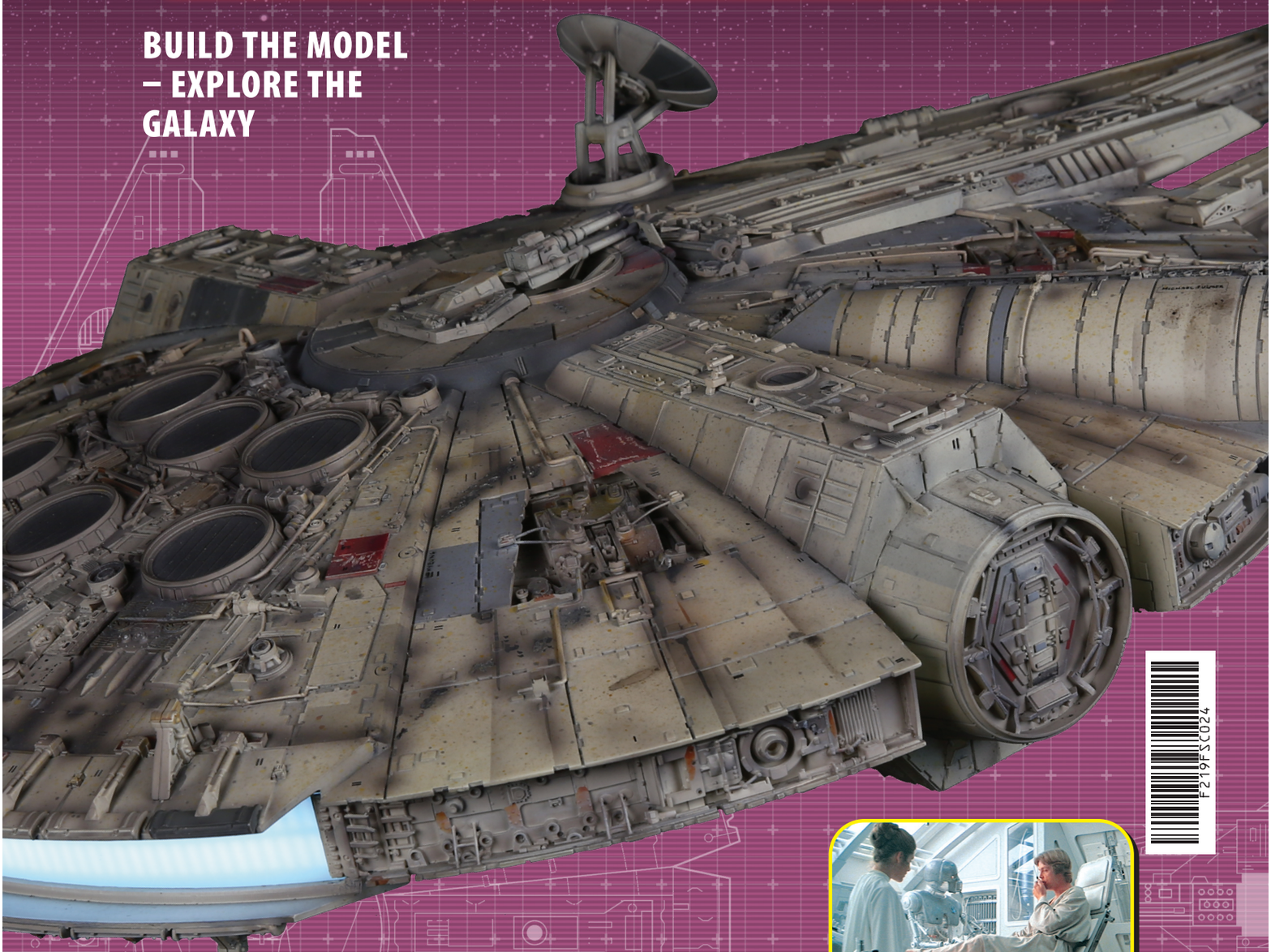
STAR WARS MILLENNIUM FALCON

BUILD THE MODEL – EXPLORE THE GALAXY



STARSHIP MEDICAL FACILITIES

F219FSC024

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LARGEST SHIPS IN THE REBEL FLEET

MON CALAMARI STAR CRUISER

The Mon Calamari Star Cruisers are large capital ships that played a crucial part in the Galactic Civil War. Originally built as exploration and luxury vessels, the cruisers became an invaluable gift from the Mon Calamari to the Rebel Alliance in their battle against tyranny and oppression.



No two Mon Calamari Star Cruisers were identical, as each one was built to an individual design for their original purpose as exploration or civilian transport. They became more standardised when they underwent extensive refitting as combat-ready battleships. Most ships were around 1.2km in length, but individual Star Cruisers went up to 1.4km long or even bigger.

MON CALAMARI CRUISER TECHNICAL SPECIFICATIONS

TYPE	MC80 Cruiser
DESIGN	Mon Cala Orbital Shipyards
MGLT	60 MGLT
CREW	5,402
PASSENGERS	1,200
CARGO	20,000 tonnes
CONSUMABLES	2 years
LENGTH	1,200 metres (average)
HYPERDRIVE	Class 1
HYPERDRIVE BACKUP	Class 9
WEAPONRY	48 turbolaser batteries, 20 ion cannons, 6 tractor beam projectors

