

important following salt water operation. (After filling, open the lowest petcock and drain out about a quart; water, being heavier than oil, will be forced out at the bottom. Close the petcock and refill with rust preventive.)

Drain the fuel tank (use a suction pump), fuel lines and carburetor dry. This will prevent sweating and consequent water in the gasoline.

Remove all grease and oil from the exterior surfaces of the engine.

Leave the spark plugs installed.

Seal all openings into the engine.

Remove the coil and high tension wires. These parts can best be kept clean and dry wrapped in waterproof paper.

The cranking motor and generator may also be removed; but if they are left on the engine, they should be cleaned and wrapped in rags.

Care of battery: Replenish the water to bring level $3/8''$ above plates. Fully charge to 1.275 gravity, then store in a clean and dry place and keep charged. (Clean the terminals with baking soda solution, dry them and coat lightly with grease or vaseline.)

Cover all surfaces having tendency to rust by painting or spraying with rust preventive. Cover engine with tarpaulin or waterproof canvas.

B. Jet Unit

Flush the Jet Unit thoroughly with fresh water both inside and out, drain all pipes and hoses and clean the auxiliary engine water filter.

C. Hulls

Clean the hull to remove all stains, grease and oil, scum etc. The more thorough the job is done now the less will have to be done when the Turbocraft is returned to the water.

V. OPERATION FOLLOWING STORAGE

A. Engine

Drain water jackets of rust preventive.

Reconnect engine water supply.