STAR WARS MILLENNIUM FALCON

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F219FS0003



INCOM T-65 X-WING STARFIGHTER



THE FALCON'S COCKPIT INSTRUMENTS

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STAR WARS MILLENNIUM FALCON

USA Published by De Agostini
Publishing USA, Inc.
299 Park Avenue, New York,
New York 10171

UK Published by De Agostini UK Ltd
c/o Royds Withy King, 69 Carter Lane,
London EC4V 5EQ

DE, AT, NL, PL, CZ, SK, LT, SE
Published by De Agostini
Publishing, S.p.A, Via G. da Verrazano 15,
28100 Novara,
Italy

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Printed in the Czech Republic

ISSN: 2976-6990 (Print)

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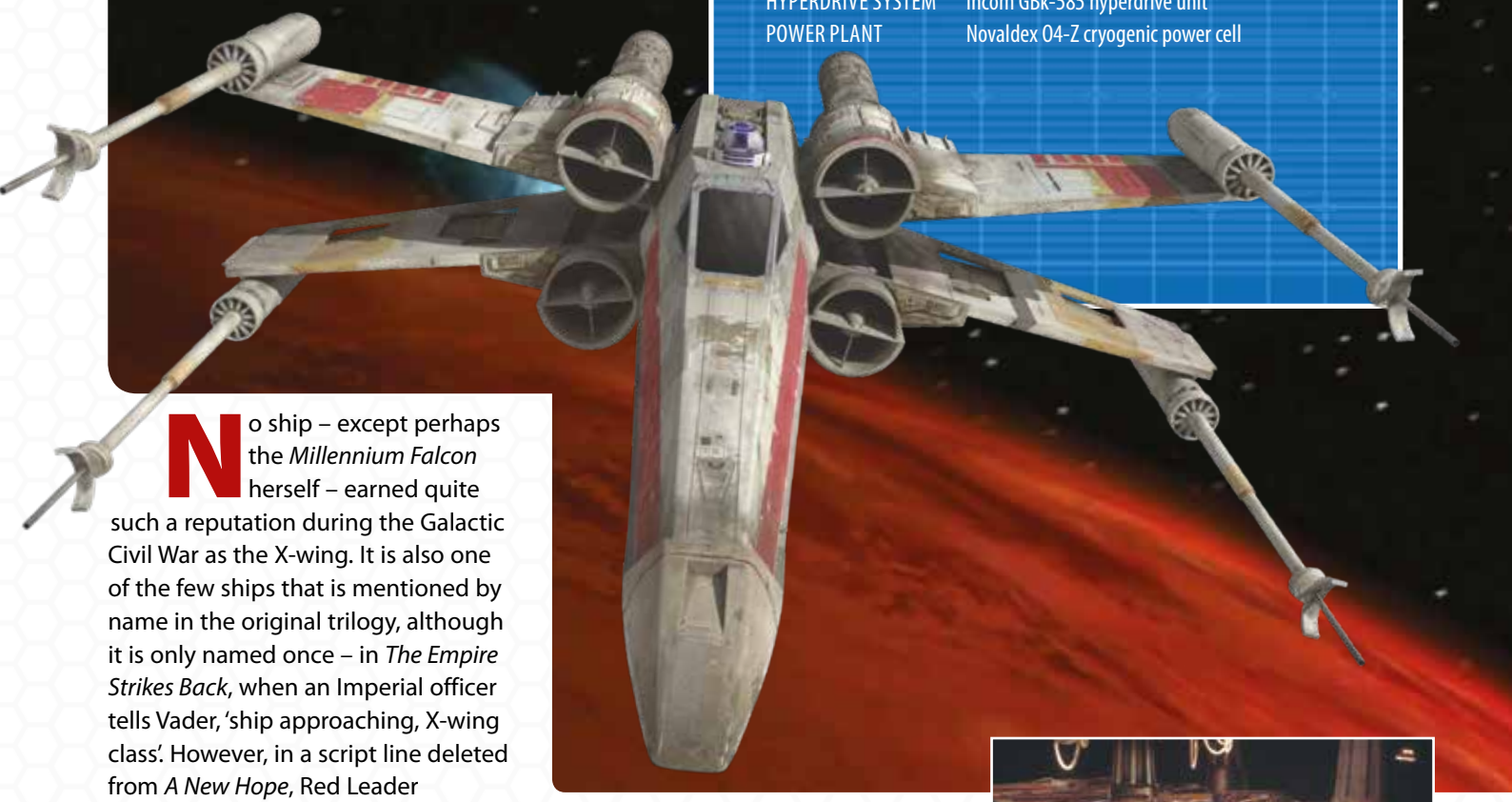
THE REBEL ALLIANCE'S ULTIMATE FIGHTER