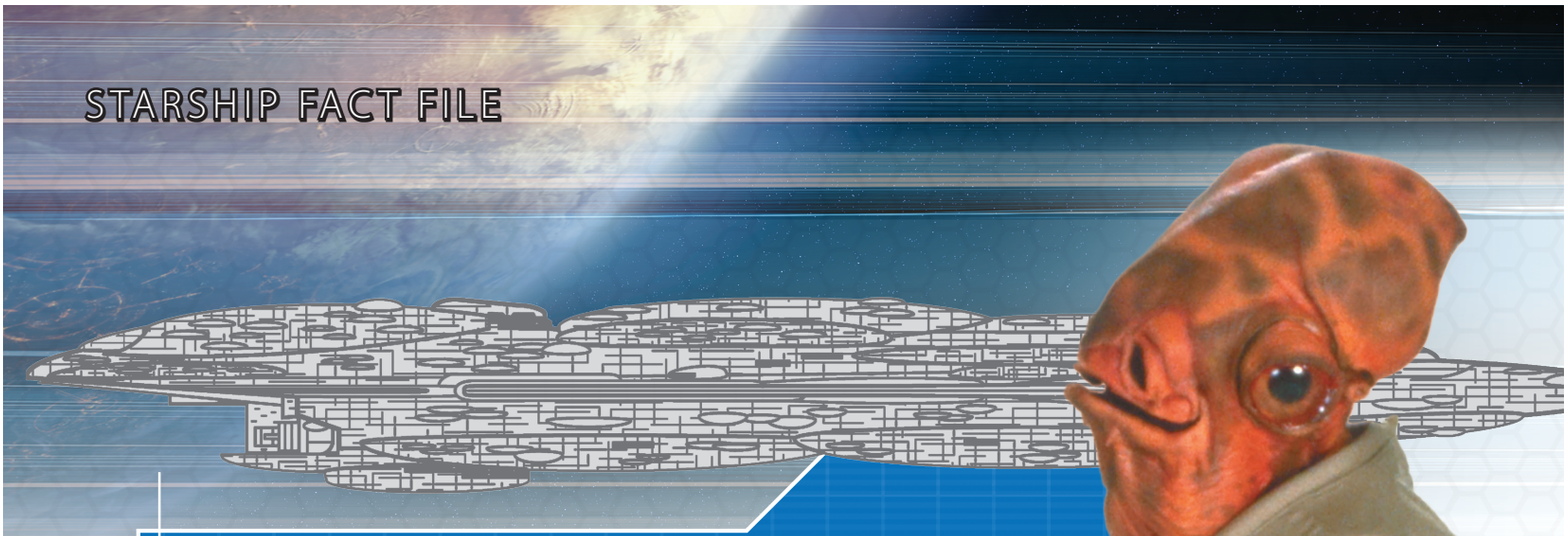
Though the Mon Calamari are known as a gentle species of spacefaring explorers, they are also known to wage war if there is no other option left. The Empire's occupation of Mon Cala was thwarted when the Mon Calamari and the Quarren joined forces and destroyed the Imperial garrison. One of the consequences of this defeat was that the Mon Calamari refitted their Star Cruisers into fully-fledged capital warships.

Originally built at the majestic Mon Cala Orbital Shipyards as civilian and exploration vessels, some Mon Calamari Cruisers were already outfitted with military shields and squadrons of starfighters. These first refitted cruisers served as the local defence force of the Mon Cala system and its colonies. During the Imperial invasion of Mon Cala,



Admiral Ackbar's flagship *Home One* was originally designed for deep-space exploration, and was the biggest ship in the Alliance fleet. Her interior spaces were a pristine white and were configured for her Mon Calamari crew.

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STARFIGHTER WING

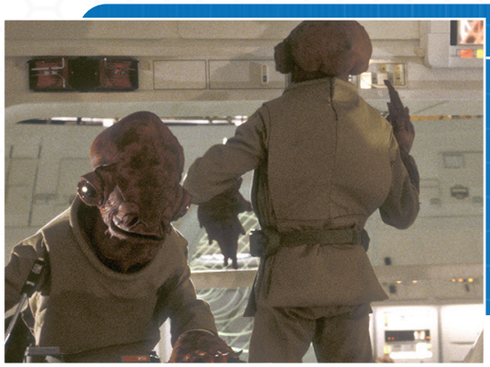
An MC80 carries a full wing (36) of fighters, consisting of three squadrons of different starfighter types (one of which functions as a recon squadron). The wing commander reports both to the ship's captain and to fleet fighter command. A Star Destroyer carries twice as many starfighters, but 72 TIE fighters are usually inferior to half that number of Alliance starfighters, which are outfitted with deflector shields and more powerful weapons. This enables the MC80 to participate in missions from a distance, functioning as a heavily armed starfighter carrier.

only a handful of these cruisers escaped and joined the Rebel Alliance. One of these ships was the *Independence,* which served for some time as the Alliance's main spacegoing headquarters. During the Imperial occupation, the shipyards constructed luxury liners, such as the *Kuari Princess*, but when the Mon Calamari and the Quarren finalised their secret rearmament programme, the Empire was defeated and driven away. Never did the Empire realise that they had helped to build more Mon Calamari Star Cruiser warships. The sturdy, over-engineered exploration and luxury cruisers were perfectly suited for war, which had always been a possibility in the original designer's plan. Numerous water-filled passages (which enabled the Mon Calamari to swim to different areas of the ships), were drained and retrofitted with floors and ventilation systems. Thousands of viewports were plated and standard weapon emplacements were replaced by heavy weaponry to create heavily armed and shielded MC80 cruisers. These became the most powerful ships in the Rebel Alliance Fleet.

DIFFERENT CRUISER TYPES

Although no two MC80s are exactly similar, two main types can be identified: the 'standard' winged *Liberty* type and the slightly tougher and more heavily armed *Home One* type (also known as the MC80A). Nearly all MC80s look like they have somehow grown organically. Each elegant and versatile design meets the Mon Calamari standard for efficiency, structural strength and aesthetic appeal. The

Masters of starship construction and highly skilled in the operation of their powerful Star Cruisers, the officers of the Mon Calamari Navy became vital members of the Alliance.



MON CALAMARI CREWMEN

MC80 command crews are mostly made up of Mon Calamari, as the holo-displays and battle graphics are designed for their visual spectrum. The control stations even require body movements that other species can hardly emulate. At the Battle of Endor, *Home One* was commanded by Captain Verrack, First Officer Thaneespi and Lieutenant Sesfan.

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THE BATTLE OF ENDOR

PRESSING HOME THE ATTACK

Several Star Cruisers played key roles in the Battle of Endor. With Admiral Ackbar commanding the fleet from *Home One*, other MC80s included the *Independence*, *Defiance* and *Liberty*. As the *Alliance* strike team hadn't been able to take down the Death Star's shield before the fleet arrived, the main attack was halted, and while the Imperials awaited orders, the Alliance starfighters and capital ships joined battle with innumerable TIE fighters. Although the *Liberty* was utterly destroyed by the Death Star's superlaser, the Alliance kept up the pressure until the Death Star's shield was deactivated, and General Calrissian was able to attack the unfinished space station directly.



