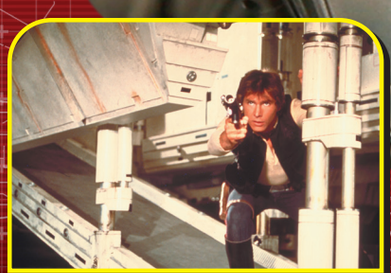
STAR WARS MILLENNIUM FALCON

BUILD THE MODEL – EXPLORE THE GALAXY



BOARDING RAMPS

FANHOME

DeAgostini COLLECTIBLES

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BESPIN PATROL SHIP

STORM IV TWIN-POD CLOUD CAR

Designed specifically for atmospheric flight, this maneuverable and effective vessel is perfect for patrolling the skies of Bespin and keeping its airspace free of danger. Manned by a gunner and a pilot, the Twin-pod Cloud Car packs a hefty punch for a vessel of its diminutive size.



These vehicles, designed for high-atmosphere operation, consist of two separate sealed pods connected by a strong strut, usually carrying a small, powerful Kyromaster dual ion engine and secondary repulsorlift systems. The pilot is in the left pod; the gunner in the right.

STORM IV TWIN-POD CLOUD CAR TECHNICAL SPECIFICATIONS

MANUFACTURER	Bespin Motors
LENGTH	7 m (23 ft)
MAXIMUM SPEED	1,500km/h (932 mph)
MAXIMUM ALTITUDE	100 kilometers (62 miles)
ENGINE UNIT(S)	Incom TX-2, Quadex Kyromaster
ARMAMENT	Blaster cannons
CREW	1 x Pilot 1 x Gunner
CARGO CAPACITY	10kg (22 lbs)
CONSUMABLES	1 day

The Storm IV Twin-pod Cloud Car is a common sight throughout the galaxy, traversing the skies of numerous worlds in a multitude of capacities. Often used as a civilian transport vessel, the Storm IV is widely employed as a pleasure craft, swooping its occupants around dazzling locations across the galaxy. Certain models can be outfitted to hold two passengers in each pod, making them ideal in-atmosphere family transports.

Many Storm IVs see service as taxis, as their compact dimensions are well suited for the busy lanes of Coruscant and other heavily urbanized planets. Other configurations see them set up to patrol starports, among other densely populated areas.

On less developed worlds, these craft are pressed into military service, defending settlements and homesteads from attack. The most regular configuration is as a planetary defense vessel, which is how the Cloud Car first saw service in the skies around Bespin.

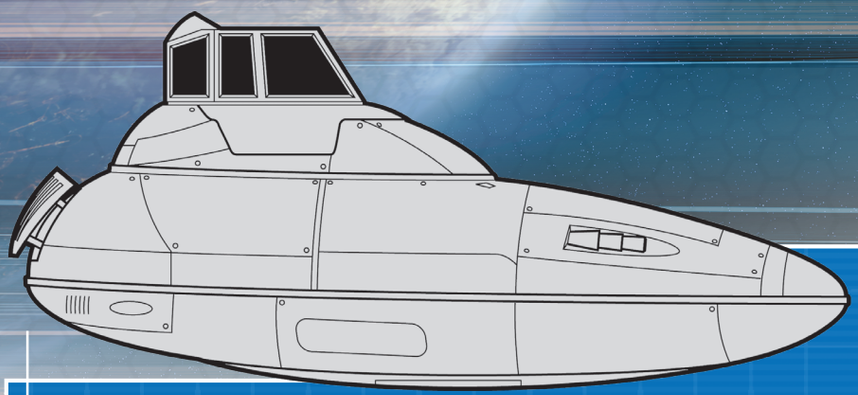
EASE OF MODIFICATION

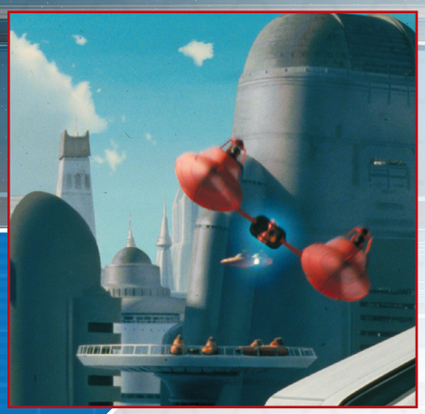
The original design was hailed for the ease with which it could be reconfigured. Bespin Motors manufactures a large percentage of the Outer and Mid Rim's Storm IV and associated models, while other licensees pay a hefty rights fee to construct them in other regions of the galaxy heading in towards the Core.

