

Operating Tips . . .

FOR BETTER NAVION FLYING

Vol. 1 No. 6

Published by the Field Service Department of the Ryan Aeronautical Company, San Diego, to help those who own, operate, and service Navion airplanes obtain the full utility and satisfaction of which the Navion is capable.

JUNE 1950

KEEP HYDRAULIC PRESSURE "ON" WHEN TAXIING FOR ADDED SAFETY

A few cases of Navion nose wheel collapse as reported to the factory to date have been caused by a marginal adjustment of the nose gear retracting linkage. The design of this linkage is such that if properly rigged, a spring bungee holds the retracting link in a positive over-center "locked" position whenever the gear is down. On the other hand, if a marginal adjustment of the variables in this linkage exists, the bungee load may be reduced to a point where the link might "jack-knife" back through the "dead center" position when the nose gear is struck a sharp blow such as might occur while taxiing over very rough ground, etc.

In order to eliminate any possibility of a maladjusted nose gear actuating linkage causing collapse of the nose gear, all Ryan issues of the Navion Operation Manual have recommended that the hydraulic power be left "ON" during all ground operation of the airplane. With the gear handle in the "DOWN" position and hydraulic pressure "ON", the gear actuating hydraulic cylinder helps the spring bungee hold the linkage in the over-center position making it virtually impossible for anything to knock the props from either the nose or main landing gears.

GIVE THOSE THIRSTY BATTERIES A DRINK

During hot summer weather, the battery in your Navion will develop a terrific thirst - even as you and I. Jack Lucast and "Doc" Sloan, who have just returned from their second Navion field inspection trip, report that the water level in too many batteries was found to be way below the required minimum. The battery in your Navion is manufactured of the finest

materials and will give you long uninterrupted service if properly cared for, but frequent battery replacement is almost certain to be necessary if battery maintenance is conducted on a catch-as-catch-can basis. Ask your mechanic to pay particular attention to battery maintenance this summer - it pays!

RECEIPE FOR GETTING MAXIMUM COOPERATION FROM CONTINENTAL, LYCOMING AND RYAN FACTORIES

Have you ever thought one of the engine factories or the Ryan organization have let you down on a warranty or service problem? If you have, chances are there were some loop-holes in the procedure you used to enlist their cooperation. Now, we don't mean you have to hire a "Philadelphia Lawyer" every time you want to contact a factory about a case of trouble, but there are certain procedures that help us expedite the handling of such matters.

First and foremost, don't postpone putting your trouble on record with engine or airframe manufacturer, if its nature is such that you think it might be necessary to solicit the factory's help later on. Details

always seem to become dimmer with the passage of time.

Patronize the nearest authorized Navion or engine distributor so that a closer link with the factory can be maintained than is otherwise possible. The factory has control only over its authorized agents in handling such matters; it has no jurisdiction whatsoever over the independent operator. If you are forced by circumstances to have repairs made at some shop other than an authorized Navion agency, call the nearest Navion Distributor and get his advice on the matter.

Make all reports as complete as possible, listing airplane and engine serial numbers. Refer to your

Navion Parts Catalog for proper part numbers and nomenclature, as the use of unorthodox nomenclature often complicates the interpretation of such reports.

If you are sincerely interested in furthering the

NEED A SHOULDER HARNESS? - HERE'S HOW

A number of Navion owners have written the factory during past months to inquire if there isn't some type of shoulder harness they can put on their airplanes. Most of these owners were engaged in some type of specialized solo flying where the added protection given by this type of equipment would be desirable.

What kind of flying would this be? - Well here are some examples: low altitude photography work, special search missions at low altitude, test work of all kinds, banner towing, hauling cargo in and out of small strips in mountainous terrain, etc.

Pete Girard, factory engineering test pilot on the Navion, can rig what he calls a "Jiffy Shoulder Harness" in 2½ minutes without leaving the pilot's seat by using the following procedure:

1. Remove right side safety belt from rear seat and both belts from right front seat.
2. Fasten together right front and right rear belt by using one of the adjuster buckles on these belts.
3. Fasten belt taken from left side of right front

DON'T FORGET TO OPEN CABIN AIR EXIT VENTS FOR MAXIMUM CABIN COOLING

Perhaps you've forgotten, or didn't know, that all Ryan Navions are equipped with cabin air exit vents located on the kick panel just below the front edge of the rear seat bottom cushion. When open, these vents assist in keeping a constant movement of fresh air through the cabin.

cause of private aviation, please apply the old adage that goes: "IF YOU LIKE THE NAVION TELL OTHERS, IF NOT TELL US."

seat to one end of two belts fastened together in step 2 above.

4. Fasten one end of this three belt assembly to left rear seat belt using standard buckle on rear belt.

5. Pass belts over pilot's right shoulder and under pilot's safety belt.

6. Pass loose end of belt over pilot's left shoulder and attach to center rear safety belt using standard buckle on rear belt. Adjust belts as necessary to give desired freedom of movement consistent with protection.

NOTE: Belts must cross behind pilot to keep them from slipping off his shoulders. Do not fasten belts to front seat structure as it is not designed to handle such stresses.

An almost identical arrangement may be provided for the copilot by using additional belts, or bulk belt stock.

Another cooling aid is the adjustable cooling vent installed just above the canopy rear window on all 1950 model Navions. This vent is also sold in kit form by Ryan for installation on earlier model Navions.