

U.S. COAST GUARD
AVIATION COMPUTERIZED MAINTENANCE SYSTEM

HC-130
122000.3
REV'D 01/25/02

AIRCRAFT NUMBER	OPERATING ACTIVITY	MAINTENANCE ACCOMPLISHED						MAINTENANCE DUE					
		DATE			A/C HOURS			DATE			A/C HOURS		
		MO	DAY	YEAR				MO	DAY	YEAR			

ITEM 1 <input type="checkbox"/> DUE	CMS CODE	ACTION	DESCRIPTION						CEINUM
	122024	SERVICE	CPC APPLICATION						30-5300-001

SCHEDULED UNSCHEDULED

MAN HOURS: **AMT**____.____ AVT____.____ AST____.____ PDM____.____ OTHER____.____

REMARKS: _____

TECHNICIAN'S SIGNATURE _____

TECHNICIAN'S ID _____

* ASTERISK INDICATES QA REQUIRED	*QA(1)	*QA(2)	*QA(3)	*QA(4)	*QA(5)	*QA(6)	*QA(7)	*QA(8)	*QA(9)	*QA(10)
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REVIEWED BY	LOG YN	DATA ENTRY COMPLETED
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1 CPC APPLICATION/12MONTH

REFERENCES:

MPC 060000.0
MPC 122000.0
MPC 122000.1
MPC 538000.0
MPC 570000.0
T.O. 1C-130A-9

TOOLS/TEST EQUIPMENT:

Droplights
Elevator Locking Device, P/N 7630951
Fogging Unit
Maintenance Check Stands
Mechanics Creeper
Wand Set:
DS Direct Spray Fitting w/Lanyard
Flexible Wand-360° fog 3/16" x 3', P/N 50008
Flexible Wand-Hemispherical Fog 1/4" x 3', P/N 50009
Flexible Wand 4mm w/90° Bend, P/N 50010
Flexible Wand 4mm, P/N 50011
Spray Wand 1/4" x 8', P/N 50005
Stainless Rod 5/16 x 8', P/N 50015
Stainless Rod 5/16 x 4', P/N 50017

EXPENDABLES:

Coveralls
Goggles, Splash Resistant
Respirator, Cartridge Type w/vapor and HEPA filter

CONSUMABLES:

ACF-50 Anti-Corrosion Compound 13 oz. Aerosol, P/N 10013
ACF-50 Anti-Corrosion Compound 114 liter Drum, P/N 10014
Shop Towels

A GENERAL INFORMATION

1. The purpose of this MPC is to reduce the PDM/PSI costs and extend the life of the HC-130 airframe. Each command must place continued emphasis on the importance of a thorough corrosion control program. Guidelines for the unit corrosion control program may be found in the Aeronautical Engineering Process Guide (CGTO, PG-85-00-60).
2. ARSC has supplied each HC-130 operating unit with a fogging application system. Customer Support for the fogging unit, spray wands, and attachments can be obtained through:

Pacific Corrosion Control Corporation
2301 Sun Cliffs Street
Las Vegas, NV 89134
(702) 255-0040



