

# THE WRIGHT STUFF

THE OFFICIAL NEWSLETTER OF THE U.S.S. KITTY HAWK NCC 1659

## A VIEW FROM THE CATBIRD SEAT

By J.R. Fisher

As we prepare to celebrate our country's birthday, it is an excellent time to reflect upon all that we have accomplished as a ship and crew. From First Night Raleigh to Duke radiothon, this group has performed it's community services with distinction and everyone should be proud of their participation in these events.

An update on two of our most recent outings informs us that we raised \$150.00 for Duke at the Spring Jazz and Arts Festival; and the Bill & Sherry radiothon raised over \$500,000.00 for Duke. We donated \$350.00 to Duke this year. Well done, Kitty Hawk!

This is also a time to look forward regards what we intend to do as a unit for the remainder of 1997. We need not only to set goals for ourselves for this year, but for the next several years. We have the personnel to accomplish almost anything to which we set our collective minds. We hope that you will come forward with your ideas for projects that we can undertake.

The Just 5th meeting is at the Fisher home at the usual time of 4 p.m. It will be a cookout with the Fishers providing the main course. We ask each of you to bring chips, dips, desserts, drinks, side dishes and other goodies to share with your fellow crewpersons. We hope to have a good time and make plans for the future of the Kitty Hawk. Please try to be there.

Next weekend is Shore Leave in Hunt Valley, Maryland. Several of the crew are planning to attend. If you are interested in going, please contact me by the fifth. There are a lot of good conventions coming up in the next few months that will be attended by Kitty Hawk personnel. If you are going to one, please let everyone know at the July meeting so that others that have interest in them can get the correct information and possibly attend.

In that regards, since so many of the crew will be going to Crescent City Con the first Saturday in August, we will hold our August meeting on the second Saturday.

STARFLEET is gradually catching up on the backlog of paperwork, etc. My renewal membership packet came this past week. It was not complete but at least it came and we know that they are working on the situation. They are asking for someone on the net to be a representative/contact for Kitty Hawk, so that urgent information can be sent out to every ship. Any volunteers?

This is also a time to remind you to renew your membership in STARFLEET if you have not done so already. The new membership packet did not include a card to pass on the the C.O. as in the past. So I am asking each of you to write that information (SCC #, renewal date, etc.) on a 3x5 index card so that I can keep an accurate count of STARFLEET members on the ship for HQ. Eventually we should be able to remind you of when it is time for you to renew. While we are in the reminding mood; please bring your recyclable aluminum, your cancelled postage stamps, and spare change to the next meeting. It is time to start filling the Duke jar again.

On the fun side of things, a number of crewpersons have indicated interest in several trips this fall. Proposed was a trip to Charleston, S.C. to Freedom Point to see the displays there as well as a return trip to Wilmington to visit the U.S.S. North Carolina. (Footnote: If you haven't seen the Discovery Channel's Battleship, check the listings and make a point of watching it as it has great footage on the "Showboat"). A trip to Aberdeen is also a possibility. Several people want a return trip to the N.C. Transportation Museum at Spenser.

Closer to home, about a dozen of

the crew have expressed an interest in laser tag at the new facility on Creedmoor Road. If you are interested, sign up at the July meeting and we will see if we have enough people to rent the facility for ourselves for a few hours. Other activities among ourselves or with other clubs in the area that have been suggested are bowling, putt-putt golf, and a food eating contest. No experience necessary in any of these friendly contests.

Before I forget, those of you who did not go to D.C. with us in April, will definitely want to keep a return trip in mind for the fall, probably November. We are currently planning to spend one extra day of the Farpoint weekend at Silver Hill. One of us is going to do a video for them to play at the museum downtown in order to generate more interest in the facility. They are dependent upon the donations of the visiting public to do their work and more visitors means more donations.

Most of you will be going away for vacations during these summer months. I hope each of you will be especially careful as you travel. If during your free time you find yourself reading a Star Trek novel or other related work, take a few minutes to share your opinions about what you have read with the rest of the crew. We can always use a good article for the newsletter.

So here we are, halfway through the year. Where are we going from here? I don't know, that is up to you to decide. I only know that it will reflect the past and that I will be proud of this crew with the Wright Stuff!

