

# Dry Wash System PROCEDURES

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**Set Up:** The above products - **Powerfoam**, **Flyers Speed Wax**, **Plexi-Clear**, **Quick Turn**, and **Bio-Jet** are the products recommended by Jet Stream to performing a dry wash on an aircraft. Along with these products, you will need micro fiber applicators, micro fiber towels, a squeegee, a gear brush, and an extension pole with terry cloth towels to dust off top of wings and fuselage.

**Dry Washing Aircraft:** If you own, operate, or maintain an aircraft, dry washing will most likely become part of the regular cleaning method used to maintain the cosmetic appearance. Due to EPA regulations and monitoring, more and more aircraft operators are being forced to switch to dry washing. In the perfect situation, the aircraft operator has both cleaning options available. Dry washing is an excellent method of maintaining the aircrafts exterior. The advantage of dry washing an aircraft is the ability to wax the aircraft at the same time you are cleaning it. Especially, the more abused sections like behind the exhaust stacks on a King Air or the APU and reverser areas on corporate jets. Waxing these areas remove all carbon build-up and carbon stains from surface of paint. This also leaves the most abused areas on an aircraft protected when the aircraft goes back in service. In this part of the manual, we will use photos of different products performing dry wash procedures.

**Removing Carbon, Bugs & Oil:** **Powerfoam** or **Flyers Speed Wax** are excellent ways to clean all aircraft surfaces shown in adjoining photos. If the aircrafts paint is in excellent shape use **Plexi-Clear** or **Quick-Turn**. **BIO-JET** is designed to clean bellies, gear wells, or any other surface covered with heavy accumulations of oil, hydraulics, and carbon as seen in photo of Hawker 1000 landing gear doors on page 26.



Using **Powerfoam** to clean carbon and oil from a King Air 90 engine cowl.



Using **Flyers Speed Wax** to remove bugs from nose of A-36



24 Using **Powerfoam** to clean bugs and oil from Barron B-58 engine cowling.

When cleaning with Jet Stream dry wash chemicals, you will have to decide which product is best for the job. This decision will be determined by several factors. What condition is the paint? New? Old? Oxidized? How bugged up is the aircraft? How dirty is the belly? Is it a turbo prop covered with exhaust stains? etc... Once you become experienced with our dry wash chemicals, the choice of product selection will be very simple. The Jet Stream dry wash system will effectively clean whatever challenge an aircraft throws your way.



**Using Powerfoam to clean bugs and grease from nose gear of King Air 200.**



**Use Plexi-Clear or Quick Turn to clean polished aluminum spinner on King Air 200.**



**Use Flyers Speed Wax or Quick-Turn to dry wash the fuselage on Raytheon Premier jet aircraft.**



**Use Powerfoam or BIO-JET to clean belly on Cessna 206**



**Using Powerfoam to clean bugs off bottom of flap on Cessna 206.**



**Use Powerfoam or Quick-Turn to clean bugs from leading edges of Cessna 206.**



Using **Bio Jet** to remove heavy accumulations of hydraulics from the gear door of a Hawker 1000.



**Bio Jet** is very affective at removing heavy accumulations on the bottom of aircraft.



This wheel - soiled with break dust and oil - should be cleaned with **Bio Jet**.



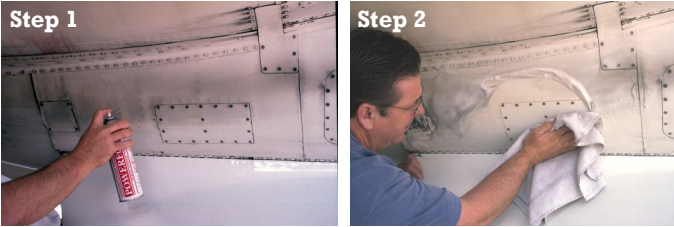
**Powerfoam** is our choice to clean the bottom of dirty engine nacelle on a Hawker 1000.



Using **Quick Turn** to clean bugs and dust from the fuselage of a Hawker 1000.



**Powerfoam** removing carbon from exhaust deflector at the rear of Hawker 1000.



**Three simple steps using Powerfoam when cleaning carbon and oil from gear door and bottom of cowling on King Air 90.**



**Using Powerfoam to clean food stains from pull out table top in Lear 60.**



**Using Powerfoam to clean floor runners in King Air 200**



**To remove dust from the top surfaces of aircraft when dry washing, use a towel wrapped around a squeegee. Spray the top of wings with Quick Turn, it will help the towel pick up dust from surfaces of aircraft.**

**Dry Wash Aircraft:** Dry washing is really an outstanding way to maintain an aircraft's exterior. There are several reasons for its growth in popularity. One is that large parts of the aircraft are being waxed during this process. Another reason is the EPA's regulating of what goes down the drains at airports and fining those who don't meet their requirements. This is not an issue when dry washing an aircraft. The solution to dry washing is using products which effectively clean carbon, bugs, oil, and hydraulics from the surface of the paint. The most important characteristic that a dry-wash wax must possess is the ability to be easily removed from the surface once it has dried. The advantage of Powerfoam is that it cleans faster than wax. Powerfoam does a great job at removing carbon, oil and bugs from aircraft surfaces leaving a clean streak free finish to the paint. Powerfoam is also a great product to clean the landing gears, flaps, belly, wings, engine nacelles, and engine cowlings during the dry-wash process. Use Plexi-Clear to clean windows, polished aluminum, bugs from nose of aircraft, and leading edges. Use Quick Turn with towels for dusting wings and fuselage of aircraft. Now you are prepared with the correct products and procedures to successfully dry washing an aircraft.