

STARFLEET THE INTERNATIONAL STAR TREK FAN ASSOCIATION INC. Communique



Heading to Retirement...
The Blaser/Stimpson Administration Bids Farewell

Below Deck Notables

Members who do the little things that make a big difference.



Katrina Hovanec • USS Hecate

Having demonstrated qualities of good citizenship through display of character, leadership, scholarship, and acceptance of responsibility, Katrina Hovanec is the recipient of the Pennsylvania Good Citizenship Award. Katrina was recognized at an end of the school year awards ceremony at her primary school, and she was presented with a certificate by Don White, a State Senator of the Commonwealth of Pennsylvania. She is a fan of both Star Trek and Doctor Who. She has been a member since 2012, and is active in chapter events with the USS Hecate.



Mary Lytle • USS Oklahoma

Mary Lytle joined STARFLEET and the USS Oklahoma on July 15, 2010. Mary is the ship's Chief of Communications Officer. As such, she takes down the ship's monthly meeting minutes and composes the ship's monthly newsletter. She also acts as the ship's JAG Officer. During the last 3 years, Mary has attended the Region 12 Summit. She also attended IC 2013 in Dallas, Texas. Mary lives in Miami, Oklahoma. She is married to Lester Shawn Lytle, who is the Chief of OPS aboard the ship. She works a full time job. Mary enjoys collecting Star Trek cards and other Star Trek collectibles. She also enjoys watching movies and different episodes of Star Trek. She is a very important member of our ship.

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Communique

Farewell from Dave Blaser ————— 30

The time has come for me to sign off as the Commander, STARFLEET. It has definitely been a great time over the course of the last three years.

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2013 STARFLEET Election Results

By what may be the smallest margin in STARFLEET history, Wayne Killough and Reed Bates have been elected the next Commander and Vice Commander of STARFLEET, respectively.

The final results:

Killough/Bates

702 votes (50.5%)

Rickard/Willcox

683 votes (49.1%)

Abstain

4 votes (.3%)

Invalid

1 vote (.1%)

In total, 1,390 ballots were received and certified by our attorney, Robert Williams, Esq. Of those received, four ballots indicated a choice not to vote for either candidate, and one ballot was damaged during delivery and declared invalid due to a missing control code (every ballot was stamped with a control code to verify that each member voted only once).

Thus, by the authority given to me as Election Coordinator, I declare the 2013 Commander, STARFLEET election to be officially completed. The current Commander, STARFLEET and his EC team will begin making arrangements to transfer all materials connected with their offices to the new CS, Wayne Killough, and his team.

I'd like to thank our Inspector General, Jeff Victor, for his tireless work on this election. In addition to his duties as IG, Jeff took point on mailing out thousands of election packets, sacrificing hours of his time and saving STARFLEET a lot of money. Personally, I could not have had a better partner with which to traverse this election cycle. I'd also like to thank Mike Dugas and Greg Trotter for their work as election list moderators, the AB for their guidance, and the EC for their support (and also for listening to me whine). Thank you also to all the STARFLEET members who participated in election discussions and cast their ballots.

Most of all, I would like to thank Wayne and Les for stepping up to volunteer for STARFLEET and running clean, friendly, issue-oriented campaigns. Thanks also to Rich Jolitz, Pete Lutz, Michael Timko, and Chris Bayonet, who threw their hats into the ring early on. There were a few moments there, after the election list went live and no one rushed to announce their candidacy, that we wondered what would happen if we threw a STARFLEET election, and no one showed up to run! My thanks to all the candidates and their teams for everything they put into this election.

COMM Liz Woolf, 2013 Election Coordinator and
Chief of Communications, STARFLEET

Letter From The Editor

Welcome to the long-lost last CQ issue of the Blaser/Stimpson administration!

It's been quite the journey, as you can probably tell since we said farewell to that administration over half a year ago. At times this issue was so delayed that I began to suspect it was cursed – did any of the submitters write their articles while standing on a haunted burial ground? There were problems at a bunch of points in the production process, due to a whole lot of different elements – hang-ups in layout, hang-ups in review, hang-ups in just getting the darn thing done and out the door. Not one of our proudest moments, clearly, and I take full responsibility for the delays.

This is our “cleaning out the closets” issue, as we published several articles that we didn't have room for in earlier issues, but that we thought you'd enjoy even if they were a little out of date.

We are currently working our butts off on both CQ 178 AND CQ 179, and we're plan that you will see both of those issues before too much more time has gone by. I have this dream that one day I'll be able to start my report on the monthly EC conference call with something other than, “The CQ is late.”

The good news is that we have had several people step forward and offer to help with content, so once we get past this backlog, I do see a light at the end of the tunnel (it may actually be a train, but hey, let's think positive). I thank you all immensely for your patience – and even your impatience. I know the ongoing CQ delays aren't fun or fair for anyone.

Sadly, we have lost the services of Fleet Admiral Dave Blaser, who retired from helping with the CQ when he retired from the center seat of STARFLEET, but we thank him deeply and wish him all the best in “retirement.” I say that with tongue in cheek because, as you'll see elsewhere in this issue, FADM Blaser has an important role to play in STARFLEET's near future, and not a lot of time to just sit back and relax!

So please enjoy a bit of a nostalgic trip down memory lane with some articles about what folks in 'Fleet were up to way back last year, and join us in saying a last (delayed) farewell to the Blaser/Stimpson administration while moving on to STARFLEET's next chapter.

You will all be hearing from us all again REALLY soon!

RADM Liz Woolf
Chief of Communications, STARFLEET

Subspace Communications

A sampling of tidbits from around the fleet.

Announcing IC 2015

The selection process is over, and it's time to announce the location for STARFLEET's 2015 International Conference! Normally, we try to announce each winning International Conference bid at the IC two years prior, so we would normally have announced IC 2015 at IC 2013 in Dallas. However, a few factors conspired to delay the process, including the hotel selected by one bid team deciding late in the process to stop being a hotel, if you can believe it!

My sincere thanks to all of the teams who bid on IC 2015, including a couple of late entrants that responded to our pleas for additional bids. We ended up with some very attractive proposals, and I'm grateful for all the effort people put into this process.

But, we only have one International Conference per year, and so we must select one host and venue. It's my pleasure to announce that the site of the 2015 International Conference will be Niagara Falls, New York. Niagara Falls is a tremendously popular tourist destination that spans two nations, with adjacent communities in Ontario, Canada and Western New York.

IC'15 will be held at the Conference & Event Center Niagara Falls, with guest rooms at the adjacent Sheraton at the Falls Hotel. The IC is being hosted by a team that includes USS Hadfield, USS Niagara, USS Serling, and USS Accord, making it truly an International Conference. Of course, since we'll be right next to an international border, I'd encourage all U.S. members who don't already have a passport to make sure they get one between now and then. The event will be entirely within the U.S., but it's a great opportunity to pop across the border into Canada, even if it's only to walk on the bridge near the Falls.

Check out the IC 2015 website at <http://www.ic2015.com/> for more information. We hope to see many of you there!

GEN Mark H. Anbinder, IC Liaison

Star Trek Into Darkness, Or Out Of The Trek Universe

SSGT Wayne McAliece
USS Southern Cross

I have never written anything like this before, so here goes. Into Darkness. We have heard the good, the bad, and the downright ugly, about the movie. I believe that we should be looking at this movie or movies with one simple question in mind. Would what we have in STARFLEET today have been possible if we were based on the movies' premises, and not on that of Roddenberry's dream? If we only had the reboot version, would the Trek world be what it is today?

Now, please don't get me wrong. I love good 'shoot them up' SF as much as the next Red Shirt. But Star Trek isn't like any other SF series. It's more, much more. Whomever you talk to - people who collect Star Trek memorabilia, those who watch the series over and over again until they can recite each episode line for line (we all know we do), dress up as our favourite character or species, and let's not forget the great friends we make simply because we like Star Trek - we all love something about the Star Trek world.

Star Trek breaks barriers. It doesn't matter whether you're a doctor or a toilet cleaner, because once we are in the Trek universe, everything is better. Roddenberry's dream was of a future for human kind that meant we were all one race and we finally worked together, like we do here in STARFLEET.

The new movies, to me, are ones of ego-driven people, so nothing has changed. By this I mean we aren't better than those people who started WW3, but in Roddenberry's dream we should be. Now as for the film, well, that's simple. The above question is would it have created the Trek world we love? I honestly believe it simply didn't have a meaning or a soul, so for me, that would be a no. Another point I'd like to make is that we, as fans wanting to see Star Trek so badly, either on the big or small screen, are willing to make ourselves like it.

I feel that another interesting question to ask is this: if TNG or DS9 were still running (and new episodes were being made) when the reboot came out, would we be so forgiving?

Closing of the STARFLEET Holodeck Program

The HOLODECK Program was created as a launch point/mentorship program for interest groups within STARFLEET. Ideally, groups would join the HOLODECK Program, grow to the point of self-sufficiency, and eventually launch as fully vested departments of STARFLEET.

However, reality rarely mirrors theory. This has been the case with the HOLODECK program. Due to no fault of anyone in particular, groups within the HOLODECK program have not been progressing to the point of graduating to full department status. Additionally, many of these interest groups are probably better suited as user-lead community projects rather than STARFLEET-administered departments.

Therefore, effective September 15, 2013 the HOLODECK program would be disbanded. The Office of the Vice Commander will work with each of the interest groups to either grow them into STARFLEET departments or to work with directors to facilitate their transition into a user-run community.

LGEN Bran Stimpson, Vice-Commander, STARFLEET



TV's First Interracial Kiss: It Wasn't Who You Think!

Ask any self-respecting Trekker which TV program featured the first televised interracial kiss between a white person and a black person, and they will proudly tell you it was on Star Trek in November of 1968 during the first airing of the episode "Plato's Stepchildren."

In the episode, Captain Kirk (William Shatner) and Lieutenant Uhura (Nichelle Nichols) are forced into a passionate lip-lock by telekinetic aliens who control others for their own amusement.

Most fans even know the story behind the story. They'll tell you how NBC executives were worried about showing an interracial kiss, and how it might offend viewers in the southern states in particular. Those same executives, after realizing that the kissing scene was critical to the plot, agreed to let the production crew film it, but they required that two versions of the kiss be shot: one where Kirk's and Uhura's lips were shown touching, and one where their lips wouldn't actually be visible because Shatner's head would be blocking the camera angle.

Nichelle Nichols' autobiography recalls that the full-view kiss was filmed first. When the director tried to film the hidden-view kiss angle, Shatner began clowning around and purposefully flubbing the scene. With time wasting and things getting late, the director forced Shatner to be serious.

The second version of the kissing scene, with Shatner's head blocking their mouths, was then filmed. What wasn't noticed on the set at the time was Shatner purposefully crossing his eyes when the camera zoomed in for his close-up at the end of the shot, essentially making that version unusable.

The following day, as the di-

rector viewed the dailies, he was furious to discover what Shatner had done. But it was too late to go back and film the scene again. The full-view kiss was the only acceptable take, and thus was television history made.

Or was it?

Eleven months earlier, NBC aired a one-hour musical variety special called *Movin' with Nancy*, starring Nancy Sinatra, along with a number of special guests. Nancy Sinatra had been born blessed with the three "N"s: Nature, Nurture, and Name. Her father, Frank Sinatra, was arguably one of America's greatest crooners ever, and he passed along at least a portion of his natural talent to his daughter.

Raised with such a musical father, and surrounded by the Hollywood marketing machine that kept him famous, Nancy learned the ins and outs of the entertainment industry early on. And of course, it never hurts to have a father who can personally sign you to his own record label at the age of 21.

Although Nancy's early career in the beginning of the 1960s was not particularly noteworthy, she managed to make her mark in 1966 with the wildly successful "These Boots Were Made For Walkin'", a song which received three Grammy nominations and sold over a million records. Nancy Sinatra would release five albums over the next two years, and she became synonymous with go-go boots and short miniskirts.

In 1967, with her star rising,

Nancy was offered a regular role in a new TV series, but she turned it down in favor of starring in a one-hour television special featuring her, singing and dancing. Among those making guest appearances on her TV special were the three core "Rat Pack" members: Frank Sinatra (of course), Dean Martin, and Sammy Davis, Jr. (an African American). Each had his own "spotlight" segment on the program, singing and/or dancing with Nancy.

Sammy Davis, Jr.'s segment came about halfway into the special. This featured the black entertainer, posing as a photographer, taking pictures of Nancy as she sang and they both danced around with cameras and props. It was an undeniably campy skit, but the two performers seemed to really enjoy themselves. At the end of the song, Sammy holds up a final, enlarged black and white photograph of Nancy, and sincerely pleased with the finished product, the two of them kiss directly in front of the camera.

And thus was television history made... eleven months before Star Trek did it.

Some have argued that Nancy and Sammy's kiss didn't really count, because the two of them were like family, with Sammy being almost a god-uncle to Nancy since the time she was eight years old. Others have pointed out that Nancy and Sammy's kiss was more of a quick peck on the side of the lips, while Shatner and Nichols' kiss on Star Trek was long and purposefully passionate. And finally, there are a few places (including Wikipedia) that qualify Shatner's and Nichols' kiss with a slightly more specific classification; they list Star Trek as featuring the first

RADM Jon Lane
USS Angeles
Region 4

interracial kiss between a Caucasian and an African American in a scripted dramatic series.

And indeed, the producers behind *Movin' with Nancy* maintained that her kiss with Sammy Davis, Jr. was completely spontaneous and unscripted (even though the entire program was taped and edited). However, decades later, in the commentary for the DVD release of the special, Nancy Sinatra admitted that she and Sammy carefully planned the whole thing. The kiss happened at the very end of filming, and as soon as that last scene was shot and the pair had their on-screen kiss, Sammy announced to the crew that he had to split for another job, leaving the director no opportunity to reshoot an alternate ending without an interracial kiss.

In fact, a month after the *Star Trek* episode "Plato's Stepchildren" aired in November of 1968, France Nuyen would share yet another interracial kiss with William Shatner in the episode "Elaan of Troyius." But while Kirk's interracial kiss with the black Lt. Uhura

guessed that a kiss is just a kiss. But in the 1960s, when shown on American television between a black and a white person, a kiss was so much more.



And thus was television history made... eleven months before *Star Trek* did it.

is remembered for its historical and cultural significance, his on-screen kiss with an Asian actress, less than a month later, was barely noticed and is all-but-forgotten when discussing how *Star Trek* helped to topple so many racial barriers.

