

Turbo Prop Principles of Operation: Air enters the compressor inlet and is compressed to over six times normal atmospheric pressure. This high pressure air is discharged rearward into the combustion chamber. The resulting hot combustion gases pass through two 2-stage turbines. The turbine receives power from these gases and drives the compressor, while the remaining energy is extracted by the power turbine which drives the power output shaft.

This shaft delivers power to the propeller reduction gear box, which is connected to the propeller. The Turbo Prop engine operates at essentially a constant speed. Variations in aircraft power are obtained by changing the pitch of propeller blades.

The Allison Turbo Prop Model Kit was made in accurate detail from actual Allison blueprints. All major moving parts of the engine are represented in this 16 inch long replica.

ENGLISH: ASSEMBLY DRAWINGS SHOULD BE REVIEWED BEFORE PROCEEDING WITH CONSTRUCTION. A NUMBER IDENTIFIES EACH PLASTIC PART FOR YOUR CONVENIENCE. PAINT SMALL PARTS ON RUNNER BEFORE REMOVING. ALLOW PAINT TO DRY THOROUGHLY BEFORE CONTINUING ASSEMBLY OF KIT. SCRAPE CHROME OR PAINT AT AREA TO BE GLUED. WASH PLASTIC IN MILD DETERGENT SOLUTION. RINSE AND LET AIR DRY FOR BETTER PAINT AND DECAL ADHESION.

DEUTSCH: VOR DEM ZUSAMMENBAU DIE BAUANLEITUNG GUT DURCHLESEN. JEDES TEIL IST NUMMERIERT. KLEINE TEILE ANSTREICHEN BEVOR SIE VOM RAHMEN ENTFERNT WERDEN. FARBEN GUT TROCKNEN. ERST DANN MIT DER ZUSAMMENSTELLUNG FORTSETZEN. CHROM UND FARBE AN DEN KLEBEFLÄCHEN ENTFERNEN. PLASTIKTEILE IN EINER MILDEN WASCHMITTELLOSUNG REINIGEN UND AN DER LUFT TROCKNEN. DAMIT FARBE UND ABZIEHBILDER BESSER HAFTEN.

FRANCAIS: EXAMINER LES SCHEMAS D'ASSEMBLAGE AVANT DE COMMENCER LA CONSTRUCTION. UN NUMERO IDENTIFIE CHAQUE PIECE DE PLASTIQUE POUR PLUS DE FACILITE. PEINDRE LES PETITES PEICES SUR LE SUPPORT AVANT DE LES ENLEVER. LAISSER LA PEINTURE SECHER COMPLETEMENT AVANT DE CONTINUER L'ASSEMBLAGE DU KIT. GRATTER LE CHROME OU LA PEINTURE SUR LES SURFACE A COLLER. LAVER LE PLASTIQUE DANS UNE SOLUTION DE DETERGENT LEGERE. RINCE ET LAISSER SECHER A L'AIR POUR UNE MEILLEURE ADHERENCE DE LA PEINTURE ET DES DECALS.

NEDERLANDS: BESTUDEER DE MONTAGE TEKENINGEN, VOORDAT U MET BOUWEN BEGINT, VOOR UW GEMAK. IDENTIFICEERT EEN NUMMER ELK PLASTIC DEEL. VERF KLEINE DEELTJES OP KIBOOM VOORDAT U ZE VERWYDERD. LAAT VERFGROONDIG DROGEN VOORDAT U DE MONTAGE VAN HET MODEL VOORTZET. SCHRAP CHROOM OF VERF VAN HET GEDEELTE DAT GELYMD WORDT. WAS PLASTIC MET EEN ZACHTE ZEEP, SPOEL AF, EN LAAT IN LUCHT DROGEN, ZODAT VERF EN DECAL BETER PLAKKEN.

SVENSKA: HOPSÄTTNINGSSKISSEN BÖR GRANSKAS INNAN I GANGSÄTTANDE AV BYGGANDET. ETT NUMMER IDENTIFIKERAS VARJE PLASTDEL FÖR DIN EGEN BEKVÄMLIGHET. MALA DE SMA BITARNA DIREKT PÅ FARAN INNAN DE TAS BORT. LÅT FÄRGEN TORKA GRUNDLIGT INNAN FORTSÄTT BYGGANDE. SKRAPA AV KROMEN ELLER MALA PÅ DELARNA SOM SKALL KLISTRAS. TVÄTTA PLASTEN I MILD TVÄTTMEDELÖSNING. SKÖJ OCH LUFTTORKA FÖR BÄTTRE FÄSTANDE AV FÄRG OCH DEKALER.

ESPAÑOL: DIBUJOS DE ENSAMBLAJE DEBEN SER REPASADOS ANTES DE SEGUIR CON LA CONSTRUCCION. UN NUMERO IDENTIFICA CADA PARTE DEL PLASTICO PARA SU CONVENIENCIA. PINTE PARTES PEQUENAS DEL KIT ANTES DE QUITARLAS. DEJE SECAR BIEN LA PINTURA ANTES DE SEGUIR EL ENSAMBLAJE. RASPE EL CROMO O LA PINTURA DEL SITIO ANTES DE SER PEGADO. LAVE EL PLASTICO EN UNA SOLUCION SUAVE DETERGENTE, ENJUAGUE, Y DEJE SECAR EN EL AIRE PARA MEJOR ADHESION DE LA PINTURA Y CALCOMANIA.

ITALIANO: I DISEGNI DELL'ASSEMBLAGGIO DOVREBBERO ESSERE RICONTROLLATI PRIMA DI INIZIARE IL MONTAGGIO. OGNI PEZZO E IDENTIFICATO DA UN NUMERO PER VOOSTRA MAGGIORE COMODITA'. VERNICIARE LE PARTI PICCOLE SULLA GUIDA DI SCORRIMENTO PRIMA DI TOGLIERLE. LASCIAR ASCUIGARE LA VERNICE PRIMA DI CONTINUARE IL MONTAGGIO. RASCHIAR LA PITTURA O IL CROMO DALLE PARTI CHE DEVONO ESSERE INCOLLATE. LAVARE I PEZZI DI PLASTICA CON UN DETERGENTE NON TROPPO FORTE, SCIAQUARE E LASCIAR ASCUIGARE AFFINCHÉ VERNICE E DECALCOMANIE ADERISCANO MEGLIO.



GLUE
KLEBER
COLLE
LIJM
KLISTER
PEGA
COLLA

NO GLUE REQUIRED
KEIN KLEBER NOTWENDIG
LA COLLE N'EST PAS NECESSAIRE
GEEN LIJM NODIG
INGET KLISTER BEHOVS
NO NECESITA PEGA
NON C'E BISOGNO DI COLLA

DO IT THIS MANY TIMES
ANZAHL DER ARBEITSGAENGE
LE FAIRE CE NOMBRE DE FOIS
DOE HET ZOVEEL KEER
GJOR DET SA MANGA GANGER
FATELO TUTTE QUESTA VOLTE
HAGALO ESTA CANTIDAD DE VECES

OPTIONAL
WAHLWEISE
FACULTATIF
NAAR KEUZE
VALFRI
FACOLTATIVO
OPCIONAL

APPLY DECALS
ABZIEHBILDER ANBRINGEN
COLLER LES DECALCOMANIES
BRENG PLAKPLAATJES AAN
SATT PA DEKALERNA
APPLICARE LE DECALOMANIE (ADESIVI)
APLICAR CALCAS

SHOWN ASSEMBLED
ABBILDUNG DES ZUSAMMEN GEBAUTEN MODELLS
VU ASSEMBLE
GEMONTEERD GETOOND
VISAD IHOPSÄTTNING
MOSTRADO ARMADO
ILLUSTRAZIONE DEL PEZZO MONTATO

BLUE
BLAU
BLEU
BLAUW
BLA
AZUL
BLU

SILVER
SILBER
ARGENT
ZILVER
SILVER
PLATA
ARGENTO

LUBRICATE ALL MOVING PARTS
ALLE BEWEGLICHE TEILE
GRAISSEZ TOUTES LES PIECES MOBILES
SMEER ALLE BEWEGENDE DEELLEN
SMORJ ALLA RORLIGA DELAR
LUBRIFICARE TUTTE LE PARTI MOBILI



Turbo Prop Principles of Operation: Air enters the compressor inlet and is compressed to over six times normal atmospheric pressure. This high pressure air is discharged rearward into the combustion chamber. The resulting hot combustion gases pass through two 2-stage turbines. The turbine receives power from these gases and drives the compressor, while the remaining energy is extracted by the power turbine which drives the power output shaft.

This shaft delivers power to the propeller reduction gear box, which is connected to the propeller. The Turbo Prop engine operates at essentially a constant speed. Variations in aircraft power are obtained by changing the pitch of propeller blades.

The Allison Turbo Prop Model Kit was made in accurate detail from actual Allison blueprints. All major moving parts of the engine are represented in this 16 inch long replica.

ENGLISH: ASSEMBLY DRAWINGS SHOULD BE REVIEWED BEFORE PROCEEDING WITH CONSTRUCTION. A NUMBER IDENTIFIES EACH PLASTIC PART FOR YOUR CONVENIENCE. PAINT SMALL PARTS ON RUNNER BEFORE REMOVING. ALLOW PAINT TO DRY THOROUGHLY BEFORE CONTINUING ASSEMBLY OF KIT. SCRAPE CHROME OR PAINT AT AREA TO BE GLUED. WASH PLASTIC IN MILD DETERGENT SOLUTION. RINSE AND LET AIR DRY FOR BETTER PAINT AND DECAL ADHESION.

DEUTSCH: VOR DEM ZUSAMMENBAU DIE BAUANLEITUNG GUT DURCHLESEN. JEDES TEIL IST NUMMERIERT. KLEINE TEILE ANSTREICHEN BEVOR SIE VOM RAHMEN ENTFERNT WERDEN. FARBEN GUT TROCKNEN. ERST DANN MIT DER ZUSAMMENSTELLUNG FORTSETZEN. CHROM UND FARBE AN DEN KLEBEFLÄCHEN ENTFERNEN. PLASTIKTEILE IN EINER MILDEN WASCHMITTELLOSUNG REINIGEN UND AN DER LUFT TROCKNEN. DAMIT FARBE UND ABZIEHBILDER BESSER HAFTEN.

FRANCAIS: EXAMINER LES SCHEMAS D'ASSEMBLAGE AVANT DE COMMENCER LA CONSTRUCTION. UN NUMERO IDENTIFIE CHAQUE PIECE DE PLASTIQUE POUR PLUS DE FACILITE. PEINDRE LES PETITES PEICES SUR LE SUPPORT AVANT DE LES ENLEVER. LAISSER LA PEINTURE SECHER COMPLETEMENT AVANT DE CONTINUER L'ASSEMBLAGE DU KIT. GRATTER LE CHROME OU LA PEINTURE SUR LES SURFACE A COLLER. LAVER LE PLASTIQUE DANS UNE SOLUTION DE DETERGENT LEGERE. RINCER ET LAISSER SECHER A L'AIR POUR UNE MEILLEURE ADHERENCE DE LA PEINTURE ET DES DECALS.

