

GROWLER

Volume 3
Issue 4
Jan. '93

THE NEWSLETTER FROM PROWLER AVIATION, INC.

Winter has arrived !! We here at the factory are wishing all of you the very best for 1993. We just came back this past week from our annual plant shutdown for the Holiday period. We are all refreshed and ready to get back into the swing of things. Don Mellor got stuck on the Eastern side of the Sierra Nevada mountains due to one of the recent snowstorms for a couple days and returned somewhat frostbitten.

One of the pleasant things that happened to us during the past three months was our attendance at the Redding "Carrers in Aviation Day". Many students were at the show along with local officials and some familiar people from our industry. Teachers, administrators, commercial pilots, law enforcement, FAA personnel, military, Dept. of Interior, fire fighting and maintenance, all had booths or were part of the program.

It was our pleasure to talk to the many bright young faces that passed by our booth. After speaking to those young people, we left that afternoon with the feeling that American aviation will be in good hands for many years to come. The students really made it fun for us.

Once again we received the center stage treatment from our local government. The event had the display booths in the main hanger and guess what airplane, or should I say "Airplanes" were the only ones in the center of the hanger?? Both the PROWLER and the JAGUAR. We had good exposure with local media and gathered a few interested buyers as a result. We plan to continue with this type of exposure as part of our marketing strategy and civic affairs responsibilities.



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We are excited at the prospects the New Year has to offer and are looking for the challenge it presents. We are ready to ship out the first round of fuselage sub-kits this month. Our notices to our builders went out on December 15th and we expect to start shipping toward the end of the month. We expect to hear a lot of sawing and hammering around the plant soon, as the shipping crates will need to be assembled.

Next up is the completion of the fuselage sub-kit round. This process should only take a few weeks before it is completed. One of our new strategies is to have back up stock for the buyer who wants it all now. (We learned that lesson in Reno.) We also plan to have a demonstration cut-away airframe for customer viewing and photography. We feel this will be a vivid enhancement for our builders, especially first time builders.

After the fuselage sub-kit round is totally completed, we want to catch up on the old landing gear sub-kits. Our production people are currently making plans to start the landing gear processing. Meanwhile, George is working on the 350 hp engines. We have one mounted on an engine stand now and in the process of being completed. As you can see we are planning ahead so that your building speed never waits for a delivery from us.

After the landing gear/radiator sub-kits, comes the cockpit/cowling sub-kits. During this time George will be completing the engines and then we will be ready for these new birds to fly.

As you can see we have many new and exciting challenges ahead for 1993, just in production alone, not to mention some of our other plans; like the CHEETAH - - - -. Did someone mention another cat ??

Take a look at the following pages

'Till next time,

Donald J. Moelk
General Manager

Empowerage

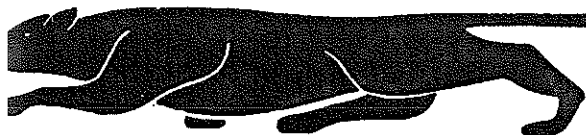
Wing

Gear/Radiator

Fuselage

Cockpit/Cowling

Eng/Prop



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SOON TO BE INTRODUCED THE CHEETAH

PROWLER AVIATION HAS LONG CONSIDERED EXPANDING ITS SELECTION OF AIRCRAFT TO APPEAL TO A LARGER SEGMENT OF THE FLYING PUBLIC.

WE NOW HAVE THAT PRODUCT IN THE FINAL STAGES OF DESIGN. GEORGE MORSE HAS SET THE PACE AGAIN WITH HIS **CHEETAH** DESIGN. THIS NEW AIRCRAFT KEEPS THE INTEGRITY OF THE ORIGINAL PROWLER DESIGN AS THE FOUNDATION. GEORGE HAS DEVELOPED AN AIRCRAFT THAT APPEALS TO THE DISCERNING FLYER, AS WELL AS TO THE MORE INDEPENDENT BUILDER; WHILE STILL RETAINING THE VERY REMARKABLE PROWLER PROFILE.

