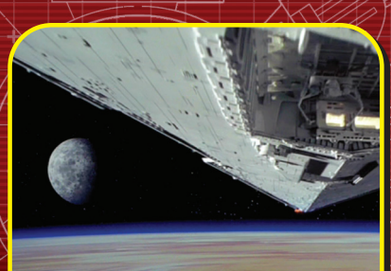
STAR WARS MILLENNIUM FALCON

BUILD THE MODEL – EXPLORE THE GALAXY





ORBITING A PLANET

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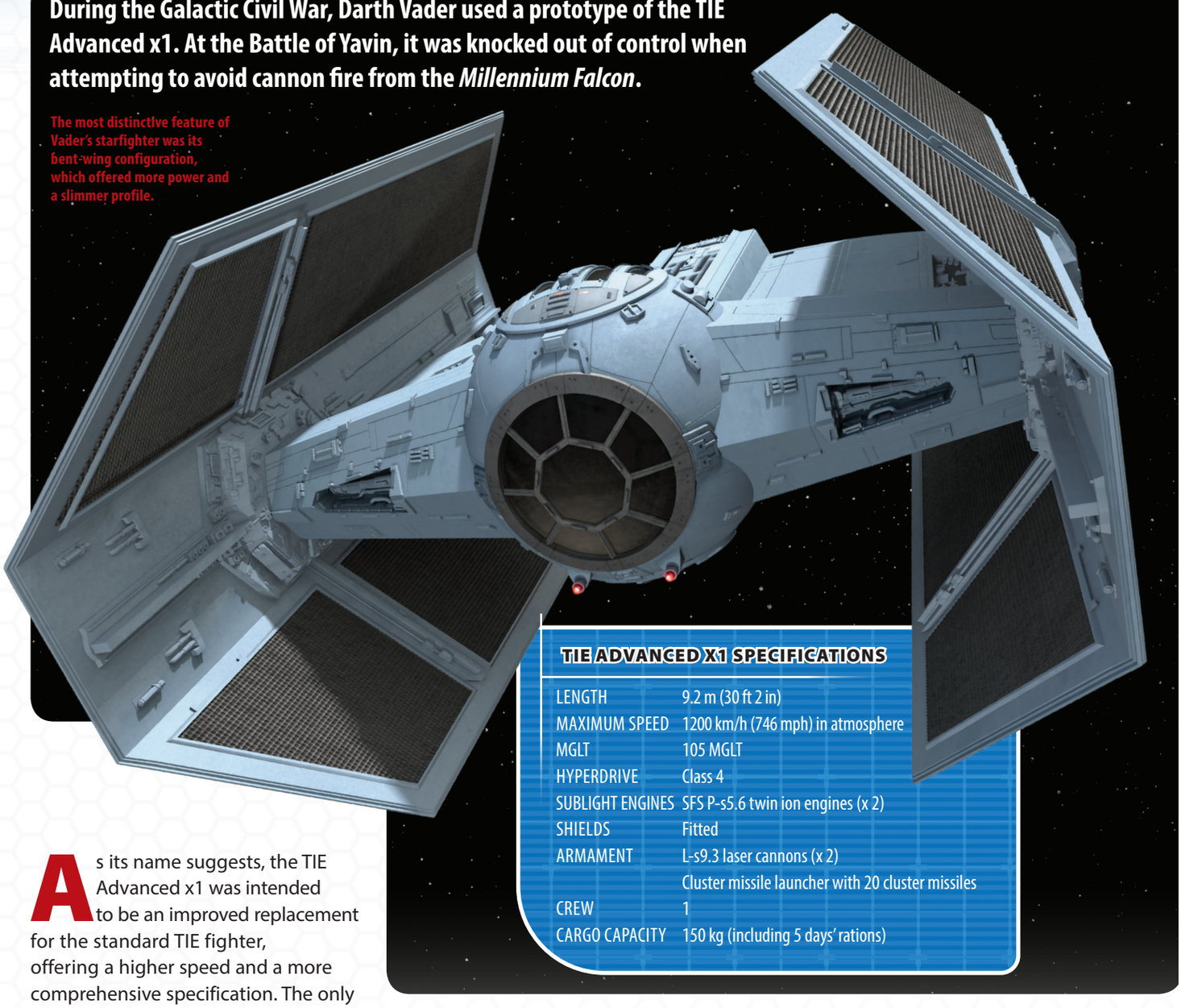
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DARTH VADER'S PERSONAL STARFIGHTER

TIE ADVANCED X1 PROTOTYPE

During the Galactic Civil War, Darth Vader used a prototype of the TIE Advanced x1. At the Battle of Yavin, it was knocked out of control when attempting to avoid cannon fire from the *Millennium Falcon*.

The most distinctive feature of Vader's starfighter was its bent-wing configuration, which offered more power and a slimmer profile.



TIE ADVANCED X1 SPECIFICATIONS

LENGTH	9.2 m (30 ft 2 in)
MAXIMUM SPEED	1200 km/h (746 mph) in atmosphere
MGLT	105 MGLT
HYPERDRIVE	Class 4
SUBLIGHT ENGINES	SFS P-s5.6 twin ion engines (x 2)
SHIELDS	Fitted
ARMAMENT	L-s9.3 laser cannons (x 2) Cluster missile launcher with 20 cluster missiles
CREW	1
CARGO CAPACITY	150 kg (including 5 days' rations)

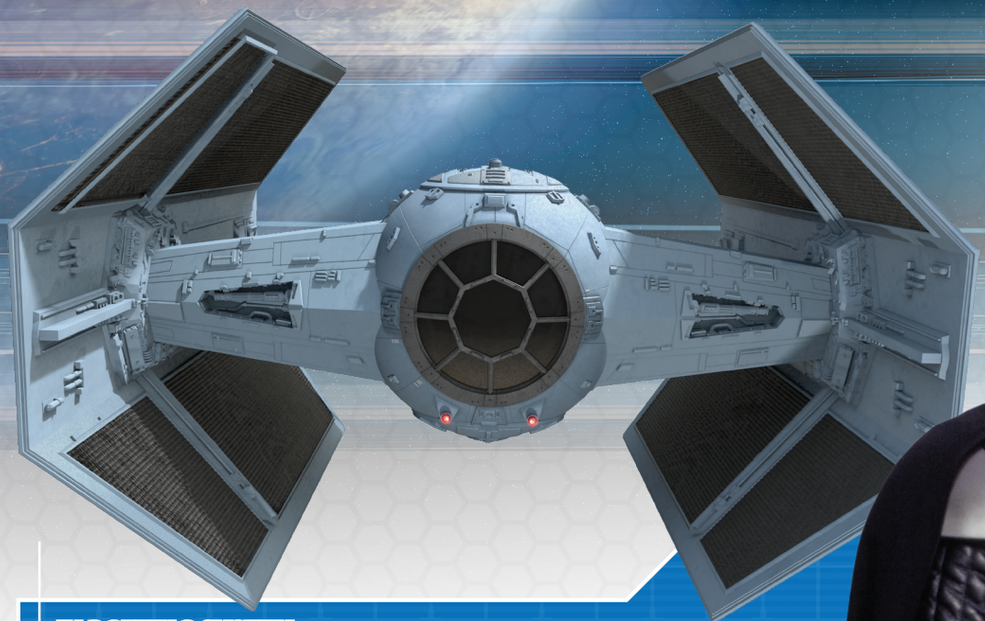
As its name suggests, the TIE Advanced x1 was intended to be an improved replacement for the standard TIE fighter, offering a higher speed and a more comprehensive specification. The only example ever made was the property of Darth Vader, who tested the prototype extensively, and flew it in combat at the Battle of Yavin.

