STAR WARS MILLENNIUM FALCON

BUILD THE MODEL – EXPLORE THE GALAXY



LIFE SUPPORT SYSTEMS

FANHOME

DeAgostini COLLECTIBLES

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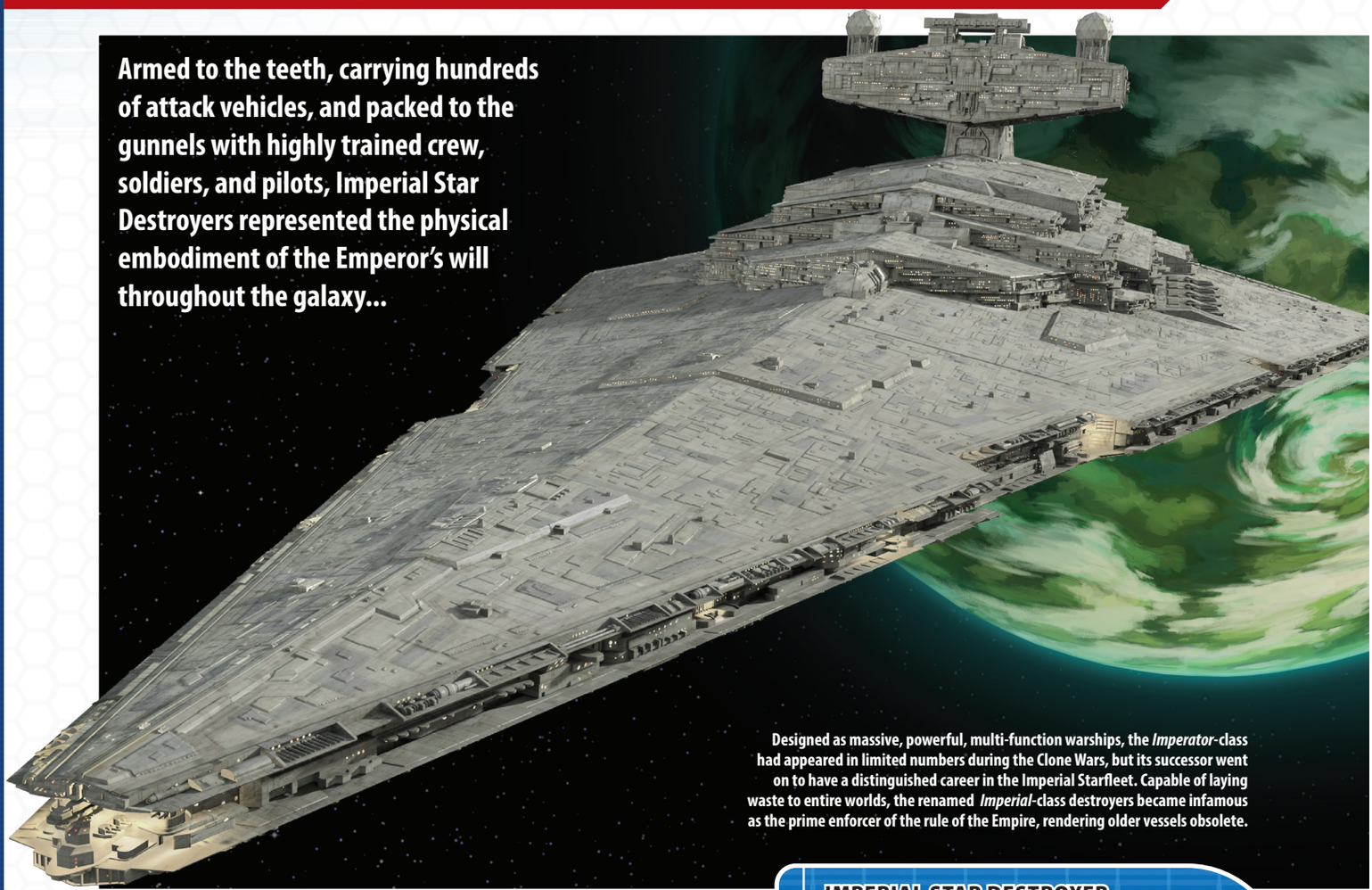
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IMPERIAL CAPITAL SHIP

STAR DESTROYER DEPLOYMENT

Armed to the teeth, carrying hundreds of attack vehicles, and packed to the gunnels with highly trained crew, soldiers, and pilots, Imperial Star Destroyers represented the physical embodiment of the Emperor's will throughout the galaxy...



Designed as massive, powerful, multi-function warships, the *Imperator*-class had appeared in limited numbers during the Clone Wars, but its successor went on to have a distinguished career in the Imperial Starfleet. Capable of laying waste to entire worlds, the renamed *Imperial*-class destroyers became infamous as the prime enforcer of the rule of the Empire, rendering older vessels obsolete.

In essence a flying city, the *Imperial I*-class Star Destroyer had the capacity to occupy and overrun most planetary defenses, and sufficient manpower to take almost any target by force. While the vehicle itself was fearsome enough, the offensive craft held within a Star Destroyer carried enough firepower to beat down any lingering resistance.

RAPID RESPONSE

The hyperspace field generator housed deep within the domed ventral ridge of the vessel was the largest of its kind ever built at the time, and used more raw power in one hyperspace jump than many planetary nations would consume during their entire existence. The well-shielded carbonite and durasteel-reinforced SFS I-a2b solar ionization reactor powered the primary systems on the ship, including hyperdrive, propulsion, and weapons, and gave the vessel enough juice to tackle any task at hand. With a Class 2 hyperdrive and a Class 8 backup, nowhere in the galaxy was out of reach for an Imperial Star Destroyer.

