STAR WARS MILLENNIUM FALCON

BUILD THE MODEL – EXPLORE THE GALAXY



EXPLORING THE FALCON'S CREW FACILITIES

F219FSC007

FANHOME

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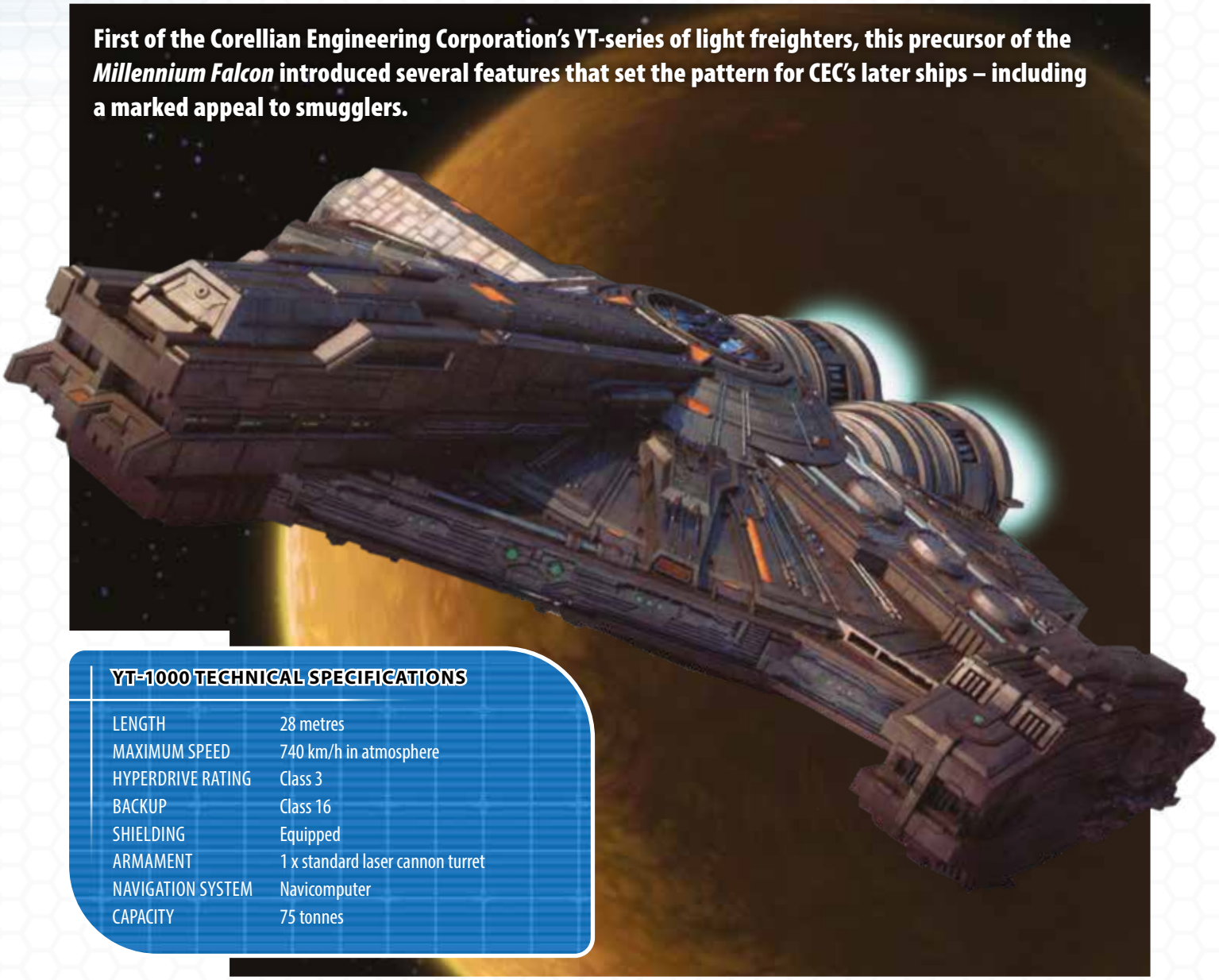
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FORERUNNER OF THE *FALCON*

YT-1000 LIGHT FREIGHTER

First of the Corellian Engineering Corporation's YT-series of light freighters, this precursor of the *Millennium Falcon* introduced several features that set the pattern for CEC's later ships – including a marked appeal to smugglers.



