STAR WARS MILLENNIUM FALCON

BUILD THE MODEL – EXPLORE THE GALAXY





TIE INTERCEPTOR

F219FSC033

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DeAgostini COLLECTIBLES

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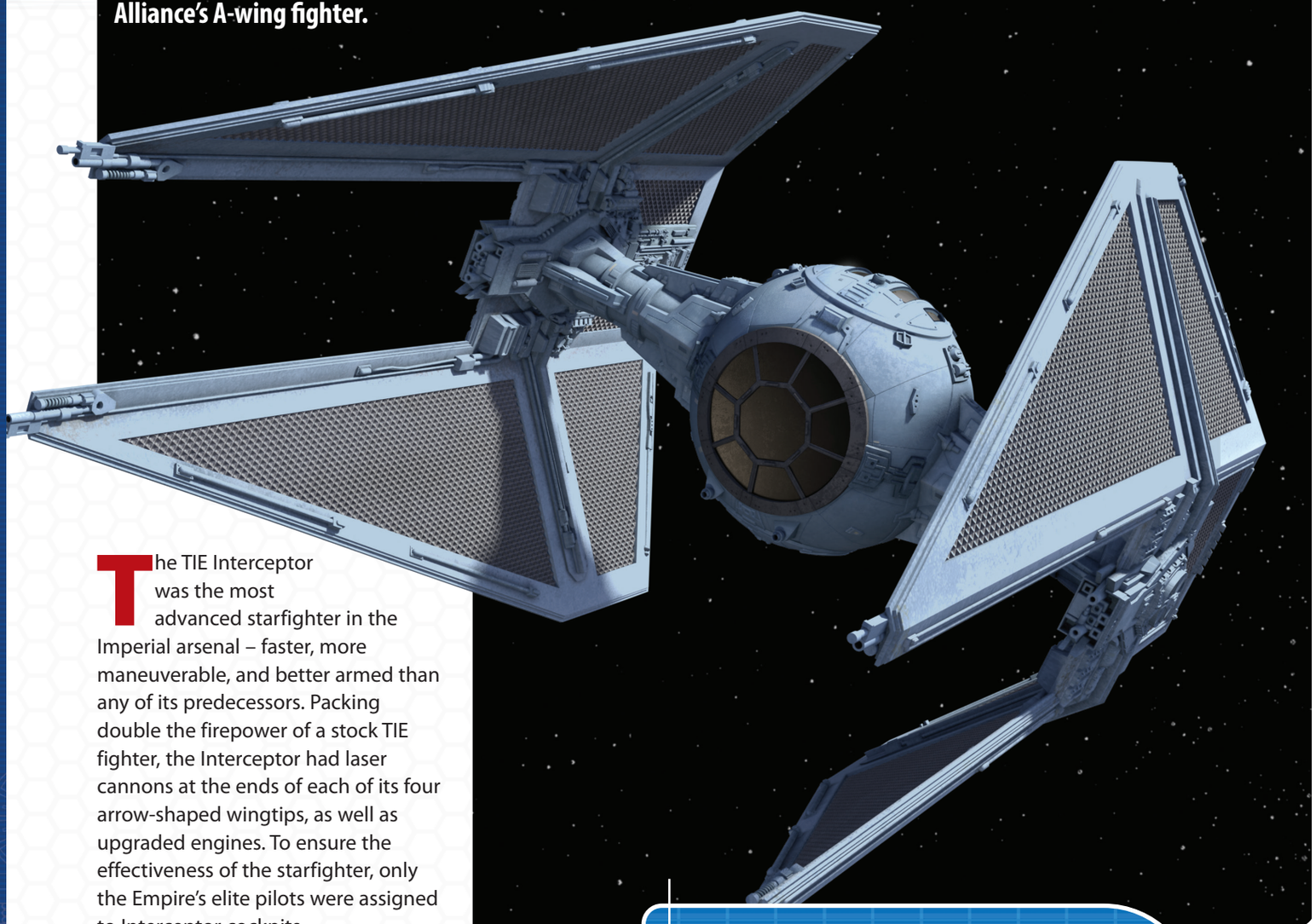
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SPACE SUPERIORITY FIGHTER

IMPERIAL TIE/IN INTERCEPTOR

Instantly identifiable by its distinctive, arrow-shaped solar collection panels, the TIE Interceptor was one of the fastest starfighters in the galaxy at its launch, and an able challenger to the Rebel Alliance's A-wing fighter.



The TIE Interceptor was the most advanced starfighter in the Imperial arsenal – faster, more maneuverable, and better armed than any of its predecessors. Packing double the firepower of a stock TIE fighter, the Interceptor had laser cannons at the ends of each of its four arrow-shaped wingtips, as well as upgraded engines. To ensure the effectiveness of the starfighter, only the Empire's elite pilots were assigned to Interceptor cockpits.

PROGRESSIVE DEVELOPMENT

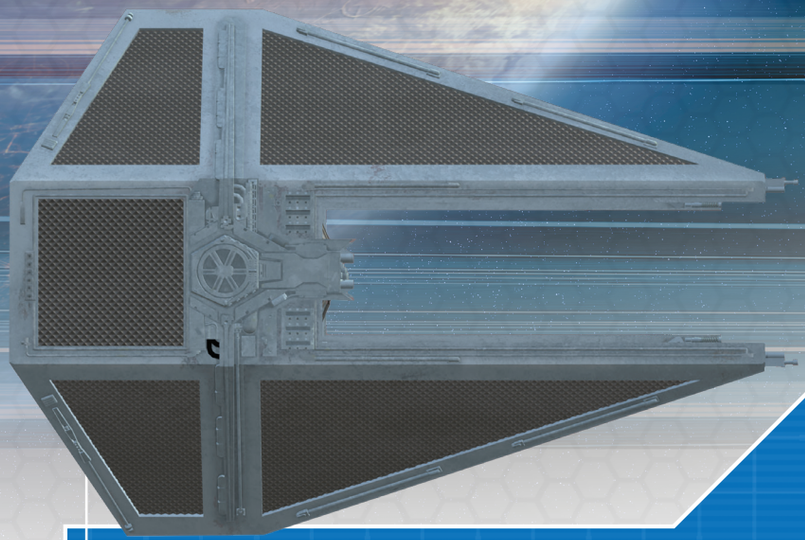
The TIE interceptor was the third full-production TIE variant produced by Sienar Fleet Systems, following the TIE fighter and TIE bomber. Its design drew not only on these, but also on Sienar's experience with developing prototype starships that never made it into full