IMPERIAL STAR DESTROYER TECHNICAL SPECIFICATIONS

ROLES	Carrier
	Command ship
	Destroyer
	Military transport
CREW (TYPICAL)	Officers x 9,235
	Infantry x 9,700
	Enlisted crew x 27,850
	Gunners x 275
CARGO CAPACITY	36,000 tonnes
SUPPORT EQUIPMENT	Repair and recovery vehicles
	Prefabricated garrison base
SUPPLIES	2 years' consumables and munitions
COMMUNICATIONS	HoloNet transceiver

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A FLYING LAUNCH PLATFORM

A standard *Imperial I*-class Star Destroyer carried a total of 72 TIE ships, ranging from the ubiquitous TIE fighter and the devastatingly swift TIE Interceptor, to the heavy-hitting TIE bomber, and TIE boarding craft. Arriving in the main TIE landing bay, these vehicles would move to servicing bays and on to the launch hangars via transfer carriers, where the heavily protected bombers would launch from the stern-most launch hangar. Each of these vessels had its own dedicated crew and highly trained Imperial pilots.



Large enough to swallow a Corellian Corvette, the main hangar on the underside is sealed by armored doors. It is ringed by TIE launch bays, in which the fighters hang on cycling racks.

A standard Star Destroyer carried between 37,085 and 47,060 Imperials, including 9000 officers, nearly 10,000 infantry and almost 28,000 enlisted crew. The bulk of the interior of a Star Destroyer that wasn't packed with offensive systems, landing and launch bays or the reactor itself was taken up by crew quarters, recreational facilities for off-duty crew (something other Imperial vessels didn't include) and rooms for visiting dignitaries and Imperial VIPs.

LAUNCH BAYS

With such a vast array of ships and landing vehicles housed within it, the Star Destroyer required a number of access points for these vessels to depart and board. Along the ventral side of the ship ran the main docking bay, which was large enough to pull in vessels as big as a 150m-long Corellian Corvette. This bay was also used to



With thousands of officers on board every *I*-class Star Destroyer, the strict Imperial hierarchy saw vast numbers of lieutenants making up the junior ranks of the command personnel.



DECK OFFICERS

Imperial Star Destroyers were helmed from the command bridge, which utilized a layout common to all classes of Star Destroyer right through to the Super Star Destroyer. The crew operated in sunken pits below floor level whereas their superior officers could view the endless depths of space. While it was a highly desirable position to occupy, crew members would often witness the grisly end of their superior officers at close hand.

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THE BATTLE OF ENDOR

FORCE OF NUMBERS

The wide-ranging reach of a Star Destroyer was felt all across the galaxy, as these hulking behemoths arrived at rebellious systems without warning, using their firepower and support vessels to mete out the iron will of the Emperor. This was the pattern at Endor, where a fleet of Star Destroyers lay in wait and sprang a trap for the Alliance fleet. With nowhere to go, rebel capital ships were reluctantly forced to stand off while their fighters battled waves of the Star Destroyers' TIE fighters and Interceptors. Without the timely destruction of the Death Star, it's highly likely that a battle of attrition would have worn down Alliance numbers and ensured a rebel defeat.



Unaware that the Death Star was operational, the rebels wondered at the motive for the Star Destroyers' inaction, as the X-wings, A-wings, and B-wings, led by the *Millennium Falcon*, battled wave after wave of Imperial TIE fighters and Interceptors.

launch both probes and TIE fighter squadrons. Just off this bay was the attack hangar where planetary landing craft were launched, including the heavily armored AT-AT. Three could be launched each minute, dropped to the surface via Imperial *Gozanti*-class cruisers.

LAUNCH VEHICLES

The vehicle complement of the Star Destroyer was larger than many spaceports across the galaxy. With the ability to launch waves of ships in advance of any attack and in addition to its offensive squadrons of TIE fighters and bombers, the Star Destroyer housed 15 *Delta*-class stormtrooper transports, five assault gunboats, a variety of Skipray Blastboats, eight *Lambda*-class shuttles, and at least one *Gamma*-class assault shuttle – as well as various repair and recovery vehicles. A dozen *Sentinel*-class landing craft and even a prefabricated garrison base could also be taken down, along with 30 AT-STs. To discharge the heavier ground assault vehicles, the destroyer used *Gozanti*-class cruisers that lifted the 20 AT-ATs, folding the legs up to protect them during flight. The modified cruiser would then extend its shields around the AT-AT until the moment of deployment.



As the Rebel Alliance rose to challenge the Empire, the Imperial Star Destroyers became the Emperor's chief means of enforcing his will, with a group of 24 of the formidable ships responsible for patrolling each sector.

BEHIND THE SCENES

MODELLING

As conceived by Colin Cantwell, the early Star Destroyer design was vastly different from the vehicle that finally appeared on screen. Although the main body of the vessel had the familiar arrowhead shape, the conning tower was on the narrow end of the ship, while a long, blade-like section protruded near the blue engines of the Destroyer, with launch bays either side. With wings stuck out from both sides, holding enormous radar dishes, the vehicle seemed a lot smaller in scale than the monster that appeared in May 1977. More design work on the Star Destroyer would eventually hone in on the arrow-headed body of this design and turn it around, replacing the launch bay with engines, and placing the conning tower at the rear of the ship. Cantwell was also involved in other iconic designs, including the *Millennium Falcon*, Luke's landspeeder, the TIE fighter, and X-wing.

