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STANDARD PRACTICES AIRFRAME

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STANDARD PRACTICES / AIRFRAME

DESCRIPTION AND OPERATION

1. GENERAL

The use and application of the products and general hardware necessary for the maintenance of aircraft are described in the "Standard Practices / Airframe" chapter. This chapter includes procedures, practices and processes that are not specifically covered in other chapters of the Maintenance Manual. The information is given in the form of tables, charts, illustrations and technical data to aid the general maintenance of the aircraft.

This chapter also includes the list of materials – refer to 20–10–00.

For Standard Practices – Structures – refer to Chapter 51.

For Standard Practices – Power Plant – refer to Engine Maintenance Manual.

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TIGHTENING TORQUES

MAINTENANCE PRACTICES

1. SERVICING

The following tables contain the tightening torques of attachments and hinges to be checked during scheduled inspections or during re-assembly whenever parts have been removed for aircraft transportation or scheduled inspection purposes.

This chapter gives the normal torque values. From the normal values, tolerances are : minus 0 (zero) plus 15 % (fifteen per cent of the normal values).

The tightening torque values are to be applied on parts previously protected with grease or oil. In this case, these assemblies are called : "WET".

In some exceptional cases, assemblies may be used without protection products. For these "DRY" assemblies, the values of the table below will be doubled.

A. Tightening torque general values for "wet" assemblies

Effective for steel when T.S. = 680 MPa minimum.

Use trip torque wrench preferably. Same torque for tightening nut or screw head.

Dia.	Pitch	Torques in N.m		Torques in lbf.in	
		Nuts		Nuts	
		Normal	Self-locking	Normal	Self-locking
4	0.7	1.2	1.5	11	13
5	0.8	2	2.5	18	22
6	1	3.5	4.5	31	40
8	1.25	9	11	79	97
10	1.5	20	25	177	221
12	1.5	37	45	327	398
14	1.5	60	70	531	619
16	1.5	95	115	840	1017

NOTE : The tightening torque values given in lbf.in have been rounded off.

B. Tightening torque values for "wet" assemblies - specific cases (Figures 201, 202, 203, 204, 205 and 206)

Item	Attachment designation	Bolt		Torques in N.m	Torques in lbf.in
		Dia.	Pitch		
1	* 1/2 wing splicing	10 8 6	1.50 1.25 1	25 11 4.5	221 97 40
2	Wing / fuselage front attachments	12	1.50	37 Castellated nuts	327 Castellated nuts
2	Wing / fuselage front attachments	12	1.50	45 Self-locking nuts	398 Self-locking nuts
3	* Front attachments on wings	6	1	4.5	40
4	* Coils / spar	8	1.25	11	97
5	* Wing / fuselage main attachment	14	1.50	70 Self-locking nuts	620 Self-locking nuts
5	* Wing / fuselage main attachment	14	1.50	60 Castellated nuts	531 Castellated nuts
6	* Frame C1 / fuselage floor	6	1	4.5	40
51 / 52	* Vertical stabilizer / fuselage	6	1	4.5	40
53	S / N 1 - 300 * Horizontal stabilizer / frame C9 L.H. bracket assembly	6	1	4.5	40
53	S / N 1 - 300 * Horizontal stabilizer / frame C9 R.H. bracket assembly	8	1.5	11	97
53	S / N 301 - 9999 * Horizontal stabilizer / frame C9 R.H. and L.H. bracket assemblies	6	1	4.5	40

NOTE : Concerning Dia. column, the values given in fraction are in inches, the other values are in mm.

The tightening torque values given in lbf.in have been rounded off.

For some tightening torques (marked with an asterisk) a specific tightening process is required - refer to Paragraph C.

For attachments provided with a castellated nut and a pin, tighten to the indicated tightening torque then loosen, if necessary, to introduce the pin.

Item	Attachment designation	Bolt		Torques in N.m	Torques in lbf.in
		Dia.	Pitch		
54	Horizontal stabilizer / fuselage – Ball joints dia. 0.3 in (8 mm)	8	1.25	11	97
54	Horizontal stabilizer / fuselage – Ball joints dia. 0.47 in (12 mm)	10	1.50	25	221
55	* Hinge bearing / horizontal stabilizer	6	1	4.5	40
100	* ”Sensenich” propeller / power plant			32 to 34	284 to 300
101	* ”Hartzell” propeller / power plant			67 to 72	593 to 637
102	* Rear side plate / ”Hartzell” propeller hub	3/8		27 to 30	239 to 265
103	Pulley / alternator	17		47 to 54	417 to 478
104	Tachometer sensor support / power plant (electric tachometer)	1/4		11	97
105	* Vacuum pump attachment / power plant	1/4		7.9	70
106	Filtering cartridge / power plant			24.6	216
107	Exhaust adapters / power plant	5/16		18 to 20	160 to 177
108	Unions on directional gyro and / or “AID” horizon Unions on directional gyro and / or “SIGMATEK” horizon			2.8 Max. 2.2 Max.	25 Max. 20 Max.
109	Rocker box screw	1/4		5.6	50
110	Spark plug / power plant			47	420
111	Ignition system nut / spark plug	5/8		9 to 10	80 to 89
112	Strainer / carburator			3.95 to 4.5	35 to 40
113	Engine pump / power plant	3/8		25.4 to 28.2	225 to 250
114	Feeder / starter	5/16		2.7	24
115	* Starter / power plant			23	204
116	* Carburetor / power plant			23	204

NOTE : Concerning Dia. column, the values given in fraction are in inches, the other values are in mm.

The tightening torque values given in lbf.in have been rounded off.

For some tightening torques (marked with an asterisk) a specific tightening process is required – refer to Paragraph C.

For attachments provided with a castellated nut and a pin, tighten to the indicated tightening torque then loosen, if necessary, to introduce the pin.

Item	Attachment designation	Bolt		Torques in N.m	Torques in lbf.in
		Dia.	Pitch		
125	Union on oil cooler	3/8		30 to 35	266 to 309
126	Elbow union on union	19		24 to 48	213 to 424
127	Oil line nuts / Power plant or oil cooler	19 22		24 to 48	213 to 424
151	* Engine / engine mount	7/16		21 to 33	186 to 292
152	* Engine mount / firewall	8	1.25	11	97
153	* Nose landing gear mount / firewall	8	1.25	11	97
154	Main landing gear attachment / ribs	14	1.50	70	620
155	* Main landing gear attachment / wing lower surface	8	1.25	11	97
156	Nose landing gear and telescopic leg main landing gear Scissors / bosses ; Upper scissors / lower scissors	8	1.25	11	97
157	Main landing gear wheel $^1/_2$ rims	5/16		17	150
158	Grease nipple	6		4	35
159	Nose wheel $^1/_2$ rims	1/4		10.5	93
160	* Nose wheel axle attachment / fork	8	1.25	11	97
161	* Nose gear fork / sliding cylinder	8	1.25	11	97
162	Nose landing gear / landing gear mount	16	1.50	Free installation and without slack	
201	Shock-absorber / trailing arm main landing gear body	10	1.50	17 to 20	151 to 177
202	Shock-absorber gimbal / hinged arm (trailing arm main landing gear)	10	1.50	17 to 20	151 to 177
203	Hinged arm / trailing arm main landing gear body	12	1.50	31 to 37	275 to 327
204	Low level sensor / sealed rib			10.8	96
205	Drain and bleed body / wings	16	1.50	27	239

NOTE : Concerning Dia. column, the values given in fraction are in inches, the other values are in mm.

The tightening torque values given in lbf.in have been rounded off.

For some tightening torques (marked with an asterisk) a specific tightening process is required - refer to Paragraph C.

For attachments provided with a castellated nut and a pin, tighten to the indicated tightening torque then loosen, if necessary, to introduce the pin.

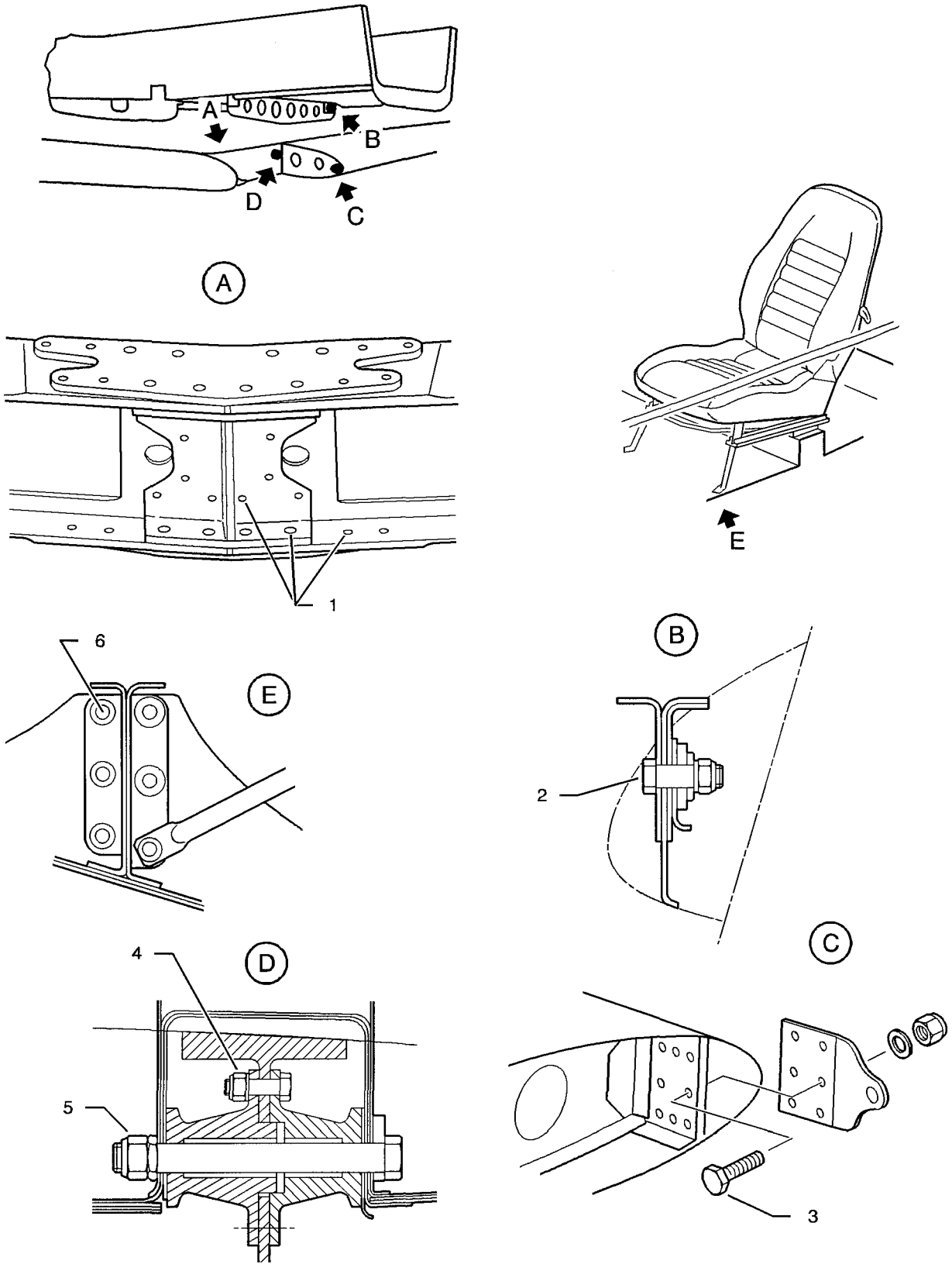
Item	Attachment designation	Bolt		Torques in N.m	Torques in lbf.in
		Dia.	Pitch		
206	Drain nut / fuel filter			15	132.75
207	Capacity gages / wing spar			4	35.4

NOTE : Concerning Dia. column, the values given in fraction are in inches, the other values are in mm.

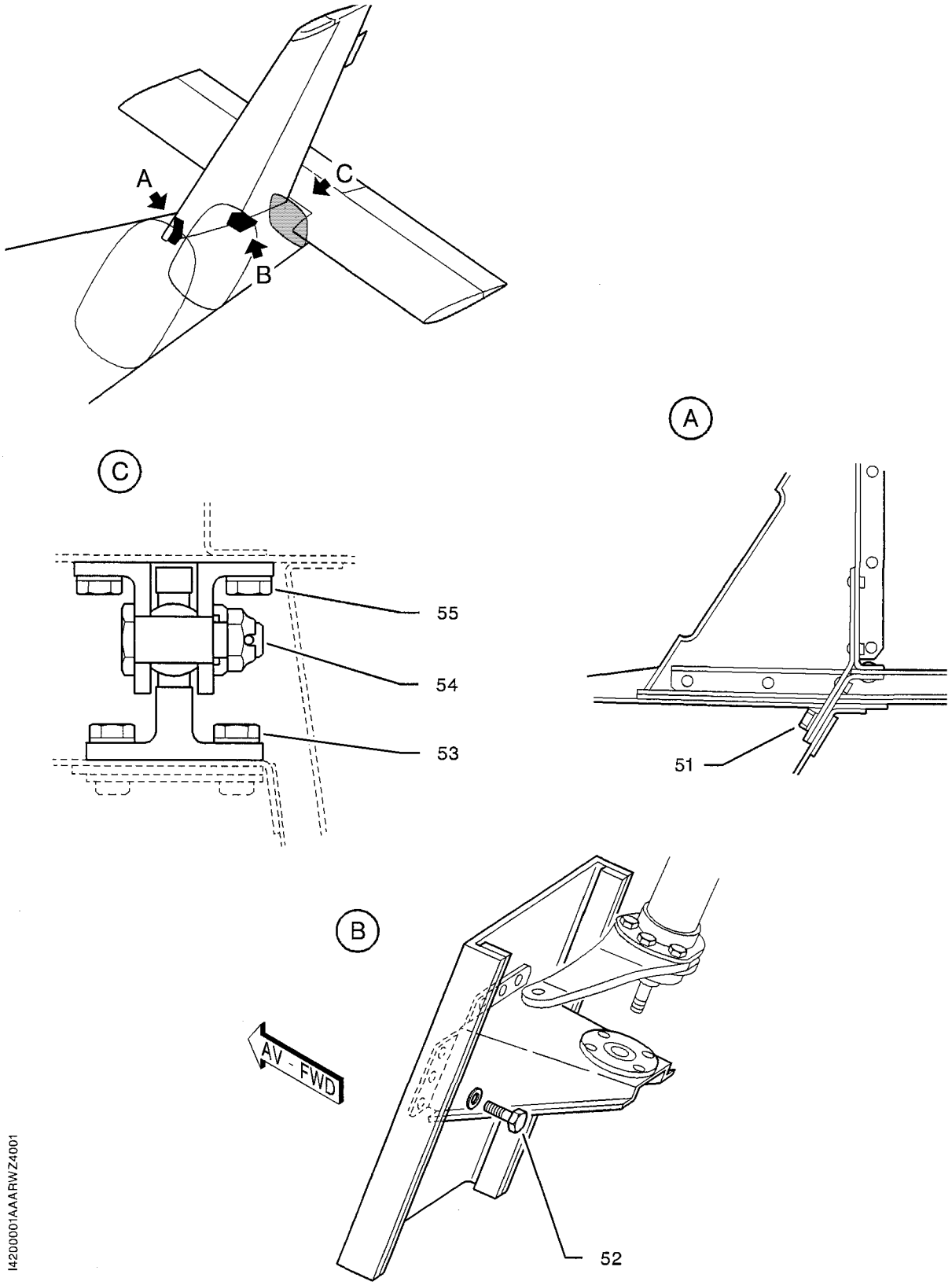
The tightening torque values given in lbf.in have been rounded off.

For some tightening torques (marked with an asterisk) a specific tightening process is required - refer to Paragraph C.

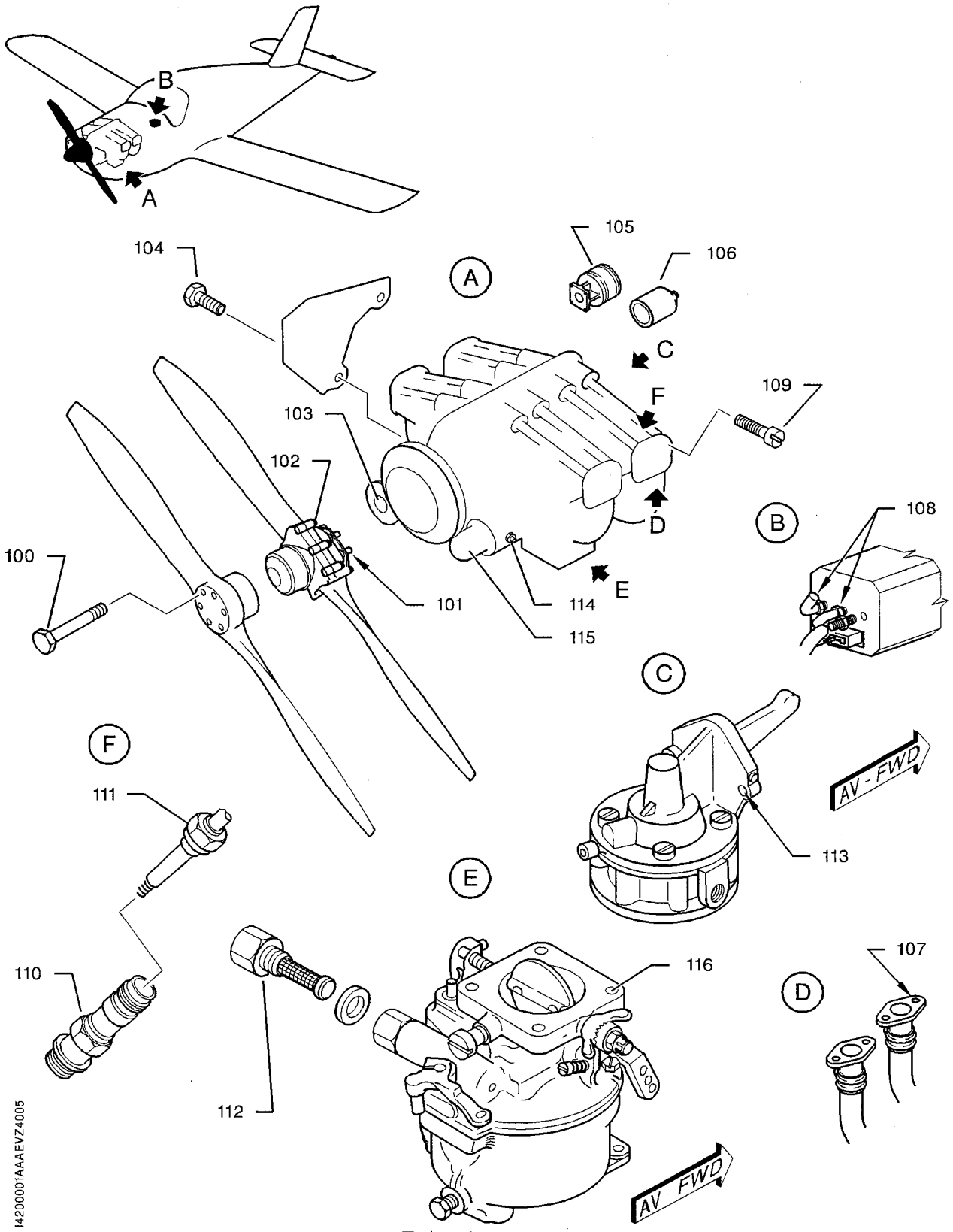
For attachments provided with a castellated nut and a pin, tighten to the indicated tightening torque then loosen, if necessary, to introduce the pin.



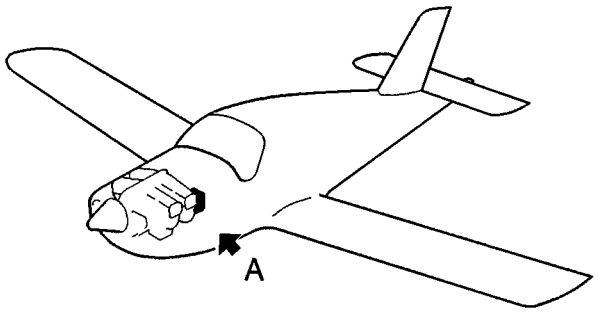
Tightening torques
Figure 201

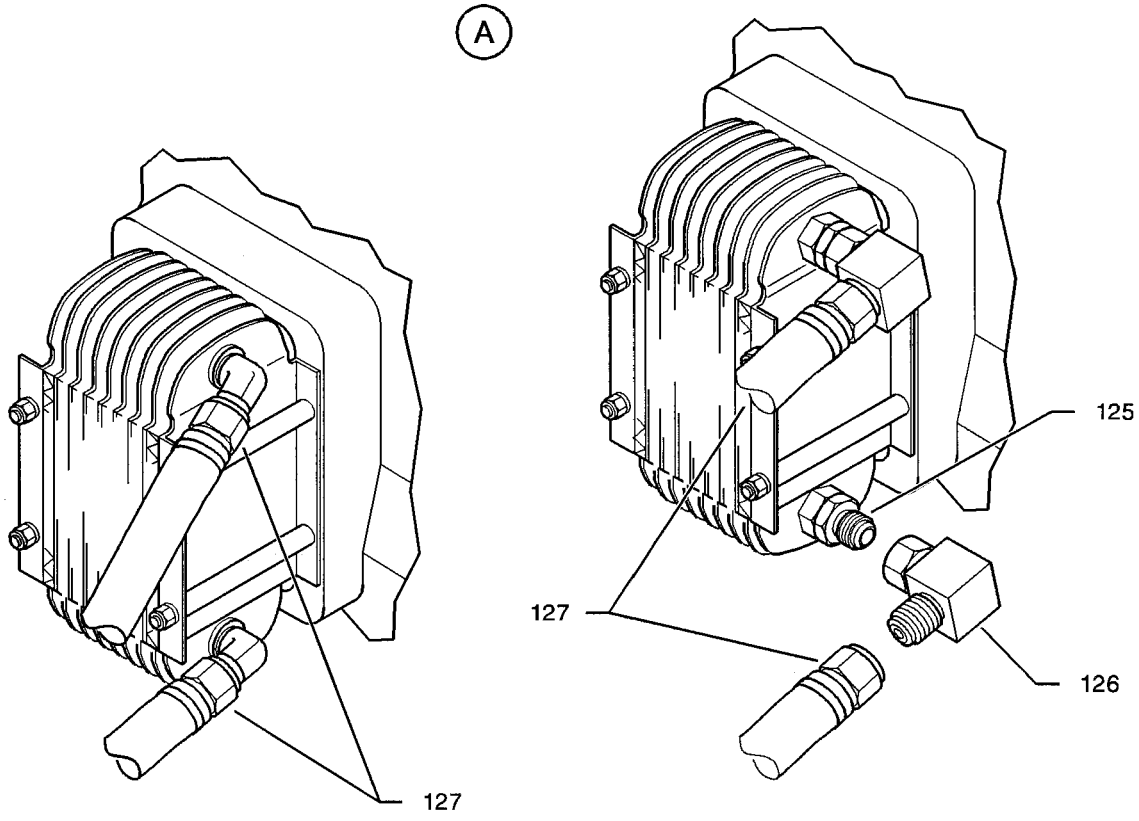


Tightening torques
Figure 202



Tightening torques
Figure 203





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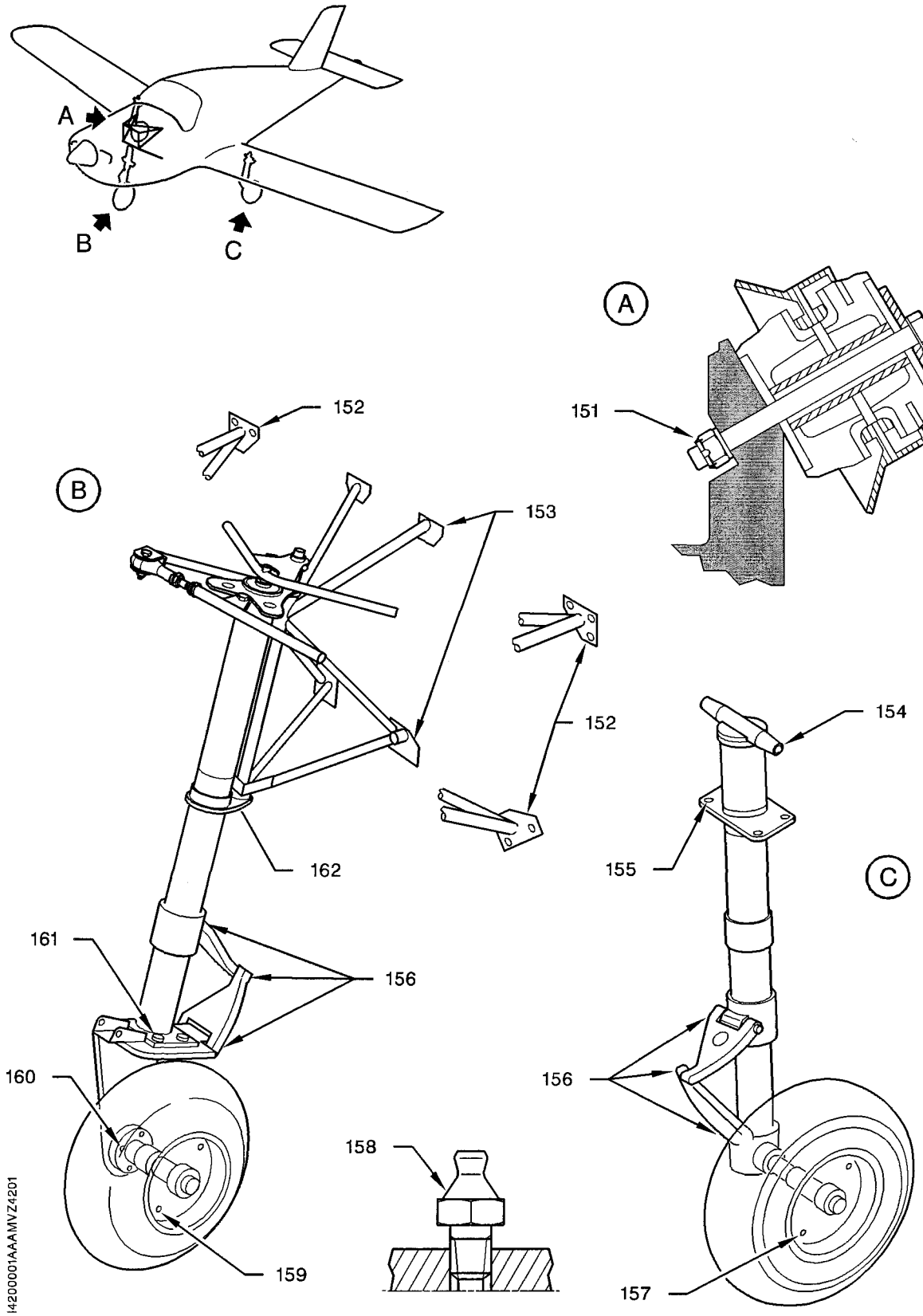
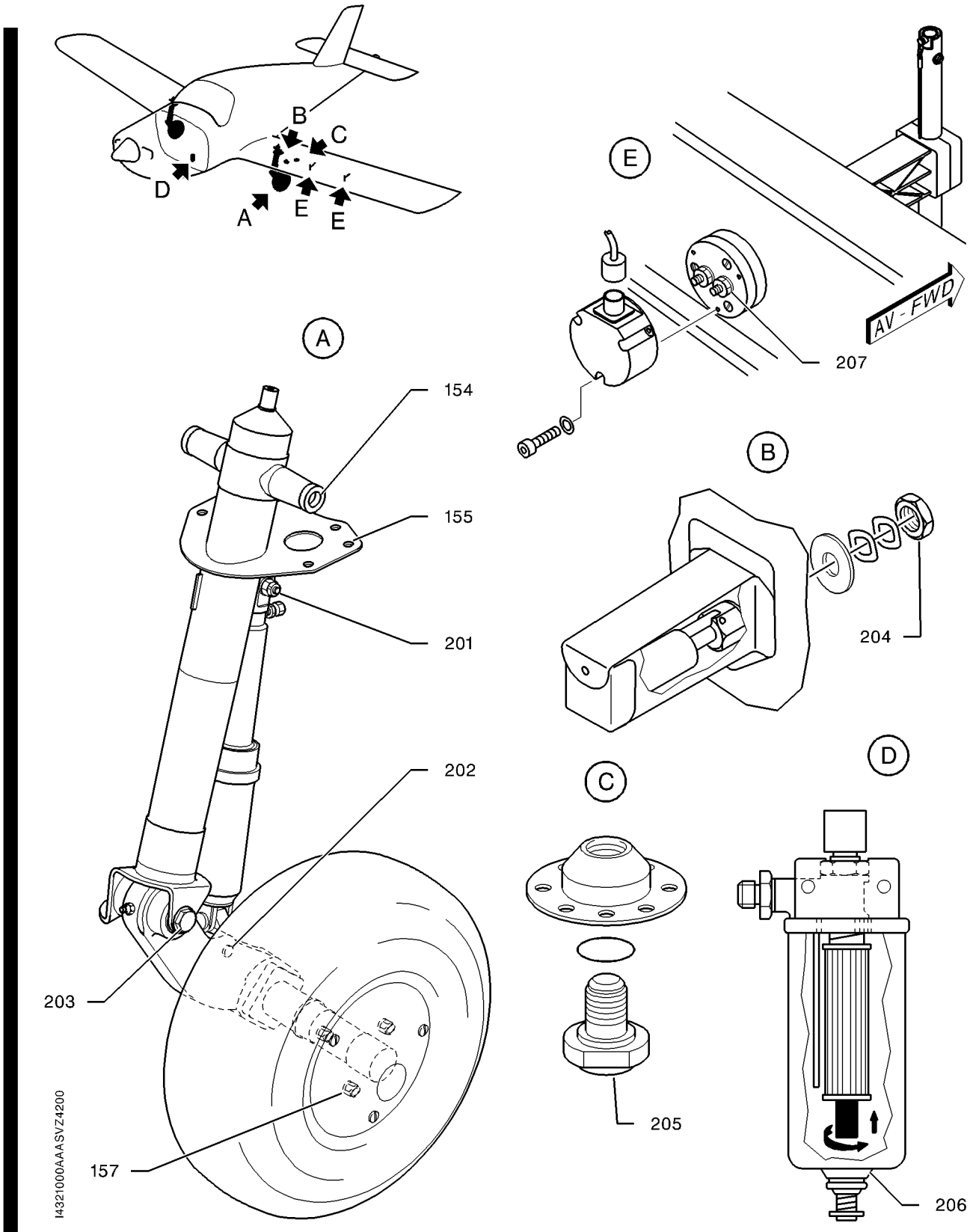
Tightening torques
Figure 204



Tightening torques
Figure 205



Tightening torques
Figure 206

C. Tightening processes - specific cases (Figures 207, 208, 209, 210 and 211)

1) Wing splicing - refer to Figure 207, Detail A

   Tightening in 3 steps :

   a) 1st step : pneumatic or hand-screwing machine in numerical order from Item 1 to Item 44.

   b) 2nd step : torque wrenches 1st tightening in numerical order from Item 13 to Item 28, from Item 29 to Item 44, then from Item 1 to Item 12.

   c) 3rd step : torque wrenches 2nd tightening in the same order as for the 2nd step.

2) Spacer attachment on wing spar - refer to Figure 208, Detail A

   a) Diagonal tightening as per item numerical order.

   b) Repeat the operation.

3) Forward attachment fitting on small wing spar - refer to Figure 208, Detail B

   a) Tightening as per item numerical order.

   b) Repeat the operation.

4) Wing attachment on fuselage - Attaching bolt at frame C2 - refer to Figure 208, Detail C

   a) Double tightening.

5) Attachment of frame C1 lower sections on lower cross beam - refer to Figure 208, Detail D

   a) Tightening as per item numerical order.

   b) Repeat the operation.

6) Vertical stabilizer attachment on rear fuselage at frame C8 - refer to Figure 209, Detail A

   a) Tightening as per item numerical order.

7) Attachment of horizontal stabilizer bracket assemblies at frame C9 - refer to Figure 209, Detail B

   a) Tightening as per item numerical order.

   b) Repeat the operation.

8) Attachment of hinge bearings on horizontal stabilizer - refer to Figure 209, Detail C

   a) Tightening as per item numerical order.

   b) Repeat the operation.

9) Attachment of engine mount and nose landing gear mount on firewall - refer to Figure 209, Detail D

   a) Tightening as per item numerical order.

10) Attachment of silent-blocks on engine mount - refer to Figure 209, Detail E

   a) After tightening, if pins (1) rotate too freely, refer to SB 10-150-71 at the latest revision.

11) Axle attachment on nose landing gear fork - refer to Figure 210, Detail A

   a) Tightening as per item numerical order.

   b) Repeat the operation.

12) Fork attachment on nose landing gear sliding cylinder – refer to Figure 210, Detail B

a) Tightening as per item numerical order.

13) Main landing gear attachment on wing lower surface – refer to Figure 210, Detail D (telescopic leg main landing gear) and Detail C (trailing arm main landing gear)

a) Tightening as per item numerical order.

b) Repeat the operation.

14) “Sensenich” propeller attachment on power plant – refer to Figure 211, Detail A

a) Tightening as per item numerical order.

15) “Hartzell” propeller attachment on power plant – refer to Figure 211, Detail B

a) Tightening as per item numerical order.

16) Rear side plate attachment on “Hartzell” propeller hub – refer to Figure 211, Detail C (after kit OPT10 917000)

a) Tightening as per item numerical order.

17) Vacuum pump attachment on power plant – refer to Figure 211, Detail D

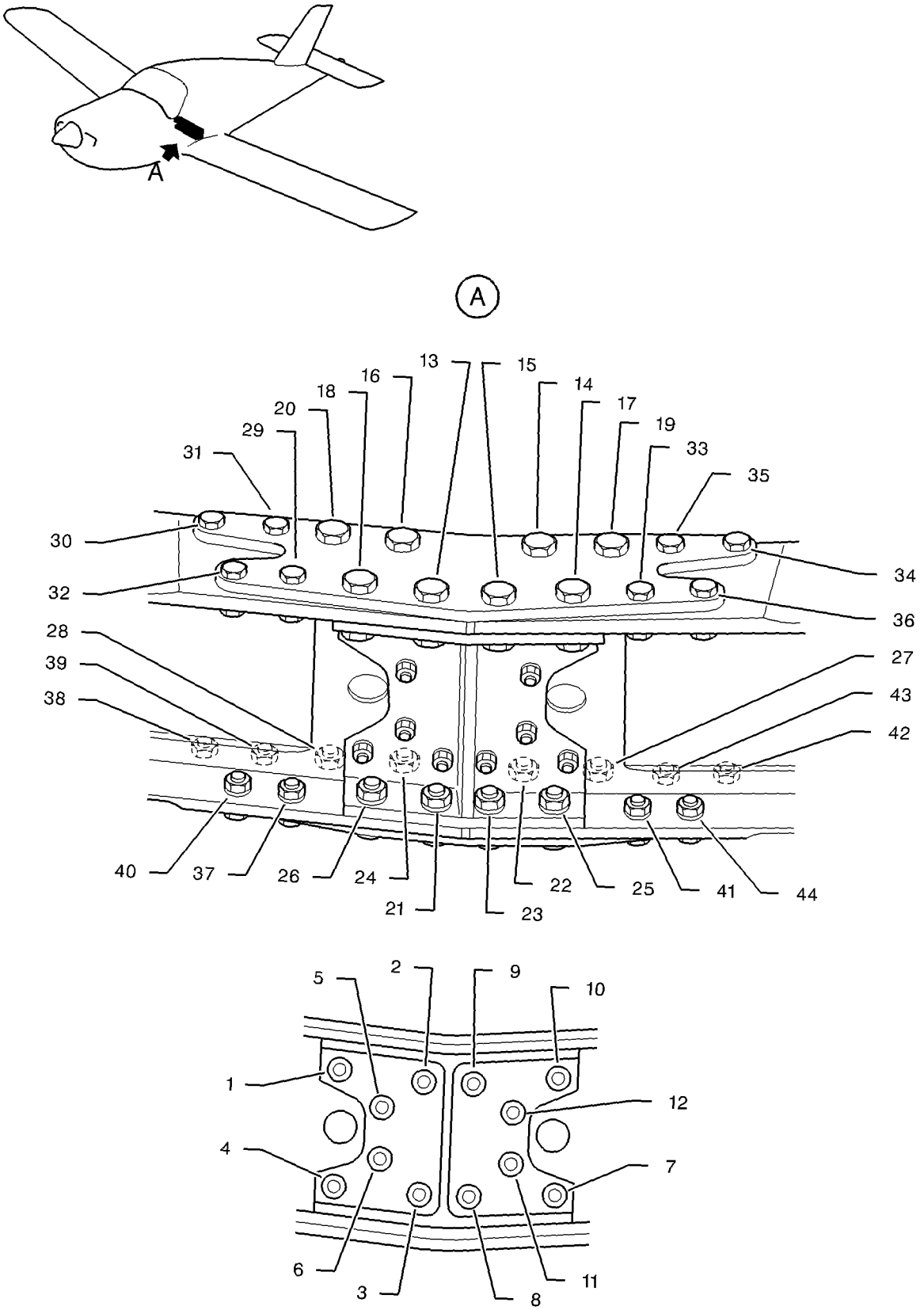
a) Tightening as per item numerical order.

18) Starter attachment on power plant – refer to Figure 211, Detail E

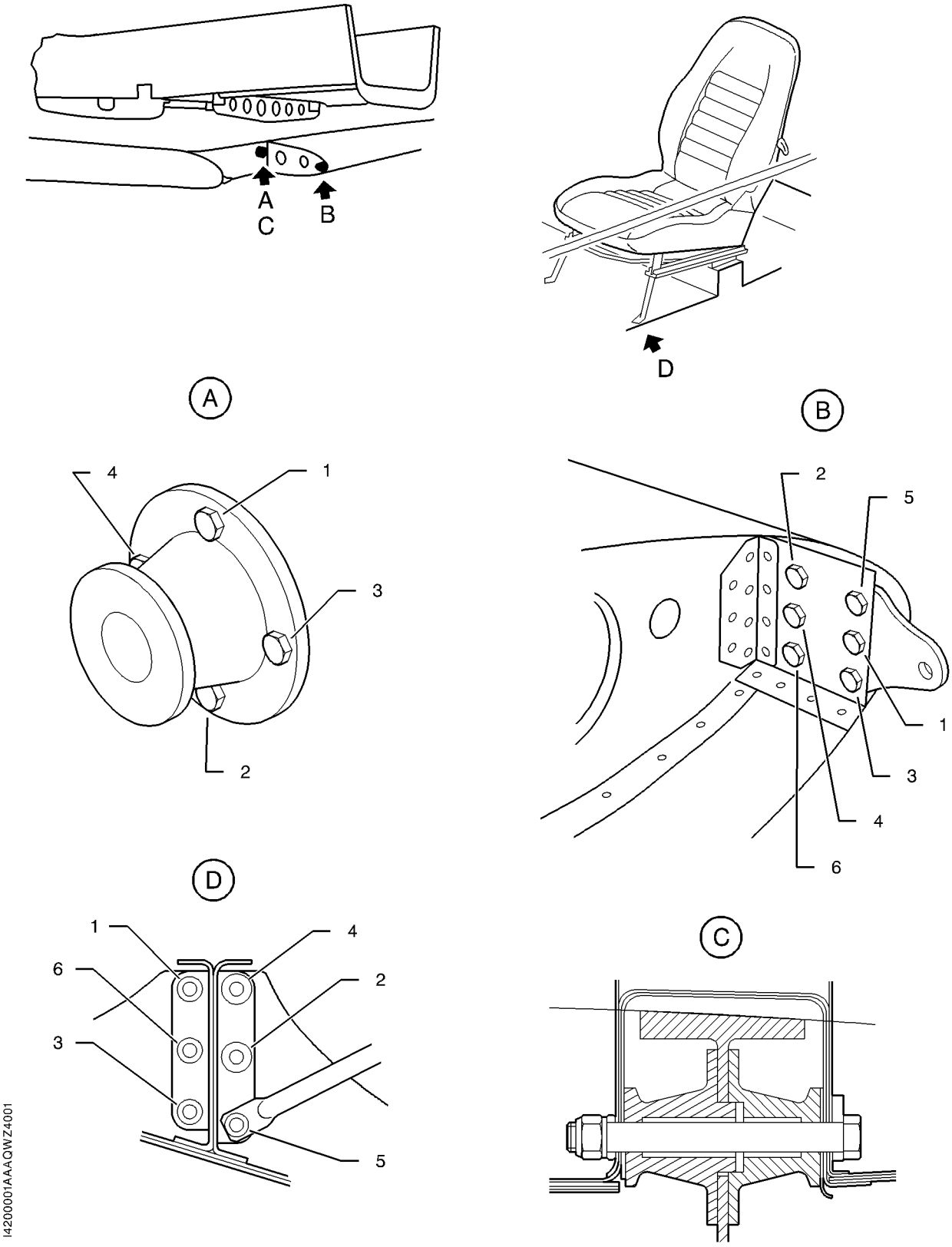
a) Tightening as per item numerical order.

