



Thoughts on “bleached linen” and a 1917 doping scandal

By Bob Miller

SVSM includes some remarkable modelers; folks who come up with an extraordinary model or two every month, without fail.

Then there’s me. I can get so hung up on one abstruse question or other that I never finish anything. Take the homely-but-cute little BE2c WWI biplane I’ve been working on since the week after polystyrene was invented. My chosen prototype was finished in clear-doped bleached linen. But exactly what color is that? Yes, there are various paints available called “bleached linen,” but spraying a uniform overall coat produces a very dead-looking model. The finish obviously can be represented: There is a Wright Flyer making the rounds of the Region 9 events that is an excellent representation, but I have never managed to meet the builder to ask his secret. All this begs the question: What, actually, am I trying to match?

I was in Britain last year and paid a visit to the RAF museum at Hendon. It’s a favorite of mine, not least because of the friendly, cooperative staff. I’ve been there before, but this time I tried to prepare myself. I borrowed a trick seen on a ship modeling site, and took along a handful of paint samples collected from Home Depot’s paint department. The logic? Federal Standard 595a, as of the time I acquired mine, includes about 450 colors. Fewer than 10 of them look to be in remotely the right ballpark to represent bleached linen covering an aircraft.

The paint companies produce literally dozens of linen-like

colors with extremely subtle gradation. The companies give away paint chips in handy strips of five or six related colors in easy to carry sizes, and they are easy to replicate and record (as long as you remember you have to call it Glidden 60YY 76/144 and not “Spring Wisp;” and bear in mind that house paint fashions change, and if you come back five years hence you may find the closest you can get is called “Assyrian Parchment” (and you know that isn’t right.)

Thus reinforced, I set forth to answer the burning question: What the devil does bleached linen really look like?

And the answer? “Well, it depends...” Hendon has a BE2-b, rather than the -c I was interested in, but a helpful docent allowed me to get in close and hold my color cards up next to the aircraft, in varying orientations. This turned out to be significant, because as the orientation of the surface with respect to the light source changes, the color match changes too. An even stronger effect occurs because the clear-doped fabric



The Imperial War Museum’s BE-2—Notice what complex paint work it would take to accurately reproduce its appearance. You would need a soft-edged band to represent the shadows of the ribs with a sharp-edged light stripe for the tape.

is translucent. The BE2-b has a plywood covered area behind the pilot’s (aft) seat which appears significantly lighter than the adjoining fabric which has only the darker interior behind it (Glidden 70YY 83/112 for the decked portion, 60YY 76/144 for the un-backed fabric, for anyone who might wish to pursue the matter).

The same thing happens wherever the fabric passes over a wood structure, such as fuselage frames. This happened in spite of the structure being a mid-toned wood color, line varnished spruce, rather than a very pale color. I also noted that where fabric tape is doped over rib-stitching, it appears a nearly pure

Continued on page 10

EDITON'S BRIEF

Funny story, honest. I was in the magazine section of D & J Hobby, realizing, again, that they do not carry that kind of magazine, when Randy Ray mentioned to me that he was enjoying reading something that I had shown him. He said, "You could be a good humor writer but man, you need an editor." I said, "Thanks. Hey! I am an editor!"

That night I told my wife about our conversation. She laughed and said, "I am an editor!"

"Tell an editon!" I corrected her. We laughed. If you actually read the *Styrene Sheet*, you'll know what I mean.

Well, it's been a year already since I took over the publication of the *Styrene Sheet*. Nothing makes the months pass by like having to squirt out a newsletter every month. I have had a lot of fun so far and hopefully I have only offended a few of you.

Of course, I am merely the editor of the *Styrene Sheet* and therefore only the compiler of the bits that comprise the newsletter as a whole. It is you, the club members, which have really made the newsletter this last year. I want to acknowledge all of you who have contributed over the past 12 months. I know how much work it is and I also know that the *Styrene Sheet* would be a touch thin if it were not for all of your contributions.

I would like to single out Chris Bucholtz. Not just because it will be embarrassing for him, but also because after all the years of publishing this newsletter he thought he was escaping by tricking me into doing it. Instead, he has contributed quite heavily over the last year. In addition to giving sage advice and technical information on how this thing is supposed to work, he was always ready with a feature article or a much needed book review for me to publish. Perhaps most important, he has taken and edited the club minutes for 10 of the last 12 months. That has saved this editor a lot of time doing something he would be especially bad at. Thanks, Chris.

I would be remiss in not thanking Angela Adams, Stephanie Heck and Andy Kellock. They have spent a great deal of their time contributing behind the scenes by helping me where I am the weakest. Without them this newsletter might be the full 16 pages, but it would be a train wreck. Train wrecks are pretty interesting, but after a few minutes they start to turn your stomach.

— *Teh Editon*

LETTER TO THE EDITOR

Larry Davis
SabreJet Classics
5 December 2004

Dear John,

At our model club meeting tonight, one of the guys handed me a copy of your Silicon Valley Scale Modelers newsletter, the issue with the F-86 from the 67th FBW as feature. Very nice little magazine, and nice article. The model looked great

too.

However, I was quite astounded to learn that Walt Fink was one of the authors of the Warbird Tech book "F-86 Sabre Day Fighters," which was mentioned in your research resources section. The authors mentioned on the cover are "Walter Dranem" and "Kris Hughes." You correctly guessed that Walter Dranem was indeed, David Menard, my longtime friend. But Kris Hughes was not Walt Fink; it was the combination of my daughter's first name "Kris" and my dad "Hugh," thus Kris Hughes. I came up with the idea to see if a book could be successful without having my name on it. Dave Menard actually had nothing to do with writing the book; he simply wanted to see his name on something. I obliged.

I was kind of upset that no Sabre books or articles written by Larry Davis were mentioned. Since I am generally acknowledged as the premier authority on the airplane out side of North America and the US Air Force. Indeed, the Sabre Pilots Association made me a charter member and offered the job of editor of their magazine "Sabrejet Classics" to me back in 1992. Enclosed are a few examples of our magazine.

At any rate, I would appreciate a blurb in the next issue correcting the mistaken identity. Where did you ever get the idea that Walt Fink was the author! I look forward to hearing from you

Larry Davis

Dear Mr. Davis,

Thank you for your kind words about our November *Styrene Sheet*. I do wish to apologize as the editor of the *Styrene Sheet* for not correctly decoding your pseudonym on the Warbird Tech book. I will make sure that future mentions of this book will be properly credited.

Please understand that the November "Special F-86F" issue was not intended as a definitive guide on the F-86. It was, instead, a tribute to a Korean War pilot and his plane—Vilas Bielefeldt. I believe that Mr. Bielefeldt and folks like him deserve recognition for their deeds, and we who put the newsletter together thought we would do the best our meager resources allow.

As for the references section in that issue, I thought that some F-86 references would be a good companion to the stories about Mr. Bielefeldt. Mr. Bucholtz was gracious enough to pull together several hundred words on a few of the books in his collection.

That your name was not mentioned in the "Special F-86F" issue was not a slight on your knowledge or prowess and I hope with this explanation it will not be taken as such. Please accept my apology.

Sincerely,

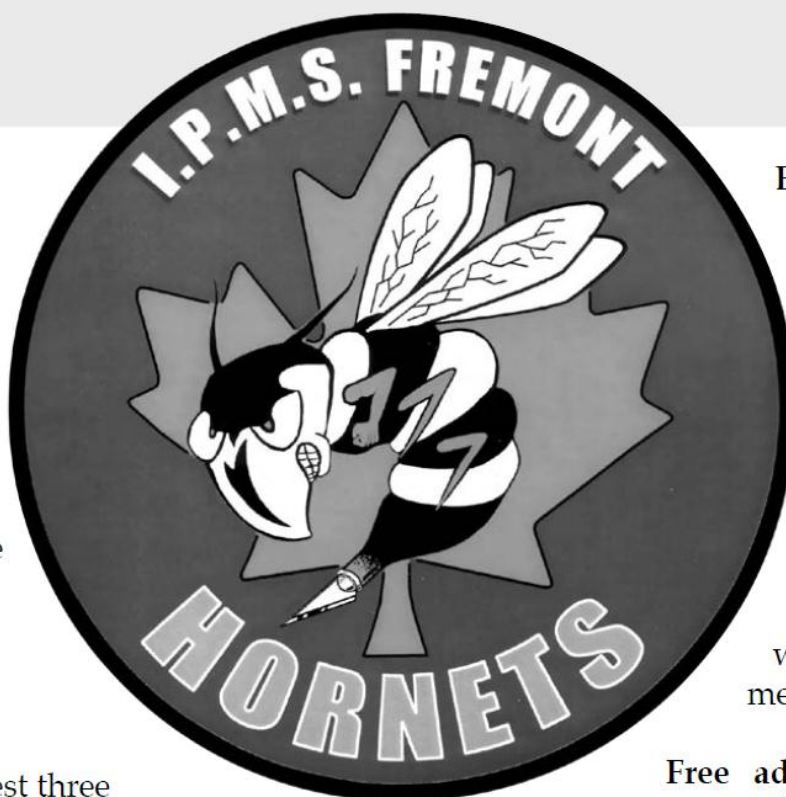
John Heck—Editor

IPMS/Fremont Hornets &
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TRI-CITY REGION 9 CONTEST

Scale Model Contest and Exhibition

Saturday, May 21, 2005



45 Categories –

- Aircraft
- Automobiles
- Figures
- Ships
- Military Vehicles
- Space & Sci-fi

Special Awards–

- Best Aircraft or Space Vehicle
- Best Armor
- Best Civilian Land Vehicle
- Best Figure or Robot
- Tri-City Award for best three of a kind—three thematically-related models by a single contestant in the same category (i.e.: Chevy low-riders, 1/72 Fw 190s, Star Trek models, Aloha airliners)

Plus vendors, a raffle and a free Make 'n Take for children 15 and under!

