

The 'Mad Major' had already released helpful tips for running Rotary engines:

13th November 1917.

**DON'T open up straight away. It does not give the oil a chance to circulate, and ruins the
obdurators**

**DON'T run your engine too long on the ground. It is only necessary to open up to full throttle
for a few seconds**

DON'T forget to test both magnetos when running on the ground and occasionally in the air.

**DON'T exceed 1,250 r.p.m. at any time. It causes the ball-races to "creep" and other
unpleasant things**

**DON'T allow your engine to "pop" or "bang" This is caused by too much petrol and damages
the valves in addition to overheating.**

**DON'T "blip" except when throttled right down. It is extremely bad flying and puts
unnecessary strain on the whole machine**

DON'T switch off at any time in the air, or the plugs will oil up.

**DON'T close the throttle when the petrol is turned off. Allow a cool draught to blow right
through the engine by keeping it wide open.**

DON'T miss a chance to let your engine cool down by a short glide after a long, stiff climb.

**DON'T always set the control levers by the figures on the bracket, but by the sound of the
engine. The ever-changing density of air requires an ever-changing mixture.**

DON'T forget there will be no pressure in the tank after a long glide with the engine off.

DON'T condemn an engine immediately you are "let Down."

**DON'T forget that sympathy and a knowledge of all "work," especially carburation, is very
important.**

DON'T forget the oil pulsator.

DON'T BE TOO READY TO BLAME YOUR MECHANICS.