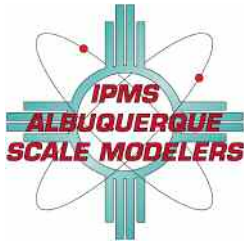


ALBUQUERQUE SCALE MODELERS



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September 2017

THE EAGLE'S VIEW MIKE BLOHM

The Modeling of History

I am first going to cover some upcoming items on the schedule, and will then talk a bit about “the modeling of history.”

Thanks to all who entered models in the 2017 New Mexico State Fair model contest and/or contributed models to our “Star Wars—40th Anniversary” display. Thanks also to those who helped out with the model registration and judging. We will have a report on how that went at the September 1 ASM meeting. Contest results will be posted on the [ASM Website](#) shortly after the judging. Pictures of all the models will be posted ASAP. There are sometimes over 200 pictures posted.

The next event coming up is an ASM model display at the Folds of Honor Gala being held at the Sandia Resort and Casino on Saturday, September 23. The Folds of Honor Foundation provides scholarships and other assistance to the spouses and children of soldiers killed or disabled in service to our country. The Rio Grande



Patriots is the New Mexico part of the Foundation. This will be a good opportunity to support the Foundation, advertise the club to the community, and perhaps gain some membership. Details are still being worked at this time and will be discussed at the September 1 meeting.

The display is going to be of models of any genre (aircraft, armor, ships, figures, dioramas, etc.) and any scale that fit what was/is being used by the US military from September 11, 2001, through the present. Because of limitations on what we might have available, a model in

a paint scheme of a unit that did not actually deploy to Iraq or Afghanistan, or depicts a time period before 9/11, is okay for the display if it is still representative. For example, an F-16 model of a Hill AFB squadron or an Air National

Guard squadron from 1995 is okay if it is still representative of what they looked like in 2001 – 2017.

What is eligible will be discussed more at the meeting. We are looking for 20 – 30 models. There will also be a “People’s Choice” contest for the Gala attendees to vote for their favorite models, likely split up by model type (best aircraft, best armor, etc.). How many members we will need to help with the display at the Gala is still to be determined. Here are a few links that provide information on the Foundation.

<http://tinyurl.com/asm1709a>

<https://www.foldsofhonor.org/about-us>

Lastly, I wanted to talk about “the modeling of history,” which I think a lot of us modelers do either consciously or subconsciously as we work on and complete our modeling projects. Personally, I find this aspect of model building to be worthwhile, interesting and fun to do. I build a lot of models of the American Aces and I end up doing lots of research on both the pilots and the schemes of their aircraft. That often involves tracking down biographies and unit histories either in book for-



FOLDS of HONOR

mat or on-line. For my display, I put together a short biography of each pilot, and I often learn lots of “little known but interesting facts” about the pilot, the units, the aircraft, where they served, other people in the unit, etc., as I dig into the story.

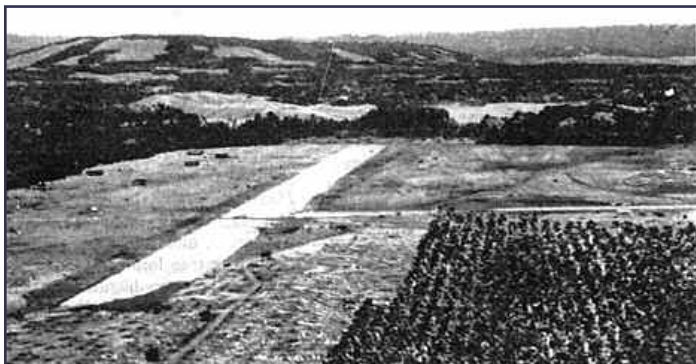
The same scenario applies to almost any modeling project, if you really get into it. For a ship, you might learn what schemes it was painted in over the years of its service, what battles it was in, etc. As Jerry Little mentioned in his article last month, beware of what you find on the internet.

The same applies to book formats. You will often find information that differs depending upon where you look. So you often have to dig a little deeper to verify what you plan to build. Older folks will probably remember the red-painted “Millie G” scheme for Ed Giller’s P-51D in *Profiles* magazine (must be true!) and the Revell P-51D model kit with it depicted like that. Another way to “model history” is to put together a project that covers or depicts an event in history.

Some good examples were the ASM Chapter builds on the Char B and Matilda tanks at the IPMS/USA Nationals. There is one article in the [Bonus Pages](#) of this newsletter that commemorates the 75th an-



niversary of the Battle of Guadalcanal, which began in August 1942 and ended in February 1943. We will be seeing more of this type of article in some upcoming *ASM Newsletters*. I encourage you to take a look at doing that—what topic interests you? You



FRED'S FOTO FILE

FRED FRANCESCHI

Confederate Air Force, US Bombers

Still more photos of Confederate Air Force airplanes taken at Harlingen, Texas, in the early 1980s by my brother Jim. Here are some of American bombers.



A Douglas A-20 Havoc. I think that the A-20 is one of the most beautiful aircraft that has ever flown. I have three completed AMT-ERTL kits in my display case, and several more unopened kits for future endeavors. I love that plane!!!



A Douglas B-23 Dragon. This is an interesting airplane. Made as a replacement for the B-18, which was a bomber version of the C-47 transport. Just typing that seems scary. Only 38 were made, and they were used for training and for patrol duties on the West Coast.

[Editor's note: The full text of Fred's article, and many more photos of this CAF display (larger and in higher resolution) can be found in the [Bonus Pages](#). -JW]

can either build some models to go with an article, or write an article to go with some related models.

There is no “monthly American Ace short story” in this article, because that has been expanded into a separate longer article on two US Marine Corps Aces that served at Guadalcanal Island—the article that I mentioned above. There will be another article on Guadalcanal by John Tate in a later newsletter. The F4F-4 Wildcat profile posted above this article is one of the aircraft flown by Joe Foss, the top American ace at Guadalcanal.

VP REPORT

JERRY LITTLE

Look Around...

