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The Allison T-56 | The
Engine that Powers
NASA's P-3, C-130
& Super Guppy
Transport Allison T56
Turboprop Core -
Turbine Engines : A
Closer Look Allison
Prop Jet 501-D13
Engine TurboProp 1/10
Scale Model Kit Build
Review Renwal Atlantis
H1551 Partida motor
T56A-15 Echo test on

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~~T56 engine Atlantis
Allison Prop Jet Engine
Final New Power for
Flight. The T-56 gas
turbine engine.
Lockheed Electra
Propulsion Story Segers
Aero Corporation
AC-130 Engines Four
Allison T-56 A-11
Turboprops Of 4,050
Horse Power 8-15-2013
T56 Engine Run
Aircraft Engine Testing~~

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with our Dynamometer
at Ace Allison Allison
V-12 Engine start
U-60.avi 1952 Convair
580 (Allison
turboprops) [XA-UPL]
Engine Start-Up, Taxi,
and Takeoff

1943 Allison V-1710
Aircraft Engine Napier
New Zealand
07/05/2017 Manual
Transmission Operation
C-130 Hercules cockpit

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video with GoPro 40
min. Jet engine
afterburner test with
DIY Gasturbine
Lockheed Electra start
up Allison Turbo Prop 1
10th Scale 0200 Movie
Movie Jet Tech:
Lockwire Atlantis
Allison Prop Jet Engine
Part 1 Energy of Flight-
C130 Engine Renwal's
Visible Allison Turbo-
Prop Airplane Engine -

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1960 Deep sound of
four Allison T56 engines
~~Turbojet Conversion~~
~~Rotating engine at the~~
~~Dulles Annex! Jet~~
~~Questions 96: Books!~~
Industrial Turboprop
Engines? Allison T56
Engine Manual
Allison T56-A-425 -426
-427 Aircraft Engine
Depot Maintenance
Manual

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manuals.com~~

Allison T56-A-14

Aircraft Engine

Maintenance

Instructions Manual

(English Language)

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when these aircraft were

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Manual Allison T56

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Engine Manual 3. THE
ALLISON T56

TURBOPROP

ENGINE The General
Motors Detroit Diesel

Allison T56 engine is a
single spool gas turbine
engine driving a
propeller through a
reduction gear box. This
engine is installed in the
Lockheed P-3C Orion
and C-130 Hercules
aircraft operated by the

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RAAF. Allison T56

Engine Manual

~~Allison T56 Engine~~ ~~Manual~~

an Allison T56-A-14 engine mounted on a mobile engine test stand at Edinburgh RAAF base during one of the smoke emission tests. Figure 5. shows the engine from the rear with the gas sampling

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probe in position.
Engine Manual

TABLE 4.1 T56
ENGINES TESTED
ENGINE TYPE
SERIES SERIAL
NUMBER T56-A-14
III AE 110294
T56-A-14 III AE
107029 T56-A-15 III
AE 108518

~~DEPARTMENT OF
DEFENCE~~

The Allison T56 is a
Page 15/39

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single shaft, modular design military turboprop with a 14-stage axial flow compressor driven by a four-stage turbine. It was originally developed by the Allison Engine Company for the Lockheed C-130 transport entering production in 1954. It is now produced under Rolls-Royce which

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acquired Allison in 1995. The commercial version is designated 501-D.

~~Allison T56 | Military Wiki | Fandom~~

The engine ' s commercial version, the T56 501-D, is the world-leading large turboprop engine. The T56 is a single shaft, modular design, turboprop

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The gearbox has two stages of gear reduction, features a propeller brake and is connected to the power section by a torquemeter assembly.

~~T56 — Rolls Royce~~
Allison T56-A-1 In 1951, the U.S. Air Force announced a requirement for a medium-size logistic and

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Engine Manual

tactical transport aircraft, which resulted in the workhorse Lockheed C-130 Hercules. With support of the Air Force, Allison designed the T56 turboprop for the C-130, and first flight-tested the engine in 1954 in the nose of a Boeing B-17 testbed ...

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~~(501-D13) Turboprop
Engine, Cutaway ...~~

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. It was originally developed by the Allison Engine Company for the Lockheed C-130 Hercules transport

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1954. It has been a Rolls-Royce product since 1995 when Allison was acquired by Rolls-Royce.

