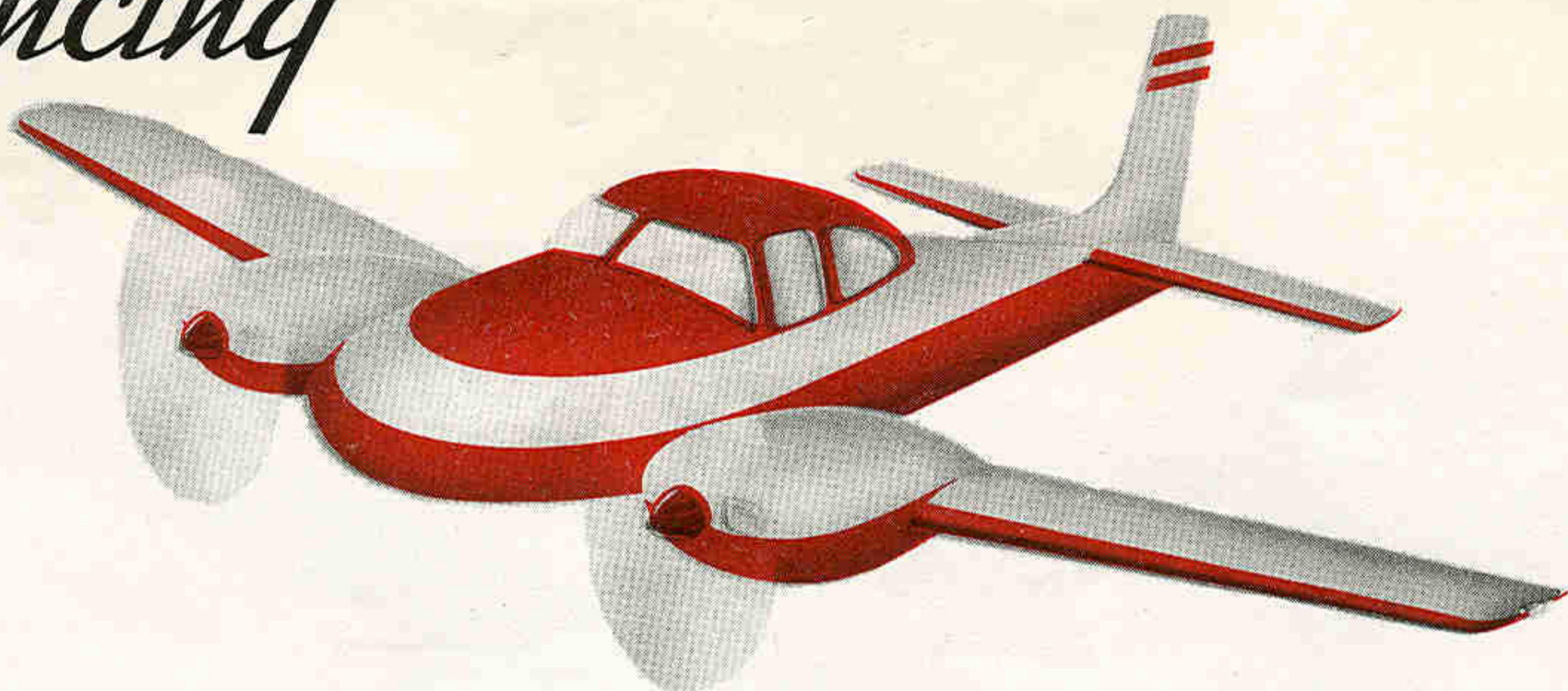
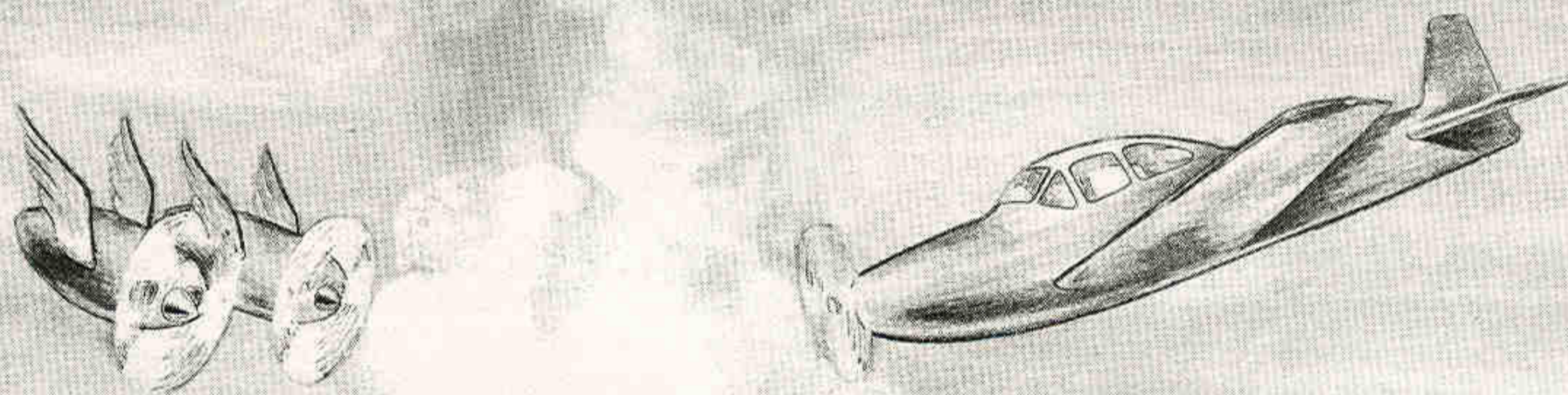