19) Carburetor attachment on power plant – refer to Figure 211, Detail F

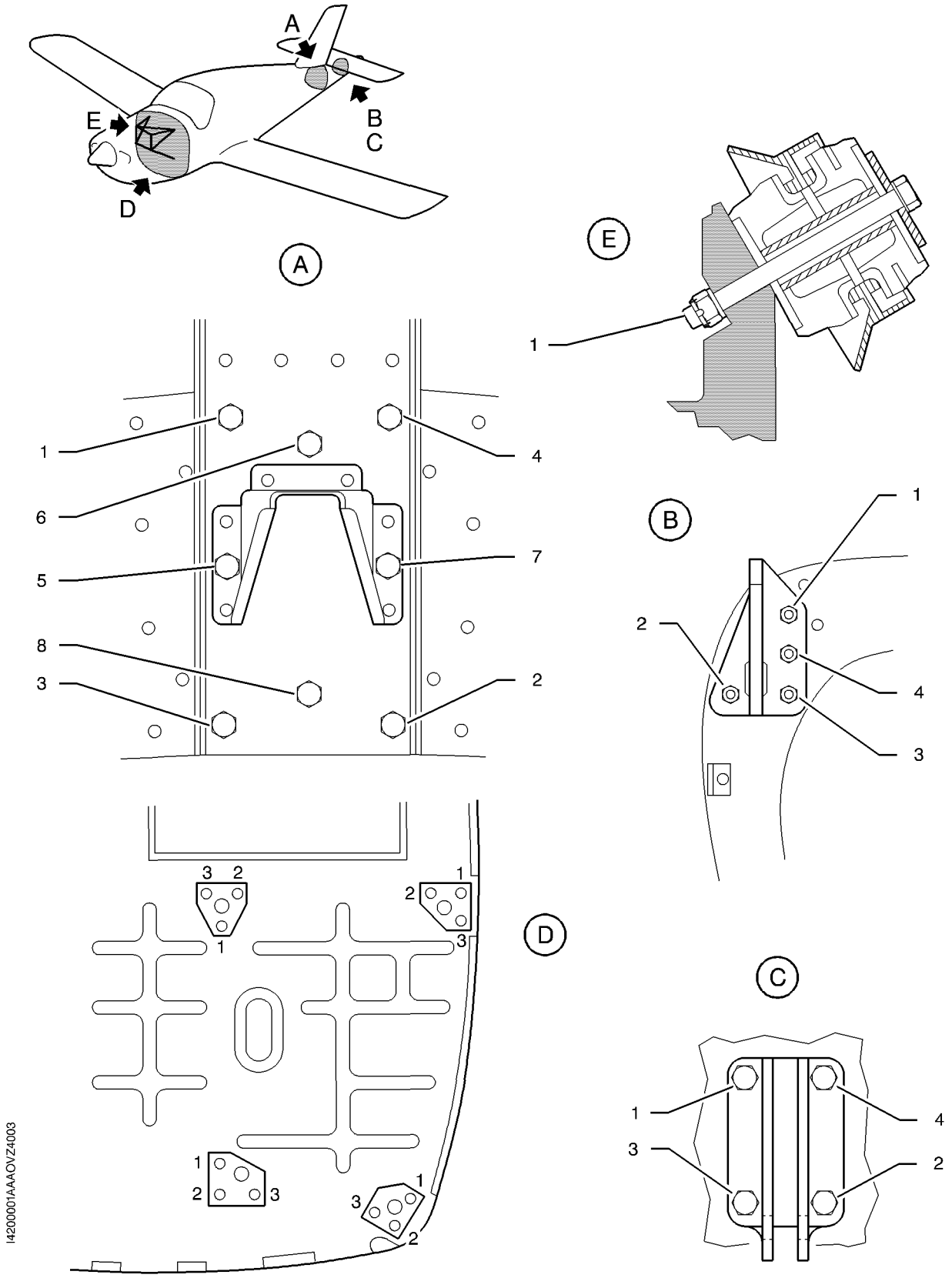
a) Tightening as per item numerical order.



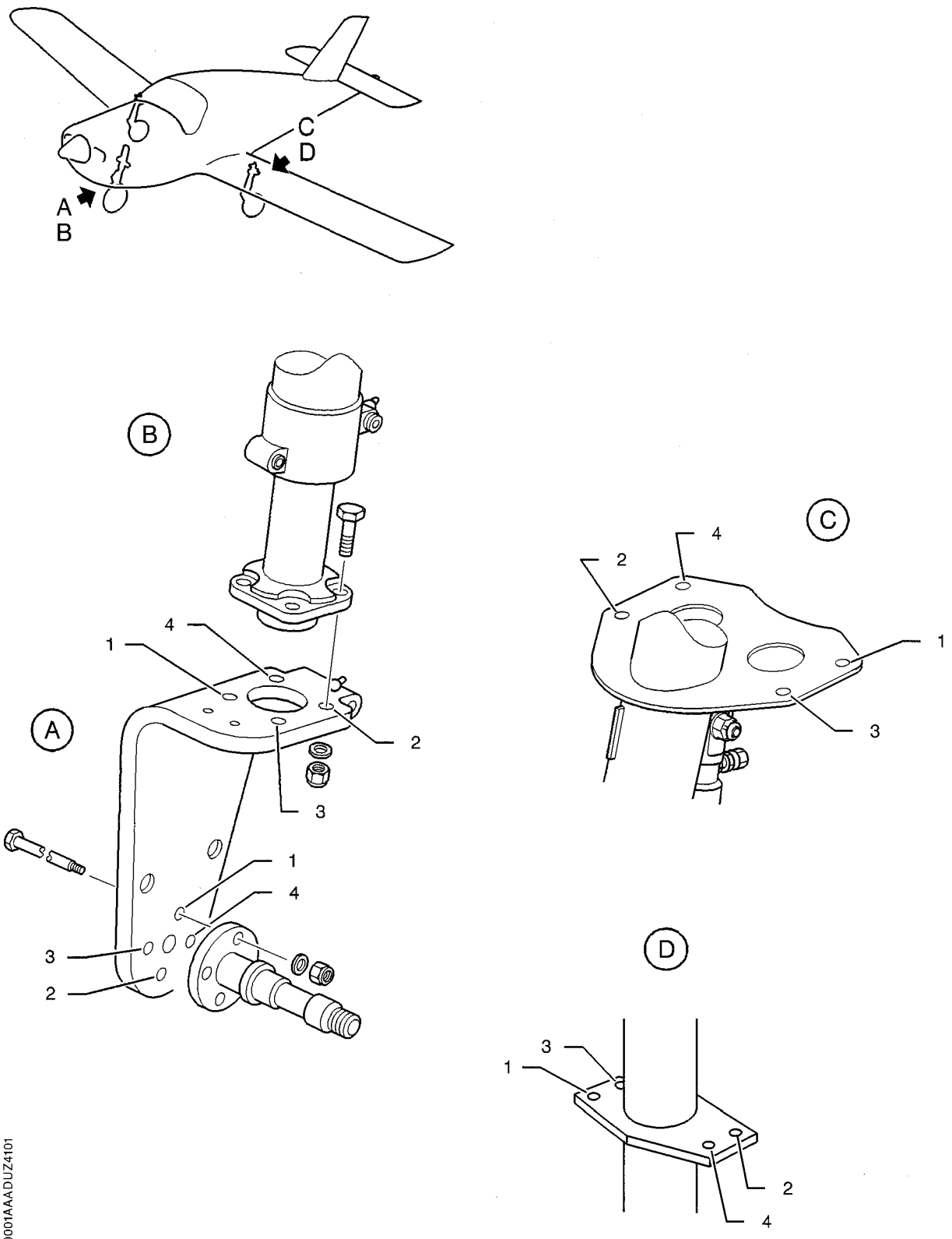
Tightening processes, specific cases
Figure 207



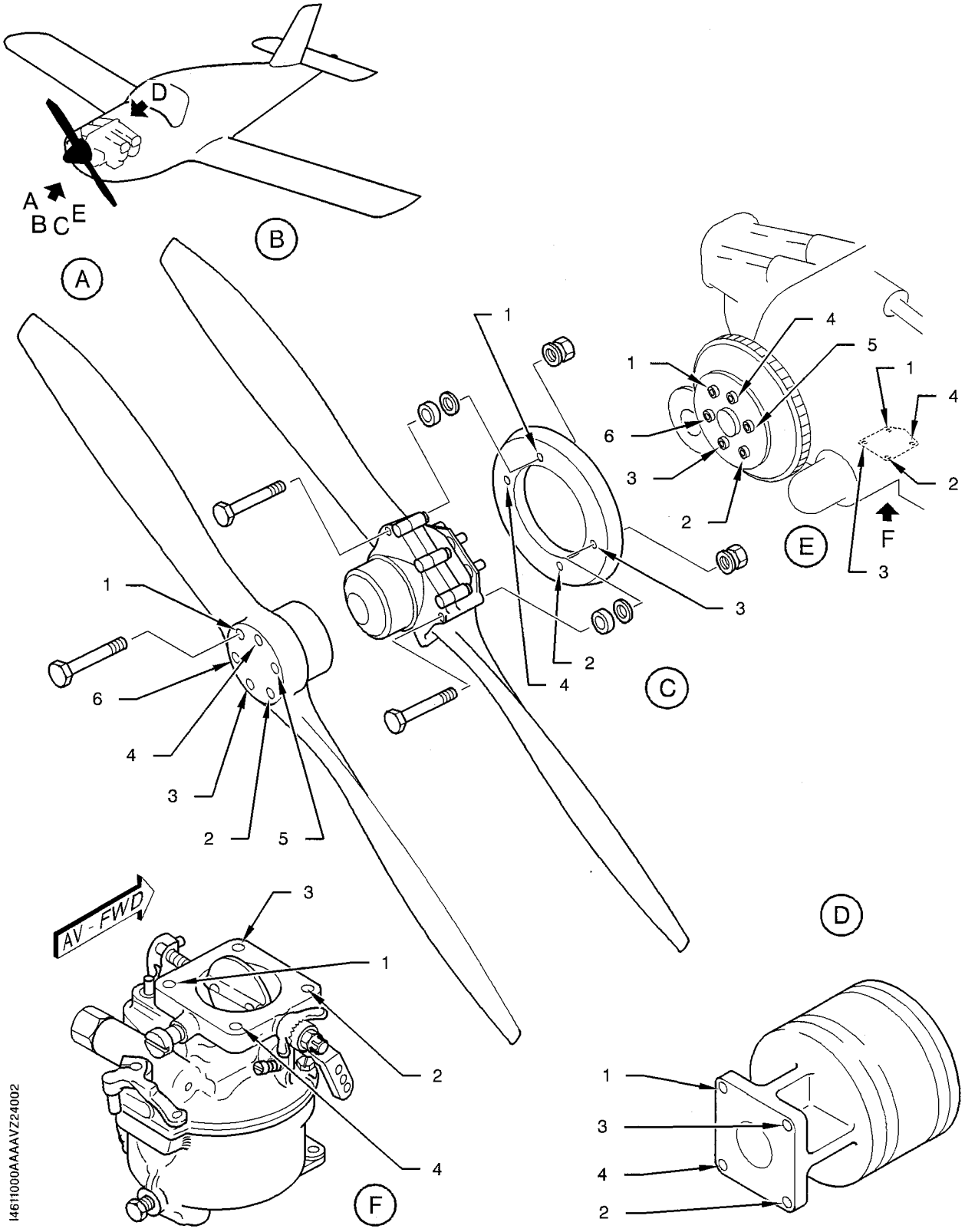
Tightening processes, specific cases
Figure 208



Tightening processes, specific cases
Figure 209



Tightening processes, specific cases
Figure 210



Tightening processes, specific cases
Figure 211

TUBES AND HOSES

MAINTENANCE PRACTICES

1. SERVICING

None

2. REMOVAL / INSTALLATION - TUBES AND HOSES (Figure 201 and Table 201)

A. Tools and consumable materials

- Blanking caps and plugs
- Red paint
- Clean lintfree cloths
- Cleaning agent (TB 11-003)

B. Typical removal of a tube or a hose

1) To prevent contamination, blank off all tubes and hoses and all fittings as soon as they are disconnected from the installation.
2) When several tubes / hoses are disconnected within the same work area, tag all the hoses / tubes to ease their identification during installation.

C. Typical installation of a hose

1) Prior to installation, visually inspect the hose and the fittings for cleanliness. A hose whose protective caps are missing must be thouroughly cleaned before it is installed.
2) Prior to installation, inspect for chafing and twisting marks and cracks.
3) Prior to installation, make sure the fittings are correctly aligned and fully tightened.
4) Do not lubricate the fittings unless otherwise specified.
5) Remove the old red paint marks.
6) Position the hose onto the fitting and tighten the nuts to the specified torque - refer to Table 201.
7) Hose assemblies installed on stationary fittings must not exhibit any twists once the securing nut is tightened. Hoses must not be over-tensioned or generate distortion of connected tubes when they are submitted to system maximum pressure.
8) Check that hose assemblies installed on moving fittings are not subject to twisting or tensile stresses within their entire travel range when they are submitted to system maximum pressure.
9) Check that the hose has enough slack to provide for changes in length and make sure it does not chafe against the structure. When the clearance between the hose and the structure is insufficient, a protection must be provided to prevent hose deterioration due to chafing.
10) Once the fuel hoses secured, make sure there are no low points.
11) Degrease the fittings and the hoses nuts and mark with red paint.

D. Typical installation of a tube

1) Prior to installation, visually inspect the tube for cleanliness. A tube whose protective caps are missing must be thouroughly cleaned before it is installed.

2) Inspect the tube for damage, especially in the area of the flares and fittings. Any tube damaged beyond the specified limits must be replaced - refer to Figure 201.

3) Prior to installation, make sure the fittings are correctly aligned and properly tightened.

4) Prior to installation, check the alignment and the adjustment of the tube as follows

   a) Position the tube in correct installation position and tighten the nut at one end of the tube assembly.

   b) The free end of the tube must be parallel to the fitting.

   c) The free end of the tube must be aligned with the fitting.

   d) The free end of the tube must be longitudinally aligned with the fitting cone.

5) Remove the old red paint marks.

6) If necessary, lubricate the fittings with the system fluid or with the product recommended in the procedure.

7) Install the tube on the fittings and tighten the securing nuts to the specified torque value - refer to Table 201.

8) Degrease the fittings and the nuts of the tubes and mark with red paint.

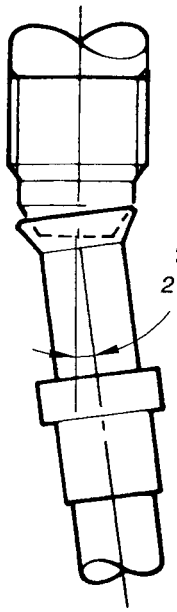
E. Tightening torques

Fitting Dash Nos	Fitting thread	Tube Outer Diameter	Aluminium alloy		Stainless steel	
			lbf.in	N.m	lbf.in	N.m
-3	.375-24	3/16 in (4,76 mm)	30 - 52	3,4 - 5,9	87 - 99	9,8 - 11,2
-4	.4375-20	1/4 in (6,35 mm)	39 - 64	4,4 - 7,3	135 - 146	15,2 - 16,6
-5	.500-20	5/16 in (7,94 mm)	60 - 77	6,8 - 8,8	135 - 151	15,2 - 17,1
-6	.5625-18	3/8 in (9,52 mm)	74 - 121	8,3 - 13,7	208 - 233	23,5 - 26,4
-8	.750-16	1/2 in (12,70 mm)	147 - 246	16,6 - 27,9	443 - 494	50 - 55,9
-10	.875-14	5/8 in (15,87 mm)	200 - 346	22,5 - 39,2	642 - 693	72,5 - 78,4
-12	1.0625-12	3/4 in (19,05 mm)	295 - 494	33,3 - 55,9	885 - 989	100 - 111,8
-16	1.3125-12	1 in (25,40 mm)	494 - 693	55,9 - 78,4	1189 - 1388	134,3 - 156,9

NOTE : When one of the the interfaces is made of aluminium alloy, aluminium tightening torque must be applied. Torque values applicable to torque wrench without extension.

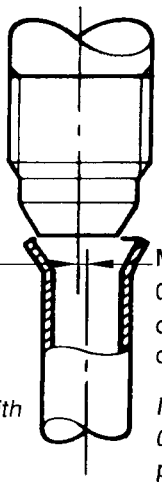
Tightening torques for 37° tapered seat fittings
Table 201

Défaut d'alignement angulaire
Angular mismatch



2 degrés maximum
2 degrees maximum

Défaut d'alignement latéral
Lateral mismatch



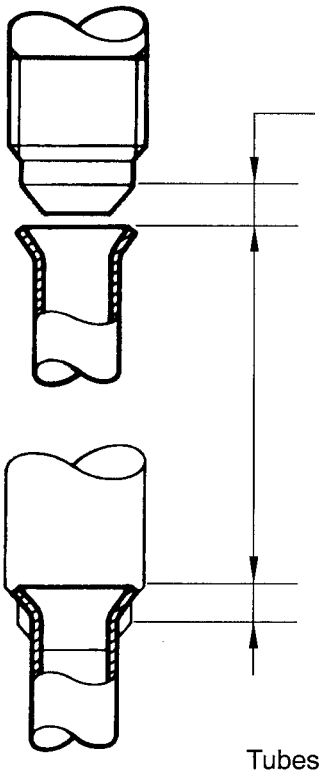
Mesurer le défaut d'alignement, l'extrémité libre étant dégagée du raccord

Measure misalignment with free end clear of fitting

Maximum admissible:
0.8 mm (1/32 in) par tranche de 250 mm (10 in) de longueur de la tuyauterie

Maximun allowable:
0.8 mm (1/32 in)
per 250 mm (10 in)
of line length

Défaut d'alignement longitudinal
Longitudinal mismatch



Maximum admissible:
0.8 mm (1/32 in) par tranche de 250 mm (10 in) de longueur de la tuyauterie

Maximun allowable:
0.8 mm (1/32 in)
per 250 mm (10 in)
of line length

I4201007AAAAMA4000

Tubes and hoses
Figure 201

3. ADJUSTMENT / TEST - LANDING GEAR HYDRAULIC SYSTEM PIPES AND HOSES

A. Tools and consumable materials

- Hydraulic test bench 0 - 3627 psi (0 - 250 bars)

B. Procedure

1) Connect pipe (hose) to the hydraulic test bench.
2) Apply pressure of 2466 psi (+ 435 ; - 0) [170 bars (+ 30 ; - 0)].
3) Inspect for leaks and distortion.
4) Drop pressure.
5) Remove pipe (hose).

PAINT

MAINTENANCE PRACTICES

1. "ACRYLIC" PAINTS

NOTE : Correspondences between SOCATA references and paint codes - refer to 20-10-00.

NOTE : After paint touch-ups or rectifications on control surfaces, check balancing - refer to 51-60-00.

S / N 1 - 477, 480 - 484, 486, 488 - 492, 494 - 496, 499

A. Paint renewal

1) After repairing, clean and degrease the area(s) to be painted with thinner (TB 16-575).
2) Apply a coating of primer (TB 16-516).
3) Apply an undercoating of "Acrylic series 72000" paint.
   - thickness 20 to 30 microns (dry) - 30 to 40 for rivets,
   - weight for 30 microns (dry) 37.2 g / m^2 (0.12 ounce / sq.ft),
   - time before next application at 20°C (68°F) : minimum 1 hour
     maximum 48 hours
4) Apply a varnish (TB 16-537) plus a hardener (TB 16-578).
   - thickness 30 to 40 microns (dry),
   - weight for 30 microns (dry) 33.6 g / m^2 (0.11 ounce / sq.ft),
   - protection from dust : 30 minutes,
   - possible to handle after 3 hours,
   - hard dry after 10 hours,
   - complete curing after 7 days.

2. "POLYURETHANE SERIES 58200" PAINTS

NOTE : Correspondences between SOCATA references and paint codes - refer to 20-10-00.

NOTE : After paint touch-ups or rectifications on control surfaces, check balancing - refer to 51-60-00.

S / N 478, 479, 485, 487, 493, 497, 498, 500 - 793, 795 - 799

A. Complete paint renewal

Temperatures 20°C - 30°C (68°F - 86°F).

1) Priming coat operation
   a) Remove alodine by sanding with abrasive cloth (TB 05-916B).
   b) Wipe.
   c) Apply wash primer (TB 16-517) (thickness 6 to 10 microns).

d) Dry wash primer 30' : 20°C (68°F)

20' : 30°C (86°F)

e) Apply primer (TB 16-568) (thickness 15 to 20 microns).

f) Dry primer, minimum :

18 hours : 20°C (68°F)

16 hours : 30°C (86°F)

2) Lacquering

a) Wipe.

b) Sand primer with abrasive cloth (TB 05-916B) if drying time is more than one week.

c) Apply a priming coat of polyurethane lacquer : series 58200 + hardener (TB 16-578) + thinner (TB 16-576).

2 coats from 20 to 25 microns

	20°C (68°F)	30°C (86°F)
Tack-free	1 hour	45 minutes
Can be handled	5 hours	3 hours
Can be masked	12 hours	10 hours

3) Decoration

a) After a minimum of 12 hours of drying at 20°C (68°F) or 10 hours at 30°C (86°F).

b) If the drying time is one week, sand the area to be painted with abrasive cloth (TB 05-916B).

c) Wipe.

d) Apply polyurethane lacquer in decor : series 58200 + hardener (TB 16-578) + thinner (TB 16-576).

2 coats from 20 to 25 microns

	20°C (68°F)	30°C (86°F)
Tack-free	1 hour	45 minutes
Can be handled	5 hours	3 hours

B. Partial paint renewal

Temperature 20°C or 30°C (68°F or 86°F).

1) Priming coat operation

a) Sand the lacquer of the area to be repainted with abrasive cloth (TB 05-916B).

b) Wipe.

2) Lacquering

a) Apply a priming coat of polyurethane lacquer : series 58200 + hardener (TB 16-578) + thinner (TB 16-576).

2 coats from 20 to 25 microns

	20°C (68°F)	30°C (86°F)
Tack-free	1 hour	45 minutes
Can be handled	5 hours	3 hours
Can be masked	12 hours	10 hours

3) Decoration

a) After a minimum of 12 hours of drying at 20°C (68°F) or 10 hours at 30°C (86°F).

b) If the drying time is one week, sand the area to be painted with abrasive cloth (TB 05-916B).

c) Wipe.

d) Apply polyurethane lacquer in decor : series 58200 + hardener (TB 16-578) + thinner (TB 16-576).

2 coats from 20 to 25 microns

	20°C (68°F)	30°C (86°F)
Tack-free	1 hour	45 minutes
Can be handled	5 hours	3 hours

3. "POLYURETHANE SERIES 07396" PAINTS

NOTE : Correspondences between SOCATA references and paint codes - refer to 20-10-00.

NOTE : After paint touch-ups or rectifications on control surfaces, check balancing.

S / N 794, 800 - 1599

A. Complete paint renewal

1) Preparation

OPERATIONS	PRODUCTS	SUPPLIERS	REMARKS
DEGREASING	THINNER (TB 16-575)	VERILAC	/
SANDING	ABRASIVE CLOTH (TB 05-916I)	/	DRY
BLOWING	/	/	/
WASHING	THINNER (TB 16-575)	VERILAC	/
CEMENTING	FILLER (TB 08-904)	VALENTINE	POSSIBLE
SANDING	/	/	/

OPERATIONS	PRODUCTS	SUPPLIERS	REMARKS
CLEANING	/	/	/
WIPING	PAD	PROCHIM	/
PRIMER COAT	PRIMER (TB 16-532)	VALENTINE	0H15 10 to15 µ
PRE-DRYING	/	/	0H15 20°C (68°F)
DRYING	/	/	2H00 60°C (140°F)
COOLING	/	/	0H30

2) Base shade

OPERATIONS	PRODUCTS	SUPPLIERS	REMARKS
EPOXY SANDING	SCOTCH BRITE	3M	/
WIPING	PAD	/	/
FIRST COAT	LACQUER POLY. 7396	VALENTINE	0H30 10 to 15 µ
SECOND COAT	LACQUER POLY. 7396	VALENTINE	0H30 15 to 20 µ
PRE-DRYING	/	/	0H05 20°C (68°F)
THIRD COAT	LACQUER POLY. 7396	VALENTINE	0H30 15 to 20 µ
PRE-DRYING	/	/	1H15 20°C (68°F)
DRYING	/	/	1H00 60°C (140°F)
COOLING	/	/	0H15

3) Decoration

OPERATIONS	PRODUCTS	SUPPLIERS	REMARKS
MASKING	/	/	/
WIPING	PAD	/	/
FIRST COAT	LACQUER POLY. 7396	VALENTINE	0H30 10 µ
PRE-DRYING	/	/	0H09 20°C (68°F)
SECOND COAT	LACQUER POLY. 7396	VALENTINE	0H30 15 µ
PRE-DRYING	/	/	0H15 20°C (68°F)
THIRD COAT	LACQUER POLY. 7396	VALENTINE	0H30 15 µ
PRE-DRYING	/	/	1H15 20°C (68°F)
DRYING	/	/	1H30 60°C (140°F)
COOLING	/	/	0H15

B. Partial paint renewal

When large areas of "polyurethane series 07396" paint have to be repaired, a polyurethane paint of same kind must be used.

Perform the following operations :

- Careful sand with abrasive cloth (TB 05-916H).
- Cement scratches or aspect defects if necessary.
  - . Filler (TB 08-904) sealant for big holes.
  - . Cellulose finish sealant for small layers.
- Dry sealants.
- Sand sealants.
- Apply a coat of primer (TB 16-532) with a stencil brush on sealants.
- Dry primer.
- Sand.
- Apply polyurethane finish paint with a heavy thinner to prevent dullness, i.e. dust on paint which may cause rings around repair area.

Should fine scratches, stains or pitting appear after chemical aggressions, the application of spray paints which bring glossiness and color, but in no case the same protection as polyurethane paints, may be used.

However, the area to be repaired has to be sanded with abrasive cloth (TB 05-916H) to help paint adherence.

NOTE : It is often recommended to repaint the whole panel when the repair area is located at the panel centre.

4. "POLYURETHANE MAPAERO" PAINTS

NOTE : Correspondences between SOCATA references and paint codes - refer to 20-10-00.

NOTE : After paint touch-ups or rectifications on control surfaces, check balancing.

S / N 1600 - 9999

A. Complete paint renewal

1) Preparation

OPERATIONS	PRODUCTS	SUPPLIERS	REMARKS
MASKING	/	/	/
DEGREASING	CLEANING AGENT (TB 11-912)	/	/
SANDING	ABRASIVE CLOTH (TB 05-916I)	/	DRY
BLOWING	/	/	/

OPERATIONS	PRODUCTS	SUPPLIERS	REMARKS
WASHING	CLEANING AGENT (TB 11-912)	/	/
WASH PRIMER COAT	WASH PRIMER (TB 16-900)	MAP	If bare upholsterings 5 to 10 µ - 2 h mini at 20°C (68°F)
PRIMER COAT	PRIMER P23 (TB 16-901)	MAP	15 to 20 µ - 2 h mini at 23°C (73°F)
CEMENTING	PRIMER P28B (TB 16-902)	MAP	POSSIBLE - 3 h to 24 h at 23°C (73°F)
SANDING (IF CEMENTING)	ABRASIVE CLOTH (TB 05-916I)	/	DRY
CLEANING (IF SANDING)	CLEANING AGENT (TB 11-912)	/	/
WIPING (IF CLEANING)	PAD	PROCHIM	/
PRIMER COAT (IF CEMENTING)	PRIMER P23 (TB 16-901)	MAP	15 to 20 µ - 2 h mini at 20°C (68°F)

2) Base shade

OPERATIONS	PRODUCTS	SUPPLIERS	REMARKS
FIRST COAT	AEROMAP 1000	MAP	10 to 15 µ - 2 h mini at 20°C (68°F)
SECOND COAT	AEROMAP 1000	MAP	10 to 15 µ - 2 h mini at 20°C (68°F)
THIRD COAT	AEROMAP 1000	MAP	10 to 15 µ - 2 h mini at 20°C (68°F)
FOURTH COAT	AEROMAP 1000	MAP	10 to 15 µ - 2 h mini at 20°C (68°F)

3) Decoration

OPERATIONS	PRODUCTS	SUPPLIERS	REMARKS
MASKING	/	/	/
SANDING	SCOTCH BRITE	3M	/
WIPING	PAD	/	/
REFER TO STEP 2)	/	/	/

B. Partial paint renewal

When large areas of "polyurethane MAPAERO" paint have to be repaired, a polyurethane paint of same kind must be used.

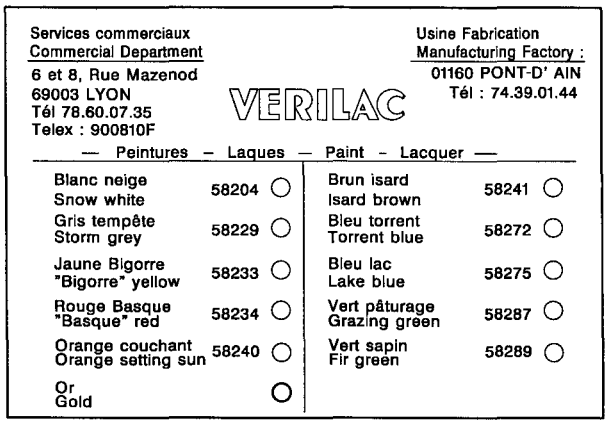
The operations to be performed are the same as for a complete paint renewal. However, should fine scratches, stains or pitting appear after chemical aggressions, the application of spray paints which bring glossiness and color, but in no case the same protection as polyurethane paints, may be used.

However, the area to be repaired has to be sanded with abrasive cloth (TB 05–916H) to help paint adherence.

NOTE : It is often recommended to repaint the whole panel when the repair area is located at the panel centre.

5. PAINT HARMONIES AND REFERENCES (Figure 201)

The label which is found in the baggage compartment (on frame C6) lists the paint codes used on each aircraft.



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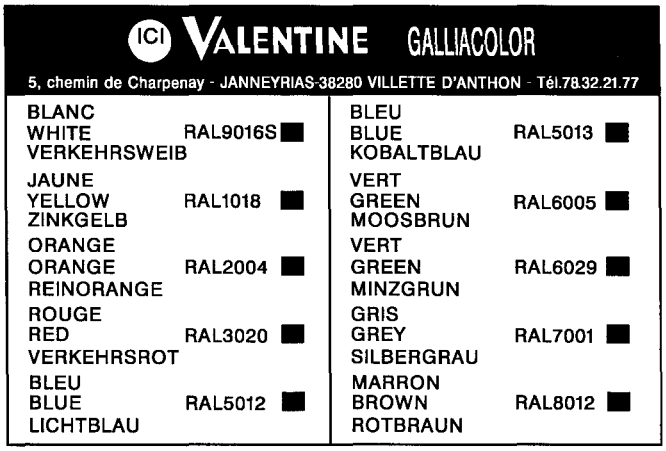
Tél 78.60.07.35
Telex : 900810F

VERILAC

Usine Fabrication
Manufacturing Factory :
01160 PONT-D' AIN
Tél : 74.39.01.44

— Peintures – Laques — Paint - Lacquer —

Blanc neige Snow white	58204 ○	Brun isard Isard brown	58241 ○
Gris tempête Storm grey	58229 ○	Bleu torrent Torrent blue	58272 ○
Jaune Bigorre "Bigorre" yellow	58233 ○	Bleu lac Lake blue	58275 ○
Rouge Basque "Basque" red	58234 ○	Vert pâturage Grazing green	58287 ○
Orange couchant Orange setting sun	58240 ○	Vert sapin Fir green	58289 ○
Or Gold	○		



ICI VALENTINE GALLIACOLOR

5, chemin de Charpenay - JANNEYRIAS-38280 VILLETTE D'ANTHON - Tél.78.32.21.77

BLANC WHITE VERKEHRSWEIB	RAL9016S ■	BLEU BLUE KOBALTBLAU	RAL5013 ■
JAUNE YELLOW ZINKGELB	RAL1018 ■	VERT GREEN MOOSBRUN	RAL6005 ■
ORANGE ORANGE REINORANGE	RAL2004 ■	VERT GREEN MINZGRUN	RAL6029 ■
ROUGE RED VERKEHRSROT	RAL3020 ■	GRIS GREY SILBERGRAU	RAL7001 ■
BLEU BLUE LICHTBLAU	RAL5012 ■	MARRON BROWN ROTBRAUN	RAL8012 ■

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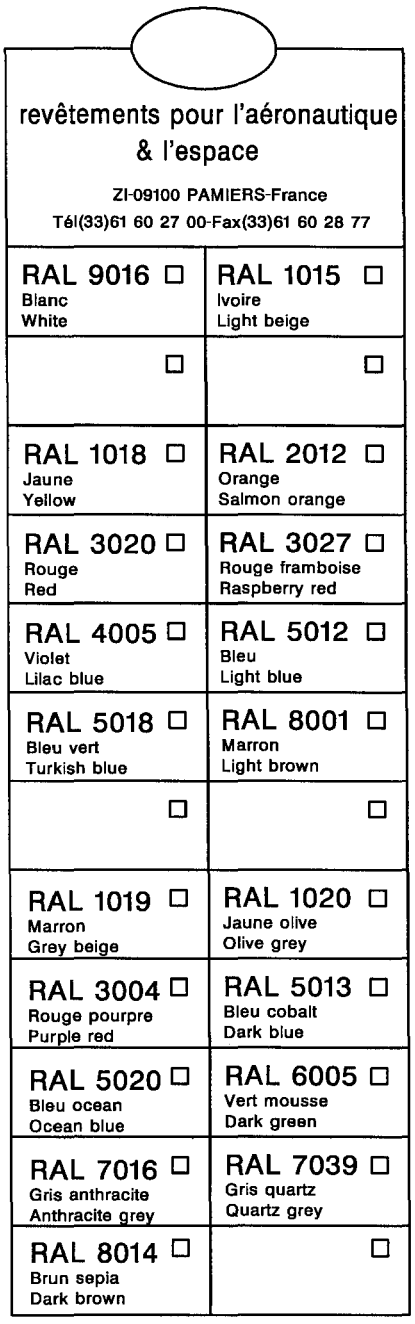


revêtements pour l'aéronautique
& l'espace

ZI-09100 PAMIERS-France
Tél(33)61 60 27 00-Fax(33)61 60 28 77

RAL 9016 □ Blanc White	RAL 1015 □ Ivoire Light beige
□	□
RAL 1018 □ Jaune Yellow	RAL 2012 □ Orange Salmon orange
RAL 3020 □ Rouge Red	RAL 3027 □ Rouge framboise Raspberry red
RAL 4005 □ Violet Lilac blue	RAL 5012 □ Bleu Light blue
RAL 5018 □ Bleu vert Turkish blue	RAL 8001 □ Marron Light brown
□	□
RAL 1019 □ Marron Grey beige	RAL 1020 □ Jaune olive Olive grey
RAL 3004 □ Rouge pourpre Purple red	RAL 5013 □ Bleu cobalt Dark blue
RAL 5020 □ Bleu ocean Ocean blue	RAL 6005 □ Vert mousse Dark green
RAL 7016 □ Gris anthracite Anthracite grey	RAL 7039 □ Gris quartz Quartz grey
RAL 8014 □ Brun sepia Dark brown	□

VERILAC, VALENTINE and MAPAERO labels
Figure 201

A. "Acrylic" paints

S / N 1 - 477, 480 - 484, 486, 488 - 492, 494 - 496, 499

NOTE : For correspondences between "SOCATA" references and paint codes, refer to 20-10-00.

"ACRYLIC" HARMONY	AIRCRAFT							
	STANDARD VERSION				LUXURY VERSION			
	BASE	OVER FUSELAGE	STRIPS	REGIS-TRATION	BASE	OVER FUSELAGE	STRIPS	REGIS-TRATION
1	White (TB 16-544)	Sky blue (TB 16-546)	Medium blue (TB 16-561)	Medium blue (TB 16-561)				
2			Dark green (TB 16-548)	Dark green (TB 16-548)				
3					Metallic grey (TB 16-550) up to S / N 149 Grey (TB 16-545) from S / N 150	Dark blue (TB 16-547)	Gold SP 82 (TB 16-539)	Dark blue (TB 16-547)
4	White (TB 16-544)	Light green (TB 16-562)	Medium blue (TB 16-561)	Medium blue (TB 16-561)				
5			Dark green (TB 16-548)	Dark green (TB 16-548)				
6		Orange (TB 16-540)	Brown (TB 16-541)	Brown (TB 16-541)				
7			Burgundy (TB 16-542)	Burgundy (TB 16-542)				
8			Dark green (TB 16-548)	Dark green (TB 16-548)				
9					Grey (TB 16-545)	"Armagnac" red (TB 16-553)	Gold SP 82 (TB 16-539)	"Armagnac" red (TB 16-553)
10					White (TB 16-544)	Sky blue (TB 16-546)	White (TB 16-544)	Sky blue (TB 16-546)
11						Red (TB 16-554)		Red (TB 16-554)
12					Grey (TB 16-545)	Dark green (TB 16-548)	Gold SP 82 (TB 16-539)	Dark green (TB 16-548)

"ACRYLIC" HARMONY	AIRCRAFT							
	STANDARD VERSION				LUXURY VERSION			
	BASE	OVER FUSELAGE	STRIPS	REGIS-TRATION	BASE	OVER FUSELAGE	STRIPS	REGIS-TRATION
13	White (TB 16-544)	Red (TB 16-554)						
14		Dark blue (TB 16-547)						
15		Dark green (TB 16-548)						
16					White (TB 16-544)	Light blue (TB 16-546)	Gold SP 82 (TB 16-539)	Light blue (TB 16-546)
17						Red (TB 16-554)		Red (TB 16-554)
18						Dark blue (TB 16-547)	White (TB 16-544)	Dark blue (TB 16-547)
19					Grey (TB 16-545)		Grey (TB 16-545)	
20					White (TB 16-544)	"Armagnac" red (TB 16-553)	White (TB 16-544)	"Armagnac" red (TB 16-553)
21					Grey (TB 16-545)		Grey (TB 16-545)	
22					White (TB 16-544)	Dark green (TB 16-548)	White (TB 16-544)	Dark green (TB 16-548)
23					Grey (TB 16-545)		Grey (TB 16-545)	
24					White (TB 16-544)	Dark blue (TB 16-547)	Gold SP 82 (TB 16-539)	Dark blue (TB 16-547)
25						"Armagnac" Red (TB 16-553)		"Armagnac" red (TB 16-553)
26						Dark green (TB 16-548)		Dark green (TB 16-548)
27								
28								
29								
30								

"ACRYLIC" HARMONY	AIRCRAFT							
	STANDARD VERSION				LUXURY VERSION			
	BASE	OVER FUSELAGE	STRIPS	REGIS-TRATION	BASE	OVER FUSELAGE	STRIPS	REGIS-TRATION
31	Snow white (TB 16-551)	Torrent blue (TB 16-559)	Lake blue (TB 16-560)	Lake blue (TB 16-560)				
32		"Sunset" orange (TB 16-555)	"Basque" red (TB 16-557)	"Basque" red (TB 16-557)				
33		Grazing green (TB 16-563)	Fir green (TB 16-564)	Fir green (TB 16-564)				
34		"Bigorre" yellow (TB 16-552)	Izard brown (TB 16-556)	Izard brown (TB 16-556)				
35		Storm grey (TB 16-558)	"Basque" red (TB 16-557)	"Basque" red (TB 16-557)				
36								
37								
38								
39								
40					Snow white (TB 16-551)	Lake blue (TB 16-560)	Gold SP 82 (TB 16-539)	Lake blue (TB 16-560)
41							Snow white (TB 16-551)	
42					Storm grey (TB 16-558)		Gold SP 82 (TB 16-539)	
43							Snow white (TB 16-551)	

"ACRYLIC" HARMONY	AIRCRAFT							
	STANDARD VERSION				LUXURY VERSION			
	BASE	OVER FUSELAGE	STRIPS	REGIS-TRATION	BASE	OVER FUSELAGE	STRIPS	REGIS-TRATION
44					Snow white (TB 16-551)	"Basque" red (TB 16-557)	Gold SP 82 (TB 16-539)	"Basque" red (TB 16-557)
45							Snow white (TB 16-551)	
46						Torrent blue (TB 16-559)	Gold SP 82 (TB 16-539)	Torrent blue (TB 16-559)
47							Snow white (TB 16-551)	
48						Fir green (TB 16-564)	Gold SP 82 (TB 16-539)	Fir green (TB 16-564)
49							Snow white (TB 16-551)	
50					Storm grey (TB 16-558)		Gold SP 82 (TB 16-539)	
51							Snow white (TB 16-551)	
52						"Basque" red (TB 16-557)	Gold SP 82 (TB 16-539)	"Basque" red (TB 16-557)

B. "Polyurethane" VERILAC paints

S / N 478, 479, 485, 487, 493, 497, 498, 500 - 793, 795 - 799

NOTE : For correspondences between "SOCATA" references and paint codes, refer to 20-10-00.