...they're everywhere! That is kind of the feeling I got when I went on my last trip for work. One of the things I love to do is look for aircraft on display. Most of the time you can find the aircraft in the obvious places like museums and of course at airports... but sometimes you can find them at museums in airports! On my "down days" while on my most recent trip, I had the opportunity to drive around and look for airplanes on display at Edwards AFB. That is a pretty easy task because just about every Air Force base will have planes on a pole or, as we like to say, "planes on a stick!" There is usually a "Gate Guard" at most of the entrances to the base.

The challenge with the Edwards aircraft is they are all over the place and it is a very large base! I needed a way to get to them quickly if I was going to see them all! Besides the obvious museums on base like the "Test Pilot Museum" and "Neil Armstrong Flight Center Museum," Edwards has numerous other significant planes on display throughout the base. I started with the Google! Using Google's satellite imagery, I was able to find all the gate guards (red circles in pictures) that weren't in the obvious place and few that were quite a surprise.



I knew I was going to spend a day down in Palmdale so I looked on Google for the surrounding airfields and



Year 2017 Contest Quick Reference Chart

Titles in **blue** indicate contests for points

- 06 Jan** **SPECIAL CONTEST #1:**
SCI-FI/SCIENCE/REAL SPACE/FANTASY
Sponsored Contest: "Frickin' Laser Beams" (Patrick Dick)
- 03 Feb** **ASM Swap Meet**—no contest.
- 03 Mar** **Open Contest**—Any kit/subject/scale.
- 07 Apr** **100 Years of US Involvement in The Great War**—Any kit/subject/scale involved in WWI.
- 05 May** **Star Wars, 40th Anniversary**—Any kit/subject/scale from any of the Star Wars universe.
- 02 Jun** **SPECIAL CONTEST #2: KILL MARKINGS**
Sponsored Contest: "General Motors" (Patrick Dick)
- 07 Jul** **1967**—Any kit/subject/scale that represents the year 1967.
- 04 Aug** **ASM Swap Meet**—no contest.
- 01 Sep** **First or Last**—Any kit/subject/scale that represents the first or last of anything.
Sponsored Contest: "Knife Fight / Night Light" (ASM E-Board)
- 06 Oct** **Red Star**—Any kit/subject/scale that represents Communist-influenced nations
Sponsored Contest: "Orange" (Gil De La Plain)
- 10 Nov** **Open Contest**—Any kit/subject/scale.
Sponsored Contest: "Heavies" (Brian Peck)
- 01 Dec** **SPECIAL CONTEST #3: SUPERSONIC**
Model of the Year competition!

Note: The most complete and up-to-date details on the contests, as well as detailed rules, as always, are on the ASM Website: <http://tinyurl.com/asmsched>



found William J. Fox airfield and, lo and behold, sitting right out there on the general aviation ramp was quite a surprise. A MiG-17, a Fouga Magister, and an Experimental Velocity! That was a trip I had to take and see for myself!

When the trip was over, I had the opportunity to hunt and find a ton of historically significant aircraft. That will lead to a presentation and one of the future club meetings on all the jewels found on my trip! Using Google isn't a new idea and there are plenty of sites dedicated to doing just that, however, it is worth a simple look when you are planning on taking a trip. You might not know what you are going to find!

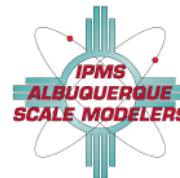


IN THE BONUS PAGES!

JOE WALTERS

In this month's **Bonus Pages**:

- The full text and photos of Fred's Foto File
- Mike Blohm's Guadalcanal article
- Las Vegas Star Trek Convention report by Joe Walters
- And more!



Master

John Tate.	1180
Chris Kurtze.	899
Larry Glenn.	539
Ken Liotta.	516
Ray Ayles.	300
Patrick Dick.	199
Frank Randall.	186
Bret Kinman.	129
Glen Bingham.	125
Jerry Little.	112
James Strickland.	106
Steve Brodeur.	52
Mike Blohm.	39
Tony Humphries.	2
Victor Maestas.	2
Josh Pals.	2

Intermediate

David Epstein.	1713
Robert Henderson.	875
Robert Meeker, Jr..	520
Len Faulconer.	501
Chuck Hermann.	484
Ken Piniak.	423
Adrian Montaña.	355
Michael O'Brien.	295
David Haskins.	225
Mark Yoder.	125
Don Smith.	12
Jim Mesco.	4
Theron Brawley.	2
Partap Davis.	2
Chris Kurtze, Jr..	2

Basic

Logan Carbin.	1022
Aaron Schmiedicke.	410
Jeannie Garriss.	310
Anthony Weaver.	210
Charles Petrilli.	116
Rolf Nitsche.	6

Junior

Aleya Montaña.	335
Josh Kinman.	2

MODELER OF THE YEAR POINTS STANDINGS

As of 22 July 17

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ASM members are encouraged to submit articles, reviews and other items as appropriate. Contact editor Joe Walters for details and specs. Submission deadline for each issue is the 20th of the preceding month.

BONUS PAGES! FRED'S FOTO FILE FRED FRANCESCHI

Confederate Air Force, US Bombers

Still more photos of Confederate Air Force airplanes taken at Harlingen, Texas, in the early 1980s by my brother Jim. Here are some of American bombers.



A Douglas A-20 Havoc. I think that the A-20 is one of the most beautiful aircraft that has ever flown. I have three completed AMT-ERTL kits in my display case, and several more unopened kits for future endeavors. I love that plane!!!



A Douglas A-26 (renamed B-26 in 1947) Invader. Another beautiful airplane. Used in late World War II, the Korean War, and still later in Viet Nam. When I checked the aircraft out on Wikipedia, I found it was used in a number of covert operations—the Cuban “Bay of Pigs” operation, and several CIA operations in Southeast Asia. I suspect that there could be a lot of interesting models built.



