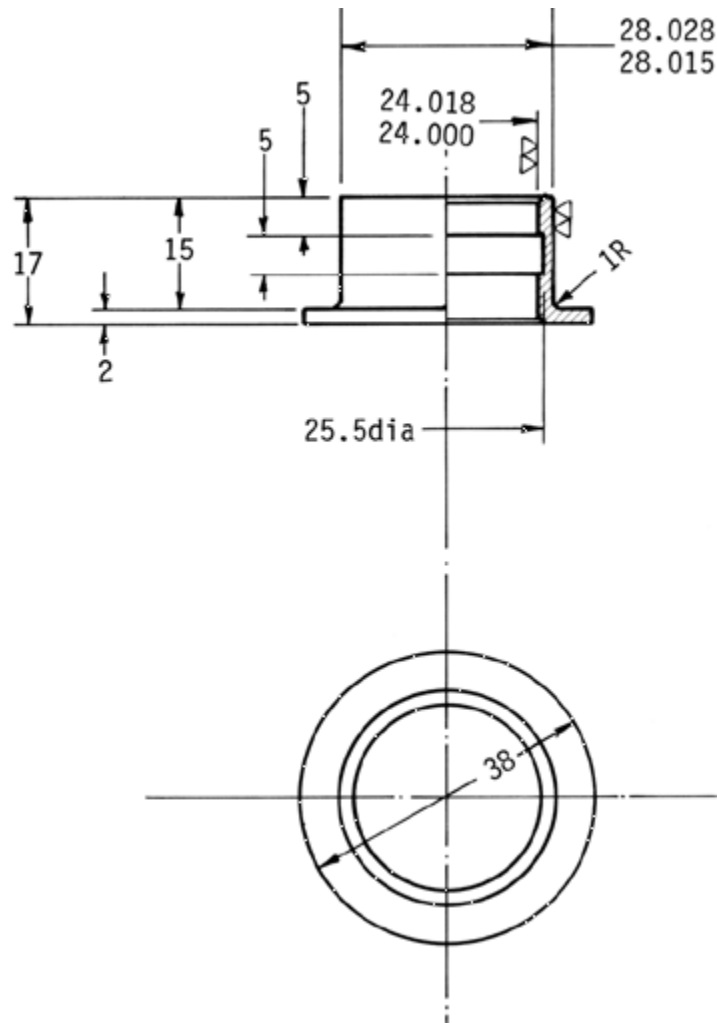


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**GG70**

Revision



material: aluminum-bronze bar, spec: AMS-4631  
cadmium plate

see drawing No. 102 for installation

102

NO. 770 MAIN LANDING GEAR FORWARD MOUNT BUSHING  
2 REQUIRED PER AIRCRAFT  
FULL SCALE

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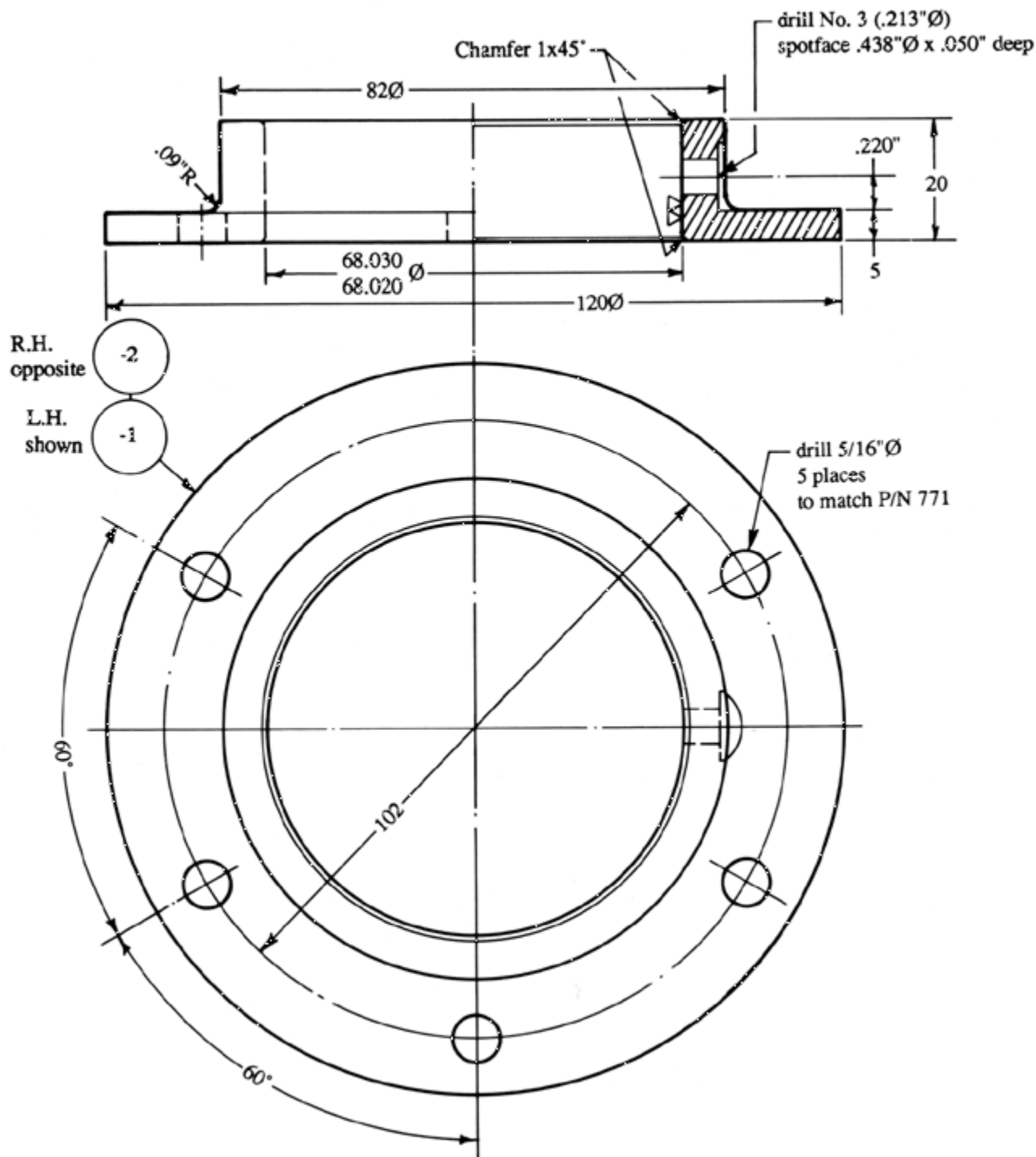
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**GG71**

Revision

A



alodine entire part  
prime exterior only

material: 2024-T3 aluminum  
see drawing No. 102 for installation

102

NO. 766-1 & -2 MAIN LANDING GEAR AFT MOUNT  
ONE EACH REQUIRED PER AIRCRAFT  
FULL SCALE

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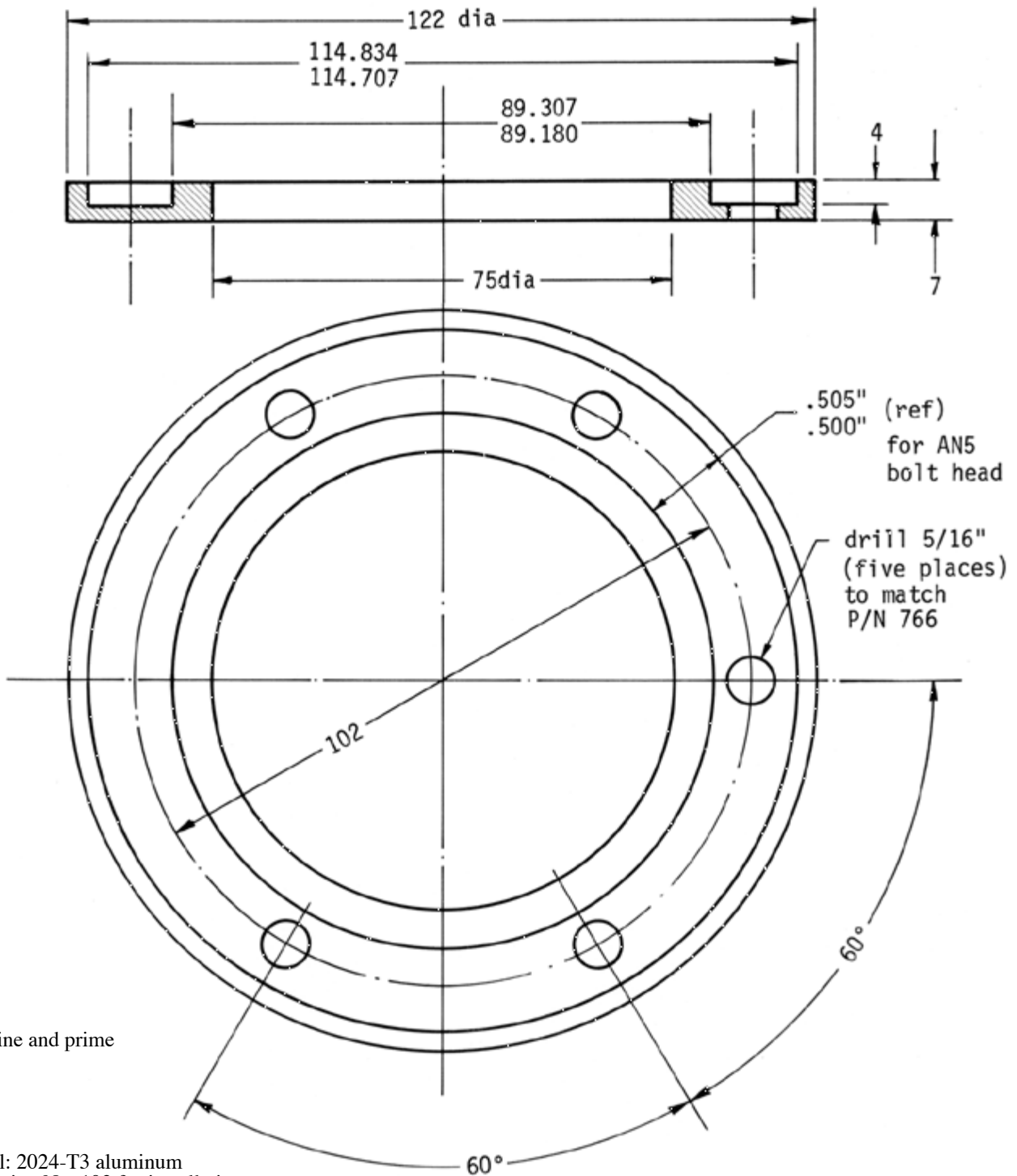
Sheet

**GG72**

Revision

C





NO. 771 MAIN LANDING GEAR AFT MOUNT ANCHOR PLATE  
TWO REQUIRED PER AIRCRAFT  
FULL SCALE

102

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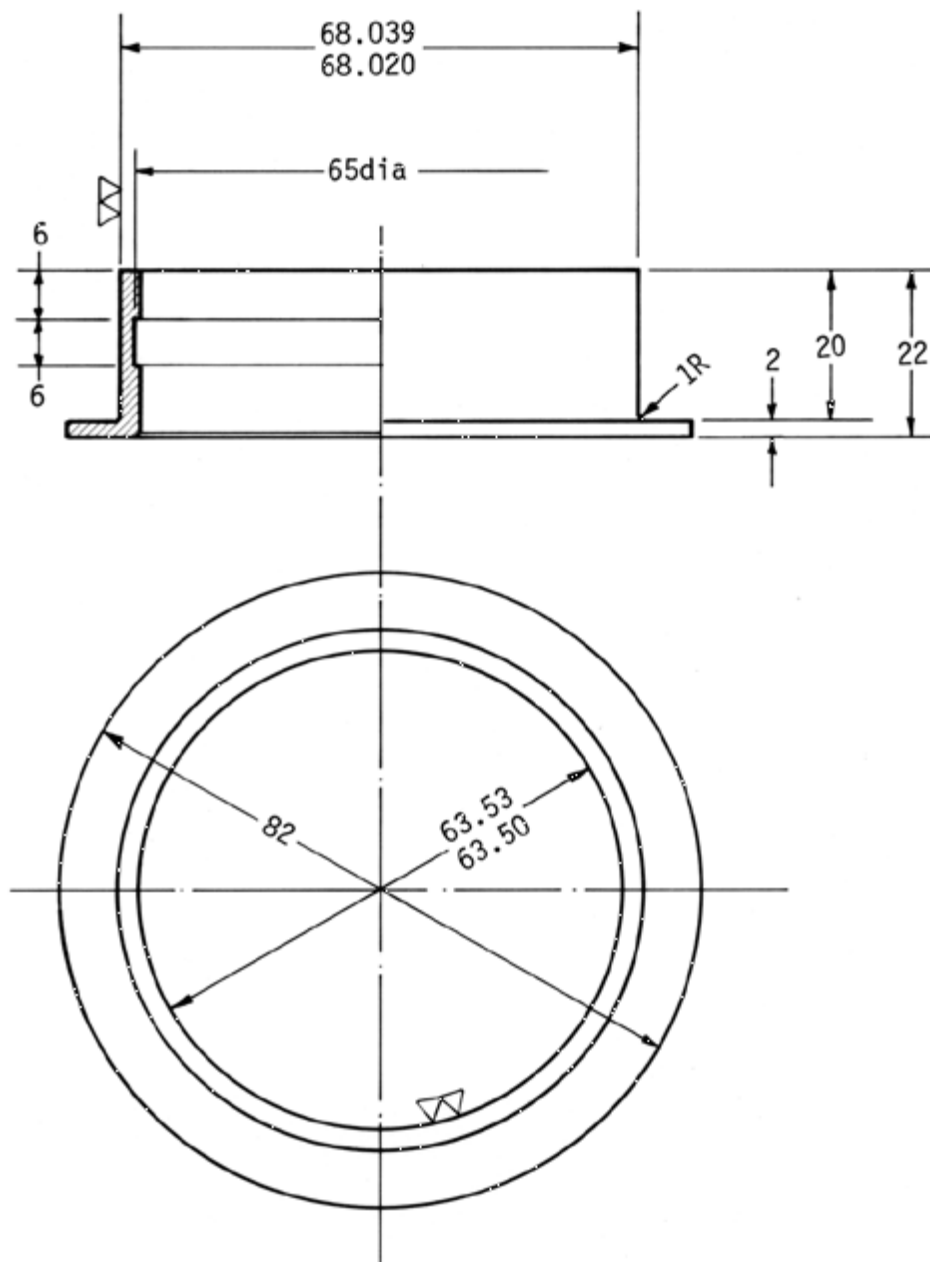


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**GG73**

Revision



material: aluminum-bronze bar, spec: AMS-4631  
cadmium plate

see drawing No. 102 for installation

102

NO. 769 MAIN LANDING GEAR AFT MOUNT BUSHING  
2 REQUIRED PER AIRCRAFT  
FULL SCALE

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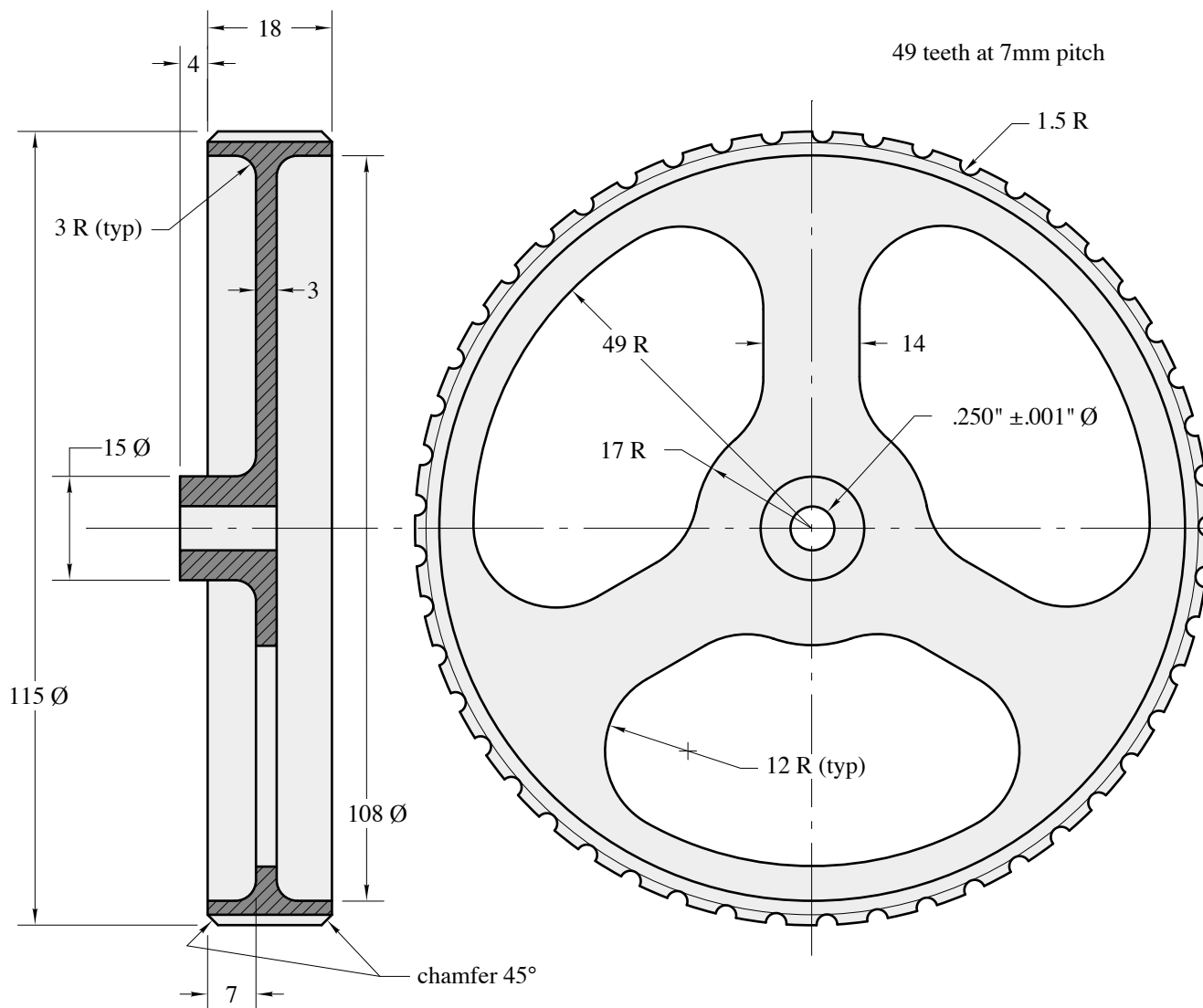
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**GG74**

Revision

A



material: 356-T6 aluminum casting  
see drawing No. 117 for installation

117

NO. 782 TRIM TAB CONTROL WHEEL  
ONE REQUIRED PER AIRCRAFT  
FULL SCALE

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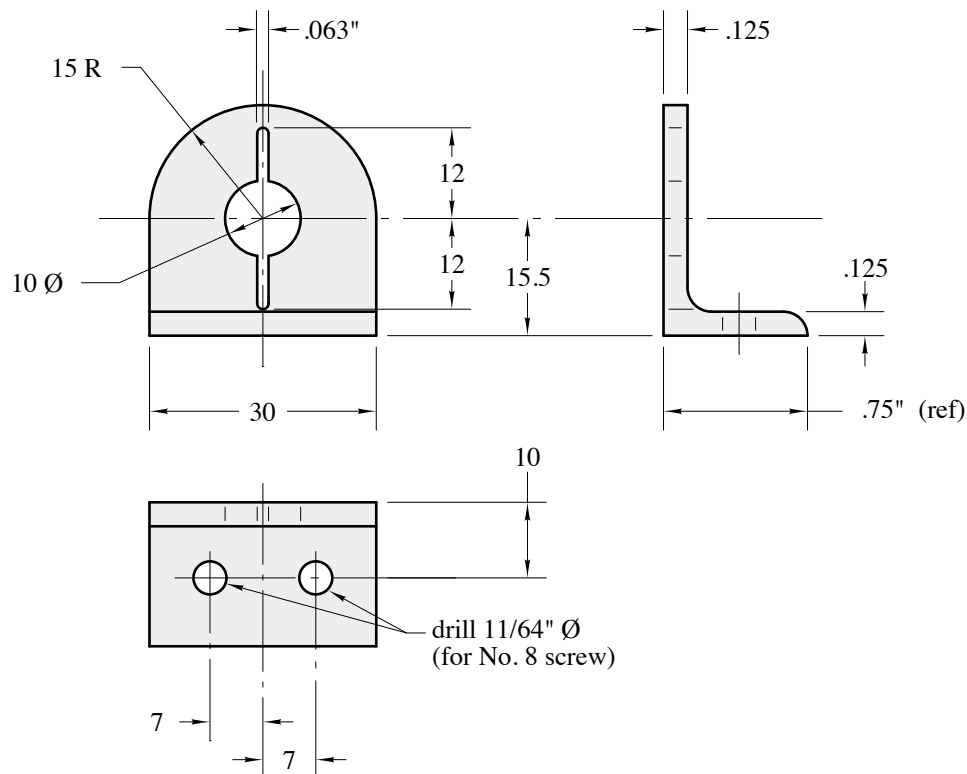
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**GG75**

Revision

B





material: 2024-T3511 aluminum extrusion, spec: QQ-A-200/3  
AND10134-1402  
see drawing No. 117 for installation

117

NO. 783 TRIM TAB CONTROL CHANNEL  
ONE REQUIRED PER AIRCRAFT  
FULL SCALE

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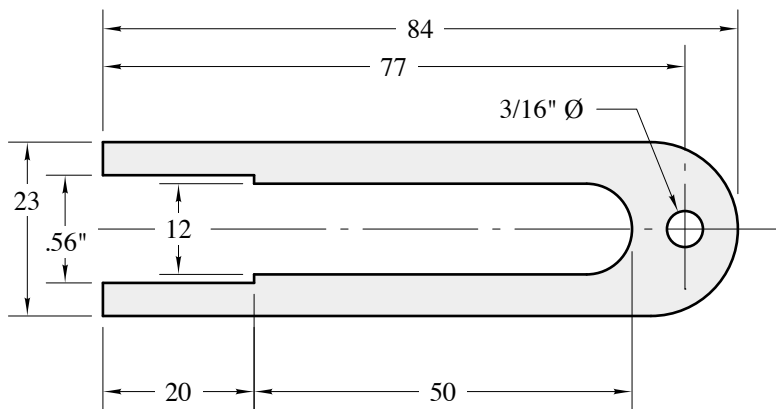
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**GG76**

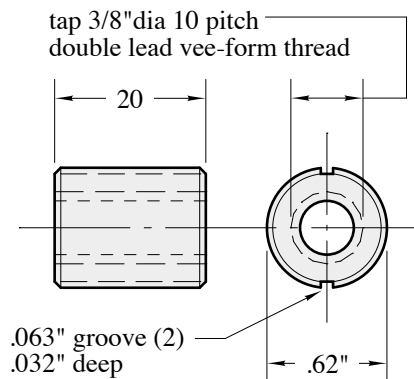
Revision

A



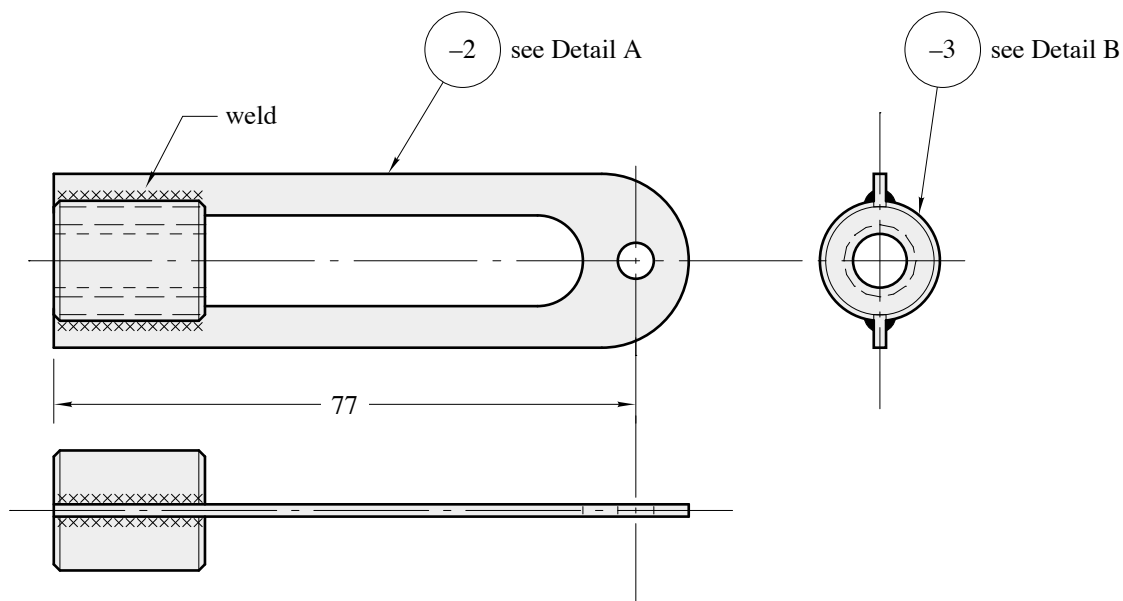
material: .063" 4130N steel sheet  
spec: MIL-S-18729

DETAIL A  
-2 PLATE  
FULL SCALE



material: 5/8" dia 4130N steel bar  
spec: MIL-S-6758

DETAIL B  
-3 SLEEVE  
FULL SCALE



see Drawing No. 117 for installation

117

NO. 784-1 TRIM TAB CONTROL SLEEVE  
ONE REQUIRED PER AIRCRAFT  
FULL SCALE

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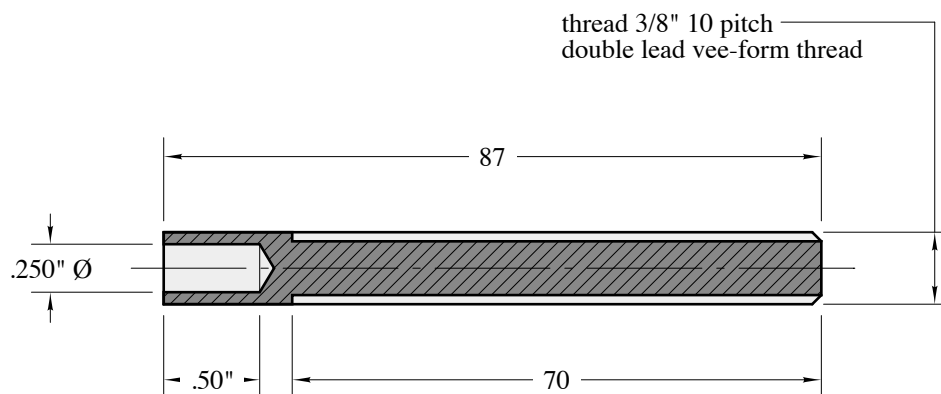
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**GG77**

Revision

B



material: 3/8" dia 4130N steel bar, spec: MIL-S-6758  
see Drawing No. 117 for installation