Even though it never made it into volume production, the TIE/x1 provided a useful testbed for features that appeared in the TIE bomber and TIE interceptor, as well as the later TIE Avenger, and TIE Defender.

ENHANCED PERFORMANCE

The design of the TIE/x1 was heavily influenced by Vader himself. Perhaps the most naturally gifted human pilot of his era, the Sith Lord was nothing if not exacting when he outlined his specifications for a new starfighter to TIE fighter designer Raith Sienar. Like the original TIE fighter, Sienar's prototype used a SFS I-s3a solar

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TARGETING SYSTEM

All combat craft carry powerful electronic jamming systems to stop enemy ships achieving target lock in battle. Although the standard TIE fighters' formidably effective targeting equipment possessed an advantage over the rebels' older modules, the TIE Advanced x1 was fitted with an even more sophisticated and powerful target tracking and acquisition system – although the instrument needed frequent adjustments during combat to ensure that it would deliver the best performance.

ionization reactor powering a pair of P-s5.6 twin ion engines. However, it was fitted with a pair of 'bent-wing' solar array panels, which reduced the vessel's profile (making it a smaller target) at the same time as delivering more power than the stock hexagonal wings.

EXTRA FACILITIES

Despite this, the TIE Advanced x1 was not vastly quicker than the standard fighter. Some of the extra power was diverted to energize the ship's deflector shield generators – a feature that no other TIE fighter had – and the engines also had to deal with the vessel's considerably greater mass. Not only did the TIE/x1 have larger wings, but it also had a much bigger hull. Behind the standard cockpit was an extended rear deck and reinforced durasteel spaceframe, housing the shield generator and a hyperdrive. While the latter was a modest Class 4.0 device, it was a huge step forward from the standard fighter, which had none at all. Although neither ship had a life-support system, the TIE/x1 did have a very well-equipped, more spacious cockpit, with rations for up to five days.



DARTH VADER

Even as a boy, Anakin Skywalker exhibited exceptional piloting skills, becoming the first human to compete – and win – at podracing. He continued to demonstrate these skills as a Jedi, and they did not leave him during his fall to the dark side.

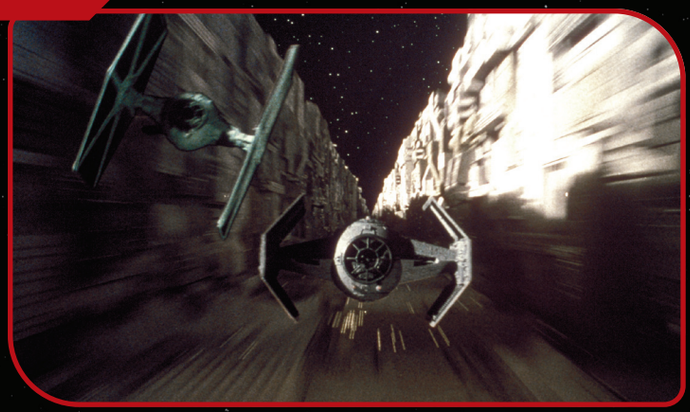


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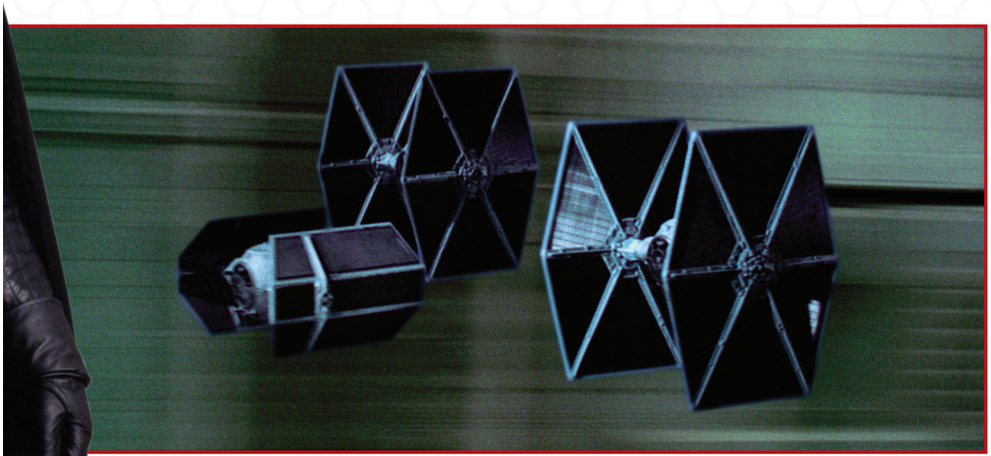
THE BATTLE OF YAVIN

BLACK SQUADRON TO THE ATTACK

While Vader was on board the Death Star to oversee the hunt for the battle station's stolen plans, his personal fighter was kept in readiness. At the Battle of Yavin, realizing that the threat from the rebel fighters was greater than had been acknowledged, the Sith Lord took personal charge. Hand-picking two Imperial pilots in standard TIE fighters to act as his escort, Vader personally destroyed several of the rebels making their attack run. He was about to shoot the last X-wing, when his wingmen were attacked by the *Millennium Falcon*. One of Vader's wingmen crashed into the TIE/x1, knocking it into the other TIE fighter and sending it tumbling into deep space. Vader escaped the destruction of the Death Star, and was able to regain control of his vessel. As its hyperdrive was still functioning, Vader made a jump to the planet Vaal, where he was able to crash-land his damaged fighter.



The narrow confines of the Death Star's trench left very little room for Vader and his two Black Squadron wingmen to maneuver. This would prove to be a deciding factor in the outcome of the Battle of Yavin.



During the final stages of the attack on the Death Star, Vader and two wingmen in standard TIE fighters picked off the rebel X-wings. The much smaller profile of the Dark Lord's personal fighter is very obvious.

The extra bulk made the TIE/x1 less maneuverable than the standard ship, but it was more able to stand and fight, taking more punishment without damage. It was at least an even match for a T-65 X-wing fighter, although only the most elite Imperial pilots would have been capable of exploiting the TIE Advanced x1's potential to the full. More importantly, the ship was designed to pack a bigger punch to match its increased size. As well as twin heavy L-s9.3 laser cannons (in a fixed, forward mounting under the chin), the TIE/x1 had a cluster missile launcher with 20 projectiles.

