

Step 1

On-Site Arrival — Health & Safety Considerations

1. **Determine location to spray upon arrival at site.**
 - Well ventilated area
 - No risk to environment, spill or overspray, etc
2. **Cover all areas not to be sprayed with drop sheets.**
3. **Wear protective clothing:**
 - Overalls (Disposable to protect clothing)
 - Mask (although CorrosionX is non-toxic wear CAT? Masks)
 - Gloves — it is recommended to use 2 layers of gloves. First layer Latex Glove to prevent CorrosionX to get in direct contact with skin. Second layer knitted Cotton Gloves. This will absorb excessive CorrosionX on Triggers and Wands which will act as a non-slip protection.
 - Safety Glasses — to protect eyes.
4. **Place Warning Signs as needed.**



1st Layer—Latex Gloves



2nd Layer—Cotton Gloves

Caution:

It is your responsibility to clear all spills and contamination after completion of application.
Wear safety Glasses at all times for protection — compressed air generates dust which can harm eyes.
Special care should be taken in confined spaces — follow confined space procedures.



Step 2

Prepare Aircraft

1. Open inspection Panels on Aircraft.
2. Cover with drop sheets the Components using friction such as autopilot, fan belts, drive belts, breaks and clutches.
3. Cover with drop sheets all oxygen components such as fittings, tanks and pipes.
4. Cover with drop sheets the electronic boxes such as Navigation and Radio Equipment.
5. Cover with drop sheets the Cockpit and the Console and any upholstery, carpets, linings whether it's fabric or leather.



Caution:

Aircraft Panels ONLY to be opened and closed by Licensed Aircraft Engineers.

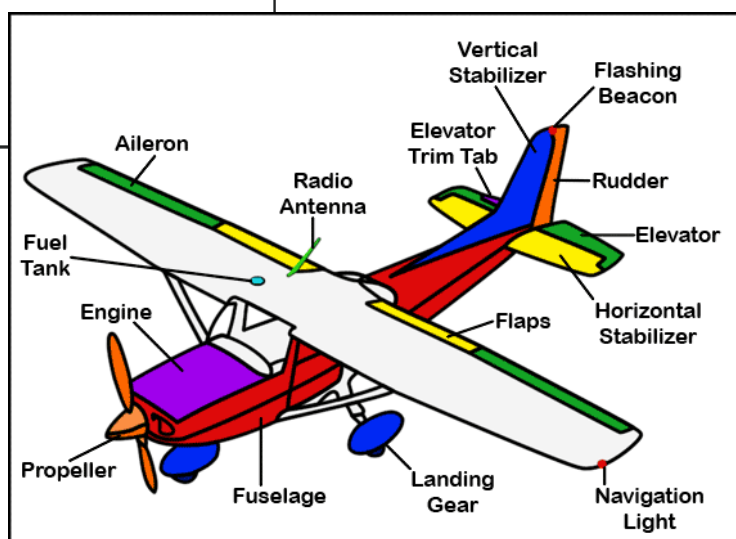
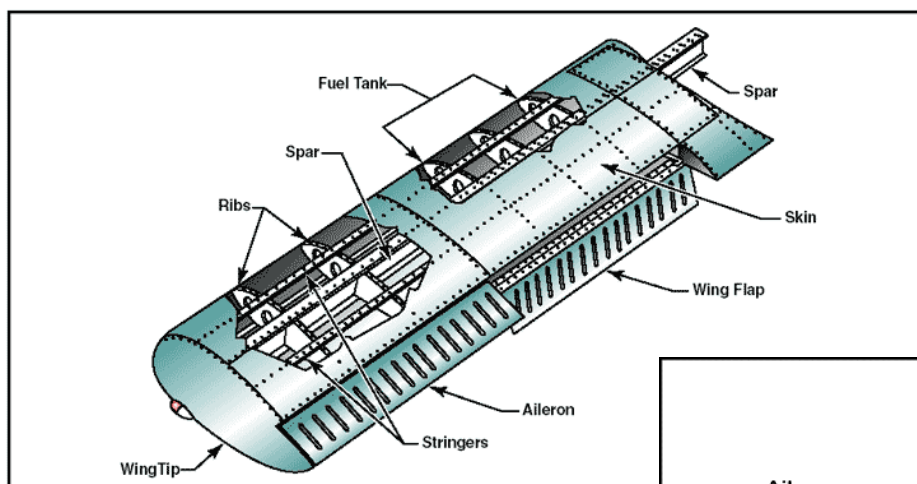


Step 3

Start with Shooting Scheme

The Spray equipment creates a dense fog into the Aircraft cavities to enable CorrosionX to get to “difficult to reach” areas such as Lap Joints.