117

NO. 785 TRIM TAB CONTROL SCREW  
ONE REQUIRED PER AIRCRAFT  
FULL SCALE

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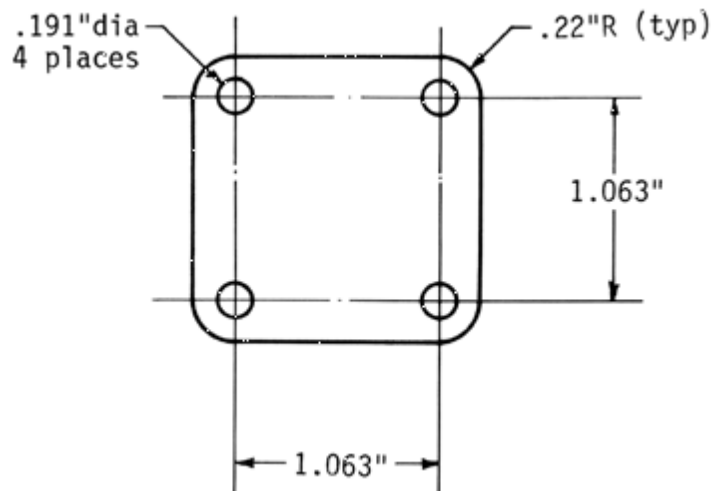
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**GG78**

Revision

B





material: .080" 6061-T6 aluminum  
black anodize  
see drawing No. 117 for installation

117

No. 786A TRIM TAB CONTROL MOUNT PLATE  
ONE REQUIRED PER AIRCRAFT  
FULL SCALE

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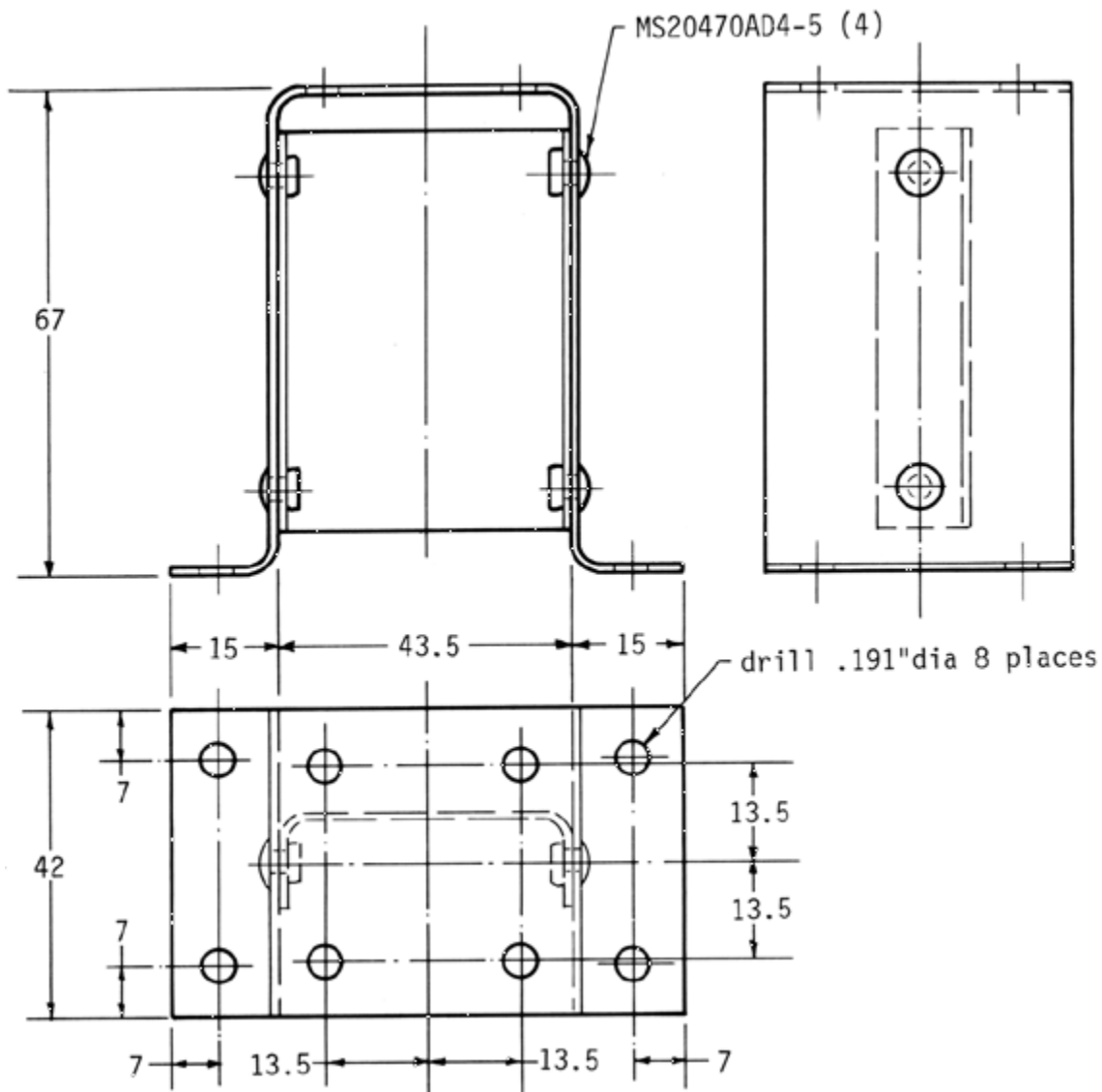
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**GG79**

Revision

A



material: .063" 2024-T3 Alclad aluminum sheet  
see drawing No. 117 for installation

No. 788A TRIM TAB CONTROL MOUNTING BRACKET  
ONE REQUIRED PER AIRCRAFT  
FULL SCALE

117

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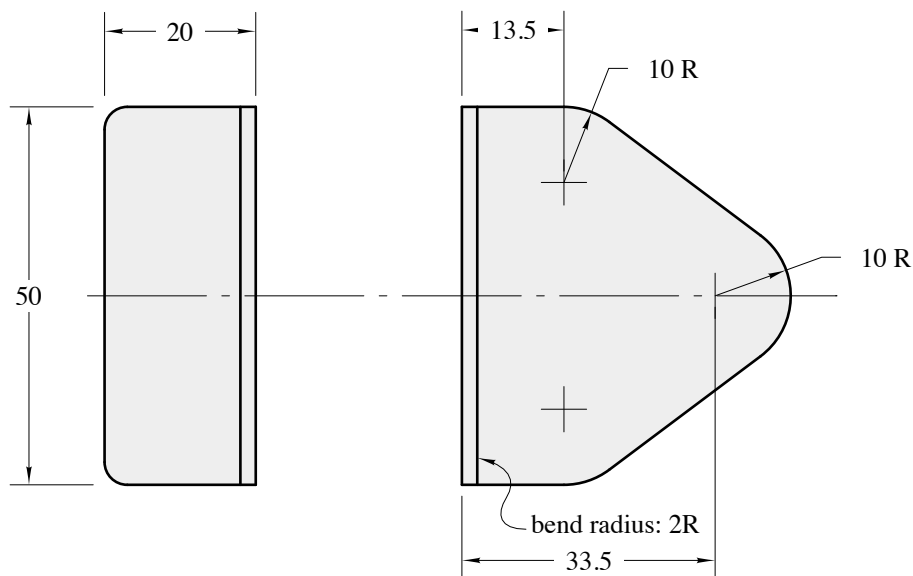
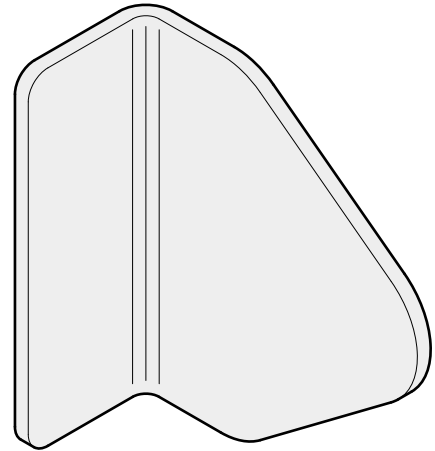
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Sheet

**GG80**

Revision

A



material: .080" 4130N steel sheet, spec: MIL-S-18729  
 cadmium plate & prime  
 see Drawing No. 114 for installation

114

NO. 776 NOSE GEAR DRAG STRUT SUPPORT ANCHOR PLATE  
 2 REQUIRED PER AIRCRAFT  
 FULL SCALE

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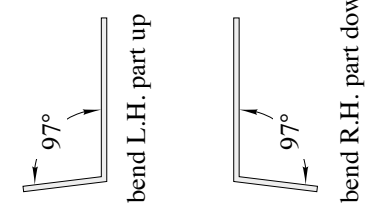
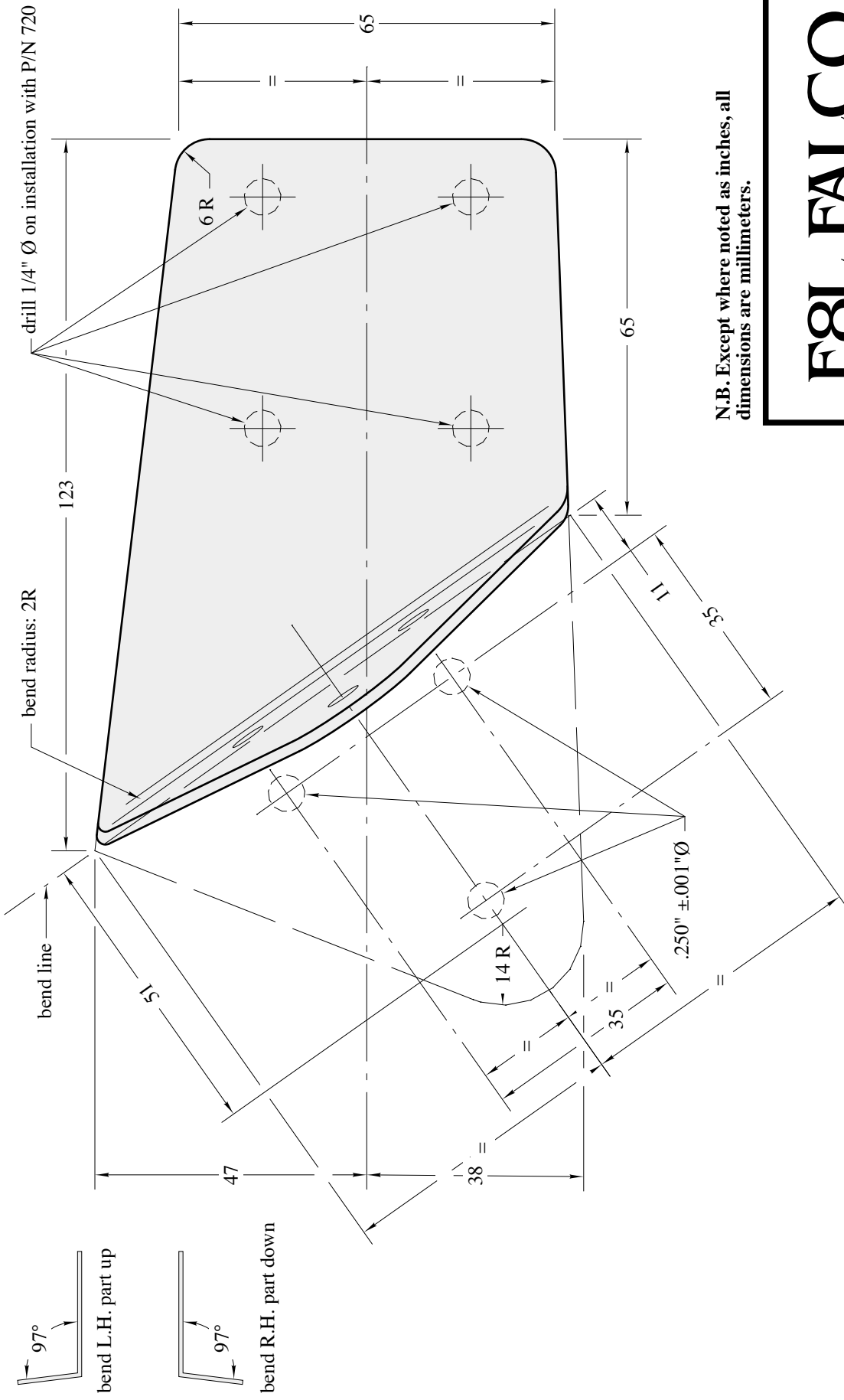
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**GG81**

Revision

A





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# F&L FALCO

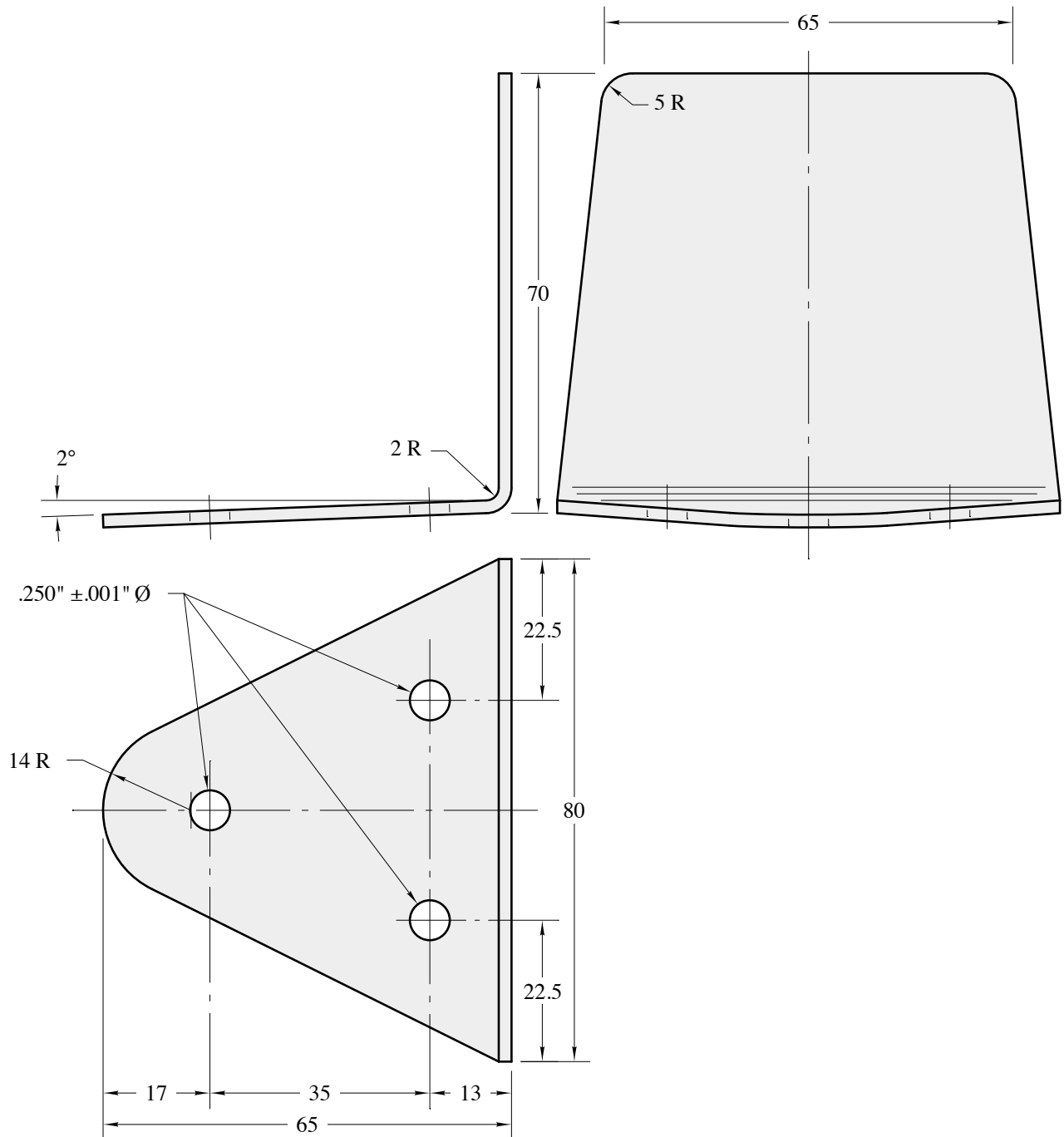
Sheet	
GG82	
Sequoia Aircraft Corp. 2000 Tomlynn Street P. O. Box 6861 Richmond, VA 23230	Revision
	B

material: .080" 4130N steel sheet, spec: MIL-S-18729  
cadmium plate and prime  
see Drawing No. 114 for installation

114

NO. 856A ENGINE MOUNT LUG ANCHOR PLATE  
ONE EACH REQUIRED PER AIRCRAFT  
-1 LEFT HAND SHOWN, -2 RIGHT HAND OPPOSITE  
FULL SCALE

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material: .080" 4130N steel sheet, spec: MIL-S-18729  
 cadmium plate & prime  
 see Drawing No. 114 for installation

114

NO. 839 ENGINE MOUNT LUG ANCHOR PLATE  
 2 REQUIRED PER AIRCRAFT  
 FULL SCALE

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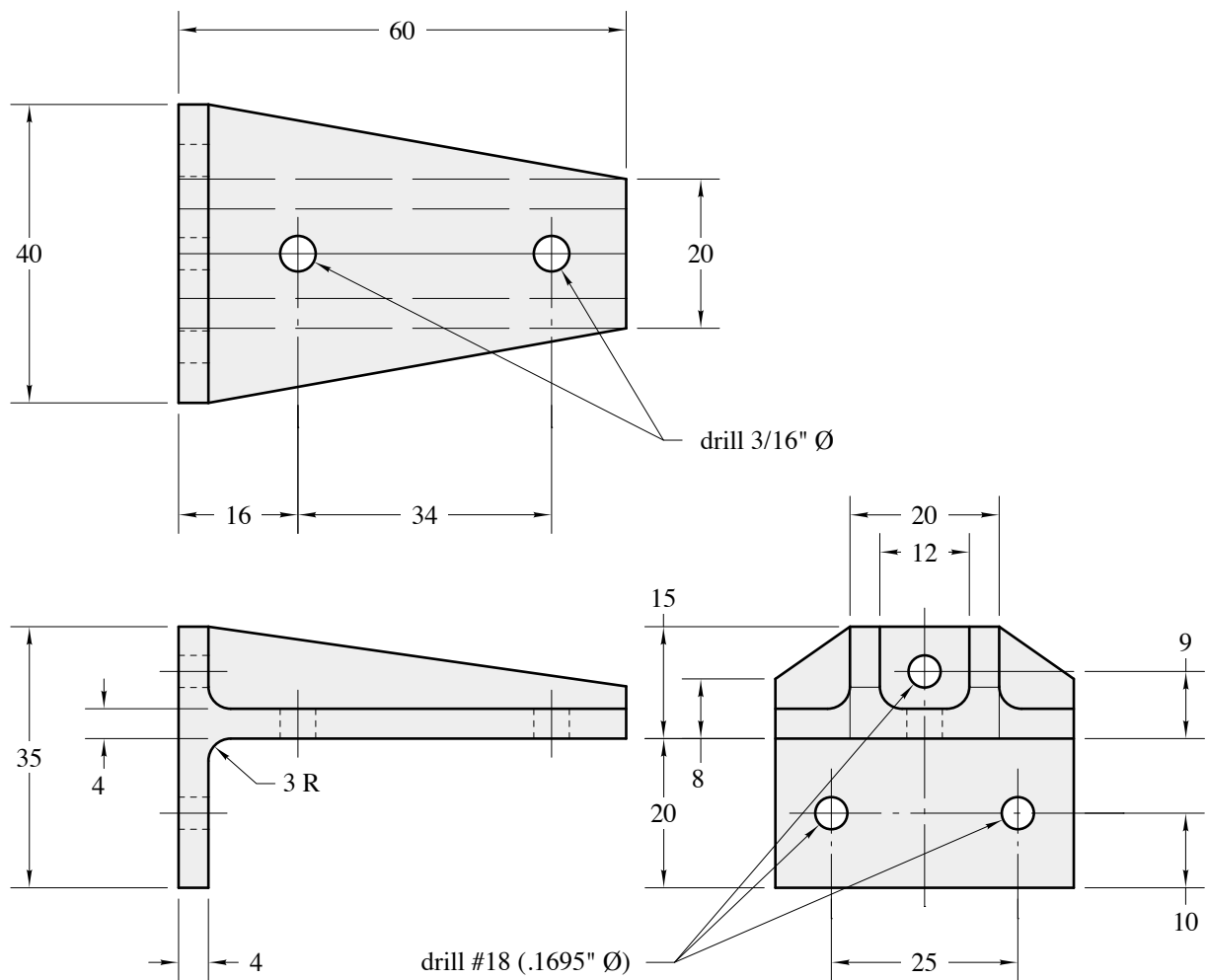


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**GG83**

Revision



material: 356-T6 aluminum casting  
see Drawing No. 107 for installation

107

NO. 802 CANOPY ROLLER MOUNT  
2 REQUIRED PER AIRCRAFT  
FULL SCALE

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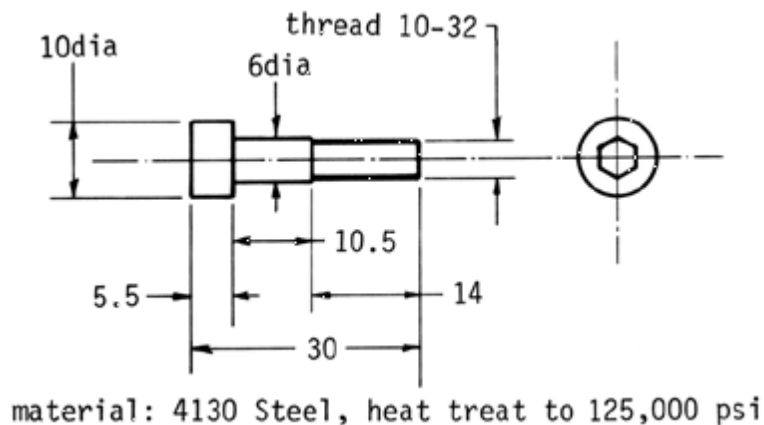
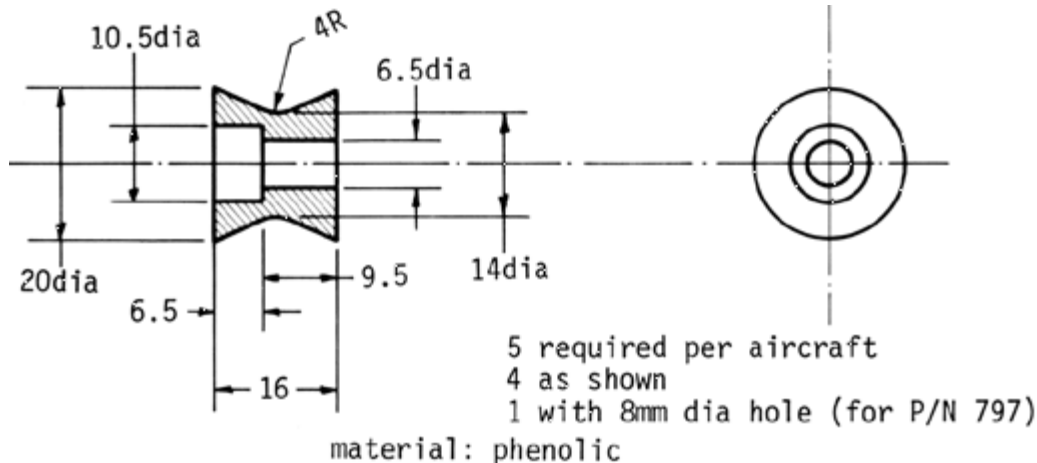
**GG84**

Revision

A



- (1) As an alternative to the shoulder bolt shown, you may use a No. 10x1" long socket head cap screw (heat treated alloy steel) with a 1/4"ODx.058"wall x.50"long 413ON spacer. This will be stronger than the normal shoulder screws available as their threads are usually undercut. Adjust roller hole and counterbore to fit screws. Label the No. 10x1" cap screw as P/N 803-4 and the spacer as P/N 803-3. Both screw and spacer should be cadmium plated.
- (2) Show roller material as phenolic, Nylatron GS, or black Delrin.
- (3) Label counterbored roller as P/N 803-1 and roller with plain hole as P/N 803-2.



