STAR WARS MILLENNIUM FALCON

BUILD THE MODEL – EXPLORE THE GALAXY





THE *FALCON'S* ARMORED HULL

F219FSC009

FANHOME

DeAgostini COLLECTIBLES

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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 Italy

ISSN: 2976-6990 (Print)

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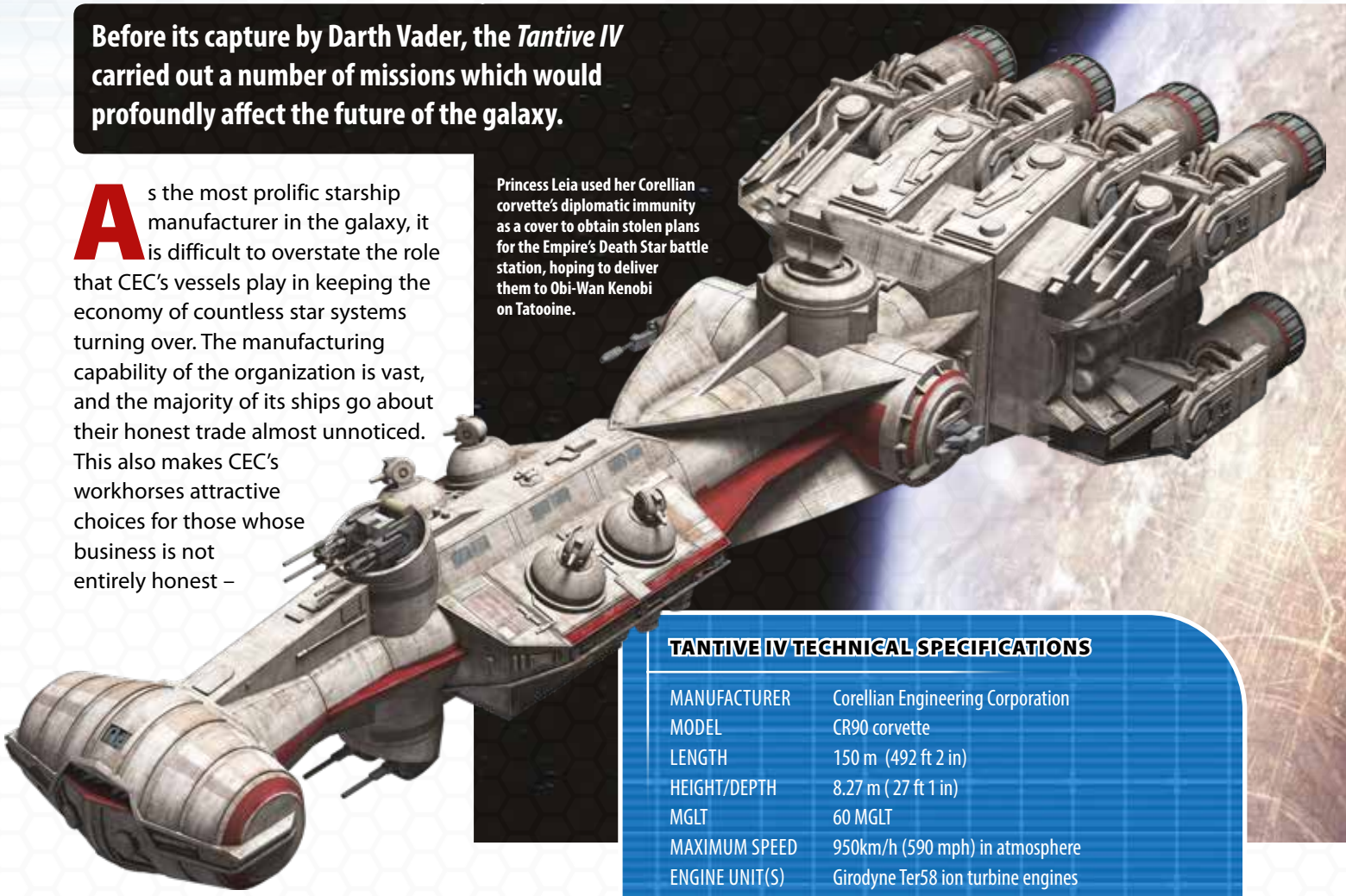
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REBEL BLOCKADE RUNNER

TANTIVE IV – PRINCESS LEIA'S CONSULAR SHIP

Before its capture by Darth Vader, the *Tantive IV* carried out a number of missions which would profoundly affect the future of the galaxy.

As the most prolific starship manufacturer in the galaxy, it is difficult to overstate the role that CEC's vessels play in keeping the economy of countless star systems turning over. The manufacturing capability of the organization is vast, and the majority of its ships go about their honest trade almost unnoticed. This also makes CEC's workhorses attractive choices for those whose business is not entirely honest –



Princess Leia used her Corellian corvette's diplomatic immunity as a cover to obtain stolen plans for the Empire's Death Star battle station, hoping to deliver them to Obi-Wan Kenobi on Tatooine.