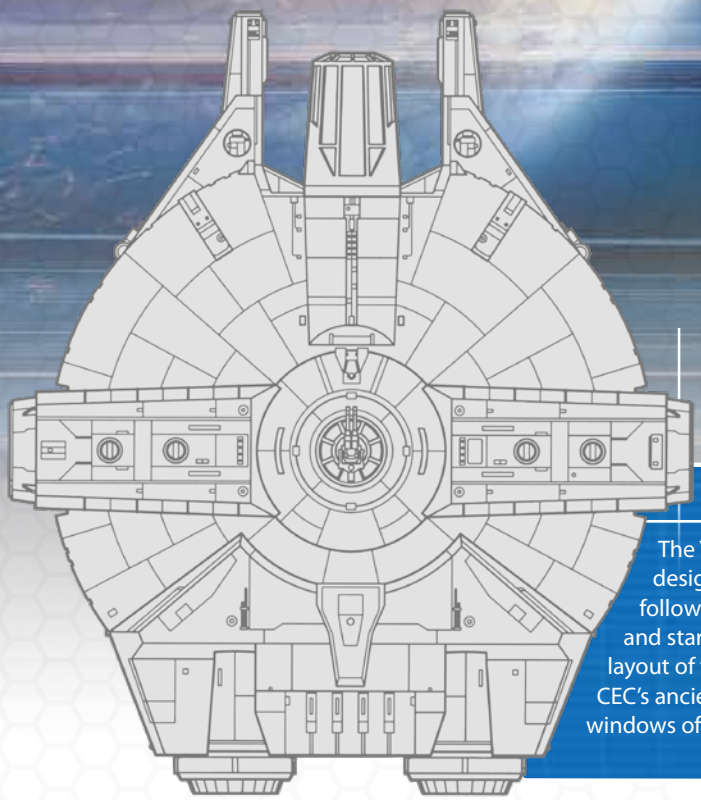
YT-1000 TECHNICAL SPECIFICATIONS

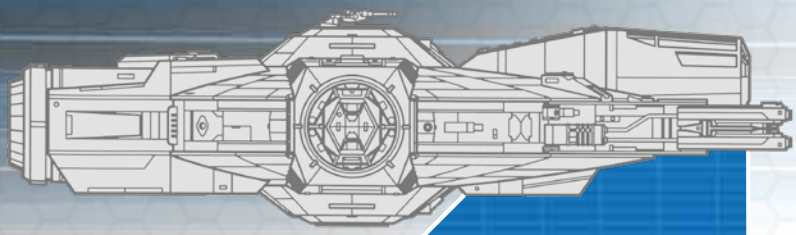
LENGTH	28 metres
MAXIMUM SPEED	740 km/h in atmosphere
HYPERDRIVE RATING	Class 3
BACKUP	Class 16
SHIELDING	Equipped
ARMAMENT	1 x standard laser cannon turret
NAVIGATION SYSTEM	Navicomputer
CAPACITY	75 tonnes

For hundreds of years, the staple transport used by countless galactic traders was one of Corellian Engineering Corporation's YG-series light freighters or *Barloz*-class medium freighters. As time went by, both of these venerable designs were starting to show their age, and CEC began work on a new small cargo carrier. But while they wanted to offer customers a range of options, the engineers did not originally envisage the YT-1000 being a particularly ground-breaking departure, and viewed it more as an experimental evolution of the YG-series.

Inspiration came from a variety of sources. Some of the new technology came from CEC's own research facility. But the ship was also inspired by a past

Inspiration for the saucer-shaped YT-1000 came from the ancient XS stock light freighter pictured here, for which CEC only retained partial data and schematics, so that the design had to be painstakingly reworked.





YT-1000 LIGHT FREIGHTER

The YT-1000 was a significant departure from CEC's previous designs. Recognizably related to the more familiar YT-1300 that followed, its circular, saucer-shaped hull with docking tubes to port and starboard housed the cargo holds and other main systems. The layout of the twin engines and forward cockpit were inspired by CEC's ancient XS stock light freighter, although the multi-faceted windows of the cockpit were borrowed from the *Barloz* freighter.

classic, the XS stock light freighter, for which some partial schematics and data still existed. To help its engineers to work with the limited information the company possessed, CEC enlisted the help of an expert on historic freighters. Even though Narro Sienar was the owner of a rival corporation, he was willing – even keen – to share his knowledge and help his competitor with the design.

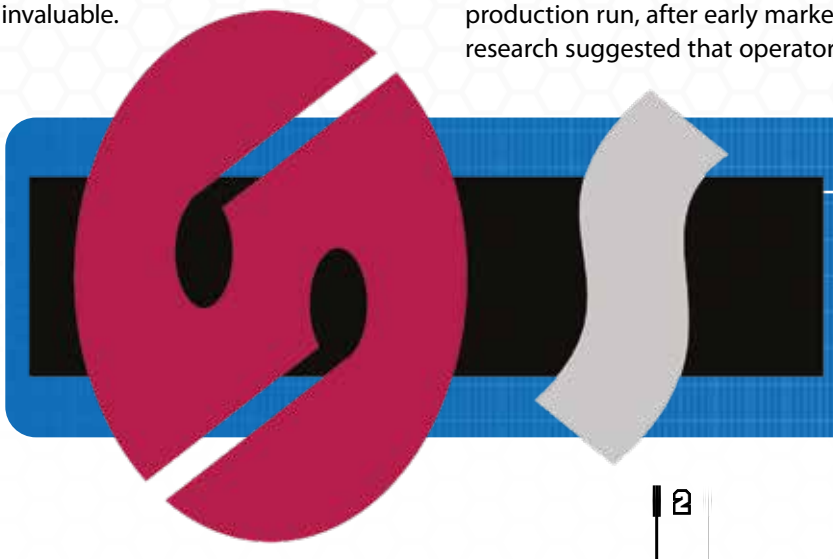
The XS freighter was based on a heavily armored saucer shape and CEC's engineers were pleased to discover that this configuration offered almost as much cargo capacity as the significantly larger *Barloz*. However, some aspects of the design were unclear, and Sienar's input proved invaluable.

