



# 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

### READ THIS FIRST!

We have important news that everyone needs to be aware of before the next meeting. The meeting will be at four o'clock Saturday, September 3. Bring a covered dish, dessert, drinks, snacks or whatever you will share with the rest of the crew. We have not done this all year and since we are looking at a program of ST videos for the afternoon and evening, it seemed like a good time to eat. Besides, it starts the party season off right.

Also, bring cash or checks. The Hallmark Star Trek ornaments are in and I will pick them up in time to have them at the meeting. We are buying 32 pieces as per your orders and that money is coming out of the treasury so please pay for those you ordered at this meeting. We are getting two extra so if you need an extra one for a gift just let me know Saturday. The price is \$24.00 plus tax (\$1.44) for a total of \$25.44 each. Please don't let these sit here for months. You asked for them and we got them.

While we are asking you to bring things, don't forget those items for the North Carolina Food Bank. Donations have been lagging over the summer and this is a good time to start thinking of others. Along that same vein, the Duke Children's jar is more empty than full. Just the change from your pocket, billfold or purse makes a difference. When sixty people all give a little, it adds up to a lot.

And a final word on gifts brings us to the ever popular Kitty Hawk Puzzle Book which is still available in limited quantities. We may even have a t-shirt or two that weren't picked up.

And speaking of pickup, there was a better crowd at the last highway clean-up than the two

previous efforts. However, there is still room for improvement, so come on out the next time and do your part as well as get some much needed exercise. You'll meet some really nice people at this event.

Speaking of cleaning up, Pat Horton is still collecting our aluminum cans and last time she could barely get them into her car. They and we would prefer that you rinse out the cans and then crush them. If we have to store them and they aren't clean, they attract bugs. By crushing them, we get a lot more cans into a smaller space and more into Pat's car. So please save your aluminum cans and bring them to the meetings. It is against the law to dump them with your trash into the landfills now, so why not let the ship benefit from what you would throw away.

Other items requiring your attention include our annual Holiday Party. Jeff Habrych has gone to a great deal of work trying to arrange a great party for us at Prestonwood. Problem is that the crew has not responded to his pleas for help in the form of information as in what types of food do we like and perhaps more importantly, who is going. At our past meeting, the number of crew going, or planning to go, was about 16. The minimum number they will prepare for is thirty (30). The time has come. Step forward and be counted and be prepared to pay. If we are only two or three short, then perhaps the ship can pick up the difference. But with a crew of sixty people, surely thirty of us can get together for an event like this once a year.

After all, this is an opportunity for traditions to begin. Last year, yours truly, held a mini-roast of the entire crew. This year each department head will be expected to roast his or her personnel. Should the staff rise up and return the favor

to their leadership? What would you like to see or have at this party besides the food, the music, the food, the promotions, the food, the roasting, the food, the dancing, the food, the merriment, and did I mention the food?

At the September meeting, we would like all the new people to choose their departments and if any of the old crew wish to change departments, to do so at that time. During the month, each department head should contact every member and hopefully have their own meeting. At least, form a plan for that department's responsibilities and its own events.

Conventions will be being held almost every weekend from now until the end of the year. Try to attend some of them. One in particular you should consider is Big "E" Con. That same weekend, October 30th, Creation will have a one day event here in Raleigh and we are supposed to work security. We have a large enough crew to cover the Creation event and attend Big "E" in force. If you are not going to Big "E", and can work, please contact Princess Tara (our security chief) and find out what her requirements will be.

We traditionally have a Halloween party that night. Maybe we can work something out by then to still hold it.

Well that's about it. You have another excellent edition of the Wright Stuff in your hands. Be worthy of it.

ESSE QUAM VIDERI





# THE WRIGHT STUFF

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## THE WRIGHT STUFF

VOLUME 5

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# FIRST OFFICER'S LOG

By Carey Muse

Change falls into three categories - GOOD, BAD, & NECESSARY. The recent changes aboard the Kitty Hawk fall into all of these categories. They are Bad because people are having to cut back on the demands of their time because of needs in their life at the present time. They are necessary because people have left their position, so in order to keep the ship running smoothly new people must be appointed for these positions. That can also be good! With a new person in the position they will feel charged and energized to doing the best job possible for their new position. I am pleased to have been offered, and I have accepted, the honor of being First Officer. I would like to thank Teresa Tuel for work as the first XO of the Kitty

Hawk. Teresa has served in this position since the Kitty Hawk began as a shuttle. She did an excellent job as First Officer through those beginning periods and up to our establishment as a ship. I hope to add to what she established as First Officer while bringing my own perspective to the job as XO.