TANTIVE IV TECHNICAL SPECIFICATIONS

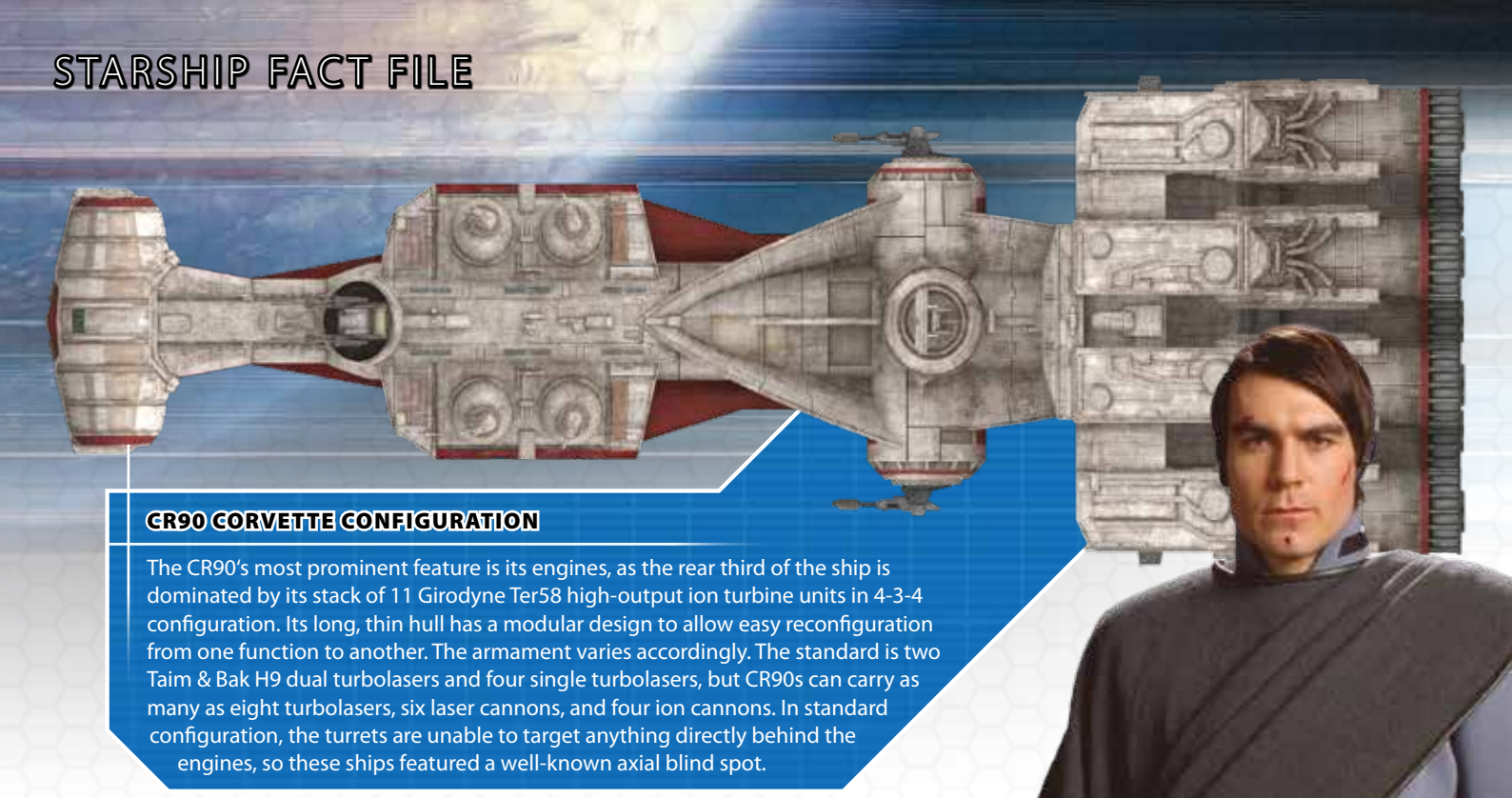
MANUFACTURER	Corellian Engineering Corporation
MODEL	CR90 corvette
LENGTH	150 m (492 ft 2 in)
HEIGHT/DEPTH	8.27 m (27 ft 1 in)
MGLT	60 MGLT
MAXIMUM SPEED	950km/h (590 mph) in atmosphere
ENGINE UNIT(S)	Girodyne Ter58 ion turbine engines
HYPERDRIVE RATING	Class 2
WEAPONS	6 Taim & Bak H9 turbolaser cannons (2 dual, 4 single)
AFFILIATION	Royal House of Alderaan Diplomatic Corps, Rebel Alliance
COMMANDER	Captain Antilles

In the Clone Wars, Bail Organa flew a CR70, a predecessor of the CR90. Even in times of war or political unrest, the ubiquitous Corellian corvettes are so familiar that they blend in with the general traffic, and do not draw too much attention.



or those who have reasons to keep their comings and goings clandestine.

