STAR WARS MILLENNIUM FALCON

BUILD THE MODEL – EXPLORE THE GALAXY





JEDI STARFIGHTER

F219FSC025

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STAR WARS MILLENNIUM FALCON

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JEDI STARFIGHTER

DELTA-7 AETHERSPRITE STARFIGHTER

The Jedi flew many vehicles, but never felt more comfortable than in their own starfighters, some of which were customised to suit their own personalities.



DELTA-7 AETHERSPRITE TECHNICAL SPECIFICATIONS

TYPE	Starfighter
DESIGN	Kuat Systems Engineering (subsidiary of Kuat Drive Yards)
CREW	1 (pilot) with astromech droid
CARGO	60kg (132 lb)
LENGTH	8 meters (26 ft 3 in)
SPEED	12,000km/h (7456 mph)
HYPERDRIVE	Class 1 (with booster ring)
HYPERDRIVE SYSTEM	Syluire-31 hyperspace docking ring
ARMAMENT	Two Taim Co. sds 8/5 dual laser cannons (1 kiloton per shot max) or Quad-pulse laser cannons Optional warhead launcher
SHIELDS	Simple deflector shield

The Jedi starfighter was both speedy and agile. One of its most famous encounters followed Obi-Wan Kenobi's pursuit of the bounty hunter Jango Fett from Kamino, when the two engaged in a fast and furious chase through the asteroid fields of Geonosis.

The first Jedi starfighters used during the start of the Clone Wars were the Delta-7B *Aethersprite* models built by Kuat Systems Engineering, a subsidiary of Kuat Drive Yards. These replaced the earlier Delta-7s as the older models were lost in battle. The most obvious difference between them was the location of the astromech socket, but they were otherwise broadly similar ships.

The Delta-7 *Aethersprite* was an ultra-light starfighter that was shielded against impacts and blasts, and equipped with two dual laser cannons. It had a sleek

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SUBLIGHT PERFORMANCE

Created by engineer Walex Blissex (who would later design the V-wing starfighter and A-wing interceptor), at the time of the Delta-7 *Aethersprite*'s inception, the starfighter's size did not allow for a built-in hyperdrive – although there some prototypes were fitted with experimental hyperdrive engines. The *Aethersprite* made up for this by having very powerful sublight engines, driving it to a maximum acceleration of 5,000 G and a maximum in-atmosphere speed of 12,000 km/h (with the deflector shields on).

blade-like form, which simplified its shield distribution and offered excellent visibility in most directions, except for the rear. This intimidating design also gave it dominance over most enemies, and its sleek nature allowed for full-frontal assaults, enabling it to maneuver easily through tight spaces.

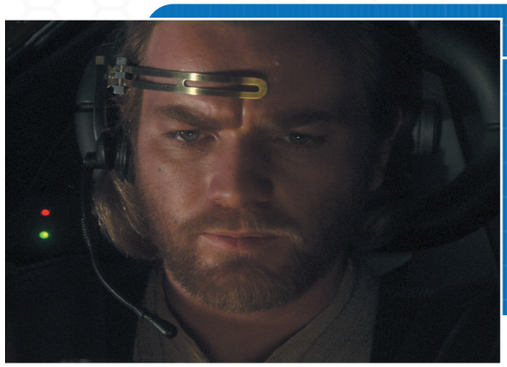
The Delta-7 *Aethersprite*'s tiny profile, being very slim and only 8m long, made it difficult to detect and easy to hide from sensors. As a side effect of its small size, however, the starfighter only had space for one pilot, along with a slot for a modified astromech droid, whose body size needed to be reduced in order to fit. The astromech was located on the port side of the starfighter, while the area behind the pilot's seat allowed storage for around 60kg of spare parts and luggage (this area could also be accessed from the rear of the starfighter).

LIMITED RANGE

The Delta-7 *Aethersprite* only offered five hours' worth of fuel and air supply in normal sublight operations, and was too small to have its own hyperdrive, so typically relied on Jedi cruisers for transport through hyperspace. Delta-7 *Aethersprite*s were also adapted to dock to a fixed booster ring equipped with its own power plant and supralight engines, allowing them to make the jump to hyperspace when docked.

In the last months of the Clone Wars, surviving *Aethersprite* starfighters began to be replaced by the Eta-2 *Actis* Interceptors. Although most Jedi

When young, Obi-Wan Kenobi was fascinated by starships, and even dreamed of becoming a pilot. However, as he grew older, he fell out of love with flying and only did so when it was absolutely necessary.



JEDI PILOTS

While their starfighters carried effective weapons, most Jedi pilots preferred to rely on their intelligence and connection to the Force to resolve conflicts without aggression. The best of them combined this with their flying skills to perform daring, almost impossible, maneuvers to evade enemies or, if there was no alternative, to shoot them down.

