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Cf6 50 Engine

The CF6-50 series are high-bypass turbofan engines rated between 51,000 and 54,000 lb (227.41 to 240.79 kN,

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or '25 tons') of thrust. The CF6-50 was developed into the LM5000 industrial turboshaft engines. It was launched in 1969 to power the long range McDonnell Douglas DC-10-30, and was derived from the earlier CF6-6.

General Electric CF6 - Wikipedia

Selected to power the DC-10 series 30 aircraft, and later

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selected to power the new Airbus A300 and Boeing 747, the CF6-50 is a 46,000-54,000 pound thrust derivative of the CF6-6. CF6-80A In the late 1970s, an advanced model in the CF6 family was introduced for new short-to-medium range commercial jets.

The CF6 Engine | GE Aviation

The CF6-50 series are high-bypass turbofan

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**General Electric CF6
- WikiMili, The Best**

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Wikipedia Reader

The CF6-50 is heading for retirement. KLM still has a few of these engines, but their market value is very limited. After 43 years of service, we handed one of our last CF6-50 engines over to science. The engine was donated to the Delft University of Technology (TU Delft), where it was offloaded and stored in the technical workshop

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used by the students of
the Aerospace
Engineering faculty.

Farewell to One of Our Last GE CF6-50 Engines - KLM Blog

CF6. MTU has been a
risk-and-revenue
sharing partner in this
GE Aviation engine
program since 1971,
when the company
produced the first parts
for the CF6-50. In the
meantime, MTU
manufactures parts for

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the entire CF6 family (CF6-6, CF6-80A, -80C, -80E). The CF6 is a two-shaft turbofan which powers medium- to long-haul Airbus and Boeing wide-body aircraft.

CF6 - MTU Aero Engines

CF6-50 MRO SERVICES
A FULL SERVICE
OVERHAUL FACILITY
CTS Engines provides
services for the full
restoration of an

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engine's gas path - including the overhaul of the compressor, combustor, and turbine. Removal, replacement, and reinstallation of compressor and turbine blades

CF6-50 MRO Services - CTS Engines

The General Electric CF6 is a two-spool high-bypass turbofan engine designed to power

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large wide-body aircraft. The CF6 has a long-standing proven operational record having accumulated more than 400 million flight operating hours with more than 250 customers since it entered commercial service in 1971.

General Electric CF6 (F103/F138) Turbofan Engine | PowerWeb

The CF6 engine family

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has a power range of up to 313 KN (72,000 lb) of thrust, and powers other aircraft including the Boeing 747 and 767, McDonnell Douglas MD-11, and Airbus Industrie A300, A310 and A330. The artifact is displayed in a simulated engine test cell.

**General Electric
CF6-6 Turbofan
Engine, Cutaway |**

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National ...

Technical Manual Index
- October 1, 2020 Page
1/1 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 copies
are available by
contacting aviation.flee

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tsupport@ge.com or
from BAE at cs-customer.service@baesystems.com

CF6 Component Maintenance Manual Section Appendix A

CF6-50. Selected to power the DC-10 series 30 aircraft, and later selected to power the new Airbus A300 and Boeing 747, the CF6-50 is a 46,000-54,000 pound thrust derivative of the CF6-6.

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The CF6 Engine | Engines | Commercial | GE Aviation

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 engines. We are committed to lowering our airline partners’ per cycle engine

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maintenance costs, while at the same time maximizing length of time on-wing.

About Us - CTS Engines

CF6-80C2 Engine. The CF6-80C2 is certified on several widebody aircraft models, and Delta TechOps has serviced these engines since 1982. Services. Modification, repair and overhaul. Full Restoration/Overhaul

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(All Modules) Hospital
Visit (Check/Repair)
Light Maintenance
(Minimal penetration)
Performance
restoration (Gas Path)
Engine Test Cell runs

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

Features: • Licensed by
GE Aviation to
accommodate CF6-50
engines used on B747
aircraft during
shipment, removal,

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installation & shop maintenance. • Quick tie-down forward, aft stabilizer & aft engine mounts with pinned connections. • Suitable for truck shipment as standard size load.

Engine GSE and MRO | AGSE

Welcome To
CF6-80stands.com: The
CF6-80 engine made
by General Electric has
been a great success
with Airlines and

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Operators Worldwide.
CF6-80stands provides
you with a solution for
your CF6-50 and
CF6-80 Engine
transportation
requirements. From
short term storage to
engine transportation
we have the solution.

CF6-80stands.com

New shrouds will cost
approximately \$63,250
for the CF6-50 engines,
and \$87,020 for the
CF6-80C2 engines.

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Based on these figures, the total cost to retrofit all installed US registered engines is estimated to be \$85,096,038 over a five year period, or \$17,019,207 annually.

Airworthiness Directives; General Electric Company CF6-50 ...

The CF6-50 series are high-bypass turbofan engines rated between 51,000 and 54,000 lb

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(227.41 to 240.79 kN, or '25 tons') of thrust. The CF6-50 was developed into the LM5000 industrial turboshaft engines. It was launched in 1969 to power the long range McDonnell Douglas DC-10-30, and was derived from the earlier CF6-6.

**General Electric CF6
- Infogalactic: the
planetary ...**

Model 4038
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accommodates both CF6-50 and CF6-6 engine types. Model 4038 is fully height adjustable, made from stainless and structural steel, and comes in DAE blue with Skydrol resistant paint. One set includes two forward and two aft pedestal stands. Shipping dimensions for a set are 72" H x 65" L x 65" W.

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