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\$1 for modelers 17 and younger with no charge for additional entries.

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Restoring two World War Two era toy tanks

By Thom Ivancso

Recently, I was asked to restore two late 1940's die cast military vehicle toys for a display being built at the Hiller Aviation Museum in San Carlos, <http://www.hiller.org/>.

One of the toys was marked as a Gen. Sherman M4 Medium Tank and the other was marked as a 105 MM Howitzer M7 Priest. The pictures show they were in very poor condition. The Sherman was missing the barrel of the main gun and one of the machine guns, and the paint was chipped and faded. The Priest was in even worse condition, having part of its gun barrel broken off. The paint was worn off in places and the wheels were rusted solid.

My first task was to strip the paint, using a bucket of good old Castrol Super Clean and very hot water. After about six hours of soaking, the paint came off with just a little bit of rubbing with a brass brush and a wash in warm soapy water. After a good cleaning, I dried them for about an hour in the oven at 150 degrees to make sure all the internal areas were dry. I then took a wire wheeled brush attached to my Dremel and cleaned away as much of the rust as I could off the Priest's wheels and inside cavity. Unfortunately, the wheels on this toy will never roll again. Over time the rusted axles and the die cast have more or less welded themselves together.

After the cleaning was completed, I noticed the excellent detail in the molding of these toys. I also noticed that the scale was very close to 1:35 amour that I had built. Not having very much information on what the missing pieces looked like, I decided to do some research on the Web to see if any collectors might have information on these toys.

After a bit of searching I found some very good pictures of the toys and I also discovered some very interesting history as well. The toys were manufactured by the Dale Model Company of Chicago, Ill. The company had produced a series of die cast military land and sea toys including a DUKW. The company was closed in the late 1950s.

Further investigation revealed that the toys did not get their start at the Dale-Model Company. In 1942, the H.A. Framburg and Company (located in Chicago, Ill), a manufacturer of lighting fixtures and other products, was commissioned by the U.S. War Department to create land and sea vehicle I.D. Recognition Models.

I.D. Recognition Models were used to train military and civil defense personnel on how to identify the differences between Allied and Axis land vehicles, ships and airplanes. This training helps to spot enemy threats more accurately and minimizes friendly fire casualties. Airplanes I.D. models were made from wood and a cellulose acetate material. Land vehicles and ships were made from die cast metals.

Here are the names of companies that produced I.D. Recognition Models:

- H.A. Framburg and Company (land vehicles and waterline ships); line later purchased by Dale and made into toys.
- South Salem Studios (Waterline ships); later purchased by Comet Metal Products 1943
- Cruver Company of Chicago (Airplanes 1:72 from cellulose acetate)
- Comet Model Airplane and Supply Co (carved wooden airplanes)
- Comet Metal Products/Authenticast (ships, planes, trucks)
- Tremco from England
- Wiking Models (Germany waterline ships of the Third Reich)

Framburg created I.D. models in the following scales: ships were built in (1:1200) and a larger scale (1:500), and land vehicle models were built in (1:36).

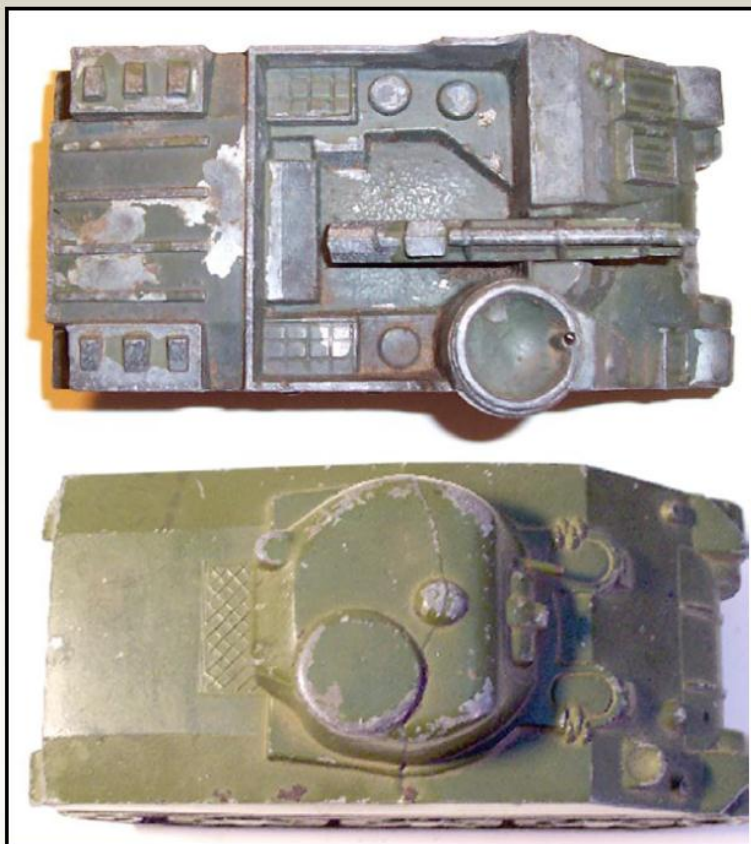
All the models were cast as a single one-piece construction without any moving parts and the land vehicles were cast hollow with a large oval hole in the bottom.

At the end of WWII, H.A. Framburg and Company decided that it wanted to return to the lighting business and stopped producing the models. An employee of the company named Mr. Dale made an offer to buy all the molds for the models and opened his own business. Mr. Dale made changes over the course of time to the one-piece models to include the wheels and making moveable turrets and guns. This allowed him to distribute them as toys instead of models.

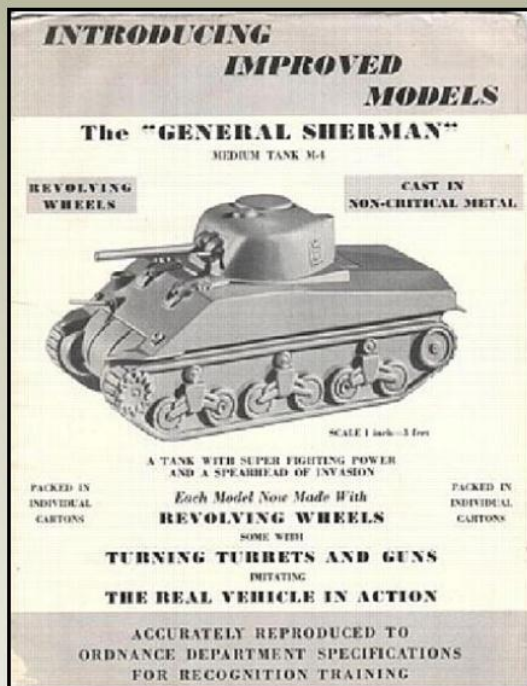
The toys I was restoring must have been between changes -- they had wheels added but the Sherman was still a one-piece casting.

Even though Mr. Dale bought the rights to produce the models, the Dale Model brochures for the toys produced had to state that Dale Model Company was the "official distributor" for Framburg.

Here are two of the Web sites that I found with information



The M7 and M4 as Thom received them. The paint was badly chipped and several pieces had been broken off and were missing.



Thom fabricated and replaced the parts that were missing from the models. This M4 barrel was made from a 10-32 bolt. The machine gun is a 6-penny finishing nail.

