J 58 Engine

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J 58 Engine
The Pratt & Whitney J58 (company designation JT11D-20) was a jet engine that powered the Lockheed A-12, and subsequently the YF-12 and the SR-71 aircraft. It was an afterburning turbojet with a unique compressor bleed to the afterburner which gave increased thrust at high speeds.

Pratt & Whitney J58 - Wikipedia
The engine was designed to operate for extended speeds of Mach 3+ and at altitudes of more than 80,000 ft. The J58 was the first engine designed to operate for extended periods using its afterburner, and it was the first engine to be flight-qualified at Mach 3 for the Air Force. Two J58s power the SR-71 as well as the YF-12A and most of the A-12s.

SR-71 Online - J58 Engine
It's been called "black magic": an engine that can push a plane from 0 to Mach 3.2 without breaking a sweat. Here's how it works. Be sure to SUBSCRIBE to Tech Laboratories for more awesome ...

The Mighty J58 - The SR-71's Secret Powerhouse
The B-58C, or BJ-58, was proposed as a enlarged version of the B-58A to be powered by Pratt & Whitney J58 turbojet engines. The 32,500 thrust J58 was the same engine used on the Lockheed SR-71. Design studies were conducted with two and four engine designs.

The SR-71 Pratt & Whitney JT11D-20B J58 Engine
For extreme high-altitude and high-speed environment operation, the engine required special fuel and oil. Two J58 engines powered each Lockheed A-12 and YF-12 interceptor, and the SR-71 Blackbird reconnaissance and SR-71B trainer aircraft.

Pratt & Whitney J58 (JT11D-20) Turbojet Engine | National ...
The J-58-P4 thus conceived for the A-12, had few common parts with the initial J-58-P2 studied for the US Navy. Only the overall dimensions, the aerodynamics of the compressor blades and the turbine unit were retained for the time-being. Some time later even these would also be modified.

The heart of the SR-71 : the J-58 engine. Evolutions
SR-71 pilot Richard Graham, was nice enough to show us around the J58 engine used by the SR-71. We shot this on location at the Frontiers of Flight Museum at Love Field, Dallas, Texas.

SR-71 J58 Engine Tour
The J-58 was an engine conceived to operate continuously at Mach 3 with the after burner on for the duration of the flight, providing spectacular results: seen here is a J-58-P2 at the test bench, at night, with red hot after burner exhaust "Diamond" shock waves can be seen in the burning discharge. ©Pratt & Whitney Clic

The heart of the SR-71 : the J-58 engine. Tests
The J58 is turbojet within a ramjet. The forward section of the engine has a complex role. It adapts to a large range of speed (0 to Mach 3.2) and altitude (0 to 85,000 ft), and modifies the airflow to work either as turbojet, or as a ramjet, depending on the airspeed. Simplified adjustment of the airflow .

Why does the J58 engine of the SR-71 have a diffuser after ...
The J58 generated a maximum thrust of 32,500 pounds -- more than 160,000 shaft horsepower -- and was the most powerful air-breathing aircraft engine yet devised. The J58 was specifically tailored for operation at extreme speeds, altitudes, and temperatures, and was the first aircraft engine to be flight qualified for the Air Force at Mach 3.

J58 Turbojet Engine > Hill Air Force Base > Display
The above text is part of an interesting article sent to use by The Aviationist’s reader Tim White about the Pratt & Whitney J-58 engines that powered the SR-71 Blackbird, that was published ...

Last SR-71 Blackbird engine test in full afterburner at ...
SR-71 Pratt & Whitney J-58 Engine. Shock Diamonds shown in Afterburner at Night. The first J-58s delivered to the blackbird program, all three models, had all stainless steel lines and the oil tank gold plated, the reason was for better heat dissipation.

SR-71 J-58 Powerplant - wvi.com
J 58 Engine The Pratt & Whitney J58 (company designation JT11D-20) was a jet engine that powered the Lockheed A-12, and subsequently the YF-12 and the SR-71 aircraft. It was an afterburning turbojet with a unique compressor bleed to the afterburner which gave increased

J 58 Engine - laylagrayce.com
This is an image of the very last test of the Pratt & Whitney J58, the engine that powered the legendary SR-71 Blackbird and A-12 Oxcart. It used to get so hot at full afterburner that it looked ...

Stunning image of a burning hot Blackbird's jet engine
Pratt & Whitney is an American aerospace manufacturer with global service operations. Pratt & Whitney's aircraft engines are widely used in both civil aviation (especially airlines) and military aviation.

Pratt & Whitney J58
The Pratt & Whitney J57 (company designation: JT3C) is an axial-flow turbojet engine developed by Pratt & Whitney in the early 1950s. The J57 (first run January 1950) was the first 10,000 lbf (45 kN) thrust class engine in the United States. The J57/JT3C was developed into the J75/JT4A turbojet, JT3D/TF33 turbofan and the PT5/T57 turboprop.

Pratt & Whitney J57 - Wikipedia
The Pratt & Whitney J58 (company designation JT11D-20) was a jet engine that powered the Lockheed A-12, and subsequently the YF-12 and the SR-71 aircraft. The J58 was a single-spool turbojet with an afterburner.[1] It had a unique bleed from the compressor to the afterburner which gave increased thrust at high speeds.[2] This feature caused it to be referred to as a turboramjet in some writings.

J58 The Powerplant for the Blackbirds - thesr71blackbird.com
The B-58C, or BJ-58, was proposed as a enlarged version of the B-58A to be powered by Pratt & Whitney J58 turbojet engines. The 32,500 thrust J58 was the same engine used on the Lockheed SR-71. Design studies were conducted with two and four engine designs.

The Pratt & Whitney J-58 Engine - 456 FIS
It remains unknown the exact number of engine failures during the ground development and flight test phase of the J-58 engines of the A-12, YF-12, and their successor, the SR-71 Blackbird, but it was a lot. Many were minor and many catastrophic where the engine would be destroyed.

Pratt & Whitney, Aviation Pioneers of Groom Lake - Area 51 ...
The J58 was a variable cycle engine which functioned as both a turbojet and a fan-assisted ramjet. The J58 was a single-spool turbojet engine with an afterburner. Bypass jet engines were rare at the time, but Ben Rich later described the engine as “bypass jet engine by air withdrawal”.

J 58 Engine

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