I would like to also congratulate Tara Weaver on her promotion to Chief of Security. Tara was my assistant chief and I believe she will do a very good job of Chief of Security and make it her own.

I am looking forward to the new and exciting challenge of being your XO.

# CHIEF ENGINEER'S LOG

By John Miller

**SD: 9407.12** Where has the summer gone! As I write this, it is almost the middle of July and I can't figure out where all the time has disappeared to. I have, however, assigned a 'tech crew to search for possible disruptions in the space time continuum, but I don't think their efforts will produce evidence of any temporal disturbances. It appears the same thing has happened that happens every year. We are too busy having fun or worrying about having fun that we forget to do anything else. I think an ancient Earth poet once called this "Summer Madness". Or was that "Space Madness"? Either way, it has left me with only four weeks left here at Earth Station Kennedy, and I look forward to my return to the Kitty Hawk.

My main purpose at ESK has been to get the team of engineers who were assigned to the "Kitty

Hawk Class Development Project" together to form a permanent team responsible for the continuing development and improvement of the Kitty Hawk Class starship. Since all of the original engineers aren't available, I will be assigning some of the Kitty Hawk engineering staff to this team as needed. The only permanent assignment will be for Lt. Cmdr. Pat Heinske. I am hereby appointing Lt. Cmdr. Heinske to be the Chief of Research and Development. His new position will put him in direct charge of the Kitty Hawk Class Development Project, and he will act as my liaison between ESK and the Kitty Hawk.

The R&D team's primary mission is to envision, design, build, and manipulate new technologies and processes for integration into the Kitty Hawk Class Starship. The Kitty Hawk Class Starships, and the Kitty Hawk herself, are to be used as

test vehicles for new technologies that are ready for deep space use. Such technologies, once they have been perfected by our crew, will then be available for use on a variety of Starfleet ships, civilian and military alike. After the Borg incursion and the battle at Wolf-359, a large percentage of our resources has been allocated to better defensive and offensive systems. Updates on these improvements will be published in a periodic column I am doing called "Starfleet Tech Briefs". This column will have information that is going to be included in the Engineering Manual but this will allow the information to be published before the manual is completed. The completed manual will include information from all issues of "Starfleet Tech Briefs" as well as original material not previously published.

# COLLECTOR'S CORNER

By Carey Muse

There is not a lot to report. The new figures, of which there are seven, are making their way to Raleigh.

The next movie "Star Trek: Generations" comes out November 18th (as of this writing). For all the merchandise that is coming out for this movie you had better start saving now.

DC Comics and Malibu Comics will be doing a four part crossover - Next Generation and Deep Space Nine - coming this fall to comic book stores everywhere.

Sadly, this is the last "Collector's Corner". With my

new responsibilities as First Officer and the fact that I am back in school, I do not believe I will have the time to write two columns. The other reason is timing. By the time I get the information for this column and by the time it is printed, I have usually gone over it at a meeting or you have already heard about it. However, if something interesting should come along, I will be more than happy to include it in my First Officer's Log. If you have any questions about anything collectible from Star Trek, please feel free to contact me.



# SHORE LEAVE 16

By Patty Blackwell

I am a new convention-goer, so I will have to provide the following information regarding Shore Leave 16 as a "con newcomer" (or "newgoer" as the case may be).

Shore Leave 16 seemed to be very well planned and presented. There were many, many activities. In fact I had a very hard time choosing which program to attend at which time, because there were so many activities that I wanted to participate in/see.

Terry Farrell was a very down-to-earth speaker. Though not as comedic as Marina Sirtis, she did have rather blunt commentary on her role in "Star Trek: Deep Space 9" and her participation in other projects (such as "Quantum Leap" and modeling). She was very pleased with the turnout, and welcome, and decided to participate in Big E con as well. She said she enjoyed delving into her character to a greater extent as "DS 9" continues.

Tony Todd was also a very good speaker, though he went out of his way to use audience participation by incorporating a "casting call" for the new Star Trek series. He discussed some of his former and ongoing projects, including "Star Trek: The Next Generation" and "Candyman

II". He also seemed to have boundless energy and enthusiasm.