A Douglas B-23 Dragon. This is an interesting airplane. Made as a replacement for the B-18, which was a bomber version of the C-47 transport. Just typing that seems scary. Only 38 were made, and they were used for training and for patrol duties on the West Coast. Some were converted to UC-67 transports. This looks like a hybrid. It has the tail gun of the “bomber,” but appears to have the nose of a transport. Could be a fun research project.



A B-29 Superfortress. The paint job is interesting. It has the 1947 insignias, and black underside camouflage. I don't know if black undersides were used on B-29s during the Korean War, although some World War II aircraft were camouflaged that way.

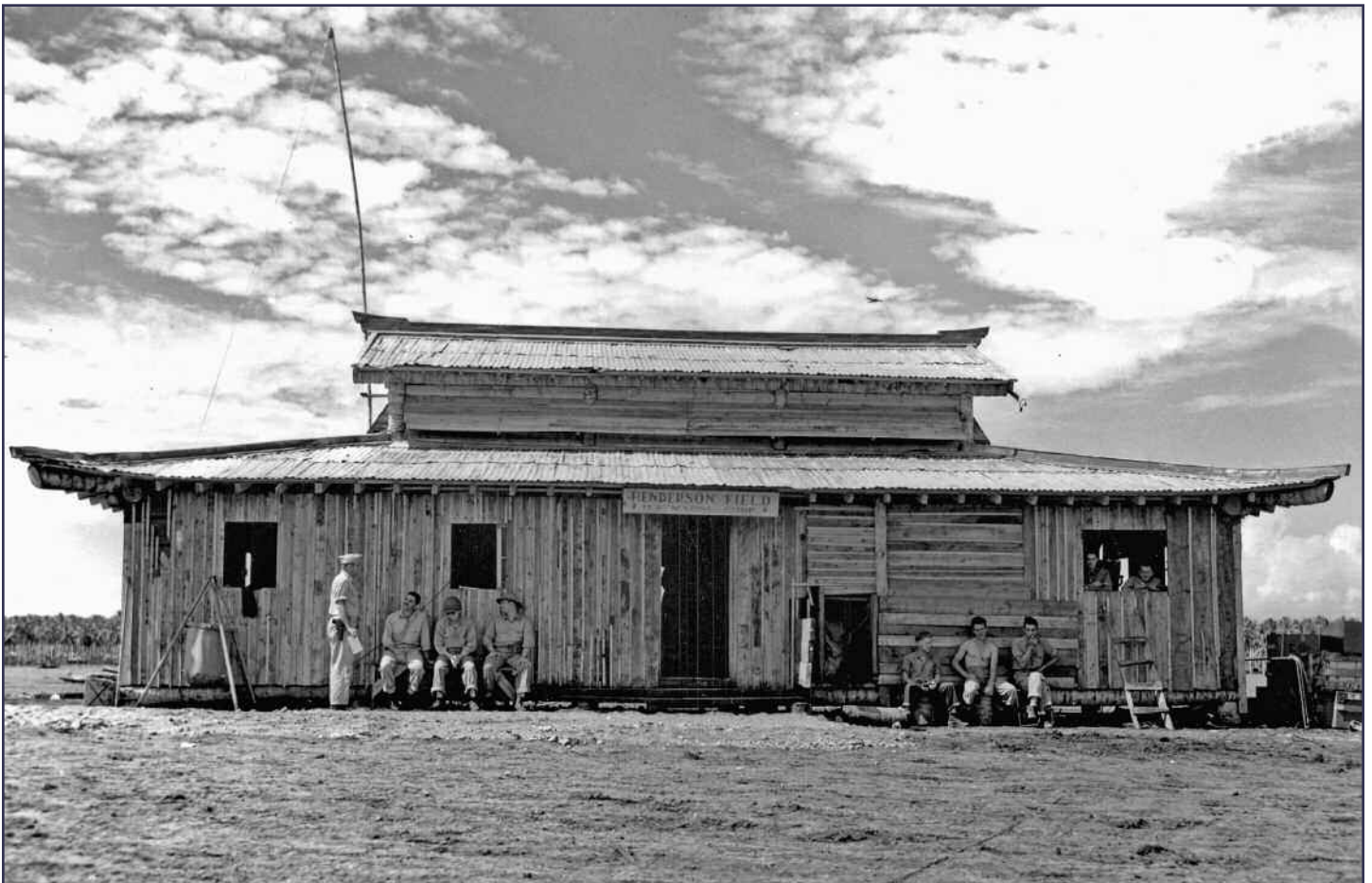
BONUS PAGES!

US MARINE CORPS ACES AT GUADALCANAL ISLAND

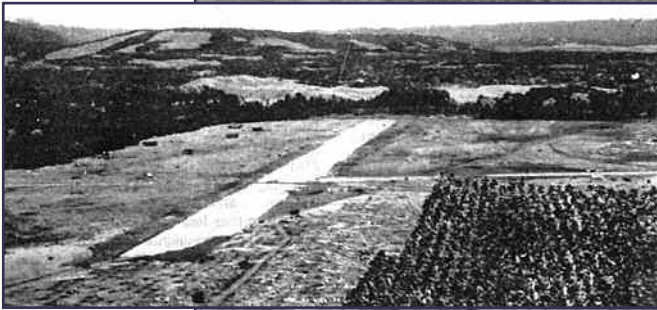
MIKE BLOHM

This article commemorates the 75th anniversary of the invasion of Guadalcanal Island in August 1942. This article is about two of the US Marine Corps (USMC) aces that flew in the battles over Guadalcanal and models of their F4F-4 Wildcat aircraft: Major John L. Smith, who was with the original “Cactus Air Force” in August – October 1942; and 1st Lieutenant James E. Swett, who served there beginning in March 1943. But first, here is a bit of history on the invasion and the situation they flew in. Pictures are included below.