After the Empire's victory at the Battle of Hoth deprived the Rebel Alliance High Command of a planetary headquarters, *Home One* became vitally important to the rebel leadership, and her briefing room became their mobile base of operations.

cruisers do cause consternation from time to time to Alliance technicians, who aren't always that familiar with the specific design. The standard MC80 is armed with 48 turbolasers, 20 ion cannons and 36 starfighters. The bulbous and modular pods on the hull of a MC80 can house different systems or emplacements, such as deflector shields, sensors, ion cannons or turbolasers. The MC80 doesn't match the raw firepower of an *Imperial*-class Star Destroyer, but it possesses several tactical advantages. The MC80 usually doesn't engage a Star Destroyer in direct combat, since its starfighters can win a battle while the MC80 participates from a distance. Beside the better agility and superior starfighters, the MC80 also has highly advanced backup and overlapping shield generators, known as the SEAL Shielding System, built by Serridge. The generators of this system recharge at twice the normal rate and, therefore, the ships become less vulnerable to enemy fire.

A POWERFUL ASSET

Initially, the Empire underestimated the power of the MC80s, but they soon learned that they had become a powerful asset to the Rebel Alliance Fleet. The Rebel Alliance didn't possess as many MC80s as the Empire had Star Destroyers, but their presence helped to turn the tide in the Galactic Civil War.

The bulbous stern of the MC80 Star Cruiser carries 10 huge sublight thrusters: four M8.0-StarDrive main thrusters and six M4.5-StarDrive manoeuvring engines.



BEHIND THE SCENES

ORGANIC SHAPE

Conceptual designers Joe Johnston and Nilo Rodis-Jamero designed the Mon Calamari Cruisers as more streamlined starships to contrast them against the angular shapes of the Imperial ships. Because of their bulbous pods, the cruisers were nicknamed 'pickle ships' by the ILM crew. Although several cruisers can be seen in *Return of the Jedi*, ILM only constructed one actual model of each type. Their unique design prevented the model makers from using their kit-bashing technique, wherein they used various other model kits as sources for parts. The parts of the Mon Calamari Cruisers were manufactured from scratch at ILM itself. During production, *Home One* was also known as the Headquarters Frigate.



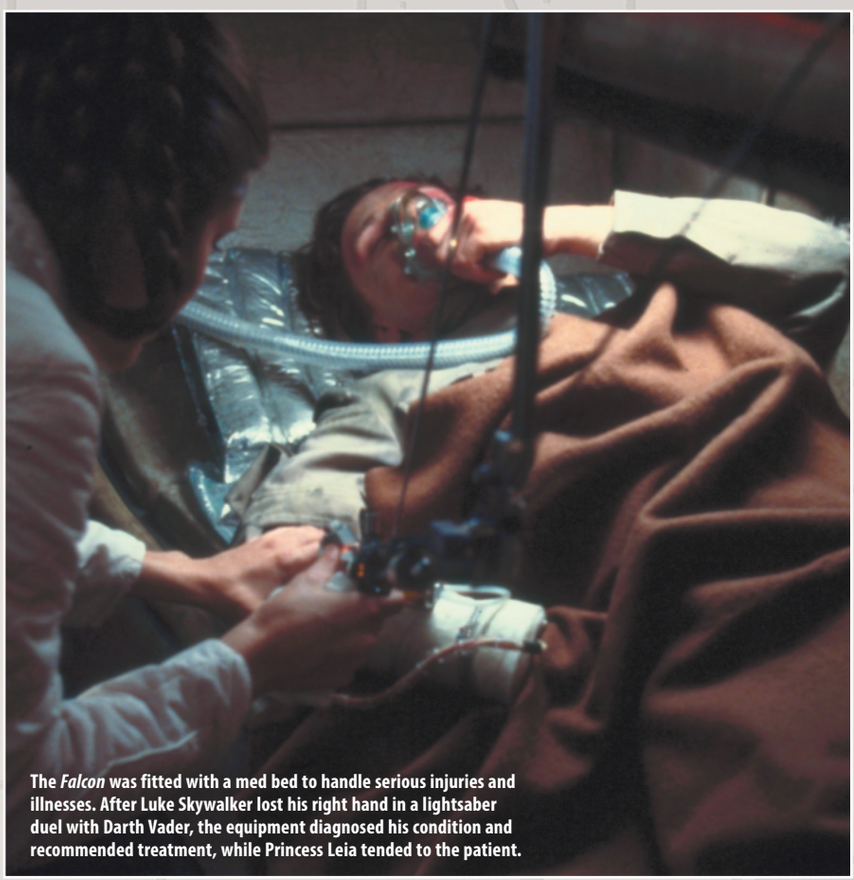
The bulbous shapes that led to the Star Cruisers being called 'pickle ships' were vacuum-formed. For simplicity, the ships were lit by internal neon lights, with holes drilled in the surface to act as windows.



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STARSHIP MEDICAL FACILITIES

It is a tough galaxy. There are all sorts of ways in which space travelers can be injured or killed, so only a foolhardy starship captain and crew head off into space without at least a basic array of medical facilities and equipment at their disposal.



The *Falcon* was fitted with a med bed to handle serious injuries and illnesses. After Luke Skywalker lost his right hand in a lightsaber duel with Darth Vader, the equipment diagnosed his condition and recommended treatment, while Princess Leia tended to the patient.

The stock Corellian Engineering Corporation YT-1300 freighter only comes equipped with the most basic first-aid and emergency treatments in the form of medpacs. However, these are sufficient for coping with minor wounds, as they include cartridges containing medical fluid and gas, disinfectant pads, flexclamps, pain killers, synth-flesh dispensers, and vibroscalpels.