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MISSION TO KAMINO

LONG-DISTANCE INTERCEPTION

When Obi-Wan Kenobi was assigned by the Jedi Council to identify and capture the bounty hunter who made an attempt on the life of Padmé Amidala, he requisitioned one of the Jedi Temple's modified Delta-7 *Aethersprites* to take him to the remote uninviting planet of Kamino, with its sprawling oceans and violent storms. Since the Jedi starfighter alone was not capable of travelling such distances (a journey beyond the Outer Rim), he docked with a hyperdrive ring to enable him to jump closer to the planet's coordinates. There he discovered an army of clones being produced for the Republic, with bounty hunter Jango Fett serving as their genetic template.



Although the Jedi starfighter was designed as a short-range interceptor or scout with a limited range and limited duration, it was capable of carrying Obi-Wan Kenobi on a lengthy pursuit that led him first to Kamino and then to Geonosis.



preferred the new starfighters, Jedi Master Plo Koon swore by his Delta-7 *Aethersprite*, and refused to give it up.

GRAPHIC MARKINGS

Stationed in the hangars of the Jedi Temple on Coruscant and other facilities, *Aethersprites* were available for use by all Jedi who needed them. Colors varied, but most were painted red before other shades were applied by individual pilots during the Clone Wars. The starboard wing of Obi-Wan Kenobi's Delta-7 *Aethersprite* starfighter was marked with a symbol of a disc with eight spokes. This symbol dated back to the Bendu monks' study of numerology, where the number nine, symbolized by the disc and eight spokes, signified the presence of the Force in a unified galaxy. The Emperor eventually personalized this symbol, by removing two of the spokes to create the Imperial insignia.

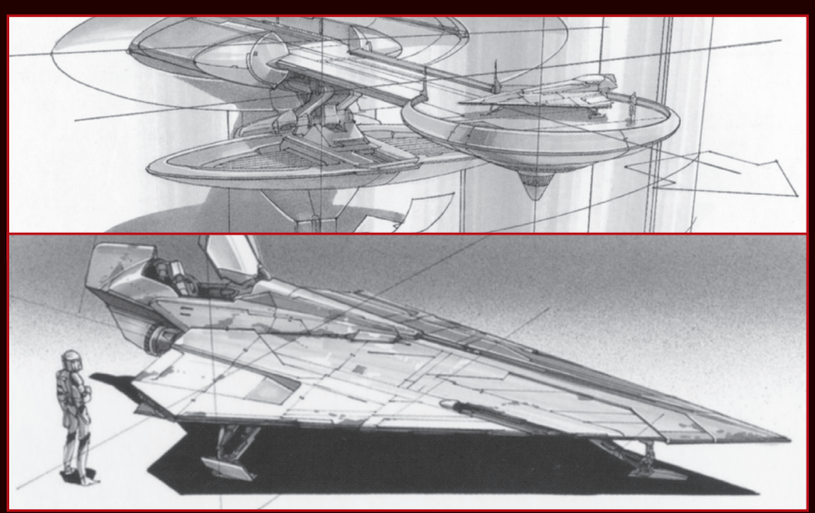
NEW TECHNOLOGY

BEHIND THE SCENES

The Jedi starfighter's triangular shape was inspired by the Star Destroyers in the original *Star Wars*. Industrial Light & Magic designer Doug Chiang identified the Delta-7 as one of the first designs to bridge the aesthetic gap between the classic trilogy and the prequels. The familiarity of its shape, along with the Star Destroyer's Imperial affiliation, gave added symbolism to the Jedi starfighter's appearance, and foreshadowed the Empire's rise to power that was to come.

Chiang completed his *Attack of the Clones* sketches in November 1999. After that, Jay Shuster and others drew additional concept art, and then in May 2000 Peter N. Dorme completed the designs for the Jedi starfighter. These were drawn completely by hand, the last to be done exclusively that way. While making Episode II in Sydney, the merits of computer-aided design (CAD) software came to the fore. While the work that Dorme had completed were used to build a full size, partially dressed ship with a fully detailed cockpit for close-ups, there was a lot of work and preparation required to understand how all the ships elements would be brought to life, especially when it came to the cockpit area and how that fitted within the frame of the ship.

The next vehicle after the Jedi starfighter was the Solar Sailer. Expressed as a digital drawing in addition to hand-drawn designs, the CAD system gave the artists more freedom to express their ideas and allowed for easier and quicker understanding – even though changes had to be made in post-production.