Civilian versions can be swiftly manufactured on a production line, although the construction period for military-specification Cloud Cars is somewhat longer. The latter are built with tougher hull plating and transparisteel cockpit bubbles to give them durability against higher atmospheres, faster speeds, and any trouble that may come their way.

These craft can easily be modified to

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Designed and manufactured locally, the Storm IV was originally employed by the Bespin Wing Guard, who were responsible for the security of Cloud City.

PUNCHING ABOVE ITS WEIGHT

Despite its relatively small dimensions and inability to leave the atmosphere, Storm IV Twin-pod Cloud Cars are highly capable in both offensive and defensive roles. Constructed with weapons emplacement compartments designed to hold a multitude of systems, early Bespin models were fitted with a small generator that limited what armament the ship could carry. Even so, the blaster cannons fitted to most models were more than powerful enough to give a Cloud Car the capacity to slow down much larger vessels.

– unlike most spaceworthy vessels, which can easily overheat due to the friction of the atmosphere.

EFFECTIVE ENFORCERS

Once a Cloud Car has made an interception, the blaster cannons on the side of both the pilot's and gunner's pods give it a broad firing arc, with the accuracy and firepower to ensure that smugglers, free traders, pirates, and any other non-desirables can be turned away from the city.

All patrols are required to check in with the Wing Guard. Despite this, certain pilots will, for a fee, facilitate off-the-book deals for the black-market sale of Tibanna gas – providing the Baron Administrator of the time gets his cut, of course.

BESPIN PATROL CARS

Patrolling Bespin's Cloud City and Tibanna gas facilities, the versatility and speed of these vehicles means that practically any area can be reached swiftly for the purposes of defense, pacification or offence. The Cloud Car's aerodynamic design gives it a particular advantage in the skies of Bespin, as the Quadex Kyromaster ion engine is situated on the boom connecting the two pods, where airflow cools it down suit different roles. Fixture points are clearly marked on the hull for the application of armor plating, and the computer system is designed for the addition of extra weapons systems. With internal space at a premium, the sensor suites that can be fitted in the forward sections of the pods are often removed, allowing for additional power generators to supply each of the craft's blaster cannons.



Lobot originally underwent cyborg augmentation as a form of punishment. He was fitted with a Biotech Aj^6 cyborg headband that linked his brain directly to the computer that ran Cloud City.

LOBOT

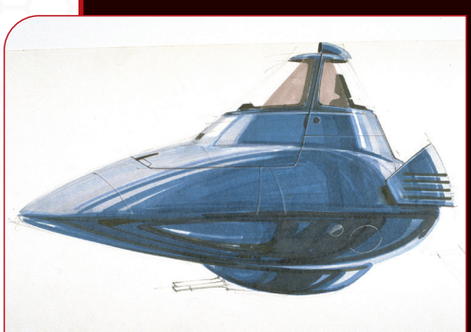
Lobot, the chief administrative aide to Baron Administrator Lando Calrissian, controlled matters of security and law enforcement, as well as the basic operations of Cloud City. Through his cybernetic link to the central computer, Lobot also looked after flight control, directing the patrolling Twin-pod Cloud Cars, receiving their pilots' reports and deciding what action to take.

BEHIND THE SCENES

BACKSTORY

Designed in 1977 during pre-production on *The Empire Strikes Back*, the original design of what would become the Twin-pod Cloud Car went through a number of iterations. Drafted by conceptual artist Joe Johnston to be a 'patrol craft, pleasure car, personal transportation or other kind of vehicle', the vessel was very much drawn to match the aesthetics of its surroundings on Cloud City. Starting its life as a single-pod craft, the twin cockpit design was first seen in a design dated December 1977. A second December '77 drawing would give it a central steering vane similar to an A-wing, while an August '78 draft would be much closer to its final look, with another drawing giving it retractable landing claws.