The sort of facilities needed for more serious injuries are rarely installed as standard. While some operators fit an elaborate medical bay, in most cases, this will only be a stopgap until the crew or passengers can be treated in a fully equipped hospital or medical ship. On any small vessel, the decision to make medical facilities an optional extra is not a cost-cutting measure but an acknowledgment of the need for flexibility. In the case of a YT-1300, the ship could be crewed by humans, or any of a vast number of alien life forms from a thousand or more worlds. Its crew might be droids, or if the ship has been automated, there might be no one at all aboard.

This means that the debate between manufacturers and customers is rarely simple. The question is usually about what facilities might be useful in an emergency and also cost-effective. The answer will depend on the species operating the ship, and the ship's likely distance from the nearest hospital. (Although this can be a matter of life or death for sentients, a similar argument revolves around the pros and cons of whether to fit droid maintenance facilities for a mechanical pilot and crew, or to save the space that would be used by either for cargo instead.)

BACTA TANKS

A common compromise aboard many YT-1300s is to install an all-purpose bacta tank that can heal all but the most serious of wounds. The Zaltin-E9 Bacta Tank offered by authorized dealers is an optional extra that can stand in the crew quarters, taking up little more space than an adult human.

The cylindrical tank is filled almost to the top with a clear synthetic fluid that mimics the body's own vital fluids. An injured patient is lowered into the tank and translucent red bacta gel is then added to the solution to form a bacterial medium that seeks out traumatized flesh and heals the wound



Using the advanced facilities available in the medical center on the Rebel Alliance's cruiser, a 2-1B surgeon restored Luke to health and fitted a cyborg hand.

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with no scarring. (The fluids necessary to run a bacta tank are sold separately by numerous dealers.)

THE FALCON'S MED BED

In the case of the *Millennium Falcon*, the ship's logs do not record what (if any) medical facilities were installed by the manufacturer, beyond the most basic first-aid equipment and emergency provisions. But Han Solo and Chewbacca knew the risks when they began their smuggling operation. It was a game in which people got hurt. Lethal force could be used both by smuggling rivals and the Imperial Navy, whose mission it was to patrol the space lanes and stop the evasion of Imperial levies and taxes. When the pair joined the Rebel Alliance, the risks of getting hurt or killed were greatly magnified.

To deal with likely emergencies, the Corellian smuggler and his Wookiee co-pilot had chosen to convert one of the three bunks in the crew quarters aft of the port docking ring into a med bed. This was accomplished by adding a mediscan unit to the bunk, which was the next best thing to having a doctor or medical droid aboard the ship. Parts of a scavenged late-model Athakam II Med Unit, capable of diagnosing and treating a variety of simple and more complicated conditions, were rigged up Solo-style above the bunk. The equipment had an input panel, a small heads-up display and, for practical reasons, articulated robotic limbs.

This makeshift med bed would scan the patient's physiology to discover his or her planet of origin and age. It would then use that information to analyze the patient for injuries or illnesses, for which it could then devise suitable treatments. The med bed would prove invaluable for stabilizing Luke Skywalker after he lost his right hand in a lightsaber duel with Darth Vader on Bespin's Cloud City.

After being mauled by a wampa and subjected to a sub-zero night on Hoth's ice field, Luke Skywalker was restored in a bacta tank tended by medical droids.

FILMING THE TANK

BEHIND THE SCENES

The bacta tank scene in *The Empire Strikes Back* was filmed on Stage 1 of Elstree Studios in the middle of March 1979. For the scene in which the Wampa-ravaged Luke Skywalker is rejuvenated, actor Mark Hamill, who played the young Jedi, was lowered into a specially built Perspex tank containing 1800 liters of chlorinated water.

The tubular tank, the largest of its kind at the time, was built by the British Aircraft Corporation (also known as British Aerospace), at Weybridge, Surrey, from the same material used for pressurized aircraft cockpits. The tube was lit by an army searchlight whose beam was reflected by a mirror suspended above it. Hamill escaped serious injury – twice – by being absent from the tank when heat from the light shattered the mirror, causing shards to come crashing down into the water. The scene was written to explain the facial injuries Hamill suffered in a real car accident after making the first *Star Wars* film, and includes full-size medical droids 2-1B and FX-7.

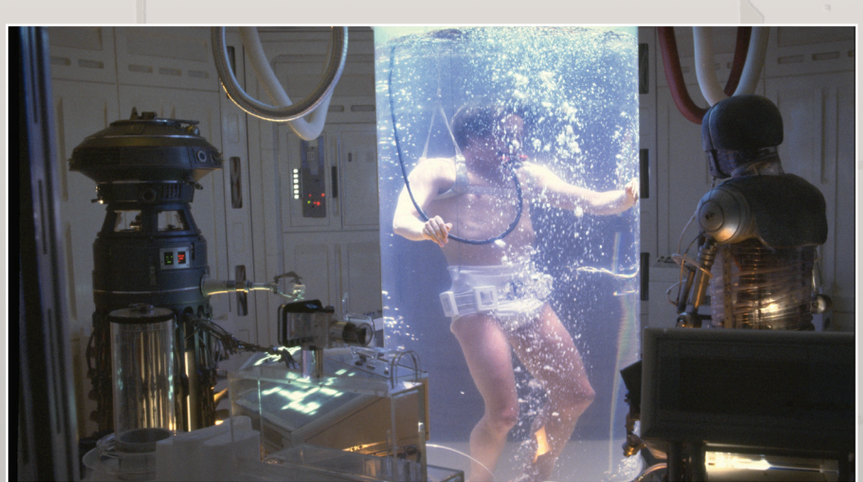


Before Mark Hamill took his place in the 'bacta tank', a diver in full scuba gear tested that the set was functioning.

MEDICAL DROIDS

On hazardous missions, where injury is a likely outcome, there is also the choice of taking along doctors – or medical droids, which are the normal provision on hospital ships. Two particular models were favored by the Rebel Alliance: the 2-1B surgeon droid and the FX-7 medical assistant.