1. Visualise the layout of the aircraft structures been sprayed. (See image below as an example) Insert applicator wand to pass Ribs and Spars.
2. Start application to the wings, then to the control surfaces such as the Ailerons and Wing Flaps.
3. Then apply to the Vertical and Horizontal Stabilisers and Control Surfaces such as the Elevators and the Radar.
4. Spraying the Fuselage should be carried from the rear and front.
5. Spray cabin only if Panels are removed to prevent soiling of panels and upholstery.
6. Spray under Floor Boards keeping in mind the accessibility of the structure of the aircraft under the floor boards.
7. Spray engine compartment. Pay special attention to Firewall and dissimilar fittings and joints. The entire engine and engine compartment can be sprayed or fogged. ⚠
8. Spray the under-carriage and wheel wells.



Caution:

Aircraft Panels ONLY to be opened and closed by Licensed Aircraft Engineers.
Note that dripping might occur from already sprayed areas. Ensure to have drip trays or drop sheets in place.
When spraying Engine Compartment make sure to cover belts, vacuum pumps and filters.



Step 4

Finishing

1. Check that all wands, equipment and tools are accounted for.
2. Close all Aircraft Panels.
3. Remove all covers from Cockpit.
4. Wipe down Aircraft surfaces to get rid of CorrosionX overspray or any dripping especially the windows.
5. Complete documentation : Aircraft Maintenance Logbook Entry & Certification Label on Aircraft Window.
6. Remove drop sheets from work area.
7. Proper disposal of rags, drop sheets, overalls and any other protective gear according to Health & Safety Regulations.
8. Ensure that work area is clean and tidy before leaving.

AUTHORISED APPLICATOR OF

CORROSIONX[®]

AVIATION



Chris Auret
Mob: 021-262-2272
Tel: (09) 414-1046

Aircraft Regn _____ Type _____ Date _____

The following work has been carried out, on the date specified above:

This Aircraft has been protected by CorrosionX, the modern shield against corrosion.

Product batch/release no. _____

Qty Used. _____

CorrosionX conforms to MIL-C- 81 309E, TYPE II and TYPE III

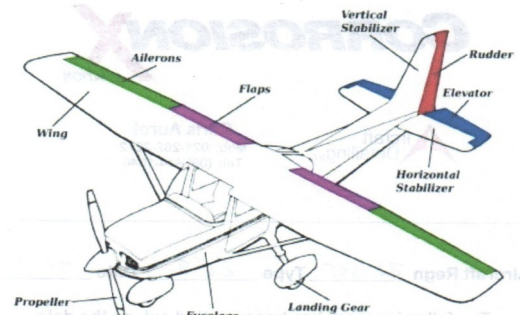
The manufacturer recommends CorrosionX reapplied every 1 to 2 years, depending on operating conditions.

Signed _____ Date _____
For and on behalf of Aircraft Detailing NZ

Details of application on reverse side

Page 1

Details of application



Engine Compartment	☒	Left Wing	☒
Cabin	☒	Left Aileron	☒
Under Floorboards	☒	Left Flap	☒
Landing Gear	☒		
Fuselage	☒	Right Wing	☐
		Right Aileron	☐
Horizontal Stab	☒	Right Flap	☐
Vertical Stab	☒		
Elevator	☒		
Rudder	☒		

Page 2

Caution:

Aircraft Panels ONLY to be opened and closed by Licensed Aircraft Engineers.
Note that dripping might occur from already sprayed areas. Ensure to keep drip trays or drop sheets in place as needed.

