
Ryan Navion

NO OTHER PLANE
COMBINES SO MANY
FEATURES SO WELL

THE NAVION STORY....



BIG

RUGGED

FAST

SAFE

Easy to Fly

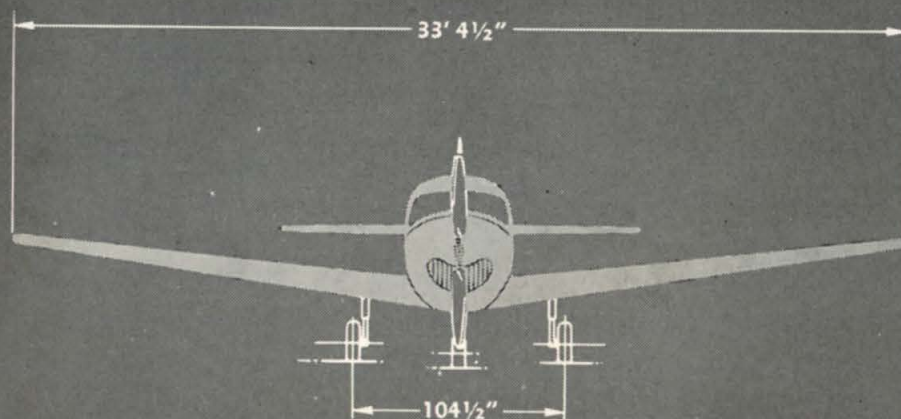
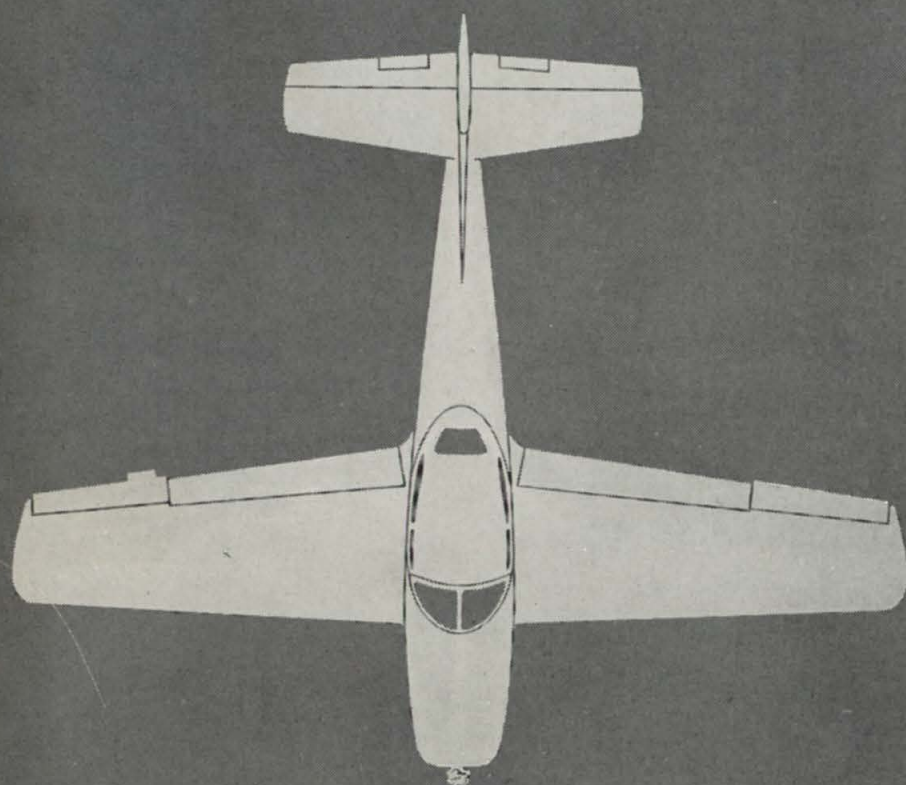
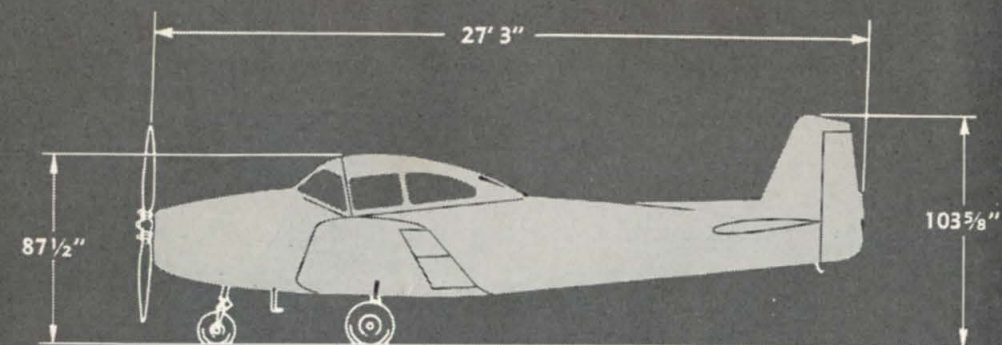


