

North American Aviation NAvion, Ryan Aeronautical Company Navion A

Intended as to keep North American Aviation's engineering and manufacturing teams together during the brief period between the closure of P-51 Mustang production, and the start of jet production, NAA decided to enter the civilian airplane market. Known internally as the NA-154, NAA allotted \$7.5-million to develop, test and certify their new plane. It was finally given its identity in 1946 when it was suggested to use the company's abbreviated name (from the stock market), suddenly the NAvion was born.

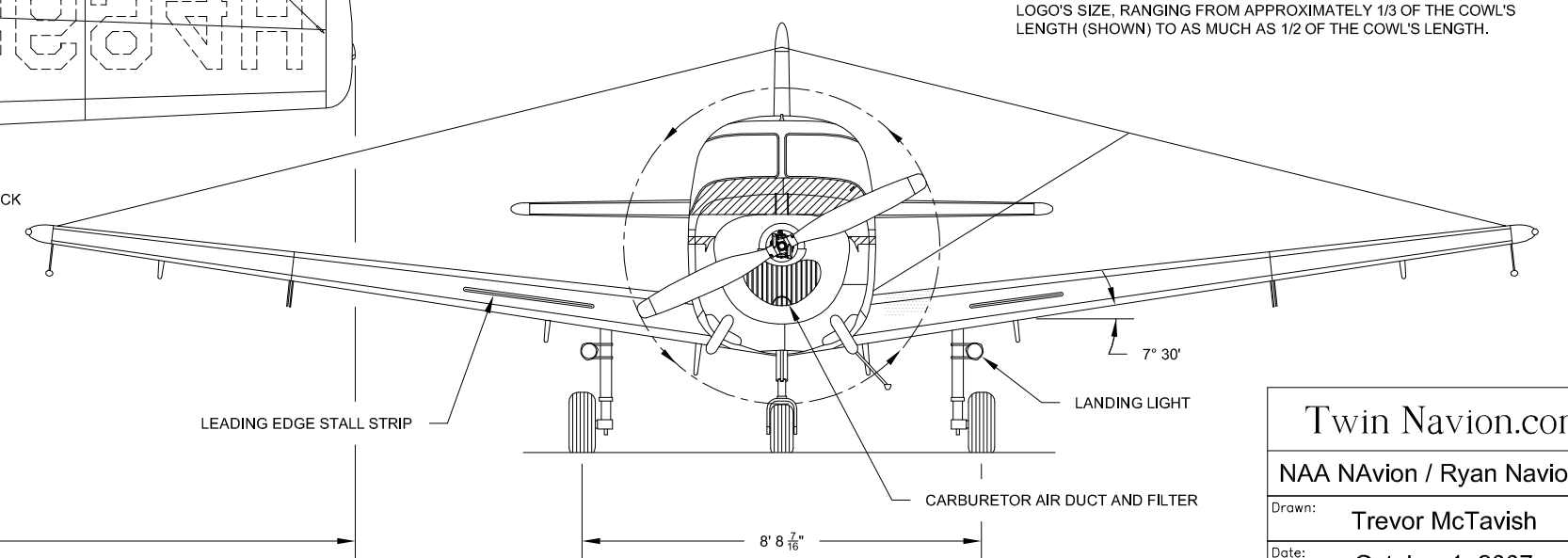
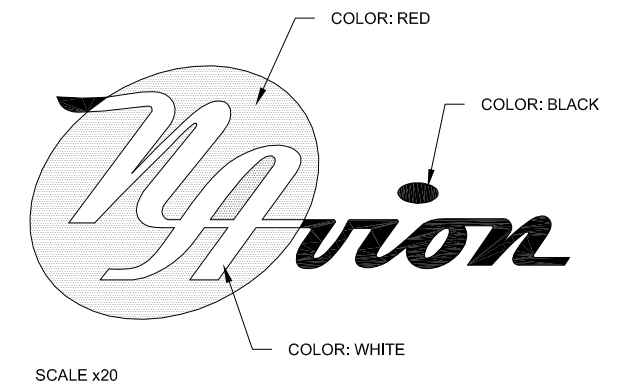
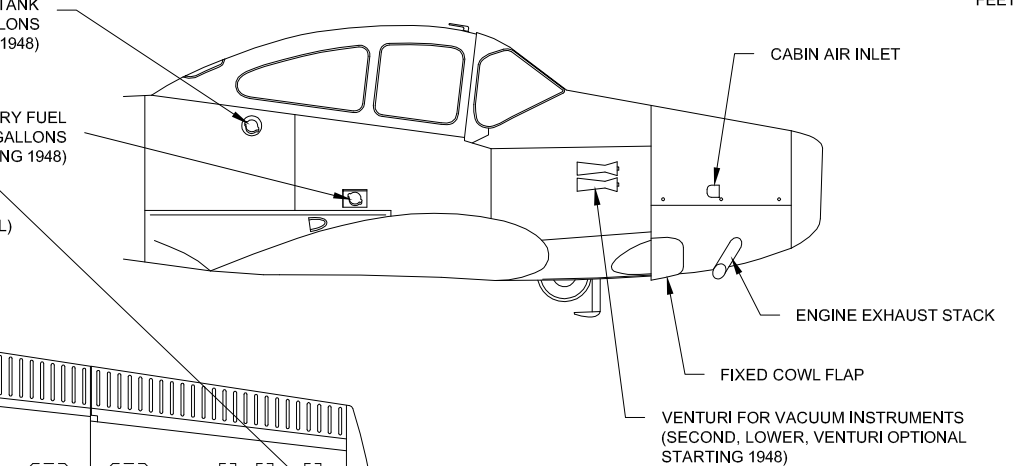
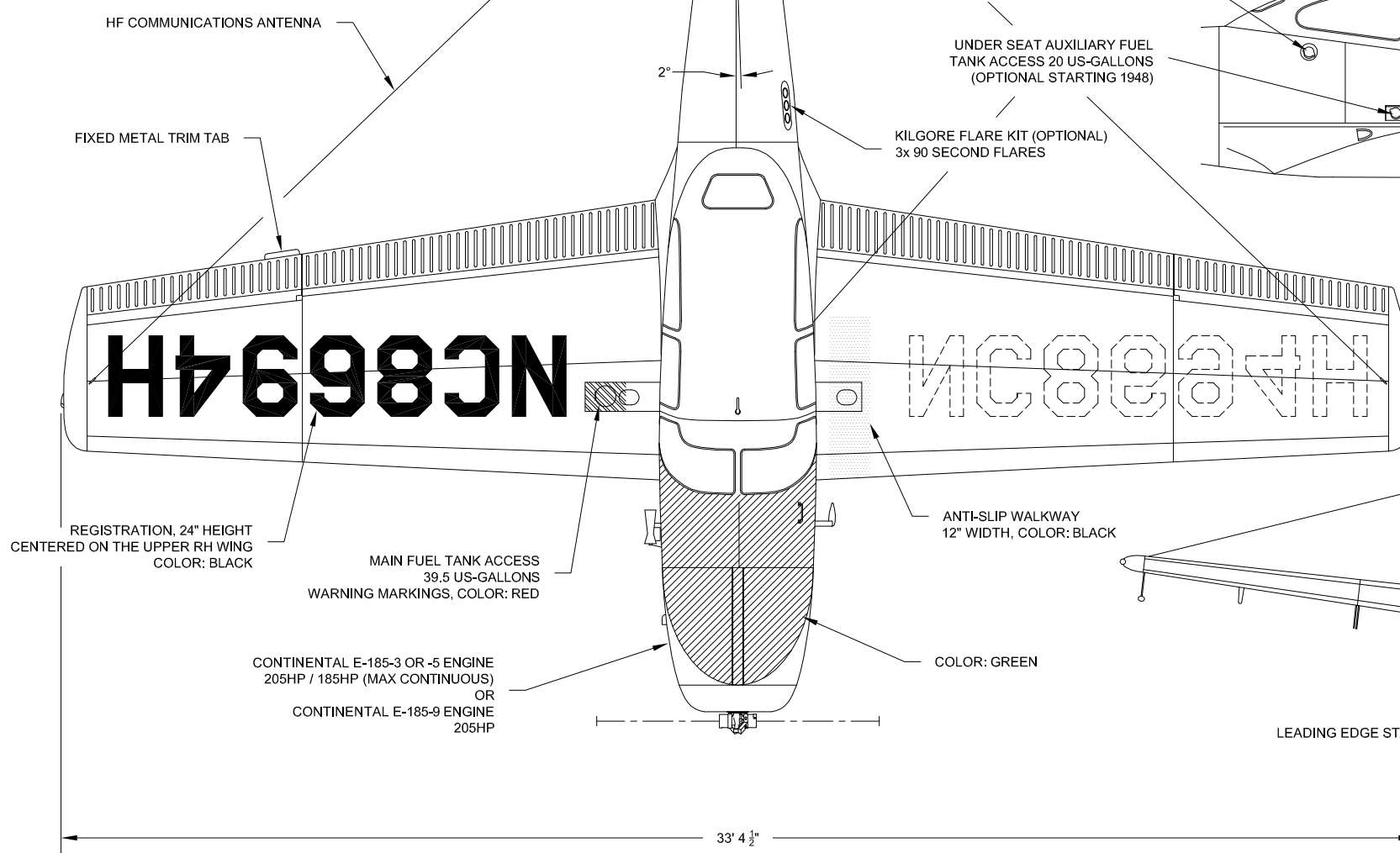
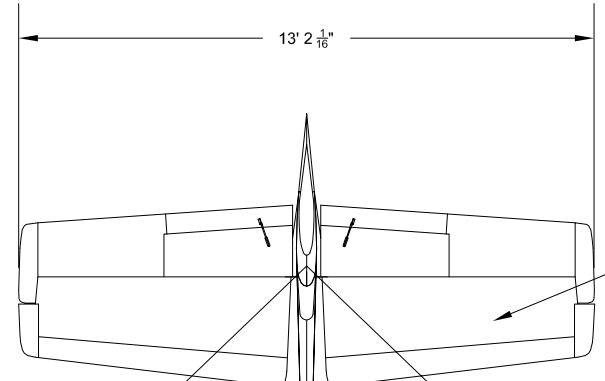
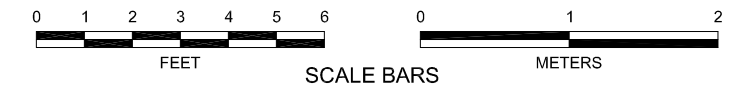
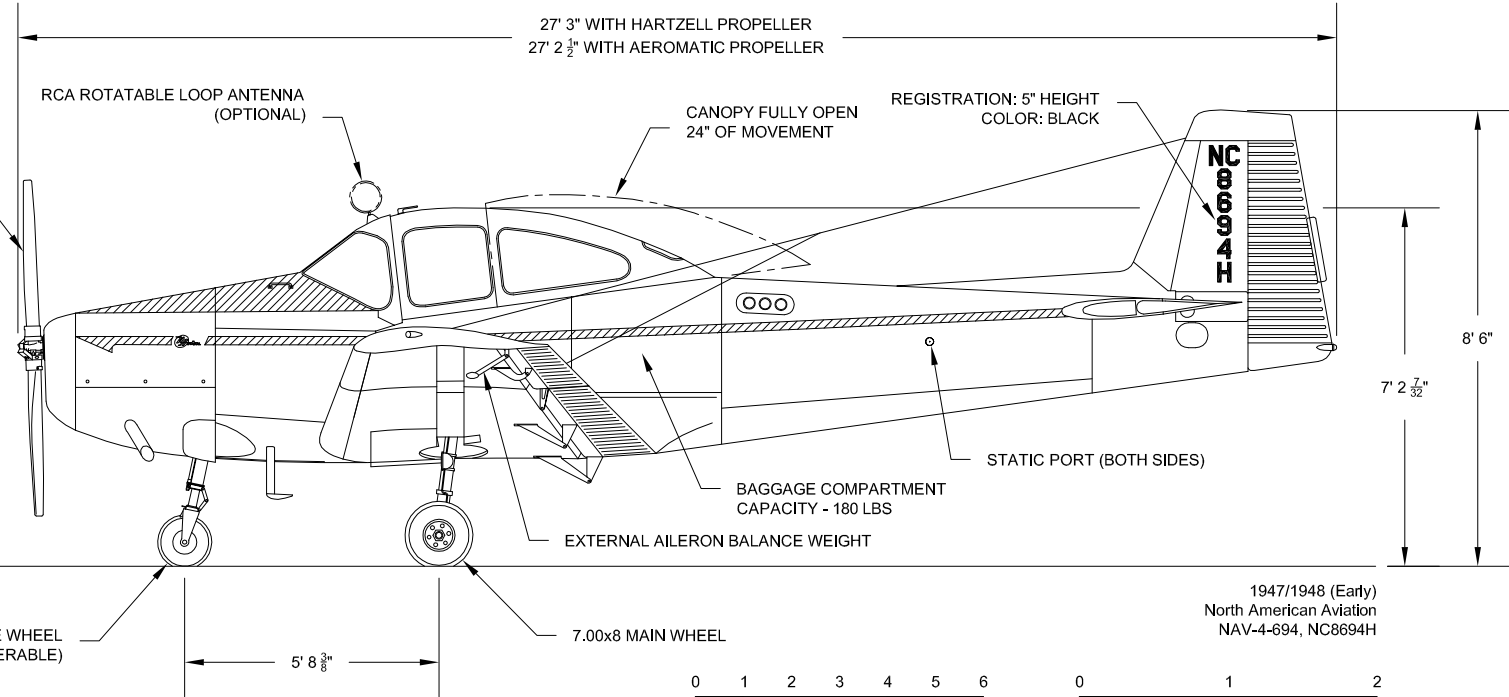
Debuted in February 1946 the NAvion was constructed entirely of metal and featuring retractable landing gear, making it one of the most modern aircraft on the postwar market. Its rugged construction, docile handling characteristics and sliding canopy all became hallmarks of the type. Production lasted from mid-1946 to April 1947, during which time hundreds of orders were placed, including one from the United States Air Force. Needing light transports and aerial observation platforms these NAvions were designated L-17As, and were essentially civilian NAvions wearing military colors.

