




INSTALLATION INSTRUCTIONS

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Date : 04/09/2024	C-130J WVR Aero-Bag – Installation Instructions	ATL1175-001
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ATL1175-001	C-130J WVR Aero-bag

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1 Introduction

1.1 Equipment identification

Aerotest Part number: ATL1175-001-B (Light Blue)

NATO Stock number: NSN 1610-99-424-2995

Aerotest Part number: ATL1175-001-G (Olive Green)

NATO Stock number: NSN 1730-99-974-1591

1.2 Description

These installation instructions relate to the protection during transport and storage of the C-130J QEC Power Plant. It is essential that all directives on the removal and mounting of the QEC Power Plant onto its Transportation Trolley have been followed. Such information is available from **Lockheed Martin Aeronautics Company, Marietta, Georgia, USA**. This document should be followed and used in conjunction with any technical documentation **issued by Lockheed Martin Aeronautics Company, Marietta, Georgia, USA**.

The Quick Engine Change (QEC) Water Vapour Resistant (WVR) Aero-bag has been designed to enable the (QEC) Power Plant, fitted to the C-130J Hercules aircraft, to be stored and preserved against the environment for long periods of time. The Aero-bag is produced as one assembly, so that it completely encloses and protects its contents from potential corrosive elements in the external ambient environment.

The QEC WVR Aero-bag is designed to protect the QEC during ground storage and transportation (Including by air.) Fitted to the Aero-bag is a relief valve; this ensures the Aero-bag is not over pressurised when subjected to variation in atmospheric pressure or temperature, enabling safe transport at altitude and transfers between Hot-Cold climates.

A Final Production Standard bag has been produced that is unique in size and shape to the C-130J QEC. The WVR Aero-bags are produced in two standard colours Blue and Green, although additional colours are available on request.

The material of the WRV Aero-bag is very strong and durable and may be creased or folded without damage. The overall weight of the bag is approximately 35 kg.

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Installed QEC WVR Aero-bag

Standard colour Blue



Installed QEC WVR Aero-bag

Standard colour Green



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2 Equipment Options

2.1 Standard Package

The standard package includes the following equipment:-

ITEM	PART No.	DESCRIPTION	QTY.
1	ATD1175-001-001-B/G	C-130J QEC Aero-bag with accessible tailpipe assembly (Blue or Green)	1
2	ATD1175-001-002	C-130J Air Freight storage bag	1
3	25-10013	Purging valve assembly	2
4	25-10060	Purging valve adaptor assembly	1
5	25-10024	Porthole blank	2
6	25-10025	Pressure relief valve, Type A6. Violet	1
7	25-10026	Gasket fitting tool	1
8	25-10027	Mallet	1
9	25-10028	Desiccant Silica Gel sachet (Pack of 12)	1
10	25-10029	Transport tube assembly	1
11	25-10030	Repair patches (Pack)*	1
12	25-10034	Red storage bag	1
13	25-10054	TIZIP Lubricant (Tube)	1
14	25-10055	Environmental Indicator	1
15	25-10058	Environmental Indicator housing assembly	1
16	25-10068	Anti-Tamper Tag	10
17	25-10069	Permanent Marker Pen	1
18	25-10032	Aluminium Oxide Paper	1

*Due to shipping difficulties, Aerotest no longer supplies adhesive for Aero-bag repair procedures. Aerotest recommends the use of Bostik All Purpose Adhesive (or similar), which can be purchased locally.

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3 Installation of the Aero-bag onto the QEC Transport Trolley or Maintenance support Structure

- 3.1** Remove the QEC WVR Aero-bag from the lightweight transport bag along with the installation instructions and spread the complete Aero-bag out on the ground. Ensure the Aero-bag is placed the correct way up with the screen printed labels FRONT, TOP and REAR clearly visible See Fig 1.



Fig. 1

- 3.2** Open both the front and rear zips until the upper and lower halves of the front and rear sections are separated. See Fig 2.



