STAR WARS MILLENNIUM FALCON

BUILD THE MODEL – EXPLORE THE GALAXY





CARGO HANDLING

F219FSC020

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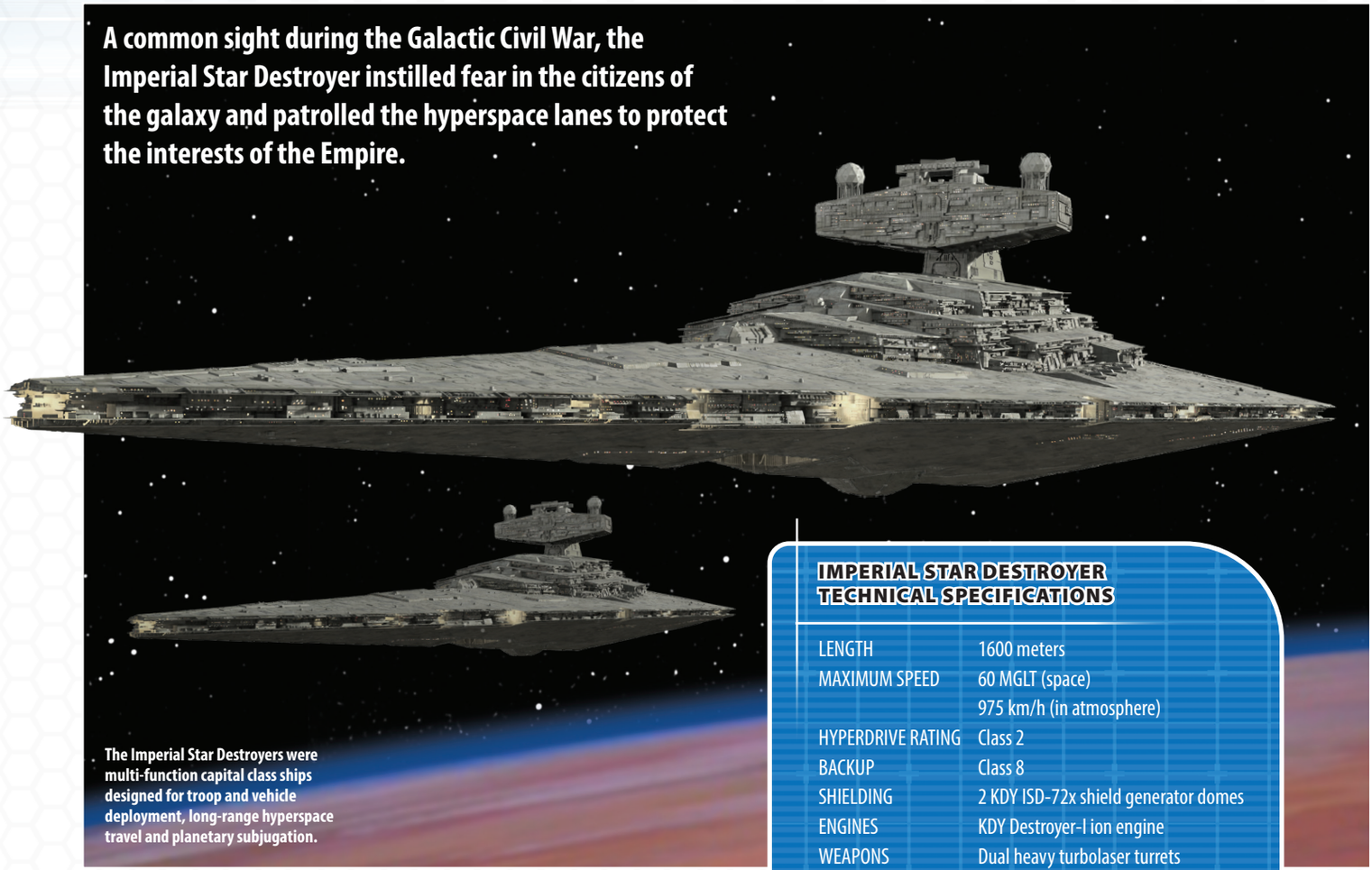
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IMPERIAL CAPITAL SHIP

IMPERIAL I-CLASS STAR DESTROYER

A common sight during the Galactic Civil War, the Imperial Star Destroyer instilled fear in the citizens of the galaxy and patrolled the hyperspace lanes to protect the interests of the Empire.



The Imperial Star Destroyers were multi-function capital class ships designed for troop and vehicle deployment, long-range hyperspace travel and planetary subjugation.

The familiar arrowhead silhouette of the Star Destroyer can be traced back for millennia, as the capital ships of the Old Republic and other factions all discovered the efficiency of the wedge shape for concentrating firepower forwards. And when the Republic developed a new design of *Imperator*-class Star Destroyers towards the end of the Clone Wars, they were, at the time, some of the largest warships in its Navy. Although these vessels only saw limited service before the end of the conflict, production of a refined version (renamed the *Imperial*-class) was increased under the Empire and it became a mainstay of the Imperial Navy.

SYMBOLS OF EMPIRE

The Star Destroyer was used to protect worlds loyal to the Empire and to assist them during periods of crisis. These huge ships could drop out of hyperspace in a variety of formations designed to block escape, cause confusion in enemy tactics or simply to create shock and awe.