Without any of its surface detailing and yet to receive the raised bridge at the rear, the prototype Star Destroyer takes shape in the ILM model shop.



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LIFE SUPPORT SYSTEMS



A ship's life support systems have to be able to cope with the needs of different species. Fortunately, many of them (such as the near-human Sullustans, who often become skilled pilots and navigators), have physiology that enables them to breathe the same air.

Any ship crewed by sentient beings, as opposed to droids, is utterly dependent on her life support systems to provide a breathable atmosphere (or aquatic environment) and supply of essential fluids, as appropriate to the operators' species.

Any failure of a ship's life support is not only likely to prove catastrophic for the captain and crew, but may also destroy the public reputation of the company that built and supplied the ship. The Corellian Engineering Corporation subjects every starship due to leave its orbital yards to rigorous tests to ensure that it is up to scratch. The ship that went on to become the *Millennium Falcon* was no exception.

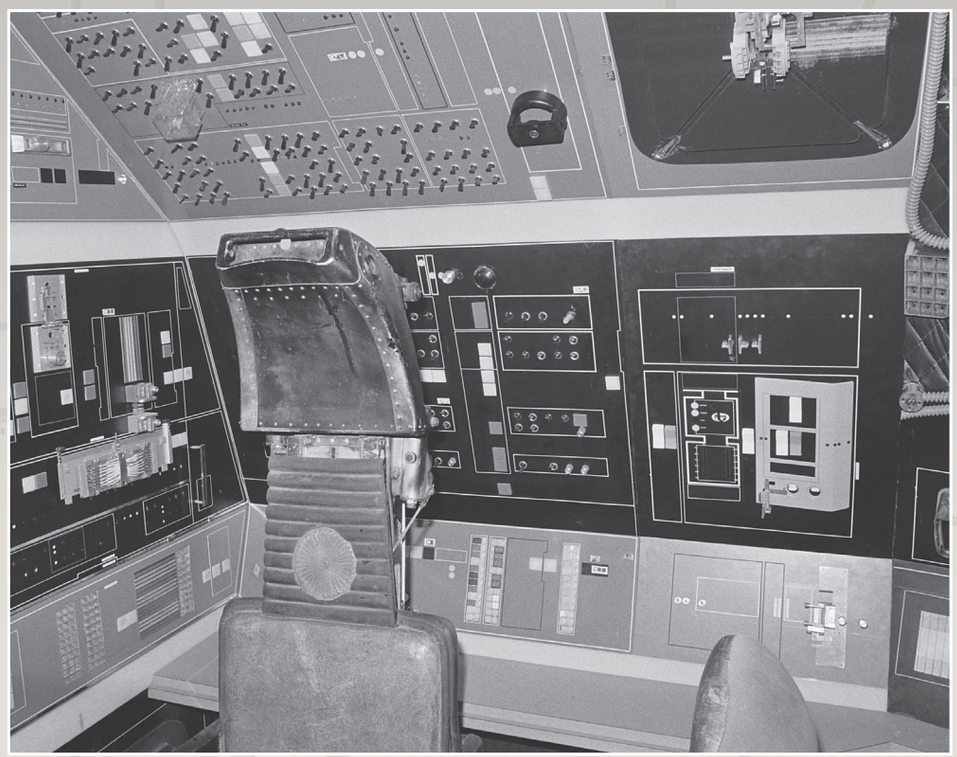
CEC starts its testing with the starship's spaceframe. If there are leaks in either the cockpit or holds, a ship will not withstand the pressurization necessary before lifting off and heading out on missions that would take it into deep space. Then, once the starship's cockpit and hold are confirmed to be thoroughly sealed, the engineering staff will carefully test the rest of her life support infrastructure.

THE YT-1300'S EQUIPMENT

The Corellian light freighter's main life support system, a Corellstand C-8 unit, is located in Number Two Hold aft of the starship's right mandible, and is tasked with providing the necessities of life for her crew and passengers. The equipment's oblong housing is somewhat reminiscent of a refrigeration unit, with the addition of a network of specially designed arterial connectors. These protruding life support conduits connect the unit to the starship, whose heartbeat the system effectively supplies.

A brightly colored indicator panel displays a map of all the habitable parts of the starship and indicates their life support status to the captain and crew. The environmental controls, as they are also known, are controlled by the

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Although the main computer manages the key life support systems automatically, manual override controls are mounted on of the port rear instrument panel in the YT-1300's cockpit. This also displays the status of critical systems, and is especially useful in emergency situations.



environmental sub-processor installed in the main computer, which, in the *Falcon*'s case, is its highly modified and triple droid-brained Hanx-Wargel SuperFlow IV.

