



Southern Navion Air Group

Newsletter

January 2019

February ☺

NAVION GROSS WEIGHTS

(Original article published in the ANS Navioneer some years ago)

Navion gross weights are all over the place between the different models and those with modifications which change the original gross weight. I often get calls from owners inquiring about what their Navion's gross weight really is. It should be printed on the last weight and balance record in the paperwork carried in the airplane, but seems this has been neglected in some cases. And at Oshkosh and other shows where prop cards are displayed I sometimes see where an owner has listed a gross weight that is obviously not correct. I will list all of the gross weights in the Navion history that are known to me. If someone has additional ones, please let me know and we'll print an update to the article. I'll keep the single and twin listings separate to minimize confusion.

SINGLE ENGINE NAVIONS:

2500 pounds: This was the gross weight that North American released to the media for the prototype Navion in 1946. None of the production aircraft were certified with this weight.

2750 pounds:

- a. All model Navion and Navion A's with engines up through 250 horsepower and no tip tanks.
- b. Any model Navion with either type of Brittain tip tanks that is still rated at 185 horsepower (there are none to my knowledge)
- c. Model Navion and Navion A with either type of Brittain tip tanks that does not meet the Landing gear requirement. Note 1

2850 pounds:

- a. Certified gross weight of the stock Navion B model.
- b. Navion A with 205 horsepower engine and either type of Brittain 20 gallon tip tanks provided it meets the landing gear requirement. Note 1
- c. Navion or Navion A's with engine of 260 horsepower or higher as authorized by Navion Report NAV TU-113. Neither tip tank installation or landing gear requirement is a factor.

3000 pounds:

- a. Navion A with 225 horsepower engine and Brittain Mark II elliptical 20 gallon tip tanks provided it meets the landing gear requirement. Note 1

3100 pounds:

- b. Navion B model with any engine and Brittain Mark II elliptical 20 gallon tip tanks.
- c. Navion models D, E, and F if modified with Brittain Mark II elliptical 20 gallon tip tanks.
- d. Any Navion A modified with engine of 240 horsepower or greater and Brittain Mark II elliptical 20 gallon tip tanks provided it meets the landing gear requirement. Note 1

3150 pounds:

- a. Navion models D, E, and F with Fletcher 34 gallon tip tanks.
- b. Navion G model, serial number NAV4-2351 through -2497

3200 pounds:

Military gross weight allowed for L-17 and limited to airspeed red line of 160 mph.

3315 pounds:

- a. All Navion H models
- b. Navion G-1 models, serial number NAV4-2498 and -2499 Note 2
- c. Navion G models converted to G-1; serial numbers NAV4-2401 through 2497 are eligible. Note 3

TWIN ENGINE NAVIONS: Note 4

2950 pounds:

- a. Stock Riley or Temco D-16

3350 pounds:

- a. D-16 as modified by Temco drawing TN5240. Must have O-320 or O-340 engines. The D-16's with the optional O-290 engine are not eligible for this gross weight increase. (As a side-note, I question the single engine performance of an O-290 powered twin at any weight! I really doubt there are any O-290's still flying.) D-16's with this modification are eligible for fuel capacity of 99.5 or 104.5 gallons.

3600 pounds:

- a. All Temco D-16A twin Navions
- b. D-16 models as modified by Temco drawing TN5906. Only those with O-340 engines are eligible. D-16's with this modification are eligible for fuel capacity of 104.5 or 144.5 gallons.

4323 pounds:

- a. Camair 480 twin Navion

Note 1: Landing gear requirement: Lower strut must meet Rockwell hardness of 100,000 psi. Landing gear of all Navions serial number NAV4-2000 and subsequent meet this requirement and do not require testing. This includes all B models and 1950 A models plus the G, G-1 and H models.

Note 2: According to the Type Certificate the last two G models built were certified from the factory with the 3315 lb. gross weight. Both are still registered with the FAA.

Note 3: Navion G models serial number NAV4-2401 through 2497 are eligible for gross weight increase to 3315 pounds and designation as G-1 model by modifications outlined in Navion drawing 161-0002-2. Modifications consist of plates covering the lightening holes in back of wing forward of the flaps, cowl flap linkage changed to allow a wider opening, and different wing to fuselage fairings. Serial numbers 2351 through 2400 are not eligible for the gross weight increase. These early G models can often be visually identified by having the canopy model vertical stabilizer and unbalanced rudder.

Note 4: I don't have ready access to the Temco drawings I reference, but if a twin owner needs them the ANS will research it for you.

- Ron Judy, ANS #6217

ANNUAL DUES INFORMATION

Dues are due...After the October fly-in, all members who show "current" for dues will be changed to "owe dues. For those of you who get your newsletter via snail mail/paper, you can always check your address label to see if you owe dues or have paid for several years out. If you are an electronic newsletter subscriber, I will try to include a who owes list with this newsletter, but you can always email me@ susanelholmes@sbcglobal.net before sending a check.