INCOM T-65 X-WING STARFIGHTER

The primary space superiority starfighter used by the Rebel Alliance found undying fame as the ship that destroyed the mighty Imperial Death Star – albeit with a little help from a former smuggler and his customized stock freighter.

X-WING TECHNICAL SPECIFICATIONS

LENGTH	12.5 m (41 ft)
MGLT	100 MGLT
MAXIMUM SPEED	1,050 km/h (652 mph) in atmosphere (higher possible with shields on)
ENGINE UNIT(S)	4 Incom 4L4 or 4j.4 fusial thrust engines
HYPERDRIVE RATING	Class 1.0
BACKUP	None
HYPERDRIVE SYSTEM	Incom GBk-585 hyperdrive unit
POWER PLANT	Novaldex 04-Z cryogenic power cell



No ship – except perhaps the *Millennium Falcon* herself – earned quite such a reputation during the Galactic Civil War as the X-wing. It is also one of the few ships that is mentioned by name in the original trilogy, although it is only named once – in *The Empire Strikes Back*, when an Imperial officer tells Vader, 'ship approaching, X-wing class'. However, in a script line deleted from *A New Hope*, Red Leader mentions 'Incom T-65' (the X-wing's model designation) to Luke Skywalker.

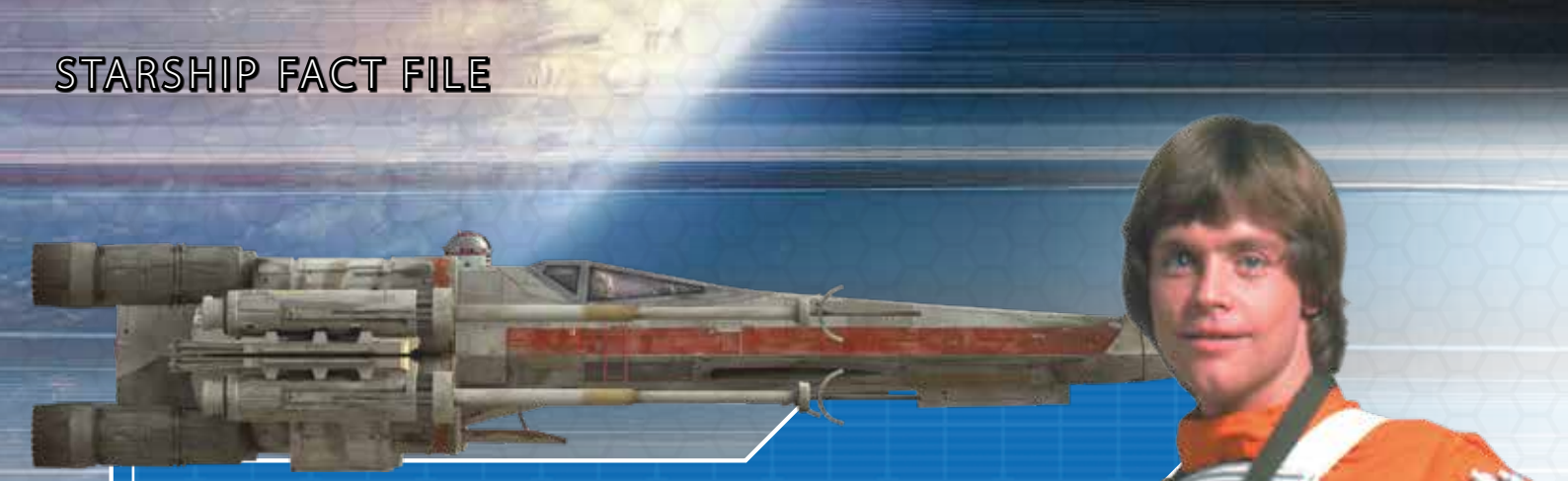
THE REBELS' LAST HOPE

Although rebel tacticians led by General Jan Dodonna had correctly spotted that a small, one-man fighter might be able to penetrate the outer defenses of the Empire's mighty battle station, hitting the Death Star's tiny weak spot seemed almost impossible.

The rebels would get one chance at best to make their attack. As Dodonna outlined the plan to the pilots who would need to carry it out, the Death Star was bearing down on the rebel base on Yavin 4, and the Alliance was little over half an hour from destruction. By the time the 30 rebel X-wings and Y-wings had cleared the planet, the battle station had closed to some 15 minutes from firing range.



The lowest levels of the rebel base in the former Massassi Temple on Yavin 4 included a vast hangar for starfighters and other vehicles. Dozens of X-wings were stored and serviced here. Access to the hangar was by a set of ground-level blast-doors, opening out onto a landing pad.



THE T-65 X-WING

Ironically, the independent Incom Corporation originally designed the X-wing for sale to the Imperial Navy. However, when the Galactic Empire moved in to take control of Incom, many of its design and engineering staff defected to the Rebel Alliance. They brought with them four prototypes of the new breed of starfighter, together with the blueprints and production know-how. As well as building their own versions of the new starfighters, the rebels were able to steal more of the ships from an Incom assembly facility prior to the Battle of Yavin.