The 2-1B surgeon has a soft, lilting voice, and is programmed with a gentle bedside manner designed to reassure patients. He has a gentle touch, despite his metallic claw-like hands, thanks to an ultra-precise hydraulic system controlled by internal fluids kept at various temperatures. The FX-7 assistant has a dozen manipulator arms which means it can perform many functions at once during a medical procedure. Some of its arms have specific functions: bio-electric sensor, PH testing, pressures testing, and temperature sensing to name a few. Together, surgeon and assistant make a formidable medical team.



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YOUR NEXT PARTS

COMPONENTS CHECKLIST

1. Hull frame BF-28
2. Hull frame BF-29
3. 2-hole connectors (x 2)
4. Rib connector
5. Fixing screws (x 4, plus spare)
6. Fixing screws (x 8, plus spare)
7. Fixing screws (x 17, plus spare)
8. Radial stiffening rib
9. Hull plating BP-25

You have not added any parts to the lower hull framework since Stage 18, because you needed to collect enough parts to support the growing structure. But with the addition of the frames provided this time, you can now complete a full half of the structure, including the first side passage.

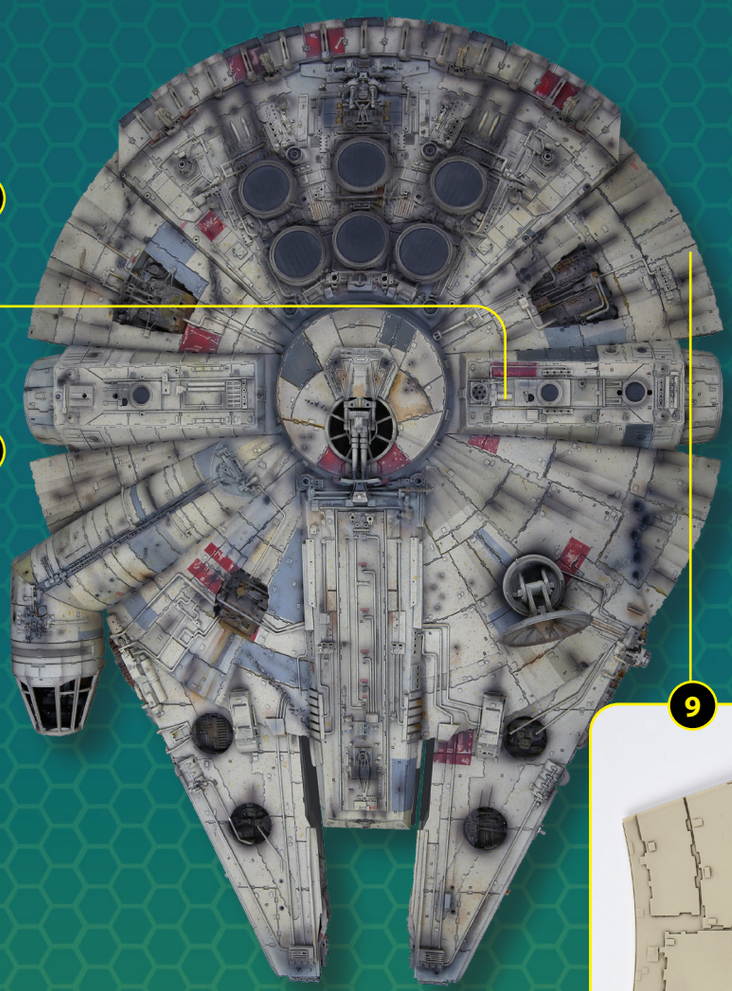
Frames BF-28 and BF-29 are key components, forming the inner ring of the dropped section of the framework that supports the port airlock. The addition of these, plus the radial rib, will brace the whole structure.

WHERE THE PARTS FIT

HULL FRAMES



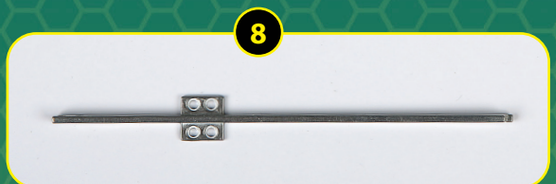
Parts 1, 2, and 8 are for the **underside** of the hull.





HULL PLATING

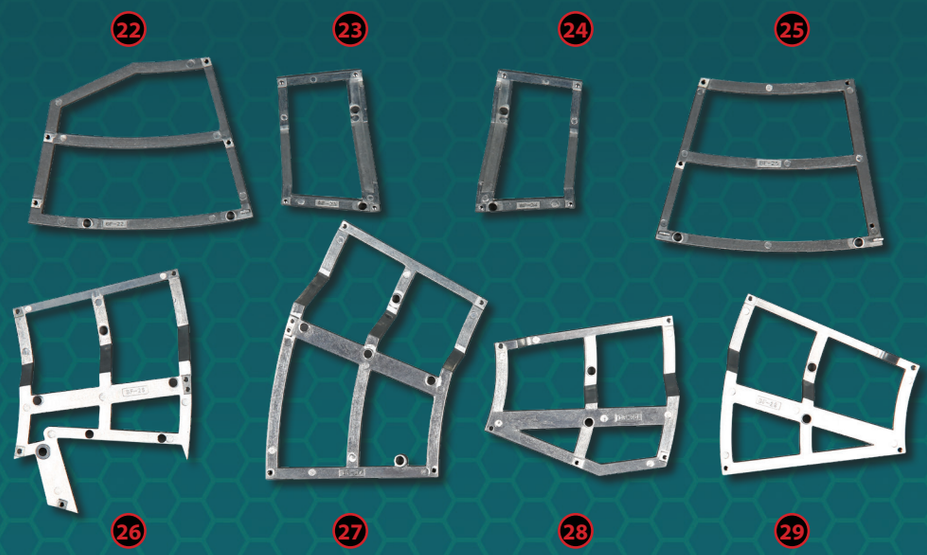




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ASSEMBLING THE BOTTOM FRAMES

Adding the next eight frame parts and radial rib (shown below) to the existing framework you assembled in Stage 18 will complete half of the bottom of the hull. This includes the dropped section that houses the port airlock.