The TIE Interceptor was deployed in significant numbers after the Battle of Hoth and soon became the craft of choice for the Empire's elite squadrons. Many rebel pilots were killed by the four laser cannons of the craft they called 'Squints' due to its narrow profile.

TIE INTERCEPTOR TECHNICAL SPECIFICATIONS

LENGTH	9.6m (31 ft 6 in)
WEAPONS	4 x L-s9.3 laser cannons
ENGINES	2 x SFS I-a3a solar ionization reactors powering SFS P-s5.6 twin ion engines
HYPERDRIVE	None
SPEED	1,250km/h (777 mph) in atmosphere
ACCELERATION	4,240G (21MGLT/s)
CREW	1 x pilot

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SIENAR FLEET SYSTEMS

The Imperial family of TIE starfighters are the most recognizable products built by Sienar Fleet Systems, one of the major military manufacturers employed by the Empire. The original company was founded by the powerful Sienar family, and during the times of the Old Republic was very successful in producing a wide range of starships. During the Republic's final days, the factory's output was almost exclusively controlled by the all-powerful Senate.

production – including the TIE Advanced v1 produced on Lothal and used by the Inquisitor, and the TIE Advanced x1 flown by Darth Vader. The latter had proved too expensive to mass-produce, but the TIE Interceptor borrowed heavily from its design, including the high-performance solar cells and bent-wing configuration. However, unlike the TIE Advanced x1, the Interceptor had no hyperdrive unit, due to its high cost and weight.

POWER AND PUNCH

Despite this compromise, the Interceptor had a higher specification than any other production-line TIE craft, and was the longest of the TIE variants. It was equipped with upgraded twin ion engines powered by SFS I-a3a solar ionization reactors that proved to be ultra-efficient. These upgraded, advanced propulsion units allowed pilots to execute tight turns and rolls not possible in most other starfighters.

The Interceptor also excelled in terms of firepower – double that of its predecessors – with four L-s9.3 laser cannons at the end of the four arrow-shaped wing panels. Small, binocular scanner modules were fitted at the midline of the Interceptor's solar



ELITE PILOTS

As one of the best, if not *the* best starfighters in a dogfight, the TIE Interceptor was used by elite Imperial units such as the 128th and 181st Fighter Groups. The Interceptor was also the choice of many squadron leaders in units equipped with regular TIE fighters.

Interceptor pilots wore standard black pressure suits and helmets, although some of the elite pilots of the 181st adopted distinctive 'bloodstripes', adding lines of red piping along the arms and legs of their otherwise ordinary flight suits and uniforms.

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BATTLE OF ENDOR

DEADLY FIREPOWER

At the Battle of Endor, the Empire staged a trap to crush the rebel fleet between the Imperial Sector Fleet and the second Death Star. With TIE fighters and Interceptors deployed against the rebel fighters and capital ships, General Calrissian led Red and Gold Squadrons into the Death Star itself, pursued by fighters of Scythe Squadron and the 181st Imperial Fighter Wing. After his rearmost X-wing was shot down by pursuing TIE Interceptors when entering the reactor tunnel, Calrissian ordered most of the surviving fighters to split up and head back up to the surface to draw the fire of the Imperial ships.



The Emperor had planned to replace all standard TIE fighters with the far superior Interceptor. At the Battle of Endor, TIE Interceptors accounted for 20 per cent of the total Imperial starfighter complement, and destroyed many rebel starfighters.



ionization reactors, creating an overlapping stereoscopic sensor field for the starship's targeting software. The sophisticated targeting software ensured that the cannons were highly unlikely to miss once locked on, and that the Interceptor was capable of outperforming almost any other craft in a dogfight.

Like the TIE fighter before it, the Interceptor had factory-installed hard points for two Sienar L-s series laser canons on the chin of its cockpit module, but due to weight restrictions these were not added. In some later revisions of the Interceptor, lightweight repeating blasters were fitted into these slots.

DESIGN COMPROMISES

The increased performance of the Interceptor did come at a price, and was the cause of some tactical compromises. It was primarily built for attack and speed, not defense, and as such it sacrificed armor, deflector shields, and life-support systems. Its pilots were forced to wear pressure suits with breathing systems, and had to rely on their skill and superior numbers to survive. A single hit could destroy an Interceptor – although, thanks to its bent-wing profile, it had a smaller target silhouette than the standard TIE fighter, making it harder for enemies to lock onto.

An Imperial TIE fighter pilot in the illuminated cockpit of one of the filming models. ILM also made pyro models, to be filmed without any lighting as tumbling fireballs. These shots were then edited together with another shot of the intact model to show the Interceptor being destroyed by rebel fire.