Nearing the Death Star, the X-wings locked their S-foils in attack position, giving the little ships the characteristic profile that gave them their name. They came under heavy fire, but as Dodonna had predicted, the Imperial strategists expected a large-scale direct assault and the Death Star's turbolaser turrets could not react quickly enough to target the small, agile snub fighters.

A few rebels, including rookie pilot Luke Skywalker, had close escapes, and the unlucky Jek Porkins was destroyed by laser fire. However, most were at the start of their attack run by the time Darth Vader decided that the threat was enough for him to take personal charge of a fighter group.

VADER TAKES A HAND

The Imperial TIE fighters were a close match for the X-wings and managed to pick off several of the rebels. Vader had meanwhile spotted a separate group of rebels who had broken away from the main group. He set off in pursuit. Although X-wings were armed with four laser cannons and normally well able to give an account of themselves, their attack pattern left them vulnerable to enemy fighters. Most had been assigned to the main attack run down the Death Star's central trench, with a handful of their comrades flying defense above them. The small group of starfighters in the trench would have to make their single shot at the target with the X-wing's proton torpedoes, leaving themselves vulnerable to attack from behind as the quick-witted Vader had realized.

The Dark Lord and his two wingmen concentrated on the rebel fighters that posed the biggest threat in the final few minutes before the Death Star was ready to fire. One by one, they were picked off. Vader would personally destroy four of the X-wings flown by



LUKE SKYWALKER

Although he was raised as a farm boy with nothing more than a skyhopper to practice on, Skywalker inherited his father's natural ability as a pilot. When he arrived at the rebel base on Yavin 4, he was able to showcase his skills and was given a rapid assimilation course on the T-65. After impressing his tutors, he was given his own X-wing starfighter and assigned to Red Squadron shortly before the Battle of Yavin.

THE BATTLE OF YAVIN

RED SQUADRON

The 12 X-wings of Red Squadron played a pivotal role in the Galactic Civil War, especially at the Battle of Yavin, where Luke Skywalker, flying as Red Five, destroyed the Death Star with the help of the *Millennium Falcon*. Victory came at a heavy price, as the entire squadron was wiped out, except for two X-wings flown by Wedge Antilles, who managed to pull out after sustaining damage, and Luke Skywalker, who successfully escaped into space as his proton torpedoes headed towards the battle station's main reactor.