THE CHEETAH KIT

OUR KIT MODEL OF THE **CHEETAH** WILL BE SOLD AS A 'SINGLE UNIT' TOTAL KIT. NO SUB-KITS, SUCH AS IS THE CASE OF OUR 'JAGUAR' PRODUCTION MODEL. WE STILL RETAIN THE ABILITY OF SHIPMENT TO ANY POINT ON THE GLOBE. WE ALSO HAVE FULLY DEVELOPED MANUALS FOR THE BUILDERS AND HOT LINE SERVICE FOR PROBLEM SOLVING.

THIS AIRCRAFT WILL RETAIL FOR \$33,000 TO \$35,000 AS OPPOSED TO THE \$78,000 PRICE FOR THE CURRENT 'JAGUAR' PRODUCTION MODEL.

THE BASIC DIFFERENCES BETWEEN THE **CHEETAH** KIT AND OUR CURRENT 'JAGUAR' MODEL, ARE AS FOLLOWS:

1. DESIGN HAS 'SQUARED OFF' WING TIPS AND TAIL, GIVING MORE OF THE P-51 MUSTANG APPEARANCE.
2. WING TIPS AND TAIL (RUDDER) ARE MADE OF COMPOSITS INSTEAD OF THE METAL USED IN THE 'JAGUAR'. THIS PROCESS MAKES IT SOMEWHAT EASIER FOR FIRST TIME BUILDERS TO WORK WITH.
3. HAS NO ENGINE OR ENGINE ACCESSORIES. (OUR SURVEYS SHOW A NUMBER OF OUR POTENTIAL CUSTOMERS WANT TO INSTALL POWER PLANTS THEY ARE MORE FAMILIAR WITH.)

4. EVERYTHING IN FRONT OF THE FIREWALL, SUCH AS THE MOTOR MOUNTS, PROPELLER, SPINNER AND COWLING, WILL NOT BE INCLUDED DUE TO THE CUSTOMER SELECTIVITY OF DIFFERENT SHAPES AND SIZES OF THE POWER PLANT.
5. HARDWARE WILL NOT BE INCLUDED IN THE KIT. WE WILL HOWEVER PROVIDE IN THE INSTRUCTION MANUAL A COMPLETE LIST OF HARDWARE REQUIREMENTS.
6. THE COCKPIT SEATS AND SEAT BACKS ARE NOT INCLUDED IN THE CHEETAH KIT, AS THIS SEEMS TO BE A MATTER OF CHOICE WITH SOME BUILDERS.
7. THE LANDING GEAR MAY BE FIXED OR RETRACTABLE DEPENDING ON THE BUILDERS REQUIREMENTS, OR BUDGET CONSIDERATIONS.
8. RADIATOR SCOOPS WILL BE ELIMINATED AS THE LYCOMING TYPE ENGINE IS AIR COOLED AND RADIATORS ARE NOT REQUIRED
9. PROWLER AVIATION HAS NEVER INCLUDED INSTRUMENTS AND AVIONICS IN ITS AIRCRAFT KITS, DUE TO DIFFERENT REQUIREMENTS OF THE PILOTS.

THE BUYER WILL THEN BE CAPABLE OF INSTALLING HIS/HER OWN ENGINE, PROP AND COWLING ACCORDING TO HIS/HER SPECIFICATIONS, THEREBY SATISFYING THE CONCERNS FOR THOSE INTERESTED IN THEIR OWN POWER PLANTS. PROWLER AVIATION IS CURRENTLY ONLY PRODUCING THE 'JAGUAR'. SUB KITS. THE CHEETAH IS DESIGNED TO FILL THIS GAP, AND SOON MAY BECOME THE DOMINANT SALES MODEL IN OUR KIT INVENTORY.