BEHIND THE SCENES

VARIATIONS

The TIE Interceptor filming miniatures used in the creation of *Return of the Jedi* (designed by Joe Johnston and built by Larry Tan) had laser cannons at the wingtips of the four arrow-shaped wing panels. These look different from the main model which is used in the '*Return of the Jedi* Collection' on the Blu-ray special editions of the film, as this only has two laser cannons (on the two top wingtips). This anomaly might have been due to the fragility of the model kit parts used to create the cannons, as the publicity photos that were taken around the time of the release of *Return of the Jedi* show the miniature with all four laser cannons on its wingtips.



An illustration by Dave Dorman, showing a TIE Interceptor being destroyed in a pitched battle with rebel X-wings.

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SHIELD GENERATORS

Starship shields are often mentioned in the same breath as weaponry such as blaster cannons or proton torpedoes, but any good pilot will tell you that there's much more to shields than protection from the weapons of other ships.



Interstellar pioneers discovered the hard and deadly way that effective shielding against the hazards of deep space was an absolute necessity, if starships and their crews were going to make it safely across the galaxy from one planet to another.

There are two types of starship shield generators – particle shield generators and ray shield generators. Both are equally vital to safe travel, although the purpose of the first is perhaps the most obvious. The biggest danger to any starship leaving the atmosphere of a planet for interstellar travel is not pirates or enemy action, but a more insidious threat: micro meteoroids. These particles may be invisible to the human eye, but striking one at the speeds used in interstellar travel is usually catastrophic for a starship. Such an accident can easily result in a punctured hull or damaged engine, unless the ship is protected by well-functioning shields.

A ship's particle shields are designed to cope with near-invisible micro meteoroids rather than full-size asteroids. But at extreme speed, even tiny fragments of space dust have the power to punch holes in an unshielded hull.



The most dramatic role for a starship's shields is to defend it against blaster or missile attack, but only military-grade shield generators can fend off heavy laser fire for long. Shields' more mundane – but absolutely essential – function is to protect the hull and engines from space debris and stellar radiation.

PARTICLE SHIELDING

Particle shield generators project a protective force field around the starship on which they are mounted, repelling micro meteoroids and other solid objects that form space debris. Such shields are carefully calibrated to work with the starship's weaponry, automatically dropping for the tiny fraction of a second it takes to fire a blaster cannon, proton torpedo or other hull-mounted projectile weapon.

Particle shields must also be lowered for the launch of a ship's subsidiary vehicles, such as shuttlecraft or escape pod, and to allow extra-vehicular activities like space walks.

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The YT-1300 has a particularly effective protection against solid hazards. Not only does it have powerful particle shield generators, but the Corellian Engineering Corporation installed a navigational deflector system between the forward mandibles to work in tandem with the shields. The system is designed to keep the ship clear of any potentially harmful material in the space ahead of it. If the deflector should fail, the particle shield generators are there to help save the day – and potentially the ship as well.

RAY SHIELDING

Ray shields (also known as energy shields) are equally as important as particle shields, and no starship can be considered spaceworthy without them. Such shields are designed to protect a vessel – plus her crew, passengers and cargo – from the magnetic and stellar radiation found in the space lanes. Without ray shields, starships and all aboard them would quickly fry.

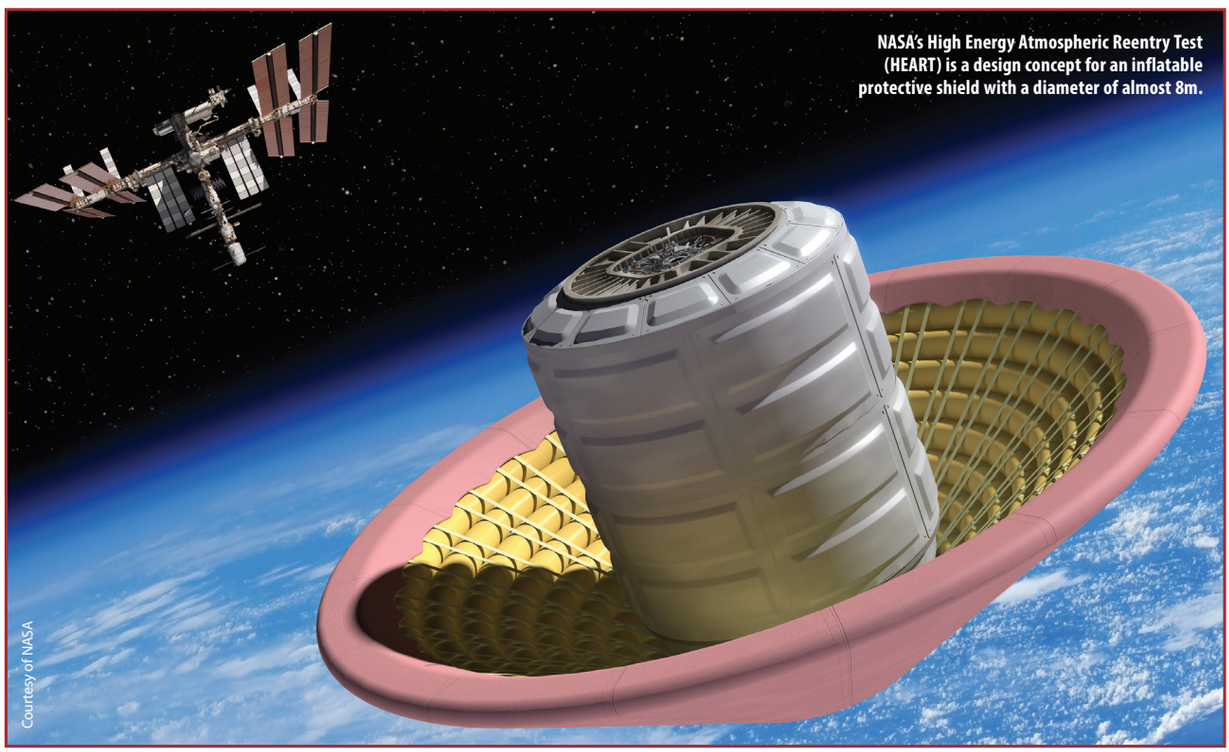
Low-level settings are all that is required for such basic shielding, but ray shield generators can also be turned up for defensive purposes. If a ray shield is strong enough, it will stop blaster bolts, laser beams and other focused energy weapons, but the generators must be sufficiently high-powered for this to be successful.