Beyond guest stars Terry Farrell and Tony Todd, the most entertaining and informative panels/discussions that I attended were those of stuntman Dennis Mandalone, visual effects creator Mojo, and authors Peter David, Michael Jan Friedman, Arne Starr, and Michael DeHaas.

Dennis Mandalone was a very enthusiastic and entertaining speaker, providing insight not only into his career, but glimpses of the personnel/characters he has worked with as both a stuntman and stunt coordinator.

I wish I had even a small portion of the energy Mojo projects. he was obviously thrilled with his work and wanted to share his enthusiasm with everyone there. His talk was very informative, comparing visual effects techniques of the past with those of the present and future. He compared the expensive and time-consuming use of models with the less costly and more time-efficient use of the computer toaster. He noted that both "Sea Quest" and "Babylon 5" are using the toaster. The only drawback for "Sea Quest", according to Mojo is the

creation of realistic-looking water. He also said that it is very difficult to create a realistic-looking explosion with the toaster.

Peter David was by far the most outspoken of the authors. Their panels ranged from a comparison of "Star Trek: The Next Generation" to "Star Trek: Deep Space 9", to the feasibility of time travel. Peter David also introduced a pilot for a new show, which he authored, called "Oblivion". It starred an unlikely mixture of characters, including George Takei and Meg Foster. The show was a very dry, tongue-in-cheek "western".

The lean of the convention seemed to be fanzines and novels. There were the usual dealers rooms, though in this case there seemed to be more fanzine booths and book sellers. The art was outstanding, including the works of Girard Roundtree. The art submitted for the art show and auction was very, very good.

Though I could not stay through Sunday, and was only able to attend Friday and Saturday, the experience was well worth the cost of the convention, food, and lodging. I hope to be able to attend another convention soon (Big E Con?).

## DID YOU KNOW...

By Liz Read

*On the 25th anniversary of the lunar landing, here are some facts to ponder.*

- ♦ The command module was Columbia, and the lunar lander was called Eagle. Apollo 11 was launched by a Saturn V rocket on July 16, 1969.
- ♦ Michael Collins stayed in orbit around the moon while Neil Armstrong and Buzz Aldrin landed on the moon.
- ♦ The first word from the moon was "Houston". As in "Houston, Tranquility Base here. The Eagle has landed."
- ♦ The Eagle landed on Sunday, July 20, 1969 at 4:17 pm EDT.
- ♦ The Eagle missed the landing point "Home Plate" in the Sea of Tranquility by 4 miles. Neil Armstrong manually flew over a football-field sized area of boulders to a new landing site.
- ♦ The descent engines of the lander had 16 seconds of fuel left when it landed.
- ♦ The Eagle spent 21 hours on the moon.
- ♦ The lunar landing module was composed of two parts: the Eagle on top and the lunar platform. When Armstrong and Aldrin left, they blasted free of the lunar platform. Once they docked with Columbia and transferred their cargo (moon rocks)

to it, the Eagle was jettisoned. The Eagle orbited the moon for several weeks before being pulled into the lunar surface.

♦ Apollo 11 landed in the Pacific Ocean and was recovered by the aircraft carrier Hornet. The astronauts were placed in quarantine. President Nixon congratulated them. Quarantine procedures were abandoned after Apollo 14 since no type of life was found on the moon.

♦ On July 13, 1969 the Russians launched Luna 15, an unmanned rocket. Its purpose was to collect soil samples from the moon. The Russians had suffered several disasters in their space program that kept them from putting the first man on the moon. Luna 15 was a last-ditch effort to get there, if not first at least in time to steal a little US thunder. They could also claim that manned exploration was not needed. However, on July 21, 1969, while Armstrong and Aldrin rested in the Eagle, the Russian Luna 15 (after 52 lunar orbits) crashed into the Sea of Crises.

*Acknowledgment: All material discussed here comes from "Moon Shot" by Alan Shepard and Deke Slayton, published by Turner Publishing, Copyright 1994.*

Read the book! See the four-hour documentary on TBS "Moon Shot" narrated by Barry Corbin.



# KITTY HAWK CHRONICLES

## TARA'S ADVENTURE

### PART VIII

By Audra Taylor and Scott Robertson

When the door to the tiny control booth opened, Tara completely forgot that she had a phaser in her hand. She reacted out of instinct. As the first Ferrengi came through the door, he fired, narrowly missing her. His blast hit the control panel instead. He was standing so close to her that she had felt the heat of the phaser beam as it passed underneath her right arm. She grabbed him by the collar of his uniform and threw him out of the hole in the window. He hit the outer hangar door, some fifteen meters below, with a resounding bong.