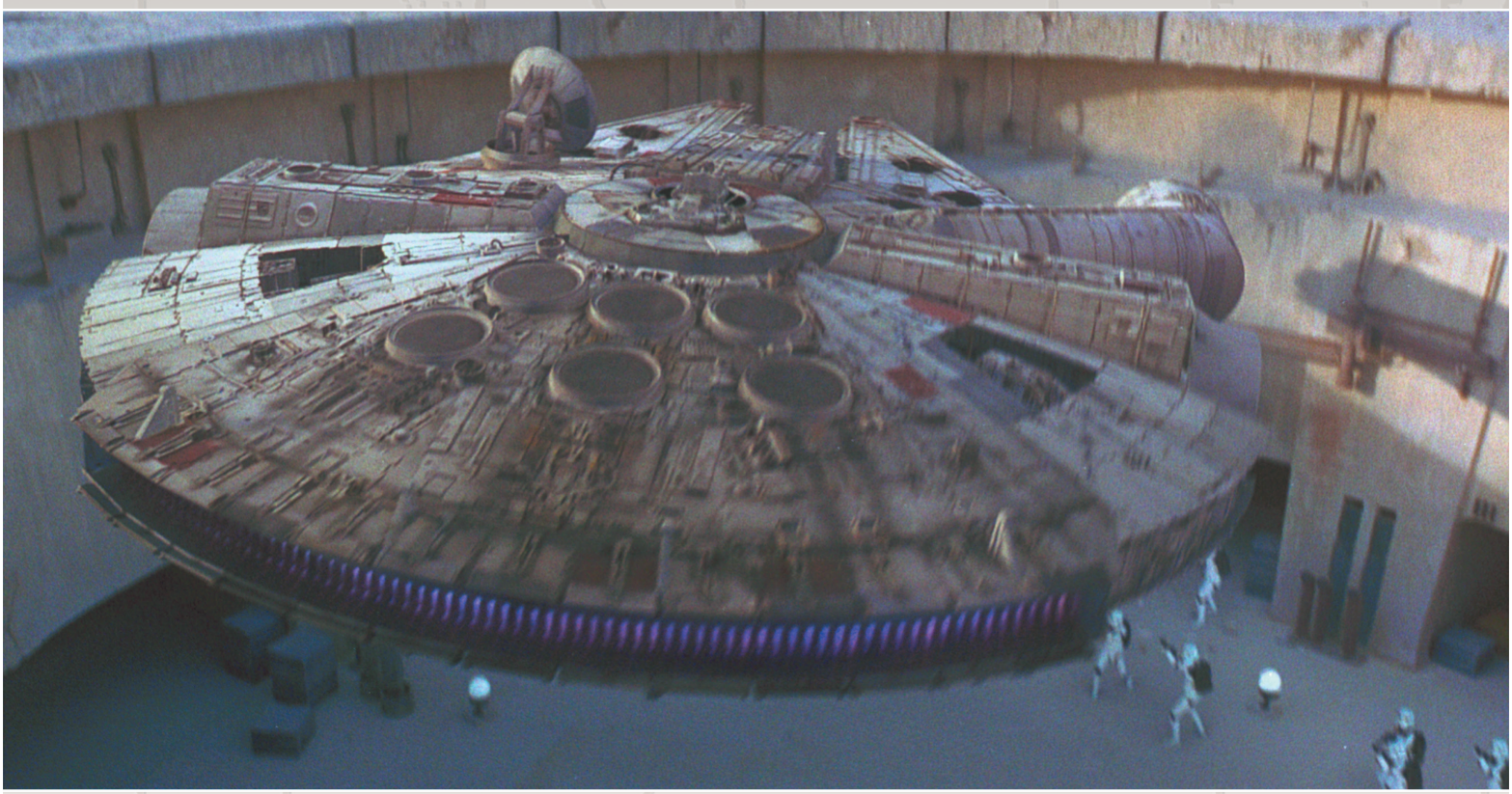


ILM's Doug Chiang completed the last hand-drawn concept artwork in November 1999. A full-size ship was built the next year at Fox Studios in Sydney, Australia, working from drawings produced by Jay Shuster and Peter N. Dorme.

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GYROCOMPUTERS

The importance of the YT-1300's Incom AH 1701 gyrocomputer is easily underestimated, but without its automatic control of the starship's positional systems, her pilot would be lost and disorientated in no time.



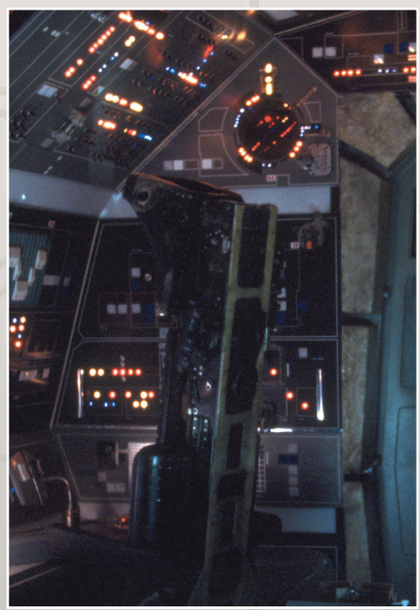
Gyrocomputers are especially useful to stabilize a ship for landing or taking off, and particularly during a hurried exit from a confined docking bay.