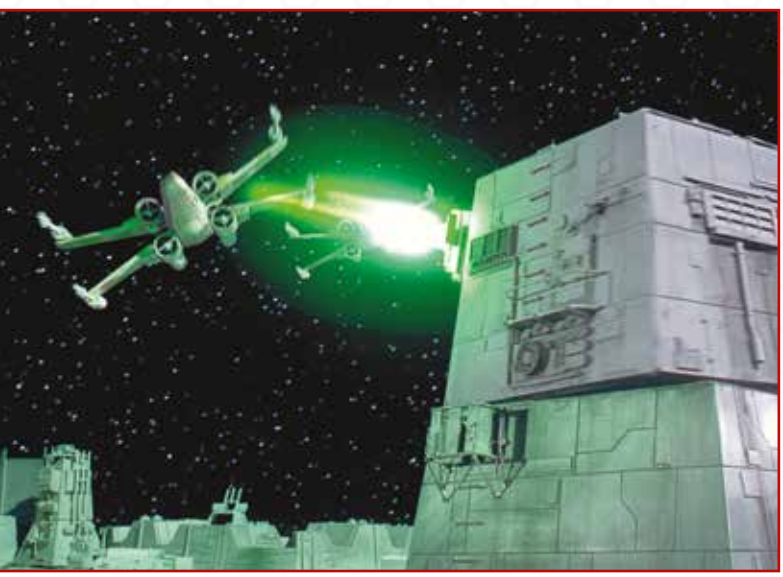
The Rebel X-wings set out from Yavin 4 on their desperate mission to stop the Death Star destroying their base.

Red Squadron, to which Luke Skywalker had been assigned.

Under orders to stand off, Luke joined Biggs Darklighter and Wedge Antilles in space while Red Leader and his wingmen Red Ten and Red Twelve made their attack. Only Red Leader survived the trench run to take his shot. For a moment, it seemed he had succeeded but the proton torpedo exploded on the surface and one of his X-wing's engines failed as he pulled up. With his last breath, Red Leader called the others into the attack, before he too was picked off by Vader.

With only a minute remaining before the Death Star could target the rebel base, Luke and the other two X-wings peeled off towards the Imperial battle station at a speed that made Biggs wonder whether he would be able to pull out. Wedge was hit, and had to retire, but Vader concentrated on the remaining two X-wings, increasing speed. Luke called on his astromech, R2-D2, to give him more power. Then Biggs was hit and his X-wing exploded into flaming fragments.

Vader closed in on the last rebel fighter and locked on target. Just as it seemed that all was lost, Han Solo took a hand. Diving out of nowhere, the *Millennium Falcon* took out one of Vader's wingmen and sent the other crashing into the Dark Lord. Guided by the Force, Skywalker fired at the tiny target, pulling his X-wing out of the trench as his proton torpedo headed for the main reactor. He and his little fighter had become legends.



Despite the Death Star's batteries of heavy turbolasers, the small, agile X-wings were able to evade the Imperial gunners' shots, prompting Darth Vader to decide he must destroy the rebels in ship-to-ship combat.

BEHIND THE SCENES

REBEL BASE

The real-world Massassi Temple that houses the Rebel base on Yavin 4 is part of the Mayan ruins at Tik'al, Guatemala. Long since overgrown by the jungle, the ancient city was rediscovered in 1848, after locals unearthed human skulls whose teeth were studded with jade. Tik'al is a popular tourist destination, and George Lucas chose the location after he saw a poster of the site in a British travel agency during the production of *A New Hope*. The scenes of the *Falcon* landing on the moon and the X-wings taking off were filmed from the 72m-high structure known as Temple IV-pyramid, which dates from around 720 AD. It is the largest of six pyramids in the area, and in some shots, the smaller Temples I, II and III can be seen above the treetops to the east. When the film crew visited in March 1977, Guatemala was in the middle of a 36-year civil war. After hoisting their gear to the top of the temple with pulleys, it is said that they paid locals with beer to guard the equipment for four nights. A year later, the huts used by the crew were burned to the ground by real-life rebels.