NEDERLANDS: BESTUDEER DE MONTAGE TEKENINGEN, VOORDAT U MET BOUWEN BEGINT, VOOR UW GEMAK. IDENTIFICEERT EEN NUMMER ELK PLASTIC DEEL. VERF KLEINE DEELTJES OP KIBOOM VOORDAT U ZE VERWYDERD. LAAT VERFGROONDIG DROGEN VOORDAT U DE MONTAGE VAN HET MODEL VOORTZET. SCHRAP CHROOM OF VERF VAN HET GEDEELTE DAT GELYMD WORDT. WAS PLASTIC MET EEN ZACHTE ZEEP, SPOEL AF, EN LAAT IN LUCHT DROGEN, ZODAT VERF EN DECAL BETER PLAKKEN.

SVENSKA: HOPSÄTTNINGSSKISSEN BÖR GRANSKAS INNAN IÅNGSÄTTANDE AV BYGGANDET. ETT NUMMER IDENTIFIKERAS VARJE PLASTDEL FÖR DIN EGEN BEKVÄMLIGHET. MÅLA DE SMA BITARNA DIREKT PÅ FARAN INNAN DE TAS BORT. LÅT FÄRGEN TORKA GRUNDLIGT INNAN FORTSÄTT BYGGANDE. SKRAPA AV KROMEN ELLER MALA PÅ DELARNA SOM SKALL KLISTRAS. TVÄTTA PLASTEN I MILD TVÄTTMEDELÖSNING. SKÖJ OCH LUFTTORKA FÖR BÄTTRE FÄSTANDE AV FÄRG OCH DEKALER.

ESPAÑOL: DIBUJOS DE ENSAMBLAJE DEBEN SER REPASADOS ANTES DE SEGUIR CON LA CONSTRUCCION. UN NUMERO IDENTIFICA CADA PARTE DEL PLASTICO PARA SU CONVENIENCIA. PINTE PARTES PEQUENAS DEL KIT ANTES DE QUITARLAS. DEJE SECAR BIEN LA PINTURA ANTES DE SEGUIR EL ENSAMBLAJE. RASPE EL CROMO O LA PINTURA DEL SITIO ANTES DE SER PEGADO. LAVE EL PLASTICO EN UNA SOLUCION SUAVE DETERGENTE, ENJUAGUE, Y DEJE SECAR EN EL AIRE PARA MEJOR ADHESION DE LA PINTURA Y CALCOMANIA.

ITALIANO: I DISEGNI DELL'ASSEMBLAGGIO DOVREBBERO ESSERE RICONTROLLATI PRIMA DI INIZIARE IL MONTAGGIO. OGNI PEZZO E IDENTIFICATO DA UN NUMERO PER VOOSTRA MAGGIORE COMODITA'. VERNICIARE LE PARTI PICCOLE SULLA GUIDA DI SCORRIMENTO PRIMA DI TOGLIERLE. LASCIAR ASCUIGARE LA VERNICE PRIMA DI CONTINUARE IL MONTAGGIO. RASCHIAR LA PITTURA O IL CROMO DALLE PARTI CHE DEVONO ESSERE INCOLLATE. LAVARE I PEZZI DI PLASTICA CON UN DETERGENTE NON TROPPO FORTE, SCIAQUARE E LASCIAR ASCUIGARE AFFINCHÉ VERNICE E DECALCOMANIE ADERISCANO MEGLIO.



GLUE
KLEBER
COLLE
LIJM
KLISTER
PEGA
COLLA

NO GLUE REQUIRED
KEIN KLEBER NOTWENDIG
LA COLLE N'EST PAS NECESSAIRE
GEEN LIJM NODIG
INGET KLISTER BEHOVS
NO NECESITA PEGA
NON C'E BISOGNO DI COLLA

DO IT THIS MANY TIMES
ANZAHL DER ARBEITSGAENGE
LE FAIRE CE NOMBRE DE FOIS
DOE HET ZOVEEL KEER
GJOR DET SA MANGA GANGER
FATELO TUTTE QUESTA VOLTE
HAGALO ESTA CANTIDAD DE VECES

OPTIONAL
WAHLWEISE
FACULTATIF
NAAR KEUZE
VALFRI
FACOLTATIVO
OPCIONAL

APPLY DECALS
ABZIEHBILDER ANBRINGEN
COLLER LES DECALCOMANIES
BRENG PLAKPLAATJES AAN
SATT PA DEKALERNA
APPLICARE LE DECALOMANIE (ADESIVI)
APLICAR CALCAS

SHOWN ASSEMBLED
ABBILDUNG DES ZUSAMMEN GEBAUTEN MODELLS
VU ASSEMBLE
GEMONTEERD GETOOND
VISAD IHOPSÄTTNING
MOSTRADO ARMADO
ILLUSTRAZIONE DEL PEZZO MONTATO

BLUE
BLAU
BLEU
BLAUW
BLA
AZUL
BLU

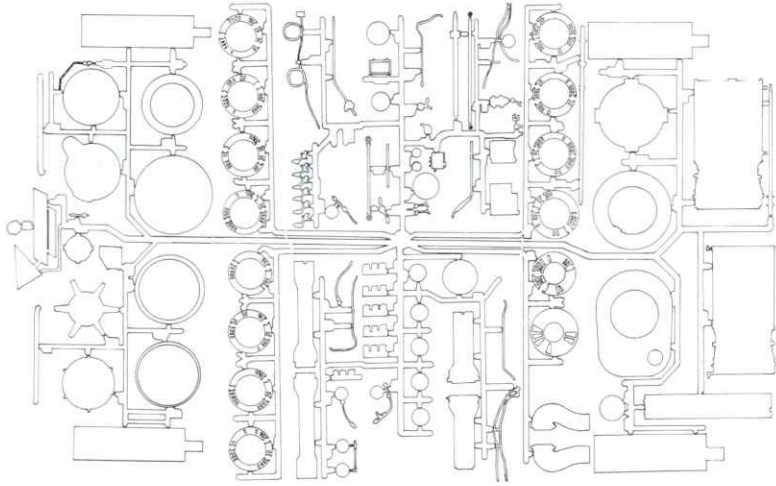
SILVER
SILBER
ARGENT
ZILVER
SILVER
PLATA
ARGENTO

LUBRICATE ALL MOVING PARTS
ALLE BEWEGLICHE TEILE
GRAISSEZ TOUTES LES PIECES MOBILES
SMEER ALLE BEWEGENDE DEELLEN
SMORJ ALLA RORLIGA DELAR
LUBRIFICARE TUTTE LE PARTI MOBILI

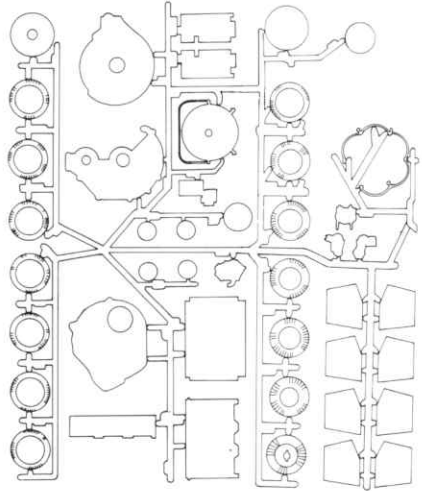


A <	BLUE	BLAU	BLEU	BLAUW	BLA	AZUL	BLU
B <	SILVER	SILBER	ARGENT	ZILVER	SILVER	PLATA	ARGENTO

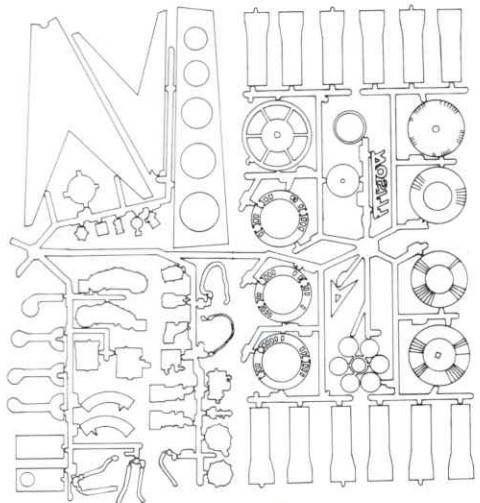
B <



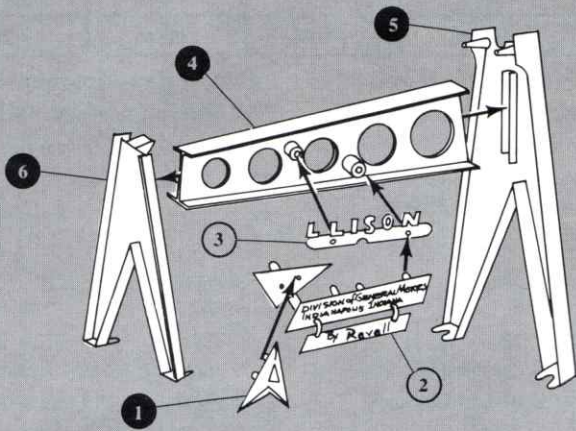
A <



A <

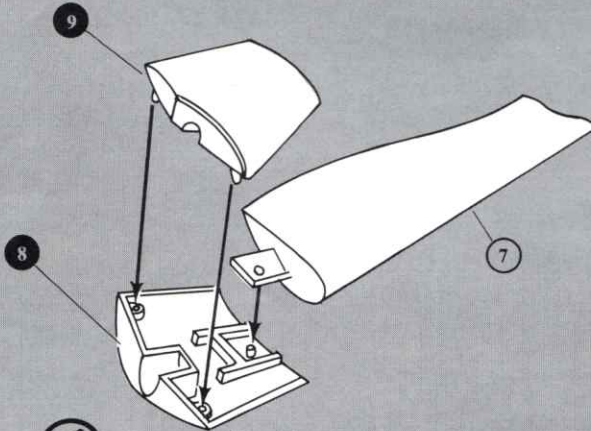


1



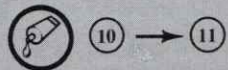
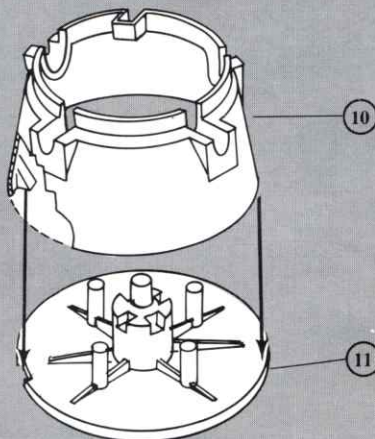
2

- 7 PROPELLER BLADE (4)
- 8 PROPELLER CUFF, LEFT (4)
- 9 PROPELLER CUFF, RIGHT (4)

