



Fraser's Aerospace

How To Dry Wash Aircraft with NuPower II



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Dry Wash Procedure.

Dry Washing is accomplished by applying the drywash compound on the aircraft surfaces and agitating for removal of the soils as outlined in the General Cleaning procedures outlined below. This process is designed to lift the soils, oxidation and stains from the surface. After the drywash agent is applied and agitated, it is then either hand or machine buffed from the surface. This buffing or detailing action completes the deposition of the polish and protective agents onto the surface. Resultingly, enhancing the gloss factor while protecting the paint coating.



General Procedure for usage of NuPower II.

1. After dipping the mop head into a paint tray which allows the product to impregnate the pad, pat mop head or pad at several locations on surface for supply areas. Spread and agitate onto the aircraft surface a moderate film of cleaning agent, keeping surface wet but without running material, dripping excess material or creating spots of thick residue.
2. Feather (thin out) excess material forward to next zone to avoid build-up, leaving only a thin film to dry. Once a surface is clean it will present minimal resistance to mop head or pad movement of the drywash agent.
3. Before allowing the application agitation to dry, wipe down surface to the point of no visible moisture left on surface.
4. After intermediate wipe down allow any remaining drywash solution to completely dry to a thin powdery, soft haze.
5. Once the complete aircraft is cleaned with the intermediate wipe down, fluff wipe the surfaces where surface moisture has delayed the hazing of the drywash agent.

Change pads frequently for an efficient, speedy removal. Do not allow mop head to become over-saturated. If residual polish material is re-deposited, it will, as designed, cause a haze to (re) appear. The removal phase is thought to be complete, but will later show streaks or left residues.



Aged or very dirty aircraft cleaning procedure.

1. Use drywash agent, NuPower II, neat as received. Dilute only during hot weather conditions to delay drying phase. Apply cleaning solution directly to the aircraft surface with the appropriate hand tools.
2. Pat mop head at several locations on surface for supply areas. Spread and agitate onto the aircraft surface a moderate film of cleaning agent, keeping surface wet but without running material, dripping excess material or creating spots of thick residue.
3. Feather (thin out) excess material forward to next zone to avoid build-up, leaving only a thin film to dry. Once a surface is clean it will present minimal resistance to mophead or pad movement of the drywash agent.
4. To remove heavy accumulated soil - Knowing that a certain amount of any cleaning chemical will remove only a certain volume of soil, be aware that a heavily soiled area may require frequent pad changes, or a simple pre-cleaning with CitriCut to reduce the volume of soil. This may prove to expedite cleaning procedures.
5. Allow drywash solution to completely dry to a thin powdery, soft haze. The allowance of proper drying time by moving on to new cleaning zones will reduce the time and effort necessary for the removal phase.

Do not attempt to remove residual haze until UV protector is allowed to completely dry.

6. To remove a drywash agent - use a clean, dry cotton mop head. Fluff wipe the surface with even pressure strokes in a back and forth, up and down motions until the surface is free of the residual haze left from the cleaning phase.
7. Crevices, button rivets, seams, textured surfaces may capture the dried cleaning/drywash agent, hence requiring a soft bristle brush to release dried residual from raised or textured surfaces.

Helpful Hints.

- ☒ Use long continuous stroke patterns for even appearance.
- ☒ Replace pads before they become saturated with soil or dried residue.

- ☒ Use a medium bristle brush to remove dried solution from crevices, seams, button rivet heads and textured surfaces.
- ☒ Uneven pressure results in a streaked or blotchy surface.
- ☒ If drips, running and heavy soils create excess build-up areas that are harder to remove - use scrub pads to remove dried residual haze.
- ☒ Most stains can be removed with a combination of NuPower II and/or Citricut and scrub pads.



Full equipment list for drywashing with NuPower II.

Generally speaking, each operative working on an aircraft will need one pole, one applicator head, 5 scrub pads and 5 mop heads to keep them going for one day. Mop heads and scrub pads can be washed after use and dried ready to be used again. It is advisable to purchase a paint tray for each person, the type used for roller painting. Simply pour the NuPower II into it, dip the scrub pad into it, then apply to the aircraft fuselage in dabs to spread the product around.

	<p>Ultima Extension Pole (4' - 8')</p>
	<p>Applicator Head (9")</p>
	<p>Scrub Pads (9")</p>
	<p>Mop Heads (9")</p>
	<p>NuPower II</p>