Fig. 2

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- 3.3** Once the bag is separated, carefully lift and position the Aero-bag onto the chassis of the QEC Transport Trolley, or maintenance support structure ensuring the screen printed label TOP, is upper most and clearly visible.
- 3.4** Located and integrated as part of the rear face of the Aero-bag are 4 off circular gaskets, two upper (white) and two lower (green). The upper and lower gaskets are different sizes, which corresponds with each of the upper and lower QEC mounting cones on the Transport trolley or maintenance support structure.
- 3.5** Carefully position the Aero-bag and drape the upper section over the top of the Transport Trolley mounting mast or maintenance support structure. The upper section can either be rolled and placed carefully See fig 3 or rolled and fixed in position using the single snap buckle attachment. See fig 4. This prevents the upper section from falling forward and allows access to the QEC mounting bolts once the QEC is positioned for installation.



Fig. 3

Fig. 4



The lower section of the Aero-bag should be carefully rolled back towards the mast of the trolley to prevent damage caused by anyone stepping onto it.

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- 3.6** With the rear face of the Aero-bag positioned, firmly push each of the gaskets onto its corresponding mounting cone so as they protrude through the centre holes of each of the gaskets. See Fig 5, 6, 7 and 8.



Fig. 5

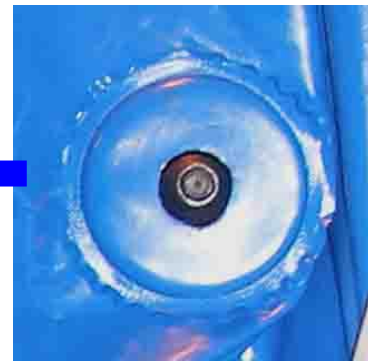


Fig. 6



Fig. 7



Fig. 8

- 3.7** An installation tool and rubber mallet for final fitting of the 4 off Gaskets is supplied if required. The installation tool consists of a blank section of plastic tubing, (lid) which comes as part of the repair kit adhesive glue container, it may be used in conjunction with the rubber mallet, supplied, as part of the preservation kit, to ensure each of the circular gaskets is fully located onto the cones of the QEC Transport Trolley or maintenance support structure. See Fig. 9.

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Fig. 9

- 3.8** Place the open end of the installation tool over each of the mounting cones in turn; ensuring the face of the tool is resting on the face of each gasket. See Fig 10



Fig. 10

- 3.9** Take the mallet supplied and gently tap the blank end of the installation tube until the gasket feels fully located onto each of the Transport Trolley or maintenance support structure mounting cones.
- 3.10** Finally adjust the position of the Aero-bag on the QEC transport Trolley or maintenance support structure to minimise interference or damage to the bag during QEC installation.

N.B. The QEC can now be installed onto the QEC Transport/Maintenance support Trolley. It is essential that all directives on the removal and mounting of the QEC Power Plant onto its Transportation Trolley have been followed. Such information is available from **Lockheed Martin Aeronautics Company, Marietta, Georgia, USA**. Care should be exercised when installing the QEC exhaust section through the tail-pipe section of the Aero-bag to avoid damage to its fabric.

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4 Final installation and closure of the WVR Aero-bag

- 4.1** Carefully pull the UPPER section of the Aero-bag forward onto the QEC so that the front of the upper section is fitted over the end of the QEC. See Fig. 11.



Fig. 11

- 4.2** Carefully unfold and pull the LOWER section of the Aero-bag forward below the underside of the QEC so that the front of the lower section rests under the end of the QEC.
- 4.3** A series of internal male and female snap buckle attachments are positioned around the Aero-bag zip seal, 3x port, 3x starboard and 1x front as part of the UPPER and LOWER Aero-bag sections, these should each be connected first so as to hold the UPPER and LOWER sections of the Aero-bag together. See Fig. 12.



Fig. 12

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- 4.4** A series of external male and female snap buckle attachments are also positioned around the zip seal, 2x port and 2x starboard as part of the UPPER and LOWER bag sections, these should each be connected first prior to closing the zip seal. See Fig. 13.



Fig. 13

- 4.5** Prior to closing the zip seals, open the zip completely, re-lubricate zip tips and docking end seal and operate the slider a few times over the full length. Use a small amount of zip lubricant onto the zips. This may be re-applied periodically to facilitate ease of operation.
- 4.6** Carefully draw the zip around the three sides of the Aero-bag (both front and rear sections) in a straight, horizontal anti-clockwise direction until the zips are closed. Use the hand strap welded in line with the zip to begin movement, see Fig. 14.