Scenes of the X-wings leaving Yavin 4 were shot by compositing images of models into live-action footage filmed from the top of a ruined pyramid in Guatemala, Central America.

THE REAR COCKPIT CONTROL PANELS



The standard YT-1300 cockpit was designed to give the pilots easy access to the rear instruments and controls, but the *Falcon* had additional passenger seats that obscured the instrument panels and controls in the rear bulkhead. The large, high-backed seats fitted to the movie set were based on aircraft ejector seats remodelled for the purpose.



Although the *Millennium Falcon* is mainly controlled from the console in front of the pilots, many other important functions are located on the panels towards the back of the cockpit.

The YT-1300 cockpit is designed so that it can be hermetically closed off by sealing the hatch in the reinforced rear bulkhead which separates the pilots' control area from the access corridor leading to the rest of the ship. This is controlled from a quick-acting switch to the right of the hatch, and is a safety measure in the event of a loss of pressure in the main hull, or the presence of unwanted visitors on the ship.

Although any space freighter working in the outer reaches of the galaxy is at risk of being boarded by pirates or other undesirable elements, Han Solo's swashbuckling existence made such encounters more likely, and on one occasion, unwanted visitors did actually make it on board.

SECURITY MEASURES

Although Solo had installed various additional systems in the main hull of the *Falcon* (including a technical station in the hold), the normal YT-1300 cockpit contains all the instruments, warning lights, gauges, and controls that its pilots might need in a lock-down situation.

The most important of the secondary systems located in the cockpit is the nav computer and related navigational displays, mounted on the starboard rear bulkhead and above the top of the hatch. Other key systems include the hyperdrive and engine status displays, a set of power and fuel management gauges, plus the environmental and air supply controls.

All these are crammed onto the remaining panels that line the aft bulkhead, spilling over onto the sides and ceiling of the cockpit. The hatch itself is quite small, so that taller pilots and passengers need to duck as they head for the corridor, and it is barely large enough to admit a Wookiee.

All the YT-1300's access systems have overrides that can be controlled from the cockpit so that the pilots can make



When the *Falcon* fled from Hoth and hid in the asteroid field, Han shut down everything but the emergency power. Han and Leia's friendship was warming, when suddenly, the 'asteroid' proved not to be entirely stable.

things difficult for anyone trying to force entry. As an extra measure against unwanted visitors, the *Falcon* is equipped with internal camera systems and concealed weapons.

The *Falcon* is also equipped with its own short-range intercom system, which has stations hard-wired throughout the ship to allow hands-free communications between the cockpit and any other key area, such as the crew's quarters or the gun turrets. To maintain contact both inside and outside the ship, Han and Chewbacca also carry two-way comlinks.

UNPREDICTABLE SYSTEMS

The sheer density of the switchgear and instrumentation on the bulkhead panels means that maintenance is tricky, even on a stock vessel, and maintenance crews think twice before disturbing the tight bundles of wiring. Not surprisingly, the *Falcon*'s much-

DRESSING THE COCKPIT

Londoner Roger Christian won an Academy Award for his set decoration on the first *Star Wars* film, Episode IV: *A New Hope*. The relatively low production budget meant that Christian had to find imaginative, cheap ways to make the props, and he said he invented the use of aircraft scrap in movie-making: 'Scrap back then could be bought by weight and airplane parts are light, so truck loads of scrap metal… could be bought.'

Christian recalled that the prop master and other members of the crew – who were all very experienced in the film business – thought he was mad bringing in piles of junk, but he was sure it was going to work.