THE COMPLETE CHEETAH

RECENT SURVEYS HAVE SHOWN THAT MANY POTENTIAL CUSTOMERS ARE LOOKING FOR AN AIRCRAFT THEY DO NOT HAVE TO BUILD. THEY ALSO WANT THIS AIRCRAFT TO BE AVAILABLE TO THEM; READY TO FLY WITHIN A FEW SHORT MONTHS. OUR PRODUCTION PROCESS WILL HAVE THIS CAPACITY IN THE NEAR FUTURE.

THE TOP OF OUR CHEETAH LINE IS THE FULLY ASSEMBLED AND READY TO FLY EDITION. WE WILL PRODUCE AN AIRCRAFT THAT NOT ONLY HAS DESIGN APPEAL BUT CAN BE AVAILABLE TO THE CUSTOMER IN FAR LESS TIME THAN MANY OF OUR COMPETITORS OFFER.

WE PLAN TO SELL THIS READY TO FLY MODEL FOR UNDER \$100,000. OUR ESTIMATED TIME OF MANUFACTURING AND ASSEMBLY WILL BE IN THE VERY SHORT, 12 MONTH RANGE. FROM OUR PAST EXPERIENCE AT AIR SHOWS; IT IS ALSO OUR INTENTION TO EVENTUALLY HAVE A BALANCED INVENTORY THAT WILL GIVE US THE ABILITY TO IMMEDIATELY DELIVER AN AIRCRAFT TO THE SPONTANEOUS BUYER.

THIS ASSEMBLED MODEL OF THE CHEETAH WILL INITIALLY BE COMPLETED IN OUR PLANT AND BE AVAILABLE TO THE BUYER WITHIN TWELVE MONTHS OF POINT OF SALE. WITHIN A SHORT PERIOD OF TIME, OUR PLANS ARE TO HAVE AN ADEQUATE INVENTORY BALANCE SO THAT THIS TIME IS LESSENED TO SIX OR PERHAPS EIGHT MONTHS. WE FEEL OUR EXPERIENCE IN BUILDING AS WELL AS MANUFACTURING MAKES THIS TARGET DATE A REALISTIC GOAL.

PROWLER ALSO PLANS TO HAVE THE CHEETAH FULLY CERTIFIED BY THE FAA AND ENTER INTO MAJOR PRODUCTION WITH COMPLETE ASSEMBLY OF A READY TO FLY AIRCRAFT. OUR CURRENT DESIGN WILL ALLOW US TO UTALIZE A PROVEN AIRCRAFT POWER PLANT SUCH AS THE LYCOMING ENGINE. OUR EXPERIENCE IN USING THE PROVEN AIR FRAME OF THE PROWLER FOR OVER A SEVEN YEAR PERIOD AND THE NEWER JAGUAR MODEL WITH THE HIGH PERFORMANCE ENGINE WILL CERTAINLY SPEED UP THE CERTIFICATION PROCESS.

DIFFERENCES BETWEEN THE READY TO FLY CHEETAH AND OUR CURRENT PRODUCTION MODEL, THE 'JAGUAR', ARE AS FOLLOWS:

1. SQUARED OFF WING TIPS AND TAIL
2. COMPOSITE MATERIAL USED IN WING TIPS AND TAIL
3. SELECTED LYCOMING POWER PLANT
4. VARIABLE ENGINE SELECTION
5. FIXED LANDING GEAR
6. RADIATOR SCOOPS ELIMINATED
7. OUR FACTORY DOES NOT INSTALL AVIONICS. (NOT IN PROWLER)

PROWLER PLANS TO MARKET THESE AIRCRAFT IN THE SAME FASHION AS WE DESCRIBE IN THIS BUSINESS PLAN BOOKLET. WE DO FORSEE STRONG MARKETS FOR BOTH OF THE CHEETAH MODELS AS WELL AS A CONTINUED MARKET FOR THE THOROUGHbred 'JAGUAR'.