Fig. 14

- 4.7** To close the zip seal of the rear tail-pipe section follow the same closure procedure as stated in paragraph 4.1 to 4.5 above. Once both zips are closed, thread the anti-tamper tags through the eye of the zips and through the adjacent welded anchor points, to prevent the zip from being re-opened. See Fig. 15.

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Fig. 15

- 4.8** Two one-way purging valves (Part No 25-10013) are installed in each of the porthole lids, one for the nacelle intake and one for the power section exhaust duct. This arrangement is for nitrogen purging once the bag has been fully installed. Always check that the “O” ring seal is present for both porthole lids. See Fig. 16 and Fig. 17

One-way Purging Valve –
Front view



Fig. 16

One-way Purging Valve –
Rear view



Fig. 17

- 4.9** Remove the red Protection Cap on the Purging Valve Adaptor Assembly (Fig 18), and fit the adaptor assembly (Part No. 25-10060) (Fig. 19), to the rearmost purging valve assembly.

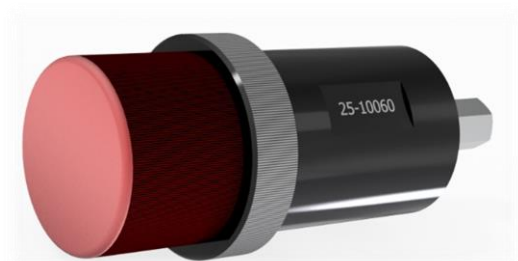


Fig. 18



Fig. 19

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5 Installation of Desiccant sachets into the Aero-bag

- 5.1** Access to the inside of the Aero-bag is via 2 portholes welded into the FRONT and TAILPIPE Aero-bag sections, each with screw-on sealed lids. Each of the port-holes has an “O” ring seal within their lids, which form an air-tight seal when the lids are tightly screwed into place.
- 5.2** To gain access to the FRONT and REAR TAILPIPE Aero-bag sections, unscrew and remove the portholes at both ends of the Aero-bag. This method ensures each of the Aero-bag horizontal zip seals are not opened.
- 5.3** Incorporated at the FRONT and TAILPIPE sections of the Aero-bag is an internal desiccant sachet-retaining bag that fits snugly inside the front nacelle and rear tailpipe sections of the engine. Each bag is permanently fitted and has been designed to allow the desiccant sachets to be held in place once installed.
- 5.4** The design of the desiccant sachet-retaining bags incorporates a solid base area and sides which acts as a retaining compartment as well as a catchment/barrier zone to prevent the desiccant coming into contact with QEC components if any of the sachets are damaged or leaking. The top area consists of an open mesh design, which allows the moist atmosphere to circulate and be removed using the installed desiccant sachets.
- 5.5** To install the desiccant sachets remove 12 off desiccant sachets (500g/ 1.1 lbs each) from the red coloured desiccant storage bag. Place 6 off desiccant sachets onto the solid base area of the front internal desiccant sachet-retaining bag. Ensure each bag is placed side-by-side in two rows in a uniform manner, replace and tighten the porthole lid. See Figs. 20 and 21.
- 5.6** Place 6 off desiccant sachets into the power section exhaust duct in the TAILPIPE section of the Aero-bag. Again ensure each bag is placed side-by-side in two rows in a uniform manner, replace and tighten the porthole lid. Ensure the desiccant sachets are positioned far enough forward onto the solid internal diameter of the exhaust duct.



Fig. 20

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Fig. 21

Note 1 Desiccant can be corrosive. Do not let desiccant come into contact with QEC components or use desiccant sachets that are damaged or leaking.

Note 2 The Silica gel bags will absorb moisture from their surroundings once the desiccant is removed from its plastic packaging. It is therefore essential to complete the Nitrogen purge and leak test as soon as possible after the silica bags are added to the Aero-bag.