THE NAVION STORY

Everything you've always wanted in a thoroughly modern personal-business plane! That sums up the Ryan Navion's unique balance of safety, speed, ruggedness and roomy comfort. From the drawing board up it was planned to have the finest combination of qualities that mean usefulness and durability to the businessman and experienced pilot . . . relaxation and reliability for the family that flies for pleasure. The following pages show how well this was accomplished.

Completely perfected through intensive service, the Navion is a product of Ryan's 27 years of personal plane know-how and the engineering genius of North American, its original designer. Profitable because of its usefulness in a wide diversity of businesses, the Navion is daily demonstrating utility such as the plane owner has never known before. Here, then, is a plane that pays its way. But you'll never get the thrill of sitting behind the wheel of a Ryan Navion until you step into the luxurious cabin of this proven, post-war plane. Then you'll know the feeling of confidence and satisfaction that only Navion owners have . . . the freedom of a plane that will fly you wherever you want to go . . . comfort that is designed for easy riding as well as easy flying. Take a demonstration flight soon—there's no obligation. You'll find out why veteran pilots say it's the finest, most practical plane . . . why no other airplane matches the Navion's intelligently-chosen and well-engineered combination of size, strength, speed and safety. Let's see why . . .

RYAN AERONAUTICAL COMPANY, SAN DIEGO, CALIFORNIA



This brochure describes the general characteristics of the basic Navion design and is applicable to all models produced by the Ryan Aeronautical Co.

Separate literature is available, giving complete description, specifications and performance of each of the Ryan Navion models for 1950--

- ◀ NAVION UTILITY 205
- ◀◀ NAVION DE LUXE 205
- ◀◀◀ NAVION SUPER 260

Rely on Ryan

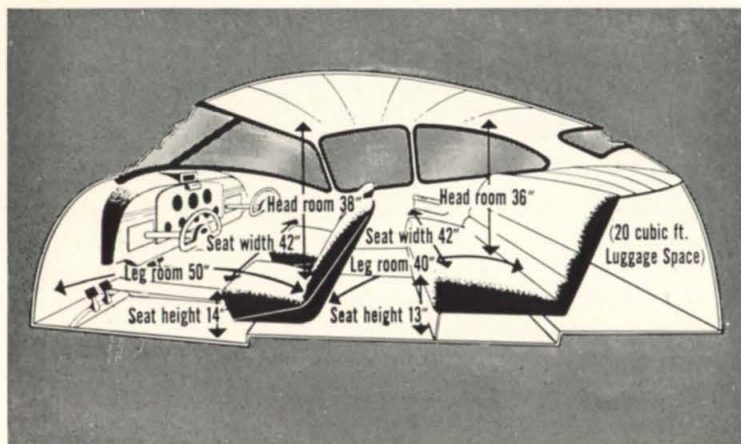
SALES AND SERVICE

A nationwide network of regional Ryan Navion Distributors and Dealers, located on main air routes, are equipped to give Navion owners complete service and reasonably-priced maintenance. Skilled factory-trained mechanics are ready to serve, advise, and help you get the greatest possible satisfaction from your Navion.



Three-view drawing opposite is of Utility Navion model. The De Luxe and Super Navions have landing gear fairings and doors. Overall length of the Super Navion 260 is 27' 6", three inches longer than the other two models.

BIG



ROOMIEST . . . MOST COMFORTABLE . . .

No need for a long-legged man to jack-knife into this cabin . . . there's leg room, head room, elbow room to spare in the new Ryan Navion. You just sit back in the deep airfoam-rubber comfort of those body-cradling seats and enjoy the smoothest ride you've ever known. Talk in normal tones—the quiet, luxurious cabin is fully insulated and the windows are sealed in rubber. Improved draft-free ventilation gives you gentle air circulation, broadcasts come in through the dome speaker modern appointments combine to make this a living room in the clouds.