3. Online ordering through GSA can be found at:
www.Gsaadvantage.gov/advgsa/main_pages/start_page.jsp

B AIRCRAFT PREPARATION

1. Perform aircraft wash and flap/wheel well wash (Refer to MPC 122000.0 and MPC 122000.2).
2. Connect external electrical power and deplete hydraulic system pressure. Position ground checkout valve to tie auxiliary and utility hydraulic systems and turn ON auxiliary hydraulic pump.
3. Fully extend wing flaps. Tag flaps lever with warning sign and pull the Wing Flap Control Circuit breaker located on the copilots lower C/B panel, Main DC Bus.
4. Open LH and RH paratroop air deflector doors. Tag control switches with warning signs and pull the 2 Main DC Bus Paratroop Air Deflector circuit breakers.
5. Remove panels 248 and 249 (Refer to MPC 060000.0). Raise elevator to the extreme up position and install elevator locking device, P/N 7630951.
6. Position rudder to the extreme left deflection and secure auxiliary hydraulic pump.
7. If the door is in the up position, lower the door. Next, open the RAMP and ADS circuit breaker located at the aft fuselage junction box (Main DC Bus) and danger tag the circuit breaker. Place the ramp and aft cargo door manual controls (control valve handle and control valve rotary selector) in the neutral position and danger tag the controls. Install safety locks, P/N 402519 and P/N 402700 on the ramp and aft cargo door actuators.
8. Open cargo ramp, remove the outboard conveyors, remove the center floor panel.
9. Pull the 3 Essential AC Bus Auxiliary Hydraulic Pump and 6 Essential AC Bus Utility/Booster Suction Boost Pump circuit breakers located on the pilots side circuit breaker panel.
10. Open and secure nose radome (Refer to MPC 538000.0).
11. Open and secure LH and RH outer MLG doors.
12. Remove the following panels: (Refer to MPC 060000.0) 174, 175, 177, 178, 179, 181, 182, 183, 184, 185.
13. Inside MLG wheel wells, remove FWD and AFT lower mudguard panels and FWD, center, and AFT lightening hole covers at BL 61.62, WL 141 left and right.
14. On top of the wings open the following panels: (Refer to MPC 060000.0) 370, 139 (LH/RH), 133, 134, 298, 299, 300, 301, 128 (LH/RH).
15. Secure electrical power.

C GENERAL APPLICATION PROCEDURES

WARNING

WEAR PROTECTIVE CLOTHING/EQUIPMENT: FACE SHIELD, RESPIRATOR, SURGICAL GLOVES, AND COVERALLS.

WARNING

KEEP ANTI-CORROSION COMPOUND, ACF-50, AWAY FROM ALL SOURCES OF IGNITION. AVOID INHALATION. WASH THOROUGHLY AFTER HANDLING.

1. Application procedures are designed to proceed forward to aft and bottom-to-top in sequence.
2. As a general rule, surfaces will be properly treated when they appear wet and shiny.



3. Interior cavities are treated using the fogging application method.
4. Visible surfaces are generally treated using a direct spray attachment on the application gun, the 3/8" hemispherical flexible wand, a shop towel saturated with ACF-50, or an aerosol can.
5. Anytime a screw or bolt is loosened or removed it should be reinstalled wet with ACF-50 and torque to specified value.
6. Treat all piano hinges, clamshell latches and cam-locs.
7. Wipe up any excess material with a shop towel.

D APPLICATION PROCEDURES

1. RADAR COMPARTMENT: *Equipment: 4mm Flexible Wand; Aerosol Can.*
 - a. Fog all Radar support structures until they appear to be wet.
 - b. Fog all Radar compartment aft bulkhead surfaces, which are not covered with radar absorbing material until they appear to be wet.
 - c. Close radome (Refer to MPC 538000.0).

*** QA REQUIRED (1)**

2. NOSE LANDING GEAR: *Equipment: 4mm Flexible Wand; 3/16" x 3' Flexible Wand-360° fog; Mechanics Creeper.*
 - a. NOSE LANDING GEAR WELL: Fog nose landing gear well with 4mm wand until all surfaces appear to be wet.
 - b. AFT NOSE LANDING GEAR DOOR: Fog aft nose landing gear door with a 360° flexible wand inserted into drain holes. Fog for 10 seconds in each drain hole.
3. FUSELAGE BELLY: *Equipment: 3/16" x 3' Flexible Wand-360° fog; Mechanics Creeper.*
 - a. BELLY SKINS: Center section area is accessed through drain holes located on the centerline of the belly. Insert the wand vertically through each hole approximately 4" and fog for 20 seconds in each hole the entire length of the belly. Be sure the wand has penetrated deeply enough to go beyond the flapper drain valve.
 - b. SKIDPLATE: Access interior structure via drain holes. Fog for 10 seconds.
4. MLG WHEEL WELLS, LANDING GEAR AND DOORS: *Equipment: Direct Spray Fitting; 4mm Flexible Wand.*
 - a. Fog all landing gear assemblies, being careful to avoid wheels and brakes. Wipe off excess with shop towel.
 - b. Fog all wheel well surfaces until they appear wet and shiny.
 - c. Fog left and right main landing gear door interior surfaces using the 4mm flexible wand inserted into drain holes. Fog outer doors for 20 seconds. Fog inner doors for 10 seconds.
 - d. Close and secure all access panels, lightening hole covers, and MLG doors.