Almost in the same motion, Tara extended her leg and planted her foot squarely in the belly of the second Ferrengi guard that was coming through the door. The breath whooshed out of him and he collapsed like a marionette with the strings cut. Tara recovered from the kick smoothly, brought her leg up next to her body, using its momentum to spin her around.

The third Ferrengi was standing just inside the door, aiming a phaser at her. She lashed out with her curled leg, knocking the weapon high into the air. Before it could even begin its descent to the floor, she had stepped inside and smashed a forearm across the Ferrengi's jaw. Stunned, he staggered backwards. But not before she could slam her open palm into his nose, throwing him out into the corridor where he banged the back of his skull against a bulkhead. He slumped to the deck, knocked senseless.

The second Ferrengi, the one that she had only winded, was rising to his feet. Tara whirled on him just as he gave a snarl and charged her. His fist was already well on its way to connecting with her chin when she blocked it with eye-watering speed. He swung again and was blocked. She flung his arms wide then brought her fists together, his head between them. The muffled *clop* of her boxing his ears was followed by his agonized howl. Even

Malar winced. The Ferrengi fell to his knees, clutching his ears. His howl died to a whimper as he keeled over on his face.

"Wow!" Malar blurted. With all of his extensive vocabulary, he could think of nothing else to say. The entire incident had taken no more than seven seconds. He hadn't had time to even react at all. Yet, this girl had gracefully taken out three armed Ferrengi as if she were merely stretching her muscles. His respect for her shot off the scale.

"I'm glad you were so impressed. You could have lent me a hand you know," Tara growled at him.

"You seemed to have everything under control, Princess," Malar said.

"Why you..." Tara lunged for his throat.

"We'll have time for fun later, Princess. Right now, we're in trouble. That idiot Ferrengi blasted the controls."

"Can't you fix them?" Tara asked.

"Not likely. I think the blast triggered the automatic launch sequence," Malar said, examining the ruined panel.

"Isn't that what we wanted to do anyway?"

"Yes. The problem is that according to this, we have about twenty seconds to get to the ship before the outer door opens!" Malar exclaimed, on the verge of panic. The verge was about as far as he ever got. It was on the verge that good old inspiration would kick in. It had never failed him. He glanced out the window, across the docking bay.

A small shuttle hung from its docking clamp a scarce five meters away. Five meters beyond was his own ship. Between them, a fifteen meter drop to the outer airlock doors.

"Hold on, Princess. I got an idea."

"God help us," Tara mumbled.

Malar climbed up into the hole in the window. He poked his head out to get a better look. A total of four fuel and power umbilicals dangled from the ceiling to the shuttle suspended in front of him. Their connections into the wall were directly above his head. Malar waved her forward.

Tara climbed up into the window with him. Malar took the phaser from her hand and blasted one of the umbilicals from the wall. He caught it as it dropped down, its other end securely attached to the shuttle. Behind him, he could hear more guards coming down the corridor. Malar set the phaser on overload and tossed it back into the control booth. Then, he threw his arm around Tara's waist and kissed her on the cheek. He entwined his arm in the umbilical and leapt out of the window.

They swung in a long arc that ended just three meters short of Malar's ship. Malar held his breath and let go, hoping that their inertia would carry them the rest of the way. As he dropped towards the outer doors, they began to part. At first, the escaping air was just a hiss, then it suddenly became a roar that drowned out even the alarm claxons.

Malar managed to grab onto the edge of the port nacelle as they fell. He nearly lost his tenuous grip when Tara almost jerked his arm out of its socket. The wind from the air escaping out of the airlock and into space was tearing at them. Malar struggled up onto the top of the nacelle, then he pulled Tara up behind him.

"Hurry! The dorsal hatch! Run!" Malar shouted.

