



5780 Balmoral Drive
Oakland, CA 94619-2402

<http://www.navioneer.org>

July 4, 2004

Dear Navioneer,

I really don't know where time goes anymore. It just goes. The 1st Annual West Coast Navion Seminar was (in my opinion) a big success. I was very pleased with the turn out. We had Navioneers from near and far show up at this event and I want to personally thank everyone who help out. It would have been impossible to do this event without everyone's help.



Hey! What's that you're flyin'?

It's a question all Navion owners get at one time or other and it gives a chance to wax poetic about our beautiful classic airplanes. I never miss the chance to tell someone everything I know about the Navion and its history and flight characteristics. By the time I'm finished, most people are sorry they asked. But do we really know all we need to know about what we're flying?

I thought I knew a lot about Navions and my Navion in particular. I knew my Navion was comfortable and moderately fast but above all I knew it was safe. I thought... I kept up with things; the oil got changed at regular intervals. I did complete preflight inspections even if I was just parked on a ramp for an hour or two. I made sure that the documentation was up to date and accurate. In short, I thought everything was ship shape and Bristol fashion. But you never know how an airplane that's 50 years old has been maintained. Logbooks are sometimes helpful but as I've found out, they don't always tell the whole story.

The first 3 years I owned my Navion it had been annualized twice. Once by a paint shop mechanic and his I.A. pal. This annual I thought might have been a little on the shaky side because the paint shop had painted some of the inspection covers closed (including the fuel filler cover) and after the annual the covers were still painted shut. A man I met at Oakland airport who had been an I.A. for decades did the second annual. He always had great stories about all the different airplanes he'd worked on over the years. He was thorough, meticulous and wouldn't cut a corner even if you pushed the point. He really took his job seriously. His only problem was that he'd never worked on a Navion before. I was willing to overlook this because he had worked on about everything else that had wings and he was willing to work with me so I could learn about maintaining airplanes. Surely the annual this man did would be right up there near the top. We went through all the AD's and not only found them in the logbooks but also tried to make sure they had really been done. We found a few things and cleaned up a lot more things that just weren't right. Sadly he died this spring and when it came time to do my annual again I was stuck looking for a new I.A. that knew Navions.

In May the Golden Gate Navioneers hosted the 1st Annual West Coast Navion Maintenance Seminar in Vacaville, CA. It was there that I met Brad Hensley and listened with interest while he explained the flight control rigging of a Navion. He seemed to really know what he was talking about and I was impressed. After the presentation I asked if he had time in his schedule to do an annual of my Navion. After Brad got back to Santa Barbara and checked his phone messages he found he did have some time and called me. We set a schedule date and I flew my Navion down to Santa Barbara one Sunday night and checked into one of the local hostels.

Monday morning bright and early we started off with the firewall forward part of the annual. Everything was going fine; the compressions were even better than the previous year's because the airplane had been flown quite a bit. We rolled the airplane back into

the NAViation hangar and I started taking off inspection plates. I took the seats out and the rugs up too so Brad could look at the wing skins under the cabin rugs.

Brad looked in lots of places I've never seen before. He called into question some things I'd noticed before and never thought too much about and explained why it was important to pay attention to those things. As the inspection wore on he found nearly 60 items ranging from the minor to the outright dangerous. Most of the things in the dangerous category had to do with landing gear, worn bearings and bushings, cracked supports and partly broken scissors on the right main gear. Additional things in the dangerous category were; two unauthorized access holes in the top of the left wing under the cabin rugs that had been patched with aluminum foil tape and oversized mounting holes which left no metal at the edge of the holes where they passed through a doubler on the frame that attaches the horizontal stabilizer to the fuselage. All of these problems were completely missed by years of annual inspections. Brad is a Navion owner and an A&P-IA with decades of experience working on Navions so he has the advantage over a lot of the IA's who had done the previous annuals.

A few things came to mind while I was writing this.

First, I now firmly believe that an IA that really knows Navions should inspect every Navion periodically. If that means taking your Navion 300 miles from your home airport and staying in a hotel while your annual is being done, it's a small price to pay for your safety.

Second, pre-purchase inspections should be done by a really well qualified Navion mechanic. I'm sure that most of the things that Brad has found predate my 3-year ownership. I don't think the evaluation would have changed my decision to buy but at least I would have known what issues there were and I would have addressed some of them in the first year instead of waiting for the third annual to work on them.