*** QA REQUIRED (2)**

5. FORWARD FUSELAGE COMPARTMENTS AND DOORS: *Equipment: 4mm Flexible Wand.*
 - a. BATTERY COMPARTMENT: Fog entire compartment and treat door interior surfaces by inserting wand into drain holes.



- b. CREW DOOR: Fog all interior structures by inserting wand into drain holes and structure openings. Pay particular attention to the treatment of all hinge areas.
- c. GTC/APU COMPARTMENT: Fog entire compartment and treat door interior surfaces by inserting wand into drain holes.

NOTE: Avoid excess application/accumulation to plenum and exhaust components.

- d. Close all access panels.

*** QA REQUIRED (3)**

- 6. DOORS: *Equipment: 4mm Flexible Wand; 3/16" x 3' Flexible Wand-360° Fog; Aerosol Can.*
 - a. AFT CARGO DOOR: Open each flare tube and fog the area with the 4mm flexible wand. Access to the interior structures may be gained through drain holes located fore and aft on the door centerline. Insert 4mm wand through each hole approximately 4" and fog for 20 seconds in each hole. Be sure the wand had penetrated deep enough to go beyond the flapper drain valve.
 - b. LH AND RH PARATROOP DOORS: Loosen insulation blanket snaps and insert 360° flexible wand. Fog all interior structures. Use the 4mm wand to treat all latches and bolts until shiny.
 - c. EMERGENCY DOORS AND HATCHES: Spot application to all structures and faying surfaces with ACF-50 aerosol can. Wipe off excess with shop towel.
 - d. ALL BONDED BEADED PANEL DOORS (storage compartment doors): Use 4mm wand to fog all interior surfaces via drain holes. Fog interior side of all doors until they appear to be wet.
 - e. Remove safety locks.

*** QA REQUIRED (4)**

- 7. CARGO RAMP: *Equipment: 8' x 5/16" Stainless Wand; 4' x 5/16" Stainless Wand; 3/8" x 3' Flexible Wand-Hemispherical Fog; 4mm Flexible Wand.*
 - a. INTERIOR STRUCTURES AND CARGO RAMP SKIN TENSION STRAP: Insert the 8' x 3/8" rod and fog all structures forward of the access panel opening. Next, insert the 4' x 3/8" rod and fog all interior structures aft of the access panel opening paying particular attention to treating the cargo ramp tension straps located on each side of the access panel opening and underneath the ramp upper skin. Reinstall the panel with the prescribed sealant.
 - b. CARGO RAMP OUTBOARD CAVITIES: Insert the 3/8" hemispherical wand into each of the four latch openings and fog for 5 seconds in each cavity.
 - c. RAMP LEADING EDGE AREA: Use the 4mm flexible wand to treat the surfaces between the ramp fwd bulkhead and FS 737 bulkhead. Access is gained by inserting the wand into the gap between each.
 - d. Reinstall/close all conveyors and access panels.

*** QA REQUIRED (5)**

- 8. FUSELAGE FITTINGS AND FLOOR STRUCTURES: *Equipment: 4mm Flexible Wand*
 - a. PARATROOP LONGERON: Access is gained externally and internally. Externally, insert 4mm flexible wand with the 90° bend into the lower drain holes beneath the paratroop door. Be sure you are in the right holes, as the upper holes drain the door frame chine. Turn the wand as you fog the interior surfaces. Fog for at least 10 seconds in each hole.
 - b. LOWER AFT LONGERON IN AREA UNDER TOILET: Fog using the 4mm flexible wand until the surfaces appear to be wet.



- c. LOWER AFT LONGERON FITTING (1041 END FITTING): Fog using the 4mm flexible wand until the surfaces appear to be wet.
 - d. LOWER FUSELAGE FITTING (737 END FITTING): Fog using the 4mm flexible wand until the surfaces appear to be wet.
 - e. LOWER FUSELAGE LONGERON DOUBLER (FLYSWATTER FITTING): Fog using the 4mm flexible wand until the surfaces appear to be wet.
 - f. UPPER LONGERON FITTING (STATION 1041): Fog using the 4mm flexible wand until the surfaces appear to be wet.
 - g. UPPER LONGERONS AT BULKHEAD 20: Fog using the 4mm flexible wand until the surfaces appear to be wet.
 - h. STATIC LINE SUPPORT BEAM (H BEAM WEB): Fog using the 4mm flexible wand until the surfaces appear to be wet.
9. FLOOR STRUCTURES: *Equipment: 3/16" x 3' Flexible Wand-360° Fog*
- a. CHINE CAPS BENEATH DUAL RAILS & ANCHOR NUTS: Remove one tie down bolt from each cargo tiedown fitting (Column A & G, rows 1–25, refer to T.O. 1C-130A-9, Figures 2–5). Insert wand into each hole 2". Fog for 20 seconds. Repeat in each hole. Reinstall bolts wet and torque to specified value.