A period advertisement for the M4 model.

on both the Dale Model Company and H.A. Framburg and Company:

- <http://www.jeep22.freemove.co.uk/Dale%20Jeep%20Model.htm>
- <http://www.geocities.com/mikestanks/RecognitionModels.htm>

With all this information in hand, I began to restore the missing bits to the two toys. I added the main barrel of the Sherman by taking a 10-32 bolt and cutting the head off. I then tapped the opening in the toy to take the threaded end, cutting back the bolt back to match the pictures I found. After gluing this in place with CA, I then added the lower front machine gun barrel by using a 6-penny finishing nail trimmed to the right length and glued into place with CA.

The Priest restoration was a little harder. I first needed to find a piece of material the same size as the broken off piece of the barrel. After measuring, I got a piece of brass rod that was about 5/32 in diameter -- just a little bit bigger than the barrel but not much. I then took a diamond cutter in my Dremel and cut off the broken section of the old barrel and cut back into the gun 1:8 inch to give me an area for the barrel to sit on. I then glued this into place with CA and hit it with accelerator to harden it up nicely. I also built a small .50-caliber machine gun from brass shapes and tube to replace the one that was missing.

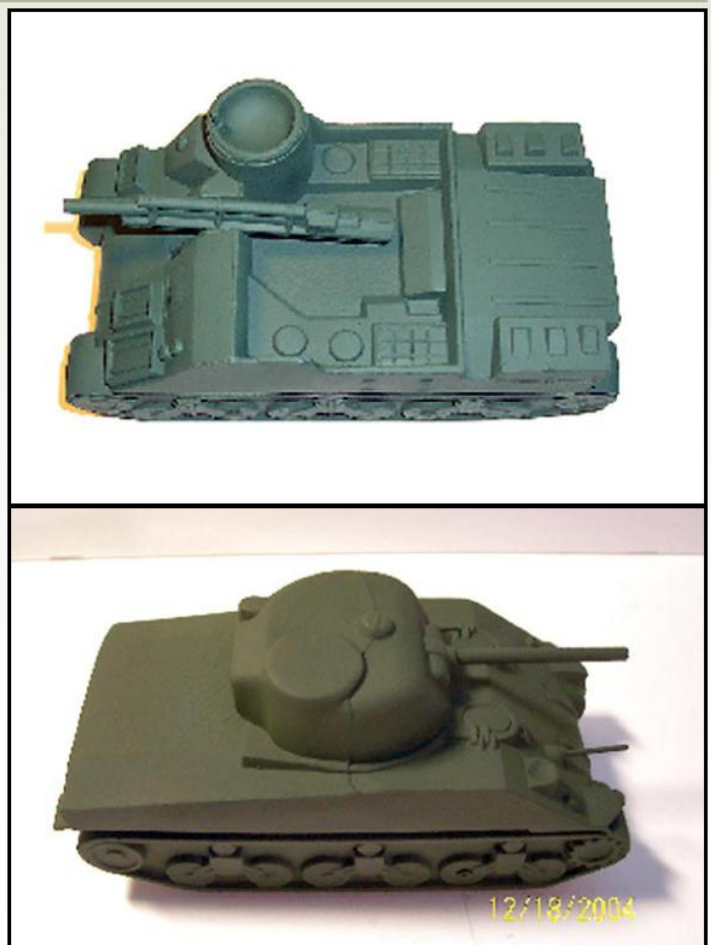
I then filed all the nicked areas on both toys and gave them a wipe down with alcohol before painting.

I primed both toys by brush painting them using Floquil PollyS Zinc Chromate Primer TS-FLO 414293.

Once this had dried, I then painted them using Tamiya Acrylic XF-58 Olive Green -- thinned down to use in my airbrush. After letting two coats of paint dry completely, I over-sprayed them with a flat sealer to protect the paint.

They were delivered to the museum a week later and will be on display soon. My understanding is they will be rolling out of a transport plane in the display.

That is how a small toy started out as something more and had an important role in the history of WWII.



The finished models with missing parts restored and a fresh coat of paint. Both models now reside in the Hiller Aviation Museum in San Carlos.

Thomas Ivancso began building models seriously in 1980 and joined SVSM in 2004. Thom's interests include WWII armor and figures, airplanes up to the 1960's, Luft 46, and anything SciFi.

2005 Kickoff Classic—the biggest in Region 9 history

To say that this year's Kickoff Classic was a success would be a vast understatement. The show drew 140 entrants and just under 500 entries (over 500 models, including collection entries). These numbers represent a 25 percent growth over last year! Kudos go to the organizers, including contest directors Jim Priete and Mike Burton, Head Judge Greg Plummer, registration director Bill Ferrante and make-and-take supervisor Mark MacDonald, who stepped in at the last minute when the original make-and-take director called in sick with the flu. The contest was ultimately made possible by the efforts of the judges: Bill Ferrante, Mike Burton, Charles Smith, Vladimir Yakubov, Roy Sutherland, Mark Schynert, John Heck, Lou Orselli, Greg Reynolds, Erik Mark, Jack Riggart, Laramie Wright, Mike Braun, Alan Weber, Randy Ray, Ray Vermillion, Brian Sakai, Kent McClure, Bert McDowell, Bill Bauer, Don Savage, Jim Priete, Andy Kellock, Steve Hinson, and Greg Plummer. John Heck, the Webmaster for SVSM, documented the event in pictures, and you can see them at www.svsm.org. Let's keep this momentum going, guys!

– Chris Bucholtz, Region IX Coordinator

S1. Single Engine Jet or Rocket Aircraft 1:72

- 1st – F-84G Thunderjet – Jim Frye
- 2nd – Me-163 Komet – Chuck Betz
- 3rd – Bell X-2 – Jim Priete

S2. MultiEngine Jet Aircraft 1:72

- 1st – JB-1A flying bomb – David Newman
- 2nd – Handley Page Victor – Andy Kellock
- 3rd – RF-101C Voodoo – Andy Kellock

S3. Single Engine Prop or Turboprop 1:72 SPLIT-Non Axis

- 1st – P-47D – Mike Laxton
- 2nd – PZL P-11C – Marty Sanford
- 3rd – Hawker Typhoon – Marty Sanford

S3A. SPLIT-Single Engine Prop or Turbo- prop 1:72 AXIS

- 1st – Ki-61 Tony – Chuck Betz
- 2nd – A6M2 Rufe – Marty Sanford
- 3rd – FW-190A-3 – Greg Lamb

S4. MultiEngine Prop or Turboprop Aircraft 1:72

- 1st – Cant Alcione Z1007 Italian AF – Frank Babbitt
- 2nd – BV-222 Viking Flying Boat – Jim Frye

- 3rd – DH Mosquito B.4 – Marty Sanford

S5. Single Engine Jet or Rocket Aircraft 1:48

- 1st – F-104G German Marine Starfighter – Dale Bohling
- 2nd – CF-104 camouflaged Starfighter – Ray Lloyd
- 3rd – F-104G Italian Starfighter – Peter Long

S6. MultiEngine Jet Aircraft 1:48

- 1st – Su-35 Super Flanker – Juan Solarzano
- 2nd – FA-18C – Jack Riggart
- 3rd – Czech S-92 (postwar Me-262) – Harlan Schoneweis

S7. Single Engine Prop or Turboprop 1:48 Allied Naval

- 1st – OS2U3 Kingfisher USN – Mark Glidden
- 2nd – F6F Hellcat USN – Pat Sharpe
- 3rd – F6F Hellcat – Peter Olesko

S8. Single Engine Prop or Turboprop 1:48 Allied Other

- 1st – P-47D Thunderbolt – Ken Connor



The 2005 Kickoff Classic set a show record for the number of attendees and number of models displayed.



Jim Priete's Bell X-2 took third in Single Engine Jet or Rocket Aircraft 1:72.

2nd – P-51B – Dan Clover
3rd – P-47D Razorback – Wes Shirley

S9. Single Engine Prop or Turbo Prop 1:48 Axis & Neutrals

1st – Bf-109G-10 – Ken Connor
2nd – George N1K2 – Ben Pada Jr.
3rd – N1K1 Kyofu – John Heck

S10. Multi Engine Prop or Turbo Prop Aircraft 1:48

1st – Dornier Do-335A-12 Night Fighter – Erich Goldbach
2nd – Mosquito NFXIX – Roy Sutherland
3rd – Heinkel He-219 Owl – Ben Pada Jr.