The company's importance in both the civilian and government markets goes far beyond its freighters (of which the YT-1300 is perhaps the best-known example). CEC's CR90 corvette is a general-duty vessel, used widely throughout the galaxy. Its highly adaptable, modular design means



CR90 CORVETTE CONFIGURATION

The CR90's most prominent feature is its engines, as the rear third of the ship is dominated by its stack of 11 Girodyne Ter58 high-output ion turbine units in 4-3-4 configuration. Its long, thin hull has a modular design to allow easy reconfiguration from one function to another. The armament varies accordingly. The standard is two Taim & Bak H9 dual turbolasers and four single turbolasers, but CR90s can carry as many as eight turbolasers, six laser cannons, and four ion cannons. In standard configuration, the turrets are unable to target anything directly behind the engines, so these ships featured a well-known axial blind spot.

that the corvette is able to fulfill a variety of different purposes. At various times, examples have been used as passenger liners, troop carriers, light escorts, and cargo vessels. The CR90 is an example of how audacious design and clever marketing enabled CEC to carve a sizable niche in the galactic economy.

The CR90 also contributed to CEC's reputation as something of a rogue manufacturer. With so many of them in operation throughout the galaxy, these corvettes were an ideal choice for undercover work. On the principle that there is safety in numbers, it became a popular choice amongst pirates, smugglers, and dissidents, earning it the nickname 'blockade runner' for its ability to slip through Imperial nets. It was almost impossible to determine which CR90s were legitimate, and which were on covert missions.

DIPLOMATIC DUTIES

A Corellian corvette can be made into a very practical passenger vessel, as these ships are easily outfitted with anything from 600 steerage-class berths to a smaller number of luxurious first-class suites, dining areas, and conference rooms. Before the Senate was disbanded by the Emperor, many of its members found that CR90s made ideal diplomatic couriers.

Among them was Bail Prestor Organa, the Alderaanian Senator in the Galactic Republic. His consular vessel, the *Tantive IV* had originally been called the *Star of Alderaan*, but she was renamed in honor of diplomats from the Tantive system who visited Alderaan.

During the Clone Wars, Senator Organa used his ship on a number of important missions on behalf of the



CAPTAIN ANTILLES

Raymus Antilles was a highly experienced starship captain who served the Royal Alderaan Civil Fleet under Senator Bail Organa during the Clone Wars and beyond. During the early stages of the Galactic Civil War, he served the Rebel Alliance as captain of the Alderaan Diplomatic Cruiser *Tantive IV*. He met his death at the hands of Darth Vader, who was angered by Antilles' refusal to reveal the true nature of his mission.

CAPTURE OVER TATOOINE

DIPLOMATIC MISSION?

During the rebellion against the Empire, Princess Leia Organa used her position in the Senate to help the struggling Rebel Alliance, under the guise of humanitarian missions, relying on the diplomatic immunity of the *Tantive IV*. The ship's final voyage was a secret mission to Toprawa to obtain the schematics for the Empire's new battle station, the Death Star. The sudden appearance of a Star Destroyer meant that the *Tantive IV* was forced to flee to Tatooine, where Leia hoped to find Obi-Wan Kenobi and escort him to Alderaan. However, her ship was intercepted by the Imperial Star Destroyer *Devastator* while in orbit. After Imperial troops boarded the ship with a TIE boarding craft, the *Tantive IV* was quickly disabled and captured.



The small, lightly armed, and weakly shielded Corellian corvette was no match for a Star Destroyer. The disabled *Tantive IV* was pulled in by a tractor beam before being boarded.

Republic, but after witnessing the betrayal of the Jedi, he was able to use the ship to rescue the last two surviving members of the Jedi High Council, his friends Obi-Wan Kenobi and Master Yoda.

REBEL BLOCKADE RUNNER

Organa would go on to become one of the founders of the Rebel Alliance, which grew out of the resistance to Emperor Palpatine that he shared with like-minded Senators Padmé Amidala of Naboo, and Mon Mothma of Chandrila. After Padmé Amidala died in childbirth, the fate of her children Leia and Luke Skywalker was decided on board the *Tantive IV*, and Leia was adopted by Bail and his wife.

As she grew up under the rule of the Empire, Princess Leia Organa enjoyed diplomatic immunity, and her starship could circumvent Imperial blockades due to its protected status. Although its Class 2 hyperdrive was slow compared to many ships of similar size, the *Tantive IV* was capable of carrying a substantial cargo or a large number of refugees.

Under the pretext of running mercy missions, Leia secretly began working for the Rebel Alliance. However, it was only a matter of time before this was discovered. Leia's immunity was finally breached when the *Tantive IV* intercepted an Alliance transmission, and Darth Vader's Star Destroyer crippled and captured the blockade runner in orbit over Tatooine.

Comfortable and fast, Corellian corvettes made ideal diplomatic couriers, and Alderaan's Senator Bail Organa used his on an urgent mission when the Supreme Chancellor called a special session of Congress on Coruscant.



