



WORK AID DOCUMENT

PAINT REMOVAL PROCESS AND PREPAIRING AN AIRCRAFT FOR RE-PAINT

1. General: Paint strippers incorporating methyl chloride should not be used on aircraft structures unless they meet the requirements of MIL PRF 25134C. In particular, high strength steel and aluminum parts can be damaged by hydrogen embrittlement resulting from contact with methyl chloride which is commonly used in paint strippers.
2. Preparing aluminum and steel for re-paint: Aluminum should not be sanded to remove paint coatings as the sanding will damage rivet heads.

If the current coatings on steel or aluminum are in good condition and have good adhesion to the structure they can be prepared for repainting by removing the gloss from the paint with scotchbrite® or equivalent .

To avoid additional weight and bleed through of old paint lines it is preferable to strip the steel and aluminum parts with a stripper recommended by the paint manufacture and that meets the requirements of MIL PRF 25134C.

Aluminum structures should then be properly cleaned and neutralized, and prepared with an alodine type treatment in accordance with the requirements of the paint coating process to be used to ensure paint adhesion to the structure.

Steel structures should be properly cleaned and neutralized and prepared with epoxy primer prior to recoating.

3. Preparing composite parts for re-paint: Chemical strippers should not be used on composite parts as the effects of chemical stripper on the resins, adhesives and gel coatings are difficult to predict. Generally composite structures should be sanded through the color coats and into the primer.

A new coat of primer should be sprayed over the structure in accordance with the paint process to be used.