The YT-1300's Incom AH 1701 gyrocomputer is such a small part of the Corellian freighter's systems that it is often overlooked by all but a talented engineer with a keen eye for detail. That is mainly because the equipment is mounted behind the Microaxial Rubicon astrogation computer, and is not physically accessible without dismantling the astrogation computer fitted on the cockpit's starboard rear instrument panel.

ESSENTIAL EQUIPMENT

The gyrocomputer is also often easy for captains and co-pilots to ignore because it operates behind the scenes, in tandem with the astrogation computer. However, the sure way to realize exactly what the gyrocomputer does is to try flying a starship which has its equipment damaged or removed. Any vessel in this condition will be severely crippled, sometimes catastrophically so.

Whether she is taking off from a fully equipped spaceport or something more impromptu, the *Millennium Falcon* couldn't manage without her Incom AH 1701. The gyrocomputer helps the *Falcon*'s pilots keep her on an even keel when they take off or land – or when they are faced with something as unexpected as the asteroid belt of the Hoth system or the hull of an unsuspecting Imperial Star Destroyer.



The *Falcon*'s gyrocomputer is buried in the heart of the astrogation computer fitted high up on the starboard rear instrument panel beside the cockpit door.

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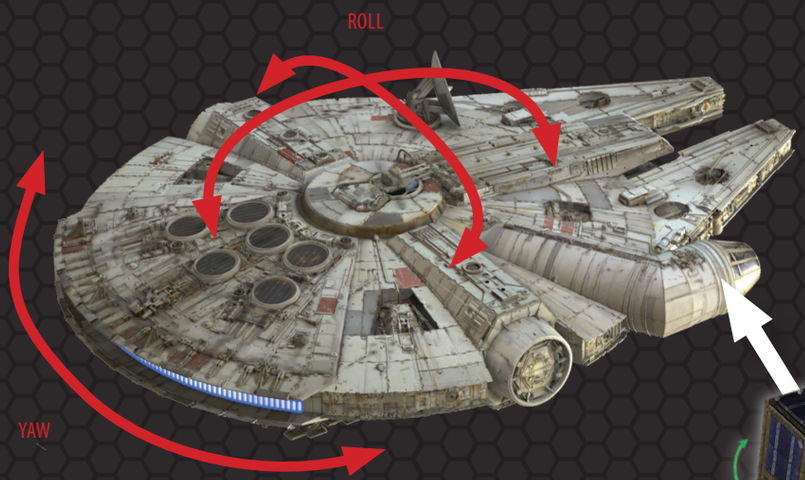
CONTROL IN THREE DIMENSIONS

A gyrocomputer is a starship positioning system that senses a vessel's location by analyzing a planet's magnetic fields and the telemetry translated by a galaxy-wide series of beacons. It collates this information using gyroscopic technology to locate and steer the ship in three dimensions with pinpoint accuracy.

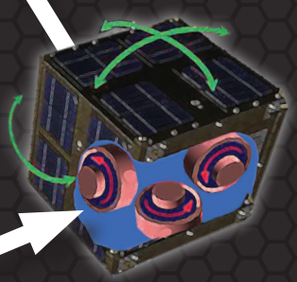
THREE-DIMENSIONAL POSITIONAL TELEMETRY



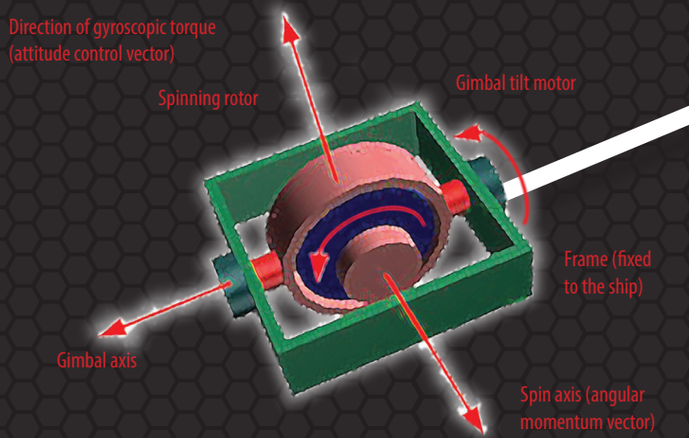
AUTOMATIC ATTITUDE STABILIZATION



GYROCOMPUTER INSIDE THE COCKPIT



Inside the gyrocomputer are three control momentum gyroscopes at right angles to each other



CONTROL MOMENT GYROSCOPE CONSTRUCTION

The starship's attitude is stabilized by using control moment gyroscopes (CMGs). Each CMG consists of a spinning rotor, mounted on one or more motorized gimbals that are able to tilt it. The rotor will try to keep spinning in the same plane, so as it tilts, its angular momentum changes, causing a gyroscopic torque that can be used to rotate the spacecraft. To control a starship's attitude in all three dimensions (roll, pitch, and yaw), at least three CMGs mounted at right angles to each other are needed.