A SUCCESSFUL FORMULA

The near-circular hull of the finished YT-1000 had a capacity of 75 tonnes. Like the old XS-ships, its cockpit was centered on the leading edge of the disc, but instead of the ancient vessels' narrow viewport, the YT-1000 had large transparisteel windows that were borrowed from the design of the *Barloz*. It had two powerful sublight engines, a Class 3 hyperdrive with Class 16 backup, a functional sensor suite and navicomputer, plus a laser cannon as standard. It also had a range of modular options – although these were somewhat limited.

The YT-1000 was well received by customers as soon as it went on sale, but CEC quickly decided to limit the production run, after early market research suggested that operators would be willing to pay more for a larger ship that could be customized with modular options. CEC was also keen to replace its bulky, wedge-shaped *Barloz* medium freighter with a more modern design, and realized that many potential customers for that would be equally well served by a bigger, more versatile light freighter.

The next stage in the evolution of the YT-series was to increase the diameter of the main saucer and offer more modular options, so the YT-1000 was soon supplanted by the YT-1200 and 1210 – which introduced the familiar side-mounted cockpit and increased the cargo capacity by more than 10 per cent. These in turn led to the development of the much-loved YT-1300, with a cargo hold big enough to take a full 100 tonnes.



SANTHE/SIENAR TECHNOLOGIES

This massive engineering concern from Lianna was run by the Sienar family. While the Corellian Engineering Corporation was a natural competitor, company head Narro Sienar openly contributed to the design of the YT-1000. However, his more famous son Raith later worked for CEC under cover to learn its secrets.

CREW FACILITIES



The crew's lounge area in the *Millennium Falcon* is situated in the corner of the main hold closest to the access corridor connecting the cockpit to the hull. As well as the semicircular bench around the dejarik hologame table, there is a small sleeping alcove, and storage for personal items.

The *Millennium Falcon* might have become cluttered, untidy and sometimes unreliable over the years, but her owners viewed her with affection – not least because she offered a surprisingly comfortable home for long periods in space.

Although passenger comfort is not an obvious concern for the designers of a freight carrier, the Corellian Engineering Corporation knew that customer satisfaction was an important factor in securing repeat sales. Not only did CEC want to ensure that the interior of the YT-1300 could be configured to suit as wide a range of operators as possible, but the company also wanted buyers to feel good about the products that they had chosen.

Part of the commercial success of the YT-1300 is due to the large number of optional crew modules on offer, which range from purely utilitarian sleeping quarters to luxurious lounges. Where cargo capacity is at a premium, the most basic crew facilities consist of two built-in bunks near the entrance to the main hold, and similarly minimal washing facilities. But where the YT-1300's operators require room for more passengers, CEC is ready to provide whatever they need.

PASSENGER COMFORT

The YT-1300's well-equipped passenger modules have built-in bunks, seating, tables, and storage compartments, all designed to intrude on the interior space as little as possible and not come loose during turbulent flights. To conserve space, some of the furniture is constructed so it folds flat or retracts into structural members of the ship.

Each recessed bunk is equipped with its own comfort controls, and surrounded by storage lockers, hanging space and drawers for personal gear. Because headroom is more limited towards the outside of the ship, where the cabin ceilings slope away from the ring corridor, the bunks are mainly located in these areas, where headroom is not so critical for most species.

