STAR WARS MILLENNIUM FALCON

BUILD THE MODEL – EXPLORE THE GALAXY





HYPERDRIVE ENGINES

F219FSC026

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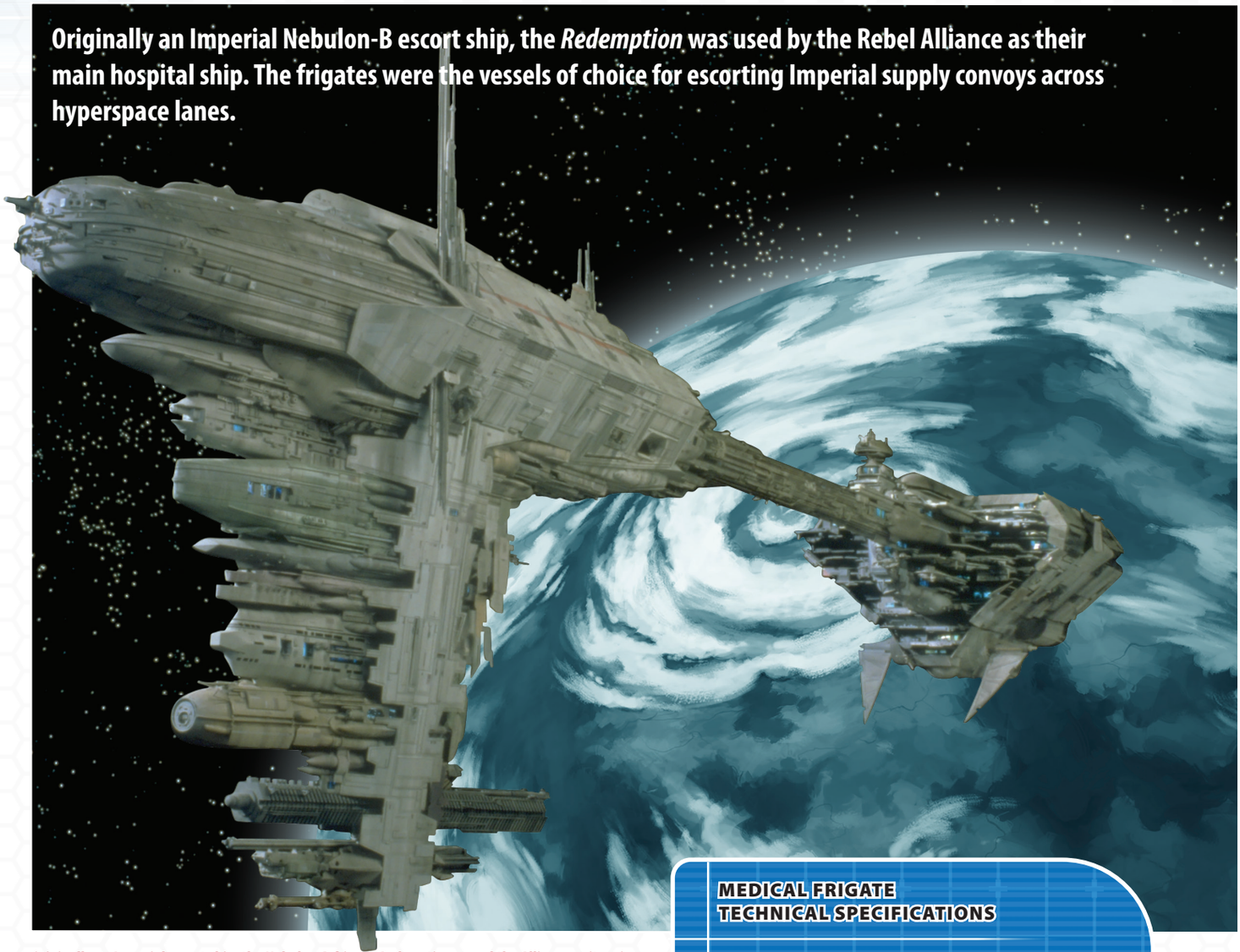
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NEBULON-B FRIGATES

MEDICAL FRIGATE – REDEMPTION

Originally an Imperial Nebulon-B escort ship, the *Redemption* was used by the Rebel Alliance as their main hospital ship. The frigates were the vessels of choice for escorting Imperial supply convoys across hyperspace lanes.



Originally an Imperial escort ship, the Nebulon-B frigate *Redemption* served the Alliance as its primary hospital ship. All the Alliance's Nebulon-Bs were deployed at the Battle of Endor, and although they took a pivotal part in the battle, the *Redemption* was destroyed by the Death Star's superlaser.

