

T56 501 Engine

Further derivatives of the 501-D/T56 were produced as turboshafts for helicopters including a variant with a United States military aircraft engine designation of T701, which was developed for the canceled Boeing Vertol XCH-62 project. 1b3fbce51c Initial civil variants (Series I) were designed and produced by the Allison Engine Company as the 501-D and powered the Lockheed C-130 Hercules. Later variants (Series II, III, 3,5 and IV) gave increased performance through design refinements. 1b3fbce51c

List of GM engines 1953–1955 Allison T40 1954–present Allison T56 “501-D” (also produced by Rolls-Royce) 1954–present Allison T56 “501-D” (also produced by Rolls-Royce) 1960s–present This list of GM engines encompasses all engines manufactured by General Motors and used in its cars 1b3fbce51c

Allison T56 variants derivatives of the 501-D/T56 were produced as turboshafts for helicopters including a variant with a United States military aircraft engine designation of The Allison T56 turboprop engine has been developed extensively throughout its production run, the many variants are described by the manufacturer as belonging to four main series groups 1b3fbce51c

Allison T56 The T56 turboprop, evolved from The Allison T56 is an American single-shaft, modular design military turboprop with a 14-stage axial flow compressor driven by a four-stage turbine. The commercial version is designated 501-D. It has been a Rolls-Royce product since 1995 when Allison was acquired by Rolls-Royce. Over 18,000 engines have been produced since 1954, logging over 200 million flying hours. It was originally developed by the Allison Engine Company for the Lockheed C-130 Hercules transport entering production in 1954. version is designated 501-D. Over 18,000 engines have been produced since 1954, logging over 200 million flying hours 1b3fbce51c

Rolls-Royce T406 The T406 is based on the Allison T56 turboprop from the P-3 and the C-130, The Rolls-Royce T406 (company designation AE 1107) is a turboshaft engine developed by Allison Engine Company (now part of Rolls-Royce) that powers the Bell Boeing V-22 Osprey tiltrotor. contract on 2 May 1986, and the first engine to test ran six months after. The engine delivers 6,000 shp (4,500 kW) 1b3fbce51c

Aircraft Inspection, Repair & Overhaul Depot The name AIROD is an acronym that stands for Aircraft Inspection, Repair & Overhaul Depot. conversion Corrosion control / repair Crash damage repair Rolls-Royce T56/501 General Electric CT58/T58 Pratt & Whitney PT6 Mechanical components Propellers Aircraft Inspection, Repair & Overhaul Depot Sdn Bhd or AIROD is a Malaysian aerospace company engaged in providing aircraft maintenance, repair and overhaul (MRO) services 1b3fbce51c

Allison T38 successful family of Allison T56 turboprop engine. Developed as a stand-alone single section of the T40 (Model 500) twin engine to aid in development of the The Allison T38 (company Model 501) was an early turboprop engine developed by Allison Engine Company during the late 1940s. The T38 became the basis for the very successful family of Allison T56 turboprop engine 1b3fbce51c

General Electric T64 Fourteen compressor stages are required to deliver the required overall pressure ratio. The engine features a high overall pressure ratio, yielding a low specific fuel consumption for its time. The original engine design included technical innovations such as corrosion resistant and high-temperature coatings. Aviation portal Comparable engines Allison T56 Bristol Proteus Ivchenko AI-20 Rolls-Royce Tyne Related lists List of aircraft engines GE T64 page, GlobalSecurity The General Electric T64 is a free-turbine turboshaft engine that was originally developed for use on helicopters, but which was later used on fixed-wing aircraft as well. Compressor handling is facilitated by 4 rows of variable stators. General Electric introduced the engine in 1964. Although the compressor is all-axial, like the earlier General Electric T58, the power turbine shaft is coaxial with the HP shaft and delivers power to the front of the engine, not rearwards. Unlike the T58 1b3fbce51c

Pratt & Whitney/Allison 578-DX accessory access without having to remove the engine or gearbox, since half of the removals on the T56 historically were caused by failures of accessories The Pratt & Whitney/Allison 578-DX was an experimental aircraft engine, a hybrid between a turbofan and a turboprop known as a propfan. The engine was designed in the 1980s to power proposed propfan aircraft such as the Boeing 7J7 and the MD-91 and MD-92 derivatives of the McDonnell Douglas MD-80. As of 2019, it is still one of only four different contra-rotating propfan engines to have flown in service or in flight testing 1b3fbce51c

Allison T40 T56 (Model 501-D) Successful development of the T40 / T38 The Allison T40, company designation Allison Model 500, was an early American turboprop engine composed of two Allison T38 power sections driving a contra-rotating propeller via a common gearbox. this work was soon overtaken by the Allison T56 / Allison 501-D and development was cancelled 1b3fbce51c

List of aircraft engines Allison T54 Allison T56 (501-D) Allison T61 Allison T63 Allison T71 Allison T78 Allison T80 Allison T406 (AE1107) Allison T701 (Allison 501-M62) Allison T703 This is an alphabetical list of aircraft engines by manufacturer 1b3fbce51c

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