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The CF34 Engine Setting the standard for the regional aviation industry In 1992, GE's CF34 engine family helped launch a new era in regional jet aviation. More than 140 million flight hours and 113 million flight cycles later, it continues to set the standard for performance, durability and world-class reliability.

The CF34 Engine | GE Aviation

The General Electric CF34 is a civilian high-bypass turbofan developed by GE Aircraft Engines from its TF34 military engine. The CF34 is used on a number of business and regional jets, including the Bombardier CRJ series, the Embraer E-Jets, and the Chinese ARJ21. In 2012, there were 5,600 engines in service.

General Electric CF34 - Wikipedia

The CF34 Engine Setting the standard for business reliability Since its service entry on the

Challenger 601 Corporate Jet, the CF34 has earned an industry leading reputation as one of the cleanest, quietest, and most fuel efficient engines in its class. The CF34 turbofan engine class has over 80 million flight hours.

The CF34 Engine | GE Aviation

In 1992, GE's CF34 engine family helped launch a new era in regional jet aviation. More than 100 million flight hours and 80 million flight cycles later, it continues to set the standard for performance, durability and world-class reliability. Today, the CF34 engine family is in greater demand than ever before, with more than 470 orders in 2013 ...

The CF34 Engine | Engines | Commercial | GE Aviation

General Electric Cf34 Jet Engine The General Electric CF34 is a civilian high-bypass turbofan developed by GE Aircraft Engines from its TF34 military engine. The CF34 is used on a number of business and regional jets , including the Bombardier CRJ series, the Embraer E-Jets , and the Chinese ARJ21 . General Electric CF34 - Wikipedia

General Electric Cf34 Jet Engine

The military version TF34 which powers the U.S. Air Force A-10 and U.S. Navy S-3A, was a key factor in developing engines for the regional jet market. There have been 10 versions of the CF34 to...

General Electric Aviation□s CF34 Engine | Aviation Pros

The CF34-3A1/-3B Turbofan (Business Jet) Technical Manual Index has been reformatted as follows: Engine Manuals and Supporting Manuals - Section 1 □EM (Engine Manuals) Section 2 □Supplementary Support Manuals Section 3 □BAE General Practices Manual Sections

CF34-3A1/-3B Turbofan (Business Jet) Technical Manual ...
Developed by GE Aircraft Engines during the late 1960s, the original engine comprises a single stage fan, driven by a 4-stage low pressure (LP) turbine, supercharging a 14-stage high pressure (HP) compressor, driven by a 2-stage HP turbine. An annular combustor is featured. The TF34-GE-400A is rated at 9,275 lbf (41.26 kN) static thrust.

General Electric TF34 - Wikipedia
Technical Manuals Indexes. GE's Customer Web Center allows you to browse engine shop manuals, illustrated parts catalogs, service bulletins and more with just a click. For more information, contact your GE representative or our Aviation Operations Center (AOC) at 1-877-432-3272 (U.S.) or +1-513-552-3272 (International).

Technical Manuals Indexes | GE Aviation
GE Aviation. GE Aviation, an operating unit of GE (NYSE: GE), is a world-leading provider of jet and 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 Aviation on Twitter and YouTube.

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CF34-3/-8. We are the first independent repair and overhaul company to hold Authorized CF34CF34-3/-8 Service Provider status. Whether your engine or components need repair or overhaul...

GE Aviation - StandardAero
The General Electric Passport is a turbofan developed by GE Aviation for large business jets. It was selected in 2010 to power the Bombardier Global 7500/8000, first ran on June 24, 2013 and first flew in 2015. It was certified in April 2016 and powered the Global 7500 first flight on November 4, 2016, before its 2018 introduction. It produces 14,000 to 20,000 lbf of thrust, a range previously covered by the General Electric CF34. A smaller scaled CFM LEAP, it is a twin-spool axial engine with a

General Electric Passport - Wikipedia
GE Aviation is committed to providing leading propulsion systems for business and general aviation (B&GA) customers around the world. We provide jet engines for small and large cabin business aviation aircraft and turboprop engines for B&GA operators.

Engines | Business & General Aviation | GE Aviation
The Bombardier CRJ1000 Engine is based on the General Electric CF34-8C5 series of engines. Two of the following engines are mounted in the tail section of the CRJ1000 regional jet. The CRJ1000 actually has 3 options for engines according to the CRJ1000's FAA type

certificate and press releases from GE Aviation.

Bombardier CRJ1000 Engine - GE CF34-8C5A1 CF34-8C5A2 ...
Detailed information about the General Electric TF34 military aircraft engine, which powers the A-10 Thunderbolt II ground attack close-air-support aircraft.

General Electric TF34 Turbofan Engine | PowerWeb
The jet is powered with General Electric CF34-8E engines of 14,200 pounds (62.28 kN) thrust each. E175 The E175 was first delivered to and entered service with Air Canada in July 2005. The E175 is a slightly stretched version of the E170 and first entered revenue service in July 2005.

Embraer E-Jet family - Wikipedia
This video describes the basic diagnosis and maintenance procedures to reduce or eliminate N1 vibration as induced by fan blade and fan blade pin lubrication...

CF34-8 - Fan Blade Pin Lubrication Maintenance Highlights ...
The General Electric J47 turbojet (GE company designation TG-190) was developed by General Electric from its earlier J35. It first flew in May 1948. The J47 was the first axial-flow turbojet approved for commercial use in the United States. It was used in many types of aircraft, and more than 30,000 were manufactured before production ceased in 1956.