IMPERIAL STAR DESTROYER TECHNICAL SPECIFICATIONS

LENGTH	1600 meters
MAXIMUM SPEED	60 MGLT (space)
	975 km/h (in atmosphere)
HYPERDRIVE RATING	Class 2
BACKUP	Class 8
SHIELDING	2 KDY ISD-72x shield generator domes
ENGINES	KDY Destroyer-I ion engine
WEAPONS	Dual heavy turbolaser turrets
	Dual heavy ion cannon turrets
	Quad heavy turbolasers
	Triple medium turbolasers
	Medium turbolasers
	Taim & Bak XX-9 heavy turbolasers
	Borstel NK-7 ion cannons
	Phylon Q7 tractor beam projectors
COMPLEMENT	TIE/LN starfighter x 48
	TIE/sa bomber x 12
	TIE boarding craft x 12
	Lambda-class shuttles x 8
	Delta-class stormtrooper transports x 15
	Assault gunboats x 5
	Sentinel-class landing craft x 12
	AT-AT walkers x 20
	AT-ST walkers x 30

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IMPERIAL STAR DESTROYER

Designed by Lira Wessex, Imperial Star Destroyers were constructed by the enormous Kuat Drive Yards Corporation. KDY held a hard-earned reputation as shipbuilders of distinction – outlasting many competitors for millennia. As it opted to work only for the Republic, Kuat Drive Yards' contracts passed on to the vast Imperial fleet by virtue of succession. Its facilities also built many of the support and offensive vehicles that filled the hangars of Star Destroyers across the galaxy, including the TIE fighter, and the land-based AT-AT.

With the ability to launch hundreds of fighters at a moment's notice, such encounters were often brutally brief and the subjugation of worlds swift. Possessing the ability to destroy cities and townships from high orbit, the threat of a Star Destroyer was almost impossible to ignore or defend against.

POLICING THE GALAXY

Twenty-four Imperial Star Destroyers were assigned to each of the 1024 regional sectors, operating as a Sector Group and spreading across the systems to patrol and enforce the Emperors will. Carrying TIE fighter patrol squadrons, as well as bombers, shuttles, stormtrooper transports, boarding craft, gunboats, blastboats, ground-based vehicles, and even garrison bases, each Star Destroyer was easily capable of taking planets and systems independently – and if any heavy opposition was encountered, they could call in back-up quickly. With over 25,000 Star Destroyers in operation, another was rarely far away.

The Imperial Star Destroyer was also an efficient platform for slowing and halting the illegal activities of the underworld: smuggling, profiteering, free trading, slaving, and more. The Star Destroyer was sometimes deployed along with variants such as the 1600m-long *Interdictor*-class, which was equipped with gravity well projectors able to yank vehicles from hyperspace at key points along their route and board them for search or detainment. Operating far out into the Mid and Outer Rims, the Star Destroyers were a key component of the Emperor's plan



IMPERIAL OFFICERS

With a crew of anything between 37,085 and 47,060, a Star Destroyer required a huge number of staff to maintain regular operations. Mostly working from the main bridge, key officers oversaw ship systems, overseen by the flag officer, who might be either a captain or an admiral of the fleet.

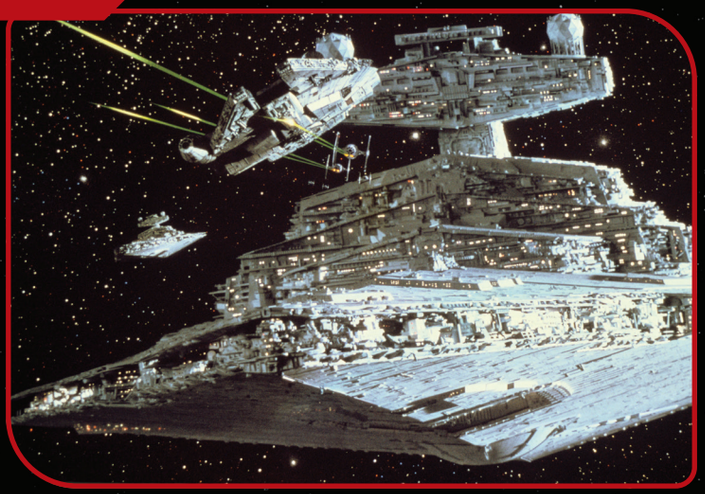
Captain Needa was a capable Star Destroyer commander, but was executed by Darth Vader for his failure to capture the *Falcon*.

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ESCAPE FROM HOTH

EVADING THE BLOCKADE

During the Battle of Hoth, the rebel transports used a planetary ion cannon to provide covering fire for their escape. Forced to avoid the energy bolts racing in their direction, the Star Destroyers angled off into deep space, but by the time the *Falcon*'s crew made their bid for freedom, the blockade was back in place. Leaving the planet without benefit of escorts or the ion cannon, the *Falcon* was met by three of the Empire's mighty capital ships. With his hyperdrive malfunctioning, Han Solo hid in the asteroid field, then re-emerged in what appeared to be a suicidal attack directly on the *Avenger*, but was actually a cunning ploy to hide on the enemy ship itself.

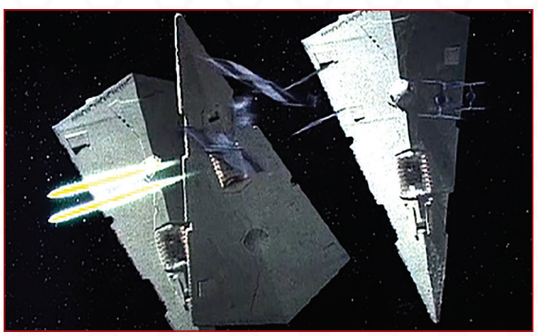


As the *Falcon* sped away from Hoth, it was hotly pursued by the huge Star Destroyers and a swarm of TIE fighters launched by the capital ships. Unable to make the jump to light speed, Han Solo was forced to rely on his wits and his superb flying skill.