Along with the aircraft parts were other components sourced from cars of the period. Fans have since spent years trying to work out the origins of the cockpit fittings, some of which were custom-made and others heavily modified. The passenger seats have been identified as reworked Martin Baker Mk4 ejection seats, while the pilots' were taken from a Porsche 911 Carrera. Chewbacca's seat had to be mounted lower than Han's because of the considerable difference in their heights. Other parts that have been spotted include Volvo instrument clusters and switchgear.



This bluescreen shot from the rear of the cockpit set shows the metal frames of the rear ejector seats. Chewbacca's seat is so much lower than Han's that it has dropped out of sight behind C-3PO in the starboard passenger seat.



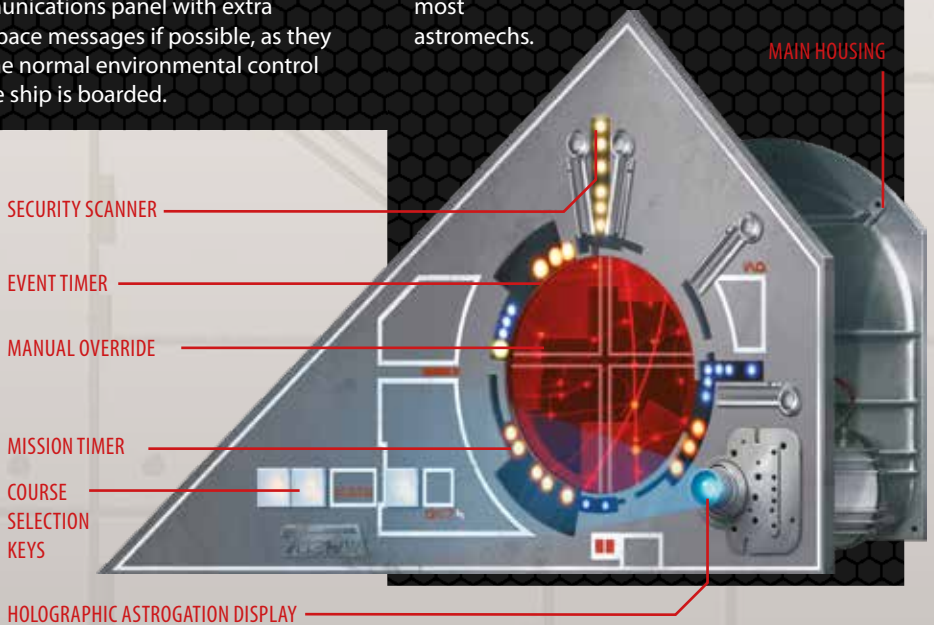
BULKHEAD LAYOUT

DISPLAYS AND CONTROLS

The controls and displays on the rear bulkhead all relate to systems that do not have to be monitored or reset on a regular basis. When a normal YT-1300 is being flown by her pilot and/or co-pilot, they cannot access the rear bulkhead without moving away from their seats and relinquishing control. Despite the *Falcon*'s many modifications, the bulkhead area remains relatively standard. Although Han Solo has equipped the communications panel with extra encryption devices, he avoids sending subspace messages if possible, as they can be intercepted. He has also equipped the normal environmental control panel with extra security systems in case the ship is boarded.

NAV COMPUTER

The *Falcon*'s Microaxial Rubicon astrogation computer is both robust and easy to upgrade. Han and Chewbacca added memory nodules to handle almost unlimited jump data. Although an older model, it is still faster than most astromechs.



modified equipment is prone to giving trouble, but this is the price her captain is prepared to pay for her greatly enhanced performance.

One of the *Falcon*'s most troublesome systems is its reconditioned hyperdrive, which is often unpredictable and sometimes fails completely. Although its makers would view such treatment with horror, Han Solo has even been seen to restart a failed ignition sequence with a hard rap on the bulkhead with his fist.

YOUR NEXT PARTS

This issue brings you a selection of parts to complete most of the interior of the *Millennium Falcon*'s cockpit, including the seats and controls.

You can assemble these as shown, but you may prefer to wait until you receive the next batch of parts with Issue 4. These include an extra panel to complete the front of the instrument console, but this can be fitted when you receive it.