107

No. 803 CANOPY ROLLER  
4 EACH REQUIRED PER AIRCRAFT  
FULL SCALE

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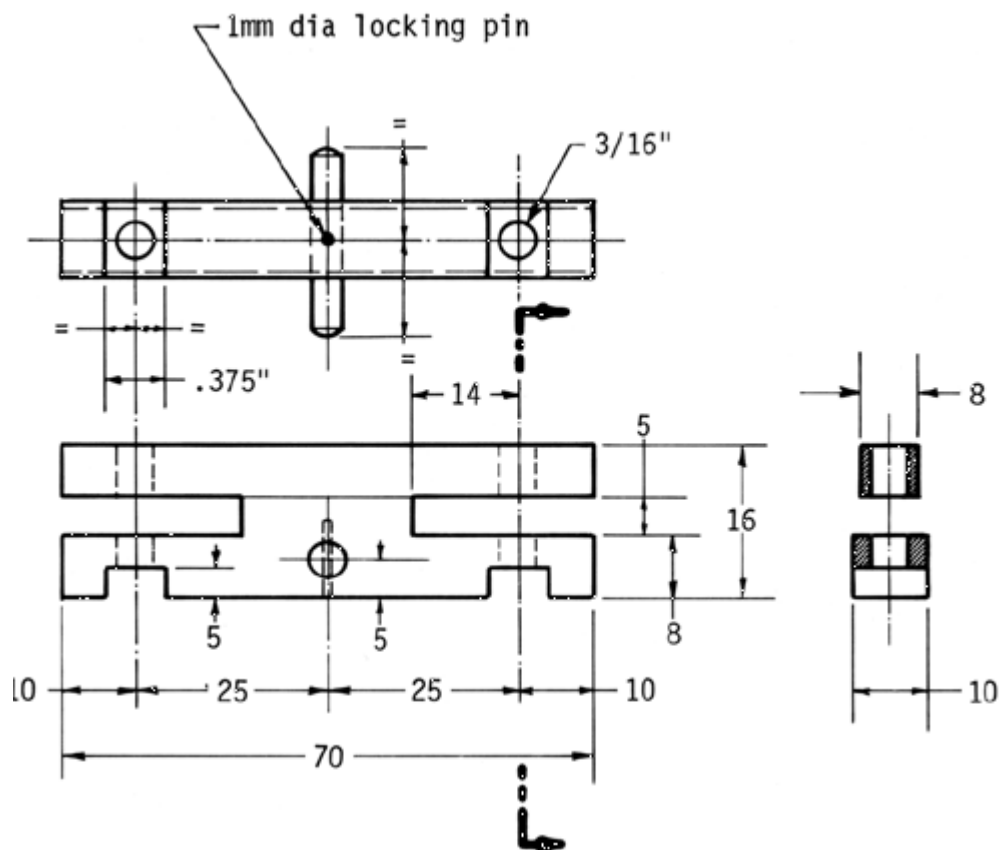
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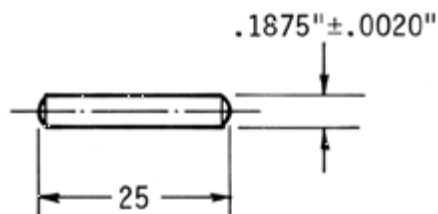
**GG85**

Revision

A



material: 2024-T4 aluminum



material: 4130N steel (cadmium plate) or stainless steel

107

No. 794 CANOPY ROLLER MOUNT  
2 REQUIRED PER AIRCRAFT  
FULL SCALE

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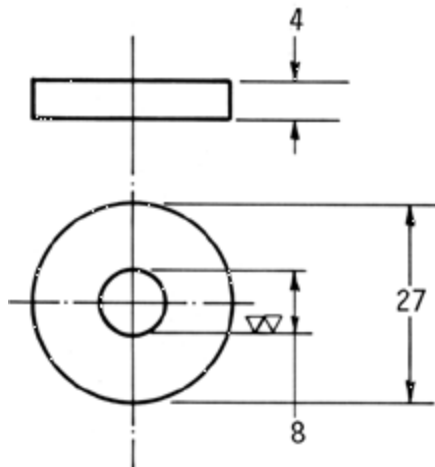


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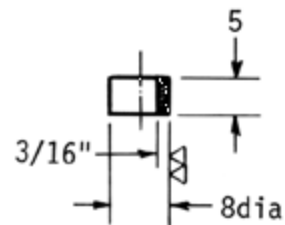
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**GG86**

Revision



material: SAE 660 bronze



material: 4130N steel

107

No. 795 CANOPY ROLLER  
4 EACH REQUIRED PER AIRCRAFT  
FULL SCALE

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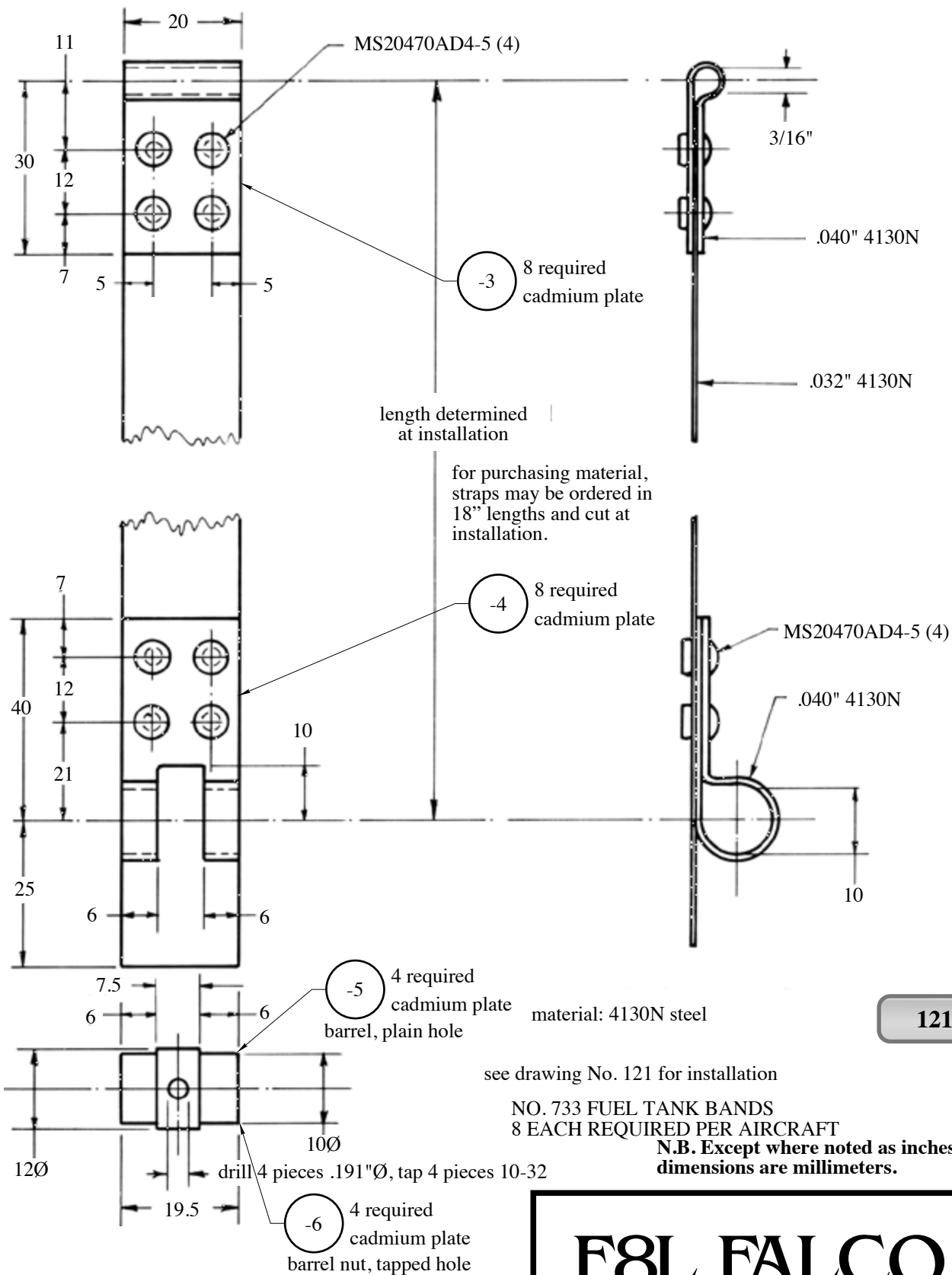
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**GG87**

Revision





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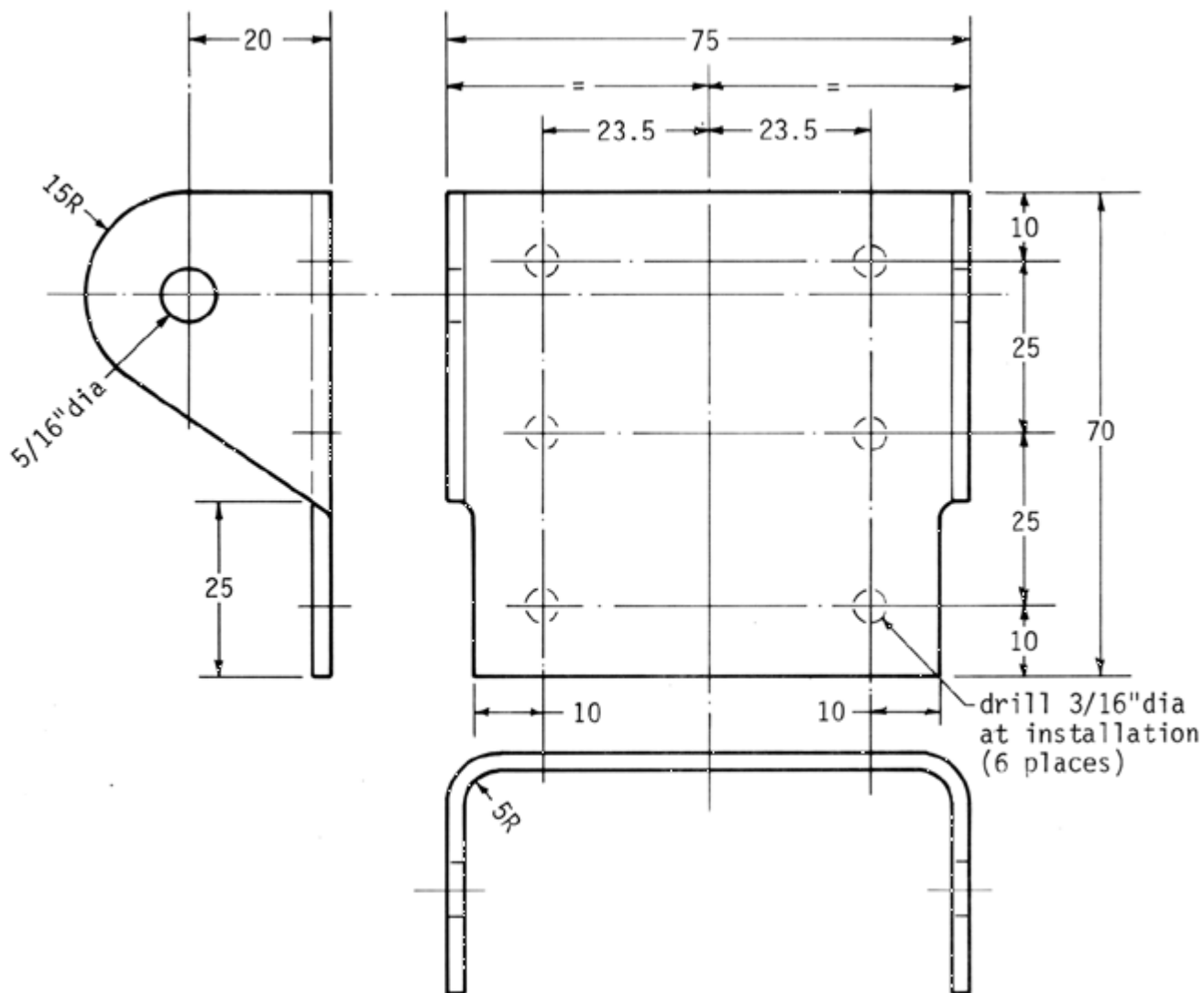
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Sheet

**GG88**

Revision

B



material: 2.5mm or .100" 4130N steel  
cadmium plate  
see drawing No. 120 for installation

120

No. 805 CENTER LAP BELT MOUNT  
ONE REQUIRED PER AIRCRAFT  
FULL SCALE

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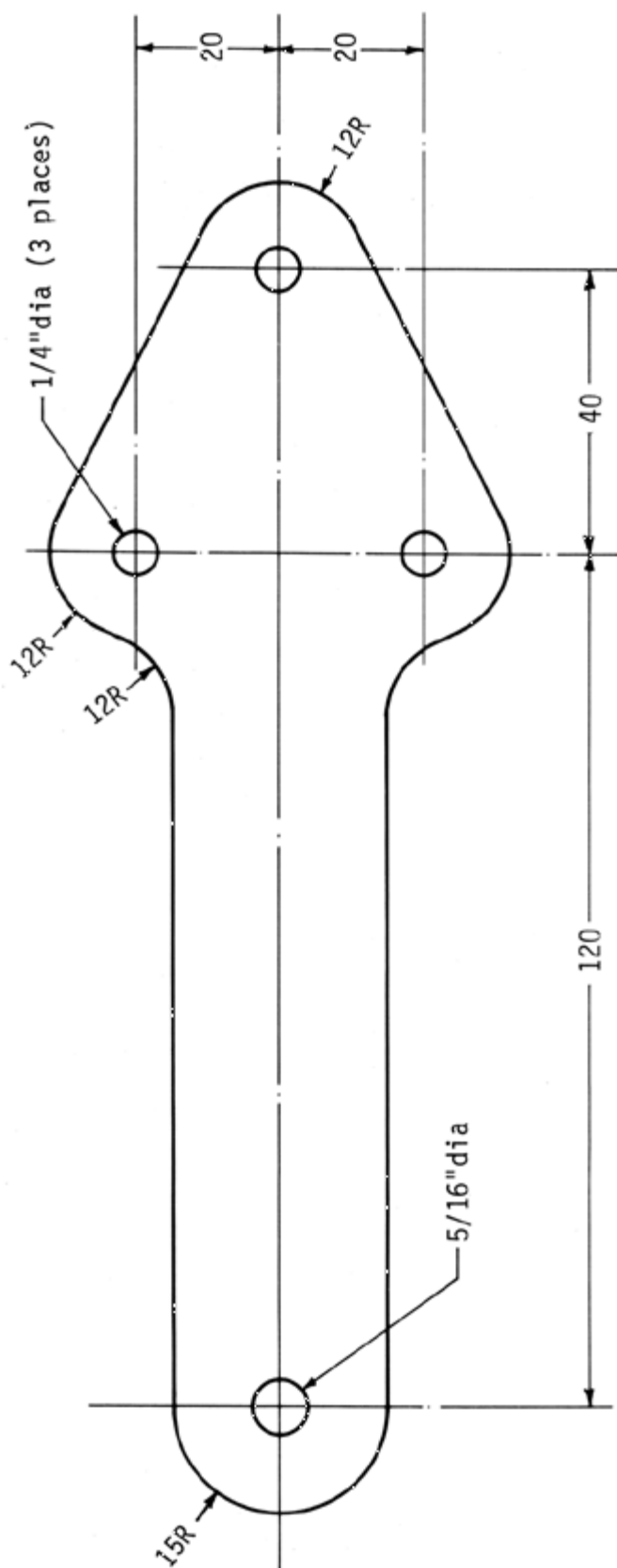
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**GG89**

Revision

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material: 2.5mm or .100" 4130N steel  
 cadmium plate  
 see drawing No. 123 for installation

No. 807 SHOULDER BELT MOUNT  
 2 REQUIRED PER AIRCRAFT  
 FULL SCALE

123

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 dimensions are millimeters.

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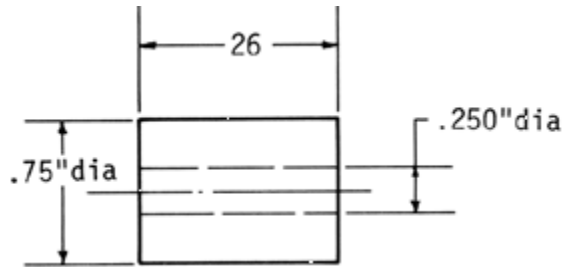
Sheet

**GG90**

Revision

B





material: phenolic  
see drawing No. 103 for installation

103

No. 818 AILERON STOP  
2 REQUIRED PER AIRCRAFT  
FULL SCALE

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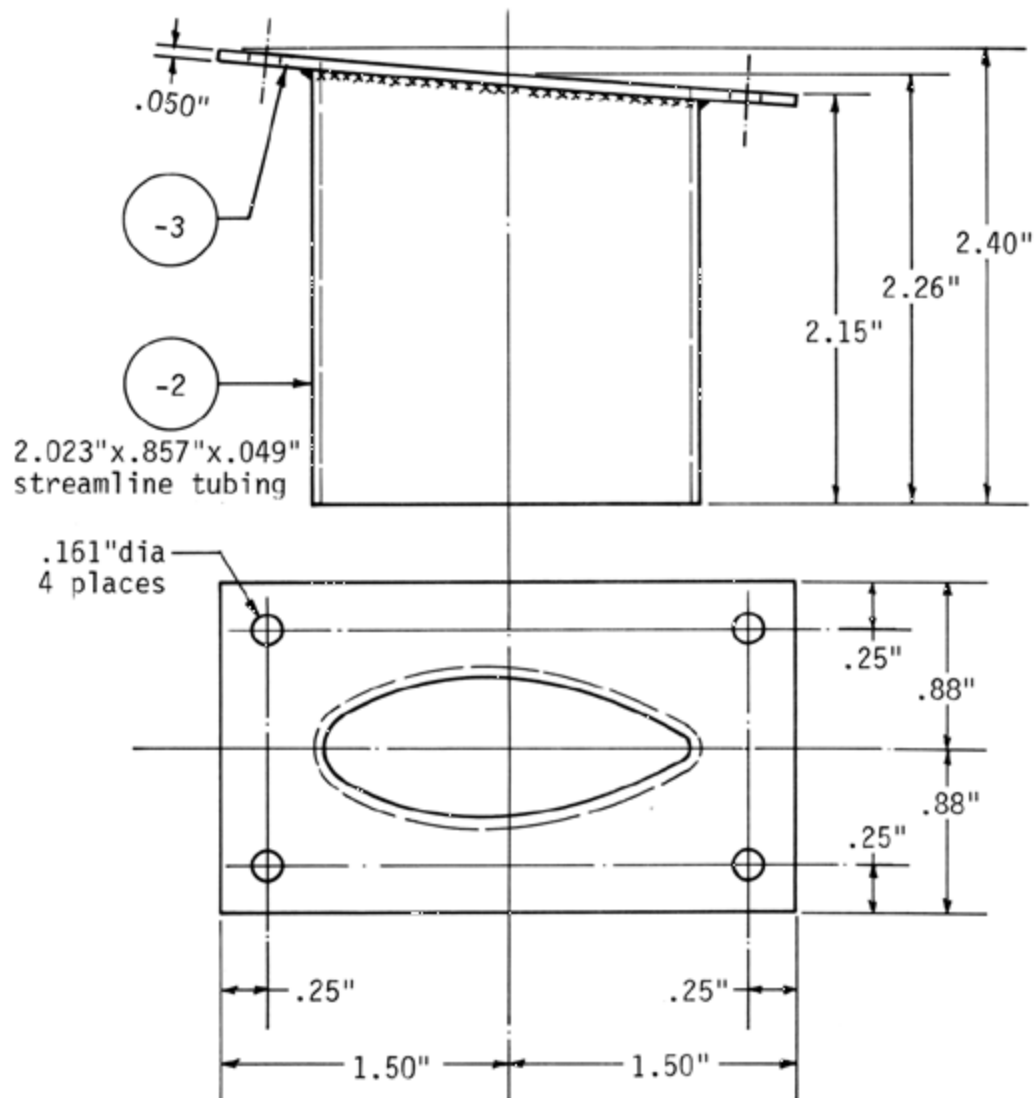
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Sheet

**GG91**

Revision

A



material: 4130N steel  
prime  
see drawing No. 103 for installation

103

No. 791-1 PITOT TUBE MAST  
ONE REQUIRED PER AIRCRAFT  
FULL SCALE

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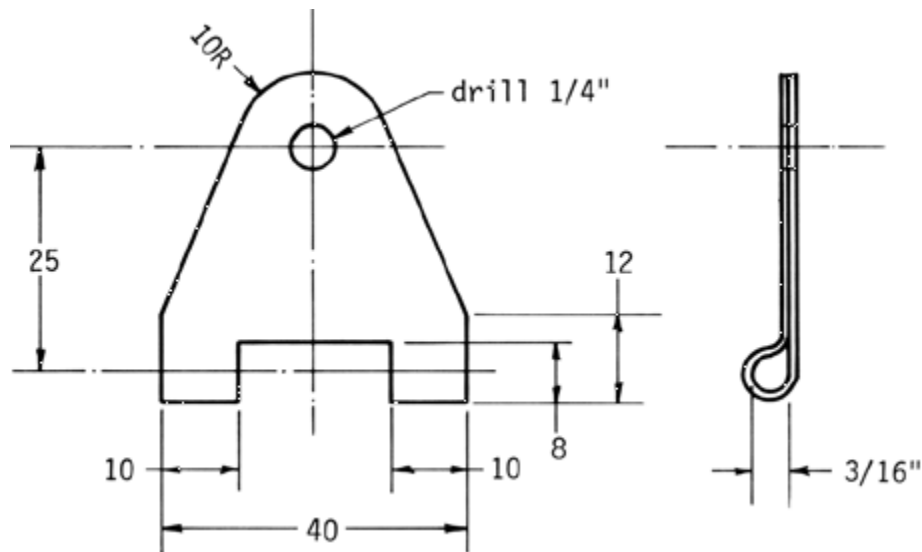
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**GG92**

Revision

A



material: .040" or 1mm 4130N steel sheet, spec: MIL-S-18729  
see drawing No. 121 for installation

121

NO. 735 AFT FUEL TANK BAND MOUNTS  
4 REQUIRED PER AIRCRAFT  
FULL SCALE

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dimensions are millimeters.**

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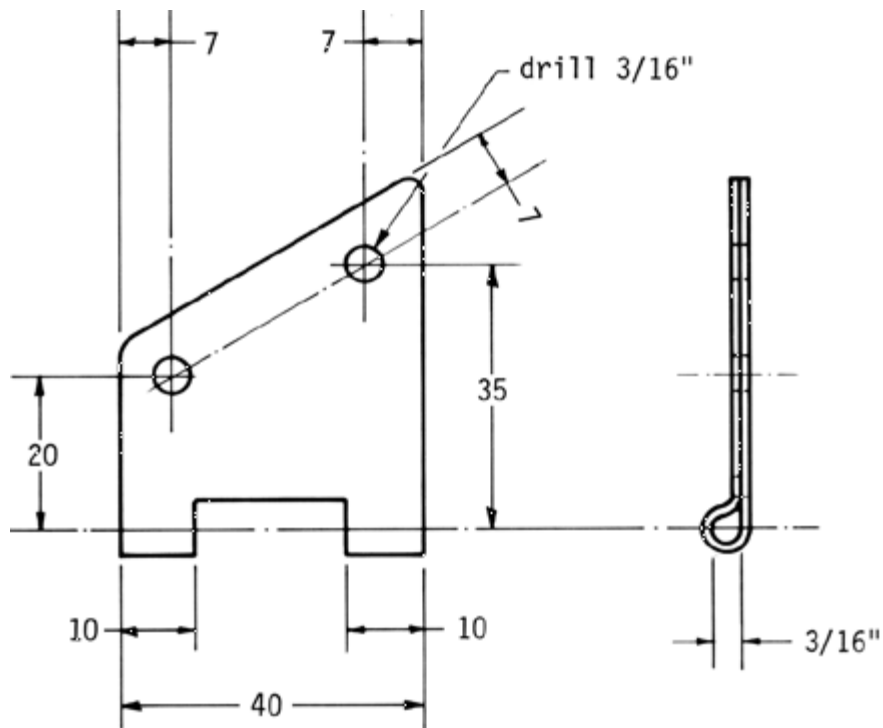
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Sheet

**GG93**

Revision





material: .040" 4130N steel sheet, spec: MIL-S-19729  
cadmium plate

121

NO. 734 FUEL TANK BAND MOUNT  
2 EACH REQUIRED PER AIRCRAFT  
LEFT HAND SHOWN, RIGHT HAND OPPOSITE  
FULL SCALE

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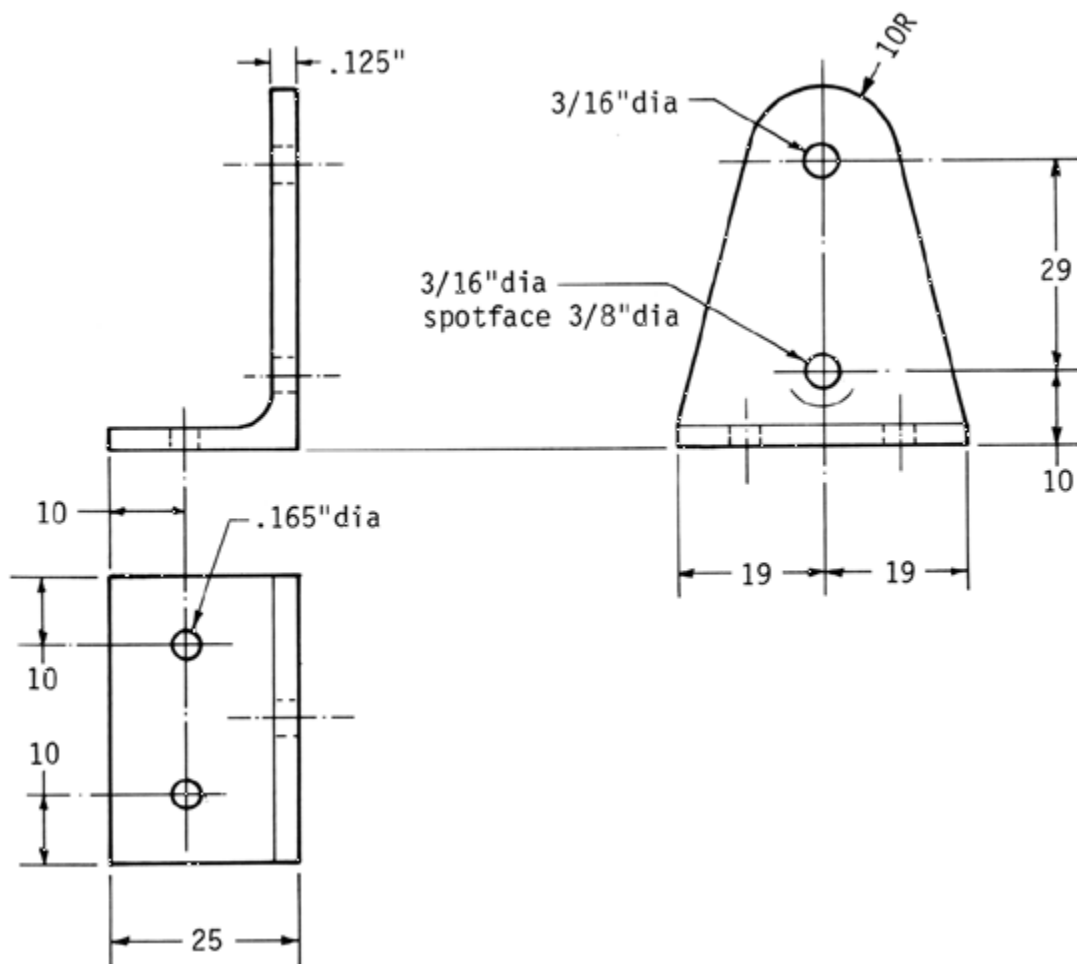
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Sheet

**GG94**

Revision

A



material: 2024-T3511 aluminum extrusion  
alodine & prime  
see drawing No. 107A for installation  
Note: this part is for "Nustrini" canopy modification

107A

P/N 869 CANOPY FITTING  
ONE REQUIRED PER AIRCRAFT  
FULL SCALE

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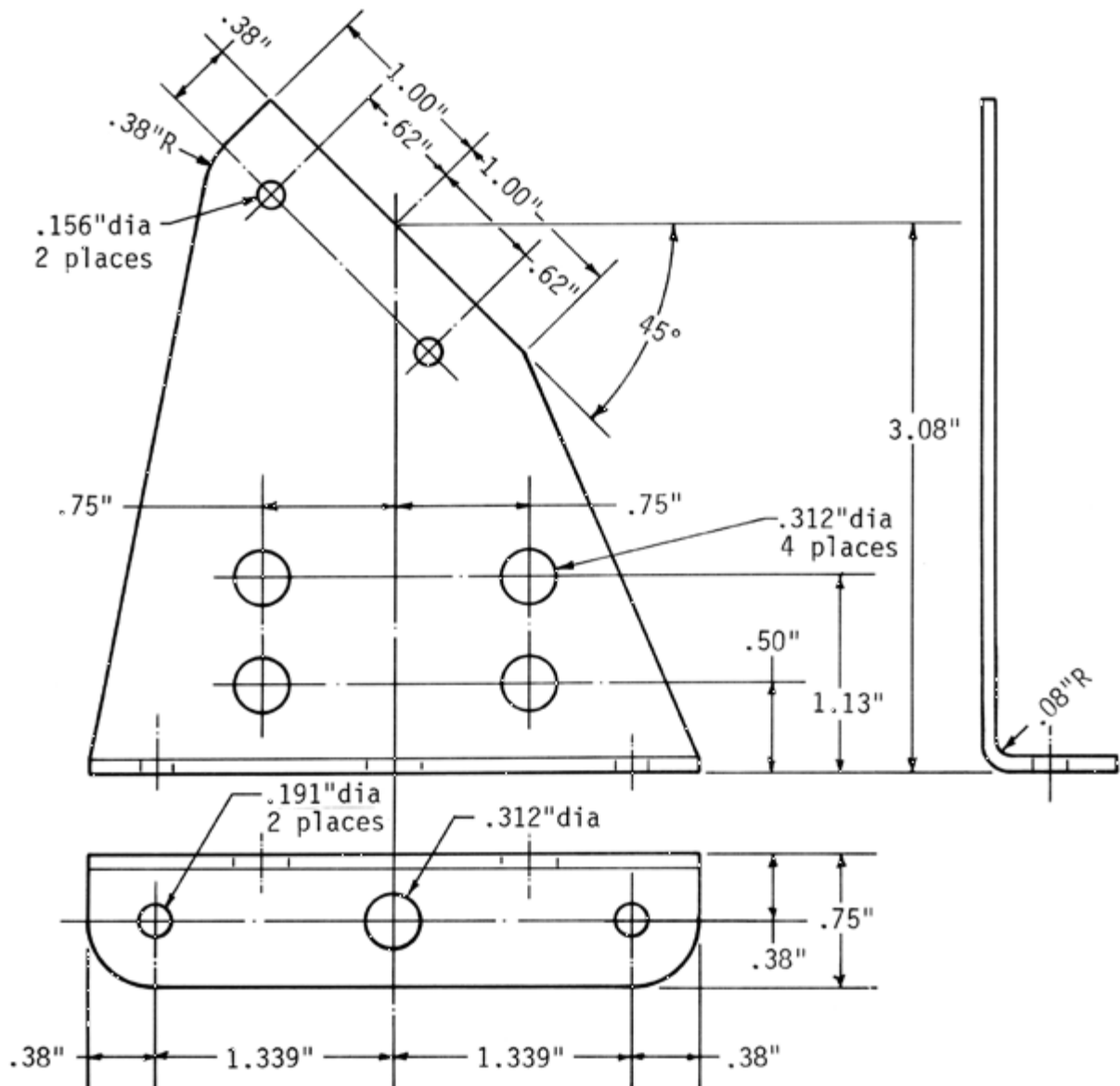
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Sheet

