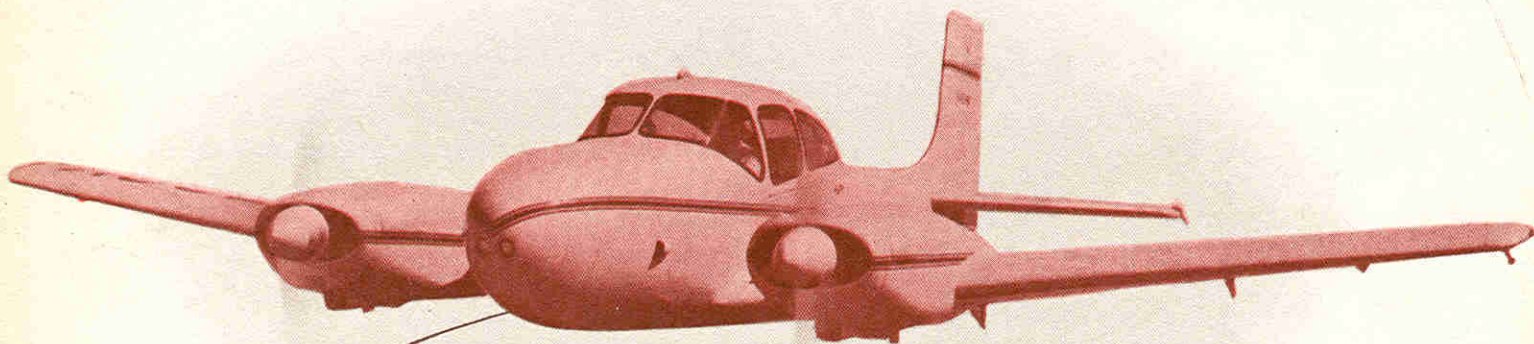


# *Riley Twin*

NAVION CUSTOM CONVERSION

by **TEMCO**



**NOW WITH  
2-150 HP ENGINES**

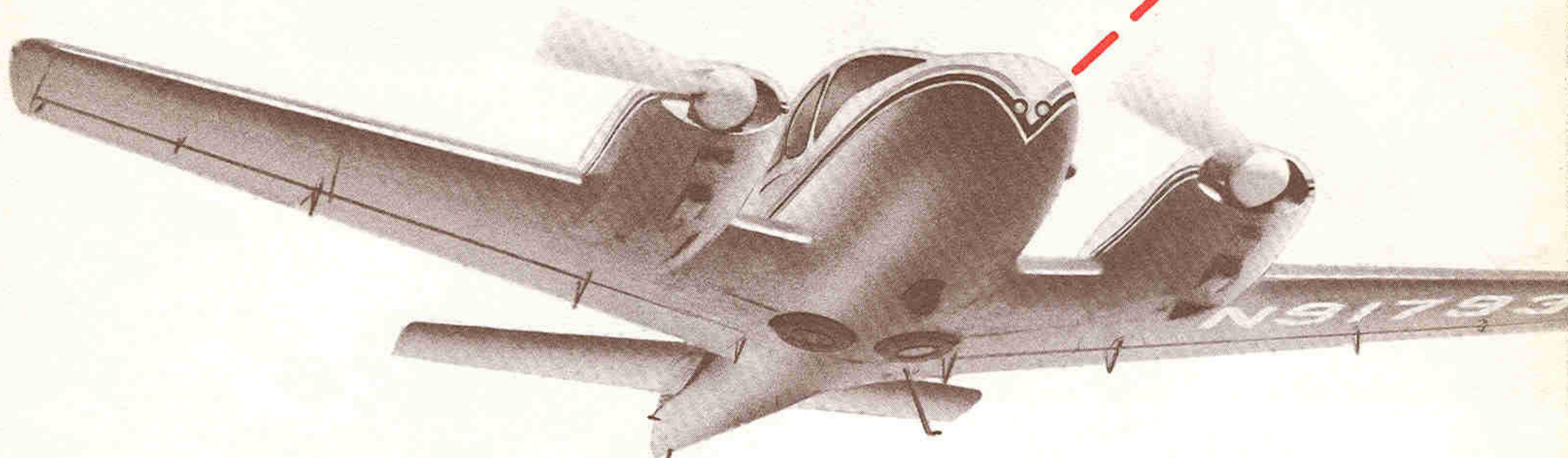
**Greater Performance**—Cruising Speed 170 MPH