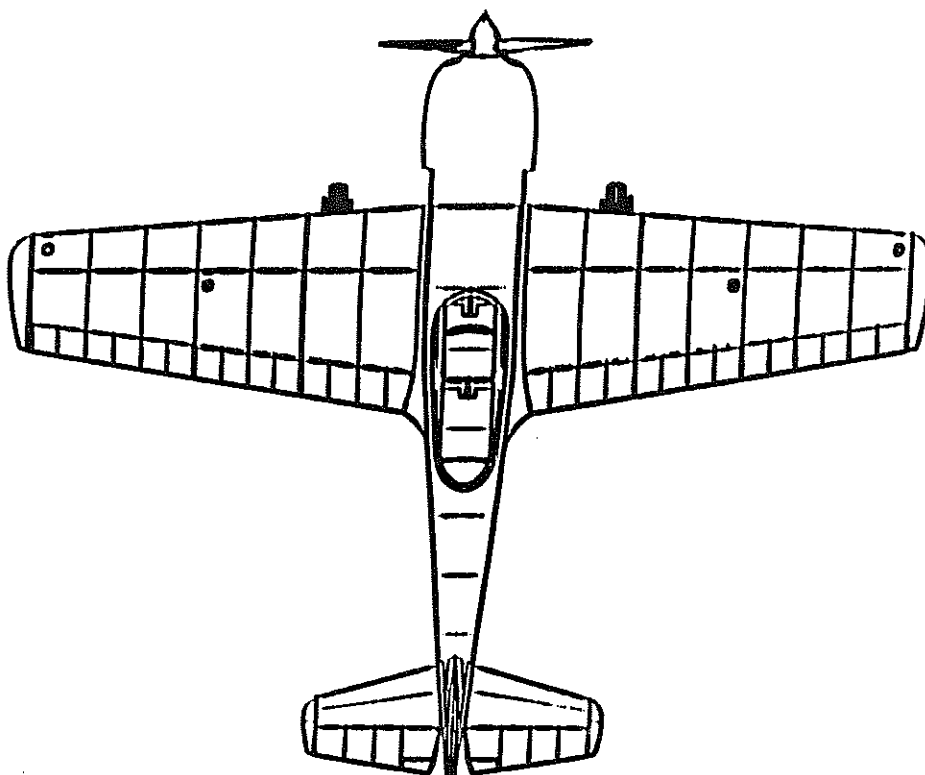
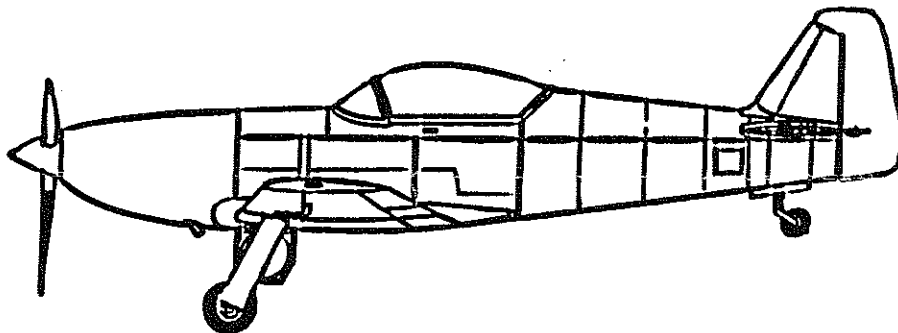
WHEN IN FULL PRODUCTION WE SHOULD SUPPORT A MINIMUM OF 15 TO 20 FULL TIME EMPLOYEES. WE FEEL THE FUTURE MAY VERY WELL BRING THIS

TOTAL TO OVER 60 EMPLOYEES IN ALL STAGES OF THE BUSINESS TO PRODUCE A PROJECTED 150 AIRCRAFT PER YEAR. JOBS THAT WOULD BE OPENING WOULD BE IN MANAGEMENT, SALES, ACCOUNTING, SECRETARIAL, DRAFTING, ENGINEERING, COMPUTER TECH, MACHINIST, SHEET METAL, TOOL AND DYE MAKERS, AIRCRAFT ASSEMBLY, GENERAL LABOR, MECHANICS.

