

GROWLER

Volume 2
Issue 2
Apr 91

THE NEWSLETTER OF PROWLER AVIATION INC.

STATUS REPORT

This newsletter will bring you up to date on the 364P prototype. Not only is steady progress in the construction being made the plans are being proofed and our assembly manuals are being updated and refined.

The fuselage is in the jig and ready to be disassembled. It will than be sent for heat treating. The radio console is in place. It appears to be quite pilot convenience. The instrument panel has been fitted and should supply plenty of space for instrumentation. The controls which bolt up to the center section spar and in and fitted. The center section spar is complete and the following components are fitted:

radiators and radiator doors , flaps, landing gear and landing gear doors. When the tail wheel fitting is complete the fuselage disassembly will begin. The wing panel that were completed earlier have been mated to center section and removed .

The new engine is running strong and we presently have run it about six hours. No full power runs have been made for a couple of reasons. one is that we have to preload some bearings and the other is we're going to figure out a way of anchoring a trailer to keep it from taking off. Like last time. Believe me we will be ready to pull the plug .George is preparing for a dyno test in the near future. We're really looking forward to the excitement that causes.

Still a lot of work to be accomplished but we feel that the fall roll out of the second prototype is well within our estimated time frame.

BUILDERS ORDER

Don has finished the wing spar for Ed Radu of Canada. During construction the assembly manual and parts list are corrected or updated. Chuck Westscott of Belmont Ca. is next to receive a wing spar and then we will build a spare for immediate shipment to some lucky builder. The larger parts are hard for us to stock since they are so labor intensive and our work force is limited.

STAFFING

On May 1st. Jack Day will joining our staff.

Like the rest of us , he will wear a variety of hats. Jack is a contractor in California and Hawaii .After 15 years of communiting the romance worn off and he has decided to stay on home ground doing what he loves most. Building and flying experimental aircraft. A dedicated builder with 3000+ hours and 2000+ hours of that flying in homebuilt aircraft. A Builder with four aircraft to his credit he brings a variety of talents to Prowler Aviation.

If time allows Jack plans to visit some of our western state builders prior to 1 May. Builders will b e contacted a few days prior to arrival.

KITS

Customer receiving kits should do there own inventory against our shipping list so

that we may concure on shortages or backorders.

Builders who have received kits, we would appreciate a card occiasionly to let us know how you progressing and what difficulties you may be encountering.