Without the AH 1701, such maneuvers could easily end in disaster.

On the *Millennium Falcon*, like every other YT-1300 in existence, the gyrocomputer does not have its own user interface. Instead, the instrument's data is fed directly into the astrogation computer. In fact, the gyro's functions are so integrated with the astrogation computer that few realise it is a separate computer in its own right.

HOW A GYROCOMPUTER WORKS

The Incom AH 1701 gyrocomputer comprises gyro-balance circuitry, which, when tied in to the ship's sensors, give it three-dimensional direction-sensing capabilities. The circuitry feeds off two sources. The first is telemetry broadcast by a network of billions of galaxy-wide beacons and satellites set up for the job. Their signals help a starship to get its bearings, wherever it is in the galaxy. The signals also help a vessel to achieve stability in all three directional planes, whether it is in motion in space or stationary planetside.

The gyro-balance circuitry is also fed data by gyroscope rotors, which spin rapidly on their axis (at about 69,000 revolutions per second). The orientation of the gyroscope is not affected by any tilting of the starship,

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By maintaining a strict set of reference points, the *Millennium Falcon*'s gyrocomputer helps her crew to fly under precise control – even in the tightest of corners.

and flexible mountings mean that each spinning rotor stays in the same position, no matter how haphazardly the ship is banked and rolled by her pilots. This means that it can be used to maintain a reference direction, ensuring that those in the cockpit never lose track of where they have been, and are going.

Such is the enormous amount of galactic data held in the Microaxial Rubicon astrogation computer that the Incom AH 1701 gyrocomputer is able to keep tabs on the position of the starship relative to the galactic capital on Coruscant, the Corellian star system where the YT-1300 was built, and the last port the ship lifted off from.



Wherever a starship may travel – even in the wildest depths of space – its AH 1701 gyrocomputer faithfully records its position relative to a wide range of fixed points, including the last port the ship lifted off from.

STATE OF THE ART

The best gyrocomputers in the galaxy come out of the top-secret starship and starfighter development laboratories of the Incom Corporation – best known for its Incom T T-65 X-wing space superiority starfighter. Despite the desirability of the AH 1701, the cooperative agreement that exists between the factory that builds the YT-1300 and the supplier that makes her gyrocomputer is unusual. Some, in fact, refused to call it that, and describe it for the business deal that it was – a sub-contracting arrangement that lines the pockets of executives at Incom, while ensuring that the Corellian shipbuilder is able to produce the galaxy's best all-round freighter.

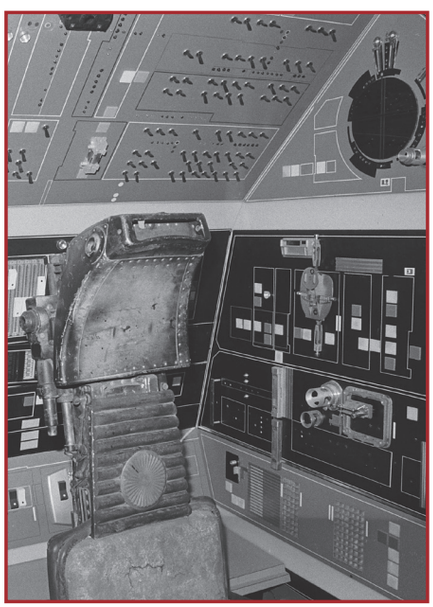
OTHER APPLICATIONS

Gyrocomputers are not only found in starships. They are commonly fitted in all manner of ground and water vessels, and are also standard in many droids. Their gyro-balance circuitry provides such machines with three-dimensional direction-sensing capabilities, or (in the case of the devices found in droids as part of the behavioral circuitry matrix), give them stability in all three planes.

BEHIND THE SCENES

SEAT STABILIZERS

Even though the astrogation computer in the *Millennium Falcon* was a non-functioning prop that did not contain a gyrocomputer, the seat in front of it had a close connection with the technology. The set was dressed with an obsolete (1960s) Martin Baker Mk4 ejection seat. By the time *Star Wars* was made, so-called 'third generation' ejection seats had become far more automated in real-world aircraft, with more sophisticated parachute and survival gear deployment. Advances in electronics allowed the seat to be equipped with a computer that controlled its operation based on readings from sensors. These included instruments for measuring the speed of the seat and the pilot's weight, together with gyroscopic stabilizers to control the seat's orientation. The programming of the seat computer was designed to allow ejection under a wider range of conditions and improve the crew's chances of survival.



The Martin Baker Mk4 ejection seat fitted to the *Falcon* was designed simply to boost a pilot clear of a stricken aircraft. By the time *Star Wars* was filmed, real-world fighter seats had their own gyroscopes feeding data to a built-in computer.

