

## G-CJIT Monthly Deep-Cleaning Procedure

The process of deep-cleaning CJIT every month not only supports the group as a whole but it also improves our collective financial position by maintaining the value of the plane and our shares.

Obviously the first objective of cleaning the aircraft is to restore it, as far as possible to a completely clean condition both inside and out, so that it is pleasant to look at and fly in. But the second and equally important objective is to avoid damaging it while cleaning it, either by some specific accident or, over time, slowly degrading the finish of its various surfaces.

The steps that follow have been thought out with the aim of achieving both objectives so please take notice of them, particularly if you are cleaning the aircraft for the first time. Thank you very much.

### Equipment and Materials

The following equipment is available in the hanger for use:

- Two plastic buckets
- Soft brushes
- Hard brushes (for tyres only)
- Microfibre cloths for the screen and windows
- Set of steps
- Shampoo
- Screen polish (Plexus)
- Dustpan and brush

You may also wish to consider bringing your own:

- Sponges and extra cloths for the large areas on the fuselage and wings
- If you have one, you may wish to bring a portable, battery-powered vacuum cleaner to use for the interior.
- Car shampoo in case the bottle in the hanger runs out.
- Consider bringing your own microfibre cloths just in case the ones in the hanger have been over used and not changed recently.
- Depending on the recent weather, you may wish to bring something to lay on the ground when doing the underneath of the aircraft to avoid getting too wet and muddy.

### Scheduling the clean

The cleaning rota is published on the eAllocator noticeboard. Make sure you note your due month when it gets published. The cleaning is required to be completed in the first two weeks of the month. If you become unavailable in those two weeks it is **YOUR** responsibility to arrange a swap with someone else. Please inform the publisher of the rota of the change.

Three hours is usually sufficient to complete the clean so book in a 3 hour cleaning slot on eAllocator when convenient but either at the beginning or end of day so that it can also be used for flying on the other half of the day. (You might want to consider booking it for a half day flying for yourself followed by a clean, thereby making good use of the journey to Popham, the time to move the plane and saving you the need to do a quick clean afterwards too).

Once the clean is done, please sign the cleaning rota form in the plane's folder.

## Where to clean CJIT

Do not clean CJIT inside the hanger. The recommended location is on the concrete hardstanding in front of Hanger 3. A tap is mounted on the wooden fence immediately adjacent to the shutter doors.

## Suggested Cleaning Sequence and Detail

### Cabin Interior

Use a fresh clean bucket of water, clean cloths, the dustpan and brush and if you wish a portable vacuum cleaner (although it has been found that the vacuum cleaner is of limited use because of the small spaces and non-flat surfaces). When the instructions below say to 'clean', it means either vacuum or use a dustpan and brush and/or damp cloth followed by a dry cloth.

- Remove carpets from fuselage and shake/beat and if necessary vacuum off all dirt and dust.
- Remove junk – old tissues, unnecessary pencils/pens, items of personal property, and original contents from all pockets (centre console side pockets and cabin upper rear pocket front and rear divisions) and clean them out, replacing only the normally required complement of items. (Bin any obvious junk and put any personal items on the shelves in the hanger, letting the group know what has been put there later).
- Clean the centre console 'well' - the place where the keys normally sit which gathers dust.
- Clean the soft boot around the bottom of the control stick.
- Remove seat cushions and clean their crevices and folds. Clean off any obvious marks on them using a damp cloth. Clean the seat buckets into which they fit and the vertical rear cabin trim material.
- Clean the "dashboard" top above the instrument panel to remove dust from its horizontal surface.
- Very gently clean with a barely damp (wrung out) cloth all instrument glasses.
- If necessary, but only if necessary (when obvious marks/dirt are present) clean the inside of the front screen using a similar clean damp dedicated windscreen microfibre cloth.
- Clean the interior of both side windows
- Clean the cabin floor after removing carpets. Remove any loose object under seats, wipe off any obvious mud marks from the composite floor surface and replace carpets.
- Wipe off any obvious mud or show marks from the door sill / lip areas.

### Aircraft Exterior

Feel free to clean the various external parts of the aircraft in any order you like, but the following sequence has been found to be the most practical. Loosely speaking it is from top to bottom (the way the water runs) and from front to back, which tends to be from dirtiest and hardest areas to clean, to the cleanest and/or easiest areas to clean. On all areas other than the windows and tyres, feel free to use either a cloth, sponge or soft brush as you find easiest. Use one bucket for a water and shampoo mix and another with clean water for rinsing the shampoo/water mix off.

- Initial application of cleaning solution to the front wheel spat, front undercarriage leg fairing, lower engine cowling and both main undercarriage wheel spats, to try to soften and loosen the flies that will be stuck there – don't dry.
- Clean top surfaces and leading edges of both wings including top surfaces of flaps, ailerons and wing tips – removing all flies from wing leading edges as this proceeds. Take extreme care not to break or bend the airspeed indicator pitot tube, either with your cloth, hand or body (if standing on steps) when cleaning the port wing. Also be sure to clean down the 'well' formed at the hinge between the flaps/aileron and the main wing surface on both wings as this tends to collect grime and silt over time.

- Clean the central upper surface of the fuselage from the windscreen backwards to a point where steps are no longer necessary to reach it.
- Clean the underside surfaces of both wings, including flaps, ailerons and wing tips.
- Go back to the front wheel spat and clean and remove all dirt and flies from it. Do the same for the front undercarriage leg fairings and the lower engine cowling – don't bother drying them yet.
- Clean and remove flies from both main wheel spats.
- Clean the upper engine cowling, propeller blades and spinner – try to avoid dropping water into the engine bay via the slots in the radiator cap access hatch while cleaning that bit of the engine cowling – clean that area with a damp cloth only.
- Clean all the metal wing struts on both sides front and rear, removing all flies.
- Get underneath and clean the underside of the fuselage from the back edge of the lower engine cowling, rear-wards to a point where you can comfortably clean it just by bending down and reaching around from the two sides. **There are three small aerials situated underneath the fuselage behind the fuel tank... be very careful not to damage these in any way.** Include cleaning the main undercarriage linkage tubes and struts whilst you're down there. Carefully wipe any mud or dirt if the main undercarriage shock absorber boots.
- Clean the doors, side windows and lower cabin sills (the fuselage vertical sides essentially)
- Carry on backwards cleaning the fuselage top, sides and bottom until you get to the tail.
- Clean vertical fin and rudder (including strobe glass)
- Clean any remaining tail related fuselage
- Clean horizontal tailplane and elevator top surfaces and underside surfaces.
- Dry off wet surfaces as required – there is no need to take this to extremes, just remove any obvious standing water from the horizontal surfaces and try to leave the aircraft dryish rather than soaking wet. The exception to this is the windscreen and door windows which should be completely dried to avoid smears.
- With clean water and microfibre cloths, clean and dry the outer surfaces of the windscreen and door windows. Then use the Plexus windscreen polish to finish them off.

### **General Do's and Don'ts**

- Don't plug a vacuum cleaner into the aircraft's cockpit power sockets. You will blow the main fuse supplying these and the instruments. Use a separate power supply or a portable. Battery powered type.
- Do fill in the cleaning log held in the plane's folder when you've finished cleaning.
- Remove your watch, rings or any other hand/wrist jewellery when cleaning the aircraft. If you do not these are likely to scratch the surfaces you are cleaning. The same applies to jackets with zips or press studs on the wrist area of sleeves so please avoid.
- Do be very careful to avoid damaging the pitot head for the airspeed indicator when you are cleaning the port wing.
- Do report to the cleaning co-ordinator any cleaning material that needs replacing or is about to run out.

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