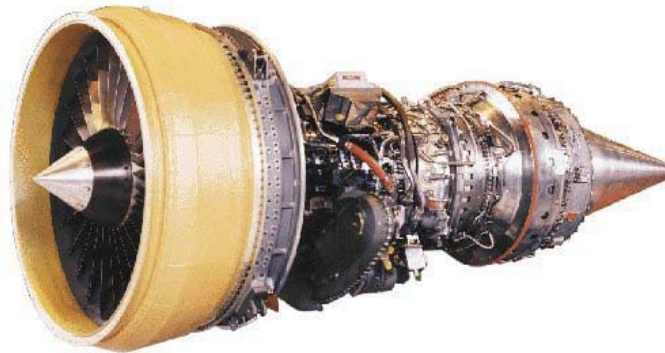




Non Performance Borescope Inspection Report

Engine type: CF34-3A2



Engine Serial 350345
Customer :Fly All Ways



Contents

Section 1

- General information

Section 2

- Nose cone
- Fan blades

Section 3

- Compressor blades, 1, 6, 7, 8, 9, 12 & 13 stages
- Compressor blades 2, 3, 4 10, 11 stages

Section 4

- Combustion liner
- High pressure nozzle guide vanes
- High pressure turbine blades, 1st
- HPT shrouds (as far as visible)

Section 5

- Transition Duct

Section 6

- No acces

Section 7

- General comments, recommendations



SKY Ndt. Engine Borescope Inspections. FAA Repair Station CR#9WOR474C

Section 1

General Information

Engine Type: CF34-3A2

Aircraft: BOMBARDIER 601 Reg N545SD Poss # 2

Engine S/N GE-E-350345

Mark / Rating -3A2

NO VISIBLE INFO ON DATA PLATE

ESN	350345
TSN	8054
CSN	7497
LSV	27 SEP 16
L OH	12 Aug 05

Inspection Details:

Location : Fort PIERCE FL.

Date : JUL/21/2026

Reason for Inspection: Owner Request

Technical Data Used: Task Card 000-72-440-107 Rev 49

Borescope Inspection Procedures Contained in ATA AMM Section 72-00-00-00



Inspector : Hector D.C	INSPECTION : PRE BUY INSPECTION
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Location Area /Stage	Findings : Calibration TEST OK	SIG AD
Check tool	Olympus IPLEX RX Calibration OK Olympus NX IPLEX calibration OK	STAMP

Section 2

Air Intake and Fan Section •

Inspection findings:

- Fan blades : No visual defects noted
- 1Stage blade dust and moisture
No visual blades damage found

Inspected I.A.W. AMM 72-00-00

Inspection findings:

- Air Intake, Nose cone

Inspected I.A.W. AMM 72-00-00

No visual defects noted.





Section 3

Compressor Blades

- Compressor blades, 1, 2, 6, 7, 8, 9, 12, 13, 2, 3, 4, 10, 11 stages

Inspected I.A.W. AMM Subtask 72-00-00-290-002

Inspection findings:

Blade condition: No significant defects note

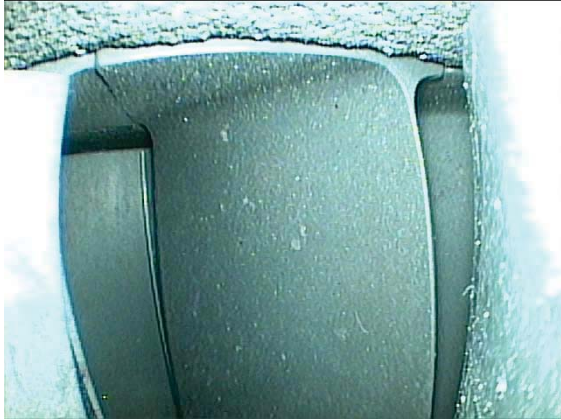
Location area Stage 1 Compressor	Findings : Findings : MINOR DEFECTS Dust and large amount of Moisture Observed 1 TE Blade / 1 LE Blade	Sig. AD
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SKY Ndt. Engine Borescope Inspections. FAA Repair Station CR#9WOR474C