*** QA REQUIRED (6)**

- b. GUTTER BETWEEN FLOOR AND CHINE: Beginning at the search window and moving aft, loosen the snaps at the bottom of each insulating blanket. Insert the wand as far as it will go and fog for 5 seconds into each bay.
 - c. Reattach snaps.
10. FUSELAGE INTERIOR STRUCTURES AND EQUIPMENT: *Equipment: Aerosol Can.*
- a. FLIGHT DECK CHINE PLATES: Spot application with aerosol can. Wipe off excess with shop towel.

NOTE: The intent of this step is to treat the upper surface of the flight deck chine plates. Pay particular attention to the area of the chine plates adjacent to the pilot and copilot seat positions and directly below the swing window. Apply CPC along the perimeter of the flight deck floor covering to allow the ACF-50 to wick below the floor panel to the chine plate (Refer to Figure 1).

11. FUSELAGE/WING STRUCTURES: *Equipment: 3/8" x 3' Flexible Wand-Hemispherical Fog; 4mm Flexible Wand.*
- a. FUSELAGE SKIN UNDER FUSELAGE-WING FILLET ASSEMBLY: Use the hemispherical flexible wand to treat all interior surfaces of the compartment until they appear to be wet and shiny.
 - b. FUSELAGE TO WING PRESSURE SKIN PANELS: Fog the forward and aft wing fillets using the 4mm flexible wand to direct the ACF-50 into all faying surfaces.
12. WING TRAILING EDGES, FLAPS, ANDAILERONS: *3/8" X 3' Flexible Wand-Hemispherical Fog; 4mm Flexible Wand w/90° Bend; Aerosol Can.*
- a. WING TIP: Treat the wing tip structure using the 4mm flexible wand w/90° bend. Insert the wand into one of the two drain holes, turn and fog for 2 seconds.

NOTE: Bonded panels are used in all upper and lower trailing edges unless reworked angle stiffened panels are installed.



- b. **BONDED STRUCTURES:** Treat all bonded structures using the 4mm flexible wand with 90° bend. Insert the wand into one of the two drain holes and fog for 2 seconds. If the stiffener is open, fog for one second.
- c. **TRAILING EDGE STRUCTURES:** Fog all visible surfaces using the 3/8" hemispherical wand until they appear to be wet.
- d. **AILERONS AND FLAPS:** Insert the 4mm flexible wand with 90° bend into each drain hole turning the wand as you fog for 20 seconds.
- e. **FLAP LINK ASSEMBLY:** Insert the aerosol can straw into one or both of the small drain holes located at each of the tube. Spray for 10 seconds if only one hole is accessible. Spray for 5 seconds in each hole if both are accessible.
- f. **PLYONS FOR EXTERNAL FUEL TANKS:** Insert the 4mm flexible wand with 90° bend, into the gap between the leading edge fairing and the fuel tank pylon. Angle the wand to the vertical position and fog for 10 seconds. Repeat for the aft fairing.
- g. Reinstall/close all access panels.

*** QA REQUIRED (7)**

13. **ENGINE NACELLES AND PROPELLERS:** Equipment: 3/8" x 3' Flexible Wand-Hemispherical Fog; Saturated Towel; Aerosol Can
- a. **ENGINE TRUSS MOUNTS, POWER PLANT UPPER AND LOWER LONGERONS, FIREWALL FRAME AND NACELLE STRUCTURE, QEC SUPPORT FITTING FOR ENGINE REAR MOUNT BEAM & ENGINE MOUNT DRAG ANGLES:** Open all access panels PP2, PP3, PP4L/R, 10, and 36 (Refer to MPC 060000.0). Using the 3/8" hemispherical wand, fog the entire engine support structure until all surfaces appear to be wet. Wipe off excess with a shop towel. Fog all panels and cowlings.
 - b. **UPPER AND LOWER INLET RINGS:** Wipe all surfaces with a shop towel saturated with ACF-50.
 - c. **PROPELLERS:** Wipe all propeller blade surfaces with a shop towel saturated with ACF-50.
 - d. Close/reinstall access panels.

