

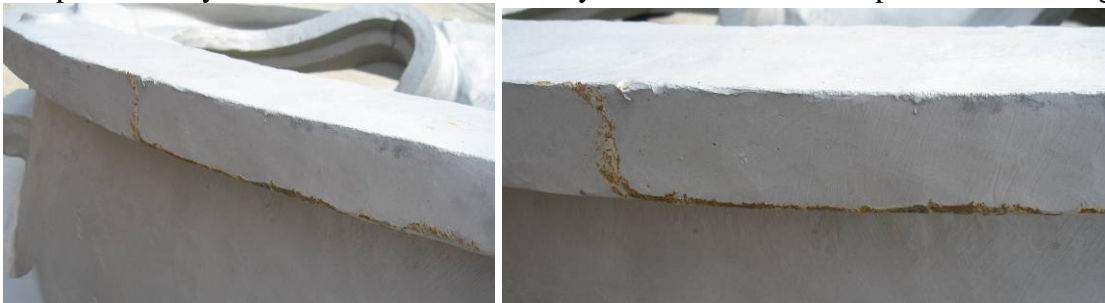
A-1 RT, electrical testing, Magnetic Permeability and deburring of machined areas not yet done. CMM inspection is still in progress. Mike hopes to start RT in the morning and follow with magnetic permeability, electrical testing, & deburring.

Reviewed A-1 PT indications, without dye (additional photos sent earlier), and discussed with Phil Heitzenroeder (until he had to leave) and Dave Williamson. Most areas are considered acceptable by Dave. Indication #15 was of the most concern as Pete, Roy, Mike, & I all agree that it is a crack running along the 1.88" hole from the counter-bore, down into the bore of the through-hole. The concern is that it could propagate through the flange and/or back into the shell.

We checked random spots on A-1 for magnetic permeability and found 5 areas, all darker color, that held at 1.02 mu. All were marked for grinding. Final deburring has not yet been done and several areas were marked for blending or thread clean-up.

The Mitsubishi is under repair and may be operable by Thursday morning. Information on the Lucas is less definite, but it may also be repaired by end of the day on Thursday.

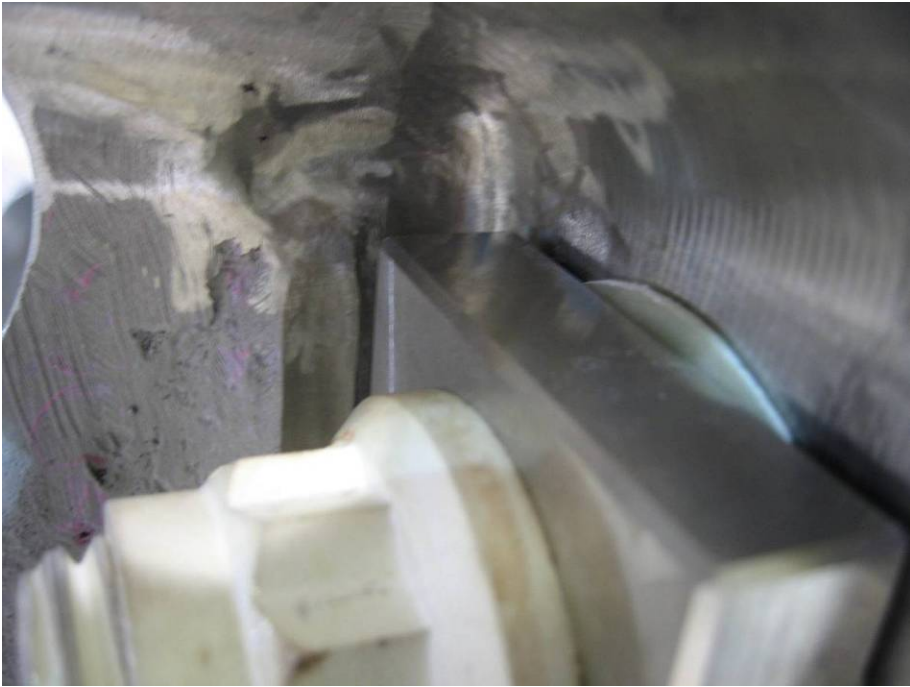
We saw B-3 and noted a large rust area, photo below. We did not have a Severn gage and so did not measure the permeability. This areas looks like it may be the result of a scrape across the flange.



