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ENGINE START UP! General
Electric CF6 80C2, AMAZING~~

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~~SOUND!!~~ **Boeing 767 GE CF6**

Power Engine Run ~~CF6-80~~

~~Engine wash~~ **Boeing 747 GE**

CF6-80C2 engine change

*CF6-80C2 - Spinner Removal
and Installation - GE*

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Engine Shout Out !!! GE-90,
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CFM56, JT8D....@ St. Kitts~~

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General Electric CF6-80E1

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For A330 Blue Sky Star
(preview) *CF6-80C2 - Oil
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The CF6-80 series are high-bypass turbofan engines with a thrust range of 48,000 to 75,000 lb (214 to 334 kN).

Although the HP compressor still has 14 stages, GE did

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take the opportunity to tidy-up the design, by removing the empty air passage at compressor exit. The -80 series is divided into three distinct models. CF6-80A

~~General Electric CF6~~

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~~Wikipedia~~

The CF6-80A and -80C2 engines are known for their high reliability, and this was evident during extended twin operations (ETOPS) testing. Both engines received 180-minute ETOPS

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approval on the Boeing 767,
and the CF6-80C2 engine
received 138-minute ETOPS
approval on the A300 and
A310 aircraft that allowed
twin-engine aircraft
operations over large bodies
of water.

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~~The CF6 Engine | GE Aviation~~
Ge Cf6 80 Engines The
General Electric CF6, US
military designation F103,
is a family of high-bypass
turbofan engines produced by
GE Aviation. Based on the

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TF39, the first high-power high-bypass jet engine, the CF6 powers a wide variety of civilian airliners. The basic engine core also powers the LM2500, LM5000, and LM6000 marine and power ...

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Ge Cf6 80 Engines The
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The F.A.A. said that the bearings were wearing out prematurely on eight G.E. CF6-80 engines in American Airlines' 767 fleet. Delta Air Lines is also flying

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767's equipped with the engines, but it ...

~~F.A.A. TO MONITOR G.E JET
ENGINES — The New York Times~~
More than 680 CF6-80E
engines have been delivered
to 35 operators. The CF6-80E

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engine incorporate many technology advances, which along with proactive maintenance and operational procedures, have helped to increase the engine's time on wing. GE's CF6 engines are among the most utilized

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and reliable in the
industry.

~~LEVEL selects CF6 engines
for its Airbus ... GE
Aviation~~

General Electric CF6-6
Turbofan Engine, Cutaway

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Following the September 1967 commitment of corporate funds to develop the engine, the General Electric CF6-6 turbofan was selected in April 1968 to power the McDonnell Douglas DC-10 Series 10 intermediate-range

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transport aircraft then on
order by United Air Lines
and American Airlines.

~~General Electric CF6-6
Turbofan Engine, Cutaway |
National ...~~

In September, GE Aircraft

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Engines issued a press release celebrating the 30th anniversary of the CF6. "The CF6 engine program has established an impressive operational record, including more ...

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~~ENGINES HAD BEEN A WORRY FOR YEARS — New York Post~~

CF6-80E1. The newest member and highest thrust model of the CF6 family, the -80E is capable of generating up to 72,000 lbs. of thrust and powers the Airbus Multi Role

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Tanker Transport (MRTT) in
Australia and Saudi Arabia.
Download Data Sheet.

~~The F138 Engine | GE
Aviation~~

Technical Manual Index –
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Following is the CF6
Component Maintenance Manual
Section and Appendix A of
the Technical Manual Index.
APPENDIX A reflects the BAE
General Practices Manual
sections; previously issued
as CMM GEK 99373. Section

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copies are available by
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or from BAE at cs-customer.s
ervice@baesystems.com

~~CF6 Component Maintenance
Manual Section ... GE~~

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~~Aviation~~

an Alitalia Airbus A330-202
departs from Rome Fiumicino
Leonardo da Vinci intl.
airport to New York Newark;
this A330 uses GE CF6-80.

~~Airbus A330 ENGINE SOUND GE~~

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~~CF6-80 (General Electric) |
Full HD 1080p~~

The unsafe condition described previously is likely to exist or develop on other GE CF6-80 series turbofan engines of the same type design. This AD

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requires rework of the dovetail slot bottom of certain stage 1 rotor disks. The disks must pass an inspection to qualify for the rework.

~~Airworthiness Directives;~~

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~~General Electric Company (GE~~

~~...)~~

CF6-80C2 engines
(F138-GE-100) will power the
C-5M Super Galaxy heavy
strategic airlift aircraft
for many years to come.
Compared to older C-5s

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(A/B/C models), the C-5M has a 58% faster time-to-climb capability, provides a 20% increase in cargo payload, and also comes with a 34% improvement in cost per flying hour.

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~~General Electric CF6
(F103/F138) Turbofan Engine
+ PowerWeb~~

CF6-80 CF6-80C2K1F Engine
for the Kawasaki C-2 CF6
with cutouts at The National
Air and Space Museum in
Washington, D.C. cutouts

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detail : compressor at right, combustor in center, and turbine at left. The CF6-80 series are high-bypass turbofan engines with a thrust range of 48,000 to 75,000 lb (214 to 334 kN). Although the HP compressor

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still has 14 stages, GE did take the opportunity to tidy-up the design, by removing the empty air passage at compressor exit.

~~General Electric CF6~~

~~WikiMili, The Best Wikipedia~~

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~~Reader~~

CTS Engines offers its Maintenance, Repair, and Overhaul (“MRO”) customers outstanding service and value for full overhauls of the GE CF6-80C2, CF6-80A, CF6-50 and PW2000 series

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engines. We are committed to lowering our airline partners' per cycle engine maintenance costs, while at the same time maximizing length of time on-wing.

~~About Us — CTS Engines~~

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General Electric CF6-80 series engine is a high-bypass turbofan engine with a thrust range of 48,000 to 75,000 lb (214 to 334 kN). It is an advanced development of the earlier successful General Electric

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CF6-50 series engine.

~~General Electric CF6 80~~
~~bioreference.net~~

GE Aviation. GE Aviation, an operating unit of GE (NYSE: GE), is a world-leading provider of jet and

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turboprop engines, as well as integrated systems for commercial, military, business and general aviation aircraft. GE Aviation has a global service network to support these offerings. Follow GE

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~~Commercial Engines | GE
Aviation~~

GE Aviation CF6-80C2 Engine
The CF6-80C2 is certified on
several widebody aircraft

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models, and Delta TechOps has serviced these engines since 1982.

~~CF6-80C2 Engine — Delta TechOps | CF6-80C2~~

A rotating disk within the General Electric Co. CF6-80

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engine had an “internal inclusion,” meaning foreign debris became embedded within the nickel- and chromium-based alloy designed to withstand the heat and high stresses of a jet engine, according to the

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NTSB.

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