BEHIND THE SCENES

SET FOR ACTION

When the Rebel Blockade Runner was adapted from a rejected design originally intended for *Millennium Falcon*, an elaborate filming miniature had already been built, and this was modified with the addition of a new 'hammerhead' cockpit and an array of escape pods. However, the last-minute changes did not only affect the exterior of the rebel ship. The set for the scene where Leia hides the Death Star plans in R2-D2 was partly made by altering an existing hold for the 'pirate starship', which gained a new ceiling. But when George Lucas realized that he would need much more space for the opening battle than this 'little hallway', the designers quickly drew up an additional longer and wider white corridor. The extra cost caused some problems but was offset to some degree by incorporating sections of the existing *Millennium Falcon* hold, filmed from several angles to save money.



The complicated action at the start of *A New Hope* meant that scenes needed to be shot on a long, wide corridor with side branches. The enlarged set was made with vac-formed plastic and sheets of metal for the walls, plus plastic pallets for the flooring.

HULL STRUCTURE



Dirty, battered and corroded, the *Millennium Falcon*'s external appearance is typical of countless workhorses that continue earning their living after decades of tramping around the galaxy.

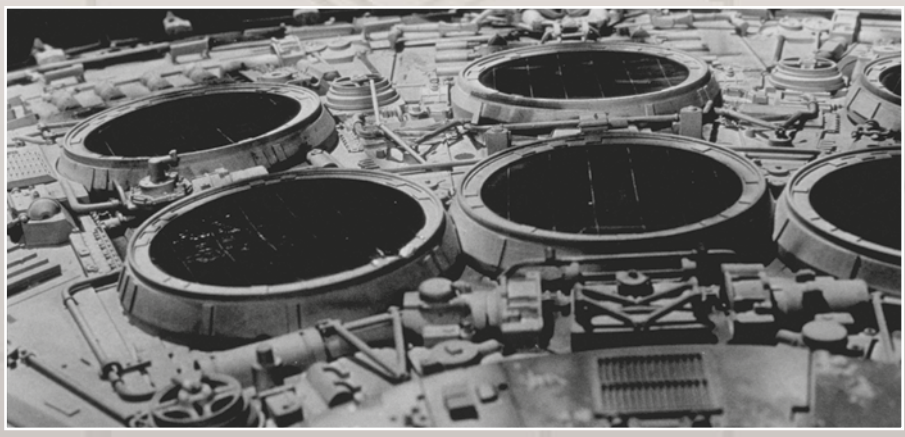
Starships have to operate in harsh environments that range from the vacuum of space to the corrosive chemicals encountered in planetary atmospheres. As their hulls are subject to attack from all sides, it is a tribute to the original engineers that some of their classic designs can continue to operate for centuries.

The external hull plating of any spacecraft has a lot to contend with. Its first job is to protect the crew and passengers from the vacuum of space, meaning that it needs to create a completely sealed chamber which will keep the air inside at atmospheric pressure. This in itself is by no means easy on a working ship that also needs convenient access for the passengers and cargo.

It also needs to be able to withstand a wide range of temperature variation, from the absolute zero of deep space to the searing heat experienced in the vicinity of a sun or a lava planet. Such extreme temperatures cause metal to expand and contract, often on the one side of the ship that is exposed, setting up stresses that could easily cause the hull to distort or rupture if it is not carefully designed and made from the highest-grade material.

HOSTILE ENVIRONMENT

These factors are one of the reasons why starship scientists and designers



While a few spacecraft are designed to present a smooth exterior (notably those in Naboo royal service), the majority are covered with vents and ancillary systems.

are a special breed, practicing a craft that is a byword for engineering excellence. Nor are these the only hazards that a starship has to contend with. Space is full of debris, and even microscopic particles of space dust become deadly at high speed. Although nearly every ship is surrounded by deflector shields to deal with particles of solid matter, the hull forms a final line of defense against micrometeorites, and its plating needs to be able to handle an emergency flight to safety in the event of shield failure.

It isn't only natural forces that make space a hostile environment. Even when the galaxy is at peace, criminals such as slavers, pirates and smugglers are quite likely to shoot first and ask questions afterwards. While particle shielding can cope with most high-energy projectiles, this takes a lot of power, and once the shields give way, a captain is forced to rely solely on the strength of his hull to see the ship through.

For civilian craft, the hull material of choice is normally durasteel plate, which is reasonably easy to work, and tough enough to cope with normal use. Inevitably, older craft collect their share of parking dents, accidental bumps and scratches. It is not uncommon to see carbon-scoring where a ship has successfully outrun an attack, to the relief of her captain. Over time, working ships are likely to be repaired and patched up with new hull panels to keep them operating safely. As starships get older and less valuable, factory-fresh parts often give way to less well made 'pattern' – components that don't fit so well, or even pieces scavenged from scrapyards and welded in place.

A PATCHWORK OF REPAIRS

The *Millennium Falcon* is a prime example of the latter. After hundreds of years and numerous owners, her exterior appears to have more repairs than original parts. Under the surface is the YT-1300's standard reinforced frame, a spider's web of radial ribs and cross-braces that contribute to the Corellian Engineering Corporation's reputation for building tough, functional workhorses. But most of the durasteel that formed the original hull plating has disappeared under a legacy of historic repairs. None of her previous owners took much care to conceal the welded patches, dents and cracks filled with epoxatal that kept the ship going.

