

Operating Tips . . .

FOR BETTER NAVION FLYING

VOL. 2 NO. 12

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.

DECEMBER, 1951

RUDDER PEDAL RIGGING AS APPLIED TO THE RUDDER AND NOSE GEAR

The subject of rudder pedal rigging is well covered in figure 18, on page 31, of the Navion Service Manual. However, the whys and wherefores of these rigging instructions will be of interest to many owners. First of all it is important that the nose wheel be pointing straight ahead when the rudder pedals are in the neutral position. The reason for this being that the average pilot will instinctively equalize the pedals just before touching the nose wheel on the ground and if the wheel is not properly centered there will be a definite kick felt in the pedals as the wheel swings around into trailing position upon contact with the ground. The greater the wheel misalignment the more pronounced the rudder pedal kick will become. If you are feeling this kick in the pedals on your Navion - better have the nose gear alignment checked soon. Misadjustment of the link rods connecting the rudder pedals to the steering bar is one of the causes of wheel misalignment. Twisting of the steering rod running down the front of the nose gear strut can be another cause. What-

ever the reason, it makes a more comfortable and easier flying Navion if the rudder pedals don't kick back at you on landing and the bushing in the nose gear steering linkage will require less frequent replacement if not subjected to this shock load.

You will also note that the Service Manual states the rudder should trail three (3) degrees to the right of alignment with the vertical fin when the pedals are opposite each other. This has caused a number of owners to get the impression the rudder control system on their Navion was out of rig. Actually there is a definite reason for this rudder offset that helps make your Navion the easy airplane to fly that it is. As you apply full power for take-off there is some tendency for propeller torque to try and take over and turn the airplane to the left; therefore, it would be necessary to use an uncomfortable amount of right rudder pedal if the rudder was not pre-set to the right as it is - don't have your mechanic straighten it out.

GOOD HOUSEKEEPING TIP

Ever admire the other fellow's spotless instrument panel? Well, one of the boys with a gleaming panel recently tipped us off to his secret. It seems he always keeps a can of liquid wax-cleaner in the glove compartment of his Navion. Then when time begins to hang heavy on his hands during long cross country flights in perfect weather, he breaks out his polish and a rag

and goes to work on the panel just to while away the time.

(Editors Note; Not a bad idea at that, as it seldom occurs to anyone to polish the panel under any other circumstances and a shiny panel is bound to impress your passengers.)

HERE'S A "NEAT" TRICK

Does the cluttered appearance imparted to the cabin of your Navion by the dangling microphone and ear-phone cords bother you? If so, here's a tip on how to keep these cords under control. All that is necessary is to obtain from your favorite office equipment supply house one or more of the several clever devices on the

market designed to keep telephone cords coiled up and out of the way. These gadgets work perfectly on your microphone and headset cords and you'll be surprised at the improvement in cabin appearance and convenience their use will provide.