STEP DOWN into the thickly carpeted comfort of this spacious cabin. Navion's exclusive sliding canopy rolls back a full 30 inches, lets you stand up, stretch, straighten yourself out before you settle down. There's no squirming or wedging yourself into this cabin. Back-seat riders will find Navion has by far the easiest entrance and exit.



A FULL-SIZE 4-PLACER: You don't have to leave anyone at home when you fly a Navion. There's room for the whole family—or a full team of business associates—without cramping. And in this big cabin (42" wide, 94" long, 52" high) smart wool or Naugahyde upholstery, armrests and individually adjustable front seats add to luxurious comfort of this modernly styled plane.



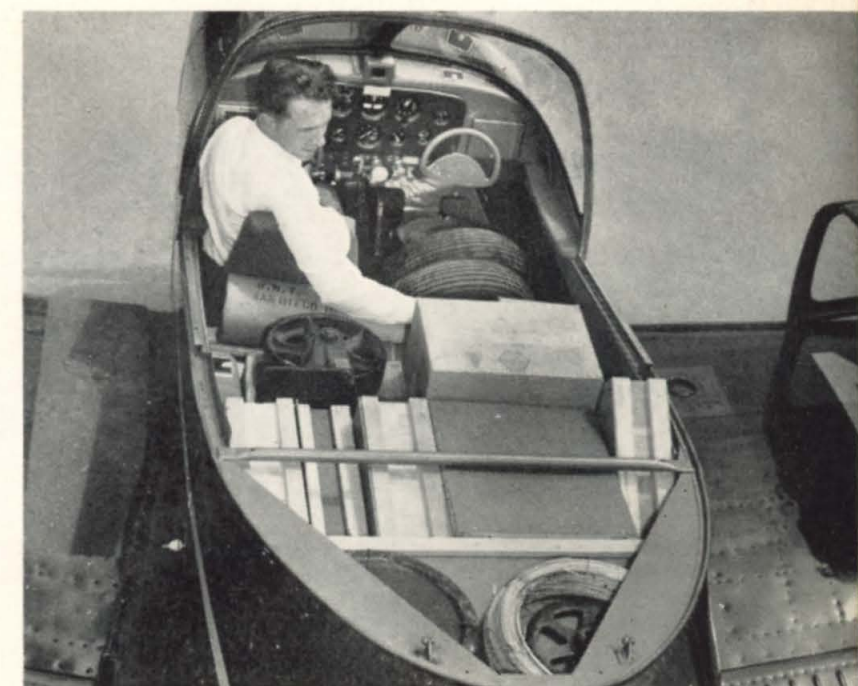
YOU NEEDN'T TRAVEL LIGHT—look what the Ryan Navion luggage compartment carries: 6 men's 2-suiters, 2 ladies overnight cases, 1 hat and shoe case, 1 cosmetic case . . . with room to spare. This spacious 20 cu. ft. compartment normally handles 80 lbs. Light passenger load gives greater baggage allowance, up to 180 lbs. max.



WANT TO HAUL IN A HURRY? Simply snap out the rear seat back-rest and 46 cubic feet of space becomes available to carry nearly 500 pounds of cargo plus pilot and passenger. If you need more room, take out the right front seat, too. Tie-down fittings and straps for easier stowage. Here's flexible payload that really pays off.



EASY TO LOAD . . . with Ryan Navion's unique rolling canopy that slides back a full 2½ feet. It can be removed temporarily, in a few minutes, if you have to load exceptionally bulky packages; and is replaced as quickly. Remember, Navion does all kinds of routine as well as emergency hauling jobs three times faster than surface travel . . . and at no greater shipping cost.



A HALF-TON TRUCK with 150-170 m.p.h. wings, that's the Ryan Navion when you remove three seats to clear 55 cubic feet of space for bulk cargo. Now it's ready to fly up to 650 pounds of cargo—plus pilot and sufficient fuel for 500 mile non-stop trips. Industry is daily proving the practical use of business-executive planes.

RUGGED



PRECISION PRODUCTION is the pride of Ryan's assembly line, where skilled workers, accurate manufacturing tools and modern plant facilities combine to make every Navion rugged, reliable and safe.