The Guadalcanal Campaign, also known as the Battle of Guadalcanal and codenamed Operation Watchtower, was a military campaign fought between 7 August 1942 and 9 February 1943 on and around the island of Guadalcanal. On 7 August 1942, the First Marine Division landed on Tulagi and Guadalcanal at Lunga Point, capturing the partially completed Japanese airfield and marking the first counter-offensive taken by the Allies during in the Pacific Theater. More construction work began on the airfield immediately, mainly using captured Japanese equipment. On 12 August, the airfield was renamed Henderson Field, for Major Lofton R. Henderson, who was the first USMC pilot killed during the Battle of Midway. Henderson Field was ready for operations on 18 August.



On 20 August, Marine pilots from Marine Aircraft Group (MAG) 23 with eighteen F4F Wildcat fighter planes of VMF-223 led by Major John L. Smith, and a dozen SBD Dauntless dive bombers of VMSB-232 led by Lt. Colonel Richard Mangrum, flying from the escort aircraft carrier *USS Long Island*, landed at Henderson Field, and these warplanes were conducting combat missions on the next day. They were joined on 22 August, by the US Army's 67th Pursuit Squadron with five P-400s (export version of the



P-39), and on 24 August by eleven SBD dive bombers that came from the *USS Enterprise* because they were unable to land on their own carrier, with battle damage sustained during the Battle of the Eastern Solomons.

At the end of August, these warplanes were joined by nineteen more Wildcats from VMF-224 under Major Robert E. Galer, and twelve more SBD dive bombers from VMSB-231, also part of the MAG-23. This group of Marine, Navy and Army pilots and warplanes was the beginning of what became referred to as the “Cactus Air Force.” Cactus was the allied code name for Guadalcanal Island.

From 3 September to 4 November 1942, the Cactus Air Force claimed 268 Japanese planes downed in aerial combat. Six USMC aviators won the Congressional Medal of Honor for their actions in the Battle of Guadalcanal, including Smith and Swett. The great majority of the Japanese aircraft were from Imperial Japanese Navy air units. The fifteen Marine combat squadrons that fought on Guadalcanal during this time had 94 pilots killed or missing-in-action, with another 177 evacuated with wounds or with sickness, especially severe malaria.

Major John L. Smith was the commander of VMF-223 “Bulldogs” from May – December 1942 and led the squadron to Guadalcanal on 20 August 1942. Smith was originally a 2nd Lieutenant in the US Army but resigned that commission to accept the same rank in the USMC and completed training as a Naval Aviator in 1939. Smith was the second-ranking ace at Guadalcanal (behind only Joe Foss) and scored nineteen victories—half of them Zeros—between 21 August and 10 October 1942. He scored four kills on 30 August 1942 (all Zeros) over Guadalcanal, and also had four “doubles.” His victories included instances of six kills in two days (29 – 30 August), and six kills in four days (10 – 13 September). He was shot down once on 2 October, bailing out and returning immediately. VMF-223 was relieved on 12 October and returned to the United States. The model of his Wildcat—White 16—depicts the aircraft he flew



John L. Smith, and the author's model of his Wildcat, White 16.

on at least two of his victory-scoring missions. This is the $\frac{1}{2}$ -scale Hasegawa kit. Smith was awarded the Medal of Honor by President Roosevelt on 24 February 1943. The wording of his citation included:

Repeatedly risking his life in aggressive and daring attacks, Major Smith led his squadron against a determined force, greatly superior in numbers, personally shooting down sixteen Japanese planes between August 21 and September 15, 1942. In spite of the limited combat experience of many of the pilots of this squadron, they achieved the notable record of a total of eighty-three enemy aircraft destroyed in this period, mainly attributable to the thorough training under Major Smith and to his intrepid and inspiring leadership.

Smith was later the only USMC ace to command a Marine Air Group (MAG-32) and to receive a Legion of Merit in WWII. During the Korean War he commanded the 1st Marine Air Wing from July 1953 – February 1954. He retired in September 1960 as a Colonel, and worked for both Grumman Aerospace and Rocketdyne (North American Rockwell), and died in 1972. Smith is the 21st-ranking American ace (tie), and 6th-ranking USMC ace.

Lt James E. Swett became a Naval Aviator in April 1942 and was a member of the VMF 221 “Fighting Falcons” when it deployed to Guadalcanal Island on 16 March 1943. On 7 April 1943, Swett scored seven kills and one damaged (all Vals) in fifteen minutes during his first air combat, before being himself shot down by either the rear-gunner of the eighth Val he attacked (and believes he did shoot down) or by friendly anti-aircraft fire, and having to ditch. This seven-victory feat earned Swett the Medal of Honor. The model of his Wildcat—White 77—depicts the aircraft he flew on this mission. This is the $\frac{1}{2}$ -scale Hasegawa kit. Swett flew three combat tours with VMF-221 at Guadalcanal in March – November 1943, during which he scored 14.5 victories—seven in the F4F and 7.5 in the F4U-1 Corsair. He had 2.5 kills



James E. Swett, and the author's model of his Wildcat, White 77.



(two Betty bombers and 0.5 Zeke) on 30 June, and a “double” on 11 July (Betty and Zeke). Swett was presented the Medal of Honor on 9 October 1943 by Maj Gen Ralph Mitchell, the Commanding General of Marine Corps Aviation in the South Pacific. His citation included the wording:

In a daring flight to intercept a wave of 150 Japanese planes, First Lieutenant Swett unhesitatingly hurled his four-plane division into action against a formation of fifteen enemy bombers and during his dive personally exploded three hostile planes in mid-air with accurate and deadly fire. Although separated from his division while clearing the heavy concentration of anti-aircraft fire, he boldly attacked six enemy bombers, engaged the first four in turn and, unaided, shot them down in flames. Exhausting his ammunition as he closed the fifth Japanese bomber, he relentlessly drove his attack against terrific opposition which partially disabled his engine, shattered the windscreen and slashed his face. In spite of this, he brought his battered plane down with skillful precision in the water off Tulagi without further injury.