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YOUR NEXT PARTS

The access to the gun turret is via a rectangular opening off the main ring corridor, opposite the passage tube to the cockpit. This issue includes the components for four panels of the access passage walls.

In addition to the parts you need for the turret access, there is another hull frame and piece of plating, 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.

COMPONENTS CHECKLIST

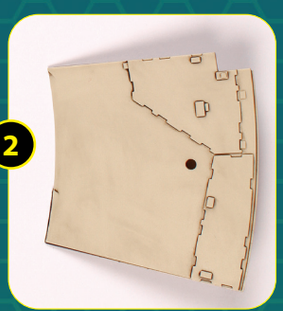
1. Hull frame BF-30
2. Hull plating BP-24
3. Non-slip pads (x 2)
4. Assembly jig (1 section)
5. Fixing screws (x 4, plus spare)
6. Fixing screws (x 2, plus spare)
7. Gun turret access (rear outer panel)
8. Gun turret access (rear inner panel)
9. Gun turret access (forward inner panel)
10. Gun turret access (forward outer panel)
11. Cushion pads (set of 14 on sprue)
12. Cushion pads (set of 14 on sprue)

WHERE THE PARTS FIT

HULL FRAME



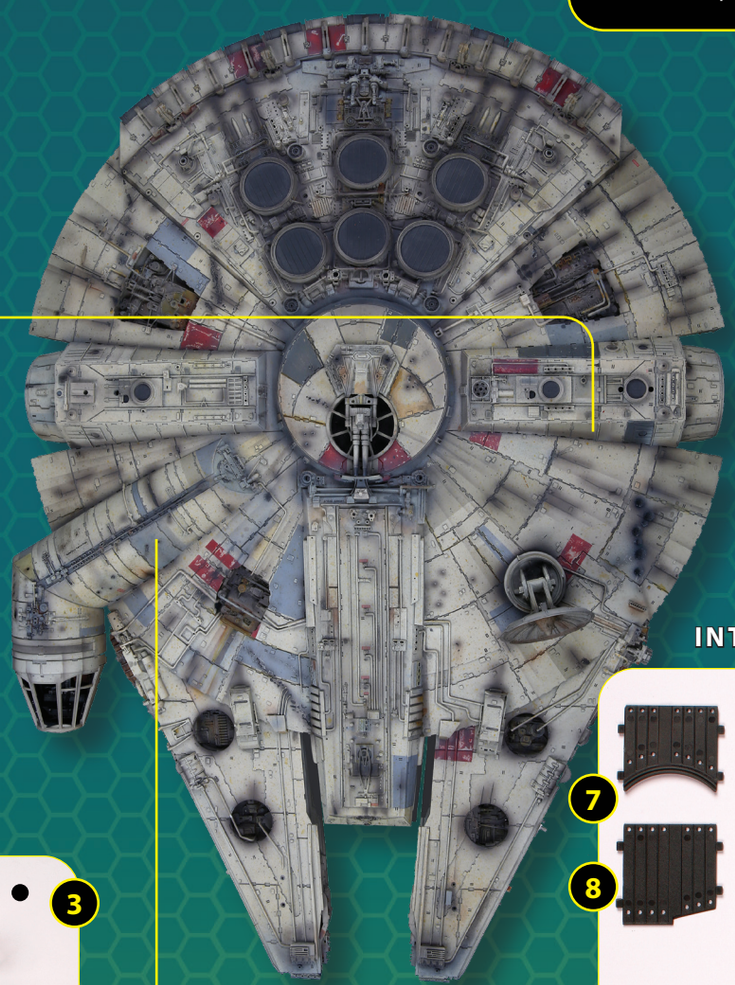
HULL PLATING



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

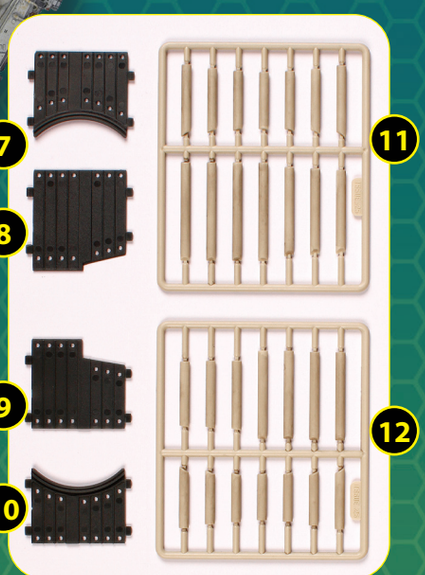
