STATEMENT OF WORK (SOW)
STATIC DISPLAYAIRCRAFT B-17 RESTORATION
7 MAY 2026

DESCRIPTION OF SERVICES: The B-17 located at the Armament Museum Air Park shall be restored to present a museum quality appearance in accordance with (IAW) AFI 84-103. The contractor shall perform limited disassembly of the aircraft and components in effort to locate and remove all areas of external and internal corrosion. Make sure the item is clean and free from dirt, debris, carbon and contaminants. Perform sheet metal repairs to damaged and corroded areas. Perform corrosion treatment to all external/internal surfaces as specified in the appropriate technical order to all surfaces, reassemble all components and items, apply final chemical coating treatment to prevent corrosion from spreading, protect it from the elements while the aircraft awaits restoration, and provide color matching high gloss polyurethane paint touch-up maintenance. The Contractor shall provide all personnel, safety gear and equipment, tools, materials, supervision, safety transportation, chemical authorization listing approved by the base environmental and HAZMAT pharmacy and other items necessary to perform aircraft restoration services at U.S. Air Force Armament Museum, Eglin AFB, FL as defined in this Statement of Work. (SOW).

The Government will provide the Contractor with the paint scheme, markings and paint types by military specification. The Contractor shall purchase adequate amounts of sheet metal, extrusion tubing, hardware, sealant, paint and any other materials needed to comply with the requirements of this SOW.

Commented [GRMTUA1S1]: Adding Markings to all future contracts to give the aircraft a higher degree of realism

The government has selected the colors or commercial equivalent to be applied by the process of spray application by the contractor (See APPENDIX A)

AIRCRAFT PAINTING PROCESS SEQUENCE OF EVENTS: The Contractor shall thoroughly clean the aircraft exterior painted surfaces, wheel wells, and landing gear struts in accordance with TO 1-1-691 and thoroughly inspect the aircraft to determine the soundness of the paint film. Areas of severely deteriorated paint as indicated byloose, oxidized. peeling paint, contamination from hydraulic oil, engine oil, fuel or other fluids, or where bare metal is showing, shall be sanded down. Approved cleaning agents are: MIL Spec 87937, Type II and MIL Spec 85570, Type IL These cleaners are water dilutable and biodegradable materials, and are the primary cleaners for washing the exterior of aircraft.

The contractor shall remove all areas of corrosion from the exterior of the aircraft, including: aircraft wheels, wheel wells, propellers, rotor blades, landing gear, external fueltanks, and historically required accessories. The contractor shall remove all areas of corrosion, from the interior of the aircraft, including substructure, tubing, seats, windows,and bulkheads. The Contractor shall repair these areas and then treat these areas with corrosion preventative compounds, and overcoat in FS34151 polyurethane paint. The entire aircraft shall be painted to the original paint color scheme (See APPENDIX A).

The Contractor shall restore the aircraft to the original operational appearance as selected by the Armament Museum (See APPENDIX A)

The contractor shall completely scuff-sand the entire exterior surface, of the aircraft, wheel wells and landing gear struts, excluding bare metal areas, using abrasive paper no coarser than 120 grit, 3M Corp medium grade aluminum oxide surface conditioning disc, or A-A-58054, Type I, Class I, Grade C abrasive mat. Scuff sanding shall include roughing up100% of the painted surface, removal of oxidized paint, and feathering of all flakedpaint. It is not intended to remove a sound paint system. Light scuffing is sufficient for adhesion of the primer tie-coat to a sound topcoat. Do not sand through to bare metal as damage to the aircraft may occur. No hazardous chemicals are authorized or will be used for removing the aircraft topcoat of paint. Additional information can be found in T.O.s 1-1-8, and 1-1-691.

Prior to painting, the Contractor shall repair or replace any broken windows, canopies,and missing panels/hardware. Broken window frames, and failed seals on escape hatches/ entrances. Remanufacturing the items to original or museum quality standards. The Contractor shall primer and color match the repaired area to original paint color (See APPENDIX A).

After scuff sanding the aircraft and prior to application of any paint, the contractor shall wipe down the aircraft with isopropyl alcohol, TT-1-735. The solvent used during the wipe down operation shall not be allowed to evaporate from the surface but shall be wiped from the surface with a dry, clean cloth. Allowing the solvent to evaporate will cause adhesion failure of the new coating system. The Contractor shall select the corresponding primer to the selected polyurethane coating system designed for both aluminum, steel, and fiberglass substrates to the thickness recommended by the paint manufacture and allows them to dry as specified by the paint manufacture's specifications.