COMPONENTS CHECKLIST

1 Hull plating TP-2
2 Cockpit door
3 Cockpit door panel
4 Control yokes (x 2)
5 Throttle levers (x 2)
6 Pilots' seats (x 2)
7 Passenger seats (x 2)

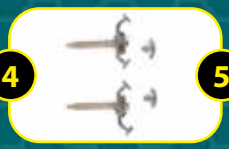
WHERE THE PARTS FIT

OUTER HULL PLATING



Part 1, the second piece of hull plating, fits together with the first you received. You will be assembling this, together with the metal frames that support it, in a later issue.

METAL DETAILING



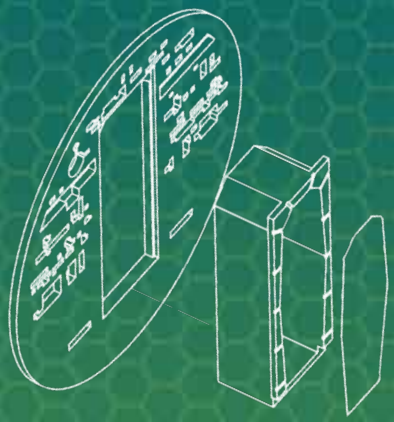
INTERIOR ELEMENTS







ASSEMBLING THE COCKPIT BULKHEAD



Start by adding the recessed doorway that fits into the bulkhead at the back of the cockpit.

01



Take the bulkhead from Issue 1 (Part 2). If you have not fitted the instrument panel sticker (Part 1) as shown on page 11 of Issue 1, do so now.

02



Take the cockpit door and sticker panel provided this time (Parts 2 and 3) and peel the backing paper off the sticker.

03



Carefully lay the sticker in the door recess and then smooth it into place.

04



Fit the door into the hole in the bulkhead.

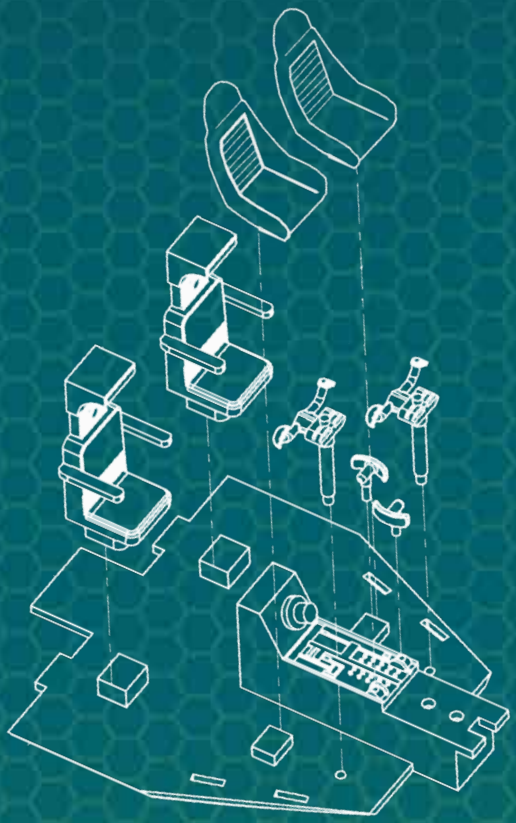
05



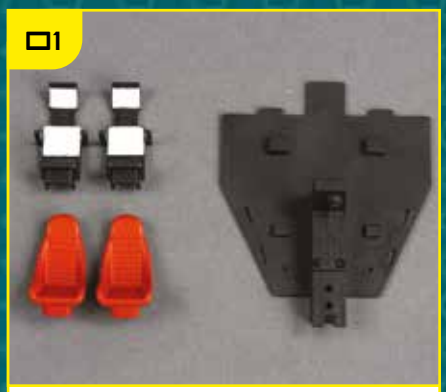
Press the door all the way in so that its pale gray surround fits flush with the matching recess in the bulkhead.

