

PROWLER AVIATION INC
3707 Meadow View Dr.
Redding, CA 96002
10/14/89

Gentlemen:

Time passes quickly at the factory so all of us hope you will accept this first newsletter as an apology for the lack of information we have been able to generate for all of you Prowler lovers.

START UP

As you know, George Morse has started from scratch with the move to Redding, CA which was accomplished on 3/1/89. Since that time a 6000 sq. ft. factory space has been put to good use and is already showing signs of growing pains. We are bulging at the seams! Fortunately there is room for expansion in the same building so no trauma will be associated with future expansion.

CREW

Right now the work force consists of George Morse, president and chief executive officer; Bryce Guenther, chief engineer; Perry Davis and Don Mellor, production specialists and quality control; Randy Echtinaw, production supervisor; John Foy, all around flunky and draftsman. Every factory has to have a flunky and I am it!

George Morse has been able to put together a crew who is well experienced in aeronautical construction and production.

Bryce Guenther has been employed in aerospace engineering work for over ten years after graduating from Parks University in Aeronautical Engineering and picking up an A&P license to go with it. Bryce has been very active in the homebuilding area while working for some of the largest aerospace firms.

Perry Davis has over 35 years experience in aircraft sheet metal,

aircraft recovery and repair teams for the major aircraft manufacturers. Perry has a fascinating history of the aircraft industry starting with the F-86 and including the SR-71.

Don Mellor spent six years in the Marines as a helicopter maintenance specialist where he had to supervise a group of 40 mechanics. He was also responsible for the quality control of all maintenance for his group. This led to his employment, after Marine service, as final inspector for McDonnell-Douglas Corp.

Randy Echtinaw just retired from Hastings Ring Corp where he was production supervisor for 20 years. He has completed and flown a Skybolt with George Morse's V-8 engine. Check March '89 issue of Sport Aviation, page 97.

Old flunky is just an apprentice when it comes to aircraft manufacture, however he has built 4 homebuilts and the Prowler will be his fifth.

THE LATEST?

The latest kick in aircraft design is to extol the virtues of Computer Aided Design. Well, the Prowler bunch are not ones to get caught in the lurch, so to speak, and we also have a CAD machine that is generating the drawings we need, under the auspices of Bryce Guenther. We are confident that our operations will begin to pick up speed from now on! Starting up a business of any kind nowadays is a very time consuming effort but we are optimistic, never the less!

KIT PROGRESS

Empennage kits are being shipped on a regular basis now. If you haven't received yours yet, please be patient as we have a load of parts that must go to the heat treaters soon and there are some empennage parts in that load. We have to schedule the heat treaters with a large load as they charge us for a

Wing kits are under way at this time and the kit prototype wing is in the jig and about half done. Ailerons and flaps are being designed and installed as are the landing gear components. Many changes are being designed into the production kit for easier maintenance and assembly. As an option for EXTRA COST we are planning to furnish the wing main spar as a finished item. Basically fuel will be carried in the wings and will have a total capacity of 60 gallons. An optional header tank of 10 gallon capacity will be available for aerobatic enthusiasts.

We are installing hard points on the wings for external fuel or baggage capabilities. Also a larger gel cell battery with an external power jack for charging and starting if the battery is flat. A sliding canopy will be the standard for the kit aircraft, instead of the flip over style. Fuel injection and electronic ignition will be standard on the 364 cubic inch engine. All of the above and much more are coming up as the design progresses into kit production. We are working on electric servo trim on the rudder, elevator and aileron. With the large speed range capability of the Prowler, three axis trim will make cross country cruise a breeze!

We welcome all suggestions, ideas, whatever from all of the Prowler fans. Our answers will have to be in the newsletters as the correspondence on an individual basis will be more than this pore ol' man can handle. Just keep those cards and letters coming! Let us know what you would like to see in a newsletter and we will try to comply.

NEWSLETTER

Our hope is to publish the newsletter on a quarterly basis to start. The next issue will be in January (hopefully) and we will request a fee of \$8.00 per year at that time.

Some of you may have heard of the accident with the Prowler prototype that happened in April, 1989. Randy Cunningham requested permission to fly the Prowler as he was interested in possible purchase of a Prowler. During the takeoff roll the aircraft was observed to ground loop to the left, collapsing the landing gear and damaging the right wing, right radiator, propellor, gear doors and assorted hardware, etc. George has been trying to get the prototype back to flying status but has to do it whenever time is available, which is almost never as he is working 12 hours a day, seven days a week. Believe me, starting a business from scratch requires more time than is available in 24 hours! Anyway, the matter of compensation is now in the hands of lawyers, at Cunningham's request. Everything is back together on the prototype but there is still some troubleshooting to be done on the hydraulic system before the Prowler goes back on the airshow circuit. Now you know why the Prowler has not been to your favorite airshow or fly in!