This early concept design for a single pod has a pencil sketch of a cannon below the main body. The blue color was changed to orange to allow the model to be filmed against a blue screen and composited into backgrounds of natural clouds.



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BOARDING RAMPS

Boarding (or 'entry') ramps are extending platforms used to enter and exit starships. They are usually lowered and raised with hydraulic pistons, and on smaller vessels where they form part of the outer hull (such as the YT-1300 light freighter), they must also form a hermetic seal against the vacuum of space.



Although the angle of the YT-1300's ramp only leaves enough headroom to board at its far end, Han Solo found that the restricted access at the side provided a useful shield when he needed to make a quick getaway.

Boarding ramps are an engineering complication, and vessels designed to haul inanimate cargo which can be moved in bulk shipping containers are unlikely to need more than a single ramp to give easy access for the crew. On the other hand, a ship designed for the convenience of paying passengers is more likely to come with two or more boarding ramps.

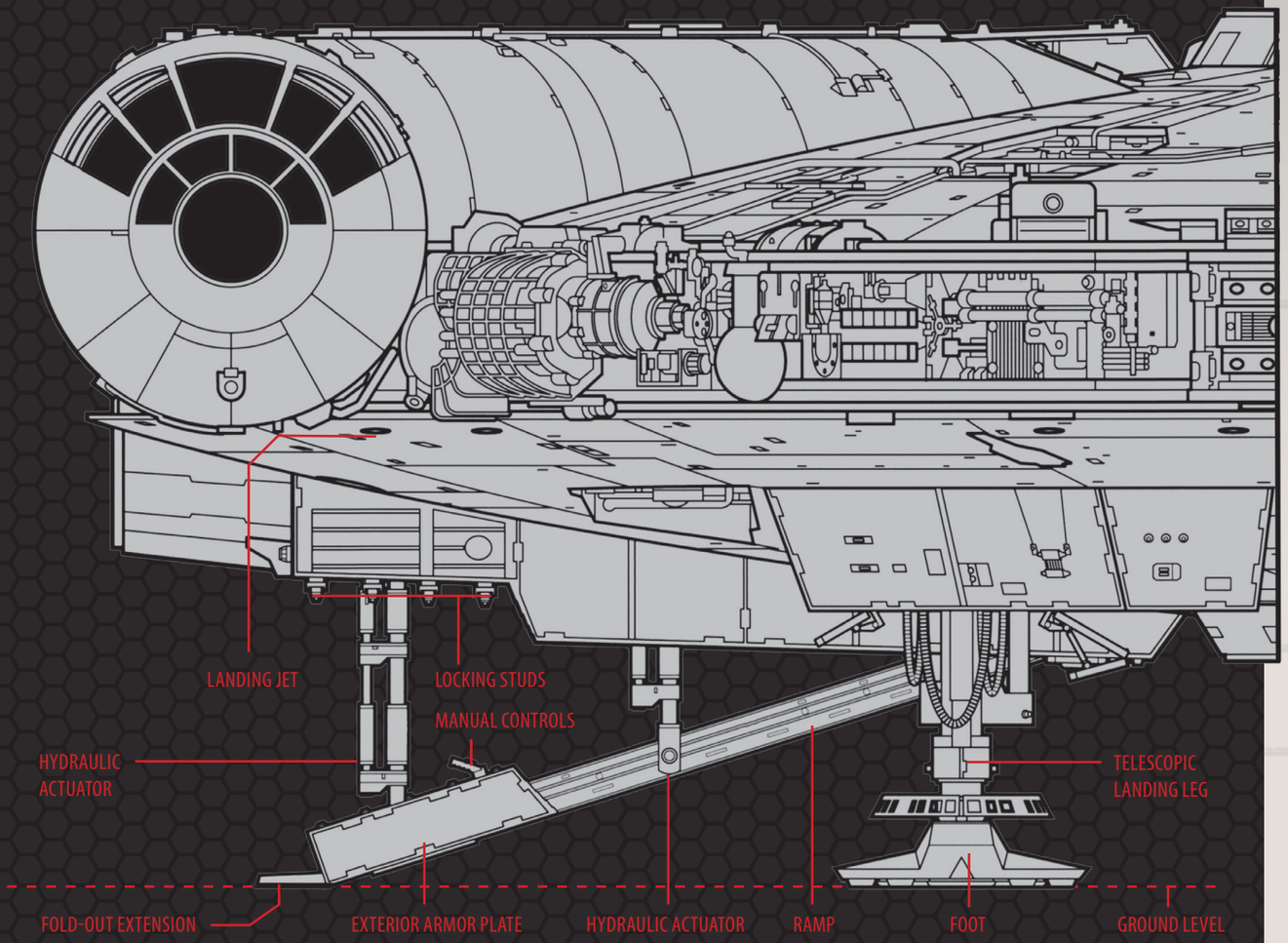
Most successful starship designs offer a general-purpose layout, knowing that the ramp may need to provide pedestrian access for crew and passengers from a variety of species. As well as needing to lock onto purpose-built landing platforms, and docking bays, ramps may need to extend to the surface of whatever planet, moon, or asteroid the ship may have touched down on. Finally, a ramp also has to give easy access to treaded cargo loaders and droids, which means it needs a non-slip surface and a gentle slope.

