

N721EA

1980 King Air 200

LH Engine Written Borescopes



MSN: BB-679

Prepared by the worldwide aviation specialists at RidgeAir, Inc.

West Coast Turbines, Inc.

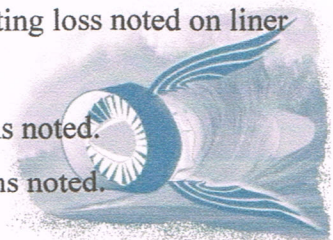
Aircraft: KA-200 Reg #: N721EA Date: Aug 19, 2026
Model: PT6A-41 Serial #: 81056 Position: Left # 1
Customer Name: Aloft Aviation Services, LLC. TTSN: Unk TCSN: Unk

PT6A - Video Borescope cursory inspection.

Note: This inspection is not intended for release of aircraft or engine. Premature failure of components or engine would be considered as un-foreseen or hidden as in the case of over temp condition. Borescope was performed using 3.9 mm GE fiber and video scope system with magnification. Images digitally captured and included with this report. (To be used for reference only-always follow M/M).

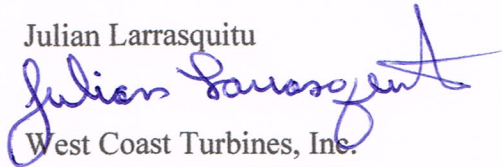
Findings:

1. Partially (Visually) inspected outer engine areas of Gas Generator and Power section. At least one fuel nozzle noted to be incorrectly installed @ 9 o'clock (Pilots view), gasket no sealing properly. Fuel transfer tubes hold-down bracket not installed correctly. Nozzle bolts safetywired incorrectly. SW should be routed under the adapter and not over top. Recommend all nozzles be checked and corrected prior to next flight.
2. 1st stage compressor and inlet area: Inlet screen and inlet walls very oily and grimy. Corrosion noted with minor pitting at 6: clock at compressor inlet. Recommend compressor wash.
3. Inspected Hot Section Components.
 - Inspected CT blades LEs. Minor carbon erosion noted at blade tips. OK per MM at this time.
 - Inspected segments: Minor tip rub noted.
 - Inspected CT Vane Assy: Coating loss with erosion noted at several location. Minor hairline cracks at inner rings. All acceptable per MM at this time.
 - Inspected Small Duct Assy: No problems noted.
 - Inspected large exit duct & CC liner. Minor hairline cracks noted on liner cooling rings. Minor carbon buildup with ceramic coating loss noted on liner walls, all acceptable per MM at this time.
 - Partially Inspect 2nd stage PT Blades TEs. No problems noted.
 - Partially inspected exhaust duct assembly. No problems noted.



Please note: Given the nature of borescope inspections, it is not possible to directly visually inspect all areas of engine. Based on these limitations, WCTI, does not guarantee findings against any type of visible or hidden damage at time of inspection. Inspection is accomplished as a means to validate current condition of inspected components for integrity only. Inspection carried out this date Aug 18, 2026 in accordance with Pratt & Whitney Canada PT6A-41 M/M P/N 3021442, In service inspection criteria Rev 77 dated Jul 17, 2026.

Julian Larrasquitu



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