They scrambled across the pylon onto the main hull of Malar's ship. Just as they reached the dorsal hatch, it opened up. Angie was waiting just inside, waving frantically for them. Behind them in the control booth, a squad of

(Continued on page 6)



# ST:TNG Q-SQUARED

By Peter David

Reviewed by William Barry

What if Captain Jean-Luc Picard had been successfully prosecuted in the Stargazer incident and had been demoted as a consequence? What if Jack Crusher had lived beyond that fatal away mission to invent a new battle strategy at Maxia Zeta? What if the success of the Crusher Maneuver placed Captain Jack Crusher in command of the U.S.S. Enterprise, with Commander Jean-Luc Picard as his "Number One"? What if Wesley Crusher had died as a child? What if this untimely tragedy was the catalyst for Jack and Beverly Crusher's divorce and Beverly resuming the use of her maiden name, Beverly Howard? What if Geordi La Forge had been given cloned eyes long before his assignment to the Enterprise and, as a result, decided to become a doctor rather than an engineer? What if Worf had not been adopted by a Starfleet officer and never entered Starfleet? What if Deanna Troi and Will Riker had married and had a son? What if the Enterprise crew's first encounter with the Q Continuum had not been with "Q"? (At least, not the "Q" we all know and dislike.) What if, what if, what if. The universe as we know it, and don't know it, holds an infinity of what-ifs... and all the aforementioned what-ifs, among others, are explored in the newest

ST:TNG hardcover novel, Q-SQUARED.

Upon arrival in the Ompet Sector to conduct a firsthand study of a temporal anomaly, the crew of the Enterprise receives a visit from an old "acquaintance", that often-dangerous, often-obnoxious, ever-enigmatic being known as Q. However, this visit is about as different from all of Q's previous visits as chalk is from cheese... Q is requesting, nay, pleading for Captain Picard's help. It would seem that Q has taken a younger member of the Q Continuum under his wing for a period of "tutelage". According to Q, there are forces and powers present in the universe that even the Continuum dares not tamper or trifle with... and Q's young charge, out of curiosity, has tapped into one of these forbidden powers. Such an act has infused the youthful superbeing with power surpassing the combined might of the rest of the Continuum. Such an act has also produced the unfortunate side-effect of rendering the adolescent Q dangerously insane, to the point where he begins manipulating and cross-connecting parallel timelines, purely for his amusement. and who is this "adolescent"? One who experienced a previous encounter with the Federation, crossing paths with another starship named

Enterprise... and his name is Trelane.

As timelines shift and collide, as reality itself begins to unravel and chaos reigns aboard the Enterprise, Captain Picard finds himself forced into an unlikely alliance with his arch-nemesis against the renegade Trelane, in a bizarre game of Russian Roulette... with all of existence as the stakes.

In the tradition of his bestselling novels Vendetta, Q-In-Law, and Imzadi, Peter David comes through again, colors flying, with this tantalizing brew of suspense, intrigue, and power madness laced with might-have-beens and never-will-bes. Running through the fabric is that ever-present thread of good old-fashioned humor which Mr. David weaves into all his Trek tales, no matter how grim or serious the situation gets. Granted, in a tale of intersecting alternate histories, the plot progression may be just a tad confusing in spots, but don't let that stop you; the experience of this book as a whole is worth having your brain tied into a Gordian knot... several times.

There is a wise old saying which most of us, if not all of us, know all too well: "Be careful of what you wish for... you just might get it". And in the case of Trelane in Q-SQUARED, truer words were never spoken..

(Continued from page 5)

Ferengi guards was taking aim at them. They were about to fire when the phaser Malar had left finally overloaded and blew.

The explosion created a twenty meter wide hole in the wall and knocked the nearest shuttle out of its docking clamp. The shuttle fell onto the outer door and crashed through, ripping half of the door with it. Malar and Tara stumbled into the hatch just as all of the docking clamps in the bay released simultaneously. Angie shut the hatch and they were all pressed into the wall for a few seconds when Khal activated the engines. They rocketed out of the docking bay and past the

Romulan warbird before anyone could stop them.

"That was a very stupid thing to do, Malar. What would have happened if you had missed the ship?" Angie nagged.

"We would have fallen I suppose. Besides, if you and Khal had the ship up and running, why didn't you just use the transporter and beam us aboard?" Malar said as he headed down the central corridor of his ship for the bridge.

"I didn't want to deprive you of your heroic moment," Angie said sarcastically.

"Thanks a lot, Angie. I'll remember that next time you want a raise," Malar shot.

"Come on, Princess. Let's leave the mean ol' pirates alone while we see if we can find you some clothes," Angie said, taking Tara's arm and leading her back down the corridor. Malar smiled in spite of himself. The last thing he heard just as he stepped on the bridge was Tara.

"My name is *not* PRINCESS!"