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## THE WRIGHT STUFF

VOLUME 8

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### CREDITS

PUBLISHER .....	J.R. FISHER
EDITOR .....	JANE FISHER
ASSISTANTS AND CONTRIBUTORS	J.R. FISHER
	JEFF HABRYCH
	BRAD MCDONALD
	CAREY MUSE
	ELAINE PISCHKE
	GRAEME PISCHKE
	TARA WEAVER



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## FIRST OFFICER'S LOG

By Carey Muse

Sorry I wasn't with you last issue but school was catching up to me. I had several papers that were due and they took priority. However, I anticipate being with you for the next couple of issues. As for school there is a light at the end of the tunnel. More on this in future reports.

There is not a lot happening right now. I hope everyone is having a good and safe summer. As for the convention, well, easy come, easy go. I am sure Fleet Captain Fisher has all the details on the canceled convention.

## SECURITY REPORT

By Tara Weaver

I hope everyone is enjoying the summer... Actually, it's still technically spring, isn't it? Either way, the weather is turning out beautifully, so go out and enjoy it!

Nothing major is planned for any time in the near future. There are some conventions coming up like Shore Leave, and I would love to see a large Kitty Hawk contingent attending. Aside from that, be thinking about trips you would like to take as part of a ship activity. That said, I'll close with an "All Clear!"

## SCIENCE REPORT

By Elaine Pischke

The Science Officer has been very busy with mostly non-science stuff lately. However, in the midst of an extremely busy weekend in May (in which I had a birthday, graduated a daughter from UNC, and celebrated Mother's Day) I led a six member away team to the North Carolina Zoological Park. Due to a delay during a side trip to Durham, our group missed the scheduled 10 a.m. rendezvous at the gate. Also, we arrived at the zoo to discover that there are now two main entrances, and we had not specified at which entrance we were to meet. Our group chose the North American entrance and proceeded from there, hoping to meet up with other away teams along the way. However, in the several hours we were there, we

never saw any sign of other Kitty Hawk explorers. We proceeded to gather data for this report. The North American section of the zoo is new, having only been open a year or so. We found it somewhat disappointing. Many of the animals in this section were rather mundane, and I felt the barnyard animal section was a waste of space, as these were all animals you can see anywhere, or at least at the State Fair. The polar bears were pretty neat, however. They were definitely the best exhibit in this section. We are hopeful that this section will improve, however, as it is not as yet complete. We went from there on to the African section, which was unchanged from years past. The elephant, rhinoceros, and aviary

were Graeme's favorites, and he also liked the zebras and giraffes quite a lot. Unfortunately, it seemed to be nap time for many of the animals when we were visiting, so quite a few of them were sleeping out of sight or where we could only catch a glimpse of fur from a distance. Since we had other plans for the evening, we left the zoo around 4:00 p.m. to head home. And our feet were mighty tired!

In April a number of us went to Washington, D.C. to the Air and Space Museum and Silver Hill. I'm sure someone else will give a detailed report of that trip. It was quite enjoyable and informational, and for anyone who loves airplanes, it's wonderful.

## ENGINEERING REPORT

By Brad McDonald

For any of you who missed out on our trip to Washington, well you really missed out. We went to the Silver Hill facility, intending to spend a couple of hours (as I had done years earlier), and wound up getting the tour of a life time. When we arrived for our scheduled tour, we were told we could have one of several tours, the whirlwind one hour special, a two and a half hour

tour or, and the guides laughed, the rest of the day. Much to their surprise, we took the rest of the day. I think they were really surprised that we would even consider such a thing. Also, we expressed an keen interest in aviation history and so we received the tour of a lifetime from Scott Willey. Scott is a retired military man and very knowledgeable about all types of

aircraft, military history and history in general. As soon as as the tour began I knew we were in for a treat. I explained that the last time I was there, only two storage hangers were open. Our guide proudly announced that there were now six open to the public. More importantly, he was the man who had personally arranged for their opening. He even

*(Continued on page 4)*

# COLLECTOR'S CORNER

By Carey Muse

Not much news to report this time. The big push on collectibles is geared toward Star Wars, Lost World, Batman & Robin and Hercules. Playmates is promising new figures, Marvel continues to publish comic books and there are still magazines being published by Starlog. Pocket Books is releasing four brand new books. The first two came out in June, the next two are due out in July. What is so special about these four books? Well, these four books are all written by Peter