<table>
<tr><td rowspan="3">"Polyurethane" HARMONY</td><td colspan="8">AIRCRAFT</td></tr>
<tr><td colspan="4">STANDARD VERSION</td><td colspan="4">LUXURY VERSION</td></tr>
<tr><td>BASE</td><td>OVER FUSELAGE</td><td>STRIPS</td><td>REGIS-TRATION</td><td>BASE</td><td>OVER FUSELAGE</td><td>STRIPS</td><td>REGIS-TRATION</td></tr>
<tr><td>61</td><td rowspan="5">Snow white (TB 16-600)</td><td>Torrent blue (TB 16-606)</td><td colspan="2">Lake blue (TB 16-607)</td><td></td><td></td><td></td><td></td></tr>
<tr><td>62</td><td>"Sunset" orange (TB 16-604)</td><td colspan="2">"Basque" red (TB 16-603)</td><td></td><td></td><td></td><td></td></tr>
<tr><td>63</td><td>Grazing green (TB 16-608)</td><td colspan="2">Fir green (TB 16-609)</td><td></td><td></td><td></td><td></td></tr>
<tr><td>64</td><td>"Bigorre" yellow (TB 16-602)</td><td colspan="2">Izard brown (TB 16-605)</td><td></td><td></td><td></td><td></td></tr>
<tr><td>65</td><td>Storm grey (TB 16-601)</td><td colspan="2">"Basque" red (TB 16-603)</td><td></td><td></td><td></td><td></td></tr>
<tr><td>66</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr>
<tr><td>67</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr>
<tr><td>68</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr>
<tr><td>69</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr>
<tr><td>70</td><td></td><td></td><td></td><td></td><td rowspan="2">Snow white (TB 16-600)</td><td rowspan="4">Lake blue (TB 16-607)</td><td>Gold SP 82 (TB 16-597)</td><td rowspan="4">Lake blue (TB 16-607)</td></tr>
<tr><td>71</td><td></td><td></td><td></td><td></td><td>Snow white (TB 16-600)</td></tr>
<tr><td>72</td><td></td><td></td><td></td><td></td><td rowspan="2">Storm grey (TB 16-601)</td><td>Gold SP 82 (TB 16-597)</td></tr>
<tr><td>73</td><td></td><td></td><td></td><td></td><td>Snow white (TB 16-600)</td></tr>
</table>

"Polyurethane" HARMONY	AIRCRAFT							
	STANDARD VERSION				LUXURY VERSION			
	BASE	OVER FUSELAGE	STRIPS	REGIS-TRATION	BASE	OVER FUSELAGE	STRIPS	REGIS-TRATION
74					Snow white (TB 16-600)	"Basque" red (TB 16-603)	Gold SP 82 (TB 16-597)	"Basque" red (TB 16-603)
75							Snow white (TB 16-600)	
76						Torrent blue (TB 16-606)	Gold SP 82 (TB 16-597)	Torrent blue (TB 16-606)
77							Snow white (TB 16-600)	
78					Snow white (TB 16-600)	Fir green (TB 16-609)	Gold SP 82 (TB 16-597)	Fir green (TB 16-609)
79							Snow white (TB 16-600)	
80					Storm grey (TB 16-601)		Gold SP 82 (TB 16-597)	
81							Snow white (TB 16-600)	
82						"Basque" red (TB 16-603)	Gold SP 82 (TB 16-597)	"Basque" red (TB 16-603)

C. "Polyurethane series 07396" VALENTINE paints

S / N 794, 800 - 1599

NOTE : For correspondences between "SOCATA" references and paint codes, refer to 20-10-00.

"Polyurethane" HARMONY	AIRCRAFT							
	STANDARD VERSION				LUXURY VERSION			
	BASE	STRIPS		REGIS-TRATION	BASE	OVER FUSELAGE	STRIPS	REGIS-TRATION
		UPPER	LOWER					
101	White (TB 16-596)	Dark blue (TB 16-591)	Light blue (TB 16-590)	Light blue (TB 16-590)				
102		Orange (TB 16-588)	Red (TB 16-589)	Red (TB 16-589)				
103		Mint green (TB 16-593)	Dark green (TB 16-592)	Dark green (TB 16-592)				
104		Yellow (TB 16-587)	Brown (TB 16-595)	Brown (TB 16-595)				
105		Silver grey (TB 16-594)	Red (TB 16-589)	Red (TB 16-589)				
106								
107								
108								
109								
110					White (TB 16-596)	Light blue (TB 16-590)	Gold (TB 16-500)	Light blue (TB 16-590)
111							White (TB 16-596)	
112					Silver grey (TB 16-594)		Gold (TB 16-500)	
113							White (TB 16-596)	

"Polyurethane" HARMONY	AIRCRAFT							
	STANDARD VERSION				LUXURY VERSION			
	BASE	STRIPS		REGIS-TRATION	BASE	OVER FUSELAGE	STRIPS	REGIS-TRATION
		UPPER	LOWER					
114					White (TB 16-596)	Red (TB 16-589)	Gold (TB 16-500)	Red (TB 16-589)
115							White (TB 16-596)	
116						Dark blue (TB 16-591)	Gold (TB 16-500)	Dark blue (TB 16-591)
117							White (TB 16-596)	
118					White (TB 16-596)	Dark green (TB 16-592)	Gold (TB 16-500)	Dark green (TB 16-592)
119							White (TB 16-596)	
120					Silver grey (TB 16-594)		Gold (TB 16-500)	
121							White (TB 16-596)	
122						Red (TB 16-589)	Gold (TB 16-500)	Red (TB 16-589)
123						Dark blue (TB 16-591)		Dark blue (TB 16-591)
124					White (TB 16-596)	Mint green (TB 16-593)		Mint green (TB 16-593)
125					Silver grey (TB 16-594)			
126					White (TB 16-596)	Brown (TB 16-595)		Brown (TB 16-595)

D. MAPAERO paints

S / N 1600 - 9999

NOTE : For correspondences between "SOCATA" references and paint codes, refer to 20-10-00.

"MAPAERO" HARMONY	AIRCRAFT							
	STANDARD VERSION				LUXURY VERSION			
	BASE	STRIPS		REGIS-TRATION	BASE	OVER FUSELAGE	STRIPS	REGIS-TRATION
		UPPER	LOWER					
01	White (TB 16-903)	Dark blue (TB 16-934)	Light blue (TB 16-933)	Light blue (TB 16-933)				
02		Orange (TB 16-926)	Traffic red (TB 16-929)	Traffic red (TB 16-929)				
03		Mint green (TB 16-938)	Dark green (TB 16-937)	Dark green (TB 16-937)				
04		Yellow (TB 16-924)	Brown (TB 16-943)	Brown (TB 16-943)				
05		Silver grey (TB 16-939)	Traffic red (TB 16-929)	Traffic red (TB 16-929)				
06								
07								
08								
09								
10					White (TB 16-903)	Light blue (TB 16-933)	Gold (TB 16-531)	Light blue (TB 16-933)
11							White (TB 16-903)	
12					Silver grey (TB 16-939)		Gold (TB 16-531)	
13							White (TB 16-903)	

"MAPAERO" HARMONY	AIRCRAFT							
	STANDARD VERSION				LUXURY VERSION			
	BASE	STRIPS		REGIS-TRATION	BASE	OVER FUSELAGE	STRIPS	REGIS-TRATION
		UPPER	LOWER					
14					White (TB 16-903)	Traffic red (TB 16-929)	Gold (TB 16-531)	Traffic red (TB 16-929)
15							White (TB 16-903)	
16						Dark blue (TB 16-934)	Gold (TB 16-531)	Dark blue (TB 16-934)
17							White (TB 16-903)	
18					White (TB 16-903)	Dark green (TB 16-937)	Gold (TB 16-531)	Dark green (TB 16-937)
19							White (TB 16-903)	
20					Silver grey (TB 16-939)		Gold (TB 16-531)	
21							White (TB16-903)	
22						Traffic red (TB 16-929)	Gold (TB 16-531)	Traffic red (TB 16-929)
23						Dark blue (TB 16-934)		Dark blue (TB 16-934)
24					White (TB 16-903)	Mint green (TB 16-938)		Mint green (TB 16-938)
25					Silver grey (TB 16-939)			
26					White (TB 16-903)	Red brown (TB 16-943)		Red brown (TB 16-943)

NOTE : The registrations are in the darkest shade or in black

Black (TB 16-910)

6. SPECIAL PAINT REFERENCES

NOTE : For correspondences between "SOCATA" references and paint codes, refer to 20-10-00.

A. Standard aircraft

1) Instrument panel cover
   - blue (TB 16-599)
   - brown (TB 16-598)
   - epoxy "cendre" (ash) (TB 16-572)
2) Door frames, instrument panels
   - flat black (TB 16-538)
3) Interior of cabin
   - brown (TB 16-523)
4) On engine cowling and landing gear fairings
   - epoxy primer (valid up to S / N 209)
   - polyurethane primer (valid from S / N 210)
5) Inside of battery rack
   - protection product (TB 05-918)

B. Aircraft paint references specific for SFACT and Australian aircraft

VALENTINE paint

1) Base
   - White (TB 16-503) + hardener (TB 16-507) + thinner (TB 16-505).
2) Lateral strips
   - Blue (TB 16-502) + hardener (TB 16-507) + thinner (TB 16-505).
3) Spinner, wing tips (valid for TB 20 up to S / N 730), fin tip
   - Madras red (TB 16-504) + hardener (TB 16-507) + thinner (TB 16-505).
4) Engine cowling and leading edge
   - Flat black (TB 16-511) + hardener (TB 16-507) + thinner (TB 16-505).

MAPAERO paint, Pre-MOD. 151

1) Base
   - White (TB 16-903).
2) Lateral strips
   - Blue (SFACT) (TB 16-586).
3) Spinner, wing tips, fin tip - refer to Paragraph D.
4) Upper engine cowling, wings leading edge
   - Flat black (TB 16-947).

AAAA

MAPAERO paint, Post-MOD. 151

1) Base
   - White (TB 16-903).
2) Lateral strip
   - Blue (SFACT) (TB 16-586).
3) Spinner, wing tips, fin tip - refer to Paragraph D.
4) Wings and horizontal stabilizer leading edge
   - Flat black (TB 16-947).

C. Aircraft paint references specific for "DOUANES"

1) Base
   - Ivory white (TB 16-520).
2) Upper lateral strip
   - Red (TB 16-521).
3) Lower lateral strip
   - Blue Toyota (TB 16-522).
4) Tricoloured decoration on vertical stabilizer.

D. Antistatic paint references for wing tips (specific for TB 20 SFACT aircraft)

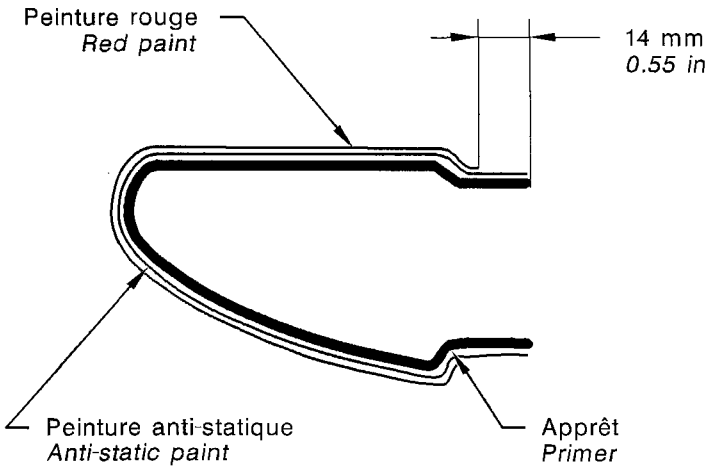
1) Valid S / N 731 - 1212 - refer to Figures 202 and 204
   - primer (TB 16-909) - thickness 30 to 50 µ, drying at 20°C (68°F) = 24 h mini,
   - STATIC F1 paint (TB 16-907) - thickness 30 to 40 µ, drying at 20°C (68°F) = 48 h.
   - installation of paint masking patches (2) - refer to Figure 204,
   - Madras red (TB 16-579) paint - thickness 20 to 40 µ,
   - installation of labels (1) - refer to 20-00-05.
2) Valid S / N 1213 - 9999 - refer to Figures 203 and 204
   - primer (TB 16-909) - thickness 30 to 50 µ, drying at 20°C (68°F) = 24 h mini,
   - STATIC F1 paint (TB 16-907) - thickness 30 to 40 µ, drying at 20°C (68°F) = 48 h,
   - installation of paint masking patches (2) - refer to Figure 204,
   - WHITE AUTOCRYL (TB 16-565) paint + hardener (TB 16-582) + thinner (TB 16-513) - thickness 50 to 60 µ, 2 coats (interval of 5 mn between each coat), drying 30 mn at 60°C (86°F), 4 h at 20°C (68°F),
   - AUTOCRYL REFLEX (TB 16-566) paint + hardener (TB 16-512) + thinner (TB 16-513), 1 coat + 3 crossed coats (interval of 15 mn between each coat), total thickness 100 µ mini, drying 30 mn at 60°C (140°F), 4 h at 20°C (68°F),
   - installation of labels (1) - refer to 20-00-05,

S / N 1213 - 2149

- AUTOCLEAR (TB 16-581) varnish + hardener (TB 16-582) + thinner (TB 16-513) - thickness 50 to 70 µ, 2 coats (interval of 5 mn between each coat), drying 15 mn at 140°F (60°C), 5 h at 68°F (20°C).

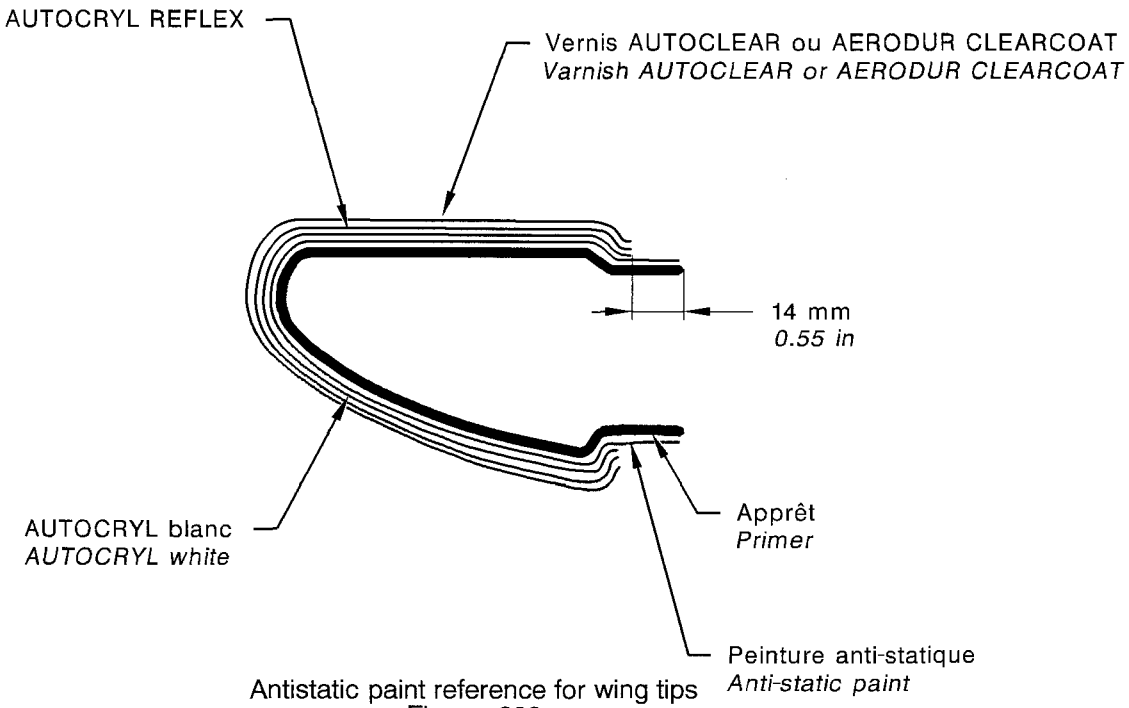
S / N 2150 - 9999

- AERODUR CLEARCOAT UVR (TB 16-518) + hardener (TB 16-519) + thinner (TB 16-524) - 3 coats (1 coat, and after 10 minutes, 2 cross-lapped coats), drying 15 mn at 140°F (60°C), 5 h at 68°F (20°C).



I4200003AAABVZ4001

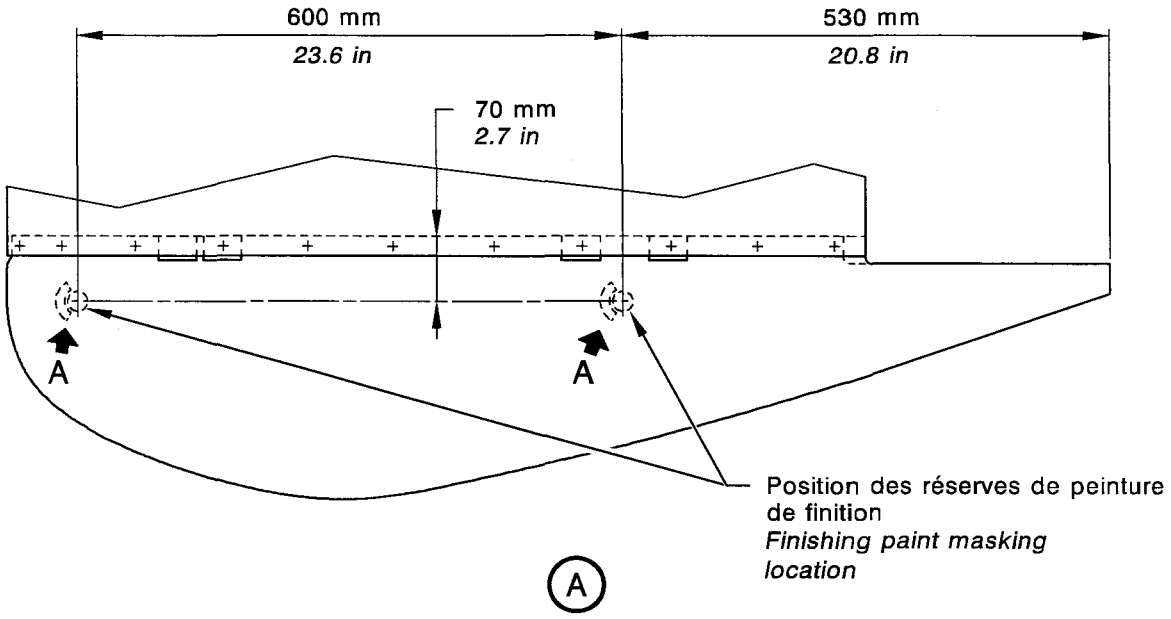
Antistatic paint reference for wing tips
Figure 202

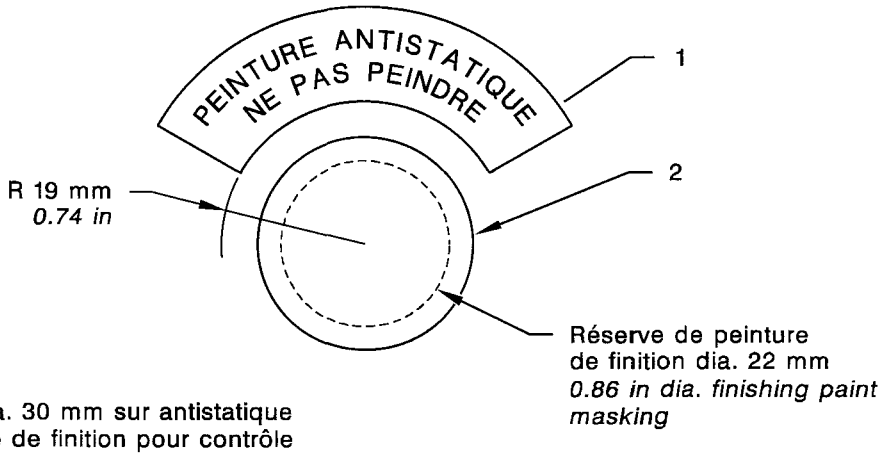


I4200003AAABVZ4102

Antistatic paint reference for wing tips
Figure 203

1 - Label
2 - Masking patch





2. Pastille dia. 30 mm sur antistatique recouverte de finition pour contrôle éventuel de la couche antistatique.
1.18 in dia. finish-painted masking patch placed over anti-static coat for subsequent inspection.

I4200003AAAAWZ4000

Finish-painted masking patches after application of anti-static coat on wing tips
Figure 204

METAL TREATMENT AND PROTECTION

DESCRIPTION AND OPERATION

1. GENERAL

The purpose of metal treatment and protection is to substract the various aircraft components to agression caused by agents that may produce a change in the mechanical properties of the metal.

Any repair process which breaks the surface of original structure requires a treatment, and protection as required, before assembly.

Corrosion implies alteration against which equipment should be protected and the rate of which should be checked (preventive maintenance) so as to be remedied if possible in order to keep the quality of equipment above a minimum allowable limit set for considerations of flight safety and operation cost–effectiveness (reconditioning).

CAUTION : INSUFFICIENT PREVENTIVE CHECKS OF CORROSION ATTACK ON STRUCTURAL MEMBERS MAY NOT ONLY REQUIRE EXPENSIVE REPAIRS BUT ALSO AIRCRAFT DOWNTIME FOR SEVERAL MONTHS, AND ABOVE ALL QUESTION THE SAFETY OF FLIGHTS.

This section describes corrosion so that maintenance personnel can identify the various types of corrosion and apply preventive measures to minimize corrosion growth.

Further information about corrosion control is available in FAA Advisory Circulars AC 43–4A "Corrosion Control for Aircraft" and AC 43.13–1B "Acceptable Methods, Techniques and Practices – Aircraft Inspection and Repair".

2. CORROSION GROWTH

Metals corrode by direct chemical or electrochemical reaction with their environment. The steps listed below describe electrochemical reaction.

Electrochemical type of corrosion can best be compared to a battery cell. Four conditions must exist before electrochemical corrosion can occur.

- There must be a metal that corrodes and acts as the anode.
- There must be a less corrodable metal that acts as the cathode.
- There must be a continuous liquid path between the two metals which acts as the electrolyte, usually condensation and salt or other contaminations.
- There must be a conductor to carry the flow of electrons from the cathode to the anode. This conductor is usually in the form of a metal–to–metal contact (rivets, bolts or welds).

The elimination of any one of the four conditions described above will stop the corrosion reaction process.

One of the best ways to eliminate one of the four described conditions is to apply an organic film (such as paint, grease or plastic) to the surface of the metal affected. This will prevent the electrolyte from connecting the cathode to the anode and prevent corrosion reaction as current cannot flow.

At normal atmospheric temperatures, metals do not corrode appreciably without moisture, but the moisture in the air is usually enough to start corrosive action.

The initial growth rate of corrosion is usually much greater than the propagation rate after a short period of time. This slowing down occurs because of the oxide film that forms on the metal surface. This film tends to protect the metal underneath.

When components and systems constructed of many different types of metals must perform under various climatic conditions, corrosion becomes a complex problem. The presence of salts on metal surfaces (from sea coast operation) greatly increases the electrical conductivity of any moisture present and accelerates corrosion.

Other environmental conditions which contribute to corrosion are :

- moisture collecting on dirt particles,
- moisture collecting in crevices between lap joints, around rivets, bolts and screws.

3. CORROSION TYPES (Figures 1, 2 and 3)

The common types of corrosion that are encountered in aircraft maintenance are described below. In actual practice, it may be difficult to determine the exact type. The reason for this is that more than one type may be occurring in the same area, at the same time.

However, even though you may not be able to identify the exact type or types, you shall be able to determine that there is some kind of corrosion taking place. If impractical to replace assembly or component, contact authorized repair station.

A. Uniform corrosion

The surface effect produced by most direct chemical attacks (as by acid) is uniform etching of the metal. On a polished surface, this type of corrosion is first seen as a general dulling of the surface. If such corrosion is allowed to continue unremedied, the surface becomes rough and possibly frosted in appearance.

B. Pitting corrosion (Figure 1)

The most common effect of corrosion on aluminum and magnesium alloy parts is called pitting. It is first noticeable as a white or gray powdery deposit, similar to dust, which blotches the surface.

When the deposit is cleaned away, tiny pits can be seen in the surface. Pitting may also occur in other types of metal alloys.

C. Intergranular corrosion (Figure 2)

This type of corrosion attacks the grain boundaries of metals. A highly magnified cross–section of any alloy shows the granular structure of the metal.

This structure consists of quantities of individual grains, and each of these tiny grains has a clearly defined boundary and differs chemically from the metal grain next to it. The adjacent grains of different elements can react with each other as anode and cathode when in contact with an electrolyte.This conductive arrangement causes rapid selective corrosion at the grain boundary, thus destroying the solidity of the metal.

D. Exfoliation corrosion

Exfoliation is a form of intergranular corrosion. It shows itself by "lifting up" the surface grains of a metal by the force of expanding corrosion. This occurs at the grain boundaries just below the surface of the metal.

Exfoliation gives the appearance of sheets of very thin metal separated by corrosion products. This type of corrosion is often seen on extruded sections. There the grain thicknesses are usually less than in rolled alloy form. Most exfoliation type corrosion is found on aluminum alloy ducting.

E. Galvanic corrosion (Figure 2)

Galvanic corrosion occurs when dissimilar metals are in contact. The contacting of these unlike metals provides an internal circuit. An external circuit is provided by the presence of a buildup of an electrolytic substance between these metals. An example is when aluminum components are attached with steel fasteners.

F. Concentration cell corrosion (Figure 3)

Concentration cell corrosion occurs when two or more areas of the same metal surface are in contact with different concentrations of the same solution : moist air, water, chemicals, etc.

The general types of concentration cell corrosion are identified as : metal ion cells and oxygen concentration cells.

G. Filiform corrosion

Filiform corrosion is a "concentration cell" corrosion process. When a break in the protective coating over aluminum occurs, the oxygen concentration at the back or bottom of the defect is lower than that at its open surface. The oxygen concentration gradient thus established, causes an electric current flow and corrosion results. Filiform corrosion results when this happens along the interface between the metal and the protective coating and appears as small hairline tracks. Filiform corrosion generally starts around fasteners, holes and countersinks and at the edge of sheet metal on the outer surface of the aircraft. Filiform corrosion is more prevalent in areas with a warm and damp environment.

To help prevent filiform corrosion growth, it is recommended to :

- spray wash the aircraft at least every two or three weeks (especially in a warm and damp environment),
- wax the aircraft with a good grade of water repellent wax to help keep water from accumulating in the skin joints and around countersinks,

  NOTE : Wax only clean surfaces. Wax applied over salt deposits will almost guarantee a trapped salt deposit which is capable of accumulating moisture and developing into corrosion.

- park the aircraft in hangar at relative humidity below 70 percent,
- fly the aircraft to promote aeration of the enclosed parts,
- ensure all vent holes are free of debris.

H. Stress corrosion cracking (Figure 1)

This corrosion is caused by the simultaneous effects of tensile stress and corrosion. The stress may be internal or external. Internal stresses are produced by nonuniform shaping during cold working of the metal. These stresses are also induced during pressing in bushings or shrinking a part for press fit.

Stresses induced when pieces such as rivets and bolts are formed, are internal stress. These components can crack because of the internal stresses and this characteristic is aggravated by corrosion. This is why such cracking is called stress corrosion cracking.

I. Fatigue corrosion

Fatigue corrosion is a special case of stress corrosion caused by the combined effects of cyclic stress and corrosion. Repeated stresses create metal fatigue and crystallization cracks in which corrosion starts.

4. TYPICAL CORRODABLE AREAS

Aluminum appears high in the galvanic series of electromotive forces and its position indicates that it should corrode very easily. However, the formation of a tightly adhering oxide film offers increased resistance under mild corrosive conditions. Most metals in contact with aluminum form couples which undergo galvanic corrosion attack. Aluminum alloys are subject to pitting, intergranular corrosion and intergranular stress corrosion cracking.

A. Battery area

The battery, battery cover, battery box and adjacent areas (especially areas below the battery box where battery electrolyte may have seeped) are subject to the corrosive action.

If spilled battery electrolyte is neutralized and cleaned up at the same time of spillage, corrosion can be held to a minimum by using a weak boric acid solution to neutralize the potassium hydroxide (battery electrolyte) ; if boric acid is unavailable, clean the area with an abundance of cold water.

B. Flight control cables

Checking for corrosion on flight control cables is normally accomplished during maintenance practices.

If corrosion is detected on the cable, it must be replaced.

C. Electrical installations

Corrosion in electrical systems and resultant failure can often be attributed to moisture and climatic condition.

Fungi destroy the resistance of electrical insulating surfaces. The corrosion of metal can be accelerated because of the moisture absorbed by fungi. The protection of electrical equipment against fungus can be ensured by moisture and fungus resistant varnish that complies with Specification MIL-V-173.

D. Piano type hinges

The construction of piano type hinges forms moisture traps as well as the dissimilar metal couple between the steel hinge pin and the aluminum hinge. Lubricants are often applied to reduce corrosion problems. Care and replacement of lubricants require special techniques specific to the particular lubricant being used - refer to 12-21-00.

CAUTION : SOLID FILM LUBRICANTS CONTAINING GRAPHITE, EITHER ALONE OR IN MIXTURE WITH ANY OTHER LUBRICANTS, SHALL NOT BE USED SINCE GRAPHITE IS CATHODIC TO MOST METALS AND WILL CAUSE GALVANIC CORROSION IN THE PRESENCE OF ELECTROLYTES.

E. Faying surfaces

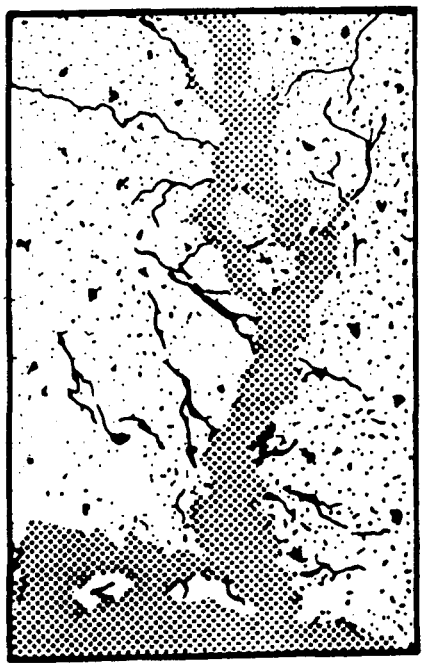
The overlaps in fuselage (skins / frames, skins / spars, skins / skins) and the overlaps in wings (skins / ribs, skins / spars, skins / skins) are very sensitive areas to corrosion. Thorough inspect and protect these areas with particular attention to the wings in the area included between the main landing gears and the two wing splicings.

All faying surfaces seams and lap joints protected by sealant shall have their entire surface coated with sealant. Excess material squeezed out shall be removed so that a fillet seal remains. Joint areas which could hold water shall be filled or coated with sealant - refer to 20-00-09.

5. CORROSION TREATMENT

Refer to Page 201.

CORROSION PAR PIQUES
PITTING CORROSION

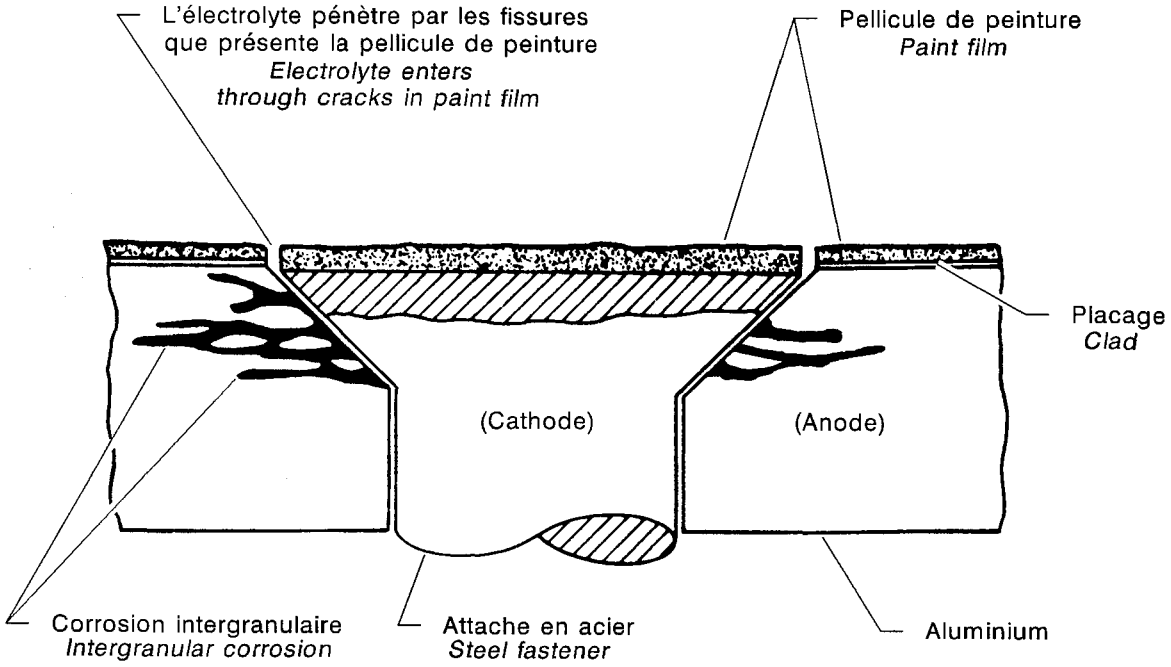


CORROSION SOUS TENSION
STRESS CORROSION

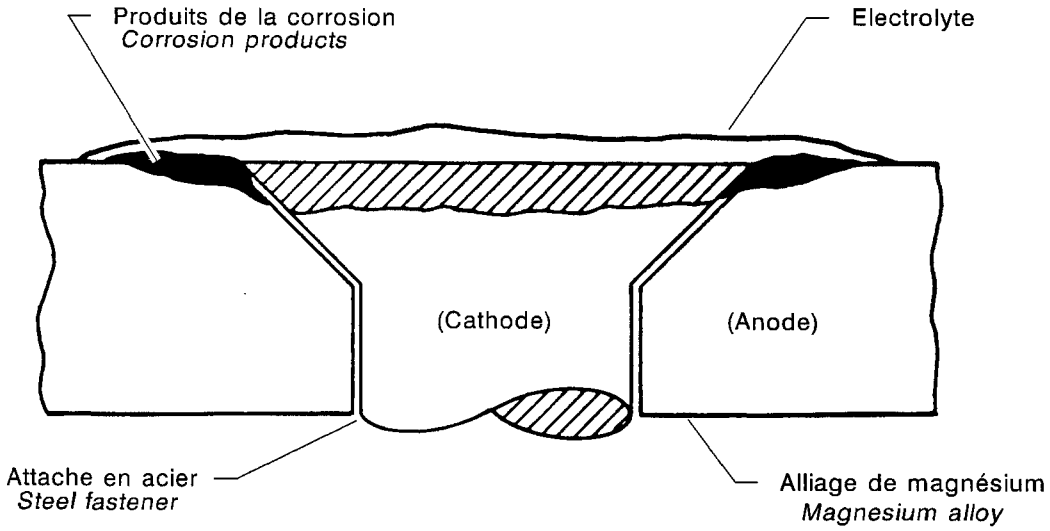
Les zones claires correspondent à l'élimination des dépôts après essuyage
Light area represents deposit wiped away

I4204000AAAAMA4000

Metal treatment and protection
Figure 1



CORROSION INTERGRANULAIRE
INTERGRANULAR CORROSION



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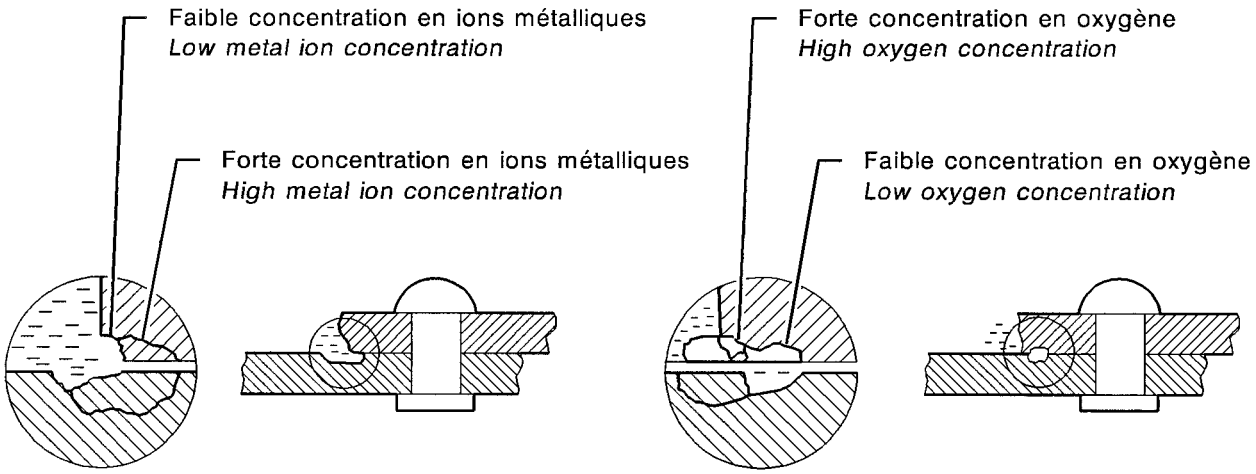
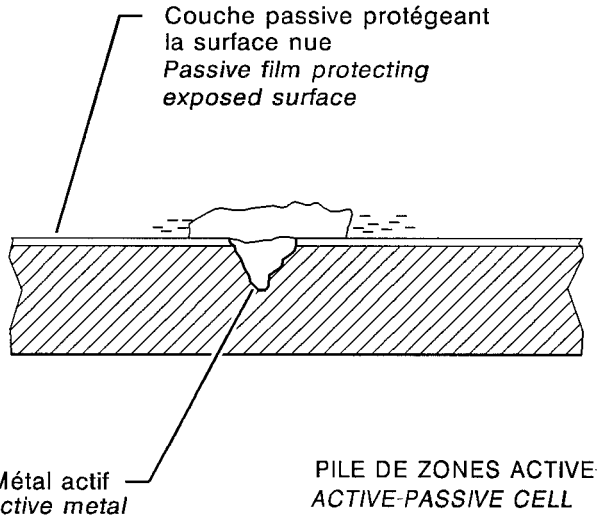
CORROSION GALVANIQUE
GALVANIC CORROSION

Metal treatment and protection
Figure 2



PILE DE CONCENTRATION EN IONS METALLIQUES SUR JOINT RIVE A RECOUVREMENT
METAL ION CONCENTRATION CELL ON RIVETED LAP JOINT

PILE DE CONCENTRATION EN OXYGENE
OXYGEN CONCENTRATION CELL



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PILE DE ZONES ACTIVE-PASSIVE
ACTIVE-PASSIVE CELL

Metal treatment and protection
Figure 3

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METAL TREATMENT AND PROTECTION

MAINTENANCE PRACTICES

1. PREVENTIVE MAINTENANCE

A. Cleaning

Regular aircraft cleaning will help in corrosion prevention. This includes all operations aimed at removing all detrimental soils from surfaces.

Cleaning is undoubtedly one of the most effective means to preclude corrosion risks and detect any incipient failure. Great caution should however be exercised to select and use cleaning products; a number of very "effective" processes can prove to be more detrimental than useful in the long run - refer to 12-20-03.

Washing the equipment can cause the removal of "temporary protection" (such as oil, grease, etc...) on certain components (actuator cylinder, hinge, mechanical coupling, etc...). Apart from "pre-maintenance check washing", any temporary protection shall be restored immediately after cleaning the equipment.

B. Inspections

Irrespective of the care taken for cleaning equipment and applying protective products, latent corrosion risks subsist and therefore require equipment surveillance.

Such surveillance may be exercised by :

- systematic inspections possibly part of the scheduled inspections - refer to 05-20-00.
- pinpoint inspections depending on exceptional operating conditions or special risks connected with a geographical situation,
- thorough inspection of the following areas :
  - . fuselage lower sections,
  - . underside of wings and stabilizers,
  - . wing internal structure, especially between root and fuel tank fwd and aft of spar,
  - . structures under floors and carpets,
  - . structures hidden by heat insulating and soundproofing materials,
  - . "low points" incorrectly drained,
  - . watertight but air untight compartments. Due to temperature changes, their 'breathering' permits the introduction of moisture and buildup of condensation water,
  - . electrical harnesses and connectors (condensation favors fungus, spurious currents and short circuits),
  - . dissimilar elements (clamps, steel supports, cadmium-plated parts secured to stainless steel parts, etc...),
  - . landing gear components (wheels, actuator housing, cylinders),
  - . areas exposed to exhaust gases (frequent cleaning),
  - . piano type hinges,

. battery area (electrolyte spillage),

. antennas, dynamic and static ports, radomes, etc...