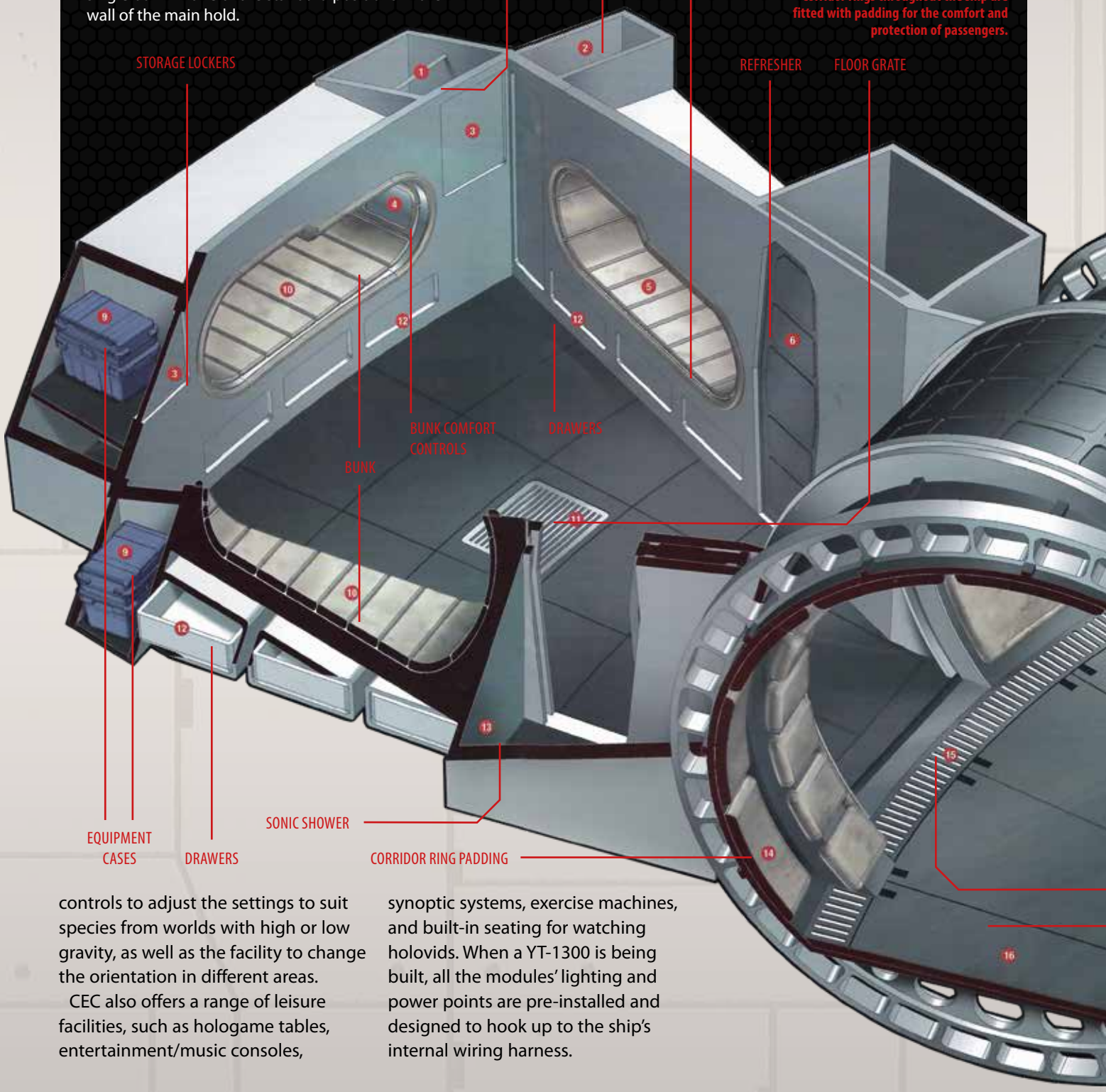
A CEC-standard gravity field stabilizer is fitted to maintain orientation within the ship. The system comes with

CREW QUARTERS

As it was not expected to cater for the needs of large numbers of passengers, the *Millennium Falcon* was equipped with the bare minimum of personal facilities, although Han Solo and Chewbacca had expanded the captain's quarters to include three bunks as well as the small refresher cubicle. The wedge-shaped passenger module was crammed between the hyperdrive, the fresh water tank, and the port airlock. The *Falcon* also had a single bunk in one of the standard positions in the wall of the main hold.



Corridor rings throughout the ship are fitted with padding for the comfort and protection of passengers.



controls to adjust the settings to suit species from worlds with high or low gravity, as well as the facility to change the orientation in different areas.

CEC also offers a range of leisure facilities, such as hologame tables, entertainment/music consoles, synoptic systems, exercise machines, and built-in seating for watching holovids. When a YT-1300 is being built, all the modules' lighting and power points are pre-installed and designed to hook up to the ship's internal wiring harness.