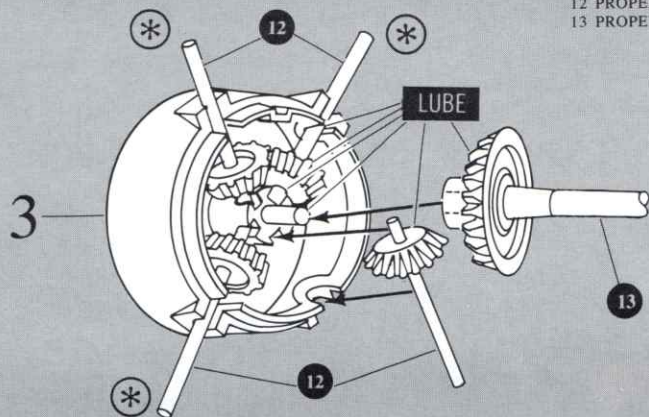


3

- 10 SPINNER AFT SECTION
- 11 SPINNER MOUNTING PLATE



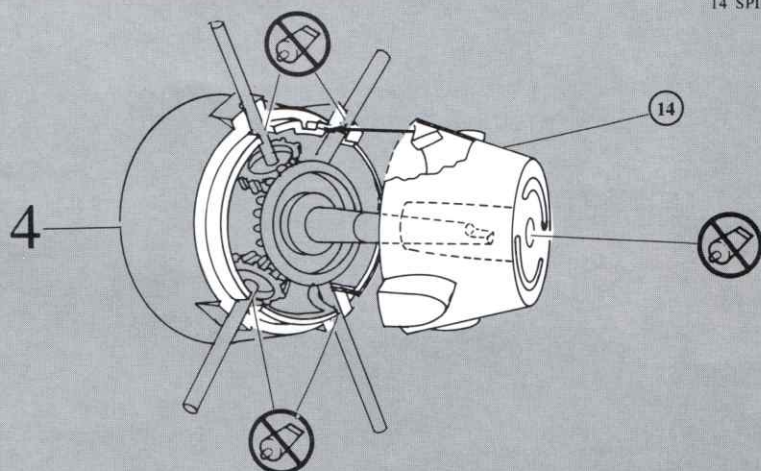
4



12 PROPELLER BLADE, SEGMENTAL GEAR (4)
13 PROPELLER MASTER GEAR

12 → 3 13 → 3

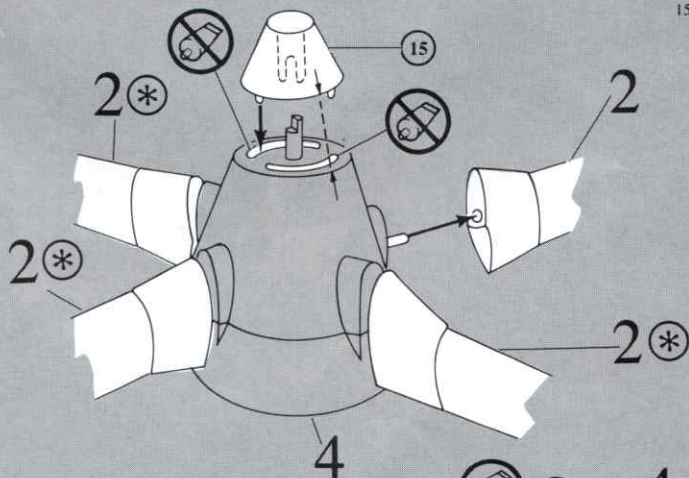
5



14 SPINNER MIDDLE SECTION

14 → 4

6

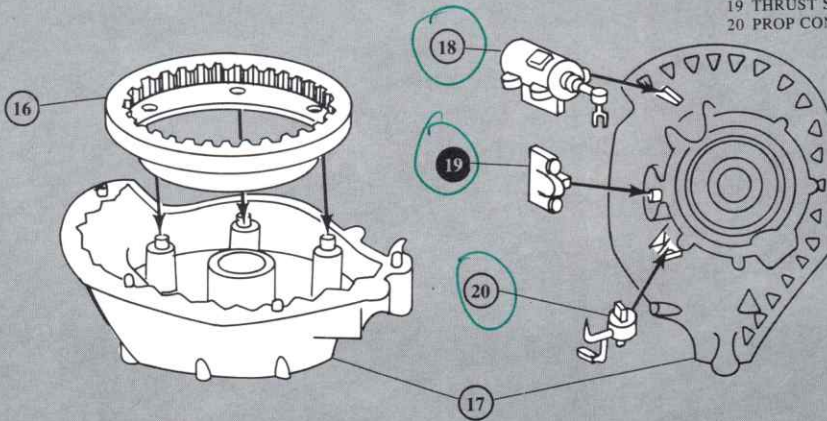


15 SPINNER NOSE SECTION

2 → 4

15 → 4

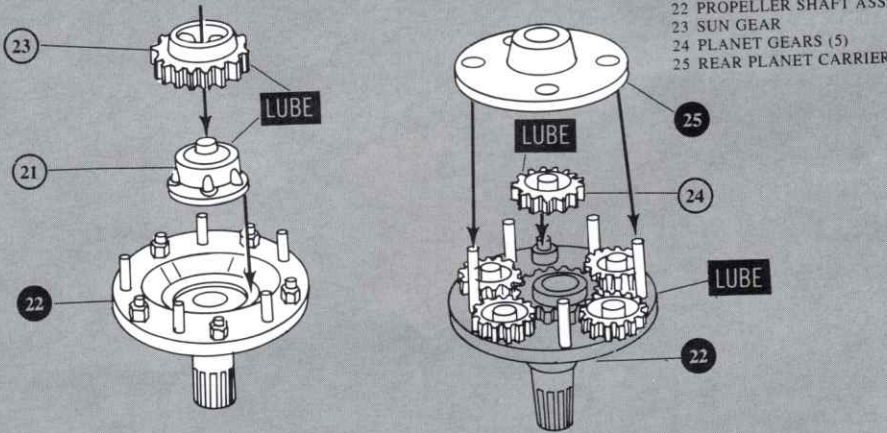
7



- 16 RING GEAR
17 REDUCTION GEAR FRONT CASE
18 FEATHER SOLENOID
19 THRUST SENSITIVE SWITCH
20 PROP CONTROL FRONT LEVER



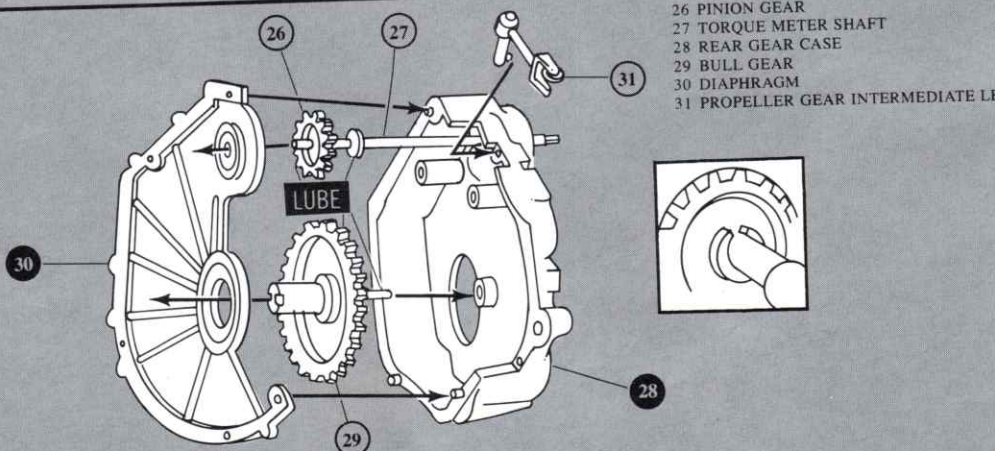
8



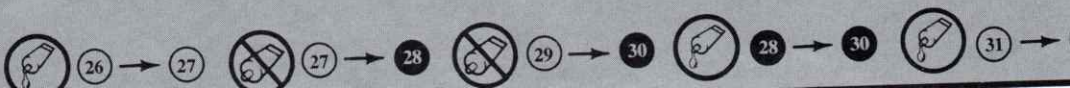
- 21 PLANETRAL OIL DISTRIBUTION FLANGE
22 PROPELLER SHAFT ASSEMBLY
23 SUN GEAR
24 PLANET GEARS (5)
25 REAR PLANET CARRIER



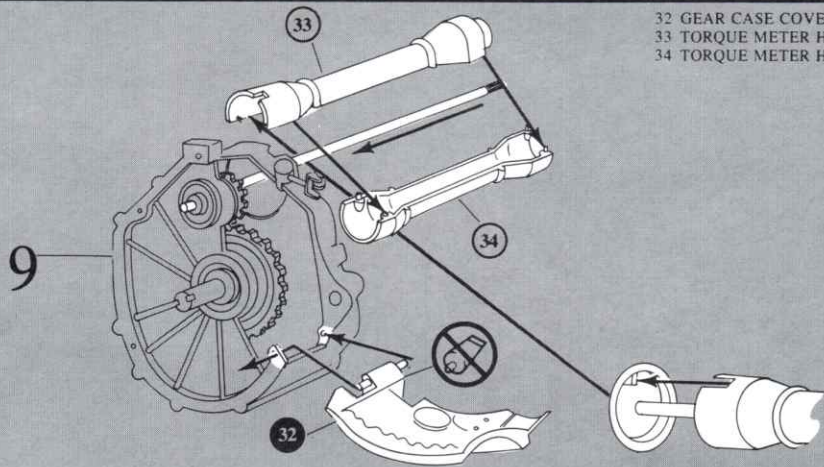
9



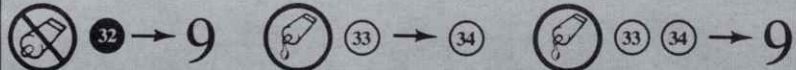
- 26 PINION GEAR
27 TORQUE METER SHAFT
28 REAR GEAR CASE
29 BULL GEAR
30 DIAPHRAGM
31 PROPELLER GEAR INTERMEDIATE LEVER



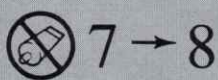
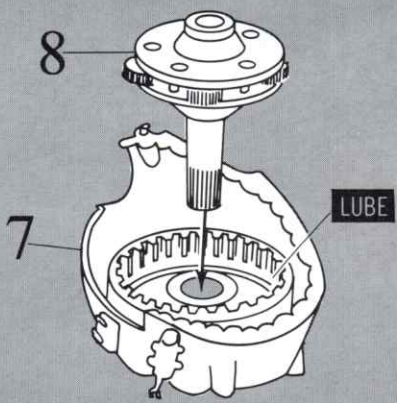
10



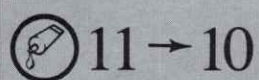
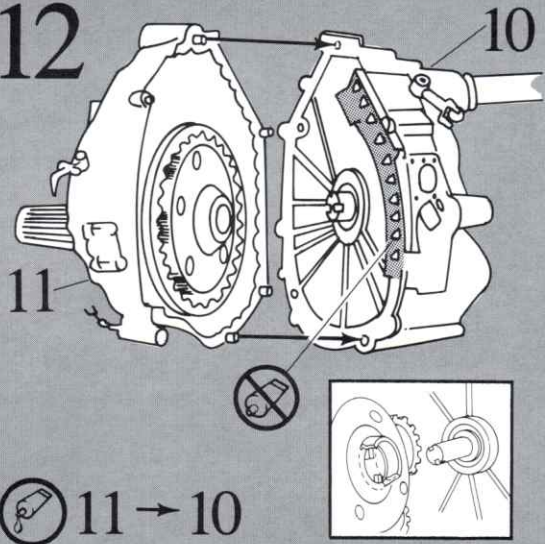
32 GEAR CASE COVER
 33 TORQUE METER HOUSING TOP
 34 TORQUE METER HOUSING BOTTOM



