

round cross section, and can be expensive and difficult to work with in large diameters. But for pinpoint light effects they work very well. Also for small scale windows such as the Constitution Class Enterprise, the Star Wars Star Destroyer from MPC, the Klingon Battlecruiser and the K-7 space station from AMT/ERTL, and others in this type scale, they function quite nicely. Using .040 fibers for the windows and a single light source will work well although the windows may appear "roundish". The fibers should protrude from the hull during painting and then be nipped off close to the hull when finished. Alternatively, they could be sanded flush with the hull, a small dot of clear paint applied just on the tip of the fiber, the model painted as usual, and then a light sanding on the clear paint will bring out the window effect.

Large lighted effects can be done with home made light guides. For the upper and lower sensor domes on the Constitution Class Enterprise primary hull, use 5/8" diameter plexiglass rod, gently rounded on the end with sanding film. Drill a hole in the opposite end and insert a bulb for a light source. This makes the sanded end glow realistically. Also useful for the glowing matter acquisition modules on the large scale Romulan Bird of Prey model. Use a red bulb, or red plexiglass.

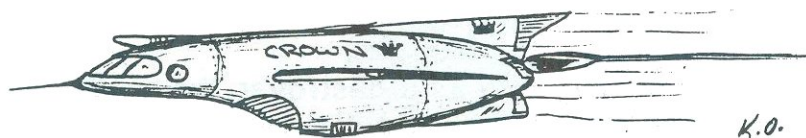
Another nice effect is the use of small incandescent lights for bright internal lighting or fixture lighting. These are known as "grain

of wheat" and "grain of rice" bulbs, and are available at hobby stores with model railroad supplies. They can be used to light areas like the botanical gardens and warp engines on the Enterprise Class ship. These small bulbs can even be bought with lens ends on them to produce small spotlights and can also be installed on the Enterprise Class as the registry number and graphics spotlights as seen on film with

beautiful results! While these points may stimulate some thought on your part regarding lighting your model, it is strongly suggested that you experiment before trying it on a model that you may put a lot of other efforts into. Play around with some circuits and effects and you may come up with a method better suited to your means. And don't forget your model will need a support base and a method of bringing the power lines into the hull. Also read some of the materials available on the subject at your library, or from your local hobby shop, or the books mentioned in previous Spacedock Journals. Take your time and enjoy the pursuit of the finished product. For the modeler it's half the fun!

(Special acknowledgement: many of these methods are not new or unique. Many points come from Paul M. Newitt's Assembly Guides published in the 1970's.)

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## AN ALTERNATIVE PERSPECTIVE

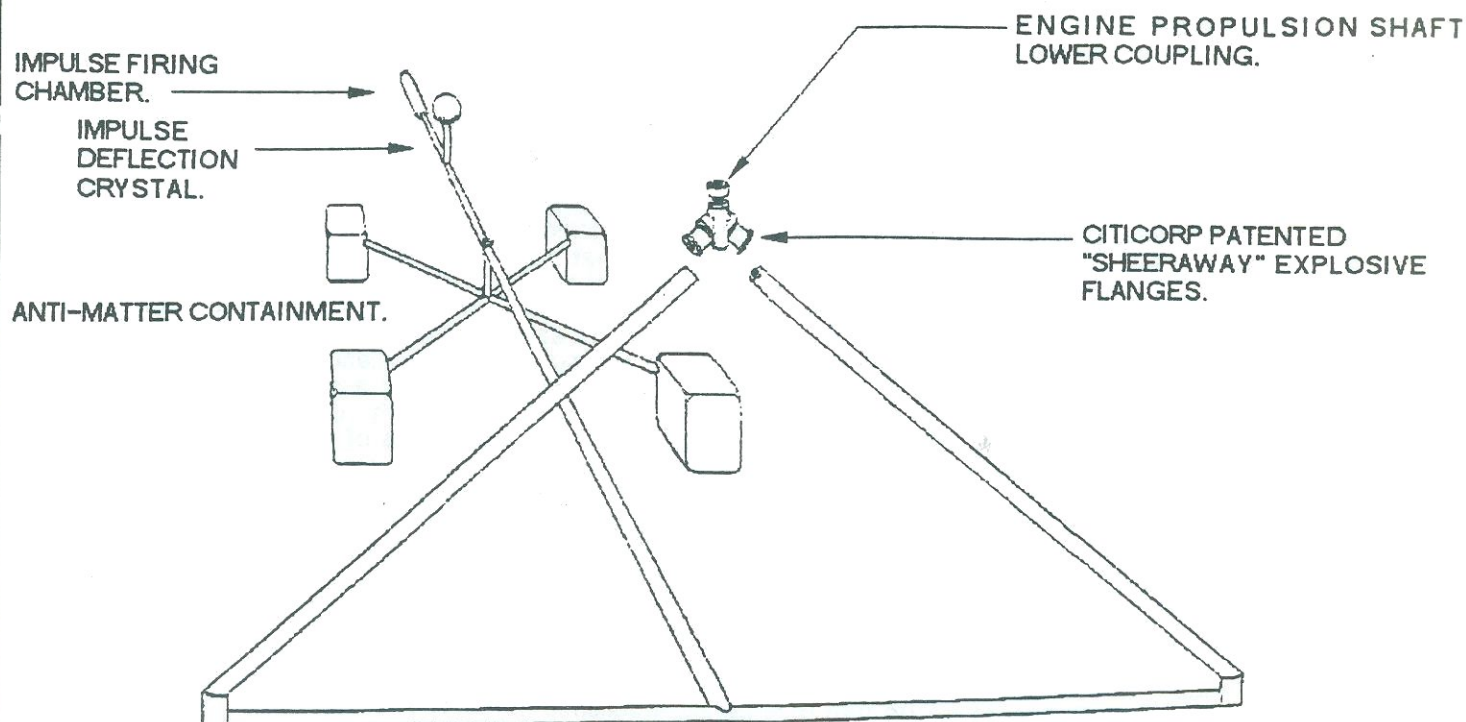
by Cmdr. Jason Hickenbotham, COT-Q2 (SFC)

