

NEW POLICY GOVERNS PUBLICATION OF OPERATING TIPS

In an effort to pack every issue of this publication with items having maximum reader interest and value it has been decided to modify our policy of publishing an issue each month. Henceforth, "Operating Tips" will be published only as often as enough interesting information can be collected to make up a series of good articles. This means that the careful reading of future issues will be even more important as the arti-

cles that do get published are almost certain to contain information that will rate the most careful reading. Continuing owner cooperation of the kind exhibited by Mr. R. C. Oliver in the article below is still needed if we are to make this publication the informative sheet we all want it to be. Thanks for the way you have all rallied to the cause thus far.

TUBE FAILURES DON'T ALWAYS CAUSE COMPLETE LOSS OF RADIO CONTACT

Mr. R. C. Oliver, a Navion owner in Kansas City, Missouri writes as follows:

"Recently, while in-bound to St. Louis, I had a tube failure on my receiver but noted that the transmitter was evidently O.K. due to the side tone pickup in the earphones.

I therefore, when approaching the St. Louis field, contacted the tower and set up an approach procedure using the transmitter with the request that the tower reply using the light gun in response to my transmis-

sion. Upon contacting the tower after landing, they seemed so enthusiastic over the procedure that I considered it worthwhile for your Navion Operating Tips. The tower informed me that 90% of the pilots having a tube failure shut the entire transmitter and receiver off making the approach procedure complicated and, depending on traffic, somewhat hazardous.

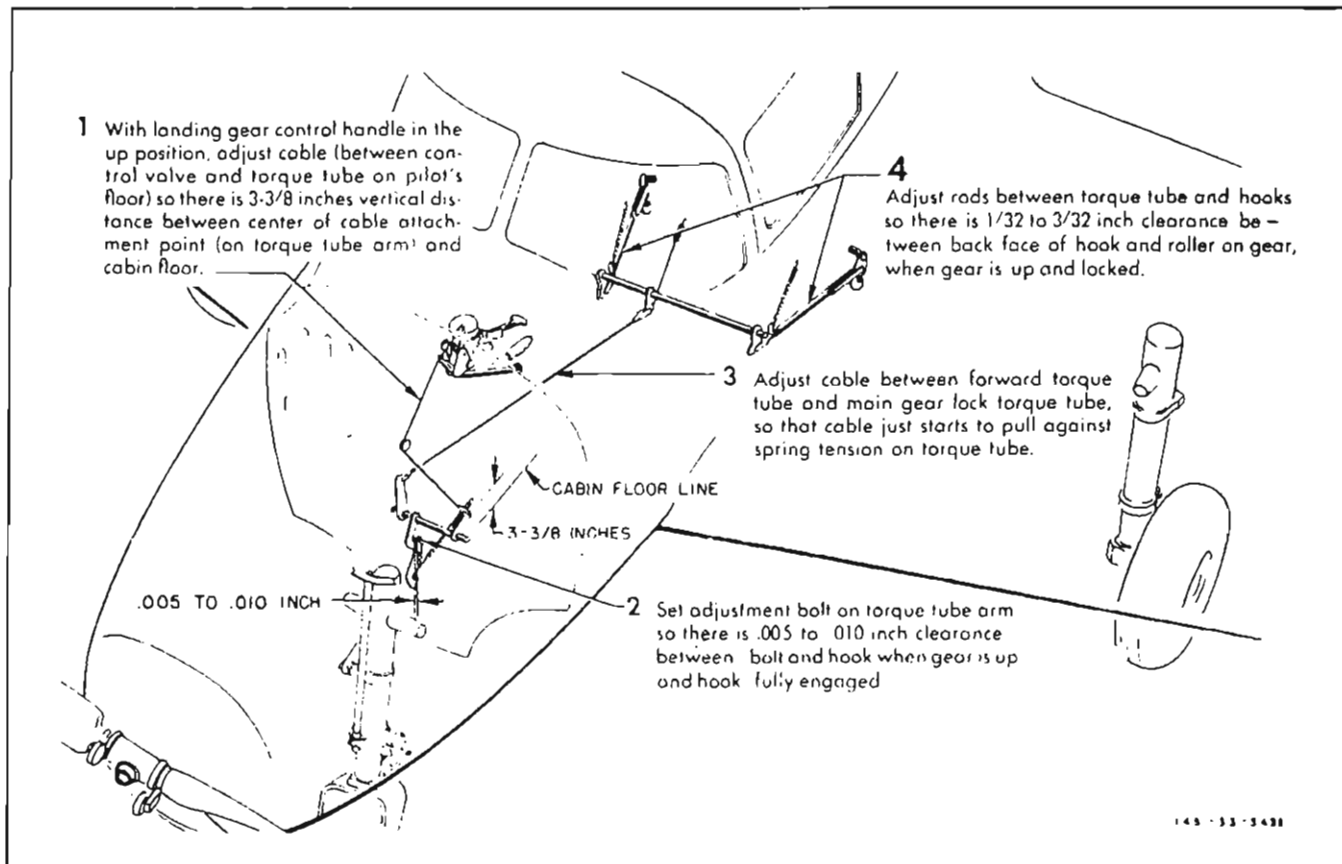
In other words, a radio tube failure does not necessarily mean that you're out of business.