C. Maintenance of anticorrosive protections

Inspections, usually performed after cleaning the equipment, may reveal, even without corrosion as such, defects in the protective coatings applied to the equipment upon fabrication or reconditioning :

- paint flaking or chafing,
- coating scratches,
- varnish crazing,
- clad separation,
- vanishing surface treatment, etc...

Such defects should be reworked as early as possible to ensure equipment protection continuity and avoid incipient corrosion that should start in such defects.

Unpainted metal surfaces

The application of a (TB 05-909A) or (TB 05-909B) polishing product permits regular care of metal surfaces. Scratches should be removed with a (TB 05-909C) or (TB 05-910A) polishing product according to size.

Painted metal surfaces

Dulled or very slightly scratched painted surfaces can be reconditioned with a (TB 11-906) glossing and protecting product.

If scratches are down to the sheet metal or if the paint is crazed, swollen or flaked, the surface affected must necessarily be stripped. For this purpose, use a paint remover.

After stripping followed by abundant flushing, it is urgent to procede to the surface repainting or to the application of protective treatment to avoid continued corrosive activity by the paint remover.

Increased protection of painted, varnished or lacquered surfaces can be obtained by applying a glossing and protecting product as mentioned above to deposit a fine, shiny insulating film and ease subsequent wiping.

NOTE : If the sheet metal underneath is already affected by corrosion, the paint removal should be completed by appropriate metal treatment before painting.

Surfaces exposed to acid electrolytes or their vapors

After cleaning and neutralization, the surfaces exposed to an acid attack must be treated with a protection product (TB 05-918) or a lacquer (TB 05-931) against acids.

Dissimilar metals in close contact

Whenever an electrolytic couple could start between dissimilar metals, a sufficient number of primer coats (zinc chromate or fay sealants) should be applied.

Metal surfaces covered with water-repellent product

Leather, neoprene and miscellaneous fabric coverings as well as soundproofing materials absorb moisture and create corrosion spots. The protection of the mating surfaces may be ensured by applying one or several coats of zinc chromate primer.

2. CORROSION DETECTION

A. Visual inspection

Visual inspection remains, in most cases, a simple and often efficient method for corrosion detection.

It presupposes that the maintenance personnel has the right spirit, search willpower and is also capable of identifying corrosion evidence. Chapter 20–00–04, page 1 outlines the various types of corrosion that can be seen.

B. Borescope inspection

As a specific form of visual inspection, this method can be used to inspect hardly accessible or fully inaccessible areas with a borescope. The borescope consists of a rigid, semi–rigid or flexible tube with optical and illumination equipment for straight sight, or at an appropriate angle.

C. Penetrant inspection

This method consists, after obtaining a good surface condition by etching and cleaning, in spreading penetrant product on a part. The excess penetrant is removed with a solvent before applying a developer.

The penetrant /developer combination permits visualizing any cracks or defects.

This method has two variants which only differ in the facilities and products used :

- dye–penetrant visible under daylight,
- fluorescent penetrant visible under UV light.

Disadvantages :

- personnel safety instructions for hygienic considerations (masks, gloves, etc),
- complete stripping of the part to be inspected is necessary,
- clogging of cracks by penetrants,
- failure to detect microcracks, underlying or clogged cracks.

3. CORROSION TREATMENT (Tables 201, 202, 203 and 204)

A. Reconditioning principles

Reconditioning after corrosion attack is usually accomplished in five phases :

- cleaning,
- removal of old protection,
- corrosion elimination and neutralization,
- surface treatment,
- finishing.

The different phases are given in the form of tables that gather reconditioning principles in accordance with the materials corroded.

Whatever process is retained, it must be borne in mind that full removal of corrosion products must be achieved. Incomplete removal of corrosion products results in reoccurence of corrosion even after reconditioning.

In cases where small fasteners (screws, nuts, pins, washers, spacers, etc...) are corroded, replacement is preferable to any reconditioning attempt. Whenever possible, the replacement of small fasteners is preferable since it is more cost–effective and safer.

B. Anticorrosive products

WARNING : SOME PRODUCTS MAY BE HARMFUL TO USERS. READ MANUFACTURER'S SAFETY INSTRUCTIONS CAREFULLY.

ABRASIVES	METALS TO BE TREATED				
	Carbon and low alloy steel	Stainless steel	Aluminum alloys	Magnesium alloys	Copper alloys
Emery paper or cloth (silicon carbide)	Recommended	Acceptable	Acceptable	Acceptable	Acceptable
Corrundum paper or cloth	Acceptable	Recommended	Recommended	Acceptable	Recommended
Steel wool	Acceptable	Prohibited	Prohibited	Prohibited	Prohibited
Aluminum wool	Prohibited	Prohibited	Acceptable	Prohibited	Prohibited
Stainless steel wool	Acceptable	Recommended	Prohibited	Prohibited	Acceptable
Carbon steel brush	Recommended	Prohibited	Prohibited	Prohibited	Prohibited
Stainless steel brush	Acceptable	Recommended	Prohibited	Prohibited	Acceptable

Metal treatment and protection
Table 201

PHASES	CORROSION		
	MINOR	MAJOR	COMMENTS
1. Cleaning	– thoroughly clean the surface corroded with a nonmetallic hard-bristle brush and cleaning agent (TB 11–002), – remove all dust and oxide residues resulting from cleaning, – wash with soft water and dry with compressed air.		NOTE 1
2. Removal of old protection	– apply pickling product, – flush, – dry.	– mechanical action and application of (TB 12–900), (TB 12–901), (TB 12–902) or (TB 12–903) stripper if paint remains, – flush, – dry.	NOTE 2
3. Corrosion elimination	**Mechanical action :** – brushing, scraping, polishing and solvent cleaning. **Chemical action :** – apply antirust product, – flush, – dry.	**Mechanical action :** – grinding, brushing. **Chemical action :** – if necessary, apply antirust product, – flush, – dry.	NOTE 2
4. Surface treatment	No surface treatment but primer coat must be applied immediately after corrosion removal.		
5. Finishing protection	Anticorrosive primer, finishing paint as specified.		

NOTE 1 : In severe cases, use abrasive cloth (TB 05–916A).

NOTE 2 : Some abrasives are incompatible with the metals to be treated – refer to Table 201.

Corrosion treatment of ferrous metals
Table 202

<table>
<tr><th rowspan="2">PHASES</th><th colspan="3">CORROSION</th></tr>
<tr><th>MINOR CORROSION OF BASE UNDER ZINC OR CADMIUM COATINGS</th><th>MINOR CORROSION OF BASE METAL UNDER CHROMIUM, NICKEL, COPPER COATINGS</th><th>MAJOR CORROSION OF BASE METAL UNDER ZINC, CADMIUM, TIN, CHROMIUM, COPPER, NICKEL COATINGS</th></tr>
<tr><td>1. Cleaning</td><td colspan="3">– thoroughly clean the surface corroded with a chlorinated solvent or a cleaning agent (TB 11–002) and a nonmetallic hard–bristle brush.</td></tr>
<tr><td>2. Removal of old paints</td><td colspan="2">– remove paints with stripper (TB 12–900), (TB 12–901), (TB 12–902) or (TB 12–903),
– flush,
– dry.</td><td rowspan="4">Non applicable to small parts to be replaced.

For major parts, consult the manufacturer for constructions.</td></tr>
<tr><td rowspan="2">3. Corrosion elimination</td><td>– eliminate corrosion with abrasive paper or pad “Scotch brite” type.</td><td>– eliminate corrosion with abrasive paper and if necessary, wire brushing (see NOTE).</td></tr>
<tr><td colspan="2">Further elimination by application of pickling product (phosphoric acid base solution).</td></tr>
<tr><td>4. Surface treatment</td><td colspan="2">NONE</td></tr>
<tr><td>5. Finishing protection</td><td colspan="2">Paint or grease for mechanisms.</td></tr>
</table>

NOTE : Some abrasives are incompatible with the metals to be treated – refer to Table 201.

Corrosion treatment of electro–coated surfaces
Table 203

PHASES	CORROSION (NOTE 1)
1. Cleaning	- thoroughly clean with a cloth soaked with cleaning agent (TB 11-003), (TB 11-002) or (TB 11-913).
2. Removal of old paints	- remove coating with stripper (TB 12-900), (TB 12-901), (TB 12-902) or (TB 12-903), - flush with water, - dry.
3. Corrosion elimination and neutralization	- eliminate corrosion down to bare sound metal with abrasive paper or pad (refer to NOTE 2 and 3), - flush abundantly with water, - dry, - activate the surface with activator (TB 05-925) applied with brush (20 minutes), - flush abundantly with water, - dry.
4. Surface treatment	- Apply a coat of wash-primer (TB 16-900), - apply a coat of anticorrosive primer. or - apply alodine (TB 13-002) (20 g / l) with brush (2 x15 minutes), - flush with water, - dry, - apply a coat of anticorrosive primer.
5. Finishing paint	Sealing as specified and finishing paint.

NOTE 1 : If stress corrosion, cracks or crazing are present, no treatment is possible, the part shall be replaced.

NOTE 2 : Never use a steel wire brush or pad for mechanical elimination of corrosion on aluminum and aluminum alloys - refer to Table 201.

NOTE 3 : If corrosion elimination down to bare metal brings a significant change to the part cross-sectional area, it is necessary to consult the manufacturer.

Corrosion treatment of aluminum alloys
Table 204

4. PROTECTIVE TREATMENT

A. General

Most aircraft parts are originally surface treated.

The main purpose of surface treatments is to ensure adequate resistance to corrosion but surface treatments can also be used to increase wear resistance or paint adherence.

The main protective treatments used are as follows :

- chromic anodizing (light alloy parts),
- sulfuric anodizing (titanium parts),
- cadmium plating (steel parts),
- dry crytalline phosphating (steel parts),
- tin-plating,
- alodine treatment (light alloy sheet metals),
- anticorrosive primers.

5. SURFACE TREATMENT

A. General

In most cases, the initial surface treatment cannot be reproduced by users because of the common facilities and materials required.

On steel parts of minor importance, the protection will be ensured by two coats of anticorrosive primer. In the event of protection deterioration on parts of major importance or vital for safety, the manufacturer shall be consulted.

All light alloy components may be alodine-base treated for surface protection.

The alodine treatment is a simple chemical treatment intended for increasing corrosion resistance and providing a correct paint substrate.

It is one of the treatments available to users during minor repairs or local corrosion treatments.

B. Procedure to use alodine (TB 13-002)

1) Preclean the surface (bath or spray) with alkaline or acid product (chromic acid solution).
2) Flush abundantly with fresh water for 15 to 20 seconds.
3) Apply the alodine solution by bath, spray or brush application.
4) Flush abundantly with (cold or hot) water for 15 to 30 seconds.
5) Air dry.
6) Apply two coats of anticorrosive primer.

   NOTE : Apply the primer coats within 16 hours following alodine treatment.
7) Apply finishing paints.

6. REAPPLICATION AND FOLLOW-UP OF ANTI-CORROSION PROTECTION ON IN SERVICE AIRCRAFT

A. Reminders about anti-corrosion protection

The anti-corrosion protection of TB aircraft comprises, in standard version :

1) Protection of light alloy parts by :

   Chromic-acid anodizing,

   or alodine (TB 13-002) + Epoxy primer,

   or alodine (TB 13-002) + Epoxy primer + polyurethane finish.

2) Protection of steel parts by :

   Cadmium plating,

   or phosphating process + primer + paint,

   or cataphoresis,

   or alumination,

   or primer + paint.

These protections are applied on detail parts in most cases and concern the whole aircraft, particularly hollow parts and areas which access is difficult or impossible.

Moreover, a reinforced anti-corrosion option may be performed in factory. This option completes standard protection by :

- painting of hollow parts,
- replacement of FERO (nickel-plated steel) and IMEX (aluminium rivet with steel shaft) rivets by MBC rivets,
- installation of remaining FERO rivets with interposition of PR,
- replacement of FERO rivets on exchanger by stainless steel rivets,
- interposition of PR between all structural parts.

Such a protection, standard or reinforced as an option, provides a good corrosion resistance.

Nevertheless, in an agressive environment, particularly in salt ladden atmosphere, it may result useful to reinforce this protection, especially in areas where, due to normal use or under aggressive operational environment, initial protection may be damaged.

B. Application and principle of anti-corrosion protection reinforcement

1) The method described hereafter intends to bring an additional preventive protection against generalized corrosion and against pitting corrosion which could occur in the presence of salty or not salty moisture or under effect of corrosive agents.

   Its principle consists in application of an organic compound on the areas to be protected. This compound is intended to remove humidity and protect metals thanks to isolation film build-up.

2) This protection method is used as a preventive method.

   When corrosion is initiated, refer to Paragraph 3 in order to treat it and neutralize it prior to any application of the under-mentioned recommended product.

C. Recommended products

CORRODED AREAS	RECOMMENDED PRODUCTS	SUBSTITUTE PRODUCTS
External areas which do not require the application of paint	Protection product (TB 05-917)	Waterproof compound (TB 05-027J)
Removable internal areas	Waterproof product (TB 05-928) Waterproof compound (TB 05-027C)	Waterproof compound (TB 05-027J) Protection product (TB 05-917)
Internal areas which cannot be removed (capillar protection)	Waterproof compound (TB 05-027D) (goot penetrant capacity)	Waterproof compound (TB 05-027C)

If the above-mentioned products are not available, the customers can use other products which are in conformity with MIL-C-81309, while observing the manufacturer instructions concerning use and check.

D. Characteristics of the recommended protection products

	Waterproof compound (TB 05-027C)	Waterproof compound (TB 05-027D)	Waterproof product (TB 05-928)	Protection product (TB 05-917)	Waterproof compound (TB 05-027J)
Presentation	Penetrant product	Waterproofing compound	Waterproofing compound	Dark brown viscous fluid	Thixotropic fluid
Density kg/litre lbs/US Gal	 0.83 0.48	 0.80 0.46	 / /	 0.86 to 0.88 0.50 to 0.51	 0.85 0.49
Solid content	25 %	/	55 %	50 %	45 %
Flash point	143.6° F (62° C)	104° F (40° C)	122° F (50° C)	100.4° F (38° C)	> 122° F (> 50° C)
Application mode	Brush, spraying	Brush, spraying	Spraying	Brush, spraying, immersion	/
Presentation after drying	Waxy film	Viscous film	/	Half-hard film	Waxy film
Covering capacity m^2/litre ft^2/US Gal	 / /	 25 to 28 71.1 to 79.6	 / /	 20 56.9	 / /
Elimination	/	/	/	Chlorinated petroleum solvents, emulsifying agents, detergents	White spirit, chlorinated solvents

NOTE : Waterproof compound (TB 05-027A) previously recommended (but less effective than products described above) can be kept as under-coat on aircraft previously protected.

E. Operational instructions

Application will be performed either by spraying or using a brush. Application mode will be determined depending on the kind of packaging available and on the accessibility of the elements to be treated.

Prior to any application, the elements to be protected will be cleaned in order to remove dust, greasy or acid deposits, projections...., which could hinder the product action.

CAUTION : THE PRODUCT HAS TO BE APPLIED ON SOUND AREAS.

Apply the product, particularly on following elements :

1) Engine compartment

Temperature is very high in this area and all equipment are submitted to agression of corrosive agents.

CAUTION : DO NOT APPLY WATERPROOF COMPOUND (TB 05-027C) OR (TB 05-928) ON VERY HOT PARTS SUCH AS EXHAUST PIPES OR TURBOCHARGER (TB 21) AS WELL AS ON ALTERNATOR BELT AND PULLEY. THESE PARTS WILL BE PROTECTED (WITH PAPER AND ADHESIVE TAPE) PRIOR TO ANY SPRAYING IN ENGINE COMPARTMENT. ALSO PROTECT AIR VENT FILTERS AND STRAINERS OF ELECTRICAL EQUIPMENT.

Apply waterproof compound (TB 05-027C) or (TB 05-928) on :

- all hardware in this area (bolts and nuts, rivets, metallic clamps, pins, springs...),
- control cables,
- engine bulkheads,
- equipment (magnetos, fuel pumps, vacuum pump, injection unit body or carburator, fuel divider, oil filter, alternator, starter...),
- fluids pipes unions,
- cowling latches,
- engine,
- grounding strips and connectors.

2) Landing gears

Landing gears are particularly exposed to various projections :

CAUTION : DO NOT APPLY WATERPROOF COMPOUND (TB 05-027C) OR (TB 05-928) ON COMPENSATING RODS, ACTUATORS AND SHOCK ABSORBER SHAFTS AS WELL AS ON BRAKE DISKS AND PROTECT (WITH PAPER AND ADHESIVE TAPE) THESE ELEMENTS AGAINST ANY PROJECTION OF PRODUCT.

Apply waterproof compound (TB 05-027C) or (TB 05-928) on :

a) Fixed landing gear (TB 9-10-200)

- Nose landing gear :
  - . nose landing gear attachment,
  - . landing gear leg (towing bar attachment),
  - . sliding body,

. scissors,

. half-fork,

. wheel rim.

- Main landing gear :

. main landing gear attachment,

. landing gear leg,

. sliding body,

. scissors,

. wheel axle,

. wheel rim,

. brake block,

. pipe unions.

b) Retractable landing gear (TB 20-21)

- Nose landing gear :

. nose landing gear attachment,

. landing gear leg (towing bar, hinged strut, actuating cylinder, compensating rod attachment),

. sliding body,

. fork,

. scissors,

. wheel rim,

. landing gear well.

- Main landing gear :

. main landing gear attachment,

. landing gear leg,

. rocker beam,

. hinged strut attachment,

. shock-absorber attachment,

. actuating cylinder attachment,

. brake block,

. wheel rim,

. landing gear well,

. landing gear door link,

. brakes pipe unions.

3) Airframe exterior

Airframe exterior is submitted to bad weather and to projections of various kind.

Apply protection product (TB 05-917) on :

- flight controls visible rods and their end fittings (except hinges),
- visible hardware and blind rivets,
- static dischargers mounting bases and attachments.

Apply waterproof compound (TB 05-027D) on :

- hinges and locks of all access doors,
- hinges of cabin doors, baggage compartment door and tabs hinges,
- doors locks by spraying into the lock itself. Do not spray product on the lock placards.

Insist on areas which could retain or trap humidity by streaming or condensation.

4) Airframe and wing interior

The airframe and the wing interior are closed areas in which agressions liable to bring corrosion are limited to ambiant humidity and condensation.

Apply waterproof compound (TB 05-027D) by spraying through access doors (apply Service Letter No. SL 10-030-57 at the latest revision, if necessary) and all removable elements (wing tips, tail cone, etc ...) in order to reach all areas. Particularly insist on :

- attachments by screws or rivets,
- flight controls cables,
- equipment (electrohydraulic generator, fuel selector, fuel pump),
- fluids pipes fittings,
- control rods end fittings,
- the wing spar (area included between the main landing gear and the two wing splicings),
- treatments in fuselage (skins / frames, skins / spars, skins / skins),
- treatments in wings (skins / ribs, skins / spars, skins / skins),
- electric connections.

Insist on low points which could retain or trap humidity by streaming or condensation.

F. Important remarks

WARNING : AS THESE PRODUCTS ARE ORGANIC PRODUCTS, THEY MUST NEVER BE SPRAYED ON OXYGEN EQUIPEMENT

In no case, application of the product does replace lubrication operations of hinges, rotating parts and other mobile links of the aircraft.

On the other hand, lubricating properties of the product may be favourably used on small mechanisms which are less stressed such as microswitches, access doors hinges and locks, tabs hinges, etc ...

G. Periodicity (Figure 201)

The protection life time after application of products mainly depends on environmental conditions to which are exposed the elements to be protected.

For the whole aircraft, these conditions are essentially :

- humidity ratio,
- atmosphere salinity or acidity,
- sand or dust atmosphere ratio,
- storage conditions outside or in hangar.

NOTE : The climatic areas are shown in Figure 201, however, local conditions may be more or less severe.

Moreover, some aircraft areas are submitted to a more severe environment as they are more exposed to agents such as :

- water, stones, mud or grass projections,
- action of corrosive agents such as exhaust gases, fuel, cleaning products or solvents.

There results a classification of aircraft areas by severity decreasing order :

Area 100	- engine compartment
Areas 500, 600, 700	- landing gears (and their wells in the case of retractable landing gears)
Areas 200, 300, 500, 600	- structural and flight controls parts, hardware, doors mechanisms exposed to bad weather
Areas 100, 200, 300, 500, 600	- structural and flight controls parts, mechanisms and equipment not exposed to bad weather.

Generally, product applications will be performed during scheduled inspections.

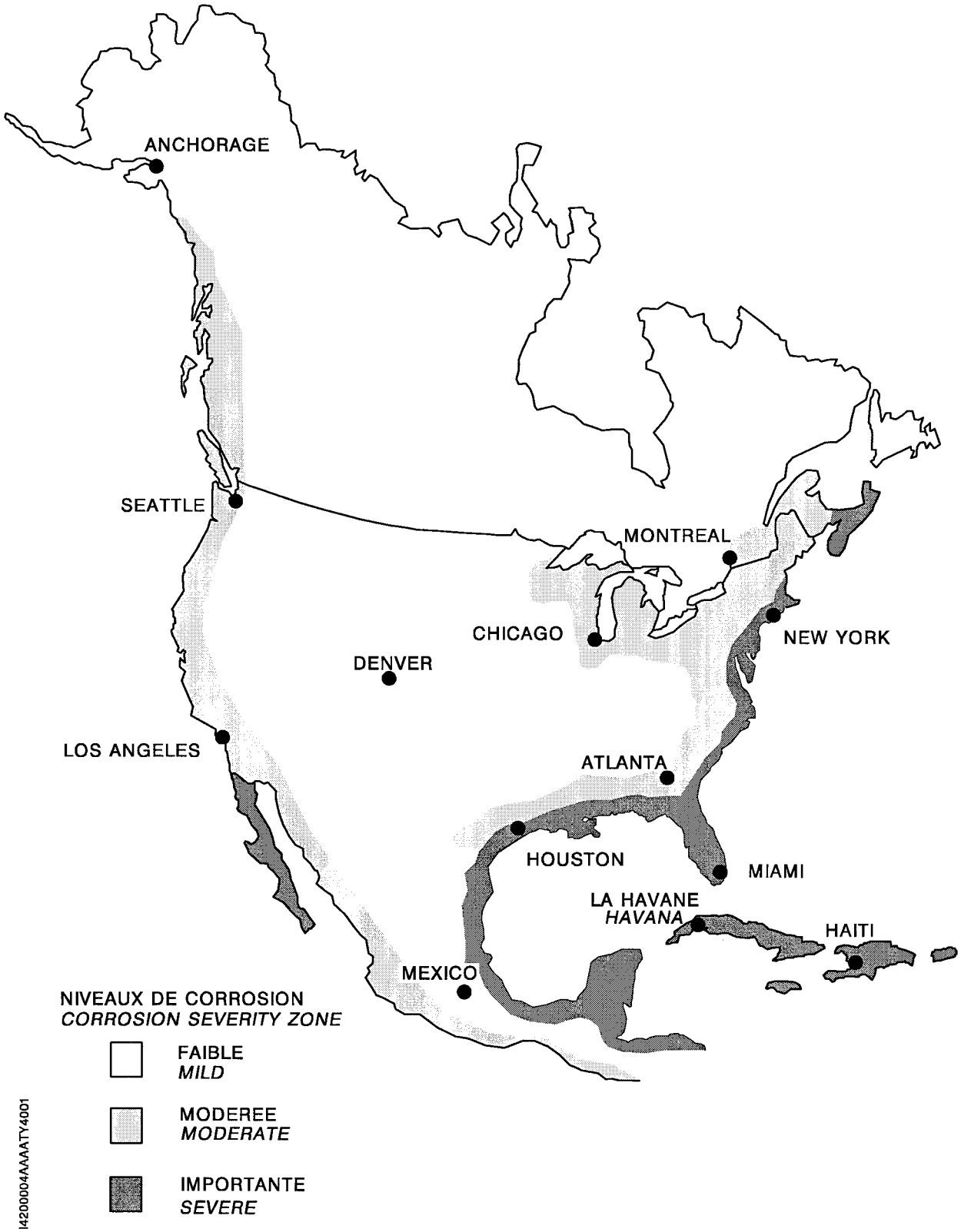
1) In climatic temperate areas without corrosive or severe atmosphere, periodicity of product applications will be as follows :
   - Areas 100, 200, 300, 500, 600, 700 (exposed to bad weather) : every 6 months or 500 hours, whichever occurs first
   - Areas 100, 200, 300, 500, 600 (not exposed to bad weather) : every year.

   NOTE : For the aircraft stored under shelter, the periodicity could be respectively brought to 1 and 2 years.

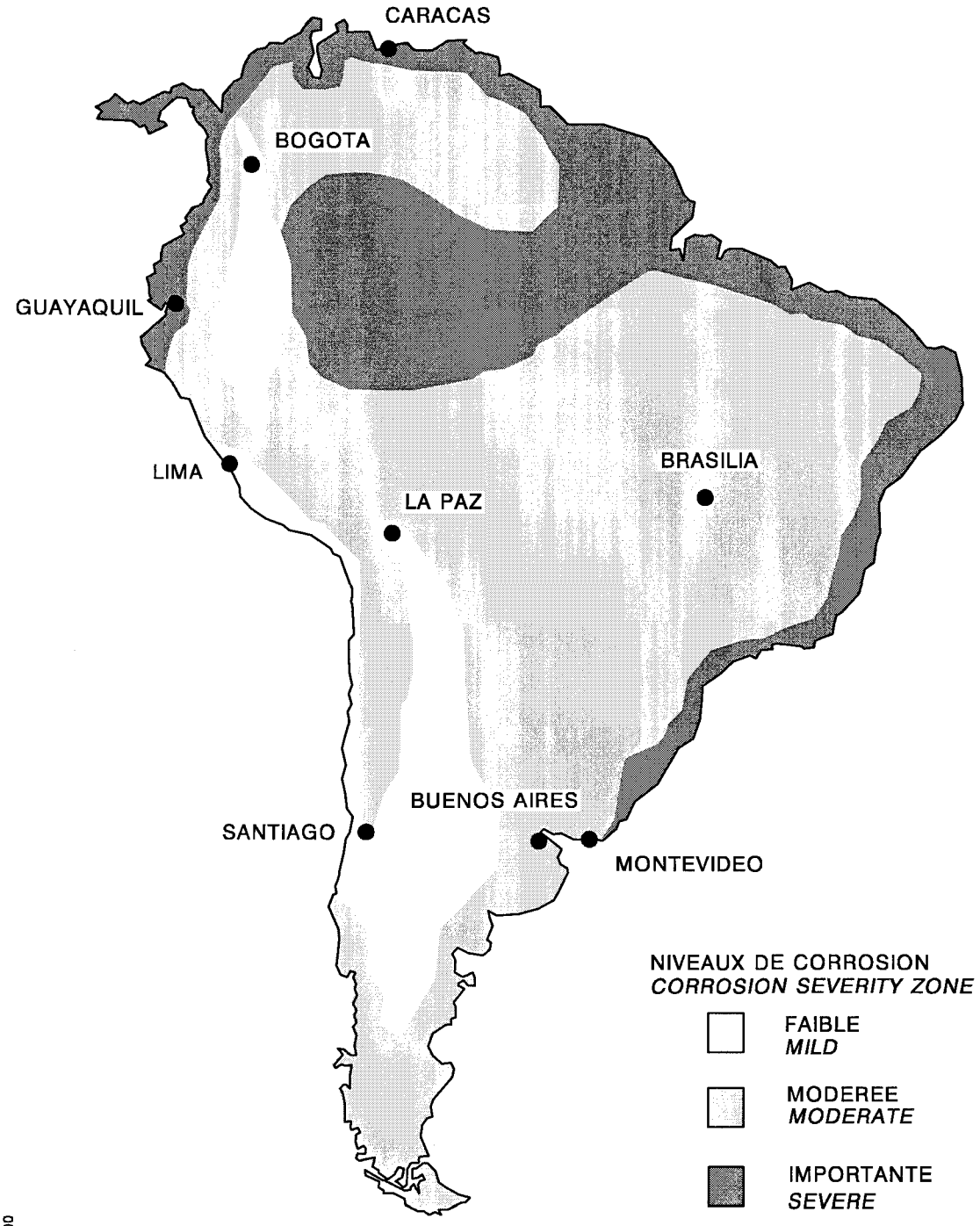
2) For aircraft often operated or stored in corrosive or severe atmosphere, periodicities will be as follows :
   - Areas 100, 200, 300, 500, 600, 700 exposed to bad weather : every 2 months
   - Areas 100, 200, 300, 500, 600 not exposed to bad weather: every 4 months

   NOTE : For the aircraft often used and stored in corrosive or severe atmosphere, perform every 6 months the lubrication operations planned during annual inspection (AI).

3) Any intervention (washing type) on an element protected will break protective film. Therefore, after any intervention, another application will be performed on concerned elements.



Corrosion severity - North America
Figure 201 (1/6)



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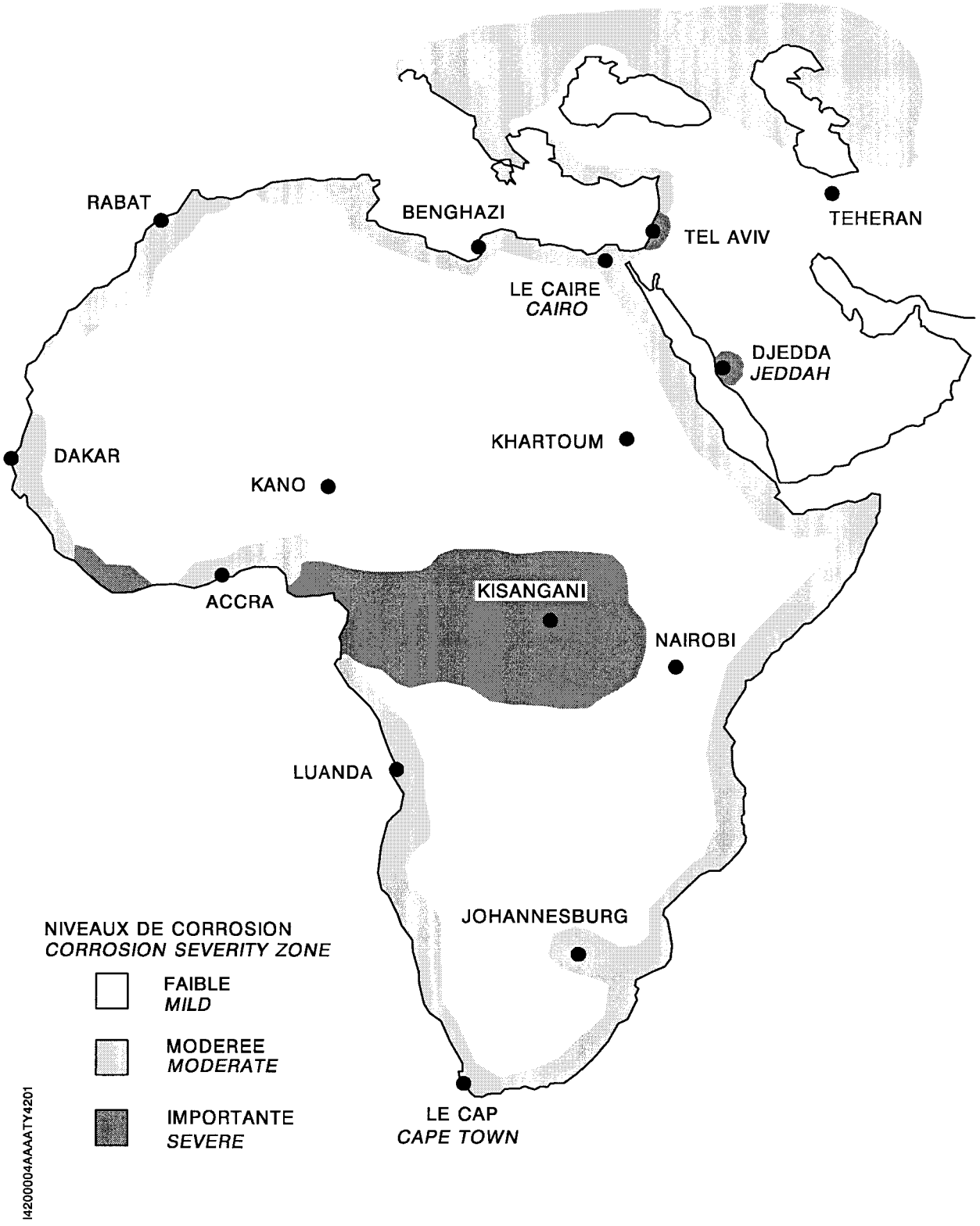
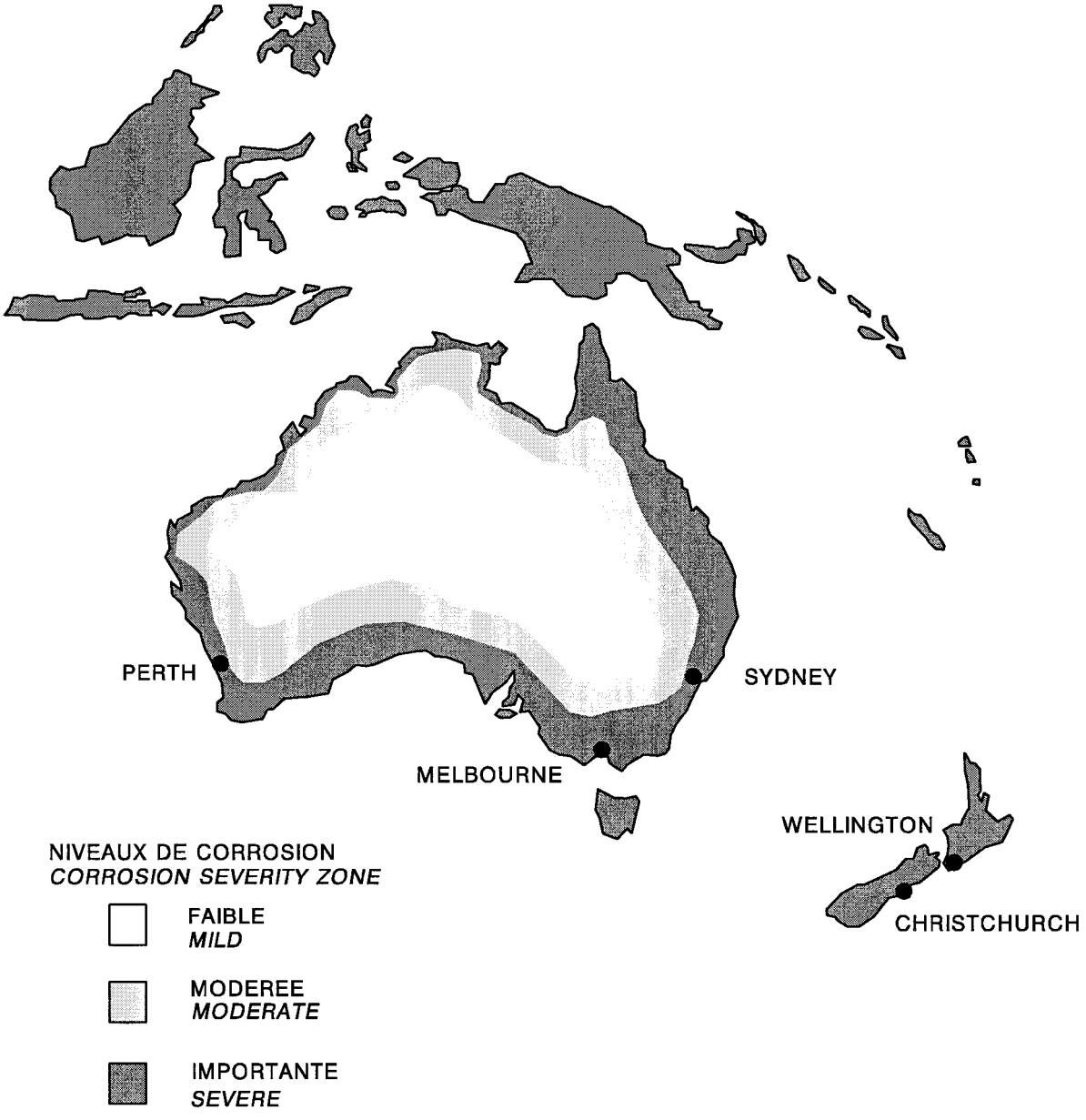
Corrosion severity - South America
Figure 201 (2/6)



Corrosion severity - Africa
Figure 201 (3/6)



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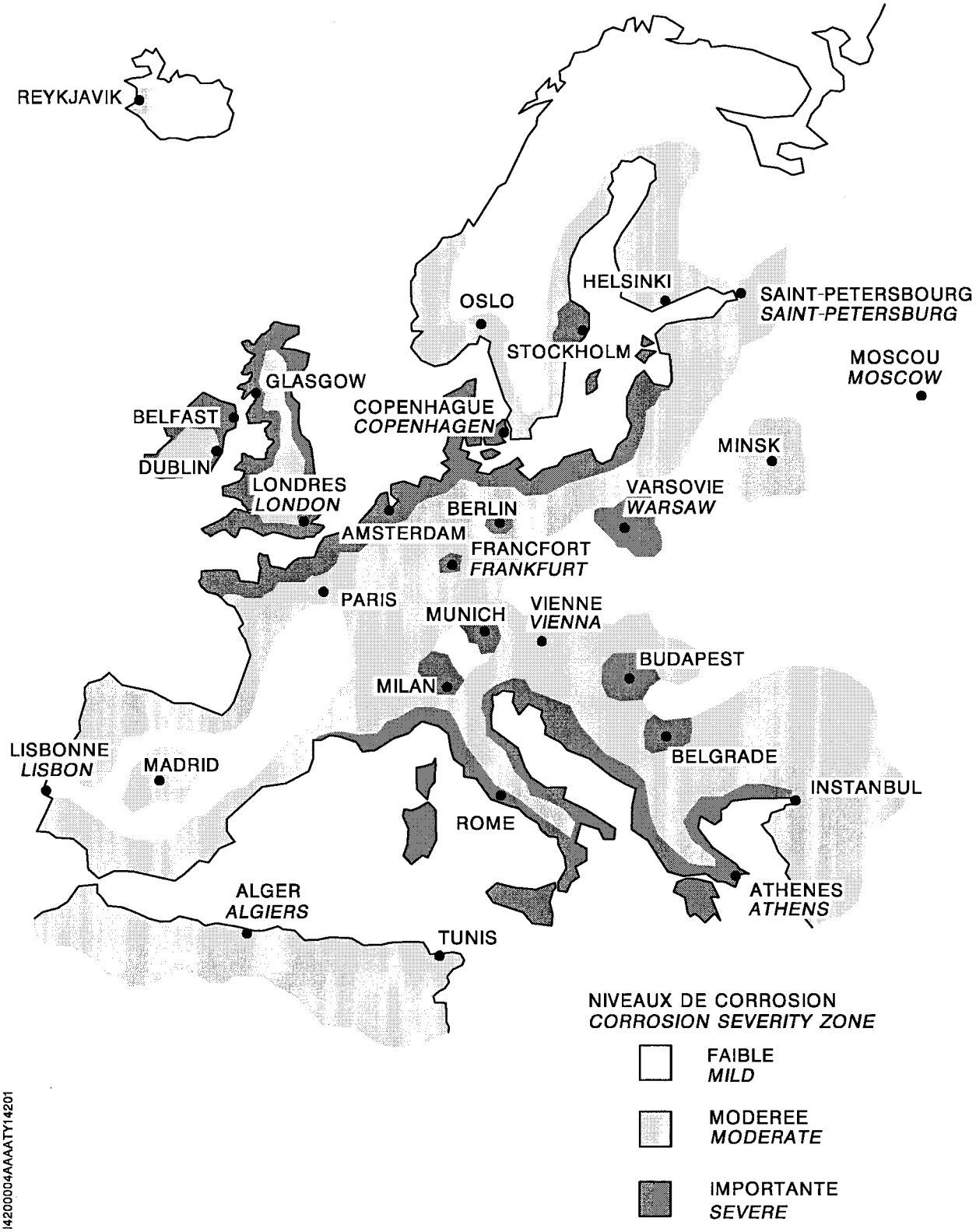
Corrosion severity - South Pacific
Figure 201 (4/6)

Corrosion severity - Asia
Figure 201 (5/6)



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Corrosion severity - Europe
Figure 201 (6/6)

MARKINGS AND INSCRIPTIONS POSITIONING

MAINTENANCE PRACTICES

1. MARKING POSITIONING PROCEDURE

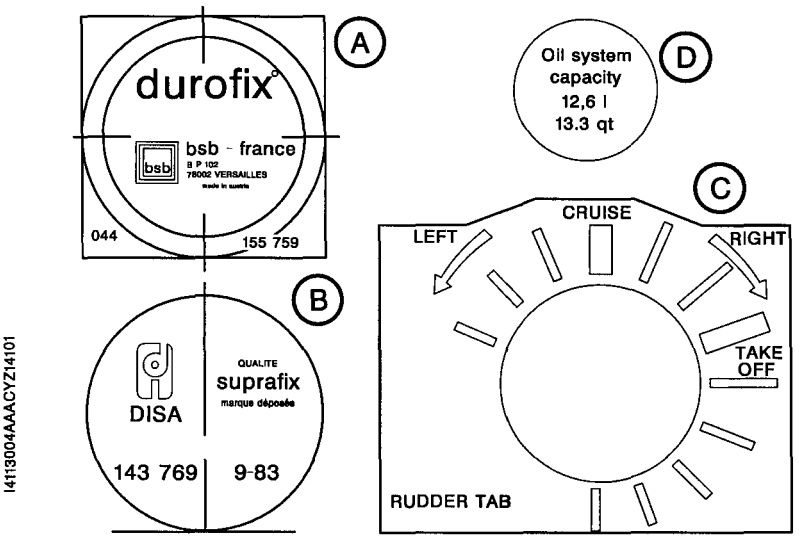
A. Storage conditions

Store transfers and self–adhesives at ambient temperature in their original packing, sheltered from sun and moisture.