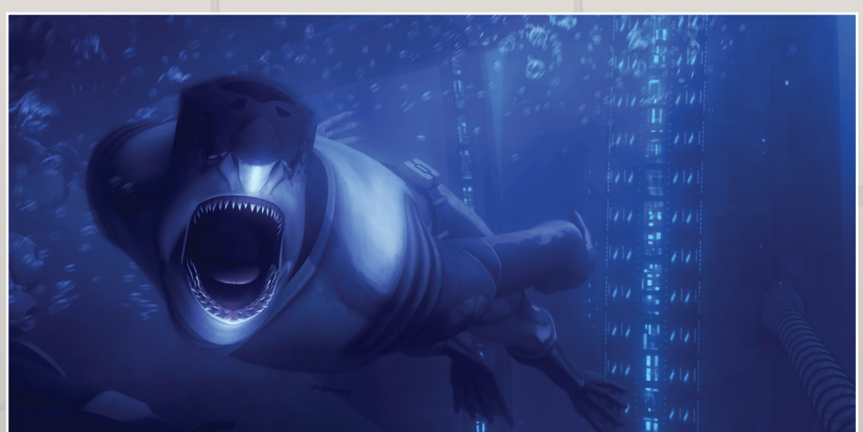
By default, the YT-1300's Corellstand C-8 life support system is set to provide the crew and passengers with breathable oxygen throughout their sublight and hyperspace transit between the ports of different star systems. The basic setting is a Type 1 atmosphere. This is a necessity, due to the human physiology of her Corellian builders, but it can quickly be swapped out for other species once a buyer has been found for the ship.

C-8 ADAPTABILITY

The Corellstand C-8 life support system has earned a reputation for its adaptability. Starship engineers can easily rearrange the system to provide any pressurized gas needed to sustain a wide array of space-faring races. While aquatic species can be accommodated through retrofitting the ship, it is usually more economical to provide such crew and passengers with pressure suits set for their own environmental conditions. For crew members who tolerate oxygen poorly, the YT-1300's owner's manual warns that Arshook ventilation packs should be activated.

The life support system can also be shut down as an energy-saving measure for droid-only crews – although the permanent removal of life support systems is not only frowned upon by most sector authorities but actively outlawed by many of them.

There is an understanding among space privateers and pirates that the



Life support systems can be adapted to the comfort of aquatic species such as the karkarodon. However, many species are able to breathe in air as well as water – and for those who are not, it is often preferable to provide pressurized suits for individuals rather than flood the whole ship, which is much more complicated to achieve.

