

NAME THAT PLANE

RYAN PT-22 (ST3KR)

“RECRUIT”

ATC #749 2-16-42

The Ryan PT-22 or Navy NR-1 was a delightful flying primary trainer during and before WW-II. It was the smallest of Army Air Corps or Naval Air trainer aircraft and possibly the lowest powered. The Army Air Corps bought over a thousand of the Ryans, while the navy only bought 100.

The “Recruit” was developed from Claude T. Ryan’s sensational Ryan ST and STA series of 1935. Powered by 125 and 150 hp Menasco inverted inline engines which were popular with race planes but suffered problems as a trainer engine. But the little Ryan STA with its 125 hp Menasco engine was the most popular of the series. Every sport pilot wanted this airplane. It would do aerobatics and cruise nicely at 127 mph and land at 50 mph. Famous Tex Rankin was Ryan’s greatest booster, establishing altitude records (19,800 ft.) And winning the International Aerobatic Championship in May, 1937. I watched Tex Rankin doing his aerobatic routine in the 1930s and was amazed that he performed at such low altitude with the Menasco engine cutting out all during the performance.

The Army and Navy chose to use an engine more dependable for training with the available Kinner 5 cylinder radial engine. This required some redesign with larger cockpits, different fairings, slightly swept back wings, etc. The first engine tested was only 132 hp (which the Navy used) later with 160 hp Kinner becoming standard on Army Air Corp PT-22s.

Your editor was assigned to NAS Memphis training base as an aviation cadet in 1942. The Stearman N2S was used for most of the basic training and the Ryan NR-1 used mostly for formation flight training. The main reason for the Ryan’s limited use was the lack of power (132 hp) compared to the Army Air Corp 160 hp engine. However, to me it was like a little fighter, particularly flying solo. It was nimble with light controls and did snap rolls so well it put the Stearman to shame. I did discover a characteristic that I thought was dangerous. While doing the falling leaf maneuver (easy in the Stearman) which required a pull up to a stall then kick rudder, left or right, and let the airplane dish out to the stall position again then slide back the other way, on the Ryan, after the stall and slide, the nose would stay down with the stick full back, heading earthward, and would continue this way until back pressure released or power added. This phenomenon could happen on a power off landing approach with tragic results if power response was slow.

After the end of WW-II I bought a war surplus converted PT-22 because I liked it so well. I made many trips in my Ryan and it attracted much attention. On one occasion, arriving at the airport to ho home, I overheard one “know it all” spectator tell other admirers about how dangerous the Ryan was. I had checked out my brother, brother-in-law, and business partner in the airplane with no difficulties at all and I hadn’t thought about the airplane being anything but a pleasure to fly. I even incorporated some of the features of my old Ryan into the APF-2 design.

Buldo Patton

STATUE OF LIBERTY TRIKE FLIGHT RULED WITHIN BOUNDS

EAA: June 25th: Certificated pilot Barry Maggio was informed by the New York Flight Standards District Office (FSDO) that the investigation of his flight in his N-numbered S-LSA Apollo Monsoon trike near the Statue of Liberty early on the morning of May 31 is closed. An alarm was raised by park officials who contacted the FAA with a report that "An ultralight buzzed the Statue of Liberty." The claimed distance of 150 feet widely reported in the media was soon refuted by the continuous on-board video Maggio made of his flight.



An NYPD helicopter sent by the FAA pulled alongside Maggio’s trike near the George Washington Bridge during his return flight north and the pilot agreed to land at the Westchester County Airport. The control tower there closed one of its runways for 20 minutes for the interview with the police. After checking his credentials, viewing his videos, and consulting with the FAA, the police determined Maggio was not a terrorist, permitting him to continue his flight up the Hudson River. The FAA has now stated that Barry broke no regulations. He was flying in the same airspace used routinely by helicopters giving scenic rides to the Statue of Liberty.

Photo taken by Triker Barry Maggio.

NOTE: The publication of this newsletter was delayed four days because of the July 4th holiday.

Sport Aviation EAA Chapter 172 Membership Form

Name: _____

Birthday (day, month) _____

Spouse or Significant Other's Name: _____

Birthday (day, month) _____

Anniversary date (day, month) _____

Address: _____

City: _____ State: _____ Zip: _____

Home phone: _____ Cell phone: _____ Other: _____

Business phone: _____

Email address: _____ Even if you have email would you like to save the club \$12 annually and receive the newsletter only by e-mail, not by USPS mail – check here if you agree:

EAA Number (if you belong to the national EAA): _____

If you're a pilot, your ratings: _____ Hours: _____

Aircraft owned, including tail number:

Please complete this form and return it to:

**Pea Patch Aerodrome
4511 Boulineau Road
Blythe, Georgia 30805-3605**

Please include a check or money order made out to EAA 172 for \$30.

Thank you for your support!

