Hot Section Inspection

Student’s Name

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**Hot Section Inspection**

The hot section inspection is done to check and examine the key part of the engine so that to prevent, plan and maintain engines activities. The technician needs to inspect aircraft engine deliver the best performance, increase engines durability and reduce the maintenance cost. For instance to identify a small problem in time before it become more complex that can serious damage the whole engine. The following are the component of the hot section inspection and there defects

**Turbine blade**

This is a blade found in the turbine area of the plane. A crucial component requires thorough cleaning and rinsing. The main aim is to ensure that the blade is free from damage and the blades are in good condition (Quinones, Rieck Albrecht, Sullivan, Weisgerber, & Plemmons, 1995). Washing includes compressor washing that is carried out on a daily basis, and it is done manually. Some operators after compressor washing may forget rising the turbine hence posing a threat to the blades. The blades are exposed to the corrosive condition from the surrounding (Farrahi, Tirehdast, Abad, Parsa, & Motakefpoor, 2011). Therefore, the corrosive nature may affect the blades when rotating. This is a defect, which should be avoided if the compressor is thoroughly rinsed.

**Compressor turbine disk**

The compressor turbine disk is found in the turbine area with a role ensuring tight blades. It is in the compressor enabling circulation (Albrecht, Kutney & Weisgerber, 1994). Compressor blade needs inspected from erosion so that it should not be contacted with foreign object damage and initial check up to be done regularly. If compressor blade is serious damage may lead to removal of the engine from airframe

**Ignition system**

This form of system it concerned with the ignition of the engine. Due to the worn plug may lead to defects that make the engine unable to start whenever ignited. If the checking is not done, the plane may end up not taking off.

References

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