PROWLER WILL PROVIDE THE FOLLOWING FOR THE CHEETAH;

1. COMPLETE INTEGRITY OF DESIGN AND AIRFRAME.
2. CONTINUED EASE OF ASSEMBLY OF ALL COMPONENTS.
3. FACTORY CONTROL OF ALL CRITICAL PORTIONS OF ASSEMBLY
4. USE OF HIGHEST RATED RAW MATERIALS IN MANUFACTURING

IN THE DRAWINGS NOTED ON THIS PAGE, WE ARE SHOWING THE SQUARED OFF WINGS AND TAIL. THE COWLING IS WHAT THE AIRCRAFT WOULD LOOK LIKE IF A LYCOMING TYPE ENGINE WERE INSTALLED.



Don Moelk has already talked about our position on shipping fuselage kits and I'm happy to say that out here in the shop we feel really good about how things are progressing to this point.

No job is complete without its minor problems and there are a few. One being the machining of the landing gear! It seems again we fall into the hands of suppliers, this time it being tools and not hardware. Our new lathe was down for almost two months, waiting for a new motor. Yes, a new lathe and since day one it needed a new powerplant. Finally things are connected and it once again seems we can get the ball rolling.

Also speaking on the problems of suppliers, I want to clarify that for you potential customers and also to our current builders, we do not supply Avionics or Engine Instruments. It is too hard to order and keep in stock any volume of instruments and there are too many brands and builder preferences to consider. For instance, we had to wait 2 months to get some of our engine instruments for the JAGUAR. Many times I find it is easier for you, the customer, to buy one or two of an item, where for me to purchase say 20, it can put us on backorder for 6 months or more.

This has come to note especially when building the wing and fuselage kits. Each builder will route fuel lines, hydraulic lines, etc. to meet his or her own special needs. Selector valve locations, setting up for front or rear seat flight, c.g. considerations, all come into play on what type of hardware; such as bulkhead fittings are needed. This means each builder must realize that they will have to do some planning and expect to purchase some hardware!

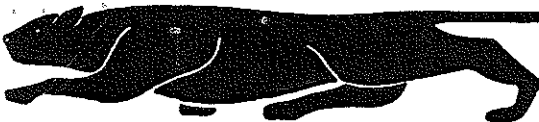
Mr. Reynolds from Montana was in our shop last week collecting the last few items of his fuselage kit and dreaming of flight sometime this fall. Mr. Chamblin of Florida is also moving along well with his JAGUAR model and hopes to be the next builder to meet that 250mph cruise. Builders like these make my job so rewarding and to them I say "keep on building".

Looking forward to spring here in Redding and a break in the weather. I must say it was really "horrible" to be snowed in at Reno! The only thing left to do was, HIT THE SLOPES and do a little skiing Love to hear from you,