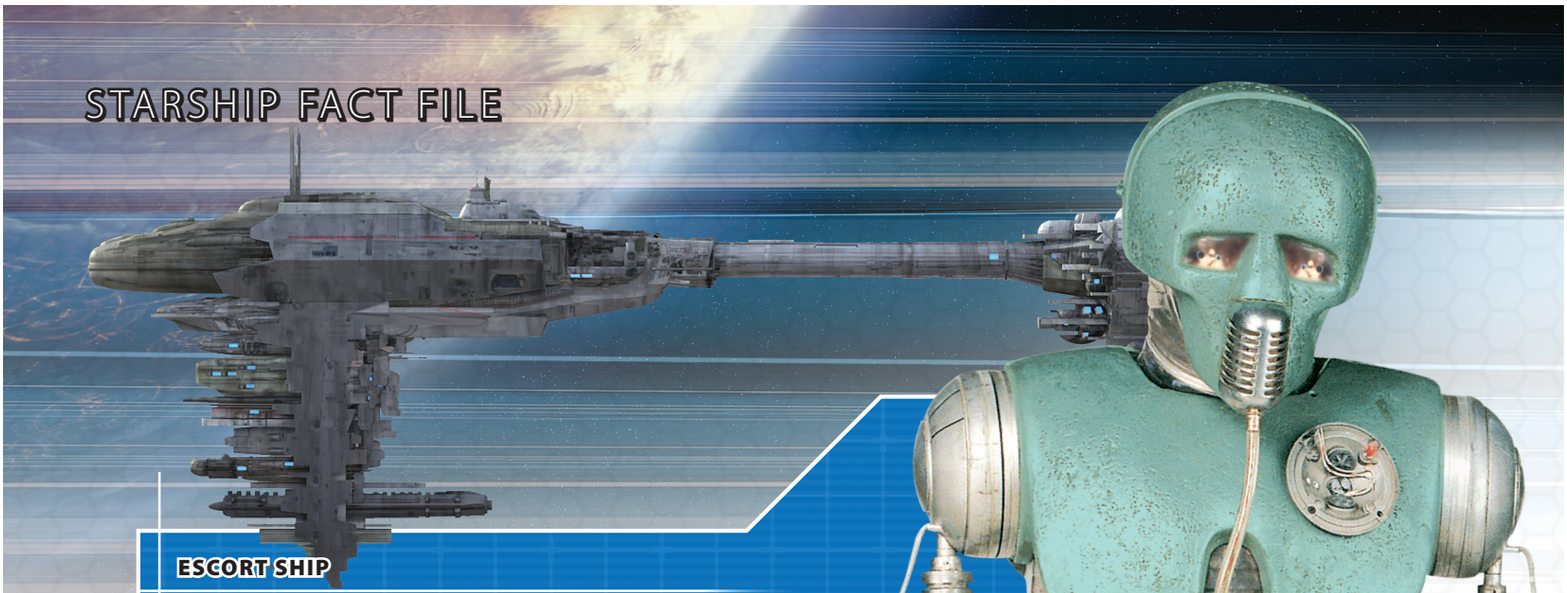
Although slower and less maneuverable than the Corellian Corvettes that were previously used for Imperial escort duty, Nebulon-B frigates were less costly to manufacture than Star Destroyers, and were equipped with heavy firepower to deal with large attackers. The standard armament was 12 Taim & Bak XI7 turbo laser batteries, 12 Borstel Galactic Defense RH8 laser cannons, and hangars for two squadrons of TIE fighters.

However, the Nebulon-B was not as fast as many other capital ships, even with a Class 2.0 Triple Taim hyperdrive unit fitted. They were

MEDICAL FRIGATE TECHNICAL SPECIFICATIONS

DESIGN	Kuat Drive Yards
TYPE	EF76 Nebulon-B frigate (modified)
LENGTH	300m (984 ft)
SPEED	800km/h (497 mph)
AFFILIATION	Republic
WEAPONS	6 x Taim & Bak XI7 turbo laser batteries and 8 x Borstel Galactic Defence RH8 laser cannons
SHIELDING	Delphus JC-671 deflector shield generator and Serridge SEAL shielding system

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ESCORT SHIP

The EF76 was introduced after the Clone Wars as a replacement for the Class-C frigate. When Rebel starfighters began raiding Imperial convoys, the Nebulon-B was assigned to escort duties. The Imperial Navy could not justify relegating its Star Destroyers to this role, while its corvettes were too weakly armed. While that was not a problem for the EF76, its thin connecting spar was vulnerable to concentrated heavy weapons fire, resulting in a decompression that could kill most of the crew.

large ships, scaling 300 meters (984 ft) long and 166 meters (652 ft) high, and composed of a main section with a slender spar connected to a smaller propulsion module featuring an array of seven Kuat Galaxy-15 ion engines.

IN REBEL SERVICE

The Rebel Alliance acquired a number of Imperial frigates – either through capture in battle, theft or defection of their crew. Once in their hands, the rebels removed much of the Nebulon-B's weaponry and replaced it with backup systems for power generators and shield protectors, leaving only six turbolasers and eight laser cannons.