"Khal, get us out of here. Head for Federation space. And step on it!"

TO BE CONTINUED...



# STARFLEET HISTORY TIDBITS

By John Miller

Most everyone on board knows when the Kitty Hawk was commissioned. We have become accustomed to her layout and systems. But how did it all begin? Well, if you will forgive my presumption to create a little history, I'll try to fill you in.

When the U.S. first started building spacecraft, with the beginning of Project Mercury, the Cape Canaveral Air Force Station was built. Later, as the launch vehicles became too large to be launched from the cape, the launch team moved inland slightly; to Merritt Island. NASA decided to build a larger and more adaptable launch and processing facility on Merritt Island, Florida. This facility was called the Merritt Island Launch Area, or MILA. MILA was to be used for the launch of the huge (for the time) Saturn IB and Saturn V rockets. After the assassination of President John F. Kennedy, the then-current President Lyndon B. Johnson renamed MILA to the John F. Kennedy Space Center.

Kennedy Space Center (KSC) grew and expanded through the Apollo program, the Space Shuttle program, and was the launch site for the first manned flight to the moon, the first manned flight to Mars, and numerous unmanned flights to the inner and outer planets of the Terran system. Once mankind had made the step to Mars, it became obvious that further exploration would have to start in space, and KSC's career drastically changed.

Over the years to follow, in the early to mid 21st century, KSC still launched equipment into earth orbit, but interplanetary flights originated from orbit. KSC became the stepping off point for people on their way to space. Once more modern shuttle craft were developed, enabling anyone, anywhere, with a shuttle license to fly into earth orbit, the need for KSC diminished until the center didn't really serve a purpose. For the next century, KSC sat on the coast, largely abandoned, and for the most part, forgotten. That was, until July 2169. To commemorate the bicentennial of

man's first step onto alien soil (the moon), Kennedy Space Center was commissioned Earth Station Kennedy, and became a center dedicated to research and development of new space technologies. It seemed fitting that the same place that launched man on the path to the future would continue to do the same job in the present. Since launch facilities were not needed, the vast resources at ESK were converted to research and development. The 4 launch pads were converted into museum displays, much like the original Space Museum on the Cape Canaveral Air Force Station. On Pad A is a Saturn IB as used for the historic Apollo-Soyuz linkup in space. Pad B has an original Saturn V moon rocket, while Pad C has a complete Space Shuttle stack complete with the Space shuttle Enterprise. Finally, Pad D has a full size replica of a Mars rocket, just like the one used for the Mars I flight in 2014. An interesting note here is that the Saturn V rocket on display has been at ESK since the 1970's! Originally slated as the backup rocket for Apollo 11 and later assigned to be used for Apollo 18, the derelict was put on display at the Launch Complex 39 area when the Apollo program was canceled before she could fly. Only two original examples of the Saturn V rocket have survived the centuries. The second one is at the Johnson Space Museum outside of Houston, Texas. The only other actual space craft on display is the Space Shuttle Enterprise (OV-101). It is ironic that the first space ship named Enterprise never made it into space. Enterprise was built as a flight test vehicle and was not space worthy. After making a series of approach and landing tests at the beginning of the shuttle program, she was used to test fit equipment on the refitted launch pads at KSC. Once the first space ready Shuttle was built (Columbia / OV-102), Enterprise was no longer needed and was relegated to museum duty. The other two craft are full-size replicas of actual hardware made from archives that

were recovered when ESK was being remodeled.

During the heyday of KSC, the massive Vertical Assembly Building (VAB) was used to vertically stack the Saturn V rocket components. Later, renamed the Vehicle Assembly Building, it was used for the mating of the Space Shuttle Boosters, Tank, and Orbiter. Also, the first three Mars missions used vehicles assembled in the VAB and launched from KSC. Once we began building and launching from orbit and the moon, the VAB lost its major use to the center. In 2181, the VAB was remodeled inside to be used for large scale ground based construction and testing. Two of the 500 foot tall high bays were converted into warp nacelle construction and testing facilities. Warp coils were installed the entire height of the bay, allowing technicians to put a static warp shell around a nacelle being tested inside the bay. This allowed the engineers to energize the test nacelle and create its own warp field *inside* the static shell created by the facility. This had the advantage of containing any problems inside the facility's field and averted catastrophe on at least two separate occasions when new design nacelles being tested failed and allowed their warp field to go critical. The second of these two failures, as we all know, was that infamous first test of an experimental Transwarp Drive nacelle designed by Project Excelsior. Without the facility's static shell, not only would the building and equipment have been destroyed, but up to 250 people could have lost their lives in either incident. The design of the VAB's "Warp Bays" was so ingenious that in 2187, the designers of the warp bay equipment were awarded the Cochrane Medallion "for helping improve the safety of faster than light travel".

