



**Prime Turbines**  
**485 Airport Rd**  
**Butler, PA 75006 USA**  
**972-406-2100**

<b>Customer:</b> E & E Aviation	<b>Purchase Order Instructions:</b> Comply with Pre-Buy Bore-scope Inspection	<b>Date:</b> 12/16/2021	
<b>Description:</b> Turbo-Prop Engine	<b>Manufacture:</b> Pratt & Whitney Canada	<b>Model or Part Number:</b> PT6A-52	<b>Serial Number:</b> PCE-RX0170
<b>Time Since New (TSN):</b> Aircraft Hobbs 7047	<b>Cycles Since New (CSN):</b>	<b>Time Since Overhaul (TSO):</b>	<b>Time Since (H.S.I):</b>


**Inspection detail:**

Bore-scope inspection limited to hot section and 1<sup>st</sup> stage compressor:

Engine was installed on aircraft and considered in service

- 1) Engine external – Good condition, normal expected for time in service.
- 2) Compressor inlet and screen – Screen serviceable condition and rubber in serviceable condition
- 3) Compressor rear hub and 1<sup>st</sup> stage blades – Minor acceptable nicks and erosion with no action required. Minor corrosion and dirty
- 4) Compressor #1 Vane and Shroud – Good condition, with surface corrosion and coating loss. Coating loss normal for Cadmium Plating
- 5) Gas / Gen Case – Good condition with no defects observed
- 6) Compressor Turbine / Blades – Run time buildup of soot/elements and minor discoloration on all CT blades. Also some TBC from SED has adhered to CT Blades
- 7) C.T. Vane Ring – Normal with minor / acceptable hot gas erosion and coating loss. Hairline cracks noted with No action required. There is some TBC that has attached to the CT Vane and Blades
- 8) Small exit duct – Normal with localized heat concentration and coating loss with minor burning noted. All acceptable at this time
- 9) Shroud housing and segments. – Shroud housing found in normal condition and minor blade rub. All acceptable at this time.
- 10) Combustion Liner—with minor amounts of carbon and build up noted. No action required at this time
- 11) Power Turbine Blades / Stator – Normal with blades for time in service and no action required.
- 12) Engine is normal condition for time in service
- 13) Engine was not subjected to performance run as part of this inspection

Not intended for release of aircraft or engine. Premature failure of component or engine would be considered as un-foreseen or hidden as in the case of over temp condition. Borescope was performed using 3.9mm fiber and video scope system with 10x magnification. Images digitally captured and embedded in this report. Due to the optical and access limitations of borescope inspections, Prime in no way implies this borescope inspection as a replacement for acceptance or rejection of parts and/or components at an overhaul shop but rather used as a tool for workscope guidance and related.

<b>Completed By:</b> Matt Woodworth	<b>Signature:</b> 	<b>Date:</b> 12/16/2021
--	---	----------------------------



Prime Turbines  
485 Airport Rd  
Butler, PA 75006 USA  
972-406-2100

<b>Customer:</b> E & E Aviation	<b>Purchase Order Instructions:</b> Comply with Pre-Buy Bore-scope Inspection	<b>Date:</b> 12/16/2021	
<b>Description:</b> Turbo-Prop Engine	<b>Manufacture:</b> Pratt & Whitney Canada	<b>Model or Part Number:</b> PT6A-52	<b>Serial Number:</b> PCE-RX0170
<b>Time Since New (TSN):</b> Aircraft Hobbs 7047	<b>Cycles Since New (CSN):</b>	<b>Time Since Overhaul (TSO):</b>	<b>Time Since (H.S.I):</b>



Engine View 2



Engine View 2



Data Plate



1<sup>st</sup> Stage Compressor



1<sup>st</sup> Stage Compressor



1<sup>st</sup> Stage Compressor

Not intended for release of aircraft or engine. Premature failure of component or engine would be considered as un-foreseen or hidden as in the case of over temp condition. Borescope was performed using 3.9mm fiber and video scope system with 10x magnification. Images digitally captured and embedded in this report. Due to the optical and access limitations of borescope inspections, Prime in no way implies this borescope inspection as a replacement for acceptance or rejection of parts and/or components at an overhaul shop but rather used as a tool for workscope guidance and related.

<b>Completed By:</b> Matt Woodworth	<b>Signature:</b> 	<b>Date:</b> 12/16/2021
--	-----------------------	----------------------------



Prime Turbines  
485 Airport Rd  
Butler, PA 75006 USA  
972-406-2100

<b>Customer:</b> E & E Aviation	<b>Purchase Order Instructions:</b> Comply with Pre-Buy Bore-scope Inspection	<b>Date:</b> 12/16/2021	
<b>Description:</b> Turbo-Prop Engine	<b>Manufacture:</b> Pratt & Whitney Canada	<b>Model or Part Number:</b> PT6A-52	<b>Serial Number:</b> PCE-RX0170
<b>Time Since New (TSN):</b> Aircraft Hobbs 7047	<b>Cycles Since New (CSN):</b>	<b>Time Since Overhaul (TSO):</b>	<b>Time Since (H.S.I):</b>



1<sup>st</sup> Stage Compressor



1<sup>st</sup> Stage Compressor



1<sup>st</sup> Stage Compressor



CT Vane Ring



CT Blades



CT Blades and CT Vane Ring

Not intended for release of aircraft or engine. Premature failure of component or engine would be considered as un-foreseen or hidden as in the case of over temp condition. Borescope was performed using 3.9mm fiber and video scope system with 10x magnification. Images digitally captured and embedded in this report. Due to the optical and access limitations of borescope inspections, Prime in no way implies this borescope inspection as a replacement for acceptance or rejection of parts and/or components at an overhaul shop but rather used as a tool for workscope guidance and related.







