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Radial Engine  
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Whitney R 1830

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And Whitney Radial  
Engine  
The Pratt & Whitney  
R-4360 Wasp Major  
is an American

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28-cylinder four-row radial piston aircraft engine designed and built during World War II, and the largest-displacement aviation piston engine to be mass-produced in the United States. It was the last of the Pratt & Whitney Wasp family, and the culmination of its maker's piston engine

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technology, but the war was over before it could power airplanes into combat. It did, however, power many of the last generation of large piston-engined aircraft

Pratt & Whitney  
R-4360 Wasp Major -  
Wikipedia  
The Pratt & Whitney

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R-2800 Double Wasp is an American twin-row, 18-cylinder, air-cooled radial aircraft engine with a displacement of 2,800 cubic inches (46 L), and is part of the long-lived Wasp family of engines. The R-2800 saw widespread use in many important American aircraft

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R-2800 Double Wasp  
- Wikipedia

The Pratt & Whitney  
R-985 Wasp Junior is  
a series of nine-  
cylinder, air-cooled,  
radial aircraft engines  
built by the Pratt &  
Whitney Aircraft  
Company from the

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1930s to the 1950s.

These engines have a displacement of 985 in<sup>3</sup>; initial versions produced 300 hp (220 kW), while the most widely used versions produce 450 hp (340 kW).

The History of the  
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R985 radial engine  
restoration photos  
and video of initial  
start.

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This Engine Was  
Invented In The  
1930s And Is Pure  
Engineering Bliss!  
The R-2800 Double  
Wasp is an American  
made, 18-cylinder  
radial engine which  
was the most  
powerful engine of its  
type in the world  
during that time.

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Cutaway: How It  
Works ...

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an R 1830 radial  
engine and video of  
the very first start.

Restoration photos of  
an R 1830 radial  
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the very first start.

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The Pratt & Whitney R-1340 Wasp is an aircraft engine of the radial engine type that was widely used in American aircraft from the 1920s onward. It was the Pratt & Whitney aircraft company's first engine, and the first of the famed Wasp series. It was a single-row, nine-

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cylinder, air-cooled,  
radial design, and  
displaced 1,344 cubic  
inches; bore and  
stroke were both 5.75  
in. A total of 34,966  
engines were  
produced. R-1340  
Wasp The first Pratt  
& Whitney Wasp  
Type Radial engine  
National origin Unit

Pratt & Whitney

*Page 20/38*

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Wikipedia  
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Largest Radial Engine  
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Specialists 2013 Reno  
Air Races The 50th  
Annual National  
Championship Air  
Races will run from

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September 11  
through 15, 2013. All  
six classes of aircraft  
race every day from  
Wednesday through  
Sunday.

Curtiss-Wright and  
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Overhaul ...  
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the Pratt & Whitney  
Canada (PWC)  
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website to learn more  
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opportunities.  
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Home - Pratt &  
Whitney  
OK, the numeric part  
of the model  
designation for a  
radial engine is its

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CID (Cubic Inch Displacement). Then a R-4360 had a CID of 4360. Since this engine has 56 cylinders, and is purported to be two R-4360 engines bolted together, it should be a R-8720 not a R-5600. As  $2 \times 4360 = 8720$ . Now lets see if Pratt & Whitney ever made a



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Is this a real engine? -  
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The Pratt & Whitney  
Radial Engine on our  
SNJ-5 is a R-1340  
model with 600  
horsepower. These  
radials are sometimes  
referred to as  
“ round motors ”  
because of the way

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cylinders are arrayed about the prop shaft. The P&W R-1340 has 9 cylinders. General characteristics of the Pratt & Whitney Radial Engine: Type: Nine-cylinder single-row supercharged air-cooled radial engine; Bore: 5.75 in (146 mm) Stroke: 5.75 in (146 mm) Displacement: 1,344

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in3 (22 L) Diameter:  
51.75 in (1.314 m)

Pratt & Whitney  
Radial Engine:  
R-1340 | Pearl  
Harbor Warbirds  
P&W R-4360 The  
Pratt & Whitney  
R-4360 "Wasp Major"  
was the largest  
aircraft piston engine  
to be mass produced  
in the United States.

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Although it found extensive military application, its 28 cylinders, 56 manually-adjustable valves, and 56 spark plugs prevented it from finding favor with the airlines.

P&W R-4360  
Sun Air Parts  
specializes in the  
supply of Pratt &

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Whitney piston engines, parts, tools (PWA & TAM Tools), and accessories for the R-985, R-1340, R-1830, R-2000, and R-2800 engines. We have all the parts for the R-985 and R-1340 engines in stock as well as magnetos, carburetors, starters, fuel pumps, and

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R-1830 Twin Wasp  
radial engine on a  
B-24 Liberator,  
Duxford, UK. Model of  
the GP7200 Engine  
Designed and  
manufactured by GE  
Aviation and Pratt  
Whitney Model of the

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manufactured by GE  
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Engine High  
Resolution Stock  
Photography ...

Pratt and Whitney  
R-2800 Double Wasp  
Heat dissipation was  
correspondingly more  
of a problem for  
radial engines and  
this meant that for  
the R-2800, the cast  
or forged cooling fins  
of previous designs



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had to be discarded.  
Cooling fins needed  
to be so thin and of  
such a fine pitch that  
they had to be  
machined from a  
solid metal forged  
head.

Pratt and Whitney  
R-2800 Double Wasp  
In 1970 Kenneth  
Miller went to work  
for Bob, that is when

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it all took off on  
building the Best  
R-1340 & R-985  
Pratt & Whitney  
Engines. Younkin  
Aviation has supplied  
Air Tractor, Thrush,  
Ag Cat, with new  
rebuild engines for  
new crop duster  
airplanes for many  
years.

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Pratt and Whitney  
Engine Specialists  
The Pratt & Whitney  
R-985 Wasp Junior is  
a series of nine-  
cylinder, air-cooled,  
radial aircraft engines  
built by the Pratt &  
Whitney Aircraft  
Company from the  
1930s to the 1950s.  
Note that the engines  
are not the exact  
same models. Left

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Engine - R-985-AN-1,  
Right Engine -  
R-985-AN-14B  
Grumman Goose  
N789 Left Engine -  
R-985-AN-1

AAM - Engines- Pratt  
& Whitney  
Pratt & Whitney Twin  
Wasp R-1830-92  
Radial Engine  
Designed in 1930, the  
14-cylinder, 597 kW

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(800 hp) Twin Wasp engine was first used in the Martin 130 China Clipper that inaugurated trans-Pacific commercial operations in 1935. 1 of 7 Pratt & Whitney Twin Wasp R-1830-92 Radial Engine

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