**GG95**

Revision

A



material: .080" 6061-0 aluminum  
 heat treat to T-4 after forming  
 alodine & prime  
 see drawing No. 108 for installation

108

No. 859-2 & -3 BRACKET  
 ONE EACH REQUIRED PER AIRCRAFT  
 -2 SHOWN, -3 OPPOSITE  
 FULL SCALE

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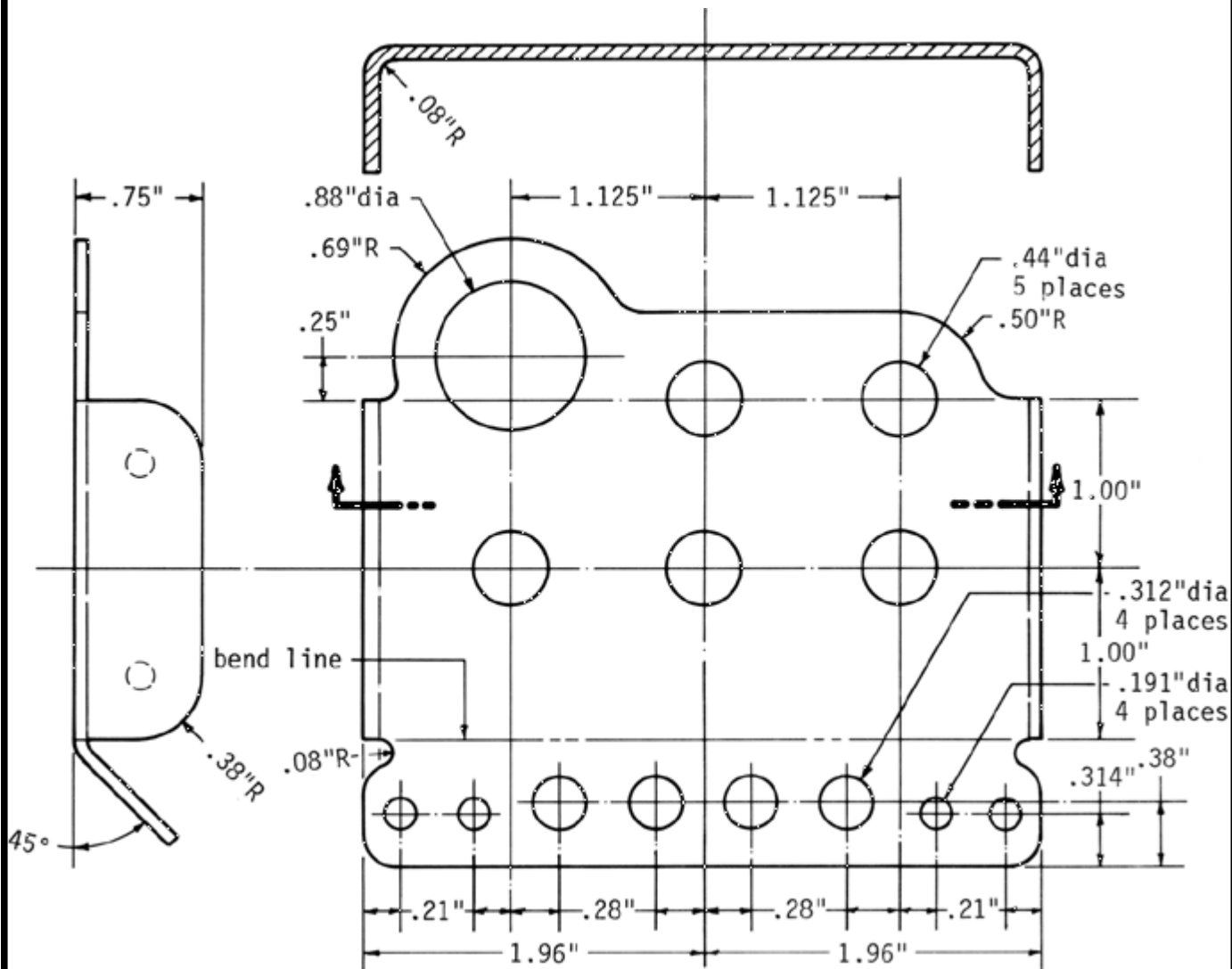
Sheet

**GG96**

Revision

A





material: .080" 6061-0 aluminum  
heat treat to T-4 after forming  
alodine

see drawing No. 108 for installation

108

No. 859-4 BRACKET  
ONE REQUIRED PER AIRCRAFT  
FULL SCALE

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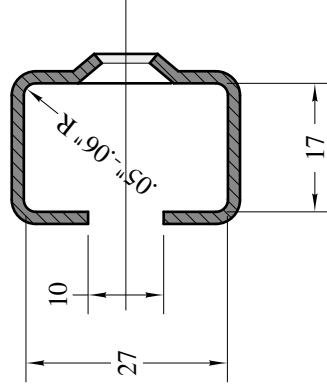
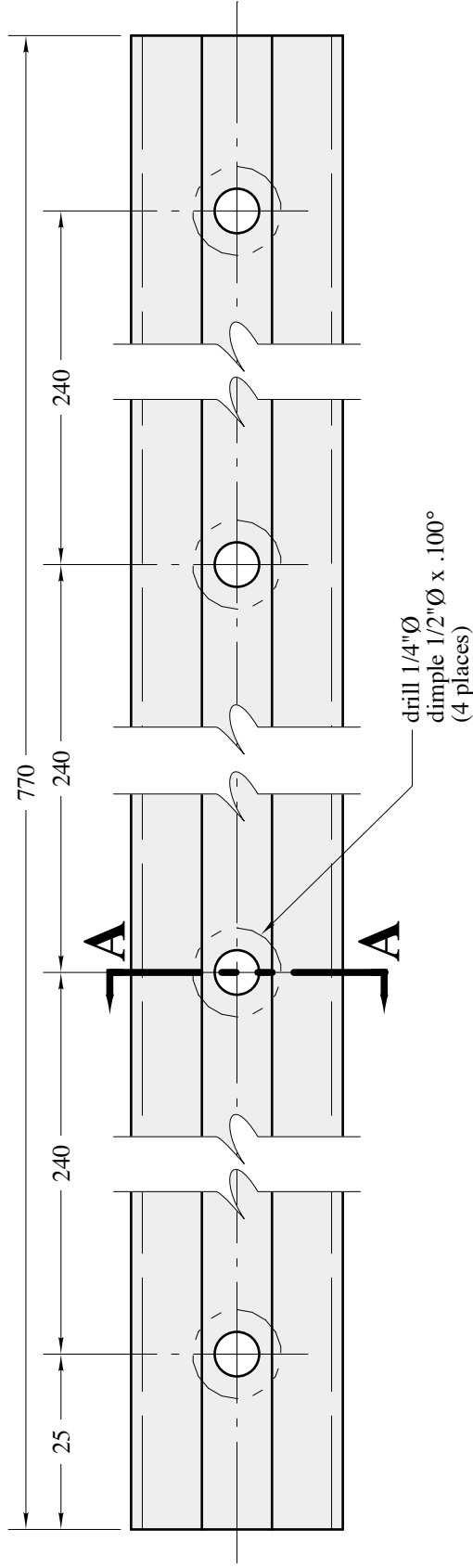
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Sheet

**GG97**

Revision

A



material: .063" stainless steel sheet  
see drawing No. 107 for installation

107

NO. 792 CANOPY TRACK  
2 REQUIRED PER AIRCRAFT  
FULL SCALE

N.B. Except where noted as inches, all  
dimensions are millimeters.

SECTION A-A  
FULL SCALE

# F&L FALCO



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Sheet

**GG98**

Revision

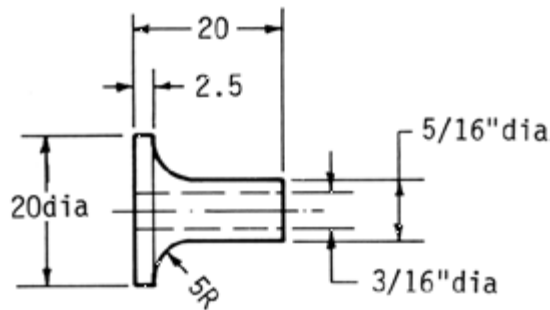
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Revision





material: 6061-T6 aluminum  
 hard coat anodize  
 see drawing No. 107A for installation  
 Note: this part is for "Nustrini" canopy modification  
 P/N 868 CANOPY PIN  
 ONE REQUIRED PER AIRCRAFT  
 FULL SCALE

107A

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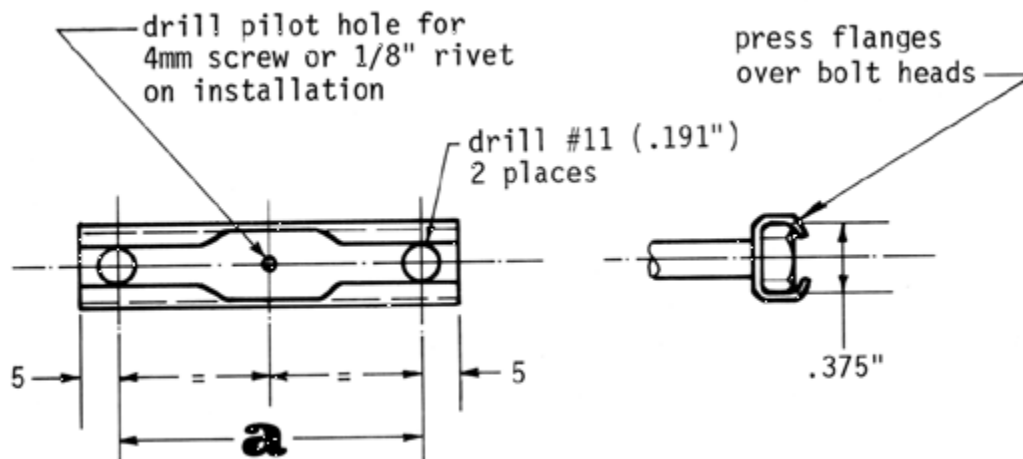
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Sheet

**GG100**

Revision

A



material: .040" mild steel  
cadmium plate and prime

NO. 850 CHANNEL-NUT  
FULL SCALE

part number	number required	<b>a</b>	for use with P/N:
P/N 850-68	2	68	P/N 754, P/N 774
P/N 850-67	2	67	P/N 751 (2)
P/N 850-62	4	62	P/N 742 (4)
P/N 850-50	4	50	P/N 750 (2), P/N 762 (2)
P/N 850-47	4	47	P/N 744 (4)
P/N 850-38	4	38	P/N 745 (4)
P/N 850-30	9	30	P/N 743 (4), P/N 752 (2) P/N 753 (1), P/N 764 (2)
P/N 850-28	4	28	P/N 748 (4)
P/N 850-26	2	26	P/N 746 (2)
P/N 850-24	4	24	P/N 755 (4)
P/N 850-23	4	23	P/N 747 (4)
P/N 850-20	6	20	P/N 756 (4), P/N 757 (2)
P/N 850-18	2	18	P/N 749 (2)

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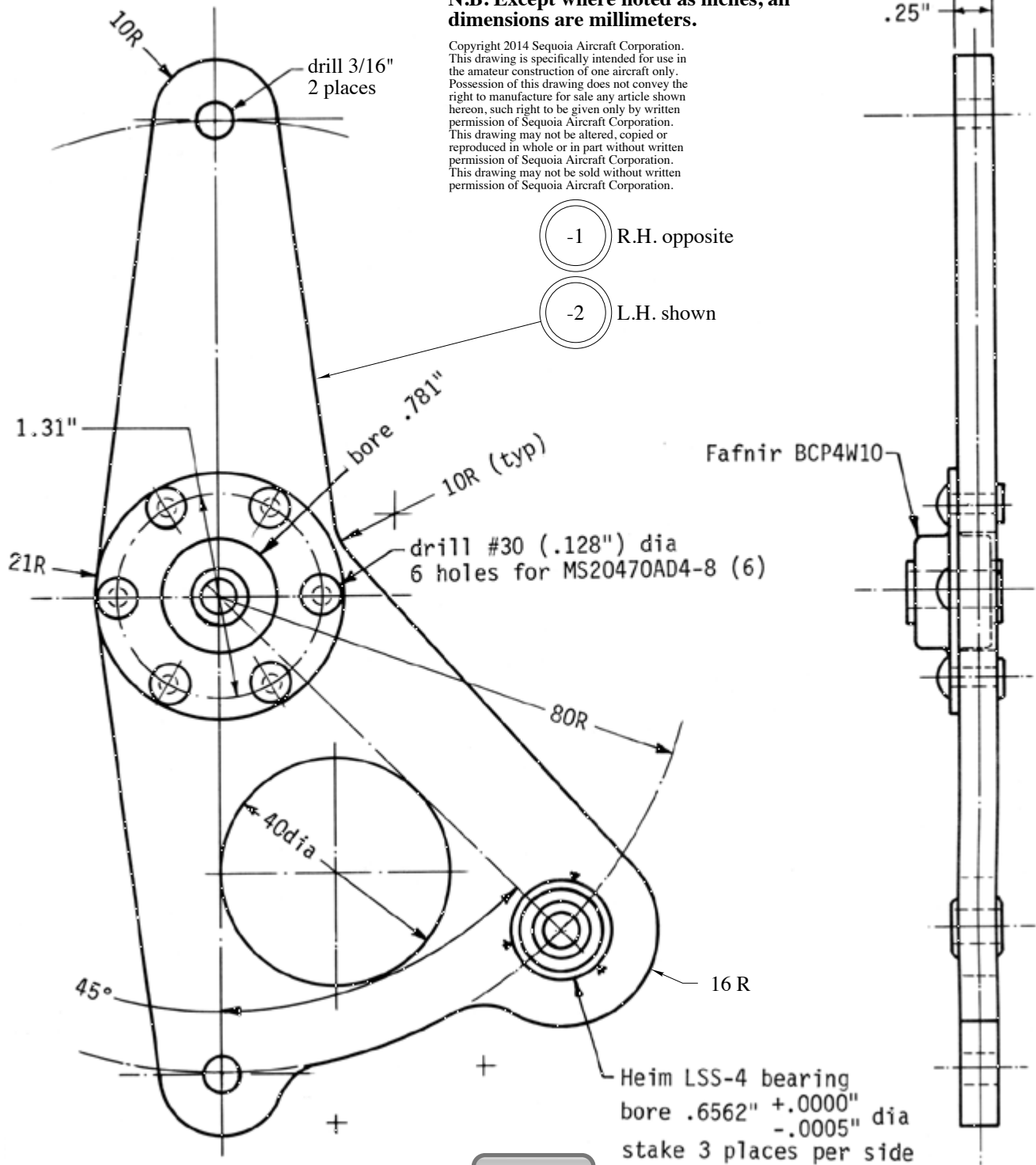
**GG101**

Revision

A

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material: 2024-T4 aluminum  
see drawing No. 103 for installation

103

No. 758 AILERON BELLCRANK  
ONE EACH REQUIRED PER AIRCRAFT  
LEFT HAND SHOWN, RIGHT HAND OPPOSITE  
FULL SCALE

# F8L FALCO



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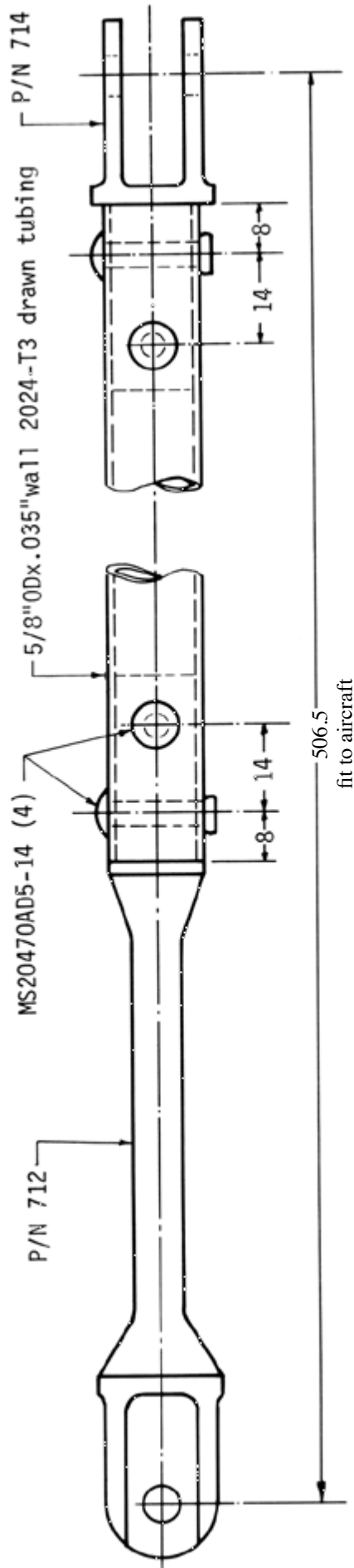
Sheet

**GG102**

Revision

A





material: 2024-T3 aluminum tubing, spec: MIL-T-700/3  
see drawing No. 103 for installation

No. 781 AILERON CONTROL ROD  
2 REQUIRED PER AIRCRAFT  
FULL SCALE

103

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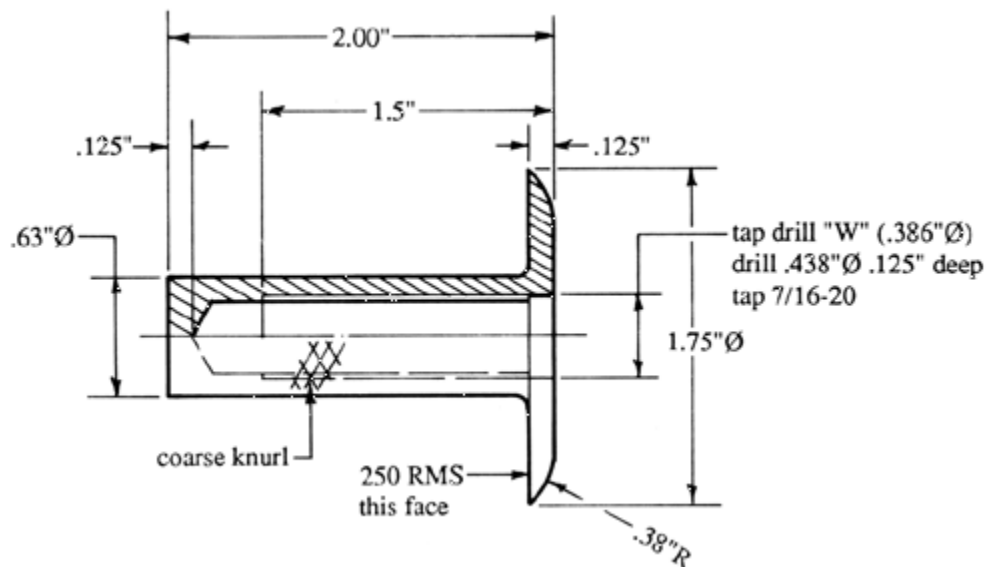
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Sheet

**GG103**

Revision

B



material: 2024-T4 aluminum, spec: QQ-A-225/6  
 alodine  
 see Drawing No. 201 for installation

201

NO. 809-1 JACK PAD FITTING  
 2 REQUIRED PER AIRCRAFT  
 FULL SCALE

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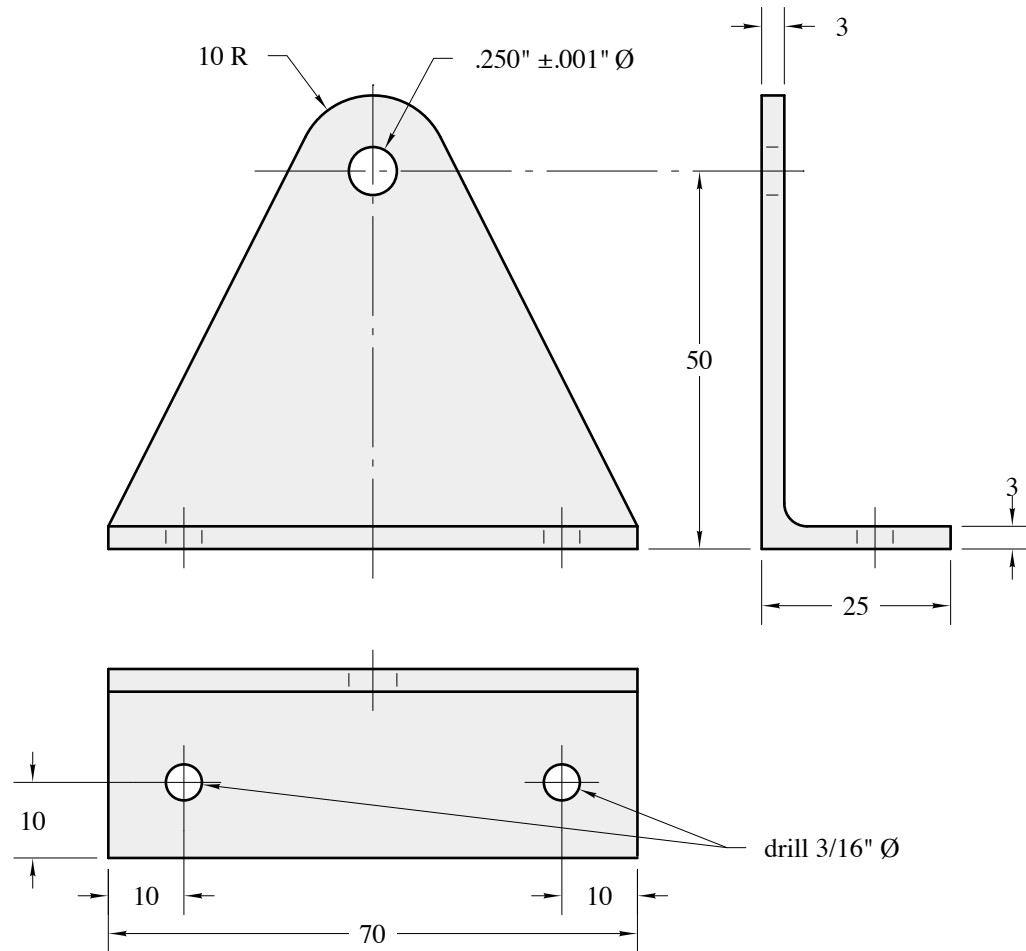
Sheet

**GG104**

Revision

A

Note: fillet radius of the extrusion should be approximately equal to the thickness of the extrusion legs.



material: 2024-T3511 aluminum extrusion  
AND10134 or Tiernay 60-2487, spec: QQ-A-200/3  
alodine & prime  
see Drawing No. 410 for installation

410-1

NO. 724-2 BRACKET  
ONE REQUIRED PER AIRCRAFT  
FULL SCALE

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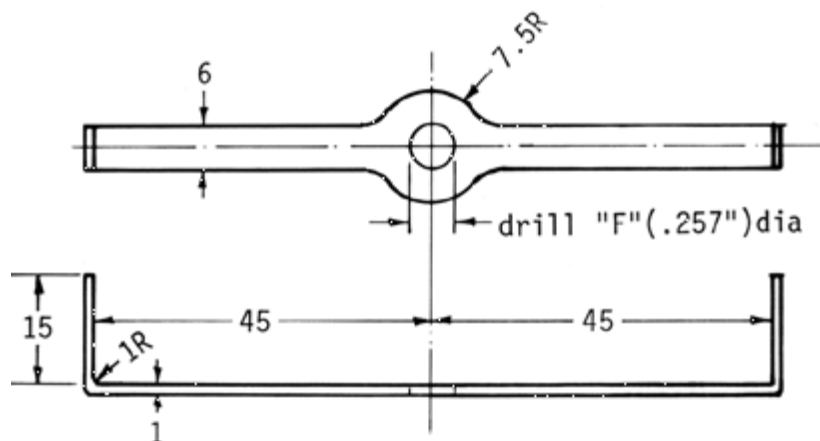
Sheet

**GG105**

Revision

A





material: 4130N steel  
cadmium plate & prime

see drawing No. 410 for installation

410

No. 724-3 GUARD  
ONE REQUIRED PER AIRCRAFT  
FULL SCALE

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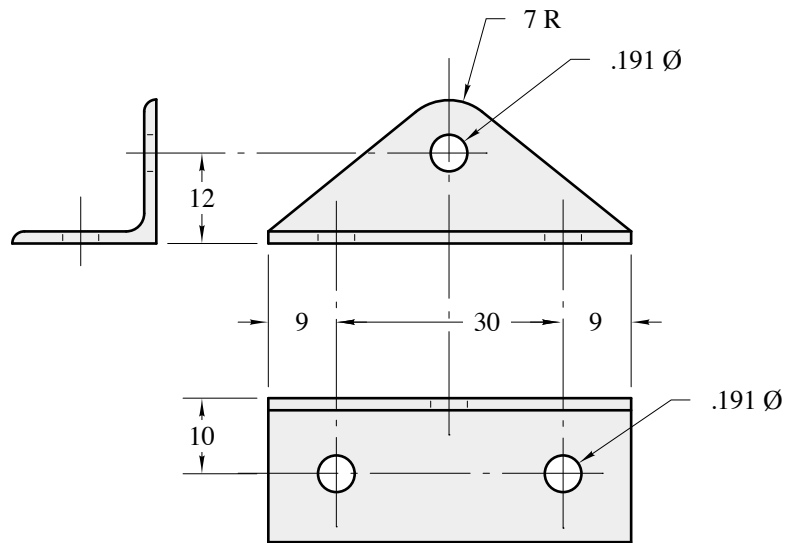
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Sheet