REAL LIFE

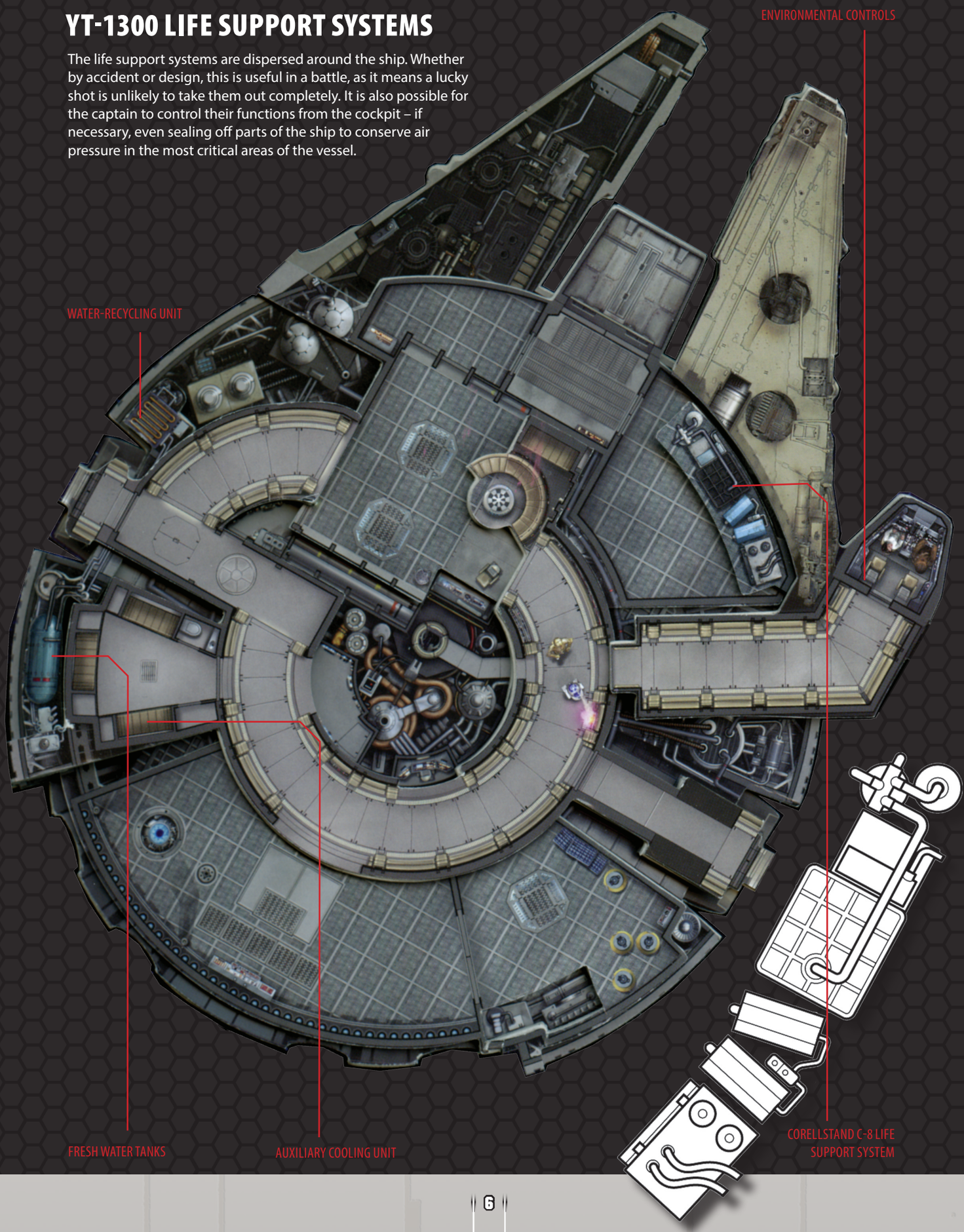
BEHIND THE SCENES

The life support systems aboard the International Space Station (ISS) offer a real-world solution to the problem of living in space for a long period. Unlike earlier generations of craft intended for one use, the ISS is designed to operate indefinitely, relying on a combination of expendable and recycling technologies. Its Environmental Control and Life Support System has several functions. Via the electrolysis of water, it supplies essential oxygen for the commander and crew to breathe, also monitoring and controlling the levels of nitrogen, carbon dioxide, methane, hydrogen, and water vapor. The system removes carbon dioxide from the station's air and filters out micro-organisms and volatile organic trace gases, while it maintains cabin pressure, temperature, and humidity levels. It also provides water for consumption, food preparation, and hygiene uses, which is done through recycling waste water. A similar, but much simpler, life support system on the earlier Russian space station Mir cost considerably less to build, and some observers thought it was even better than the later one developed by NASA in the USA.

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YT-1300 LIFE SUPPORT SYSTEMS

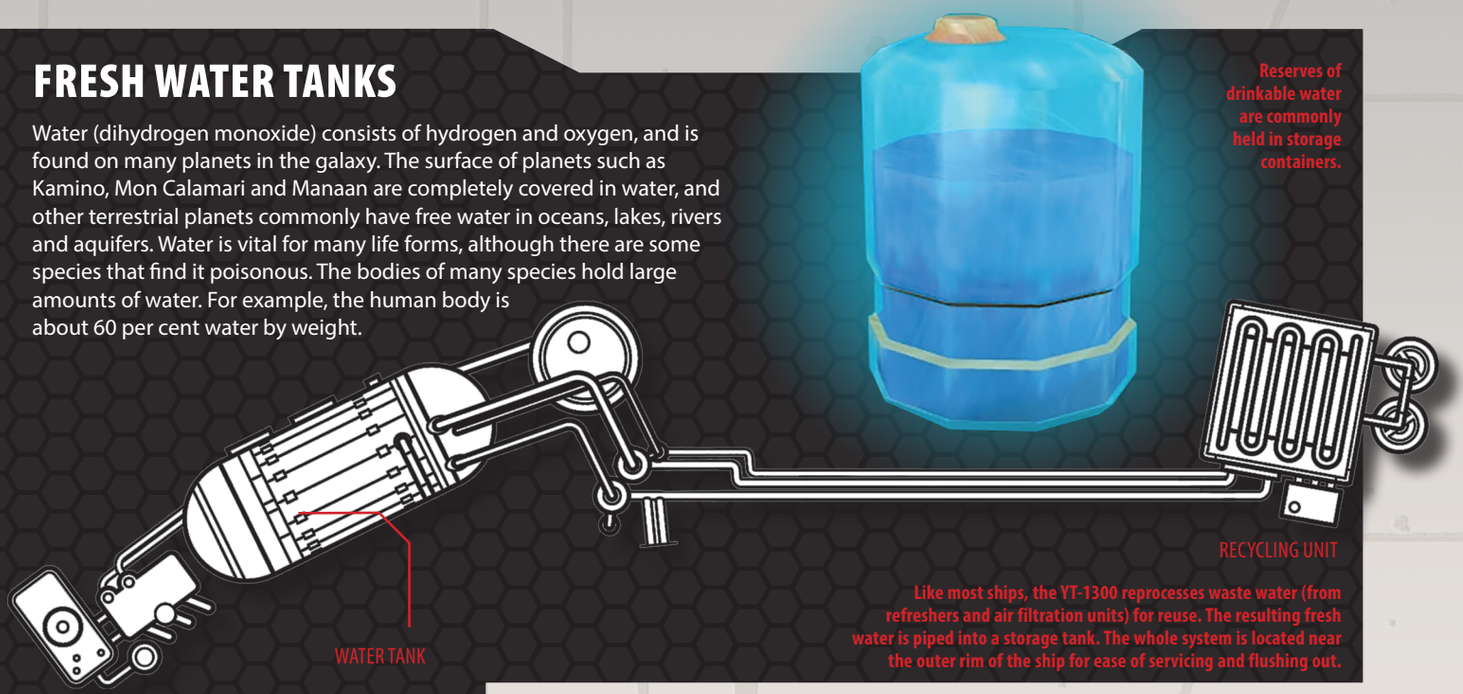
The life support systems are dispersed around the ship. Whether by accident or design, this is useful in a battle, as it means a lucky shot is unlikely to take them out completely. It is also possible for the captain to control their functions from the cockpit – if necessary, even sealing off parts of the ship to conserve air pressure in the most critical areas of the vessel.