The third bay was refitted to build the massive computer cores used in the Mark I and II duotronic computers that were to be used in early Constitution Class Starships.

*(Continued on page 8)*



# DEPARTMENTAL REPORTS

## ENGINEERING By John Miller

**Engineering Manual Update:** Well, not much has been accomplished on the much talked about but little known Engineering Manual. One reason for this is I have had precious little time to work on it. Another is that I have received no input from anyone, except Larry Pischke, on how they want their quarters and office to look. By the way, Larry, Starfleet is balking at the price of your 10 foot wide big

screen TV for your office. They can't understand why you can't use the same table top monitors that everyone else uses. I'll see what I can do.

Notice to all crew members: funds for equipment are tight right now, so any special requests should be submitted as soon as possible for inclusion in the Engineering Manual. Remember, this is how your office will look on the ship. Make it as real or as fantasy as you like. Any submissions can be given to me or to my Executive Engineer, Brian Jones.

## SECURITY By Tara Weaver

Well, I hope all are doing well as our vacation season draws to a close (mine actually slammed shut in my face as school once again reared its ugly head). I plan to have all of my Security paperwork organized by the September meeting, which is when I hope to begin plans for a departmental meeting. I will contact those members listed on the roster as being in Security about this. Any other member who has not yet chosen a department is welcome to attend and see if they might want to

join the department. (All you need to do is call me and I'll give you the info.)

**IMPORTANT:** Any member interested in volunteering for security for the upcoming Creation Convention in October needs to talk to me no later than the October meeting (preferably before). I will have a volunteer sheet at the September and October meetings, and I'm listed on the roster. If I don't hear from you, I cannot guarantee a position for you.

My next report will be longer, but until then, all's secure.

## MEDICAL By Liz Read

From the CMO...



Do you have insurance? If so, congratulations. Don't think the proposed health care reform doesn't affect you - if affects all of us. Stay informed and vote for the candidates who support your view.

Fall is always a starting point. Because we went to school, go to school or are sending our kids to school, September is the beginning of a new year in many ways. The lazy days of summer are over, the weather gets bearable again and there's a sense of purpose in everyone.

Use this new beginning in healthy ways. Decide to eat better, exercise a little more. Schedule that check-up with your doctor.

Think of the beginning of fall as a "do-over". What you did doesn't matter now - only what you do.

*(Continued from page 7)*

This bay has since been refitted 4 times as technology changes. It is currently used for development of the next generation of multitronics to be tested in the Kitty Hawk Class Starships sometime in the next 5 years.

The fourth bay was refitted to house complete and functioning intermix chambers for developing warp engine reaction chambers. When equipment in all four bays is tied together, the VAB has the ability to generate enough warp power to propel a Constitution Class starship to a theoretical speed of Warp 17! This is all theoretical of course, because the only time this has been done, the output of the warp bays was limited to 1275 millicochranes. It was just an exercise to prove that the facilities systems could be utilized together if

the need arises.

A great deal of history has happened at ESK. Some of the equipment that was designed there include the Mark II and III duotronic computers, the first continuous reaction intermix chamber, the first pulsed reaction intermix chamber prototype, and at least 7 different warp nacelle designs. ESK was the home site for the development of the Arkanaie class interplanetary ship, the Quantum Class starship, and most recently the Kitty Hawk Class starship. ESK also had a hand in the development of hardware for the Avodie class warp engine, the Constitution Class starship, the Antares Class cruiser, and the Seminole Class starship. After the failure of the Transwarp test nacelle, Project Excelsior was moved off-world. Currently, Earth Station Kennedy is home of the Kennedy

Space Museum, the Kitty Hawk Class Development Project, and serves as Starfleet Headquarters East Coast Annex.

## THANKS AND PLEASE CONTINUE...

Your continued prayers and well wishes for Graeme Montgomery Pischke are appreciated, especially by Larry and Elaine. His surgery went well and while he is having some problems, he continues to improve and it is hoped that he will soon be home. We all look forward to seeing Graeme at our meetings in the near future.