B. Materials required for positioning of "DISA" and "BSB" transfers (Figure 201)

- Rilsan scraper
- Hard rubber roller
- Drip pan
- Polyethylene van
- "SPONTEX" sponge or a big model equivalent one
- Sewing needle
- Clean lintfree cloths
- C gasoline (TB 11–918) or F gasoline (TB 11–919)
- Methyl–Ethyl–Ketone (M.E.K.) (TB 11–003)

NOTE : Transfers are of different manufacturing : "BSB" – see detail A, or "DISA" – see detail B, as well as polycarbonate grey self–adhesives – see detail C, or transparent tapes ("3M", "SCOTCHCALL" types, and so on) – see detail D.
For positioning of "BSB" transfers, use Special C decal solvent (TB 07–903) and C decal solvent (TB 07–904).
For positioning of "DISA" transfers, use 527 B "DISA" decal solvent (TB 07–905).



Transfers and self–adhesives
Figure 201

C. Positioning of "BSB" transfers (Figure 202)

1) Sequences of operations

Area preparation :

a) Mark the place of transfers to be positioned.

b) Carefully clean area with a C gasoline (TB 11–918) or F gasoline (TB 11–919) soaked cloth.

c) Impregnate the area with a sponge soaked with special C decal solvent (TB 07–903).

NOTE : In case of decal solvent overflowings or runnings, immediately clean with pure water.

2) Work on the aircraft

Before positioning the transfers on the aircraft, plunge transfers during 15 to 20 seconds in the following mixture :

– C decal solvent (TB 07–904) : 1 volume

– Tepid water [30 to 40°C (86 to 104°F)] : 1 volume

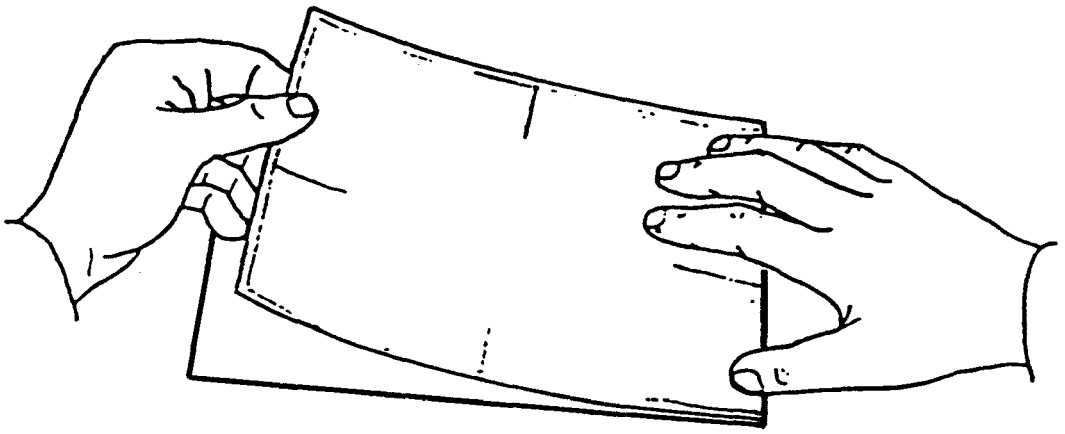
NOTE : Use a new prepared mixture for each aircraft.

3) Positioning

a) Fit the transfer over the foreseen exact position with letter marks facing the aircraft area.

b) With hand, put one of the edges in contact with the area and hold the other transfer edge stretching it lightly to avoid folds.

c) With regard to the coordinates indicated on the support paper, complete their vertical and horizontal positionings.



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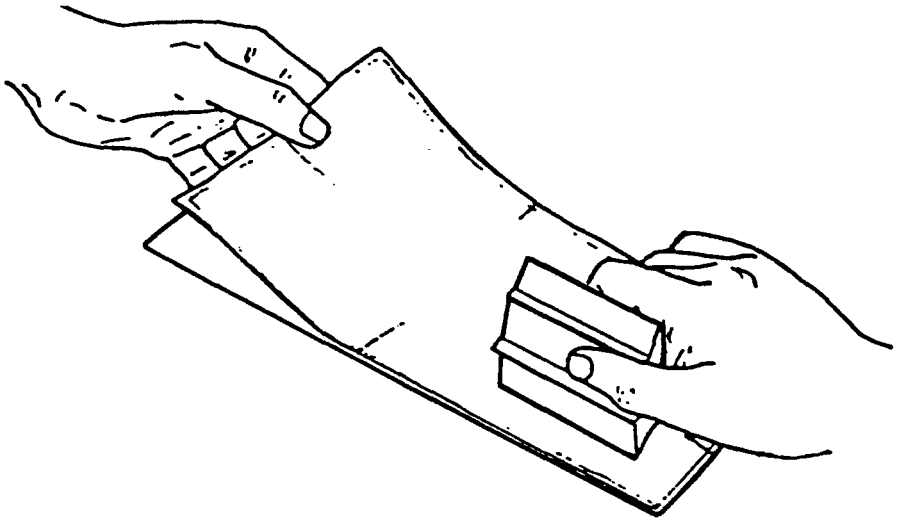
Positioning of "BSB" transfers
Figure 202 (1/3)

d) Put the transfer in contact with the application area using a plastic scraper or an applying roller.



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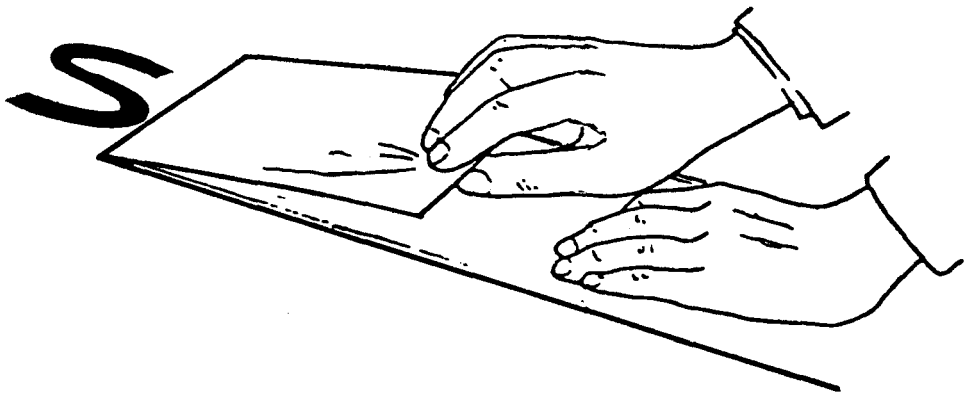
Positioning of "BSB" transfers
Figure 202 (2/3)

e) Flatten by firmly pressing on the scraper, by successive passages overlaying themselves, the transfer part to be applied and check it for no air bubbles and folds and for its good adhesion.

Wipe water runnings with a sponge, as the work proceeds.

f) Wait two minutes and remove the support paper.

NOTE : In spite of taken precautions, should air bubbles confined between the film and the application area appear, perforate these bubbles with a needle, and press with the nail or with a plastic scraper to drive the air out.
This operation shall be executed immediately after the application.



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Positioning of "BSB" transfers
Figure 202 (3/3)

4) Particular precautions

In case of bad application :

a) On moist film :

Remove the film and only after doing again and reapplying all area preparation works, proceed to a new application.

b) On dry film :

Using a methyl–ethyl–ketone (TB 11–003) soaked cloth, impregnate the film and remove it by rubbing with the plastic scraper.

CAUTION : TO ENSURE A PERFECT FILM POLYMERIZATION, DO NOT CLEAN THE AIRCRAFT CONCERNED AREAS DURING THREE OR FOUR DAYS.

5) Checking

Make sure that transfers are correctly positioned on aircraft, that no folds and / or no air bubbles appear and that edges perfectly adhere.

D. Positioning of "DISA" transfers (Figure 202)

1) Sequences of operations :

Area preparation

a) Mark the place of transfers to be positioned,

b) Carefully clean area with a C gasoline (TB 11–918) or F gasoline (TB 11–919) soaked cloth.

2) Work on the aircraft

Before positioning the transfers on the aircraft, plunge them during 10 seconds in the "DISA" decal solvent 527B (TB 07–905).

NOTE : Use new decal solvent for each aircraft.

3) Proceed in the same way as for "BSB" transfers – see Paragraph C. (steps 3), 4) and 5)).

E. Materials required for positioning of polycarbonate grey self–adhesives (POLY) or transparent tapes (ADH)

- Rilsan scraper
- Hard rubber roller
- G gasoline (TB 11–916)
- Clean lintfree cloths

F. Positioning of polycarbonate grey self–adhesives or transparent tapes

1) Sequences of operations :

Area preparation

a) Mark the place of self–adhesives to be positioned.

b) Carefully clean area with a cloth soaked only with G gasoline (TB 11–916).

2) Installation

a) Fit the self–adhesive over the foreseen exact position with the adhesive part facing the aircraft area.

b) With hand, put one of the edges in contact with the area and hold the other self–adhesive edge stretching it lightly to avoid folds.

c) Put the self–adhesive in contact with the application area using a plastic scraper or an applying roller.

d) Flatten, if necessary, by firmly pressing on the scraper to remove folds and air bubbles.

3) Checking

Make sure that self–adhesives are correctly positioned on aircraft, that no folds and / or no air bubbles appear and that edges perfectly adhere.

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FLUID FITTINGS

SERVICING

1. INSTALLATION OF A SWIVEL FITTING ON A BOSS (Figure 301)

A. Tools and consumable materials

– Red paint

B. Procedure

1) Screw nut (3) onto fitting (4) until face "E" of nut (3) aligns with upper edge "D" of O–ring (2) groove – see Detail A.

2) Moderately lubricate new O–ring (2) with the lubricant of the corresponding system and install the O–ring into the groove so that it contacts nut (3) – see Detail A.

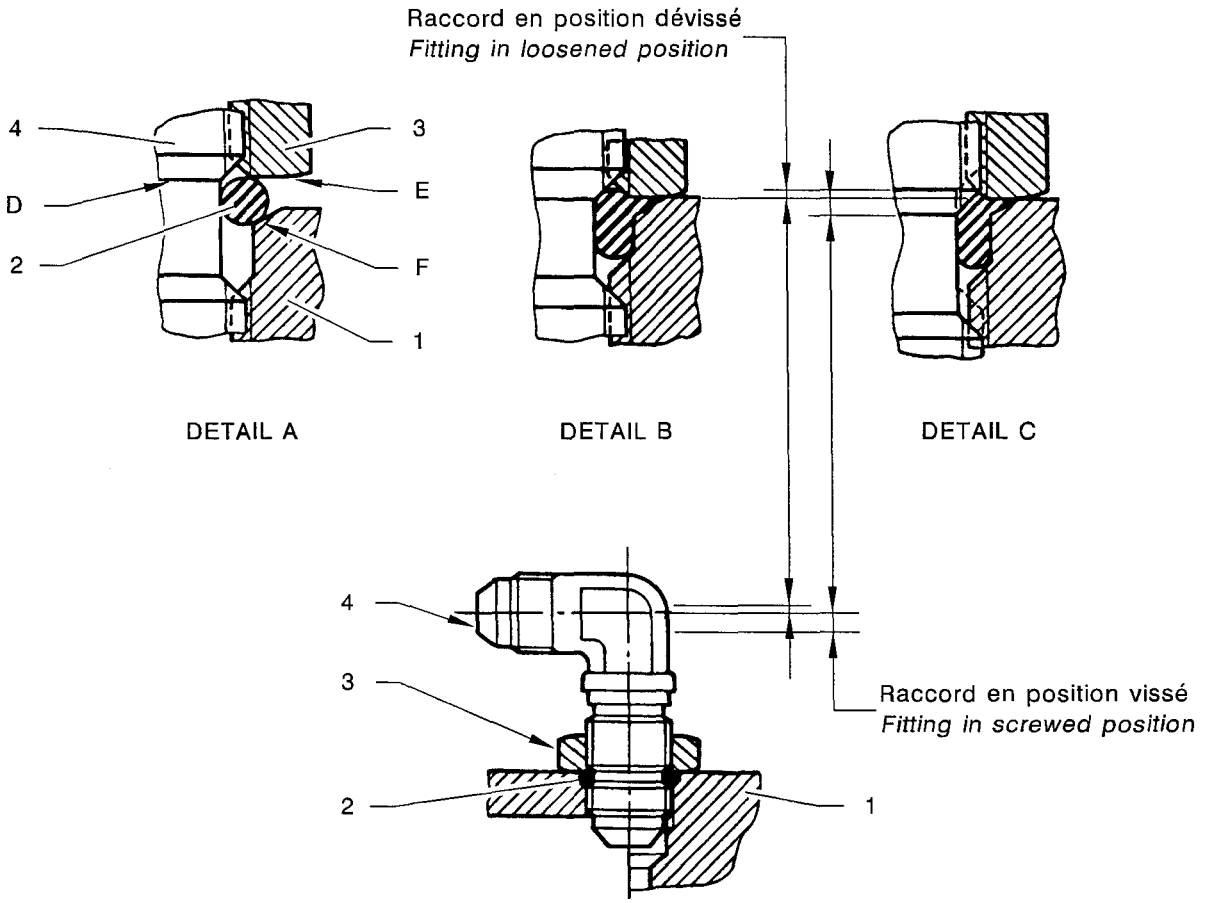
3) Screw fitting (4) fitted with nut (3) on boss (1) until O–ring (2) contacts chamfer "F" and until contact is achieved between nut (3) and the boss – see Detail B.

4) Direct fitting (4), either by screwing it by three quarters of a turn (+270°), or by unscrewing it by a quarter of a turn (–90°), then bring nut (3) in contact onto the boss – see Detail C.

5) Install the tube onto fitting (4) while holding fitting (4) in the desired position, and tighten nut (3).

6) Mark the fitting and the tube and the fitting, the nut and the boss with a line of red paint.

1 – Boss
2 – O–ring
3 – Nut
4 – Fitting



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Swivel fitting – Servicing
Figure 301

CABLES AND PULLEYS

MAINTENANCE PRACTICES

1. CHECK OF CABLES (Figure 201)

A. Procedure

1) Check all cables when passed over pulleys, in fairleads and winding areas.

2) Wipe a clean and dry cloth along the cable to detect broken wires.

3) Any lint or threads found after wiping shows the critical area ; if doubtful, investigate – see Figure 201 (1/2), by doing successive loops.

WARNING : WHENEVER MAINTENANCE CONDUCTED REQUIRES REMOVAL / INSTALLATION OF CABLES, ENSURE THAT CABLES ARE NOT CROSSED DURING REINSTALLATION.

4) Inspect the wear of cables – see Figure 201 (2/2), replace any cables with excessive wear.

5) Examine the surface of cables for rust or corrosion ; if rust or corrosion are found, replace the cables.

2. CHECK OF PULLEYS (Figure 202)

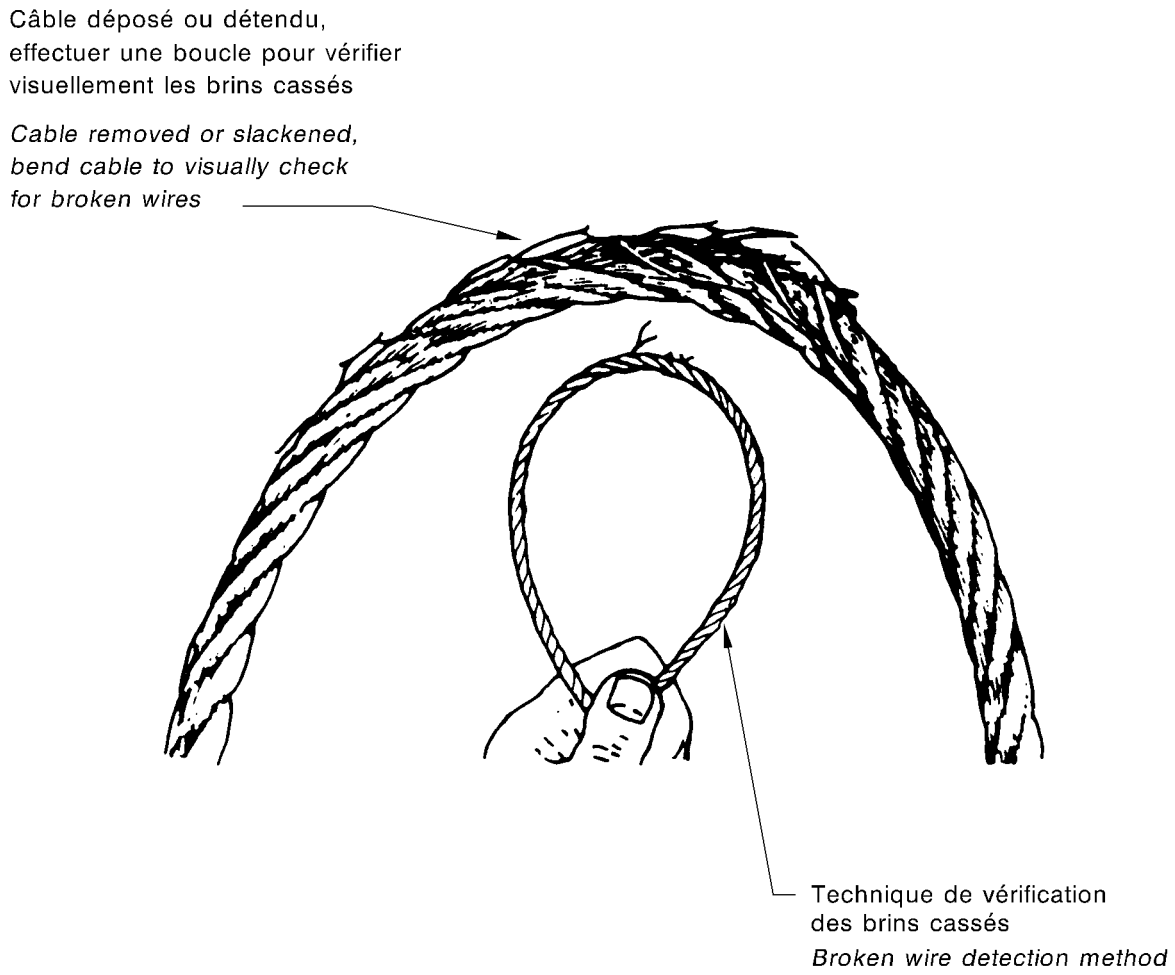
A. Sight check

1) Examine pulleys for roughness, sharp edges and foreign materials in grooves.

2) Examine bearings for free rotation, flats and foreign materials.

3) Periodically turn pulleys with limited angles of rotation to seat the cable on a new bearing surface.

4) Check pulleys alignment. Check alignment, attachment and any deterioration of supports and guard systems.



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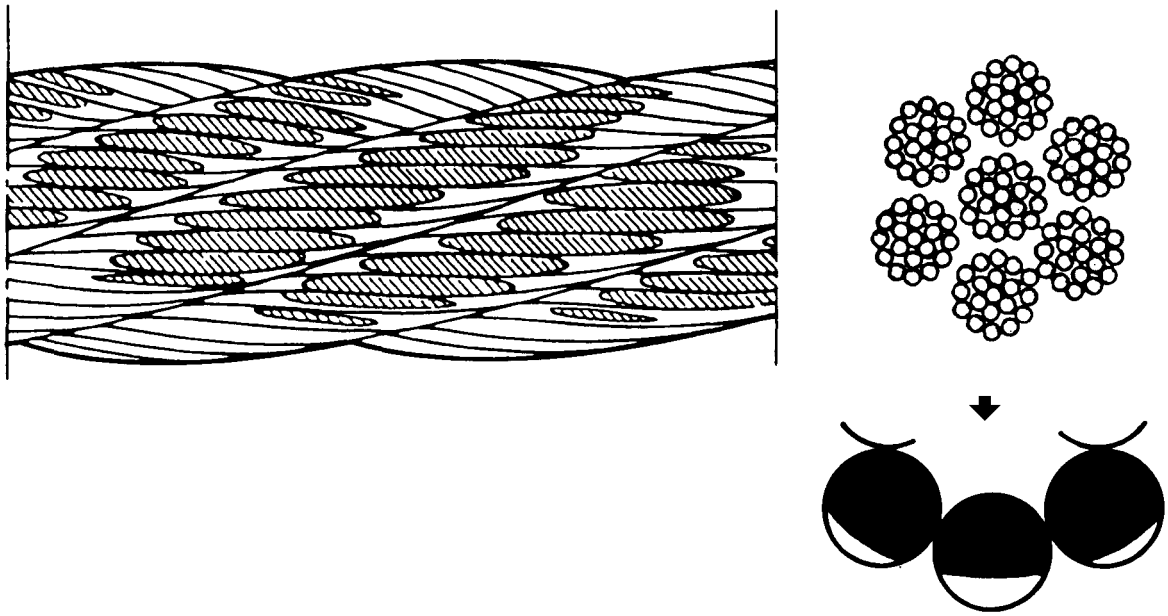
NOTE : Do not bend into loop smaller than 50 cable diameters.

Broken wire inspection
Figure 201 (1/2)



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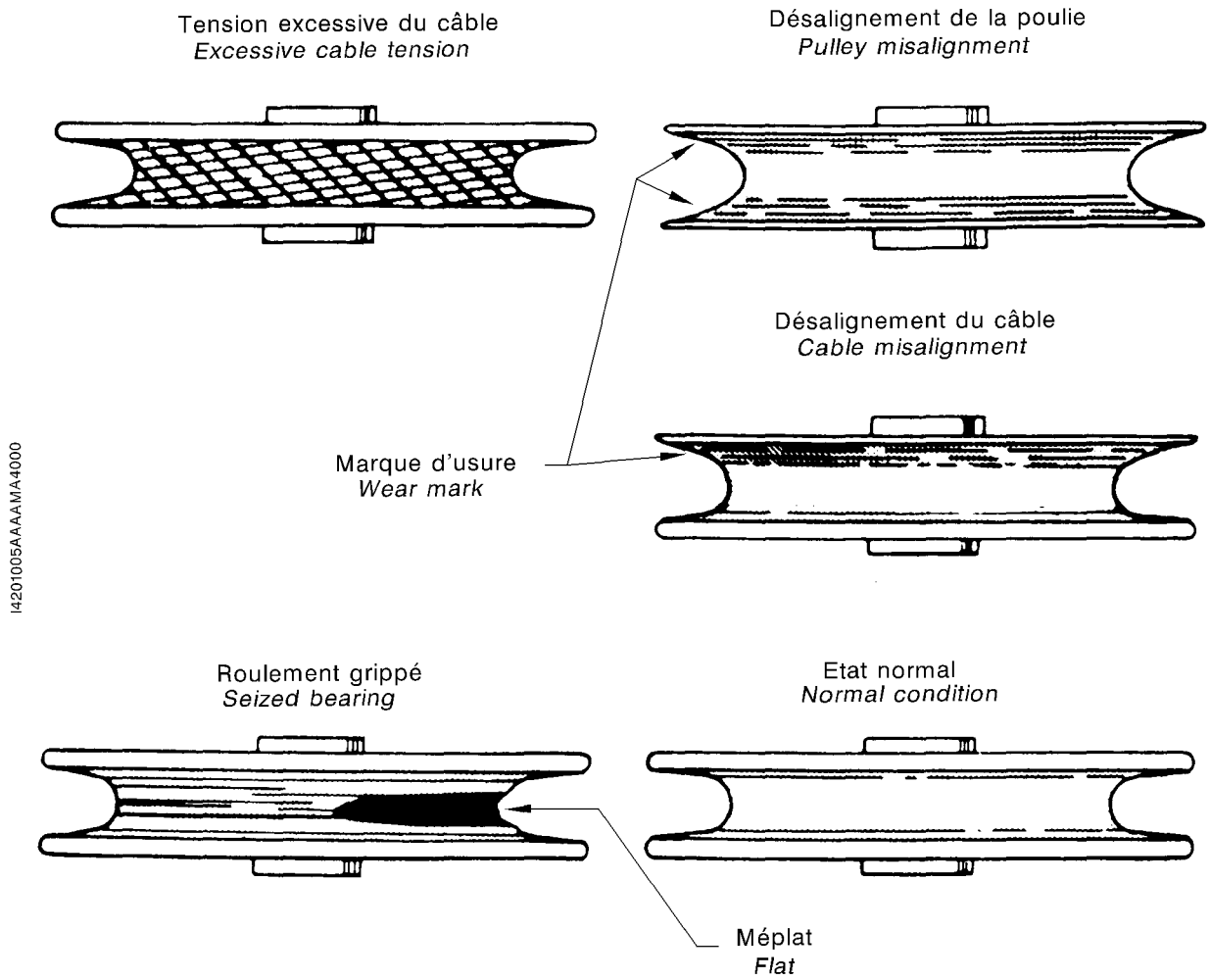
Wear inspection
Figure 201 (2/2)



Check of pulleys
Figure 202

LOCTITE TYPE PRODUCTS

MAINTENANCE PRACTICES

1. LOCTITE TYPE PRODUCTS

CAUTION : AVOID ANY CONTACT OF PRIMER OR ACTIVATOR AND PRODUCT WITH SYNTHETIC RUBBER.

CAUTION : AVOID PENETRATION OF PRIMER OR ACTIVATOR AND PRODUCT INTO BEARING CUPS.

NOTE : Surfaces other than cadmium–plated, zinc–plated, anodized or stainless steel surfaces do not require primer application.

NOTE : The products shall be stored in a black room to protect the bottles from direct sunlight.

A. Tools and consumable materials

- Cleaning agent (TB 11–003)
- Clean lintfree cloths
- Clean cotton gloves

B. Procedure

1) Degrease all metal parts to be coated with product by rinsing with cleaning agent (TB 11–003) and by wiping with a clean rag to remove all traces of grease or oil. Once cleaned, the surfaces shall be protected against further contamination, in particular if not to be assembled straight after cleaning. Clean parts shall not be handled with bare hands. Use a clean rag or clean white–cotton gloves to assemble parts.

2) Coat the part threads or bore and its housing with product ; install the parts permanently.

3) Leave the parts undisturbed for twenty four hours at ambient temperature to attain full cure and strength.

NOTE : If the part slips out of position or falls before full cure of the product is complete, the part must be recleaned and assembled.

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BAD WEATHER AND FUEL SEALING

MAINTENANCE PRACTICES

1. GENERAL

Sealing is rendered necessary by the usual manufacturing tolerances that account for openings that allow the passage of pressure air, water, fuel, dust or heat, which endangers the aircraft.

2. SEALANT TYPES (Table 201)

REFERENCE	GENERAL USE
SEALANT (TB 09-007)	Coating of monocomponent protection
SEALANT (TB 09-900A or B)	Sealing of windows
SEALANT (TB 09-019A)	Low adhesion sealant, fuel-resistant, for removable assembly
SEALANT (TB 09-001A)	Fay sealing of integral tanks and coatings Coating of rivet heads and application in thin layer
SEALANT (TB 09-002A)	Fillet sealing of integral tanks and coatings
SEALANT (TB 09-907)	Fay sealing of overlapping elements
SEALANT (TB 09-013A)	Aluminum grey corrosion inhibitory sealant Coating of rivet heads and application in thin layer
SEALANT (TB 09-902)	Corrosion inhibitory and conductive sealant Fay sealant
SEALANT (TB 09-918)	Sealing of structure and integral tanks Coating of rivet heads and application in thin layer

NOTE 1 : Recommended cleaning solvents : (TB 11-003), (TB 11-011) or (TB 11-912).

Post-change 20242

NOTE 2 : Sealant (TB 09-013A) is replaced with sealant (TB 09-918) as it is incompatible with protection of the new spar.

Sealants
Table 201

3. SEALING TERMINOLOGY

A. Fay sealing

Fay seal is to apply sealant to one of the faying surfaces of a joint, immediately before final closure of the joint, in such a thickness that a small continuous bead of sealant is squeezed out from all open sides of the periphery of the mating surfaces when they are fastened together.

B. Pre-pack sealing

Pre-pack seal is to fill gaps or cavities with an excess of sealant, immediately prior to assembly, so that a small continuous bead of sealant is squeezed out from all open sides of the periphery of the mating surfaces when they are fastened together.

C. Injection sealing

Injection seal is to force sealant from a pressure gun into gaps or cavities between two or more assembled parts until the sealant extrudes from all other openings and the void is filled.

D. Fillet sealing

Fillet seal is to apply a bead of sealant to a seam or joint after the assembly has been fastened.

E. Brush coating

Brush coat is to apply an overcoating or continuous film of sealant by use of a brush.

4. REQUIREMENTS

To achieve maximum integrity, the various seals should be completed by a brush coat over all attachments.

Sealants shall be identified and stored in designated area.

Sealants shall not be more than 6 months old when used.

Unmixed compounds shall not be stored at temperatures exceeding 25°C (77°F).

Sealants which have been pre-mixed, degassed and frozen shall be stored at -40°C (-40°F) or lower. It is recommended to use quick freeze technique to immediately slow down the compound changes. The maximum shelf life beyond the date of mixing is seven days provided that all storage is at a temperature of -40°C (-40°F) or lower.

Frozen sealant may be thawed by any suitable means which does not cause contamination or overheating of the sealant and does not shorten the application time of the sealant to an impractical period. Examples : thawing by exposure to ambient air temperature ; accelerated thawing by exposure in a constant temperature bath (using clean, hot water) ; accelerated thawing in a microwave oven. In any case, thawing temperature and time shall be adjusted to give a thawed sealant temperature between 16 and 27°C (61 and 81°F) at the moment of the sealant application.

CAUTION : DO NOT FREEZE PR WITH 1/2 HOUR APPLICATION TIME.

Mixed and frozen sealants which have thawed shall not be refrozen.

Pre-assembly operations such as fitting, filing, drilling, countersinking, dimpling and deburring shall be completed before cleaning and sealant application.

Surfaces must be clean and dry, free from dust, lint, grease, chips, oil condensation or other moisture and all other contaminants before the application of sealant.

Sealants may be applied to primed or unprimed surfaces. Epoxy primers shall have good adhesion to the substrate material and shall have been heat cured or shall have aged for at least 48 hours prior to sealant application.

Sealants shall not be applied when the temperature of either the sealant or the structure is below 16°C (61°F).

Fay sealed joints must be closed and securely fastened before expiration of the work life. Excess sealant must squeeze out of a fay sealed joint when attachment is made. Drilling and reaming of holes through a fay sealed joint are permissible only if the joint is secured by a minimum of approximately one-half of the fasteners required for final installation. However, manufacturing and changes performed after sealing are not recommended and shall be held to a minimum.

After application, sealants shall be free of entrapped air bubbles and shall not exhibit poor adhesion. All fillets shall be smoothed down with a filleting tool before the sealant application time has expired.

Sealant extruded through a hole by a rivet shall be wiped from the end of the rivet before bucking. Threaded fasteners which have been shank or underhead sealed shall not be retorqued after the expiration of the application time of the sealant. In torquing, turn the nut rather than the bolt, if possible.

After sealant is applied, joints shall not be flexed until sealant is tack-free.

5. SEALANT PROPERTIES

Application time is the period during which the sealant can be satisfactorily applied. After this time, the material does not ”wet” the surface properly and may fail in adhesion. Class B compounds sometimes exhibit lack of wetting by rolling up ahead of the sealing gun or drawing up behind the gun. Sealant which does not wet properly or which is difficult to extrude from the sealing gun shall be discarded.

Tack-free time is a stage, during the cure of the sealant, after which the sealant is no longer tacky. When the sealant is pressed firmly with the fingers tightly closed in but no longer adheres to the knuckles, the sealant is tack-free. If any drilling chips and dirt touch the sealant before it becomes tack-free, the sealant will become contaminated. All assembly operations and moving of the structure before the sealant is tack-free shall be avoided, except for faying surface seals.

Curing rate is a stage, during the cure of the sealant, after which the sealant is sufficiently firm.

6. SEALANT CURING

A. Room temperature curing

Unless otherwise specified, room temperature curing properties are based on a temperature of 25°C (77°F) and 50 % relative humidity.

B. Accelerated curing

Accelerated curing of sealant can be accomplished in several ways. The procedure to be used is dependent on the type of sealant and other factors.

The cure of sealants can be accelerated by an increase in temperature and/or relative humidity. Warm circulating air, at a temperature not to exceed 50°C, (122°F) may be used to accelerate cure. Heat lamps may be used if the surface temperature of the sealant does not exceed 50°C (122°F). At temperatures above 50°C (122°F), the relative humidity will normally be so low (below 40%) that sealant curing will be retarded.

C. Curing of sealant

Refer to product technical documentation.

7. PREPARATION OF SURFACES

All surfaces to which sealant is to be applied shall be clean and dry. Remove all dust, lint and chips with a vacuum cleaner where necessary.

Do initial cleaning by scrubbing the surface with clean lintfree cloth moistened with solvent. The cloth should not be soaked to the point where dripping will occur.

Allow surfaces cleaned to dry for at least five minutes before sealant application.

8. MATERIALS REQUIRED (Table 202)

NOTE : The use of sealants and cleaning solvents is described in the maintenance practices of individual chapters where sealing is required. Use specified sealants and cleaning solvents.
Suitable substitutes may be used for sealing equipment.

DESIGNATION	REFERENCE	MANUFACTURER	USE
Hand- or air-operated extrusion gun	/	Commercially available	To inject sealant
Nozzles	/	Commercially available	To apply sealant
Metallic spatula	/	Commercially available	To mix sealants
Sealant filleting tools	/	Commercially available	To shape sealants
Lintfree gauze	/	Commercially available	To clean
Plastic scraper 45° cutting edge	/	Commercially available	To remove old sealants

Materials required
Table 202

9. MIXING OF SEALANTS

A. Requirements

Sealants shall be mixed in accordance with the manufacturer's recommendations and thoroughly blended before application. All mixed sealant shall be free of entrapped air as possible.

Before either hand or machine mixing, the sealing compound base and its curing agent, both in their respective original unopened containers, shall be brought to a temperature between 21 and 25°C (70 and 77°F) along with all required mixing equipment.

Before mixing, match the sealing compound base batch with the appropriate curing agent batch.

B. Hand mixing

Mix curing agent and compound base intimately.

Weigh the correct quantities of compound base and curing agent in clean jars, as specified.

Mix the two components intimately to obtain a blend with a uniform color and without streaks. Hand mixing requires five to ten minutes to obtain an intimate blend. During mixing, take care to avoid entrapped air due to quick swirls or dashes.

Scrape spatula, vessel jars and bottom regularly.

C. Machine mixing

Mix curing agent and compound base intimately.

Mix the two components with a sealant mixer to obtain a blend with a uniform color and without streaks.

NOTE : Do not exceed eighty revolutions per minute to avoid sealant overheating that would reduce the application time.

D. Extrusion gun packing

Take extreme care when packing the cartridge to avoid entrapped air bubbles.

Pack the cartridge fully to expell all air upwards.

10. APPLICATION (Figures 201 and 202)

A. General

All applications shall be made using the proper type and class of sealant.

Application time of the sealing compound shall be strictly observed. Material which becomes too stiff and difficult to work or which does not wet the surface properly shall be discarded even though the application time has not expired.

B. Fay sealing

Immediately before final closure of the joint, sealant shall be applied to one mating surface of the joint with an extrusion gun or a spatula. Smooth down sealant with a combed spatula to obtain an even film. Apply enough sealant so that the space between the assembled faying surfaces is completely filled with sealant and a small excess is squeezed out in a continuous bead around the periphery of the joint when the joint is secured.

Place parts in assembly position and install fasteners within the application time of the fay sealant. When assembly with permanent type fasteners is not possible, temporary fasteners (sheet holders or bolts) may be used. When temporary fasteners are used, they must be replaced by permanent type fasteners, as called out on the applicable drawing, before the expiration of the work life of the fay sealant. Removal of each individual temporary fastener shall be immediately followed by installation of a permanent fastener. When permanent type fasteners are installed, either after removal of a temporary type fastener or after the expiration of the application time of the sealant used for the fay seal, then sealant shall be applied to the fastener shank or to the hole before installation of the fastener.

When a fillet seal is required around the periphery of a fay sealed joint, it is not necessary to remove the sealant squeeze-out where the fillet is to be applied, provided that the material which was squeezed out has been shaped into a final configuration before the expiration of its application time. When the squeeze-out material has been shaped, a fillet seal can be applied over it without waiting for the squeeze-out to cure. If the squeezed out material was not shaped before the expiration of its application time, it shall be cured to a tack-free condition and then removed, by use of a plastic tool, from locations where a fillet is to be applied.

Immediately after the assembly is completed and all permanent type fasteners have been installed, remove uncured sealant which extrudes onto the exterior of the aircraft using clean cloth moistened with solvent.

C. Pre-pack sealing

Sealant shall be applied to the gap or cavity in such a manner that no air is entrapped and the gap or cavity is abundantly filled with sealant.

Place parts in assembly position, then apply procedures of paragraph B.

D. Fillet sealing

Before fillet sealing, all permanent fasteners shall be installed and secured.

In using a sealant gun for fillet sealing, the nozzle tip shall be pointed into the seam or joint and shall be maintained nearly perpendicular to the line of travel. A continuous bead of sealant shall precede the tip, and the tip size, shape and rate of travel shall be such that sufficient sealant shall be applied to produce the required fillet.

Fillets shall be shaped or formed around the seam or joint using the nozzle tip or other filleting tool to press against the sealant while moving parallel to the bead. Exercise caution to prevent folds and entrapment of air during application and shaping of the fillet and work out any visible air bubbles. The fillet shall be formed so its highest overlap portion is centered over the edge of the structure. Lubrication in any form shall not be used for smoothing purposes.

The fillet may be applied in two stages. A small first fillet should be applied and formed as above, followed by a second application of sealant sufficient to form the final fillet.

- Fillet sealing of bolts and nuts shall be accomplished as per Figure 201. The area for sealing shall consist of the area of the structure surrounding the base of the fastener and from there up over the visible section of the fastener.
- Fillet sealing in fuel area shall be accomplished as per Figure 202.

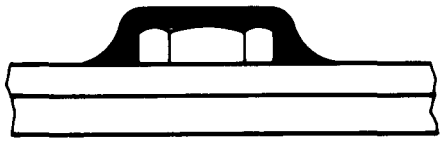
E. Brush coating

Class A sealants should be applied to the joint side to be sealed.

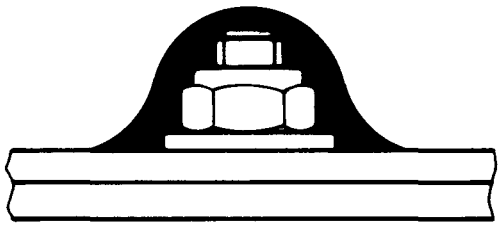
Brush coating is an appropriate method for rivets and anchor nuts.

Where brush coating is used as the method of sealing threaded fasteners, the sealant must be worked around each fastener with a stiff brush with considerable care. A simple pass of the brush with the sealant is not sufficient to produce an effective seal.