The Contractor shall apply topcoats as specified in figure 1-1 of this document.

The Contractor shall apply a topcoat FS 37178 pigmented polyurethane paint, (see Appendix A) interior of the landing gear doors, and wheelwells to the aircraft to the thickness recommended by the manufacture and allow to dry as specified by the paint manufacture's specification. Landing gear struts will be silver in color

The contractor shall prep and paint all clear plexiglass windows and windscreens with gloss black paint. FS 37038, gunship black or commercial equivalent and paint window edges with appropriate color schemes.

After completion of painting and repairs, all aircraft markings shall be replaced in accordance with the applicable Aircraft Technical Order. Reference figure 1-2 of this document.

The Contractor shall secure all windows, doors, access panels and hatches, rudders,and elevator. The contractor shall raise the wing flaps to the fully stowed position and permanently secure them in that position. The Contractor shall bird proof vertical fin, all vents, wheel wells, flap openings, elevator opening, rudder openings, cowlings openings, cowl flap areas, intakes, air scoops, and exhausts ducts. The Contractor shall seal airframe,

doors, panels, fuselage openings and canopies to limit water, bird and insect entry. The crew entry ladder on the underside of the fuselage will remain secured by a padlock.

The Contractor shall ensure landing gear tires have an inflated appearance and repair or replace if beyond repair capabilities all dry rotted landing gear tires. The Contractor shall remove all bird and insect nests. The Contractor shall inspect and clean all water drain holes toallow trapped water to drain. The Contractor shall add drain holes, where appropriate, to eliminate places in the aircraft where standing water can accumulate. The Contractor shall remove all areas of corrosion, from the aircraft mounts. The contractor shall repair or replace if beyond repair capabilities all aircraft mounts. Treat these areas with primer and color match the repaired area to original paint color (See APPENDIX A).

The Contractor shall ensure the work area is completely free of debris prior to contract closure. The contractor shall remove all paint, or other finish material where it has spilled or spattered. All paint scrapings: trash, old paint, and all debris shall be removed, daily from site. All debris shallbe containerized for proper removal and disposal. The contractor is responsible for the proper collection and handling of all wastes generated during performance of this work. Once collected, the government is responsible for proper waste handling, storage, and disposal at nocost to the contractor. The contractor shall notify the 96 TW/MU at least 24 clock hours in advance of beginning work and within 24 hours of work completion.

Paint block, the contractor shall apply a paint identification block to the lower right hand side of the fuselage at the base of the horizontal stabilizer. Block shall include paint date, paint type, and company performing paint application.

Weapons:

The guns which are installed on this aircraft are just barrels or simulations which will be replaced by the Museum as needed.

Insert special items here: N/A

Location of Performance: All static display renovation and maintenance will be accomplished on site. The contractor shall secure or position any work stands equipment andvehicles so they will not damage the aircraft.

Period of Operation: Work shall be performed Monday through Friday during daylight hours. The Contractor shall coordinate additional maintenance hours with 96 TW/MU. The Contractor shall stop work one (1)hour prior to scheduled ceremonies in or around the airpark.

Contractor Supervision: The Contractor supervisor shall perform a walk around with the 96 TW/MU, to inspect the aircraft for any damage before work begins and after completion of the repairs and painting.The initial walk around will also be used to coordinate any requirements the Contractor requests of the 96 TW/MU.

The Contractor shall give a ten (10) day notice to Museum Staff before beginning anypaint and repairs.

Safety: Prior to start of work, the Contractor shall provide the government with copies of all SDSs for paint, chemicals and solvents projected for use on this SOW. The Contractor shall provide and enforce the use of necessary safety equipment. All equipment used under this contract shall meet all OSHA, EPA, and any other applicable guidelines. All safety equipment must be used for its original and intended purposes. The Contractor shall provide the Safety Data Sheets (SDS) for all paints, solvents, and chemicals used during the work. The Contractor shall be responsible for ensuring all Contractor personnel are trained and aware of the purpose and precautions associated with all applicable safety requirements.The contractor shall immediately notify the Museum of any mishap that results in any damage to government assets or injury to contractor personnel.

Environmental Compliance and Weather: IAW T.O. 1-1-8 paint shall be applied during periods of 30 to 80 percent relative humidity and 60° F to 90° F. If the temperature is 50° or lower, or rain is forecasted before the paint can cure, painting operations shall be suspended. These humidity and temperatures will allow paint, primer and sealant sufficient time and weather conditions to cure. Contractor shall ensure that the purchase, use, handling, storage, and disposal of all toxic, hazardous, and special materials and wastes are in accordance with federal, state, and Air Force environmental protection regulations. Contractor shall be required to pay any fines for which they are deemed responsible, complete the appropriate paperwork to be submitted to the proper authorities and forward copies to the CEG Environmental Flight, Fire Prevention, and the Contracting Officer. The Contractor's employees will stop work during periods of severe weather and seek shelter. The Contractor shall re-schedule hours lost due to weather and scheduled ceremonies.

