



# **Southern Navion Air Group**

Newsletter

MARCH 2012

## **FROM OUR PRESIDENT**

Due to marginal weather across the south on Friday and predictions for the same many of our members who were planning to attend our first fly in of 2012 were unable to make the trip this year. Shade Tree weather on Saturday was good but the predictions for Sunday were not promising. We missed seeing the "Greenwood Gang" this year but the weather for their trip was not good at all.

Bobby and I were watching the weather system on Thursday and Friday morning. When the rain dissipated and the ceilings "improved" along our route on Friday morning we launched. We worked our way westward along the weather system which was drifting southward along our route. We made a planned stop at Eufaula, Alabama for lunch at the Airport Restaurant. During lunch the weather almost caught us. We were able to divert southward in marginal VFR conditions as far as Crestview, Florida where we made another stop to look at weather conditions along the remainder of the route and look closely at the Restricted Airspace depicted on our charts.

Upon landing at Crestview the manager of the maintenance shop greeted us warmly and while admiring our Navions he identified himself as the pilot of the Navion that was damaged by an Extra 300 while landing at Sun N Fun a number of years ago. I remember seeing pictures of that one.

After leaving Crestview and working our way around the north side of Whiting Field we were flying into higher ceilings with VFR weather reporting along the rest of our route into Shade Tree. We flew as far as Mobile Bay when we were greeted with a wall of zero visibility. The ceilings were too low to the north to go around and there was no possibility of crossing the bay VFR. After a quick stop at Fairhope, Alabama (home of the Continental Motors Service Center) we combined forces and proceeded the last 30 minutes to Shade Tree IFR in my Navion. The controller at Gulfport approach was most helpful providing vectors to Shade Tree where we conveniently found a hole in the overcast layer avoiding the need to fly the instrument approach into Gulfport.

SNAG members attending the fly in by Navion were, Mitch Midyett, Charles Wiggins, Bert Zeller, Paul and Ginger Wright, Bobby Herrington, and Rusty, Wanda, Melissa and Abigail Herrington. Driving to Shade Tree were Vernon & Christine Walls, James Herrington, Scott Burling with Tracy and Kameron, and Al and Barbara Butler. Russ Deriksion from Minnesota attended in his Navion and became a SNAG member. Welcome Russ!

Mitch, Paul, Charles, and Bert were already tied down at Shade Tree and were waiting when we landed. James arrived shortly afterward, driving in from C-130 training at Little Rock, for a weekend reunion with Melissa and Abigail.

Barbara Butler prepared another scrumptious spread of boiled shrimp, gumbo, etuffe and tenderloin which we enjoyed in the hospitality room along with various sweets. Every SNAG member who has ever attended Shade Tree owes a debt of gratitude and "salivation" to Barbara for all of the effort and great food she has prepared for us each time we have been there.

Saturday morning broke with excellent weather and five Navions flew "Dawn Patrol" over to Fairhope to rescue Bobby's Rangemaster. Mitch and James flew lead with Charles Wiggins, Bert Zeller, Rusty Herrington, and Paul Wright in trail. On return from Dawn Patrol we found Dave Morgan and Russ Derikson waiting there for us. After Dawn Patrol we enjoyed the lunch that Danny Miller and the good folks at Shade Tree Airport provided. After lunch the traffic at Shade Tree became "heavy" and we did not attempt to fly any games. We had an early supper at "Steve's Marina" which is once again located on the gulf coast water front. The seafood was excellent!

Our youngest attendee 21 month old Abigail Herrington, James and Melissa's daughter, can't get enough Navions or flying. Each time we get her near one she runs to the rear step saying "go go" and "I'm stuck" because she can't climb aboard by herself. James and I each put her in the front seat for a ride and each time she put both hands on the controls to help fly. On the trip home she tried to get Wanda to give up the copilot's seat, and after a 2 hour and 20 minute flight home she refused to get out of the airplane! We all had a great time again this year at Shade Tree again this year and wish everyone could have been there. At any SNAG gathering the more the merrier!

-- Rusty Herrington

## MEMBERSHIP ROSTER

Did you check the membership roster from last month? The roster is only as accurate as we are about sending in our changes. You are encouraged to send any changes or updates via email to [susaneholmes@sbcglobal.net](mailto:susaneholmes@sbcglobal.net) or by calling me at 254-780-6039.