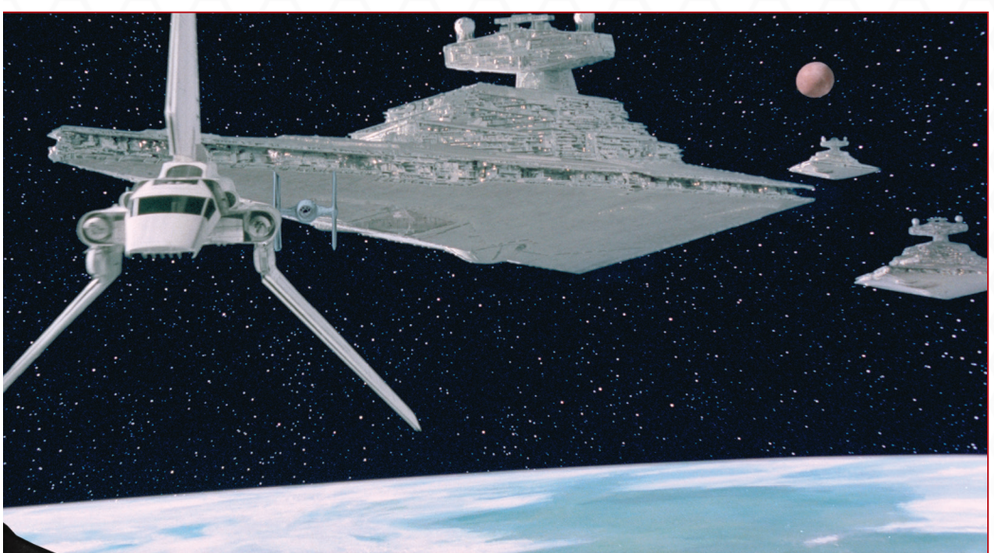
to break up the structure of the underworld markets and formalize all trade in the galaxy.

PLANETARY OCCUPATION

Despite their vast size, Imperial Star Destroyers were capable of in-atmosphere maneuvers, dropping into a low orbit and dispatching fighters to sweep over cities on worlds across the Empire. As demonstrated by the occupation of Lothal, half a decade before the Battle of Yavin, it was often the case that the first sign of an Imperial presence was when the Destroyer had dropped out of hyperspace and parked in orbit. The Empire didn't often announce its visits in advance.



Star Destroyers' bulk and inertia means that once set on course, they are slow to respond to the helm, which Han Solo was able to use to his advantage during his escape from Hoth.



The common Imperial tactic for deploying Star Destroyers was to arrive out of hyperspace and take up a parking orbit over a planet. Each carried a complement of smaller vessels, including TIE fighters, and transports or shuttles that could be used to ferry personnel from ship to ship, or down to the surface.

BEHIND THE SCENES

SMALL-SCALE

The Star Destroyer plays a crucial role at the start of the first *Star Wars* movie, and it took a long time to decide how to capture the shot. Initial plans to track the camera over an enormous set were abandoned in favor of using a relatively small 0.9m-long model. This was mounted upside-down and filmed with the lens skimming millimeters from the ship. The shot was inverted and placed in perspective with the rebel blockade runner – the model for which, surprisingly, was far larger and longer than the Star Destroyer that overwhelms it in the opening scene.

The original Star Destroyer model had a simple internal structure with only three mounting points, reflecting its limited – but key – role in the movie.



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CARGO HANDLING



While contraband was a more lucrative cargo, the *Millennium Falcon* also carried the sort of drums, crates and odd pieces of cargo that packed the hold of any typical tramp freighter working the outer reaches of the galaxy.

Many starship captains measure their freedom in the galaxy in hard cash. If they have enough credits, they can travel as far and as fast as they like. One way of earning a living is hauling cargo from one port to another, with a cash bonus thrown in for the odd smuggled goods.

While survey ships and military vessels fill the history books and collect the fame, humble freighters and barges have always been what really keep the galaxy going. Soon after pioneering explorers and colony ships open up a new world, they are followed by the first of a regular string of less glamorous starships, packed with the supplies that settlers need to keep pushing the boundaries of the known universe and survive on undeveloped planets.