**GG106**

Revision

A



material: 2024-T3511 aluminum extrusion  
 AND10133-0601, spec: QQ-A-200/3  
 alodine & prime  
 see Drawing No. 836 for installation

836

NO. 866 BRACKET  
 4 REQUIRED PER AIRCRAFT  
 FULL SCALE

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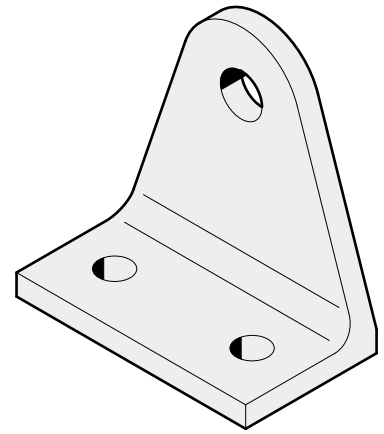
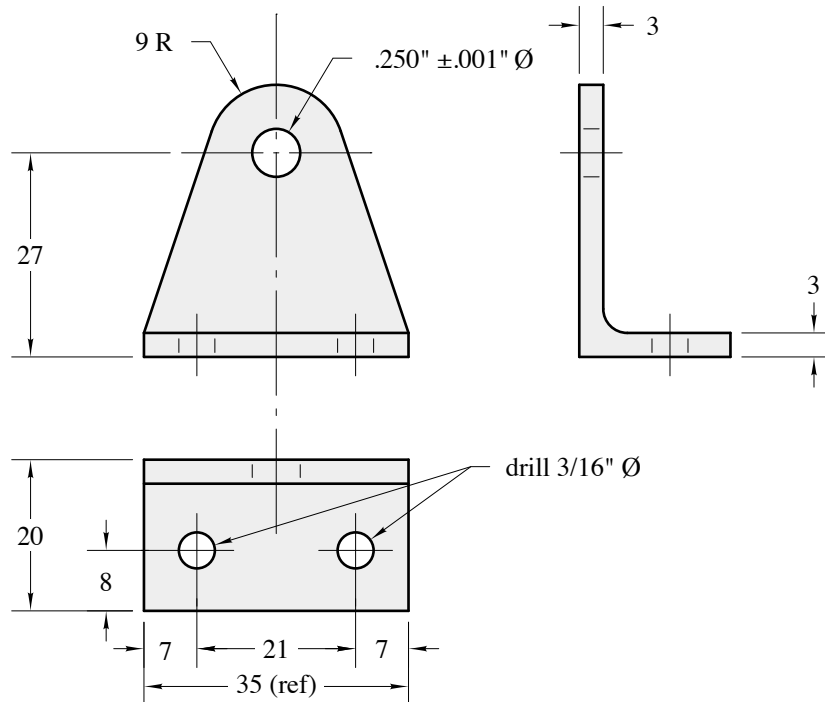
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Sheet

**GG107**

Revision

A



material: 2024-T3511 aluminum extrusion  
AND10134-1402, spec: QQ-A-200/3  
alodine & prime  
see Drawing No. 122 and 201 sheet 4 for installation

122

201

NO. 725-2 BRACKET  
8 REQUIRED PER AIRCRAFT  
FULL SCALE

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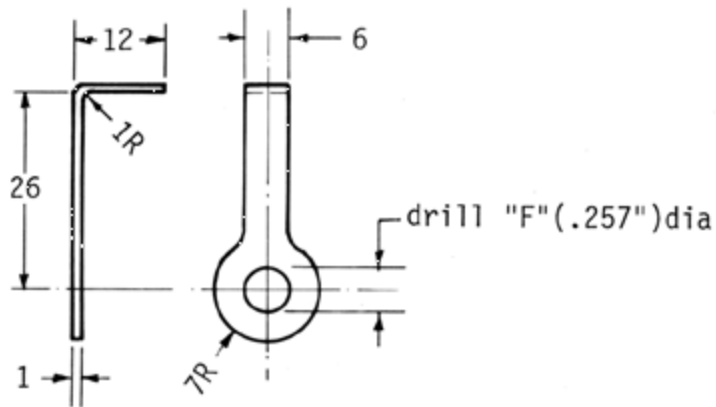
Sheet

**GG108**

Revision

B





material: 4130N steel  
 cadmium plate & prime  
 see drawing No. 725-1 for installation

725-1

No. 725-3 GUARD  
 8 REQUIRED PER AIRCRAFT  
 FULL SCALE

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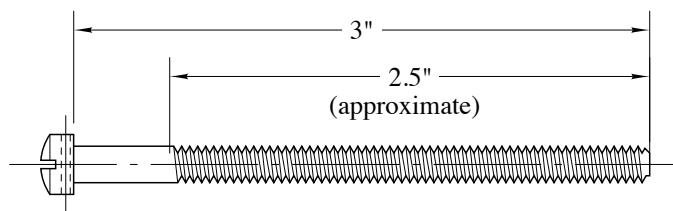


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Sheet

**GG109**

Revision



Screw same as  
AN503 Machine Screw  
Fillister Head Drilled, Slotted  
10-32 Thread



NO. 733-7 FILLISTER HEAD SCREW  
4 REQUIRED PER AIRCRAFT, PLUS 2 FOR HEADER TANK  
FULL SCALE

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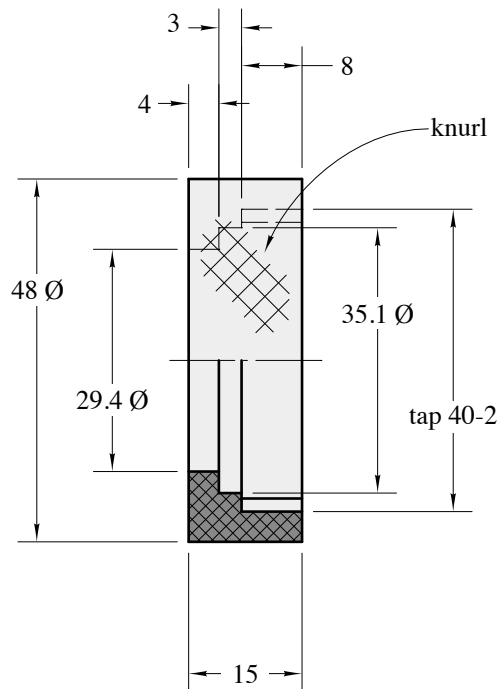
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**GG110**

Revision

A



material: 2024-T4 aluminum  
black anodize  
see Drawing No. 851 for installation



No. 851-2 NUT  
ONE REQUIRED PER AIRCRAFT  
FULL SCALE

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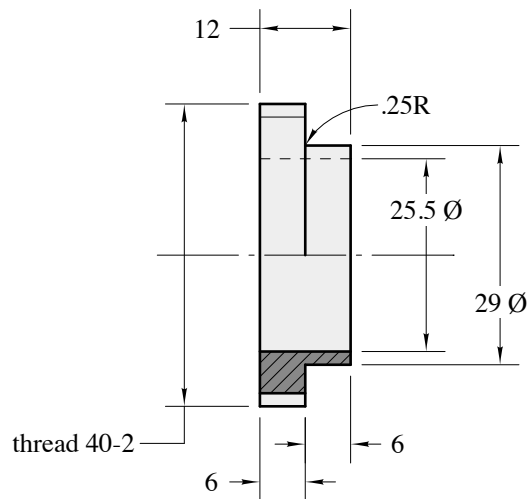
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Sheet

**GG111**

Revision





material: 4130N steel  
see Drawing No. 851 for installation



No. 851-3 RECEPTACLE  
ONE REQUIRED PER AIRCRAFT  
FULL SCALE

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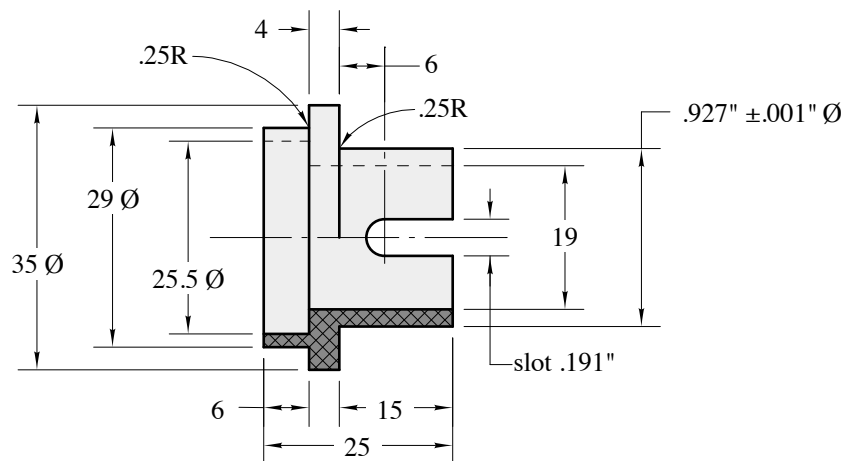


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**GG112**

Revision



material: 4130N steel  
see Drawing No. 851 for installation



No. 851-4 CONNECTOR  
ONE REQUIRED PER AIRCRAFT  
FULL SCALE

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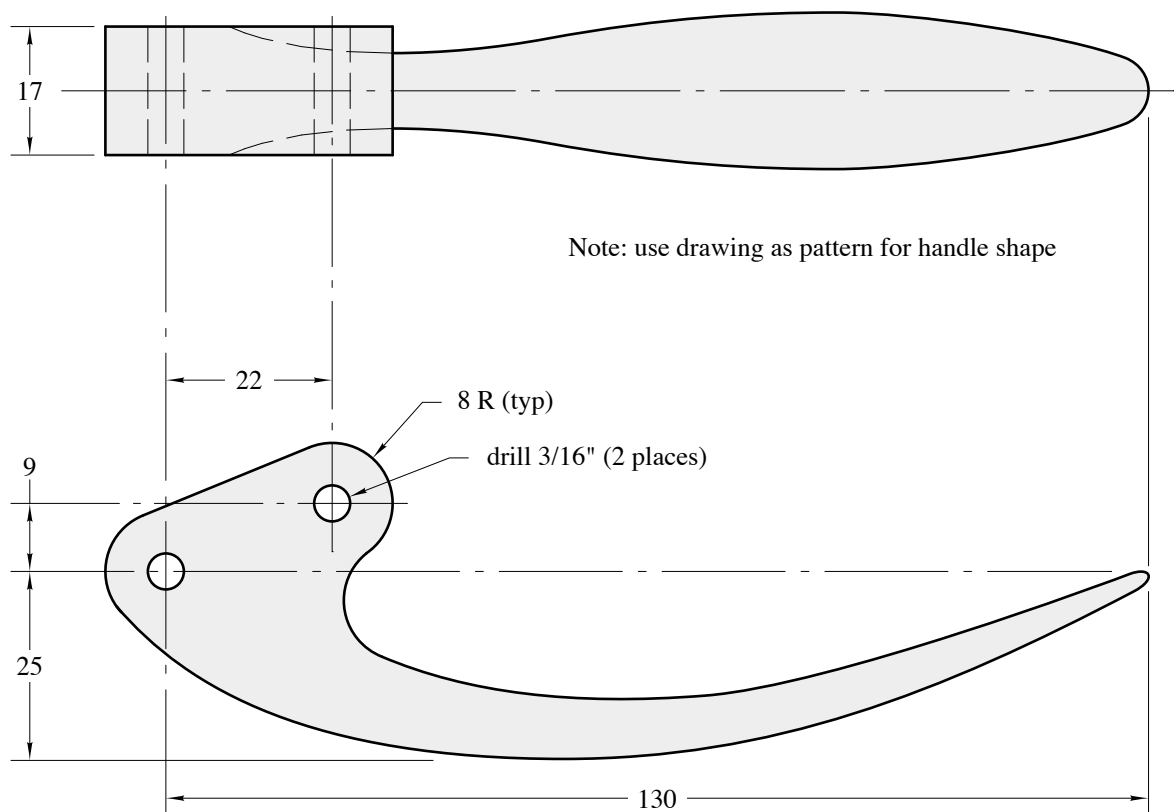


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Sheet

**GG113**

Revision



material: 2024-T4 or 356-T6 aluminum  
alodine & prime  
see Drawing No. 107 for installation

107

No. 799 CANOPY CLOSING HANDLE  
ONE REQUIRED PER AIRCRAFT  
FULL SCALE

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# F.8L FALCO



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**GG114**

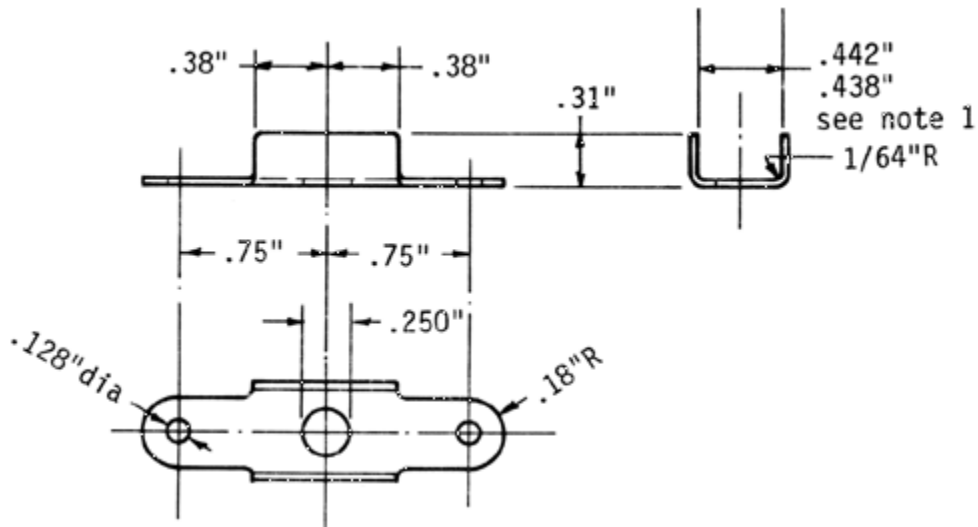
Revision





# NOTES

1. .250"dia hole must be centered between sides of channel so that AN4 bolt head will drop in place (slip fit) but tight enough so that sides will prevent bolt from turning.
2. Except where noted otherwise, swage sides over bolt head to retain bolt.



material: .040" mild steel  
cadmium plate

No. 846 CHANNEL  
THREE REQUIRED PER AIRCRAFT  
FULL SCALE

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# F.8L FALCO

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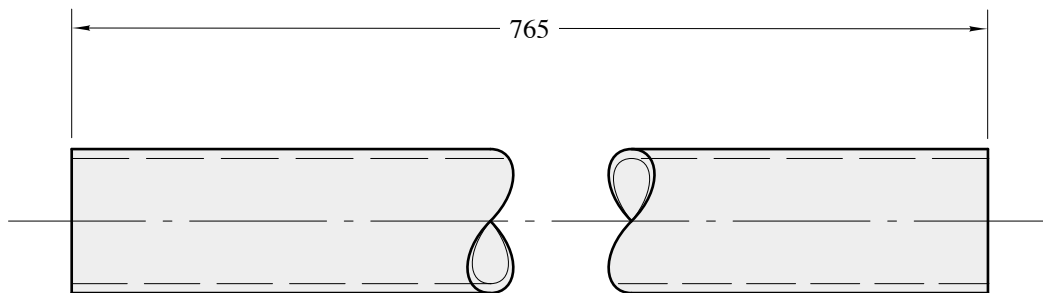
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**GG116**

Revision

A



material: 3/4" OD x .049" wall 6061-T6 aluminum tubing  
hard anodize  
see Drawing No. 107 for installation

107

NO. 777 CANOPY SLIDE TUBE  
ONE REQUIRED PER AIRCRAFT  
FULL SCALE

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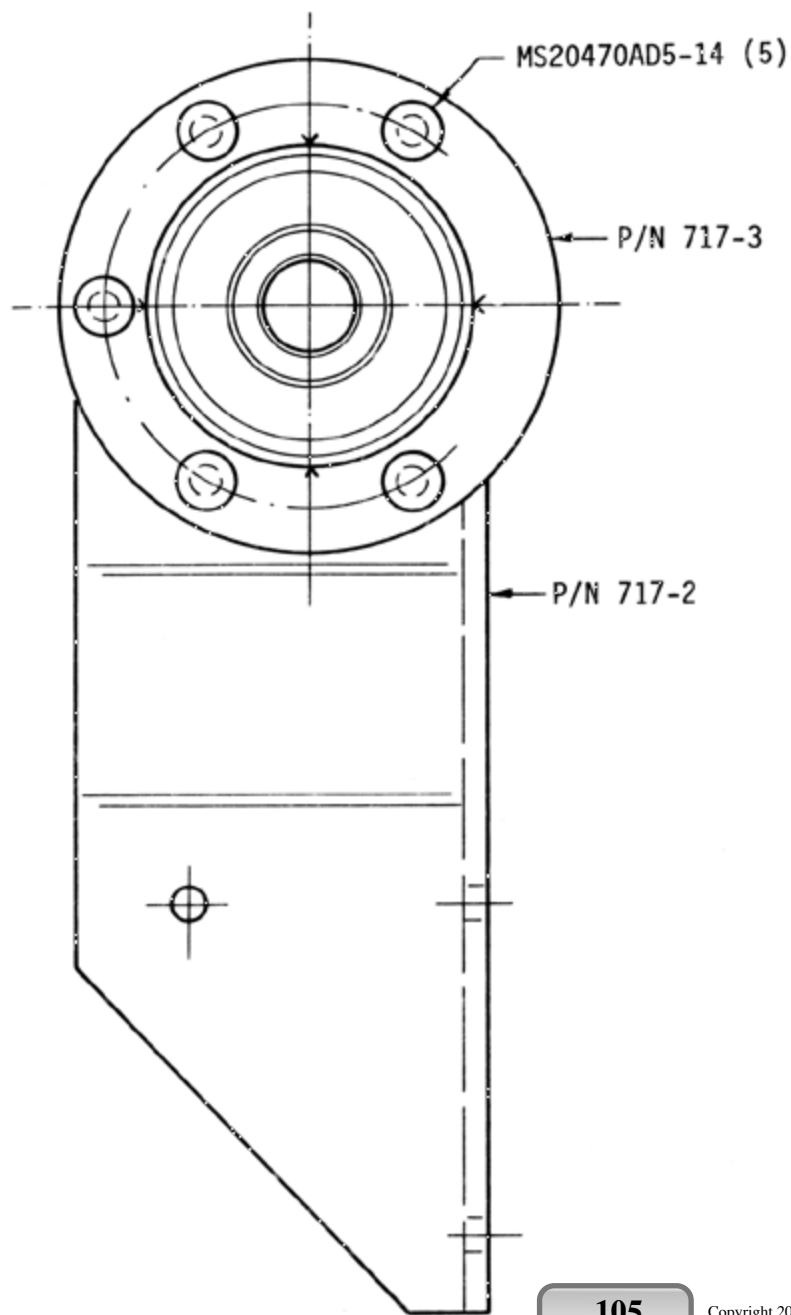
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**GG117**

Revision





see drawing No. 105 for installation

**No. 717-1 NOSE GEAR SCREWJACK SUPPORT**  
**ONE REQUIRED PER AIRCRAFT**  
**FULL SCALE**

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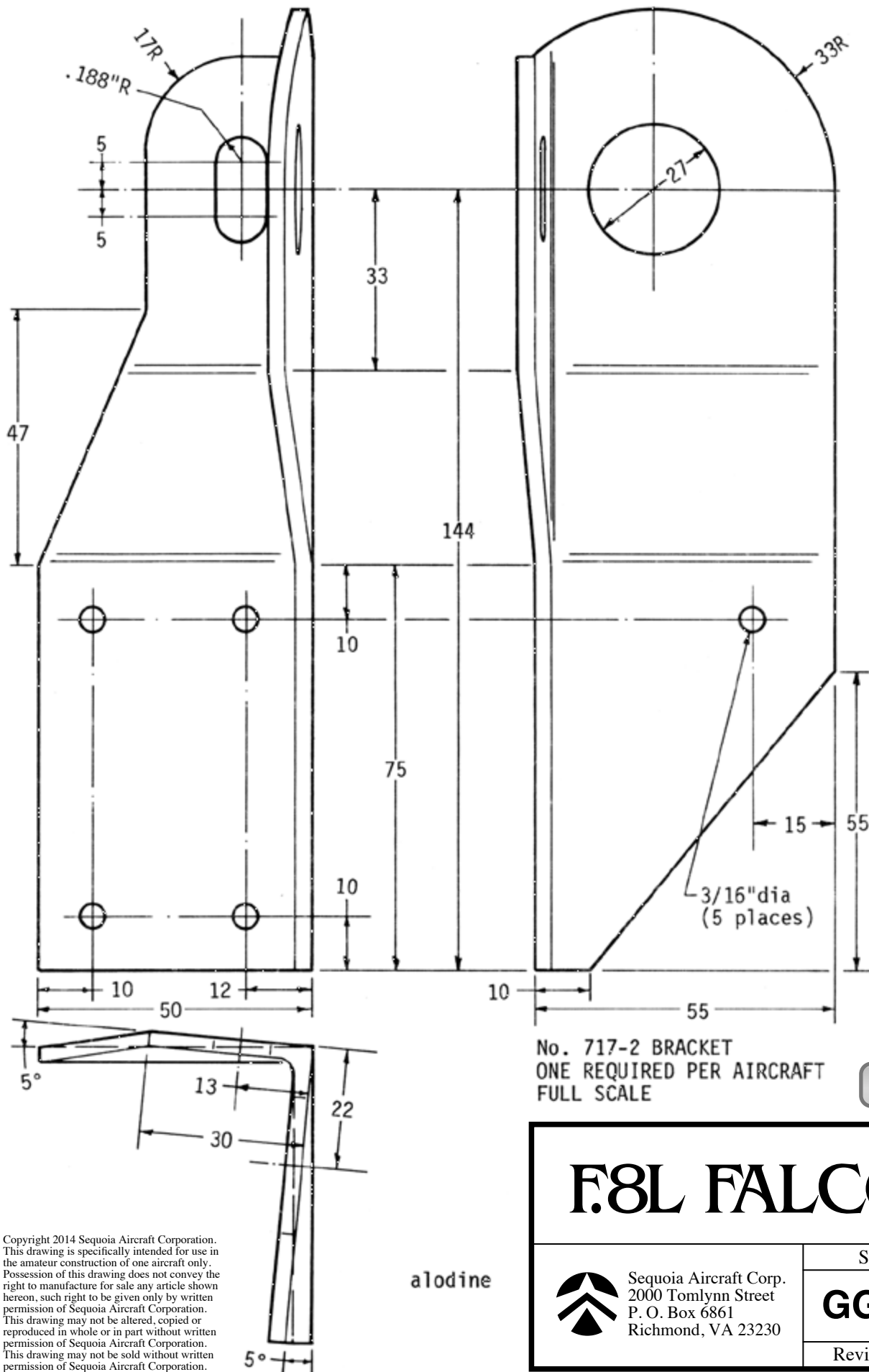
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**GG118**

Revision

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 dimensions are millimeters.**



material: .125" 2024-0 aluminum extrusion or sheet  
Heat treat to T-4 after forming  
see drawing No. 717-1 for installation

N.B. Except where noted as inches, all dimensions are millimeters.