While Nancy Sinatra and Sammy Davis, Jr. shared a brief peck for less than a second, for three seasons, the original *Star Trek* showed an African-American actress and character holding a position of authority on the bridge of the starship *Enterprise* week after week. This, in itself, inspired other blacks, minorities, and women to seek professional careers in the sciences and engineering, and even at NASA. In fact, one such African American, a self-proclaimed fan of the original *Star Trek*, went on to become the first black President of the United States.

As time goes by, it can be ar-





The Question: Robots or Human Exploration of the Universe

"The exploration of the universe, human or robots; have scientific achievements taken away the human drive to explore?" What would have happened if ancient explorers had had robots and never took the risks of going into the unknown? Have we still got that spirit? That 'leap of faith' to explore?

A little while ago I put up this question on a few SF forums I am on, just as a bit of fun, looking for opinions, chat, banter, you know, but the opinions/answers I got back made me rethink the whole question. I thought like-minded people, those into SF, would believe in human exploration, like Captain Kirk (but not being a Red Shirt). But I found out most people believe that robots will explore the universe, taking the dangerous steps, while we sit back and watch. Most people thought sending humans would never be needed. Now in part, I have to admit I can honestly see the logic in that, you know - the dangerous bit, not the never-going bit.

I grew up watching, like hopefully most of you did, SF movies where, in the 21st century, we humans would be flying around either in a flying car or with our personal jet packs. And that we would have had a base on the moon, have begun to colonise Mars and be sending starships out into the deepest regions of not just our solar system but the galaxy.

But fast forward to the 21st century, and a good dose of reality makes for something quite depressing. We have no flying cars, no personal jet packs, and no base on the moon, and we don't seem to either want to go to Mars or we can't. And where are our starships?

My question was 'have humans lost that want to explore?' Have we lost that willingness to face danger? Have we lost the

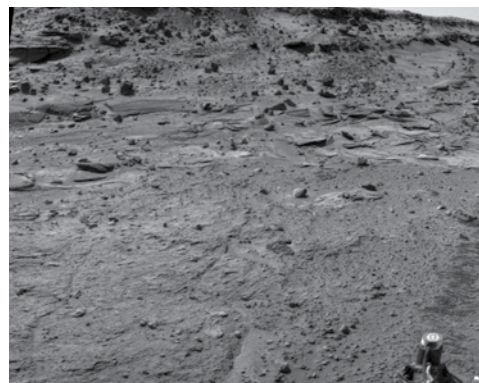
courage to step outside our comfort zone? Has that urge to explore, that human trait to take risks, has it got lost in our reassurance that we, as a species, don't have to take risks, because we can always fall back onto robots? Excuse the pun, but are we ever going 'To Go Boldly Where No One has Gone Before?'

Ok, so if most people think/believe that interstellar exploration will be done by robots, then let me rethink this. If we are going to use robots to explore the universe, are we getting all we can out of robot explorers? My thinking is a blunt "NO". Why? Well, personally, I see the problem with today's robotic exploration is that there are limitations put on them before the robots even hit the drawing boards. Ten years of work, building and waiting and they must get results. So does this environment stunt the pushing the envelope? Does this force the team to opt for the design that has worked before? Does this environment force the builders' imaginations to be held back?

And really, what are we sending these robots out to explore? If it is life on other planets, are we looking for the signs of life or just searching? We pick an area the size of a pinhead to look for anything, the size of a pinhead for ten years or more of work. That brings a whole new meaning to the term looking for a needle in a haystack. We should be using these explorations as testing grounds for new

ideas and, yes, ideas that sound ridiculous, far out ideas, you know the stuff of SF.

We should be trying everything to evoke to the general public the idea of wonder once again in space travel. In 1969, that wonder stopped the world and, for the briefest of moments, the world held its breath at humanity's greatest moment, as we watched one man's footstep. I believe that we have stopped pushing ourselves. We should be allowed to fall flat on our faces, as it is this act that



allows us to learn and grow.

Now I'm not completely naïve. I understand that to explore the universe is costly. I get that. But let me put a thought out into the universe. When humans do step out into the universe, whether it is to be robots or humans, we should be doing it as humans. Not as a company or organization. We humans have made one mistake after another on Earth, and that is the pursuit of wealth. This has been at the very core of our troubles. I would hate to see huge companies turning space into a business or, even worse, countries vying for control of areas, moons or planets in our solar system. We see how well those ideas have worked down here. If we are to take that second step for man, can't we fi-

SSGT Wayne McAliece
& CRM Lyn McAliece
USS Southern Cross
Region II

nally put away all our toys, all of our petty squabbling and, just for once in human history, do something for all?

I wonder what Yuri Gagarin, Alan Shepard and John Glenn would be thinking, and how many risks were taken to get the Apollo missions off the ground, and how much of a fine line that Neil Armstrong's moon landing was on. Don't get me wrong, corners should never be cut, but the old words 'flying by the seat of your pants' and 'fortune favours the bold' were so appropriate for the whole race to the moon. And if it hadn't been, I believe we would never have got there. I know we need machines to get into space, but a machine should and can never replace a human.

It is so funny that we accept the dangers of driving a car, flying in a plane, using mobile phones,

room. I begged mum to let me please stay up and watch the first space shuttle launch, only to be disappointed when it didn't happen, and then again sitting up to watch the space shuttle launch 'take two'. I watched in wonder at this spacecraft rocketed towards not only the heaven, but I hoped towards the moon and then who knows where, but sadly it went to nowhere. I had hoped, by following it and every launch thereafter for 30 years, that with one of the launches, we would go that next step, but that waiting and hoping seem to have never been enough.

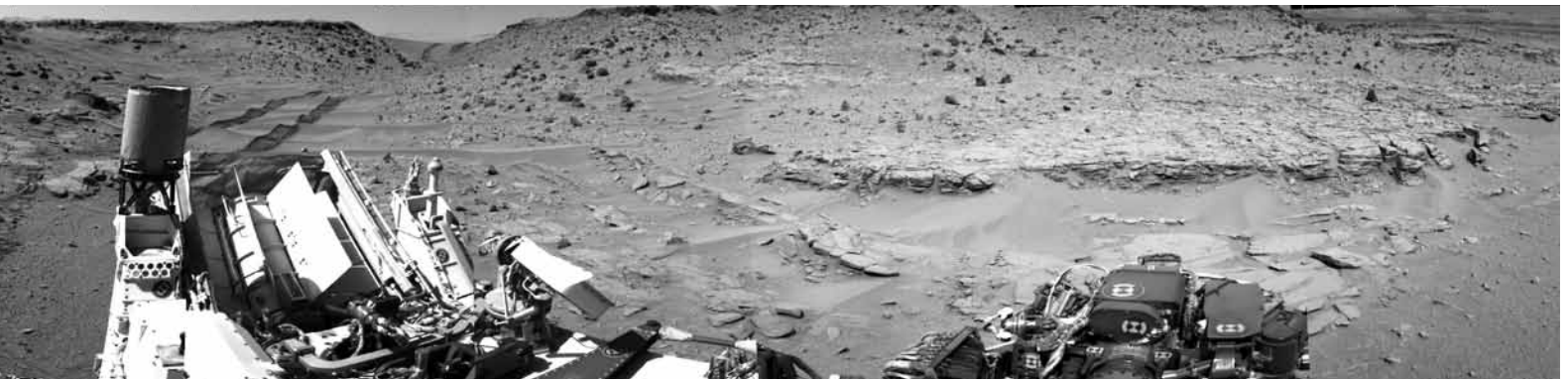
But back when the US space program started, in only 13 years the US went from having nothing to manned space flights, and to landing men on the moon, and that means humans stepping onto another planet.

I hate to say it, but the shuttle

ing. We now have batteries the size of a twenty cent piece* that can run whole computer systems. [*about 1 1/8 inches in diameter.]

From 1903, with the Wrights' first powered flight, to the moon landing, was only 66 years. From the end of the Apollo program till now has been 41 years. Where have we gone? What I'm trying to say is that, with all of our advancements which have made us more productive, live longer, helped us to understand the world and the universe we live in, and made us safer; have these advancements helped us or hindered us? Have we become too safe, or is it that we are afraid of those risks?

If robotics is the way we are, at this moment, choosing to explore space, then why don't we push the limits of robotics? Why don't we take a chance, or even two, and



nuclear power plants and wars, but when it comes to sending a person into space, we come up with every excuse under the sun of how it's so dangerous... and yes, it is dangerous, and it's not for all of us, but for those who wish to make 'one small step for mankind', it should be encouraged.

Space is not just the last frontier. It is truly a necessity for human kind. There will be losses, but at the same time, there will be so much to gain. I hope that when we make that second step, it will be all of mankind that will benefit, and not some corporation that ends up selling back to us something that is already ours.

Now as for the space shuttle, I remember sitting up late on a very cold night in a very dark

program did more than stagnate human exploration of the universe. It took us back to 1959 when we had capsules with men in them circling the Earth. So if robotic exploration is to pave the way for human exploration, I can't see it. In the last 30 years I have seen nothing to say anyone has been trying to prepare for that day, for that second step for mankind. I know I will most probably put some people offside, but people keep saying the technology for human exploration isn't here yet. It's 2013, almost 2014, and it is funny what 44 year old technology and a car battery was able to do. If I'm wrong about this, please, someone, correct me but the amount of electricity that is in a normal car battery ran the whole moon land-

really explore, and why are we not doing it in such a way as to capture that wonder once again? Why do humans see the breakup of celebrities as newsworthy, but when a human-made object passed, for the very first time, beyond our solar system, we hear little or nothing about it. I wonder how many can remember it now, and how many know it even happened. We the public need to be inspired, but we also need to be shown how to be inspired, and shown how to come along for the ride and be able to feel and participate. The awe of human inspiration that we felt when we saw a man take one small step for mankind... can robots give us that wonder?



The Klingon Diet

// I've been looking forward to gagh. I haven't had it for quite a while. Very fresh."

— Jean-Luc Picard (TNG: "Unification I")

Want to lose weight, get healthy, and celebrate your love of all things Star Trek at the same time? Tired of feeling like an overweight petaQ? Then try The Klingon Diet!

When you think of the Klingon Diet, you probably think of gagh, bloodwine, or bregit lung covered in grapok sauce. It is my contention that the general principles of Klingon dining can actually be quite healthy, and can be adapted for us mere mortals who live on good old planet Earth.



A typical plate of Klingon food.

It is evident that Klingons love high-protein, low-carbohydrate foods. They have no "sweet tooth", and they see sugar, starches, and other sweets as a sign of weakness. For instance, gagh is a well-known Klingon delicacy made from serpent worms, and Klingon octopus (TNG: "Genesis"), krada leg (DS9: "The Sound of Her Voice"), and pi-pius claw (TNG: "Heart of Glory") are all just what they sound like—excellent sources of high-protein, low carbohydrate nutrition.

So, to lose weight, improve your energy levels, and feel like Kahless the Unforgettable, start

avoiding the things that no self-respecting Klingon would eat. That includes most sugar and starch. So, no bread, pasta, pastries (or anything else made of flour), candy, potatoes, corn, milk, fruit juice, etc.

So, what does an earth-bound Klingon eat?

Acceptable foods include most protein foods, such as meat, chicken, seafood and eggs (avoid breeding, added sugars, and most sauces), as well as cheese, nuts, and seeds. And remember, not



A delicious plate of Klingon octopus.

all Klingon food is meat-based. Gladst, for instance, is a non-starchy, leafy brown Klingon vegetable available at the Klingon restaurant at Deep Space 9 (DS9: "Melora"). So include healthy vegetables (non-starchy vegetables only, so no potatoes, corn, beets, etc.), but feel free to enjoy Ranch, Caesar, oil and vinegar, or other low-carb dressing on salads. If you want, you can also add coconut milk, unsweetened soy or almond milk, shirataki noodles, some soy flour, pure cream, and other specialty low-carb foods.

This brief list is just to get you started and to acquaint you with the philosophy of the Klingon Diet. For a complete list of foods to enjoy and others to avoid, do a web search for "low-carb foods", and build your personal Klingon diet around that.

Also, remember that Klingons love to fight and work out, so plan some physical fitness into your day. Begin by walking, but work up to some weights or, better yet, Bat'leth practice. Inspire yourself by reading quality fiction and watching episodes about the Klingons.

Have fun with it, and the Klingon Diet can help you lose weight, and feel better about yourself.

Qapla'!

Lieutenant Greg Hoover
USS Starfire
Region I2

Free Comic Book Day, Bring Out Your Nerds, Bring Out Your Nerds!



May 4th, the most glorious day of the year is finally here, Free Comic Book Day. Yes, I admit it. I am a 59 year old comic-book-reading nerd. No, I do not now nor have I ever lived in my parents' basement. I live in my own house with my wife and am now retired from the Federal Civil Service.

The day was sunny and warm. Maria and I, wearing our USS JUSTICE polo shirts and caps, arrived at The Joker's Child in Fair Lawn, NJ in the mid afternoon. We found a long line outside of the store with parents and their children making up a good portion of it. We got on the end of the line, which fortunately moved very quickly. Speaking of quickly, a five year old boy dressed in a complete Flash costume was also there with his parents. I asked Maria to take a picture, but she said he was moving too fast. :-) Actually, his mom took him to sit in the car while leaving dad on the line. Soon we came to the door, and inside we were greeted by one of the shop-owners. He commented that last year at this time they were out of free comic books. So this time he ordered twice the amount. (Yes, the comic book shops have to pay for the free comic books.) Even so, he expected to run out in about another hour.

The purpose of Free Comic Book Day, which is an annual event occurring on the first Saturday of May, is to introduce or re-introduce people to reading comic books, or more specifically, to certain company styles/universes such as Disney, Marvel or DC, or to specific series such as Superman. The various comic book companies put out special editions of comic series they want to promote. These books are designed to be easily accessible to the new reader. They are not dependent on knowing every detail from a character's 40-year back-story. For example,

the Superman comic I received quickly established that Superman is an alien, the last son of Krypton, and that he has a secret identity as reporter Clark Kent. It introduces the characters of his editor, Perry White and young photographer, Jimmy Olsen. He is married to fellow reporter, Lois Lane. It ends on a "to be continued" (although not a cliffhanger) to encourage one to pick up (purchase) the next issue.