Tête de vis
Bolt head

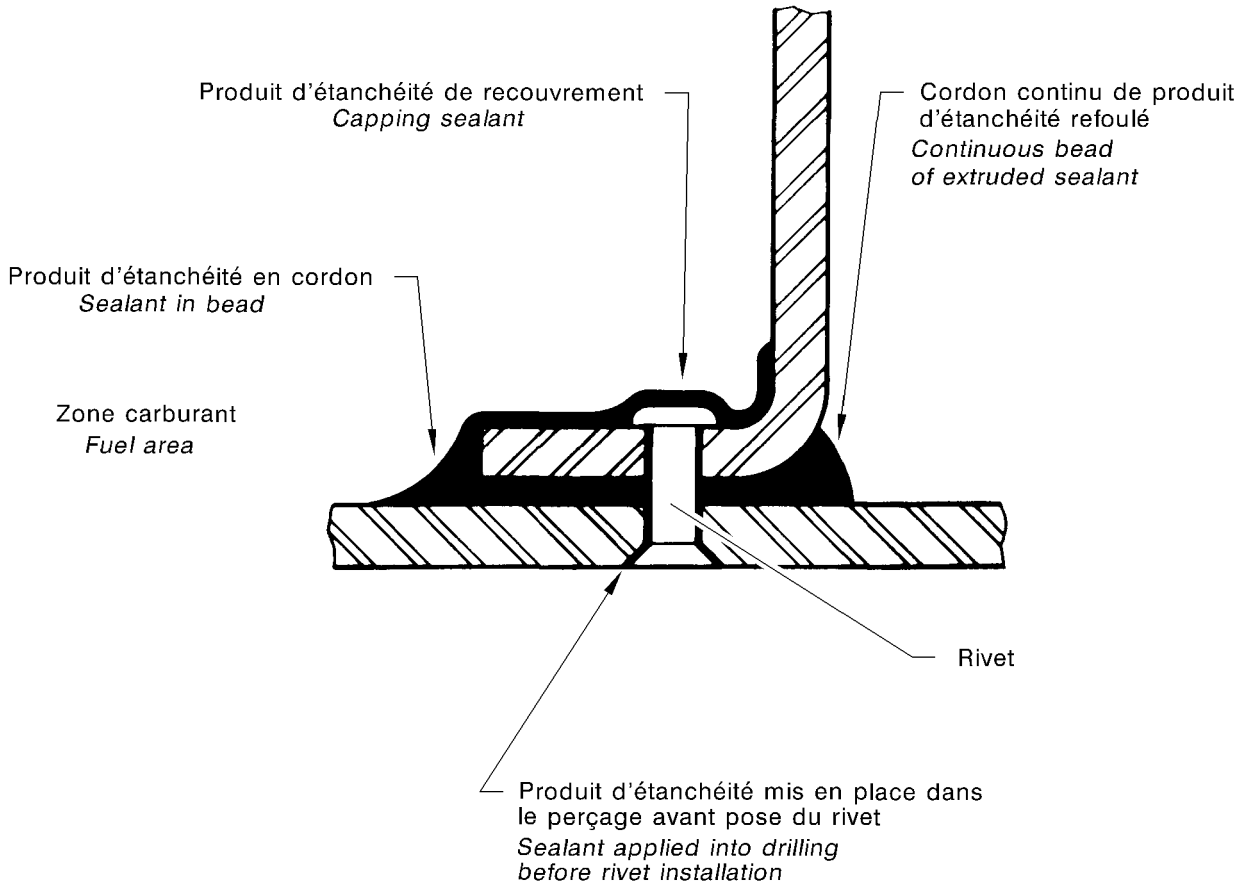


Ecrou et filetage
Nut and thread



I4203001AAACMA4000

Bolt head, nut and thread sealing
Figure 201



Fuel area sealing
Figure 202

ATTACHMENT HARDWARE SAFETYING

SERVICING

1. TYPES OF SAFETYING MEANS USED

A. Mechanical safetying

- Lockwashers,
- Cotter pins,
- Stainless steel lockwire,

B. Friction safetying

- Nut with built–in locking device,
- Elliptic deformation nuts,
- Bolts with built–in plastic strip,
- Inserts with safetying thread,
- Lockwashers.

C. Safetying by bonding

- Safetying by interposing a "Loctite" type product – refer to 20–00–08.

2. REUSING SELF–LOCKING NUTS AND BOLTS, COTTER PINS AND LOCKWASHERS

Reusing removed cotter pins and lockwashers is prohibited.

Reusing bolts or nuts with built–in safetying devices is prohibited.

Reusing elliptic deformation self–locking nuts is permitted provided a visual inspection and a safetying torque check are carried out.

The rules applying to elliptic deformation nuts also apply to thread deformation inserts.

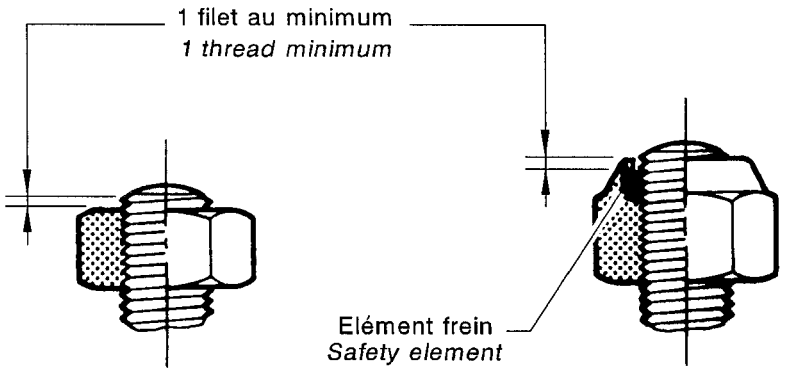
The replacement of elliptic safetying anchor nuts may turn out to be necessary after a visual inspection and a locking torque check in the case of assemblies that can be disassembled.

3. PROTRUSION OF BOLT / SCREW ENDS (Figure 301)

The end of bolts / screws of any safetying method must protrude beyond the safetying device by at least one thread, excluding the rounded portion or the end chamfer.

In the case of a self–locking nut, this value is measured above the safetying portion.

NOTE : Once tightened, the nut and the threaded end must be marked with red paint to enable detection of possible loosening.



Ecrou normal
Normal nut

Ecrou autofreiné
Self-locking nut

I4201002AAAAMA4002

Attachment hardware safetying – Servicing
Figure 301

RODS

SERVICING

1. ADJUSTMENT OF A ROD (Figure 301)

A. Tools and consumable materials

None

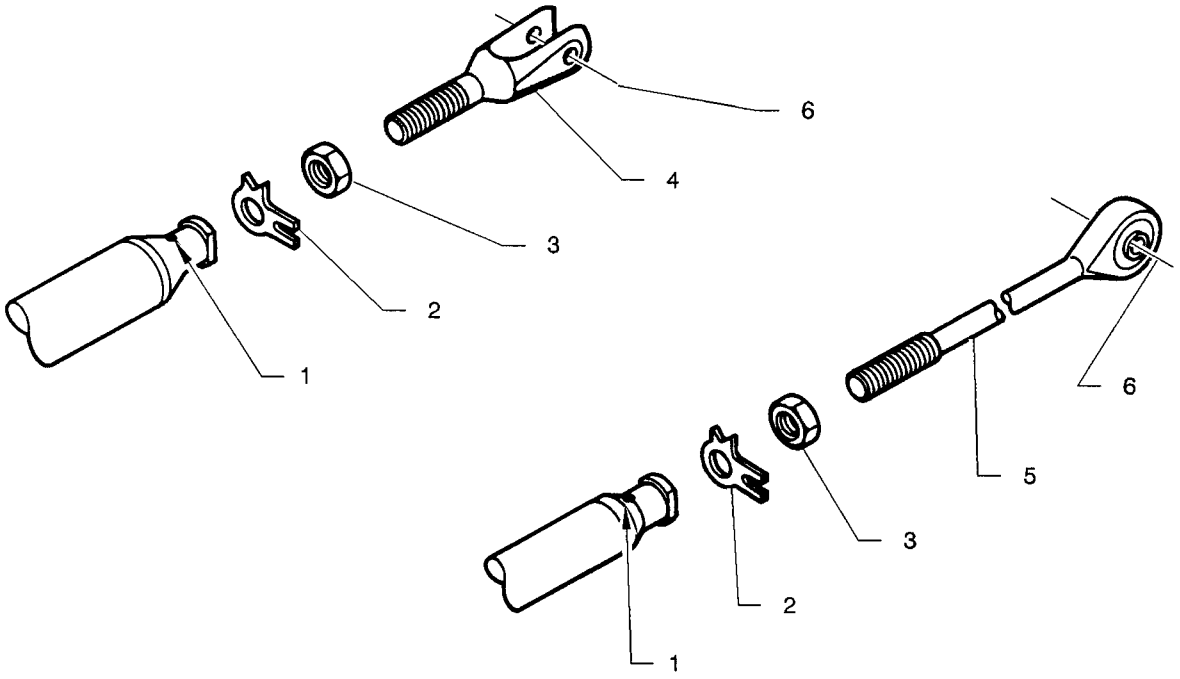
B. Procedure

1) Unlock lockwasher (2).
2) Immobilize the rod with a spanner positioned on the flat surface of the rod end.
3) Unscrew jam nut (3).
4) Unscrew fork end (4) or end (5) and discard lockwasher (2).
5) Install a new lockwasher (2).
6) Screw fork end (4) or end (5) to obtain the desired center–to–center distance.
7) Through witness hole (1), check that enough threads are engaged (threads visible through the witness hole).

CAUTION : ONCE ADJUSTMENT IS COMPLETE, MAKE SURE A LOCKING DEVICE (COTTER PIN OR LOCKWASHER) HAS BEEN INSTALLED ON HINGE AXLE (6).

8) Immobilize the rod with a spanner positioned on the flat surface of the rod end.
9) Screw jam nut (3) and fold down the tabs of new lockwasher (2).

1 – Witness hole
2 – Lockwasher
3 – Jam nut
4 – Fork end
5 – End
6 – Hinge axle



Rod – Servicing
Figure 301

ELECTRICAL BONDING

MAINTENANCE PRACTICES

1. SERVICING

This section covers the procedure for electrical bonding of the aircraft following removal / installation or replacement of a component.

A. Tools and consumable materials

- Stainless steel bonding brush
- Alodine (TB 13–002)
- Petrolatum (TB 04–012)
- Abrasive cloth (TB 05–916C)
- Varnish (TB 07–906) or (TB 07–907)
- Cleaning agent (TB 11–912)
- Clean lintfree cloths

B. Procedure (Figure 201 and Table 201)

1) Strip contact surfaces with a bonding brush or abrasive cloth (TB 05–916C), as appropriate.
The stripped diameter shall be 0.08 in (2 mm) greater than that of the ground strap lug.

2) Degrease the surfaces with a cloth moistened with cleaning agent (TB 11–912), then wipe with a dry cloth.

3) Protect the bare surfaces with alodine (TB 13–002), then rinse and let dry.

4) Lightly coat the surfaces with petrolatum (TB 04–012).

5) Immediately assemble the various parts and apply the recommended torque value ; tightening shall cause high contact pressure.

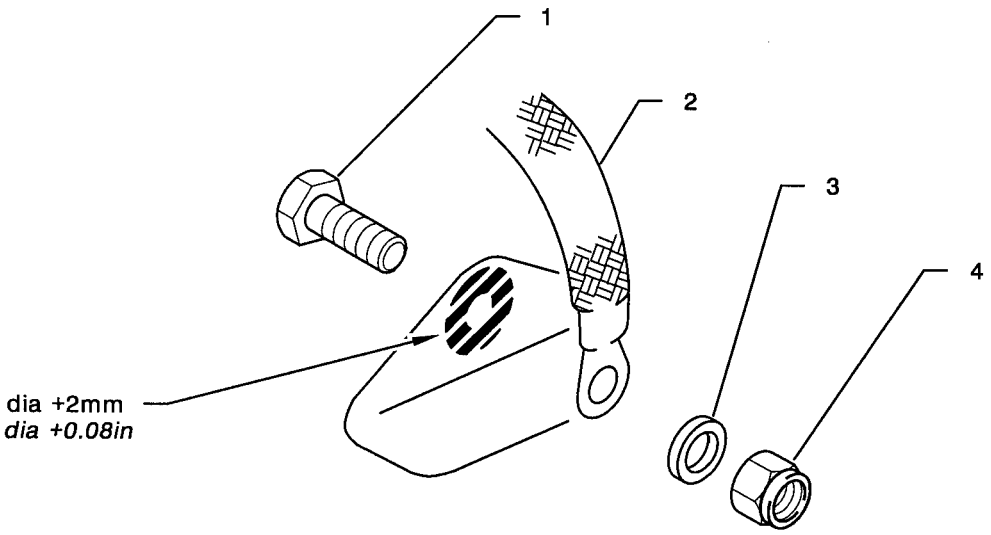
NOTE : If assembly cannot be performed within 15 minutes following the application of petrolatum (TB 04–012), the latter becomes a storage protection – see Table 201.

6) Thoroughly remove petrolatum (TB 04–012) excess with a clean cloth slightly moistened with cleaning agent (TB 11–912).

7) Cover the joint with a coat of varnish (TB 07–906) or (TB 07–907), overlapping the protected area with alodine.

NOTE : It is not necessary to ensure electrical bonding on a non painted part protected with alodine, however the contact surface must be cleaned and coated with petrolatum (TB 04–012).
Use varnish (TB 07–906) on masked surfaces and varnish (TB 07–907) on apparent surfaces.

1 – Bolt
2 – Bonding strap
3 – Washer
4 – Nut



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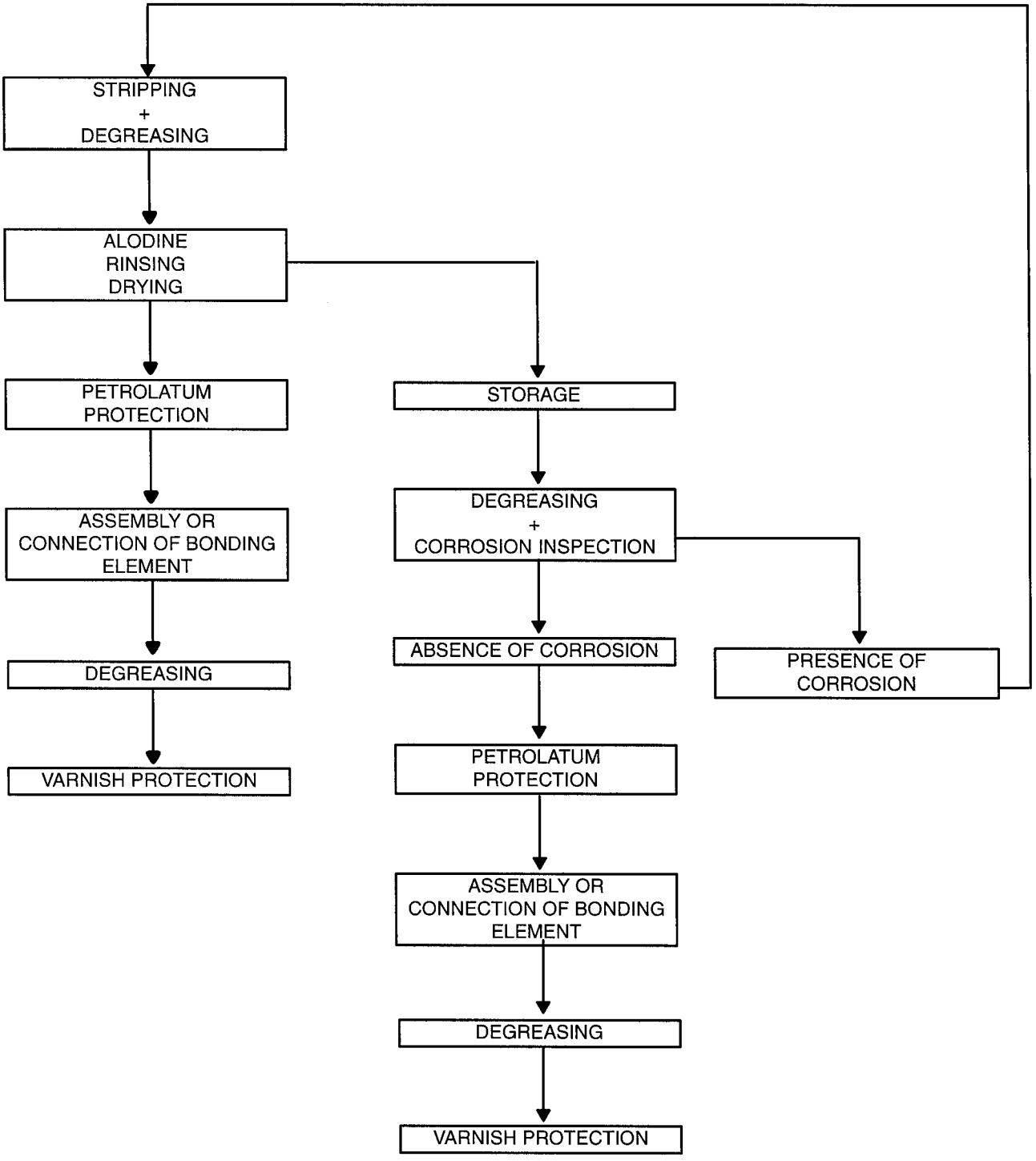
Electrical bonding
Figure 201



Electrical bonding – Procedure flow sheet
Table 201

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UTILIZATION OF CLINOMETER

MAINTENANCE PRACTICES

1. SERVICING (Figure 201)

A. Procedure

NOTE : Quoted from the "Maintenance Manual for use by the Maintenance and Repair Shops" – Airframe Manual – DGAC – SFACT – N° AC 65–15.

1) With the rim / disk locking device being engaged in the deep slot, rotate the disk setting device so as to lock the disk onto the rim.

2) Put the control surface to neutral position. Position the clinometer on the control surface and rotate the rim setting device so as to bring the bubble of the center level between the marks (the rim should be unlocked from the frame).

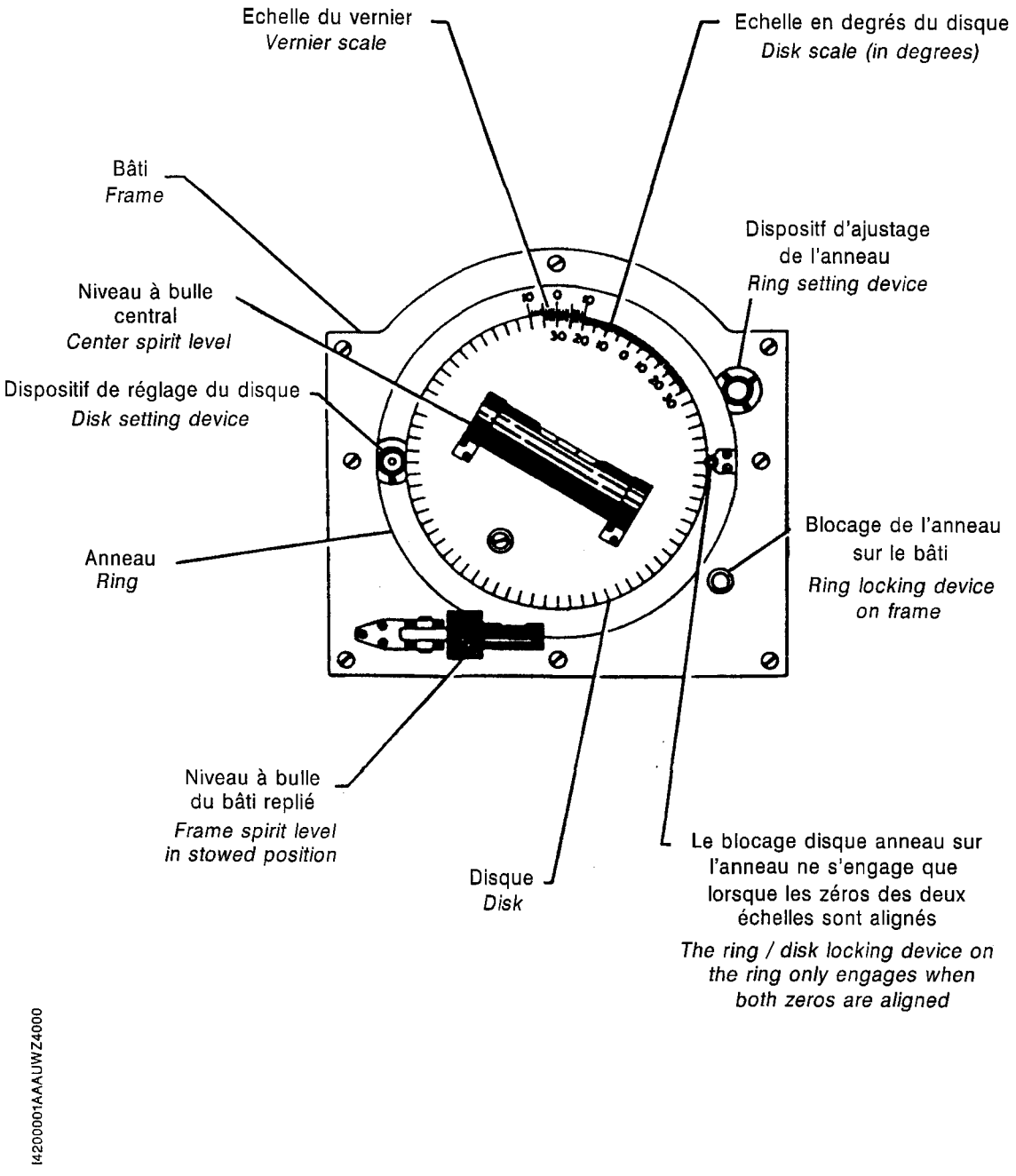
3) Lock the ring on the frame using the ring lock on the frame.

4) Bring the control surface to its maximum travel limit.

5) Unlock the disk from the rim using the rim / disk locking device.

6) Rotate the disk setting device so as to bring the bubble of the center level between the marks.

7) Read the control surface travel, expressed in degrees on the disk and in tenths of degree on the vernier.



Utilization of clinometer
Figure 201

NON–DESTRUCTIVE INSPECTION

DESCRIPTION AND OPERATION

1. GENERAL

The purpose of non–destructive inspection consists in detecting structural defects without altering the area or adjacent equipment.

It mainly consists in an inspection for cracks and corrosion.

The main methods used are :

- visual inspection,
- penetrant inspection as a complement to the visual inspection.

2. DESCRIPTION

A. Visual inspection

This method consists in visually inspecting suspicious parts. This requires a thorough cleaning of the incriminated area.

Visual inspection is the oldest and most common form of non–destructive inspection. It provides a means of detecting and examining a wide variety of material surface discontinuities such as cracks, corrosion, contamination, surface finish, weld joints, solder connections and adhesive disbonds.

This method can be used by any person but requires, nevertheless, the knowledge, skills and abilities to understand where flaws are likely to occur in the aircraft.

The use of optical aids for visual inspection is beneficial and recommended.

Optical aids magnify defects that cannot be seen by the unaided eye and also permit visual inspection in inaccessible areas.

Aids such as a powerful flashlight, a mirror with a ball joint and a 2 to 10 power magnifying glass are essential in the inspection process.

Flashlights used for aircraft inspection should be suitable for industrial use and where applicable, safety approved for use in hazardous atmospheres such as aircraft fuel tanks.

Inspection mirrors are used to view areas that are not in the normal line of sight. The mirror should be of appropriate size to easily view the component. The reflecting surface should be free of dirt and defects. Inspection mirrors should be equipped with a swivel joint tight enough to maintain its setting.

Borescopes are used for aircraft and engine maintenance to reduce or eliminate the need for costly tear–downs.

B. Penetrant inspection

This method consists in applying a penetrant over the area to be inspected.

The presence of a crack is evidenced when excess penetrant is wiped off and a developer is applied on the surface, the latter acting as a blotter which draws the penetrant out of the defect thereby exposing it to the surface.

Two types of penetrants are used. One contains a dye which forms a colour contrast with the developer, the other contains a dissolved fluorescent material which makes it visible when exposed to a UV light source.

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NON–DESTRUCTIVE INSPECTION

SERVICING

1. PENETRANT INSPECTION

A. Tools and consumable materials

- Cleaning agent (TB 11–003)
- Fluorescent penetrant materials (TB 05–905F) or equivalent
- Dye penetrant materials (TB 05–905G) or equivalent
- Clean lintfree cloths
- Source of clean compressed air regulated at 29 psi (2 bars)
- Black UV light source, intensity > 1500 $\mu W/cm^2$ at 15 inches (38 cm)

B. Safety precautions

Penetrants contain materials generally considered as non–dangerous if properly handled. Some individuals may experience skin irritation from continual exposure to penetrant materials and should avoid skin contact by wearing protective hand wear.

- Do not smoke or eat while using penetrant inspection materials.
- Wash hands thouroughly after use.
- Avoid clothing contact with penetrant inspection materials.
- Avoid breathing spray mists, free air–borne powder dust and solvent vapors, by providing adequate ventilation away from operator.
- Store all materials in closed containers away from open flames or other sources of heat.

C. Crack detection

1) If necessary, strip the area to be inspected.
2) Degrease the surface with a cloth moistened with cleaning agent (TB 11–003).
3) Blow the surface dry with compressed air or any other means.
4) Apply the penetrant with an aerosol can, a spraying gun or a brush.

NOTE : Ambient temperature must be comprised between 50°F and 122°F (10°C and 50°C).

5) Allow penetrant to dwell for 5 to 30 minutes.

Water washable penetrant

6) Rinse excess penetrant on the surface with water at a temperature comprised between 50°F and 122°F (10°C and 50°C) sprayed by means of a hydropneumatic gun at a pressure less than 29 psi (2 bars).

Non water washable penetrant

CAUTION : DO NOT SPRAY THE SURFACE WITH THE CLEANING AGENT.

6) Remove excess penetrant on the surface with a clean lintfree cloth moistened with the cleaning agent recommended by the penetrant manufacturer.
7) Blow the area dry with compressed air.

8) Apply the developer and wait for 15 minutes at least.

NOTE : Large cracks show up immediately whereas micro cracks may take a few minutes to develop the best indication.

Fluorescent penetrant inspection

9) To detect cracks, inspect the area with a UV light source in a darkened area under a white light less than 20 Lux in intensity.

Dye penetrant inspection

9) To detect cracks, inspect the area under a white light greater than 500 Lux in intensity.

10) Thoroughly clean with a clean lintfree cloth moistened with cleaning agent (TB 11–003) to remove all traces of penetrant and developer.

11) Recondition the inspected area to its original condition.

V–BAND CLAMPS

SERVICING

1. TIGHTENING OF V–BAND CLAMPS (Figure 301)

A. Tools and consumable materials

- Rubber mallet
- Appropriate torque wrench
- Red paint

B. Procedure

1) Using a torque wrench, apply seventy per cent of the tightening torque specified in the corresponding chapter of the manual.
2) Using a rubber mallet, lightly tap the external face of the clamp to distribute the tension of the band.
3) Tighten until the specified torque is reached.
4) Repeat steps 2) and 3) twice.
5) Mark the nut and the threading with a line of red paint.

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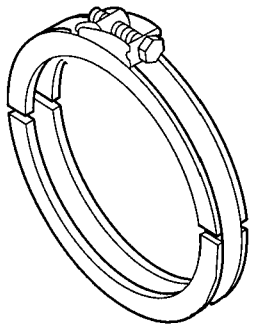

V–band clamps – Servicing
Figure 301

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APPLICATION OF SICCATIVE OIL

SERVICING

1. APPLICATION OF SICCATIVE OIL INTO THE TUBES

A. Tools and consumable materials

CAUTION : YOU MUST RESPECT SICCATIVE PROPORTION SO THAT THE MIXTURE CAN DRY.

- Siccative oil (TB 05-914)
- Cleaning agent (TB 11-003)
- Clean lintfree cloths
- Drip pan
- Blanking plugs
- Syringe
- Protecting goggles and gloves

B. Procedure for a tube with one (or both) end(s) open

1) If both tube ends are open, blank off one end.

WARNING : USE PROTECTING GOGGLES AND GLOVES.

2) Prepare linseed oil and siccative mixture with the following proportions :
   - quantity of linseed oil necessary to fill up the tube completely + 10 % of siccative in mass.
3) Fill up the tube completely with siccative oil (TB 05-914) through the orifice.
4) Empty the tube into a drip pan and allow it to drip for 24 hours, which is the time necessary for the formation of the protection film.
5) If installed, remove the blanking plug.
6) Clean the tube outer surfaces with a clean lintfree cloth moistened with cleaning agent (TB 11-003).

C. Procedure for a tube with both ends closed (engine mount or landing gear mount)

1) Calculate the volume of the tube according to its length and inner diameter.

NOTE : The quantity of siccative oil (TB 05-914) required is 8 % of the tube volume.

WARNING : USE PROTECTING GOGGLES AND GLOVES.

2) Prepare linseed oil and siccative mixture with the following proportions :
   - quantity of linseed oil required + 10 % of siccative in mass.
3) Using a syringe, inject siccative oil (TB 05-914) into the tube and blank off breather hole, either with a blind rivet or a sticky patch.

NOTE : Blind rivets are used to blank off tube holes whereas sticky patches are used to blank off mount plate holes.

CAUTION : CORROSION RESISTANCE OF TREATED COMPONENTS WILL DEPEND ON WHETHER THIS PROCEDURE HAS BEEN APPLIED CORRECTLY.

4) Shake the engine mount or landing gear mount so as to cover the tube whole inner surface.

5) Clean the tube outer surfaces with a clean lintfree cloth moistened with cleaning agent (TB 11-003).

LIST OF MATERIALS

DESCRIPTION AND OPERATION

WARNING : BE CAREFUL WHEN YOU USE CONSUMABLE MATERIALS. OBEY THE OPERATOR'S AND MANUFACTURER'S HEALTH AND SAFETY DATA SHEETS.

1. GENERAL

This topic groups all materials used for maintenance operations described in the Maintenance Manual.

These materials are classified according to their type and are defined by catalogs, technical regulations, national specifications, manufacturer's drawings or publications.

They are classified by category as follows :

01 - Fuels

02 - Hydraulic fluids

03 - Oils

04 - Greases

05 - Special materials

06 - Lubricants

07 - Lacquers

08 - Adhesive materials

09 - Sealants

10 - Anti-icing and de-icing materials

11 - Cleaning agents

12 - Strippers

13 - Surface treatment materials

16 - Paints

20 - Honeycomb

23 - Glass fiber (dry and pre-impregnated)

24 - Thermoplastic materials

27 - Addresses of suppliers

In each category, the following information is given for each material :

- "TB No." : Number of material classification in its category.
- "DESIGNATION" : Material designation.
- "SPECIFICATION" : French (AIR XXX), American (MIL-X-XXX), UK, NATO specifications (when applicable) of the material.
- "USE" : Standard or specific use.

- "CODE-CONDIT." : Supplier NATO code or supplier name (if non-coded supplier) (refer to paragraph 27 for addresses of suppliers),

  and : SOCATA part number (Z00.XXX) and conditioning (in liter, kilo, and so on) under which the material can be ordered.

2. USE OF ITEM NUMBER (TB No.)

The materials are defined by :

- An item number without suffix letter :

  If several materials are recommended in the "DESIGNATION" column, they are interchangeable.

- An item number with suffix letter :

  Only the corresponding material fulfills the function and there is no possible interchangeability with other materials.

Example : TB 04-004 - If this item number is called in the procedure, use either grease TB 04-004A (AIR 4210B) or variant TB 04-004B (AIR 4222)

TB 04-004A - Only use grease AIR 4210B

Category Material classification

3. ALPHANUMERICAL INDEX

DESIGNATION	TB No.		DESIGNATION	TB No.
ABRASIVE CLOTH corundum for dry or wet sanding - Grit No. 320	05-916C		ABRASIVE CLOTH grit No. P60	05-916E
ABRASIVE CLOTH dry or wet sanding	05-916		ABRASIVE CLOTH with aluminum monoxide for dry or wet sanding - Grit No. 400	05-916D
ABRASIVE CLOTH grit No. 1200	05-916G		ACTIVATOR DEOXYDINE 602	05-925
ABRASIVE CLOTH grit No. 220	05-916I		ADHESIVE	08-006
ABRASIVE CLOTH grit No. 280/300	05-916H		ADHESIVE	08-907
ABRASIVE CLOTH Grit No. 400	05-916B		ADHESIVE	08-934
ABRASIVE CLOTH Grit No. 600	05-916A		ADHESIVE ARALDITE AV 121N	08-909
ABRASIVE CLOTH grit No. 800	05-916F		ADHESIVE ARALDITE AY 103	08-923
			ADHESIVE EC-1236	08-006A

ADHESIVE EC-1300L	08-018A
ADHESIVE EPO 612/I HEXCEL	08-926
ADHESIVE LH 5052 ARALDITE + HY 5052 hardener	08-932
ADHESIVE ONFROY Montaprene 2796	08-907B
ADHESIVE SUPER AGOPLAC neoprene	08-907A
ADHESIVE 3M 8603	08-934A
ADHESIVE TAPE	08-919
ADHESIVE TAPE 5453, Width = 0.7 in (19 mm)	08-917
ADHESIVE TAPE 670, Width = 1 in (25 mm)	08-919A
Aerobuild 524 + Hardener (kit) + Thinner P2	16-902A
ALODINE 1200	13-002
ANTI-SEIZE PRODUCT	05-901
ANTI-SEIZE PRODUCT Molykote G Rapid plus	05-901A
ANTI-SEIZE PRODUCT Molykote G-n spray	05-901B
ANTI-SKID COATING self-adhesive	05-919
AUTOCLEAR varnish MS 1000*	16-581
AVIATION GASOLINE	01-901
AVIATION GASOLINE 100 (green) previously 100 / 130	01-901B
AVIATION GASOLINE 100 LL (blue)	01-901A
Brown 92741	16-523
CLEANER Aerosol F2 ”Special contacts”	05-920
CLEANING AGENT	11-910
CLEANING AGENT 3M 08 984	11-921

CLEANING AGENT acetone	11-913
CLEANING AGENT ALTUNET	11-903
CLEANING AGENT ARDROX 6412M	11-904
CLEANING AGENT ARDROX LEEDER 1900C	11-905
CLEANING AGENT ”C” gasoline	11-918
CLEANING AGENT CYCLOHEXANE	11-910B
CLEANING AGENT D4066 solvent	11-917
CLEANING AGENT DCEA 613 toluene	11-011
CLEANING AGENT DIESTONE D	11-912
CLEANING AGENT ETHANE	11-910D
CLEANING AGENT ”F” gasoline	11-919
CLEANING AGENT ”G” gasoline (petrol ether)	11-916
CLEANING AGENT Methyl-Ethyl-Ketone (M.E.K.)	11-003
CLEANING AGENT PENTANE	11-910C
CLEANING AGENT Sikaflex 205	11-922
CLEANING AGENT TEEPOL G10 mild soap	11-001
CLEANING AGENT Varsol	11-019
CLEANING AGENT white spirit	11-002
E.G.M.E. Ethylene Glycol Monomethyl Ether	10-901
Epoxy 07397 * thinner	16-505
Epoxy catalyst 07997	16-508
FILLER VALOFER polyester	08-904
GLASS FABRIC	23-900

GLASS FABRIC 1581 VOLAN A	23-900A
GLASS FABRIC satin 374 GENIN TF 910	23-900B
GREASE	04-903
GREASE	04-903A
GREASE "high pressure"	04-004A
GREASE "high pressure"	04-004B
GREASE mineral	04-001
GREASE NYCO GN HC	04-903B
GREASE silicone	05-001
GREASE silicone fluid	05-001A
GREASE synthetic	04-004
Grey 7084 + Hardener + Thinner P2	16-525
HARDENER HY 951	08-924
Hardener 1.2.3.*	16-512
Hardener D 470	16-577
Hardener DU 436B	16-578
Hardener MS 20*	16-582
Hardener S66/22R*	16-519
HYDRAULIC FLUID microfiltered mineral type 5cSt	02-001
ISOPROPYL ALCOHOL	10-002
LACQUER 6060/W/20101 acid-proof + 6960 solvent	05-931
LOCTITE 222	08-013C
LOCTITE 242	08-935
LOCTITE 270	08-002

LOCTITE 414	08-043
LOCTITE 496	08-908
LOCTITE 542	09-906
LOCTITE 603	08-925
LOCTITE 641	08-901
LOCTITE Low thread locker	08-013
LUBRICANT 3M 1609	06-903C
LUBRICANT AF 15	06-903B
LUBRICANT DOW CORNING 316	06-903D
LUBRICANT molykote GN	06-900
LUBRICANT silicone	06-903
LUBRICANT STALUISS	06-903A
LUBRICANT ZEP 45 anti-corrosion	06-904
MASTINOX	05-002
MASTINOX 6856KD	05-002A
MICROBALLOON POWDER	05-057
MICROBALLOON POWDER BJO-A0930	05-057A
NITROGEN quality U	05-913
OIL dispersant	03-902
OIL mineral	03-900
OIL pure mineral	03-901
OIL SAE 10	03-904

OIL SAE 15W50 multigrade dispersant	03-903
OIL SAE 30 dispersant	03-902A
OIL SAE 30 pure mineral	03-901A
OIL SAE 40 pure mineral	03-901B
OIL SAE 50 dispersant	03-902B
OIL SAE 50 pure mineral	03-901C
OIL SAE 60 dispersant	03-902C
OIL type 2cSt	03-900B
OIL type 3cSt	03-900A
PAINT "Armagnac" red 72 135	16-553
PAINT "Basque" red 72 146	16-557
PAINT "Basque" red 72146 + Hardener + Thinner P2	16-930
PAINT "Basque" red U 58 234	16-603
PAINT "Bigorre" yellow 72 128	16-552
PAINT "Bigorre" yellow U 58 233	16-602
PAINT "Pantone" grey 433	16-536
PAINT "Sunset" orange 72 144	16-555
PAINT "Sunset" orange U 58 240	16-604
PAINT Beige grey RAL 1019 + Hardener + Thinner P2	16-925
PAINT Blue * + Hardener + Thinner P2	16-586
PAINT Blue 5x9301 - 07396 *	16-502
PAINT Blue RAL 5017 + Hardener + Thinner P2	16-526
PAINT Blue U 57 371	16-599
PAINT Brown (7396) - RAL 8012	16-595
PAINT Brown 72 053 B	16-541
PAINT Brown RAL 7006 + Hardener + Thinner P2	16-527
PAINT Brown U 57 354	16-598
PAINT Burgundy 72 057	16-542
PAINT Burgundy 72 057 B	16-543
PAINT Cream white RAL 9001 + Hardener + Thinner P2	16-945
PAINT Dark blue (7396) - RAL 5013	16-591
PAINT Dark blue 72 074	16-547
PAINT Dark blue RAL 5013 + Hardener + Thinner P2	16-934
PAINT Dark brown RAL 8014 + Hardener + Thinner P2	16-944
PAINT Dark green (7396) - RAL 6005	16-592
PAINT Dark green 72 078	16-548
PAINT Dark green 72 078 B	16-549
PAINT Dark green RAL 6005 + Hardener + Thinner P2	16-937
PAINT Dark grey RAL 7016 + Hardener + Thinner P2	16-940
PAINT Epoxy "cendre" (ash) 93 158	16-572
PAINT Fir green 72 184	16-564
PAINT Fir green U 58 289	16-609
PAINT Flat black + Hardener + Thinner P2	16-947
PAINT Flat black 57 093	16-538
PAINT Flat black 596.09 - 08895 *	16-511

PAINT Flat Blue-Grey + Hardener + Thinner P2	16-584
PAINT Flat Brown Grey + Hardener + Thinner P2	16-583
PAINT Glossy Black 396.09 - 07396 *	16-501
PAINT Glossy black RAL 9011 + Hardener + Thinner P2	16-904
PAINT Glossy Blue RAL 5005 + Hardener + Thinner P2	16-974
PAINT Glossy Blue Sky RAL 5015 + Hardener + Thinner P2	16-975
PAINT Gold (Bronze) - SP 82	16-597
PAINT Gold 03679-OY	16-500
PAINT Gold SOCATA + Hardener + Thinner P2	16-531
PAINT Grazing green 72 183	16-563
PAINT Grazing green U 58 287	16-608
PAINT Grey (7015) - 1065B	16-514
PAINT Grey 72 066	16-545
PAINT Izard brown 72 145	16-556
PAINT Izard brown U 58 241	16-605
PAINT Lake blue 72 170	16-560
PAINT Lake blue U 58 275	16-607
PAINT Light blue (7396) - RAL 5012	16-590
PAINT Light blue RAL 5012 + Hardener + Thinner P2	16-933
PAINT Light brown RAL 8001 + Hardener + Thinner P2	16-942
PAINT Light green 72 175 (ex 72 075)	16-562

PAINT Lilac blue RAL 4005 + Hardener + Thinner P2	16-932
PAINT Lycoming grey	16-610
PAINT Madras red 3Y2051 - 07396 *	16-504
PAINT Medium blue 72 171 (ex 72 068)	16-561
PAINT Metallic grey 72 085	16-550
PAINT Mint green (7396) - RAL 6029	16-593
PAINT Mint green RAL 6029 + Hardener + Thinner P2	16-938
PAINT Orange (7396) - RAL 2004	16-588
PAINT Orange 72 050 (ex 72 048)	16-540
PAINT Orange RAL 2004 + Hardener + Thinner P2	16-926
PAINT Orange yellow RAL 1028 + Hardener + Thinner P2	16-905
PAINT Purple red RAL 3004 + Hardener + Thinner P2	16-928
PAINT Quartz grey RAL 7039 + Hardener + Thinner P2	16-941
PAINT Raspberry red RAL 3027 + Hardener + Thinner P2	16-931
PAINT Red (7396) - RAL 3020	16-589
PAINT Red 72 143	16-554
PAINT Red brown RAL 8012 + Hardener + Thinner P2	16-943
PAINT Salmon orange RAL 2012 + Hardener + Thinner P2	16-927

