

U.S. NUCLEAR REGULATORY COMMISSION  
REGION I

INSPECTION REPORT

Report No. 030-30170/93-003

Program Code 03320

Docket No. 030-30170

License No. 37-28085-01

Priority 1

Category C1

Licensee: QSL Inspection, Inc.  
2727 Philmont Avenue  
Huntingdon Valley, Pennsylvania 19006

Facility Name: QSL Inspection, Inc.

Inspection At: QSL Inspection, Inc.

Inspection Conducted: December 22, 1993

Inspectors: Richard Gibson, Jr. 1/12/93  
Richard Gibson, Jr., Health Physicist date

Approved by: Walter J. Pasciak 1/12/94  
Walter J. Pasciak, Chief date  
Industrial Applications Section

Inspection Summary: Special, announced inspection (Inspection Report  
No. 030-30170/93-003).

Areas Inspected: Circumstances surrounding the licensee's vehicle accident on  
Interstate 95 Southbound and the condition of the licensed material contained in the vehicle.

Results: No violations were identified.

## DETAILS

### 1. Personnel Contacted

- \* Andrew Seraphim, President
- \* Michael Lange, Vice President
- \* Frank Oberholzer, NDE - Supervisor
- \* Alexander Isernia, NDE - Operator

\* Indicates presence at exit meeting

### 2. Program Scope

QSL Inspection, Inc. is authorized by License No. 37-28085-01 to possess and use iridium-192 and cobalt-60 for industrial radiography. The licensed material may be used and stored at the licensee's facility, 2727 Philmont Avenue, Huntingdon Valley, Pennsylvania, and at temporary job sites anywhere in the United States where the NRC maintains jurisdiction.

Andrew Seraphim is the Company's President. Michael Lange is the Company's Vice-President and Radiation Safety Officer.

### 3. Description of the December 21, 1993 Incident

On December 21, 1993, at 8:30 p.m., Mr. Stafford of the Philadelphia Fire Department called the NRC Headquarter's Duty Officer to inform him that a vehicle belonging to QSL Inspection, Inc. was involved in an accident on Interstate 95, Southbound, in Philadelphia, Pennsylvania, near the Walt Whitman Bridge.

The accident was described by QSL Inspection, Inc. personnel. The vehicle was traveling on Interstate 95, Southbound, at a speed of approximately 55 to 60 miles per hour at 8:13 p.m. when a very strong gust of wind struck the vehicle and tore the fiberglass camper shell off the vehicle. The shell landed on the highway and skidded for approximately 30 to 50 feet emptying all of its contents.

The camper shell was used as a darkroom for developing film. At the time of the accident, the shell contained photography chemicals, an Amersham/Technical Operations Model 660 radiography camera, S/N 3130, containing approximately 36 curies of iridium 192, and other radiography accessories.

The camera was inspected and surveyed by the driver of the vehicle and he verified that the source was still locked and secured inside the camera shielding. The radiation readings on the surface of the camera were the same as the readings prior to the accident.

4. December 22, 1993 Inspection

On December 22, 1993, an NRC inspector examined the vehicle, the camper shell, and the radiography camera that were involved in the December 21, 1993 incident. The base for the camper shell remained attached to the bed of the vehicle, (a Ford pick-up Model F350) and it was bolted at all four corners. There was other debris from the accident in the back of the vehicle. The inspector also examined two other vehicles that are owned by the licensee to determine how the camper shell was installed.

The inspector examined the camper shell from the accident which was located on the floor of the bay area to the licensee's facility. The interior of the shell was damaged including the storage compartment used to store the Amersham/Technical Operation Model 660 radiography camera. The lock remained attached to the storage compartment. The camper shell was made up of fiberglass on the exterior and interior with approximately 1/4 to 1/2 inch of plywood in between the fiberglass. The licensee informed the NRC inspector that the camper shell is approximately 12 years old and had just been installed on the new vehicle in August of 1993. The licensee also stated that maintenance and minor modifications have been made to the camper shell during the twelve year interim. The licensee added that they believe the probable cause of the accident was due to the age of the camper shell and the strong gust of wind that day.

The inspector examined the training and qualifications of the individual who was involved in the accident, the utilization logs, and the camera. The individual was an assistant-radiographer who has successfully completed the training for the company's Radiation Safety Program. The camera was signed out by the assistant-radiographer on the day of the accident to be used at a field site the next day. The licensee informed the NRC inspector that the assistant-radiographer was on his way home when the incident occurred. The assistant-radiographer was to meet with a radiographer at the field site the next morning.

The inspector examined the Amersham/Technical Operation Model 660, S/N 3130, radiography camera in the storage vault at the licensee's facility on 2727 Philmont Avenue, Huntingdon Valley, Pennsylvania. The camera was intact and there appeared to be no damage to the camera. The licensee informed the NRC inspector that the camera was in-use the day after the accident and it was then transferred back to their facility. The inspector made confirmatory radiological surveys using a Ludlum 14C Geiger-Mueller thin-end window survey meter. Radiation levels indicated 11 millirems per hour on contact with the surface of the camera.

5. Exit

The inspector discussed the finding of the inspection with those individuals noted in Section 1 of this report. The licensee informed the NRC inspector that a written report of the incident will be submitted to the NRC Region I.