ASSEMBLY JIG







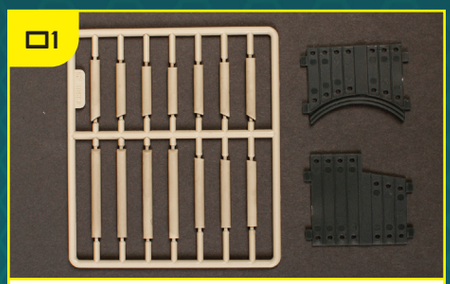
INTERNAL DETAILS



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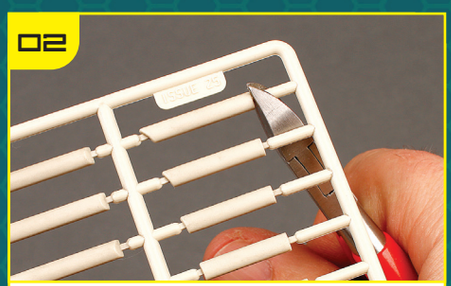
LINING THE ACCESS WALLS

All four walls of the access have strips of padding, supplied on two sprues. Use the photographs on the right to see which strips go where. Although they are fitted in the same order as they are on the sprue, the differences between them are quite small. To avoid problems, you may want to test-fit the strips before gluing them.



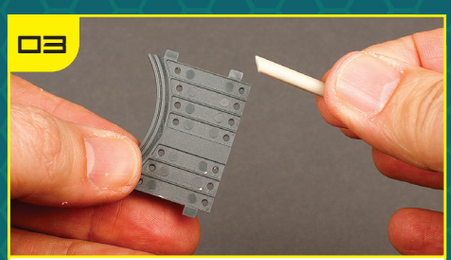
01

Match up each sprue with the corresponding two wall panels.



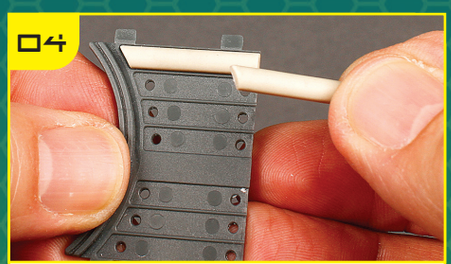
02

Clip the strips off the sprue as you need them, and trim off any molding flash.



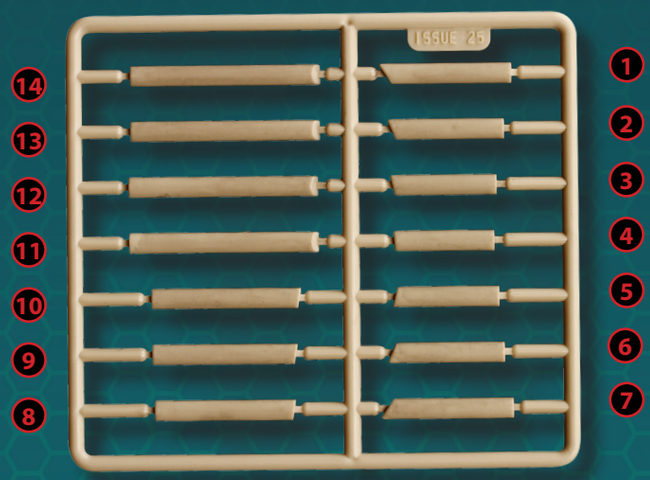
03

Each wall panel has shallow recesses to take the strips of padding, with pairs of holes for the locating pins.

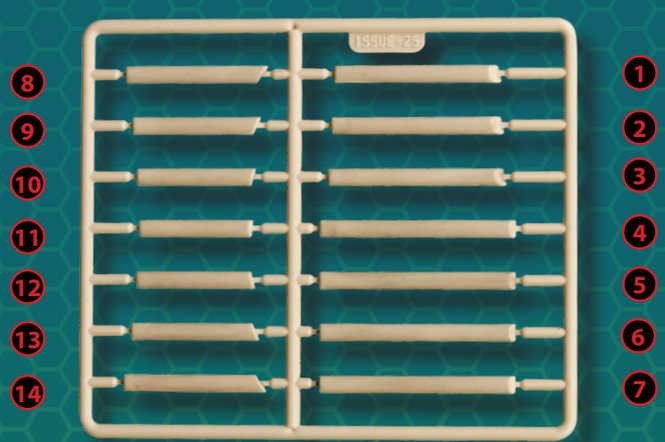


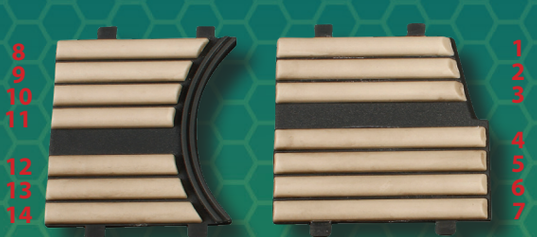
04

Fix each strip in place with a couple of drops of superglue, being careful not to glue your fingers.