Let's have more letters like this from you Navion Owners.

ADJUSTMENT OF LANDING GEAR UP-LOCK CONTROL LINKAGE IMPORTANT

A recent report of landing gear difficulty prompted us to write this article reminding all owners and pilots of the importance attached to correct adjustment of the control cable linkage for the landing gear up-locks. With the build-up of time on many of the Navions in service it is possible some extra cable length may exist in this linkage, in which case the up-lock hooks could be in a marginal position in respect to that required for best gear operation. The checking of this rigging is not a complicated operation and to make it even simpler we are reprinting below the uplock-control linkage diagram and rigging instructions in the Navion Service Manual. It is suggested you hand this issue of Operating Tips to your mechanic and ask him to check this control system so that you can be as-

sured of the best possible gear operation. Ask him to pay particular attention to the position of the hooks in relation to rollers on the bottom of the main gear struts and on the nose gear retract link during the gear up cycle. They should always be adjusted to set in such position as will eliminate any possibility of their getting jammed on the wrong side of the rollers. This is especially important in the case of the nose gear up-lock hook. After making the adjustments described below, it is recommended that the airplane be placed on jacks and the gear run up and down through several cycles with a mechanic observing operation of the hooks and their position in regard to the rollers as described above.



LANDING GEAR UP-LOCK AND CONTROL LINKAGE ADJUSTMENTS

Should you as an owner and/or pilot ever encounter trouble with the landing gear on your Navion be sure to try the emergency gear lowering procedure with hydraulic power OFF, as well as ON, as described in all the later issues of the Operator Manual. Occasional practice of the emergency lowering procedure during

flight is recommended to increase your familiarity with this operation.

Remember: All gear operation, both normal and emergency, should be done only at air speeds of less than 100 mph IAS. The slower the better in the case of emergency operation.

NEW DECAL AVAILABLE

Several Navion owners have written the factory requesting a decal cautioning airport service attendants not to service the auxiliary fuel tank unless specifically requested to do so. A decal which reads as follows is now available on special order from the factory:

CAUTION

Do not fill this auxiliary tank unless requested

This decal can be installed on the side of the fuselage near the auxiliary tank filler cap where it can be plainly seen by anyone preparing to service the tank.

The persons requesting this decal had on occasions intended to load the airplane or engage in flight activities that would otherwise make the filling of the auxiliary tank undesirable, but many service attendants will fill all the tanks on an aircraft when given just a blanket order to "fill her up". Use of this decal should eliminate the need for carrying the extra gas load on strictly local flights, but owners will have to remember to ask for the extra gas when needed for long cross-country hops. The decals sell for \$.35 each and should be ordered through your nearest authorized Navion Distributor or Dealer.