Maria and I did some browsing, but since I'd been there the day before to drop off USS JUSTICE/SFI flyers and QR code cards, and had also picked up my regular order of comic books, we decided to leave and make room for those still waiting outside. As we left, we picked up our free comic books. This store divides them up into two packages, one appropriate for the younger children and the other for slightly older children, like yours truly. Since there were two of us, we got one of each. All in all a very enjoyable day, particularly since we missed last year's event due to a conflict with the Creation Star Trek convention. Fortunately, this year the convention was on the last weekend of April.



David is searching for Kid Flash.
Photo by CMDR Maria Fricke



David poses with the precious comic books.
Photo by CMDR Maria Fricke



CPT David Fricke
USS Justice
Region 7



SFI-USS Justice QR Code Card.
Photo by CMDR Maria Fricke



Commercial Space Travel

As an educator working in a science museum, and a space enthusiast as shown by the space pins and buttons on my lab coat, I have noticed a disturbing trend among visitors when I talk about space flight. Common responses are, “Didn’t they cancel NASA?” or “We aren’t flying in space anymore.” When I hear such comments, I feel the need to educate the public about the truth.

“Didn’t they cancel NASA?” The short and simple answer is no. NASA is not a project or a program. It’s a government agency, created for space exploration, aviation research and development, and protecting our environment. NASA can not be canceled. Has its budget been slashed? Yes. Does it continue its missions as outlined above? Yes. Does it still fly astronauts in space? Yes, but more on that in a minute.

“We aren’t flying in space anymore.” This could not be further from the truth. At any given time, 3 to 6 astronauts are orbiting the Earth on the International Space Station, representing 16 different countries who have partnered to build and operate the space station (aka ISS). NASA is not launching astronauts itself. Our astronauts fly on Russian Soyuz rockets. Our shuttles were retired because, at 30 years old, the system had serious flaws which put the crew in more danger than necessary. If we want to get astronauts beyond earth orbit, more money is needed for that purpose. So what’s going to replace the shuttle?

Currently NASA is developing the Orion capsule, a four-man vehicle that will ride on the new Space Launch System. This spacecraft, however, is not designed just for Earth orbit. It is designed for deep space exploration, trips to our moon, Mars and asteroids. Though the Orion resembles the old Apollo capsule that went to

the moon in the 60’s and 70’s, it is twice the size and much more modern. Currently the planned first human flight is no earlier than 2020. Seven years with no American space craft is a long gap. So what will we do till then?

NASA is looking to the new commercial space industry to fill the gap. By commercial, I mean spacecraft designed, built and operated by private companies under NASA contract. NASA will pay these companies to fly astronauts to and from the space station, as we are already doing with the Russians.

The commercial space industry is currently moving in two directions. Some companies are working either under NASA contract or in hopes of getting NASA contracts, for cargo and human flights to the ISS. Several companies are competing for these contracts, while some already receive NASA funding. Others are using their own money in hopes that NASA will sign contracts with them later. Some have ambitions beyond low earth orbit, but others plan to fly paying civilian customers to low Earth orbit. Let’s take a look at some of the companies and their plans for commercial space flight.

The leading company among those receiving NASA funding is Space Exploration Technologies Inc., better known as Space X. This company has designed, built and launched by two vehicles, the

Falcon 1 satellite launcher and Falcon 9 Medium launcher. A third vehicle, the Falcon 9 Heavy, is currently in development. Space X already has a contract with NASA to provide cargo services using their Dragon Spacecraft. They are also contracted to develop the Dragon capsule into a manned spacecraft designed to carry up to seven astronauts to the ISS. To date, the Dragon has made three cargo deliveries to the station. One was a test flight. The other two were the start of 12 contracted flights. Current plans are for a manned test flight no earlier than mid-2015. Future plans also call for unmanned Mars landers with science packages. They also plan to fly paying customers to the ISS or low Earth orbit.

Boeing, a long time NASA contractor, is entering the commercial space race with its CST-100, a large seven-man capsule similar to Orion but designed for low Earth orbit crew transport. The current plan calls for the CST-100 to be launched atop a man-rated Atlas V launch vehicle, a proven launcher but yet to be man-rated. Aside from the job of crew transport to the ISS, Boeing intends to contract with Bigelow Aerospace and a planned space hotel they want to launch in the future. The first manned flight looks to be some time in 2015, assuming continued funding. They have also received funding under the NASA commercial Crew Development Program.

Sierra Nevada Corp is working on a different approach. Instead of a capsule based system, they look to use a winged lifting-body design. This vehicle would launch on an Atlas V vertically and, much like the shuttle, would land on a

Jason Schrek
USS Columbia
Region I

conventional runway. The basic design owes much to NASA research and a canceled lifting-body space taxi which NASA was developing in the early 1990's. Dream Chaser, as it has become known, will carry up to seven crew to the ISS and/or cargo. They could be ready for manned flight by 2016.

Blue Origin is another company hoping to fly paying customers in New Shepard spacecraft into suborbital space. Though they have no contracts for ISS crew flights, they have a contract to help develop a pusher escape system to propel a Dragon, or CST capsule, away from an exploding rocket in an emergency. Blue Origin is very secretive about its suborbital spacecraft plans, and little is known about New Shepard. The New Shepard would also be capable of suborbital science flights for NASA or other paying customers.

Orbital Sciences is a company contracted with NASA to use their Cygnus cargo-carrying spacecraft to supply the ISS beginning sometime in 2013. Cygnus will use the new Antares Rocket that was designed and built by Orbital.

Bigelow Aerospace Corporation has been working on developing inflatable space habitats. They plan to eventually create a commercial space station/hotel for paying customers to visit, as well as for scientific research. Earlier this year NASA signed a contract to attach a Bigelow inflatable module to the ISS to test its durability and feasibility as a space habitat. Bigelow has launched two inflatable modules into Earth orbit previously as a technology demonstration.

In the field of companies looking purely at private paying passengers, there are two main companies. The first is Virgin Galactic, a partnership between aircraft designer Burt Rutan and billionaire Richard Branson. In 2004, they became the first successful commercial spaceflight company, launching Spaceship One on three successful flights. Work then began on their next generation spacecraft, the VSS Enterprise.

This new craft will be capable

of reaching the lower fringes of space, high enough for passengers and pilots to earn astronaut wings and experience about ten minutes of weightlessness. The new larger craft will be carried under the wing of a carrier aircraft to an altitude of 50,000 feet and released. Then it will fire its engine for about 70 seconds, reaching at least 68 miles altitude. This is five miles higher than required to be considered an astronaut. The craft will re-enter the atmosphere at low speed and land on a runway. First passenger flight date is unknown but over 400 paying customers, at a cost of \$200K each, are already on the list.

Then it will fire its engine for about 70 seconds, reaching at least 68 miles altitude. This is five miles higher than required to be considered an astronaut. The craft will re-enter the atmosphere at low speed and land on a runway. First passenger flight date is unknown but over 400 paying customers, at a cost of \$200K each, are already on the list.

The other paying-customer based program is the XCOR LYNX spacecraft. This is a space plane designed for suborbital space flights. The Lynx is designed to take off from a runway and fly, with a pilot and passenger or scientific payload, to an altitude of 61 Km. The passenger and pilot will experience about four minutes of weightlessness. Estimated ticket cost is \$95,000 per passenger, with up to four flights a day, starting in 2014.

As you can see, the space program is not dead. There is a new space race between commercial companies. Unlike the first space race of 50 years ago, they have experience and technology development to build on. NASA is overseeing safety and development concerns. All new designs for manned vehicles have escape systems. Each company has their own goals and plans, but all are working to make space accessible to everyone and keep America's dominance in space.

While the low Earth orbit mis-

sions will be contracted to private companies, NASA is developing its deep space capabilities to take us further into space than ever before.



Borg Walk

It's the 16th of March 2013 and the Borg are in Newcastle-Upon-Tyne. A little over two-weeks early, give or take 50 years. :-). Although on this occasion, the four Borg are joined by some un-assimilated companions (two STARFLEET Officers and a Klingon warrior). This strange 'collective' have all joined together to raise money for Red Nose Day (Comic Relief) by partaking in a sponsored walk around the old walls of Newcastle.

The fun began at 10am in Whitley Bay where the four Borg, formerly Captain Angie Smith, Ensign Stefan Blakemore, SGM Marie 'M' Smith and Cdt LCpl Sean Smith, descended onto the Metro along with Klingon 'George' and Cdt 1st Class Sam Wilson. Some strange looks were had from the other travellers in our carriage but they all seemed to enjoy the Klingon ticket inspector, with the exception of one small child who was a little upset, be it from the fear of assimilation or perhaps the

promise of a warrior's death, we will never know. Still, some of the kind passengers donated to our worthwhile cause.

Arriving at Central Station, this 'collective' had some fun attempting to ride the escalator before deciding to treat the CCTV operators to something a little different, when they then took the lift to the mainline station. It was here that we met with another STARFLEET Officer, Crewman Phil Young and his friend, Steve, an amazing civilian photographer. It

was here that Captain Smith and SGM Smith found what looked to be the 21st Century equivalent of a Borg regeneration alcove in the form of the Metro newsstand and Ensign Blakemore attempted to bring Klingon 'George' into the Collective.

Eventually we began the walk at 11 AM, heading up Pink Lane, following the path of the old walls. The uphill incline was interesting for the Borg and one drone had to make minor repairs even at this early stage of the journey. Making



CPT Angie Smith
USS Isaac
Region 20



SMAJ M Smith, Police, Cdt LCpl Sean Smith, Klingon George, Police, Capt Angie Smith



CCTV Shot containing Ens Philip Young, Capt Angie Smith, Cadet 1st class Sam Wilson, SMAJ M Smith, Cdt LCpl Sean Smith, Klingon George

a stop-over in the Nexus offices to visit the mate of our Klingon, we also collected donations which were very much appreciated. (Many thanks to Nexus.) Before continuing towards the walls, and on through China Town, Steve had to leave us at Nexus as he was feeling poorly, but thank you, Steve, for joining us, and for the amazing pictures.

Another detour into the Granger Market saw the assimilation of a proprietor of a small sci-fi store and another donation to our cause. :-) Back on the route, we encountered the local law enforcement which were an easy assimilation target, before we stopped for goodie bags and photos with the girls on the Tresor Paris bus in Northumberland Street. Dropping onto the quayside by the law courts, where a passing driver gave us a toot of his horn, we then turned into a street with a large hill that was an even greater challenge for all, followed by steps, yet another challenge. The Borg aren't all that well equipped to deal with such obstacles. Finally, after an excellent Star Trek-themed Beatles'

Abbey Road pose, we arrived back at Central Station, our starting point.

After little over 5k in distance, two and a half hours in duration, many pounds (in weight) shed and £487 (\$750.US) raised, we headed to Pizza Hut and a well-deserved rest and regeneration. It was an interesting scene, four Borg, a Klingon, and two STARFLEET Officers around a table enjoying pizza and for Klingon 'George', an unusually shaped lasagne. Good conversation, good company and good food were very much welcomed after a fantastic day doing something wonderful for an amazing charity.

I'd like to thank not only all those who donated but everyone that joined us on the day and the people of Newcastle, who made it such a wonderfully memorable day.



Klingon George and the Whitley Bay sign



Captain Angie Smith assimilating station ticket barrier

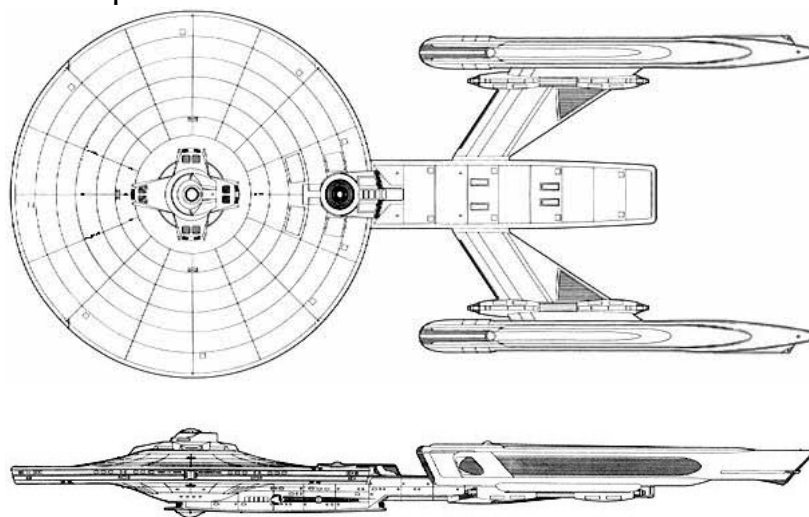


China Town Garden with Klingon George, Capt Angie Smith, SMAJ M Smith, Cdt LCPI Sean Smith



Starship Highlights

Welcome back to “Starship Highlights,” in which we’ll offer a brief look at various different classes of starships and space stations from time to time. In this issue, we offer three classes from a variety of sources. There are lots of classes out there, so let’s take a peek at this small sample...



Thruxton-Class Tactical Cruiser

The Thruxton-Class was first seen in the pages of Starfleet Prototype, published in the early 1990s. It was among the publications created by David Schmidt and his team of co-authors, a group which had begun as a part of STARFLEET Region 10 in the 1980s, but later went off on their own. David Schmidt continued in the Teknology field, off and on, until a few years ago..

The Thruxton-Class was a late 23rd Century design first developed ca. 2292 for Star Fleet’s TacFleet division. Its design focus was speed and firepower, intended to be equal to or better than the Belknap-Class strike cruiser, which had been doubling in a tactical cruiser role, but wasn’t fully optimized for it. The Thruxton-Class was designed to patrol the Klingon and Romulan borders, and while ships of this class could perform exploratory missions, dur-

ing outbreaks of hostilities, it was expected that they’d be among the first to see combat. The ship was designed with a flattened profile to provide a minimum target to threat forces, and the innovative mounting of the megaphaser cannons on the warp nacelle support pylons improved targeting and field-of-fire coverage. In testing, the Thruxton proved very satisfactorily. Warp dynamics were similar to those of the Belknap-class, and overall performance was superior to even the S’harrien-class battlecruiser. Ordnance performance was similarly satisfactory.