David are entitled *Star Trek New Frontier*. The interesting thing about these books though it doesn't involve Kirk or Picard, Sisko or Janeway. Instead they involve Captain Calhoun and the crew of the USS Excalibur. This series of books has a new ship and totally new crew. Yet, the first two books feature appearances by Picard and Spock in Book Number 1 and Shelby from the Best of Both Worlds becomes the Excalibur's First Officer in the second book. So we now have a new

Star Trek series, this time in book form. I assume that Pocket Books will judge reactions and sales and whether or not this series will continue. Once all four books come out there will be an audio of these books.

Also from Pocket this year there will be four Star Trek calendars with stills from First Contact being used on the Next Generation calendar. There will also be another Star Trek Daily calendar as well.

# SPENCER SHOPS

By Graeme Pischke

On April 5th several members of the Kitty Hawk made the two hour drive to Spencer, North Carolina to visit the North Carolina Transportation Museum, otherwise known as the Spencer Shops. This is a great place to visit if you are a train lover like me. The Spencer Shops used to be a place where trains were serviced and repaired. Now the buildings are old and many of them need to be restored. One very big building had lots of broken windows and several very old train cars in it that needed to be fixed. However, there is still plenty to see. I especially liked the roundhouse

where all the engines are kept. They are so big! I stood next to one and had my picture taken and I look really tiny beside it. I also really liked riding the turntable. For 50 cents you can stand on the turntable while the man turns it around slowly twice. That was fun. Then we went into another building where they had lots of old cars that had been restored. They also have two trains that give rides to people. One is a steamengine and one is a diesel engine. The day we were there they had the diesel engine out. The ride lasted for about 20 minutes and took us all around the shops. Our last

stop was the gift shop where I bought a train engineer's hat and some train erasers. Also, if you visit the museum, there is a very good Italian restaurant across the street. I think it was called Uncle Louis'.

The Transportation Museum is staffed by volunteers and receives no state funding. The money for continuing restoration comes entirely from private donations. There is no charge to visit the museum, although there is a small fee for riding the train (I think it was \$3.50 for adults). I know that I will want to go back in the future when more of the buildings and trains have been re-

(Continued from page 3)

moved some of the displays to make room for public access.

There is no way I can describe all the aircraft, space craft, missiles, engines and assorted items of interest, it was just too much. I did take a lot of pictures, but even that doesn't capture all we saw, so I'll just hit a few of the highlights. To start with, the Paul E. Garber Facility, as it's properly known, is named after the man most responsible for gathering most of these historical items. It was he who retrieved the original Wright flier from Great Britain and saved a number of other one of a kind craft from certain

extinction. There is a small tribute to the man in the lobby of the facility, outlining his monumental efforts and preserving history. The main purpose of the Garber Facility, is to catalog, preserve, restore and warehouse all displays for the Air and Space Museum. As was explained to us, the museum owns almost 450 items and only 60 of these are on display at any given time. Storage is a major problem and so many aircraft are stored without their wings or tails to take up less space. Wings and other parts are put in wall racks, sometimes in other buildings. Our first stop was the engine facility. Here the engines

are restored to working condition and placed on a custom made stand with wheels. This allows the engine to be worked on and viewed from any angle. It also makes it easy to move as fork lifts can be used on the stand without any danger to the engine. While we were visiting, several craft were being restored, the first we saw was a World War One French Nieuport. It was stripped down to the wood frame as the restoration specialists were repairing various minor parts of the framework. If the part was replaced and not original, it was stamped as such. The museum is very careful to preserve as much of

(Continued on page 7)



# Report from I-CON XVI

## Intelligence Debriefing

>Incoming subspace transmission<  
 >Subspace channel\01-A Priority I<  
 >Subspace relay transmission<  
 >Acknowledge connection<  
 >Connection acknowledged<  
 >Sync channel\12.5968 kquads/second<  
 >Confirm decrypt code\AE-35<  
 >Code CONFIRMED<  
 >Switching to secure protocol mode<  
 >Secure protocol enabled<  
 >Ready to receive<

