

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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PERSONAL-AIRCRAFT OWNERS GUIDE

The Civil Aeronautics Administration has just issued a very valuable little booklet for the personal-business plane owner, entitled "Personal-Aircraft Owners Guide". To quote from the Introductory Note in the front of the book:

"It's part of the CAA job to answer your questions concerning ownership and operation of your aircraft.

And it's natural for you to want answers which are concise and easy to understand.

That's why this booklet has been prepared and made available to you.

First of all, in getting up this booklet, CAA made a collection of the questions most frequently asked by owners of personal aircraft. Then it drew the answers from the Civil Air Regulations, Regulations of the Administrator, and other official sources.

As a result you now have before you the answers to most of the personal-aircraft questions which have come to your mind. If it happens that this booklet doesn't answer all your questions, get in touch with your local CAA Aviation Safety Agent, he'll certainly be able to give you the additional information you want. You can locate him through the CAA regional office nearest to you. CAA regional offices are listed on page 17.

It should be noted that this booklet's contents deal only with standard aircraft. If you want information concerning restricted, limited, or experimental types of aircraft, contact your local CAA Aviation Safety Agent."

The Guide is for sale by the Superintendent of Documents, U.S. Government Printing Office, Washington 25, D.C. for only fifteen cents per copy.

OPERATION OF EMERGENCY LANDING GEAR LEVER

One owner recently wrote the factory expressing surprise over the amount of hand pressure it was necessary to exert on the Emergency Landing Gear Lever in order to get the gear to come down during a recent emergency with his Navion. This owner suggested that it might be wise for us to forewarn other owners that such hand pressure is necessary under certain conditions so that they would not be reluctant to apply the necessary Pressure for fear of breaking some part of the system. The design of the emergency lever and connecting linkage is sturdy enough to withstand all the pressure necessary to release the gear up-locks under any known possible condition.

There are two conditions under which up-lock drag could be quite heavy. These are: (1) With hydraulic flow applied as for gear down, but with the up-lock hooks still in "Lock" position due to a malfunction or misadjustment of the cable linkage between the

hydraulic control valve and the up-locks; (2) With hydraulic pressure completely gone due to a system failure and with the entire dead weight of the gear hanging on the hooks. It may require considerable pressure on the emergency handle to release the gear in the case of condition (1) with lesser pressure required in the case of condition (2). In any case don't hesitate to apply all the necessary pressure to the lever as it was purposely designed to give you the leverage required to overcome the conditions described above.

Owners can demonstrate to themselves the effectiveness of the emergency lower system by practicing the procedures during normal flight. A hydraulic system failure can be simulated by turning hydraulic power off. CAUTION! do not land or taxi with hydraulic power OFF except when an emergency makes such a procedure necessary.

DISCREPANCY IN FUEL PRESSURE ADJUSTMENT INSTRUCTIONS

It has come to our attention that the following erroneous fuel pressure relief valve adjusting instructions are printed on page 79B of the Super 260 Service Manual: "The relief valve is set to maintain a pressure of 2.5 lbs. when the engine is not operating and the electric fuel pump is on". To conform more closely with desired fuel pressure as printed on page 2 of the Operating & Limitations Manual for the Super 260, and a subsequent paragraph in the Service Manual the instruction should specify a desired fuel pressure of

4 psi instead of the minimum 2.5 psi. We suggest all holders of Super 260 model Service Manuals make the required correction in their manuals with pen and ink so that persons using the manual as a reference will have the correct information. The .5 psi is still considered the absolute red line emergency minimum fuel pressure for safe operation; however, it is recommended that the normal operating fuel pressure be adjusted to the higher end of the desired green arc range as described above.

