

areas where you don't want moisture entering. Masking tape works great in protecting magnesium wheels, piston cavities, and related brake parts, actuators, switches, and other moisture sensitive equipment.



FINALLY, MOVE THE MAINTENANCE STANDS SO THEY ARE RIGHT HANDY.

When spraying, don't aim directly at areas such as propeller blades, hub seals and engine accessories. A direct blast tends to force the cleaner past seals and into bearings and such. You know what a revolting development that can be—contamination and corrosion of vital parts and all that sort of stuff.



ALL BUTTONED UP? OK, THEN LET'S SHOOT THE WORKS!

#### Alkaline Cleaning

The waterbase alkaline cleaner is the best because you don't have any toxicity and flammability hazards, it won't pollute streams from the run-off, doesn't discolor or soften most painted surfaces and decals, has less harmful effects on plastic and rubber, goes on and rinses off real easy.



LIKE IT SAYS, IT DOESN'T POLLUTE THE STREAMS...

The Compound, MIL-C-25769, is already in liquid form, but you can vary the strength for use on different aircraft areas by adding clear water.

ON BOTH PAINTED AND UNPAINTED SURFACES, DILUTE THE RATIO TO ONE PART COMPOUND TO SEVEN PARTS WATER.



ON REAL DIRTY AREAS, LIKE AROUND EXHAUST PIPES, INCREASE THE RATIO TO ONE PART COMPOUND TO THREE PARTS WATER.



To get off traffic film, oil and grease, it's OK to go all out and use the compound full strength.

One of the best ways to apply the compound in hard to get at places is to spray it on. Of course in open areas there's nothing like the rag-elbow grease combination to cover ground.



SPRAY INTO HARD TO GET PLACES

But use only enough to cover the area you're working on. Don't let the cleaner dry on the surface before rinsing, either. Otherwise it'll lose its punch.

It's a sure bet that if this compound dissolves grease it's not going to do lubricated parts any good and it's also sure to feed on rubber (especially the