Swett returned to combat in 1945, again with VMF-221, flying from the *USS Bunker Hill*. He scored one more victory, a Jill, on 11 May. VMF-221 saw action in the strikes on Tokyo in February 1945 and the Iwo Jima and Okinawa landings, before the *Bunker Hill* was put out of action by kamikazes on 11 May. Swett was airborne when that attack occurred and had to land on another carrier. Swett left active duty in 1945, and rose to the rank of Colonel in the USMC Reserves. He retired in 1970 and died in 2009. Swett is the 34th-ranking American ace (tie) and the 8th-ranking USMC ace.



L – R: Smith, Galer, Carl.

The Hasegawa $\frac{1}{72}$ -scale kit of the F4F-3 or F4F-4 Wildcat is a fairly easy build, and accurately depicts the aircraft. There is not much cockpit detail: an instrument panel with decal, a combination floor and side consoles (no decals), a seat, and a stick. I used an F4F-4 instrument panel and seat belt decal from a ProModeler decal sheet in each kit. The one fiddly area is the landing gear, trying to get the support arms to all line up. Both models were finished with Testors Model Master Navy Blue Gray (no FS or ANA number) on the upper fuselage and Flat Gull Gray FS36440 on the lower. The aircraft serial numbers were put together from Aeromaster numbers and letters decal sheets. The name on the rudder of Swett’s Wildcat—“Melvin Massacre”—was done with individual letters from a model railroading dry transfer decal sheet, and was quite a challenge on a $\frac{1}{72}$ -scale model. Surprisingly there seem to be no decal sheets available in $\frac{1}{72}$ scale on these heroes.

The other USMC aces that received the Medals of Honor for actions during the Battle of Guadalcanal include Maj Robert E. Galer, Capt Joseph J. “Joe” Foss, Lt Col Harold W. Bauer, and 1Lt Jefferson J De-Blanc. An article on these pilots and their aircraft will be forthcoming. I will be trying some builds with the new Airfix F4F-4 kit to replace models in the USAF Academy Aces Gallery collection built with the old Revell kit from the 1960s.

Sources:

- https://en.wikipedia.org/wiki/Guadalcanal_Campaign
- https://en.wikipedia.org/wiki/Cactus_Air_Force
- [https://en.wikipedia.org/wiki/John_Smith_\(flying_ace\)](https://en.wikipedia.org/wiki/John_Smith_(flying_ace))
- https://en.wikipedia.org/wiki/James_E._Swett

BONUS PAGES!

STAR TREK LAS VEGAS 2017

JOE WALTERS



Star Trek: The Next Generation premiered in September of 1987, making this year the 30th anniversary of the show (there are now so many Trek series that virtually every year is a significant anniversary of one of them!). This was the primary theme of this year's huge annual convention in Las Vegas, which claims to be the largest annual Trek convention in the world.

This convention ran five days—Wednesday, August 2, through Sunday, August 6. Several thousand people attended, and there were over 100 celebrity guests, many of whom were very accessible, and all of whom seemed to be having a good time and making the experience fun for all the attendees. There were many attendees in costume each day, some of them very impressive.

The convention takes place in the Rio Suites, which has a huge convention center complex, and this show uses the entire facility. There is the large Main Events room, where the main speakers appear on stage and there's room for around 3000 people in the audience. A couple of smaller rooms serve for panels and events that draw smaller audiences. There is a *vast* dealer room, where you can find many convenient ways to reduce your cash balance. Other rooms serve for autograph sessions, photo-op sessions, and special displays: this time around, one room held a full-size replica of the original *Enterprise* bridge, another held a special *Next Generation* display, and another held a display of costumes and props from the forthcoming *Star Trek Discovery* series, due to premiere in late September. One large ballroom was set aside as "Quark's Bar," where one could purchase the usual convention food fare and such.

Events include guest speakers, panels, auctions, a costume competition, concerts, realspace/science presentations, and much more.



My wife Linda and I always attend these things, and this year we stayed at a timeshare called Wyndham Desert Blue. It's conveniently located right across the street from the Rio! Above, you see the view from our suite looking south; the red and blue structures at the top of the photo are the main Rio resort, and the yellowish buildings just this side of them comprise the Rio Convention Center, where the Con was held. Convenient! The Wyndham ran a shuttle every hour to the Rio, but it drops off at the furthest point in the complex from the convention center. The walking distance from there to the con was about the same as walking from the building across the street to the center without the shuttle. However, there was a difference: it was 110 degrees outside, and about 75 inside! We took the shuttle.

One of the first items on the agenda was the introduction of "the cast" of the upcoming series, *Star Trek Discovery*. Well, it turns out it was *part* of the cast. There are roughly eleven regular characters on



the show, and one might term these the “bottom four.” Still, they had a lot to say about the show, and were very enthusiastic about what’s coming for us.

The moderator for this event, seen at right in the photo above, is Scott Mantz from *Entertainment Weekly*, a very energetic and excitable fan of all things Trek. He adds a lot to everything he’s involved in!

A following panel featured designers and prop makers for the new show, and this would have been of great interest to any modelers, as they described how they made many of the things they had to come up with. I was interested to hear that with the preponderance of hi-definition televisions and the new 4K hi-def systems, prop making has become much harder. You can now see so much detail that they can no longer get away with what they used to! They have to super-detail some of the things they make now, and the results, visible in the *Discovery* display room, really bear that out.

The prop and costume members, and the cast, all seem to have their hearts in the right place. Whether the writers and producers do remains to be, well, Discovered.



Above, the entrance to the *Discovery* exhibit. This was a very popular attraction, as you might imagine, so there was always a long line to get in. Frau Blücher here was always in charge of making sure only so many people got in at a time.



As this series takes place some ten years prior to the original series (and doesn’t that raise some interesting questions?), it’s comforting to see some of the props have a familiar look to them, such as this hand phaser.



At left, a couple of duty uniforms; at right, a Medical Officer's uniform.



At left, and following, some conceptual artwork from the series.





Below, a couple of costumes. Left is Harry Mudd's costume, and on the right Sarek.





Above are three Klingon costumes; you can see the attention to detail here.