To compensate for the reduced weaponry, the ships were given an enhanced Delphus JC-671 deflector shield generator on top of the propulsion module, a Serridge SEAL shielding system, and a titanium-reinforced alloy hull. Such converted frigates often served as command ships for the small, under-resourced rebel task forces, but one, the *Redemption*, became the Alliance's primary hospital ship. Its interior hangars were transformed into a dedicated medical facility able to treat over 700 patients at once.

The ship was equipped with intensive-care units, operating theaters, recovery wards, laboratories with pathogen analysis, containment facilities, and 16 bacta tanks to speed the recovery of skin injuries, including burns and lacerations. Numerous medical droids

After the escape from Hoth, medical droid 2-1B was assigned to the *Redemption*, where he treated Luke Skywalker after his battle with Darth Vader. He was reassigned to the Mon Calamari Star Cruiser *Home One* before the Battle of Endor.



REBEL MEDICAL FACILITIES

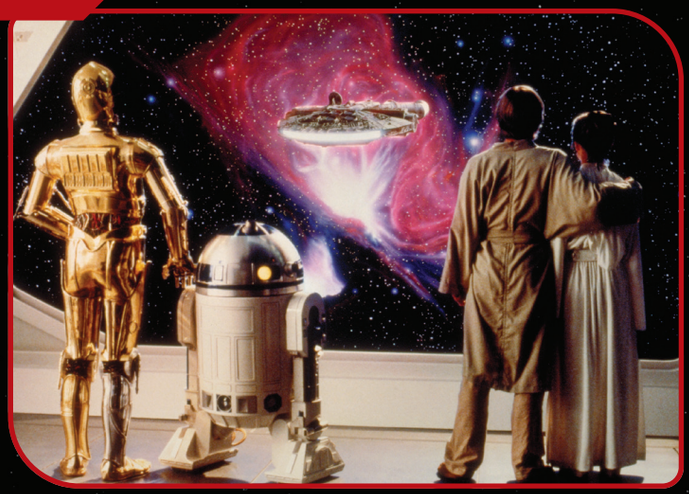
The *Redemption* carried 16 bacta tanks, even though they and the bacta healing agent were highly restricted during the reign of the Empire. Such medical equipment was usually found only in hospitals, on board capital ships, and in major military bases. The Rebel Alliance had installed one at Echo Base on Hoth, where it was used to help Luke Skywalker recover from his injuries.

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RESCUE FROM BESPIN

TREATING LUKE SKYWALKER

After rescuing Luke Skywalker following his lightsaber duel with Darth Vader on Cloud City, Lando Calrissian and Princess Leia docked the *Millennium Falcon* with the *Redemption* at the Alliance rendezvous point. Aboard the hospital ship, Luke's wounded arm was treated in a surgery suite and his lost hand was replaced with a cybernetic prosthetic. As 2-1B carried out the final attachment, Lando Calrissian declared that he would take the *Falcon* in search of Han Solo, who had been frozen in carbonite while on Bespin and handed over to bounty hunter Boba Fett. Luke and Leia remained on the *Redemption* while Luke recovered from his surgery. He was able to return to duty quickly after the operation, and was soon using his new hand just as well as his old one.



On board the *Redemption*, Luke Skywalker, along with Princess Leia Organa, observed the departure of the *Millennium Falcon* from the surgery suite window.

aboard the *Redemption* were programmed to treat patients suffering all types of trauma or disease, while more complex conditions requiring surgery, such as lost limbs, were treated by the specialized 2-1B surgical droids. The *Redemption* had an impressive patient survival rate of almost 98 per cent, with most being able to return to duty within days.

VITAL ASSET

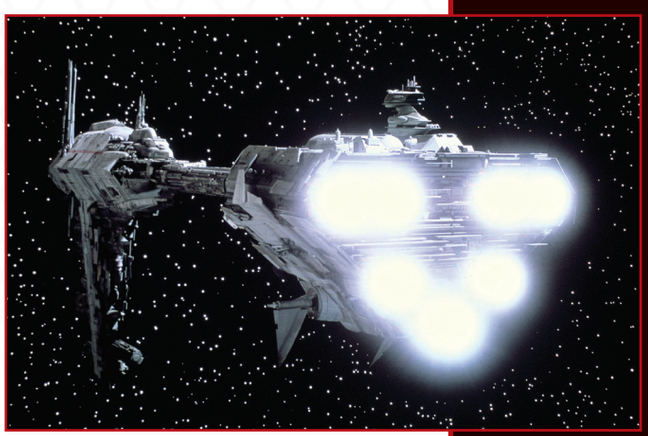
Unlike the Empire, the Rebel Alliance cared about those fighting for its cause, and put a high priority on providing medical attention at sites of conflict. The *Redemption* traveled alongside the rest of the rebel fleet, sometimes directly into conflict areas, putting itself at great risk from Imperial attack – because, despite its status as a hospital ship, it was still regarded as a legitimate target by the Empire.