### **Roster Changes:**

Chris Wareham  
Phone: 856-220-2228  
Cell: Same  
Email: [cdwareham@gmail.com](mailto:cdwareham@gmail.com)  
Tail #: N4993K

Jim Carter  
Phone: 479-696-7966  
Wk phone: 479-271-5428

Brian Hunsaker  
15085 Sherwood Rd  
Phone: (956) 440-7171  
Cell: (956) 357-0625  
Tail #: N91695

Robert Dickson's correct e-mail : [rtickson1@gmail.com](mailto:rtickson1@gmail.com) and the tail # is N4224K

***How do you know if your dues are paid?*** Check your mailing label. At the bottom right there's a Membership line. If it says "Owe Dues", you can send me a check. For you email newsletter recipients...I sent an email out to those who owe dues.

Remember, dues are \$20.00 and your check should be made out to SNAG. You can send them to Susan Holmes at 151 Autumn Circle, Belton, TX 76513.

-- Susan Holmes

## NAVION TIP TANK TO MAIN TANK REVISITED

My Navion was equipped with Osborne TT-2 tip tanks and standard Osborne fuel selector (LEFT-MAIN-RIGHT-OFF). I'm sure everyone has heard about the necessity of taking off with the fuel selector on the mains and why it is so very important. In my case, I became distracted during my pre-take off checks and took off with low fuel in the tips, which got me up to about 150 – 200 feet until it got quiet. Real quiet.. Suffice to say I was extremely fortunate and walked away from the freshly repainted, but now wrecked Navion with the resolve to try to do something to prevent any occurrence of that type of loss. The insurance and sale of the carcass for parts allowed me to procure another Navion, again with tip tanks. My plan was to implement the fuel management change as soon as possible.

The objective was to utilize the existing tubing as much as possible, minimize the rework in the area of the existing tunnel and yet present a neat and orderly cockpit configuration. The existing tip tank fuel quantity gauges are utilized. I used Ron Judy's series of 337's on the same subject as a guide, and had several conversations with Chuck Brown from ANS Parts for the Alternate Means Of Compliance (AMOC) with the ON-OFF valve (P/N 145-48000-ANS-1) application. I had a spare Andair LEFT-BOTH- RIGHT-OFF (FS25X4-F) fuel valve that I wanted to use. (*con't on page 4*)

**March 23 - 25 2012**  
**SNAG Pre-Sun N' Fun Fly-in**  
Cannon Creek Airpark  
Lake City, Florida

For information, contact: Art and Ann Hutchison, 386-755-1096,  
Jack and Judie Wells, 386-719-2411 or Jack and Shirley Gordon, 386-758-1745

It's confirmed! The SNAG Pre-Sun 'n Fun Fly-in is scheduled for March 23, 24, and 25 at Cannon Creek in Lake City, Florida. The weekend will be hosted by Art and Ann Hutchison, Jack and Judie Wells and Jack and Shirley Gordon. Registration will be on Friday the 23<sup>th</sup> with the cocktail party that night at the Hutchison's'. Participants whose last name begins with A-H are asked to bring fruit or nuts, I-P brings appetizers, and P-Z should bring desserts (or you just bring something filling and delicious!). Usually we have enough to make a meal out of this party!

Golfers will probably hit the links on Friday so let Ann know if this is an interest of yours and she will make tee times.

On Saturday, registration will continue. There will be a fly-around in the area then on to Williston for brunch/lunch and reasonable gas—leaving at 9:00 am. This is the laid back and late “dawn patrol”! Upon the return there will be two contests (spot landing and flour bombing) with elaborate prizes, then a tech session and snacks followed by the BBQ that night in Jack and Judie's hangar.

Also on Saturday, spouses, or anyone else who wishes, will be taken to lunch and then on to afternoon activities, which are now being planned.

Sunday morning we will have a civilized departure time at 10:00 for Sun N' Fun. Recommended hotel rooms are at the Holiday Inn (with a Ruby Tuesdays) and Jameson Inn. These are right next to one another and across the street from the Cracker Barrel. This makes transportation coordination and any additional meals you might want easily accessible. The costs (based on the AARP rate) and contact info is as follows:

- Jameson Inn 386-758-8440 The quote was \$80.99 for two doubles or king, continental breakfast included.
- Holiday Inn 386-754-1411, the quote was \$106 + tax for two queen beds or a king. Full service restaurant at the hotel.