ILLEGAL UPGRADES

During the time of the Empire, high-

REAL-LIFE SHIELDING

BEHIND THE SCENES



NASA's High Energy Atmospheric Reentry Test (HEART) is a design concept for an inflatable protective shield with a diameter of almost 8m.

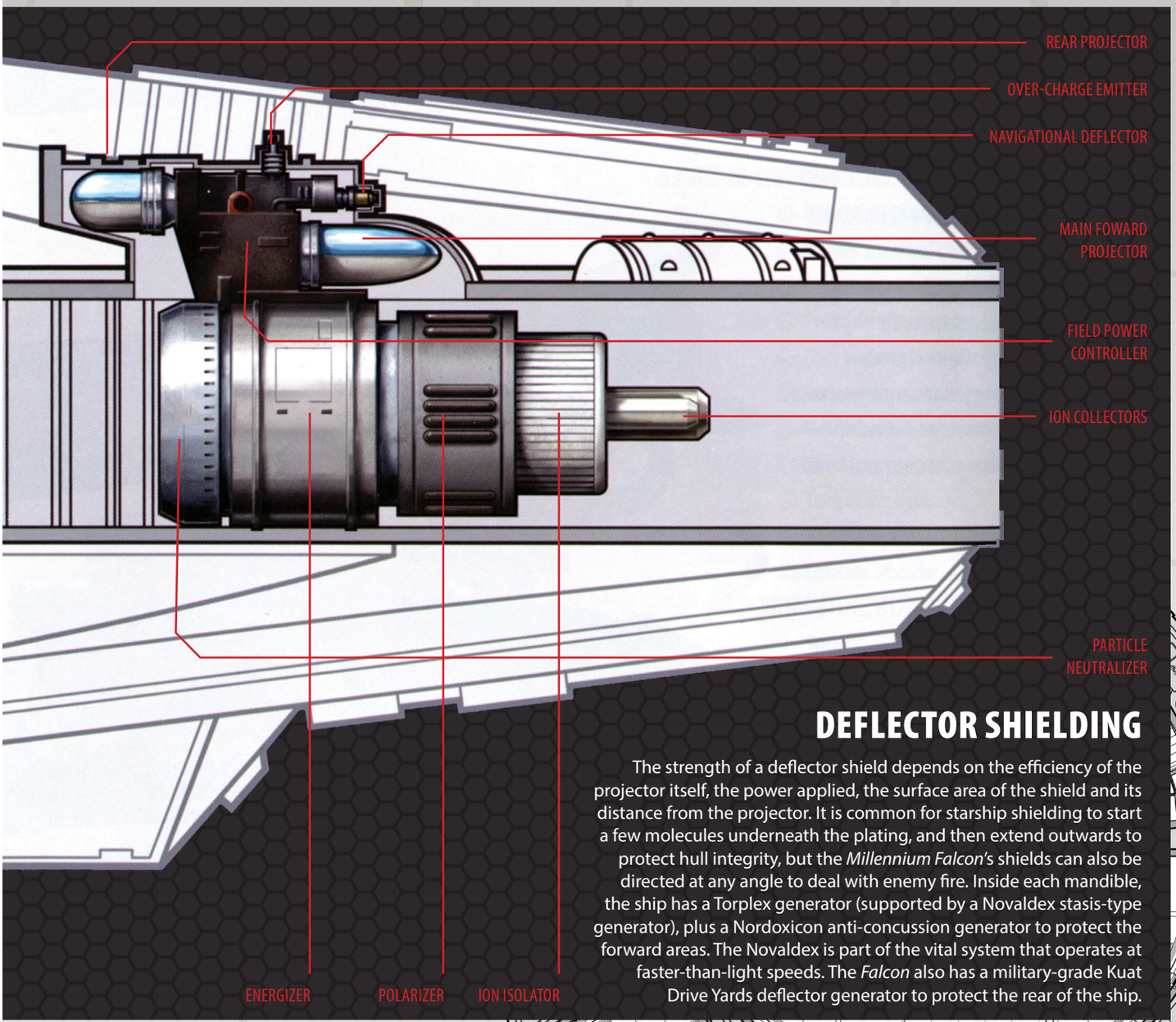
Courtesy of NASA

The shielding developed for contemporary spacecraft is nowhere near as elaborate as that carried aboard starships in *Star Wars*. In fact, it could be as simple as an inflatable barrier. During a test in 2012, NASA launched a large inflatable heat shield, the IRVE-3, from aboard a hypersonic rocket traveling at Mach 5 (3,800-7,600mph). The test was designed to demonstrate that lightweight, yet strong, inflatable structures could become practical tools for exploration of other worlds or as a way to return items safely to Earth from the International Space Station. 'As we investigate new ways to bring cargo back to Earth from the International Space Station and innovative ways to land larger payloads safely on Mars, it's clear we need to invest in new technologies…,' said Michael Gazarik, director of NASA's Space Technology Program.

An existing effective particle shield was developed by scientist Fred Whipple to protect space exploration probes. The Whipple shield is made of layers of metal and composite panels to disperse the particles, with ceramic cloth to further dissipate and scatter the particle debris. Such shields can be mounted ahead of a spacecraft to handle high-speed encounters with small particles up to 1cm in diameter. There are over 100 such shields on the International Space Station, with high-risk areas being fitted with the most sophisticated levels of protection.