Specifications for the Thruxton-class are as follows:

PHYSICAL DIMENSIONS:

Length Overall: 315.2 meters
Beam Overall: 141.7 meters
Draft Overall: 33.7 meters
Primary Hull Length: 153.5 meters
Primary Hull Beam: 141.7 meters
Primary Hull Draft: 33.7 meters
Secondary Hull Length: 195.4 meters

Secondary Hull Beam: 26.2 meters
Secondary Hull Draft: 14.5 meters
Nacelle Length: 154.8 meters
Nacelle Beam: 12.6 meters
Nacelle Draft: 18.3 meters

DISPLACEMENT:

Standard: 150,000 metric tons
Light: 147,000 metric tons
Full Load: 154,000 metric tons

PROPULSION:

Warp Engines:

Number: 2

Type: LN-64 Mod 3 Dilithium

Energized Antimatter Linear Warp Drive Units

Impulse Engines:

Number: 2

Type: RSL Subatomic Unified

Energy Impulse Units

Maneuvering Thrusters Type:

QASR Particle Beam Maneuvering Thrusters

Reaction Control System Type:

“Trentis” Pulsed Laser Reaction Control System

VELOCITY:

Cruising: Warp 8.2

Maximum: Warp 15.3

CREW COMPLEMENT:

Officers: 65

Crew: 390

Total: 455

NAVIGATION:

System Type: “Artos” Warp Celestial Guidance

COMPUTERS:

System Type: “Sable” Duotronic III

Supplements/Add-Ons: Multitronic M-7 Supplement

SENSORS:

Main Sensor Array Type: OC5889S

Main Sensor Array

ARMAMENT:

Phaser Banks:

Type: RIM-12C Independent

Twin Mount

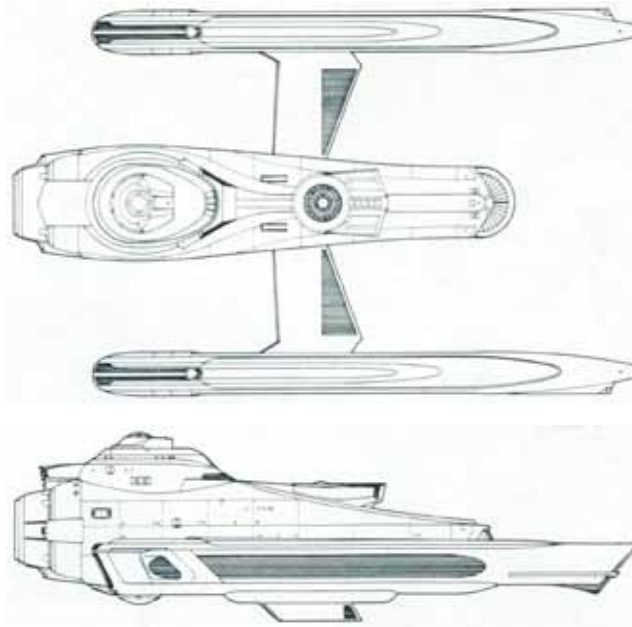
Number: 12

Emplacements/Bank: 2

Photon Torpedoes:

ADM Alex Rosenzweig

Number of Tubes: 4
 Torpedo Type(s): Mk 7 Mod 1
 Direct
 Megaphaser Banks:
 Type: "Emperor 60" Multi-
 Directional Pulse Cannons
 Number: 4
 Emplacements/Bank: 1
 DEFENSES:
 Deflector Systems
 Type: "Merlin" Primary Force
 Field and Deflector Control System
 Countermeasures Systems
 Type: CGCP/SCDS Cloaking
 Generation, Penetration, and Sta-
 sis Countermeasure System
 Cloaking Device (Y/N): Y
 Defense Scanning/Computer/
 Tracking Systems:
 Type(s): Cetis Weapon Sys-
 tem; TACAR Fire Control Add-On
 LIFE SUPPORT:
 Gravity/Atmosphere Systems:
 Type: MC-3C Artificial Gravity
 Generator
 Radiation Shielding:
 Type: "Rastis" Radiation Pro-
 tection Package
 Waste Regeneration Systems:
 Type: "Cerix" Waste Regen-
 eration Systems
 EMBARKED CRAFT:
 Utility Craft:
 Number: 4
 Type: Work Bees
 Known vessels of the Thruxton-
 Class include:
 Thruxton NCC-2861
 Penache NCC-2862
 [Art Credits: Dynamic Designs
 & Publications]



Balclutha-Class Corvette:

The Balclutha-Class first ap-
 peared in a fanzine called Warp
 Factor, which somehow got a lot
 of distribution in the early 1980s.
 Among the pages of that early 'zine
 were technical orders much like
 those of the Franz Joseph Techni-
 cal Manual, and one of the designs
 included was a compact design
 for a corvette. An unusual design
 for the time, this class might be
 looked upon as "the little starship
 that could," and it later lent the ba-
 sic design to several other designs
 developed by Eric Kristiansen for
 his Jackill label.

The Balclutha-Class was origi-
 nally developed in the mid-to-late
 2260s, intended to function as
 low-cost escort and patrol vessels.
 They drew heavily upon the com-
 ponents and technology devel-
 oped from vessel classes like the
 Constitution. They served to patrol
 the border sectors of the Federa-
 tion and also as convoy escorts
 through areas known to be dan-
 gerous for unprotected transports.
 Less than half of the class's produc-
 tion run was completed before the
 large-scale refit program that had
 begun with the Enterprise-subclass
 vessels expanded throughout the
 Fleet. The operational Balclutha-
 Class corvettes were gradually
 sent back into dock to be refitted,
 and all new ships of the class were
 completed to the upgraded speci-

fications. These refits would allow
 the Balclutha-Class to remain an
 integral part of the Star Fleet force
 structure for decades to come.

Specifications for the Balclu-
 tha-Class are as follows:

PHYSICAL DIMENSIONS:

Length Overall: 169.2 meters
 Beam Overall: 105.7 meters
 Draft Overall: 52.2 meters
 Primary Hull Length: 136.7 meters
 Primary Hull Beam: 31.7 meters
 Primary Hull Draft: 49.7 meters
 Nacelle Length: 154.8 meters
 Nacelle Beam: 12.6 meters
 Nacelle Draft: 18.3 meters

DISPLACEMENT:

Standard: 140,000 metric tons
 Light: 135,000 metric tons
 Full Load: 143,000 metric tons

PROPULSION:

Warp Engines:

Number: 2

Type: LN-64 Mod 3 Dilithium
 Energized Antimatter Linear Warp
 Drive Units

Impulse Engines:

Number: 2

Type: RSM Subatomic Unified
 Energy Impulse Units

Maneuvering Thrusters Type:
 QASR Particle Beam Maneuvering
 Thrusters

Reaction Control System Type:
 "Trentis" Pulsed Laser Reaction
 Control System

VELOCITY:

Cruising: Warp Factor 8
 Maximum: Warp Factor 12

Starship Highlights

CREW COMPLEMENT:

Officers: 18

Crew: 158

Total: 176

NAVIGATION:

System Type: "Dragon's Eye" Warp
Celestial Guidance

COMPUTERS:

System Type: Daystrom Duotronic
II Processor

ARMAMENT:

Phaser Banks/Arrays:

Type: RIM-12C Independent

Twin Mount

Number: 4

Emplacements/Bank: 2

Type: RSM-14B Single Mount

Number: 6

Emplacements/Bank: 1

Photon Torpedoes:

Number of Tubes: 2

Torpedo Type(s): Mk 6 Mod 1
Direct (Typical)

DEFENSES:

Deflector Systems

Type: "Lancelot" Primary
Force Field and Deflector Control
System

Countermeasures Systems

Type: CGCP/SCDS Cloaking
Generation, Penetration, and Sta-
sis Countermeasure System

Cloaking Device (Y/N): Y

Defense Scanning/Computer/
Tracking Systems:

Type(s): FSTR/TAC Fleet Stra-
tegic/Tactical Data System; "Men-
tor II" Fire Control System

LIFE SUPPORT:

Gravity/Atmosphere Systems:

Type: MC-3C Artificial Gravity
Generator

Radiation Shielding:

Type: "Rastis" Radiation Pro-
tection Package

Waste Regeneration Systems:

Type: "Cerix" Waste Regen-
eration Systems

EMBARKED CRAFT:

Shuttlecraft

Number: 4

Type(s): Various (Typ. Mana-
su-Class, Galileo-Class)

Utility Craft:

Number: 6

Type: Work Bees

Known vessels of the
Balclutha-Class include:

Agana NCC-2848

Alden NCC-2815

Apeco NCC-2834

Araneta NCC-2842

Ardron NCC-2829

Balclutha NCC-2800

Bova NCC-2804

Brecon NCC-2837

Calypso NCC-2802

Cleta NCC-2816

Cordell NCC-2833

Dinuba NCC-2843

Doranet NCC-2826

Dunreggon NCC-2809

Faleta NCC-2845

Gineda NCC-2844

Hampton NCC-2817

Hildalgo NCC-2805

Inverness NCC-2820

Iredale NCC-2810

Jaurigas NCC-2830

Kaneno NCC-2827

Kirkhill NCC-2814

Lamia NCC-2835

Loaiza NCC-2838

Lualla NCC-2824

Meurisse NCC-2846

Montague NCC-2803

Nemoede NCC-2840

Padrique NCC-2831

Portalla NCC-2825

Quezon NCC-2847

Ruyan NCC-2839

Star Glory NCC-2832

Tanak NCC-2836

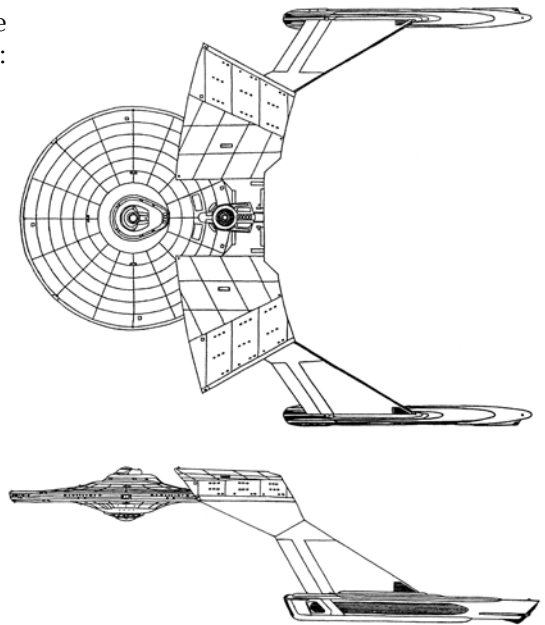
Tiedel NCC-2841

Trequin NCC-2828

Vaccares NCC-2806

Zoliel NCC-2821

[Art Credits: Balclutha-Class
Design and Schematics by Don
Corson]



Chandley-Class Heavy Frigate:

The Chandley-Class heavy frigate was first introduced to Star Trek fandom in the early 1980s, as part of FASA's tabletop Star Trek role-playing game. It became one of the most popular classes from that game, and unlike many of FASA's designs, it is still the subject of artwork and storytelling today, almost 30 years later.

The Chandley-Class heavy frigate was one of a number of classes developed during the mid-2270s, and the first vessel of the class was commissioned in 2278. Initially proposed as a frigate, the ship's size and capabilities led to it being reclassified as a heavy frigate. Capable either of exploration or tactical missions, vessels of the class often saw action in combat. The large upper "wing" superstructures could house companies of personnel and support craft of the Star Fleet Mobile Ground Force (nicknamed the Star Fleet Marines due to the similarity of their roles to that military service in Terran history), and the class was well-designed for either colony support or planetary assaults, on the occasions when the latter were deemed necessary. Interestingly, the prime contractor for this class was owned by descendants of the American naval officer Rear

Admiral Thomas Chandley, who was known for his blockade of enemy ports during the Aleutian Incident of 2003. As a result, the class vessel had the unusual distinction of being named for the company that was mainly responsible for the vessel's construction.

Specifications for the Chandley-Class are as follows:

PHYSICAL DIMENSIONS:

Length Overall: 319.4 meters
Beam Overall: 263.6 meters
Draft Overall: 92.7 meters
Primary Hull Length: 172.9 meters
Primary Hull Beam: 221.8 meters
Primary Hull Draft: 32.9 meters
Nacelle Length: 154.8 meters
Nacelle Beam: 12.6 meters
Nacelle Draft: 18.3 meters

DISPLACEMENT:

Standard: 187,500 metric tons
Light: 182,000 metric tons
Full Load: 192,500 metric tons

PROPULSION:

Warp Engines:
Number: 2
Type: LN-64 Mod 4 Dilithium Energized Antimatter Linear Warp Drive Units
Impulse Engines:
Number: 2
Type: RSL-A Subatomic Unified Energy Impulse Units
Maneuvering Thrusters Type: QASR Particle Beam Maneuvering Thrusters
Reaction Control System Type: "Trentis" Pulsed Laser Reaction Control System

VELOCITY:

Cruising: Warp Factor 7
Maximum: Warp Factor 10

ACCELERATION

(Times in Seconds):

Rest - Onset Critical Momentum: 7.19 sec

Onset Critical Momentum - Warp Engage: 1.65 sec

Warp 1 - Warp 4: 0.90 sec

Warp 4 - Warp 7: 0.82 sec

Warp 7 - Warp 10: 2.85 sec

CREW COMPLEMENT:

Officers: 93

Crew: 277

Total: 370

NAVIGATION:

System Type: NAVCAS Select Warp Celestial Guidance System

COMPUTERS:

System Type: "Etrista" Duotronic III Processor

Supplements/Add-Ons: Multitronic M-7 Supplement

ARMAMENT:

Phaser Banks/Arrays:
Type: RIM-14A Independent Twin Mount

Number: 12

Emplacements/Bank: 2

Photon Torpedoes:

Number of Tubes: 4

Torpedo Type(s): Mk 25 Mod 1 Direct (Typical)

DEFENSES:

Deflector Systems
Type: "Percivale" Primary

Force Field and Deflector Control System

Countermeasures Systems

Types: CGCP/SCDS Cloaking Generation, Penetration, and Stasis Countermeasure System
Cloaking Device (Y/N): Y
Defense Scanning/Computer/Tracking Systems:

Type(s): "Eyas" Weapon System with "Mentor III" Fire Control System

LIFE SUPPORT:

Gravity/Atmosphere Systems:

Type: MB-4C Artificial Gravity Generators

Radiation Shielding:

Type: ARU/SI Radiation Protection Systems

Waste Regeneration Systems:

Type: "Cerix 2" Waste Regeneration Systems

EMBARKED CRAFT:

Shuttlecraft

Number: 12

Type(s): Various

Utility Craft:

Number: 8

Type(s): Workbees

Known vessels of the Chandley-Class include:

Blackheart NCC-2327

Chandley NCC-2300

Fife NCC-2312

Hanson NCC-2309

Monson NCC-2322

Niwen NCC-2306

[Art Credits: Chandley-Class Design by FASA Corporation/Forest G. Brown; Schematics by Alex Rosenzweig]





USS Susquehannock Hosted Robert Picardo at Comix Connection for a Way Cool Meet and Greet

On Monday, July 1, the USS Susquehannock and Comix Connection of Mechanicsburg, PA hosted a Meet and Greet event for Robert Picardo. Mr. Picardo was doing a Neil Simon play, "Sunshine Boys", at a local theater, the Totem Pole Playhouse. He wanted to come out and meet fans and let them know about the play.