>ALERTALERTALERT<  
 >Level Alpha I-IA and above<  
 >EYES ONLY<

>To\Fischer,JR\FCAPT\NCC-1659\  
 JSS Kitty Hawk\Sector 002-076-012  
 Raleigh\NC\Earth\Alpha Quadrant<

>From\Habrych,J\SMCPO\Security\  
 Detached Status\Sector 000-036-055  
 FcitySqr\CT\Citsym  
 GammaQuadrant<

>Subject\Report on I-CON XVI  
 Convention Stardate 9704.04-06<

>Begin Debriefing<

Well I-Con XVI is over and I am just starting to feel better. I got a touch of the flu after getting back, but now I am ready to give a synopsis of the weekend.

The con was a 3-dayer, with programming from Friday at 6pm through Sunday till 9pm. Cost was a reasonable \$30 for the weekend. Held at the University at Stony Brook on Long Island, it is only about an hour away from New York, conveniently located right off the Long Island Railroad. Of course I had to come from Connecticut, but instead of a long 4+ hour drive, I decided to take the ferry from New London to Orient Point, located on the very tip of the north fork of Long Island.

I decided not to make the trip on Friday night, so bright and early at 6am Saturday morning I headed off for the ferry station in New London. While waiting for the ferry I injected some caffeine and doughnuts into my blood stream. But being rewarded for the early

morning trip I got to see the SSBN Louisiana, the last of the Ohio class ballistic missile subs, being maneuvered from it's dry dock to a floating pier. The ferry station is right across from Electric Boat. But even from a half mile away the boat looked impressive.

Anyway onto the ferry all the cars went, evenly distributed and packed in like a can of sardines. It was a calm sunny morning so I spent the trip on the upper deck enjoying the view of Long Island Sound. About an hour later you reach Orient Point. Which looks directly across to Plum Island. Plum Island is a government animal disease research center, where they are isolated enough to study Anthrax and Hoof and Mouth Disease without endangering domestic herds.

a weekend trip again soon. There are lots of family owned wineries and antique shops with lots of Bed and Breakfast Inns in the small towns along the way. Plus I must go to visit all the upper-class twits that migrate to the Hamptons for the summer.

The campus of USB is easy to get to from Interstate 495, you basically cannot miss it if you get within the general area. One drawback of the con though was the size of the campus. The Dealer's Room and Main Stage where in the large athletic building, but many of the panels, speakers, demonstrations were held elsewhere on campus, which took 5+ minutes to get to. Although there was a shuttle that ran

Picture 1 - The Psi-Corps, Centauri and B5 command staff all sent representatives to I-Con 16.



No one but government employees are allowed on the island, but from the ferry you get a good close up view.

After the ferry docked, I was on my way again. From Orient Point, the trip takes about 1 hour. There is no main interstate highway until you get to the town of Riverhead, which is located right where Long Island makes the split into north and south forks. At Riverhead you can get on Interstate 495. On the other hand, I decided to take a more scenic route along the north shore of the island. After that drive I plan to go back to the island for

between these buildings during the day.

But 'nuff of that stuff, on to some of the interesting con activities. First on the agenda was a sweep of the dealer's room, main stage and art display. The dealer's room took up 80 percent of the main floor with 100 different dealers, the main stage was separated from the dealer's area and set up so that seating was in a set of the bleachers. (THE best way I've ever seen main stage seating done. No one blocked

Picture 2 - The Evil BRAK takes time out from annoying Space Ghost to join the Masquerade Ball and Party on Saturday night.



anybody's view of the stage. Put this in your "If I do a con" manual. KUDOS to I-Con for that idea.)

After the dealer's room I decided to head towards the panel building to the first of several B-5 Panels. First panel discussion was on the reality versus fantasy of the science of the B-5 universe. Next on the list was the indomitable JMS himself. Unfortunately no new news on season 5, but he did confirm the TNT purchase of seasons 1-4 and the TV Movie slated for next January. The highlight of JMS's presentation was the sneak peek at scenes from the next several episodes. By the time this report gets released you'll have already seen what happened between Sheridan and Garabaldi, Sheridan and Delenn, Sheridan and the Ambassadors, Sheridan and .....