When Han Solo acquired the ship, he was happy to leave the exterior in its battered state, knowing that both criminals and the forces of law and order were more likely to ignore a ship that looked like a dilapidated tramp freighter owned by an operator down to his last few credits. In fact, both

USED CAR PARTS

In just the same way that the filming miniatures were made by 'kitbashing' scale models of cars, military vehicles and ships, the full-size set was built by sourcing a wide variety of parts that would give the right look and feel to the *Falcon*'s battered hull. Many of these were not documented at the time, but have since been identified by fans who are familiar with the original source of the components. An example is the row of external features that appear on the top of the passage tube to the cockpits. These are shown in close-up as Han and Chewbacca rush to repair the *Falcon* during the Battle of Hoth – clearly revealing them to be a row of hubcaps from a British sports car of the 1970s.

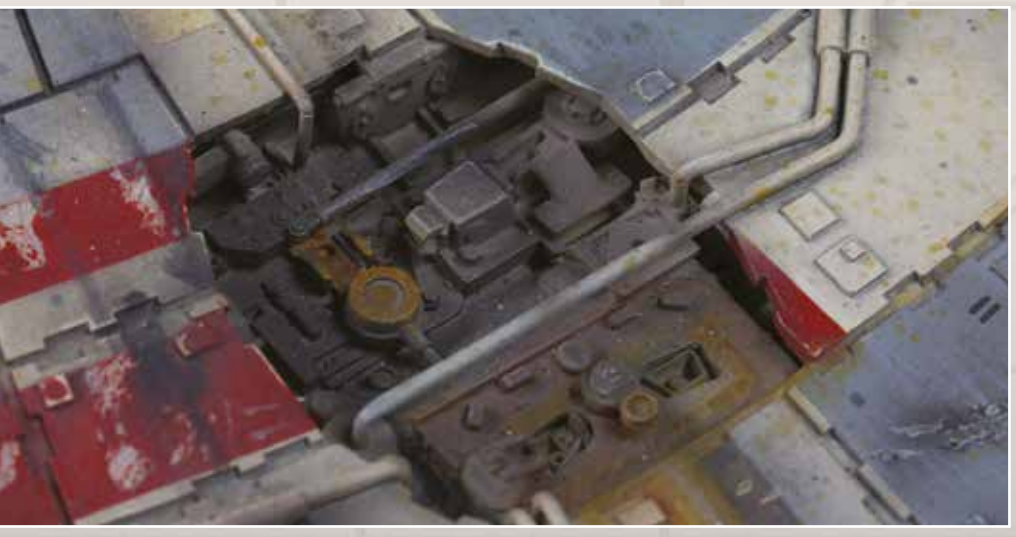


Hubcaps from a Triumph Spitfire Mk4 sports car (*above*) were among the parts used to detail the hull of the *Falcon* that appears in the rebel base on Hoth, as visible below (*bottom, center*).



BEHIND THE SCENES

While any cargo ship is built for a harsh life, its hull and shields are not designed to withstand a fighter's laser bolts. However, a series of owner 'modifications' ensured that the *Falcon* was no ordinary tramp freighter.



The model depicts the *Falcon*'s patched-up, mismatched assembly of external plates, with their assortment of different paint colors, scarred by artfully applied scuffs and scrapes. The exterior was hand-finished and painted by a team of different ILM modelers, giving a rich variety of textures that hinted at the ship's colorful past.

Han and Chewbacca actively maintained the *Falcon*'s corroded exterior and appearance of being ready for the scrapyard.

TOUGHER THAN SHE LOOKS

Such an appearance is extremely deceptive, however, as most of the exterior consists of panels of warship-grade duralloy armor plating fused to the underlying hull. Although these scavenged scrapyard parts do not fit together well, leaving a few vulnerable gaps, most of the vital areas of the hull are extremely well protected, making the *Falcon* almost impervious to attacks by standard laser fire or other ship-borne weapons, even without the protection offered by the ship's military-level shielding.

YOUR NEXT PARTS

This issue includes the battery box and wiring for the lighting. You also have some more details for the inside of the hold, plus the first frame and panel for the bottom of the hull, which you will be assembling at a later stage.

In the steps that follow, you will see how to power up and test the cockpit lights you fitted in Issue 5. With this done, the cockpit assembly is complete, and can even be displayed on its own before you fit it to the hull. The battery box will eventually fit inside your model, as it is used to power its other lights and working features. The extra connector you have received (Part 2) is used when it's time to connect the cockpit lights to the rest of the internal wiring.

PLANT-ON DETAILS

The passage tube has some external pipework and components that stand out from the base molding. These separate 'plant-on' details were supplied with Issue 6, and pages 12 and 13 explain where they fit. You can choose whether to fit them now to complete this part of your model, or leave them until later. If you do fit them, take extra care when handling the passage tube/cockpit assembly.