The Rebel Alliance's limited resources meant that, where feasible, ships had to be flexible and were often used to perform many different roles. In addition to its extensively equipped medical facility, the *Redemption* also had dedicated quarters for officers and passengers, as well as extremely sophisticated communication scanners, including a powerful deep-space multi-frequency antenna, which enabled it to act as a fully functioning command base.

The ship carried advanced weaponry for protection, and also featured two Phylon Q7 tractor beam projectors. These were used to bring in damaged or crippled ships, allowing the recovery of wounded rebels. It also had several docking tubes to facilitate the arrival of starfighters or transport vessels that bring necessary supplies or rebels in need of urgent care.

As one of the most valued and hardest working ships in the Alliance fleet, the *Redemption* took part in the Battle of Endor, coming under attack from TIE interceptors and TIE bombers. Although the *Millennium Falcon* and the X-wings of Red Squadron initially saved it from destruction, ultimately the *Redemption* was one of several ships obliterated by the second Death Star's powerful superlaser.

The small propulsion module at the rear of the EF76's slender spar housed seven Kuat Galaxy-15 ion engines capable of achieving acceleration of 1,200 G in a vacuum or a maximum 800kph (497mph) in an atmosphere.



BEHIND THE SCENES

NAMING THE SHIP...

The Nebulon-B was one of the last models to be created for *The Empire Strikes Back,* where it was only referred to as a 'rebel medical frigate star cruiser'. The original design was drawn up by Nilo Rodis-Jamero – and at the suggestion of *Star Wars* creator George Lucas, its shape resembled an outboard motor, while the ship's dramatic role called for subdued colors and a heavily aged look to the hull. It was a large model, and was partly constructed from plastic kits, including miniature boat hulls, a B-29 Super-fortress fuselage and aircraft carriers. Its front and rear halves were connected by a painted industrial PVC pipe. The shot of Luke Skywalker, Princess Leia Organa, R2-D2, and C-3PO looking through the surgery suite window was achieved by using rear-projection photography and was the last shot of *The Empire Strikes Back*. It was nearly 20 years later (with the 1998 release of LucasArts' interactive CD-ROM *Star Wars: Behind the Magic*)that the previously unnamed vessel was identified as the *Redemption*, and it was revealed that this was the same rebel ship that also appeared in *Return of the Jedi*.

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HYPERDRIVES

No technology has had such a profound an impact on the galaxy and its many sentient species as the hyperdrive. Without the ability to jump through hyperspace, relationships between star systems otherwise decades or even centuries apart at sub-light speeds would not have been possible.



Anakin Skywalker and Obi-Wan Kenobi entering hyperspace in the *Twilight*. The former G9 Rigger freighter was extensively modified by Skywalker, who uprated her hyperdrive from the original Class 3.0 unit typical of those fitted to civilian ships.

Without a hyperdrive engine, a starship would be merely a ship. It was only after the invention of the hyperdrive and a series of related control systems that relatively quick travel between star systems as far apart as those in the Galactic Core and the Outer Rim of the galaxy became possible.

Hyperdrives employ a trans-physical effect to launch starships at faster-than-light speeds into hyperspace. Although scientists don't fully understand the nature of hyperspace, it can be thought of as being a dimension of space-time that takes advantage of 'wrinkles' in the fabric of realspace (the conventional universe). Every stellar body in realspace has a hyperspace equivalent known as a mass shadow or gravity well. The existence of distortions in hyperspace mean that two star systems can be much closer together than their realspace equivalents.

ENTERING HYPERSPACE

Hyperspace engines are powered by exceptionally efficient fusion generators. The hyperdrive uses supralight 'hypermatter' particles to push the starship into hyperspace while maintaining its complex configuration of mass and energy.

Hyperdrives cannot be engaged when the starship is within the influence of the gravity well of a stellar body such as a planet, moon or star. Doing so would cause the ship to smash into the stellar body, breaking the ship, her crew and her passengers into their component molecules. An automatic fail-safe, wired into the ship's sensors, prevents such accidents. It also stops any hyperspace jump that would bring the starship close enough to any stellar bodies en route whose gravity is strong enough to influence the ship's course and cause her to deviate.

A starship cannot enter hyperspace without the hyperdrive engine's main light-speed thrust initiator – dubbed a 'hyperdrive motivator' by hyperdrive engineers. The hyperdrive motivator processes and analyzes sensor and

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Ships cannot be tracked through hyperspace. This can be used to lend the element of surprise, such as when the Rebel Alliance fleet was transported to Endor to launch an attack on the second Death Star.

navigation data, using it to regulate jump thrusts and engine performance as the starship enters hyperspace.