Jim picked Mr. Picardo up and they arrived early. Even so, quite a few people had already gathered in the store. Even before Picardo arrived and had his table set up, people lined up. You could tell South Central PA loves Star Trek and Robert Picardo!!

It was interesting to hear all the stories he told. In one photo, the cast of Voyager, who were in plain clothes, was laughing. Mr. Picardo said that's because he had just told a dirty joke. He had a

holographic card of himself that he was selling. He said that one year he hung it on the Christmas tree. He was giving away signed Voyager cards with his picture on them for anyone who bought four tickets to the "Sunshine Boys" play. I showed him that our chapter bought twelve tickets. So we got our three! One enthusiastic fan even brought Mr. Picardo some very tasty looking brownies!

It was interesting manning the table and talking to so many fellow

fans. You don't realize how many sci-fi fans there are until you are at an event like this! A writer from trekcore.com had asked to do an interview with Mr. Picardo after the event. There were some late-comers who showed up after he packed away his photos. He still got those back out and took photos with them!

Mr. Picardo was very personable and interesting to listen to. We all ended up having a great time seeing him that night.



Jim Hutley
and
Doris Hutley
USS Susquehannock
Region 7



Jim told me that night that the play that Mr. Picardo is in, "Sunshine Boys", will soon be on Broadway with different actors. At that point, small theaters like Totem Pole Theater won't be able to perform it for a while. So this is a really cool opportunity for our chapter to see the play and see him in it.

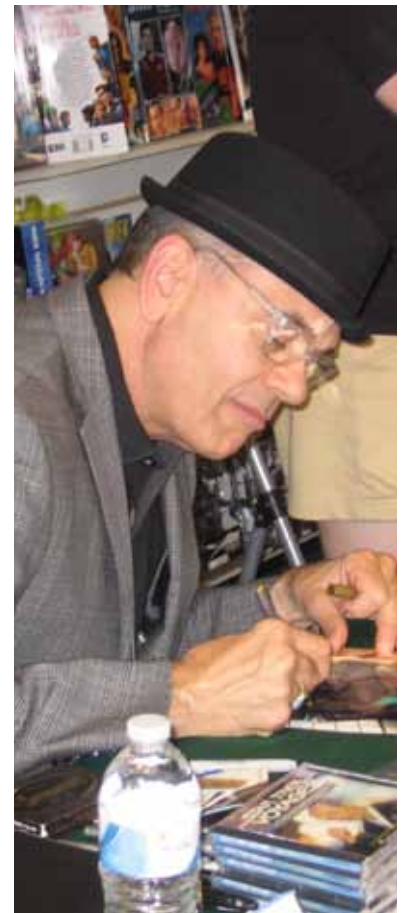
The people at Comix Connection were great to work with and the store was the right size. They also had a lot of cool Star Trek

memorabilia. I know we've spent enough there over the years!

Then members of our crew took in Mr. Picardo's play at Totem Pole Theater. The play is by Neil Simon and is about two former vaudeville performers who can't stand each other but who are going to perform again together. It was really funny! We also got to meet Mr. Picardo again at the play, thanks to one of our members, MJ Rogers. In the pictures I took at Totem Pole Theater, Mr. Picardo's

hair is lightened for the part he's playing.

Our chapter was very glad for the opportunity to meet and see the play featuring Robert Picardo. It's not an opportunity that comes along often.





USS Angeles Anniversary Party

Friends, Romans, Angeles members, lend me your ears. That's basically how we opened our 2013 "Bread and Circuses"-themed 18th anniversary party.

We enjoyed an evening of ancient Roman fun, food and games on March 18 at Starbase Karen, the Los Angeles home where members Karen Hoagland, Chris Mulrooney and I live. Chris and I hosted the party, and Karen made a special guest appearance as we saluted the USS Angeles.

More than 20 people attended, including Janice Willcocks, who founded the Angeles in 1995. Captain Dave Mason, our commanding officer, led a toast to the ship. We began the evening with a spread, fit for any senator or emperor, of Italian pastas, antipasti and just a touch of foreign influence via a lovely Greek salad.

Along with our meal, we enjoyed an amphitheatre viewing of "Bread and Circuses", a second-season favorite episode of the original "Star Trek" series. The story dealt with a planet where the Roman Empire come to full fruition in their 20th century. We see Spock and McCoy fight in gladiator fashion in front of millions on TV, in living color, while our favorite captain, James T. Kirk, enjoyed the local culture in the form of a lovely slave named Drusilla. It's so difficult to be the captain.

We then proceeded on to some games of our own for the rest of the evening.

First, we attempted to play Slay Mithros, in which gladiator and warriors try to slay the powerful bull in a life-and-death fight. The piñata game ended early when, unfortunately, I beheaded Mithros early on. I don't know my own strength!

We moved on to a safer and longer lasting game of Roman- and "Star Trek"-based bingo. Prizes were won by almost all. And everyone had fun and frivolity, even without the famous Roman debauchery.

One other exciting event of the evening occurred. We gained five new members for our club: Patti Cox-Robinson, Harold Robinson, Darren Muir, Kenne Hoffman and Greg Dienhart. We also had a member, Shaunn Lawrence, renew his membership. Our club just keeps growing. Congratulations and welcome to all!

We came, we saw, we partied. Salute!



LT Renee Wilke
USS Angeles
Region 4

Comic books, free donuts and a recruitment opportunity?

Holy no brainer, Batman... we're in!



The year was 1985, and during that summer, members of the USS Avenger, including yours truly, took part in one of the first, if not, the very first comic book show put on by Dan Campbell.

Dan generously allowed a fledgling group of Star Trek fans to have a recruiting table. His shows ran for several years, and were a nice staple for the summer season in Seaside Heights, NJ. I used to cover those shows as articles for the weekly newspaper I worked for at the time and helped Dan with promoting the show as well.

Flash forward, nearly 30 years later. Dan decided to host his first comic show in a very long time, and once again, I was in a position to help promote the show. Dan was kind enough to allow the USS Challenger a free table, but now the show was being held in Lacey Township, a community I happened to cover for work.

The July 14 Jersey Shore Comics Show once again provided a great opportunity to recruit new ST fans into the fold. It was fun, and it brought us together with a good number of sci-fi/comic book fans. Dan provided us not only with a free table to use for recruitment (actually two free tables as one vendor did not show up), but free donuts, rolls and beverages as well. You can't beat that.

Joining me on our little adventure were my XO, Jeff Victor, and his lovely wife Laura, who both donned Next Gen-era ST uniforms. I brought along a short-sleeve Classic ST version, though for a variety of reasons, I never got to put it on. Instead, I sported my spanking new USS Challenger T-Shirt and my signature blue Starfleet cap.

There were prize raffles each hour, and we enjoyed spending time with local comic book art-

ists. We actually won a few items, which Jeff and Laura were kind enough to give to their commanding officer.

It was a good time, and for us, it culminated with a great early dinner at the Forked River Diner, just blocks away, for good food and exceptional AC as well. This marked a quieter Away Team mission for us, compared to our two previous recent events of the Shuttlecraft Galileo 7 relaunch, and our BBQ of the previous weekend, both multi-chapter events hosted by the Challenger.

This event allowed us to meet some new fans, get to see a few ST fans we had seen at the ST Into Darkness premiere weekend promotion and, of course, for me, it meant another shot at picking up comics and other assorted collectibles. After all, the last time I went to a comic book show was... only 2 weeks prior, a few towns south of Lacey, and that was far too long ago.

Well, back to my pile of comics!



Look whose smiling? Admiral Bob Vosseller (above) holds up two renditions of the Jack Nicholson version of the Joker from the 1989 Batman film. A comic card and an action figure during the Jersey Shore Comic Book Show on July 14, held in Lacey Township NJ. The show reunited Starfleet members with Dan Campbell who coordinated his first show in several decades in Ocean County NJ. The Challenger's 3-member Away Team featured a recruiting table and plenty of fun.

ADM Robert E. Vosseller, Jr.
USS Challenger
Region 7



The USS Charon and Star Trek Night at the Ballpark

On May 11th, the USS Charon had the distinct honor of co-hosting Star Trek Night with the local minor-league team, the Greensboro Grasshoppers!

Several months before, we were contacted by the Promotions Director for the Grasshoppers, a local baseball team that develops players for the Miami Marlins. The team regularly does theme promotion nights, and had done a "Star Wars" Night with the 501st Legion in 2012. With the new Star Trek film premiering, they had contacted us to add a bit of "fan flair" to the event. We coordinated with their Promotions and Entertainment Directors about a week or so before the game, and we were given a schedule of activities for our crew to participate in during that night.

On the night of the game, seven members of our crew suited up in our uniforms and joined the Grasshopper's Event Staff for a final pre-game meeting. We divided our members up at the gates and greeted baseball fans as they went

through the turnstiles. We were met by looks of recognition and amusement (along with the occasional Vulcan Salute) as the fans came through the gates. Fleet Captain Gibson was interviewed on the big scoreboard video screen and welcomed the crowd to Star Trek Night. He gave a brief introduction of STARFLEET and the USS Charon and what we do.

After the interview, the crew rushed to the mid-field gate to lead the pre-game parade around the stadium. The parade was to recognize several Little League teams from the area, and our crew set the pace for several hundred Little Leaguers as we made our way around the field.

As the game started, our crew was involved in several mini-skits and games to engage the crowd. Our very own Robin Franklin, dedicated red-shirt that he is,

helped a small boy from the stands defeat a "man-sized 'insect'" in the "Bug Hunt"! As with most red-shirts, Robin gave his it his all, but ultimately fell before the might of "The Bug"! Fortunately, "The Bug" was no match for his young companion and a flyswatter!

Other events through the night had the Charon crew leading the fans in a rendition of "YMCA", posing for pictures with patrons, a Trek Trivia game and the Neese's Country Sausage Race, where the crew had to "apprehend" rogue mascots during their race around the diamond.

The crew had a great time working with the Grasshoppers and we met a lot of wonderful people that evening. Even though the night ended with fireworks, the highlight of our time had to be seeing the logos of the Charon and STARFLEET emblazoned on the scoreboard! We look forward to our next chance to go out to the ballpark!



Before the game. (Left to Right) Mark Morgan, Devin, Stephanie Roane, Scott Gibson, Chuck Rizzo, Robin Franklin and Anjanette Gibson

FCAPT Scott Gibson
USS Charon
Region I



What a great idea!



Is Charon up at bat?



STARFLEET: up in lights!



Anjanette & Stephanie prepare to meet the baseball fans!



Alas, another redshirt meets his end at the hands (er, pincers) of a giant insect menace!



Robin Franklin prepares to do battle with the bug!



Y-M-C-A!



327th MSG Hosts Dress Mess Celebrating USS Corsair's First Five-Year Mission

In April 2008, STARFLEET officially recognized the USS Corsair as a ship of the line with the Third Fleet. Over the past five years, the chapter has grown from just a couple of people meeting at a Sonic Drive-In to their current home at the Jones Creek Library. The chapter has also participated in numerous community and science fiction activities which have enriched Baton Rouge's event calendar.

After attending the SFMC's Dress Mess at the 2012 IC/IM, several Corsair crewmembers thought this formal style of dining would be a great way to recognize the chapter's milestone accomplishment of completing its first five year mission. Being a "Marine" styled event, the Corsair's Marine unit, the 327th Marine Strike Group – the "Scurvy Dogs" – immediately took up the venture of planning a full Dress Mess as by-the-book as possible.

The responsibility of making everything happen fell to the Unit's Officer in Charge, Major General Edward C. Tunis III. He accepted the challenge and began by assembling the Officers of the Mess. His first choice for Vice President was Lieutenant Colonel Robert Roush, a longtime member of the STARFLEET Marines who had participated in real Dress Messes from his time with the US Army. The President and Vice President of the Mess balanced the remaining Officers of the Mess with non-Marines. Commander Gail Perrin was a logical choice to be Ambassador as she is a plankholder of the USS Corsair, attended the 2012 IC/IM Dress Mess, and was already in the process of making a Vulcan priestess costume which would be perfect for the role of Ambassador. The final choice of the Chaplain of the Mess went to another long time member, Lieutenant Jenni Tenney. Her enthusiasm would be contagious at the dinner, and it gave her an excuse to get a new uniform from Cosplaysky.

With the officers in place, it was time to secure a location and a guest of honor. The tradition of Dress Messes originated in English pubs, so the dinner would be held at as close to authentic English as one could get in Baton Rouge - The Londoner Pub and Grill. As for the guest of honor, the 327th extended an invitation to Fleet Admiral Dave Blaser, who graciously accepted.

The next few months saw key members of the crew and unit update their uniforms and interact with the ever-changing management of The Londoner, developing a menu, theme, and website. Commemorative hurricane glasses were ordered and the Officers of the Mess fine-tuned the script for the evening's activities. Each member of the crew participated in some degree to the overall success of the Dress Mess.

The evening of the event, the upstairs room of The Londoner was transformed with Star Trek themed banners, a seating chart laid out, the hurricane glasses displayed, and a slideshow of the past five years playing on the big screen TV as guests enjoyed the cocktail hour.

At 1900 hours, the Mess was called to order, the Ambassador announced all visiting guests, and the Chaplain gave the first toast. After the salads, the Vice President of the Mess barked for the Cadet Escorts to parade the artifact, a large skull. The cadets skillfully maneuvered the artifact around to each of the Officers, who in turn saluted the skull of "Crewman En-

sign Simon" (his mother had such high hopes for him) and placing him on his proper resting place, a six-foot-tall Voyager-era style com badge, very similar to the com badges worn by the crew of the USS Corsair.

After the main meal and dessert, the President called the Mess to order and gave a toast to their guest of honor, as well as the United Federation of Planets, STARFLEET, the SFMC and, of course, the USS Corsair. Fleet Admiral Blaser was presented with a gift from the hosting unit, a mug with the 327th's Scurvy Dog on it.