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6 Operation of Environmental Indicator

The method of measuring humidity within the bag is by the Environmental Indicator (Part No. 25-10055). The unit is capable of measuring the following :-

- Relative Humidity 5 to 80% RH
- Temperature -20 to +60°C
- Dew point -50 to +20°C

To display the environmental condition within the bag, press the button on the front of the unit. A single press of the button will initiate a sequence of readings – Firstly relative humidity will be displayed, then temperature and then dew point. Each value will display for 2-3 seconds before moving to the next. The entire sequence will take ~10 seconds and then the screen will revert to idle mode (Indicator shown in Fig. 22 and 23).



Fig. 22



Fig. 23

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7 Leak Testing and Nitrogen Purging

SAFETY NOTE:

Nitrogen is a reliable dry gas, which is economic, safe (when handled properly), colourless, odourless, tasteless and inert and presents a particular danger of asphyxiation, if used in confined spaces, ENSURE WORK AREA IS ADEQUATELY VENTILATED.

- 7.1** Supplied with each Aero-bag is a purging valve adaptor assembly (Part No. 25-10060). The adapter has a 7/16-20 JIC male connector for nitrogen filling/purging or leak testing. This can be used once the Adapter Assembly has been fully installed. See Fig. 25.
- 7.2** Each of the one-way purging valves (Part No. 25-10013), generally the rear one, can be coupled by screwing the purging valve adaptor assembly (Part No. 25-10060) onto the valve until the adapter sits against the purge valve face as shown. See Fig. 24 and 25.

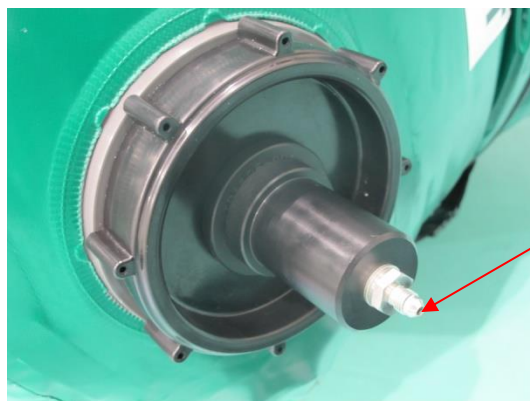


Fig. 24



Fig. 25

- 7.3** Once the purging valve adapter is installed firmly against the purge valve face as shown, remove the threaded female blank from the 7/16-20 JIC male connector and connect a nitrogen source to purge the moist air. See Fig. 26. The Nitrogen source should have an in-line pressure gauge fitted suitable for pressure monitoring during the filling procedure.



7/16-20 JIC Female Cap removed from adapter – ready for filling.

Fig. 26

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- 7.4** Once the Nitrogen source is connected turn on the nitrogen supply slowly; gradually fill the Aero-bag to a maximum pressure of 0.5 psig while periodically checking all mounting gaskets, porthole covers and zip seals for leaks. If no leaks are present, proceed with purging moist air from the Aero-bag
- 7.5** In order to remove as much moisture from inside the Aero-bag as possible; unscrew and remove the Porthole lid to the front of the Aero-bag, releasing the nitrogen gas used to inflate the Aero-bag during leak test.
- 7.6** Turn on the nitrogen supply slowly until a small flow of gas can be felt flowing from the front porthole.
- 7.7** Continue this for a period of 30 seconds then turn off the Nitrogen supply and replace the porthole lid. Thread Anti-Tamper Tags (25-10068) through both portholes and the adjacent welded anchor points, to prevent the portholes from being re-opened.
- 7.8** Once again increase the pressure to 0.5 psig; turn off the Nitrogen supply and again check all mounting gaskets, porthole covers and zip seals for significant leaks.
- 7.9** Un-couple the Nitrogen supply female 7/16-20 JIC hose fitting from the 7/16-20 JIC male union on the purging valve adapter and replace with the threaded female blank supplied.
- 7.10** After humidity readings are taken, the purging valve adapter assembly (Part No. 25-10060) can be removed by unscrewing it. The one-way purging valve will close.

8 Pressure check after transportation.

After transportation it will be necessary to check the pressure inside the bag, due to possible variation in temperature and altitude during transportation causing the relief valve to operate losing nitrogen.

The pressure inside the bag should be 0.5 psig. If engine and bag are to remain in storage, top-up with nitrogen as outlined in section 7 'Leak Testing and Nitrogen Purging'.