S11. Jet or Rocket Aircraft 1:32

1st – Su-27 Flanker – Masa Narita
2nd – F-105 Thunderchief – Brian D. Casteel
3rd – Bell X-1 – Emilio Little

S12. Prop Aircraft 1:32

1st – Supermarine Seafire III – Vincent Hutson
2nd – Westland Lysander SD Mk 3 – Brian D. Casteel

S13. Biplanes/Fabric & Rigging, All Scales

1st – Fokker Dr.1 – Ken Connor
2nd – Hansa Brandenburg W29 – Jim Priete
3rd – Nieuport 21 – Peter Olesko

S14. Rotary Wing Aircraft, All Scales

1st – EH-101 Merlin HAS 1 – Jim Frye
2nd – AH-1W Cobra – Steve Alton
3rd – HTL-4 USCG ca 1960 – Mike Burton

S15. Civil, Sport & Racing Aircraft, All Scales

1st – Curtiss R3C-1 Racer – Jim Priete
2nd – Fokker D-7 “X” V tail gull wing racer – Andy Kellock
3rd – NASA RPV – Vincent Hutson



Ken Connor's Bf-109G-10 won first place in Single Engine Prop or Turbo Prop 1:48 Axis & Neutrals.

S16. Jet, Prop & Rocket Aircraft 1:144 scale

1st – TF-104G – Mike Woolson
2nd – Douglas DC-3 United Airlines – Mike Braun
3rd – E-2C Hawkeye, Carl Vinson – Mike Burton

S17. Military Vehicles Softskin & Support 1:35 & Larger

1st – Mutt M-151 – Bryan Finch
2nd – HUMVEE – Dan Clover
3rd – WC-57 Command Car – Jim Lewis

S18. AFV Closed Top, to 1945, 1:35 & Larger SPLIT-Allied

1st – Cromwell Mk VI – Jim Wechsler
2nd – M4 Sherman – Tony Alvarez
3rd – Sherman Vc Firefly – Jim Wechsler

S18A. SPLIT-AFV Closed Top, to 1945, 1:35 & Larger AXIS

1st – Tiger I – Jim Frye
2nd – Type 94 TK Japanese Tank – Greg Banks
3rd – Stug III G – Tony Alvarez

S19. AFV Closed Top. Post 1945, 1:35 & Larger

1st – M4A1E9 Sherman, Indian Army – Jim Wechsler
2nd – Merkava Mk 3 – Ken Lawrence
3rd – Leopard A5 – Peter Long

S20. Armored Fighting Vehicles Open Top 1:35 & Larger

1st – Gun Truck “Sopwith Camel” – Jim Lewis
2nd – Vietnam Guntruck “The Mafia” – Jim Wechsler
3rd – Canadian Tank Destroyer “Achilles” – Mike Winters



Mike Woolson won first place with his tiny TF-104G in Jet, Prop & Rocket Aircraft 1:144 scale.

S21. Towed Artillery & Ancillary Vehicles

1:35 & Larger

- 1st – Pak 40 – Michael J. Armstrong
- 2nd – German Pak 40 75mm towed AT gun – Donald Krahe
- 3rd – Lfh IX 10.5cm Howitzer – Michael J. Armstrong

S22. Military Vehicles, Allied All Types 1:48 & Smaller

- 1st – D-30m 122mm Howitzer – Vladimir Yakubov
- 2nd – T-34/85 Prototype – Vladimir Yakubov
- 3rd – Sherman – Walter Babst

S23. Military Vehicles, Axis & Neutrals All Types 1:48 & Smaller

- 1st – Panther G German – Rick Hoskinson
- 2nd – Jagdpanther – Joe Gehringer
- 3rd – Kettenkrad and fuel cart – Walter Babst

S24. Ships 1:400 & Larger

- 1st – Type VIIC U boat U-69 – Bob Phillips
- 2nd – CSS Hunley – Greg Plummer
- 3rd – USS Northampton – Mike Winters

S25. Ships 1:401 & Smaller

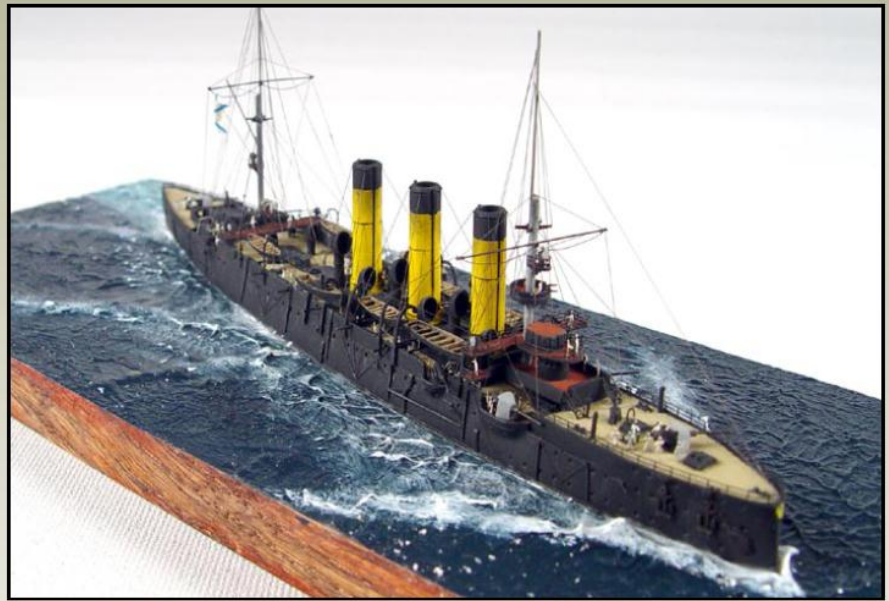
- 1st – Protected Cruiser “Aurora” – Vladimir Yakubov
- 2nd – ALFA class Russian Sub – Kent McClure
- 3rd – IJN Kongo Battleship – Mike Winters

S26. Automobiles Stock, All Scales

- 1st – Jaguar – Pete Hiatt
- 2nd – Enzo Ferrari – Richard Horton
- 3rd – Pontiac Firebird, 1978 – Andy Kellock

S27. Automobiles Custom, Other Than LowRider, All Scales

- 1st – 53 Ford Victoria Custom – Steve Hinson
- 2nd – Chevy SSR Nomad – Andy Kellock



Vladimir Yakubov won first place in Ships 1:401 & Smaller and Best Mythos Subject with his Protected Cruiser “Aurora.”

- 3rd – 37 Ford – Doug Reynolds

S28. Automobiles Competition, Open Wheel, All Scales

- 1st – Watson Roadster 1964 – Mike English
- 2nd – 55 vintage Belly Tank Racer – Steve Travis
- 3rd – Sherbert&Herbert AA/Fuel Dragster – Roger C. Lee

S29. Autos Competition, Closed Wheel SPLIT-Euro & Japanese Races only

- 1st – Mini Cooper Rally – Greg Plummer
- 2nd – Jaguar C Type 1951 – Mike English
- 3rd – Porsche 935/77 – Andy Kellock

S29A. SPLIT-Autos Competition, Closed Wheel American Races only

- 1st – Cobra Daytona Coupe – Mike Laxton
- 2nd – SCCA GTS Superman Race Car – Rick (no last name)
- 3rd – Porsche 911GT1– Jim Frye

S30. Autos Custom, Open Top/Vert Specifically Styled LowRider, All Scales

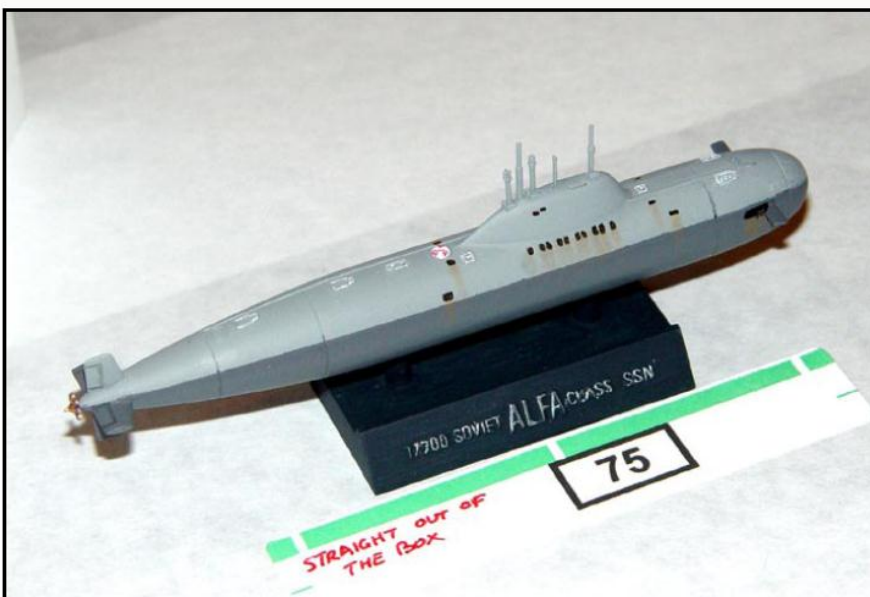
- 1st – 97 Porsche Boxer - Rainbow Grey Lowrider – Robert Gonzalez
- 2nd – 62 Impala – Vicente Rosendo
- 3rd – 58 Edsel – Vicente Rosendo

S31. Autos Custom, Hard Top Specifically Styled LowRider, All Scales

- 1st – 57 Chrysler 300C - Black Lowrider – Robert Gonzalez
- 2nd – 64 Impala – Vicente Rosendo
- 3rd – Lexus LS430 Lowrider – Rick (no last name)

S32. Space Vehicles Fictional (Sci-Fi or Fantasy), All scales & types

- 1st – Zugok attack on Alaska – John Hayes
- 2nd – Space Battleship Yamato – Jonathan Lin
- 3rd – TIE Fighter – Steve Munroe



Kent McClure won second in Ships 1:401 & Smaller with his ALFA class Russian Sub.