In turn, Admiral Blaser pointed out the stellar record of the Corsair and gave both the CO and XO of the Corsair hats that said Canada on them and gave scarfs to both the President and Vice President of the Mess and declaring them all "honorary Canadians". (Personally I don't think he truly had the authority...) Several of the guests also asked to address the Mess and express their appreciation of the Corsair and all the crew had done for them.

In the end, over 45 people attended the dinner and seven different STARFLEET chapters/Marine Units were represented, as well as Red Stick Rebellion (Star Wars collectible group) and the Klingon Assault Group. Everyone went home with their glasses, great memories, and a renewed love of each other in the fandom community which the USS Corsair and the 327th MSG serve.

MGEN Edward C. Tunis III
USS Corsair
Region 4



The "Artifact": Crewman Ensign Simon (his mother had high hopes for him, that's why she named him "Ensign").



The Commemorative hurricane glasses for the event.



The Cadet Escorts, lead by Cadet Sergeant Eddie Tunis IV, place Crewman Ensign Simon in his resting place.



LTC Robert Rouse and FADM Dave Blaser mug for the camera at the 2013 USS Corsair Dress Mess



(L to R), MGEN Edward C. Tunis III, RADM Trisha Tunis, FADM Dave Blaser, CAPT Brian Landry, LTC Robert Roush. President & Vice President of the Mess along with the CO & XO of the USS CORSAIR pose with Guest of Honor, the Commander, STARFLEET.



STARFLEET Members Have “Stellar” Time at 20th Annual Farpoint Convention

During the weekend of February 15-17, 2013, numerous STARFLEET members had a “Stellar” time attending the 20th annual Farpoint science-fiction convention in Timonium, Maryland. Celebrating this special anniversary, Farpoint Convention, named after the pilot episode for Star Trek: The Next Generation, was a treat for fans of Star Trek and other venues in science-fiction.

Special guests and programming were available for everyone. Each year, STARFLEET members attend this moderate to smaller-sized convention at the Crowne Plaza Hotel near Baltimore, Maryland, which seems to get better and better every time, as does the fellowship and camaraderie among the fans. Being centrally located, this con is attended by STARFLEET members throughout northeast Region Seven, including people from Maryland, Pennsylva-

nia, and even New York City. As the advertisements say, Farpoint is “Fandom’s Family Reunion!”

Several STARFLEET members from the USS Susquehannock, USS Abraham Lincoln, USS Richthofen, USS DeBraak and other ships attended the convention. Some members arrived on Friday the 15th and attended opening ceremonies and other activities, such as panels for the hit series The Walking Dead. A special treat was the showing of the Star Trek fan film, The Price of Anything made by the USS Farragut, a fan-based film company from Georgia. They tell tales of the Starship Farragut and its adventures during the time of the Original Series of Star Trek. Everyone agreed that the story, acting, and special effects were excellent. Additionally, and perhaps more importantly, old friends from STARFLEET met and had dinner and drinks, no doubt thinking of Ten Forward! Basically, for those who went early, this was a night

of re-acquaintance and hunkering down, preparing for the big day on Saturday!

Many more STARFLEET members and other fans arrived on the scene on Saturday. The morning held the STARFLEET Region Seven meeting where numerous things were discussed, such as finances, awards and activities for various chapters in various locations. Another topic was possible activities that STARFLEET chapters can take part in/create for the new Star Trek movie coming out later this year. Captain Keith Shikowitz, CO of the USS Abraham Lincoln, invited members to his upcoming DS9 20th/TNG 25th anniversary celebration on May 4, and the Abraham Lincoln’s Sci-Fi night on June 29 in New York. Doris and Jim Huntley, of the USS Susquehannock, invited all members to the third annual Sci-Fi Day to be held in Harrisburg this year, with guest science-fiction authors and other events. Candy bars from the local



LTCMD Carl R. Dietrich
USS Susquehannock
Region 7



Wolfgang Chocolate Company were also sold by the USS Susquehannock for support of the American Cancer Society. After the business of the meeting was complete, the day's real fun began!

As many readers know, a sci-fi con is an adventure of ongoing excitement for true "fanboys" and "fangirls." In the lobby, many vendors sold items such as DVDs, books which could be signed by authors, and collectible toys and costumes. There was also a separate room for an art gallery of sci-fi themed artwork, most of which was available for purchase. Some even had STARFLEET connections. Annie Wheeler and "Ponch" attended from the USS DeBraak, and Ponch had his own section of computer-generated artwork in the display.

A con, however, is much more than items to view and buy, and Farpoint is no exception. A TARDIS from the Dr. Who franchise was available for people to take pictures with the backgrounds of their choice. Many people who came in costume went home with some interesting photographs! John Billingsley of Star Trek: Enterprise fame (Dr. Phlox) did a presentation with his wife, actress Bonita Friedericy. They were assisted by the USS Susquehannock's MJ Rogers who knows them from

previous events.

Other activities were attending readings and getting books signed by best-selling science-fiction author Michael Jan Friedman and others. A special Dr. Who panel was attended enthusiastically by many fans who were happy to learn that BBC America will be holding a special at the end of 2013, containing all of the 11 doctors from the past 50 years of Dr. Who! And, of course, many STARFLEET members and other sci-fi fans simply had a great time hanging with friends in the lobby area and the "Khaan Suite" lounge.

For many, however, the most exciting events were in the evening. At the annual costume contest everyone has fun seeing people dressed as their favorite characters in fandom, while performing skits and musical numbers which are often humorous and entertaining. The USS Susquehannock's own John Radle and Chris Wagner participated in the event as a Star Fleet Marine (John Radle) leading "Ziggy" the Gorn (Chris) on a leash, getting many laughs the audience by exclaiming, "Don't worry, he's housebroken!" Other notable entries were a Gorn Geico commercial, and a young cadet Storm Trooper from Star Wars who is chastised by his father, an adult Storm Trooper, for

failing marksmanship class by getting perfect bulls-eyes on a target - so unlike a true Storm Trooper! A wedding proposal was even given on stage, and there was a female Dr. Who with a blue-glowing TARDIS hula hoop! There were even Storm Troopers who danced the cha-cha in Mexican sombreros, winning best of show!

After the contest, several STARFLEET members had a special treat. MJ Rogers of the USS Susquehannock arranged for drinks and conversation with John Billingsley and Bonita Friedericy in the restaurant area of the hotel. This was attended by Susquehannock members as well as Capt. Keith Shikowitz, and other members of the USS Abraham Lincoln from New York. Everything was discussed, from the size and "feel" of the Farpoint con, the actors' appearances in the Star Trek franchise, and even the jetlag that is experienced after flying to such events! Indeed, this was a grand opportunity for photo ops and a grand finale to a fun-filled day. As usual, the Farpoint convention was fun for all and is indeed "Fandom's Family Reunion!"



Executive Committee Reports

News and updates from the head honchos.



Report From The Commander, STARFLEET

The time has come for me to sign off as the Commander, STARFLEET. It has definitely been a great time over the course of the last three years. While we haven't done everything that I had hoped to, and there were some areas where we had (and continue to have) some challenges, I think that we've done pretty well.

Over the course of the last three years, our membership rolls have continued to grow and increase. With new members joining and some past members returning, we've increased our membership to nearly 5,000 members. I had high hopes that we would be at that 5,000 mark by the end of 2013, but unfortunately we're still a little short of that number (130 members short, at the time of this writing). The number of chapters that are part of STARFLEET has also grown. We're at 245 chapters right now, up by nearly 15 chapters in the last three years.

We've had a lot of work done on our membership database system; we went through the first extensive renovation and upgrade of it since it was built. It has more functionality and we fixed some bugs, but as with all technology, some new bugs have crept into the system and are still being worked out. It also has a new look, and accessing the system is much faster thanks to that (though some might not agree that it looks "Trek" enough).

Chapter reporting and chapter strength was one area where we focused a great deal of attention. I'm happy to say that we're seeing much better consistency in chapter reporting from all around STARFLEET, and that our chapters are taking better care to keep at the 10 member minimum. We still have a few challenges in this regard, but things are definitely improved.

No administration of STARFLEET ever wants to decommission a chapter if we don't have

to, but unfortunately, we did have a few chapters that were decommissioned during the last three years. It's always a shame to see it happen, but sometimes a few branches need to be pruned in order to keep the tree healthy.

Financially, STARFLEET is very healthy. Our bank accounts and expenditures are in good order, and we continued to find cost savings measures where we could while introducing some new items in the Quartermaster store. Our tax filings with the IRS have been kept appropriately up-to-date and we are in good standing with the IRS.

We've changed up the STARFLEET Scholarship Program slightly from what we've had in the past, reducing the number of scholarships from 10 down to 5, but increasing the amount that we are awarding to recipients from \$500 to \$1,000. We now have the scholarship applications being reviewed and voted on by the Executive Committee, which means that there is better control on one of the larger financial outlays of STARFLEET.

While the CQ is still running behind schedule, the format has definitely improved with the return to the magazine format. It has been noted by many members that the CQ looks much more professionally done and that it is much more attractive.

Finally, we've made some big steps forward for STARFLEET in the area of electronic memberships. In the coming few days, we should start to be able to accept membership applications and renewals for those who wish to be members and receive their membership materials (after the initial membership packet) electronically at a reduced rate. This will start us down the road towards being able to continue to move forward with a more complete electronic membership option, and will help STARFLEET to keep up with

other fan organizations who already offer an electronic membership option.

The last three years have not been without their challenges. We did have to spend a little bit of money on a couple of items in order to ensure that STARFLEET was doing things correctly in a legal sense.

The first was when we realized that we were required to have votes of the Board of Directors held in a manner which they could hear one another. Unfortunately, E-Mail voting was not permitted under North Carolina law (where STARFLEET is incorporated as a non-profit organization). This required us to change how we do business, resulting in monthly Admiralty Board Conference Calls for any matters to be discussed and voted upon. This has had the happy benefit of allowing the AB to get through more business in a timelier manner, and helps to ensure that we're all generally better informed about what is happening in STARFLEET as a whole.

The other was more recent, when a member contacted me in regards to the process for voting on Regional Coordinators and threatened a potential lawsuit against STARFLEET.

While we had already reviewed our bylaws and how we elect our Regional Coordinators (who serve as STARFLEET's Board of Directors, aka the Admiralty Board), with our corporate attorney, this member disagreed with the process and felt that it was out of compliance with the law. In order to ensure STARFLEET was doing things correctly, we consulted our attorney, and we confirmed that we are in compliance with North Carolina law. The attorney provided us with information about the specific statutes, which we provided back to the member.

The EC, AB and I were all very sure that STARFLEET was on good solid footing; however, we chose to



FADM Dave Blaser
USS Hadfield
Region I3

Commander,
STARFLEET

err on the side of caution. This resulted in a slight cost to STARFLEET, but it did confirm that our processes are within the boundaries of what is legal.

At this time, I am now preparing to turn the reins of STARFLEET over to a new President.

There will be continued and on-going challenges that will face STARFLEET. Some may come in the next weeks and months, others may not come until sometime later in the next three years, and still more will come years from now.

I would like to ask everyone for their patience as the new EC learns to interact both with all of you and with the AB. Being on the EC isn't

easy, and the challenges that they face are ones that they may not have encountered in their lives before now. STARFLEET is a big responsibility to handle, and it may take some time to settle in.

To the new EC, remember your responsibilities to all of STARFLEET, from the members to the AB. You now serve all of the members of STARFLEET, and all members will require your time and efforts. Communicate openly with them, and take the time to understand that no matter what their viewpoint might be, they are deserving of your time, attention and a response when they contact you, no matter what the issue might be.

To all the members of STARFLEET, I would like to thank you all for an excellent three years as the Commander, STARFLEET. I have very much enjoyed my time as President and meeting as many of our members as possible.

In the meantime, I will look forward to seeing and meeting more of our members next summer at the 2014 International Conference, and will look forward to welcoming many of you to Niagara Falls, New York for the 2015 International Conference!

See you around the Fleet!

Wayne as CS Elect

Greetings, STARFLEET!

This is my first CQ article as your incoming Commander, STARFLEET, so I wanted to take a brief moment to get better acquainted with you. In March of 1996, I was living in Ruston, Louisiana. I was a member of a local Star Trek fan club. Members of the USS Brissany came to one of our meetings and introduced us to STARFLEET. Several of us were immediately impressed. We immediately launched the Shuttle Anasazi (which commissioned as the USS Babylon), and I served as her Commanding Officer.

During my time in STARFLEET, I have served on six chapters, between Region 3 and Region 12. I was instrumental in launching five of those chapters, was Commanding Officer of three, and Executive Officer of two. I am currently the Commanding Officer of Retribution Station, a correspondence chapter assigned to Region 3.

In 1997, I took the position of Assistant Director to the STARFLEET Academy College of Medicine and, not too long after that, I became the Director. I have served in almost every possible position within the Academy, and I am glad to see she is in great hands!

From 1998 until 2011, I served Region 12 in various positions, from Missouri Sector Correspon-

dent for the Region 12 Newsletter to Regional Awards Director to Vice-Regional Coordinator. I also served as the 12th Brigade Training Officer, and then the 12th Brigade Officer-in-Charge.

Since relocating to Texas in August of 2011, I served as the R3 Shakedown Operations Officer until resigning earlier in December. I have served on the Admiralty Board as the Region 12 Coordinator, and I have served on the Executive Committee as the Commandant of STARFLEET Academy.

I have accomplished many things over the years in STARFLEET, but three moments definitely stand out. In 2001, I was awarded the STARFLEET Member of the Year award, something that to this day still sits on the top of my entertainment center in my living room. To be presented with this level of award is a great honor, and I have always cherished it.

In 2002, I was presented the STARFLEET Marine Corps Sword of Honor (SFMCO Officer of the Year), an award that was both surprising and humbling. On March 17, 2012, after serving this organization for over 16 years (16 years and five days after I first joined SFI), I was promoted to the rank of Admiral at the 2012 Region 2/Region 3 Joint Summit. I was completely caught off-guard

and was speechless over this accomplishment. The individuals who nominated me for this are some of the hardest working individuals in our organization, so for them to acknowledge my work to be at that level was a complete honor.

Outside of STARFLEET, I bring a wealth of non-profit, IT, and management knowledge and experience to the table. I have worked on various Boards of Directors for non-profit corporations for well over 10 years. I have spent well over a decade working in business/office-type positions and/or Information Technology positions, most of which were some form of management.