FITTING THE COCKPIT SEATS AND LEVERS

The pilots' and passenger seats are a simple press-fit onto the four mounting points on the cockpit base – although you will glue them for security at a later stage in the assembly. The same applies to the two pairs of control levers.



01



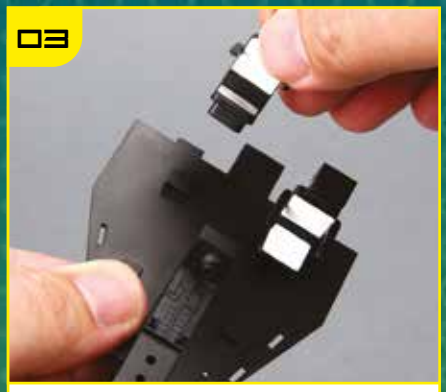
Take the four seats supplied this time and the cockpit base that you temporarily assembled in Issue 1.

02



Fit the first of the passenger seats over the square mounting point at the back of the cockpit base.

03



Fit the second passenger seat in the same way and press both of them firmly into place.

04



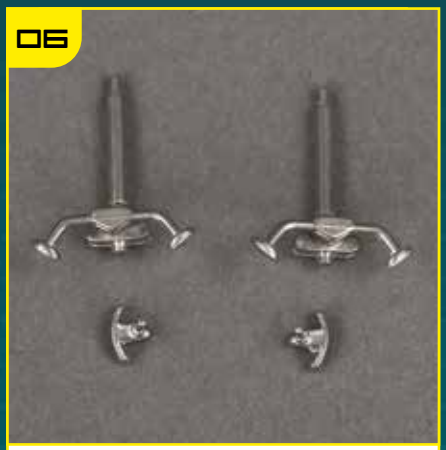
Fit the first of the pilots' seats over the square mounting point in the middle of the cockpit base.

05



Fit the second pilot's seat in the same way and press both of them firmly into place.

06



Take the two metal control yokes and two levers supplied this time.

07



Press the mounting pin on one of the levers into the small hole beside one of the pilots' seats.

08



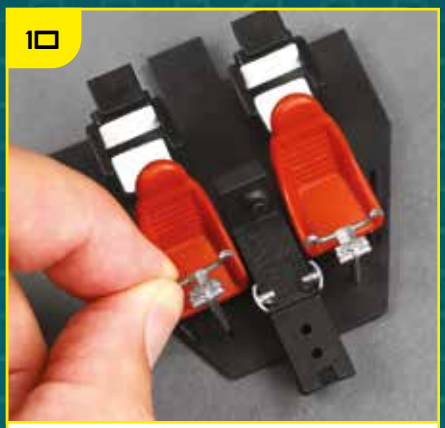
Fit the second lever in the same way, noting which way round they are aligned.

09



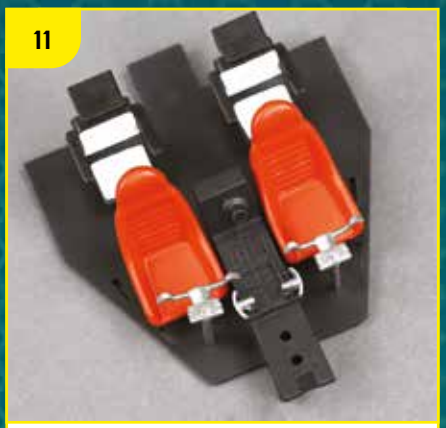
Press the mounting pin on one of the control yokes into the small hole in front of one of the pilots' seats.

10



Fit the second yoke in the same way, noting which way round they should be aligned.

11



That completes the assembly of the cockpit floor.

THE INSTRUMENT ASSEMBLIES

To see the cockpit interior taking shape, you can temporarily add the forward and rear instrument panels.

01



Slot the two tabs on the back of the cockpit base into the slots near the bottom of the bulkhead.

02



Take the control console with instrument panel fitted (as in Issue 2, page 13) and gently press the two pins into place.

03



That completes the assembly of the cockpit to this point.

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