<b>Completed By:</b> Matt Woodworth	<b>Signature:</b> 	<b>Date:</b> 12/16/2021
--	-----------------------	----------------------------






**Prime Turbines**  
**485 Airport Rd**  
**Butler, PA 75006 USA**  
**972-406-2100**

<b>Customer:</b> E & E Aviation	<b>Purchase Order Instructions:</b> Comply with Pre-Buy Bore-scope Inspection	<b>Date:</b> 12/16/2021
<b>Description:</b> Turbo-Prop Engine	<b>Manufacture:</b> Pratt & Whitney Canada	<b>Model or Part Number:</b> PT6A-52
<b>Time Since New (TSN):</b> Aircraft Hobbs 7047	<b>Cycles Since New (CSN):</b>	<b>Serial Number:</b> PCE-RX0170
<b>Time Since Overhaul (TSO):</b>	<b>Time Since (H.S.I):</b>	

 <p>12/16/2021 16:02</p> <p>CT Blades and CT Vane Ring</p>	 <p>12/16/2021 16:03</p> <p>CT Blades and Shroud Segments</p>	 <p>12/16/2021 16:03</p> <p>CT Blades and Shroud Segments</p>
 <p>12/16/2021 16:05</p> <p>CT Blades</p>	 <p>12/16/2021 16:06</p> <p>Small Exit Duct</p>	 <p>12/16/2021 16:06</p> <p>Outer Combustion Liner and Small Exit Duct</p>

<p>Not intended for release of aircraft or engine. Premature failure of component or engine would be considered as un-foreseen or hidden as in the case of over temp condition. Borescope was performed using 3.9mm fiber and video scope system with 10x magnification. Images digitally captured and embedded in this report. Due to the optical and access limitations of borescope inspections, Prime in no way implies this borescope inspection as a replacement for acceptance or rejection of parts and/or components at an overhaul shop but rather used as a tool for workscope guidance and related.</p>		
<b>Completed By:</b> Matt Woodworth	<b>Signature:</b> 	<b>Date:</b> 12/16/2021



Prime Turbines  
485 Airport Rd  
Butler, PA 75006 USA  
972-406-2100

<b>Customer:</b> E & E Aviation	<b>Purchase Order Instructions:</b> Comply with Pre-Buy Bore-scope Inspection	<b>Date:</b> 12/16/2021	
<b>Description:</b> Turbo-Prop Engine	<b>Manufacture:</b> Pratt & Whitney Canada	<b>Model or Part Number:</b> PT6A-52	<b>Serial Number:</b> PCE-RX0170
<b>Time Since New (TSN):</b> Aircraft Hobbs 7047	<b>Cycles Since New (CSN):</b>	<b>Time Since Overhaul (TSO):</b>	<b>Time Since (H.S.I):</b>



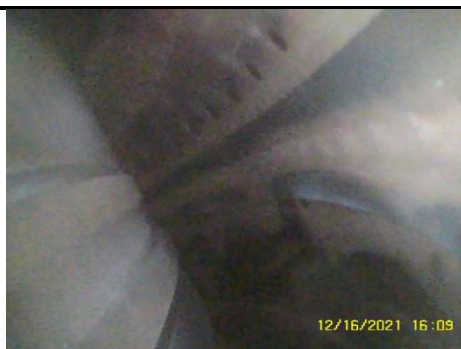
Outer Combustion Liner and  
Fuel Nozzle



Outer Combustion Liner



Outer Combustion Liner



Inner and Outer Combustion  
Liner



Outer Combustion Liner



Exhaust Duct

Not intended for release of aircraft or engine. Premature failure of component or engine would be considered as un-foreseen or hidden as in the case of over temp condition. Borescope was performed using 3.9mm fiber and video scope system with 10x magnification. Images digitally captured and embedded in this report. Due to the optical and access limitations of borescope inspections, Prime in no way implies this borescope inspection as a replacement for acceptance or rejection of parts and/or components at an overhaul shop but rather used as a tool for workscope guidance and related.

<b>Completed By:</b> Matt Woodworth	<b>Signature:</b> 	<b>Date:</b> 12/16/2021
--	-----------------------	----------------------------



Prime Turbines  
485 Airport Rd  
Butler, PA 75006 USA  
972-406-2100

<b>Customer:</b> E & E Aviation	<b>Purchase Order Instructions:</b> Comply with Pre-Buy Bore-scope Inspection	<b>Date:</b> 12/16/2021	
<b>Description:</b> Turbo-Prop Engine	<b>Manufacture:</b> Pratt & Whitney Canada	<b>Model or Part Number:</b> PT6A-52	<b>Serial Number:</b> PCE-RX0170
<b>Time Since New (TSN):</b> Aircraft Hobbs 7047	<b>Cycles Since New (CSN):</b>	<b>Time Since Overhaul (TSO):</b>	<b>Time Since (H.S.I):</b>



PT Blades



PT Blades

Not intended for release of aircraft or engine. Premature failure of component or engine would be considered as un-foreseen or hidden as in the case of over temp condition. Borescope was performed using 3.9mm fiber and video scope system with 10x magnification. Images digitally captured and embedded in this report. Due to the optical and access limitations of borescope inspections, Prime in no way implies this borescope inspection as a replacement for acceptance or rejection of parts and/or components at an overhaul shop but rather used as a tool for workscope guidance and related.

<b>Completed By:</b> Matt Woodworth	<b>Signature:</b> 	<b>Date:</b> 12/16/2021
--	-----------------------	----------------------------