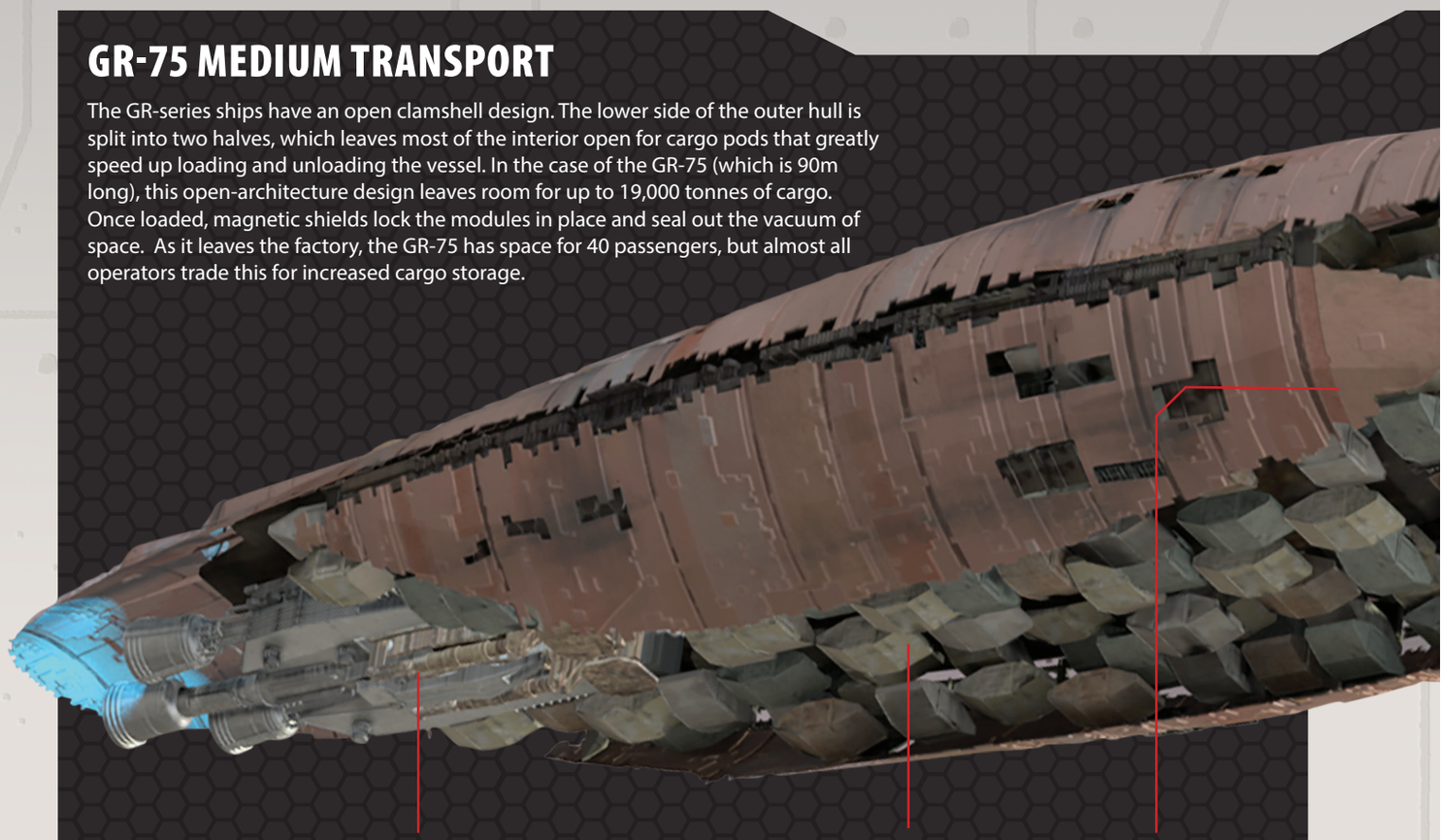
To begin with, the cargo will be basic food, weapons, and medical equipment to sustain the colony, plus the tools, machinery, and spare parts it needs to become self-sufficient. In time, growing settlements begin to demand luxury goods that can only be sourced from more sophisticated economies. In most cases, the only way that distant worlds are able to prosper is to export goods or raw materials back to more civilized regions, and this, too, has always depended on being able to carry cargo around the galaxy at a cost that makes the journey worthwhile.

This doesn't necessarily mean that freighters are unsophisticated vessels. They are commonly equipped with hyperdrives – either because many goods are perishable, or to satisfy those customers prepared to pay extra for prompt delivery. Making freight economic is not just about being able to operate at low cost. It is just as important to manage the pickups and deliveries as efficiently as possible, and use the right ship for the job.

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GR-75 MEDIUM TRANSPORT

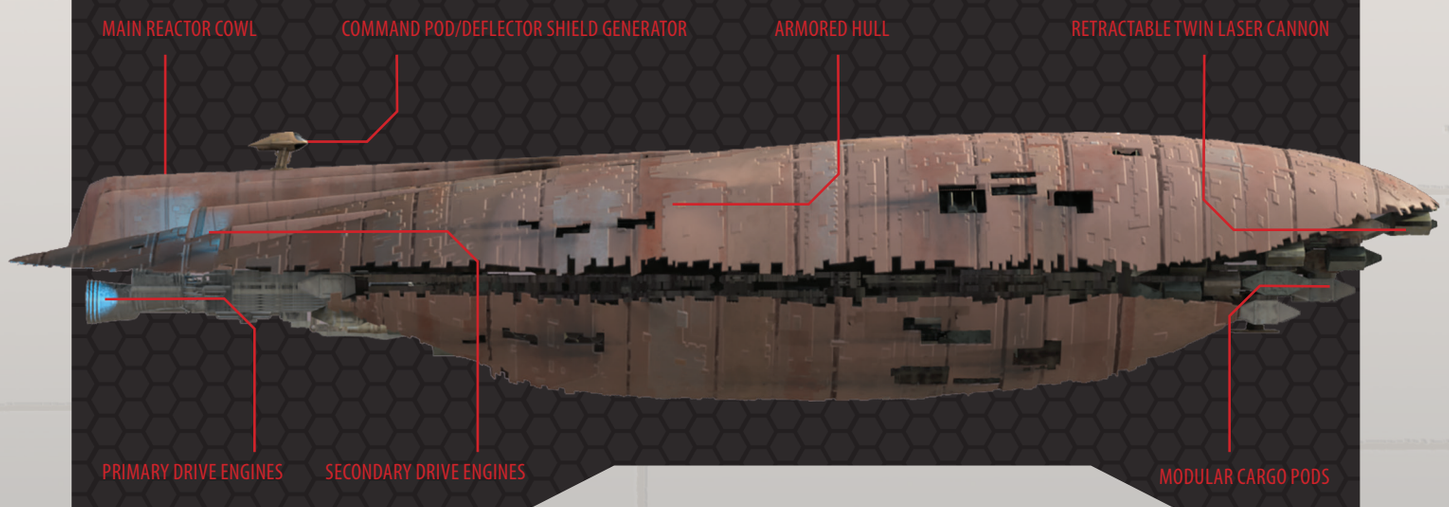
The GR-series ships have an open clamshell design. The lower side of the outer hull is split into two halves, which leaves most of the interior open for cargo pods that greatly speed up loading and unloading the vessel. In the case of the GR-75 (which is 90m long), this open-architecture design leaves room for up to 19,000 tonnes of cargo. Once loaded, magnetic shields lock the modules in place and seal out the vacuum of space. As it leaves the factory, the GR-75 has space for 40 passengers, but almost all operators trade this for increased cargo storage.





