

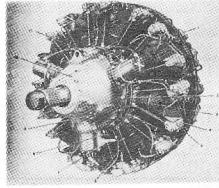
AIRCRAFT ENGINE CHARACTERISTICS SUMMARY

MFG. DESIGNATION
836C18A3 (26WC)
836C18A4 (26WD)

RECIPROCATING

R-3350-26WC, -26WD

Curtiss-Wright
Wood-Ridge, N. J.
Spec N836-E (Approved)
Dated 8 January 1957



GENERAL DESCRIPTION

An eighteen cylinder, air cooled, double row, radial reciprocating engine equipped with two speed supercharger, impeller injection fuel metering system, supercharger pressure regulator, and torquemeter.

AVAILABILITY

PROCUREMENT

STATUS

Production completed.

SPECIFIC FEATURES

Engine---Radial, double row
No. of Cylinders---18
Displacement---3348.5 cu. in.
Bore---6.125 in.
Stroke---6.312 in.
Compression Ratio---6.7:1
Cooling---Air
Ignition---Scintilla DLN-9 magneto (low tension)
Fuel Metering---Stromberg PR58U1 carburetor, automatic and manual mixture control

Propeller Shaft---No. 60A - c.w. rotation
Reduction Gear Ratio---.4375:1
Supercharger---Single stage, two speeds
Blower Ratios---6.46:1 and 8.67:1
Impeller Diameter---13.5 in.
Fuel---MIL-G-5572 Grade 115/145, (Alternate) 100/130
Oil---MIL-L-22851, Type II
Torquemeter---Furnished
Accessory Drive Provisions---Eleven
BHP to Weight Ratio---.93:1

SIZE & WEIGHT

Length---80.81 inches
Diameter---55.62 inches
Dry Weight---2907 lbs.

UTILIZATION

A-1G Attack Aircraft (one -26WC engine); A-1E/-1G/-1H/-1J Attack, EA-1E/-1F Special Electronic, NA-1E/-1G Special Test Aircraft (one -26WD engine each)

PERFORMANCE

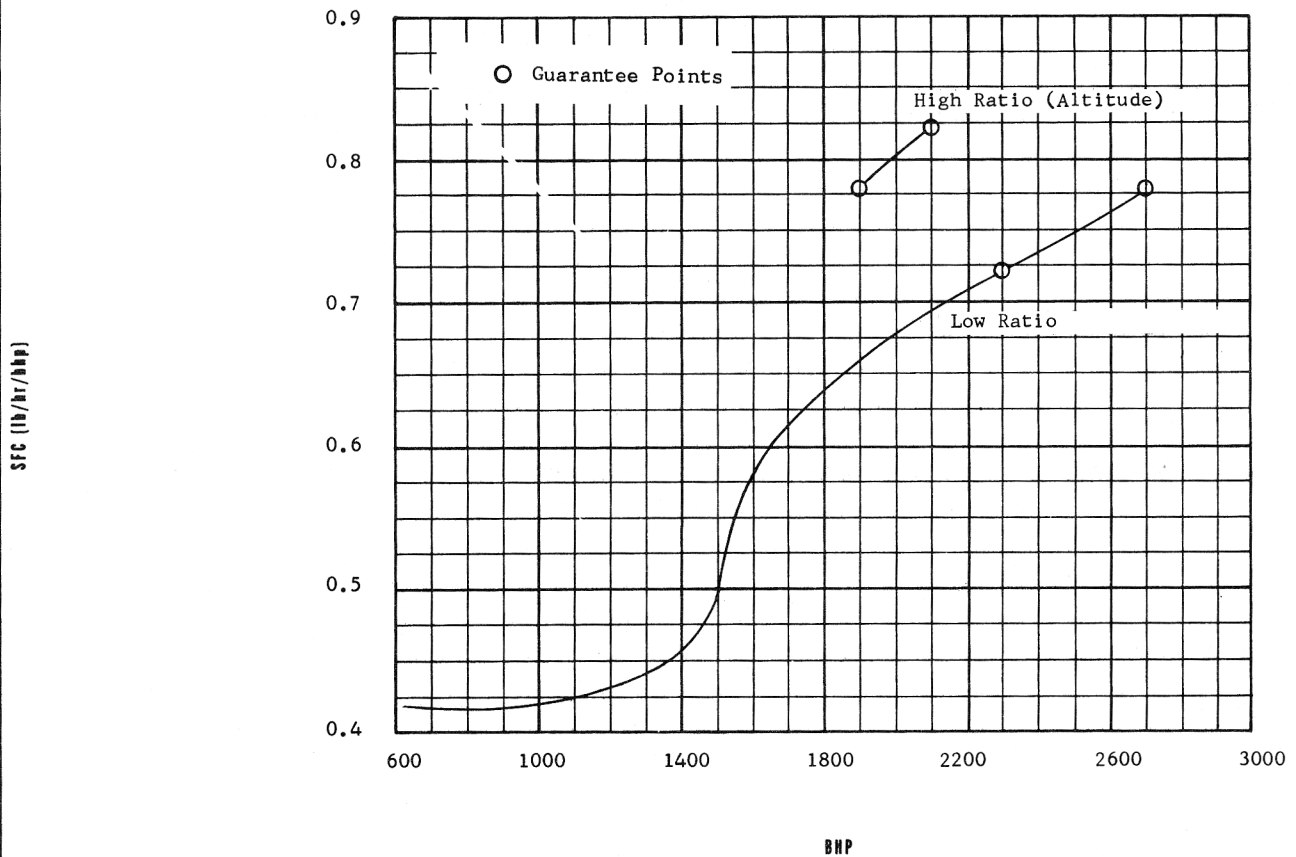
GUARANTEED RATINGS

RATING	HORSE POWER	RPM	ALTITUDE (ft)	SFC (lb/hr/bhp)
TAKEOFF (5 MIN)	2700	2800	S. L.	.78
	3150 (wet)	2800	S. L.	
MILITARY LOW RATIO (30 MIN)	2700	2800	S. L. - 3,700	.78
HIGH RATIO	2100	2600	14,500	.82
NORMAL LOW RATIO (CONT)	2300	2600	S. L.	.72
LOW RATIO	2300	2600	6,200	.72
HIGH RATIO	1900	2600	17,000	.78
MAX ECON CRUISE	1380			
MAX ALTITUDE (30,000 FT)				

ESTIMATED RATINGS

COMBAT (5 MIN)	3150 (wet)	2800	S. L.	.62
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NACA STANDARD TEMPERATURE AND PRESSURE
100% RAM RECOVERY - SEA LEVEL



NOTES

The -26WB, -26WC, -26WD engines incorporate modifications to improve the durability and reliability of the -26WA engine.