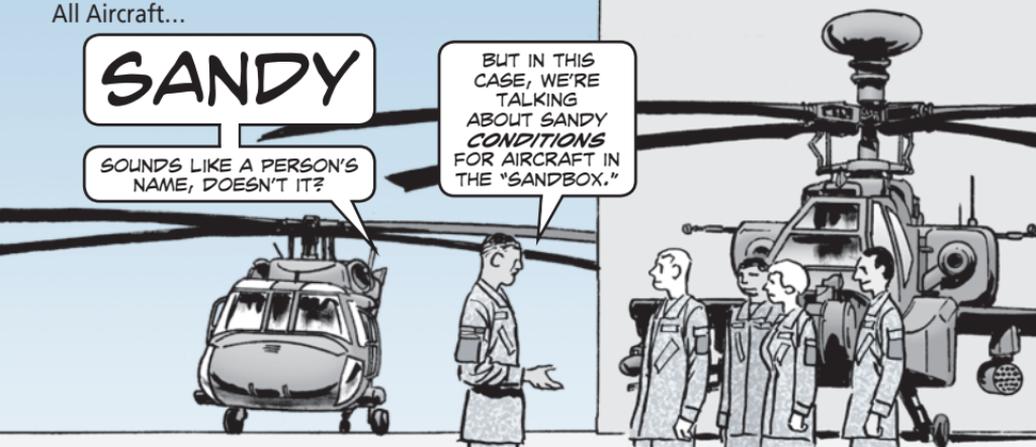


SANDY

SOUNDS LIKE A PERSON'S NAME, DOESN'T IT?

BUT IN THIS CASE, WE'RE TALKING ABOUT SANDY CONDITIONS FOR AIRCRAFT IN THE "SANDBOX."



Is sand removal important? You bet your bottom dollar it is! And cleaning out sand should be done more often than you think. Ignoring Sandy can cost you a bird—or worse, your life. You'd be surprised what Sandy gets into and the problems Sandy creates for aircraft.

Eyeball every nook and cranny of your aircraft closely. For example, Sandy and avionics don't mix. Most aircraft avionics have cooling fans incorporated which Sandy can clog, resulting in overheating and failure of the component. Aircraft with center consoles always need a vacuum to suck up sand.

Attach a 1/4-inch piece of flex tube to the vacuum crevice tool so you can get into tight spots. Keep a soft brush handy to brush sand off avionic components and control heads.

Look for sand on the cabin floor and under seats. The nose compartment of a Black Hawk is a favorite hiding place. Check hydraulic areas, engine compartments and wherever else sand can get into. Use low pressure compressed air to blow sand **out** of your bird and not around the inside of your bird.

Like the old saying goes, leave no stone unturned. So leave no aircraft door, panel, compartment or storage area unopened. Check for sand everywhere and don't give your bird the brush off.