BATTLE HONORS

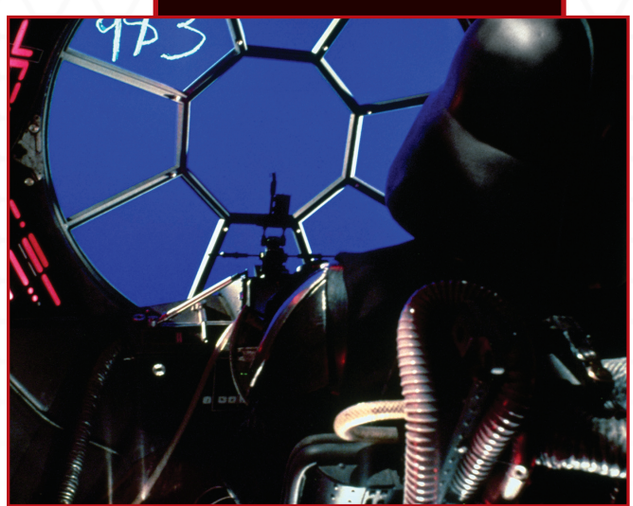
Vader took delivery of the ship early in the Galactic Civil War and campaigned it on several occasions. His fighter had a somewhat checkered career – even being stolen for a while – but in Vader's hands, it nearly determined the outcome of the Battle of Yavin. The Rebellion would surely have turned out very differently, had the *Millennium Falcon* not joined the fray.

Recovered and repaired, the TIE/x1 might have formed the basis of a new series of TIE fighters, but that was ruled out on the basis of its much higher cost. Only a few squadrons were equipped with them before the Imperial Navy opted for the TIE/IN Interceptor, which traded the hyperdrive and shields for a blistering top speed and a lower price.

BEHIND THE SCENES

FILMING THE X1

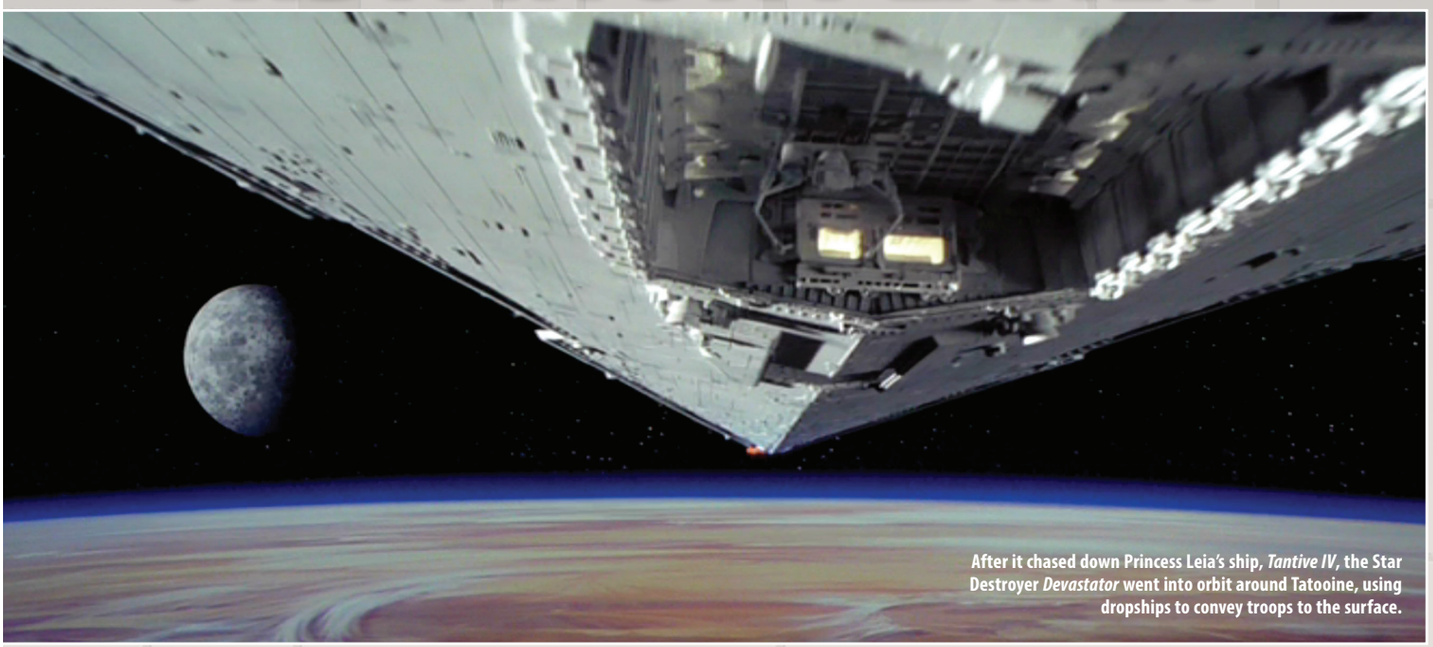
Faced with the need for movie-goers to be able to spot Vader's ship easily during the climactic battle over the Death Star, ILM came up with the bent-wing concept. The new wings were made from a honeycomb plastic light-diffuser grille (as distinct from the slatted material used on the regular model ships), and a second set was made up to show the damage after Vader collides with his wingman. Apart from that, the filming miniature was based on a standard TIE fighter cockpit, with a hexagonal window at the rear. This means that the model does not match the live-action scenes showing Vader in the cockpit, as the full-size set was made without a rear window.



Blue-screen filming of Vader in the cockpit of his TIE Advanced x1. Shots from the front showed that the Sith Lord's ship lacked the rear window of the standard Imperial starfighters.

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ORBITING A PLANET



After it chased down Princess Leia's ship, *Tantive IV*, the Star Destroyer *Devastator* went into orbit around Tatooine, using dropships to convey troops to the surface.

Putting a starship or satellite into orbit means holding a position outside (or on the fringes of) a planet's atmosphere. The maneuver can be part of a regular arrival or departure, or it can be used as a military tactic during a planetary assault.

Orbiting a planet (or a moon or sun) is the equivalent of parking in space. Because all galactic bodies are in constant motion and exert a gravitational pull, it is impossible to come to a dead stop anywhere near them, but going into orbit allows a starship to maintain a more or less constant distance at a height chosen by the ship's navigator.

Small ships arriving at an unfamiliar or hostile planet may decide to go into orbit outside its atmosphere (or just inside it) in order to patrol the area, or to observe the surface before landing. Large vessels, such as Star Destroyers and some freighters, which can be too big to make landfall, may have no other option. Once orbiting the planet, they can transship personnel or cargo to smaller shuttles or landing craft.



Going into orbit can be complicated by the existence of other orbiting material, which can range from artificial satellites or other ships, to space junk or natural debris such as that which makes up planetary rings.