The hint being that Sheridan is going to go a little batty and we start to wonder if it's brush, or should I collision with death, and resurrection have had some affect on his mental state. Also shown were the 3<sup>rd</sup> and 4<sup>th</sup> season bloopers, a must have if you can find them.

A Pakmara doing the Macharana is a something you don't see every day.

After a bite to eat was a panel with JMS, Harlan Ellison, Michael O'hara, Peter David, John Peel and a NYC TV Critic, topic of the panel was "What is wrong with TV Executives today?" As you can imagine with this group on stage there were some pretty undisguised hostilities. But there was some insight into the workings of Television production.

Next was a hike back to the athletic center to wait in the autograph line. The design of the center was used to make the normal cramped waiting a little bit easier. If you can imagine an athletic center with a main floor and a raised 5 ft. walkway encircling the whole way around giving a full view of the main floor, this is where the I-Con committee put the autograph line. While there I got to see Rene Auberjonois speak, for the first time since Raleigh.

Having run into some of the crew of the USS Endeavor earlier, I met up with them and transport us to the con hotel. Since there was nothing else going on that I wanted to see back at the con, I checked into the hotel, grabbed some dinner and took a shower and nap to wait for the party later on.

The con committee rented one of the lounges for the Masquerade Ball so we had the whole room to ourselves and for once, the DJ didn't make eardrums bleed. The bar was serving up Romulan Ale, which was overpriced, but all in all it was an enjoyable evening/morning.

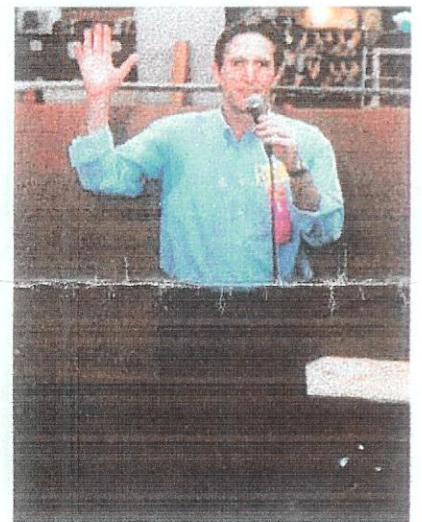
I dragged myself out of bed Sunday morning and headed back to the USB campus. Harlan Ellison was autographing when I got there, so I got in line for another round of autographs. I got JMS(2), Michael(2), Rene and Harlan(2) autographs during the con.

Back at the athletic center I sat in on a rather weak assortment of auction items, before Michael O'hara came on stage. Michael had been suffering from a bad flu bug all that weekend and he was a real trooper to not cancel, but you could see that he was tired. If you've not seen Michael before, he is by nature is a rather shy

and soft-spoken person. He answered all the questions from the audience and indicated that he is going to be working on a project for BBC television, in which he plays the Arch-Angel Michael in a story about the battle between good and evil warring for human souls. Sounds like an interesting project, I hope we can get the rebroadcasts in the states.

After Michael left the

Picture 1 - Michael O'hara talks to the crowd about his work on Babylon 5 and upcoming projects.



stage, I did one last sweep of the dealer's room, said goodbye and made my way back to Orient Point to catch the return ferry back to New London.

Other than catching a bad cold after returning, I'd give I-Con a big endorsement.

Signed: J. Habrych

> End secured

transmission <

> Subspace channel

Closed <

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the original as possible, but when it isn't practical, parts are fabricated to fit. The aircraft is then as original as possible. In some cases, the original manufacturing techniques are used. This was demonstrated with the French biplane as the outer skin was a woven and glue laminated wood shell, the exact same method was incorporated on the museum piece. Scott was very considerate of our interest and allowed us very close access to this and other craft. Although you can watch the restoration work in progress (Monday through Friday), we were visiting on Saturday, so no one was there. So Scott let us get right next to the work, with a strict hands off rule in effect. This was very unusual as on my last visit we weren't allowed past the barriers.