Location área Stage 2 Compressor (IplexRX 3.5mm)	Findings : Findings : No Damage found Large amount of dust observed 2 TE Blade / 2 LE Blade	Sig. <i>AD</i>
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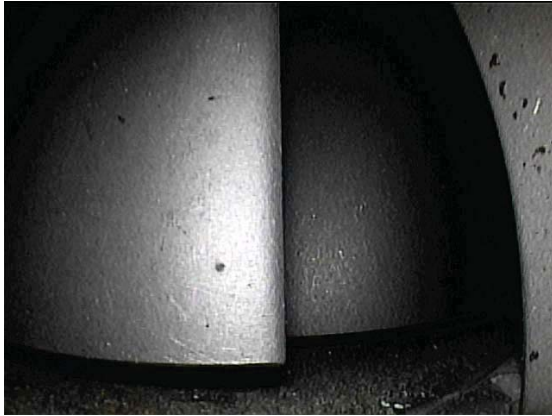
Location area Stage 3 Compressor	Findings : Findings : NO DAMAGE FOUND Dust observed 3 TE Blade / 3 LE Blade	Sig. <i>AD</i>
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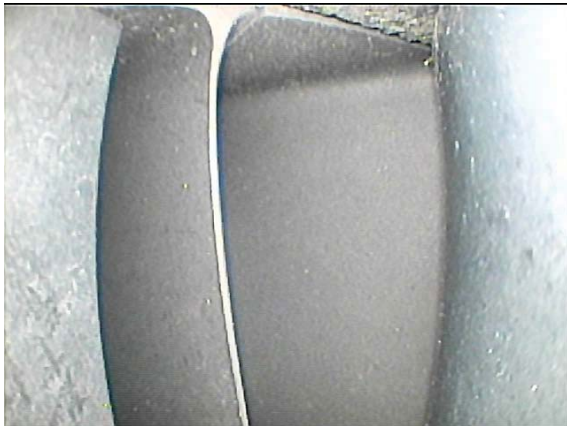


SKY Ndt. Engine Borescope Inspections. FAA Repair Station **CR#9WOR474C**

Location area Stage 4 Compressor	Findings : Findings : IN LIMITS No damage found . Dust observed 4 TE Blade / 4 LE Blade	Sig. <i>HD</i>
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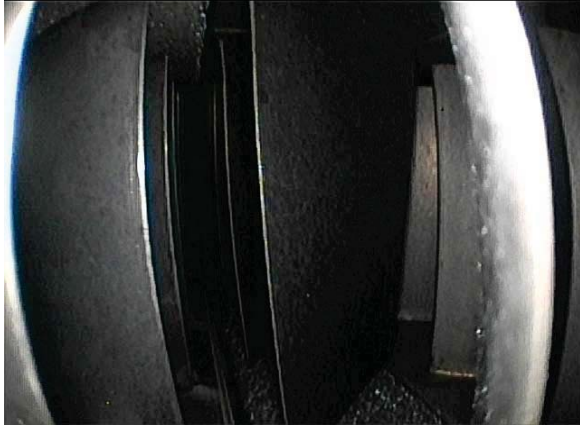


Location area Stage 6 Compressor	Findings : No damage found Dust observed 6 TE Blade / 6 LE Blade	Sig <i>HD</i>
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Location area Satage 7 Compressor	Findings: No Damage Found No damage found on: 7 LE Blade / 7 TE Blade	Sig <i>AD</i>
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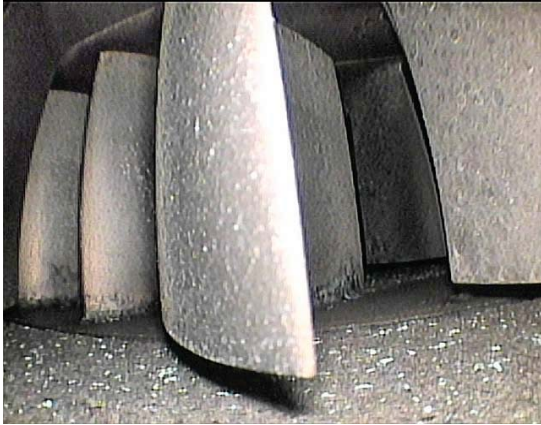
Location area Stage 8 Compressor	Findings : No damage Found IN LIMITS Dust Observed 8 TE Blade / 8 LE Blade	Sig <i>AD</i>
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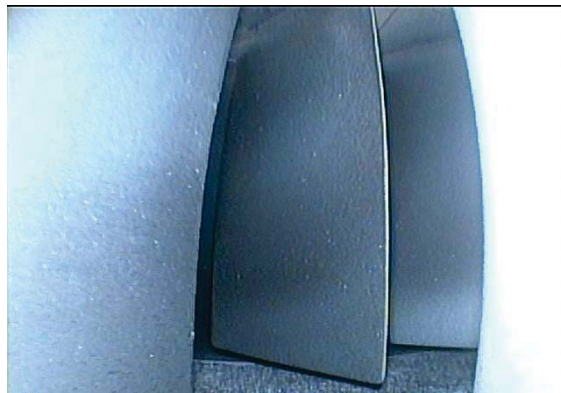


