

## Notification

### How to Clean and Conserve the REMOS Aircraft Correctly

# RECOMMENDED

#### Symbols:

Please pay attention to the following symbols throughout this document emphasizing particular information.

- ▲ **WARNING:** Identifies an instruction, which if not followed, may cause serious injury or even death.
- **CAUTION:** Denotes an instruction which if not followed, may severely damage the aircraft or could lead to suspension of warranty.
- ◆ **NOTE:** Information useful for better handling.

### 1. General

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<u>Compliance:</u>	immediately
<u>Release Number:</u>	NOT-006-cleaning-conserving
<u>Superseded notice:</u>	none
<u>Models affected:</u>	G3, GX
<u>Affected S/N:</u>	all
<u>Reason:</u>	Advice to cleaning-conserving correctly.

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### 2. Preamble

Field experience revealed that a lot of customers are not familiar with correct cleaning and conserving methods. Also, a lot of customers are not aware of the fact that correct, regular and thorough cleaning and conserving of the airplane prevents severe damages like heavy corrosion or mildew. Damages like this take a longer time to build up. The repair is not only expensive and time consuming, but also causes the aircraft to be inoperative. This notification shall give advice how to prevent such events by proper cleaning and conserving.

<b>CAUTION</b>	Corrosion, mildew, malfunction or excessive wear due to improper cleaning and conserving do not fall under warranty. Warranty claims will be rejected in these cases.
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Every aircraft needs special care. An aircraft shall be washed, rinsed and conserved on a regular basis, best is at least once per month. This is especially the case for aircraft that are exposed to a corrosive environment, these aircraft need special care. Environment that support corrosion is found at the coast, in landscapes that suffer from a lot of rain or in areas with humid and warm air.

Leaving the aircraft in the open and not in a hangar is permitted, although not recommended. If the aircraft is permanently parked in the open it is recommended to use adequate covers. REMOS can provide a variety of covers from sun-light protection up to hail-proof all weather aircraft covers. Only use covers that are vented to avoid condensing water underneath.

The cabin of an LSA is not watertight. Leaving the aircraft unprotected in the open can cause water condensing in the cabin or dropping inside. If the cabin is not dried, water will rest in the cabin, causing corrosion in the inside or even mildew.

<b>CAUTION</b>	If the aircraft is left in the open, the customer must take care that the aircraft is not contaminated with spray, jet blast, de-icing fluids, etc. as this causes heavy corrosion.
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<b>CAUTION</b>	Aircraft left in the open must be protected against water entering the cabin. The inside of the cabin must be kept dry. Once the cabin gets wet, it must be dried immediately to prevent mildew or severe corrosion in the inside which will cause damage to metallic parts, the electric system and avionics.
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### 3. Cleaning and Conserving

#### Windshield and Windows

Windows should be cleaned carefully with plenty of fresh water and a mild detergent, using the palm of the hand to feel and dislodge any caked dirt or mud. A sponge, soft cloth, or chamois may be used, but only as a means of carrying water to the acrylic. Rinse thoroughly, and then dry with a clean moist chamois. Do not rub the acrylic with a dry cloth as this builds up an electrostatic charge which attracts dust. Oil and grease may be removed by rubbing lightly with a soft cloth moistened with a suitable cleaner.

<b>CAUTION</b>	When cleaning the windshields, do NOT use gasoline, alcohol, benzene, acetone, carbon tetrachloride, fire extinguisher fluid, deicer fluid, lacquer thinner, or glass window cleaning spray. These solvents will soften and craze the acrylic windows.
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<b>CAUTION</b>	Before using any cleaner, read the instructions on the container and test it on an inconspicuous place in the fabric to be cleaned.
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After washing, the acrylic windshield and windows should be cleaned with an aircraft windshield cleaner. Apply the cleaner with soft cloths and rub with moderate pressure. Allow the cleaner to dry, then wipe it off with soft flannel cloths. A thin, even coat of special acrylic window polish will fill-in minor scratches and help prevent further scratching. Do not use a canvas cover on the windshield or windows unless freezing rain or sleet is anticipated since the cover may scratch the acrylic surface.

<b>CAUTION</b>	Do not use any lacquer polish like carnauba wax on the acrylic windows.
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#### Plastic Trim

The instrument panel, plastic trim and control knobs need only to be wiped with a damp cloth. Oil and grease on the control sticks and control knobs can be removed with a cloth moistened with a suitable cleaner. Volatile solvents must never be used since they soften and craze the plastic.