With its focus on maximizing cargo space, the GR-75's armament is a meager four twin laser cannons, and the deflector shield is minimal. Propulsion is via a modest Class 4 hyperdrive, and a sublight engine array capable of achieving a top atmospheric speed of 650km/h. While cheap to purchase, the GR-75 is notorious for its high running costs. Fortunately, spares are easily available.

GR-75s were widely used by the Rebel Alliance during the Civil War. Here (left), the *Bright Hope* transport ship makes a rendezvous with the rebels' medical frigate.



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LIGHT FREIGHTERS

CEC's popular light freighters (such as the familiar YT-series with its many variants) are ideal for shipping small but valuable commodities – such as weapons, fuel, and spare parts, as well as raw materials and food. Such shipments can be hauled from system to system, and many captains make a good living tramping around the galaxy, picking up short-run jobs as they go.

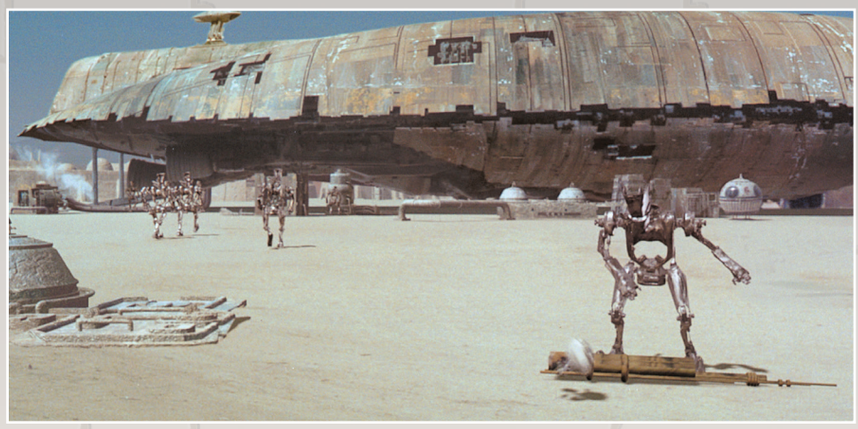
Even small freighters usually require a crew of more than one, so most captains split the workload with a co-pilot or droid. This also helps to deal with what can be a lonely existence out on the galaxy's hyperlanes. To many, their ship is everything: their job, their livelihood, and their home, as it is not unusual for the crew to live in their freighters, with no planetary base at all. Nor is it unusual for captains to encounter pirates or thieves, so even the humblest freighters are often shielded and armed so that they can resist attempts on their cargo.

MEDIUM AND BULK FREIGHTERS

Things are a little different on the bulk cargo runs, which operate on a scheduled basis. Here, the economics justify the use of larger ships by freight drivers and shipping firms, vessels such as the compact GR-45 medium freighter from Gallofree Yards, and its larger successor the GR-75 – which became famous as a Rebel Alliance transport.

Routine shipments of inexpensive materials are often handled by space barges (such as the X-23 StarWorker), which carry thousands of tonnes or thousands of cubic meters of goods in cavernous cargo bays. Operating mainly in developed systems, these ships have only limited shields, and, with no weapons or hyperdrive, their security relies on their cargo being low in value and too much trouble to steal. Their crew usually consists of only a pilot, co-pilot, and basic labor droid.

At least one GR-45 medium freighter worked out of Mos Eisley on Tatooine, where it parked illegally while being loaded by teams of ASP-7 labor droids with odd items rather than the standardized cargo pods it was designed for.



Even cheaper to operate, self-piloting drone barges, such as the *StarHauler*-class, are used on regular routes where the shipping company has determined that the risk of losses from piracy or malfunction is negligible, and that the cargo is cheap enough not to worry about. Drone barges are commonly used for hauling scrap to reclamation plants, for example.

Quantities of goods that require more careful handling are usually hauled by the likes of the BFF-1 bulk freighter, and the huge (390m) AA-9 Coruscant freighters. Such cargo carriers transport essentials and luxury goods to every corner of the galaxy.

Part of the art of making the trip profitable is to exchange every inbound consignment for a similar quantity of export goods. One advantage of being based on Coruscant is that such behemoth vessels can always return to the galactic capital city world with raw materials not available on the shining planet. With larger crews and more expensive ships to operate, making a good living is all about operating as close to full capacity as possible and spending as little time in port as the cargo-handling facilities will allow.