An orbital holding pattern is also used during the second phase of a planetary invasion or bombardment (after the initial approach). This tactic is aimed at gaining control of the space above the planet and placing the assault units in strategic positions. Sometimes, capital ships may maintain their orbital pattern indefinitely, to act as a blockade.

A DELICATE BALANCE

An orbit results when there is a perfect balance between a starship's forward motion, and the force of gravity pulling on it. If a ship is moving too fast when it approaches a planet, the pull of gravity may temporarily deflect it from its course, but it will soon break free and continue on its way. However, if it is moving too slowly, it will be pulled towards the planet and, unless the crew takes action, will fall to the surface.

This is why moving smoothly into orbit is sometimes described as a delicate balancing act between flying off and crashing. The pilot needs to set a course that goes past the planet at the distance he wants to be above the surface and then reduce the ship's speed until its forward momentum exactly balances the attraction of gravity. At that point, although the ship continues to move forward, the balance of forces keeps it at the same distance from the planet, so the ship is pulled into an orbital path (which can be circular or elliptical in shape).

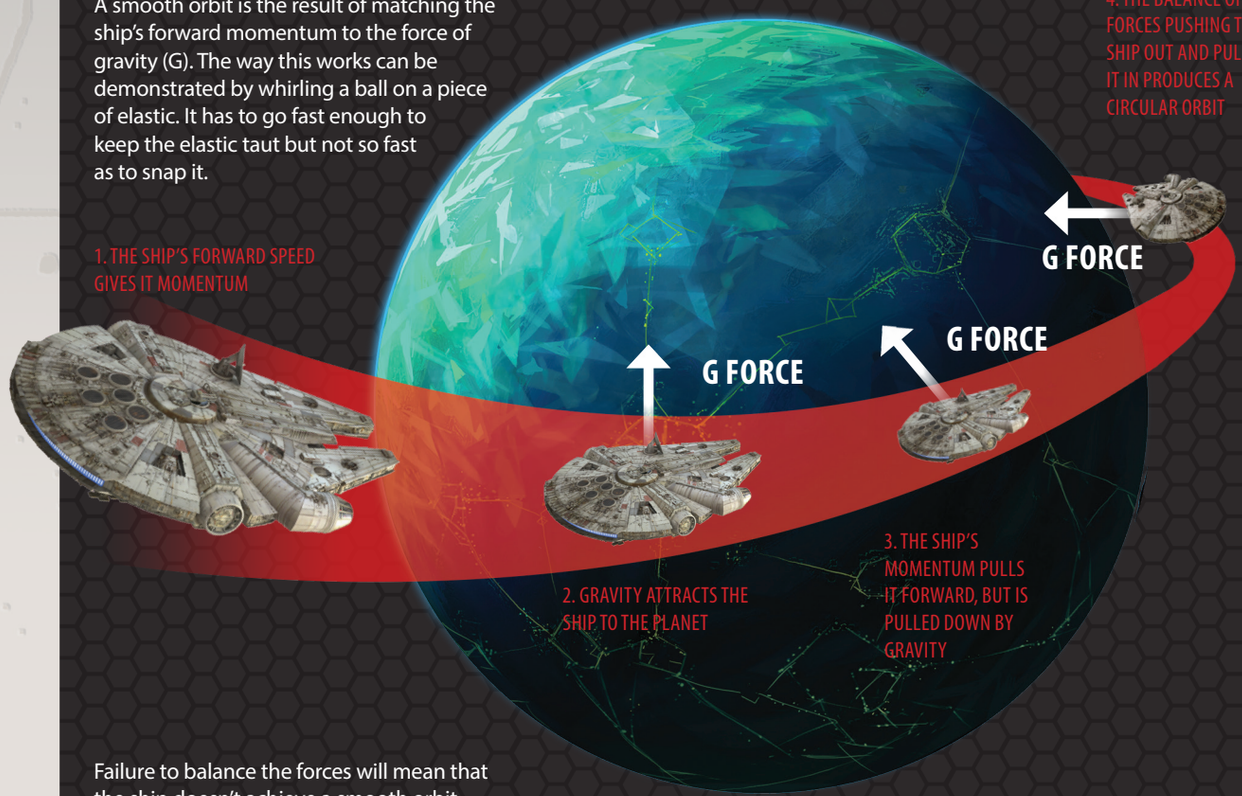
BRAKING EFFECTS

Any change of speed will affect the height of the orbit: going faster will spin the ship to a higher altitude and

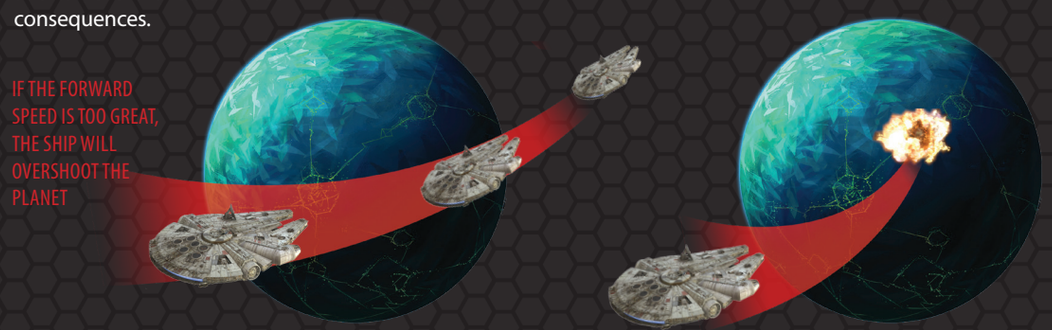
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BALANCING SPEED AND GRAVITY

A smooth orbit is the result of matching the ship's forward momentum to the force of gravity (G). The way this works can be demonstrated by whirling a ball on a piece of elastic. It has to go fast enough to keep the elastic taut but not so fast as to snap it.



Failure to balance the forces will mean that the ship doesn't achieve a smooth orbit, and can even have disastrous consequences.



going slower will drop it down. If space was a perfect vacuum, a ship could stay in orbit as long as its crew wanted, without them needing to engage the engines, because its forward momentum would be constant. But space isn't a perfect vacuum, and contains drifting clouds of dust and gas. Even though the material that hits a spaceship will be very thin and spread out, the accumulated effect of millions of tiny collisions with dust particles will gradually slow it down. Eventually, the force of gravity will start to win the constant tug-of-war, causing the orbit to decay and bringing the ship closer to the planet.