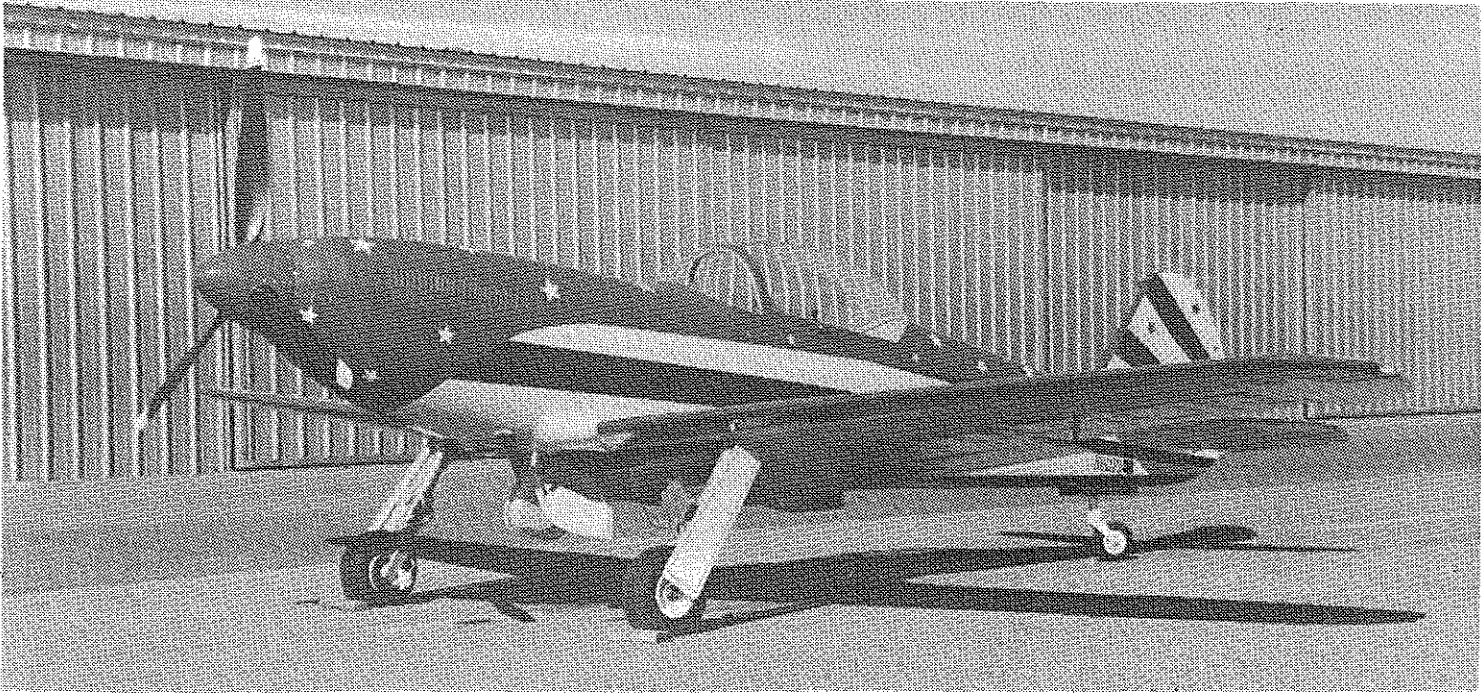
Don Mellor
Production Manager



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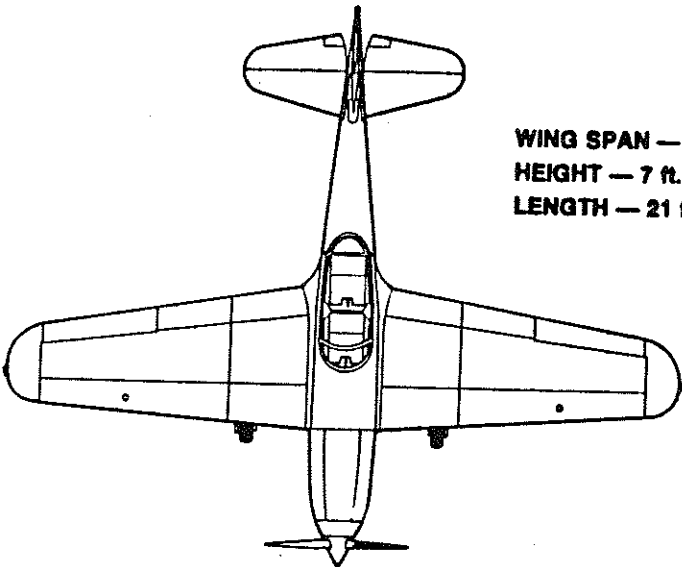


CONSTRUCTION	ALL METAL	FUEL CAPACITY	60 gal.
SEATS	2	OPT'L CENTER TANK	12 gal.
LENGTH	21.0 ft.	ENGINE(Rodeck V8)	350 hp
HEIGHT	7 ft. 3 in.	MAX LEVEL SPEED	300 mph
WING SPAN	25 ft. 4 in.	CRUISE SPEED	250 mph
WING AREA	104 sq.ft.	STALL SPEED	65 mph
LOADING	23.8 lbs.sq.ft.	CLIMB RATE	2,500 fpm
ASPECT RATIO	6.0	SERVICE CEILING	N/A
GROSS WEIGHT	2,500 lbs.	RANGE	1,200 sm
EMPTY WEIGHT	1,650 lbs.	TAKEOFF RUN	1,100 ft.
USEFUL LOAD	850 lbs.	LANDING ROLL	1,200 ft.