At left, one of two Klingon helmets on display. You can see serious detailing here! The prop guys said that everything you see exists for a purpose, that every square inch on this piece looks like it does for a specific reason, and that the patterns used on these helmets is based on clan-style Klingon “houses,” with the design reflecting their identities.

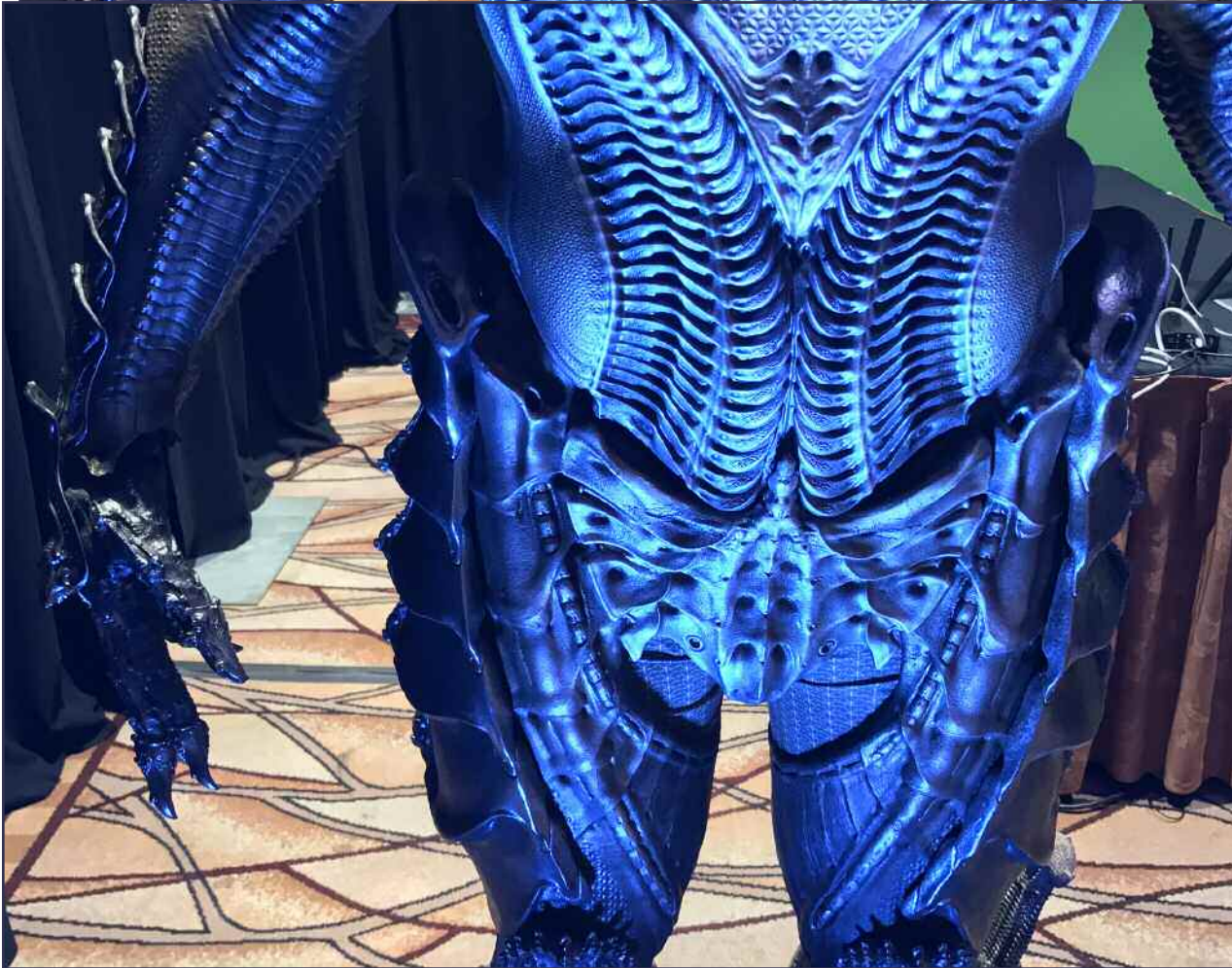
They used 3D printing to create some of their uniform pieces, and I suspect this is an example of that.



And here you see another view of the same helmet, with a couple of close-up insets to show the level of detail in these props. I suspect we modelers will start seeing more and more 3D-printed pieces with this sort of detail in them as time goes on.

This page and next: a Klingon battle suit, called the “Torchbearer” suit by the prop guys (no idea why). This piece was absolutely 3D-printed; they body-scanned the actor who was to wear it, then designed the suit in pieces around that data, and assembled it onto him. It fit perfectly. There are many parts to this piece, and they are made of different materials to facilitate movement and such. The level of detail on this thing is amazing.







They had a fun little promotional item set up; it was *implied* that this was **the** chair from the series; as the show is being filmed right now, I had my doubts, but maybe they were filming some planetside scenes that week and actually flew the thing out to Vegas. Who knows?

Anyway, as this was for promotional purposes, it was free. You could sit in the chair in front of the green screen (as my wife Linda is doing here), and they'd take a photo and replace the background with the *Discovery* bridge, resulting in the shot at left (you could then email the photo to yourself for a nice souvenir). Nice!

Okay, enough about *Discovery*...

Guests! I mentioned guests before. First off, since this was the 30th anniversary of Next Gen, here's the (mostly) entire cast of the show, together on stage:



Left to right: LeVar Burton (Geordi), Brent Spiner (Data), Gates McFadden (Dr. Crusher), Patrick Stewart (Picard), Michael Dorn (Worf), Marina Sirtis (Troi), Denise Crosby (Yar), and John DeLancie (Q).



There were two notable absences: Jonathan Frakes (Riker) had to cancel at the last minute as he got a directing gig and had to work; and Wil Wheaton (Wesley) was not even mentioned by anyone until someone at a later event pressed the question to a convention host, who said there were some bad feelings between Wheaton and this convention, and they weren't talking to each other. Oh, well!