When heading off to a destination within the same system, it is possible to save fuel on journeys from planet to planet by using the ship's orbital momentum. This relies on the fact that the planet around which the ship is orbiting is itself spinning around its sun. If the pilot times the departure

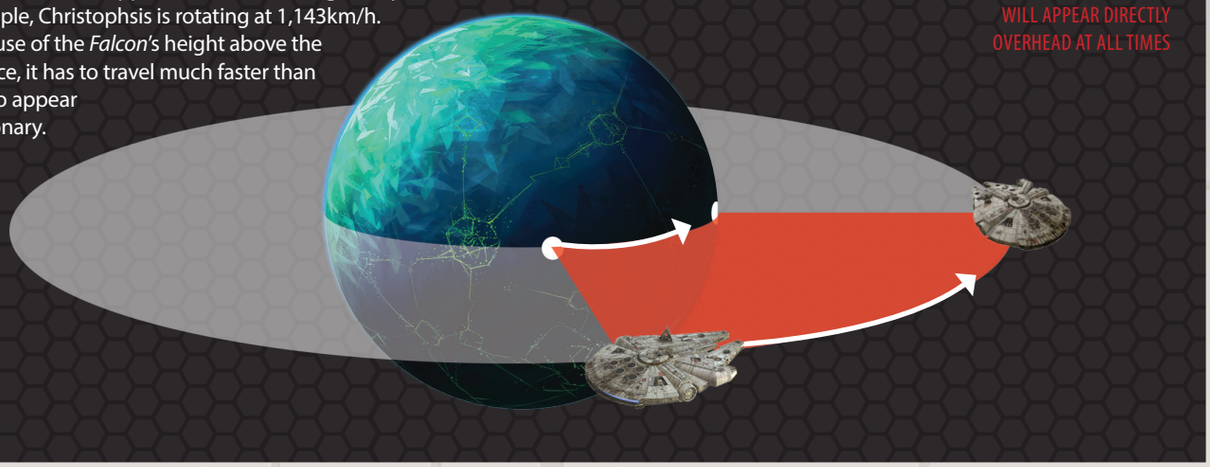


Before the invasion of Naboo, Trade Federation battleships encircled the planet. Viceroy Nute Gunray threatened that any attempts to break the blockade would be met with deadly force.

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GEOSTATIONARY ORBIT

If a ship aligns its orbit with the equator and matches the speed of the planet, it will appear to 'hover' over a given spot. In this example, Christophsis is rotating at 1,143km/h. Because of the *Falcon*'s height above the surface, it has to travel much faster than this to appear stationary.



from planetary orbit correctly, the starship will be slingshot in the right direction across the system.

ORBITAL HAZARDS

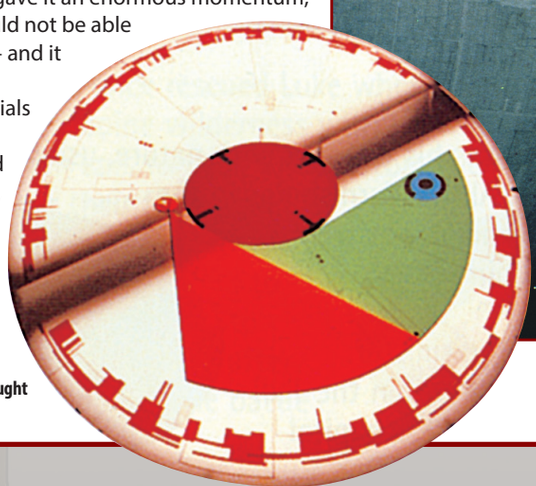
Many planets are ringed by clusters of satellites, space stations, skyhooks, and other installations that provide a hazard for visiting spacers. Fortunately, these are generally at standard altitudes (geostationary orbits are fixed by the laws of physics), which makes them easier to locate and avoid. Major hazards are shown on astrogation charts (so long as these are regularly updated), and on densely populated planets there is usually a traffic control network that allocates safe orbits. More of a hazard can be posed by 'disposal orbits', which are used as a way of depositing unwanted space or planetary junk in a 'graveyard' above the planet. Disposal orbits are usually a few hundred kilometers above the operational orbit zone, but are less rigidly regulated.

BEHIND THE SCENES

ORBITING YAVIN AND HOTH

The fact that the Death Star needed to orbit Yavin before targeting the rebel base on its moon had a decisive effect on the battle that followed – and ever since the first screening of *Star Wars* Episode IV, fans have argued about why the battle station didn't just emerge from hyperspace next to Yavin 4, and destroy it without giving the rebels time to attack.

The rationale is that even an object as vast as the Death Star would be affected by the gravity of such a huge gas giant as Yavin, and needed to arrive from hyperspace into a stable orbit. Given that the Death Star's immense mass gave it an enormous momentum, the battle station would not be able to maneuver quickly – and it wouldn't have been possible for the Imperials to make a jump to a spot where they could target Yavin 4 directly, because their orbit would have been affected by its gravity.



The Death Star was unable to strike Yavin 4 until its orbit brought the moon into its line of sight.

Once the Death Star arrived off Yavin and went into orbit, its maximum velocity was fixed, because its speed would affect the orbital altitude. Waiting 30 minutes for the orbit to bring the Death Star into firing position made perfect sense, especially given Tarkin's supreme confidence in the impregnability of his super weapon.



The Imperial battle station needed to go into a stable orbit around Yavin (unaffected by the gravity of its moon), giving the rebels vital minutes for their desperate counterstrike.

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YOUR NEXT PARTS

This issue includes the cushion pads and upper part of the starboard corridor, which you started to assemble in Stage 16 and will now be able to complete. You also have another frame and section of plating for the bottom of the hull.

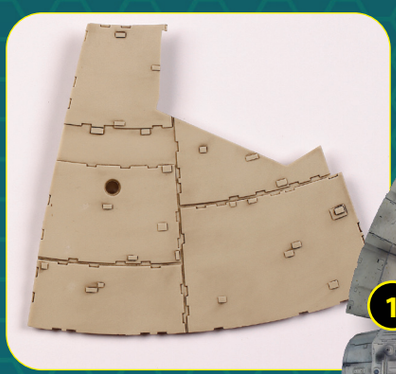
The curved starboard corridor is lined with padded cushions, and the top has an open inspection panel that allows you to see the internal detail. When it is complete, you will see how to attach it to the hold doorway. Keep the hull parts for assembly in Stage 18.