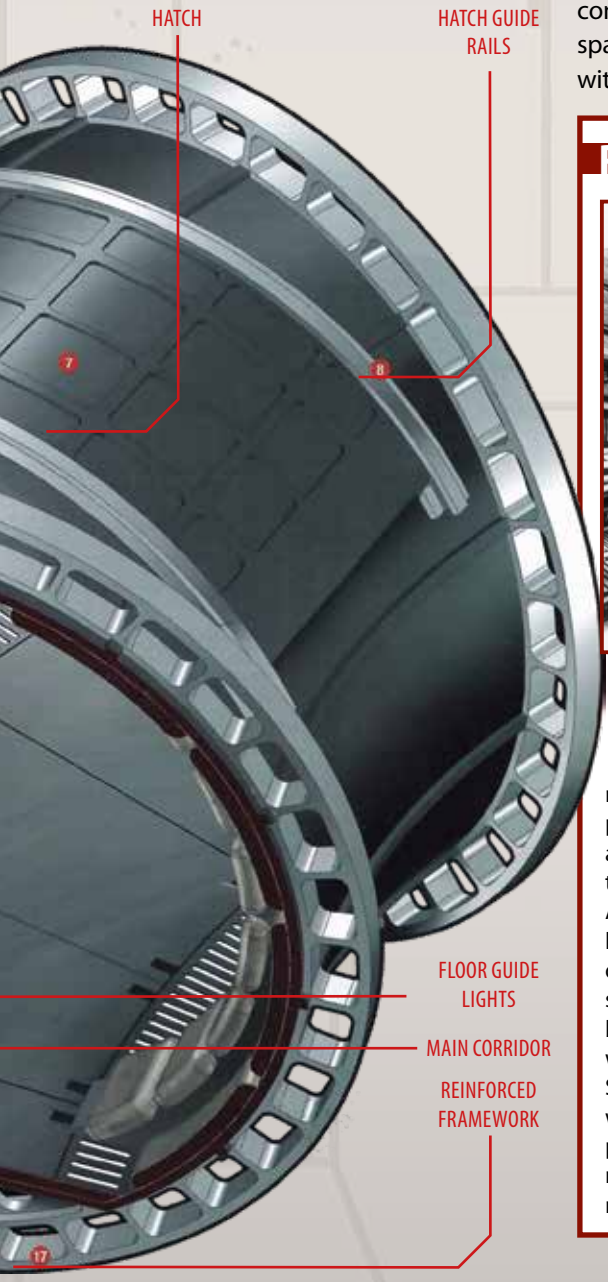
REFRESHERS

The term refresher (or just 'fresher') is often used to mean a toilet, but those fitted on starships frequently include a shower (or sonic shower) or other washing facilities such as a sink, sanisteam, or sanitizer. Small closets and full washroom enclosures can either be integrated with the crew's quarters, or installed as separate modules.

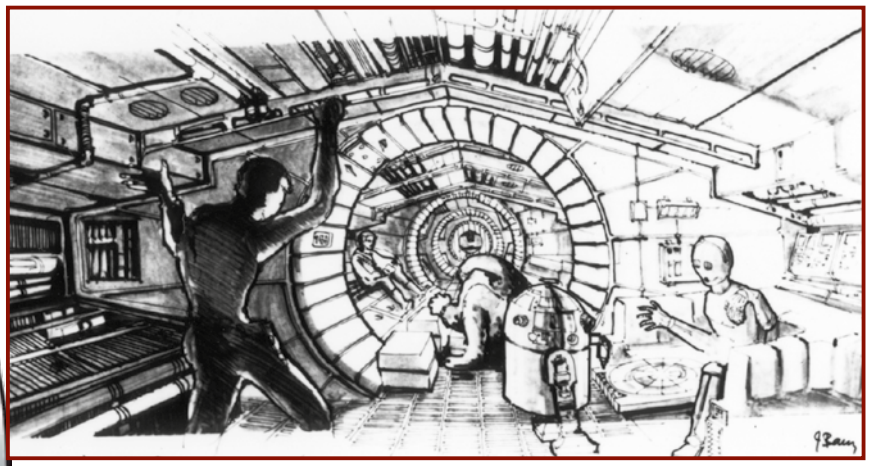
Sonic showers are faster and more efficient than water-based showers, and while full baths (as well as sonic baths and ripple baths) and effluvial rinsers may be common in apartments, hotels and spa resorts, they are too much of a luxury for any environment where water is at a premium. Water conservation is normally a major concern in space (and even at some spaceports), so the YT-1300 is equipped with a combination of fresh-water storage tanks and a water-recycling unit, housed either side of the port airlock. These can be removed and replaced with other modules for operators who do not require water.



There is little privacy on board a freighter, and the crew's lounge area where Leia comforted Luke over the death of Obi-Wan Kenobi is in one of the ship's most public spaces.



PIRATE SHIP INTERIOR



The original drawings for the interior of the 'pirate starship', sketched in 1975 by production designer John Barry, shows a long, roughly hexagonal hull, with padded circular doorways defining a central access corridor running through the crew accommodation. Although that design of the ship had to be abandoned, many of its design features appear in the final sets, including the semicircular bench around the hologame table, which was built on set at Elstree Studios. The bench on the film set was created in sections, using a plywood base covered with modeling clay to simulate the deep molding of the seat pads.

Above: concept sketch for the original 'pirate starship', sketched by John Barry in 1975. Below: Allan Moss set-building a section of the semicircular seat, a feature retained in the final design.



BEHIND THE SCENES

YOUR NEXT PARTS

This issue includes the floor of the main hold, plus parts for the lounge seat and bunk behind the hologame table. You can also permanently assemble the cockpit interior – including the option of adding some painted details.

COMPONENTS CHECKLIST

1. Main hold floor
2. Fixing screws (x 5, plus 1 spare)
3. Lounge seat frame
4. Bunk frame
5. Bunk base
6. Bunk top
7. Seat and bunk cushions (9 on sprue)

The next few pages introduce some basic techniques that you can use throughout the build. These include hints and tips on working with the small pieces supplied on sprues, and on gluing the plastic components together, which will ensure that the small parts inside the cockpit do not come loose.

THE PAINTING OPTION

Before assembling the cockpit permanently, you may also want to consider doing some painting. The parts of your model are all supplied molded in a color that is close to the original *Millennium Falcon* prop, and many components are pre-painted to give even better detail. This means that it is not essential to paint the model at all – but if you want to create the ultimate replica, we show how you can enhance the factory-applied finish, and add your own extra details.