I currently work as the Desk Lead/Knowledge Manager for the State of Texas Data Center Service Desk. We handle mainframe, server, data center, network, security, and user account services for 30 agencies of the government of the State of Texas. I currently hold an Associate Degree in Arts, and am close to having the requirements for my Bachelor's in Business Administration.

I am looking forward to serving the next three years as your Commander, STARFLEET... and I definitely look forward to getting to know the members better. My door is always open, so please do not hesitate to contact me.



ADM Wayne Lee Killough, Jr.

Commander Elect, STARFLEET



STARFLEET Academy News

Thanks for the memories of the past three years. I enjoyed working in the Blaser/Stimpson administration. It is always great to work with people who know that you are doing your job and trust you to continue to do your job. Of course, I could never do my job if it were not for all the personnel of STARFLEET Academy. I've always said, and will continue to say, they make me look good.

I knew Bran from his many years in Region 15. Some pictures of me standing between him and Gary Halverson made me look like one of the Munchkins from the Wizard of Oz. It was great to meet finally meet Dave, in person, at our Region 15 Summit back in

2012. We had a great time.

Well, I'm ready to make another three years of memories and will continue to do my best to see that STARFLEET Academy continues to remain the Jewel of STARFLEET.

Since Wayne Killough, Jr. has become the new CS, his positions of Vice Commandant and Coordinator of Support Services had to be filled. Glen Diebold is crazy... er... I mean kind enough to fill in both positions. I know he'll do a wonderful job in doing so.

Robert Westfall, one of our Dean/directors, has also taken on a position in the Executive Committee, as the Chief of Operations/STARFLEET. Folks will be tempo-

rarily taking over his positions at the Academy until his three years on the EC is fulfilled.

Larry French, Sr. is another Academy individual who is taking on an EC position, that of Chief of Computer Operations, so his positions at the Academy will also be temporarily taken over until he returns. He will be remaining as the director of the Klingon Warrior Academy. There is no way he will let anyone else take over his baby.

So I can fairly say that the Academy definitely has a major place within STARFLEET. We all will strive to do our best to continue to make STARFLEET the best fan club the world will ever have.

Featured Colleges: College of Red Dwarf

The newly opened College of Red Dwarf hosts a bevy of exams about the British sit-com that spans ten series and twenty-four years.

Chicken soup machine repairman and intergalactic loser Dave Lister awakes from suspended animation to discover he is three million years into deep space, and the last surviving member of the human race. Living aboard mining ship Red Dwarf with a hologram of his dead bunk mate, and smeghead, Arnold J Rimmer; a life form evolved from his pet cat; and Kryten, the neurotic sanitation mechanoid; Dave attempts to find his way home. His journey is one of mutant diseases, alter egos from parallel universes, and a rather ferocious curry monster.

There are currently thirteen exams available with more on the way soon. Request using the SFI course request system: <http://academy.sfi.org/courses/courserequest-old.php>

A Few Words From The Director:

When I started taking exams a couple of years ago I never anticipated becoming part of the Academy team, but I have found the experience really wonderful. Aside from the feeling of inter-connec-

tivity that the Academy promotes, everyone is really nice and communicative, willing to help out wherever they can. Being a part of something larger is always a bonus if you enjoy what you do, and as a part of STARFLEET Academy I do just that.

Lieutenant Liz Gambles, Director
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ADM Peg Pellerin
USS Constitution
Region 15

Commandant,
STARFLEET
Academy



Hello everyone.

Some of you may remember an award I started about three years ago, called the Cadet Star Award.

For those of you who don't remember, let me refresh your memories.

Cadets (6 to 18 years of age) who take courses from the college offerings within the Institute of Cadet Studies must complete a college with Honors and/or Distinctions. When doing so, they receive a congratulatory letter from the Commandant, as well as a special certificate and a gold star pin. They can complete as many colleges as they want, earning more letters, certificates, and pins.

If a Cadet completes any college within the adult institutes with Honors and/or Distinctions and only one Pass, the Cadet will also earn the Cadet Star Award.

Some of the older Cadets (13 to 18 years of age) have never attempted the colleges within the adult institutes because they didn't know they were allowed to. So, please, pass this on.

I do hope with these incentives that we start seeing more of our younger members start to get involved with STARFLEET Academy.

I want to congratulate Michael Hardegree-Ullmann, a Cadet who has set a new precedence. This particular Cadet has been taking some courses offered within our adult institutes and has been doing very well. He recently completed all courses within the College of Geographical Studies with one Pass, four Honors and 15 Distinctions. This is difficult enough for some of us adults, let alone a 14-year-old. As you can see below, Michael has earned several Cadet Star Awards.

Comment from a student to Vice Commandant Glen Diebold regarding courses she has been taking:

"I have to say that these five courses have been the five best courses I have taken to date in

SFA, and now rank as my all-time favorite of all the Academy courses I have taken. Before these courses, the Vulcan Academy Sciences (VAS) courses (with the choices of electives one could choose), the Treknology courses and [Glen's] Survival Mapping Training Courses (MSS) were my top three favorite courses.

11/2/11	Clair Bressie
1/14/12	Nick Elder
1/31/12	Benjamin Mabbitt
2/13/12	Clair Bressie
3/27/12	Clair Bressie
8/8/12	Katherine Lighthearth
11/7/12	Clair Bressie
6/9/11	Katherine Lighthearth
6/9/13	William McGrath
6/9/13	William McGrath
6/9/13	Luke McGrath
7/28/13	Clair Bressie
7/28/13	Aiden Bressie
7/28/13	Charlotte Wilson
7/28/13	Sam Wilson
7/28/13	Sean Smith
7/28/13	Liam Wilson
8/13/13	Michael Hardegree-Ullman
9/3/13	Charlotte Wilson
9/4/13	Kendalyn Jarrett
9/9/13	Michael Hardegree-Ullman
9/24/13	Sam Wilson
9/24/13	Sean Smith
9/24/13	Kendalyn Jarrett
10/24/13	Jessica Lighthearth
10/30/13	Katherine Lighthearth
11/3/13	Michael Hardegree-Ullman
11/24/13	Michael Hardegree-Ullman

"These five College of Physics courses, however, were not only fun, but I have learned a lot about the topic they covered. I have put a note on each page in red as I did not know how long it would take me to complete it and I did not want to forget the portions of it I like. However, somehow I found time over the last three days to do all five of them. The topic covered by CP110 ties directly with the work I'm currently doing at NASA and the topics of the remaining four (CP111-CP114) covers Einstein, Newton and Quantum Mechanics (which covered material

I learned in a Quantum Mechanics course I took in college). The Quantum Mechanics SFA course talked a lot about special relatively and the whole idea of multiple universes, teleportation, string theory, etc.

"All the sort of stuff that makes Star Trek real on TV but things we haven't mastered nor fully under-

Cadet Star Award Recipients

Cadet Preparatory College
Cadet College of Federation Studies
Cadet College of Federation Studies
Cadet College of Law
Cadet College of Security
Cadet Cardassian Orientation College
Cadet College of Spaceflight History
Cadet Romulan Orientation College
Cadet College of Borg Technology
Cadet College of Math
Cadet College of Math
Cadet College of Borg Technology
Cadet College of Borg Technology
Cadet College of Borg Technology
Cadet College of Borg Technology
Cadet College of Borg Technology
College of Geographical Science (adult course)
Cadet College of Law
Cadet College of Borg Technology
Ferengi Orientation College (adult course)
Cadet College of Math
Cadet College of Math
Cadet College of Math
Cadet Cardassian Orientation College
Cadet Vulcan Orientation College
CMIK-Military Trivia (adult course)
CMIK-Civil War (adult course)

stand in the real world. Just reading about how scientists believe multiple universes can exist from a theoretical standpoint, but one cannot measure them because to prove it exists would destroy them, is both a paradox as well as fascinating (to quote Spock). Some of the stuff makes your head spin but it's still massively neat. I actually met real-life string theorists at NASA about 5-8 years ago and they talked about the M-theory, which is a theory about multiple universes. Anyway, I just wanted to pass this along."

AUGUST BOOTHBY AWARDS

Narendra Star (3500)
ADM Wayne Lee Killough, Jr.
Ceti Alpha Star (3050)
ADM Carol A. Thompson
Cestus Star (3000)
ADM Carol A. Thompson
Capella Star (2850)
CAPT Josephine Fisher
Canopus Star (2800)
CAPT Josephine Fisher
CAPT Franklin M. Newman III
Caldos (2750)
CAPT Franklin M. Newman II
Armagosa Star (2250)
MGEN Larry Dale French Sr
Altair Star (2200)
COMM George Ann Wheeler
Diamond Star (1250)
COL Bill Rowlette
Gold Star (1150)
CAPT Donald Dobrin
Bronze Star (1050)
CMDR Adam Wal-
ter Wenclewicz
Sapphire (950)
VADM Patricia Lewis
Ruby (900)
VADM Patricia Lewis
Garnet (600)
LCDR Frances B. Brock
Topaz (600)
Ricardo Garcia
Zirconium (400)
BGN Bruce OBrien
Dilithium (300)
FCAPT Lee Vitasek
Diamond (250)
BDR Thomas Clark
Latinum (200)
ADM Victor Carl Swindel
LCDR Max Poston
LT Deanna Rose Bressie
Silver (100)
LT Sandra Mutter
LTJG Kaleigh Paulus
CMDR Matthew Bergin
Bronze (50)
CAPT Michael Daniel Garcia
CMDR Matthew Bergin
CMDR Cynthia L. Valdez
LTJG Aunesty Hudnall
CMDR John Hancock
CMDR Jane Childers
CWO2 Michael Denman

SEPTEMBER BOOTHBY AWARDS

Omicron Star (3550)
ADM Wayne Lee Killough Jr.
Chin'toka Star (2950)
ADM Carol A. Thompson
Cardassia Star (2900)
CAPT Josephine Fisher
Cardassia Star (2900)
CAPT Franklin M. Newman III
Capella Star (2850)
CAPT Franklin M. Newman III
Armagosa Star (2250)
COMM George Ann Wheeler
Acamar Star (2050)
VADM Glendon Diebold
Opal Star (1800)
FCAPT Wayne Smith
Garnet Star (1600)
VADM Richard W. Hewitt
Trilithium Star (1500)
COL Erik S. Stubblefield
COL Bill Rowlette
Platinum Star (1450)
COL Bill Rowlette
Zirconium Star (1400)
COL Bill Rowlette
Titanium Star (1350)
COL Bill Rowlette
Dilithium Star (1300)
COL Bill Rowlette
Amethyst (700)
LCDR Frances B. Brock
Topaz (600)
LCDR Frances B. Brock
Trilithium (500)
LTC Stephen Satonick
Zirconium (400)
BDR Bryan R. Jones
Dilithium (300)
CMDR Elizabeth Worth
Diamond (250)
LTJG Aleksander Razumny
Nordgarden Rødner
Latinum (200)
CMDR Matthew Bergin
Gold (150)
CAPT Nancy Rabel Hall
LTJG Kaleigh Paulus
CMDR Daniel Toole
VADM Jason Schreck
CMDR Matthew Bergin
Silver (100)
CAPT Richard Childers
CAPT Jeremy Bergdorff
CMDR Troy Rutter
RADM David B. Pitts
CMDR Jane Childers
Bronze (50)
CMDR Christopher David Sham
LTJG Michael Morgan
Hardegree-Ullman
ENS David Paul Goldsberry
ENS Lori Theresa Winterhoff
RADM Paul C. Dyl
MCPT Donna M. Jarrett

OCTOBER BOOTHBY AWARDS

Regulas Star (3650)
ADM Wayne Lee Killough Jr.
Procyon Star (3600)
ADM Wayne Lee Killough Jr.
Ceti Alpha Star (3050)
CAPT Franklin M. Newman III
CAPT Josephine Fisher
Coridan Star (3050)
ADM Carol A. Thompson
Cestus Star (3000)
CAPT Josephine Fisher
CAPT Franklin M. Newman III
Antares Star (2300)
LGEN Larry Dale French Sr
Aldebaran Star (2100)
VADM Glendon Diebold
Pearl Star (1750)
FCAPT Eric Johannson
Garnet Star (1600)
COL Bill Rowlette
Amber Star (1550)
COL Bill Rowlette
Titanium Star (1350)
RADM Thomas Pawelczak
Gold Star (1150)
FCAPT Eric Schulman
Pearl (750)
CAPT Frances B. Brock
Topaz (600)
VADM James Herring
Diamond (250)
CAPT Robin Woodell-Vitasek
Gold (150)
LCDR Kaleigh Paulus
Silver (100)
LTJG Michael Morgan
Hardegree-Ullman
ENS David Paul Goldsberry
Bronze (50)
LCDR Paul Kerry Rikard
ENS Marcelo Guerra
ADM David Almon Miller MD
LCDR Andrea Matthews

NOVEMBER BOOTHBY AWARDS

Rigel Star (3700)
ADM Wayne Lee Killough Jr.
Delta Star (3150)
ADM Carol A. Thompson
Coridan Star (3100)
CAPT Franklin M. Newman III
Chin'toka Star (3050)
CAPT Franklin M. Newman, III
Arcturus Star (2350)
LGEN Larry Dale French, Sr.
Antares Star (2300)
RADM George Ann Wheeler
Alpha Centauri Star (2150)
VADM Glendon Diebold
Zirconium Star (1400)
TJ Wayland Allen
Truman Temple (1100)
CMDR Adam Wal-
ter Wenclewicz
Emerald (950)
Patricia Lewis
Opal (800)
CAPT Frances B. Brock
Topaz (650)
COL Leo A. Rogers
Titanium (350)
RADM Debbie French
Dilithium (300)
COMM Jayden Tyronian
Latinum (200)
Jason Schreck
FCAPT Anne Miller
Gold (150)
LTJG Michael Morgan
Hardegree-Ullman
RADM David B. Pitts
Silver (100)
FCAPT Rahadyan T.
Sastrowardoyo
RADM Paul C. Dyl
1LT Sean Waitman
Bronze (50)
FCAPT Richard A. Jolitz
ENS Craig Alan Brown
1LT Jeffrey John Hughes



Greetings from the Director of the College of Communications! I was thrilled when asked to take over the College in February 2013, as I've been yearning to use my degree in Technical Communications. By day, I'm a mild-mannered aerospace engineer (Comms would be my second bachelor's degree), so I don't get to use my non-technical skills as often as I'd like.

The College of Communications serves two purposes. First, we have practical courses that will help members learn to design and publish websites and newsletters, and more coursework will be coming in the next several months to expand that mission.