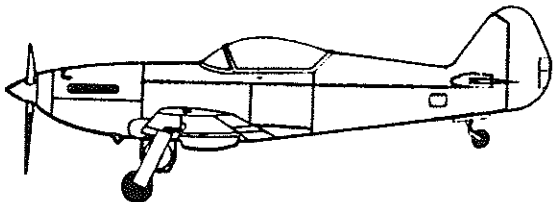
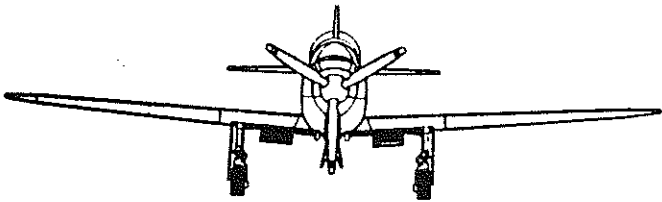
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BROCHURE.....	\$12.50	QUARTERLY NEWSLETTER.....	\$ 8.00



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



The Red, White and Blue airplane shot morning sunlight off its wings as it climbed and then gracefully pulled up to cruise at a comfortable 250 mph. Down on the field heads turned, attached at first by the distinctive sound of the engine, but hooked by the grace and power of the plane's performance.

Someone guessed they were watching a P-51, another argued that it had to be a Spitfire, but after the plane circled the Field and touched down in a perfect landing it was obviously neither one, and yet it looked like a little bit of both.

The Prowler II, a sturdy all-metal, two-place tandem tail-dragger, resembles the classic warbirds of its time but it's a smaller, lighter plane - and one that's significantly less expensive to operate and maintain.

In 1986 the Prowler I was the proud winner of the Lindbergh/Outstanding Workmanship Award from Oshkosh. Designer George Morse is now making his unique plane and engine kits available to the sports-flyer who's been looking for the perfect combination of economy, style and performance.

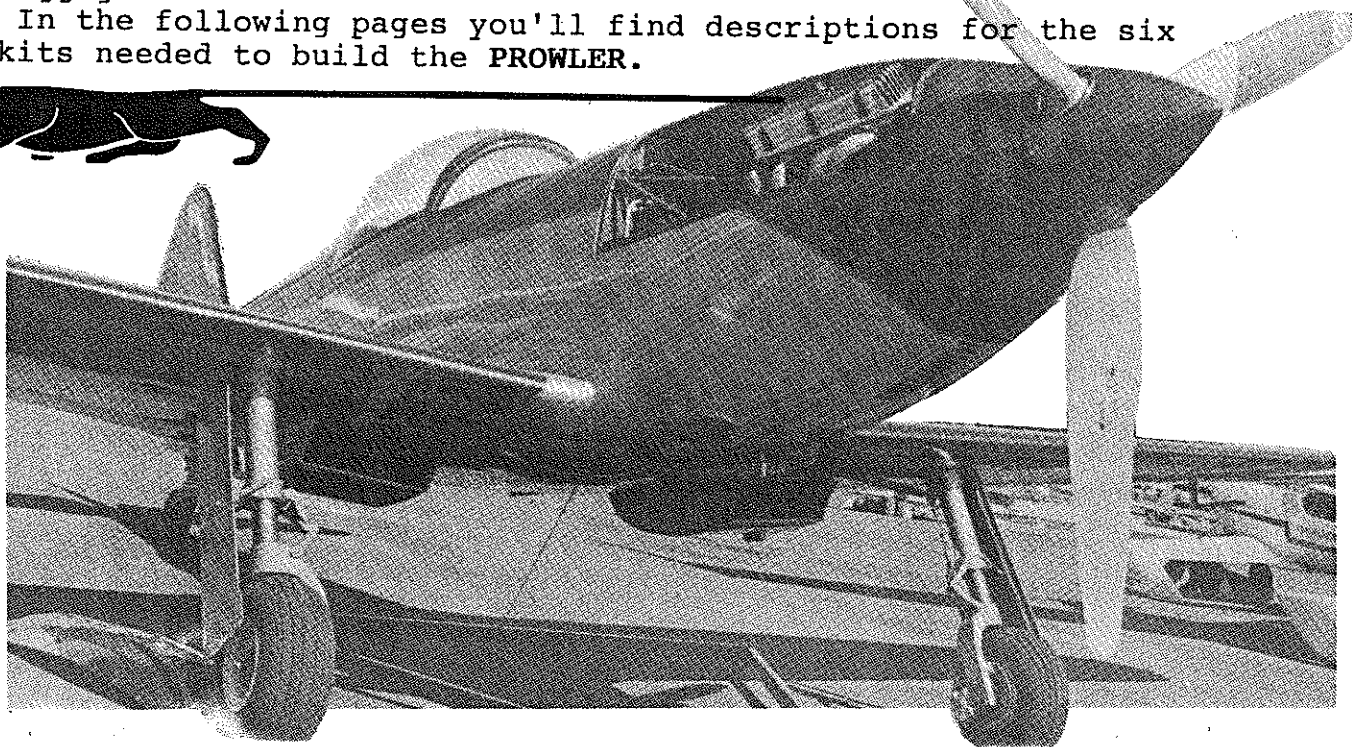
Morse, designer and builder of the Prowler I & II and the Auto Aviation engine, is an inventor designer, craftsman with over 30 years experience in the automotive and aviation industries.