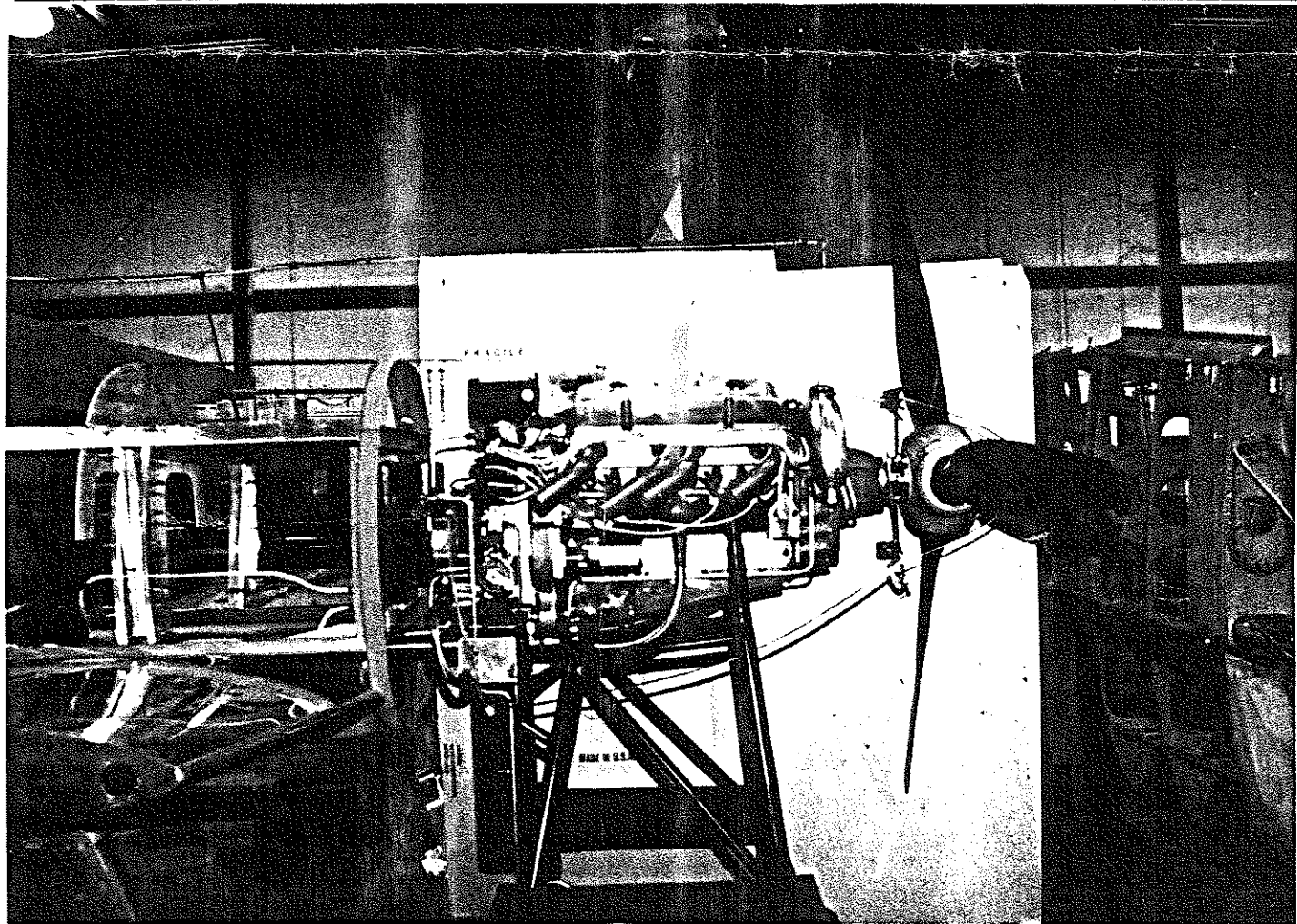
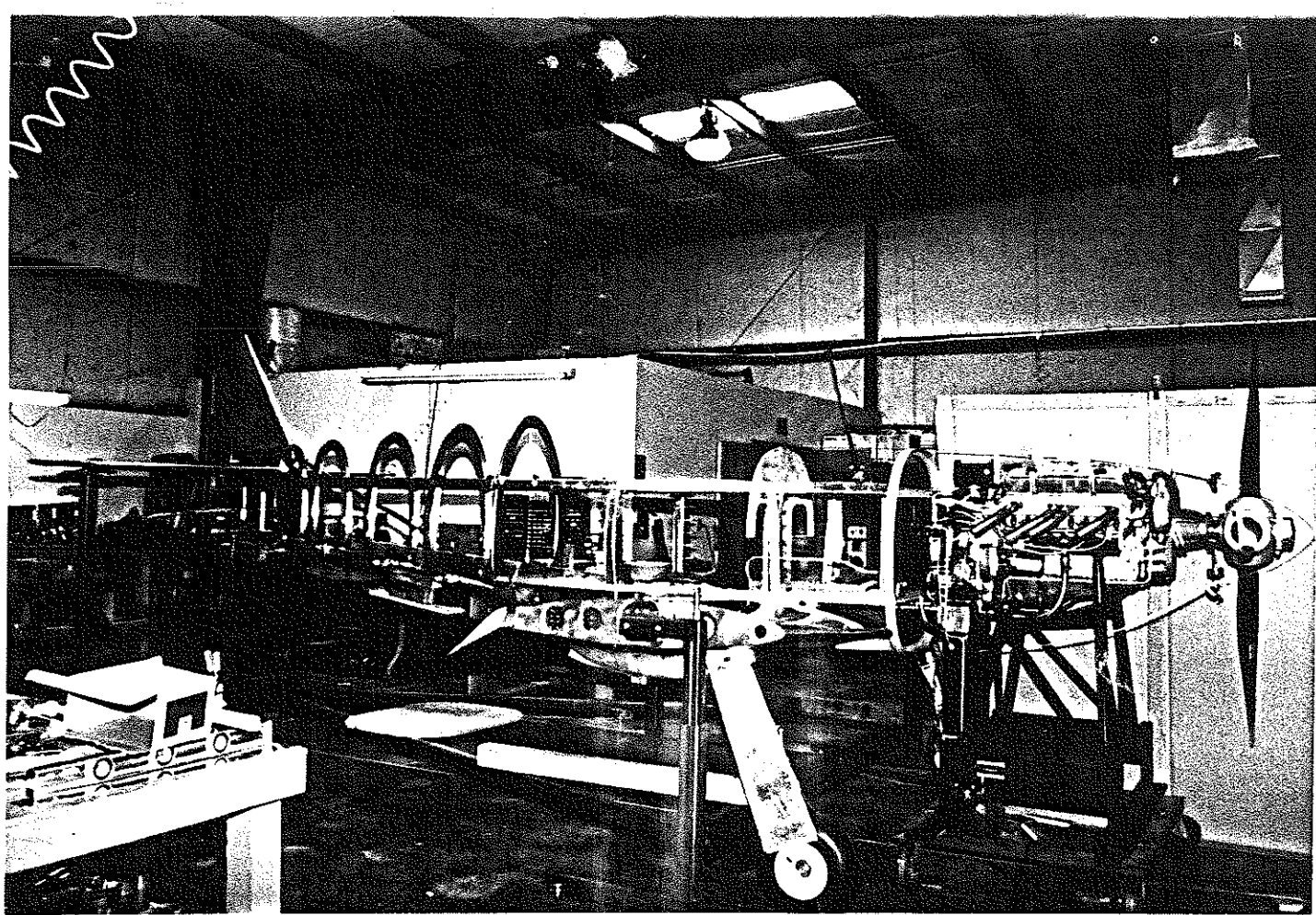
Don has found it more convenient on the outer wing spars not to cut the spar cap spacers until after riviting spar cap to wing channel.