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FRESH WATER TANKS

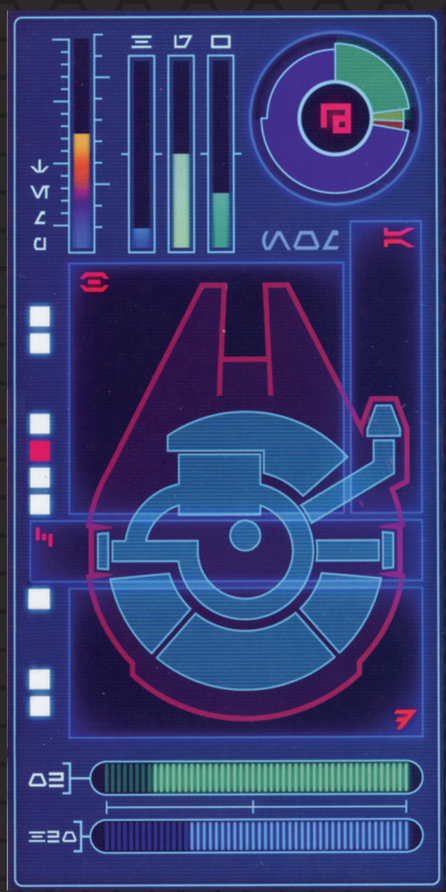
Water (dihydrogen monoxide) consists of hydrogen and oxygen, and is found on many planets in the galaxy. The surface of planets such as Kamino, Mon Calamari and Manaan are completely covered in water, and other terrestrial planets commonly have free water in oceans, lakes, rivers and aquifers. Water is vital for many life forms, although there are some species that find it poisonous. The bodies of many species hold large amounts of water. For example, the human body is about 60 per cent water by weight.



Reserves of drinkable water are commonly held in storage containers.

Like most ships, the YT-1300 reprocesses waste water (from refreshers and air filtration units) for reuse. The resulting fresh water is piped into a storage tank. The whole system is located near the outer rim of the ship for ease of servicing and flushing out.

CORELLSTAND C-8 LIFE SUPPORT SYSTEM



The indicator panel on the YT-1300's Corellstand C-8 life support system displays a graphic of all the habitable parts of the starship, and indicates their status to the captain and crew. Warning lights flash to indicate a malfunction, while bar charts show the operational level of critical functions.

best way to seize the cargo of a starship is to kill her crew and passengers by crippling her life support systems. It is then possible to board the ship of the dead in a spacesuit with no resistance and take the cargo, so long as she has no droids aboard.

DRONE SHIPS

The only scenario where the YT-1300's Corellstand C-8 life support system can be completely turned off is if the starship's owners transform her into a simple drone ship and there is no life or even droids aboard. However, drone capability is only ever possible for simple hyperspace routes where control can be turned over entirely to the ship's main computer.

WATER

Water tanks, fitted aft of the port airlock, come as standard on the YT-1300, with the option of adding extra tanks (a factory-produced option) for long-distance missions. The tanks can be configured to carry other essential liquids instead of water, but none of the *Millennium Falcon*'s owners found such modifications necessary.

The *Falcon* was also fitted with a premium water-recycling unit just fore of the port airlock. For most YT-1300 customers, the unit is viewed as a necessity, but CEC offers to remove the recycler for any buyers who do not need water. Other equipment, more appropriate to such operators' use, can then be installed.



Although many argue that there is no substitute for a sentient pilot's skill, one of the attractions of fully automated droid ships is that they have no need for all the extras required by a sentient crew, including the bulk of a life support system and consumables.

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YOUR NEXT PARTS

COMPONENTS CHECKLIST

- **1** Hull frame BF-26
- **2** Radial stiffening rib
- **3** Hull frame BF-27
- **4** 4-hole connector
- **5** 2-hole connector
- **6** Fixing screws (x 13, plus spare)
- **7** Fixing screws (x 3, plus spare)
- **8** Non-slip pads (x 2)
- **9** Assembly jig (1 section)
- **10** Passage tube end ring
- **11** Passage tube top

This stage includes the parts you need to complete the passage tube. The top has a cutaway section, designed to reveal the interior by lifting off a removable panel after the hull plating is finished.

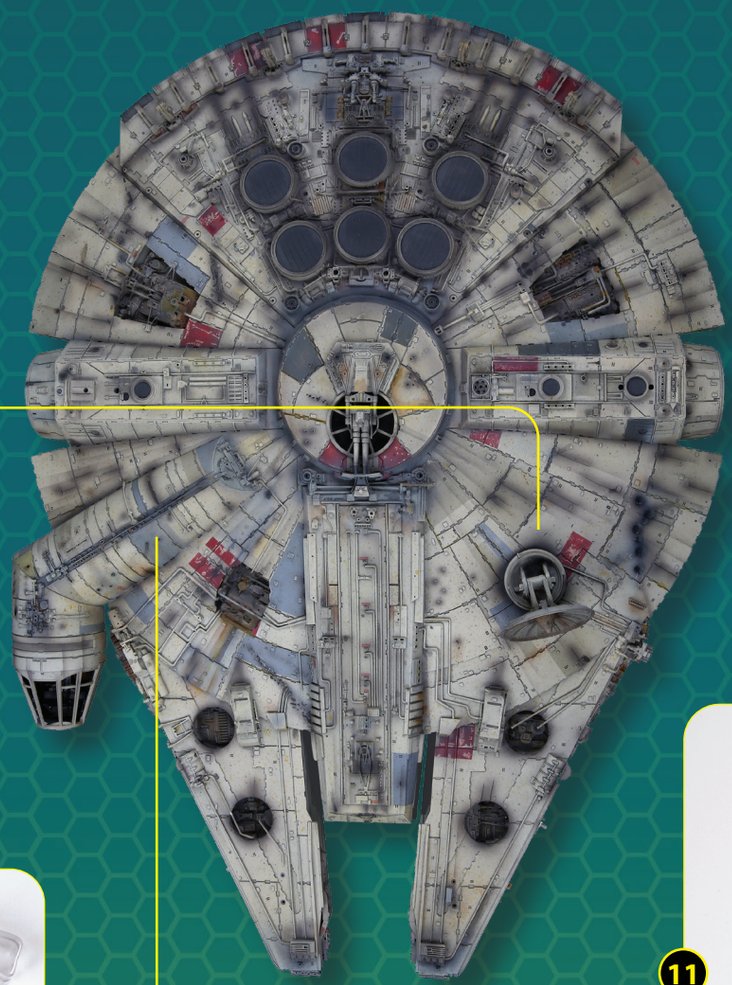
In addition to completing the passage tube, there are some parts for the hull frame, and another section of the assembly jig. Keep the extra sections and connectors safe for now, as they will be needed in the next stage, which sees you assembling a large part of the framework.