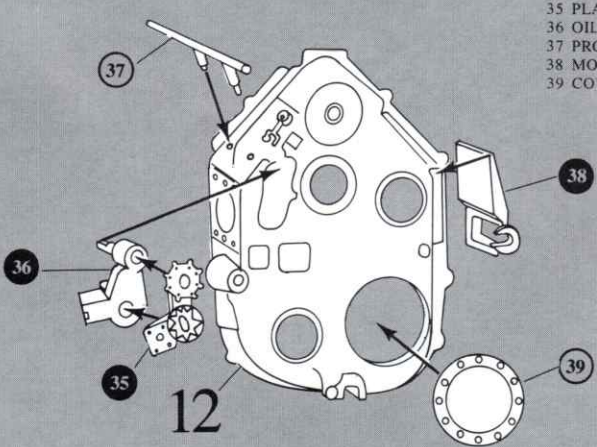
11



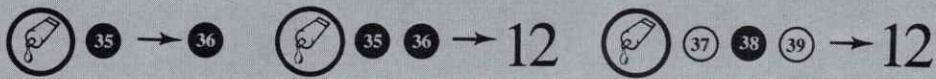
12



13

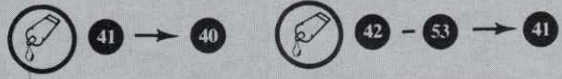
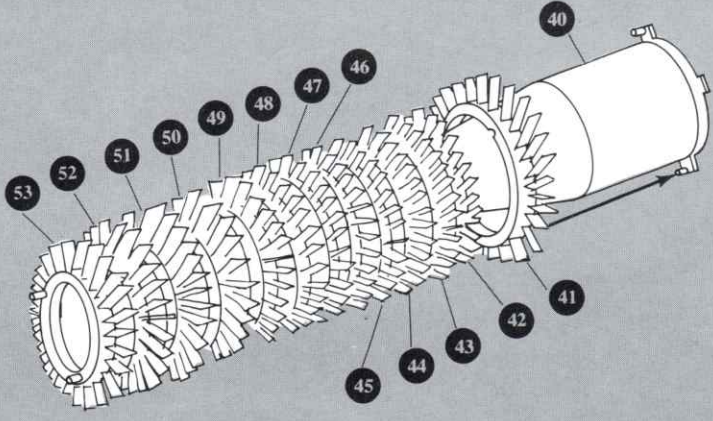


35 PLATE
 36 OIL PUMP ASSEMBLY
 37 PROPELLER CONTROL FRONT INTERMEDIATE LINK
 38 MOUNTING PLATE
 39 COVER PLATE



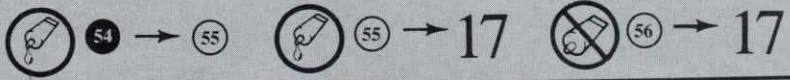
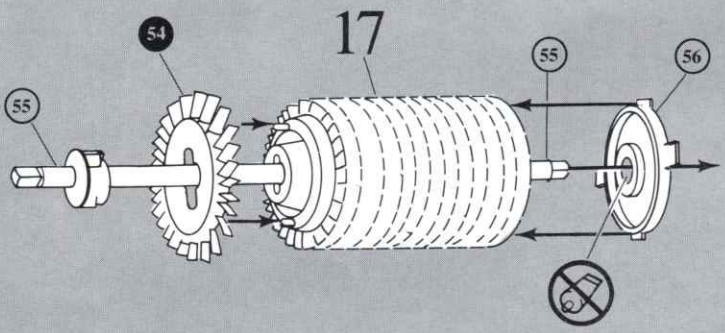
14

41-53 COMPRESSOR WHEEL
40 ROTOR DRUM



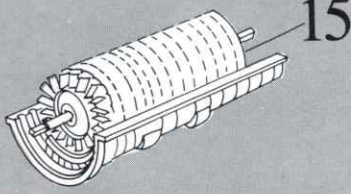
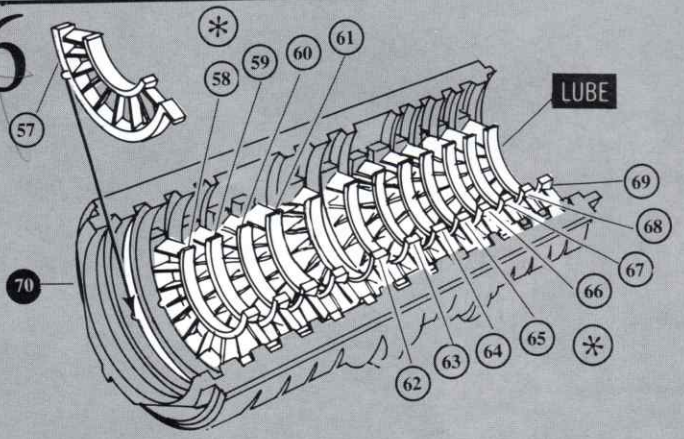
15

54 COMPRESSOR WHEEL
55 COMPRESSOR TIE BOLT
56 ROTOR DRUM END OF



16

57-69 COMPRESSOR VANE SECTION

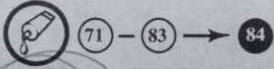
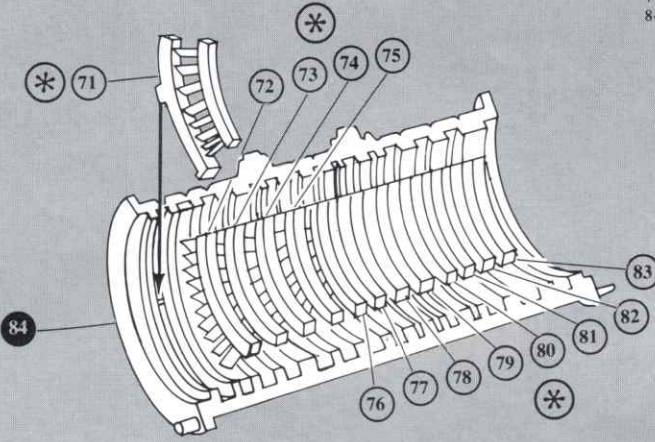


70 COMPRESSOR CASE (RI



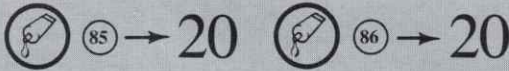
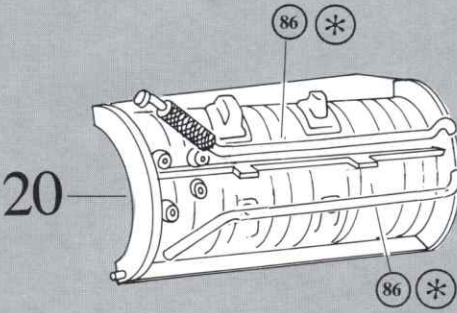
17

71-83 COMPRESSOR VANE SECTIONS
84 COMPRESSOR CASE DOOR



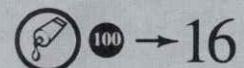
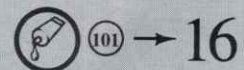
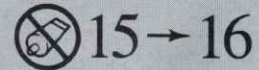
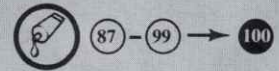
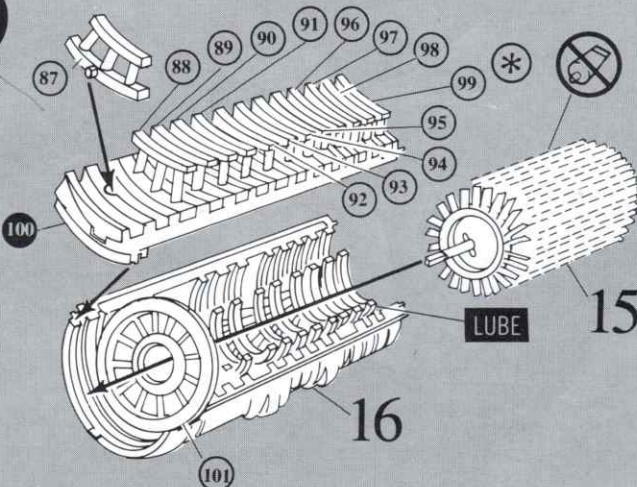
18

85 AIR TUBE
86 AIR TUBE

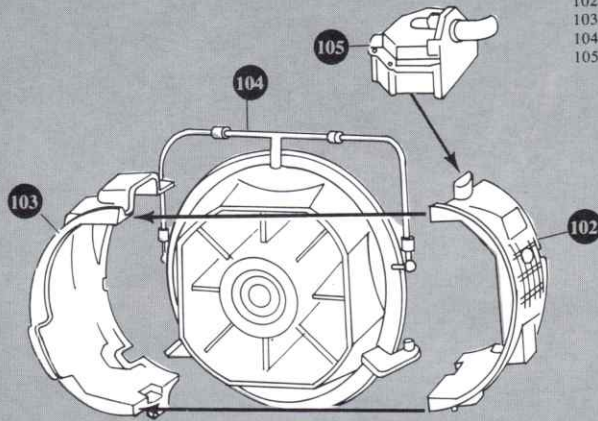


19

87-99 COMPRESSOR VANE SECTIONS
100 TURBINE VANE CASE
101 INLET GUIDE VANES



20

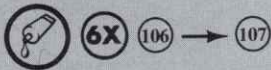
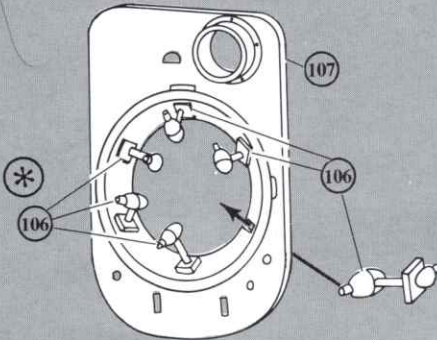


102 AIR INLET HOUSING SHELL, R
 103 AIR INLET HOUSING SHELL, L
 104 AIR INLET HOUSING
 105 AIR/OIL SEPARATOR BREATH



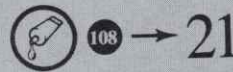
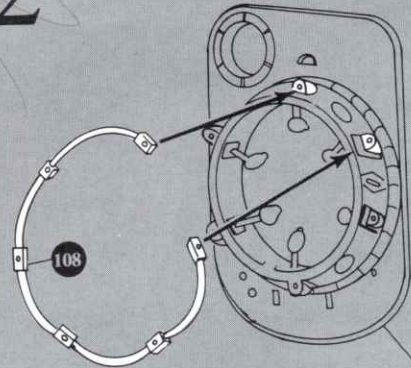
21

106 FUEL NOZZLES (6)
 107 COMPRESSOR DIFFUSER AND SPRAY SHIELD



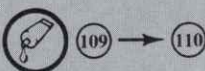
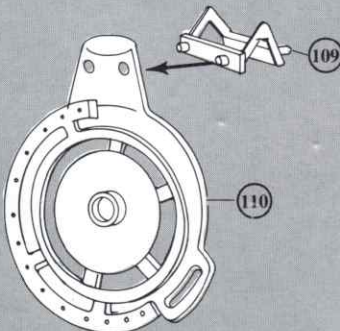
22