*** QA REQUIRED (8)**

14. **WING UPPER SURFACES ACCESS:** Equipment: 3/8" x 3' Flexible Wand-Hemispherical Fog; 4mm Flexible Wand w/90° Bend; Aerosol Can.
- a. **ENGINE TO NACELLE COMPARTMENT:** Open the engine to nacelle fairings (H6). Using the 3/8" hemispherical wand fog all surfaces until they appear to be wet. Wipe off excess with a shop towel. Fog all horse collar panels with the direct spray attachment.
 - b. **DRY BAY OPENINGS ON WING UPPER SURFACE:** Fog all visible surfaces using the 3/8" hemispherical wand until they appear to be wet. Wipe off any excess with a shop towel.
 - c. **DRY BAY ACCESS DOORS ON WING UPPER SURFACE:** Using the 4mm flexible wand with 90° bend, treat all door/skin faying surfaces, the underside of the doors and all attachment hardware until the surfaces appear to be wet. Wipe off any excess with a shop towel.
 - d. **WING JOINT ATTACHMENT (RAINBOW) FITTINGS, WING BEAM CAP CORNER FITTINGS:** Remove inspection panels 129 and 130 on the top and D3 L/R on the underside of the wing. Fog all visible surfaces using the 3/8" hemispherical wand until they appear to be wet. Pay particular attention to the wing beam cap corner fittings. Reseal panel IAW MPC 570000.0 (see figures 2 and 3).
 - e. Close/reinstall access panels.