**Greater Utility**—Night and Instrument

**Greater Economy**—Reduced Maintenance

*A New Standard of Comparison for Executive Aircraft*

**TWIN ENGINE SAFETY AND UTILITY WITH SINGLE ENGINE ECONOMY**



**IMMEDIATELY  
AVAILABLE**

The famous Navion now becomes the better performing Riley Twin. Production line conversion is being done by TEMCO Aircraft Corporation, Greenville, Texas, well known for their overhaul, conversion and rehabilitation of military aircraft. Completed planes are now rolling off TEMCO's line and are immediately available.

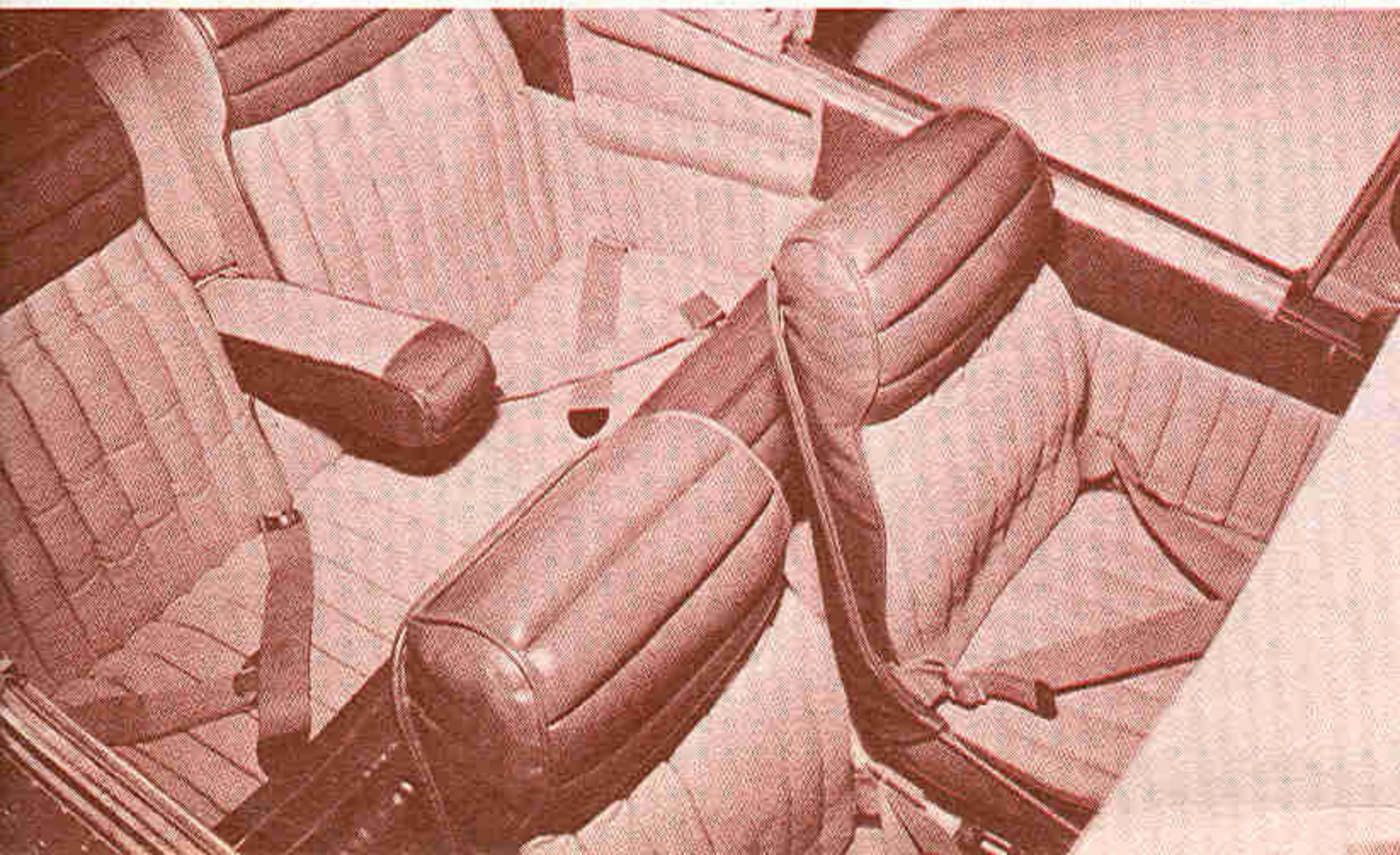
**DESIGNED TO RETAIN ALL THE GOOD FEATURES OF THE NAVION  
WHILE ADDING THE SAFETY, PERFORMANCE, AND UTILITY OF  
LARGER TWIN-ENGINE EXECUTIVE AIRCRAFT**