COMPONENTS CHECKLIST

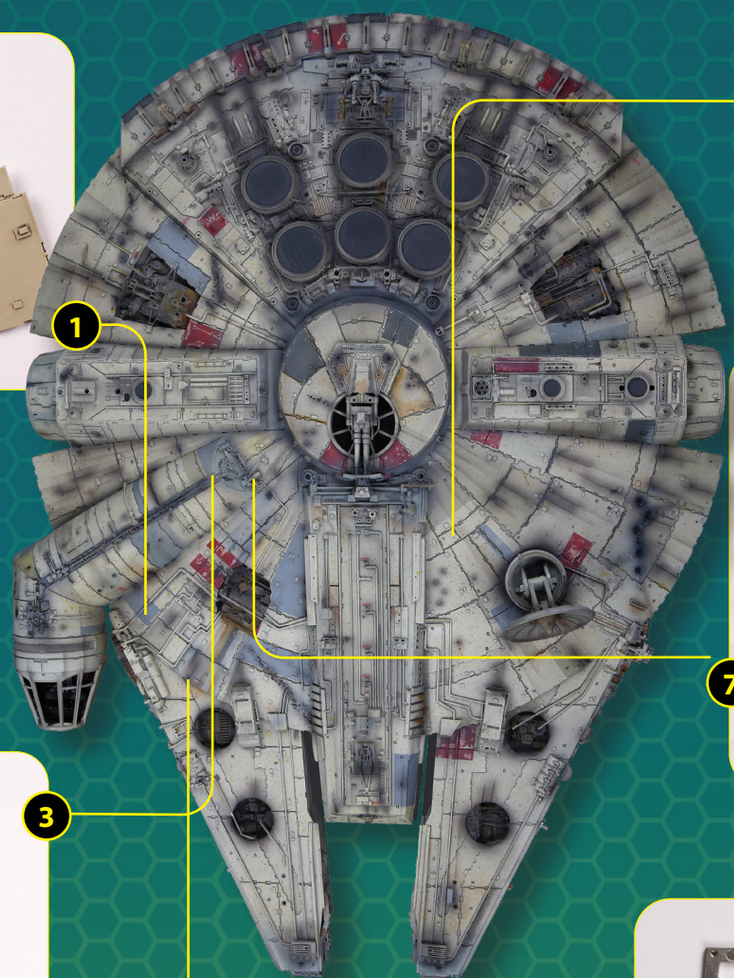
1. Hull plating BP-3
2. Starboard corridor top
3. Starboard corridor end ring
4. 2-hole connector
5. Fixing screws (x 4, plus spare)
6. Fixing screws (x 5, plus spare)
7. Starboard corridor cushion pads (11 on sprue)
8. Hull frame BF-20

WHERE THE PARTS FIT

HULL EXTERIOR



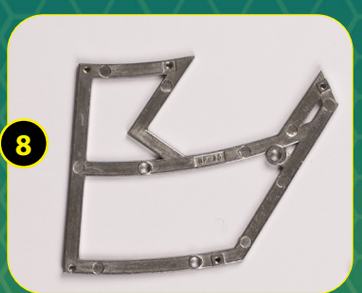
Parts 1 and 8 are for the **underside** of the hull.



INTERNAL DETAILS



HULL FRAME

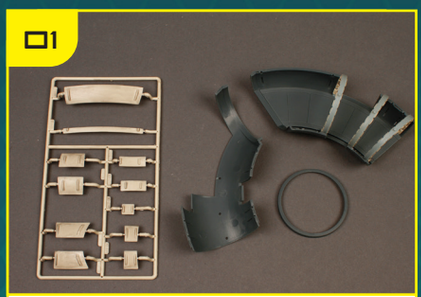


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FITTING THE CORRIDOR CUSHIONS

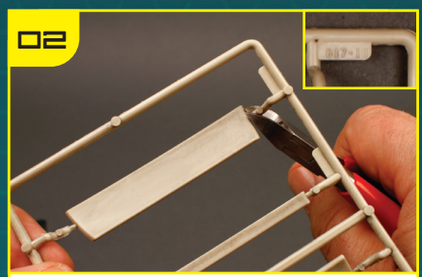
Part 7 is a sprue containing the 11 padded cushions that fit inside the corridor. They are all different shapes, so it is important to get each of them in the right place, following the number codes that appear on the sprue. Most have a taper, so they only fit one way up.

01



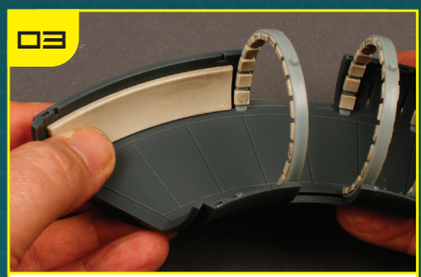
Collect the corridor you assembled in Stage 16, plus Parts 2, 3 and 7.

02



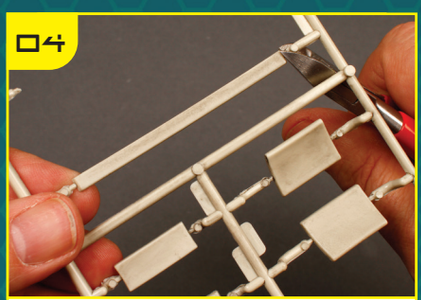
Start by clipping off the largest cushion (number 10), which is at one end of the sprue. Trim off any molding flash.

03



The cushion has two bars on the back that fit into grooves in the corridor wall. Test it in position, then glue it in place.

04



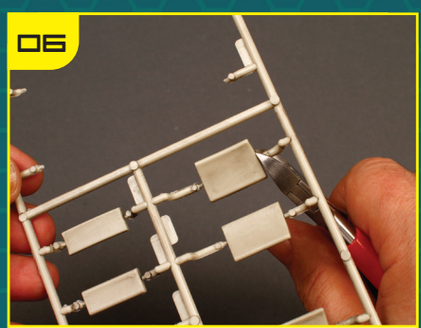
Clip the long, thin cushion (11) from the next position on the sprue.

05



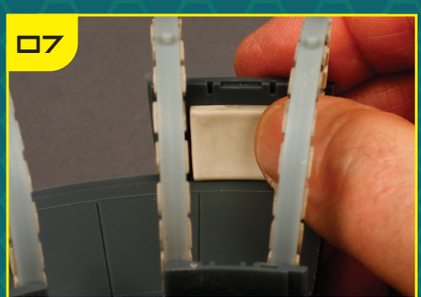
Fit cushion 11 above cushion 10. There should be a slight gap, as shown.

06



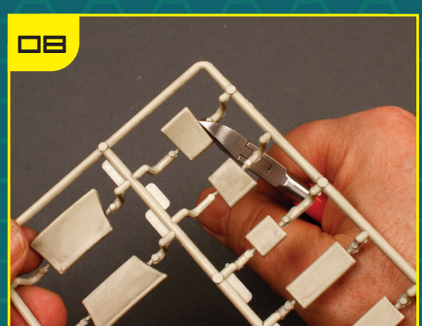
Trim one cushion 6 off the sprue.

07



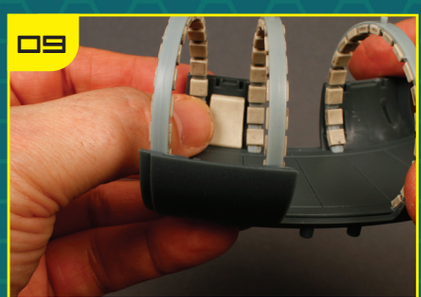
It fits between the two corridor arches on the outside of the curve.

08



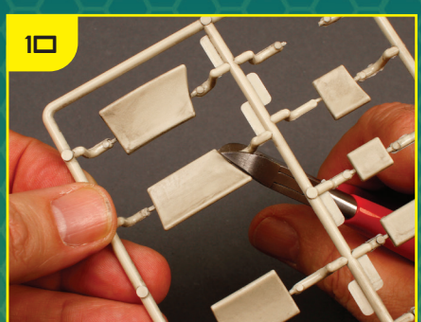
Trim one cushion 9 off the sprue.