Other research is aimed at producing electromagnetic fields that will deflect charged particles, such as ions – although scientists have pointed out the drawbacks to such 'active shielding'. Not the least of these is the potential to break down, causing the entire shield to disappear and exposing the whole ship and crew to the hazards of space debris and radiation.

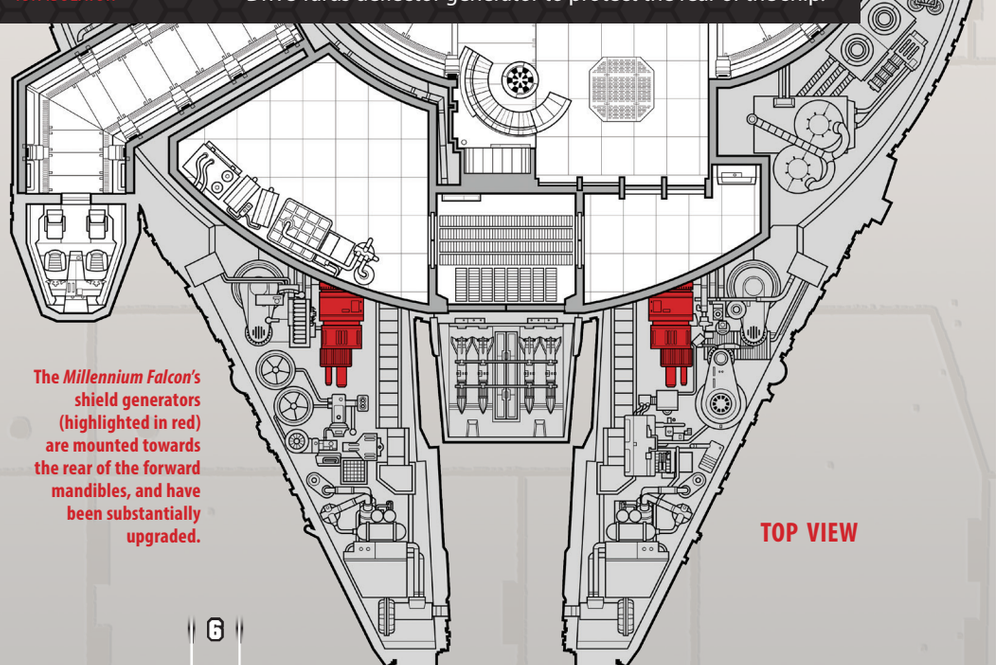
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DEFLECTOR SHIELDING

The strength of a deflector shield depends on the efficiency of the projector itself, the power applied, the surface area of the shield and its distance from the projector. It is common for starship shielding to start a few molecules underneath the plating, and then extend outwards to protect hull integrity, but the *Millennium Falcon*'s shields can also be directed at any angle to deal with enemy fire. Inside each mandible, the ship has a Torplex generator (supported by a Novaldex stasis-type generator), plus a Nordoxicon anti-concussion generator to protect the forward areas. The Novaldex is part of the vital system that operates at faster-than-light speeds. The *Falcon* also has a military-grade Kuat Drive Yards deflector generator to protect the rear of the ship.

energy ray shielding was heavily regulated. Civilian spacecraft were required to apply for permits for top-of-the-line, high-powered shield generators, so that the Imperial Navy could maintain control over civilian starships. Most captains cited 'fear of piracy' to obtain their permits, although Han Solo and Chewbacca tended to be reticent about the purpose (and capabilities) of the shield generators aboard the *Millennium Falcon*. These are rumored to include military grade equipment 'liberated' from the Imperial maintenance workshops on Myomar.



The *Millennium Falcon*'s shield generators (highlighted in red) are mounted towards the rear of the forward mandibles, and have been substantially upgraded.

TOP VIEW

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YOUR NEXT PARTS

Extend the hull framework with another complete segment, and see how the actuators are arranged on the central thrust vector plates.

All the parts provided are used for this stage, but you will only be assembling the thrust vector plates temporarily until later on.