#### **BASIC AIRFRAME CHANGES**

- new graceful Nacelles
- new 150 HP Lycoming engines
- new Hartzell full feathering, constant speed, metal propellers
- new enlarged vertical stabilizers
- new wing and tail fillets
- new nose baggage compartment
- new spinners and streamlined cowl

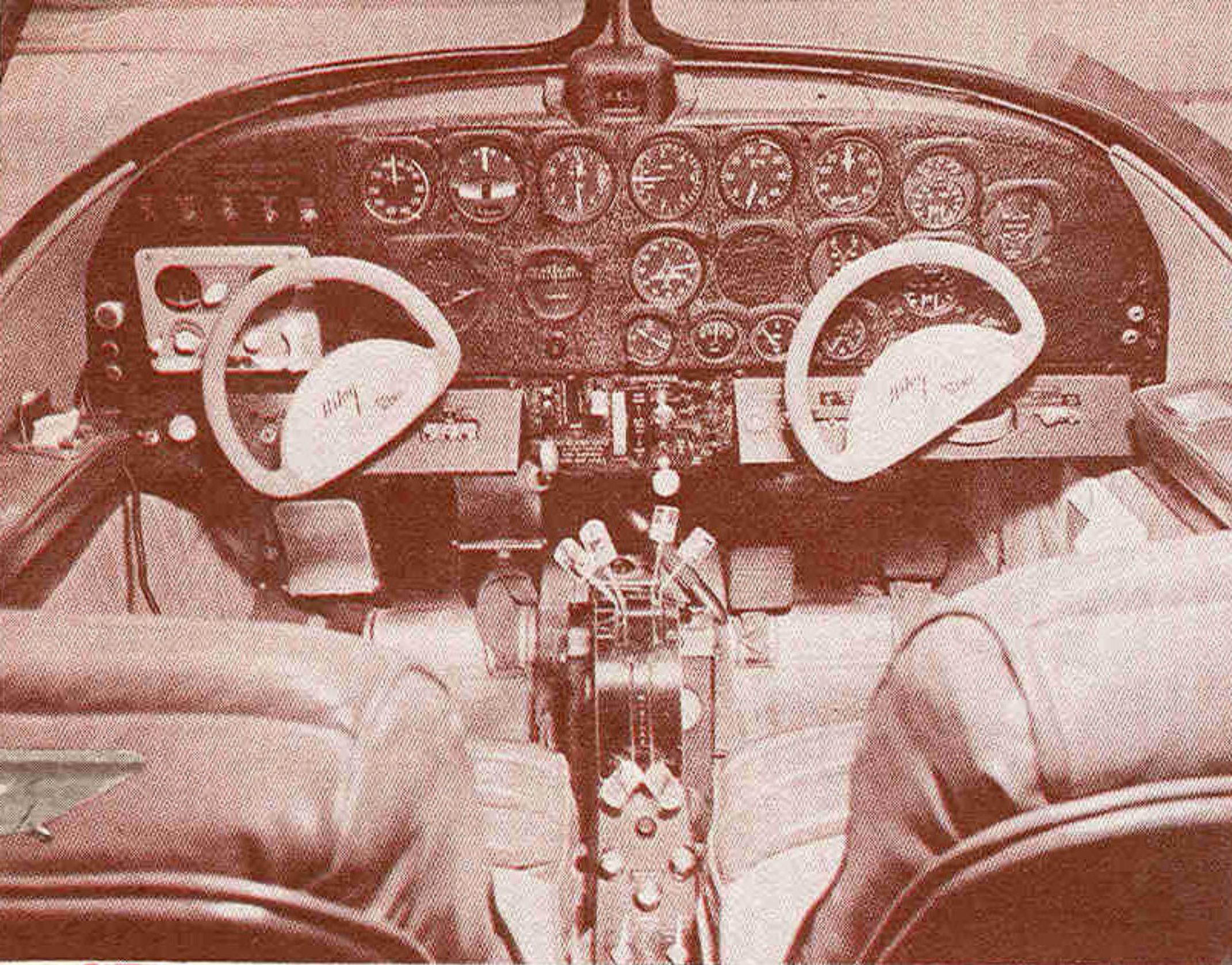
#### **ADDITIONAL REFINEMENTS**

- new control quadrant
- new instrument panel with adequate provision for radio installation
- enlarged toe brakes
- new ultra sound proof insulation
- reinforced wings and landing gear
- new custom interiors
- increased gross weight
- more useful payload



#### **CUSTOM INTERIORS**

The new Riley Twin has the most beautifully styled interior appointments of any plane in its class. The finest upholstery materials are used over deep airfoam rubber padding—colors to suit your specifications. Removal of the single engine from the nose, plus a more efficient heating and ventilating system, results in a far more comfortable cabin at all times. Ultralite sound proofing provides a new quietness and relaxed enjoyment in flight. Travel in the Riley Twin is a thrilling experience creating a new standard of comparison in the four-place business and personal plane class.



## NEWLY DESIGNED — QUICK, EASY READING INSTRUMENT PANEL

Designed with Grimes Lighting for quick, easy reading of every instrument with adequate space provided for switches and controls of radio equipment, the new Riley Twin panel includes the following instruments:

### FLIGHT

- 1 Airspeed Indicator
- 1 Clock
- 1 Turn and Bank, Electric Driven
- 1 Altimeter (Sensitive)
- 1 Rate of Climb Indicator
- 1 Directional Gyro
- 1 Gyro Horizon Indicator
- 1 Outside Air Temperature Gauge (Mounted Overhead)
- 1 Magnetic Compass

### ENGINE

- 1 Tachometer Indicator—Dual (electric)
- 1 Manifold Pressure Gauge—Dual
- 1 Cylinder Head Temperature Gauge—Dual
- 1 Carburetor Air Temperature Gauge
- 2 Engine Gauge Units—Triple  
Consisting of  
Oil Pressure  
Oil Temperature  
Fuel Pressure
- 1 Ammeter and Selector Switch
- 1 Fuel Gauge
- 1 Vacuum Gauge