WHERE THE PARTS FIT

HULL DETAILS



Parts 1, 2 and 3 are for the **underside** of the hull.





INTERNAL DETAILS





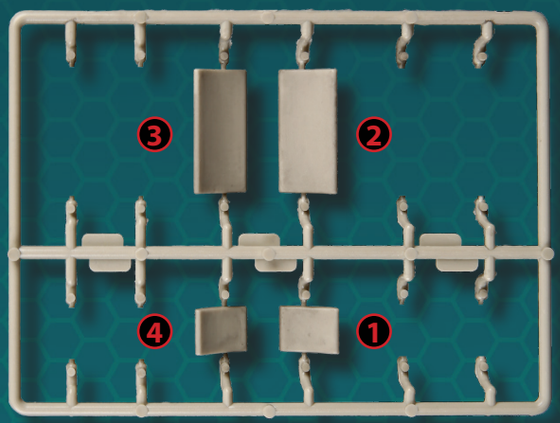


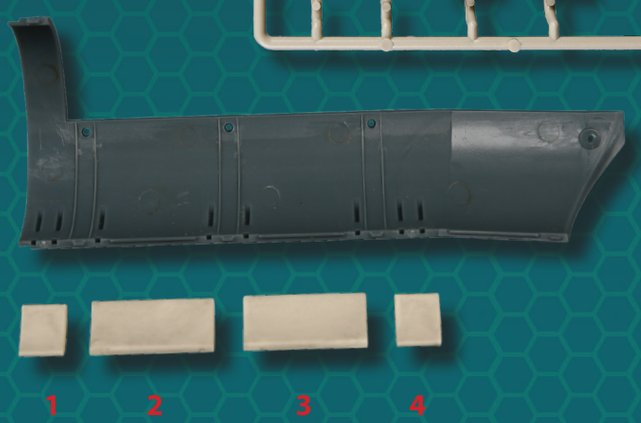
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ASSEMBLING THE PASSAGE TUBE TOP

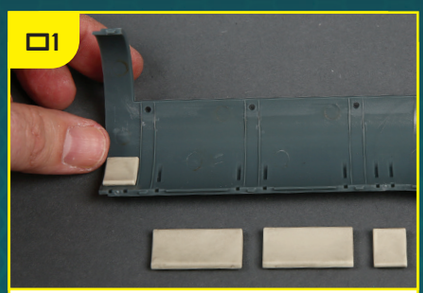
The top of the passage tube is lined with the four strips of padding left on the sprue you used in Stage 22. Use the photographs on the right to see which strips go where.

The sprue supplied with Issue 22 (Part 2) has these four cushion pads that you have not yet fitted.



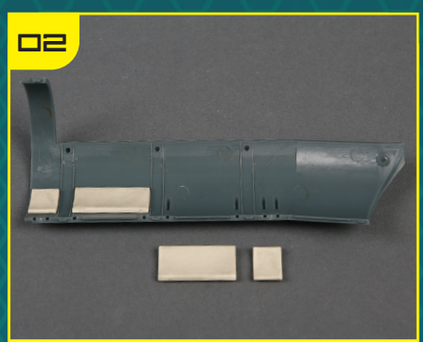


01



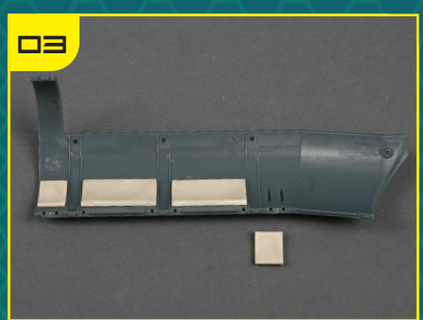
The tabs on the first pad fit into two slots, as shown. Glue the part in place with a couple of drops of superglue.

02



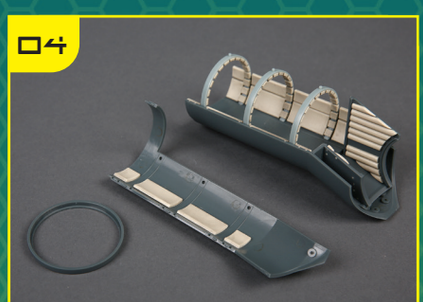
Add the second strip in a similar way.

03



Glue the third strip in place, then finish the assembly by gluing on the fourth.

04

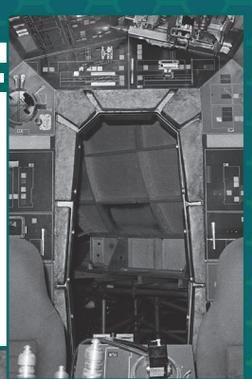


You now have all three sections needed to complete the passage tube.