The next item was a Japanese float plane. One of a kind, this plane was originally placed on board the large I class Japanese submarine. In fact, they were big enough to hold three of these planes at one time. The plane was first thought to be a very basic design, with primitive construction techniques, however as they began work, they found a very complicated aircraft. Every collapsing part of the aircraft, wings, tails, etc. was done with hydraulic pumps and motors. A very complicated plane, the restoration work is taking a lot of time and money. For example, there are 40 of those hydraulic motors and each one has 47 moving parts! Each is fully restored and made operable, even though the aircraft will never fly again. For detail work, the name plate on each one of the instruments were originally hand painted. To restore the plane, Japanese consultants were brought over to identify and label the instruments. They really sweat the details on these planes.

There were other aircraft and items being restored, but time and space prohibit my going into detail here. For further descriptions, and a lot more details, ask me or any of those who went.

On to the other hangers, we saw many one of a kind craft. Again, I can't describe them all but a few of the highlight include the Swoose, a B-17B, the oldest surviving B-17 bomber. At Clark Air Base in the Philippines when the war broke out,

the Swoose was kept flying by stealing parts from damaged aircraft. This is where the name came from, part swan and part goose, swoose. After the war, the pilot, Captain Kurtz named his daughter after the plane, Swoosie Kurtz! A large float plane, stuck in the corner of a hanger, is the sole surviving aircraft of the attack on Pearl Harbor. The Enola Gay, a B-29 which dropped the first atomic bomb, has been partially restored. The nose, tail and other parts are on display in the Air and Space Museum, however, the main part of the plane was in storage and our very understanding guide allowed us to actually touch history and take a look inside the plane. We also saw all sorts of experimental German and Japanese aircraft from World War Two, many are the last of their kind. An Arado float plane, which was on the only surviving German Warship (Prinz Eugen) is there as is the original experimental engine for the aborted SST. All this and more!

One of the most discouraging things about our visit was the fact that there was even more we couldn't see. There are even more hangers full of items that can't be viewed because they are crammed together or no walking spaces. However, once a year (October) the facility has an open house and they make the items as accessible as possible. This is when we want to revisit the facility for two reasons. First, to assist in any way possible with preparing for the open house. A lot of the money that is used by the restoration personnel comes from their pockets or from manual labor. At the same time, we will have access to all of the exhibits and this is when we can video tape each of them. A close friend of mind (and J.R.), John Lambeth, owns a video production facility here in Raleigh. He is willing to take his professional equipment along with him and help us assemble a video for display at the main information counter at the Air and Space Museum. This will be used to show what is being done at the Paul E. Garber Facility and what is there. It is hoped that the publicity will encourage people to make a visit and a donation. Also, this will help generate interest in the newly conceived facility at Dulles Airport. But right now, the restoration team needs daily

operating funds and the only way they can get those is by daily donations and the main source of these funds is by having people visit a facility that very few know about. Our video will change that. As of this writing, J.R. and I are planning to work out the details of this trip this week and at the next meeting. J.R. may even make a side trip to the facility on his next pilgrimage to the Con in Baltimore to consult with Scott.

Unfortunately, I will be out of commission again for a while. My doctor has informed me that the only way I can fully recover, is by having another operation, a tendon transplant. So I will do as much as possible to help right now, then it's up to some of you to help out. I believe this project may be one of the best we have done. The idea of assisting in the preservation of history is very exciting to me and I will do all I can to make this happen. This is a call to engineers to lend a hand, we'll work out the details at the next few meetings.

One more item to report, an update on the "Titanic" film, it's now officially postponed until Christmas and the budget is over 220 million. Cameron is in way over his head and I hope the movie is worth the effort. If the film doesn't make money, he may be a marked man in Hollywood. Speaking of such things, Patrick Stewart has signed on to do the next Trek film, at three times his former fee. Sound familiar? The reason they stopped making original Trek films was that Shatner and Nimoy kept raising their salaries. When the actors account for better than 50% of a film's budget, it's time to rethink your budget. If the others follow Stewart's lead, they may be cutting their own throats, after all, Deep Space Nine only has two years left to run and I'll bet they'd work for less... More later, long live and prosper.

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## UPCOMING EVENTS:

<b>AUGUST 9:</b>	<b>KITTY HAWK MTG.</b>
<b>JULY 11-13:</b>	<b>SHORE LEAVE</b>
<b>AUGUST 1-3:</b>	<b>CRESENT CITY CON</b>
<b>SEPT. 6:</b>	<b>KITTY HAWK MTG.</b>