



Fig. 1-2. *The Renegade amphibian.* (Compliments of Lake Aircraft, Inc.)

and fertilizers are particularly troublesome to crop duster aircraft. Moisture, and especially salt water, trapped on a metal surface by dirt, mud, damp floor carpeting, or insulation, or the result of a plugged drain hole will also result in corrosion. Even hangared airplanes are susceptible, as bird droppings will cause the same problem.

Fundamentally, an electrical circuit is synthesized and the metal that offers the least resistance to corrosion becomes the anode resulting in its corroding. In general, corrosion is likely in areas where the surface is unprotected. Always touch up a surface scratch that has removed the paint down to bare metal. Another area conducive to the formation of corrosion is anywhere you can expect metal fatigue for such reasons as flexing, rubbing, and compression.

Areas particularly requiring frequent inspection include engine exhaust areas, landing gear, wheel well areas, the external cooling vanes on engine cylinders, surface skin seams, piano hinges on control surfaces and access doors, and battery compartments and vents. To neutralize a battery box in which there has been an acid spill, dust the box with baking soda, flush well with water, then thoroughly clean the box. When the box is completely dry, you can refinish it with zinc chromate primer. Make sure to coat the battery terminals with grease to retard future corrosion.

There are several things that the owner can do to minimize the potential for corrosion. Storing the aircraft in a hangar will go a long way toward protecting it. The airframe should also be washed and waxed regularly and thoroughly dried. An aircraft needs to be flown periodically to heat up the engine and air out the airframe. All electrical equipment