Take the two bottom frame sections provided with this issue (Parts 1 and 2) and the six from Issues 20, 21, 22 and 23, and lay them out as shown, following the frame numbering. To complete the section of the frame indicated below, you also need the radial rib and connector from this issue and Issue 23, plus nine 2-hole connectors, and four 4-hole connectors. Finally, you need 37 short black button-head screws to fix the frame sections, and four long brass screws to join the radial rib.



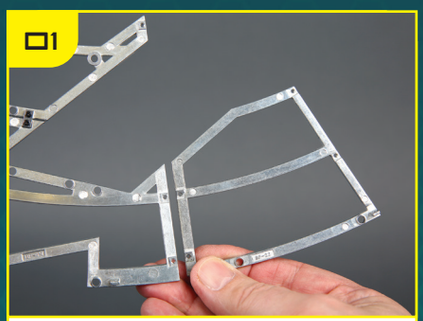
The frames shown have BF numbers (shown in red) cast into them for identification. The photo below indicates how they fit together, and the small diagram (right) identifies this area on the blueprint that came with Issue 1.



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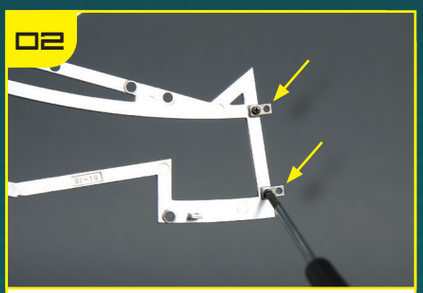
STAGE 24 ASSEMBLY

01



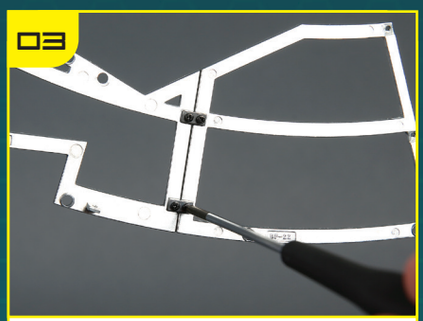
Frame BF-22 fits against the assembly from Stage 18 in the position shown.

02



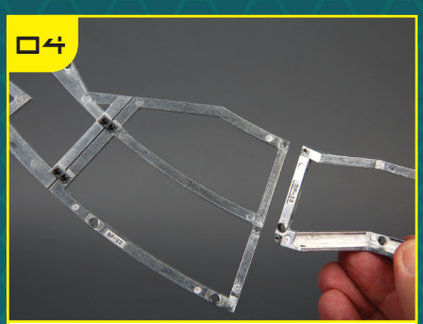
To support the new frame, screw two 2-hole connectors to the holes on the side of frame BF-19.

03



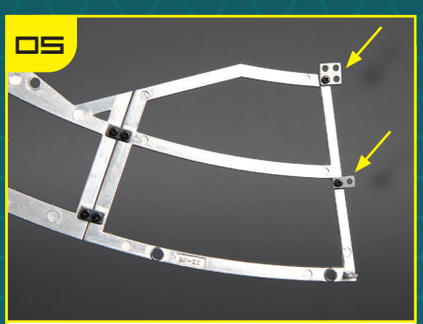
Hold frame BF-22 in place and secure it with two more screws.

04



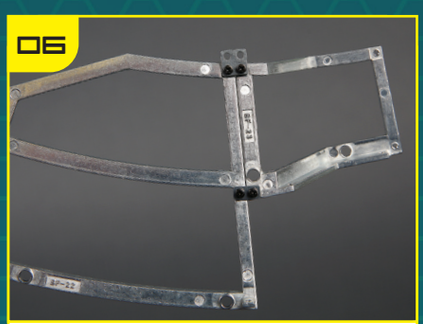
Frame BF-23 fits onto the other side of frame BF-22, as shown.

05



Screw a 2-hole and 4-hole connector to frame BF-22, using one screw in each.

06



Use two more screws to attach frame BF-23 to the connectors as shown.

07



You will now be able add frame BF-26 to brace the structure at this point.

08



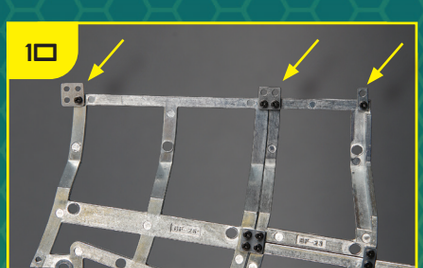
Add a 2-hole connector to the projecting point of frame BF-20 using one screw.

09



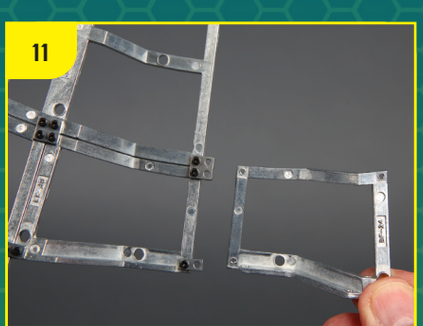
Attach frame BF-26 with two screws in the 4-hole connector from Step 5 and one in the connector from Step 8.

10



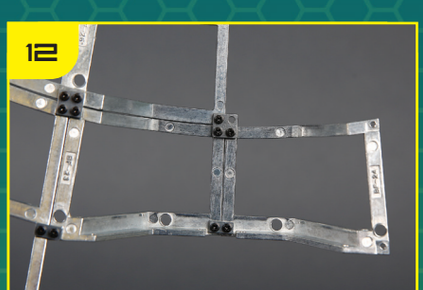
Add a 4-hole connector to join BF-23 and BF-26. Then use single screws to fix a 2-hole connector to BF-23 and a 4-hole connector to BF-26.

11



Frame BF-24 will be added to the structure like this, joined to BF-23.

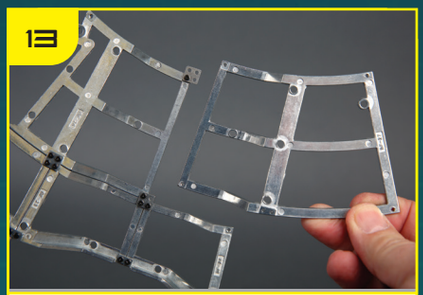
12



Attach frame BF-24 with one screw in the 4-hole connector and one in the 2-hole connector added in Step 10.

