

LANCASTER AERO AIRCRAFT REFINISHING SPECIFICATIONS

Refinishing Process Used By Lancaster Aero

- All flight control surfaces are removed and a pre paint inspection is conducted by an A&P s/ IA mechanic. Any discrepancy found is noted on report, and the owner, or his agent, is notified.
- Window edge sealant is carefully removed. All windows, and non-removable composite surfaces are prepared for depainting by masking with mil-spec aluminum foil and tape. Windows are protected from stripper using two, staggered, overlapping rows, of aluminum tape. Also all brake, hydraulic, and electrical lines, brake rotors and tires, are all carefully protected before the depainting process.
- All existing topcoat finishes and base primers are removed using a non-hazardous, environmentally friendly depainting chemical. All depainted surfaces are then cleaned using a pressurized warm water wash. Entire aircraft and removed components are now carefully hand washed using a industrial soap/water solution, then rinsed with clean warm high pressure water. All composite surfaces are sanded to base substrate and surface filling done as necessary.
- If composite surfaces, such as cowlings, and wheel pants are cracked, chipped or in general in poor condition, we strongly recommend resurfacing with 6 oz. glass cloth and epoxy resin. This process rejuvenates the surface to like new condition and prevents surface cracks from reoccurring for years to come. This process is optional, and will be quoted upon request. All composite surfaces are then fill-primed and finish sanded. Please refer to warranty terms for fiberglass pieces.
- All aluminum exterior skin surfaces are now etch-washed using a phosphoric acid wash, rinsed with clean water. Conversion coating specified by paint system in use is now applied.
- All exterior surfaces now receive a full coat of a two-part corrosion preventative epoxy primer. Overall topcoat finish is now applied. Lancaster Aero, LLC uses Dupont Aviation Imron Finishes (now owned by Axalta). This is a top of the line aviation specific finish system. Quoted price is for a white base coat. Additional fee will apply for non-white base coat.
- Scheme layout is now applied per the customers' selection.
- Color coats are now applied, using the same high quality paint system that was used for the base coat.
- The aircraft is now unmasked, and careful inspection for paint defects is conducted. Any touch up paint work is complied with at this time.
- The aircraft is moved out of the paint booth and into the completions facility. All removed components are reinstalled. All non-structural hardware is replaced with stainless steel hardware. Integral fuel tank panel hardware will not be replaced. Cowling fasteners will be priced and replaced upon request. When applicable all low wing aircraft will receive new wing root seals and or new anti skid wing walk to walk surfaces. New placards are installed as required.
- Flight control surfaces are checked for proper balance in accordance with the manufacturers tolerances before being re-installed.
- Windows are cleaned and re-inspected.
- Propeller can be refinished at this time for additional cost.
- A "post-paint inspection" is now conducted, and the finished aircraft prepared for delivery. Every effort is made to do a final "pre-flight" and run-up check for the customer, by a certificated person, so that departure can be made on schedule with out issue.

Things to Know

- Basic quoted prices are based on the use of two trim colors in addition to the base color. A professionally designed scheme is strongly encouraged. Ask us about details.
- Included in the quoted price will be six (6) hours of repair work, any additional required repair work will be charged for at a shop rate of seventy five dollars per man hour. The customer will be notified in this event.
- Production time is typically four to six weeks on average, however, this time frame may be extended due to unforeseen circumstances. Lancaster Aero will communicate scheduling difficulties with the customer if they arise.
- Hidden surface damage may be present. Many aircraft we have refinished in the past have had previous surface repair work done, before depainting many of these repairs are non-visible and therefore unknown. After repainting these areas must be re-worked with new material, this in turn may add to your final price and affect the turn-around time. In some circumstances structure damage may be discovered that effects the airworthiness of the aircraft.
- As is often the case with aging aircraft, control hardware and bearings are often past their service life. Painting an aircraft is the best opportunity an owner will have to have these discrepancies repaired. Lancaster Aero will communicate with the customer before any costly parts are replaced.
- A 2% non-taxable surcharge is added to each work order. This environmental fee is to help defray the costs of disposal of the hazardous wastes generated during the depainting process.

Payment Terms

- Upon review of your quotation, a reservation date should be established. The acceptance copy should be signed and dated and returned with a reservation deposit of 25% of the quoted price. This deposit is refundable for up to (30) thirty days prior to your reserved date. A three hundred dollar retainer fee will be deducted from the deposit. Cancellation refunds will be paid within thirty days after a written cancellation request has been received.
- When an aircraft is delivered for refinishing, an additional deposit equal to the reservation deposit (incoming deposit). The quotation balance, plus any parts, options, additional labor or material charges will be due at the time of completion delivery. Company or personal checks will be accepted for final payment, however Lancaster Aero reserves the option to request certified funds for final payment. A charge of fifty dollars will be assessed on any returned checks.