S33. Space Vehicles Real & Missiles, All scales & types

- 1st – SA-2 Guideline SAM on launcher – Randy J Ray
- 2nd – Redstone MRBM missile – Thomas Ivankso

S34. Figures Military, Historical, All Scales

- 1st – Confederate Standard Bearer – Bill Hessling
- 2nd – US Tanker – Bill Hessling
- 3rd – German Gunner – Masa Narita

S35. Figures Fantasy & Fiction, All Scales

- 1st – Victoria – John Hayes
- 2nd – Orc War Boss, Tonkar Rulak – Rick Hester
- 3rd – The Rocketeer – John Hayes

S36. Out Of The Box, All Types & Scales

- 1st – “Alien” 423 – John Hayes
- 2nd – Porsche 962C – Jim Frye
- 3rd – P-51Mustang – Thang Le

S37. Dioramas, All Types & Scales

- 1st – “Poland 1958” – Charles F. Reading
- 2nd – “Close Qtr Panzer Destruction Class” – Charles F. Reading
- 3rd – “Herr Murphy’s Law” – Charles F. Reading

S38. Hypothetical Vehicles, All Types & Scales

- 1st – E-100 German tank – Greg Banks
- 2nd – EMW-A9 Manned V-2 Rocket – Thomas Ivankso
- 3rd – Anime Walker – Kent McClure

S39. Miscellaneous, All Types & Scales

- 1st – Honda Monkey Z-70 minicycle – Brian D. Casteel
- 2nd – 1941 Indian Scout Motorcycle – Mike English
- 3rd – #3 Pons Honda – Richard Horton



Greg Plummer won second place in Ships 1:400 & Larger with his CSS Hunley.

S40. Collections, All Types & Scales

- 1st – Cowboys Collection – Bill Hessling
- 2nd – Family of KingSnakes, P-63 Collection – Mike Burton
- 3rd – Aircraft of the 1930’s collection – Mike Burton

J1. Junior Aircraft

- 1st – F-18 Canadian AF 20th anniv. – Dmitriy Shapiro
- 2nd – Tupolev Tu-22m Backfire – Dmitriy Shapiro
- 3rd – F-100F Supersabre – Paul Vu

J2. Junior Military Vehicles

- 1st – M10 Tank Destroyer – Steven Souza
- 2nd – M24 Chaffee – Brandon Souza

J3. Junior Automobiles

- 1st – Mitsubishi Eclipse blu/ white – Manuel Vazdiaz
- 2nd – Prowler – Steven Souza
- 3rd – Lamborghini Black – John Greenwood

J4. Junior Dinosaurs & Figures – no entries

J5. Junior Miscellaneous

- 1st – M/S Pitsudski Cruise Ship – Robert Nunes Jr.

SJ1. SubJunior Aircraft

- 1st – P-51B Mustang – Walter Babst Jr
- 2nd – Apache Helo – Patrick & Kristin Miller
- 3rd – F-14A – Aaron Garner

SJ2. SubJunior Military Vehicles & Ships

- 1st – Panzer III – Walter Babst Jr
- 2nd – King Tiger – Yusaku Narita
- 3rd – BB-39 USS Arizona – Matthew Rouch

SJ3. SubJunior Automobiles

- 1st – VW New Beetle in Blue – Roberto Re-layo Jr.



First place in Out Of The Box, All Types & Scales went to this “Alien” built by John Hayes.

Continued on page 13

WW I Aircraft colors—thoughts on “bleached linen”

Continued from page 1

white (the rib tape may be cotton instead of linen). I could not see the top of the upper wing, which would have provided a useful check, and the lower wing was shadowed but appeared to be generally the same. I have to confess here that my color vision is not actually very sensitive or accurate. At least that is what my wife tells me. Actually, she puts it rather more strongly than that.

Looking at a wing from below presents an entirely different aspect. Now you see the light shining through the translucent linen, with the areas backed by structure-like wing ribs appearing much darker. It did not even seem possible to color match against my samples since they were opaque and dimly front-lighted, while the fabric “glowed” under the overhead lights. I came to the dispiriting conclusion that, since we almost always work with opaque materials, it is not really possible to represent the undersurface of clear-doped fabric wings. The best we can hope for is to paint the surface the aforementioned Glidden 70YY 83/112 or FS595a 27886, and spray the ribs darker, maybe clear up in the neighborhood of FS 27769.

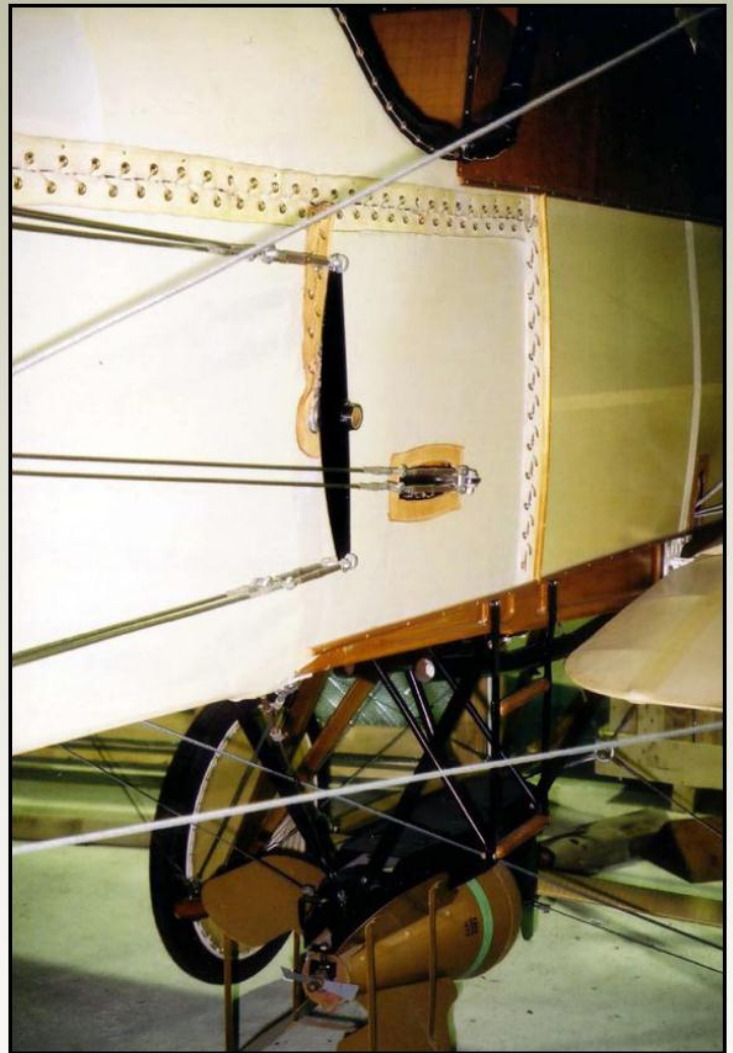
So, now we are up to three or four closely-related colors to represent the clear-doped linen of a BE2, with the underlying structure lighter on top and darker below and typically laid on in very fine soft-edged lines. On the 1:39th scale Wright Flyer that has fared so well in competition this year, it was done very well; but on a 1:72 BE2, I personally haven’t either the eyesight or steadiness of hand to do a good job of it.

Hendon had more aeroplanes to study, though. There is a Vickers FB5 which showed less variation between areas backed by structure and un-backed. Glidden’s 42YY 84/095 was a good match to the un-backed fabric, and an FB5 model could be quite reasonably represented by a single color. This applies to the nacelle only. I could not manage an “up close and personal” with this one as I did with the BE2-b, so I cannot comment on the wings.