THE YT-1300 DESIGN

The versatile YT-1300 Corellian light freighters operate all over the galaxy and can be configured to carry either cargo or passengers, so its designers offered the option of one or two ramps, and the specification of each and every vessel was usually decided long before the engineers got to work on the spaceframe of the ship.

YT492727ZED, the vessel that became the *Millennium Falcon*, had a waiting buyer. Shipping company Corell Industries – which intended to use it for ferrying goods between the Five Brothers – specified a single boarding ramp on the starboard side, since most voyages would only require a captain

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BOARDING RAMP OPERATION

YT-1300 freighters can be configured with a boarding ramp on either the port or starboard side of the main hull, and some have them on both sides. The *Millennium Falcon*'s ramp doubles as the floor of the passageway from the ship's main circular corridor to the starboard docking ring. When the ramp is closed, it is tightly secured by eight locking studs: four on the forward side and the four aft of it. The ramp can be opened or closed from the cockpit or using manual controls in the main corridor. Another set attached to the ramp's exterior armor plating has a safety interlock to protect the ship being accessed by unauthorized intruders from outside. Hitting the controls opens a curved hatch that seals the *Falcon*'s tubular ring corridor to act as an airlock in an emergency, and then fires up the four hydraulic actuators that go from the floor of the ramp up into the ship's hull. As the boarding ramp drops down to ground level, hinged from the end closer to the center of the starship, a fold-out extension is deployed.

and co-pilot. The ramp was installed in the lower hull of the Corellian freighter, just aft of the cockpit's access corridor, ahead of Number Three Hold and the engine room, and a series of shallow gear lockers in the passageway walls contained four folded environmental suits designed for dangerous or unbreathable atmospheres.



Darth Maul's *Scimitar* Sith Infiltrator had a ramp that extended telescopically from the floor of the control console when the rear outer doors opened. This type of design is used on many ships, as it avoids the need for the ramp to form an airtight seal with the hull.

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When the *Millennium Falcon* docked on the Death Star, the duty officer placed guards by the boarding ramp while a scanning crew was sent aboard to investigate what happened to the absent refugees from Tatooine.

The *Millennium Falcon*'s configuration turned out to suit Han Solo well when it came into his possession. He and Chewbacca regarded the ramp's location as ideal, since it gave easy access to the cockpit, from which anyone intending to board the ship could easily be seen. This was handy in the difficult situations the pair often found themselves in when operating on the shady side of the law in their early days together, and proved doubly so when they sought to avoid 'Imperial entanglements' during their years fighting the Galactic Empire after joining the Rebel Alliance.

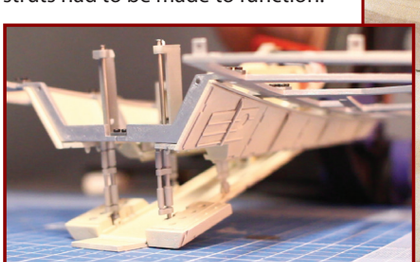
The pair also developed a secret 'all clear' signal. Whenever Solo was approaching the outside of the ship with another person, he would give the all clear sign to his first mate waiting in the cockpit before he reached the ramp. No signal meant that Han was in trouble, and his Wookiee co-pilot could then unleash the *Falcon*'s ground buzzer on the unsuspecting associate.