9 Monitoring and maintaining humidity levels

It is necessary to maintain a record of desiccant sachets placed within the Aero-bag as well as a record of humidity levels within the Aero-bag. A regular schedule of monitoring will maintain a healthy humidity level of below 40%.

It is suggested that the following information is recorded on a form, similar to that shown in Table 1.

- Date and time
- Ambient humidity and temperature (If available)
- Humidity inside Aero-bag
- Temperature inside bag
- Change Silica Gel bags.

An initial inspection should take place between 6 and 24 hours from initial sealing.

Subsequently on a weekly basis record the above information on a form. If the electronic indicator reading is above 40%, unscrew and remove the porthole lids and replace the silica gel bags in both the front and

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rear sections of the bag. The Aero-bag should then be re-purged with Nitrogen and leak tested as outlined in section 7.

Also on a weekly basis inspect the bag for serviceability. If any damage is detected, repair as required or report non-serviceable status.

Continued humidity readings above 40% signifies an environmental leak and the Aero-bag requires attention or should be replaced.

WVR Aero-bag ATL1175-001						Bag Serial No.????	Engine Serial No.????
Date	Time	Temperatures °C		Electronic Humidity reading (%)		Silica Gel bag change	Serviceability
		Ambient (If available)	Inside bag	Ambient (If available)	Inside bag		
26/11/2011	11:45	18	18	58	23	No	Good

Table 1

10 Regeneration of Silica Gel sachets

NOTE:

Silica Gel will hold up to 1/3rd of its own weight in moisture. The Desiccant sachets can be stored for between 4 and 12 months providing they are kept under airtight conditions. Silica will absorb moisture from any environment, so a sachet left out in the open will immediately start taking up water vapour. Regeneration of Silica is by heat, which drives off the adsorbed moisture.

Regenerate as follows:-

- 10.1** Sachets should be checked for damage. Discard any sachets that are damaged.
- 10.2** To regenerate the Silica Gel, utilise an enclosed heat source such as small oven or autoclave.
- 10.3** Set temperature between 100 – 120°C (212 – 248°F).
- 10.4** Place sachets in heated enclosure. Approx 24 hours should be sufficient.
- 10.5** Place the regenerated sachets directly into a sealed bag and then into the red coloured Desiccant storage bag or directly into the various sections of the Aero-bag.

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11 Removal of WVR Aero-bag from Trolley/Support structure

- 11.1 Open the horizontal zip seal until the upper and lower halves are separated back to the start and end of the Aero-bag.
- 11.2 Unscrew and remove the porthole lid to the FRONT Aero-bag section, remove the 6 off desiccant sachets by hand insertion into the nacelle intake section, screw the porthole lid back onto the threaded flange/nozzle.
- 11.3 Unscrew and remove the porthole lid to the TAILPIPE Aero-bag section, remove the 6 off desiccant sachets by hand insertion into the power section exhaust duct, screw the porthole lid back onto the threaded flange/nozzle.
- 11.4 Cross check and confirm the number of desiccant sachets in use matches the number of desiccant sachets recorded, place all 12 desiccant sachets back into the red coloured Desiccant storage bag for safekeeping.
- 11.5 Release all internal and external snap buckle attachments positioned around the horizontal zip seal fitted to both the UPPER and LOWER bag sections.
- 11.6 Carefully fold and pull the LOWER section of the Aero-bag back towards the QEC transport trolley.
- 11.7 Carefully fold and pull the UPPER section of the Aero-bag back towards the QEC transport trolley.
- 11.8 Carefully drape the UPPER section over the top of the Transport Trolley mounting mast or maintenance structure. The upper section can either be rolled and placed carefully or rolled and fixed in position using the single snap buckle attachment.
- 11.9 Remove the QEC from the transport Trolley or maintenance structure. It is essential that all directives on the removal and mounting of the QEC Power Plant onto its Transportation Trolley have been followed. Such information is available from **Lockheed Martin Aeronautics Company, Marietta, Georgia, USA.**

NOTE:

Whilst removing the QEC from its transport Trolley or maintenance structure take care that the QEC exhaust section does not heavily contact the fabric of the Aero-bag and cause damage.