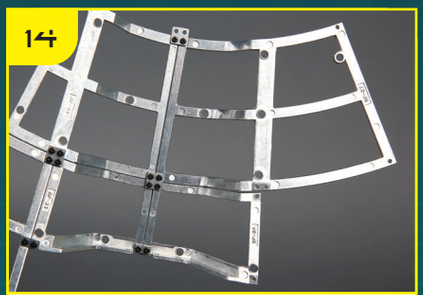
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13



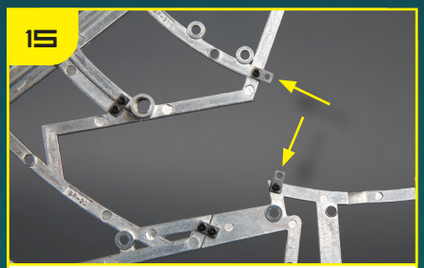
Frame BF-27 fits against the structure like this, joined to BF-24 and BF-26.

14



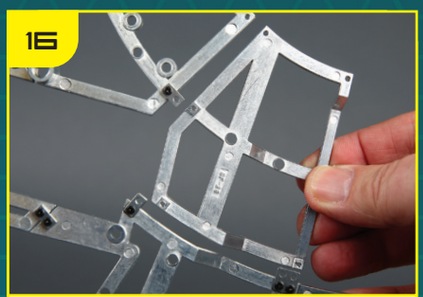
Attach BF-27 with one screw in each of the 4-hole connectors from Step 10.

15



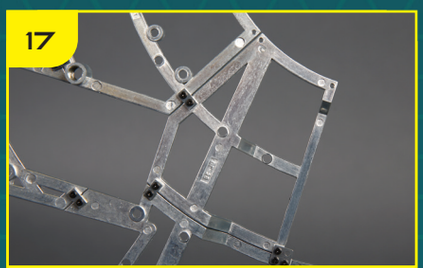
Use a single screw to add a 2-hole connector to the corner of frame BF-26 and another to frame BF-21.

16



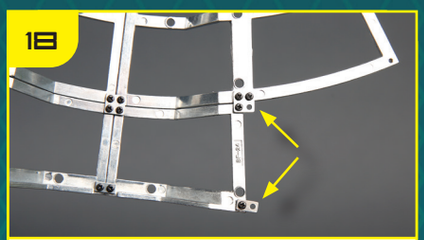
Frame BF-28 fits into the structure like this, joining onto BF-26 and BF-21.

17



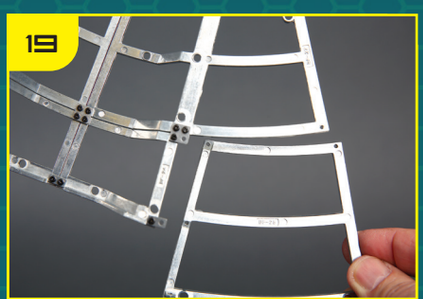
Attach BF-28 with one screw in each of the 2-hole connectors from Step 15, and the 4-hole connector from Step 10.

18



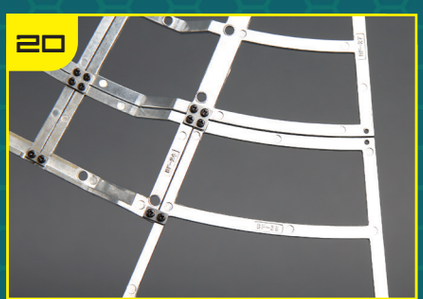
Use three screws to add a 4-hole connector joining BF-24 and BF-27, and a single screw to add a 2-hole connector to the corner of frame BF-24.

19



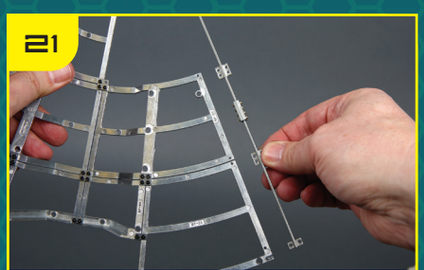
Frame BF-25 fits against the structure like this, joining onto BF-24 and BF-27.

20



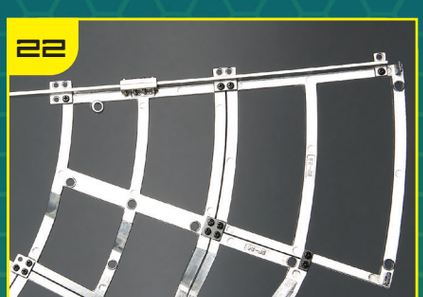
Attach BF-25 with one screw in each of the connectors from Step 18.

21



Assemble the radial rib as in previous stages and align it with the edges of frames BF-25 and BF-27.

22



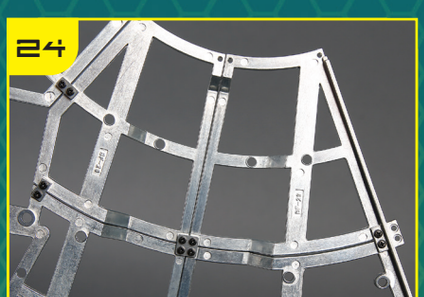
Use four screws to attach the radial rib to the framework.

23



Frame BF-29 fits against the structure like this, joining onto BF-27 and BF-28.

24

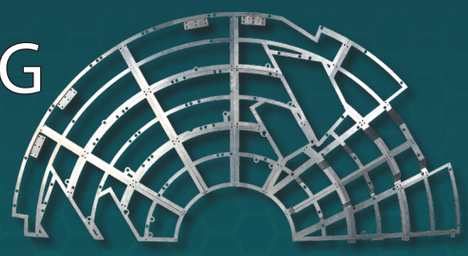


Screw BF-29 to the radial rib and the 4-hole connector.