# Announcing



## The *Riley* TWIN NAVION



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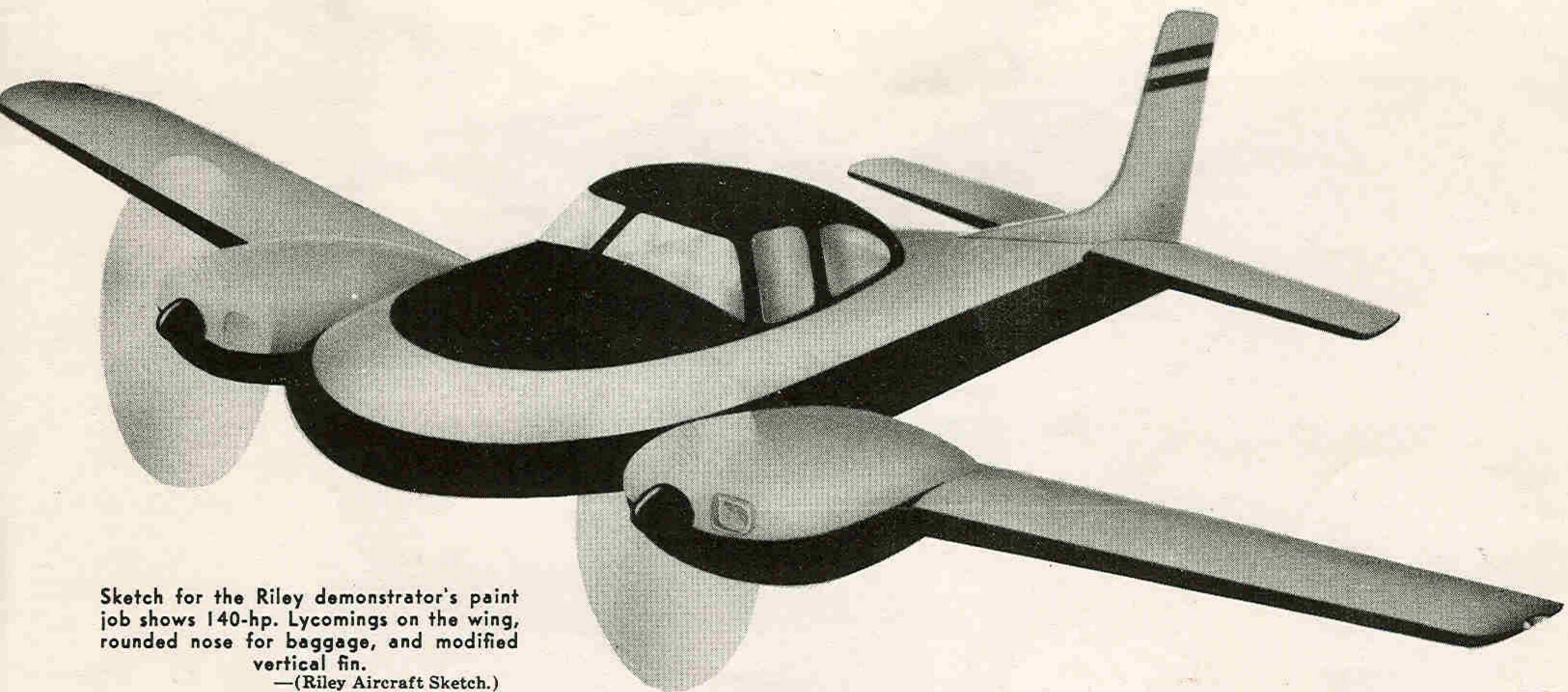
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Sketch for the Riley demonstrator's paint job shows 140-hp. Lycomings on the wing, rounded nose for baggage, and modified vertical fin.  
—(Riley Aircraft Sketch.)