HYPERDRIVE CLASSES

Any starship usually has a powerful primary hyperdrive that can propel it across the galaxy at vast speeds, plus a far less powerful auxiliary backup system that can be used to get the ship to the nearest safe spaceport for repairs if the main drive fails.

Hyperdrives come in different classes determined by their power and speed capabilities. The lower the number, the faster the hyperdrive is able to propel the starship, with 0.0 representing infinite speed. Military vessels are typically fitted with Class 1.0 and Class 2.0 hyperdrives, whose faster-than-light travel capabilities were outlawed by the Galactic Empire on new non-military vessels. Civilian craft tend to operate with slower Class 3.0, 4.0 or 5.0 hyperdrives, while auxiliary hyperdrive backup systems are usually a modest Class 10 to 12.

The very fastest hyperdrives operate in the fractional spectrum below Class 1.0. However, Class 0.5 and Class 0.75 hyperdrives are not usually available off the shelf, but are the rare results of highly illegal tinkering by hotrod star pilots wanting to squeeze the last drop of power out of their ships.

THE FALCON'S HYPERDRIVE

The *Millennium Falcon* has quite a reputation for speed. Former owner Lando Calrissian described her as 'the fastest hunk of junk in the galaxy' when her current owner, Han Solo, put in at Bespin's Cloud City for repairs. Solo was a little more modest when he said the *Falcon* was 'the fastest ship in the fleet' ahead of the Rebel Alliance attack on the second Imperial Death Star battle station at Endor. Whoever was right, neither claim could have been anywhere near the truth if it wasn't for the *Falcon*'s upgraded hyperdrive.

These days, the *Millennium Falcon* enters hyperspace with a highly

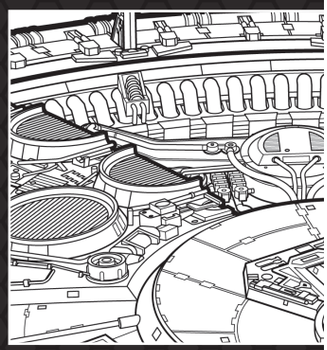


Automatic systems wired into a starship's sensors prevent any hyperspace jump that would bring the vessel close enough to any stellar bodies whose gravity is strong enough to pull her off course, or – worse still – cause a disastrous collision.

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INSIDE THE *MILLENNIUM FALCON*'S HYPERDRIVE

Even before Lando Calrissian acquired the *Falcon*, her original Avatar-10 had been replaced with an Isu-Sim SSPO5 hyperdrive, itself upgraded with parts stolen from an Imperial Interdictor cruiser, including a hyperdrive motivator, Rendili transpacitors, paralight relays and null quantum field stabilizer. This more than doubled the hyperdrive's size and gave it Class 1.0 capability. Han Solo further hot-rodded the hyperdrive with the aid of 'Doc' Vandangante, transforming it to a highly illegal Class 0.5 – twice as fast as Imperial warships.

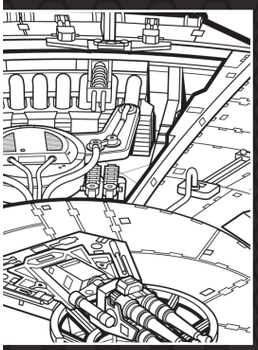


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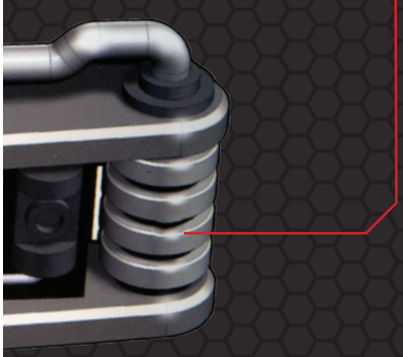




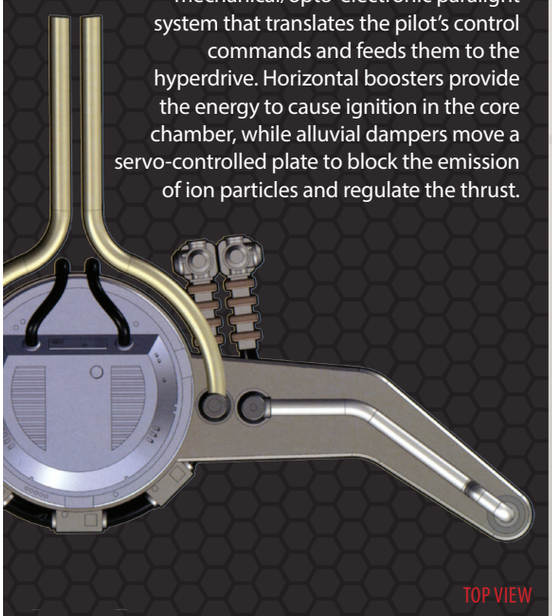
From the pilot's point of view, when entering hyperspace, fixed stars become streaks smeared across space-time, centered on the point towards which the ship is heading. When it drops out of hyperspace, the streaks resolve back into stars.



