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JT8D Engine Oil System - Boeing 727

The original JT8D-9 engines in 1967 produced 75 decibel levels, enough to disrupt normal conversation indoors, within a noise contour that extended 12 miles along the take-off flight path. Since 1997 with the introduction of the 737-700's CFM56-7B engines, the 75-decibel noise contour is now only 3.5 miles long.

DTIC

MANUAL START . An engine with an inoperative starter valve, may be started by operating the valve manually. When this procedure is to be used, review the items listed and coordinate, the procedure closely with the ground personnel.

PRATT & WHITNEY JT8D-200 Line & Base Maintenance Training ...

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Power Plant - The Boeing 737 Technical Site

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Pratt & Whitney Engine JT8D Engine Maintenance Manual ...

The JT8D-200 builds on the family's excellent reliability and low maintenance costs while meeting noise and emissions regulations. Pratt & Whitney has developed a new low-emissions combustion system, or E-Kit, that is FAR 25-certified to ensure the JT8D-200 engine stays current with environmental regulations.

Pratt & Whitney JT8D engine Maintenance planning guide ...

The Pratt & Whitney JT8D is a low-bypass (0.96 to 1) turbofan engine introduced by Pratt & Whitney in February 1963 with the inaugural flight of the Boeing 727. It was a modification of the Pratt & Whitney J52 turbojet engine which powered the US Navy A-6 Intruder attack aircraft. The Volvo RM8 is an afterburning version that was license-built in Sweden for the Saab 37 Viggen fighter.

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JT8D engine. The JT8D was chosen as the focus of this study because it has been in service for over twenty years, its application is on three separate airframes (B-727, B-737, and DC-9), and because there are currently over 10,000 such engines still in commercial service. From the actuarial trending, ten operators of JT8D engines were selected ...

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There is a scavenge pump in the accessory gearbox sump that sends oil to the oil tank. When the scavenge oil enters the oil tank it goes through a tube to a deaerator that removes the air from the oil. The JT8D oil system is referred to as a "hot tank" system as hot scavenge oil is returned to the tank.