# The Riley Twin Navion

An interesting conversion program gives the Dove a small stablemate

**J**ACK Riley, who made the de Havilland Dove famous as an executive transport in America, is launching a second nation-wide aircraft sales project, this time with an airplane bearing his own name—the "Riley Twin Navion." He has purchased exclusive production and sales rights to a twin-engine Navion conversion performed by Acme Aircraft and Dauby Engineering Co., in California. CAA flight tests, Riley said, have been completed and only paper work remains for approval of the Twin Navion. His purchase of the engineering is contingent on full CAA approval.

While the original conversion was with Lycoming engines rated at 125 hp., Riley said Lycoming is up-rating this engine series to 140 hp. for take-off. With these, and with variable-pitch propellers, he said the Riley Twin Navion will offer a cruising speed of 155 mph. with fuel consumption at 13 gals. per hr. A feathering propeller already under development for another make of airplane will be used when it becomes available.

Riley said he had flown the original

twin-engine conversion with the 125's and found it remarkable. "While it is not intended to offer anything like the single-engine performance of twins such as the Dove and shouldn't be expected to, it has a tremendous glide with one propeller windmilling and has demonstrated time and again that it can hold more than 2,000 ft. of altitude on one engine, even with the 125's," Riley said. "At 8,500 ft. over Palm Springs, Calif., power was cut back on one engine and the airplane still had 2,200 ft. over Yuma, Arizona, after covering a distance of 140 miles." He said the 140-hp. engines should give it a single-engine ceiling of well over 4,000 ft., the goal being 5,200 ft.

"With this kind of performance, night flying will be made safer. In mountainous areas the extra glide will prove to be a safety factor," he said, adding that from 19,000 ft. on one engine the Twin Navion had a 54-to-1 glide ratio and much more than that at lower altitudes.

As for take-off performance, Riley said the Twin Navion has an initial rate of climb of at least 1,650 feet

per minute. "In fact, the climb angle is so steep you find yourself holding it down to about 1,000 fpm. for comfort," he said. "With the 140's, we expect to be able to climb out and go around for a landing if one engine becomes inoperative after a speed of 90 to 100 mph. is obtained."

Riley's demonstrator will be flying in June, when complete data will be compiled. He said he is establishing a conversion center in Miami and will convert 10 Riley Twin Navions to launch the project. There are 2,000-odd North American and Ryan Navions now flying and either make can be converted, Riley said. The complete, turn-key price will be \$18,000 to \$20,000 and will include a super soundproofing installation and a new paint job. He estimates there will be a demand for 100 Riley Twin Navions the first 12 months and 200 the second 12 months, and said he will install facilities to produce the conversions on that scale. This would mean 2 twins a week the first year. Riley aircraft sales offices are in Shreveport, La., Longview, Texas, and Ft. Lauderdale, Fla. ★ ★ ★

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