108 FUEL MAN



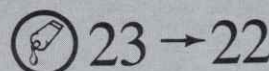
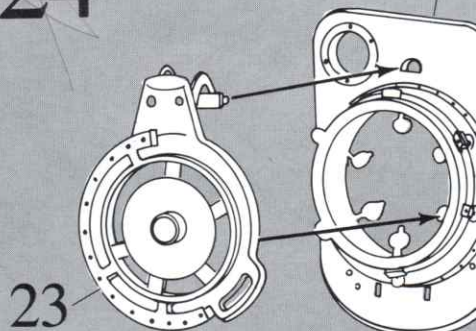
23

109 REAR ENGINE MOUNT
 110 ROTOR BEARING PLATE

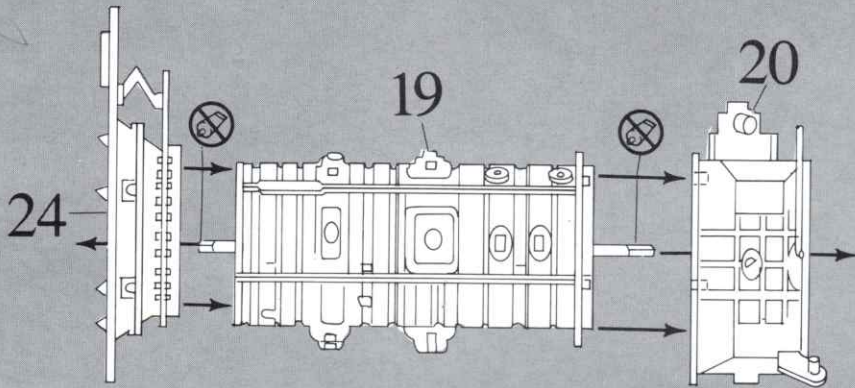



24

22



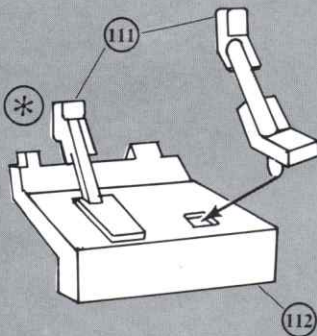
25




 20 24 → 19

26

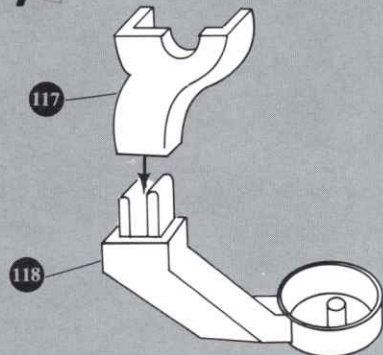
111 BRACKET SUPPORTS
112 FUEL FILTER BRACKET




 2X 111 → 112

27

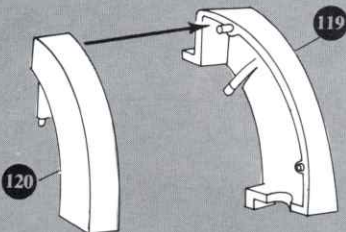
117 SECTION
118 AIR BLEED COLLECTOR SECTION




 117 → 118

28

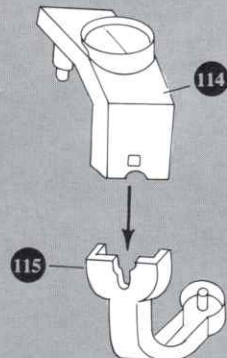
119 IGNITION EXCITER, LEFT
120 IGNITION EXCITER, RIGHT



 119 → 120

29

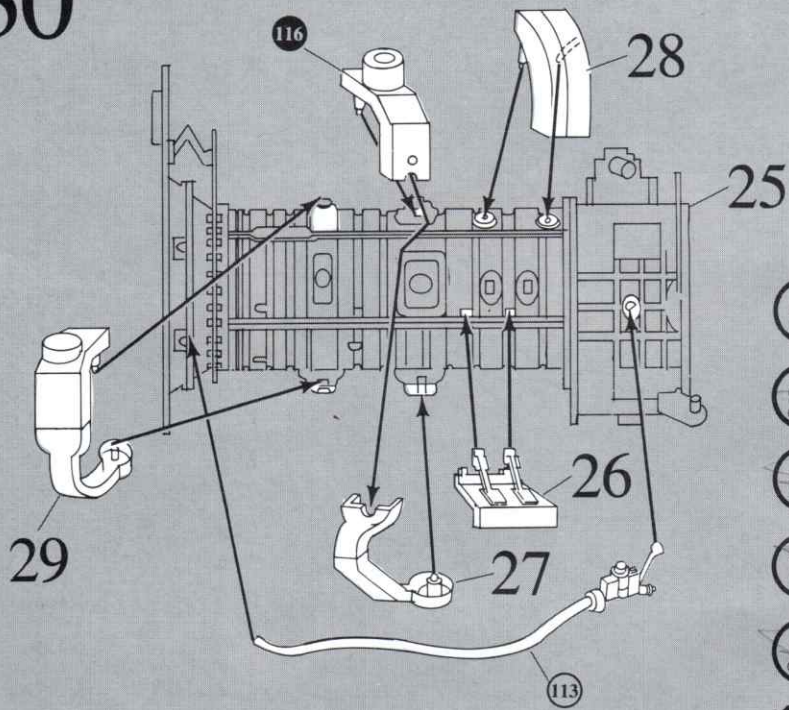
114 AIR BLEED COLLECTOR
115 AIR BLEED COLLECTOR



 114 → 115

30

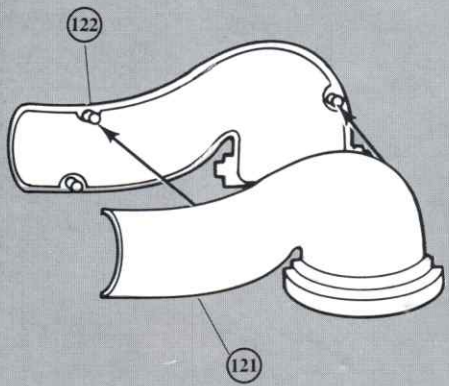
113 ANTI-ICING AIR VALVE AND TUBE
116 AIR BLEED COLLECTOR TOP SECT



- 26 → 25
- 113 → 25
- 29 → 25
- 116 → 25
- 27 → 116 25
- 28 → 25

31

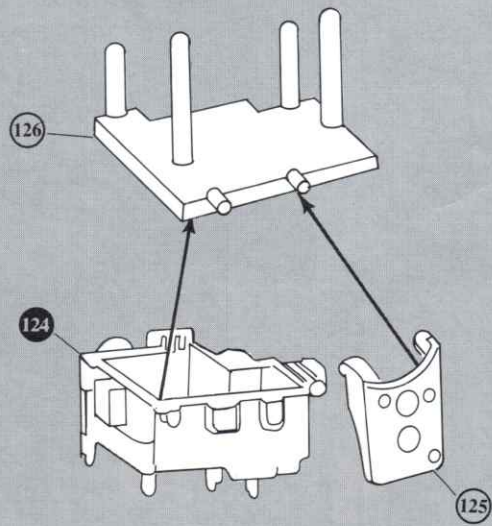
121 DUCT, RIGHT
122 DUCT, LEFT



- 121 → 122

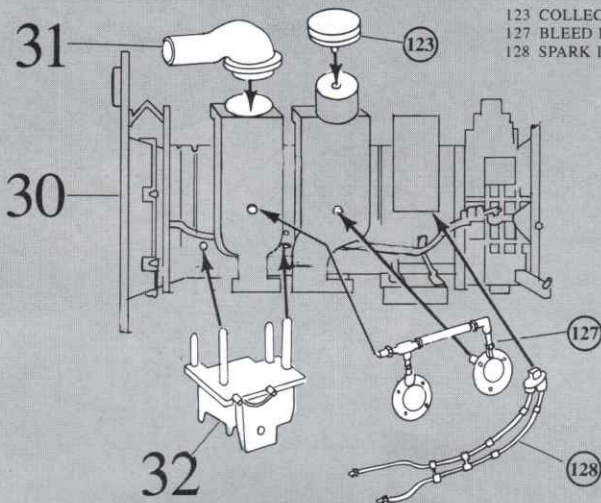
32

124 TEMPERATURE DATUM VALVE
125 DATUM VALVE BRACKET
126 FUEL FLOWMETER BRACKET



- 124 → 126
- 125 → 126

33



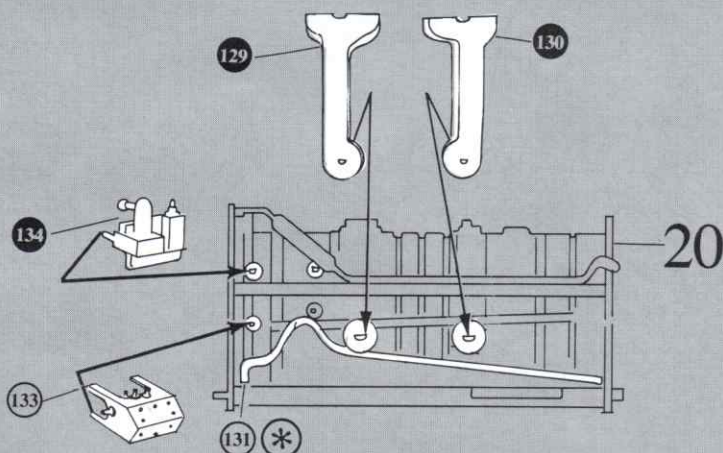
123 COLLECTOR CAP
127 BLEED HOSE AND VALVE
128 SPARK IGNITER LEAD

31 → 30

32 → 30

127 128 → 30

34



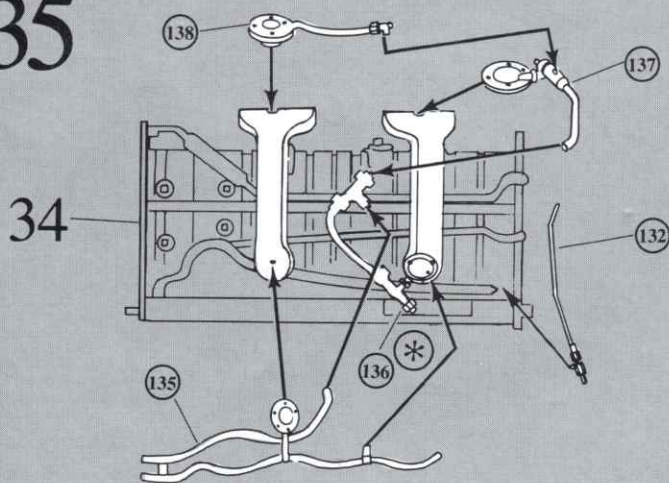
129 AIR BLEED COLLECTOR
130 AIR BLEED COLLECTOR
131 OIL TUBE
133 ELECTRICAL HARNESS
134 SOLENOID ANTI-ICING