This project will generate hazardous and toxic waste that must be collected and manifested for disposal IAW with Environmental Protection Agency, Florida Department of Environmental Protection and Eglin AFB rules and regulations. Prior to starting work, Contractor shall ensure that all employees performing maintenance on aircraft at theAir Park attend the Eglin hazardous waste briefing as required by Environmental Specification 01560, Section 3.08. Contractor shall set-up a hazardous waste Initial Accumulation Point (IAP) for collection of paint debris, waste paint and solvent. Only spot sanding is authorized for outdoor work of this type. HEPA sanders shall be used for spot sanding. Hand-held sanding blocks may be used for tight spots. Tarps or other suitable containment materials shall be placed on the ground to collect paint chips, dust and debris that is not captured by the HEPA sander. Containment materials shall be secured at the end of the workday to prevent further contamination from rainwater. All materials contaminated with hazardous waste will be disposed of by the Contractor per HazMat guidelines.

This project will generate air emissions in the form of volatile organic compounds, particulate matter and hazardous air pollutants.

Prior to starting work, Contractor shall ensure that all employees performing maintenance on aircraft at theAir Park are familiar with Environmental Specification 01560, Section 3.06.

Only approved chemicals, cleaning compounds and solvents shall be used. All chemicals, cleaning compo und s and solvents shall be stenciled as to content and specification in accordance with labels meeting OSHA, DOD, AFOSH STD. and Federal Hazardous Communications minimal requirements. The contractor must comply with all state and federal environmental code regulations.

Quality System Requirements. The contractor's quality management system/program shall bedesigned to promptly detect, correct, and prevent conditions that adversely affect quality.

Quality of Service: The Contractor shall make all repairs to meet the original shape and cosmetic appearance to comply with acceptable levels of professional standards for museums.
The Contractor shall perform all work in accordance with applicable structural repair Technical Orders, AFI 84-103 "Museum. System," Historical Property Agreement (HPA) requirements, AFI 21-101 and AFSOCI 21-101 "Maintenance Management of Aerospace Equipment," requirements.

Applicable Technical Data will be made available to the Contractor.

Repairs do not have to meet aircraft airworthiness standards, but must meet the original shape, cosmetic appearance and paint color at acceptable levels of professional standards for museums.

Inspection and Acceptance: The Contractor shall give a 24-hour notice to work completion so the area may be inspected and accepted by 96 TW/MU. If any discrepancies exist, the Contractor shall re-perform the necessary repairs and services in a timely manner and have the work re-inspected. Upon re-inspection, if no discrepancies exist the workwill be accepted.

Government Services. Contractor personnel shall have the use of the following services for performance under this contract only.

Furnished Utilities. Electricity and water shall be supplied in sufficient quantities.

Security Police and Fire Department. To report a security problem or fire, the Contractor shall call 911 to reach the base Security Police or Fire Department.

Only trained personnel shall open and close all aircraft doors, hatches, cowls and panels necessary to allow the contractor required access. Panels, doors, hatches or structural units opened or removed for reasons other than to facilitate maintenance of the aircraft shall be closed, reinstalled or properly masked by trained personnel prior to contractor beginning work. (NOTE: The contractor shall be liable for any damage caused by any contractor-employed personnel.)

Government personnel shall make all entries into the AF Form 3581 USAF Museum Aerospace Vehicle Static Display Maintenance Log and photo documenting allexisting markings and paint scheme for duplication.

General Information

Contractor Personnel The service provider shall not employ persons for work onthis contract identified to the service provider by the Contracting Officer as a potential threat to the health, safety, security, general well-being or operational mission of the installation and its population. Service provider personnel shall present a neat appearance and be easily recognized as contractor employees. This may be accomplished by wearing distinctive clothing bearing the name of the company or by wearing appropriate badges that contain the company name and employee names. The service provider shall not employ any person who is an employee of the US Government, if employing that person would create a conflict of interest. Additionally, the service provider shall not employ anyperson who is an employee of the Department of the Air Force, military or civilian, unlesssuch person seeks and received approval according to DOD 5500.7-R, Joint Ethic Regulation. The service provider is cautioned that off-duty active military personnel hired under this contract may be subject to permanent change of station, change in duty hours, or deployment. Military Reservists and National Guard members may be subject to recall to active duty. The abrupt absence of these personnel could adversely affect the service provider's ability to perform; however, their absence at any time shall not constitute an excuse for nonperformance under this contract. No Convicted Felons, No Undocumented/Illegal Workers, No Weapons on site/in vehicles.