The oversized Isu-Sim SSP05 hyperdrive unit fills almost a third of the *Falcon*'s engine room, crammed in on the port side, ahead of a bank of the ship's sublight engines.



The *Falcon*'s hyperdrive is as temperamental as it is fast. It requires at least eight hours of maintenance every month, and depends on numerous subsystems, including the mechanical/opto-electronic paralight system that translates the pilot's control commands and feeds them to the hyperdrive. Horizontal boosters provide the energy to cause ignition in the core chamber, while alluvial dampers move a servo-controlled plate to block the emission of ion particles and regulate the thrust.



SPEED BLUR

Seeing the *Millennium Falcon* enter hyperspace over Han Solo and Chewbacca's shoulders in *Star Wars: A New Hope* sent cinema audiences wild in 1977.

'It was never designed to sort of be an entertainment event,' writer/director George Lucas said in the DVD/Blu-ray commentary of the film. 'It was one of those things that was pretty surprising. Going into hyperspace is no big deal, but it had spectacular reaction from the audiences at the time.'

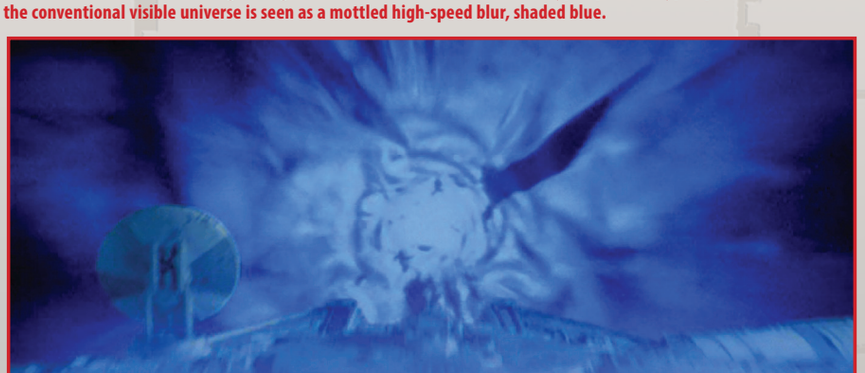
The special effect, created by Industrial Light and Magic, was created out of necessity rather than with the intention of dazzling. 'One of the problems with having a movie in outer space is that there's great distances and so one of the classic ways of dealing with that problem is to go into hyperspace, or into some alternate reality where you can move through space at extremely high speeds so that you can get people from Point A to Point B without it taking forever,' Lucas said.

He compared it to the transporter effect in *Star Trek* – a cinematic way of getting you up and down from the planet without having to jump in a shuttle every time you go. 'In this particular case I wanted a visualization of that,' Lucas said. 'What would it be? Well you'd start going really really fast, and if you start going really really fast all the stars would just sort of streak by you. There's an obvious influence there from *2001*, which is the stargate sequence which is things streaming by camera , but mostly it was just a device that I needed to get from Point A to Point B quickly.'

modified Isu-Sim SSP05 hyperdrive, which is so souped-up that it is practically unique. Even her backup drive has been upgraded to a Class 10.

However, the ship wasn't always so fast. The heavily modified YT-1300 light freighter that would become the *Falcon* began her operational life with a factory stock hyperdrive setup, leaving CEC's Orbital Assembly Facility 7 with a standard Class 2.0 Corellian Avatar-10 hyperdrive as her primary hyperspace entry system and a Class 12 auxiliary. Even this setup was faster than usual for the class. The engineers who paired the YT-1300 with a Class 2.0 Avatar-10 reasoned the quicker the ship, the more freight runs she could make, and the more profitable the enterprise. And when the Galactic Empire introduced legislation that outlawed civilian Class 2.0 hyperdrives and faster, it exempted the YT-1300 because the Avatar-10 was already standard on the model.

The *Millennium Falcon* travelling through the characteristic blue corridor of hyperspace. At hyperspeed, the whole of the conventional visible universe is seen as a mottled high-speed blur, shaded blue.