COMPONENTS CHECKLIST

1. Battery box with lead and plug
2. Wiring connector with plugs
3. Hull frame BF-10
4. Hull plating BP-10
5. Hold door pads (18 on sprue)
6. Hold door liner (outer)
7. Hold door liner (inner)
8. Fixing screws (x 4, plus 1 spare)
9. Hold alcove back panel
10. Lightproof stickers (x 2)

BATTERIES

The battery box provided takes four standard AA batteries. Batteries are not provided, but any type can be used to test the lights.



WHERE THE PARTS FIT

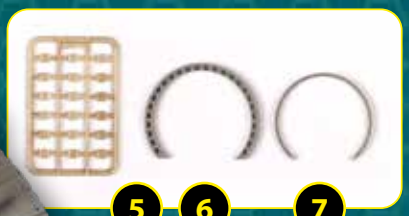
INTERIOR ELEMENTS





Parts 3 and 4 are for the **underside** of the hull.









Parts 10 are two lightproof black stickers, used to stop the glow of the cockpit lights being visible through the passage tube.

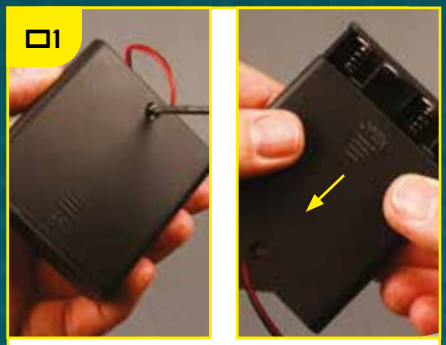


TESTING THE LIGHTING



Before connecting the battery box to the lighting panel, you need to fit four standard AA batteries. You will not be using the extra wiring connector at this stage of the assembly, so keep this safe until you need it.

01



Take out the single screw on the back of the battery box and slide the cover in the direction of the arrow to remove it.

02



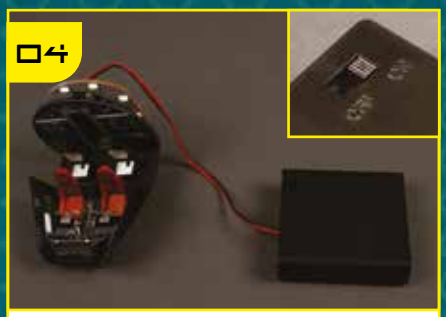
Fit the four batteries in alternating directions as shown by the diagram inside the battery box.

03



With the battery box switch OFF, plug the connector on the end of the battery lead into the back of the lighting panel. It only fits one way round.

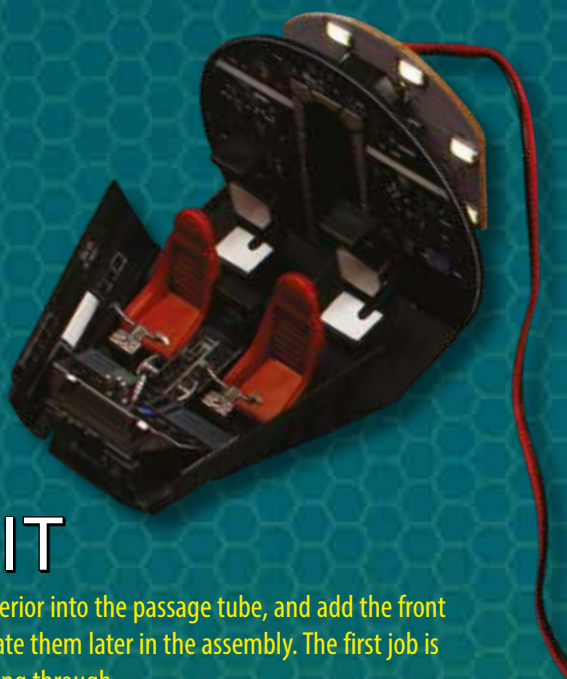
04



Turn the battery switch ON and check that the six LEDs light up. Avoid looking directly at the lights, as they are very bright.

If the lights don't come on, check that you have the batteries the same way round as indicated inside the box. Check that the plug is pushed home fully and click the switch on and off a couple of times.

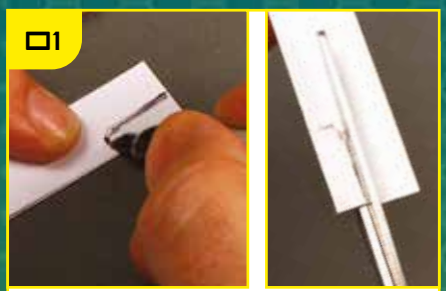




ASSEMBLING THE COCKPIT

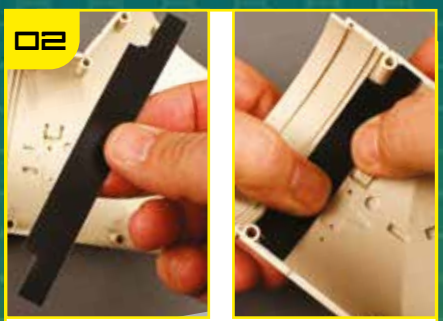
To see how the lights will appear in the finished model, you can fit the assembled cockpit interior into the passage tube, and add the front of the cockpit. It is important not to glue any of the parts together, as you will need to separate them later in the assembly. The first job is to add the two lightproof stickers to the passage tube, to prevent the glow of the LEDs showing through.