Training and Qualifications: The contractor shall provide personnel who meet equivalent Department of Labor Skill Classification standards for designated occupations and trade skills, in performance of the required functions necessary to perform aircraft restoration maintenance. Aircraft restoration shall include inspection, disassembly, repair,overhaul, assembly, surface finish removal, corrosion control and preservation, masking, sanding, removal and replacement or repair of various components as directed by the 96 TW/MU.

Contractor Liability: The contractor shall assume strict liability for any damage to aircraft, aircraft parts, support equipment, and electrical components, facilities or other government property caused by any activities under, or in violation of, this contract. The contractor shall be assessed the full cost (parts, labor and administrative activities) of any repairs required to correct damages. The contractor may be given the option to repair any non-aircraft related damage at the government's discretion, in lieu of payment. Any repairsshall be pre- approved by the Contracting Officer. The final product must meet government specifications and be certified as acceptable by the government. Reasonable wear and tear is excluded. If any further damage to the already damaged areas is found, theContractor assumes full liability for all additional damage to the area. If any damage is noted by the Contractor before start of work, the Contractor will not be held accountable.

Overspray: The Contractor shall assume all responsibility for paint and primer overspray on all aircraft, monuments, vehicles, buildings, and landscaping.

Base Access: The Contractor shall coordinate with base security for employee and equipment entry to Eglin. The Contractor shall comply with all applicable security requirements, abide by direction given by Security Police or other security personnel, and adhere to installation traffic laws. The Contractor performance of work does not require access to classified information or to the maintenance shops or flight line.

Housekeeping: The Contractor shall remove all equipment and supplies from the work site after work has been completed. At the end of the duty day, the Contractor shall park position all equipment and vehicles near the aircraft being worked so as to present a neat and orderly worksite. The Contractor shall clean the work site periodically during the workday and at the end of the shift of all existing trash. Trash shall be removed from the installation at the end of the work shift unless a dumpster is available. The Contractor shall clean the work site of all debris one (1) hour prior to scheduled ceremonies.
The Contractor shall arrange for delivery, dumping and pickup of a dumpster, if needed, for any portion of this work. 96 TW/MU will provide the Contractor with instructions and guidance as to dumpster location and other stationary equipment placement while work is being accomplished.

Contractor Innovations: The Contractor is encouraged to develop and present anycost saving features/ideas or proven corrosion control technology to the 96 TW/MU. The 96 TW/MU will be the decision maker.

Appendix A

Paint Color

Paint Requirements

The Government has selected the following colors or commercial equivalent to be applied by the process of spray application by the contractor, the below colors shall be color matched to the correct pigment and gloss prior to application:

Federal Standard 37038, polyurethane black, which shall require color matching to a gloss color.
Federal Standard 37178, polyurethane aluminum silver for fuselage which shall require color matching to a gloss color.

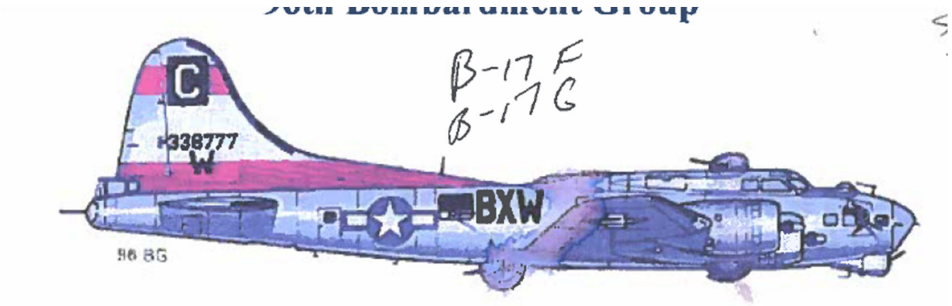
Federal Standard 31350, polyurethane red for tail flashing, which shall require color matching to a gloss color.

Federal Standard 27875, polyurethane white for markings, which shall require color matching to a gloss color.

Aircraft Specific Damage: See Attachment Inspection. Please note repairs are not limited to these areas alone. All corrosion and damage found must be repaired.

Figure 1-1 Paint Scheme

This B-17 is to be brought back to its aluminum appearance (using aluminum/silver paint) from 1944.