PAINT Satin black RAL 9011 + Hardener + Thinner P2	16-910
PAINT Silver grey (7396) - RAL 7001	16-594
PAINT Silver grey RAL 7001 + Hardener + Thinner P2	16-939
PAINT Sky (light) blue 72 069	16-546
PAINT Snow white 72 120	16-551
PAINT Snow white U 58 204	16-600
PAINT SOCATA white RAL 9016 + Hardener + Thinner P2	16-903
PAINT STATIC F1 + hardener (kit) + Thinner P	16-907
PAINT Storm grey 72 159	16-558
PAINT Storm grey U 58 229	16-601
PAINT THINNER P. MAP * thinner + MAP FINISH madras red M 1801 * + Hardener	16-579
PAINT Torrent blue 72 168	16-559
PAINT Torrent blue U 58 272	16-606
PAINT Traffic red RAL 3020 + Hardener + Thinner P2	16-929
PAINT Turquoise blue RAL 5018 + Hardener + Thinner P2	16-935
PAINT VALENTINE white 396.10 - 07396 *	16-503
PAINT White (7396) - RAL 9016S	16-596
PAINT White 72 060	16-544
PAINT White grey RAL 9002 + Hardener + Thinner P2	16-946
PAINT White RAL 9010 + Hardener + Thinner P2	16-528
PAINT Yellow (7396) - RAL 1018	16-587
PAINT Yellow RAL 1018 + Hardener + Thinner P2	16-924
PENETRANT INSPECTION MATERIAL	05-905
PENETRANT INSPECTION MATERIAL 970P23 penetrant + 9D1 developer	05-905F
PENETRANT INSPECTION MATERIAL ARDROX 996 P3	05-065
PENETRANT INSPECTION MATERIAL DY-CHEK penetrant + developer	05-905C
PENETRANT INSPECTION MATERIAL MET-L-CHEK penetrant + developer	05-905D
PENETRANT INSPECTION MATERIAL PENTREX ZL-2A penetrant + PENTREX ZE-4 emulsifying agent + PENTREX ZP-4 developer	05-905B
PENETRANT INSPECTION MATERIAL SKL-SP penetrant + SKD-S2 developer + SKC-S cleaner	05-905G
PENETRANT INSPECTION MATERIAL ZYGLO ZL-16 penetrant + ZYGLO ZP-13 liquid developer	05-905A
PETROLATUM graphited mineral	04-003
PETROLATUM pure mineral	04-012
POLISH CLOTH	11-911
POLISHING PRODUCT	05-902
POLISHING PRODUCT	05-909
POLISHING PRODUCT	05-910
POLISHING PRODUCT ALTUFIX P10	05-902C
POLISHING PRODUCT ALTUPOL No. 1	05-902A

POLISHING PRODUCT ALTUPOL No. 2	05-902B
POLISHING PRODUCT ARDROX 632 S	05-909A
POLISHING PRODUCT IPRO DP	05-909B
POLISHING PRODUCT POLISH-SA.B2	05-910B
POLISHING PRODUCT SPP1	05-909C
POLISHING PRODUCT SPP2	05-910A
PRIMER	16-902
PRIMER "Cendre" (ash) 3673 / 4 epoxy 8194	16-532D
PRIMER "Jaune Sable" (sand yellow) P23 + Hardener + Thinner P2	16-901A
PRIMER "Sable" (sand) 92 934 + Thinner D 9011	16-568D
PRIMER Ash grey RAL 7015 P21 + Hardener P21 + Thinner P2	16-911
PRIMER Beige 3673 / 2 epoxy 8194	16-532B
PRIMER Beige P23 + Hardener + Thinner P2	16-901C
PRIMER Brown 3673 / 3 epoxy 8194	16-532C
PRIMER Brown 92 889 + Thinner D 9011	16-568C
PRIMER Brown P23 + Hardener + Thinner P2	16-901D
PRIMER Epoxy - 8194 range	16-532
PRIMER Epoxy 92807 Vérilac + Catalyst CA 903B	16-516
PRIMER Epoxy grey 92 094	16-567
PRIMER Epoxy grey 92 855 + Thinner D 9011	16-568B
PRIMER Green 3673 / 1 epoxy 8194	16-532A
PRIMER Green grey P23 + Hardener + Thinner P2	16-901B
PRIMER MAP AERO + hardener (kit) + Thinner P2	16-909
PRIMER P23	16-901
PRIMER P28B + Hardener (kit) + Thinner P720	16-902B
PRIMER Thinner for (7396) - 07496	16-506
PRIMER VALENTINE 08194 yellow chrom-Stront.	16-510
PRIMER VERILAC	16-568
PRIMER Yellow (7396) - 08194	16-509
PRIMER Yellow 92 849 + Thinner D 9011	16-568A
PROTECTION PRODUCT	05-912
PROTECTION PRODUCT ARDROX 3140	05-917
PROTECTION PRODUCT BITUMASTIC ABPN Black K1	05-918
PROTECTION PRODUCT CIFLAC	11-906
PROTECTION PRODUCT FREKOTE 44	05-912B
PROTECTION PRODUCT PELLAC 163	05-912A
PROTECTION PRODUCT TURCO W.O No. 1	05-939
PROTECTION TAPE PVC transluscent Width = 0.80 in (20 mm)	05-934
PROTECTION TAPE SJ 8561 transluscent Width = 2 in (50 mm)	05-938
REFLEX 897-2470* AUTOCRYL	16-566
RESIN 356 PA polyester	08-927

RESIN ALTUGLAS P10	08-933C
RESIN plexiglass	08-933
RESIN TENSOL No. 12	08-933A
RESIN TENSOL No. 70	08-933B
SEALANT	08-004
SEALANT	09-917
SEALANT	09-918
SEALANT	09-919
SEALANT	09-921
SEALANT 3M 1103	09-910
SEALANT Black PR 1829 B	09-917B
SEALANT Black silicone	09-909
SEALANT Brown PR 1829 B	09-917A
SEALANT EC 5366	09-904
SEALANT PR 1005 L	09-007
SEALANT PR 1764 C2 conductive	09-902
SEALANT PR 1771 B	09-921A
SEALANT PR 1773 B	09-916
SEALANT PR 1776 A	09-918A
SEALANT PR 1776 B	09-919A
SEALANT PR 1782 A	09-918B
SEALANT PR 1782 B	09-919B
SEALANT PR 1782 C	09-918C
SEALANT RTV-732 transluscent silicone	08-004B

SEALANT RUBSON black silicone	09-909A
SEALANT RUBSON white silicone	09-903A
SEALANT SEALUBE	09-911
SEALANT SIL 85 V BOSTIK black silicone	09-909B
SEALANT SIL 85 V BOSTIK white silicone	09-903B
SEALANT SILASTIC-Q3-3585	05-900
SEALANT White silicone	09-903
SEALANT STRIP 3M TM 5313	09-908A
SEALANT STRIP JPR 3-21-264C	09-908B
SICCATIVE OIL ONYX linseed oil + siccative (10 %) in mass	05-914
Sikkens Autocryl Blue Toyota 916	16-522
Sikkens Autocryl Red 916	16-521
Sikkens Yvory White	16-520
SOLVENT 527B DISA decal solvent	07-905
STRIPPER	12-902
STRIPPER ARDROX 204	12-902C
STRIPPER ARDROX 2526	12-901C
STRIPPER COMORCAP B10	12-901B
STRIPPER Non embrittling	12-901
STRIPPER Non embrittling PAINTEX 421 OVS	12-903
STRIPPER PAINT OFF 1	12-902B

STRIPPER PAINTEX CH PAINTEX CH special	12-901A
STRIPPER PAINTEX P	12-900
STRIPPER SCALPEX G5	12-901D
STRIPPER SPACAP-AE	12-902A
TEFLON TAPE	09-901
THERMOPLASTIC PLATE ABS	24-901
THERMOPLASTIC PLATE ALLAX SC	24-902
THERMOPLASTIC PLATE IMPAX 7000	24-900
Thinner 1.2.3.*	16-513
Thinner AKZO C25-90S*	16-524
Thinner D 4054	16-573
Thinner D 4066	16-575
Thinner for lacquer (7396) - 11111	16-515
VALENTINE hardener 07867 *	16-507
VARNISH BSB C decal solvent	07-904
VARNISH protection	07-906
VARNISH protection, 1318 B green	07-901
VARNISH protection, 1318 B transparent	07-907
VARNISH protection, 4125/6407 blue + 0613-9000 hardener	07-906B
VARNISH protection, 7D 1586 blue + 7D 1586 hardener	07-906A
VARNISH Specific BSB C decal solvent	07-903
Varnish AERODUR CLEAR-COAT UVR*	16-518
Varnish for gold-colored powder (SP 82) - 72 042	16-539

VELCRO TAPE hook	05-906
VELCRO TAPE loop	05-907
VERILAC 53 300 C varnish	16-537
VERILAC thinner D 4063	16-574
VERILAC thinner D 4091	16-576
Wash-primer PHOSMAP 11 + Hardener + Thinner	16-900
Wash-primer DW 7711 + DW 7712	16-517
WATERPROOF COMPOUND	05-027
WATERPROOF COMPOUND DINITROL AV100	05-027J
WATERPROOF COMPOUND LPS 3	05-027C
WATERPROOF COMPOUND WADIS 24	05-027D
WATERPROOF PRODUCT dinitrol AV30	05-928
WHITE 897-2001* AUTO-CRYL	16-565

* Specific SEFA

01 - FUELS

TB No.	DESIGNATION	SPECIFICATION	USE	CODE CONDIT.
01-901	**AVIATION GASOLINE**			
01-901A	**AVIATION GASOLINE** 100 LL (blue)	AIR 3401/I MIL-G-5572 F Amdt 1 grade 100 / 130 DERD 2485 Issue 9 grade 100 LL F18	Gasoline without additive	Any petrol company
01-901B	**AVIATION GASOLINE** 100 (green) previously 100 / 130		Gasoline without additive	Any petrol company

02 - HYDRAULIC FLUIDS

TB No.	DESIGNATION	SPECIFICATION	USE	CODE CONDIT.
02-001	**HYDRAULIC FLUID** microfiltered mineral type 5cSt	DCSEA 415 MIL-H-5606 G DEF.STAN 91.48/1 grade OM15 H515	Landing gears, brake systems and filling of shock absorbers	Local purchase

03 - OILS

TB No.	DESIGNATION	SPECIFICATION	USE	CODE CONDIT.
03-900	**OIL** mineral			
03-900A	**OIL** type 3cSt	AIR 3515 B DERD 2490 Issue 2 O.135	Flexible control cables lubrication	Local purchase
03-900B	**OIL** type 2cSt	AIR 3516 A MIL-L-6081 C O.133	Flexible control cables lubrication	Local purchase
03-901	**OIL** pure mineral			
03-901A	**OIL** SAE 30 pure mineral	AIR 3560 D grade 65 MIL-L-6082 D grade 1065 O.113	Engine oil system	Local purchase
03-901B	**OIL** SAE 40 pure mineral	AIR 3560 D grade 80 DERD 2472 A/0 Issue 3 O.115	Engine oil system	Local purchase
03-901C	**OIL** SAE 50 pure mineral	AIR 3560 D grade 100 MIL-L-6082 D grade 1100 DERD 2472 B/0 Issue 3 O.117	Engine oil system	Local purchase
03-902	**OIL** dispersant			
03-902A	**OIL** SAE 30 dispersant	AIR 3570 grade 65 D MIL-L-22851 C Amdt 2 - Type 3 DERD 2450 Issue 2 Amdt 1 grade D65 O.123	Engine oil system Magneto felt lubrication	Local purchase
03-902B	**OIL** SAE 50 dispersant	AIR 3570 grade 80 D DERD 2450 Issue 2 Amdt 1 grade D80 O.125	Engine oil system Magneto felt lubrication	Local purchase

TB No.	DESIGNATION	SPECIFICATION	USE	CODE CONDIT.
03-902C	**OIL** SAE 60 dispersant	AIR 3570 grade 100 D MIL-L-22851 C Amdt 2 - Type 2 DERD 2450 Issue 2 Amdt 1 grade D100 O.128	Engine oil system Magneto felt lubrication	Local purchase
03-903	**OIL** SAE 15W50 multigrade dispersant	O.123	Engine oil system Magneto felt lubrication	Local purchase
03-904	**OIL** SAE 10		Wheel felt lubrication	Local purchase

04 - GREASES

TB No.	DESIGNATION	SPECIFICATION	USE	CODE CONDIT.
04-001	**GREASE** mineral	AIR 4205 B MIL-G-3545 G-359	Lubrication of propeller blade shanks	Local purchase Z00. 07331.0 2.2 lbs (1 Kg)
04-003	**PETROLATUM** graphited mineral	AIR 4247 A MIL-T-5544 C DEF.STAN 80.80/1 S-720	Lubrication of brakes and wheels hardware Lubrication of spark plug threads	Local purchase Z00. 07338.0 2.2 lbs (1 Kg)
04-004	**GREASE** synthetic			
04-004A	**GREASE** "high pressure"	AIR 4210 B MIL-PRF-23827 C (Type II) DEF.STAN 91.53/1 G-354	General purpose	Local purchase Z00. 07333.0 6.4 lbs (2.9 Kg)
04-004B	**GREASE** "high pressure"	AIR 4222 MIL-G-81322 E DEF.STAN 91.52/1 G-395	Lubrication of wheel bearings and propeller blade shanks	Local purchase Z00. 07337.24 2.2 lbs (1 Kg)
04-012	**PETROLATUM** pure mineral	AIR 3565 A VV-P-236a Amdt 2 DEF.STAN 91.38/1 grade PX-7 S-743	Electrical bonding - Roll / yaw control interconnection actuator	Local purchase Z00. 07609.0 2.2 lbs (1 Kg)
04-903	**GREASE**			
04-903A	**GREASE**	AIR 4214 B MIL-G-6032 D DEF.STAN 91.6/1	Lubrication of main landing gear and fuel electric pump seals	Local purchase
04-903B	**GREASE** NYCO GN HC	DCSEA 363/A AMS-G-6032 Type 1 DEF.STAN 91.6/1	Lubrication of main landing gear and fuel electric pump seals	F4101 7W065

05 - SPECIAL MATERIALS

TB No.	DESIGNATION	SPECIFICATION	USE	CODE CONDIT.
05-002	**MASTINOX**			
05-002A	**MASTINOX** 6856KD	MIL-P-8116 D	Anti-corrosion compound	F1419 K2232 Z00.N4911651774 9 oz (250 gr)
05-027	**WATERPROOF COMPOUND**			
05-027C	**WATERPROOF COMPOUND** LPS 3	MIL-C-16173 D	Anti-corrosion	32861
05-027D	**WATERPROOF COMPOUND** WADIS 24	MIL-C-16173 D grade 3	Anti-corrosion, lubrication of hinges and locks	F6892
05-027J	**WATERPROOF COMPOUND** DINITROL AV100	MIL-C-16173	Anti-corrosion	C7223
05-057	**MICROBALLOON POWDER**			
05-057A	**MICROBALLOON POWDER** BJO-A0930		Repairs of sandwich structures	Z00.N4945435431
05-065	**PENETRANT INSPECTION MATERIAL** ARDROX 996 P3		Inspection of propeller	F3082 59003
05-900	**SEALANT** SILASTIC-Q3-3585		Bonding for spare ashtray adaptors	F7286 Z00.N4911793585 5.3 oz (150 gr)
05-901	**ANTI-SEIZE PRODUCT**			
05-901A	**ANTI-SEIZE PRODUCT** Molykote G Rapid plus		Lubrication of threads	F5644 Z00. 07479.2 0.42 US.qt (0.4 L)
05-901B	**ANTI-SEIZE PRODUCT** Molykote G-n spray		Lubrication of threads	F5644 94499
05-902	**POLISHING PRODUCT**			
05-902A	**POLISHING PRODUCT** ALTUPOL No. 1		Repair of windows	F2615 Z00. 07517.0 1.05 US.qt (1 L)

TB No.	DESIGNATION	SPECIFICATION	USE	CODE CONDIT.
05-902B	**POLISHING PRODUCT** ALTUPOL No. 2		Repair of windows	F2615 Z00. 07518.0 1.05 US.qt (1 L)
05-902C	**POLISHING PRODUCT** ALTUFIX P10		Repair of windows	F2615
05-905	**PENETRANT INSPECTION MATERIAL**			
05-905A	**PENETRANT INSPECTION MATERIAL** ZYGLO ZL-16 penetrant + ZYGLO ZP-13 liquid developer		Inspection of main and nose landing gears half-wheels and brake assy by fluorescent penetrant inspection	MAGNAFLUX
05-905B	**PENETRANT INSPECTION MATERIAL** PENTREX ZL-2A penetrant + PENTREX ZE-4 emulsifying agent + PENTREX ZP-4 developer		Inspection of main and nose landing gears half-wheels and brake assy by fluorescent penetrant inspection	MAGNAFLUX
05-905C	**PENETRANT INSPECTION MATERIAL** DY-CHEK penetrant + developer		Inspection of main and nose landing gears half-wheels and brake assy by fluorescent penetrant inspection Inspection of propeller by fluorescent penetrant inspection	F3172
05-905D	**PENETRANT INSPECTION MATERIAL** MET-L-CHEK penetrant + developer		Inspection of main and nose landing gears half-wheels and brake assy by fluorescent penetrant inspection	MET-L-CHEK
05-905E	Refer to TB 05-065			
05-905F	**PENETRANT INSPECTION MATERIAL** 970P23 penetrant + 9D1 developer		Crack detection by fluorescent penetrant inspection	F2756
05-905G	**PENETRANT INSPECTION MATERIAL** SKL-SP penetrant + SKD-S2 developer + SKC-S cleaner	MIL-I-25135	Crack detection by dye penetrant inspection	MAGNAFLUX
05-906	**VELCRO TAPE** hook	ASN-A3666-4129	Equipment of seats and upholsterings	F7828 Z00.N4812104129 82 ft (25 m)

TB No.	DESIGNATION	SPECIFICATION	USE	CODE CONDIT.
05-907	**VELCRO TAPE** loop	ASN-A3666-4131	Equipment of seats and upholsterings	F7828 Z00.N4812104131 82 ft (25 m)
05-909	**POLISHING PRODUCT**			
05-909A	**POLISHING PRODUCT** ARDROX 632 S		Polishing and cleaning of metallic surfaces (moderate action)	F3082 59003
05-909B	**POLISHING PRODUCT** IPRO DP		Polishing and cleaning of metallic surfaces (moderate action)	F2865
05-909C	**POLISHING PRODUCT** SPP1		Polishing and cleaning of metallic surfaces (moderate action)	F2756
05-910	**POLISHING PRODUCT**			
05-910A	**POLISHING PRODUCT** SPP2		Polishing and cleaning of metallic surfaces (strong action)	F2756
05-910B	**POLISHING PRODUCT** POLISH-SA.B2		Polishing and cleaning of metallic surfaces (strong action)	F2756
05-912	**PROTECTION PRODUCT**			
05-912A	**PROTECTION PRODUCT** PELLAC 163		Window protection (during storage or maintenance)	F6704 Z00. 7626.56 37.5 lbs (17 Kg)
05-912B	**PROTECTION PRODUCT** FREKOTE 44		Window protection (during storage or maintenance)	F5123 Z00.N4945446048 1 US.Gal (3.8 L)
05-913	**NITROGEN** quality U		Inflation of tires and shock-absorbers	Local purchase
05-914	**SICCATIVE OIL** ONYX linseed oil + siccative (10 %) in mass		Inner protection of steel tubes	Local purchase ONYX GUITTET Z00. 07791.8 1.05 US.qt (1 L)
05-916	**ABRASIVE CLOTH** dry or wet sanding			
05-916A	**ABRASIVE CLOTH** Grit No. 600		Treatment and protection of metals	Local purchase
05-916B	**ABRASIVE CLOTH** Grit No. 400		Treatment and protection of metals	Local purchase

TB No.	DESIGNATION	SPECIFICATION	USE	CODE CONDIT.
05-916C	**ABRASIVE CLOTH** corundum for dry or wet sanding - Grit No. 320		Treatment and protection of metals	Local purchase
05-916D	**ABRASIVE CLOTH** with aluminum monoxide for dry or wet sanding - Grit No. 400		Treatment and protection of metals	Local purchase
05-916E	**ABRASIVE CLOTH** grit No. P60		Treatment and protection of metals	Local purchase
05-916F	**ABRASIVE CLOTH** grit No. 800		Repair of acrylic windows	Local purchase
05-916G	**ABRASIVE CLOTH** grit No. 1200		Repair of acrylic windows	Local purchase
05-916H	**ABRASIVE CLOTH** grit No. 280/300		Treatment and protection of metals	Local purchase
05-916I	**ABRASIVE CLOTH** grit No. 220		Sanding before paint	Local purchase
05-917	**PROTECTION PRODUCT** ARDROX 3140	MIL-C-16173 D grade 2	Anti-corrosion protection of metallic parts	F2756 0.7 Fl.oz (0.02 L) F3082 59003
05-918	**PROTECTION PRODUCT** BITUMASTIC ABPN Black K1		Protection of battery drip pan	F2864 Z00.N4913951201 2.2 lbs (1 Kg)
05-919	**ANTI-SKID COATING** self-adhesive		Wing anti-skid	Z00.N4299501101
05-920	**CLEANER** Aerosol F2 "Special contacts"		Cleaning, deoxidization, lubrication of electric material	F5517 Local purchase 0.42 US.qt (400 ml)
05-921	Refer to TB 08-013C			
05-925	**ACTIVATOR** DEOXYDINE 602		Treatment against corrosion	F2865
05-928	**WATERPROOF PRODUCT** dinitrol AV30	MIL-C-16173	Anti-corrosion	C7223
05-930	Refer to TB 05-057A			
05-931	**LACQUER** 6060/W/20101 acid-proof + 6960 solvent		Protection of battery drip pan	F1419

TB No.	DESIGNATION	SPECIFICATION	USE	CODE CONDIT.
05-934	**PROTECTION TAPE** PVC transluscent Width = 0.80 in (20 mm)		Electrical harness protection wrapping	F1432 Z00.N4360410215 328 ft (100 m)
05-938	**PROTECTION TAPE** SJ 8561 transluscent Width = 2 in (50 mm)		Protection tape for flap/ wing interface at footstep location Protection of engine and landing gear mounts	F0347 Z00.N4813068260 Roll 108 ft (33 m)
05-939	**PROTECTION PRODUCT** TURCO W.O No.1		Treatment after engine and landing gear mount repair	F3172 Z00. 09272.0

06 - LUBRICANTS

TB No.	DESIGNATION	SPECIFICATION	USE	CODE CONDIT.
06-900	**LUBRICANT** molykote GN	AIR 4217 A MIL-G-21164 D DEF.STAN 91.57/1	Lubrication of LPMI flap actuators Internal lubrication of emergency static valve	F5644 Z00. 07479.159 3.5 oz (100 gr)
06-903	**LUBRICANT** silicone			
06-903A	**LUBRICANT** STALUISS		Lubrication of air intake box flap gasket Lubrication of starter	CHEMICAL CONTINENTAL INDUSTRIE
06-903B	**LUBRICANT** AF 15		Lubrication of air intake box flap gasket Lubrication of starter	SYNTHESES INDUSTRIES
06-903C	**LUBRICANT** 3M 1609		Lubrication of air intake box flap gasket Installation of fittings on vacuum pump Lubrication of starter	F0347 Z00.N4937111609 0.42 US.qt (400 ml)
06-903D	**LUBRICANT** DOW CORNING 316		Lubrication of air intake box flap gasket Lubrication of starter	F7286 94499 K7750
06-904	**LUBRICANT** ZEP 45 anti-corrosion	MIL-C-23411A	Hinge points of aileron control wheel and pedestal	F7267 Z00.N4988980196 0.61 US.qt (575 ml)

07 - LACQUERS

TB No.	DESIGNATION	SPECIFICATION	USE	CODE CONDIT.
07-901	**VARNISH** protection, 1318 B green		Safetying and protection of electrical and mechanical connections, protection of electrical bondings	F0351 Z00.N4934641319 2.2 lbs (1 Kg)
07-903	**VARNISH** Specific BSB C decal solvent		Installation of BSB transfer label	Z00.N4999888103
07-904	**VARNISH** BSB C decal solvent		Installation of BSB transfer label	Z00.N4999888102
07-905	**SOLVENT** 527B DISA decal solvent		DISA or LUCHARD DECALCOLUXE transfer label installation	Z00.N4992980527
07-906	**VARNISH** protection			
07-906A	**VARNISH** protection, 7D 1586 blue + 7D 1586 hardener		Safetying and protection of electrical and mechanical connections, protection of electrical bondings	F0351 Z00.N4933503386 2.2 lbs (1 Kg) Z00.N4955655915 1.05 US.qt (1 L)
07-906B	**VARNISH** protection, 4125/6407 blue + 0613-9000 hardener		Safetying and protection of electrical and mechanical connections, protection of electrical bondings	F1419 Z00.N4933155164 1.05 US Gal (4 L) Z00.N4955606009 2.1 US.qt (2 L)
07-907	**VARNISH** protection, 1318 B transparent		Protection of electrical bondings	F0351 Z00.N4934641318 2.2 lbs (1 Kg)

08 - ADHESIVE MATERIALS

TB No.	DESIGNATION	SPECIFICATION	USE	CODE CONDIT.
08-002	**LOCTITE** 270		Installation of fuel filter drain	F6033 D2617 K6405 05972
08-004	**SEALANT**			
08-004B	**SEALANT** RTV-732 transluscent silicone	NT 10054 MIL-A-4610A Type I	Bonding of access door and upper fuselage panel window seals Antenna sealing	F0107 K7750 94499 Z00.N4988827338 3.5 oz (0.1 Kg)
08-006	**ADHESIVE**			
08-006A	**ADHESIVE** EC-1236	MIL-S-13883	Bonding of rubbers, seals, sealing fabric (access to passenger door mechanism), wing gaskets	F0347 K8767 26066 Z00.N4988367611 2.2 lbs (1 Kg)
08-013	**LOCTITE** Low thread locker			
08-013C	**LOCTITE** 222		For occasionally used threads and frequent disassemblies	F6033 D2617 K6405 05972 Z00.N4988238071 1.7 Fl.oz (0.05 L)
08-018A	**ADHESIVE** EC-1300L	MIL-A-1154 MMM-A-121	Bonding of paddings, sound-proofing bags and thermal protections	F0347 K8767 26066 Z00.N4966396440 0.95 US.qt (0.9 L)
08-043	**LOCTITE** 414		Bonding of blanking plugs on wings	F6033 D2617 K6405 05972 Z00.N4988230414
08-901	**LOCTITE** 641		Bonding of bushings on landing gears	F6033 D2617 K6405 05972 Z00.N4988230641 1.7 Fl.oz (0.05 L)
08-904	**FILLER** VALOFER polyester		Filler product	F2613 Z00.N4911781786 3.9 lbs (1.8 kg)

TB No.	DESIGNATION	SPECIFICATION	USE	CODE CONDIT.
08-907	**ADHESIVE**			
08-907A See NOTE	**ADHESIVE** SUPER AGOPLAC neoprene		Bonding of paddings, sound-proofing bags and thermal protections	F3539 Z00.N4966036300 2.2 lbs (1 Kg)
08-907B See NOTE	**ADHESIVE** ONFROY Montaprene 2796		Bonding of paddings, sound-proofing bags and thermal protections	Z00.N4966406796 2.7 US.Gal (10 L) F0229 K0113 83574
08-908	**LOCTITE** 496		Adhesive for metals, plastics and rubber	F6033 D2617 K6405 05972 Z00.N4988237898 0.7 oz (0.02 Kg)
08-909	**ADHESIVE** ARALDITE AV 121N		Repairs of sandwich structures	F2605 Z00.N4966056121 66 lbs (30 Kg)
08-917	**ADHESIVE TAPE** 5453, Width = 0.7 in (19 mm)		Engine mount protection tape	F0347 K8767 26066 Z00.N4815075419 108.2 ft (33 m)
08-919	**ADHESIVE TAPE**			
08-919A	**ADHESIVE TAPE** 670, Width = 1 in (25 mm)		General purpose	F7828 F0347 K8767 26066 Z00.N4815370725 216.5 ft (66 m)
08-923	**ADHESIVE** ARALDITE AY 103		Repairs of sandwich structures	F2605 02684 Z00.N4966056356 55 lbs (25 Kg)
08-924	**HARDENER** HY 951		Repairs of sandwich structures	F2605 02684 Z00.N4955675951 5.5 lbs (2.5 Kg)
08-925	**LOCTITE** 603		Bonding of bushings	F6033 D2617 K6405 05972
08-926	**ADHESIVE** EPO 612/I HEXCEL		Repairs of laminate plastic components (cabin parts)	Z00.N4977676914

TB No.	DESIGNATION	SPECIFICATION	USE	CODE CONDIT.
08-927	**RESIN** 356 PA polyester		Repairs of laminate plastic components	Z00.N4977956935 + catalyst Z00.N4955985809 + accelerator Z00.N4955555805
08-932	**ADHESIVE** LH 5052 ARALDITE + HY 5052 hardener		Repairs of laminate plastic components	F2605 02684 Z00.N4977057252 + Z00.N4955675752
08-933	**RESIN** plexiglass			
08-933A	**RESIN** TENSOL No. 12		Repairs of plexiglass windshield and windows	F8204 ICI
08-933B	**RESIN** TENSOL No. 70		Repairs of plexiglass windshield and windows	F8204 ICI
08-933C	**RESIN** ALTUGLAS P10		Repairs of plexiglass windshield and windows	ATOHAAS
08-934	**ADHESIVE**			
08-934A	**ADHESIVE** Adhesive 3M 8603		Bonding of plexiglass windshield and windows	Z00.N4966398603
08-935	**LOCTITE** 242		Attachment bolt of servo-actuator safety case	F6033 D2617 K6405 05972 Z00.N4988238074 1.7 Fl.oz (0.05 L)

NOTE : Use as a variant 08-018A.

09 - SEALANTS

TB No.	DESIGNATION	SPECIFICATION	USE	CODE CONDIT.
09-001	Refer to TB 09-918			
09-001A	Refer to TB 09-918			
09-002	Refer to TB 09-919			
09-002A	Refer to TB 09-919			
09-007	**SEALANT** PR 1005 L	MIL-S-4383	Protection of wing splices and spacers	F0229 K0113 83574 Z00.N4988967554 1.05 US.qt (1 L)
09-013A	Refer to TB 09-918			
09-015A	Refer to TB 09-916			
09-019A	Refer to TB 09-916			
09-900	Refer to TB 09-917			
09-900A	Refer to TB 09-917A			
09-900B	Refer to TB 09-917B			
09-901	**TEFLON TAPE**		Installation of instrument fittings (direction and horizon)	F1691 Z00.N4815000010 49.2 ft (15 m)
09-902	**SEALANT** PR 1764C 2 conductive		Sealing and electrical bonding of antennas	F0229 K0113 83574 Z00.N4988967728 (SEMKIT 655)
09-903	**SEALANT** White silicone			
09-903A	**SEALANT** RUBSON white silicone		Sealing of GPS and ADF antennas	0.32 US.qt (0.30 L)
09-903B	**SEALANT** SIL 85 V BOSTIK white silicone		Sealing of GPS and ADF antennas	F2857 60775 Z00.N4918987908 0.33 US.qt (0.31 L)
09-904	**SEALANT** EC 5366		Sealing of firewall and cabin Sealing of control cables passage in firewall Sealing of mixing box Sealing of GPS antenna attaching parts	F0347 K8767 26066 Z00.N4988367866 59 ft (18 m)

TB No.	DESIGNATION	SPECIFICATION	USE	CODE CONDIT.
09-906	**LOCTITE** 542		Installation of transmitters, fittings and landing gear leg valve	F6033 D2617 K6405 05972 Z00.N4988238085 1.7 Fl.oz (0.05 L)
09-908A	**SEALANT STRIP** 3M TM 5313		Sealing of access door windows Pre-MOD. 151	F0347 K8767 26066 Z00.N4911711515
09-908B	**SEALANT STRIP** JPR 3-21-264C		Sealing of access door windows Post-MOD. 151	JPR Z00.N4240791264
09-909	**SEALANT** Black silicone			
09-909A	**SEALANT** RUBSON black silicone		Sealing of access door windows	0.32 US.qt (0.30 L)
09-909B	**SEALANT** SIL 85 V BOSTIK black silicone		Sealing of access door windows	F2857 60775 Z00.N4918987909 0.33 US.qt (0.31 L)
09-910	**SEALANT** 3M 1103		Sealing of wing anti-skid carpet	F0347 K8767 26066 Z00.N4911711103
09-911	**SEALANT** SEALUBE		Installation of conical fittings on instruments (airspeed indicator, altimeter, vertical speed indicator)	OHIO 1.7 Fl.oz (0.05 L)
09-912	Refer to TB 09-921			
09-916	**SEALANT** PR 1773 B	ASNA 4168/A-B2 AMS 3267	Sealing of upper surface fitting for trailing arm main gear Sealing of wing inspection door mating surfaces ; applicable with spatula and with gun	F0229 K0113 83574 Z00.N4988967758 5.3 oz (0.15 Kg) Z00.N4988967772 (SEMKIT 654)
09-917	**SEALANT**			
09-917A	**SEALANT** Brown PR 1829 B		Window sealing	F0229 K0113 83574 Z00.N4988921829 (SEMKIT 654)

TB No.	DESIGNATION	SPECIFICATION	USE	CODE CONDIT.
09-917B	**SEALANT** Black PR 1829 B		Window sealing	F0229 K0113 83574 Z00.N4988921830 (SEMKIT 654)
09-918	**SEALANT**			
09-918A	**SEALANT** PR 1776 A	ASNA 4157/D-A2	Fuel and weather proofing sealing ; applicable with brush Anti-corrosion interposition sealant Anti-corrosion protection of wing root Wing spar flange overlapping	F0229 K0113 83574 Z00.N4988967775 5.3 oz (0.15 Kg) Z00.N4988967776 1 lb (0.45 Kg)
09-918B	**SEALANT** PR 1782 A	AIMS 04-05-001 AIMS 04-05-002	Fuel and weather proofing sealing ; applicable with brush Anti-corrosion interposition sealant Anti-corrosion protection of wing root Wing spar flange overlapping	F0229 K0113 83574 Z00.N4988961221 (SEMKIT 654) Z00.N4988961222 (SEMKIT 655) Z00.N4988961236 16.9 Fl.oz (500 ml)
09-918C	**SEALANT** PR 1782 C	AIMS 04-05-001 AIMS 04-05-002 AIMS 04-05-012	Fuel and weather proofing sealing ; applicable with brush Anti-corrosion interposition sealant Anti-corrosion protection of wing root Wing spar flange overlapping	F0229 K0113 83574 Z00.N4988961227 (SEMKIT 654) Z00.N4988961228 (SEMKIT 655) Z00.N4988961238 16.9 Fl.oz (500 ml)
09-919	**SEALANT**			
09-919A	**SEALANT** PR 1776 B	ASNA 4157/D-B1/2-B2 BMS-5 45-B2 AMS 3281-B2 DMS 2427-B2	Fuel and weather proofing sealant ; applicable with spatula and with gun	F0229 K0113 83574 Z00.N4988967881 1 lb (0.45 Kg)

TB No.	DESIGNATION	SPECIFICATION	USE	CODE CONDIT.
09-919B	**SEALANT** PR 1782 B	AIMS 04-05-001 AIMS 04-05-012	Fuel and weather proofing sealant ; applicable with spatula and with gun Bonding of protection on nose gear half fork	F0229 K0113 83574 Z00.N4988961224 (SEMKIT 654) Z00.N4988961225 (SEMKIT 655) Z00.N4988961237 16.9 Fl.oz (500 ml)
09-921	**SEALANT**			
09-921A	**SEALANT** PR 1771 B	BMS 5-142	Bonding of protection on nose gear half fork	F0229 K0113 83574 Z00.N4988967952 5.3 oz (0.15 Kg)
09-921B	Refer to TB 09-919B			

10 - ANTI-ICING AND DE-ICING MATERIALS

TB No.	DESIGNATION	SPECIFICATION	USE	CODE CONDIT.
10-002	**ISOPROPYL ALCOHOL**	AIR 3660 A TT-I-735A Amdt 3, grade B BS 1595 Amdt 1 S-737	Anti-icing fuel additive Cleaning of transparent panels Aircraft on ground de-icing Cleaning of brake block	Any petrol company
10-901	**E.G.M.E.** Ethylene Glycol Monomethyl Ether	S748 MIL-I-27686 D or E	Anti-icing fuel additive Aircraft on ground de-icing Cleaning of brake block	Any petrol company

11 - CLEANING AGENTS

TB No.	DESIGNATION	SPECIFICATION	USE	CODE CONDIT.
11-001	**CLEANING AGENT** TEEPOL G10 mild soap	MIL-D-16791 Type 1	Cleaning of aircraft exterior Cleaning of static ports Cleaning of oxygen masks	Local purchase F1858
11-002	**CLEANING AGENT** white spirit	DCEA 602 P-D- 680 Type 1 S-752	Cleaning of mechanical parts, harnesses and safety belts	Local purchase
11-003	**CLEANING AGENT** Methyl-Ethyl-Ketone (M.E.K.)	TT-M-261	Cleaning before application of sealant, lubricant or adhesives Degreasing metallic elements	Local purchase
11-011	**CLEANING AGENT** DCEA 613 toluene	XS-73	Cleaning before application of sealant, lubricant or adhesives	Local purchase
11-019	**CLEANING AGENT** Varsol	AMS 3160	Cleaning of external metallic surfaces Cleaning of starter	Local purchase
11-903	**CLEANING AGENT** ALTUNET		Removal on acrylic windows of deposits resisting mild soap	F2615 Z00. 07517.9 0.8 US.Gal (3 L)
11-904	**CLEANING AGENT** ARDROX 6412M		Removal of greasy and oily contaminations on aircraft external skins	F3082
11-905	**CLEANING AGENT** ARDROX LEEDER 1900C		Cleaning of landing gears, landing gear wells and flaps	F3082
11-906	**PROTECTION PRODUCT** CIFLAC		Polishing and protection of painted surfaces	F5169
11-908	Refer to TB 11-011			
11-909	Refer to TB 10-002			
11-910	**CLEANING AGENT**			
11-910B	**CLEANING AGENT** CYCLOHEXANE		Cleaning of windows	Local purchase
11-910C	**CLEANING AGENT** PENTANE		Cleaning of windows	Local purchase
11-910D	**CLEANING AGENT** ETHANE		Cleaning of windows	Local purchase

TB No.	DESIGNATION	SPECIFICATION	USE	CODE CONDIT.
11-911	**POLISH CLOTH**		Application of cleaning, polishing and anti-statics agents	Local purchase Z00. 07160.0
11-912	**CLEANING AGENT** DIESTONE D	ASN-42202	Electrical bonding - repair of thermoplastic components Degreasing before painting composite components	Local purchase
11-913	**CLEANING AGENT** acetone		Cleaning of mechanical parts, harnesses and safety belts	Z00. 09066.0
11-914	Refer to TB 11-003			
11-916	**CLEANING AGENT** "G" gasoline (petrol ether)		Cleaning of access door windows and windshield	Local purchase Z00. 07610.69
11-917	**CLEANING AGENT** D4066 solvent		Cleaning of windshield mounting area	Z00.N4922962467
11-918	**CLEANING AGENT** "C" gasoline		Cleaning of adhesive residues	Local purchase
11-919	**CLEANING AGENT** "F" gasoline		Cleaning of adhesive residues	Local purchase
11-921	**CLEANING AGENT** 3M 08 984		Removal of adhesive residues	F 0347
11-922	**CLEANING AGENT** Sikaflex 205		Degreasing of doors and windows frames	Z00.09079.1 F 7256

12 - STRIPPERS

TB No.	DESIGNATION	SPECIFICATION	USE	CODE CONDIT.
12-900	**STRIPPER** PAINTEX P		Paint stripper containing phenol	F2756
12-901	**STRIPPER** Non embrittling			
12-901A	**STRIPPER** PAINTEX CH PAINTEX CH special		Paint stripper containing phenol	F2756
12-901B	**STRIPPER** COMORCAP B10		Paint stripper containing phenol	F6892 Z00.N4900021045 8 US.Gal (30 L) NOTE 1
12-901C	**STRIPPER** ARDROX 2526		Paint stripper containing phenol	F3082 Z00.N4900021045 8 US.Gal (30 L) NOTE 1
12-901D	**STRIPPER** SCALPEX G5		Paint stripper containing phenol	F3163
12-902	**STRIPPER**			
12-902A	**STRIPPER** SPACAP-AE		Paint stripper without phenol	F2756 Z00.N4900951142 Leg 507 lbs (230 Kg) NOTE 1
12-902B	**STRIPPER** PAINT OFF 1		Paint stripper without phenol	F3172
12-902C	**STRIPPER** ARDROX 204		Paint stripper without phenol	F3082
12-903	**STRIPPER** Non embrittling PAINTEX 421 OVS		Paint stripper without phenol	F2756

NOTE 1 : Specify the required quantity expressly on your order.