IN TIME OF WAR

The Separatist crisis saw many AA-9s being converted into makeshift freighter-liners, with the middle deck modified to carry up to 30,000 displaced migrants. At the onset of the Clone Wars, these ships were used by the Republic both as military cargo transports and troop carriers.

On the other side of the conflict, the 3km-long *Lucrehulk*-class LH-3210s



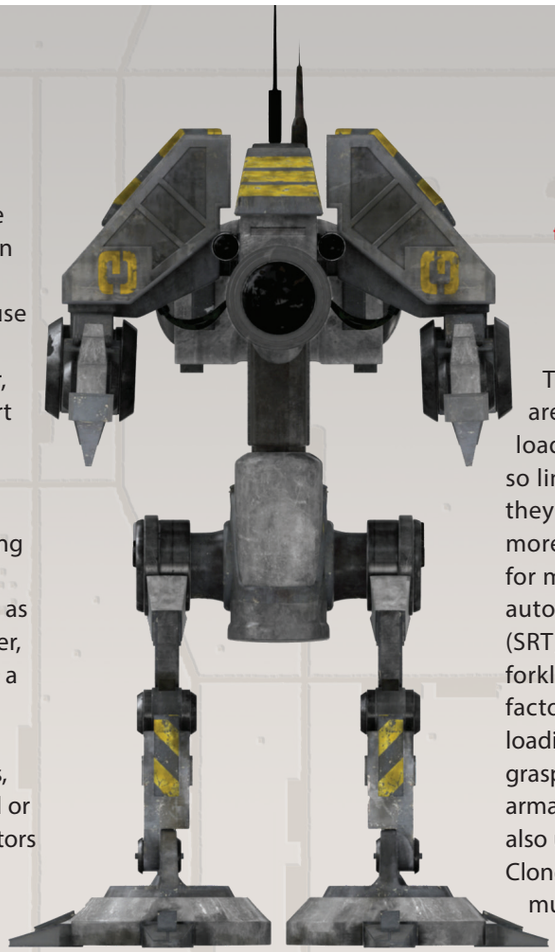
Under the Republic, the huge AA-9 Coruscant freighters made regular runs to developed planets around the galaxy. In the Separatist crisis, many were pressed into service as passenger transports for the Refugee Relief Movement.

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originally formed part of the Trade Federation's large merchant fleet. In the lead-up to the Naboo crisis, as many as a third were adapted for use as armed battleships, but kept the disguise of regular freighters. Later, LH-3210s openly became a key part of the Confederate Navy.

LOADING DROIDS

In out-of-the way spaceports, loading duties often fall to the crew and as many general-purpose labor droids as can be pressed into service. However, models such as the ASP-series have a limited carrying capacity. In larger facilities, routine bulk loading is usually carried out by freight droids, which have an ultra-stable wheeled or tracked base, extendable manipulators or claws, and a gravity-balancing frame for awkward loads, although repulsorlifts are often used.



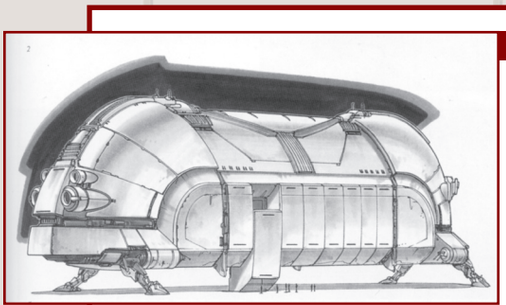
CARGO HANDLING

Binary loadlifters are low-level labor droids used for cargo handling. With yellow markings to act as a safety warning, they either have strong hydraulic limbs to slide under crates or strong grasping claws for smaller cargo.

The most mundane loading jobs are often the preserve of binary load lifters such as the CLL-series – so limited in their intelligence that they barely qualify as droids. Far more intelligent models are required for more complex tasks. The autonomous short-range transport (SRT) droid, otherwise known as the forklift droid, is commonly used in factories, but is also employed in loading bays. The IW-37 uses its grasping arm to load cargo or armaments into tight spaces, and was also used by the Republic during the Clone Wars to collect unexploded munitions and salvage weapons from wrecked ships.