NAvions quickly grew in popularity, with businessmen, State Police agencies and the Hollywood elite purchasing their own planes. But NAvions did have their drawbacks. The heavy construction, high lift wing and low power of the Continental E-185 engine limited performance. The biggest limitation was the top speed, 12mph slower than the Beech 35 Bonanza.

In July 1947 ownership of NAvion passed from North American Aviation to Ryan Aeronautical Company through an \$8-million sale. Production moved from Los Angeles to San Diego and resumed with the only change being the use of a lower case 'a' in the Navion name. The first Ryan-built Navion was delivered in October 1947 and the following season several options were introduced to increase the Navion's usefulness, including improved instrumentation and auxiliary fuel tanks.

In 1950, Ryan began marketing two Navions aimed at different customer bases. A bare-bones workhorse the Utility 205 aimed at those needing a flying pickup truck, while the option laden De Luxe 205 was aimed at the business traveler. Production of all Navions ceased in May 1951.

84.0" TO 82.4" DIAMETER
HARTZELL VARIABLE PITCH PROPELLER
HC-12X20-1, -5, -7, -7B OR -7C HUB WITH
(METAL) BLADE MODELS 8428 OR 8433
OR
85" TO 83.3" DIAMETER
KOPPERS AEROMATIC VARIABLE PITCH PROPELLER
MODEL 220 OR 220-1 HUB WITH (PLASTIC-COATED
WOODEN) BLADE MODEL O-85



Twin Navion.com	
NAA NAvion / Ryan Navion A	
Drawn:	Trevor McTavish
Date:	October 1, 2007
Scale:	1/48
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