1. SCOPE.

1.1 Purpose.- The purpose of this specification is to establish procedures for cleaning slushing compounds from fuel and oil tanks and oil radiators.

1.2 Application.- All reconditioning operations and repairs covered by this specification may be accomplished where required without further authorization. Repairs not authorized by this specification cannot be performed without further authorization.

1.3 List of Pages and Revisions.- This specification consists of the pages listed below. An asterisk (*) denotes pages revised at the current revision.

Page	Date	Description of Revision	Serial Effectivity
1	2-6-53		
2	2-6-53		
3	2-6-53		

APPROVED:

USAF Quality Control

WRITTEN BY		DATE	OVERHAUL SPECIFICATION	B 11
PROJECT ENGINEER		2-6-53	REMOVING SLUSHING COMPOUNDS	
APPROVAL		DATE REVISED	Beech Aircraft CORPORATION Wichita, Kansas	OVERHAUL SPECIFICATION NO 7011 / PAGE 1
APPROVAL				

E-336A

2. APPLICABLE PUBLICATIONS

2.1 Specifications:

2.1.1 Beech.-

OS 7002 Cleaning Procedures for Reconditioned Aircraft

3. REQUIREMENTS

3.1 Parts Involved.- All oil radiators and aluminum oil and fuel tanks being reconditioned will be cleaned in accordance with this specification.

3.2 Cause for Rejection.- Not applicable. Refer to the detail Overhaul Specification for the part involved.

3.3 Reconditioning Operations:

3.3.1 Equipment.-

(a) Steel tanks of suitable size.

(b) Cold water rinsing facilities.

(c) Hot water rinsing facilities

(d) Air drying equipment.

3.3.2 Cleaning Compounds.-

(a) Turco 3266 Aviation Cleaner, 6 to 7 oz. per gallon

(b) Turco 2897 Aluminum Brightener, 10 to 12 oz. per gallon

3.3.3 Procedure:

3.3.3.1 Pre-cleaning of Tanks, Radiators.- Clean all grease, oil, and carbon from the tanks and radiators in accordance with paragraph on Cold Tank Immersion, OS 7002, Cleaning Procedures for Reconditioned Aircraft. Use heavy carbon cleaners, preferably Oakite 1", when facilities are available. When using Oakite 1", ample ventilation is needed.

CAUTION. Carbon cleaning compounds will cause the skin to blister if allowed to come in contact with it. Operator must wear rubber gloves.

3.3.3.2 Cleaning of Slushing Compounds.-

(a) Immerse tanks and radiators completely in a hot solution of Turco 3266 aviation cleaner, temperature 180° to 190° F. Soaking time is from 30 minutes up to a maximum of 4 hours. Some slight agitation of the solution within the tank will sometimes facilitate faster removal of the slushing compound.

(b) When inspection shows all film has been dissipated, drain solution from tank and wash and rinse thoroughly with cold running water.

(c) After cleaning, immerse in Turco 2897 aluminum brightener for 45 minutes. Rinse thoroughly with cold water.

(d) Follow with a dip in clean hot water to facilitate drying. Use air blast to remove the last traces of water from between faying surfaces.

(e) When a brownish deposit still remains in the fuel tanks after the above procedure has been completed, the tank may be treated as called out in Paragraph 3.3.3.3.

3.3.3.3 Cleaning Unslushed Tanks.- Tanks that have been in use that were never slushed and slushed tanks that have been cleaned as outlined in Paragraph 3.3.3.2 but still contain a brownish deposit on the bottoms caused by lead and rust may, as a last resort, be cleaned by the following procedure.

(a) Immerse fuel tank completely in a hot nitric acid solution (20 percent HNO_3 at 130° F) for a maximum of 30 minutes. Nitric acid must be used with caution since it has been known to damage tanks beyond repair.

(b) Neutralize the nitric acid solution by flushing with cold clear water. After the cold water wash, dip in hot water or use live steam to facilitate drying.

(c) When the above method does not remove deposit, send tanks to Process Engineering Chemical Laboratory for special cleaning.

4. INSPECTION

4.1 General.- The parts will be inspected to the general acceptable quality standards of Overhaul Specification 7008 and the specific quality standards listed below.

(a) Inspect parts to see that all loose particles of slushing compound which might obstruct the flow of lubricant have been removed.