NON-FUNCTIONING RAMP

The *Falcon*'s ramp, built at Elstree Studios, was a typical *Star Wars* set, including a host of greeblies that looked like they had an important job to do when the mechanism operated, but did not actually work. The hydraulic struts, for example, were built out of recycled telescopic tube, but did not extend, while the ramp included seals made from rubber, impressive (but non-functional) hinges, and other items. The set also didn't match *The Empire Strikes Back*'s original filming miniature – which had no ramp at all. So in order to allow the ramp in your model to open and look like the full-size set, discreet cuts were made through the hull plating, and the miniature struts had to be made to function.

One of Joe Johnston's early sketches for the ramp (main image). Unlike the final design (seen in the movie still above), the opening joint is along the angled corner of the structure – a factor reflected in the design of the filming miniature (inset), which has no provision for a ramp at all.





Prototype work under way on the model you are building. The outer plating has discreet cuts to match the ramp seen in the final, full-size set.

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YOUR NEXT PARTS

COMPONENTS CHECKLIST

1. Hull frame BF-7
2. Hull frame BF-8
3. Hull plating BP-13
4. 2-hole connectors (x 4)
5. Rib connector
6. Radial stiffening rib
7. Fixing screws (x 4, plus spare)
8. Fixing screws (x 16, plus spare)
9. Fixing screws (x 28, plus spare)
10. LED lights and wiring

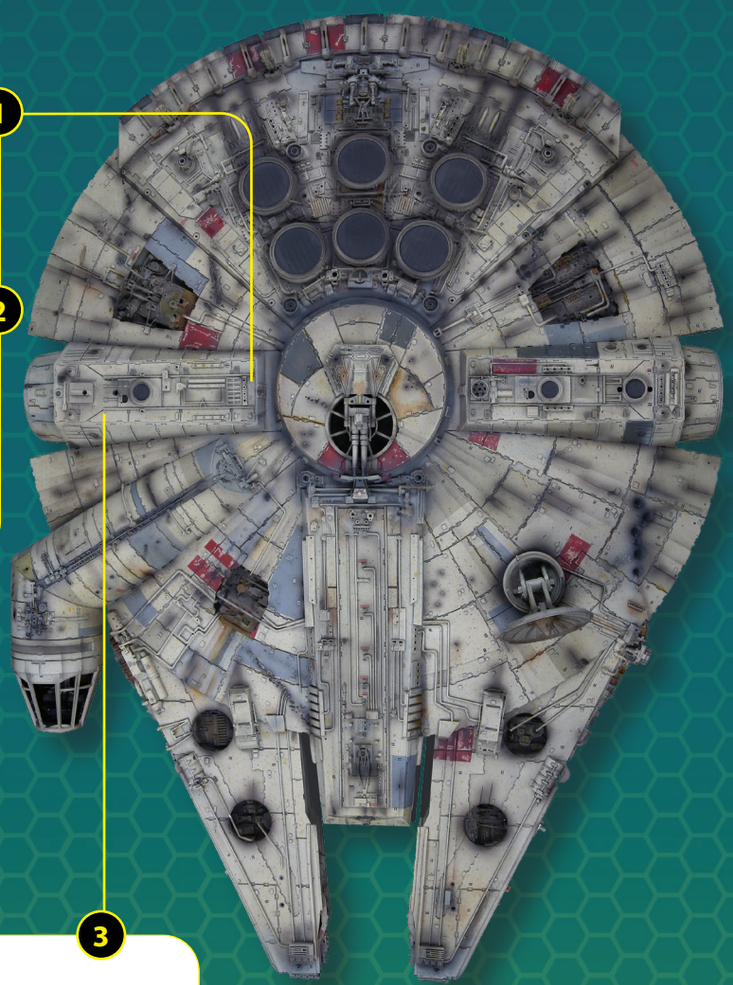
Complete the ramp subframe assembly with another two frames, and prepare the large hull panel you received in the previous issue.