YOU DON'T HAVE TO BABY THE NAVION . . . you can put it down hard in rough fields or pastures like this one in Idaho's Primitive Area. That rugged tricycle landing gear with extra big tires; wide wheel tread; high ground clearance; steerable nosewheel; and extra-powerful, equalized hydraulic brakes make rough landings safe — even in cross-winds — and give easy ground handling.



THESE HEAVYWEIGHTS are built to take haymakers. The main shock struts are 2½ inches in diameter and have a full 7-inch shock stroke. Even the nosewheel gear is as heavy as most main wheels. Ryan Navion's landing gear is power-retractable for added speed and performance.



HEAVY-GAUGE dent- and wrinkle-resistant all-metal skin gives the Navion unsurpassed durability and structural integrity. This means extra strength in wings, fuselage, tail surfaces — and extra safety. High-gloss enamel finish gives permanent beauty and lower maintenance than natural metal surface.

FAST



EAGER FOR THE AIR, Navions take off in as little as 400 feet, and even on high-altitude fields, take-off runs are remarkably short. Navions have an unusually high rate of climb (over 1200 ft. per min. for the Super model), making it possible to clear a 50-ft. obstacle in no more than 800 ft. The variable-pitch propeller, tricycle landing gear and effective flaps contribute to the plane's excellent take-off performance.







AS THE CROW FLIES is your route in the Ryan Navion. No hills, rivers, cities to skirt; no surface traffic to buck; no frayed nerves to bother you. You speed along at 150 to 170 miles an hour above the increasing complexity of slow surface travel. And you can fly 500 to 800 miles without landing.

THE AIRCRAFT ENGINEER'S GOAL is to design a plane with the best **combination** of desirable characteristics, each with its relative degree of importance to the others. Excessive improvement in one performance factor is generally at the cost of another. In many planes the penalty for higher speed is less ruggedness and safety, faster landing speed, and poorer small field performance . . . and the penalty often outweighs the gain.

So it was no easy task for engineers to give the Navion the advantages of proven safety, great utility, fine small - field performance — PLUS 150-170 m.p.h. cruising speeds, all-metal construction and the clean low-wing design of a fully modern plane. Yet this has been accomplished without the sacrifice of any single quality.

COMPARATIVE COSTS, TYPICAL 400-MILE BUSINESS TRIP

PASSENGERS	NAVION		AIRLINE		RAILROAD		AUTO	
	\$	⌚	\$	⌚	\$	⌚	\$	⌚
	MONEY	TIME	MONEY	TIME	MONEY	TIME	MONEY	TIME
	\$23.94	2:32	\$24.21	1:45	\$23.78	9:45	\$28.00	11:05
	23.94	2:32	48.42	1:45	47.56	9:45	28.00	11:05
	23.94	2:32	72.63	1:45	71.34	9:45	28.00	11:05
	23.94	2:32	96.84	1:45	95.12	9:45	28.00	11:05

HOW MUCH does it cost to travel in the comfortable, roomy Ryan Navion compared to public transportation? Here's your answer — and it's amazingly low. Flown 500 hours a year, the Navion covers over 70,000 miles at 6.3c per mile — only 1.6c per passenger mile for really fast travel.