Please note that the content of this book primarily consists of articles available from Wikipedia or other free sources online. Pages: 24. Chapters: General Electric CF6, General Electric GEnx, General Electric GE90, General Electric F414, General Electric J79, General Electric F404, General Electric YF120, General Electric T700, General Electric J85, General Electric F110, General Electric J47, General Electric TF39, General Electric GE38, General Electric CF34, General Electric T58, General Electric T31, General Electric T64, General Electric F118, General Electric CJ805, General Electric J31, General Electric F101, General Electric GE4, General Electric CF700, General Electric J73, General Electric CJ610, General Electric J97, General Electric GE36, General Electric TF34, General Electric YJ101. Excerpt: The General Electric CF6 is a family of high-bypass turbofan engines. A development of the first high-power high-bypass jet engine available, the TF39, the CF6 powers a wide variety of civilian airliners. The basic engine core formed the basis for the LM2500, LM5000, and LM6000 marine and power generation turboshaft. GE Aviation intends to replace the CF6 family with the GEnx. CF6 high-bypass turbofanAfter the successful development in the late 1960s of the TF39 for the C-5 Galaxy, GE offered a more powerful development for civilian use as the CF6, and quickly found interest in two designs being offered for a recent Eastern Airlines contract, the Lockheed L-1011 and McDonnell Douglas DC-10. Although the L-1011 would eventually select the Rolls-Royce RB211, the DC-10 stuck with the CF6, and entered service in 1971. It was also selected for versions of the Boeing 747. Since then, the CF6 has powered versions of the Airbus A300, 310 and 330, Boeing 767, and McDonnell Douglas MD-11. The NTSB issued

warnings regarding the cracking of the high pressure compressor in 2000 and failure of the low pressure turbine rotor disks in 2010. The CF6-6 was a development of...

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The NACA and aircraft propulsion, 1915-1958 -- NASA gets to work, 1958-1975 -- The shift toward commercial aviation, 1966-1975 -- The quest for propulsive efficiency, 1976-1989 -- Propulsion control enters the computer era, 1976-1998 -- Transiting to a new century, 1990-2008 -- Toward the future

This landmark joint publication between the National Air and Space Museum and the American Institute of Aeronautics and Astronautics chronicles the evolution of the small gas turbine engine through its comprehensive study of a major aerospace industry. Drawing on in-depth interviews with pioneers, current project engineers, and company managers, engineering papers published by the manufacturers, and the tremendous document and artifact collections at the National Air and Space Museum, the book captures and memorializes small engine development from its earliest stage. Leyes and Fleming leap back nearly 50 years for a first look at small gas turbine engine development and the seven major corporations that dared to produce, market, and distribute the products that contributed to major improvements and uses

of a wide spectrum of aircraft. In non-technical language, the book illustrates the broad-reaching influence of small turbinesfrom commercial and executive aircraft to helicopters and missiles deployed in recent military engagements. Detailed corporate histories and photographs paint a clear historical picture of turbine development up to the present. See for yourself why The History of North American Small Gas Turbine Aircraft Engines is the most definitive reference book in its field. The publication of The History of North American Small Gas Turbine Aircraft Engines represents an important milestone for the National Air and Space Museum (NASM) and the American Institute of Aeronautics and Astronautics (AIAA). For the first time, there is an authoritative study of small gas turbine engines, arguably one of the most significant spheres of aeronautical technology in the second half o

This book provides a comprehensive basics-to-advanced course in an aero-thermal science vital to the design of engines for either type of craft. The text classifies engines powering aircraft and single/multi-stage rockets, and derives performance parameters for both from basic aerodynamics and thermodynamics laws. Each type of engine is analyzed for optimum performance goals, and mission-appropriate engines selection is explained. Fundamentals of Aircraft and Rocket Propulsion provides information about and analyses of: thermodynamic cycles of shaft engines (piston, turboprop, turboshaft and propfan); jet engines (pulsejet, pulse detonation engine, ramjet, scramjet, turbojet and turbofan); chemical and non-chemical rocket engines; conceptual design of modular rocket engines (combustor, nozzle and turbopumps); and conceptual design of different modules of aero-engines in their design and off-design state. Aimed at graduate and final-year undergraduate students, this textbook provides a

thorough grounding in the history and classification of both aircraft and rocket engines, important design features of all the engines detailed, and particular consideration of special aircraft such as unmanned aerial and short/vertical takeoff and landing aircraft. End-of-chapter exercises make this a valuable student resource, and the provision of a downloadable solutions manual will be of further benefit for course instructors.

There is an increasing emphasis in aeronautical engineering on design. Concentrating on large scale commercial jet aircraft, this textbook reflects areas of growth in the aircraft industry and the procedures and practices of civil aviation design.

A reference work describing every major aeroplane engine manufacturer throughout the world, together with its products, from the pioneering days to the recent engines. Each aero engine is within its technological and historical context with power plants of all nationalities illlustrated. The human element of the story is also included with the personal struggles that resulted in such notable engines as the Rolls-Royce Merlin and the Pratt & Whitney P6 being related.

Because of the important national defense contribution of large, non-fighter aircraft, rapidly increasing fuel costs and increasing dependence on imported oil have triggered significant interest in increased aircraft engine efficiency by the U.S. Air Force. To help address this need, the Air Force asked the National Research Council (NRC) to examine and assess technical

options for improving engine efficiency of all large non-fighter aircraft under Air Force command. This report presents a review of current Air Force fuel consumption patterns; an analysis of previous programs designed to replace aircraft engines; an examination of proposed engine modifications; an assessment of the potential impact of alternative fuels and engine science and technology programs, and an analysis of costs and funding requirements.