09



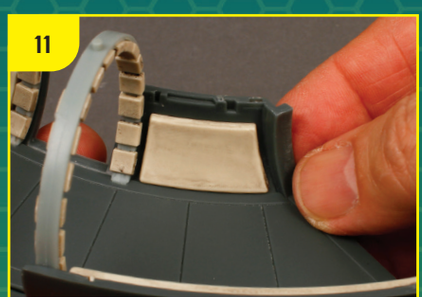
It fits between the two corridor arches on the inside of the curve.

10



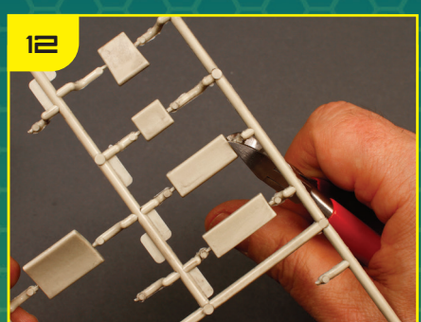
Trim cushion 13 off the sprue.

11



Fit it to the inside of the curve in the position shown.

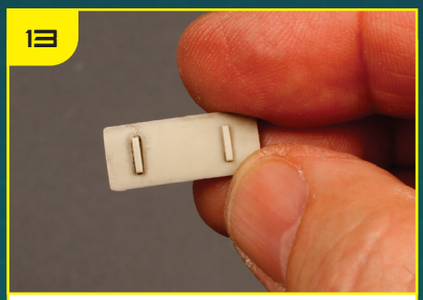
12



Trim cushion 7 off the sprue.

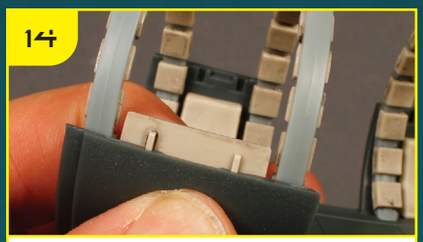
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13



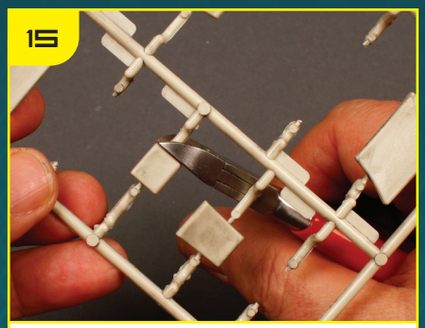
Note the two locating bars on the back of the cushion.

14



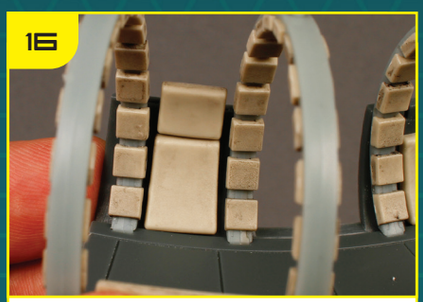
Fit the bars into the slots between the two arches on the outside of the curve, so that the cushion overhangs the upper edge of the corridor, as shown.

15



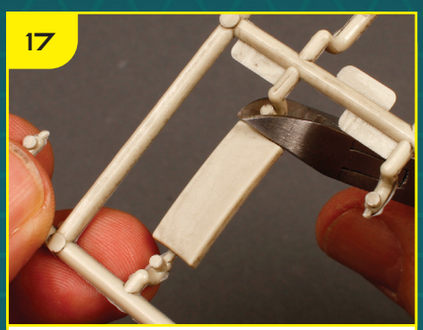
Trim cushion 8 off the sprue.

16



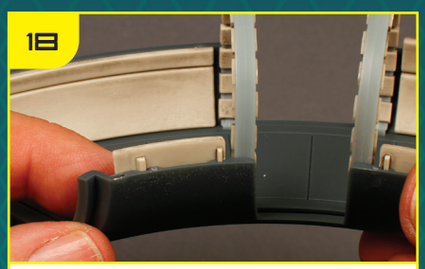
Cushion 8 fits between the two arches, overhanging the edge as shown.

17



Trim cushion 14 off the sprue.

18

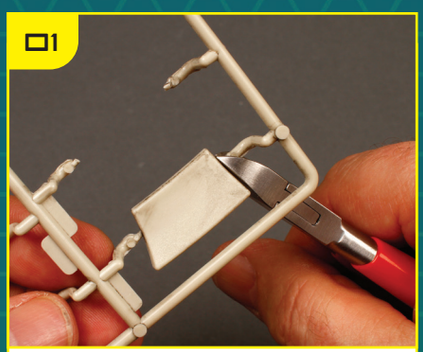


Note that the locating bars are offset, so that the cushion only fits one way round, overhanging the edge of the corridor.

FITTING THE TOP OF THE CORRIDOR

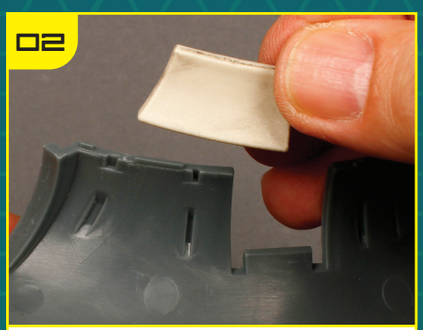
The three final cushions go into the top of the corridor, which can then be fitted to the bottom half. Although you can complete the corridor, do not glue it at this stage, as this will make it simpler to attach the side corridors later on in the build.

01



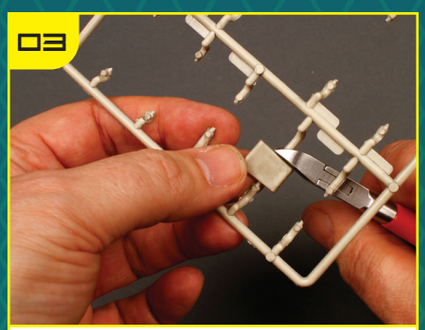
Trim cushion 12 off the sprue.

02



Glue the cushion to the top of the corridor, in the position shown.

03



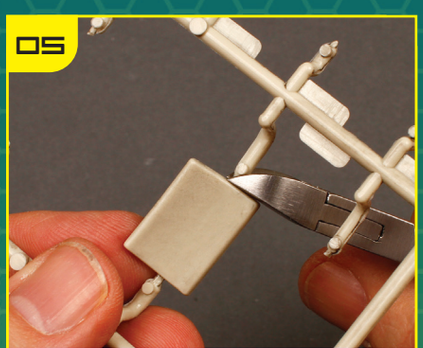
Trim the remaining cushion 9 off the sprue.

