

**SUMMARY OF WRIGHT ENGINE SHIPMENTS 1920 – 1930**  
 (No Curtiss engines included except military for the year 1930)  
 (Transcribed from Wright Aeronautical material)

Year/Model	“H”	“E”	Liberty	“T”	“J”	“TM”	R-1750	R-540	Misc
1920	5	106							
1921	140	84	10						
1922	243			3					5
1923	8	127		43	1				3
1924	1	5		82	92				2
1925				84	268	7			6
1926	3	1		52	263	14			33
1927					603	11	8		1
1928					1510	22	111		1
1929					602	30	169	432	45
1930						16	230	25	74
TOTALS	400	323	10	264	3339	100	518	457	170

**Grand Total = 5,581**

**Misc. Column Notes:**

- 1922 includes 1 D1, 3 R-1 and 1 unknown.
- 1923 includes 2 D1 and 1 L-4.
- 1924 includes 2 EM-1.
- 1925 includes 1 EM-1, 2 L-4 and 3 P-1.
- 1926 includes 4 EM-1, 1 L-4, 14 P-2, 8 WM80 and 6 R-1200.
- 1927 includes 1 WM-80.
- 1928 includes 1 R-1200.
- 1929 includes 10 V-1456, 18 Gypsy and 17 unknown.
- 1930 includes 28 Gypsy, 4 V-1460, 24 V-1570, 15 D-12 and 3 unknown.

**Model notes:**

- D1= 1,847 in<sup>3</sup> dirigible engine
- D-12= Curtiss D-12
- E= All Hispano-Suiza “E” Series Models
- EM= Marine version of the Hispano-Suiza “E” engine known as the “Gold Cup” and, possibly, “Hurricane” models.  
 (This is the only explanation we have at this time. Only 7 engines are listed, however, and that is too few to account for these two models, perhaps these are Gold Cup models only. If so the 7 listed account for the 7 Gold Cup engines used in the Gold Cup races of 1924, 25 and 26.)
- Gypsy= de Havilland “Gipsy” 318 in<sup>3</sup> air-cooled in-line 4-cylinder
- H= All Hispano-Suiza “H” Series Models
- J= The “J” series of radials starting with the J-3 of 1923, J-4 of 192x, J-5 of 192x and J-6 of 1928 — The “Whirlwind” models
- Liberty= Contract-built Liberty L-6 engines
- L-4= Wright “Gale”- Lawrance L-4 3-cylinder radial
- P-1= 9-cylinder 1,654 in<sup>3</sup> radial “Cyclone”, first model
- P-2= 9-cylinder 1,654 in<sup>3</sup> radial “Cyclone”, second model
- R-1= 9-cylinder 1,454 in<sup>3</sup> radial, 350 hp
- R-1200= 9-cylinder 1,176 in<sup>3</sup> radial, Wright “Simoon”
- R-1750= Enlarged “Cyclone” introduced in 1927
- R-540= 5-cylinder J-6 “Whirlwind” engine introduced in 1929
- T= All “T” Series Models (T1, T2 and T3). The T1 and T2 came out in 1922. The T3 came out in 1923 and was called the “Tornado.” This was a water-cooled 1,947 in<sup>3</sup> V-12
- TM-1= Marine T-3, 1,947 in<sup>3</sup>, called the “Typhoon”
- V-1456= 60° inverted air-cooled 1,456 in<sup>3</sup> V-12
- V-1570= 60° liquid-cooled 1,570 in<sup>3</sup> V-12, Curtiss “Conqueror”
- WM-80= Wright-Morehouse 80 in<sup>3</sup> 2-cylinder opposed

**Summary Curtiss-Wright Engine Shipments**  
**All Plants, All Models, All Licensees**  
**Except Curtiss Commercial Production Prior To 1931, Not Included**  
(Transcribed from a Curtiss-Wright document of the early 1960s.)

<b>Engine Model</b>	<b>Start Prod</b>	<b>End Prod</b>	<b>Total to 1/1/31</b>	<b>Total from 1/1/31</b>	<b>Total made</b>
Wright Model "H"	1918	1926	400	0	400
Wright Model "E"	1918	1923	323	0	323
Wright Rebuilt "Liberty"	1919	1922	10	0	10
Wright "T" Tornado	1921	1926	264	0	264
Wright "J" Whirlwind all models	1923	1930	3339	0	3339
Wright Marine Typhoon, "TM"	1925	1932	100	67	167
Wright R-1750 "Cyclone"	1927	1932	517	51	568
Wright Whirlwind R-540	1929	1937	449	79	528
Wright Whirlwind R-760	1929	1945	358	1034	1392
Wright Whirlwind R-975	1929	1945	864	6797	7661
Wright "Gypsy" L320	1927	1934	46	42	88
Wright Cyclone "E" (R-1820E)	7/1930	8/1935	79	642	721
Wright Double Whirlwind (R-1510 and R-1670)	1931	1937		35	35
Wright Cyclone 9 R-1820F	6/32	5/43		3673	3673
Wright Cyclone 9 R-1820G	4/35	9/42		4092	4092
Wright Cyclone 9 R-1820G100	1/37	6/43		5319	5319
Wright Cyclone 9 R-1820G200	3/39	5/45		22204	22204
Wright Cyclone C9HC R-1820	10/42	10/45		9063	9063
Wright Cyclone C9HD R-1820	10/45	12/61		820	820
Wright Cyclone C9HE R-1820	1/50	12/63		2304	2304
Wright Cyclone C73a R-1300	10/46	12/63		1095	1095
Wright C14A R-2600	2/37	11/44		23298	23298
Wright C14BA R-2600	3/40	4/45		46502	46502
Wright C14BB R-2600	2/43	1/46		15574	15574
Wright C18A R-3350	3/38	8/41		15	15
Wright C18BA R-3350	12/41	4/47		14019	14019
Wright C18BB R-3350	2/43	10/45		190	190
Wright C18BC R-3350	3/46	9/46		8	8
Wright C18BD R-3350	2/46	10/52		1657	1657
Wright C18C R-3350	1/47	11/52		2233	2233
Wright C18DA R-3350	1/52	8/58		7823	7823
Wright C18EA R-3350	10/55	8/61		3236	3236
Wright Diesel 12V142 (Utica) (Packard 1D1700)	1960	1961		18	18
Wright Diesel 12V142 (WAD) (Packard 1D1700)	1963	1963		2	2
WAD Turbo Jet J65	1952	1958		5657	5657
WAD Turbo Jet YJ67	1955	1956		13	13
WAD Ram Jet XRJ47	1956	1957		59	59
WAD Turbo-Prop YT49	1953	1955		13	13
WAD Afterburner J65-W-18	1959			25	25
<b>Total Wright/WAD Production</b>			6749	177623	184372

Note: WAD = Wright Aeronautical Division