Greetings again from Quadrant Two. For my second trip into the abyss of article writing, I thought I'd talk to you today about: The trouble writing an article, when you do not know what to write about. Joking aside, what I do want to talk about is the engine layout and design points of the Larson Class Destroyer, one of FASA's better contract designs for Starfleet. The Larson is a well thought out design, with one slight oversight with weapon placement. But nothing critical to

the performance of the vessel in combat. This oversight is the lack of rear firing weaponry, to cover the standard Klingon tactic of overflying a vessel to strike at its aft areas, with its own rear firing capability. A modification plan to place two single mount FH-7's, at stbd./aft and port/aft belly locations on her hull, has been delayed due to the deployment of newer destroyer designs. Now let's take a look at the engine layout of this class, and what makes it unique in its design.



## DIAGRAM SHOWING THE INTERMIX LAYOUT OF THE LARSON CLASS.



With the Larson's primary role as a destroyer, the need to maintain full power output after receiving substantial damage to the main grid is important in a combat situation. So the designer's for the Larson class installed two intermix feed systems into both port and starboard support pylons. This is standard practice for tandem engine designs, but damage to one support pylon would result to total warp shut down, due to the imbalance in the warp field. The computer program for the generation of the warp field cannot compensate for the shift of the field's centre in the tandem design, but as the Larson is of single engine design, any damage to a support pylon would not result in any change in the field's dimension or centre. This is, true if the warp nacelle and engine is undamaged from the encounter.

Incise of a rupture in a feed assembly in one of the pylon's, the matter anti matter is shut off from the venturi diversion valve at the base of the pylon. While the mixture is still being feed into the operational assembly. The emergency flush vents are then opened to clean out any residual mixture left in the pylon structure. This leaving the ship, to run on full power, without the risk of the matter/anti matter igniting in the pylon. Even with the damage sustained, the vessel still has the capability to maintain combat, when any other vessel would have been left crippled.

POWER AND WEAPON SYSTEMS CHECK.  
WARP POWER - 0% REPAIR TIME 1 DAY.

IMPULSE POWER - 100%

EMERGENCY POWER - 100%

PHASERS - 66%

TORPEDO SYSTEM - 100%

HULL AND DECK BATTLE DAMAGE.

DECK A - NONE

DECK B - NONE

DECK C - NONE

DECK D - NONE

DECK E - PHASER PENETRATION

ENGINEERING LEVEL SECTION C AREA A

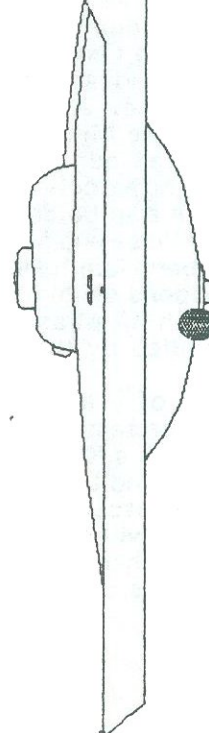
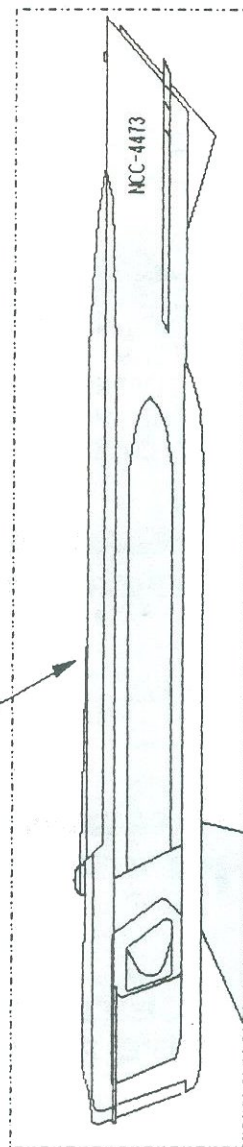
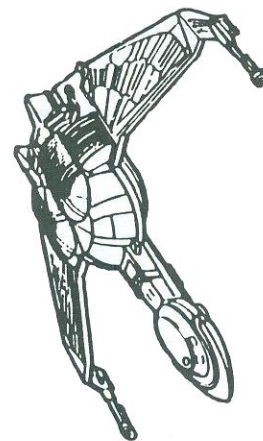
DECK F - NONE

DECK G - NONE

DECK H - NONE

DECK I - PHASER EXTERNAL PLATES BUCKLED  
SECTION A AREA C

WARNING SYSTEM  
SHUT DOWN.  
WARP POWER TO  
GRID. 0%.



HULL PENETRATION  
DECK E SECTION C.  
NEGATIVE ATMOSPHERE  
CONTROL, AREA SEALED  
OFF.

SYSTEM DAMAGE.  
FWD PHASERS  
REPAIR TIME 2Hrs.