131 → 20

129 130 → 20

133 134 → 20

35



132 AIR TUBE
135 BLEED HOSE AND VALVE
136 BLEED HOSE AND VALVE
137 BLEED HOSE AND VALVE
138 BLEED HOSE AND VALVE

132 → 34

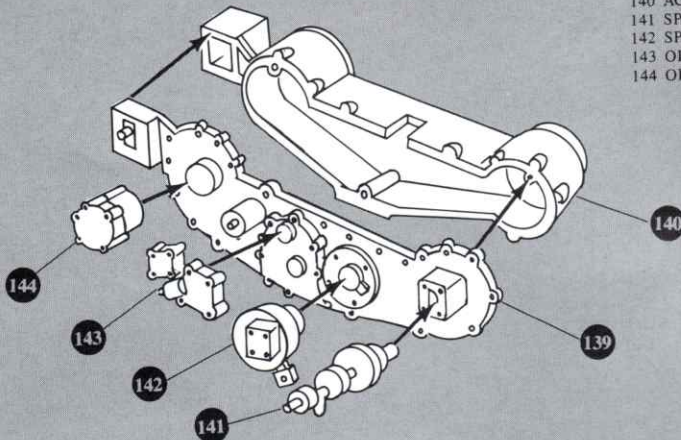
136 → 34

135 → 34 136

137 → 34 136

138 → 34 137

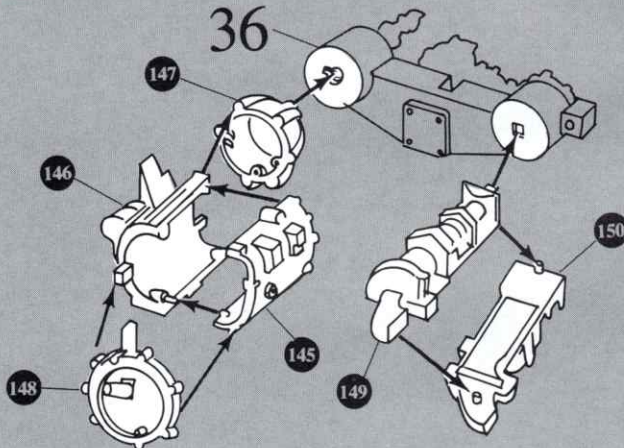
36



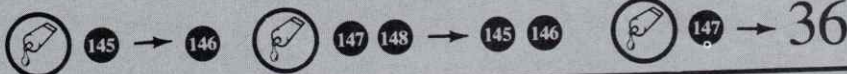
- 139 ACCESSORY DRIVE HOUSING CO
- 140 ACCESSORY DRIVE HOUSING
- 141 SPEED SENSITIVE VALVE
- 142 SPEED SENSITIVE CONTROL
- 143 OIL FILTER PRESSURE PUMP
- 144 OIL FILTER



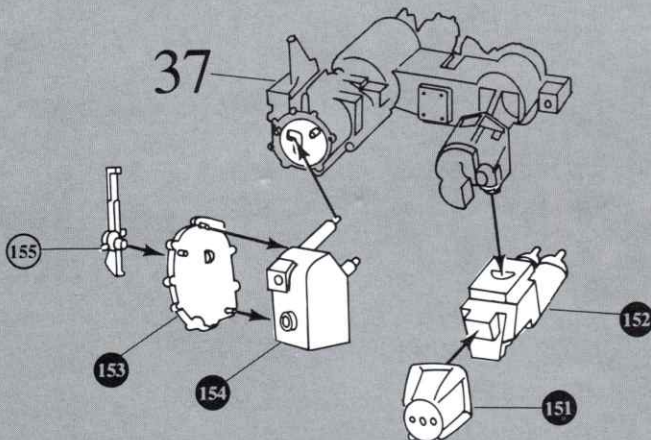
37



- 145 FUEL CONTROL MAIN BODY,
- 146 FUEL CONTROL MAIN BODY,
- 147 FRONT FUEL CONTROL BODY
- 148 REAR COVER
- 149 FUEL PUMP TOP
- 150 FUEL PUMP BOTTOM



38

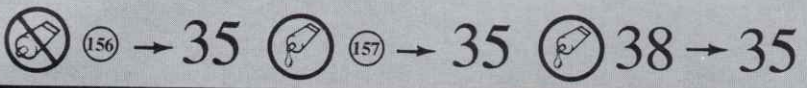
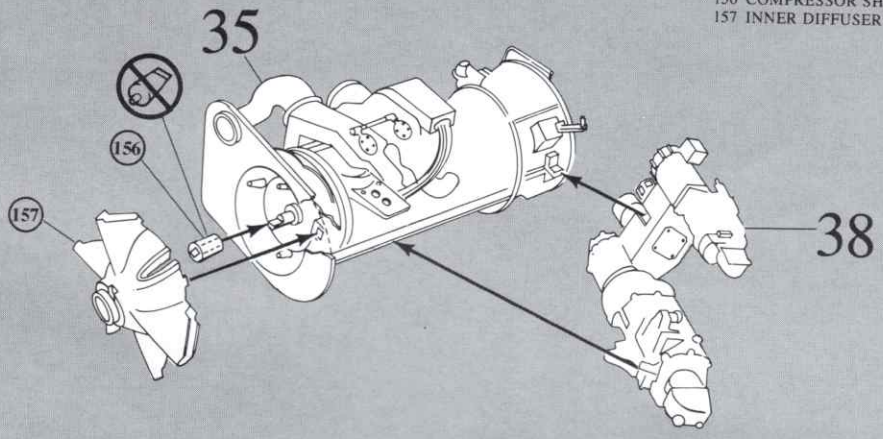


- 151 FUEL FILTER COVER
- 152 HIGH PRESSURE FUEL FILTER
- 153 COORDINATOR COVER
- 154 COORDINATOR HOUSING
- 155 COORDINATOR PROPELLER



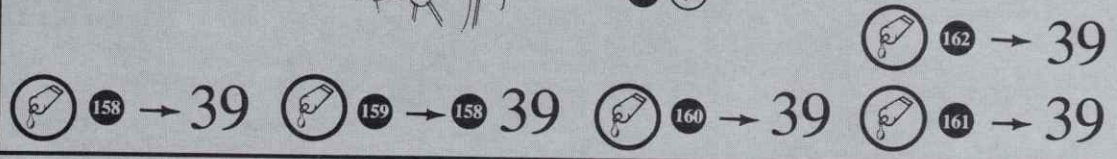
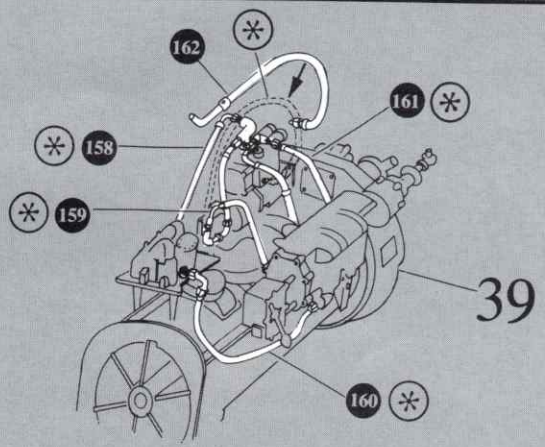
39

156 COMPRESSOR SHAFT COUPLING
157 INNER DIFFUSER STRUT



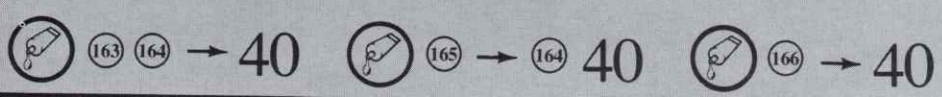
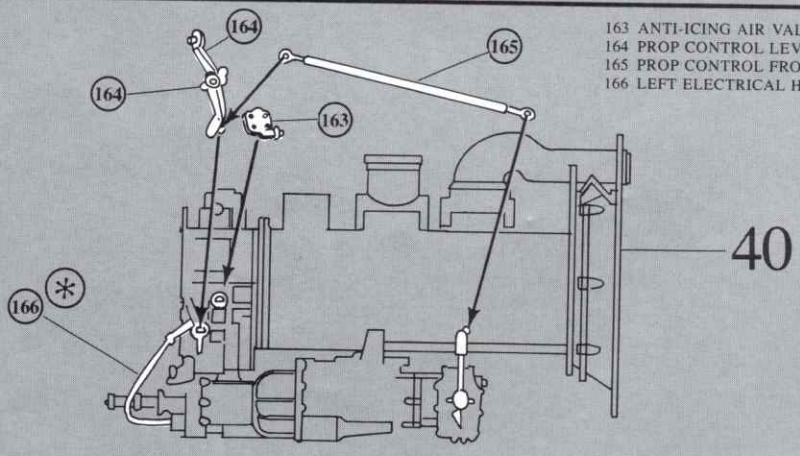
40

158 FUEL HOSE
159 BLEED VALVE AND HOSE
160 BLEED VALVE AND HOSE
161 FUEL HOSE
162 FUEL LINE

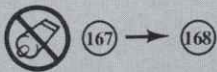
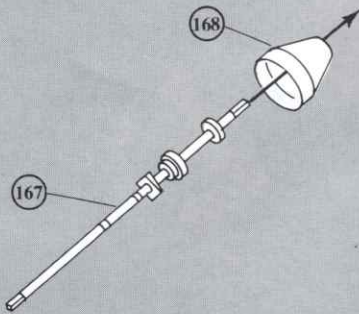


41

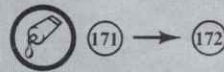
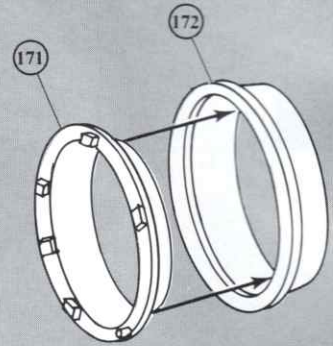
163 ANTI-ICING AIR VALVE
164 PROP CONTROL LEVER
165 PROP CONTROL FRONT INTERMEDIATE SHAFT
166 LEFT ELECTRICAL HARNESS LEAD



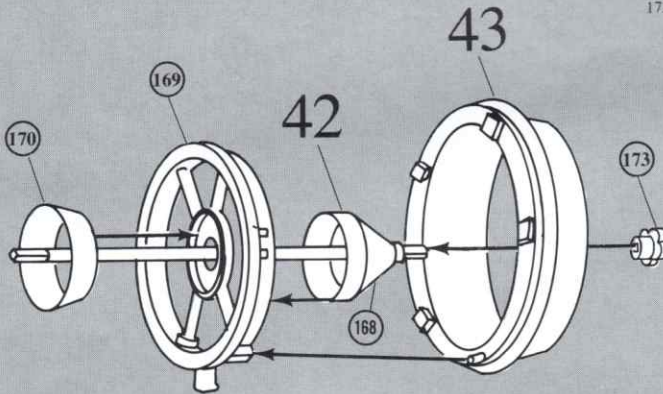
42

167 TURBINE COUPLING SHAFT
168 INNER REAR EXHAUST CONE

43

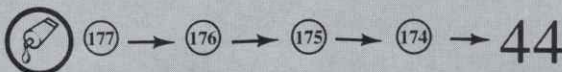
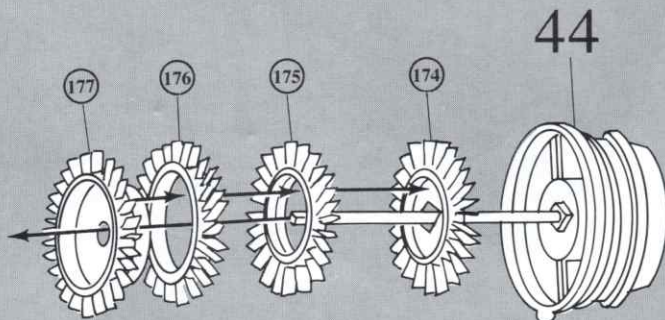
171 INNER EXHAUST CONE
172 OUTER EXHAUST CONE

