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and testing services to owners and operators of early-stage commercial jet engines worldwide, specializing in the overhaul of the CF6-80C2, CF6-80A, CF6-50, and PW2000. Globally, the company ...

CTS Engines Names Robert Longoria New VP Transformation
Services: USAF Propulsion: 3x GE CF6-50C2 turbofan engines Speed: 619 mph Range: 4,400 miles (with cargo) Maximum Fuel Load: 356,000 lbs Crew: Four (pilot, co-pilot, flight engineer and ...

KC-10 Extender
Jet engines for commercial airliners tend to develop in evolutionary rather than revolutionary ways – a

development path best appreciated during long flights over the Pacific. And in many ways, the ...

Boeing's 'More Electric' 787 Dreamliner Spurs Engine Evolution

United Airlines Boeing 767-400 ER Extended Range with 2x CF6-80 engines aircraft landing at ... [+] Amsterdam Schiphol International Airport AMS EHAM in The Netherlands, the Dutch capital.

Is United Airlines Stock Poised For Sizable Gains?

[Updated 3/31/2021] - Air Travel Demand And Southwest Order To Push Boeing Stock Higher In January, Boeing (NYSE: BA) entered into a $2.5 billion agreement with the

U.S. Department of Justice ...

United Airlines Order A Boon For Boeing?

"After observing the success of our SPAH and the rapid growth in strategic engine repairs, we have an immediate need to expand our capacity. Now with the completion of our Helsinki SPAH expansion, we ...

GA Telesis Engine Services Announces Opening of Expanded Helsinki Specialized Procedures Aeroengine Hospital – SPAH

Fort Lauderdale, FL – CTS Engines, a global MRO leader for mature jet engines, today proudly announced the hiring of Robert Longoria as Vice President of Transformation. In this

newly designed ...

CTS Engines Names Robert Longoria New VP Transformation
and General Electric CF6-80C2 turbine engines. GATES has an integrated test cell capable of up to 100,000 pounds of thrust and can overhaul up to 200 engines per year. GATES Go-Team is also one of ...

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Five General Electric (GE) CF6-50 turbofan engines were tested at the GE overhaul facility in Ontario, California, to quantify and determine the variability of the exhaust emission levels. The effects of heavy maintenance on these emission levels were also studied. Only two of the engines tested actually received major maintenance. Consequently, the data collected is limited in quantity. Conclusions, observations, and recommendations are presented based on this limited data base. No correlation of exhaust emission levels and type of maintenance was possible. The exhaust emission levels of carbon monoxide (CO) and oxides of nitrogen (NOx) have been determined; total hydrocarbon

(THC) levels are not quantified. The variability of the CO and NOx species is less than five percent, THC variability is almost 30 percent. The engine emissions did not meet the current or proposed federal standards. Ninety percent of the turbine engine exhaust emissions are produced at the idle power mode. The operational parameters for this important (from the stand-point of emission data collection) mode are vague and should be more defined. The type of fuel used for emission testing has a significant effect on the resultant exhaust emission levels. (Author).

The variation in emissions over the exhaust area of a General Electric CF6-50 model engine was investigated in order to determine the requirements for a representative sample.

The emission measurements were made in a systematic pattern of 120 sample points using a traversing probe system. These data were used to develop detailed emission profiles at three power levels. At idle power, variations over the exhaust area are attributed to the particular fueling pattern used in current CF6-50 model engines. At higher power levels, where uniform fueling is employed, emission levels are more uniform and are characterized by a slightly peaked radial profile. Average values from the 120-point traverse were comapred with selected 12-point averages in the EPA prescribed cruciform pattern. Generally good agreement between the two averages was obtained. (Author).

The full texts of Armed Services and othr Boards of Contract Appeals decisions on contracts appeals.