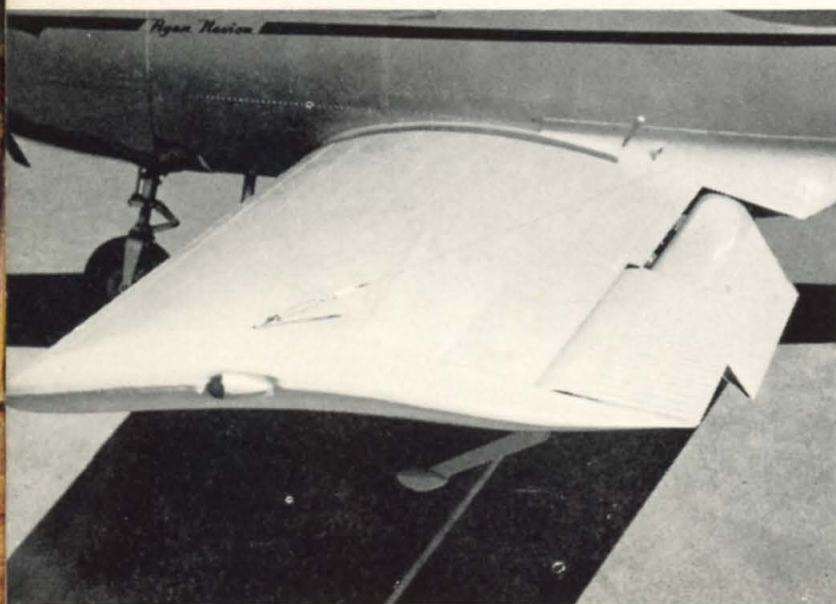
SAFE

Easy to Fly

FROM take-off to landing, the Navion lets you relax as does no other plane in its class. So aerodynamically stable, so structurally sound that it "forgives" most pilot errors, the Navion practically flies itself. Even in the roughest air the all-metal structure easily absorbs heavy shock loads, gives you the easiest air ride and more stability, comfort, safety than you've ever experienced. And on long cross-country flights, the Navion gets you there relaxed. Actually easier to fly than many 2-place planes, the 4-place Navion is the logical next step for the plane owner who wants real cross-country performance, full business-plane utility.



FLY IT WITH WHEEL ONLY! Inter-connected ailerons and rudder make the Navion a "two-control" plane in flight, giving coordinated rudder action with any movement of ailerons. This gives you responsive, finger-tip flying without touching rudder pedals. Yet you can use rudder when you want **full** control for landings and take-offs as well as for cross-winds and correction for torque during initial climb after taking off.



SLOW, SHORT LANDINGS are assured by large, slotted, full-deflection flaps. For extra safety, the Navion's stall-resistant wing is ingeniously designed to give full aileron control in slow flight, during the approach and on landing.



SEVEN BIG WINDOWS — one directly aft — wipe out blind spots, give pilot and passengers full 360° visibility for greater safety and enjoyment. You can see 12° down over the nose for easier taxiing and landing. There's extra safety in the air and on the ground.



RUGGEDLY BUILT, the Navion was designed for easy maintenance, too. Ready access to the engine is by merely lifting the hinged cowl just as you would a car hood . . . there's no tubular structure to get in the mechanic's way.



Navion landings are by far the shortest and slowest of any plane in its class. And rough fields even in cross-winds needn't bother you with these big, efficient, high-lift flaps, stall-resistant wing, sturdy tri-

cycle landing gear, wide wheel tread, hydraulic shocks and extra big brakes. So it's a safe plane, a responsive, easy-to-fly plane . . . for novice as well as veteran pilots.

Whether you're a businessman who wants to pack more usefulness into every busy minute, an operator to whom utility in a plane means dollars, or a private pilot looking for a new realm of flying enjoyment . . . look to the Ryan Navion.

NO OTHER PLANE COMBINES SO MANY FEATURES SO WELL

CASE HISTORIES OF NAVION USEFULNESS

Here are just a few examples of how the Navion quickly becomes an indispensable part of a business . . . not only makes traveling faster, more convenient, less fatiguing — but actually cuts

operating costs. To prove how it will do the same for you, we'd like you to take your next business trip in a Navion. No obligation — just drop us a note and we'll be glad to arrange all the details.



"Our Navion has been a money-maker for us ever since we bought it. We have doubled the productive time of one of our best salesmen."

H. L. DeSantis
Ace Foundry, Ltd.
Huntington Park, Calif.



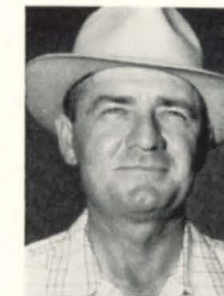
"Our business involves 6 or 8 trips a month to Memphis and Louisville. What would be a 15-hour drive becomes an easy Navion trip of 3 hours."

Ralph T. Teague
Badgett Mine
Stripping Corp.
Madisonville, Ky.



"Operating costs for our Navion are less than any other form of transportation. And I've doubled the number of client calls I can make."

Robert B. Bishop
Bishop Publishing Co.
Chicago, Ill.



"My farms located at Tehachapi and Bakersfield are 60 miles apart, and I don't know how I ran them before I got my Navion."

R. C. Henning
Farmer
Bakersfield, Calif.



SALESMAN Burt Ford of Dallas, Texas, merchandises ladies' purses with a Navion . . . covers the whole Southwest from Dallas . . . outsells his competitors . . . is home every week-end.