BEHIND THE SCENES

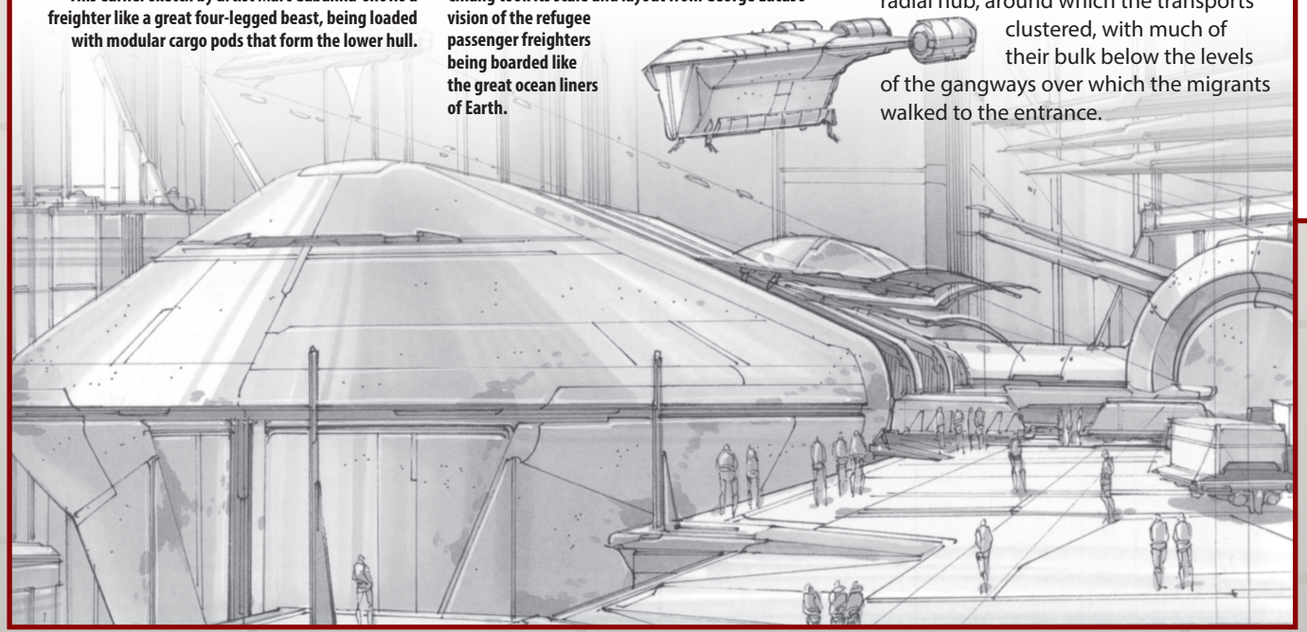
GALACTIC 'LINERS'



This earlier sketch by artist Marc Gabanna shows a freighter like a great four-legged beast, being loaded with modular cargo pods that form the lower hull.

For one of the key sequences in Episode II, where Anakin and Padmé Amidala leave Coruscant en route to Naboo, Lucasfilm's concept artists developed a number of designs for a vast spaceport complex and the freighters that it serviced. The scale of the spaceport had to be huge to match the scale of the freighter envisioned by George Lucas, but its layout was adapted to the passengers' boarding arrangements. Design supervisor Doug Chiang recalled that instead of passengers boarding the freighters from the ground up, Lucas wanted them to enter the ship at mid-level, as on an Earthly ocean liner. The spaceport developed a radial hub, around which the transports clustered, with much of their bulk below the levels of the gangways over which the migrants walked to the entrance.

The vast Coruscant spaceport sketched out by Doug Chiang took its scale and layout from George Lucas's vision of the refugee passenger freighters being boarded like the great ocean liners of Earth.



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YOUR NEXT PARTS

COMPONENTS CHECKLIST

1. Hull frame BF-22
2. Hull frame BF-23
3. Non-slip pads (x 2)
4. Assembly jig (1 section)
5. Fixing screws (x 8, plus spare)
6. 2-hole connectors (x 3)
7. 4-hole connector
8. Corridor liner (large)
9. Corridor liner (small)
10. Cushion pads (set of 16 on sprue)

Continue assembling the passage tube by fitting the rectangular section that links it to the main ring corridor. Like the rest of the corridors, this area is heavily lined with padded cushions.

In addition to the parts you need for the passage tube, there are two more hull frames, plus the next section of the assembly jig (with its two non-slip pads) for the lower hull. Keep all these parts until later on.

WHERE THE PARTS FIT

HULL FRAMES



Parts 1 and 2 are for the **underside** of the hull.

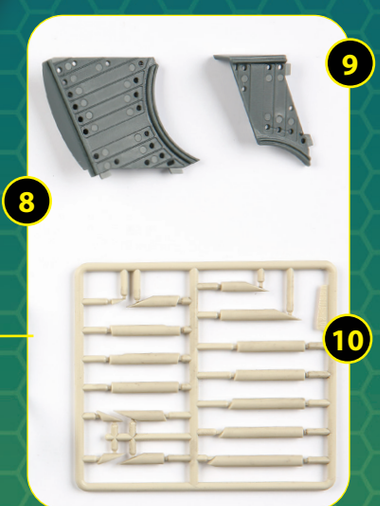




ASSEMBLY JIG



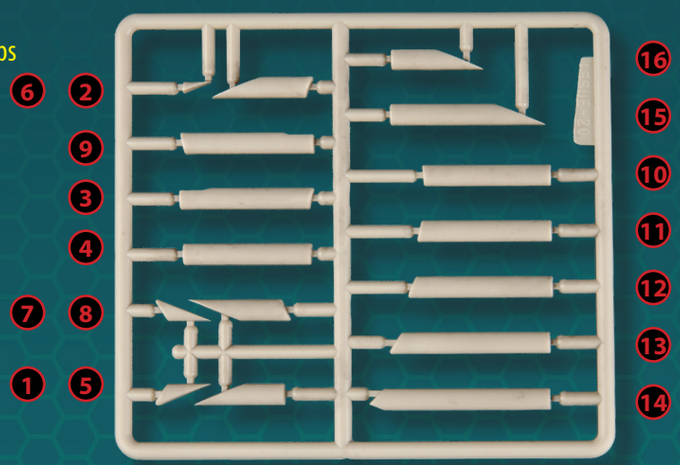
INTERNAL DETAILS



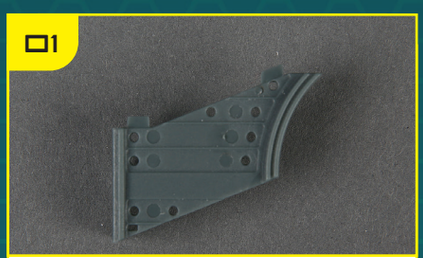
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ASSEMBLING THE CORRIDOR LINERS

Both corridor liners have strips of padding, which are supplied on a single sprue. Use the photographs on the right to see which strips go where, as the differences between them can be quite small, and most have to be fitted one way around. To avoid problems, test-fit the whole assembly before gluing any strips.