Several Hendon aircraft were dark green on upper surfaces of wings and clear doped below. For these, the linen may still be translucent, but there is little light returned from the dark interior. Some hard-to-define color variation still existed. It may be effective to borrow an artist’s trick and apply some highlights, perhaps chordwise and parallel to the ribs, to represent this, and then make the lower surface glossier than the upper.

About this point I gave up. There are simply too many variables, and I am not good enough to accomplish all this in any case, so my BE2-c still remains incomplete. Greg Plummer, commenting on the interior color on his Tojo in the August newsletter, may have given us the definitive answer. So many variations have been observed that if you pick something that looks right to you, and seems to fit what you have read, it would be quite out of order for anyone (i.e. “competition judge”) to complain. Whatever you do, it was quite likely correct for some aeroplane, somewhere, sometime.

Another interesting and obscure point: Early WWI aeroplanes were covered in bleached linen. A Hendon curator (sorry I didn’t record his name) told me that any future restoration work will probably not be able to use the same material. Health and Safety regulations will make it impossible to obtain bleached linen in the quantities needed and within the budgetary constraints they



The BE-2b at Hendon. Notice the contrast between the lace up panel and the doped panel to the aft.

have. He could not speculate on what they actually would do, but at least the aircraft they have should be good for many decades of viewing before the problem surfaces again. If you visit a good art supply store that carries linen fabric, you will appreciate the wide range of colors that the various rolls come in, many not at all what we expect to represent in our modeling.

My visits to Hendon and Yeovilton muddied the waters in another area, also. For me, as I suspect for many other builders of early aircraft up through the lightplanes of the '30s, the default finish for propellers has been the attractive clear-varnished light and dark laminations that were produced by craftsmen like Ole Fahlin. They were beautiful work, but they were not universal. French aircraft tended to look like this, but WWI British aircraft commonly had props of a fairly uniform and quite dark mahogany color (i.e. BE2-b, Short 184), light clear varnish with minimal color streaking, about FS20252, but with prominent copper-covered leading edges at tips (Avro Baby, Vickers FB-5), or light grey, about FS26373, sometimes with the inner one foot or so radius in clear varnish (Avro 504, Bristol Bullet, Westland Wallace). Unfortunately, I was so wrapped up in looking at the obscure types that I neglected to take notes or pictures of the SE-5 or D-VII. Hey, everyone knows what they look like, right?

If you visit the Wings of History museum in Morgan Hill, look at their collection of props. Perhaps they are darkened by age, but they tend to agree with the dark mahogany colors noted. Once again, as Greg suggested with reference to Japanese interiors, expect the unexpected and don't downgrade someone's model if its prop looks a nondescript mahogany color rather than an Ole Fahlin masterpiece. That modeler may have studied a reference you've never seen.

My puzzlement about surface finish of early aircraft led me eventually to the NASA/Ames library where I found a May 1919 issue of "The Aeronautical Journal," (which would later become the Journal of the Royal Aero. Society).

An article by F.W. Aston discussed what was known as of 1919. It was quite a lot; though serious work had begun on the subject only with the beginning of WWI. Previous to that time, if the weather clouded over, you could take apart your aeroplane and go home. Suddenly, after August 1914, some general might want reconnaissance flown most any time. Undoped fabric absorbed moisture, which loosened fabric and added weight, so it was initially clear-varnished or doped to prevent this. It was quickly observed that the "varnish" (and the article was never clear as to whether it was actually a dope/lacquer type finish or a varnish, with its different hardening process) frequently cracked, and subsequently became very susceptible to tearing. By mid-1916, they had conducted a series of simple but very clever experiments to determine that solar ultraviolet light was to blame; and that visible light, temperature, air quality and moisture getting to the fabric through cracks in the coating had negligible effects.



Note how light the ribstitch tape on the top of the wing is on this Vickers FB-5.

From the graphs included, you can see that linen fabric left outdoors and exposed to the summer sun, even at the latitude of south England, can lose as much as 75% of its strength in three months. (The "Raftite" finish referred to appears to have been a clear material used mainly to tauten and waterproof the fabric.)

They rapidly developed P.C. 10 finish which was applied to block solar UV. This is what we typically see on British aircraft of WWI. It wasn't camouflage, by intent, though it may have been effective for that purpose when an aircraft was on the ground. And the composition is interesting. It was finely ground iron oxide, with added carbon-black. Iron oxide is "Ochre," and is the basis of the artist's color typically called Yellow Ochre. I have always had difficulty deciding just what color the WWI British

green actually is (i.e. green? dark olive? khaki?); but yellow ochre itself, straight out of the tube, looks to my (admittedly not very color-corrected) eyes like a brown.

We usually represent WWI British aircraft with a green (maybe brownish-green) shade (Would someone contribute a counterpoint to this article explaining how the PC 10 gets from the brown shade of artist's ochre, originally contributed by iron oxide, to our WWI green from Humbrol, et al?).

One might think that iron oxide would produce a red tone. The same system of UV-blocking pigment was used clear into WWII. In an e-mail query, I posed a question to the curators whether the interior surfaces of fabled airplanes looked reddish to them. I got back the sort of answer that a teacher might give a student that had not done his homework: No, they definitely did not look any kind of red.



Here is the Vickers FB-5 again. From below, the ribs look dark. Also notice that very little color variation can be seen within the struts.

I've seen magazine articles that suggest British fabric finishes (think Swordfish) should have a reddish tinge, but the universally helpful folks at Yeovilton and Hendon do not agree.

The British apparently persisted with the iron oxide light-blocking coat; even after the U.S. began using aluminum powder, which I had always supposed would add less weight. Actually, the article says that adding two coats of PC10 over the usual six coats of raftite increased the weight only 20%. Not a bad penalty for the benefit conferred. Some aeroplanes were aluminum doped, but the article suggests that it was mainly for tropical work, to help control temperature increase.

It was an impressive piece of science. It reminded me, not only that Britain had a great tradition of science, but also that good work can be done with simple equipment; much more like a high-school classroom's than like my own relatively pampered days at NASA. It also left me wondering... did it make much difference?

The average life of a pilot (and doubtless his aeroplane) on the western front was said to be measured in days or weeks, not months. Did any of the airplanes ever sit out for enough of a summer to lose that 75% of fabric strength?

But what was that "doping scandal" I mentioned in the title? Dr. Aston took a look at the dyed lozenge fabric and finishing system from a German Albatros Scout that was "captured practically brand new" in December 1917. Tests were begun on the German fabric in February 1918, and the results were far worse than the unprotected British fabric.

After exposure equaling three weeks of summer weather, the Albatros's fabric had lost 46 to 53% of its original strength. The dye in the lozenge pattern offered no protection at all! "The condition of the dope was hopelessly bad... the dope coming off in powder when creased: all elasticity had disappeared."

Albatros craft were said to have a habit of shedding their wings when pilots attempted to dive away from a dogfight. Is it possible that they were shedding fabric rather than structure? Either one could get a pilot killed forthwith, and it seems unlikely that many pilot reports came back to alert authorities on what was actually happening.

Now think of the brilliant paint jobs of Richthofen's Flying Circus: they were presumably done to make the Circus distinctive and recognizable, but in actuality, the pigmented paints must have offered considerable solar UV protection compared to the standard factory finishes. Not only was Richthofen an outstanding fighter, he was flying a stronger aircraft than his less individualistic compatriots!

But "scandal?" The British had a reputation for "muddling through," and in many respects they did. But this was very good science. Meanwhile, the Germans, with a reputation for being methodical and having a first-rate scientific establishment (the best in the world in chemistry) seem to have never even stumbled into this knowledge. Right to the end of the war, Fokker DVII's and EV's were being delivered in the lozenge finish that must have been as much the pilots' enemy as were the fresh-out-of-primary pilots that the British were sending up against them.



The different colors in the wood of the propeller in this Caudron G.3 are dramatic.

Bob Miller started building wooden aircraft models when he was seven years old and has been a member of SVSM since the early '80s. His interests include ships, trains and most importantly aircraft, especially those from transition periods such as 1914 and the late '30s.

CONTEST CALENDAR

April 16-17, 2005: **Tamiya** presents their The 10th Annual **TamiyaCon** at Tamiya America, Inc., 2 Orion, Aliso Viejo, CA 92656. For more information, visit their web site at <http://www.tamiyausa.com>.

April 28 - May 1st, 2005: The 20th annual **GSL International Scale Vehicle Championship and Convention** at the Wyndham Hotel, 215 W. South Temple, Salt Lake City, UT 84094. For more information contact Mark S. Gustavson at msg@GSLChampionship.org or visit their web site at www.gslchampionship.org.