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YOUR NEXT PARTS

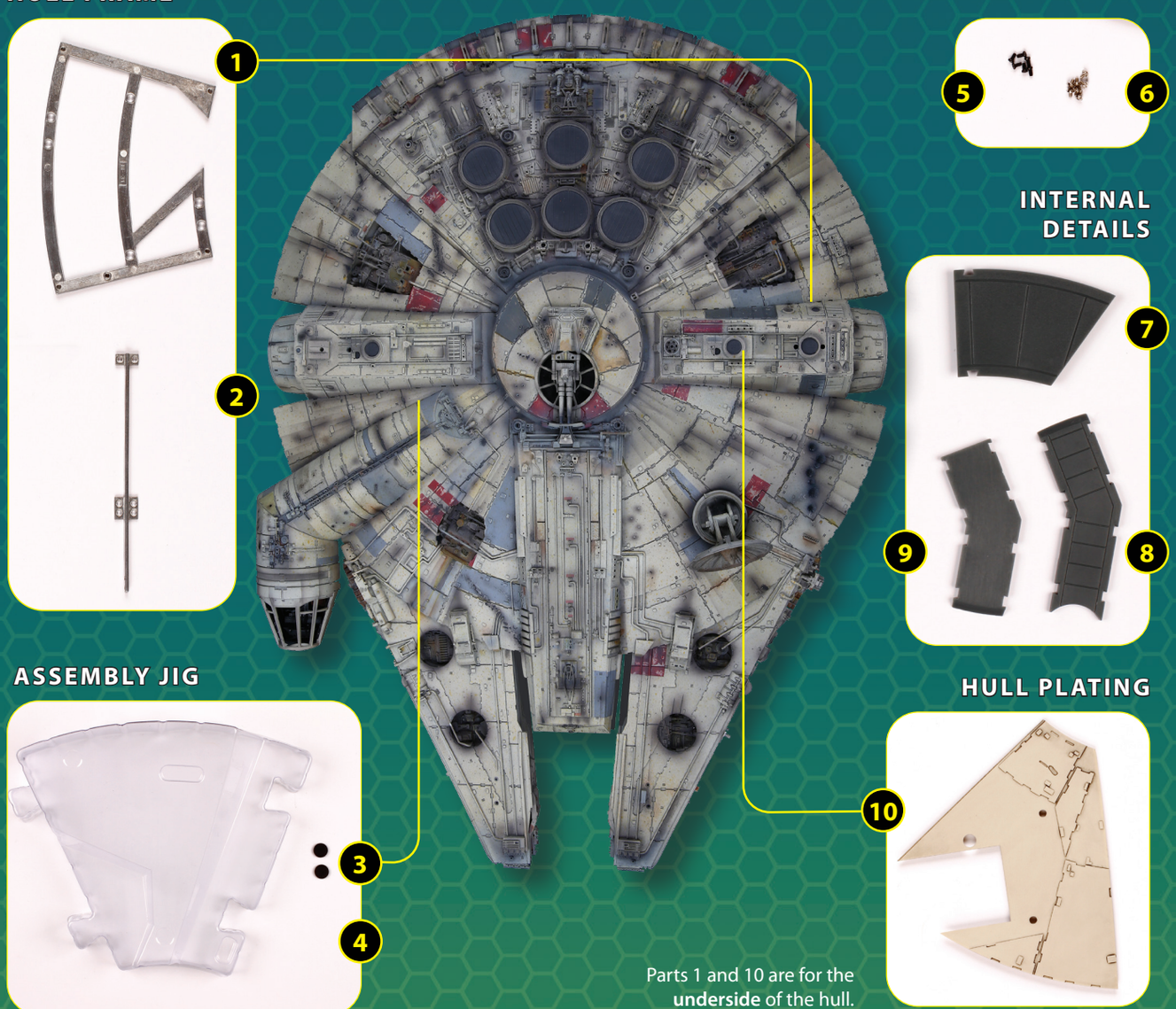
COMPONENTS CHECKLIST

1. Hull frame BF-31
2. Radial stiffening rib
3. Non-slip pads (x 2)
4. Assembly jig (1 section)
5. Fixing screws (x 5, plus spare)
6. Fixing screws (x 6, plus spare)
7. Port corridor floor
8. Access floor
9. Access ceiling
10. Hull plating BP-26

Complete the access tunnel by fitting the four walls to the floor and ceiling panels provided this time.

In addition to the parts you need for the access tunnel, you have the first part of the second corridor, another hull frame and another section of plating – plus the next section of the assembly jig. Keep these until later on.

WHERE THE PARTS FIT

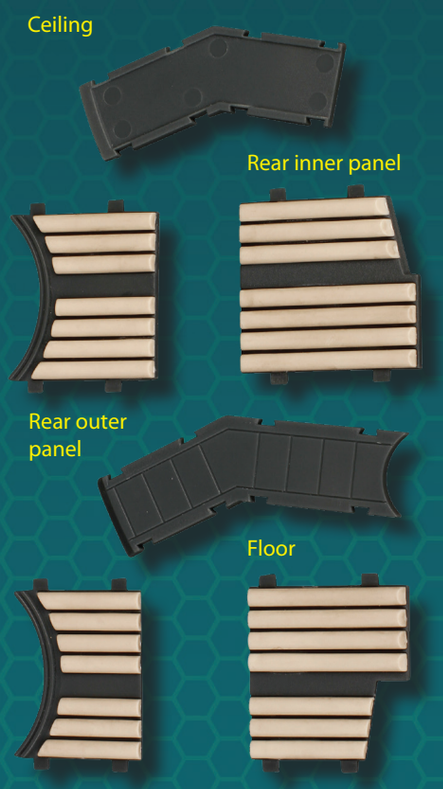


Parts 1 and 10 are for the **underside** of the hull.