01



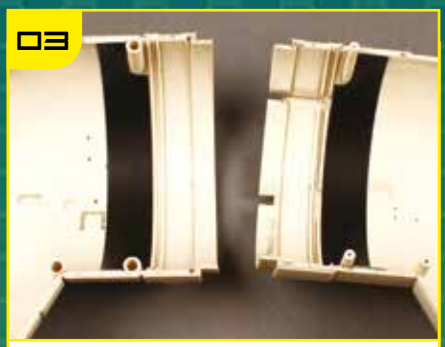
Each lightproof sticker needs two small cut-outs to clear the mounting lugs in the passage tube, as in Step 3. Mark these out 17mm long and 6mm wide, then cut them out as shown.

02



Peel off the backing and position the sticker carefully, with its edge against the channel for the bulkhead and the cut-outs clearing the mounting lugs.

03



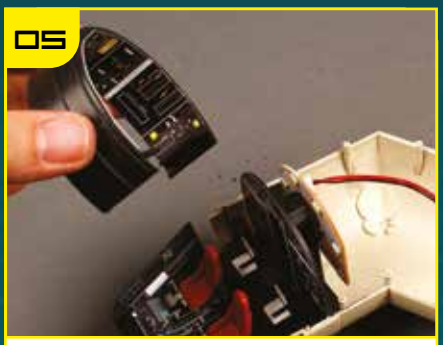
This shows the upper and lower halves of the passage tube with both lightproof stickers in place.

04



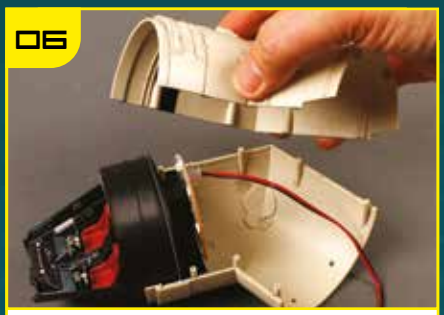
With the battery lead connected to the lighting panel, fit the cockpit assembly into the base of the passage tube.

05



Take the rear instrument assembly you completed in Issue 6 and fit it over the rear of the cockpit assembly.

06



Fit the upper half of the passage tube, ensuring that the battery lead runs down the middle of the tube so it doesn't get trapped.

07

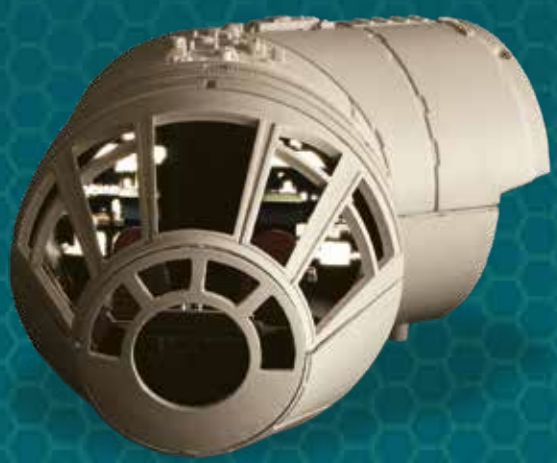


Take the cockpit shell and link ring and fit it over the front of the cockpit to hold the two halves of the passage tube together.

08



That completes the assembly for now. Note that the outer panels remain unglued, as you will be working on them again, but you can now turn on the lights and display the cockpit.



DETAILING THE PASSAGE TUBE

The exterior of the passage tube has 11 plant-on details (supplied on a sprue provided with Issue 6). You will find it easier to fit these **before** assembling the passage tube – so if you want to display the cockpit on its own, you may want to add these now to complete this area of the ship. However, it does not matter if you prefer to wait until you build the rest of the hull, as the tube is only loosely put together.

Diagrams A, B and C show where all the plant-on details appear on the passage tube, and the numbers show the order to apply them. **This is important, as some of the details fit on top of others.** Steps 1 to 6 show the basic technique to use for each of the plant-ons:

- Carefully cut the parts off the sprue and trim off any surplus plastic.
- Test each plant-on in position to check where the contact points are.
- Apply drops of glue to the contact points and attach the plant-on.

We will be showing how to add optional paint detailing to the passage tube at a later stage.

01



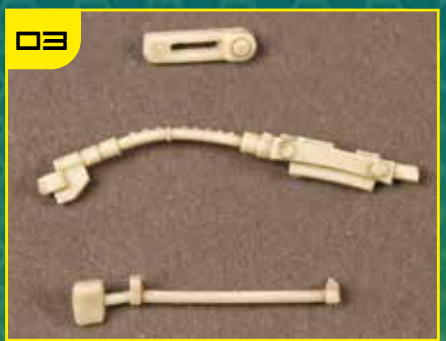
Identify each of the plant-ons using Diagram A and the numbered parts. Carefully clip the parts off the sprue in the order they are fitted.

