

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

| Year/Mode | l“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. engine column notes:

- 1922 includes 1 D1, 3 R1 and 1 unknown.
- 1923 includes 2 D1 and 1 L4.
- 1924 includes 2 EM.
- 1925 includes 1 EM, 2 L4 and 3 P1.
- 1926 includes 4 EM, 1 L4, 14 P2, 8 WM80 and 6 R1200.
- 1927 includes 1 WM80.
- 1928 includes 1 R1200.
- 1929 includes 10 V1460, 18 Gypsy and 17 unknown.
- 1930 includes 28 Gypsy, 4 V1460, 24 V1570, 15 D12 and 3 unknown.

Model notes:

- D1= 1847 cu in dirigible engine.
- D12= Curtiss D12
- E= All models of the “E” series Hisso engine.
- EM= Marine version of the Hisso “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” air-cooled in-line four cyl. of 318 cu in.
- H= All models of the “H” series Hisso engine.
- J= The “J” series of radials starting with the J3 of 1923, J4 of 192x, J5 of 192x and J6 of 1928. The “Whirlwind” models. Liberty= Contract-built Liberty L6 engines.
- L4= Wright “Gale”- Lawrance L4 3 cyl.
- P1= 9 cyl. Radial “Cyclone”, first model of 1654 cu in.
- P2= 9 cyl. Radial “Cyclone”, second model of 1654 cu in.
- R1= 9 cyl. 1454 cu in radial 350 hp.
- R1200= Wright “Simoon” 9 cyl. radial of 1176 cu in.
- R1750= The enlarged “Cyclone” introduced in 1927.
- R540= The 5 cyl. J6 “Whirlwind” engine introduced in 1929.
- T= All models of the “T” series (T1, T2 and T3) The T1/T2 came out in 1922. The T3 came out in 1923 and was called the “Tornado.” This was a water-cooled V 12 of 1947 cu in.
- Tm= The V-12 T3 water-cooled engines of 1947 cu in in marine version called the “Typhoon.”
- V1460= inverted air-cooled “V” type engine of 1460 cu in.
- V1570= Curtiss “Conqueror”
- WM80= Wright-Morehouse two-cyl. opposed of 80 cu in.

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.)

| Engine Model | Start Prod | End Prod | Total to 1/1/31 | Total from 1/1/31 | Total made |
|---|-------------------|-----------------|------------------------|--------------------------|-------------------|
| 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 R1750 "Cyclone" | 1927 | 1932 | 517 | 51 | 568 |
| Wright Whirlwind R540 | 1929 | 1937 | 449 | 79 | 528 |
| Wright Whirlwind R760 | 1929 | 1945 | 358 | 1034 | 1392 |
| Wright Whirlwind R975 | 1929 | 1945 | 864 | 6797 | 7661 |
| Wright "Gypsy" L320 | 1927 | 1934 | 46 | 42 | 88 |
| Wright Cyclone "E" (R1820E) | 7/1930 | 8/1935 | 79 | 642 | 721 |
| Wright Double Whirlwind (R1510 and R1670) | 1931 | 1937 | | 35 | 35 |
| Wright Cyclone 9 R1820F | 6/32 | 5/43 | | 3673 | 3673 |
| Wright Cyclone 9 R1820G | 4/35 | 9/42 | | 4092 | 4092 |
| Wright Cyclone 9 R1820G100 | 1/37 | 6/43 | | 5319 | 5319 |
| Wright Cyclone 9 R1820G200 | 3/39 | 5/45 | | 22204 | 22204 |
| Wright Cyclone C9HC R1820 | 10/42 | 10/45 | | 9063 | 9063 |
| Wright Cyclone C9HD R1820 | 10/45 | 12/61 | | 820 | 820 |
| Wright Cyclone C9HE R1820 | 1/50 | 12/63 | | 2304 | 2304 |
| Wright Cyclone C73a R1300 | 10/46 | 12/63 | | 1095 | 1095 |
| Wright C14A R2600 | 2/37 | 11/44 | | 23298 | 23298 |
| Wright C14BA R2600 | 3/40 | 4/45 | | 46502 | 46502 |
| Wright C14BB | 2/43 | 1/46 | | 15574 | 15574 |
| | | | | | |
| Wright C18A R3350 | 3/38 | 8/41 | | 15 | 15 |
| Wright C18BA R3350 | 12/41 | 4/47 | | 14019 | 14019 |
| Wright C18BB R3350 | 2/43 | 10/45 | | 190 | 190 |
| Wright C18BC R3350 | 3/46 | 9/46 | | 8 | 8 |
| Wright C18BD R3350 | 2/46 | 10/52 | | 1657 | 1657 |
| Wright C18C R3350 | 1/47 | 11/52 | | 2233 | 2233 |
| Wright C18DA R3350 | 1/52 | 8/58 | | 7823 | 7823 |
| Wright C18EA R3350 | 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 |
| Total Wright/WAD Production | | | 6749 | 177623 | 184372 |

Note: WAD = Wright Aeronautical Division