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Jet engines move the airplane forward with a great force that is produced by a tremendous thrust and causes the plane to fly very fast. All jet engines, which are also called gas turbines, work on the same principle. The engine sucks air in at the front with a fan. A compressor raises the pressure of the air.

Engines - NASA

A jet engine is a type of reaction engine discharging a fast-moving jet that generates thrust by jet propulsion.While this broad definition can include rocket, water jet, and hybrid propulsion, the term jet engine typically refers to an airbreathing jet engine such as a turbojet, turbofan, ramjet, or pulse jet. In general, jet engines are internal combustion engines.

Jet engine - Wikipedia

Irwin E. Treager is the author of Aircraft Gas Turbine Engine Technology (4.23 avg rating, 62 ratings, 6 reviews, published 1979), Jet Aircraft Engines Aircraft Gas Turbine Engine Technology by Irwin E Treager ...

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Welcome to our website. We are a small family run business specialising in ex-military aircraft engines and we are based in the beautiful Peak District of Derbyshire. We have a genuine passion for the raw power and precision engineering of the aviation gas turbine jet engine.

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Ilyushin Il-16 (ground attack aircraft of 1945, variant of Il-10) Ilyushin Il-16 (jet airliner project of 1952) Ilyushin Il-18 (4-piston-engined transport of 1946) Ilyushin Il-18 (turboprop airliner of 1965) Ilyushin Il-20 (1948) (Heavy ground attack aircraft of 1948) Ilyushin Il-20 (ECM aircraft of 1978, variant of Il-18)

The primary human activities that release carbon dioxide (CO2) into the atmosphere are the combustion of fossil fuels (coal, natural gas, and oil) to generate electricity, the provision of energy for transportation, and as a consequence of some industrial processes. Although aviation CO2 emissions only make up approximately 2.0 to 2.5 percent of total global annual CO2 emissions, research to reduce CO2 emissions is urgent because (1) such reductions may be legislated even as commercial air travel grows, (2) because it takes new technology a long time to propagate into and through the aviation fleet, and (3) because of the ongoing impact of global CO2 emissions. Commercial Aircraft Propulsion and Energy Systems Research develops a national research agenda for reducing CO2 emissions from commercial aviation. This report focuses on propulsion and energy technologies for reducing carbon emissions from large, commercial aircraft—single-aisle and twin-aisle aircraft that carry 100 or more passengers—because such aircraft account for more than 90 percent of global emissions from commercial aircraft. Moreover, while smaller aircraft also emit CO2, they make only a minor contribution to global emissions, and many technologies that reduce CO2 emissions for large aircraft also apply to smaller aircraft. As commercial aviation continues to grow in terms of revenue-passenger miles and cargo ton miles, CO2 emissions are expected to increase. To reduce the contribution of aviation to climate change, it is essential to improve the effectiveness of ongoing efforts to reduce emissions and initiate research into new approaches.