Many have asked if they can pay multiple years. Of course you can!!! That will be reflected on the membership roster and on snail mail mailing labels. **Dues continue to be \$20.00 annually per family.**

If you are sending dues, please make sure you are using my correct mailing address. It is 6106 Myrtle Bay Way, Lake Charles, LA 70605. As always, make your check payable to SNAG. All checks made out to me go to the Susan shoe fund.

- Susan Holmes

FORMATION FLYING CLINICS

Below describes The North American Trainer Association (NATA) proposal that their board has been discussing for several years, which I have been involved in, and they intend to vote on this February during the National Warbird Operators Conference. I'm trying to learn of Navion owners and pilots that would be interested.

NATA www.flynata.org is considering inviting Navions to attend and participate in their formation training clinics. While anyone is welcome to become a NATA member, the same as our Navion Society, currently only T-6/SNJ/Harvard, BT-13, T-28, P-51, B-25 are welcome at their formation training clinics. NATA holds 2-4 formation training clinics each year. One in Punta Gorda or Sebring, FL the week before Sun n' Fun and another in Dubuque, IA the week before Oshkosh, others are sponsored by Warbirds of America chapters. NATA is a FAA Formation And Safety Team (FAST) www.flyfast.org program signatory, meaning that they are authorized to give formalized instruction, check rides, sign-off and issue the FAA FAST Formation Card. The FAST program also requires that documented currency and proficiency records be maintained through the Signatories, (NATA). NATA has no interest in the additional burden of supporting the restoration, repair, modification, maintenance, documentation or records of Navion models believing that to be best supported by the Navion Society. NATA's interest is simply to enrich their clinics and help Navion operators be safe by welcoming us into the North American family.

NATA has tasked me with identifying and contacting Navion owner operators who would be interested in joining NATA and attending NATA formation clinics. Thank you for your offer to help me identify interested Navion owners. I encourage all of those Navioneers that may be even remotely interested to please contact me at either bcrawford7@cinci.rr.com or (513) 753-0452 in time for the NATA board meeting discussion at the end of February.

NATA is not the only FAST Signatory. Our Navion Society members may also be familiar with the Joint Liaison Formation Committee (JFLC), Canadian Warplane Heritage Museum, Red Star Pilots Association, and T-34 Association, among a dozen others. Also, all very fine organizations some of whose members I have also flown with. While it is true that a FAST Formation Card is only required to fly in formation in waived airspace, my personal experience with the FAST program is that NATA, offers excellent, objectively structured, disciplined, standardized and above all safe formation training, qualification and practice for exclusively low wing North American aircraft on a consistent basis. As in any organized teamwork endeavor great social comradery too. I can personally attest that formation flying training has increased my proficiency in stick n' rudder aircraft control, thinking ahead of the aircraft even ahead of the situation, aircraft operation familiarity (operation without looking inside), teamwork, humility, and the privilege of honoring our veterans on national holidays and representing GA to an appreciative public. FAST Qualified NATA members fly formation at both Sun n' Fun and Oshkosh, among other venues.

The minimum entry level requirement for NATA FAST training is PSEL with 350 hrs TT (250 hrs with a commercial cert). There is no requirement nor even encouragement that your Navion be a warbird, or painted like one, or have a smoke system. Other than membership and registrations all training and proficiency costs are Dutch. The emphasis is on pilot skill; experienced pilots affording the opportunity, encouraging and helping other pilots enrich their pilot skill and discipline and maintain their proficiency through formation flying. There are NATA formation, Lead and Check Pilots located throughout America to assist in your proficiency training between clinics. Simply, an opportunity to "Go Fly Your Navion", to quote one of our more infamous Navioneers.

- Bill Crawford

SHADE TREE, MS (MS82)

Friday, March 1 - Sunday, March 3
(Danny Miller's Birthday weekend!)

SNAG will be meeting again this spring at Shade Tree Airport, MS82. Everyone is invited to join in the fun, and there will be a lot of fun along with making new friends and catching up with our long time friends. Airport details are posted at www.softycountryside.com.

Hotel Info:
Hampton Inn & Suites, 15580 Daniel Blvd., Gulfport, MS 39503
(228) 539-0601

When you call and make your reservation tell them you are with SNAG. Complimentary breakfast is available in the hotel dining area.

Festivities will be as usual with food and snacks at the hotel on Friday night. Drinking and lying are encouraged. Saturday morning dawn (brunch) patrol, lunch at the airport and then games. Saturday evening we will be dining together, then back to the hotel for business, cocktails etc. Sunday fly away home.

FUTURE FLY-INS

We are looking for a host to coordinate events on the ground so if you are willing, give Bruce a call or shoot him an email: brucemd@surfsouth.com or 229-412-0564.

FLY-IN CALENDAR 2019

- March 3-5, 2019 at ShadeTree Airport in MS
- May 2019 – open
- June 9-15 – ANS Annual Convention, St. Ignace, MI
- Oct/Nov 2019 – open

LOOKING FOR 2019 FLY-IN LOCATIONS...

On the Facebook page under "files" is a neat checklist from Ann McSpadden with all the instructions anyone needs to host a fly in! What a great way to show off your local airport and part of the US. If you are willing to possibly host a fly-in for the 2019 season, please contact Bruce Herrington!

brucemd@surfsouth.com or 229-412-0564

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