It was amazing to see them all together, and they had a lot of fun reminiscing and telling stories and having much fun at each others' expense.



A few more of the 100+ guests, top to bottom:

Walter Koenig (Chekov on the original series) is 81 now, in case you weren't feeling old yet. He said he was happy to be celebrating 50 years of *Star Trek*, and when someone in the audience pointed out that it's 51 years, that last year was the 50th anniversary, he said, "Oh, no, no—I joined the show in the second season. For me, this is the 50th year!"

At center, Scott Mantz interviews William Shatner, who was in excellent form this time around.

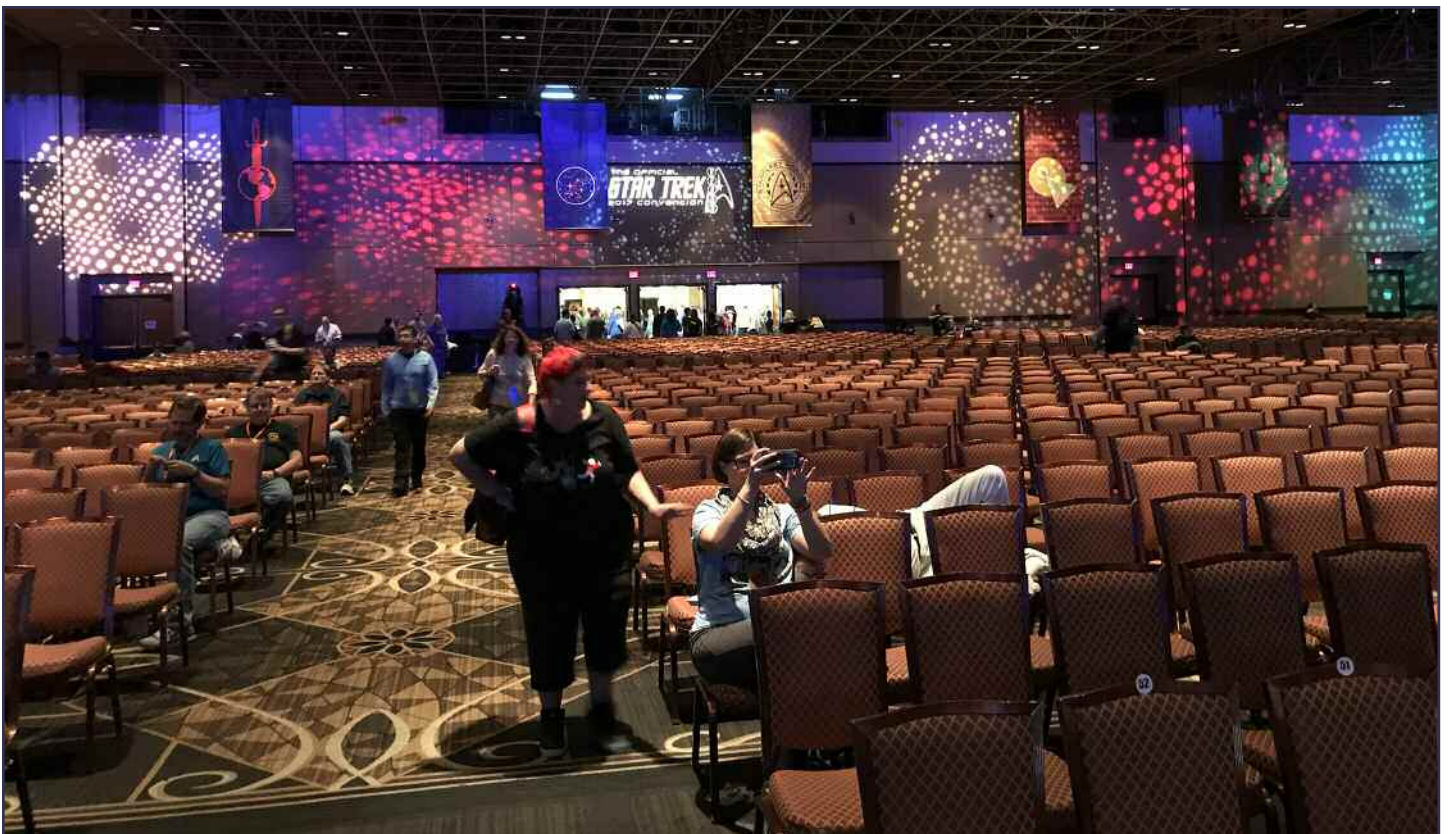
And Patricia Tallman had a table in the dealer room, so I got to chat with her a bit. Best known as Lyta from *Babylon 5*, she also did a couple of guest appearances on *Next Gen*, as well as a goodly bit of stunt work. For example, in the movie *Star Trek: First Contact*, when Picard reaches up to grab onto the Borg Queen, there's a closeup of his arms. They were really Patricia's arms, as she was doing that stunt. She got to be Picard briefly!





Above is a shot of the Main Events room, taken from our reserved seats. We were in the third level (Copper), behind Gold and Captain's Chair. We were in the front row of Copper. See that guy sitting in the last row of Captain's chair? He spent about \$200 more than I did to sit five feet closer to the stage than me. Ha! We were very happy with our seats, as we had a good clear view, with aisles ahead and to our right, so there was plenty of leg room. And the big monitors on each side of the stage (and along the walls for those sitting further back) made it easy to see what was going on.

Below, a shot of the back of the room, with lighting effects.





How about some costumes? There were many attendees who dressed out, and not all for the costume competition; you never know what you'll find wandering the halls!

At left, many of the guests would be "escorted" onto the main stage by these folks.

Below, at the costume competition, this contestant really amazed everyone in his full-body Tholian costume!





Above, an entire family of Borg.

Below, a *really* obscure bit of costuming, these creatures only ever appeared in the little-remembered *Star Trek* animated series from the 1970s! And the wings unfolded and flapped. Impressive!





