

Operating Tips . . .

FOR BETTER NAVION FLYING

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FIT OF ENGINE COOLING BAFFLES IS IMPORTANT

The recent Navion inspection tour conducted in the Northwestern section of the United States by Ryan and Continental factory representatives revealed that a good many Navions are being flown with loose or poorly fitting engine cooling baffles.

The fit of these baffles is very important as they route the air through apertures around the cooling fins on each cylinder; thus increasing engine cooling efficiency.

Inspect your engine now for loose baffles or excessive gap between baffles and cylinders. Particular attention should be given to the fit of the baffles on the two rearmost cylinders as experience has proven these are the baffles most apt to become

bent away from the cylinder, causing a decrease in cooling efficiency on the rear cylinders.

Another important factor in achieving proper engine cooling is the condition of the flexible air seal material on the cowling which seals off the top section of the engine compartment from the bottom section when the cowling is closed and on the partition between the front and rear sections of the engine compartment. If this material becomes worn or otherwise deteriorated so that it no longer gives a good seal, the resulting air leakage can reduce overall engine cooling efficiency to a point where piston seizure or freezing of the rings on the piston may result.

CHANCES OF FUEL SYSTEM CORROSION REDUCED BY PERIODIC DRAINING OF FUEL ACCUMULATOR TANK

From time to time the factory has received reports of corrosion in the fuel accumulator tank on Navions that have been in service for some time. This corrosion occurs inside the tank and becomes evident when pin holes suddenly appear in the bottom surface of the tank, causing a fuel leak.

Ryan engineers feel the presence of corrosion in the accumulator tank can be directly attributed to laxity in the periodic draining of water from the fuel system by means of the petcock in the accumulator tank. This petcock is accessible through a hole in the bottom surface of the left wing near centerline. It is especially important to periodically drain a

small quantity of fuel from the accumulator tank on Navions that are flown only occasionally or held out of commission for an extended period of time. Keeping the fuel tanks filled to capacity with fuel at all times will lessen the tendency for water to accumulate in the fuel system as a result of condensation inside the tanks.

It is quite important the airplane be in as near to a level position as possible when draining the accumulator tank. A tail low attitude should definitely be avoided during the draining operation as water may become trapped in the back of the tank with the airplane in this position.

HERE'S HOW TO MAKE CANOPY WORK SM-O-O-O-O-TH

If it requires too much effort to slide the canopy on your Navion, here are some tips that should help to smooth out its operation.

First, examine the canopy tracks on each side of the cabin for rough spots due to galling by the rollers

or other causes. Smooth out all rough spots with fine emery cloth and coat the track with paste type wax (Simonize). This will act as a long lasting lubricant, which will not pick up dirt or stain the clothing of persons entering and leaving the cockpit.

The rear canopy track can be effectively lubricated with powdered graphite as the danger of clothing stains is not a factor there. Graphite is recommended

in lieu of oil as it does not attract dust and dirt as readily as oil.

KEEP CARBURETOR AIR FILTER CLEAN FOR LONGER ENGINE LIFE.

In the case of both the Continental and Lycoming powered Navions, the Carburetor air induction system is equipped with an Air-Maze air filter in the entrance to the carburetor air duct. The purpose of this filter is to screen out all abrasive particles that might otherwise enter the engine through the carburetor and cause accelerated wearing of internal engine parts, i.e. cylinder walls, piston rings, main and connecting rod bearings, gears, etc.

Local conditions dictate the frequency with which this filter must be cleaned for maximum efficiency. Airplanes operated or parked on dusty fields should

have the filter washed and oiled daily, while filters on airplanes operated from hard surfaced runways and parked in a hangar when not flying, may not require cleaning any oftener than every 25 hours.

Spraying a coating of light oil over the filter after cleaning is very important, as it is this thin oil film to which the dust particles cling during their passage into the filter. With the coming of summer, and its accompanying dusty conditions, regular periodic carburetor air filter cleaning becomes increasingly important.