Friday & Saturday, March 11 & 12: **Southern California Area Historical Miniature Society (SCAHMS)** present their **2005 SCAHMS California Show** at the Doubletree Hotel, 100 The City Drive, Orange, CA 92868. For more information visit the SCAHMS web site at <http://home1.gte.net/sulla1/index.htm>.

Saturday, May 21: **IPMS/Fremont Hornets** present the **Region 9 Regional Contest** at the Newark Community Center, 35501 Cedar Blvd., Newark, CA 94560. For more information, contact Mark Schynert at mass22@earthlink.net with the words, "Tri-City Contest" in the subject line, or call him at (510) 769-8316.

Hey, wow! The biggest Kickoff Classic ever!

Continued from page 9

2nd – 34 Ford – Ayrton Little

3rd – VW New Beetle in Red – Patrick & Kristin Miller

SJ4. SubJunior Miscellaneous

1st – 41st century soldiers – Gregory Sleeter

2nd – Chaos Gundam – Roberto Relayo Jr.

3rd – German AT cannon & soldiers – Matthew Rouch

SA1. Sr. Best of Show Ted Kauffman Memorial Award

1:48 Mosquito NFXIX – Roy Sutherland

SA2. Jr. Best of Show Bill Magnie Memorial Award

1:24 Mitsubishi Eclipse blu/white – Manuel Vazdiaz

SA3. Best USAAF PTO Aircraft Arlie Charter Memorial

1:72 A-24 Banshee – Greg Lamb

SA4. Best Competition Auto Ayrton Senna Memorial

1:32 Cobra Daytona Coupe – Mike Laxton

SA5 Best Sci-Fi/Fant/Real Space Mike Williams Memorial

1:72 Zugok attack on Alaska – John Hayes

SA6. Best V for Victory Contest Theme Subject

1:72 BV-222 Viking Flying Boat – Jim Frye



Second place in *Automobiles Custom, Other Than LowRider, All Scales* was awarded to Andy Kellock for his Chevy SSR Nomad.

SA7. Best Delta Subject

1:48 F4D-1 Skyray "PA" – Juan Solarzano

SA8. Best VE or VJ 1945 Subject

1:35 M4A2 Russian Sherman – Lester Tockerman

SA9. Best Atomic Age (1945-65) Subject

1:48 F-104G German Marine Starfighter – Dale Bohling

SA10. Best Heavenly Body Subject

1:2 Dark Angel – John Hayes

SA11. Best Mythos Subject

1:700 Protected Cruiser "Aurora" – Vladimir Yakubov

SA12. Best Silk Purse/Sow Ear Ralph Patino Memorial

1:72 Cant Alcione Z1007 Italian AF – Frank Babbitt

SA13. Best Air Racer

1:48 Curtiss R3C-1 Racer – Jim Priete

SA14. Best NASCAR Subject

1:24 69 Ford Torino Talladega – Andy Kellock

SA15. SVSM Service Award Tim Curtis Memorial

Bert McDowell

SA16. COY R-9 Hugh Silvis Memorial Award

Fresno Scale Modelers - IPMS Fresno



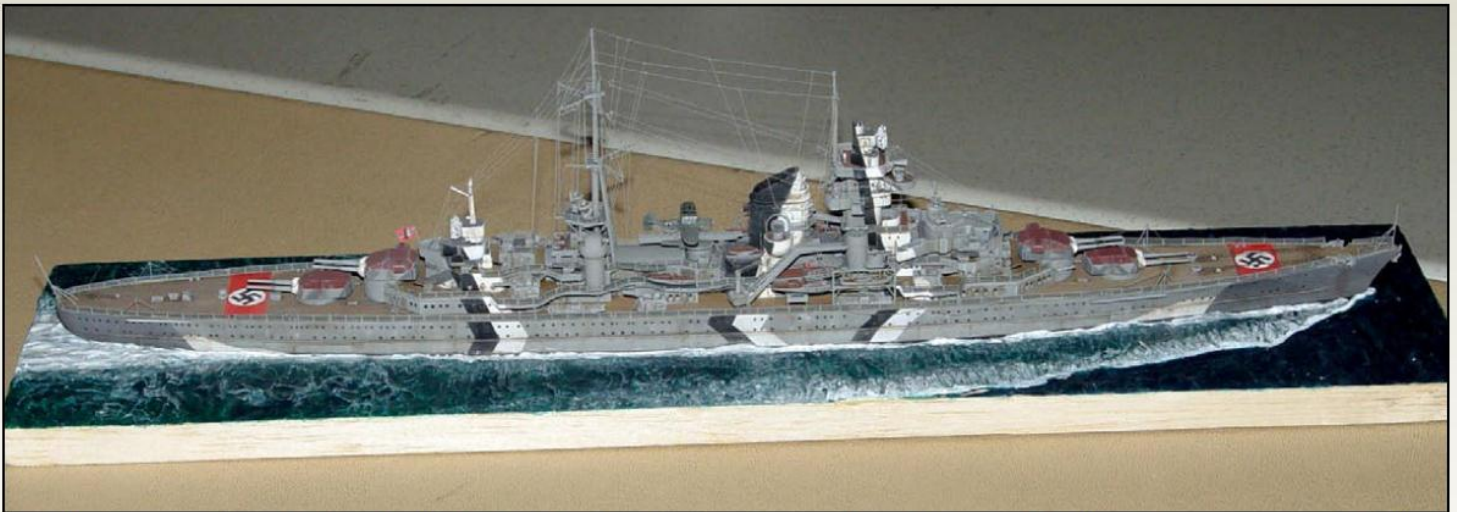
John Hayes crushed the tiny competition for *Best Sci-Fi/Fant/Real Space Mike Williams Memorial* with his 1:72 "Zugok attack on Alaska."

FEBRUARY MINUTES

At the February meeting, we were able to celebrate the success of the Kickoff Classic: 485 entries, 137 modelers and a good time enjoyed by all! Thanks go to the many club members who made this event such a rousing success.

In model talk... Steve Travis showed his impressive belly tank racer, which took a second in the contest and shows that there is a direct connection between airplane and car modelers! Steve also showed off his remarkable Heller 10:1 beetles, which benefited from his car experience. For his stag beetle, Steve checked on-line photos and decided that the mandibles would be a good match for Boyd's Florida Roadster Orange over red! Randy Ray's AFV Club PAK

Wright's spares box "Frankentank" went from scrap to a complete model in short order. The tank has a Chesapeake turret, a Tank Workshop upper hull, transmission and tracks and many other manufacturer's parts. The model depicts a 1st Armored Division Sherman at Anzio. Laramie also showed off the new DML kit of the M4A2, which has such great features as actual transparent parts for the vision blocks and periscopes. Mark MacDonald has Hasegawa's 1:48 F-8E Crusader underway, building it as a break from his armor projects. Mark says the kit fits together well, but the detail is a little soft on the lower fuselage. Jim Lund displayed a model he brought back from his visit with Ray



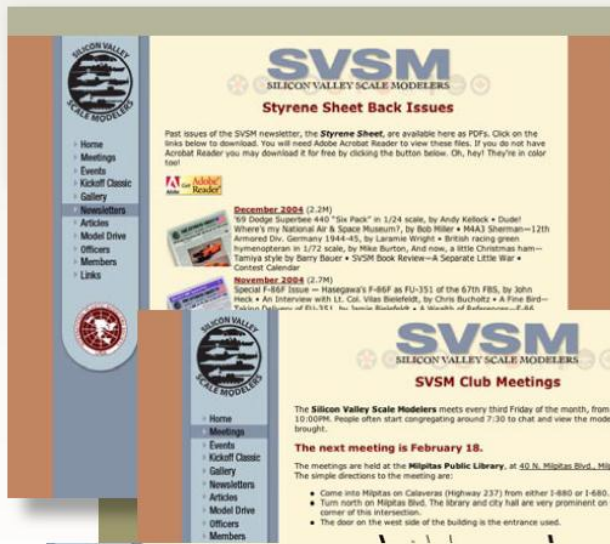
Hanchin Kuo won Model of the Month for his 1:700 Tamiya Prinz Eugen. He used Tom's Modelworks brass parts to detail the ship and used plenty of research to correct the kit to represent the ship as it appeared in the Spring of 1941, when the cruiser escorted the Bismarck on its fateful voyage.