FUTURE PLANS

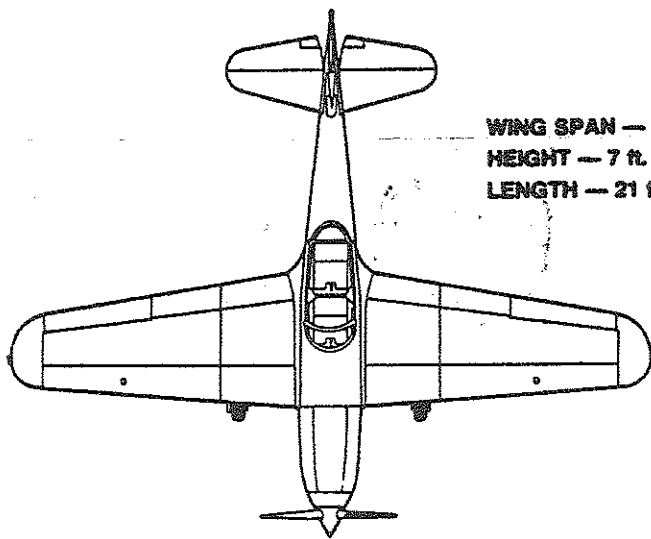
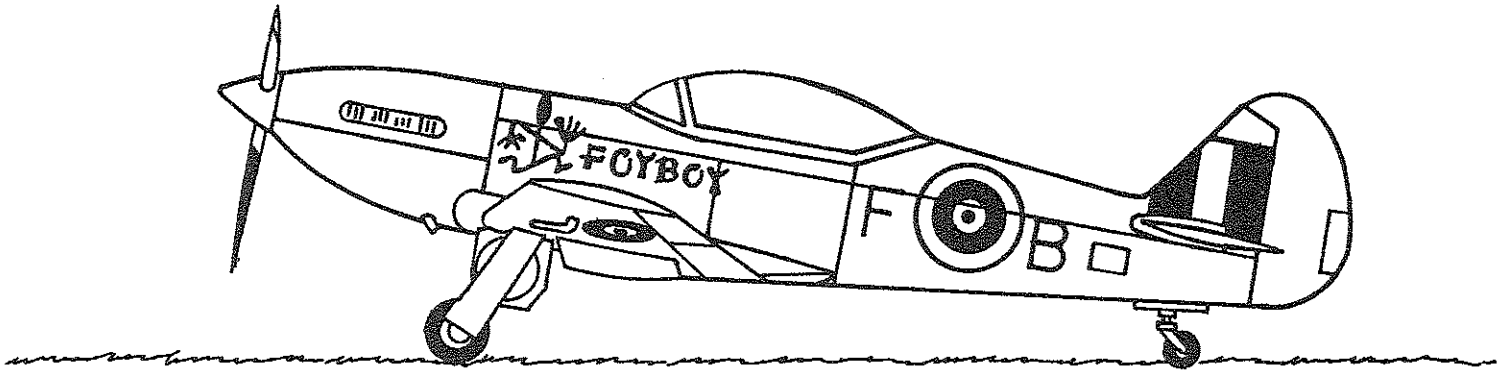
Next year should be an exciting one for those of us at the factory! George figures he will have the kit prototype at Oshkosh. We may have to trailer it in but we are planning on being there. We expect to have the 364 cu. in. engine in and running!

KIT PRICES

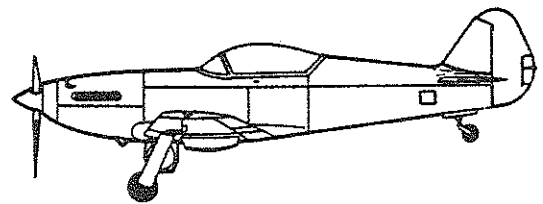
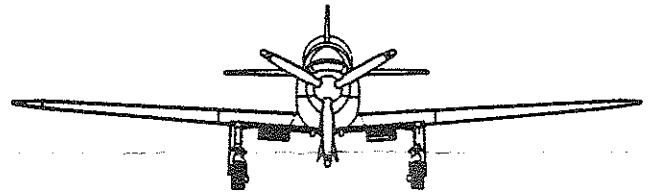
In any design there comes a time when the design must be frozen in order to get the airframes out the door. Well, we have reached that point and from now on we are concentrating on production. Any changes will have to be made as modifications AFTER we get the production line going. Also the design must be frozen in order to arrive at a price. The price of the Prowler is now \$60,000.00 U.S. dollars with a deposit of \$30,000.00 U.S. dollars. No partial kits will

added as we feel necessary (such as the completed main wing spar).
Radios and instruments are NOT included in the basic kit.

Until January then, keep your spirits up and we can use all the cash you can let loose!



WING SPAN — 25 ft.
HEIGHT — 7 ft. 3 in.
LENGTH — 21 ft.



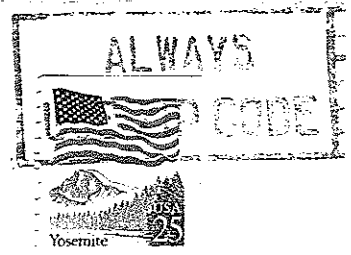
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