SKY Ndt. Engine Borescope Inspections. FAA Repair Station CR#9WOR474C

Location area Stage 9 Compresor	Findings : No damage found IN LIMITS Dust observed 9 TE Blade / 9 LE Blade	Sig HD
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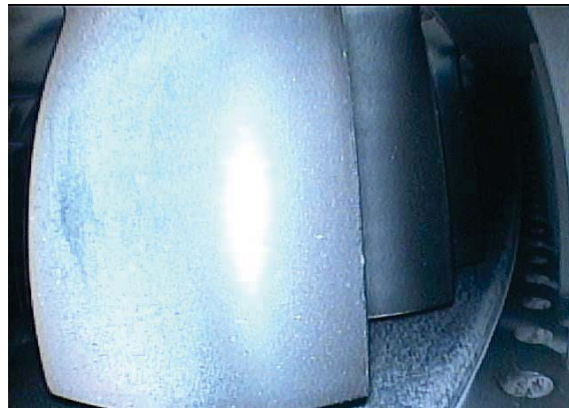
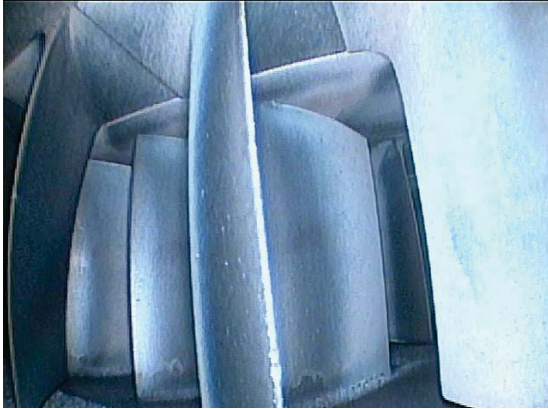
Location área Satge 10 Compresor (Iplex RX 3.5mm)	Findings : no damage found IN LIMITS Dust observed 10 TE Blade / 10 LE Blade	Sig HD
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SKY Ndt. Engine Borescope Inspections. FAA Repair Station **CR#9WOR474C**

Location área Satge 11 Compressor (Iplex RX 3.5mm)	Findings : All findings are satisfactory IN LIMITS 11 TE Blade / 11 LE Blade	Sig <i>AD</i>
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Location área Satge 12 Compressor (Iplex RX 3.5mm)	Findings : No damage found Dust and Moisture Observed 12 TE Blade / 12 LE Blade	Sig <i>AD</i>
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SKY Ndt. Engine Borescope Inspections. FAA Repair Station **CR#9WOR474C**

Location área Satge 13 Compressor (Iplex RX 3.5mm)	Findings : No damage Found Dust Observed 13 TE Blade	Sig <i>AD</i>
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Section 4

Combustion Chamber and High Pressure Turbine

- Combustion liner
- High pressure nozzle guide vanes
- High pressure turbine blades, 1st
- HPT shrouds (as far as visible)

Inspected I.A.W. AMM 72-00-00 Subtasks:

- 72-00-00-290-003 (Combustion Chamber)
- 72-00-00-290-004 (Nozzles and Shrouds)
- 72-00-00-290-005 (HPT 1 Blades)

Inspection findings:

Small radial cracks on FN baffle (normal wear)

NGV LE small burns (normal wear)

No more Damage Found



SKY Ndt. Engine Borescope Inspections. FAA Repair Station **CR#9WOR474C**

Location area Sateg : Comb Chamber Iplex NX 6.0 mm EVIDENT	Findings Small burned on the edges of the fuel nozzle baffle . Small Radial crack on fuel nozzle Baffle . Normal wear . IN LIMITS	Sig <i>AD</i>
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SKY Ndt. Engine Borescope Inspections. FAA Repair Station **CR#9WOR474C**

Location area Sateg : NGV Iplex NX 6.0 mm EVIDENT	Findings Small burned on the leading edge Normal wear. Loss of thermal coating; normal wear. No more damage. IN LIMITS	Sig <i>AD</i>
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SKY Ndt. Engine Borescope Inspections. FAA Repair Station **CR#9WOR474C**

Location area Satge: HPT -1	Findings : No Damage Found on HPT 1 Blades IN LIMITS Normal wear	Sig <i>HD</i>
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SKY Ndt. Engine Borescope Inspections. FAA Repair Station **CR#9WOR474C**

Location area Satge T1 HPT 1	Findings: No Damage Found on HPT 1 IN LIMITS Normal wear	Sig <i>AD</i>
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Section 6

Low Pressure Turbines

NO ACCES, engine ON WING

Inspected I.A.W. AMM 72-00-00

Section 7

General Comments:

All findings are satisfactory to AMM limits and no reduced inspection interval has to be applied.

. All other findings are acceptable to AMM or GE Engine Manual limits and do not require a reduced inspection interval.

Recommendations:

An engine washes and oil system analysis for preservation purposes must be performed.

Inspection Performed and Report Prepared by:

Inspectors Name: Hector Dapena

Signature: *Hector Dapena*

Date: 06 June 2018

IMPORTANT NOTICE

The content of this report is based on attentive inspection and review within the capabilities of the inspection equipment used (as recommended by the OEM) and in accordance with documentation and procedures noted in Section 1.

It is exclusive of any damage not detectable without removal and disassembly of the unit.

It is believed to be a true representation of the engine condition at the specific time of inspection.

This report is submitted in confidence to the above-named client and is without responsibility to others to whom it may be shown.