44

169 REAR TURBINE BEARING SUPPORT
170 INNER FRONT EXHAUST CONE
173 END CAP

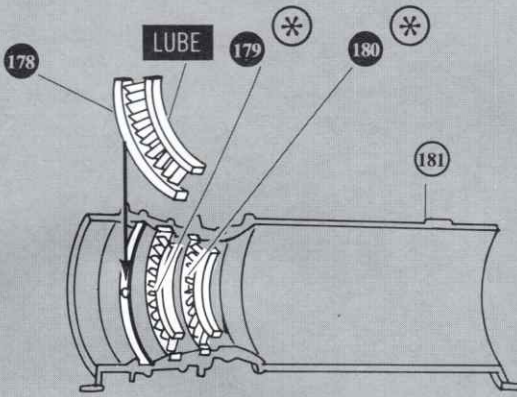
45

174-177 TURBINE WHEELS



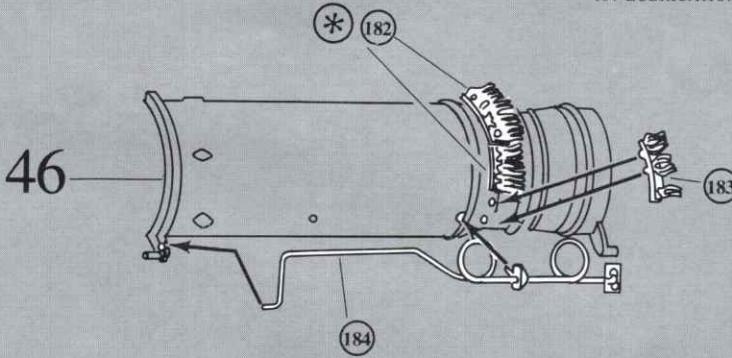
46

178-180 TURBINE VANE SECTIONS
181 COMBUSTION CHAMBER CASE DOOR



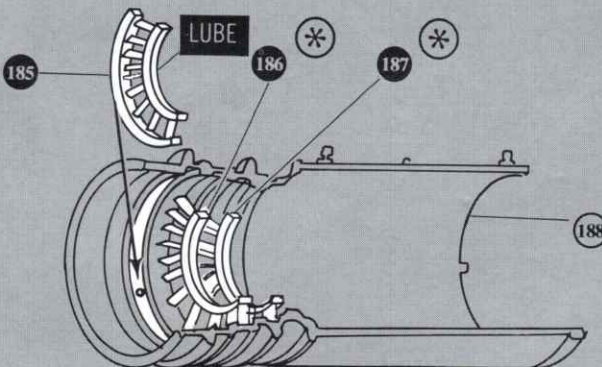
47

182 THERMOCOUPLE TERMINAL WITH TABS (2)
183 SHORT THERMOCOUPLE TERMINAL WITH 2 PINS
184 LUBRICATION TUBE



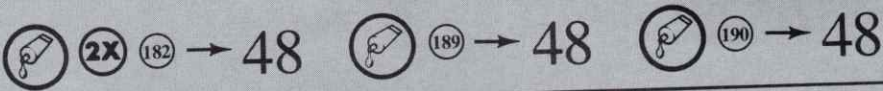
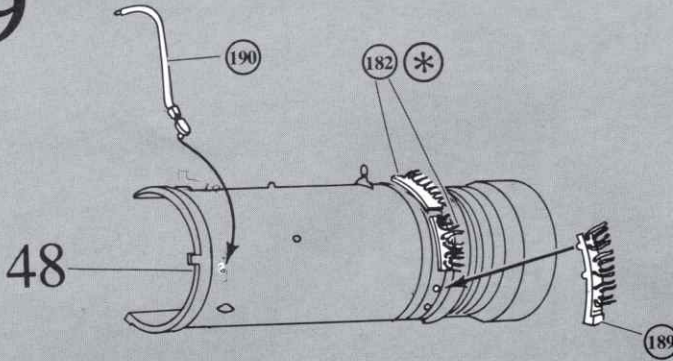
48

185-187 TURBINE VANE SECTIONS
188 COMBUSTION CHAMBER CASE



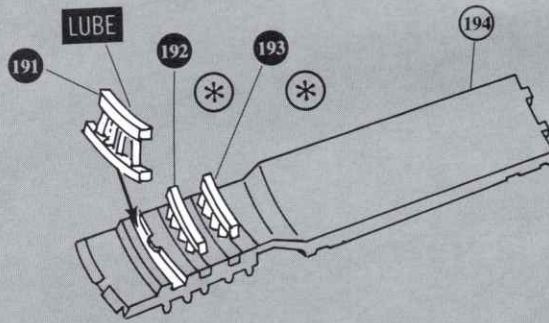
49

182 THERMOCOUPLE TERMINAL (2)
 189 LONG THERMOCOUPLE TERMINAL WITH
 190 SPARK IGNITER LEAD



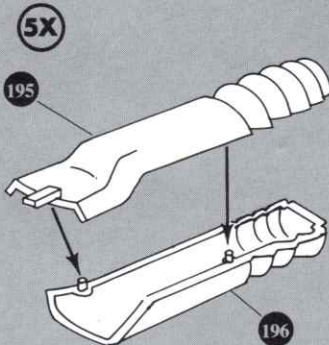
191-193 TURBINE VANE SE
 194 COMBUSTION CHAMBE

50



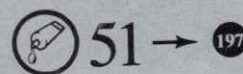
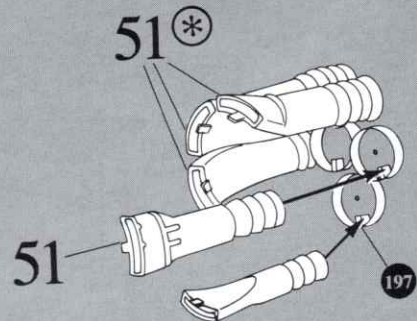
51