02



Remove any molding flash or extra nubs of plastic using your plastic cutters and needle files or sanding sticks.

03

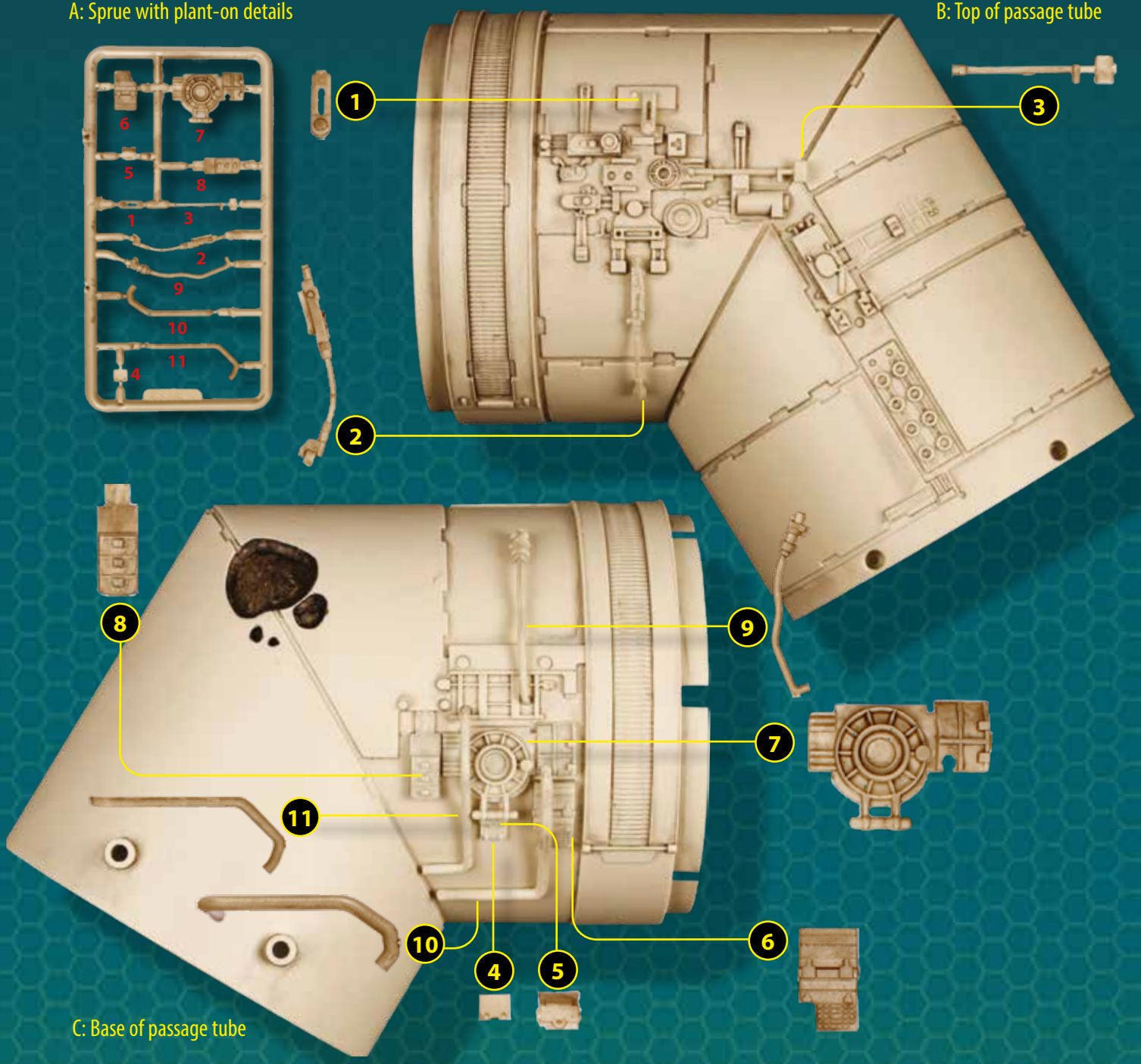


Lay out the plant-ons ready for fitting. This is the set of three parts for the top of the passage tube.

STAGE 9 ASSEMBLY

A: Sprue with plant-on details

B: Top of passage tube



C: Base of passage tube

04



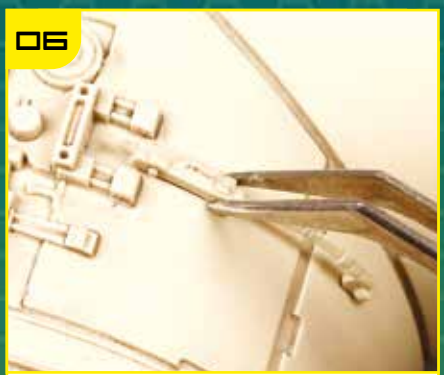
Hold each part in position to check where it fits. Some have slots or sockets while others are just fitted flush.

05



Use Step 4 to identify the contact points where the plant-on touches the surface of the passage tube, and use a cocktail stick to put small drops of superglue at these points.

06



Hold each plant-on piece against the passage tube until the glue bonds.