



Aircraft Painting Process

Airtime Paint's team of highly dedicated aircraft refinishing specialists take pride in their workmanship and approach every paint project with meticulous care and attention. Our refinishing package includes complete removal of control surfaces and components, removal of all existing paint and corrosion, application of corrosion resistant etch, primer, topcoat, and bespoke livery. We also offer a comprehensive warranty.

Airtime Paint's refinishing process

Airtime Paint provides the highest workmanship in aircraft refinishing and insists in the use of the finest products available. We recommend Akzo Nobel and Sherwin Williams high solid paint systems. These provide a superior finish as well as durability and corrosion resistance. We regularly check and update our material data sheets to ensure manufacturers specifications are met at all times. Only aviation approved products are used during the refinishing process.

Below is a stage by stage guide to Airtime Paint's General Aviation refinishing process.

1. Aircraft is thoroughly inspected and evaluated by the Paintshop Manager and Foreman. Once the inspection has been completed a refinishing schedule is created incorporating the owner's personal requests.
2. All windows, glass, plastics, boots, antennas and delicate parts are masked using the best materials available to ensure complete protection throughout the stripping process. All removable parts such as control surfaces are removed, masked and stripped separately.
3. Chemical stripping using only aviation grade chemicals, such as Dasic d23v and Ardrex 2526 which have been designed to prevent damage to the aircraft substrate. We find this is by far the safest way to remove the old paint system.



4. Once all traces of old paint have been removed the aircraft is cleaned with a hot high pressure wash and treated with Dasic Aeroklene to neutralise any remaining chemical. Absolutely no residue will remain in or on the aircraft. Every seam, rivet and edge receives added measures to insure that even the smallest amount of residue is removed.



5. Any remaining inspection covers are removed to be painted separately. At this stage all corrosion removal, filler work and composite repairs are carried out in accordance with manufacturer's specification. All screws and fasteners are removed. Up to eight hours labour for dent filling and/or corrosion repair is included as part of our base price. Dents or corrosion may be undetectable until aircraft is stripped, owners are advised of any additional charges, No extra work will be carried out without written consent. Providing contact can be made during the refinishing schedule. All seams are sealed with PR1422 A1/2.
6. A complete airframe inspection is performed by one of our approved maintenance facilities. A report is then entered into the work schedule. The aircraft is now ready for paint.

7. One wet coat of Metaflex FCR etch is applied. Metaflex® FCR Primer is a 3-component filiform corrosion resistance wash primer which has been designed as an alternative pre-treatment to chemical conversion coatings. Metaflex FCR provides excellent corrosion protection and optimizes the system adhesion of the exterior decoration finish.



8. One wet coat of Aerodur 37047 cf primer is then applied. Aerodur® CF Primer 37047 is a 3-component chromate free isocyanate cured modified polyurethane primer.



9. All composite parts are refinished with Alumigrip® 10P30-8 prior to topcoat application.

10. Alumigrip® 4200 is applied as a final finish. Three full coats are applied rather than the standard two coats. This additional coat results in a “wet look” appearance and a longer lasting durable finish. Alumigrip® 4200 is a 3-component high solid durable polyurethane topcoat that provides premium gloss and distinctness of image (DOI) designed to meet and exceed the expectations of the general aviation.



11. (The livery is then taped out as per the customer’s specifications, Airtime Paint also offer a fully comprehensive design package.

12. Computer cut masks are used for all registrations and logo’s resulting in clean crisp edges. Shadowing is also available.



13. Alumigrip 4250 polyurethane topcoat is then applied. Solid and metallic colours are available. All colours are then over coated with Aerodur Clearcoat UVR giving a durable high gloss finish. With multiple colour combinations at our disposal you can be assured of a bespoke finish every time.

14. Control surfaces are balanced using factory specifications for issue of Notice 38. The Aircraft is then reassembled by licenced technicians, Re-fit all inspection panels and cowlings. New stainless steel screws are recommended on all panels refitted, and are available at additional cost. All duplicate inspections carried out and log book entries made. Issue of CAA Notice 38 log book certificate for the painting of the aircraft.

15. All CAA / FAA required placards are installed on the aircraft. Any other emblems or custom logos can be applied by using our computer graphic system. If preferred, they can be painted on to the aircraft.



16. All materials used in the preparation and paint of the aircraft are of the highest possible quality, and conform to current CAA/MOD specifications. We operate on a minimum duplicate inspection process, whereby every stage of stripping, preparation, painting and finish is inspected by quality and process personnel.

17. Our basic package includes many items. We also offer other services that will enhance the life and beauty of your newly finished aircraft.

Below is a listing of the additional work which can be carried out at an additional cost which will improve your aircrafts appearance.

- Door openings can be prepared and repainted.
- Rubber wing root mouldings.
- Rubber trim strips.
- Anti-chaff seals install on inside of cowlings.
- New stainless steel fasteners (Airframe).
- New stainless steel cowling hardware.
- Leading edge boot cleaning and refinishing.

18. All work carried out in conjunction with our in-house JAR 145 approved maintenance facility, Airtime Aviation Ltd. As a part 145 repair station, a final quality inspection is completed and the aircraft is found airworthy and approved for return to service.

We would also advise you that we carry full aircraft insurance to cover our clients aircraft, whilst they are under are care.

Located at Bournemouth International Airport in the south of England we have a 222 metre runway big enough to accept any corporate aircraft.

We hope that next time you have an aircraft that needs new paint you think of

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