Third, as owners we really need to work hard to get the mechanics who work on our airplanes to become familiar with the specific problems unique to Navions. Our airplanes are among the oldest a mechanic will see and older airplanes have some problems they don't see in most of the airplanes they work on. I'm hoping that the annual maintenance seminar we initiated this year on the west coast will attract more mechanics as well as interested owners.

Last, I think we have to give our mechanics permission to spend some money on our airplanes. I know we all hate to spend money but be reasonable. A \$2,000 repair to put the nose gear in safe condition may save you a prop, engine tear down, injury to you, your family and friends, miscellaneous sheet metal repairs and the \$2,000 to repair nose gear you should have done previously. Not to mention the loss of the use of your airplane for a much longer period than the preventive repair would have taken. We really need to learn to save money some other way. Our mechanics that are trying to keep us off the critical list, give them a break.

As of this writing, 5413K is still in Santa Barbara after 4 weeks of an annual that has turned into a restoration project. I've had the privilege of working with a 1st rate mechanic and I know that when the airplane is back in the sky I'll know what I'm flying.

That's it for this month. Give me a call if you have thoughts or suggestions you'd like to share.

Bill Putney – President

Email: N5413K@navioneer.org

Phone: 510-531-2412

2004 Calendar of Events

- ♠ **Golden Gate Navioneers Sponsored Event.**
- **Events sponsored by other groups.**
- ◆ **Display shows for a property tax exemption (Ask your taxman).**

- ◆ ***First Sunday Classic Aircraft Fly in Hollister (307) Dates [8/1, 9/5, 10/7, 11/7, 12/5] Contact Robin White 831-375-4943.***

- ♠ **August 7th *Fly in to Shelter Cove (0Q5)* Meet at 11:00 AM at the Chart House Restaurant**

- ◆ **August 28th and 29th – *Wings Over Wine Country – Santa Rosa (STS)* Contact Duane Coppock: 707-575-7900**

- ◆ **September 9th and 10th – *So. Lake Tahoe Air Fest (TVL)***

- ♠ **September 11th and 12th – *Overnight to Sedona, AZ (SEZ)* Details later**

- ♠ **October 3rd – *Angels Camp Bar-B-Q Fly in – Calaveras County (CPU)***

- ♠ **October 31st – *Mystery Fly in (Costumes required)* Details later**

- ♠ **December 10th - The *Golden Gate Navioneers Holiday Party* - The Alamo Women's club will again host this event for us.**

Remember the fly in hotline is 510-834-NAVI (510-834-6284) for all the late breaking Golden Gate Navioneer fly in updates.

Classified Ads

1962 Navion G Rangemaster

\$79,000

Contact: Richard Scholl: 650-854-4182 or email rlscholl@pacbell.net

- ◆ Airframe 3800 TT
- ◆ 870 SMOH on 260 HP IO-470-H (1 new Continental cylinder in 2002)
- ◆ 500 SPOH (McCauley 2-blade).
- ◆ Gross weight increase kit
- ◆ Extended windshield
- ◆ PS Engineering - PMA 7000-MS audio panel
- ◆ Garmin - GNS-430 GPS
 - Enroute/Approach Certified
 - Nav-Com w/ GS
- ◆ Garmin-AT - SL 30 Nav-Com w/ GS
- ◆ Garmin - GTX-327 transponder
- ◆ Cleveland brakes & wheels
- ◆ Alternator
- ◆ Modern panel
- ◆ IFR certified.
- ◆ Logs from 1962
- ◆ Annual due 6/04
- ◆ EI - UBG-16 engine monitor
- ◆ JPI - FS-450 fuel flow indicator
- ◆ Davtron - D655-2 five function indicator (OAT, pres. & dens. alt.)
- ◆ Sennheizer - ANR a/c powered headset



Shelter Cove (0Q5) – August 7th

Our next fly in will be to Shelter Cove. Weather on “the Lost Coast” can be changeable so call the hot line to check. As always we will meet for lunch at 11:00 AM. This time we will be dining at the Chart House. The Chart House is at the north end of the airport a short walk from the tie downs at the 12 end of the runway. Hope to see you there!



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