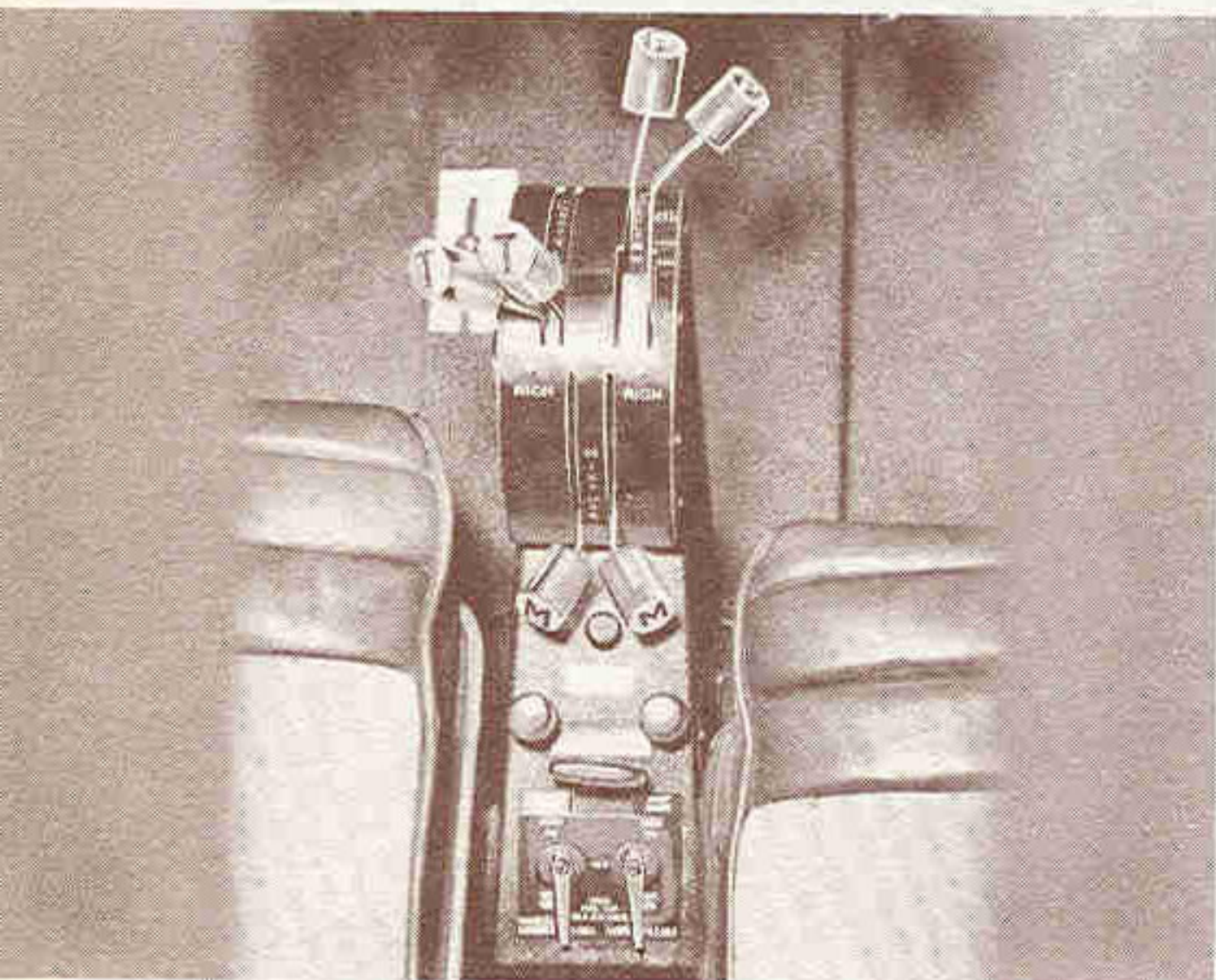
An additional four blanks—two full size and two small—are provided for additional radio or other optional equipment.

## UTILITY

**INCREASED FORTY PERCENT** The Riley Twin provides its owner approximately forty percent more utility than the original single engine Navion. Unhandicapped by darkness, the Riley Twin's 800 mile range and 170 mph cruising speed reduce traveling time and increase useful hours. This new twin can readily operate from rough, newly-bulldozed short landing strips, considered only as emergency landing strips for larger twins. This makes the Riley Twin ideally suited for use on construction projects, near mines, oil wells and ranches. Dependable twin Lycoming engines provide 300 HP to lift a fully-loaded Riley Twin at the rate of 1400 FPM.