~~Allison T56~~ — Wikipedia
a particular model of the Allison 501 / T56 engine is established on the basis of engineering considerations, user experience, and a

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careful evaluation of any safety factors involved. Within that time period, however, an engine ' s individual maintenance requirements are largely deter-mined by the effects of the operating environment upon

~~A SERVICE
PUBLICATION OF
Lockheed Martin~~

3. ALLISON T56 6 3.1

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Engine Monitoring

Procedure 6 3.2 Engine

Monitoring Trial 6 3.2.1

Instrumentation 7 3.3

Results of Trial 7 3.3.1

Trend Plots 8 3.3.2

Engine Removals or

Rejections 8 3.3.3 Faults

not Association with

Engine Removals 9 3.4

Conclusions 9

REFERENCES

APPENDIX I-Engine

Performance Monitoring-

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Rolls-Royce Dart 550-2
1.

~~TURBO-PROP
ENGINESWA
AERONAUTICAL
RESEARCH
LABSMELBOURNE ...~~

The upgrade allows T56 engines to operate at greatly reduced temperatures, which extends the service life of parts and improves

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reliability by 22%. In February 2016, Rolls-Royce delivered the first T56 Series 3.5 Engine Upgrade kits to the U.S. Air Force for installation on its C-130H transport fleet.

~~Rolls-Royce T56
Turboprop Engine |
PowerWeb
Allison-manufactured
501 / T56 turboprop~~

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Engines have been used

exclusively to power

Hercules aircraft from

the YC-130 to the

aircraft ' s present

configuration, the

Advanced C-130H.

This is neither

happenstance nor

merely an artifact of

previous practice. It is

the consequence of a

special, ongoing

partnership between two

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~~Focal - Lockheed~~

~~Martin Space~~

May 3, 2015 - Allison

Turboprop Engine

501D-22A/T56-A-15

Training Manual. May

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Turboprop Engine

501D-22A/T56-A-15

Training Manual. .

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Saved by Owen Moore.
50. C 130 Aircraft
Engine Aircraft Design
Planes Manual Aviation
Motorcycles ...

Two manual inflight
engine performance
monitoring procedures
for use on turboprop
engines have been
devised. The first

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method, which involves relatively complex data reduction, is applicable in its present form only to the Rolls-Royce Dart engine. The second method, requiring only simple arithmetic calculations, may be used on any multi-engined aircraft. The basic principles and operating procedures for both methods are

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described. Analysis of
inflight engine
performance data for
the Dart has shown that
even though consistent
results in terms of
performance trends can
be produced, the
computational
equipment and
procedures required to
derive the appropriate
trend graphs are
excessive and are

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considered not to be warranted or cost effective at present.

With the second method, an analysis of trial data obtained from the Hercules C130-T56 aircraft has shown that effective engine performance monitoring trend plots may be obtained for both torque and fuel flow deviations. The simple data

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reduction procedures involved allow the relevant analyses to be carried out in flight by a flight engineer or suitable qualified person, thus giving immediate engine trend information for use by aircrew and maintenance personnel on a day-to-day basis. (Author).

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Includes Part 1,
Number 2: Books and
Pamphlets, Including
Serials and
Contributions to
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Please note: this is volume two of a two volume set. You must purchase both books to have a complete manual. The U.S.

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Navy's front line, land-based maritime patrol aircraft, the Lockheed P-3 Orion is a highly capable anti-submarine warfare platform.

Conceived as a replacement for the P-2 Neptune and P-5 Marlin, the P-3 first flew in 1961. It was loosely based on the design of the L-188 Electra passenger aircraft.

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Equipped with four Allison T56 turbo-prop engines, the P-3 has the speed of a fast propeller-powered fighter and a range of nearly 2,400 nautical miles. It can remain on station at 1500 feet for three hours with a range of 1,300 nm. The aircraft typically carries three pilots and a crew of eight. Armament

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capacity is up to 20,000 pounds and can include the AGM-84 Harpoon, AGM-84E SLAM, AGM-84H/K and AGM-65F Maverick. The P-3 has provided reliable service to the U.S. and its allies. In addition to Cold War submarine tracking, its missions have included enforcing the blockade of Cuba during the 1962

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crisis, coastal patrols in the Vietnam War, and targeting of Iraqi naval elements during the Gulf War. Over the decades the P-3 has received several major up-dates, and more than forty variants have been developed. It is expected to remain in service for the U.S. Navy until at least 2013 when the P-8 Poseidon begins

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deployment. This pilot's manual was originally created by Lockheed and the U.S. Navy. It has been declassified and is here made available in book form.

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