

MAINTENANCE MANUAL

3. Cleaning the aircraft

A. Cleaning the exterior

NOTE: If aircraft is to be polished, refer directly to para. B.

WARNING: AVOID PROLONGED BREATHING OF SOLVENT VAPOURS.

ENSURE GOOD VENTILATION IF SPRAYING IN CONFINED SPACES.

NEVER CLEAN THE AIRCRAFT IN DIRECT BRIGHT SUNLIGHT.

TEMPERATURE OF TREATED SURFACE MUST NOT EXCEED 50°C (122° F) DURING CLEANING.

CAUTION: IN AVOIDANCE OF CORROSION, IT IS STRONGLY RECOMMENDED THAT THOSE AREAS AFFECTED BY DEPOSITS FROM EXHAUST EMISSIONS BE CLEANED NO LESS FREQUENTLY THAN ONCE PER WEEK. PAY PARTICULAR ATTENTION TO THE WINGS AND STABILIZERS.

Frequency of total aircraft exterior cleaning is left to the operator and is largely influenced by the environmental operating conditions.

(1) Preparation:

- (a) Fit protective covers and bungs in accordance with Figure 202 of section 10-11-00 (with the exception of flight compartment canopy and main engine covers).
- (b) Apply suitable waterproof masking to all exposed lubrication points, bearings, main cabin and flight compartment windows, and upper and lower anti-collision lights.
- (c) Lower flaps.

(2) Clean the exterior:

- (a) Prepare selected cleaning agent.
- (b) Apply the cleaning agent using suitable high or low pressure spraying equipment, or by means of sponges or soft paint brushes (depending upon the size, location and shape of the surface being cleaned).
- (c) Allow the cleaning agent to remain on the surface up to a maximum of 5 minutes to enable penetration into any dirt. Ensure that the cleaning agent does not dry out on the surface. During the penetration period, thoroughly brush the surface using a soft brush or broom until all dirt is loosened.
- (d) Remove the cleaning agent and dirt by spraying liberally with clean water, preferably heated to 50°C (122° F).

NOTE: Pay particular attention to de-icer boots and engine exhaust efflux areas.

- (e) Remove masking materials and lubricate landing gear, nosewheel steering actuator, and cables - refer to section 12-22.
- (f) Raise flaps.

- (4) With the shock absorber held against the head of the stop bolt (Figure 202) check that the clearance between the downlock piston and the keeper plate is 0.015 in. to 0.020 in.

NOTE: If the clearance is incorrect, perform operations (5) to (8) inclusive, to comply.

- (5) Assess required thickness of shim washer Pt.No.ST1697J60 for fitment below head of bolt to bring clearance within accepted range.

- (6) Select landing gear UP.

WARNING: SUITABLY PLACARD LANDING GEAR NORMAL AND EMERGENCY SELECTOR LEVERS TO PROHIBIT OPERATION.

- (7) Remove stop bolt and refit with new shimming thickness (as determined at (5)) below head.

- (8) Remove prohibiting placards, lower gear and repeat operation (4).

C. Check actuating lever penetration in downlock plate

- (1) Raise complete aircraft (refer to Chap. 7).
(2) Remove ground locks from landing gear.
(3) Commence retraction to allow downlock plunger to withdraw from downlock plate.
(4) Measure the thickness of the plate shown by dimension Y on Figure 203.
(5) Ensure actuator lever stop is in contact with the underside of the downlock plate, and measure dimension X shown on Figure 203.

NOTE: The penetration of the lever into the downlock plate (dimension Y minus X) must not exceed 0.420 in. (910.67 mm)).

- (6) Extend landing gear and fit the ground lock pins.

- (7) Lower the aircraft.

3. Cleaning/Painting

- (1) Clean sand, slush or dirt accumulations around the downlock plate and switch areas.

NOTE: Operation (2) only applies if operating in cold conditions.

- (2) Spray area with a silicone base spray to prevent adherence of ice.

NOTE: Employ Surfoam, manufactured by Sufax Lab., Toronto, Ontario or suitable equivalent.

STRUCTURAL REPAIR MANUAL

Approved Stoppers and Surfacers
Table 4

MATERIAL/SUPPLIER	DESCRIPTION	MIXING RATIO	POT LIFE	CURE TIME	TIME BEFORE ABRADING
Polystop LP (Sikkens) Stopper	Polyester Knifing	30 Parts Base 1 Part Hardener	7 - 15 mins at 25 ± 3°C	30 mins at 25 ± 3°C	30 - 45 mins
KS 30 (Desoto Titanine)	Polyester Knifing Stopper	60 Parts Base 1 Part Hardener	7 - 15 mins at 25 ± 3°C	30 mins at 25 ± 3°C	30 - 45 mins
Laminar X 500 Off-white Surfacers (Dexter Corporation)	Epoxy Surfacers	4 Parts Base 8-W-5 1 Part Hardener 50-C-3 1 Part Reducer (Brush Viscosity) or 1 or 2 Parts Reducer (Spray Viscosity)	6 hours at 25 ± 3°C	6 hours at 25 ± 3°C	6 hours

5. Health and Safety Precautions

A. Aircraft Safety

- (1) The aircraft batteries are to be removed or disconnected.
- (2) The aircraft shall be electrically grounded.
- (3) Blank off all openings in area to be painted to prevent entry of sanding dust and paint spray ie static vents, etc.
- (4) Mask off areas to protect from undesirable paint spray on working surfaces such as insulators, windows, de-icer boots, landing gear, etc.
- (5) The sequence of operations for the movement of flaps and air-intake deflectors shall be carried out after painting these systems or in those areas.

B. Paint Spraying Area and Personnel Safety

- (1) No open flames or naked lights, are allowed in the painting area.
- (2) The use of infrared or other heat lamps in the painting area is prohibited.
- (3) Smoking or eating is prohibited in the paint spraying area.
- (4) Primers and paints shall be stored in accordance with the manufacturers instructions.
- (5) Solvent contact with the skin must be avoided.
- (6) Solvents must be kept in an approved Safety Storage Can/Dispenser.
- (7) Cloths saturated with solvents must be disposed of in metal containers with close fitting lids. The containers must be emptied daily.