

Paint shop checklist:

Fix any fuel or other fluid leaks prior to painting

Use chemical stripper

Use Jet-Glo paint

Use thick filler/sealer primer coat

Fix leaky/loose rivets (if any)

Do not paint antennas – spray can only

No drips around rivets – do not tolerate

No dry spots (especially under wings) or orange peel – do not tolerate

No runs or sags anywhere – do not tolerate

Inlay stripes into base color – may cost more but eliminates ridges at stripes

Do not paint screws that will be removed for inspections – use new screws

Zoots fasteners should be replaced, chromed or free of paint – do not paint them

Caulk bead around passenger windows

Paint wheel wells and flap area with zinc-chromate primer (green) or Jet-Glo

Polish or chrome spinners and exhaust stubs

File and re-paint props

Re-chrome pitot-tubes if necessary – expensive but worth it if they are burned

Static ports must be polished and NOT painted – especially critical for RVSM

Re-paint black anti-static paint around boots

All ground straps must be grounded to BARE metal when re-attaching control surfaces

Static wicks must be properly grounded to BARE metal

If stiff static wicks are installed (unapproved) on 441, check for cracks on elevator TE

Radome must be properly inspected for cracks, cleaned and grounded

Use a non-yellowing radome nose boot – a few more \$\$ but well worth it

Tow-limit indicator block on nose gear must be re-painted **red** if installed

Oxygen blow-out disc must be re-painted **green**

All placards must be re-installed in compliance with the AFM

Paint in nose baggage compartment if necessary

Paint nose baggage jam and door jam/sill area

DO NOT PAINT FUEL CAPS on 441!

Polish baggage door latches – do not paint them or they will chip right away

Replace all baggage door and cabin door locks with Medeco locks if necessary

Remove clamps from around landing gear prior to painting the struts – do NOT mask!

Do not paint OAT or TAT probe