John Foy has mounted his radiators and the assembly manual has been brought up to date.

Ray Seim is still the only builder that we are getting feed back from. Would like to get imput from some of you other builders.

PICTURES

Show the 364P prototype in the new fuselage jig.



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THE NEWSLETTER OF PROWLER AVIATION INC.

STATUS REPORT

Having the fuselage sitting on the shop floor on it's own gears brings about the reality that progress is really being made. We all have to be thankful that we have such a journeyman and dedicated craftsman in George Morse. The tail wheel retraction unit is in and we are not to far off from running the first retraction(tail wheel) test. The complexity in the tailwheel retraction unit is accentuated by the fact that when in transit it must fit into a tailwheel wheelwell that is small even with the tailwheel unit on the bench.

Work is now being completed that finalizes some of the small items in the empenage area. Getting the MAC trim units into the rudder and elevator, doing the fairings around the vertical and horizontal stabilizers, the tail wheel gear doors.

The main gear has been in for some time, but in a unfinished state. Completion of one wheel door is all that is needed to clear the way for the first full gear retraction on the Prowler. Venture a guess I would say about two weeks.

Months of cutting, dimpling, countersinking, riveting and aligning, the fuselage of the 364P is nearing completion. We are awaiting the delivery of the canopy so the design and fitting work can begin on the opening and closing devices.

Rudder pedals were fabricated and put in place along with the master cylinders and the interconnecting cableing so that front and back cockpit will have full use of the rudder/braking system.

The outboard section of the wings was refitted prior to coming out of the fuselage jig. Using a selfleveling contractors transit the wings were checked for divations in dihederal and wash out, were found to be true as the days we put them on. Horizontal stablizer was dialed in shot and secured for the final time.

With each new item that is made to go into the airplane, a process takes place over and over. Make the part, trial fitting of new part, remove part for drafting and then replace part. A very time comsuming process. From the plans the necessary jigs or dies will be made, so the drafting are checked for accuracy and clarity. Don gets involved early into the drafting process because he is the one that will be making those dies and jibs from the plans. So it is important that I have his input throughtout the drafting stage.

Figuring out the baggage compartment, throttle, mixture are next. George is already talking about motor mounts and cowling. The engine is sitting in its test stand mounting, ready for permanent mating to the fuselage. What and exciting time that will be. Maybe we ought to have a mating party.

I flew down to meet with the group of builders in Prescott, Arizona. What a enthusiastic and dedicated group of builders we have there. Would be fantastic to have that group in their Prowlers With the "1st Composite Pursuit Squadron" in the air flying there mission. There's definately going to be some talk about the Prowler after the Prescott builders get into the air.

BUILDERS CORNER

Ray Seim has sent to us his system of mounting the MAC units to the elevator and rudder(see enclosed).This is something that Ray figured out on his own. Here at the factory we did it almost the very same thing, but we had not got around to building the fairing to cover the pushrod holes in the elevator and rudder. Ray writes (and we believe) that this will keep the water and debris from getting inside during period of operations or sitting on the ramp for extended periods. Using Rays method the servo can be removed from the completed part.

Don has completed the wing spar for Ron Chamblin of Jacksonville, Florida. We will be holding it here for the addition of a few other selected parts. Chuck Westcott of Belmont, California., picked up his spar and should be starting on his wing after he complete the rudder and elevators. Chuck is looking ahead to keep his project on line and has elected to have us build the radiator sections. Westcotts radiators are complete and he will pick them up in a few days. Assembly plans have been checked, modified and reworked and should be much easier to understand.

Again we encourage you to write in with your comments. Copies of the "GROWLER" go to a lot of individuals who are under construction, not presently builders, builders in the future and some who just like to keep informed to what is going on here at Prowler Aviation. Well let me invite ANY of you who have a comment or idea to please pass them on to us and we will include them in the "GROWLER". Until next time, good building and good flying and good bye. Jack