195 COMBUSTION CHAMBER LINER, TOP
 196 COMBUSTION CHAMBER LINER, BOTTOM

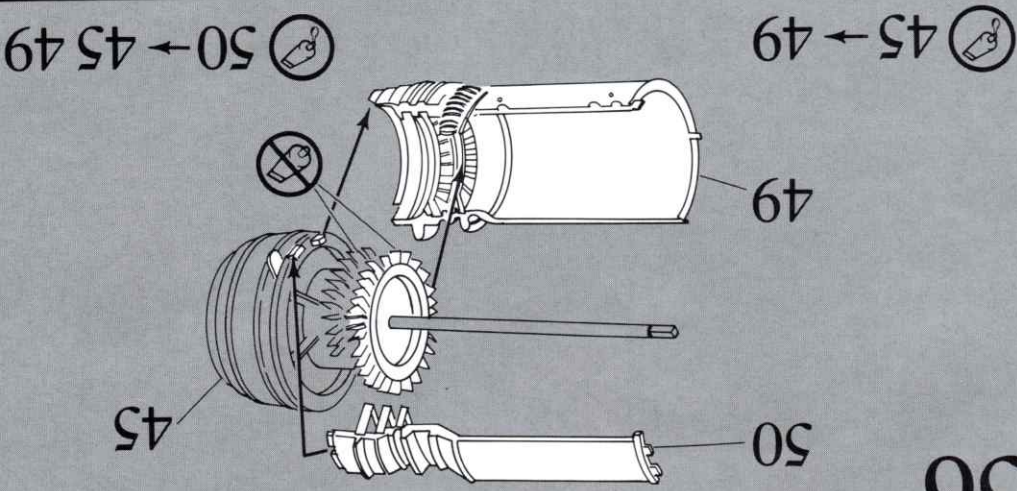


52

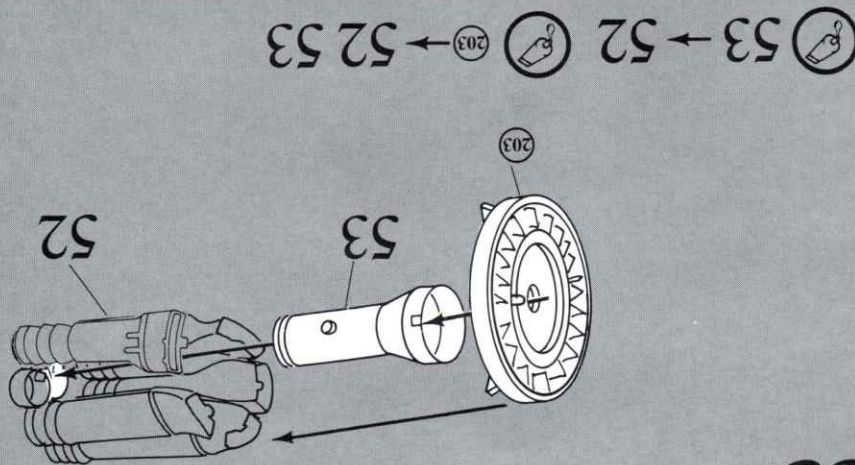
197 DOME A



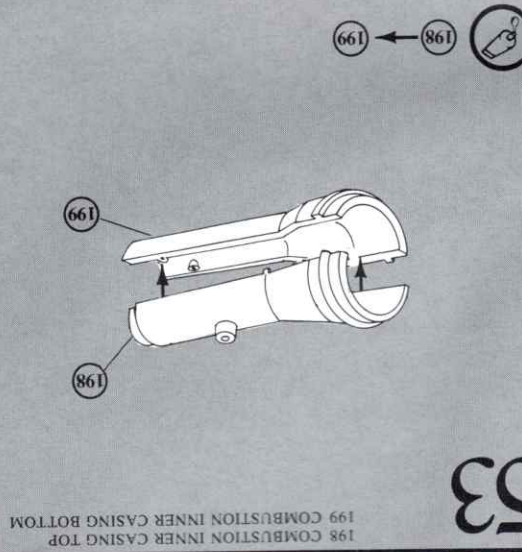
56



55

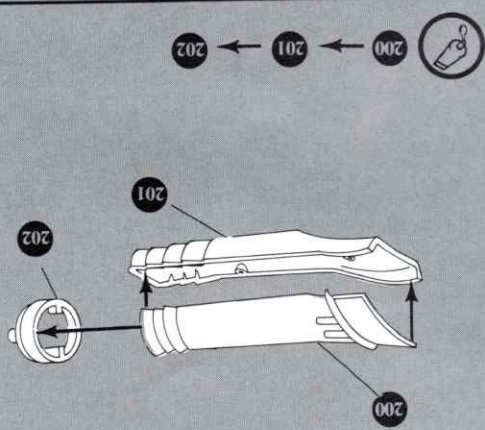


53



198 COMBUSTION INNER CASING TOP
199 COMBUSTION INNER CASING BOTTOM

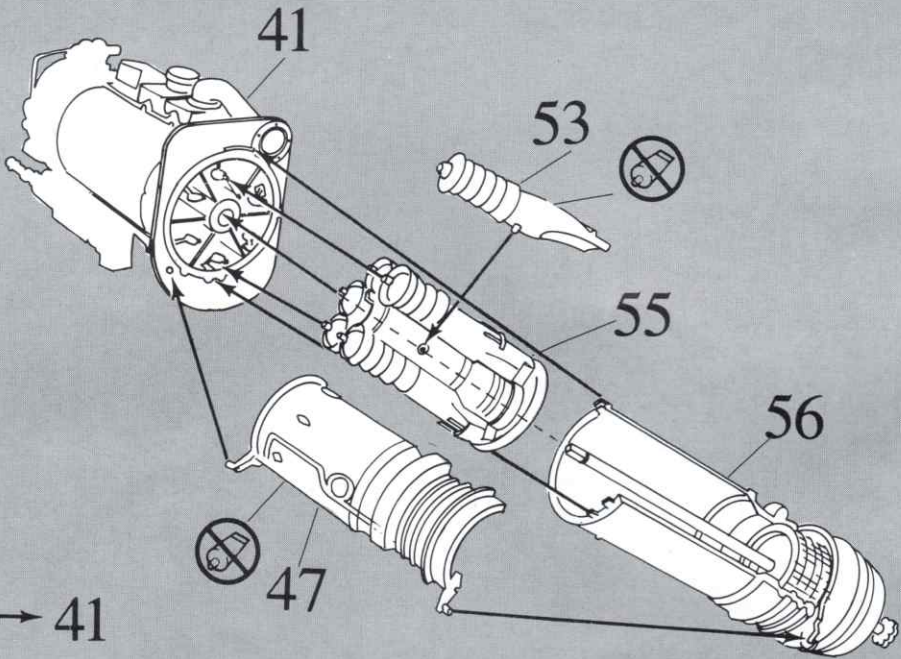
54







200 REMOVABLE COMBUSTION CHAMBER LINER, TOP
201 REMOVABLE COMBUSTION CHAMBER LINER, BOTTOM
202 DOME

203 FIRST STAGE TURBINE VANE

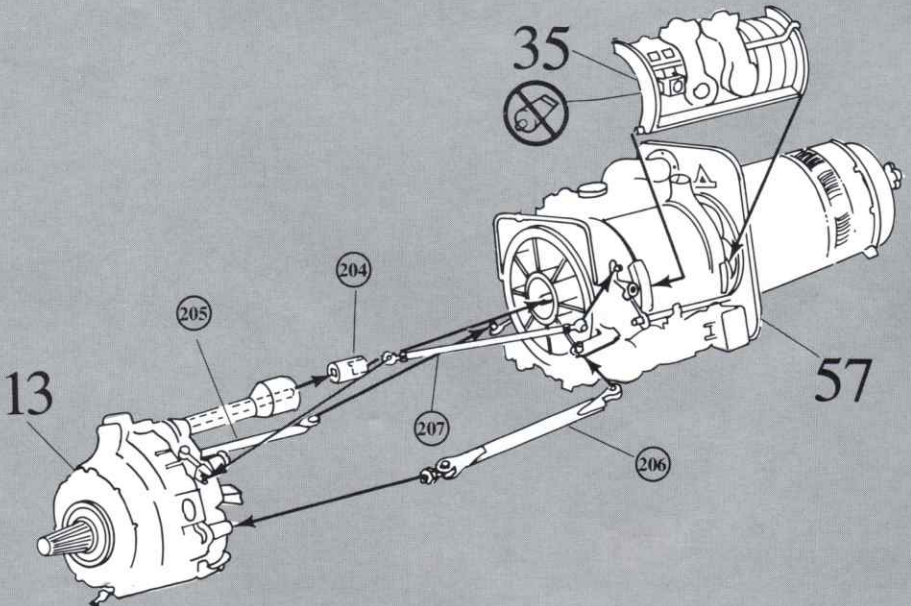
57






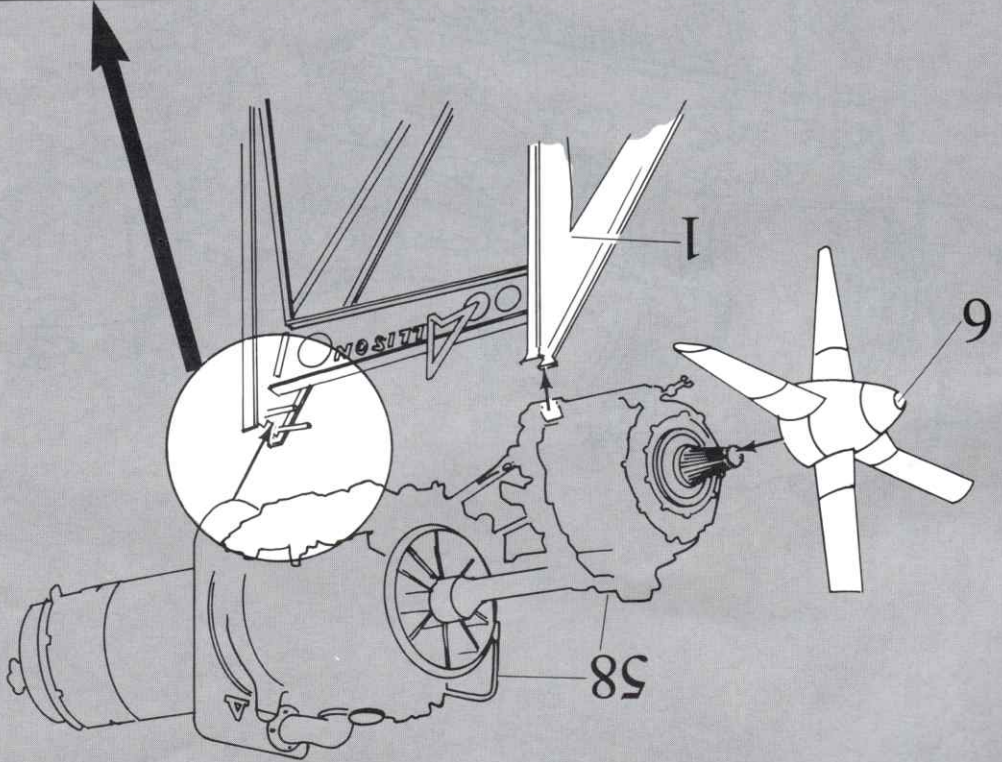
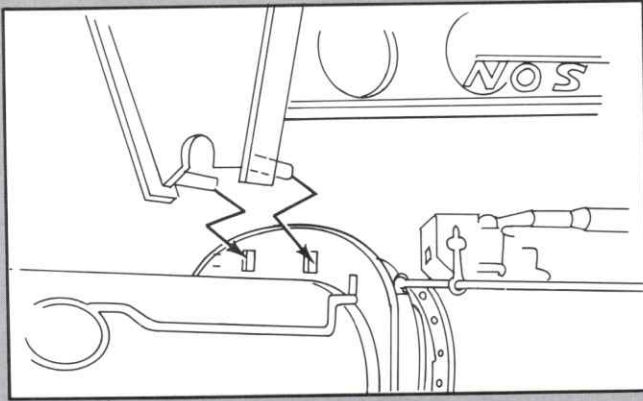
-  55 → 41
-  53 → 55
-  56 → 41  47 → 41 56

58

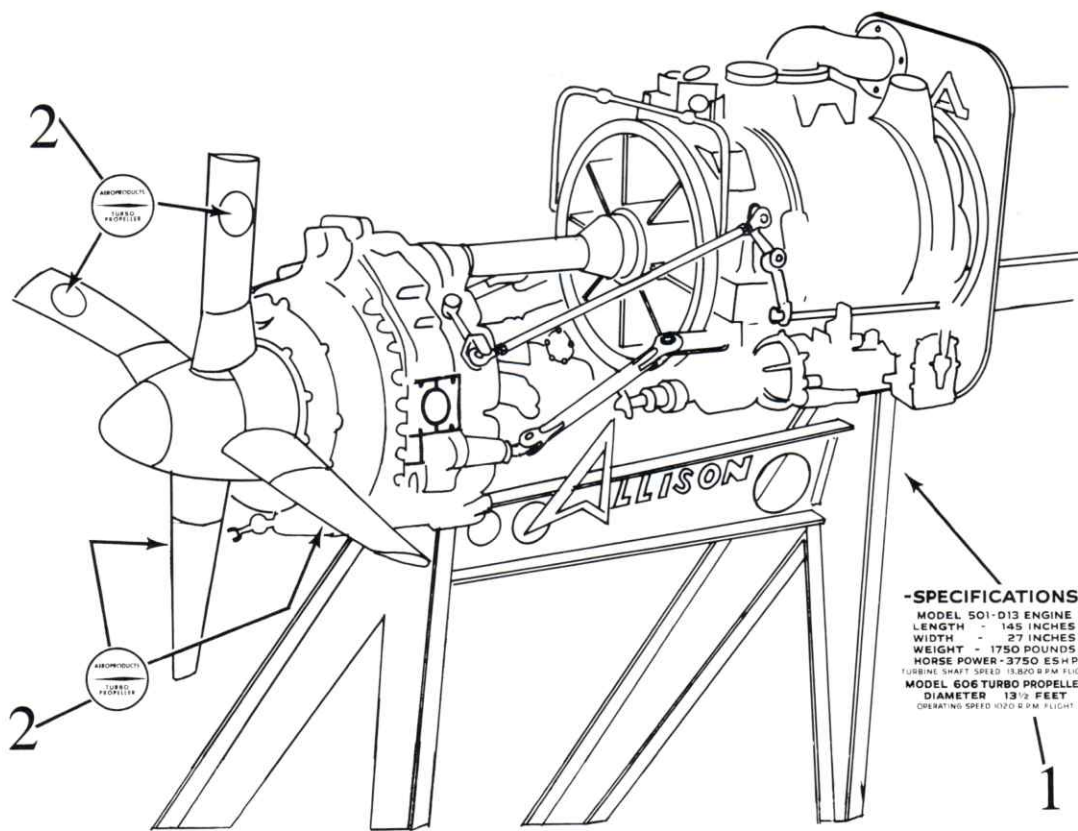
204 COMPRESSOR EXTENSION SHAFT
 205 RIGHT STRUT
 206 LEFT STRUT
 207 PROP CONTROL FRONT SHAFT



-  204 → 57
-  205 206 207 → 13 57
-  35 → 57



60



-SPECIFICATIONS

MODEL 501-D13 ENGINE
 LENGTH - 145 INCHES
 WIDTH - 27 INCHES
 WEIGHT - 1750 POUNDS
 HORSE POWER - 3750 E5 HP
 FLIGHT SHAFT SPEED - 13,500 R.P.M. MIN.
 MODEL 606 TURBO PROPELLER
 DIAMETER - 13 1/2 FEET
 OPERATING SPEED - 1170 R.P.M. FLIGHT

8606 © HEBBELL, INC.

-SPECIFICATIONS-

MODEL 501-D13 ENGINE LENGTH - 145 INCHES WIDTH - 27 INCHES WEIGHT - 1750 POUNDS HORSE POWER - 3750 E5 HP FLIGHT SHAFT SPEED - 13,500 R.P.M. MIN.	MODEL 606 TURBO PROPELLER DIAMETER - 13 1/2 FEET OPERATING SPEED - 1170 R.P.M. FLIGHT
---	---

→ 1 2