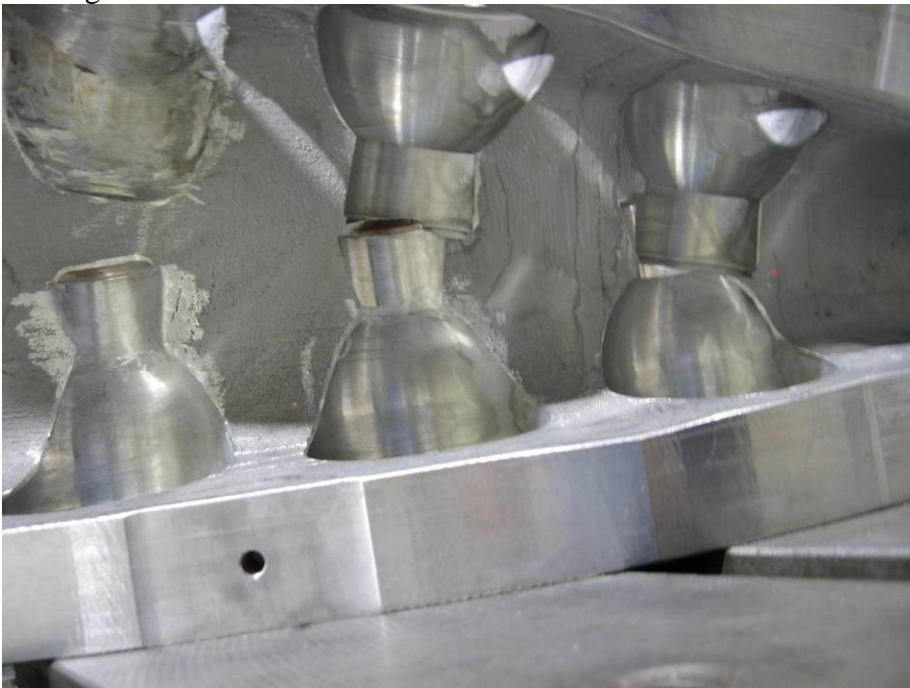
The following are photos of items noted during inspection of the PT indications:

G-11 at Bearing Plate. Edges rounded leaving gap, Also comes close to casting at corner.





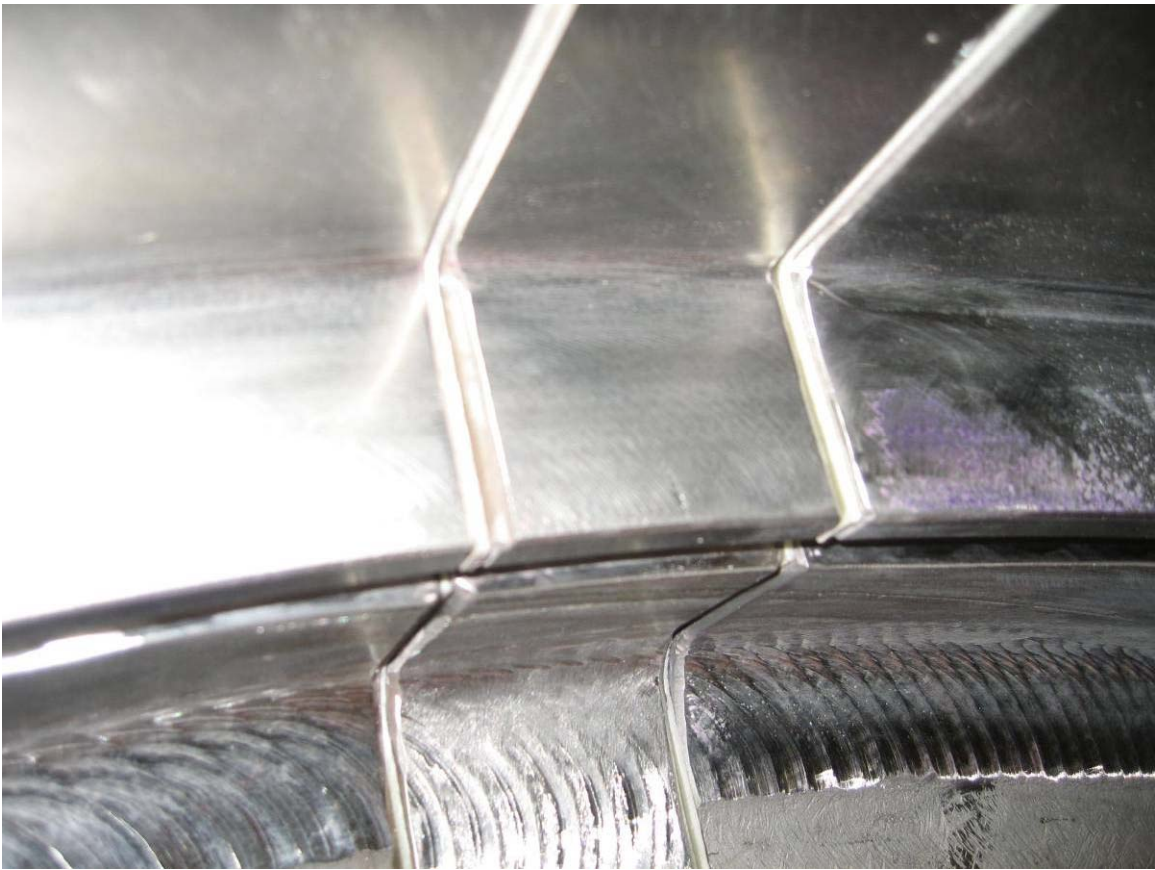
Areas ground for counterbores.