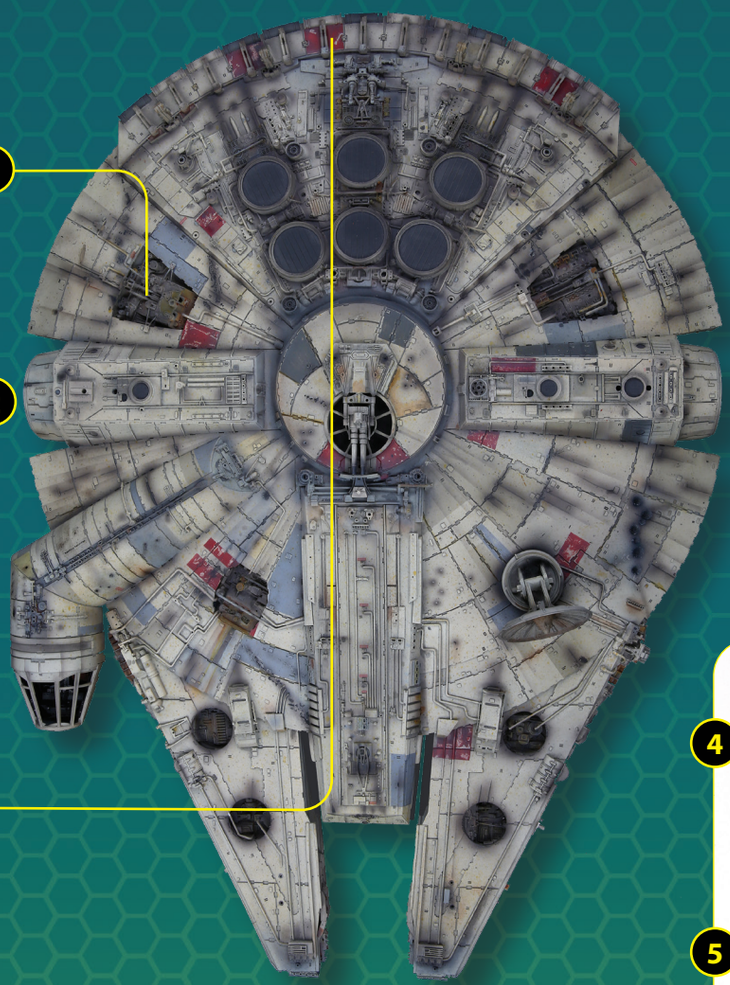
COMPONENTS CHECKLIST

1. Hull frame BF-40
2. Hull frame BF-41
3. Hull plating BP-18
4. Center actuator
5. Actuators (x 4)

WHERE THE PARTS FIT

HULL FRAME

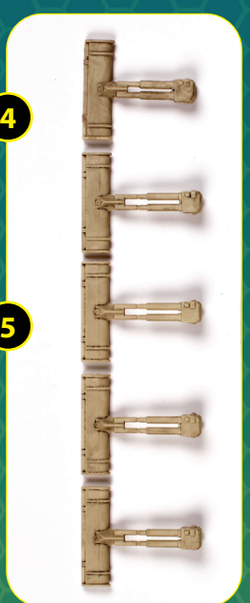




HULL PLATING



PLANT-ON DETAILS

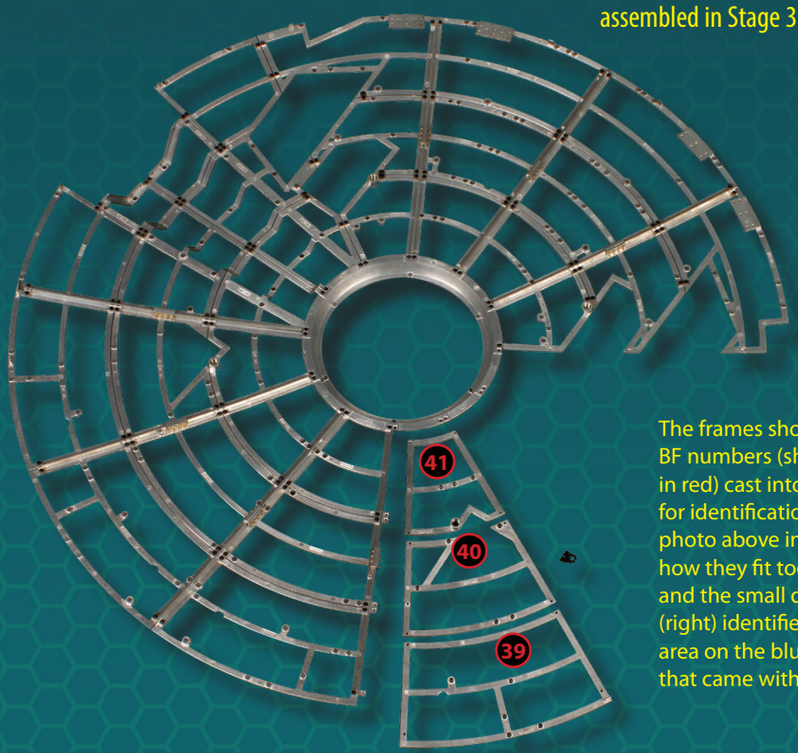


All parts are for the **underside** of the hull.

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ASSEMBLING THE BOTTOM FRAMES

Adding the next three frame parts (shown below) to the existing framework you assembled in Stage 31 will complete seven-eighths of the bottom of the hull.

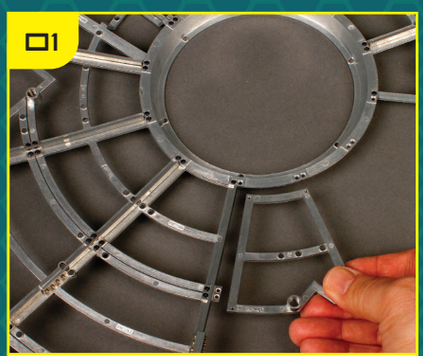


Take the two bottom frame sections provided with this issue (Parts 1 and 2), and frame 39 from Issue 32, and lay them out as shown, following the frame numbering. To complete the section of the frame shown, you also need seven short black button-head screws to fix the frame sections.

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

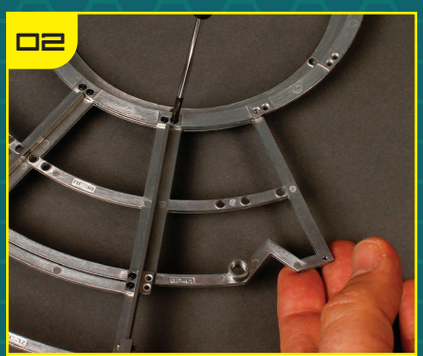


01



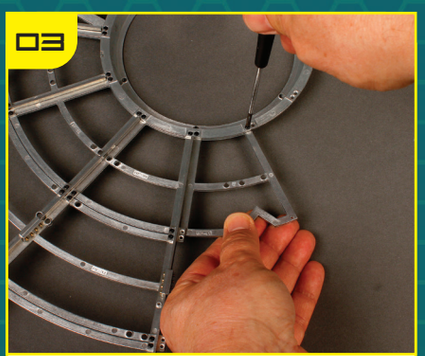
Fit frame BF-41 against the assembly as shown.

02



Screw the inner corner of BF-41 to the turret ring in line with the radial rib.