No. 717-2 BRACKET  
ONE REQUIRED PER AIRCRAFT  
FULL SCALE

717-1

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alodine

# F8L FALCO

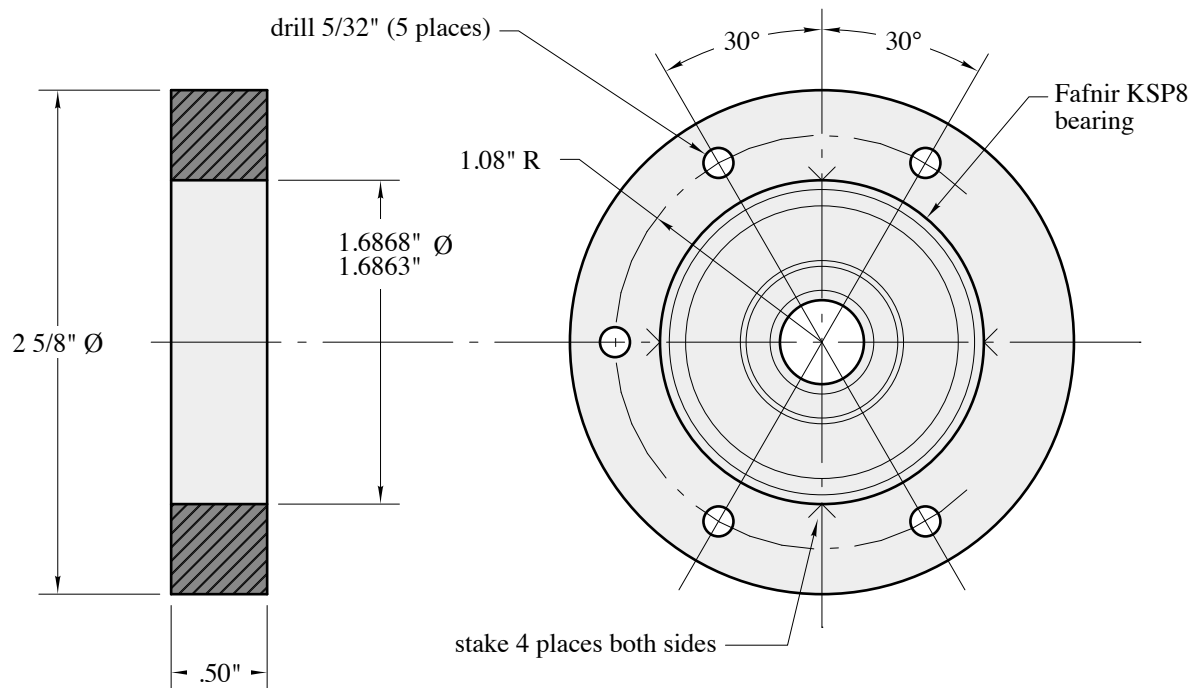


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**GG119**

Revision



material: 2024-T4 or 6061-T6 aluminum  
alodine retainer before installing bearing  
see Drawing No. 717-1 for installation

717-1

NO. 717-3 RETAINER  
ONE REQUIRED PER AIRCRAFT  
FULL SCALE

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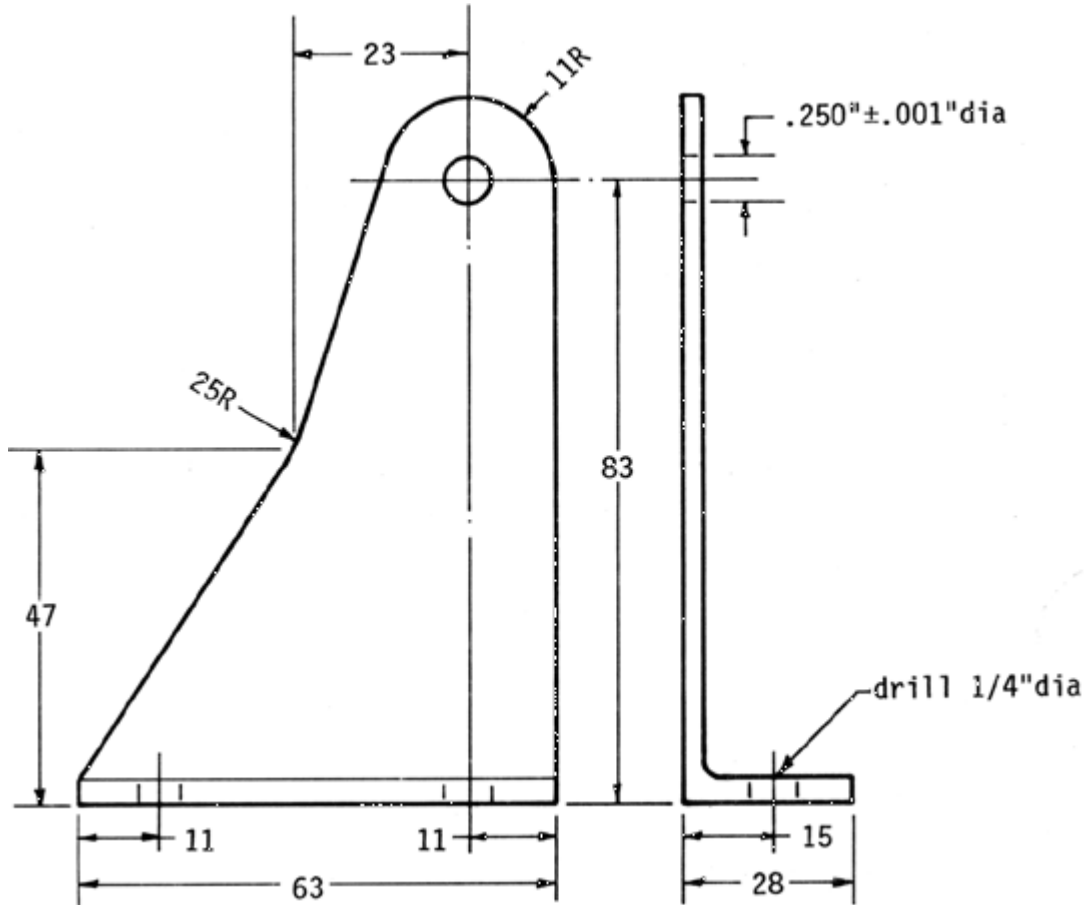
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**GG120**

Revision





alodine & prime

material: .125" 2024-T3 aluminum sheet or extrusion  
see drawing No. 104 for installation

104

No. 854-1 & 854-2 FLAP ACTUATOR SUPPORT  
ONE EACH REQUIRED PER AIRCRAFT  
R.H. (-1) SHOWN, L.H. (-2) OPPOSITE  
FULL SCALE

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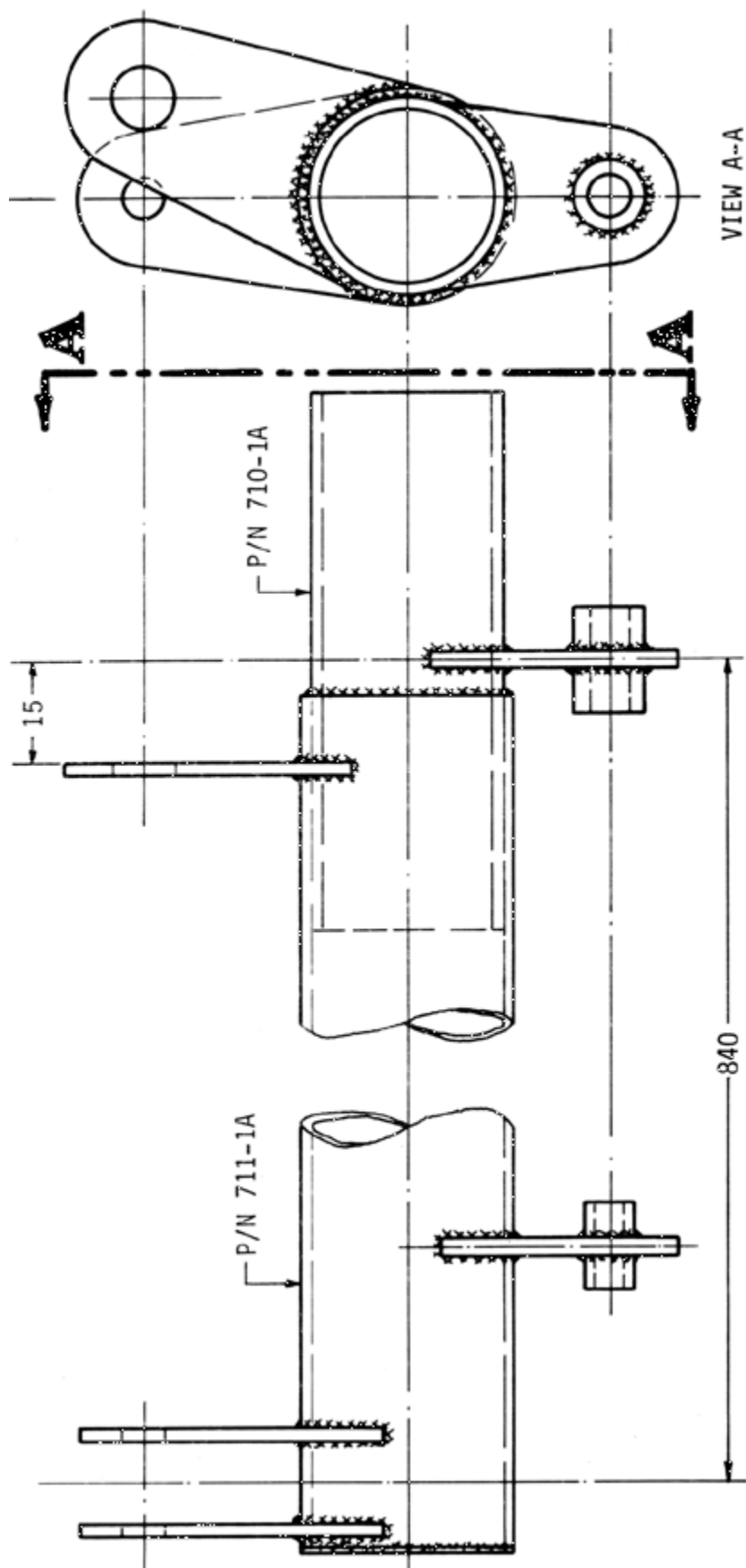


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**GG121**

Revision



N.B. Except where noted as inches, all dimensions are millimeters.

see drawing No. 709-1 for installation  
 No. 709-2 L.H. TORSION TUBE ASSEMBLY  
 ONE REQUIRED PER AIRCRAFT  
 FULL SCALE

709-1

# F&L FALCO



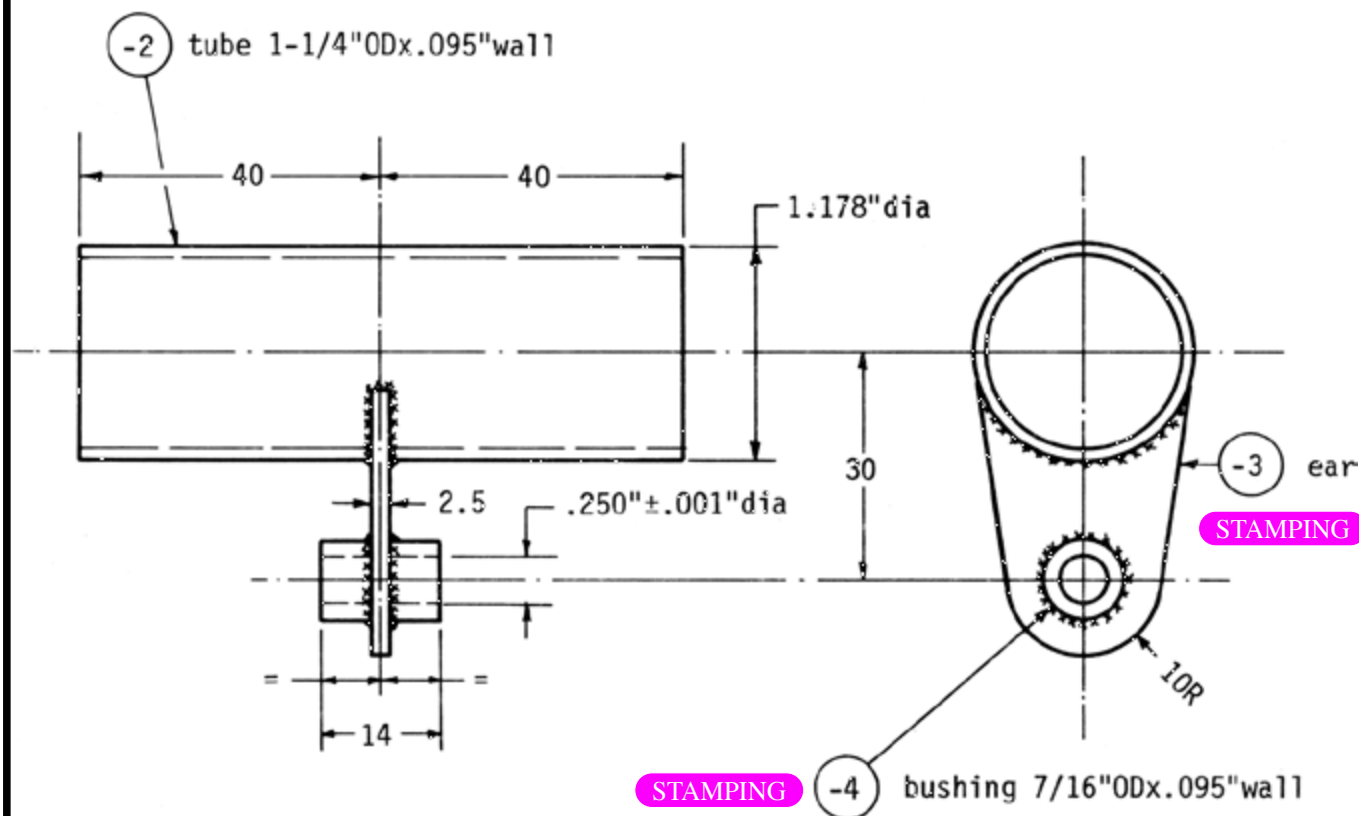
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**GG122**

Revision

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material: 4130N steel sheet, spec: MIL-S-18729  
 4130N steel tubing, spec: MIL-T-6736  
 see drawing No. 709-2 for installation

709-2

No. 710-1A COUPLING  
 ONE REQUIRED PER AIRCRAFT  
 FULL SCALE

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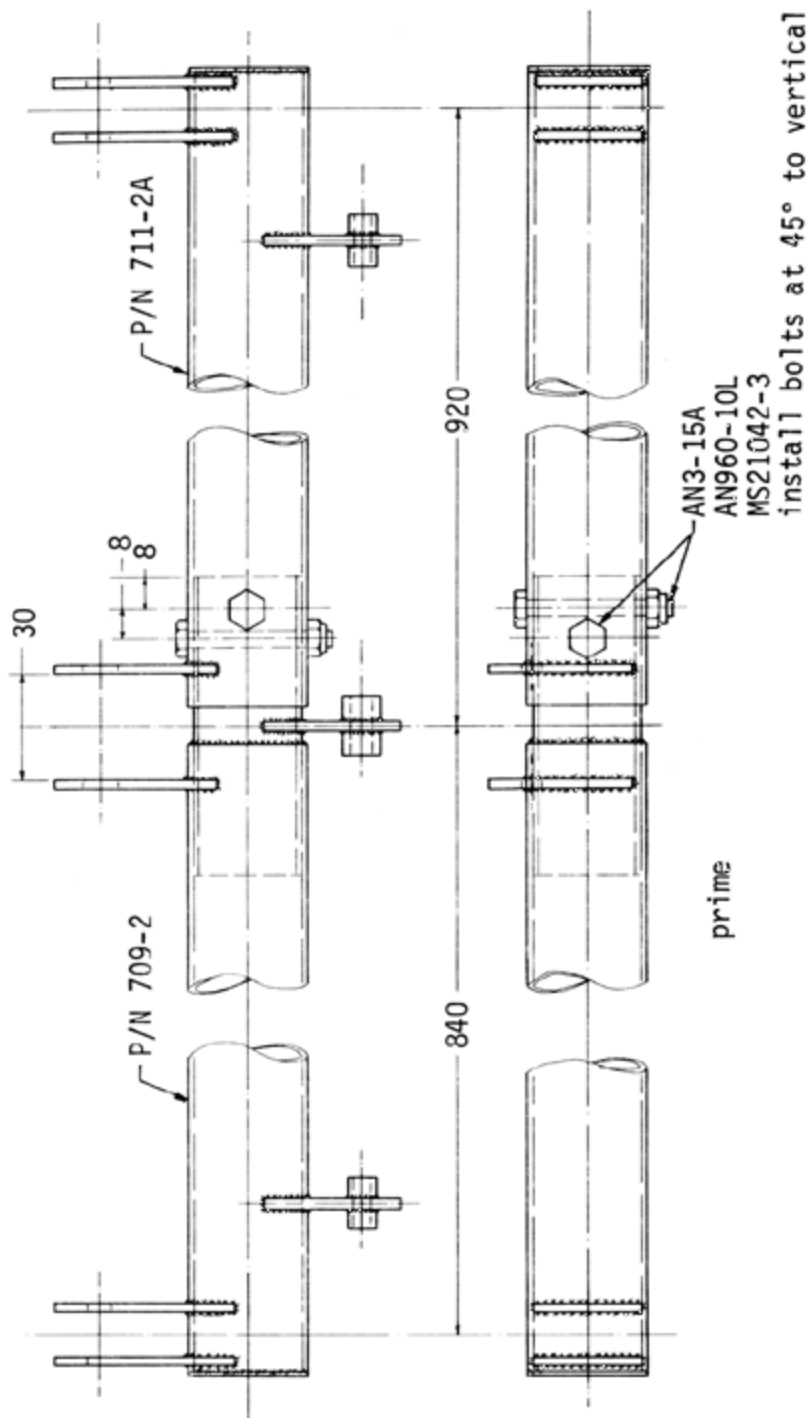
Sheet

**GG123**

Revision







see Drawing No. 201, Sheet 4 for installation.

No. 709-1 TORSION TUBE ASSEMBLY  
ONE REQUIRED PER AIRCRAFT  
FULL SCALE

201

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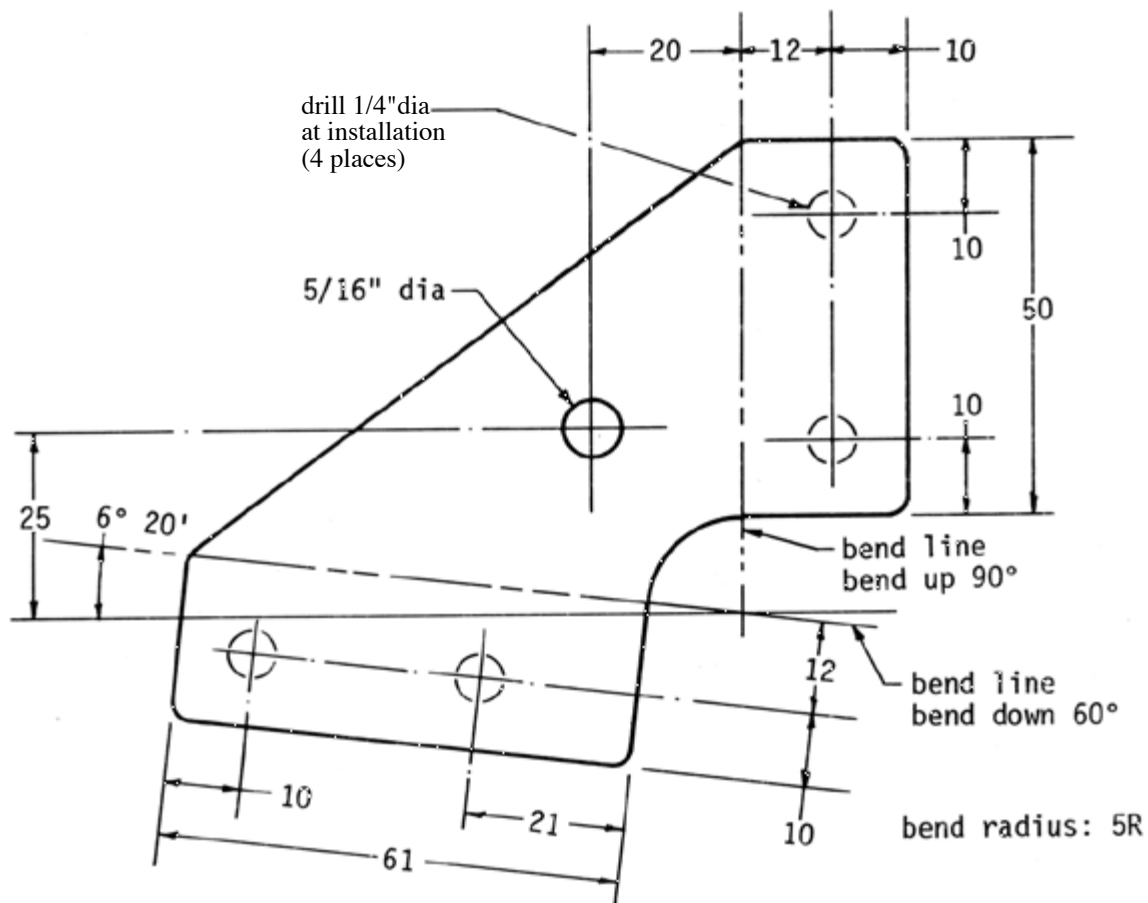
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**GG125**

Revision

A



material: 2.5mm or .100" 4130N steel  
cadmium plate  
see drawing No. 123 for installation

123

No. 806 OUTBOARD LAP BELT MOUNT  
ONE EACH REQUIRED PER AIRCRAFT  
LEFT HAND (P/N 806-1) SHOWN, RIGHT HAND (P/N 806-2) OPPOSITE  
FULL SCALE

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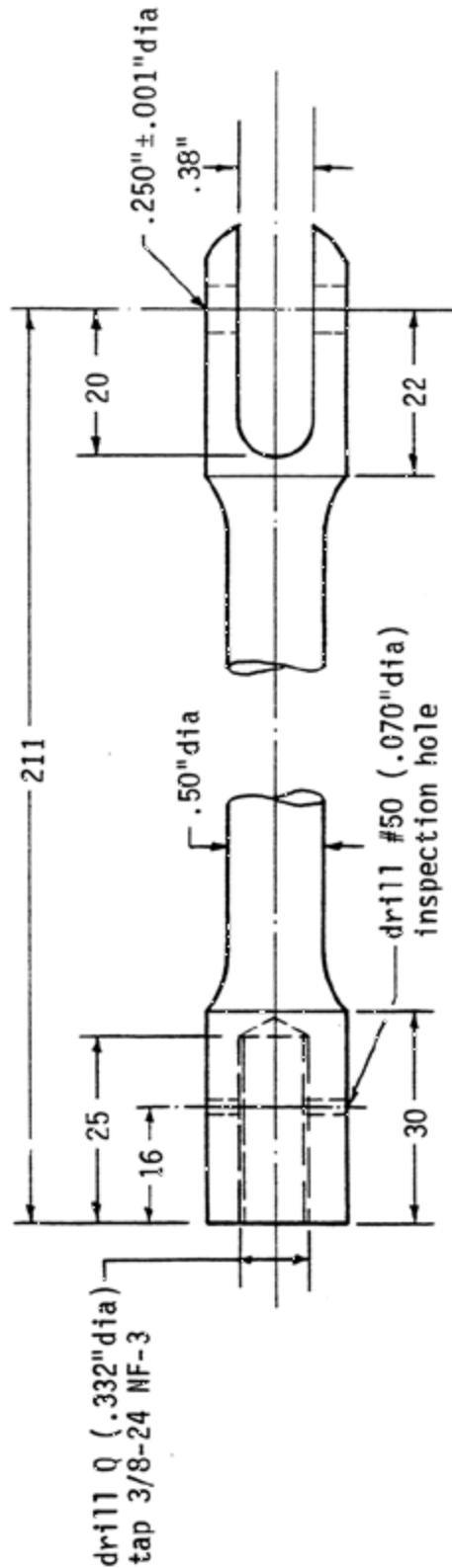
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**GG126**

Revision





material: .75"dia 2024-T4 aluminum bar  
 anodize  
 see drawing No. 104B for installation  
 No. 713A FLAP CONTROL ROD  
 2 REQUIRED PER AIRCRAFT  
 FULL SCALE

104

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# F.8L FALCO



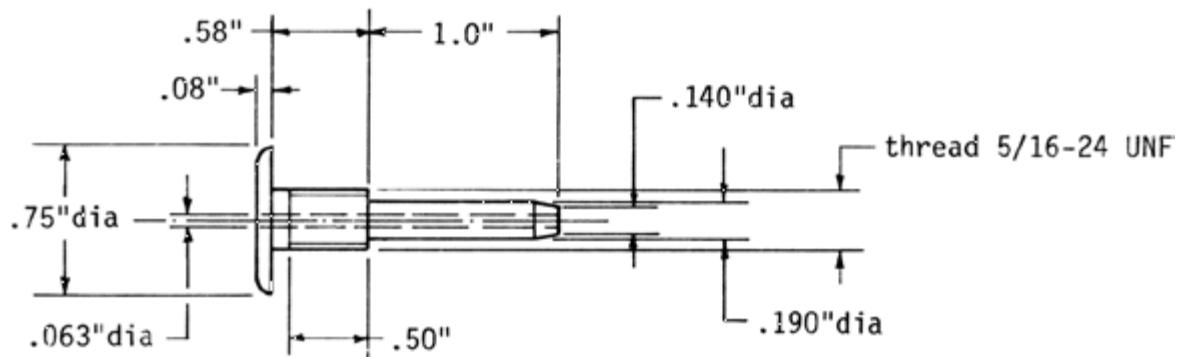
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**GG127**

Revision

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material: 6061-T6 aluminum  
 hard coat anodize  
 see drawing No. 151 for installation  
 No. 727 STATIC PORT FITTING  
 2 REQUIRED PER AIRCRAFT  
 FULL SCALE

151

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 dimensions are millimeters.**

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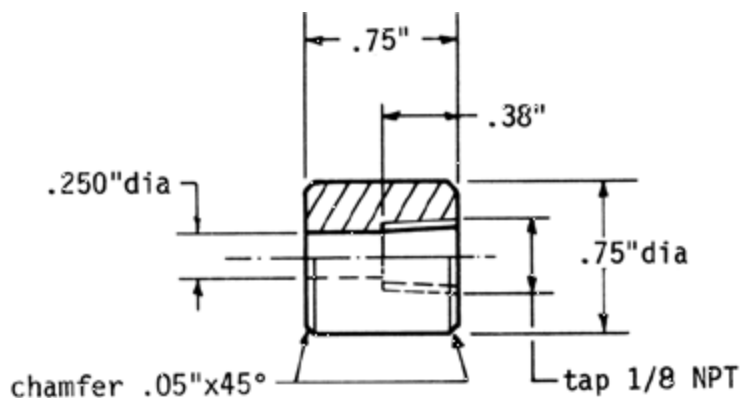


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**GG128**

Revision



material: 6061-T6 aluminum  
see drawing No. 729 for installation

729

No. 729-10 TANK VENT FITTING  
ONE REQUIRED PER AIRCRAFT  
FULL SCALE

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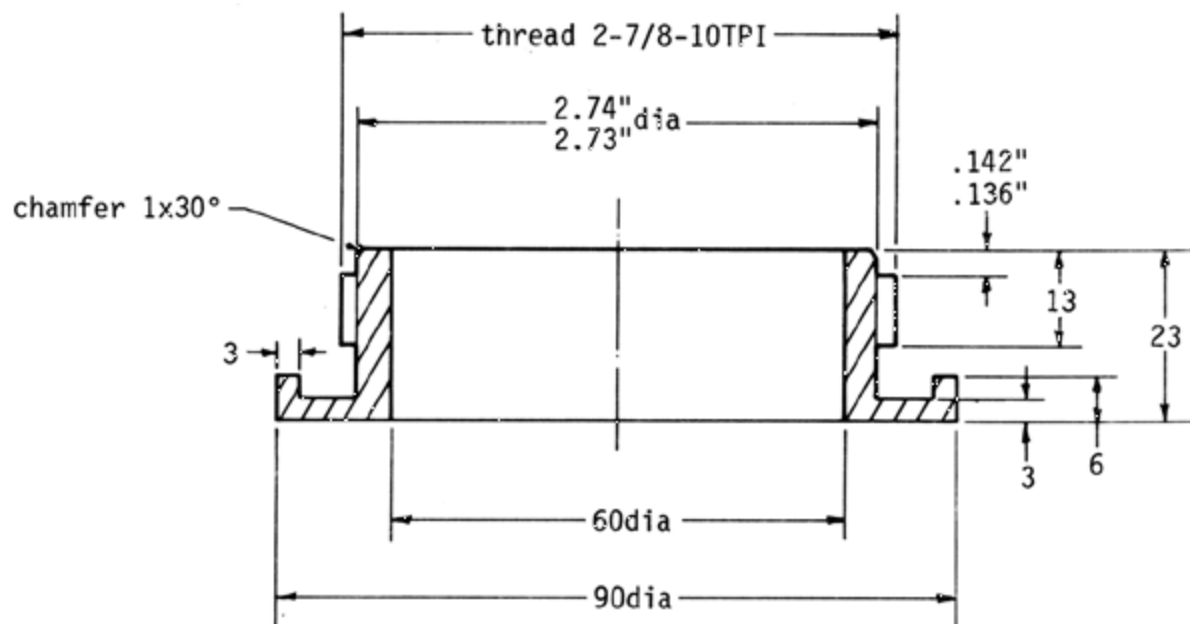
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**GG129**

Revision





material: 6061-T6 aluminum  
see drawing No. 729 for installation

729

No. 729-11 FUEL TANK FILLER FITTING  
ONE REQUIRED PER AIRCRAFT  
FULL SCALE

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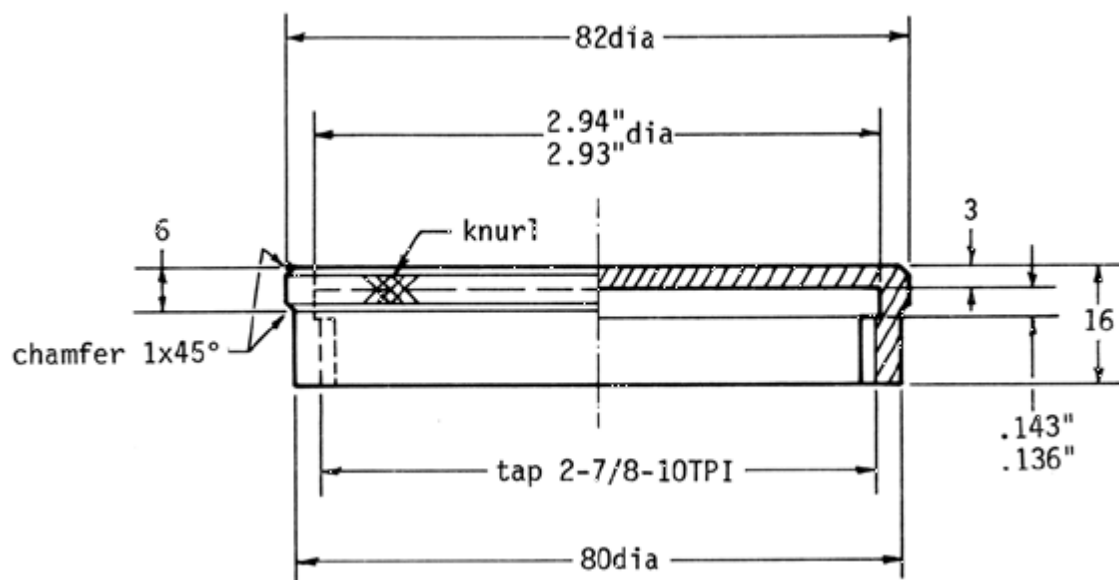