WHERE THE PARTS FIT

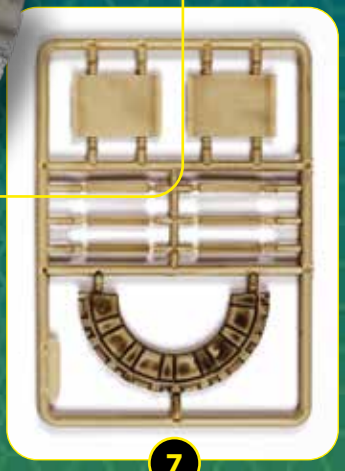
HOLD PARTS

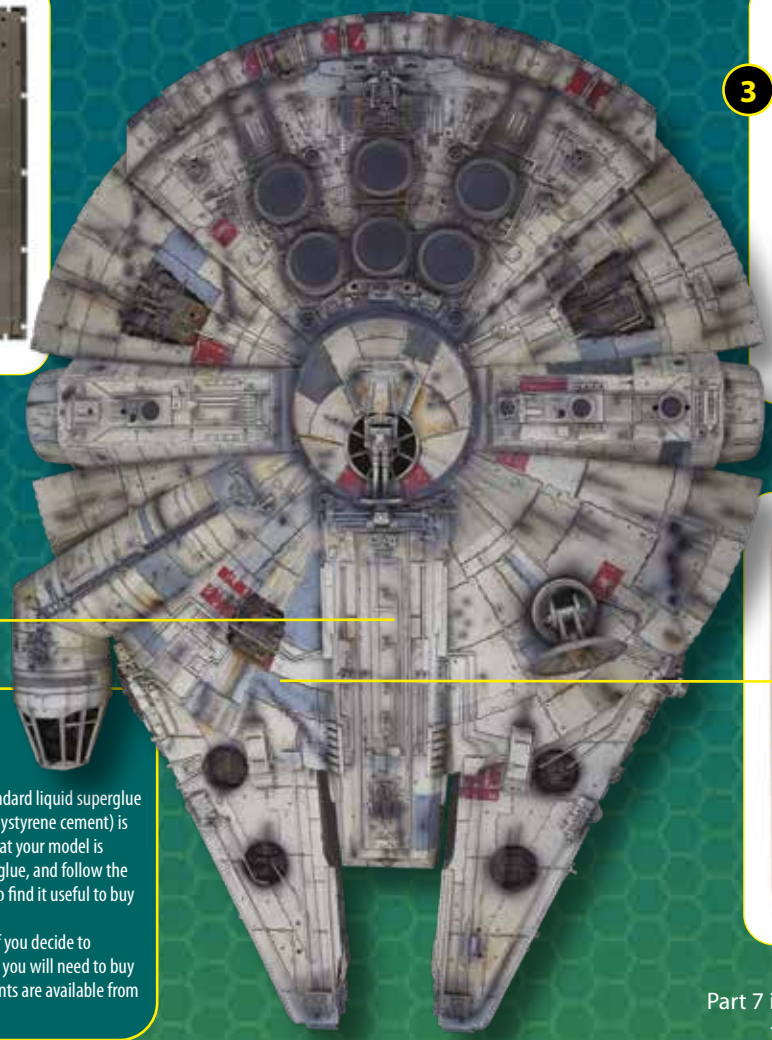




SEATING PARTS







Part 7 is a sprue containing nine parts for the seat and bunk cushions.

GLUE AND PAINT

This issue will be the first time you need to use glue (which is not provided). The glue used throughout these steps is standard liquid superglue (cyanoacrylate). Model kit adhesive (polystyrene cement) is not suitable for the tough ABS plastic that your model is made from. Take care when using superglue, and follow the maker's safety instructions. You may also find it useful to buy some superglue remover.

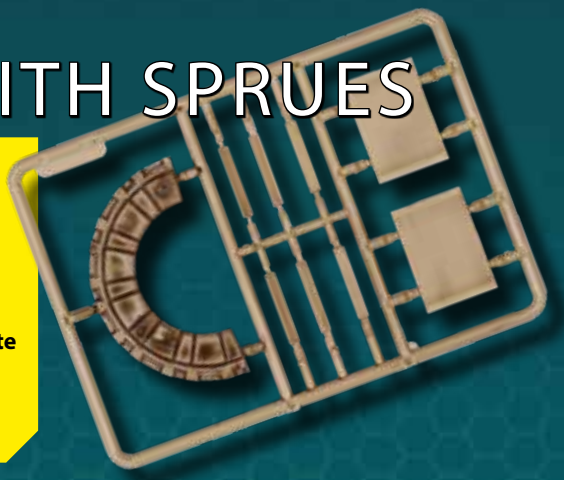
Painting your model is optional, but if you decide to enhance its factory finish (see page 12), you will need to buy some paint. Suitable model-making paints are available from our online shop or specialist suppliers.