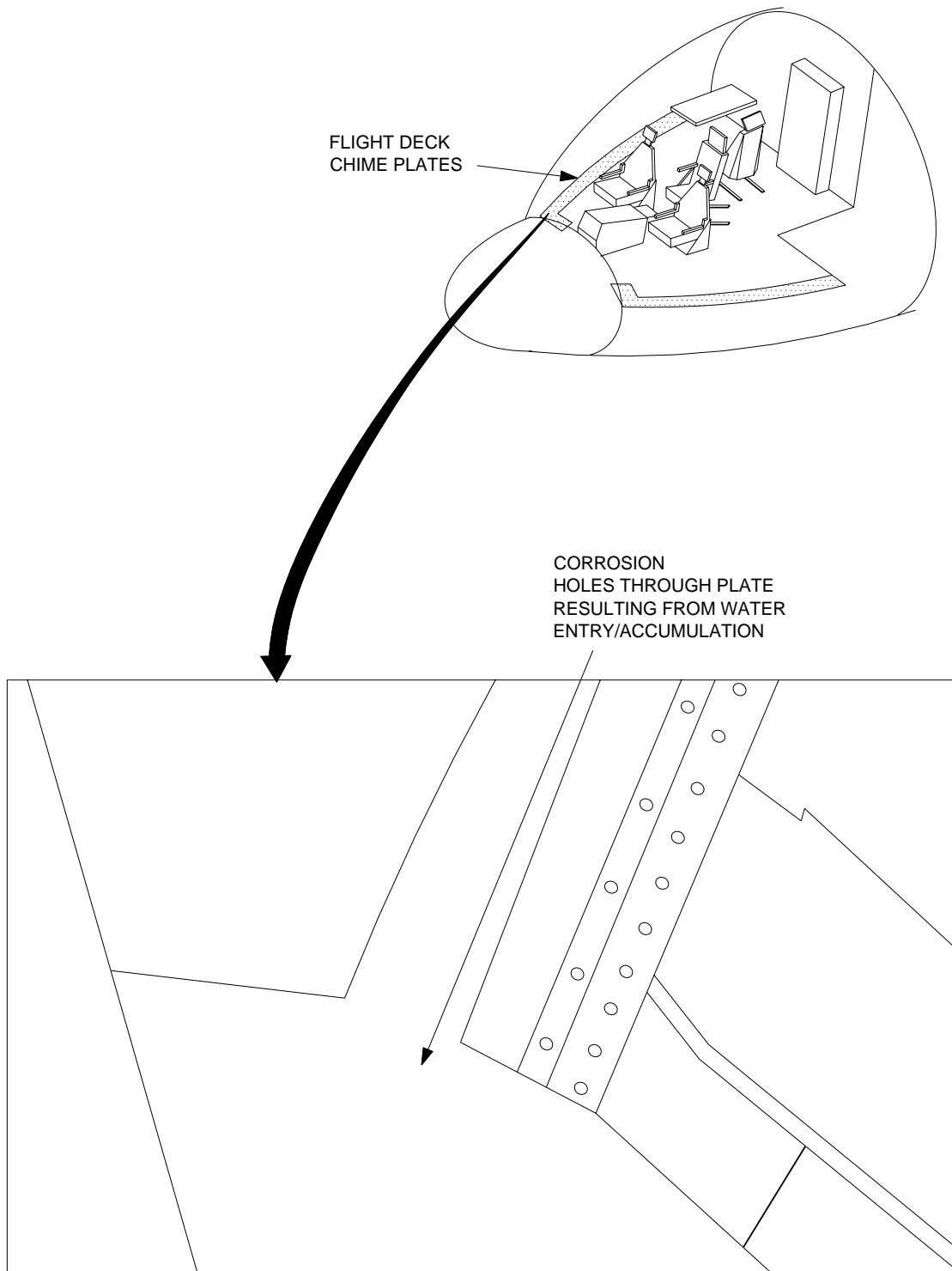
*** QA REQUIRED (9)**

15. STABILIZERS: *Equipment: 8' x 5/16" Stainless Wand; 4' x 5/16" Stainless Wand; 3/8" x 3' Flexible Wand-Hemispherical Fog; 4mm Flexible Wand; 4mm Flexible Wand w/90° Bend; Boom Truck.*
- a. HORIZONTAL STABILIZER/FUSELAGE FILLET SKIN FAYING SURFACES: Use the 3/8" hemispherical wand to fog all structures and faying surfaces. Access is also gained through drain holes located on underside of the tail forward and aft of the access panels. Use the 4mm flexible wand w/90° bend to fog these areas.
 - b. ELEVATOR CONTROLS: Access through rudder and elevator controls and electrical access panels on underside of tail (panels 248 and 249). Use the 3/8" hemispherical wand to fog all structures and faying surfaces until they appear to be wet.
 - c. ELEVATOR/TRIM TABS: Access is gained through 21 drain holes located on the underside of the structures. Use the 4mm flexible wand with 90° bend to fog these areas.
 - d. RUDDER COUNTERBALANCE ARM: Position the rudder in the extreme left position. Insert the 4mm flexible wand with 90° bend into the underside drain hole and fog the structure for 5 seconds.
 - e. RUDDER AND DORSAL FIN: First, insert the 3/8" x 8' stainless rod through the lightening holes via the beavertail panel access. Begin fogging and slowly withdraw the rod as you turn it 360°. The next steps require the assistance of a boom truck. With the rudder in the extreme left position, access to the dorsal fin and rudder interior structures is gained through lightening holes an actuator openings. First, insert the 4mm flexible wand into the rudder counterbalance arm and fog for 5 seconds. Working your way down the rudder and dorsal fin, insert the 3/8" hemispherical wand as far as it will go into each lightening hole and fog for 30 seconds as you gradually withdraw with wand. When you reach the first hinge attachment opening, insert the 5/16" x 4' stainless rod into dorsal fin as far as it will go and fog for 30 seconds as you gradually withdraw and turn the wand. The rudder can be treated its entire length using the 3/8" hemispherical wand. When you reach the middle of the dorsal fin, insert length using the 3/8" hemispherical wand. When you reach the middle of the dorsal fin, insert the 3/8" hemispherical wand into each of the ladder attachment openings and fog the structure. When you reach the lower portion of the dorsal fin, use the 4mm flexible wand to shoot the CPC into the lower structures. You will have to reach as far as you can inside the rudder attachment opening to get complete coverage.
 - f. Reset pulled circuit breakers, apply electrical and hydraulic power, raise elevator and remove elevator locking device, P/N 7630951. Turn OFF auxiliary hydraulic pump.
16. Deplete hydraulic pressure, position ground checkout valve to the NORMAL (untied) position, remove warning tags, reinstall/close all access panels and doors.