- 11.10 Carefully remove the complete Aero-bag from the QEC transport Trolley or maintenance structure by pushing on the rear wall around each of the 4 off circular gaskets, two upper and two lower.
- 11.11 Remove and spread the complete Aero-bag out on the ground away from the QEC Transport Trolley or maintenance structure, ensure the Aero-bag is placed the correct way up with the screen printed labels FRONT, TOP and REAR are clearly visible.
- 11.12 Re-attach all internal and external snap buckle attachments positioned around the horizontal zip seal fitted to both the UPPER and LOWER bag sections.
- 11.13 Close the horizontal zip seal around its entire length.
- 11.14 For storage, long and short term and during transportation we recommend leaving the horizontal zip chain closed. The closed chain protects the sealing lips and makes them more resistant to bending.
- 11.15 High humidity and temperatures over room temperature should be avoided!
- 11.16 Before and after long term storage and prior to using please open the chain completely, re-lubricate chain tips and docking end seal and operate the slider a few times over the full length.

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12 Maintaining the WVR Aero-Bag

The WVR Aero-Bag is constructed from an EVA-PVC alloy (ER) fabric, which has excellent durability and chemical resistance. In particular, the ER Fabric has been thoroughly tested and approved for total immersion in Kerosene and MIL-PRF-5606H Mineral Oil.

Contact with Ester based hydraulic fluids such as Skydrol should be minimised where possible. If contact with Skydrol should occur, ensure that the affected bag material is wiped clean. Care should be taken to wipe clean all clear PVC covered labelling to ensure the longevity of the Aero-Bag, irrespective of the fluid type.

13 Packing and storage of Aero-bag

13.1 Place the mallet, adhesive glue container and repair kit inside the red bag. Place the repair procedures and reference data sheets in the pocket on top of the transportation holdall (Airfreight storage bag).

13.2 Ensure the Aero-bag surfaces are clean of oil, fluids and dirt, especially around the gasket faces.

13.3 Classify the bag as serviceable or unserviceable.

13.4 Very carefully fold the Aero-bag, avoid forming any tight creases, lightly fold and then roll the textile.

NOTE: Do not tightly fold the zip seal.

13.5 Place the Aero-bag and the red bag within the transportation holdall (Airfreight storage bag) marked C-130J QEC Preservation Bag. See fig. 27 and 28.



Fig. 27



Fig. 28

13.6 Insert the sealed installation instructions into the outside pocket of the transportation holdall and press together the black Velcro fastening material for a weatherproof closure.

13.7 Close the two zips along the length of the transportation holdall press together the black Velcro fastening material for a weatherproof closure.

13.8 For storage, long and short term and during transportation, it is recommended that the zip remains closed. The closed chain protects the sealing lips and makes them more resistant to bending. High humidity and temperatures over 21°C (72°F) should be avoided!

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14 Spares and Accessories

The following items as detailed on drawing ATL1175-001-B/G are available for purchase. Please refer to the following list when ordering any spares or accessories

ITEM	PART No.	DESCRIPTION	QTY.
1	ATD1175-001-001-B/G	C-130J QEC Aero-bag with accessible tailpipe assembly, (Blue or Green)	1
2	ATD1175-001-002	C-130J Air Freight storage bag	1
3	25-10013	Purging valve assembly	2
4	25-10060	Purging valve adaptor assembly	1
5	25-10024	Porthole blank	2
6	25-10025	Pressure relief valve. Type A6. Violet.	1
7	25-10026	Gasket fitting tool	1
8	25-10027	Mallet	1
9	25-10028	Desiccant Silica Gel sachet (Pack of 12)	1
10	25-10029	Transport tube assembly	1
11	25-10030	Repair patches (Pack)*	1
12	25-10034	Red storage bag	1
13	25-10054	TIZIP Lubricant (Tube)	1
14	25-10055	Environmental Indicator	1
15	25-10058	Environmental Indicator Housing	1
16	25-10068	Anti-Tamper Tag	10
17	25-10069	Permanent Marker Pen	1
18	25-10032	Aluminium Oxide Paper	1

*Due to shipping difficulties, Aerotest no longer supplies adhesive for Aero-bag repair procedures. Aerotest recommends the use of Bostik All Purpose Adhesive (or similar), which can be purchased locally.