KEY SKILLS: WORKING WITH SPRUES

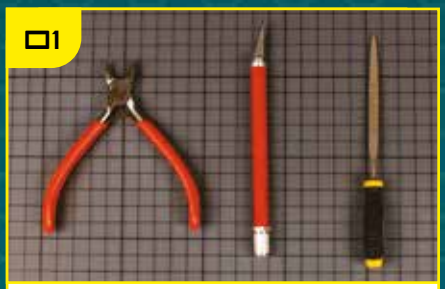
Numerous small parts of your model are supplied still attached to their molding sprue, which supports and protects them. To prevent parts from getting lost or damaged, only remove them when you are about to fit them.

Take care when removing parts from their sprue. You need to make sure that you don't damage a component by cutting it away in the wrong place. It's equally important not to leave excess material that shouldn't appear on the finished model.

Select the part you need to remove by following the step-by-step instructions. These may have arrows or other marks to indicate where to cut the molded components away from the sprue.

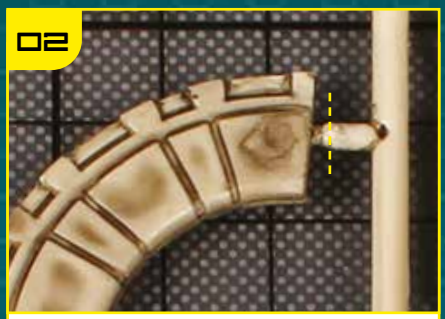


01



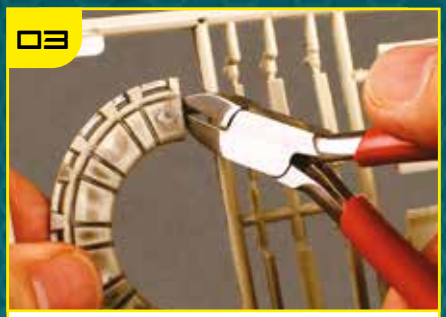
You need a pair of sharp side cutters or flush cutters suitable for plastic, a modeling knife, and cutting mat. For the best results, you need fine sanding pads and sticks, and/or a set of needle files.

02



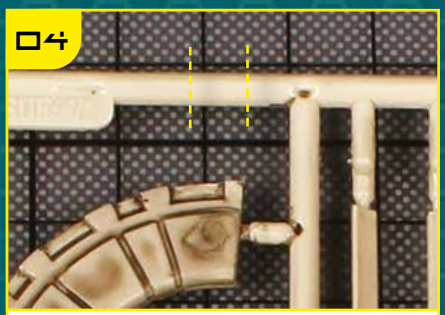
Do not cut too close to the part. If you cut through the waste material of the sprue, 1 or 2mm away from the part itself, you will not risk distorting the detail.

03



Cut with the flat side of the cutters towards the part you want to keep. It is better to snip the plastic quickly, rather than squeezing it between the jaws.

04



If there is no room for the cutters as shown in Step 3, you can cut the sprue itself into sections to gain clearance, then trim off the excess.

05



With the part free from the sprue, remove the excess plastic. First, use your cutters to snip it off as flush with the part as possible.

06



This will normally leave a very small unwanted nub of plastic. You can remove this by carefully shaving it away with a sharp modeling knife.

07



Alternatively, lightly sand it off using a sanding stick or pad. Any mark where the part once joined the sprue can be concealed by painting, if necessary.

08



Some parts may have visible seam lines or irregularities left by the mold. Remove unwanted flash by scraping and/or sanding.

09



Some edges may also be slightly rounded off by the molding process. You can square these up with a file or sanding stick.

FITTING THE CUSHIONS

This issue, start putting together the curved seat and bunk using the cushions supplied. You will continue the seat assembly in Issue 8, when you receive the back cushions to fit against the seating support supplied with Issue 6.

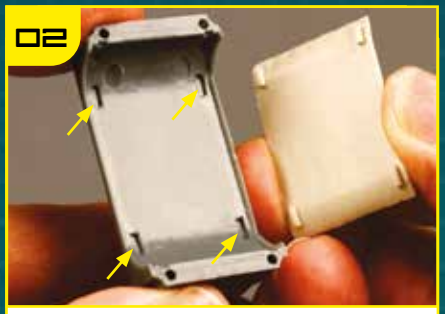


01



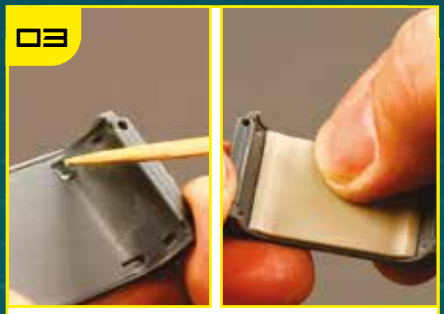
Take the bunk base and top, plus the eight cushions pictured (provided on the sprue). You also need liquid superglue and a cocktail stick.

02



The large cushions locate into the holes indicated. Try all the cushions before gluing, to make sure they fit, and sand or file them down to size, if necessary.

03



Squeeze a little superglue onto a piece of scrap card and use the tip of a cocktail stick to put a drop into each hole. Press the cushion into place until it bonds.