BEHIND THE SCENES

PASSAGE PERSPECTIVE

As the interiors of the *Falcon* were broken down into separate sets, and there were no continuous takes of someone leaving the cockpit, there was no need to connect the cockpit to the hold. The corridors that are visible in the movie were made with removable panels that the crew could take apart to get the lighting in, so it was possible for them to recycle parts of the set to provide a backdrop when it was necessary to see behind the open cockpit door. As a result, in shots where the passage tube is visible, its perspective doesn't completely match the exterior of the *Falcon*. The passage should go straight back almost the full length of the cockpit again, before turning to the right at an angle of 120°, but it appears much closer to the door.





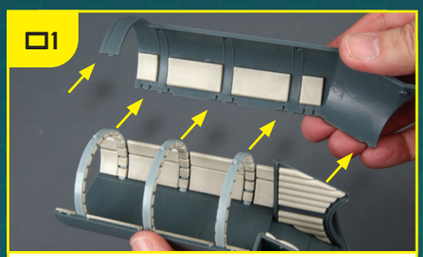
A rare shot of Harrison Ford standing in the cockpit doorway of the *Millennium Falcon*, showing how the passage tube mocked up for the set is positioned too close to the back of the cockpit and turns at too extreme an angle for the curvature of the arch to fit. The inset shows the back of the movable corridor set behind the open door.

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COMPLETING THE PASSAGE TUBE

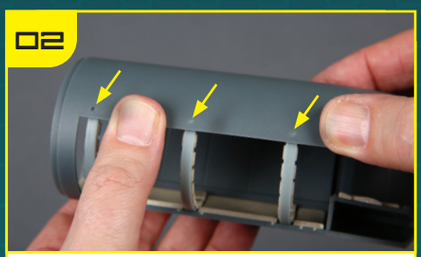
The assembly you have just put together forms the upper half of the passage tube, leaving a large cutaway section to reveal the interior. Do not fix the assembly permanently until it is time to install it in the hull at a later stage.

01



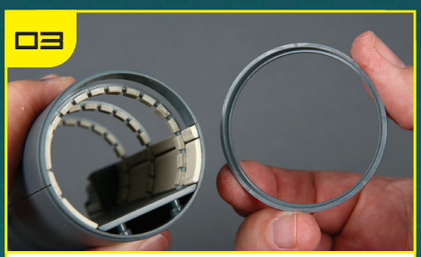
Take the assembly from Stage 22 and fit the passage tube top on top. The five tabs indicated go into matching slots.

02



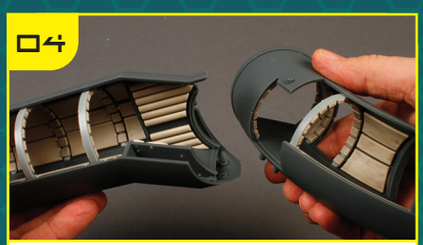
Press the two halves together, making sure that the locating pins on the three arches go into the holes indicated.

03

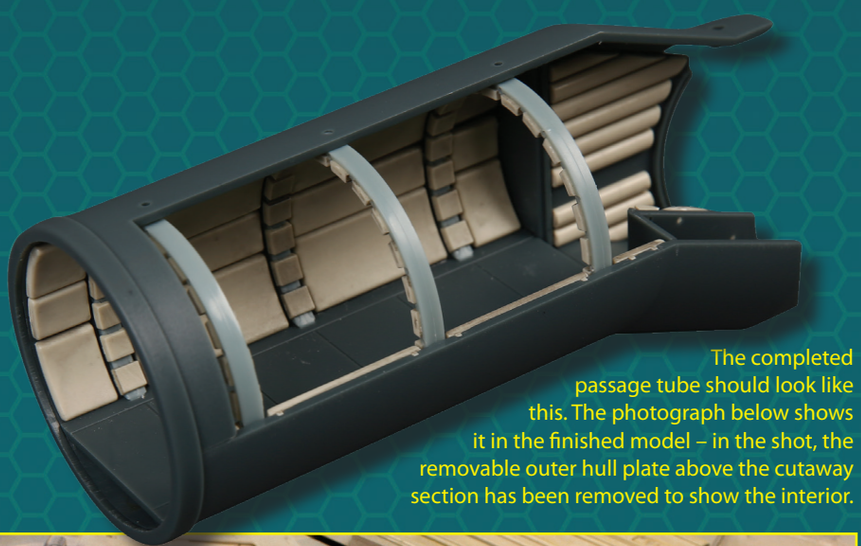


Holding the assembly together, slip the recessed side of the passage tube end ring over the end of the passage tube.

04

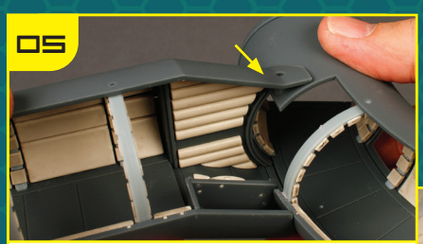


You can test-fit the passage tube onto the ring corridor like this, to see how they will fit together.



The completed passage tube should look like this. The photograph below shows it in the finished model – in the shot, the removable outer hull plate above the cutaway section has been removed to show the interior.

05



Do not join the two sections yet. They will be held together with screws, the hole for one of which is indicated here.



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