

Just a few notes on resin:

1. Use any type of super glue.
2. Parts should be washed in mild liquid detergent or can be dipped into lacquer thinner to remove mould release agents that may be present.
3. Strongly recommend engines be primed - use a grey lacquer primer in a spray bomb from any auto supply store, then the engine can be painted with any kind of good quality model paint.
4. The resin can be drilled, filed or sanded. However, more delicate detail can be brittle so handle with care.
5. For super detailing, use fine diameter solder for exhaust stacks (many sizes available at a electronics supply store). The stacks can be shaped and flattened - super glue and paint adhere well. For ignition leads - tinned, copper wire works well and is the right colour.

Curtiss Wright Engines

Front Gear Case, Power Section, Supercharger Section and Accessory Section - from FS595B, Light 16357 Gloss, Medium 16350 Gloss, Dark 16165 Gloss

Cylinders - dull aluminum to light grey, oxidized aluminum, some could have been painted black, most likely pre-war or naval service. Smaller engines had black cylinder R975, 760

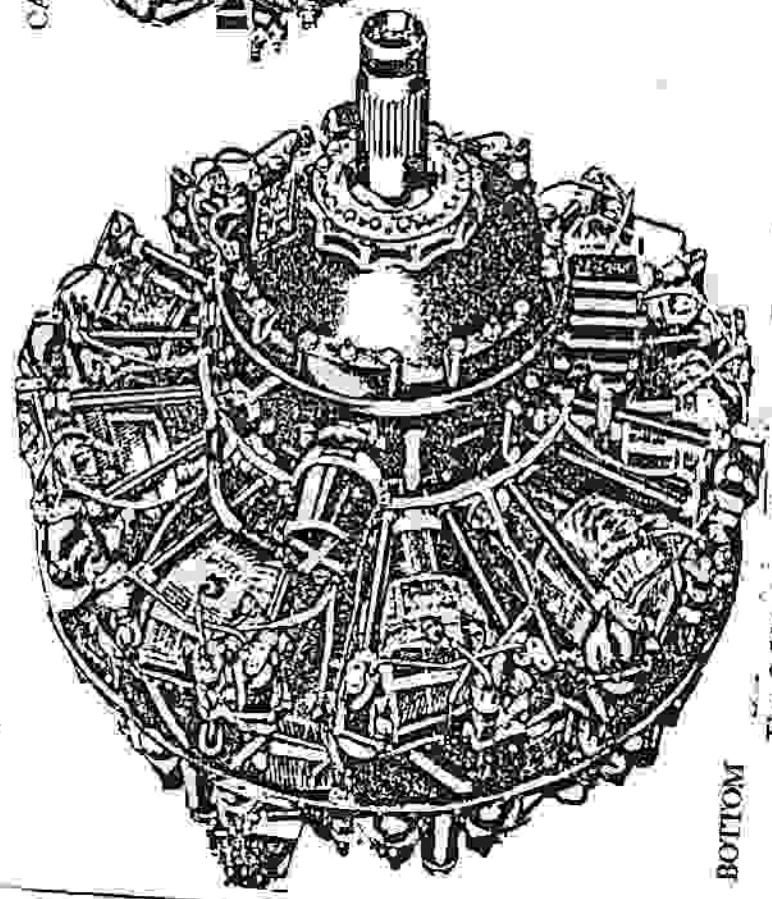
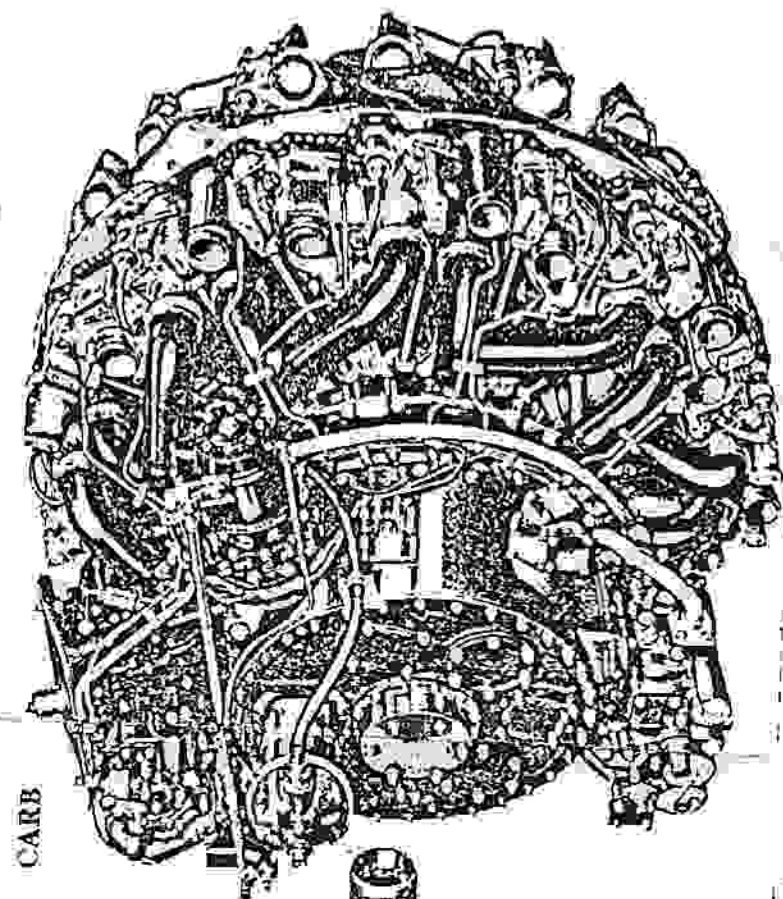
Push Rods, Carb, Magnetos, Rocker Covers, Induction Tubes, Accessories - gloss black

Hardware (nuts & bolts) - cadmium plated silver with touches of gold colour
Ignition Harness - silver

THE WRIGHT R-3350 CYCLONE 18 SERIES.

Engine Model	Take-off Horsepower	Normal Rating (low blower)	Normal Rating (high blower)	Compression Ratio	Blower Ratio	Reduction Gear Ratio	Dry Weight	Fuel Grade
836C18CA1	2,700 h.p. at 2,900 r.p.m.	2,300 h.p. at 2,800 r.p.m. (1,890 m.l.) at 5,200 ft.	1,900 h.p. at 2,600 r.p.m. (1,700 ft.) at 17,000 ft. (5,185 m.l.)	8.5 : 1	0.46 : 1 and 8.07 : 1	4375 : 1	2,843 lb. (1,293 kg.)	100/130

Curtiss Wright
R-3350-24, -26W, WA, WB
18 cyl. short nose
box for Douglas
Skyraider



The 2,500 h.p. Wright R-3350 Cyclone 188D eighteen-cylinder two-row radial air-cooled engine.