40 anti-tank gun was nearly complete, with all the major assemblies done and the gun shield modified to be more correct. Randy's Trumpeter 1:35 SA-2 took first in its class at the contest, although he was displeased by the kit's decals' tendency to silver. Randy's also making great progress on the Sovereign 2000 resin 2-pounder gun, a rough-ish resin kit that Randy says looks just like the ubiquitous British weapon. Last on Randy's build list is the Real Space Models 1:72 Titan II ICBM, which is largely assembled. Randy says the parts go together well. Thom Ivansco has his ICM I-16 Type 24 painted and outfitted with a host of brass parts. Greg Lamb took just a weekend to build Tamiya's 1:72 Fw 190A-3, but he took a third at the contest. Greg added a True Details seat and Cooper Details landing gear to his butcher bird. Greg's father was once part-owner of an ex-California Air National Guard P-51D; now, he's building a 1:72 model of the plane. Greg used the Hasegawa kit and gave it a coat of Testors non-buffing aluminum paint. Ron Wergin displayed a trio of 1:72 Spitfires: an Airfix Mk. I, a Fujimi XIV and a PRU-blue photo-reconnaissance Spit. All of them were finished beautifully and placed on a very nice base. Shervin Shembayati had a little difficulty with the alignment of Esci's 1:72 TF-104 Starfighter, but he said the Heller 1:72 Dewoitine D.510 went together very well, especially considering the kit's age. The French camouflage, however, took "forever," Shervin reported. Laramie

O'Neill, which he described in the last issue of the *Styrene Sheet*. Jim also had a collection of four Schneider Trophy losers—an Airframe S5, a Cooper's lead Short Crusader, a Resin kit of the Macchi and an injection-molded Delta kit of the Macchi-Castoli MC.72. Lou Orselli is occupied by the construction of a scratchbuilt cockpit for his Eduard 1:72 Ju 87! Surprisingly, Lou plans to finish his Stuka as an Italian machine. John Carr is devoting a lot of attention to a 1:1200 kit of a Japanese aircraft carrier (possibly Shokaku), replacing the "ugly" parts like gun barrels with tubing and brass parts. Richard Linder's Tatra 8000 in 1:72 is assembled and awaiting paint, and his Heller 1:72 Somua tank has been modified to represent a captured vehicle used by the SS. Chris Bucholtz completed his Academy 1:72 P-38J Lightning in time for the Kickoff Classic, the same place he purchased Muroc Models' kit of the AD-1 Oblique Wing research aircraft. The AD-1 comes complete with decals to replicate the NASA markings. Greg Plummer is trying his hand at 1:72 aircraft with the Tamiya P-47D Razorback, which he plans on finishing as Neal Kearby's "Fiery Ginger." Greg's also been busy on a Tamiya Nissan Skyline Axia; the model was dirty, and Greg "washed" it by adding a coat of Future that he simply poured on the model. Bill Bauer wanted a Citroen Xsara, and the only way to get it was to build the Airfix kit. He finished the rather rough kit and then added rally-dirt, making this his first weathered model. Don Savage spanned

two extremes of racing this month, finishing an IMSA Porsche by adding an MS Hobbies transkit to a Tamiya body and getting a great Coke-sponsored racer out of it. He also built Heller's Renault R8 Monte Carlo rally car and found himself with a cool blue little vehicle. Steve Hinson's 1964 Galaxie is a quick build, wearing a coat of Duplicolor aquamarine blue paint and a white roof courtesy of Tamiya. Steve's also working on a Revell 1977 Monte Carlo. Eric McClure saw a "Far Side" cartoon and was inspired to build a model of the creature in the comic, combining the head of a plastic cow and scratchbuilt hooves to a stegosaurus kit to get a "Steguenseysaurus." Kent McClure's UFO (built from the Monogram kit of the ship from "The Invaders" television show) is now fully crewed with Airfix USAF and RAF personnel, and now, by popular demand, it also now has a toilet. Kent's Soviet Alfa-class submarine was built for about four years before he finally painted it and weathered it with pastels; the small sub won an award at the Kickoff Classic. Kent's science fiction walker, from a show called "Space Running Idiom," also sat mostly complete for several years before it was finished. Kent looked at the strange machine and decided the most apt addition to the cockpit would be a thick operator's manual! He's also covered the bare metal foil finish of his Revell Ki-48 in 1:144 with Japanese Army green and will weather the model by abrading the paint and revealing the foil. Ken miller "converted" the old Revell 1:144 C-130 into the L-100, the civilian version of

the Hercules, and gave it Alaska Airlines "Golden Nugget Freighter" markings. Ken added propellers and nacelles by Aeroclub. Ken's also got a pair of 1:144 F-16s in the works, one by DML and the other by Minicraft. Ken says the DML kit is the lesser of the two. Mike Burton put the finishing touches on his 1:48 Pe-2UT trainer in time to enter it in the contest; Mike's model came from the MPM kit. He also joined the 1:144 bandwagon with his Welsh Models Vickers Valetta, finished as a navigational trainer, and he brought his Minicraft DC-3 in to keep it company. Mike did not finish his Special Hobbies 1:72 Lockheed Electra in time to enter it with his other 1930s models, but he still took a third. Mike's added the grab handles to his DML T-34/85, and he has a pair of missiles in the works: a MAC Distribution V-1 that's being converted into a U.S. Navy Loon, and a Maquette kit of the "Sapwood," the first Soviet ICBM, which was spun-off from the Airfix Vostok kit. Cliff Kranz used the recent Jach kit to build his 1:72 Baynes Bat, a tailless research glider finished in British colors. Mike Meek likes Platz' new 1:144 P-51D kit so much, he already has clipped the wings on one of them! Mike says the tops of the gear bays need to be filed down a little to get the wings to fit right. And the model of the month goes to...Hanchin Kuo, for his 1:700 Tamiya Prinz Eugen. He used Tom's Modelworks brass parts to detail the ship and used plenty of research to correct the kit to represent the ship as it appeared in the Spring of 1941, when the cruiser escorted the Bismarck on its fateful voyage.

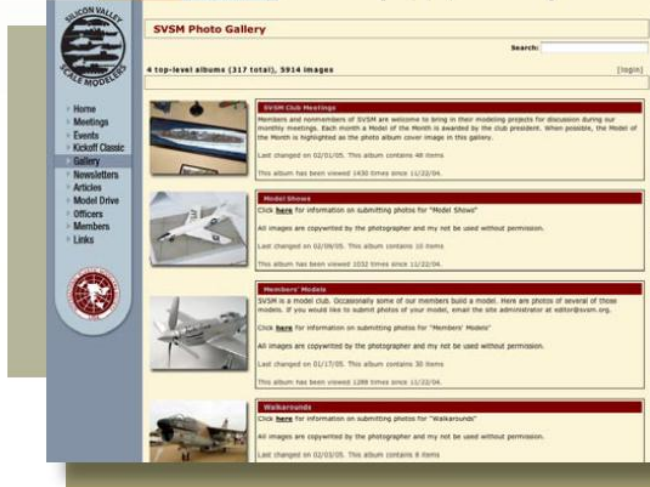


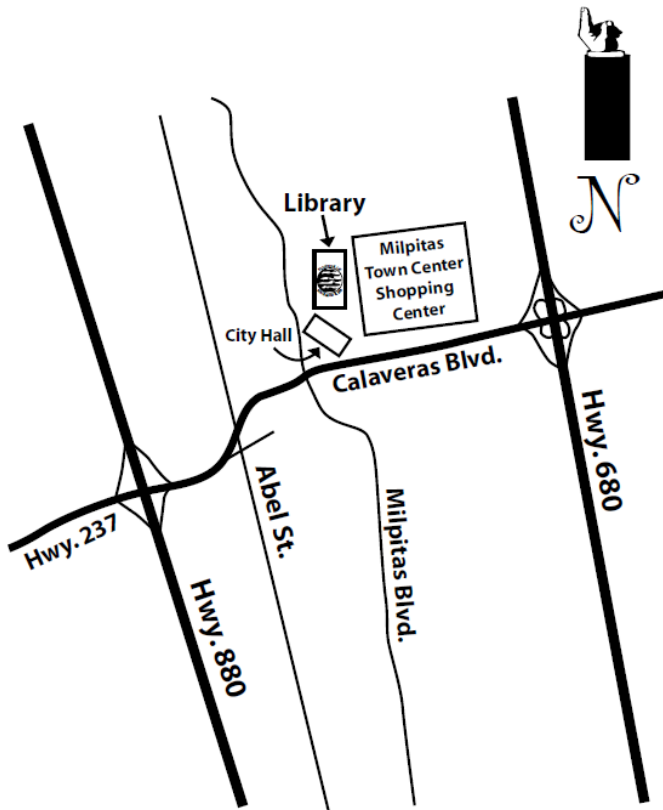
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Next meeting:
7:00 p.m.,
Friday,
March 18
at the
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40 N. Milpitas Blvd.
For more information, call the
editor at (408) 307-0672
email: editor@svsm.org



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