

can only be transported via ground. Keep this in mind should you instruct Natalie to send your order via overnight service ... the hardener will be arriving much later.

Unfortunately for international customers (including Canada), epoxy hardener cannot be shipped via the major shipping companies at all! Also, please remember that 12 o'clock noon (Eastern time) is the cutoff time to order parts and have them shipped the same day. Unless a part is back-ordered, we will do our best to see that your order gets shipped the same day.

Working with Jeffco 9700 Fuel Sealant

As you all know from the last issue of Velocity Views, the manufacturing team is building a 2-door SUV (more about the SUV aircraft name in another part of this View's issue). We recently completed the fuel strakes and learned some interesting things on how to work with Jeffco 9700.

First of all, if you are not using the Jeffco 3191 Slow 60 minute hardener, consider doing so. The slow hardener is much easier to work than the 9700B hardener – and it gives you a lot longer pot life. Be sure to measure the resin and hardener with a graduated measuring cup or a scale. We use a battery operated postal scale that is then covered with a plastic bag to protect the unit from epoxy drips. The ratio is 2 parts resin: to 1 part hardener. Mix small batches of 9 ounces or less to reduce the likelihood of an exothermic reaction. This is especially important if you are using the 9700B “fast” hardener.

Do a good job of prep-sanding the inside of the strake – blow away the dust – and give the surface a light wipe with a cloth wetted with alcohol. Allow the alcohol to completely evaporate before applying the mixed Jeffco.

There are several methods of applying Jeffco. One can dump the mixture on the surface and then spread the coating around using a plastic squeegee – or it can be applied from

a cup with a brush. The squeegee method uses more material. The brush method does a little better job of covering all of the areas that need to be covered.

Here's the secret of getting a leak proof tank. Plan on applying at least 2 coats of sealant; maybe 3. Even though the directions allow a follow up coat when the first coat is just about dry ... don't do it. Allow the first coat to dry and then sand the surface to prepare for the second coat. Jeffco often displays a phenomenon called “gassing”. You think you've done a great job of spreading the sealant around – and moments later an air bubble will appear. This is caused when trapped air inside pin holes makes it's way to the surface. Unfortunately, when air bubbles appear, the surface is too tacky to touch without messing up the job. That is why it is important to sand the surface between coats. Do not – I repeat, do not brush two wet coats and then “close out” the strake. Chances are that air bubbles will appear and become a source of leaks.

Velocity Models Updated

Velocity XL and Velocity SE

Two Models: 4 Popular Options

We now offers two basic models - the Velocity XL and the Velocity SE. Both models will come with fixed landing gear, 2-doors, and a center mounted control stick.

Buyers can select 4 major options:

- * Retractable landing gear
- * Dual control yokes
- * Fastbuild Wings, and
- * Fastbuild Fuselage

The Velocity XL, standing for eXtra Large, is the Velocity flagship and features a roomy 48" cabin and lots of room for 4-adults, plus baggage. The Velocity SE stands for “Standard Elite”. This model features a 42" wide cabin; room for 4-adults; plus a little room left over for baggage. The SUV model and name is being dropped from the model line up. Customers have clearly stated their preference for wanting the comfort of 2-doors. The Velocity SE features a