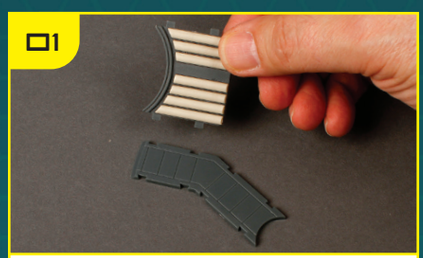
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ASSEMBLING THE ACCESS TUNNEL

Take the four wall panels that you assembled in Stage 25, plus the angled floor and ceiling pieces provided this time. Joining these six sections will complete the access tunnel, but you may wish to test-fit the parts before gluing them permanently.

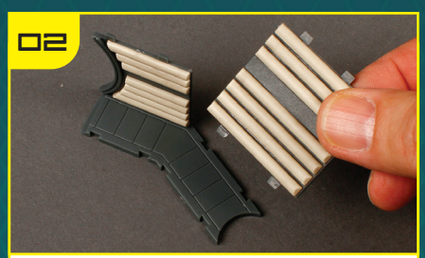


01



Take the rear outer panel and fit its lower dovetails into the floor in the position shown.

02



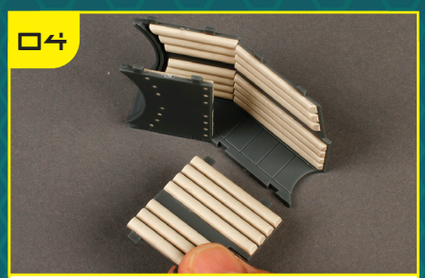
Take the rear inner panel and fit its lower dovetails into the floor so it meets the first panel at the corner.

03



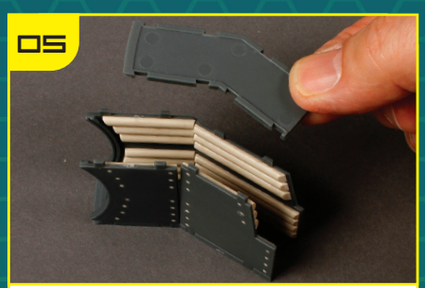
Take the forward outer panel and fit its lower dovetails into the floor.

04



Take the forward inner panel and fit it into the remaining dovetails.

05



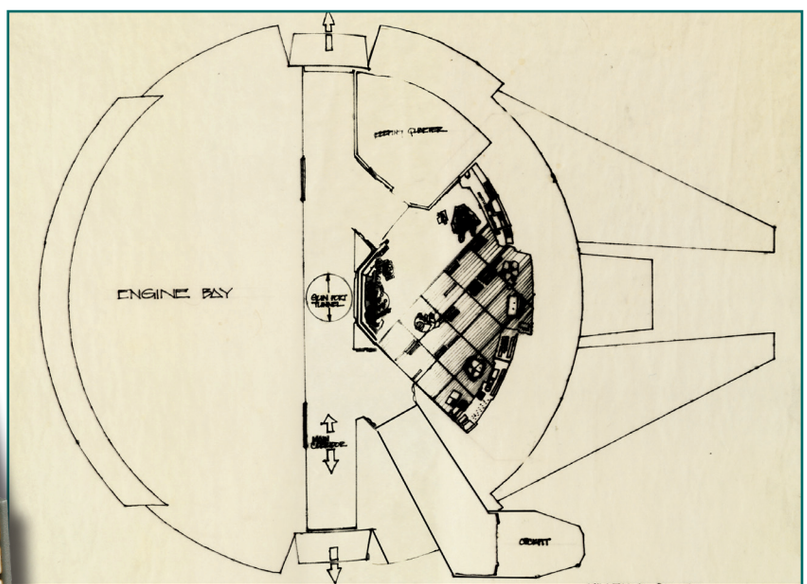
Add the ceiling, which fits onto all eight dovetail joints.

The finished assembly should look like this.



INTERNAL ANGLES

One of the earliest attempts to explain the internal layout of the *Falcon* came in September 1978, when Nilo Rodis-Jamero was tasked with drawing up blueprints that were probably linked to possible licensed models. These fitted the main sets into the hull at an extreme angle, and placed the gun port ladder behind a bulkhead backing onto the curved seating around the hologame.



A sketch of an early internal layout, proposed in 1978.

BEHIND THE SCENES

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STAR WARS MILLENNIUM FALCON

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