03



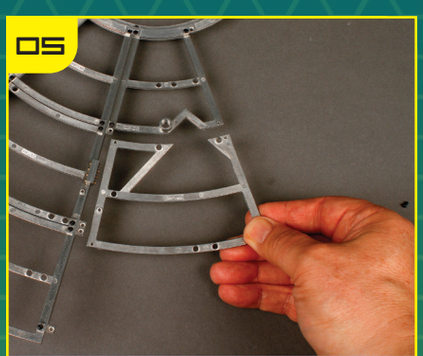
Add a second screw to secure the other corner of BF-41 to the turret ring.

04



Screw the outer corner of BF-41 to the flange of the radial rib.

05



Fit frame BF-40 against the assembly as shown.

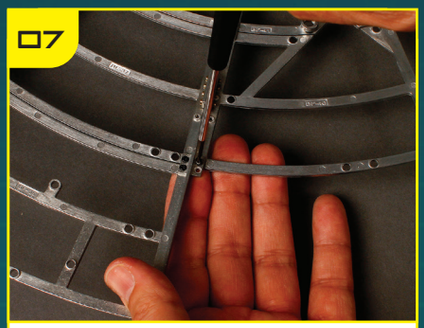
06



Secure BF-40 to the flange of the radial rib.

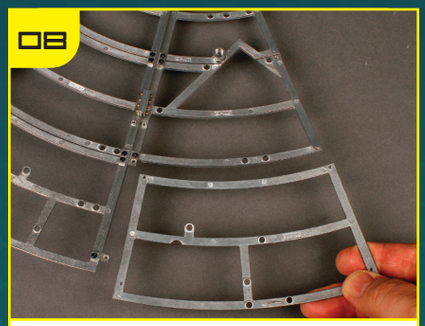
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07



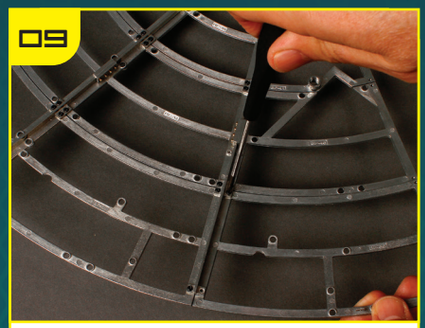
Add a second screw to secure the other corner of BF-40 to the radial rib.

08



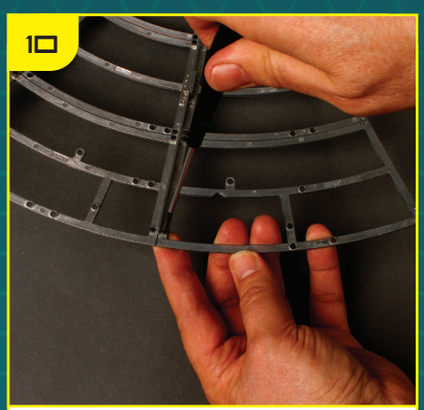
Fit frame BF-39 against the assembly as shown.

09



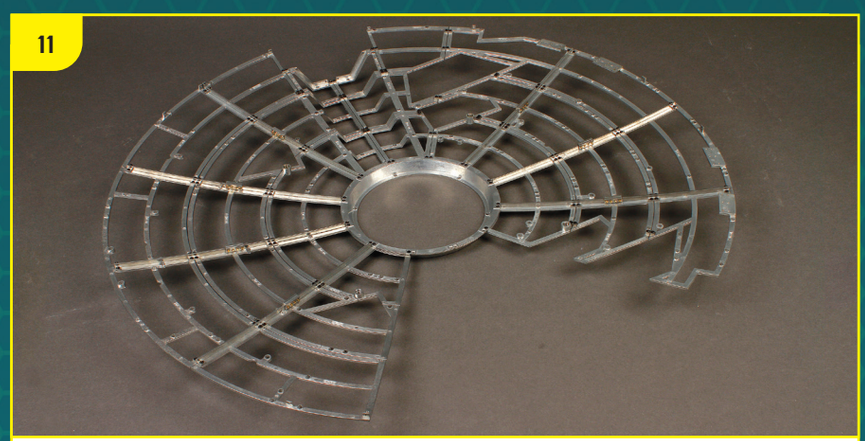
Screw the inner corner of BF-39 to the flange on the radial rib.

10



Screw the outer corner of BF-39 to the flange on the radial rib.

11



The finished assembly should look like this.

Return the hull frame to the jig for support. The circle will be completed by the framework that supports the ramp, which includes a hinged, moving section. You need to put these parts together as a complete sub-assembly before attaching them to the hull.

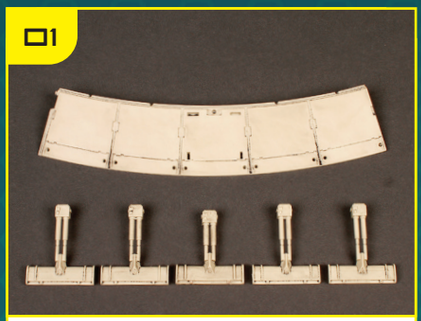


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THRUST VECTOR PLATE ASSEMBLY

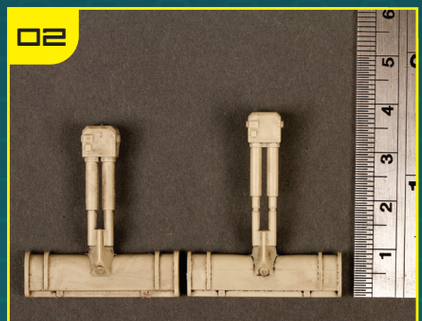
As in Stage 32, you have another set of the vector plates that fit under the sublight engines. Once again, each of these has a hydraulic actuator, which you can test fit. But unless you have no plans to enhance the finish, **we strongly recommend that you do not glue these permanently,** as the painted area extends under the actuator pistons and will need to be applied later on in the build.