Above: The Duras sisters at the costume competition.

Below: a pair of Bynars. *These are the same two women in both shots!* They sat right across the aisle from us, and showed up in various costumes on different days.

And yes, that's Khan with them. KHAAAAAAN!



Clockwise from top left: Jayla from *Star Trek Beyond* with a Starfleet officer; a Vulcan and a mirror-universe crewperson with Data as Sherlock Holmes; Klingons, Klingons everywhere; and a pair of Ferengi being interviewed for television.





Clockwise from top left: an Orion lady, the Borg Queen (an amazing outfit), another Orion lady, and DC Comics' Hawkgirl (well, at least she's wearing a Trek belt buckle!)



An Andorian lady at top left; a Borg and a Romulan Spy (they're all spies) in the dealer room; and would this qualify as a group entry?



Clockwise from top left Excellent costume of Data dealing out a Poker hand (the table was part of the costume); not everybody can pull off the Troi look like that; this fellow was dressed as Star-Lord from *Guardians of the Galaxy*, and had a sound system playing the songs from the film, and he'd sing and dance to them to the delight of all; and, at bottom left, the scariest costume of all!

So, let's take a look at the dealer room, the place most likely to be of interest to modelers. How about some patches? There were several dealers with impressive arrays of patches, pins, and other insignia!





There is this outfit, selling pre-made desktop models of virtually every spacecraft that has ever appeared on *Star Trek*. They're not bad!



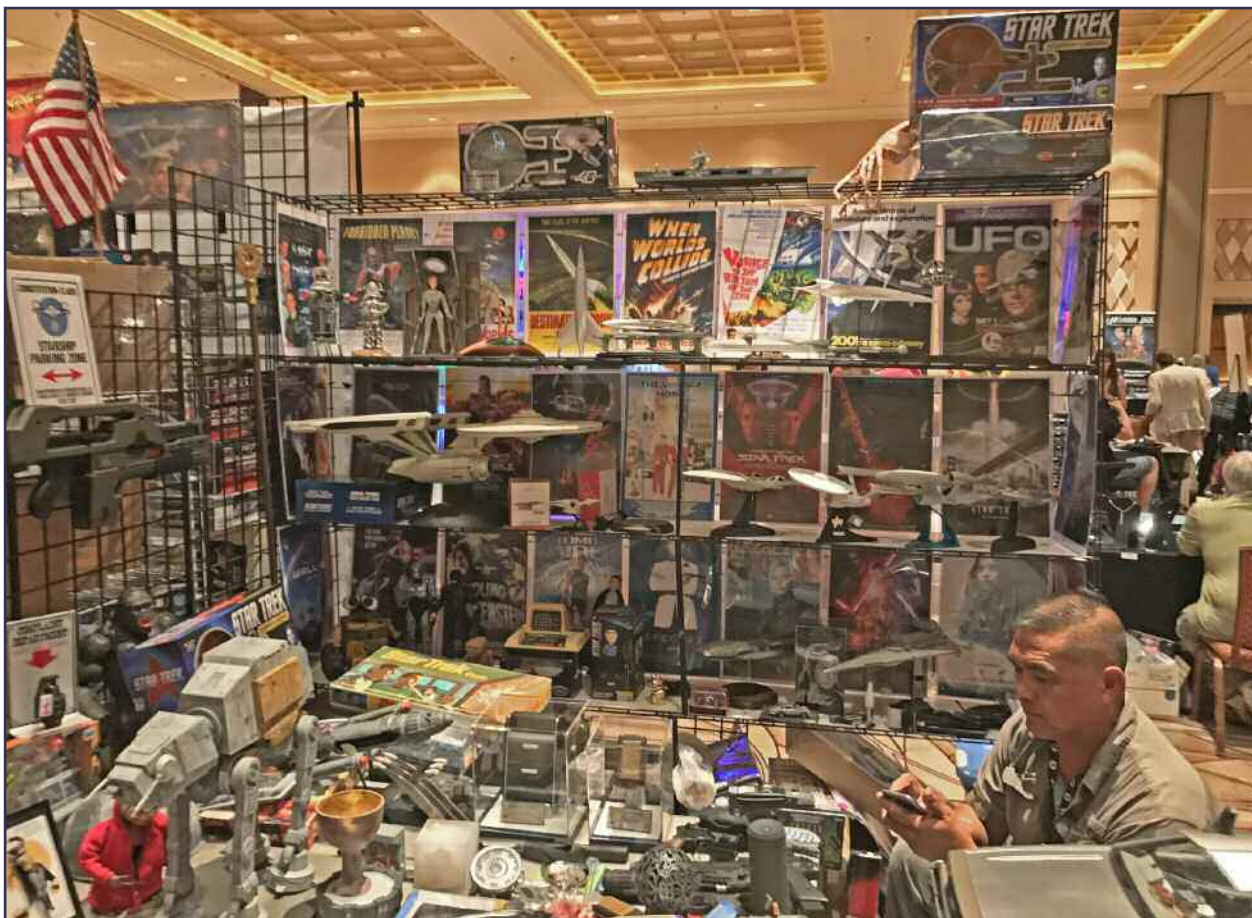


Here's one of several dealers offering model kits—the usual AMT/ERTL ships, and some you just don't find that easily. And not all of it is Trek-related.





Below, I've seen this fellow before. He sells mini-posters, sometimes along with pre-built models of the posters' subjects. You can see he also has a lot of non-Trek stuff and parts and pieces with various uses.





All in all, it was a fun time to be had if you're the type who enjoys this sort of thing, and we are! Sadly, there are no model-related events at this show, but expect to hear about it here if that changes! Next year's convention is again five days, this time running from Wednesday, August 1, through Sunday, August 5, 2018. Be there! We will.



Left: The convention center entrance. Con registration is at left, and you can see three large open doors to the Main Events room near the left.

BONUS PAGES! MISCELLANEOUS



If someone says that you have enough model kits, stop talking to them. You don't need that sort of negativity in your life!



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