

**CERTIFICATE OF INSPECTION**

CONTROL/SHIPPER No **3457**

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**SOLD TO** NTSB  
1515 WEST 190th ST, ST  
Gardena  
90248 CA

**SHIP TO** SAME

**PURCHASE ORDER No.:** LAX02GA201

**PRIME CONTRACTOR:**

**CUSTOMER SHIPPER No.:**

**DATE RECEIVED:** 8/26/02

**CONTR'S ORDER No.:**

**DATE SHIPPED:** 8/27/02

**MISC.**

Item	Rec.	Insp.	Part No.	Process	Accepted	Rejected	Inspector
1	1	1	WING SKIN C-130 <sup>A</sup>	X-ray RIVET LINES OF STRINGERS TO LOWER WING SKINS ON FRACTURED SECTIONS PER ASTM-E1742-00.	0	0	Paul Lopez NDT LEVEL-III TEST EXAMINER

**Material** ALUM<sup>A</sup>  
(2 PCS.) WING SKIN C-130<sup>A</sup>

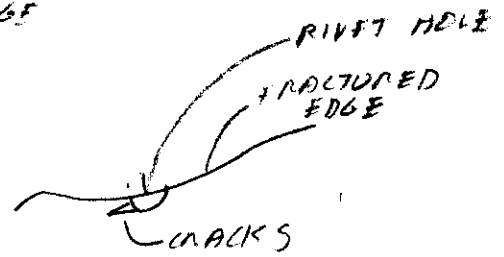
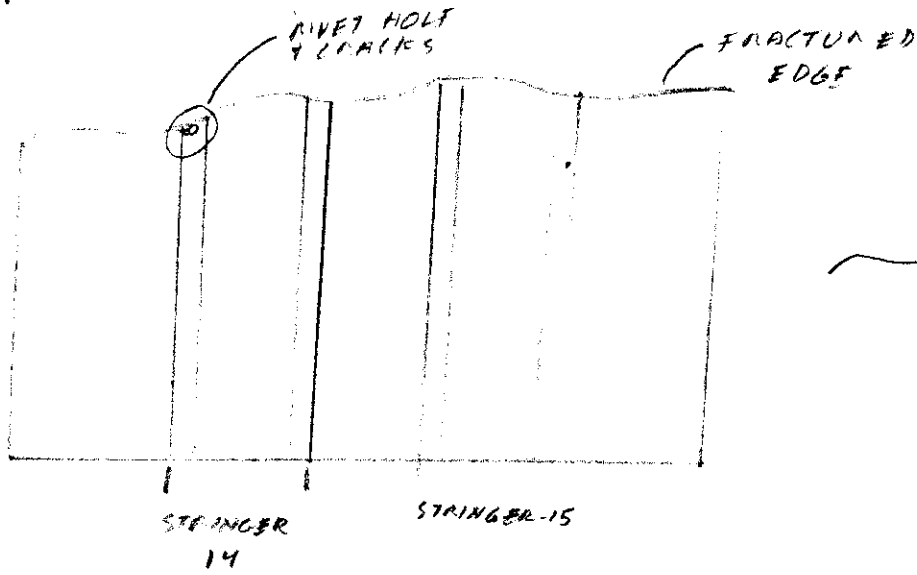
- ITEM (A)** A crack was detected on stringer 13. Crack extends 90° from fractured edge of wing skin and is parallel with the stringer. Crack length is approximately .200" long. Crack was detected on view A with the x-ray beam 90° perpendicular to wing surface and view B with the x-ray beam at a 45° angle to the wing surface from the fractured edge.
- ITEM (B)** Two (2) cracks where detected on stringer 14. The 2 cracks are at an inside corner of a fracture line on the stringer, inline with the main wing fracture and 90° to the stringer. Both cracks are visible to the surface of the fracture. The cracks are approximately 5.75" away from the wing skin fractured edge. Cracks when detected on a view A with the x-ray beam 90° to the wing skin surface and on view B with the x-ray beam at a 45° angle to the wing surface, from the fracture edge. An additional crack is located in the same area parallel with the stringer and 90° to the fractured surface. This crack is approximately .125" long. The third crack was only detectable on view - B.
- ITEM (C)** Detected (2) two cracks propagating from a rivet hole at stringer 14. The cracks are parallel with the fractured edge. The rivet hole is located on the fractured edge but the 2 cracks do not appear to be connected with the fractured surface. Cracks are approximately .125" long. A slight bend in the stringer exist at the location of the cracks. We cannot determine if the cracks are in the wing skin or the stringer. Cracks are detected on view b only.
- ITEM (D)** A .50" crack detected in radius of stringer - 16, at the narrow point of the stringer. Crack is at a 90° angle to the fractured edge and in line with the stringer. No visual correlation with the crack could be made. Crack was detected on view A & view C.

CEDTECH TESTING LABORATORIES

PAUL LOPEZ - MANAGER, Q.A.

*[Signature]*  
AUTHORIZED REPRESENTATIVE

17A-C



17A-D

