

# Operating Tips . . .

## FOR BETTER NAVION FLYING

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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.

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### LOCK THAT PRIMER!

If that engine in your Navion won't idle and fails to develop full power on run-up before take-off, check to see that the primer plunger is pushed "IN" and turned to "LOCK" position before taxiing back to the hangar for a mechanic. Many a mechanic's time has been wasted in trying to trouble-shoot an engine which is being fed an over-rich fuel mixture through an open

primer line. This caution note applies to both the Continental and Lycoming powered Navions. In the case of the Continental engine, primer fuel is injected into the engine's intake manifold, while on a Lycoming engine, fuel is injected into the combustion chambers of the four rearmost cylinders.

### HERE'S HOW TO OBTAIN MAXIMUM GLIDE AND LONGEST CRUISING RANGE

Several owners have recently written the factory asking how to establish a glide with their Navion that will give maximum gliding range in case of emergency. Another question that is quite frequently asked is, what power setting to use for maximum range in case you should find yourself running short of fuel. Here are answers to these questions: If your Navion is Continental powered, establish a gliding speed of approximately 90 MPH. TAS. with gear and flaps up for maximum gliding range. A speed of approximately 95 MPH. TAS. should be used if your Navion is Lycoming powered.

To obtain maximum cruising range with power, use approximately 117 MPH. TAS. with either a Continental or Lycoming powered Navion, with carburetor set for maximum lean mixture consistent with smooth engine operation. Try to maintain an engine speed of approximately 1850 rpm with the Continental engine and 2100 rpm with the Lycoming. Position propeller control in "Full Decrease RPM" position and throttle back to obtain desired rpm. Altitude and airplane loading will naturally have some bearing on what constitutes the best gliding and economy cruising speed; however, the data given above is good optimum information.

### STEPPED-UP MILITARY FLYING ACTIVITY PLACES INCREASED RESPONSIBILITY ON THE CIVILIAN PILOT

All well-trained pilots have been schooled in the importance of constant vigilance and alertness in the air and on the ground to avoid collisions with other aircraft. Always watch out for the other fellow - don't depend on his seeing you.

Hundreds of new and veteran military pilots are now or will soon be flying the nation's airways and landing at your airport. World War II proved these pilots are the world's best trained, but don't forget they are flying into fields that are strange to them and they may not be familiar with all the local traffic rules. Also,

their attention may be directed toward fulfilling some military mission; their airplanes may have much higher approach speeds than yours. Often their planes may not be able to avoid you as easily as you can avoid them. Courtesy of the air requires you to give way to the less maneuverable airplane.

Alert as they are, the military pilots may not always be able to see you, and consequently able to avoid you; therefore, you must watch for them. That is now your patriotic duty and responsibility.

### HIGH FLYERS NEED OXYGEN

Since the high service ceiling of the Navion makes it possible to fly for long periods of time at altitudes above 12,000 feet, pilots who regularly engage in flights at these higher altitudes are advised to equip their airplanes with some kind of breathing oxygen equipment.

It has been discovered that the average sportsman or executive pilot does not realize that at altitudes above 10,000 feet oxygen becomes increasingly necessary to the sustenance of life. A deficiency of oxygen in the air is hard to detect, but here are some of the symptoms that indicate a person is in need of more oxygen.

Loss of interest in or realization of danger.  
An exaggerated feeling of contentment.  
Impairment of judgment.  
Inability to think clearly and quickly.  
Decreased field of vision.  
Lack of muscular coordination.  
Lack of emotional stability.  
Inability to see in dimly lighted areas.  
Circulatory collapse.

These symptoms are often not pronounced; therefore, the purpose of this article is to make Navion owners aware of the need for oxygen at altitude and encourage them to use oxygen equipment whenever flying conditions dictate. Those pilots wishing to order portable oxygen equipment, should contact their Navion Distributor or the nearest Air Associates Inc. branch for information regarding a kit manufactured by Scott Aviation Corp., in Lancaster, N. Y.