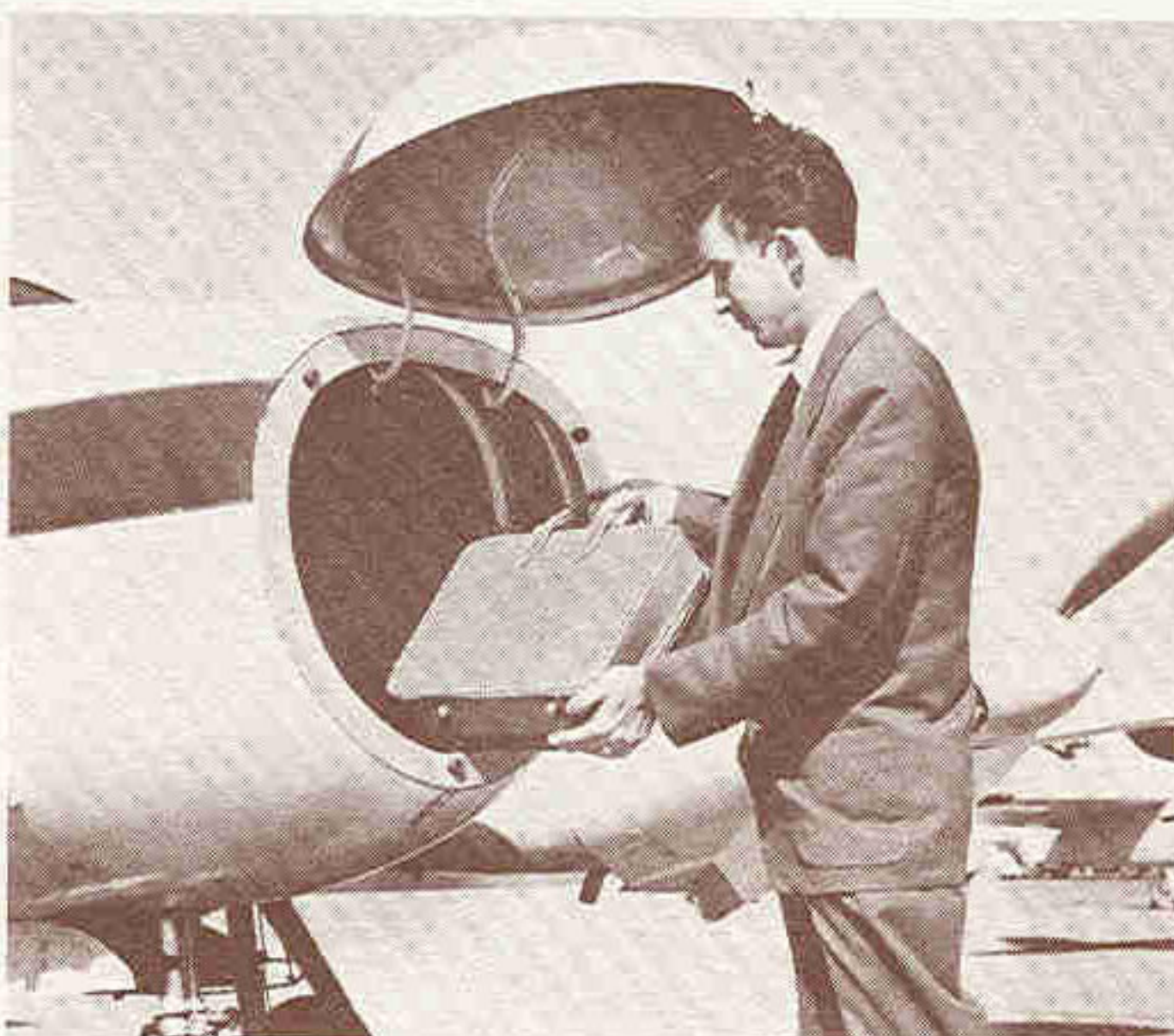
## ECONOMY

**OVERHAUL CUT IN HALF** The Riley Twin operates at costs usually associated with single-engine aircraft. The Lycoming 4-cylinder engines cruise on approximately the same amount of gas and oil used by single-engine planes carrying equivalent loads . . . Simplicity, availability and ease of maintenance further contribute to competitive economy advantages. The rugged airframe, oversize shock struts and extra strength in wings, fuselage and tail surfaces reduce depreciation to a minimum.