MINING usually means isolation in remote desert and mountain regions, but not for operations like the Yellow Pine Mine, Stibnite, Idaho, which uses a Navion for fast transportation the year round.



FARMERS AND RANCHERS, the Buerkle brothers of Bakersfield, Calif., supervise widely separated properties in 9 hours with their Navion. Inspection used to be a several days' job.



AUTOMOBILE DEALERS made great freight charge savings when they began flying drivers to pick up new cars. Transporting salesmen and hauling parts are other Navion uses.



MACHINERY DEALER Lee Cauble, Jackson, Mississippi, takes pride in his Navion's feat of covering 1,700 miles—Jackson to Dubuque to Kansas City—helping him close 2 contracts in 30 hours.



AIR FREIGHTING has paid off in blue ribbons for Hyland Farms of Peoria, Illinois, who ship prize hogs by Navion to exhibits like the National Duroc Show at Columbus, Ohio

THE THOROUGHLY PROVEN POST-WAR PLANE

Though there's plenty that's new about the Navion, its basic features are thoroughly proven by hundreds of thousands of hours in the air . . . more than 2000 are now in use.

No other plane has so completely caught the fancy of pilots because no other plane has combined so well the features pilots want. It's roomy, rugged, fast, safe and easy to fly!



LUMBERMAN Roy Halvorson of Duluth, Minnesota, uses his Navion to inspect, map and patrol large forest areas; to transport personnel and contact suppliers



RECREATION takes on new fullness for the Navion owners who use this high-speed way to get to their favorite playgrounds and to bring home hard-won prizes



HAULING CARGO LOADS which range from machinery parts to livestock and sample refrigerators is a daily routine for Ryan Navions in foreign countries



HEAVY MOVERS, the Northern Transportation Company of Los Angeles, California, uses a Navion to fly parts and personnel, check trucks on the highway and contact offices



PUBLIC UTILITIES, such as the Idaho Power Company, work Navions in power line patrol; traveling between sub-stations; transporting executives and technicians; rushing emergency equipment



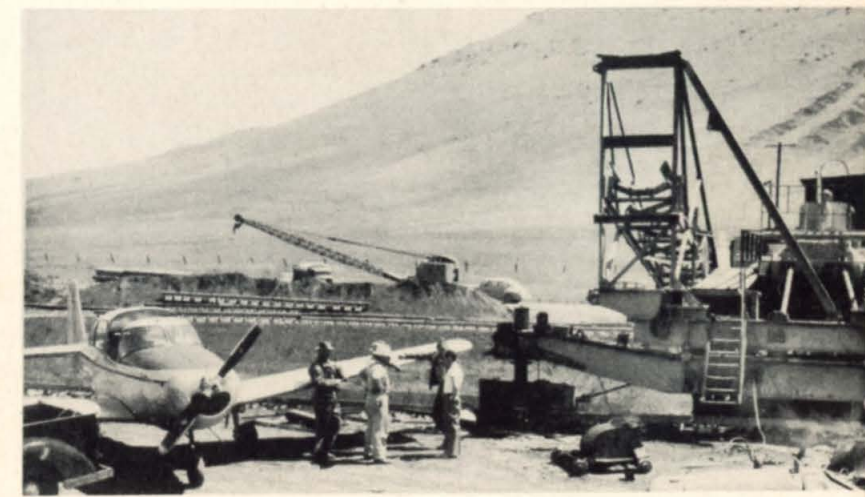
OIL COMPANIES—drillers, producers, refiners, distributors—use Navions to transport key people; patrol pipe line; haul machinery parts; inspect leases; coordinate their operations



DOCTOR W. F. MCGINNIS, Mt. Pleasant, Michigan, uses a Navion to call on farm patients; deliver emergency cases to hospitals; travel to conventions; better enjoy his leisure time



FLYING AMBULANCE SERVICES all over the country have learned the business value of using easily converted Navions, which allow ample room for stretcher cases; provide new speed and comfort



CONTRACTORS like those working on this California canal travel between operations quickly, send key personnel where urgently needed and rush emergency repair parts



Flying for pleasure or profit, the Sportsman . . . Rancher . . . Business Executive — all find in the Navion the ultimate in relaxation and utility. Your favorite vacation spot, hunting or fishing lodge, cattle ranch or logging operation is within easy reach of the Navion's 150-170 m.p.h. wings.