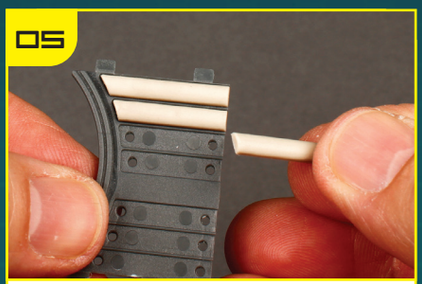




The numbered key shows which pieces fit where, and Steps 1-9 show how to fit the padding on the smallest panel (pictured center right, above). Use a similar method to fit the padding to the other three panels.

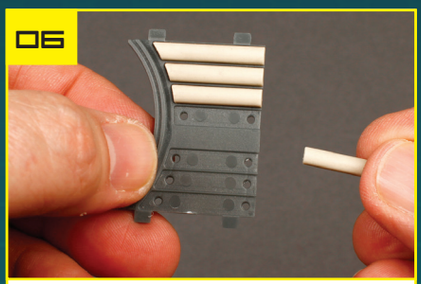
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05



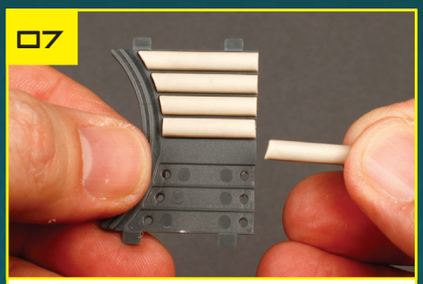
Carry on down the panel, following the number codes.

06



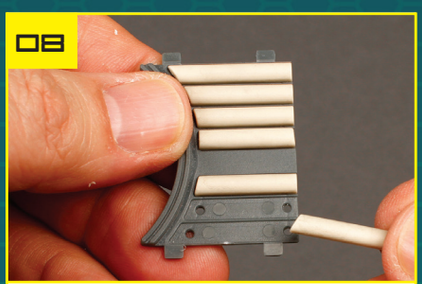
You may find it easier to use tweezers to fit the very short strips.

07



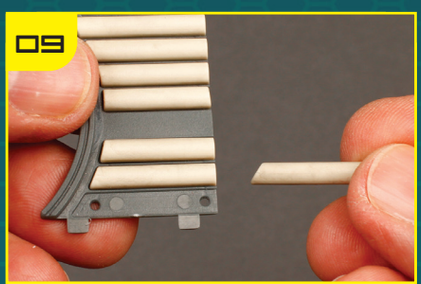
There is a gap between the top four strips and the lower three.

08



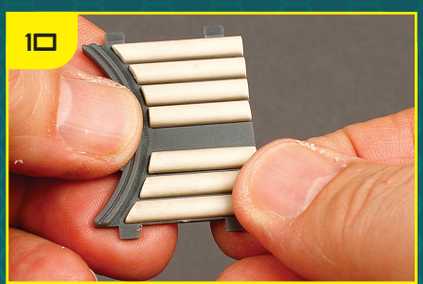
Continue fitting the strips in the same way.

09



Fit the final strip at the base of the panel.

10



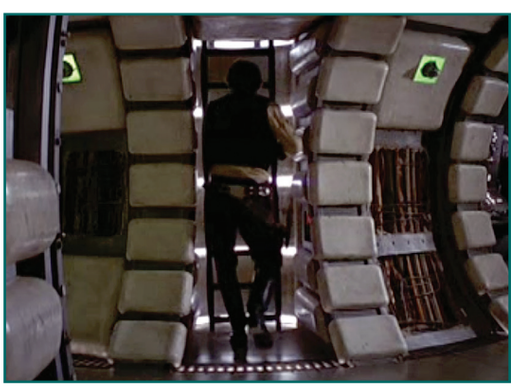
Each panel is completed with a total of seven strips of padding.



When you have completed all four panels, store them carefully until Stage 26.

EASY ACCESS

The turret access features during the escape from the Death Star in *A New Hope*, when Han and Luke rush to defend the *Falcon* from a TIE fighter attack. Han climbs up to the dorsal guns, while Luke descends to the ventral turret, and it's clear from both sequences that the access is little more than a recessed doorway. While this gave good on-screen action, keeping the actors in shot, it later became obvious to the artists who worked on the plans of the ship that this geometry simply wouldn't work. Some early blueprints did show a short, straight corridor, but after the size of the ship was revised, it was realized that if the tunnel was to be in line with the gun controls, it would have to be further from the ring corridor. The solution was to introduce a longer access passage, with an angle in the middle.



An action shot from *Star Wars* Episode IV: *A New Hope*, showing Han Solo rushing into the short access doorway that leads to the ladder up to the gun turret. Moments later, Luke follows him.

BEHIND THE SCENES

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STAR WARS MILLENNIUM FALCON

FANHOME

DeAgostini COLLECTIBLES

MF_14_2ED_BC_US.indd 10 31/07/2023 19:25