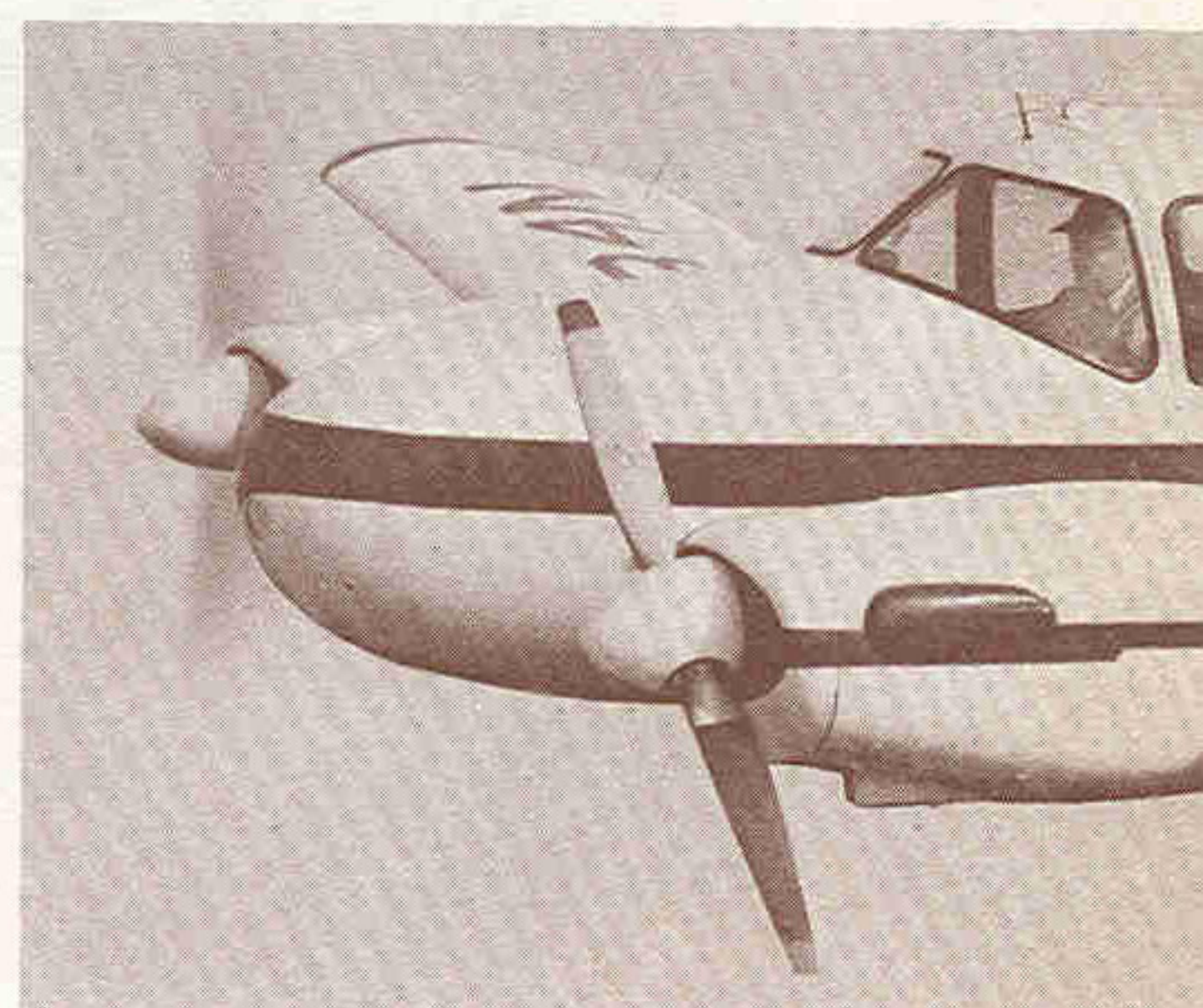
### CONTROL QUADRANT

Airline-type control quadrant for throttle, mixture and propeller adjustments assures easy, positive command of these functions.