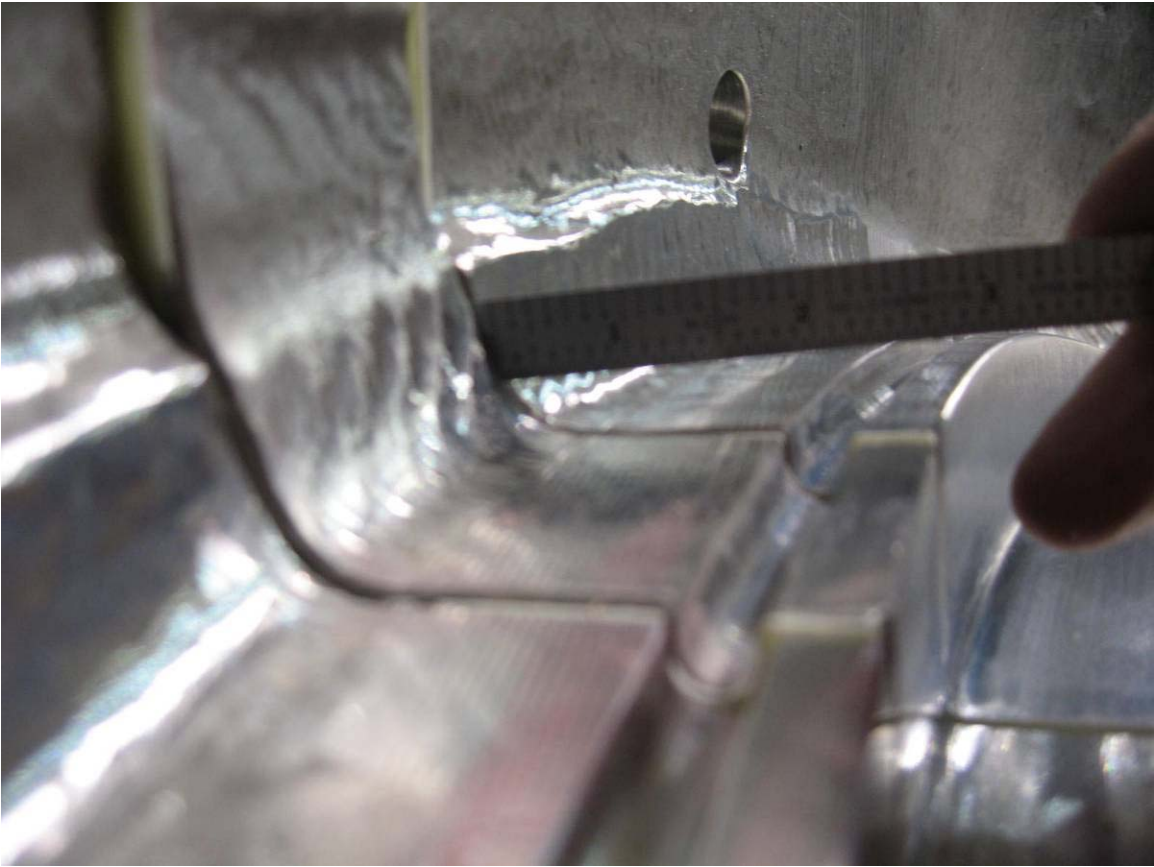
Poloidal Break Fit-Up. Significant gaps where machined-to-print G-11 does not match machined-to-contour Shim. Hardware is final, Stellite plates and A286 studs.







Scale inserted about .25"



Penetrant on G-11. Break has not yet been tested electrically.



5 High permeability spots found and marked. All were darker areas.







VPI groove looks good other than this one spot already identified and marked for clean-up.



There are 2 small pits (right side of photo below) in the short leg of the tee. One is at hole 89 and the other between holes 87 & 88.