#### Painted Surfaces

The painted exterior surfaces of the aircraft, under normal conditions, require a minimum of polishing and buffing. Approximately two weeks are required for acrylic paint to cure completely; in most cases, the curing period will have been completed prior to delivery of the aircraft. In the event that polishing or

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buffing is required within the curing period, it is recommended that the work is done by an experienced painter. Generally, the painted surfaces can be kept bright by washing with water and mild soap, followed by a rinse with water and dried with cloths or chamois. Harsh or abrasive soaps or detergents which could cause scratches should never be used. After the curing period, the aircraft may be waxed with a good automotive wax. A heavier coating of wax on the leading edge of the wing and tail and on the engine nose cap will help reduce the abrasion encountered in these areas.

### Aluminum Surfaces

The aluminum surfaces of some parts require a minimum of care due to their anodized coating, but should never be neglected. Many good aluminum cleaners are available from commercial suppliers of aircraft products. Household type detergent soap powders are effective cleaners, but should only be used very cautiously since some of them are strongly alkaline and will cause damage.

**◆ NOTE**

It is highly recommended to conserve aluminum surfaces after cleaning with a suitable wax or spray oil or at least once per month.

### Zinc Coated Surfaces

Zinc coated surfaces of some parts require some care, especially in a corrosive environment. Clean these surfaces thoroughly at least on a monthly basis with a suitable cleaner.

**◆ NOTE**

It is highly recommended to conserve zinc coated surfaces after cleaning with a suitable wax or spray oil or at least once per month.

### Upholstery and Interior

Keeping the upholstery and interior clean prolongs upholstery fabric and interior trim life. To clean the interior, brush or vacuum clean the upholstery and carpet to remove dust and dirt. Then clean upholstery with a sponge moistened with fresh water, wipe plastic trim with a damp cloth. Oil spots and stains may be cleaned with household spot removers, used sparingly.

**■ CAUTION**

Before using any cleaner, read the instructions on the container and test it on an inconspicuous place in the fabric to be cleaned. Never saturate the fabric with volatile solvent; it may damage the padding and backing material. Scrape sticky material from the fabric with a dull knife, then spot clean the area.

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### Engine and Engine Compartment

The engine should be kept clean since dirty cooling fins may support overheating of the engine. Also, cleaning is essential to minimize any danger of fire and provide for easier inspection of components. The entire engine cowling may be removed to facilitate engine and interior cowl cleaning. Wash down the engine and components with a suitable cleaner, and then dry thoroughly with compressed air.

<b>■ CAUTION</b>	Particular care should be given to electrical equipment before cleaning. Solvent should not be allowed to enter magnetos, starter, alternator, voltage regulator and the like. Hence, these components should be protected before saturating the engine with solvent. Any fuel, oil and air openings should be covered before washing the engine with solvent. Caustic cleaning solutions should not be used. After cleaning engine re-lubricate all control arms and moving parts.
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### Propeller

Wash hub and blades with a soft cloth and suitable cleaning solvent, then dry thoroughly with compressed air. It is recommended to take off the spinner on a 100h maintenance event or during the annual condition inspection for cleaning and conserving the hub. The hub of the Sensenich or Neuform propeller are made of anodized aluminum, Tonini or Woodcomp prop feature a zinc coated pressure plate.

<b>■ CAUTION</b>	Do not use gasoline, alcohol, benzene, acetone, or lacquer thinner. These solvents will soften and damage the lacquer finish.
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### Wheels

The wheels, brake disks and rims should be washed periodically and examined for corrosion, cracks and dents in the wheel halves or hubs. If defects are found, remove and repair them. Discard cracked wheel halves of hubs and install new parts.

<b>▲ WARNING</b>	Never lubricate brake disk and brake pads!
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### Wing Strut

The attachments of the wing strut shall be washed, cleaned and conserved on a regular basis. Wash the attachments with a soft cloth and suitable cleaning solvent, then dry thoroughly with compressed air.

<b>◆ NOTE</b>	It is highly recommended to conserve the strut attachments after cleaning with a suitable wax or spray oil or at least once per month.
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### Polishing

For polishing you can use almost any car polish but be sure that no silicone is used in that product.

### Control System

The control system of aileron and elevator features pushrods, the rudder is linked by wires. Pushrods, bell cranks and clevises are almost maintenance free. It is recommended to clean all articulations with a suitable spray cleaner and conserve them afterwards with a suitable wax or spray oil in combination with a 100h maintenance event or during the annual condition inspection. The same applies to the quick connectors.

To prevent corrosion on the control wires of the rudder, especially on the attachment to the rudder itself, clean them with a suitable spray cleaner and conserve them afterwards with a suitable wax, spray oil or grease in combination with a 100h maintenance event or during the annual condition inspection.

**REMOS wishes you safe and fun flights!  
Always check your aircraft before you fly!**