**MEMORIAL DAY FLY-IN**  
GADSDEN, AL (KGAD)  
**MAY 25-28, 2012**

Blake & his brother Heath, a new Navion owner, will be hosting this event and can't wait to show off their home town! Blake reports that they have excellent support from the airport manager and the City of Gadsden for our visit.

We have a block of rooms reserved at the Hampton Inn for \$79.00 per night. Please give them a call to make your reservation and tell them you are with the SNAG Group:

**Hampton Inn**  
**206 Walker Street, Gadsden, Alabama, USA 35904**  
**Tel: 1-256-538-5222 Fax: 1-256-538-5231**

The hotel is 2-miles from the airport and is located right next to 3 restaurants (Cracker Barrel, Ruby Tuesdays, and Old Mexico) that are an easy walk. Also, next door is the Holiday Inn Express, Fairfield Inn and Comfort Inn.

Possible activities include a flying trip to the International Motorsports Hall of Fame & Museum, golf, a visit to the Noccalula Falls, and fantastic food! More on activities in the April newsletter.

**NAVION TIP TANK TO MAIN TANK REVISITED con't**

approach to the problem and Ron Judy's is the choice of the additional valving required. The two schemes function exactly the same.

The easier part of the project: Connect the tip tank tubing to the right side main tank. The two tip tanks originally have 3/8 tubing coming directly from the tanks to the selector and the tubing from the accumulator tank all drain through to the gascolator/strainer. With the new Andair FX25X4-F, the connection from the valve no longer goes to the gascolator, but goes to the new transfer pump (Facet P/N4802) and then on to the connection on the right main tank. The existing tubing is very flexible and ties right into the FX25X4-F, mounted in the same position as the original Osborne selector. The transfer pump is mounted on the centerline wing rib, so there is about an additional 7 feet of tubing coming to the pump and then to the main tank. Electrically, there is a 5 amp circuit breaker, an ON/OFF toggle switch and a blue indicator light to show when the pump is running (blue for 100LL).

The not so easy part of the project: Connecting the accumulator feed line to the new ANS145-48000 valve, then to the gascolator/strainer and on to the engine. The majority of this work is done with the gascolator/strainer removed. The AMOC drawing for the ANS 1 valve installation showing the valve sketched in is somewhat misleading in two areas, 1. The discharge of the ANS valve has to go the "in" side of the gascolator (the "out" goes to the boost pump) and 2. The interference of the connecting line from the accumulator to the valve with different flanges reinforcements in the spar face area and size of tubing fitting nuts make a fit up somewhat unique.

The ANS valve cannot be fit against the floor as shown because the connecting line from the accumulator will interfere with parts of the wing. It has to be lowered by about 3/4 - 7/8 inches and the fittings will work. I tried to keep the ANS valve as close as possible to the drawing, it is somewhat limited as handle can only go aft or forward a slight amount due to the difficulty in connecting the "in" line and the loss of protection by the rock guard. The new mounting plate to the valve handle has two holes drilled as per the original plate, but one of them must be moved to relocate the mounting plate on the seat rail. Trial and error to find the right mounting position.

The final step in this exercise is connecting the "out" of the ANS ON/OFF valve to the "in" of the gascolator. The ANS unit is almost directly above the gascolator. 3/8 inch tubing has a minimum radius of about one inch, so to turn the tubing around, it requires about two inches to make the bend 180 degrees. I had to make several attempts to make a large "S" shaped tube to connect the "out" and "in" using flared fittings. It probably could be done with right angle fittings, but I did not want to introduce any potential leaks in a tight, hard to see area behind the rock guard.

The modification above does not remove any other considerations for fuel management, but eliminates the possibility of fuel starvation if you do attempt a takeoff or descent with low fuel in the tips, assuming there is ANY fuel in the main. See the 337's for N4339K or contact me on 850 866 1457 (cell).

-- Wayne Whittaker

***KEEP THOSE NAVIONS FLYING!***

**SNAG NEWSLETTER/MARCH 2012**

**Susan Holmes  
151 Autumn Circle  
Belton, TX 76513**



**SNAG**