

# PRELIMINARY INSPECTION T-33 MONUMENT WOODHAVEN PARK



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**1. Overall condition:** No serious damage was observed. Blistering of the paint over the majority of the aircraft, indicating oxidation of the aluminum skin. No perforations observed. Bird nest observed inside the intake area. Unsuccessfully attempted to gain access through a belly panel aft of the right hand rear mount, due to screw condition (corroded and seized).

## 2. Canopy area:



Fig.1





Fig.2



Fig.3



Fig. 4

Crazing present in the canopy. Can be polished or consider painting. A sizeable gap was observed between the canopy frame and the fuselage. Consider sealing it to prevent water ingress. (Fig.1)

Blistering observed in the paint forward of windscreen, right hand side. Tap tested it, metal still solid underneath. (Fig. 2 & 3)

Oxidation forming on and around exposed rivets. Steel rivets were used on aluminum skin, corrosion is the result. (Fig. 2)

Canopy switch panel was left open. We recommend screwing & sealing any loose panels and fixtures closed. (Fig.4)



### 3. Tail section:



Fig.5



Fig.6

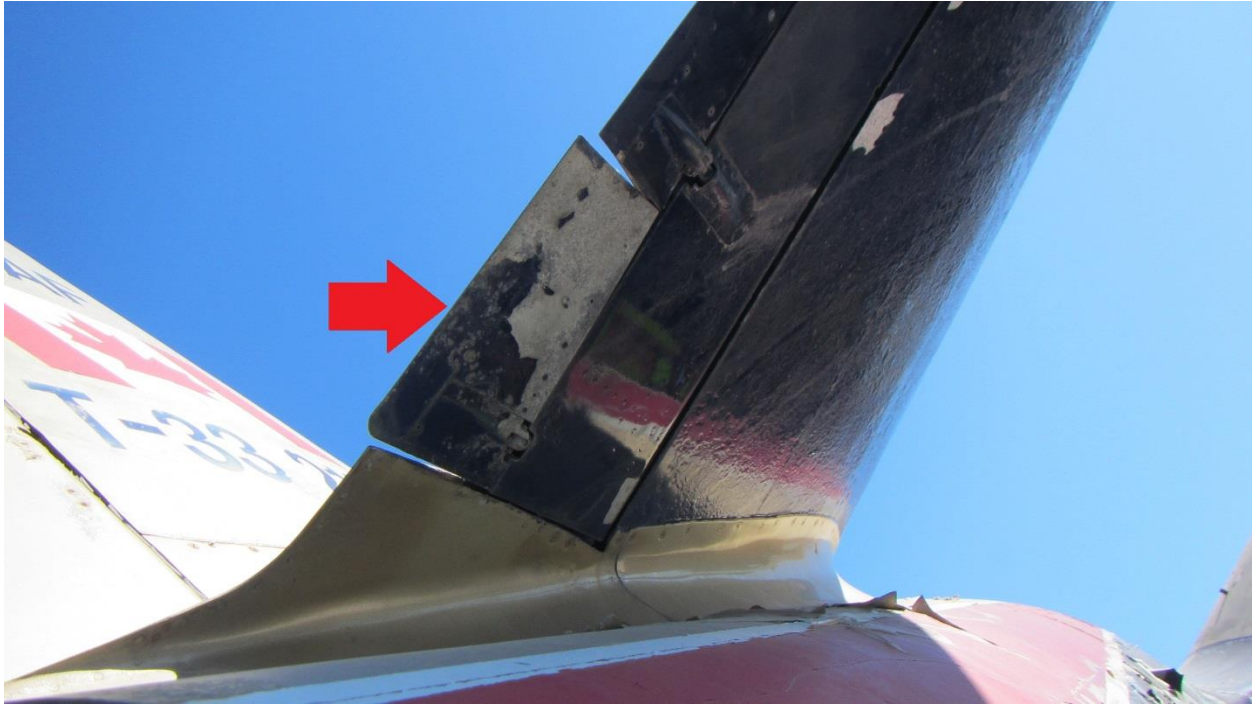


Fig.7

Large gap between exhaust pipe and fuselage (Fig.5)

Exhaust plug no longer secured. Evidence of wasp/hornets' nest present. (Fig.6)

Trim tab unsecured. (Fig.7)



#### 4. Undercarriage:



Fig.8



Fig.9



Fig.10

Blistering observed in the undercarriage paint. (Fig 8 & 9)  
Skin panel missing fasteners on right hand side. (Fig.10)



**5. Mounts (external):**



Fig.11



Fig.12





Fig.13



Fig.14





Fig.15



Fig.16

The external portion of the aircraft mounting system show mild to severe corrosion indicated by the paint peeling and scale. We recommend a supplementary Non-destructive inspection with the magnetic particle inspection technique. 100 % coverage with more attention on all welds. We recommend a replacement of all attachment hardware (bolts and nuts).

Note: The mounting system shall be complete stripped of paint and loose scale prior any magnetic particle inspection.



**6: Mounts (internal):**



Fig.17



Fig.18



Fig.19



Fig.20



Fig.21



Fig.22



Fig.23



Fig.24



Front mount showed on fig.17 & 18

Left hand side mount showed on fig.19, 20 & 21

Right hand side mount showed on fig 22, 23 & 24.

A hand held borescope was used to gain access to internal structures. Superficial corrosion was evident on all surrounding areas of the mounting attachment points. Unable to gain total access to perform a thorough inspection.

### **7: Inspection assessment:**

Based on a cursory visual NDT inspection, there nothing in this inspection that would lead us to believe it would be unsafe to carry out the refurbishment of the T-33 aircraft.