13 - SURFACE TREATMENT MATERIALS

TB No.	DESIGNATION	SPECIFICATION	USE	CODE CONDIT.
13-002	**ALODINE** 1200	MIL-C-5541 Class I/A or MIL-C-81706	Aluminum alloys protection and surface treatment	Local purchase

16 - PAINTS

TB No.	DESIGNATION CODE	SPECIFICATION	REFERENCE SOCATA (CMS)	CONTAINER CAN (kg or l)
16-500	Gold 03679-OY paint		Z00.N4933883048	As available
16-501	Glossy Black 396.09 - 07396 * paint		Z00.N4933503384	1.05 US.qt (1 L)
16-502	Blue 5x9301 - 07396 * paint		Z00.N4933880351	0.7 US.Gal (2.5 L)
16-503	VALENTINE white 396.10 - 07396 * paint		Z00.N4933503385	As available
16-504	Madras red 3Y2051 - 07396 * paint		Z00.N4933513909	0.7 US.Gal (2.5 L)
16-505	Epoxy 07397 * thinner		Z00.N4922882297	As available
16-506	Thinner for primer (7396) - 07496		Z00.N4922882243 Z00.N4922882244	1.05 US.qt (1 L) 0.26 US.qt (0.250 L)
16-507	VALENTINE hardener 07867*		Z00.N4953880867 Z00.N4955715867	0.26 US.qt (0.250 L) As available
16-508	Epoxy catalyst 07997		Z00.N4923880000 Z00.N4923880001 Z00.N4955926197	0.26 US.qt (0.250 L) 1.05 US.qt (1 L) 2.1 US.qt (2 L)
16-509	Yellow primer (7396) - 08194		Z00.N4911981792 Z00.N4933888194	0.26 US.qt (0.250 L) 1.05 US.qt (1 L)
16-510	VALENTINE 08194 yellow chrom-Stront. primer		Z00.N4911988194	As available
16-511	Flat black 596.09 - 08895 * paint		Z00.N4933503390	2.1 US.qt (2 L)
16-512	Hardener 1.2.3.*		Z00.N4955595724	1.3 US.Gal (5 L)
16-513	Thinner 1.2.3.*		Z00.N4922002083	1.3 US.Gal (5 L)
16-514	Grey (7015) - 1065B paint		Z00.N4933351065	As available
16-515	Thinner for lacquer (7396) - 11111		Z00.N4922881112 Z00.N4922882245	1.05 US.qt (1 L) 0.26 US.qt (0.250 L)
16-516	Epoxy primer 92807 Vérilac + Catalyst CA 903B			As available
16-517	Wash-primer DW 7711 + DW 7712		Z00.N4912967711	As available

TB No.	DESIGNATION CODE	SPECIFICATION	REFERENCE SOCATA (CMS)	CONTAINER CAN (kg or l)
16-518	Varnish AERODUR CLEAR-COAT UVR*	BMS 1072 Type 5 TN 10.158	Z00.N4933202800	1.05 US.qt (1 L)
16-519	Hardener S66/22R*		Z00.N4955746072	2.2 lbs (1 Kg)
16-520	Sikkens Yvory White			As available
16-521	Sikkens Autocryl Red 916			As available
16-522	Sikkens Autocryl Blue Toyota 916			As available
16-523	Brown 92741		Z00.N4911192741	As available
16-524	Thinner AKZO C25-90S*		Z00.N4922032220	1.3 US.Gal (5 L)
16-525	Grey 7084 + Hardener + Thinner P2	MIL-C-83289	Z00.N4933960055 Z00.N4953960012 Z00.N4923960004	1.3 US.Gal (5 L) 1.3 US.Gal (5 L) 1.3 US.Gal (5 L)
16-526	Blue RAL 5017 paint + Hardener + Thinner P2	MIL-C-83289	Z00.N4933960082 Z00.N4953960012 Z00.N4923960004	1.3 US.Gal (5 L) 1.3 US.Gal (5 L) 1.3 US.Gal (5 L)
16-527	Brown RAL 7006 paint + Hardener + Thinner P2	MIL-C-83289	Z00.N4933960021 Z00.N4953960012 Z00.N4923960004	1.3 US.Gal (5 L) 1.3 US.Gal (5 L) 1.3 US.Gal (5 L)
16-528	White RAL 9010 paint + Hardener + Thinner P2	MIL-C-83289	Z00.N4933960011 Z00.N4953960012 Z00.N4923960004	1.3 US.Gal (5 L) 1.3 US.Gal (5 L) 1.3 US.Gal (5 L)
16-531	Gold SOCATA paint + Hardener + Thinner P2	MIL-C-83289	Z00.N4933960043 Z00.N4953960012 Z00.N4923960004	1.05 US.qt (1 L) 1.3 US.Gal (5 L) 1.3 US.Gal (5 L)
16-532	Epoxy primer - 8194 range			
16-532A	Green 3673 / 1 epoxy primer 8194		Z00.N4911988195	As available
16-532B	Beige 3673 / 2 epoxy primer 8194		Z00.N4911988198	As available
16-532C	Brown 3673 / 3 epoxy primer 8194		Z00.N4911988196	As available
16-532D	"Cendre" (ash) 3673 / 4 epoxy primer 8194		Z00.N4911988197	As available
16-536	"Pantone" grey 433 paint		Z00. 07642.2	As available
16-537	VERILAC 53 300 C varnish		Z00.N4934985301	0.26 US.qt (0.250 L)
16-538	Flat black 57 093 paint		Z00.N4933905093	As available
16-539	Varnish for gold-colored powder (SP 82) - 72 042		Z00.N4933907242	1.3 US.Gal (5 L) or 2.7 US.Gal (10 L)

TB No.	DESIGNATION CODE	SPECIFICATION	REFERENCE SOCATA (CMS)	CONTAINER CAN (kg or l)
16-540	Orange 72 050 paint (ex 72 048)		Z00.N4933907250	1.3 US.Gal (5 L) or 2.7 US.Gal (10 L)
			Z00.N4933907251	0.26 US.qt (0.250 L)
16-541	Brown 72 053 B paint		Z00.N4933907254	0.26 US.qt (0.250 L)
16-542	Burgundy 72 057 paint		Z00.N4933907257	1.05 US.qt (1 L)
16-543	Burgundy 72 057 B paint		Z00.N4933907259	1.3 US.Gal (5 L) or 2.7 US.Gal (10 L)
16-544	White 72 060 paint		Z00.N4933907260	1.3 US.Gal (5 L) or 2.7 US.Gal (10 L)
			Z00.N4933907262	0.26 US.qt (0.250 L)
16-545	Grey 72 066 paint		Z00.N4933907267	0.26 US.qt (0.250 L)
16-546	Sky (light) blue 72 069 paint		Z00.N4933907269	1.3 US.Gal (5 L) or 2.7 US.Gal (10 L)
			Z00.N4933907270	0.26 US.qt (0.250 L)
16-547	Dark blue 72 074 paint		Z00.N4933907274	1.3 US.Gal (5 L) or 2.7 US.Gal (10 L)
			Z00.N4933907275	0.26 US.qt (0.250 L)
16-548	Dark green 72 078 paint		Z00.N4933907278	0.26 US.qt (0.250 L)
16-549	Dark green 72 078 B paint		Z00.N4933907279	1.3 US.Gal (5 L) or 2.7 US.Gal (10 L)
16-550	Metallic grey 72 085 paint		Z00.N4933907285	1.3 US.Gal (5 L) or 2.7 US.Gal (10 L)
16-551	Snow white 72 120 paint		Z00.N4933907120	1.3 US.Gal (5 L) or 2.7 US.Gal (10 L)
			Z00.N4933907121	0.26 US.qt (0.250 L)
16-552	”Bigorre” yellow 72 128 paint		Z00.N4933907128	0.26 US.qt (0.250 L)
16-553	”Armagnac” red 72 135 paint		Z00.N4933907135	0.26 US.qt (0.250 L)
			Z00.N4933907136	1.3 US.Gal (5 L) or 2.7 US.Gal (10 L)
16-554	Red 72 143 paint		Z00.N4933907143	0.26 US.qt (0.250 L)
			Z00.N4933907144	1.3 US.Gal (5 L) or 2.7 US.Gal (10 L)
16-555	”Sunset” orange 72 144 paint		Z00.N4933907148	1.3 US.Gal (5 L) or 2.7 US.Gal (10 L)
16-556	Izard brown 72 145 paint		Z00.N4933907145	0.26 US.qt (0.250 L)
16-557	”Basque” red 72 146 paint		Z00.N4933907146	1.3 US.Gal (5 L) or 2.7 US.Gal (10 L)
			Z00.N4933907147	0.26 US.qt (0.250 L)

TB No.	DESIGNATION CODE	SPECIFICATION	REFERENCE SOCATA (CMS)	CONTAINER CAN (kg or l)
16-558	Storm grey 72 159 paint		Z00.N4933907159	0.26 US.qt (0.250 L)
16-559	Torrent blue 72 168 paint		Z00.N4933907168 Z00.N4933907169	0.26 US.qt (0.250 L) 1.3 US.Gal (5 L) or 2.7 US.Gal (10 L)
16-560	Lake blue 72 170 paint		Z00.N4933907170 Z00.N4933907171	0.26 US.qt (0.250 L) 1.3 US.Gal (5 L) or 2.7 US.Gal (10 L)
16-561	Medium blue 72 171 paint (ex 72 068)		Z00.N4933907173	0.26 US.qt (0.250 L)
16-562	Light green 72 175 paint (ex 72 075)		Z00.N4933907175 Z00.N4933907176	1.3 US.Gal (5 L) or 2.7 US.Gal (10 L) 0.26 US.qt (0.250 L)
16-563	Grazing green 72 183 paint		Z00.N4933907185	1.3 US.Gal (5 L) or 2.7 US.Gal (10 L)
16-564	Fir green 72 184 paint		Z00.N4933907184 Z00.N4933907186	0.26 US.qt (0.250 L) 1.3 US.Gal (5 L) or 2.7 US.Gal (10 L)
16-565	WHITE 897-2001* AUTO-CRYL		Z00.N4933213912	1.05 US.qt (1 L)
16-566	REFLEX 897-2470* AUTO-CRYL		Z00.N4933213913	1.05 US.qt (1 L)
16-567	Epoxy grey 92 094 primer		Z00.N4911191826	1.05 US.qt (1 L)
16-568	VERILAC primer			
16-568A	Yellow primer 92 849 + Thinner D 9011		Z00.N4912962850 Z00.N4922969013	0.26 US.qt (0.250 L) 1.05 US.qt (1 L)
16-568B	Epoxy grey primer 92 855 + Thinner D 9011		Z00.N4912962855 Z00.N4922969013	1.6 US.qt (1.5 L) 1.05 US.qt (1 L)
16-568C	Brown primer 92 889 + Thinner D 9011		Z00.N4912962889 Z00.N4922969013	As available 1.05 US.qt (1 L)
16-568D	"Sable" (sand) primer 92 934 + Thinner D 9011		Z00.N4912962934 Z00.N4922969013	0.84 US.qt (0.8 L) 1.05 US.qt (1 L)
16-572	Epoxy "cendre" (ash) paint 93 158		Z00.N4912963158	1.6 US.qt (1.5 L)
16-573	Thinner D 4054		Z00.N4922963916	As available
16-574	VERILAC thinner D 4063		Z00.N4922962466	0.26 US.qt (0.250 L)
16-575	Thinner D 4066		Z00.N4922962467	As available
16-576	VERILAC thinner D 4091		Z00.N4922962492 Z00.N4922962493	1.05 US.qt (1 L) 0.26 US.qt (0.250 L)

TB No.	DESIGNATION CODE	SPECIFICATION	REFERENCE SOCATA (CMS)	CONTAINER CAN (kg or l)
16-577	Hardener D 470		Z00.N4955746185	As available
16-578	Hardener DU 436B		Z00.N4953880437 Z00.N4953880438	1.05 US.qt (1 L) 0.26 US.qt (0.250 L)
16-579	THINNER P. MAP* thinner + MAP FINISH madras red M 1801 * paint + Hardener		Z00.N4923960001 Z00.N4933960002	As available 1.05 US.qt (1 L)
16-581	AUTOCLEAR varnish MS 1000*		Z00.N4933501001	1.05 US.qt (1 L)
16-582	Hardener MS 20*		Z00.N4951820005	1.3 US.Gal (5 L)
16-583	Flat Brown Grey paint + Hardener + Thinner P2	MIL-C-83289	Z00.N4933960205 Z00.N4953960012 Z00.N4923960004	1.3 US.Gal (5 L) 1.3 US.Gal (5 L) 1.3 US.Gal (5 L)
16-584	Flat Blue-Grey paint + Hardener + Thinner P2	MIL-C-83289	Z00.N4933960204 Z00.N4953960012 Z00.N4923960004	1.3 US.Gal (5 L) 1.3 US.Gal (5 L) 1.3 US.Gal (5 L)
16-586	Blue paint * + Hardener + Thinner P2		Z00.N4933960038 Z00.N4953960012 Z00.N4923960004	1.3 US.Gal (5 L) 1.3 US.Gal (5 L) 1.3 US.Gal (5 L)
16-587	Yellow (7396) - RAL 1018 paint		Z00.N4933881018 Z00.N4933881019 Z00.N4933881020	1.05 US.qt (1 L) 0.26 US.qt (0.250 L) 0.8 US.Gal (3 L)
16-588	Orange (7396) - RAL 2004 paint		Z00.N4933882004 Z00.N4933882005 Z00.N4933882006	0.26 US.qt (0.250 L) 1.05 US.qt (1 L) 0.8 US.Gal (3 L)
16-589	Red (7396) - RAL 3020 paint		Z00.N4933883020 Z00.N4933883021 Z00.N4933883022	1.05 US.qt (1 L) 0.26 US.qt (0.250 L) 0.8 US.Gal (3 L)
16-590	Light blue (7396) - RAL 5012 paint		Z00.N4933883404 Z00.N4933883406 Z00.N4933883407	0.26 US.qt (0.250 L) 1.05 US.qt (1 L) 0.8 US.Gal (3 L)
16-591	Dark blue (7396) - RAL 5013 paint		Z00.N4933885013 Z00.N4933885014 Z00.N4933885015	1.05 US.qt (1 L) 0.26 US.qt (0.250 L) 0.8 US.Gal (3 L)

TB No.	DESIGNATION CODE	SPECIFICATION	REFERENCE SOCATA (CMS)	CONTAINER CAN (kg or l)
16-592	Dark green (7396) - RAL 6005 paint		Z00.N4933886005 Z00.N4933886006 Z00.N4933886007	0.26 US.qt (0.250 L) 1.05 US.qt (1 L) 0.8 US.Gal (3 L)
16-593	Mint green (7396) - RAL 6029 paint		Z00.N4933886009 Z00.N4933886029 Z00.N4933886030	1.05 US.qt (1 L) 0.26 US.qt (0.250 L) 0.8 US.Gal (3 L)
16-594	Silver grey (7396) - RAL 7001 paint		Z00.N4933887001 Z00.N4933887002 Z00.N4933887003	1.05 US.qt (1 L) 0.26 US.qt (0.250 L) 0.8 US.Gal (3 L)
16-595	Brown (7396) - RAL 8012 paint		Z00.N4933888012 Z00.N4933888013 Z00.N4933888014	0.26 US.qt (0.250 L) 1.05 US.qt (1 L) 0.8 US.Gal (3 L)
16-596	White (7396) - RAL 9016S paint		Z00.N4933889016 Z00.N4933889017 Z00.N4933889018	2.7 US.Gal (10 L) 1.05 US.qt (1 L) 0.26 US.qt (0.250 L)
16-597	Gold (Bronze) - SP 82 paint		Z00.N4943900082 Z00.N4943900083	11 lbs (5 Kg) or 22 lbs (10 Kg) 0.55 lbs (0.250 Kg)
16-598	Brown U 57 354 paint		Z00.N4934407354	As available
16-599	Blue U 57 371 paint		Z00.N4934407371	As available
16-600	Snow white U 58 204 paint		Z00.N4933905204 Z00.N4933905205 Z00.N4933905206	1.3 US.Gal (5 L) or 2.7 US.Gal (10 L) 1.05 US.qt (1 L) 0.26 US.qt (0.250 L)
16-601	Storm grey U 58 229 paint		Z00.N4933905229	1.3 US.Gal (5 L) or 2.7 US.Gal (10 L)
16-602	"Bigorre" yellow U 58 233 paint		Z00.N4933905233	1.05 US.qt (1 L)
16-603	"Basque" red U 58 234 paint		Z00.N4933905234 Z00.N4933905235 Z00.N4933905236	0.26 US.qt (0.250 L) 1.05 US.qt (1 L) 1.3 US.Gal (5 L) or 2.7 US.Gal (10 L)
16-604	"Sunset" orange U 58 240 paint		Z00.N4933905240	1.05 US.qt (1 L)

TB No.	DESIGNATION CODE	SPECIFICATION	REFERENCE SOCATA (CMS)	CONTAINER CAN (kg or l)
16-605	Izard brown U 58 241 paint		Z00.N4933905241 Z00.N4933905242	1.05 US.qt (1 L) 1.3 US.Gal (5 L) or 2.7 US.Gal (10 L)
16-606	Torrent blue U 58 272 paint		Z00.N4933905272 Z00.N4933905273 Z00.N4933905274	1.3 US.Gal (5 L) or 2.7 US.Gal (10 L) 1.05 US.qt (1 L) 0.26 US.qt (0.250 L)
16-607	Lake blue U 58 275 paint		Z00.N4933905275 Z00.N4933905276 Z00.N4933905277	1.3 US.Gal (5 L) or 2.7 US.Gal (10 L) 1.05 US.qt (1 L) 0.26 US.qt (0.250 L)
16-608	Grazing green U 58 287 paint		Z00.N4933905287 Z00.N4933905288 Z00.N4933905289	1.3 US.Gal (5 L) or 2.7 US.Gal (10 L) 1.05 US.qt (1 L) 0.26 US.qt (0.250 L)
16-609	Fir green U 58 289 paint		Z00.N4933905290 Z00.N4933905291 Z00.N4933905292	1.05 US.qt (1 L) 0.26 US.qt (0.250 L) 1.3 US.Gal (5 L) or 2.7 US.Gal (10 L)
16-610	Lycoming grey paint		Z00.N4930727400	
16-900	Wash-primer PHOSMAP 11 + Hardener + Thinner	MIL-C-47159	Z00.N4913960013 Z00.N4913960017 Z00.N4913960011 Z00.N4923960011 Z00.N4923960013	1.3 US.Gal (5 L) 1.05 US.qt (1 L) 1.3 US.Gal (5 L) 1.3 US.Gal (5 L) 1.05 US.qt (1 L)
16-901	Primer P23			
16-901A	"Jaune Sable" (sand yellow) primer P23 + Hardener + Thinner P2	BMS 1079	Z00.N4913960025 Z00.N4953960024 Z00.N4923960004	1.3 US.Gal (5 L) 1.3 US.Gal (5 L) 1.3 US.Gal (5 L)
16-901B	Green grey primer P23 + Hardener + Thinner P2	BMS 1079	Z00.N4913960026 Z00.N4953960024 Z00.N4923960004	1.05 US.Gal (4 L) 1.3 US.Gal (5 L) 1.3 US.Gal (5 L)
16-901C	Beige primer P23 + Hardener + Thinner P2	BMS 1079	Z00.N4913960027 Z00.N4953960024 Z00.N4923960004	1.05 US.Gal (4 L) 1.3 US.Gal (5 L) 1.3 US.Gal (5 L)
16-901D	Brown primer P23 + Hardener + Thinner P2	BMS 1079	Z00.N4913960028 Z00.N4953960024 Z00.N4923960004	1.05 US.Gal (4 L) 1.3 US.Gal (5 L) 1.3 US.Gal (5 L)

TB No.	DESIGNATION CODE	SPECIFICATION	REFERENCE SOCATA (CMS)	CONTAINER CAN (kg or l)
16-902	Primer			
16-902A	Aerobuild 524 + Hardener (kit) + Thinner P2		Z00.N4913961524 Z00.N4923960004	1.05 US.qt + 0.52 US.qt (1 L + 0.5 L) 1.3 US.Gal (5 L)
16-902B	Primer P28B + Hardener (kit) + Thinner P720		Z00.N4913960057 Z00.N4923960720	1.05 US.Gal + 1.05 US.qt (4 L + 1 L) 1.3 US.Gal (5 L)
16-903	SOCATA white RAL 9016 paint + Hardener + Thinner P2	MIL-C-83289	Z00.N4933960025 Z00.N4953960012 Z00.N4923960004	1.3 US.Gal (5 L) 1.3 US.Gal (5 L) 1.3 US.Gal (5 L)
16-904	Glossy black RAL 9011 paint + Hardener + Thinner P2	MIL-C-83289	Z00.N4933960009 Z00.N4953960012 Z00.N4923960004	1.3 US.Gal (5 L) 1.3 US.Gal (5 L) 1.3 US.Gal (5 L)
16-905	Orange yellow RAL 1028 paint + Hardener + Thinner P2	MIL-C-83289	Z00.N4933960030 Z00.N4953960012 Z00.N4923960004	1.3 US.Gal (5 L) 1.3 US.Gal (5 L) 1.3 US.Gal (5 L)
16-907	STATIC F1 paint + hardener (kit) + Thinner P	AIMS 04-04-005 Type II	Z00.N4933960001 Z00.N4923960003	1.05 US.qt (1 L) 1.3 US.Gal (5 L)
16-909	MAP AERO primer + hardener (kit) + Thinner P2		Z00.N4913960003 Z00.N4923960004	1.05 US.qt + 0.52 US.qt (1 L + 0.5 L) 1.3 US.Gal (5 L)
16-910	Satin black RAL 9011 paint + Hardener + Thinner P2	MIL-C-83289	Z00.N4933960012 Z00.N4953960012 Z00.N4923960004	1.3 US.Gal (5 L) 1.3 US.Gal (5 L) 1.3 US.Gal (5 L)
16-911	Ash grey RAL 7015 P21 primer + Hardener P21 + Thinner P2		Z00.N4913960021 Z00.N4953960021 Z00.N4923960004	1.06 US.Gal (4 L) 2.1 US.qt (2 L) 1.3 US.Gal (5 L)
16-924	Yellow RAL 1018 paint + Hardener + Thinner P2	MIL-C-83289	Z00.N4933960032 Z00.N4953960012 Z00.N4923960004	1.3 US.Gal (5 L) 1.3 US.Gal (5 L) 1.3 US.Gal (5 L)
16-925	Beige grey RAL 1019 paint + Hardener + Thinner P2	MIL-C-83289	Z00.N4933960016 Z00.N4953960012 Z00.N4923960004	1.3 US.Gal (5 L) 1.3 US.Gal (5 L) 1.3 US.Gal (5 L)
16-926	Orange RAL 2004 paint + Hardener + Thinner P2	MIL-C-83289	Z00.N4933960035 Z00.N4953960012 Z00.N4923960004	1.3 US.Gal (5 L) 1.3 US.Gal (5 L) 1.3 US.Gal (5 L)
16-927	Salmon orange RAL 2012 paint + Hardener + Thinner P2	MIL-C-83289	Z00.N4933960048 Z00.N4953960012 Z00.N4923960004	1.3 US.Gal (5 L) 1.3 US.Gal (5 L) 1.3 US.Gal (5 L)

TB No.	DESIGNATION CODE	SPECIFICATION	REFERENCE SOCATA (CMS)	CONTAINER CAN (kg or l)
16-928	Purple red RAL 3004 paint + Hardener + Thinner P2	MIL-C-83289	Z00.N4933960017 Z00.N4953960012 Z00.N4923960004	1.3 US.Gal (5 L) 1.3 US.Gal (5 L) 1.3 US.Gal (5 L)
16-929	Traffic red RAL 3020 paint + Hardener + Thinner P2	MIL-C-83289	Z00.N4933960026 Z00.N4953960012 Z00.N4923960004	1.3 US.Gal (5 L) 1.3 US.Gal (5 L) 1.3 US.Gal (5 L)
16-930	”Basque” red 72146 paint + Hardener + Thinner P2	MIL-C-83289	Z00.N4933960037 Z00.N4953960012 Z00.N4923960004	1.3 US.Gal (5 L) 1.3 US.Gal (5 L) 1.3 US.Gal (5 L)
16-931	Raspberry red RAL 3027 paint + Hardener + Thinner P2	MIL-C-83289	Z00.N4933960018 Z00.N4953960012 Z00.N4923960004	1.3 US.Gal (5 L) 1.3 US.Gal (5 L) 1.3 US.Gal (5 L)
16-932	Lilac blue RAL 4005 paint + Hardener + Thinner P2	MIL-C-83289	Z00.N4933960049 Z00.N4953960012 Z00.N4923960004	1.3 US.Gal (5 L) 1.3 US.Gal (5 L) 1.3 US.Gal (5 L)
16-933	Light blue RAL 5012 paint + Hardener + Thinner P2	MIL-C-83289	Z00.N4933960033 Z00.N4953960012 Z00.N4923960004	1.3 US.Gal (5 L) 1.3 US.Gal (5 L) 1.3 US.Gal (5 L)
16-934	Dark blue RAL 5013 paint + Hardener + Thinner P2	MIL-C-83289	Z00.N4933960019 Z00.N4953960012 Z00.N4923960004	1.3 US.Gal (5 L) 1.3 US.Gal (5 L) 1.3 US.Gal (5 L)
16-935	Turquoise blue RAL 5018 paint + Hardener + Thinner P2	MIL-C-83289	Z00.N4933960020 Z00.N4953960012 Z00.N4923960004	1.3 US.Gal (5 L) 1.3 US.Gal (5 L) 1.3 US.Gal (5 L)
16-937	Dark green RAL 6005 paint + Hardener + Thinner P2	MIL-C-83289	Z00.N4933960034 Z00.N4953960012 Z00.N4923960004	1.3 US.Gal (5 L) 1.3 US.Gal (5 L) 1.3 US.Gal (5 L)
16-938	Mint green RAL 6029 paint + Hardener + Thinner P2	MIL-C-83289	Z00.N4933960027 Z00.N4953960012 Z00.N4923960004	1.3 US.Gal (5 L) 1.3 US.Gal (5 L) 1.3 US.Gal (5 L)
16-939	Silver grey RAL 7001 paint + Hardener + Thinner P2	MIL-C-83289	Z00.N4933960036 Z00.N4953960012 Z00.N4923960004	1.3 US.Gal (5 L) 1.3 US.Gal (5 L) 1.3 US.Gal (5 L)
16-940	Dark grey RAL 7016 paint + Hardener + Thinner P2	MIL-C-83289	Z00.N4933960051 Z00.N4953960012 Z00.N4923960004	1.3 US.Gal (5 L) 1.3 US.Gal (5 L) 1.3 US.Gal (5 L)
16-941	Quartz grey RAL 7039 paint + Hardener + Thinner P2	MIL-C-83289	Z00.N4933960022 Z00.N4953960012 Z00.N4923960004	1.3 US.Gal (5 L) 1.3 US.Gal (5 L) 1.3 US.Gal (5 L)
16-942	Light brown RAL 8001 paint + Hardener + Thinner P2	MIL-C-83289	Z00.N4933960023 Z00.N4953960012 Z00.N4923960004	1.3 US.Gal (5 L) 1.3 US.Gal (5 L) 1.3 US.Gal (5 L)

TB No.	DESIGNATION CODE	SPECIFICATION	REFERENCE SOCATA (CMS)	CONTAINER CAN (kg or l)
16-943	Red brown RAL 8012 paint + Hardener + Thinner P2	MIL-C-83289	Z00.N4933960008 Z00.N4953960012 Z00.N4923960004	1.3 US.Gal (5 L) 1.3 US.Gal (5 L) 1.3 US.Gal (5 L)
16-944	Dark brown RAL 8014 paint + Hardener + Thinner P2	MIL-C-83289	Z00.N4933960024 Z00.N4953960012 Z00.N4923960004	1.3 US.Gal (5 L) 1.3 US.Gal (5 L) 1.3 US.Gal (5 L)
16-945	Cream white RAL 9001 paint + Hardener + Thinner P2	MIL-C-83289	Z00.N4933960052 Z00.N4953960012 Z00.N4923960004	1.3 US.Gal (5 L) 1.3 US.Gal (5 L) 1.3 US.Gal (5 L)
16-946	White grey RAL 9002 paint + Hardener + Thinner P2	MIL-C-83289	Z00.N4933960040 Z00.N4953960012 Z00.N4923960004	1.3 US.Gal (5 L) 1.3 US.Gal (5 L) 1.3 US.Gal (5 L)
16-947	Flat black paint + Hardener + Thinner P2	MIL-C-83289	Z00.N4933960039 Z00.N4953960012 Z00.N4923960004	1.3 US.Gal (5 L) 1.3 US.Gal (5 L) 1.3 US.Gal (5 L)
16-974	Glossy Blue RAL 5005 paint + Hardener + Thinner P2		Z00.N4933960100 Z00.N4953960012 Z00.N4923960004	1.3 US.Gal (5 L) 1.3 US.Gal (5 L) 1.3 US.Gal (5 L)
16-975	Glossy Blue Sky RAL 5015 paint + Hardener + Thinner P2		Z00.N4933960081 Z00.N4953960012 Z00.N4923960004	1.3 US.Gal (5 L) 1.3 US.Gal (5 L) 1.3 US.Gal (5 L)

* Specific SEFA

20 - HONEYCOMB

Not any

23 - GLASS FIBER (DRY AND PRE-IMPREGNATED)

TB No.	DESIGNATION	SPECIFICATION	USE	CODE CONDIT.
23-900	**GLASS FABRIC**			
23-900A	**GLASS FABRIC** 1581 VOLAN A		Repairs of laminate and thermoplastic components	F6655 01490 Z00.N4625781490
23-900B	**GLASS FABRIC** satin 374 GENIN TF 910		Repairs of sandwich structures	F6655 01490 Z00.N4625771412

24 - THERMOPLASTIC MATERIALS

TB No.	DESIGNATION	SPECIFICATION	USE	CODE CONDIT.
24-900	**THERMOPLASTIC PLATE** IMPAX 7000		Repairs of thermoplastic components	Z00.N4336701701 [plate 79 X 39 X 0.16 in (2000 X 1000 X 4 mm)]
24-901	**THERMOPLASTIC PLATE** ABS		Repairs of thermoplastic components	Z00.N4335986653 [plate 79 X 39 X 0.12 in (2000 X 1000 X 3 mm)]
24-902	**THERMOPLASTIC PLATE** ALLAX SC		Repairs of thermoplastic components	Z00.N4355534440 [plate 79 X 39 X 0.16 in (2000 X 1000 X 4 mm)]

27 - ADDRESSES OF SUPPLIERS

NOTE : Non-coded suppliers are classified in alphabetical order in end table.

CODE SUPPLIERS	ADDRESSES OF SUPPLIERS
C7223	DINOL GMBH WILHELM-STEIN-WEG 2 - 22339 HAMBURG - DEUTSCHLAND
D2617	LOCTITE DEUTSCHLAND GMBH - ARABELLASTRASSE 17 - POSTFACH 810580 - 81925 MUENCHEN - DEUTSCHLAND
F0220	PAULSTRA S.A. - 61, RUE MARIUS AUFAN - BP 164 - 92300 LEVALLOIS-PERRET - FRANCE
F0229	LE JOINT FRANCAIS - 84 à 116 RUE SALVADOR ALLENDE - 95870 BEZONS - FRANCE
F0347	3M FRANCE - Brd DE L'OISE 95006 CERGY PONTOISE CEDEX - FRANCE
F0351	AKZO NOBEL AEROSPACE COATINGS S.A. - PARC LES ALGORITHMES, BATIMENT EUCLIDE, 17 AVENUE DIDIER DAURAT - BP 101 - 31703 BLAGNAC CEDEX - FRANCE
F1419	PPG COATINGS SA - 75, BRD WINSTON CHURCHILL - BP 168 76052 LE HAVRE CEDEX - FRANCE
F1432	GIOUX (ETS ALBERT) - 73, RUE GUTENBERG - 75015 PARIS - FRANCE
F1691	CURTY S.A. - BP 316 - 25 Rue ARISTIDE BRIAND 69800 ST PRIEST CEDEX - FRANCE
F1858	SHELL (SOCIETE DES PETROLES) - 89 BD FRANKLIN ROOSEVELT - 92564 RUEIL MALMAISON CEDEX - FRANCE
F2605	CIBA-GEIGY (LABORATOIRES) S.A - 2-4, Rue LIONEL TERRAY - BP 308 - 92506 RUEIL MALMAISON CEDEX - FRANCE
F2615	ALTULOR S.A. - TOUR AURORE CEDEX 5 - 92082 PARIS LA DEFENSE - FRANCE
F2756	S.P.C.A. S.A. (PRODUITS DE TRAITEMENT ET PROTECTIONS DES SURFACES) - 7 QUAI MARCEL BOYER - 94200 IVRY SUR SEINE - FRANCE
F2857	BOSTIK FINDLEY S.A. - IMMEUBLE IRIS - 92062 PARIS LA DEFENSE CEDEX - FRANCE
F2864	Sté FRANCAISE BITUMASTIC - RUE DES PATIS - BP 2 - 76140 PETIT QUEVILLY - FRANCE
F2865	C.F.P.I. (CIE FRANCAISE DE PRODUITS INDUSTRIELS) S.A. - 28, BD CAMELINAT - 92233 GENNEVILLIERS - FRANCE
F3082	BRENT S.A. - 41, RUE DES FRANCS BOURGEOIS - 75004 PARIS - FRANCE
F3163	SCALP SARL - ALLEE MONTHYON DESSERTE OREST - 93320 PAVILLONS-SOUS-BOIS - FRANCE
F3172	TURCO-FRANCE S.A. - 3, IMPASSE DU QUAI DE L'INDUSTRIE 91200 ATHIS-MONS - FRANCE

CODE SUPPLIERS	ADDRESSES OF SUPPLIERS
F3539	LAMBIOTTE (USINES) S.A. - 20, RUE AUGUSTE VACQUERIE 75016 PARIS - FRANCE
F4101	NYCO S.A. 414 - 75366 CEDEX 08 - FRANCE
F5123	BROCHIER S.A. (CIBA-GEIGY COMPOSITES) - 33 Av FRANKLIN ROOSEVELT - 69150 DECINES CHARPIEU - FRANCE
F5169	P.C.A.S. (PRODUITS CHIMIQUES AUXILIAIRES ET DE SYNTHESE) S.A. 23, RUE BOSSUET - 91160 LONGJUMEAU - FRANCE
F5517	C.R.C. INDUSTRIES FRANCE - DIVISION SICERONT KF 12, BD DES MARTYRS DE CHATEAUBRIANT - Z.I. DU VAL D'ARGENT B.P. 28 - 95102 ARGENTEUIL CEDEX - FRANCE
F5644	SIAB S.A. - 90-92, Rue VICTOR HUGO - 94200 IVRY SUR SEINE - FRANCE
F6033	C.O.M.E.T. (CIE DE MATERIEL ET D'EQUIPEMENTS TECHNIQUES) S.A. - BP 100 - 60304 SENLIS CEDEX - FRANCE
F6324	HENKEL - BP 309 - 161 RUE DE SILLY 92642 BOULOGNE BILLANCOURT CEDEX - FRANCE
F6704	PEINTURES ET VERNIS DE LA MEDITERRANEE - Rue HENRI MATISSE 83100 TOULON - FRANCE
F6892	SOCOMOR (SPECIALITES CHIMIQUES) S.A. - Z.I. DU PRAT - 56006 VANNES CEDEX - FRANCE
F7256	SIKA S.A. DIV. INDUSTRIES - 101, RUE DE TOLBIAC - 75625 PARIS CEDEX 13 - FRANCE
F7267	ZEP INDUSTRIES - Z.I. RUE NOUVELLE 28210 NOGENT LE ROI - FRANCE
F7286	DOW CORNING SARL - Rte DES CRETES - BP 43 - PARC SOPHIA ANTIPOLIS 06561 VALBONNE - FRANCE
F7828	PROTECTIA SARL - BP 811 - 10 COURS REFFYE - 65008 TARBES CEDEX - FRANCE
F8204	ICI FRANCE - 1, AVENUE NEWTON - BP 207 - 92142 CLAMART - FRANCE
K0113	PRODUCTS RESEARCH AND CHEMICAL LTD - PORTLAND ROAD - NEWCASTLE UPON TYNE AND WEAR NE2 1BL - ENGLAND
K2232	INTERNATIONAL PAINT CO LTD - 380 RICHMOND ROAD - KINGSTON-ON-THAMES SURREY KT2 5 PS - ENGLAND
K7750	DOW CORNING LTD - KINGS ROAD - READING BERKS - RG1 4EX - ENGLAND
K8767	3M UNITED KINGDOM - PLC 3M HOUSE - PO BOX 1 - BRACKNELL BERKS RG12 1JU - ENGLAND
01490	HEXCEL CORP CHEMICAL PRODUCTS - DIV 20701 - NORDHOFF ST - PO BOX 2197 - CHATSWORTH CA 91311-5924 - USA
02684	CIBA-GEIGY CORP REN PLASTICS - DIV 4917 - DAWN AVE - EAST LANSING MI 48823-5605 - USA
05972	LOCTITE CORP 705 N - MOUNTAIN ROAD - NEWINGTON CT 06111-1411 - USA

CODE SUPPLIERS	ADDRESSES OF SUPPLIERS
7W065	NYCO INC. 11 E OLIVE RDSTE 101 32514-4401 PENSACOLA FL - USA
26066	MINESOTA MINING AND MFG CO INDUSTRIAL TAPE DIV - PO BOX 2180 HOUSTON TX 77252-2180 - USA
32861	LPS RESEARCH LABORATORIES INC, DIV OF HOLT LLOYD CORP - LOS ANGELES CA - USA
59003	BRENT CHEMICALS CORP - GLASTONBURY CT - USA
60775	BOSTIK FINDLEY CORP. - 11320 WATERTOWN PLANKROAD - WAUWA-TOSA - 53226 WISCONSIN - USA
63829	SANDEN INTERNATIONAL, 601 SANDEN BLVD, 75098-4923 WYLIE - TEXAS - USA
83574	COURTAULDS AEROSPACE INC 5454 SANS FERNANDO RD - PO BOX 1800 - GLENDALE CA 91209 - USA
94499	DOW CORNING CORP 594 - PEPPER ST - MONROE CT 06468 - USA
	ATOHAAS FRANCE - USINE DE BERNOUVILLE - BP 1 - 27660 BEZU SAINT-ELOI - FRANCE
	CHEMICAL CONTINENTAL INDUSTRIE - 42, RUE BARBES - 92126 MONTROUGE CEDEX - FRANCE
	GUITTET COFIDEP - Z.I. DES BETHUNES - SAINT OREN L'AUMONE - BP 495 - 95005 CERGY PONTOISE CEDEX - FRANCE
	ICI ETATS UNIS - NEW MURPHY ROAD AND CONCORDE PIKE - WILMINGTON - DE 19787 - USA
	ICI U.K. - CHEMICAL EXPORT SALE - IMPERIAL CHEMICAL HOUSE - MILLEBANK - LONDON SW1 - ENGLAND
	MAGNAFLUX CORP. 7310 WEST LAWRENCE STREET CHICAGO IL 60656 - USA
	MET-L-CHEK COMPANY - 1639 EUCLID STREET SANTA MONICA CA 90404 - USA
	OHIO INDUSTRIAL LUBRICANTS - 250 MANONING AVENUE - P.O. BOX 94225 - CLEVELAND - OH 44101 - USA
	ONYX DOCKS DES ALCOOLS - 57, RUE DE VILLIERS - 92200 NEUILLY-SUR-SEINE - FRANCE
	RDI BELGIQUE - 253, AVENUE WINSTON CHURCHILL - 1180 BRUXELLES - BELGIUM
	RDI ESPAGNE - NOBEL ESPAÑA - MADRID - SPAIN
	RDI ETATS UNIS - CANAL STREET - NOLA 70130 - USA
	SYNTHESES INDUSTRIES SARL - 40 à 62, RUE GI MALLERET-JOINVILLE - BP 92 - 94403 VITRY-SUR -SEINE - FRANCE
	ZEP MANUFACTURING 4401 NORTHSIDE - PKWY ATLANTA GA 30337 - USA