### NOSE BAGGAGE COMPARTMENT

The spaces originally occupied by the single engine has been made into a baggage compartment with a hinged door in the nose for easy access.

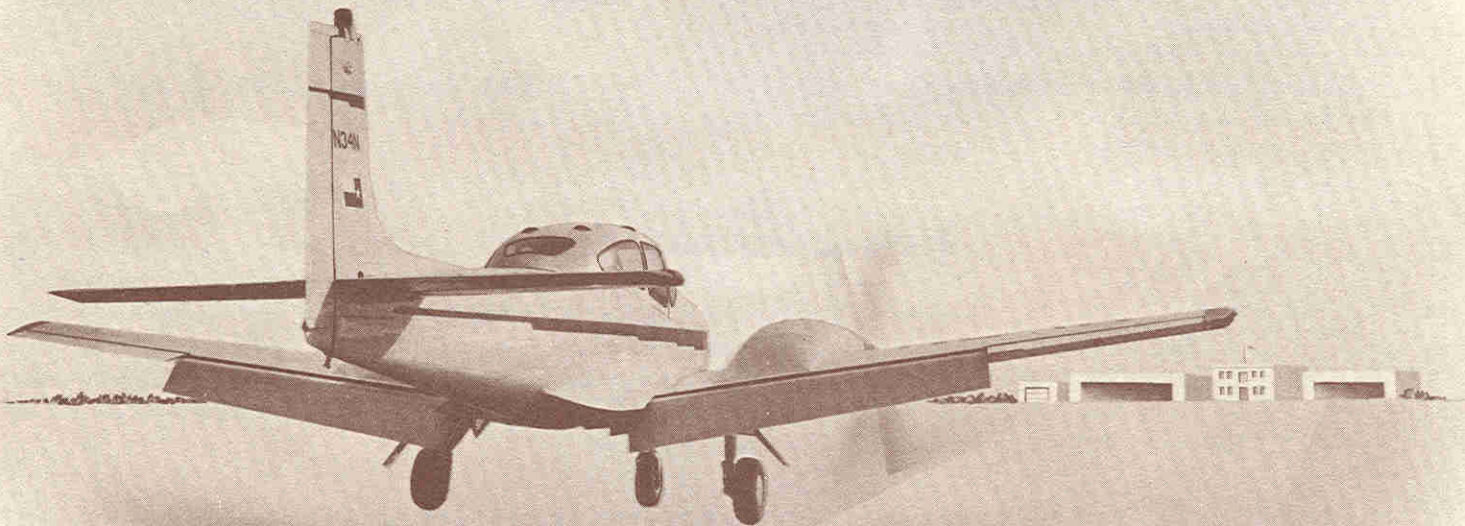


### HARTZELL FULL-FEATHERING PROPELLERS

The new Hartzell full-feathering constant speed metal propellers are not only an added safety factor but reduce vibration for smoother flying.

## PERFORMANCE DATA

- Two 150 HP Lycoming O320 engines
- Empty weight approximately 2350#
- Gross weight 3350#
- Maximum speed 180 mph.
- Cruise 70% power at 7,000 feet 170 mph.
- Takeoff distance 500 feet (zero wind 3350# gross S. L.)
- Landing distance 500 feet (zero wind 3350# gross S. L.)
- Rate of climb 1400 ft/min (gross weight at S. L.)
- Range 800 miles (60% power with 90 gallons total fuel)
- Range 700 miles (60% power with 80 gallons total fuel)
- Fuel consumption 8.0 to 10 gal/hr/engine
- Service ceiling two engines 18,000 to 20,000 ft. estimated
- Single engine ceiling 6,000 to 8,000 ft.



### **Now You Can Enjoy This New Flying Experience at Low Cost!**

The mass production line conversion of the Riley Twin makes possible an attractive price advantage over competitive planes. Its low cost and four year depreciation make the Riley Twin's financing an easy matter. As a used airplane, the Riley Twin can be depreciated, possibly in three years or less, if desired — with a portion of the modification cost being expensed the first year to give an immediate charge-off.