The framework is now quite substantial and heavy, but until the circle is complete and the outer plating is added, it will be vulnerable to damage and distortion. Be careful to support the structure when you pick it up, and do not put the assembly under any pressure. At Stage 27, you will be able to put together the assembly jig which supports it safely.

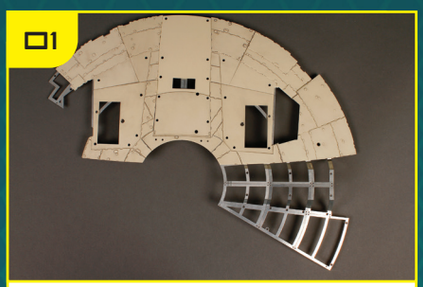
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FITTING THE HULL PLATING



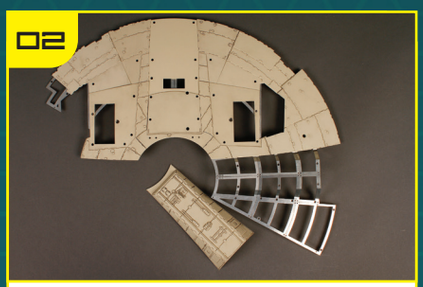
As in earlier stages, you can turn the completed hull frame over and test-fit the next pieces of lower hull plating (up to panel BP-25 from this issue) to see the structure building up. As the panels include the first side passage and the recess you assembled in Stage 19, the lower hull will start to come together in three dimensions.

01



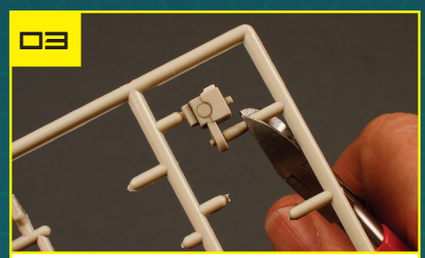
Turn the frame over and refit the hull plates you added in Stage 19.

02



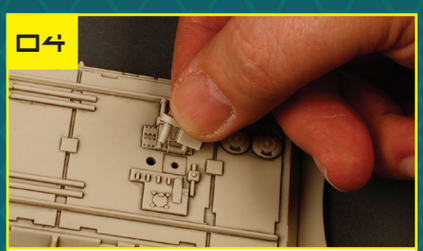
Take panel BP-01 from Issue 21, which is the underside of the port passageway.

03



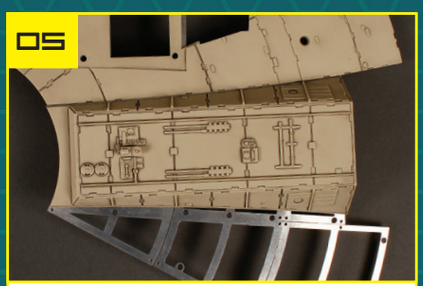
Take the sprue from Stage 19 and clip off the last molded part, which is a plant-on detail for this panel.

04



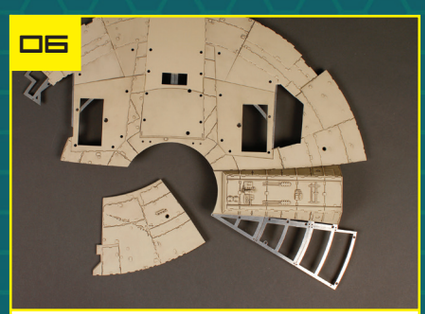
Glue its two locating pins into the holes in panel BP-01. They are different sizes, so they only fit one way round.

05



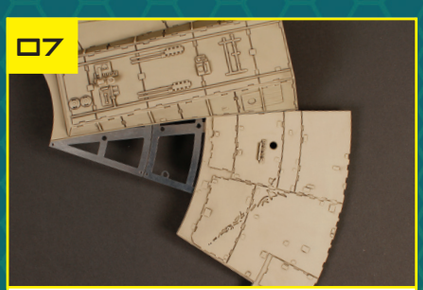
Fit the panel to the raised section of framework.

06



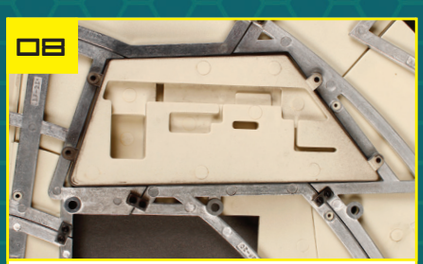
Take panel BP-25 from this issue.

07

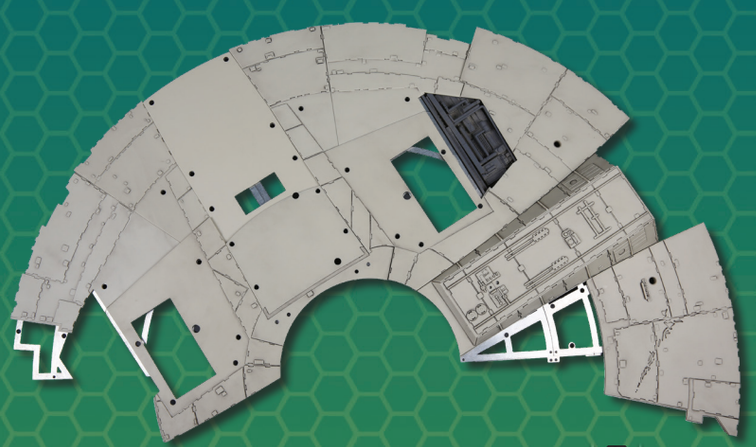


The panel fits to the outer circumference of the frame, with a partial overhang.

08



Turn the assembly over to see how the Stage 19 recess locates on the four pins protruding through the framework.



OPEN SECRET

While the *Falcon*'s steel frame was made at Pembroke Dock, workers were sworn to secrecy over the project codenamed the 'Magic Roundabout'. The workshop doors were kept shut, and photographs or unauthorized visits were banned. But in March 2015, it was finally revealed that amateur photographer John Clark had managed to snap pictures of the ship as it was nearing completion.

An official photograph showing the steel frame of the original full-size prop for *The Empire Strikes Back*.



BEHIND THE SCENES

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