It's with Morse's unique engine, that you'll realize your greatest savings in building this plane. The Prowler powerplant is a customized, liquid-cooled V8 with 350 hp. It burns an estimated 13 to 14 gph and the entire engine can be overhauled for what it would cost you to do one cylinder on most other planes. The Prowler is distinct not only in its classic lines and economical operation, but in how it flies. The ride for passenger and pilot alike is much less stressful, thanks to the smooth and steady pull of the engine. The Prowler sounds like a mini-Merlin, but quieter, so that it's possible to have conversations in the cockpit in a normal tone of voice.

The Prowler is extremely responsive. Faster and safer than most single engine planes, it trues out at 250 mph. It's flown every aerobatic maneuver, from Cuban eights to rolls and inverted flight and executed them with eye-catching beauty and grace.

Whether you want to do some sport flying or travel cross country, the Prowler can accommodate you. There's room for two and luggage.

In the following pages you'll find descriptions for the six sub-kits needed to build the PROWLER.



*** ATTENTION NEWSLETTER SUBSCRIBERS ***

This will be your last GROWLER Newsletter issue if you ordered your annual subscription before April 1, 1992.

You will need to renew your subscription now if you have received 4 issues, including this issue.

The GROWLER is issued quarterly and contains news and building tips from the inside sources of PROWLER AVIATION. If you know of anyone within our industry that may be interested, you may make a copy of this notice and send it to them. If you are a current builder, then the newsletter is complimentary to you.

KEEP UP WITH THE LEADING EDGE OF PROWLER PRODUCTS,

ORDER YOUR NEWSLETTER TODAY ! !

PLEASE MAKE CHECKS/MONEY ORDERS PAYABLE TO: PROWLER AVIATION, INC.

(No facilities for Charge Cards)

THANK YOU FOR YOUR RESPONSE

BARBARA PHILLIPS

OFFICE MANAGER

THE GROWLER

ONE YEAR NEWSLETTER SUBSCRIPTION

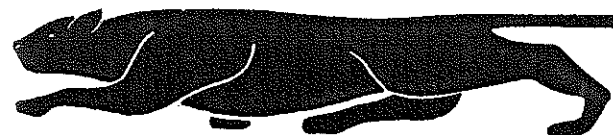
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