01



Each corridor liner has shallow recesses to take the strips of padding, with holes or slots for the locating pins and tabs.

02

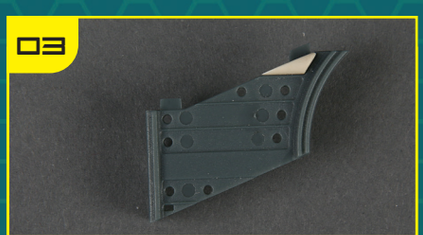


Clip the strips off the sprue as you need them, and trim off any molding flash. Be careful not to lose any small pieces.



This numbered key shows which pieces fit where, and Steps 1-8 show how to fit the padding on the smaller liner (pictured above left). Use a similar method to fit the padding to the larger liner (pictured above right).

03



The first piece (1) has a pin on the back to avoid mixing it up with the similar one that has a rectangular tab. Glue it in place with a spot of superglue.

04



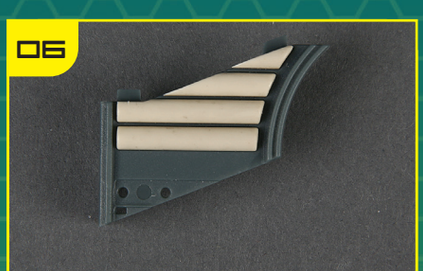
Add the second strip (2), which has a curved end and an angled end.

05



The third strip (3) has a shallow notch on one edge (on top, in this photograph).

06



The fourth strip (4) has a very slight curve on the right-hand end in this photo.

07



There is a gap in the padding before the recess for the fifth strip (5).

08



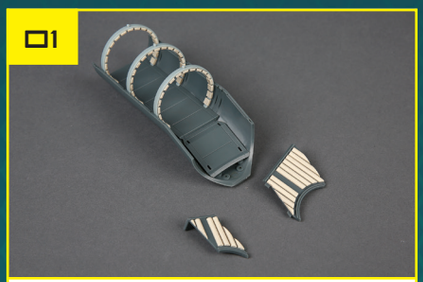
The last tiny triangle (6) has a locating tab, not a pin. You will probably need tweezers to hold this piece.

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ASSEMBLING THE PASSAGE TUBE

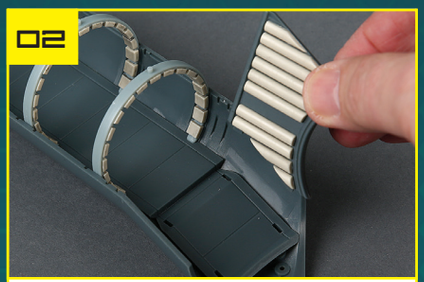
Test-fit the two completed liners into the sloping end of the passage tube that you began to assemble in Stage 19.

01



Take the passage tube assembly and the two liners, and line them up like this.

02



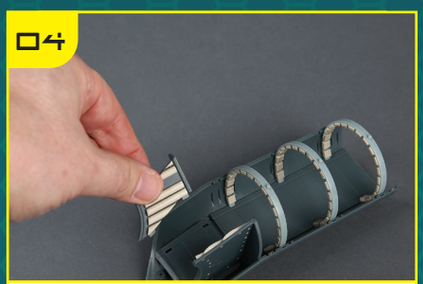
The two tabs on the larger liner match up with two slots in the sloping floor.

03



Fit the liner in place. The curved section on the back should fit flush with the corridor, as seen in the next step.

04



The smaller liner fits into the other two slots in the floor.

05



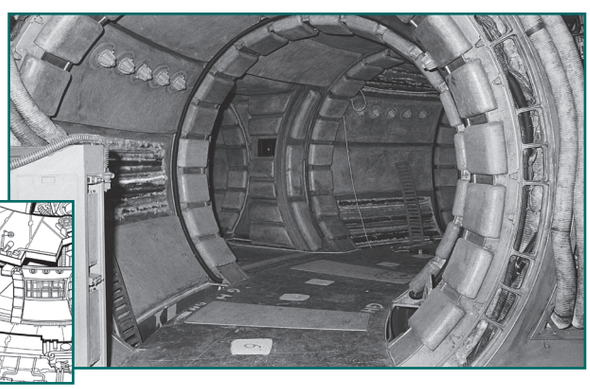
The two liners form a narrow, rectangular doorway into the passage tube.

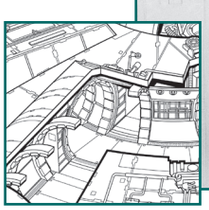


The finished assembly should look like this.

LEVEL CHANGE

The upward slope of the passage tube to the corridor is one of a number of details that had to be reverse-engineered to fix a discrepancy between the movies' interior sets and exterior views. The concept drawings of the ship show the ring corridor and passenger accommodation centered in the height of the hull (lining up with the docking ring and airlock). However, as the cockpit is set at the top of the hull, the passage tube is cranked up to this level. Although the entrance leading to the cockpit appears level on the inside of the ship, it would actually need a significant slope or steps here.





The main photograph is a view of the set, showing the passage tube on the same level as the ring corridor. This does not match the exterior of the ship, as the passage is above the center line of the hull, and slopes down steeply where it ends on top of the ship (inset).

BEHIND THE SCENES

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