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Sheet

**GG130**

Revision



material: 6061-T6 aluminum  
black anodize

No. 729-12 FUEL CAP  
ONE REQUIRED PER AIRCRAFT  
FULL SCALE

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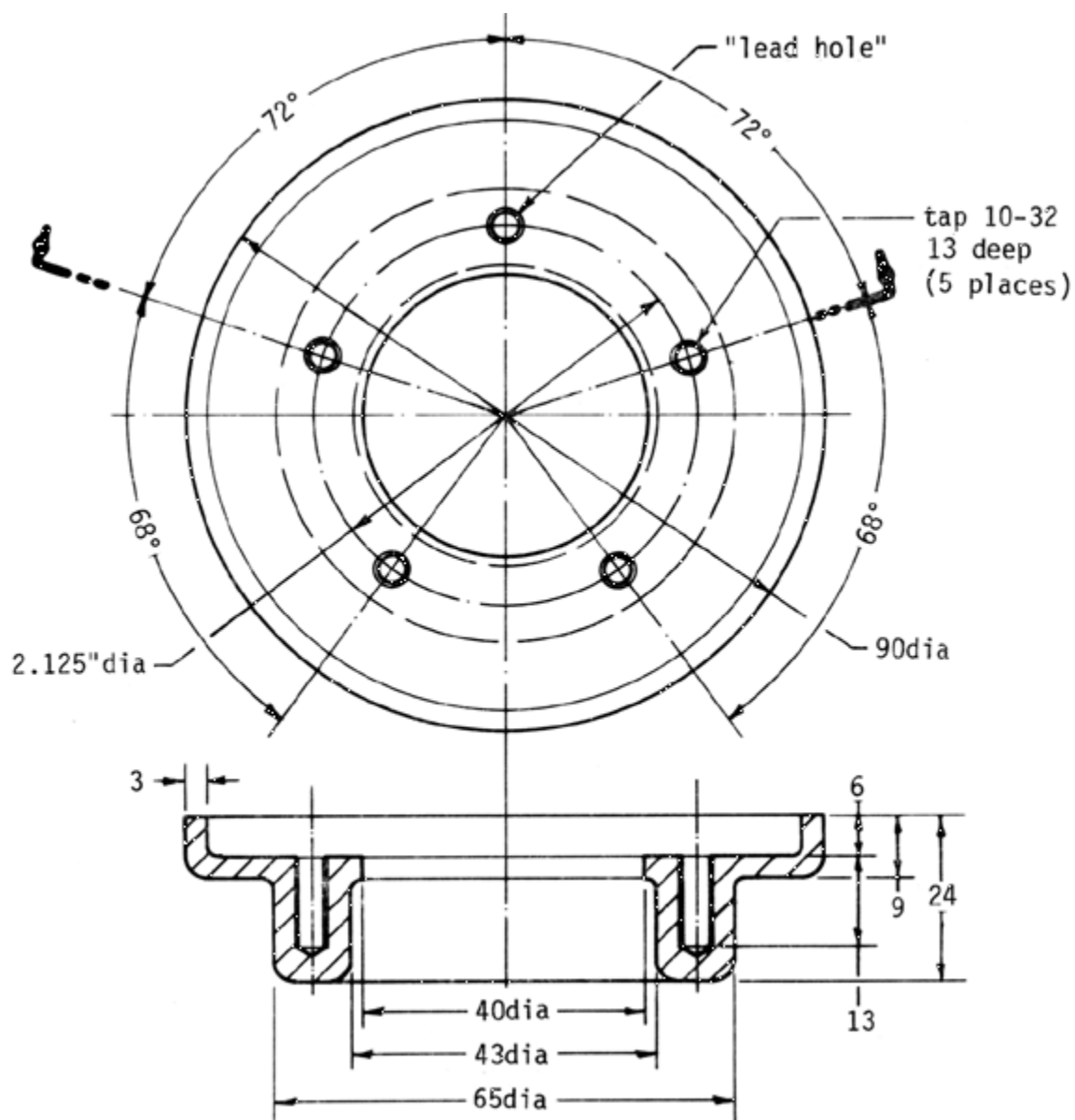


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**GG131**

Revision



material: 6061-T6 aluminum  
 see drawing No. 728 & 729 for installation

728

729

No. 730A FUEL TANK SENDER FITTING  
 2 REQUIRED PER AIRCRAFT  
 FULL SCALE

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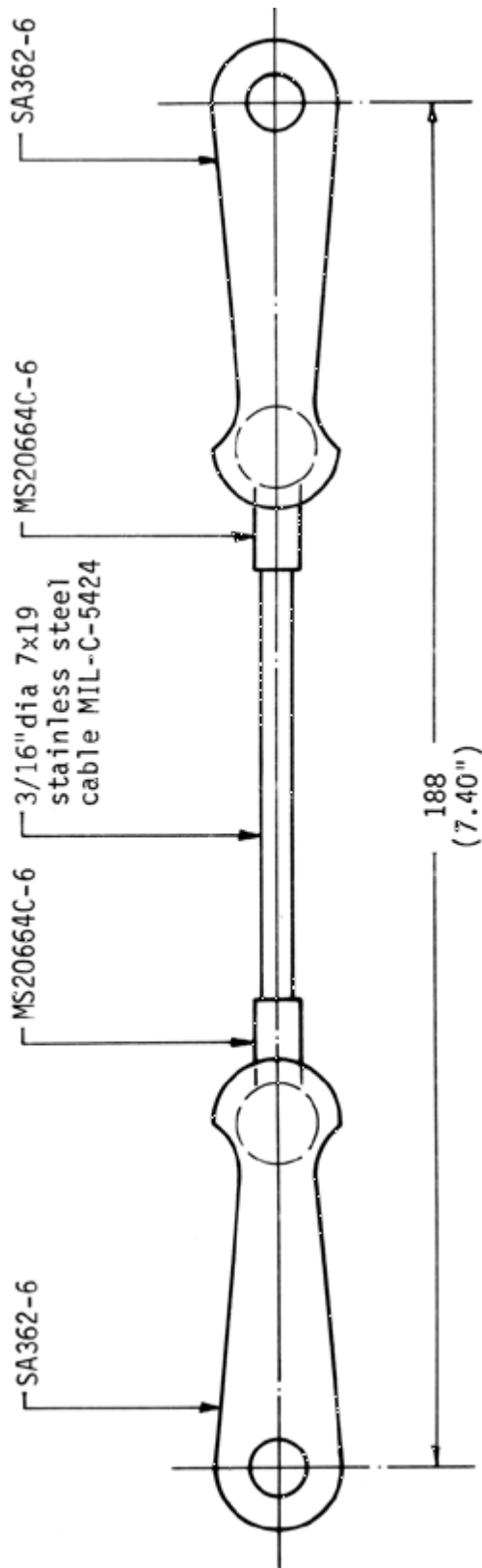
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**GG132**

Revision





see drawing No. 156 for installation  
 No. 829-10 OUTBOARD SEAT BELT CABLE ASSEMBLY  
 2 REQUIRED PER AIRCRAFT  
 FULL SCALE

156

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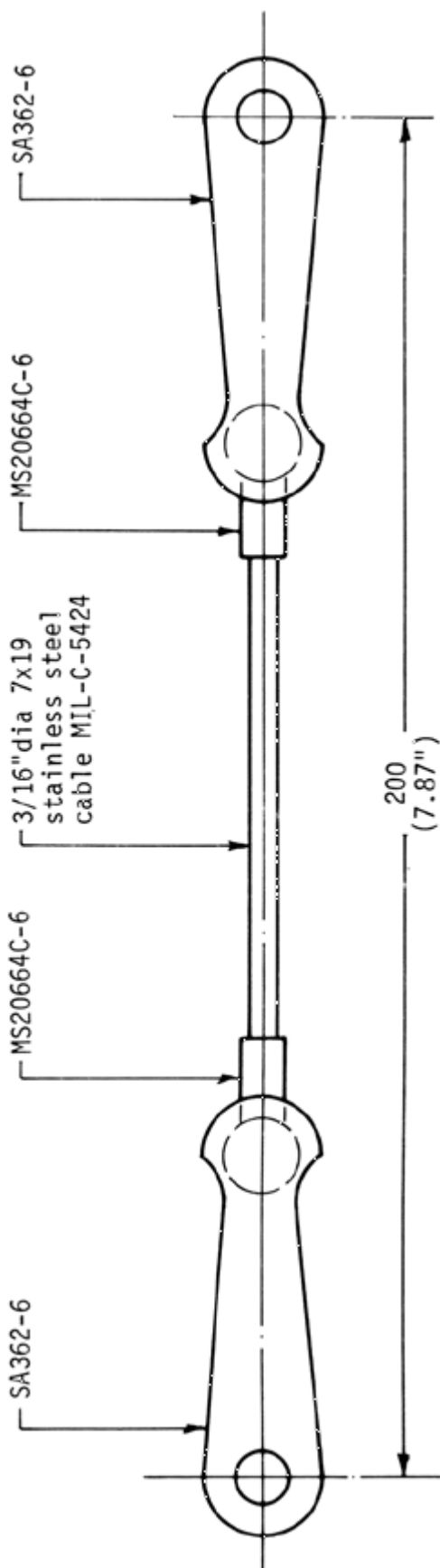
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**GG133**

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200  
 (7.87")

see drawing No. 156 for installation

No. 829-11 INBOARD SEAT BELT CABLE ASSEMBLY  
 2 REQUIRED PER AIRCRAFT  
 FULL SCALE

156

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 dimensions are millimeters.

# F.8L FALCO

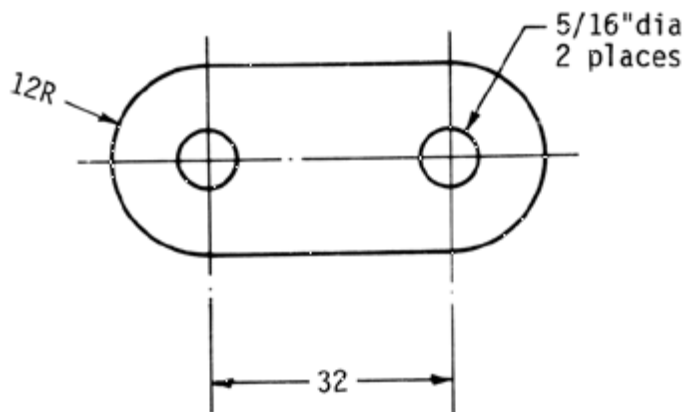


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**GG134**

Revision



material: .063" 4130N steel sheet  
 cadmium plate  
 see drawing No. 156 for installation  
 No. 829-12 SHOULDER BELT CLIP  
 4 REQUIRED PER AIRCRAFT  
 FULL SCALE

156

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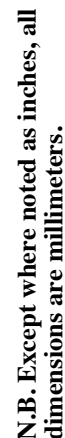
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**GG135**

Revision





831-1

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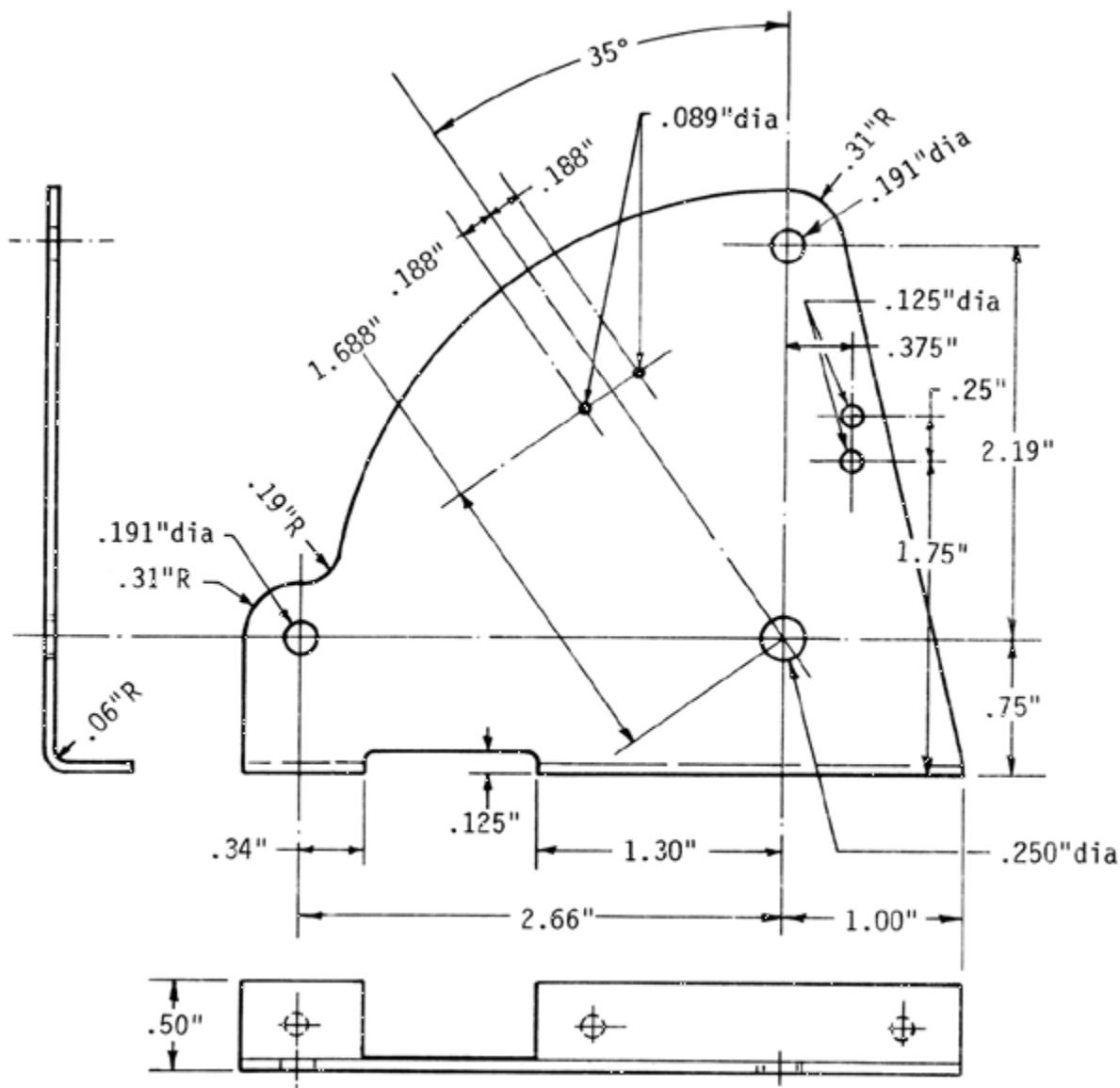
# GG136

## Revision









material: .063" 2024-0 aluminum sheet  
 heat treat to T4 after forming  
 alodine & prime  
 see drawing No. 831-1 for installation

No. 831-6 QUADRANT BRACKET  
 ONE REQUIRED PER AIRCRAFT  
 FULL SCALE

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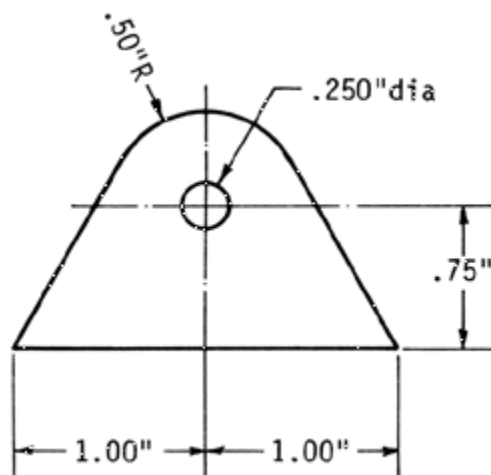
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**GG139**

Revision





material: .063" aluminum sheet  
 alodine & prime  
 see drawing No. 831-1 for installation  
 No. 831-8 QUADRANT SPACER  
 2 REQUIRED PER AIRCRAFT  
 FULL SCALE

831-1

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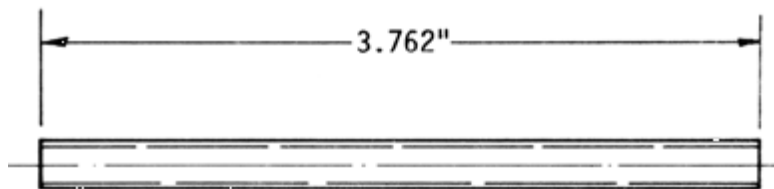
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**GG141**

Revision





material: 1/4"ODx.028"wall mild steel tubing  
 cadmium plate  
 see drawing No. 831-1 for installation

831-1

No. 831-9 QUADRANT SPACER  
 2 REQUIRED PER AIRCRAFT  
 FULL SCALE

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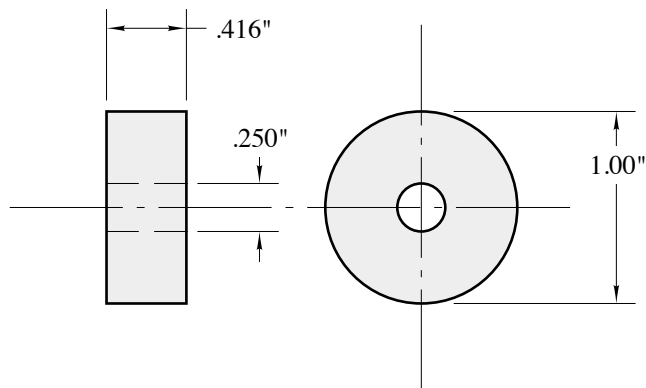


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**GG142**

Revision



material: phenolic  
see drawing No. 831-1 for installation

**831-1**

NO. 831-11 QUADRANT SPACER  
5 REQUIRED PER AIRCRAFT  
FULL SCALE

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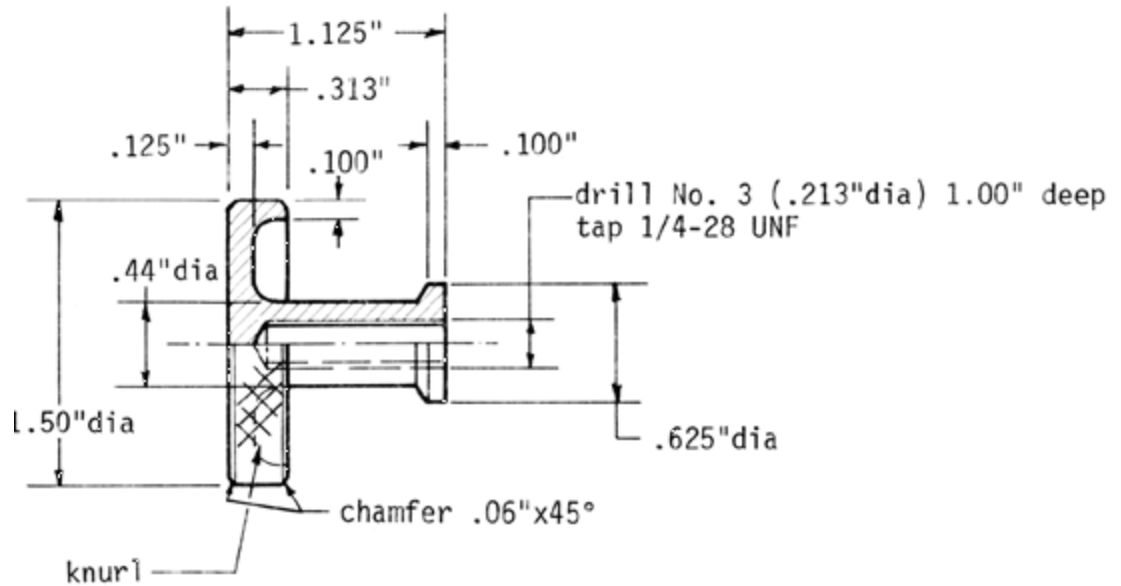


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**GG143**

Revision



material: 6061-T6 aluminum  
 Black anodize  
 see drawing No. 831-1 for installation

831-1

No. 831-13 QUADRANT FRICTION KNOB  
 ONE REQUIRED PER AIRCRAFT  
 FULL SCALE

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 dimensions are millimeters.

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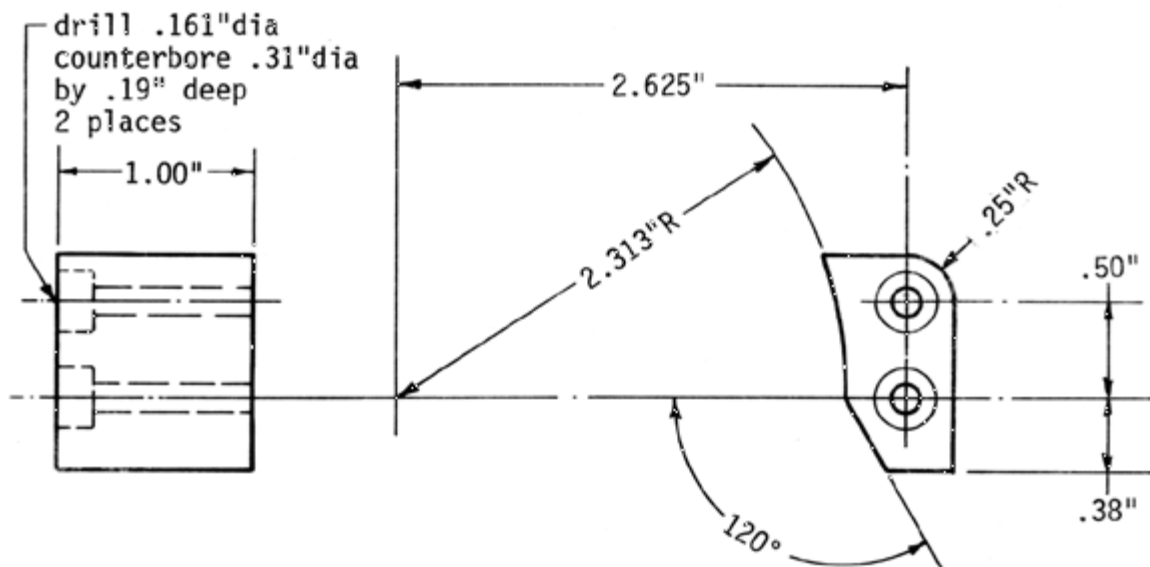
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**GG144**

Revision





material: phenolic  
see drawing No. 831-3 for installation

831-3

No. 831-14 THROTTLE POSITION SWITCH CAM  
ONE REQUIRED PER AIRCRAFT  
FULL SCALE

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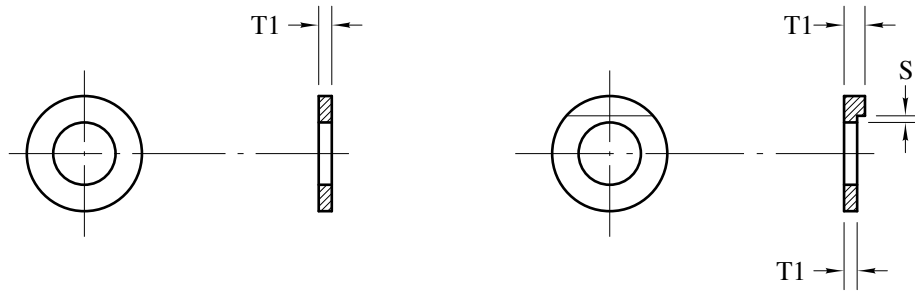


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**GG145**

Revision



P/N	O.D.	I.D.	T1	T2	S	Material	For
880-1	.91"	.475"	.063"				Zinc plated 7/16" SAE washer
880-2	.69"	.340"	.080"				Zinc plated 5/16" ID SAE washer
880-3	25	.438"	.080"			4130N	P/N 502
880-4	18	.188"	.080"			4130N	P/N 701, P/N 504-2 & -3
880-5	82	2.50"	.080"			4130N	P/N 502
880-6	22	.156"	.080"			4130N	
880-7	40	1.00"	.125"			4130N	P/N 614
880-8	20	.250"	.080"			4130N	
880-9	15	.188"	.063"			4130N	P/N 726, P/N 707-1
880-10	.50"	.188"	.090"			4130N	P/N 512-1A & 2A screwjack sleeve & 504-2&3
880-11	20	.312"	.125"			4130N	P/N 707-1
880-12	45	.500"	.125"			4130N	was P/N 707-12
880-13	30	.625"	.100"			4130N	
880-14	25	.438"	.190"	.100"?		4130N	Washer with stops P/N 502 & P/N 503
880-15	16	.188"	.080"			4130N	was P/N 653-5
880-16	30	.500"	.190"			4130N	Washer with stops
880-17	24	.312"	.100"			4130N	
880-18	19	.188"	5			4130N	P/N 801A
	.88	.150"	.090"?			4130N	P/N 829-5

NO. 880 WASHERS  
FULL SCALE

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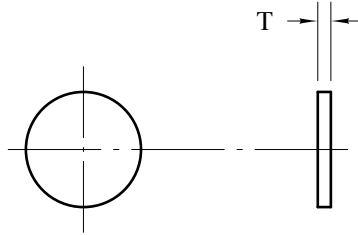


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**GG146**

Revision



P/N	O.D.	T	Material	For
881-1	.31"	.040"	4130N	P/N 796
881-2	.75"	.063"	4130N	P/N 663-4
881-3	1.25"	.040"	4130N	P/N 503, 701, 703
881-4	.75"	.040"	4130N	P/N 797
881-5	.63"	.040"	4130N	P/N 701
881-6	1.75"	.040"	4130N	P/N 503
881-7	1.00"	.040"	4130N	P/N 702, 711
881-8	.88"	.125"	4130N	P/N 620