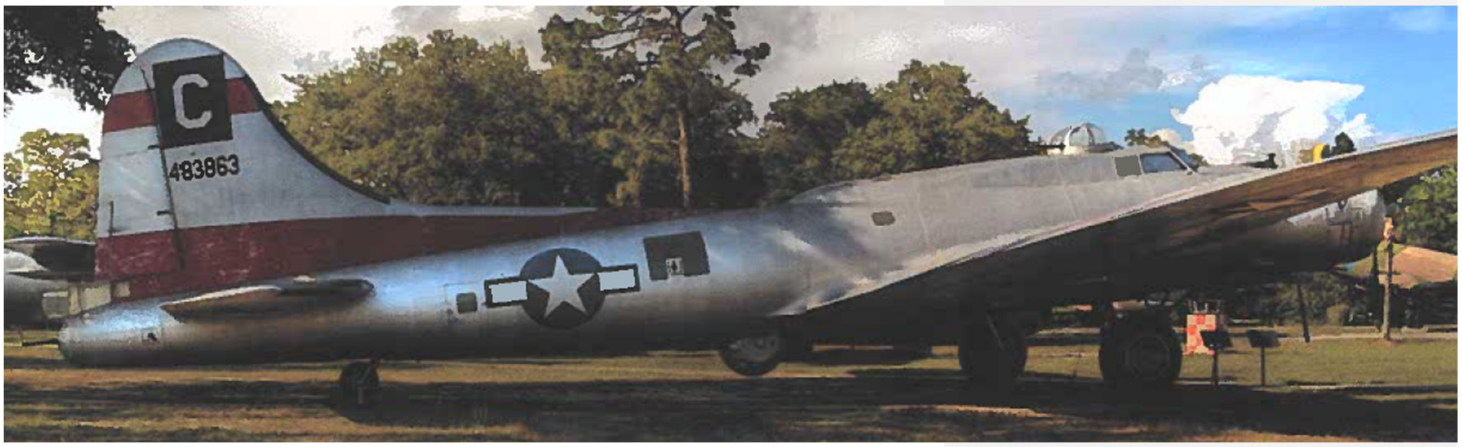

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Figure 1-2 Markings

The nose art current on display has some errors which will need to corrected.
All markings on this B-17 are to be retained, with corresponding black painted areas for sun glare shielding and anti-icing boot areas as well as all markings that currently exist on this aircraft using appropriate colors.

Basic B-17 Marking History

Aircraft Markings
There were a number of symbols, numbers, and letters painted on 95th Bomb Group B-17s to help identify the aircraft within their group and to other Allied aircraft. A chronological review of the development of B-17 markings and camouflage can be found **here**.

U.S. Aircraft Symbol: A white star within a blue circle with white horizontal tabs identified the aircraft as a U.S. plane. It was painted on the sides of the aircraft, as well as on the top and bottom of the left wing.

Bomb Group Symbol: B-17s of the 95th Bomb Group were painted with a "B" in a square on the tail of the plane and on the wings. This was either a white B on a black square or a black B on a white square, depending upon the plane's color.

Aircraft Number: On the tail of each B-17 aircraft was the aircraft number. This was a unique number that identified each B-17. The first number of the aircraft number usually identified the year that the plane was manufactured, i.e. 1=1941, 2=1942, 3=1943, and 4=1944.

Note: All the B-17s with year 3 serial numbers were Boeing B-17G aircraft built in mid-1944 to April 1945.

Radio Call Letter: Radio call letters were painted on the side and tail of each B-17 so that each plane within a squadron could identify and communicate with other planes during missions. Each plane contained a single alphabetic radio call letter. In some cases, planes were reassigned and given a different radio call letter. For example, aircraft 42-3317 was with the 412th Bomb Squadron and was painted with "Y" and "V" radio call letters at different times.

Squadron Code Letters and Nosebands: As the war progressed into early 1943, B-17s started to display two-letter squadron codes on their fuselage. The practice of highlighting 13th CW ships with colored nose bands began in the summer of 1944 with some variation, but it is generally accepted that February 1945 was the start of uniform painting of the nose band and prop boss.

Squadron Code letters and colors of nosebands of 95th BG Squadrons:

Squadron	Code	Noseband color
334th	BG	yellow
335th	OE	dark blue
336th	ET	light green
412th	QW	red

NOTE: The squadron codes were only painted on the planes in the beginning of the war. Later, there wasn't enough time to get all the painting done with the number of planes being lost and replaced. It was also determined that the extra paint reduced air speed and used precious fuel.