

# The Dope On Dope

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Are you a modeler that uses aircraft dope in the construction of your models? Well just like everything else that seemingly changes daily in the world, we may be looking at a change in the cost and availability of nitrate and butyrate dope.

Let's take a look at the genesis of this aircraft coating. Many years ago there were several manufacturers of this material. When I was restoring my Piper airplanes in the 60's I bought it locally at the Enmar Co. here in town that supplied different paints to Cessna. I know as I painted airplanes back then at Cessna at night and went to WSU during the day. Other names such as Titanine and Berryloid stand out and I know there were others that I can't recall just now. Time went by and it pretty much ended up with the Randolph Co. in Carlstadt NJ as the sole producer of aircraft dope and other finishes. Well Mr. Randolph passed away some years back and the well known Ray Stits bought the manufacturing name and rights as well as the formulas and whatever. Ray Stits lives in Fullerton California and you can probably see the problem with that location. Dope is photo chemically reactive and finishes such as automobile lacquers were also, and were more or less outlawed years ago. I heard recently that the state of California was coming down on aircraft dope and trying to get rid of it. How do you go about this in a time honored manner? Simple, you do it the way you keep the low lives out of your upscale bar. You raise your prices to an objectionable level. Works every time with anything you want to do away with under the guise of it's someone else's fault that this is happening.

Anyway I went to Airports and bought what they had in stock and ordered more of what they didn't have in stock. The prices recently went up in CA and I expect them to rise here also as the EPA or whoever puts the Kabosh to Ray. Don't say you weren't given a heads up on this. Bill