NO. 881 DISKS  
FULL SCALE

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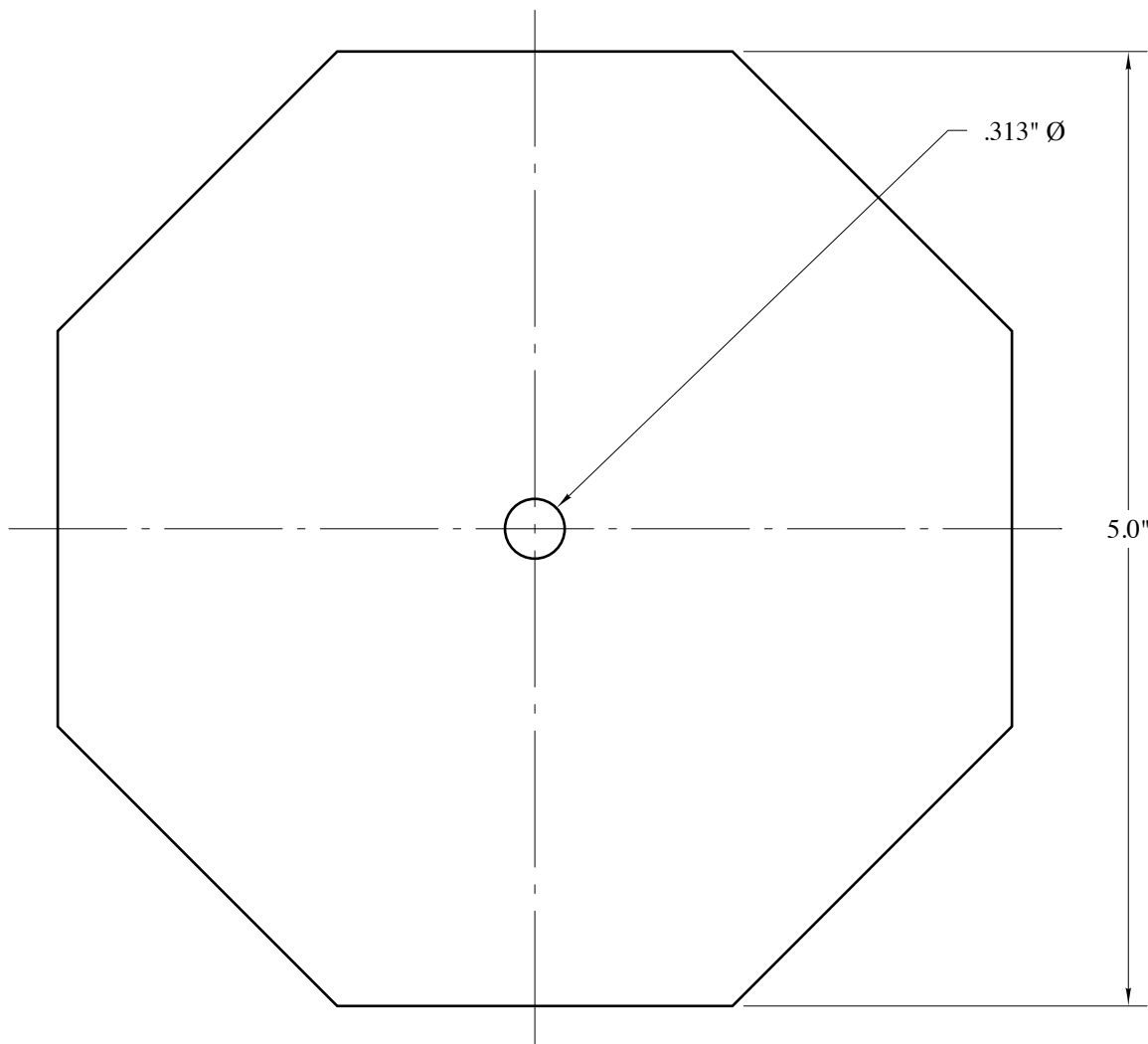
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**GG147**

Revision





Material: .063" 6061-T6 or 3003 aluminum  
or printed circuit board

NO. 883-4 ANTENNA PLATE  
2 REQUIRED PER AIRCRAFT  
FULL SCALE



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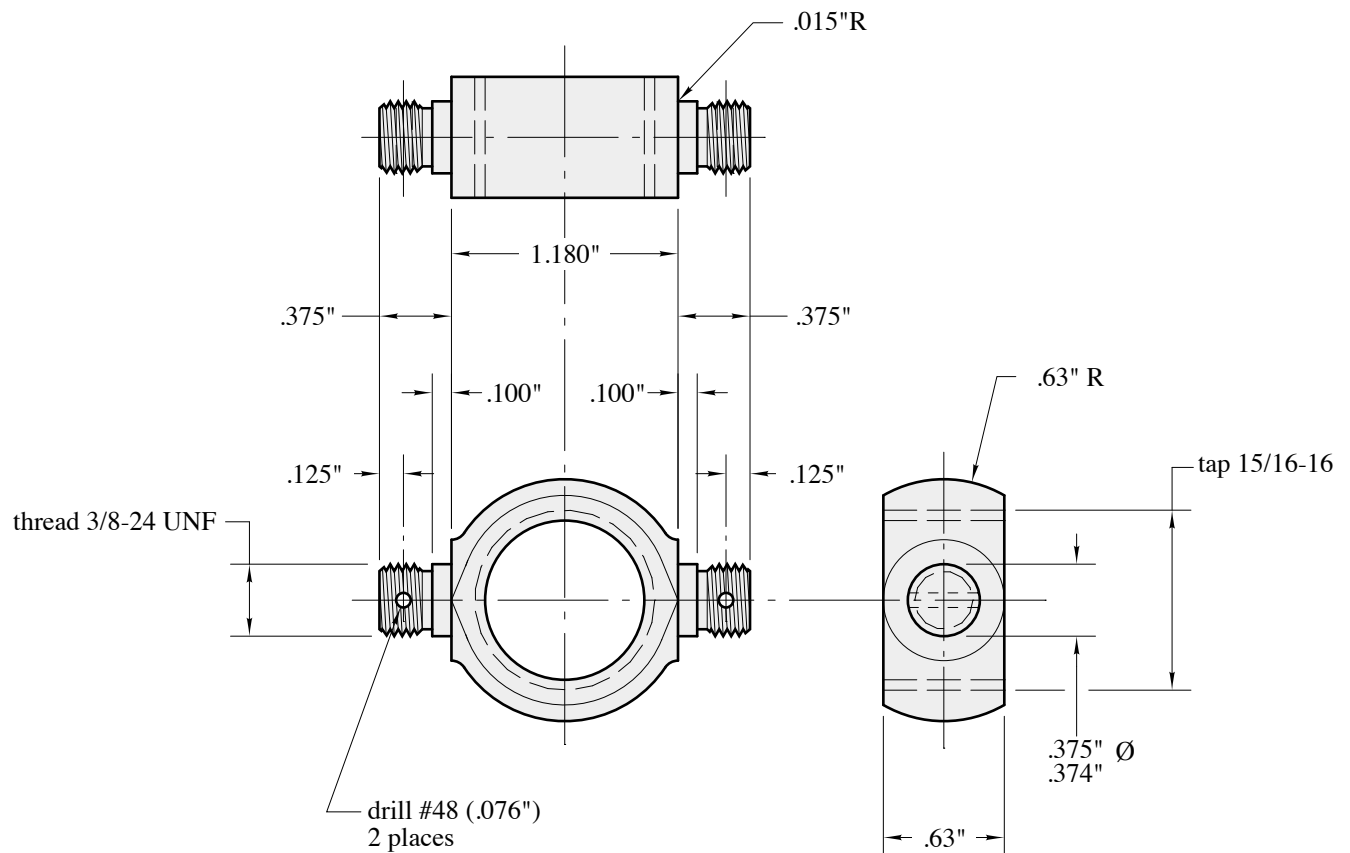


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**GG148**

Revision



material: 4130N steel  
see Drawing No. 853 for installation

853

NO. 852 YOKE  
ONE REQUIRED PER AIRCRAFT  
FULL SCALE

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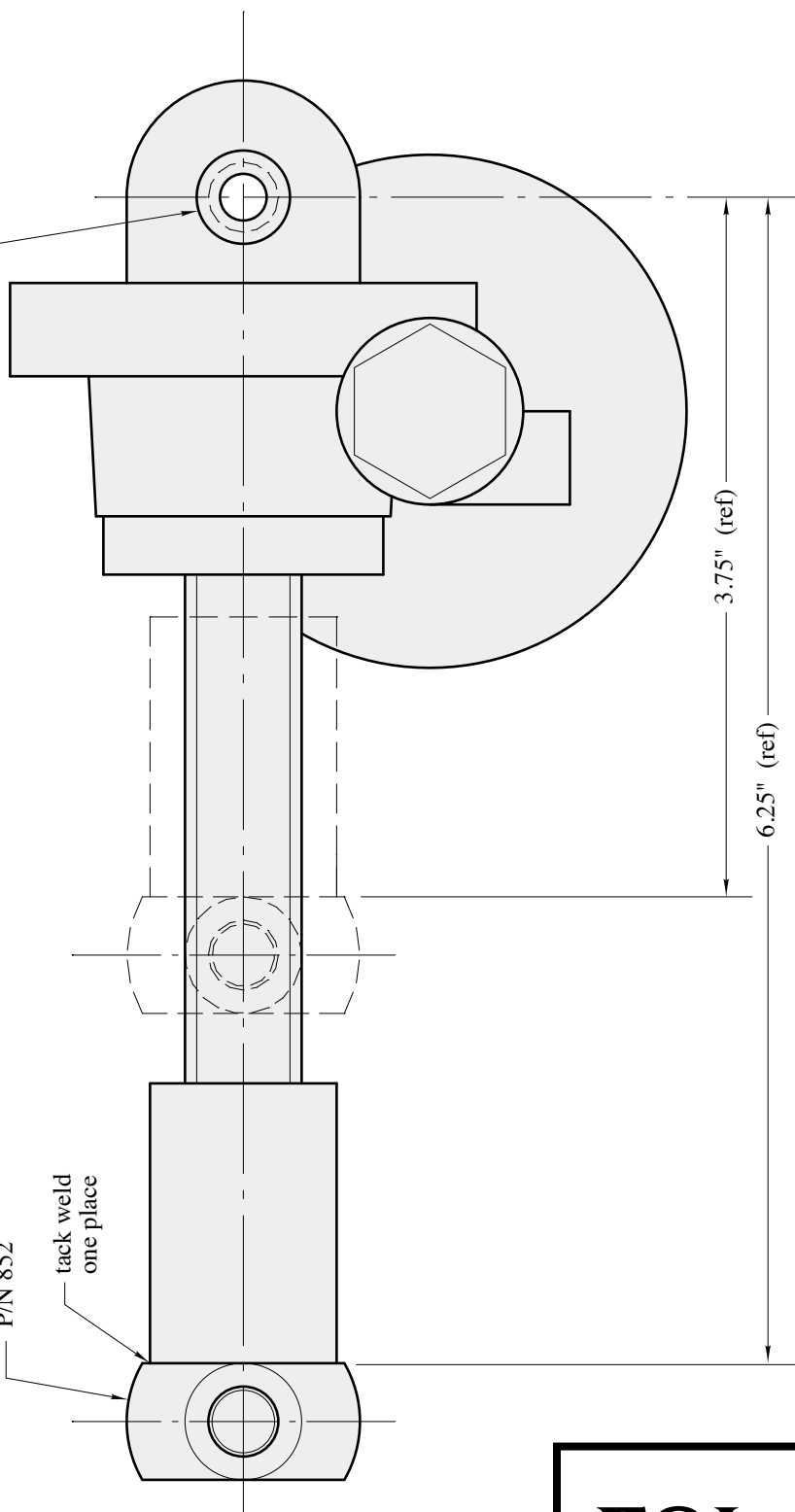
**GG149**

Revision

Boston Gear FB-46-3 bushing (2)

P/N 852

tack weld  
one place



No. 853 ACTUATOR  
ONE REQUIRED PER AIRCRAFT  
FULL SCALE

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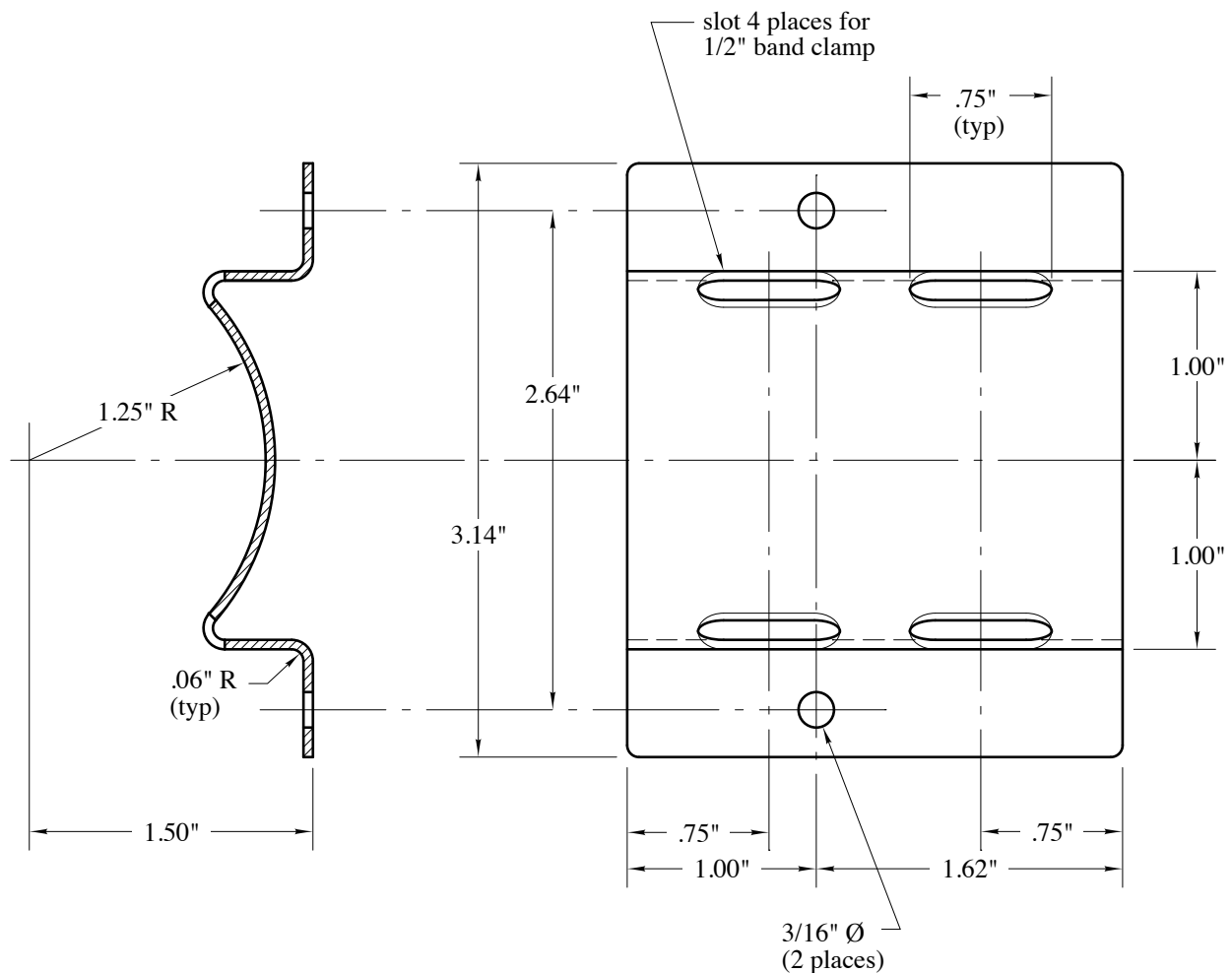
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**GG150**

Revision





material: .050" stainless steel  
see drawing No. 114 for installation

114

NO. 867 FUEL PUMP MOUNTING BRACKET  
ONE REQUIRED PER AIRCRAFT  
FULL SCALE

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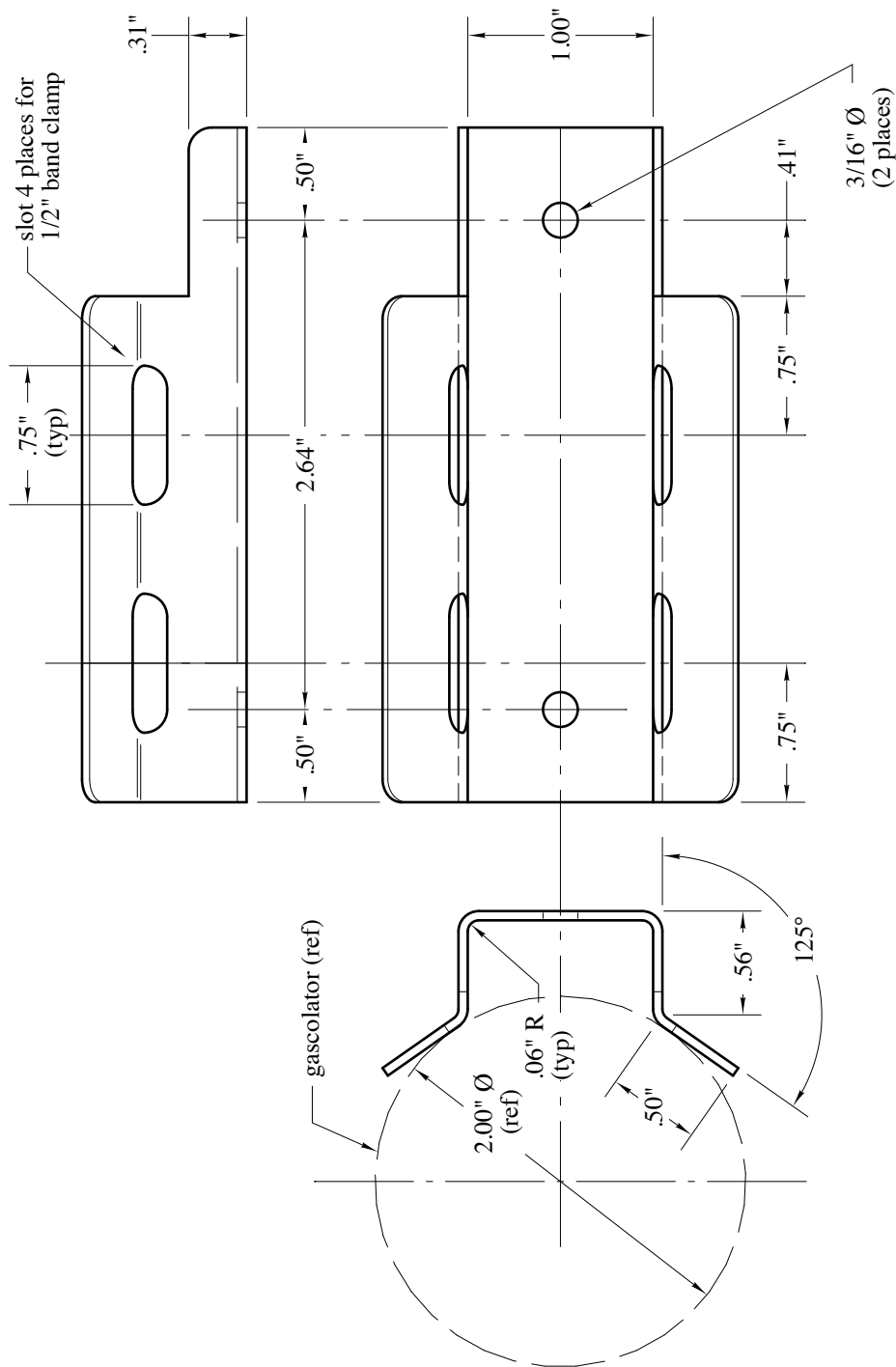


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**GG151**

Revision



material: .050" stainless steel  
see Drawing No. 114 for installation

114

NO. 879 GASCOLATOR MOUNTING BRACKET  
ONE REQUIRED PER AIRCRAFT  
FULL SCALE

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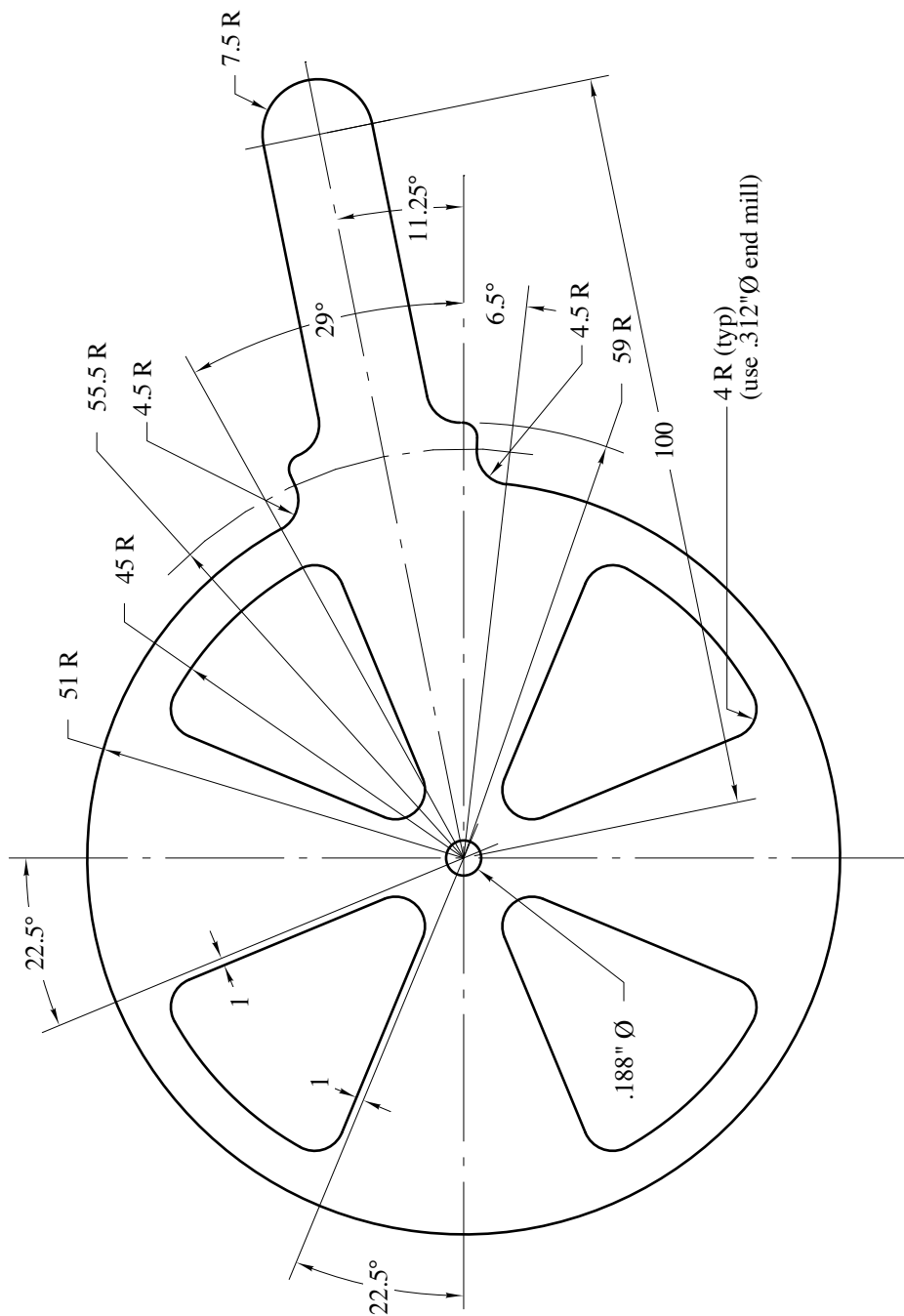


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**GG152**

Revision



material: .040" 6061-T6 aluminum  
black anodize

No. 737 CABIN AIR VALVE  
2 REQUIRED PER AIRCRAFT  
FULL SCALE

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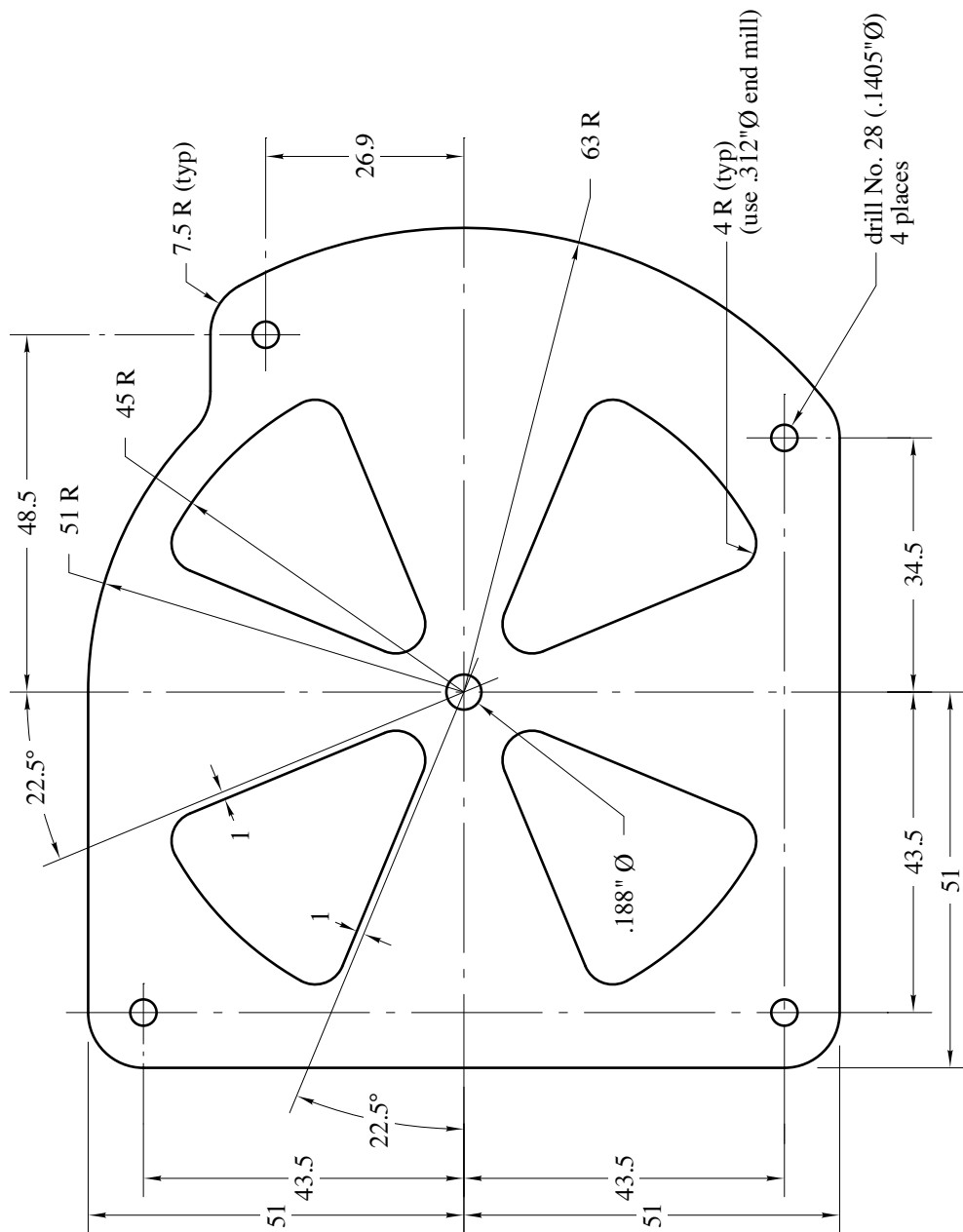
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**GG153**

Revision





material: .040" 6061-T6 aluminum  
black anodize

No. 738 CABIN AIR PLATE  
2 REQUIRED PER AIRCRAFT  
FULL SCALE

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**GG154**

Revision