01



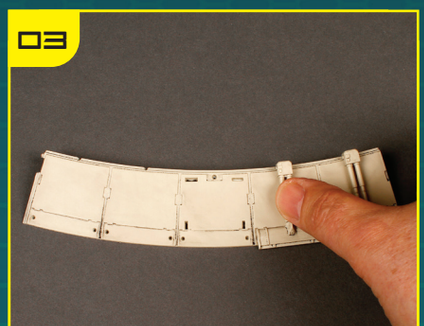
Take the bank of five thrust vector plates (Part 3) and the five actuators (Parts 4 and 5), which are not identical.

02



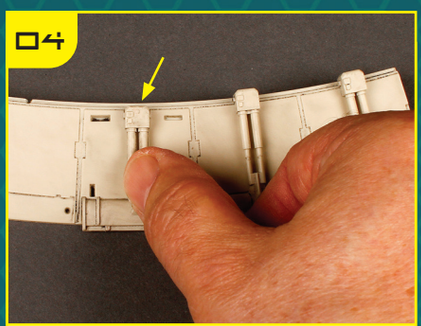
Note that the center actuator (Part 4, on the left) is shorter than the others.

03



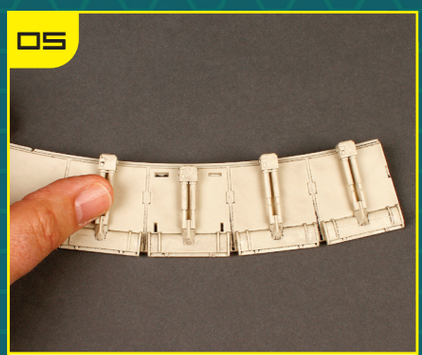
Test-fit the first two actuators as you did in Stage 32, without glue.

04



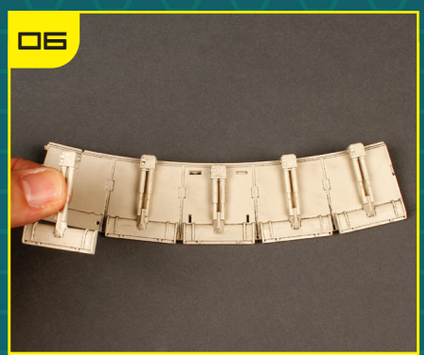
Test-fit the center actuator, noting how its end pin fits into a hole in the thrust vector plate itself.

05



Work along the thrust vector plates, adding the fourth actuator.

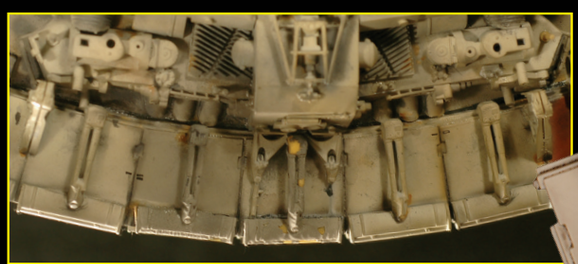
06



Finally, test-fit the fifth actuator to the last thrust vector plate.

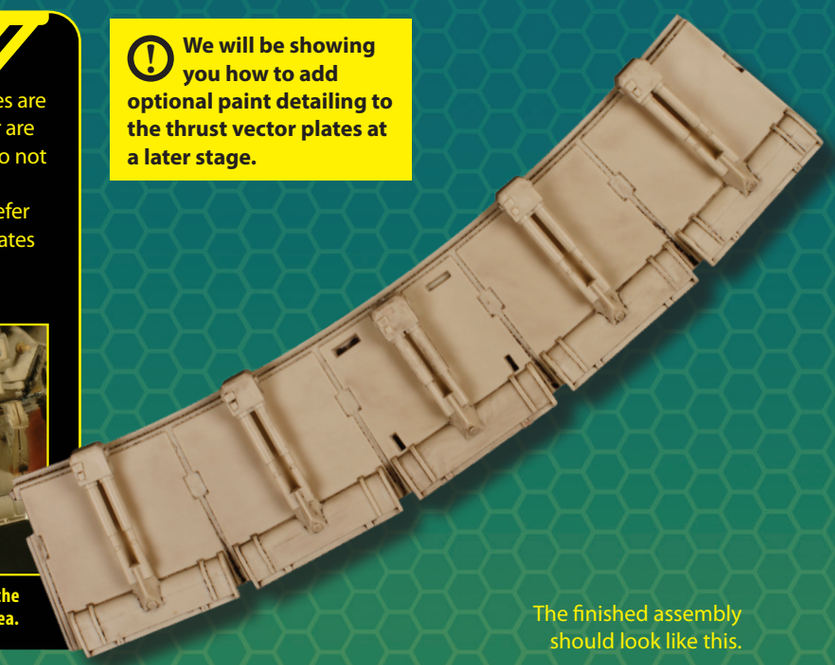
AUTHENTIC DETAILS

In Stage 32, you saw how some of the thrust vector plates are painted different colors. Although the ones in the center are more uniform, they are still aged and distressed. If you do not wish to paint your model, you can choose to assemble it using the parts as they are supplied, but if you would prefer to get a completely authentic effect, the thrust vector plates will need to be painted **together with the rest of the underside**, but **before** the actuators are glued in place.



A detail of the thrust vector plates on the original filming miniature in the Lucasfilm archive, showing the dirt and spots of paint applied to this area.

We will be showing you how to add optional paint detailing to the thrust vector plates at a later stage.



The finished assembly should look like this.

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