*** QA REQUIRED (10)**

17. Record maintenance action by completing appropriate sign-off, adding pertinent remarks.

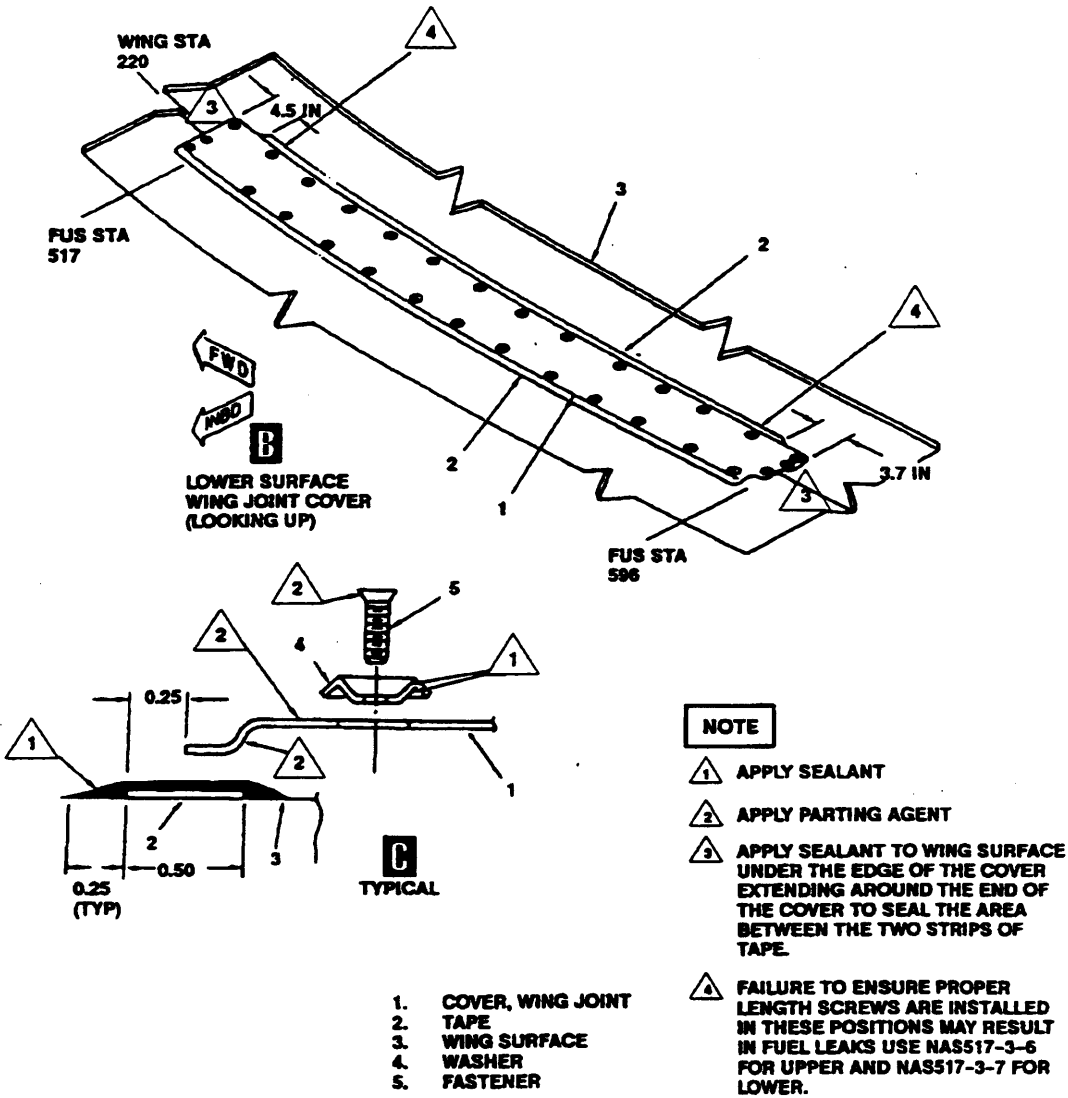




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FLIGHT DECK CHINE PLATES
Figure 1