Second, we also focus on the principles and theories of communications. There are several courses focusing on topics such as basic non-verbal communication and online communications/neti-

quette. And again, I'll be looking to expand that content in the coming months as well. I have some ideas percolating.

If you'd like to check out the current course offerings, surf to: <http://academy.sfi.org/courses/arts/coc.php> and if you have any questions about the college, or might have an idea for an exam topic, you can email me at trekkieturtle@gmail.com.

A Few Words From The Director:

Carothers. Karen Carothers. International Turtle of Mystery. I've been a member of STARFLEET since 1999 and have held various jobs on the chapter, regional, and STARFLEET level over the years. As CO of the USS Richthofen, I'll be helping my chapter celebrate its 15th anniversary in 2014. (I'm her third CO).

I've been interested in the SFA since my earliest days of membership, dutifully taking OTS and OCC so I could become an officer. When the opportunity arose for me to become an assistant director in 2012, I jumped at the chance. The staff members of the SFA are some of the nicest, most dedicated people in the Fleet, and I'm honored to be a part of that. Everyone is very encouraging and

always looking for ways to make the Academy a better experience for the members.

It's great to be part of a team that's always focused on the most positive aspects of STARFLEET.

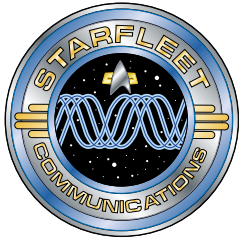
Commodore Karen Mitchell Carothers, Director
trekkieturtle@gmail.com
 2762 Yarnall Rd.
 Halethorpe, MD 21227

Riddle Me This |

**Flat as a leaf,
 Round as a ring,
 Has two eyes,
 But can't see a thing.**

Look for the answer in the next issue!

Last Issue's riddle: Everyone offers this thing. But few will take it when it is offered by someone else. ANSWER: Advice



Communications Report

It was quite the fall, wasn't it? Communications closed out the year with some successes and some areas where we fell a bit short of the mark.

In the success column was the election for Commander, STARFLEET. While there were a few bumps along the way, both teams were open to dialogue and exchange of ideas, and a good number of STARFLEET members (though we would always like to see more!) turned out to cast their votes. In the end, it was an incredibly close election, showing how well-matched the two teams were.

An area where we were less successful than we'd like was, obviously, the Communiqué. The "Communications Quarterly" was not quite quarterly, and though we did actually publish four issues in 2013, they weren't actually all of the issues you should have received during that year. There were a lot of factors responsible for this, including difficulties that affected my personal and professional life away from STARFLEET, some complications regarding the election, along with the typical 'Fleet condition of being understaffed with volunteers who were overworked.

None of that should stop STARFLEET members from receiving the issues of the newsletter that they deserve, however, and as I note in my Letter from the Editor, we have taken and are taking steps to alleviate these problems. I thought long and hard over whether I wanted to continue as Chief of Communications when CS-Elect Killough offered me the position, and eventually came to the conclusion that I still have things to say and goals to accomplish here. So I'll be sticking around as we move into the next administration, and although I can't predict the future, I'm looking forward to things going a bit more smoothly – and you getting your CQs on time!

Though we spend a lot of time talking about the CQ, there are other ways to communicate in STARFLEET. A great one is through

our mailing lists. Communications runs three official STARFLEET listservs, and if you haven't joined one, you should think about stopping by and giving one or all of them a look.

SFI-L – The STARFLEET

Official Business Discussion list. This is pretty much exactly what it sounds like, the place where people go to discuss official 'Fleet stuff. Talk about a chapter activity, ask a question about a program or a rule you don't quite understand, or just find out what other folks in STARFLEET are up to within the club. This list can sometimes get a bit contentious, as it is a forum where people will ask questions of the leadership, and sometimes express opinions about what's been going on in 'Fleet. But we do have moderators and rules in place to keep things generally civil and moving forward.

SFI-Tenforward-L

The STARFLEET Ten Forward list. While not hosted by Guinan, this is our "fun" place, where people talk about all sort of interesting and fun things that have nothing to do with STARFLEET business! Star Trek films and series and books and fan films (oh my!), other Sci-Fi, science and technology, it's all open for discussion on the Ten Forward list. Politics – real world and 'Fleet – are checked at the door, so the most heated debate is likely to be over whether Kirk or Picard was the best CO. If you're new to 'Fleet, this is a great list to join to get to know your fellow members.

SFI-Announce-L

The STARFLEET Announcement list. This is just for people who want to get the news from HQ without any of the chatter. The list is strictly moderated, with no back-and-forth discussion at all, and the only messages you'll receive will be from or approved by STARFLEET leadership. Things that go out on the Announcements list are things like job openings in 'Fleet, the publication of the CQ, deadlines for IC registration, and the like. Even if you don't

join either of the other lists, this is a good one to join to stay up to date with important happenings in STARFLEET.

You can sign up for any or all of these lists by going to sfi.org, choosing Links from the menu, and selecting "STARFLEET Links" from the drop-down list. We hope you'll come join the fun!

COMM Liz Woolf

Chief of
Communications

STARFLEET Staff



COMMANDER, STARFLEET

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Learn more about our Annual
campaign at [http://](http://campaign.sfi.org)
campaign.sfi.org



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VACANT

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Vice Chief of Communications

Vacant



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Fleet Captain Chris Tolbert
Lieutenant JG Gregory Kleiner

SFI.org Webmaster

Vice Admiral Laura Victor
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Rear Admiral Tammy Willcox
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Quartermaster

General Linda Olson
E-mail: quartermaster@sfi.org

Fundraising

Fleet Captain Joseph Horton
E-mail: fundraising@sfi.org



CFO Report

It has been my pleasure to have served as the Chief Financial Officer for this wonderful organization for the past three years during the Blaser/Stimpson term. I have learned a lot about what goes on in the real world side of our organization. It has had many ups and a lot of downs, but overall it has been fun; enough so that I volunteered to continue in the office for the incoming administration.

There have been things that Tammy Willcox and I wanted to accomplish and haven't been able to complete, so this will give me a chance to continue on down some of those paths. Regrettably, it will be without Tammy as my Vice-Chief, since she has elected to leave finance in both her real world and real fun lives. I want

to thank her for everything she has done these past three years to make me look good and make my job so much easier. I don't blame her for wanting to let go of some of the worst headaches you can possibly imagine that have to be dealt with on this REAL side of our existence.

I want to thank Dave and Bran for having the confidence in me to invite me to give this position a try. I know at times I have been a pain, but overall I think we worked well together and I look forward to continuing our friendships both in and out of Fleet. I also want to say thanks to Wayne for accepting my offer to continue in the position, and hopefully I will be less of a pain to him, as I have already some experience in the position.

By the way, I am still looking for a Vice-Chief (I am sure no one will be able to replace Tammy, but...) so if you are interested, please contact me at dragonladye@wildblue.net and we will talk.

Correction to CQ 176 Financial Report

There was a paypal transfer of funds that was pulled in June but not credited to the bank account until July. The amount was \$5390.70. The deposit was listed as credited in June, as it was pulled in June, but should have been added to the amount on the July balance when it didn't actually post to the bank account until July 1st.

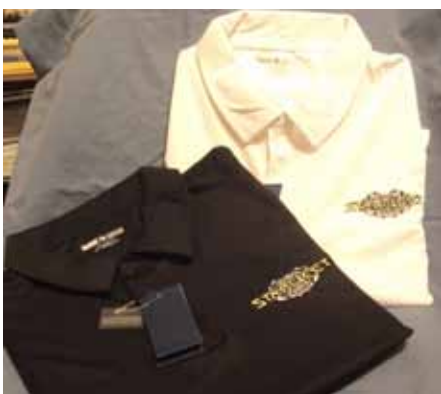
GEN Linda Olson
USS Relentless
Region 2

Chief Financial Officer,
STARFLEET



New items available from the STARFLEET Quartermaster!

High Performance Polos



Black or White 100% polyester moisture wicking material with an anti-bacterial finish. The inner layer of the fabric draws moisture away from your body keeping you comfortable and dry. Material is very soft and comfortable.

\$20.00

Tri-Color Caps



Multi color made from organic cotton fibers supporting a cleaner environment, and equipped with the original Fersten Worldwide Patented elastic buckle and hidden velcro system offering enhanced adjust-ability.

\$15.00

Full Color Lanyards



Full color, dye sublimation polyester lanyards display the STARFLEET logo and the name STARFLEET on a space background. Silky soft and smooth, they never stick or bind. These will be great for any convention or International Conference.

\$10.00

November 2013 Finances

STARFLEET Main Checking Account	
Opening	\$39,902.84
Credits	\$952.36
Debits	\$5,864.75
Closing	\$34,988.39
Breakdown of Expenses:	
Service fee - \$2.06	
Onebox - \$30.93	
Stamps.com - \$31.98	
Postage quartermaster - \$32.73	
USPS Postage (Stamps.com) - \$240.00	
USPS Denver - \$5.60	
Conference Center, Niagara Falls (IC 2015 deposit) - \$2,800.00	
S + S Designs - \$2,600.00 (quartermaster supplies, polo shirts, lanyards, hats)	
IRS990's - \$25.00	
1and1.com web fees - \$29.98	
Purolator Courier (to ship 990's) - \$68.53	
Purolator Courier (to ship business cards to Linda) - \$2.06	
Checks written but not yet cashed:	
Check 2443 - Robert Williams (election expense) - \$750.00	

IC Odd Account	
Opening	\$3,245.65
Credits	\$135.00
Debits	\$0.00
Closing	\$3,380.65

SFMC Checking Account	
Opening	\$3,770.35
Credits	\$563.26
Debits	\$31.91
Closing	\$4,301.70

STARFLEET Scholarship Savings Account	
Opening	\$2,035.10
Credits	\$0.06 (Interest)
Debits	\$15.00 (Service Fee)
Closing	\$2,020.16

SFMC Scholarship Savings Account	
Opening	\$2,728.47
Credits	\$0.08 (Interest)
Debits	\$0.00
Closing	\$2,728.55

October 2013 Finances

STARFLEET Main Checking Account	
Opening	\$41,727.74
Credits	\$3,143.18
Debits	\$4,968.08
Closing	\$39,902.84
Breakdown of Expenses:	
Onebox - \$30.93	
Stamps.com - \$31.98	
Postage quartermaster - \$38.63	
USPS Postage (Stamps.com) - \$240.00	
USPS Postage (Other) - \$85.18 (member recognitions)	
Office Max - \$222.45	
Walmart - \$5.32 (quartermaster supplies)	
Nichols Propeller Co. - \$313.42 (quartermaster supplies, key chains)	
Lasemember - \$397.34 (new membership cards)	
Check 2440 - Greater Austin Insurance Agency - \$552.83	
Check 2441 - Hunrath, Napotlatmo, Quigley & Taylor - \$3,000.00	
Check 2442 - Michael Soucey (postage to forward items to M. Ingles) - \$50.00	
Checks written but not yet cashed:	
Check 2443 - Robert Williams (election expense) - \$750.00	

IC Odd Account	
Opening	\$1,504.12
Credits	\$1,741.55
Debits	\$0.00
Closing	\$3,245.65

SFMC Checking Account	
Opening	\$5,059.99
Credits	\$327.26
Debits	\$1,606.90
Closing	\$3,770.35

STARFLEET Scholarship Savings Account	
Opening	\$2,010.63
Credits	\$24.47
Debits	\$0.00
Closing	\$2,035.10

SFMC Scholarship Savings Account	
Opening	\$2,728.38
Credits	\$0.09 (Interest)
Debits	\$0.00
Closing	\$2,728.47

SF Scholarship CD	
Current Balance	\$1,116.43
Rate	0.07%
Matures On	2/15/14
Interest Paid Last Year	\$3.90

SF CD (9 month)	
Current Balance	\$20,015.13
Rate	0.12%
Matures On	12/28/13
Interest Paid Last Year	\$33.09

May 2013 Finances

STARFLEET Main Checking Account	
Opening	\$52,597.75
Credits	\$8,057.23
Debits	\$4,032.59
Closing	\$46,622.39
Onebox \$30.93	
Stamps.com \$31.98	
postage quartermaster \$19.42	
USPS Postage Stamps.com \$960.00	
USPS Postage Recognition \$7.84	
Dreamhost.com \$119.40	
Walmart \$9.04 (quartermaster)	
Flagmakers - \$815.76 (QM flags)	
Nichols Propeller Co. - \$200.00 (QM key chains)	
International Mailing Service - \$454.53	
Countywide News - \$187.50	
Shawnee News Star - \$1,287.57	

IC Odd Account	
Opening	\$1,504.10
Credits	\$0.00
Debits	\$200.00
Closing	\$1,304.10

SFMC Checking Account	
Opening	\$3,986.12
Credits	\$1,368.53
Debits	\$425.90
Closing	\$4,928.75

STARFLEET Scholarship Savings Account	
Opening	\$5,903.33
Credits	\$0.20 (Interest)
Debits	\$0.00
Closing	\$6,009.93

SFMC Scholarship Savings Account	
Opening	\$2,727.93
Credits	\$0.09 (Interest)
Debits	\$0.00
Closing	\$2,728.02

IC 2014 "Time is Fleeting"
Rockford IL, August 8th - 10th, 2014

www.ic2014.com



PRIORITY MESSAGE: From IC2014 Central

STARFLEET International Conference 2014

It is an honor and a privilege to personally invite you to the STARFLEET International Conference 2014, to be held in the beautiful city of Rockford Illinois at the wonderful Clock Tower Resort on August 8th thru the 10th, 2014.

The Clock Tower Resort boasts more amenities than any other lodging option in the region. With comfortable, well-appointed guest rooms, on-property dining options, salon, giant indoor water park, outdoor pool, indoor tennis center, 30,000 square feet of flexible meeting and banquet space, and much more.

We have a lot of surprises in store for those in attendance, in addition to all of the wonderful things you've come to expect at an International Conference!

The theme for this IC is "TIME IS FLEETING" since 2014 is the 40th Anniversary Celebration of STARFLEET: The International Star Trek Fan Association, Inc.

Information will be added to the website as it becomes available, and we strongly encourage you to keep checking with us as 2014 approaches - we'll be posting some very exciting information between now and then.

In the meantime, if you are planning on attending IC2014, we suggest that you take this opportunity to find the IC 2014 website and check out the details as they are announced. Registration forms will be posted soon, so you can get your reservations in!

END OF TRANSMISSION