Operating Tips . . .

FOR BETTER NAVION FLYING

VOL. 3 NO. 5

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 1952

ON THE SUBJECT OF IMPROVED CABIN VENTILATION

Some of you owners who have recently acquired your Navions may not know there is available through your Navion Dealer a factory-built cabin ventilating system that really works. This system was used on the last of the 1951 model Navions and several hundred have also been sold to the owners of earlier model Navions as an extra equipment item. The system has been dubbed "Reverse Flow Vent System" because it works on the principle of taking fresh air in at the rear of the canopy and moving it forward in the cabin to exhaust ports back of the instrument panel and then forward of the windshield. This keeps the hot air coming off the firewall from moving back into the cabin and provides a method of obtaining air circulation around the occupants head and shoulders as well as down near the floor. If you aren't familiar with this kit, see your dealer for a description plus prices and installation cost. If the testimonials of the many Navion owners whose planes are equipped with this ventilating system are any indication, you can rely on its increasing your summer flying comfort and pleasure.

HANDY CONTAINER CLIPS

One thoughtful Navion owner wrote us this past month describing a unique and very effective method of keeping the familiar round cardboard containers handy for all plane passengers. This owner has fashioned semi-circular clips to fit the containters out of spring steel straps and riveted two to the bottom of each front seat and two more to the canopy rear shelf. These clips hold the cartons firmly in place in locations throughout the cabin where they can be quickly reached by anyone suffering a sudden attack of nausea in rough air. This method of attachment keeps the containers in the best of conditions at all times and eliminates the nuisance of their rolling about in the cabin or baggage compartment.

WANT A QUIETER CABIN?

If you've installed all the soundproofing kits sold by the factory for both early and late model Navions, but still have a yen for a quieter cabin, your next step should be in the direction of eliminating, insofar as possible, all air noise. By "air noise" we mean the sound created by the rush of air into the wheel wells and around the edge of the canopy during flight.

Noise from the rush of air into the nose wheel well is especially noticeable in the cabin and the installation of landing gear fairing doors does quite an effective job of reducing the volume of noise from this source. The noise from around the canopy edge can be reduced to a marked degree by the installation of a 1/4" thick felt strip in the channels that ride atop the canopy rails. A 1/4" thick by 1" wide strip of felt should also be cemented on the inside wall of the canopy at the bottom edge of the curved aft section. This will improve the canopy to fuselage seal in these areas and help to eliminate the bothersome whistle that is sometimes noticeable at certain speeds on some Navions.

DON'T TAXI OUT OF "T" HANGARS

A much wiser but somewhat poorer Navion owner has just written us describing the difficulty he got into when attempting to taxi out of a "T" hangar. This owner described a situation that might happen to any of us and one which might tempt us to do what he did with the same sad results.

It seems he was at a small airport where there wasn't anyone else around at the time he wanted to leave. His Navion was in one of the standard "T" hangars which are a familiar sight on most airports and the floor of the hangar was muddy from some recent spring rains. This all added up to a situation that made it just too much of a chore for one man to push the plane out of the hangar by hand - - so naturally it

occurred to this owner that he could overcome the difficulty by starting the engine and using that horsepower in the nose to pull his plane out onto the field. This was natural enough because the plane had been pushed into the hangar the night before with plenty of room to spare in all directions. What this owner (even as you and I) forgot was the way the tail usually lifts up as soon as the engine is started and reved up enough to move the plane forward. To make a long story short, the tail raised up and the ship started forward at the same time, the combination of which caused the vertical stabilizer and rudder to strike the hangar structure, which resulted in $800.00 worth of damage to the empennage (tail feathers).

Moral: Don't taxi out of a "T" hangar. This is the second case of its kind we've heard of, so beware.