04



There are two different shapes of end cushion, four of which are slightly wider. Match up the curve that fits next to the large cushions, then glue it as in Step 3.

05



Fit the remaining three wider cushions as in Step 4, then glue the two narrower ones to the top of the bunk. Note that they will overhang the edge slightly.

06

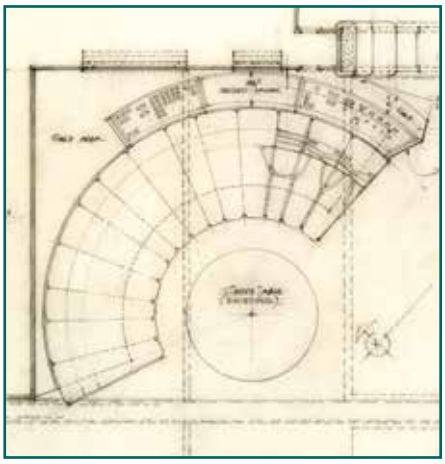


Test-fit the bunk base and top together (trimming the overhanging cushions, if necessary). Then glue the four pins into the holes at the corners.

BEHIND THE SCENES

REBUILDING THE HOLD

When *The Empire Strikes Back* was in production during 1978, the *Falcon*'s hold needed to be reconstructed to match the first movie. As nobody had known how successful *Star Wars* was going to be, the sets and many of the props had been scrapped, and the ship had not been systematically photographed or cataloged. Some of the original drawings were simply reissued, but in many areas, the set builders and set dressers had to piece together the appearance of the *Falcon* from what they could see in the photo references that did exist. The *Empire* set contained a rebuilt holotable, although no one is seen playing on it in the movie.



Alan Tomkins' drawing for the *Falcon*'s 'revised seat layout', dated 5 September 1978, for *The Empire Strikes Back*. Although the seat itself was a new construction, the plan refers to the chess table as already existing.

07



Put five small drops of superglue into the channel in the curved seat base, then press the cushion in place and hold it until the glue bonds.

OPTIONAL TECHNIQUES: PAINTING

It is not essential to paint your model at all, but a few special effects will help you to create the ultimate replica. It often makes sense to paint parts as you go – and in the case of the cockpit, it is essential, as some details become inaccessible once they are glued together.



Cockpit parts to consider painting are the instruments on the center console, the instruments on the two side panels, the front of the forward console, and the two pilots' seats.

To highlight molded details (as seen above right), try a little dry-brushing. This is a fairly easy technique using a brush loaded with a minimum of paint, so that when its bristles are drawn across the surface of the molding, the paint will only cling to the high spots. This is especially effective in the cockpit, as the fine details of the instrument panels might otherwise go unnoticed.

The opposite technique uses a thin wash to fill molded grooves on parts like the seat backs and the detail on the front of the forward console.

The following techniques use water-based model-making acrylic paint, which is easy to work with and easy to clean. It is quite quick drying, but if you get paint onto areas where it is not wanted, you should be able to wash it off the part, if necessary.

01



When dry-brushing the black instrument panels, use a light gray or silver paint that will be clearly visible in the dark areas of the cockpit.

02



Load a fairly large soft brush with a little paint and work off most of the color onto a piece of tissue until there is almost no paint left on the bristles.

03



Stroke the molding with minimal pressure, going across the detail at right angles, skimming the high spots so that only the raised parts catch the paint.

04



Start by applying very little paint, as it is much easier to add more than to clean it off. If the effect is too faint, repeat the process to achieve a realistic result.

05



If you get a little paint where it isn't wanted, you may be able to pick it off with the point of a cocktail stick.

06



To age the seats, add water to black or dark gray paint to make a thin wash, and work it into the grooves and corners.

07



Wipe away the excess paint from the high points of the surface to simulate a realistic wear effect.

08



Compare the result with the unpainted seat. If the effect appears too faint, repeat the process to add more color.

FINISHING THE COCKPIT

You can now complete the cockpit assembly by gluing the parts together. Only a little glue is needed, as most of the parts are a firm push-fit.

You have already completed the cockpit assembly as a dry run, so refer to *Build The Falcon* in Issues 1-6 if you need detailed information about where the parts fit. The steps shown here show the order of assembly and where to apply glue.

If you have decided to paint the parts, make sure they are all completely dry before assembling them.

01



Before fitting the metal levers to the center console, put drops of superglue in the two holes to prevent the parts from coming loose.

02



Squeeze a little superglue onto a piece of scrap card and use a cocktail stick to put drops into the square mountings in the bases of the front seats.

03



Make sure both seats are pushed squarely onto their bases and that they line up. Repeat for the two rear seats.

04



Glue the locating pins of the control columns into the holes in the base.

05



Apply drops of glue to the four holes in the instrument panel before inserting the control levers.

06



Apply a little glue to the forward console and the front panel before assembling them.

07



Apply a little glue to the tabs on the side instrument panels before fitting them into the holes in the base.

08



Glue the edges of the hole in the bulkhead before inserting the door.

09



Glue the tabs on the back of the cockpit base before inserting them into the slots in the bulkhead.