04



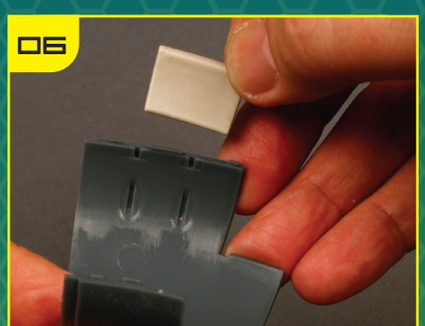
Glue the cushion to the top of the corridor, in the position shown.

05



Trim the last cushion off the sprue.

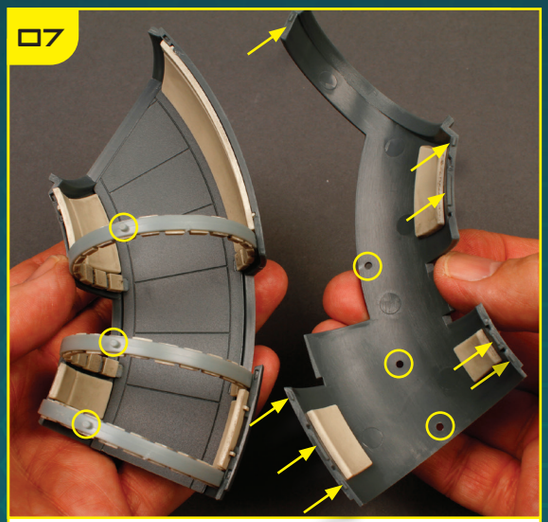
06



Glue the cushion to the remaining slots in the corridor.

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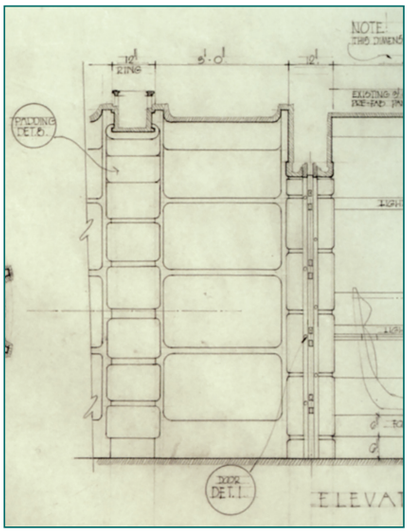
07



The completed halves of the corridor should look like this. Note the three locating pins and matching holes (circled), and the eight lugs (arrowed).

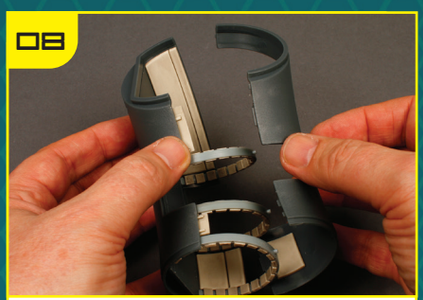
IMPERIAL STANDARDS

While *Star Wars* is set in a galaxy far away and a long time ago, its dimensions are those of the everyday universe occupied by the film crew – based on the Imperial rulers commonly used in Britain in the 1970s and still in official use in the USA. The corridors in the *Falcon* are 4'6" radius and their panels are all measured in feet and inches. Metric dimensions do not appear widely on the drawings until the 21st century, with designs for Episode II.



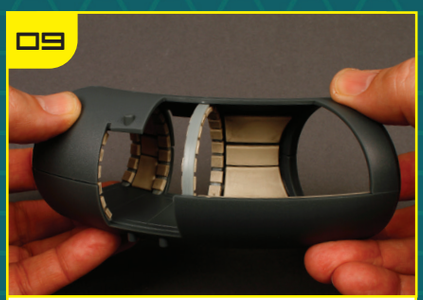
BEHIND THE SCENES

08



Fit the top of the corridor to the bottom, making sure the pins and lugs engage.

09



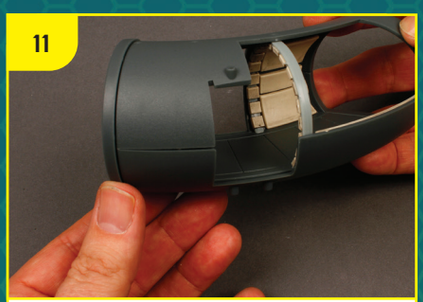
Hold the completed corridor assembly together.

10



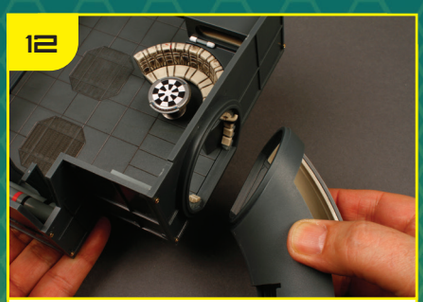
Fit the end ring (Part 3) over the recess in the end of the corridor.

11

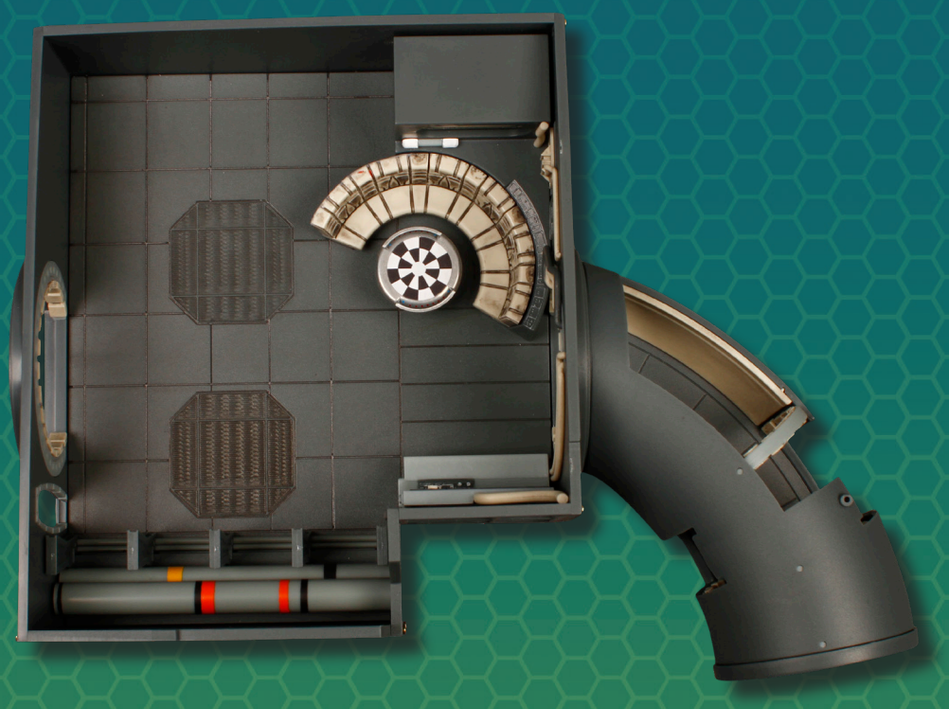


The end ring will keep the two halves of the corridor together.

12



Temporarily plug the other end of the corridor into the doorway of the hold.



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