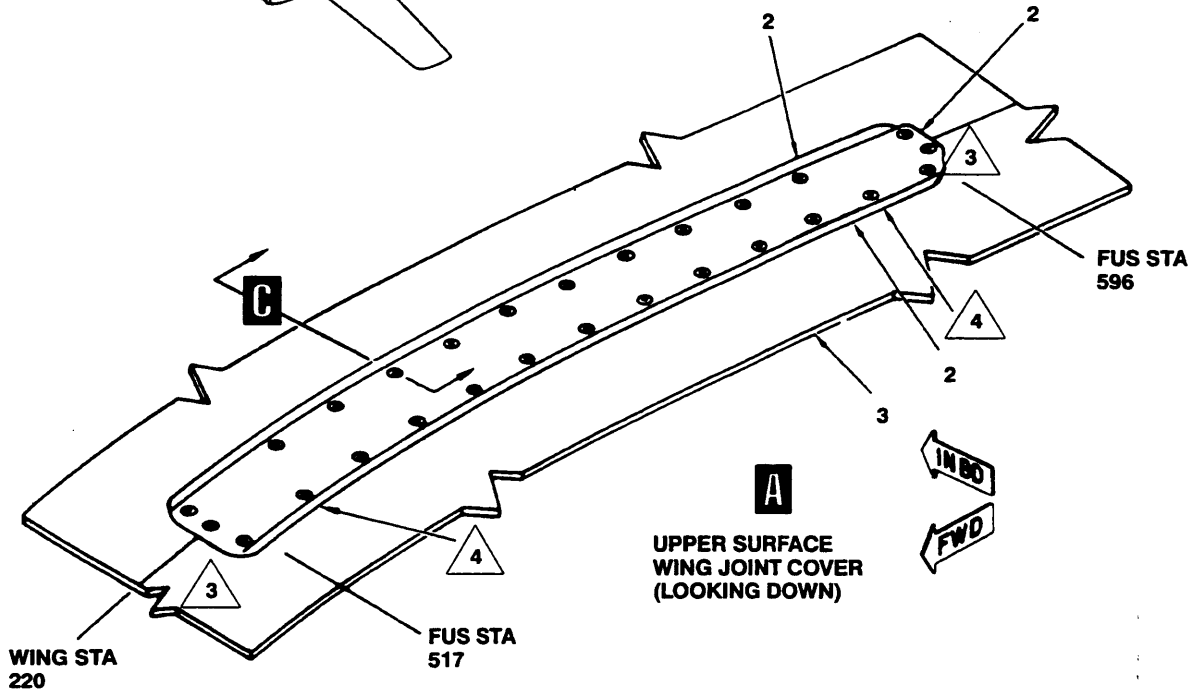
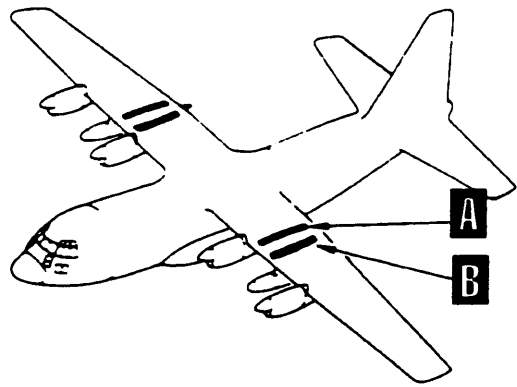




INSTALLATION OF WING JOINT COVER

Figure 2





1. COVER, WING JOINT
2. TAPE
3. WING SURFACE
4. WASHER
5. FASTENER

NOTE

1. APPLY SEALANT
2. APPLY PARTING AGENT
3. APPLY SEALANT TO WING SURFACE UNDER THE EDGE OF THE COVER EXTENDING AROUND THE END OF THE COVER TO SEAL THE AREA BETWEEN THE TWO STRIPS OF TAPE.
4. FAILURE TO ENSURE PROPER LENGTH SCREWS ARE INSTALLED IN THESE POSITIONS MAY RESULT IN FUEL LEAKS USE NAS517-3-6 FOR UPPER AND NAS517-3-7 FOR LOWER.

INSTALLATION OF WING JOINT COVER

Figure 3