In addition to the parts you need for this stage, you have received the hull plating for the underside of the corridor that houses the ramp, plus a small strip of circuitry including part of the LED lighting for the inside of the hull. Keep these until later on.

WHERE THE PARTS FIT

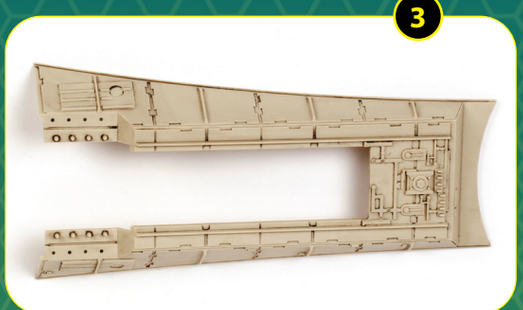
HULL FRAME







HULL PLATING



LIGHTING

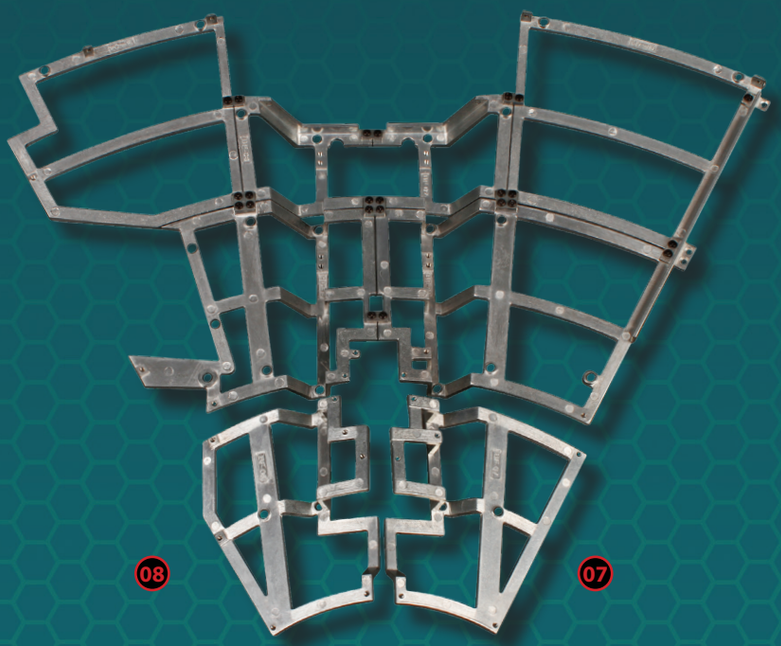


All parts are for the **underside** of the hull.

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ASSEMBLING THE BOTTOM FRAMES

Add the next two frame parts to complete the support for the ramp mechanism and motor.

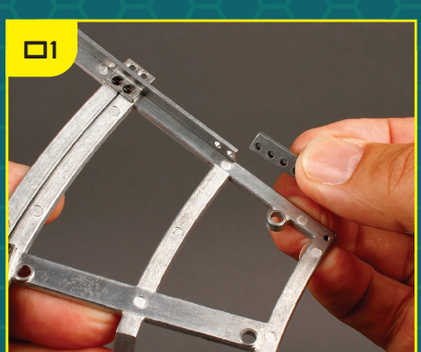


Take the two bottom frame sections provided with this issue (Parts 1 and 2), and the assembly from Stage 36, and lay them out as shown. You also need the inner rib, rib connector and four brass screws from this issue, four 2-hole connectors, and 10 short black button-head screws to fix the frame sections.

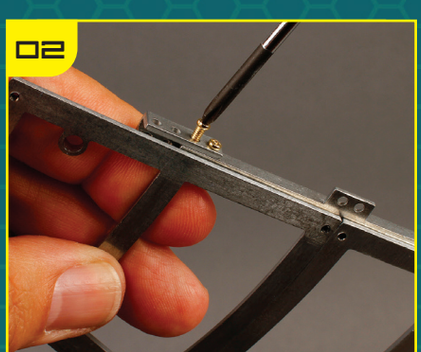




The frames shown have BF numbers (in red) cast into them for identification. The photo on the left indicates how they fit together, and the small diagram above identifies this area on the blueprint from Issue 1.



Fit the rib connector over the end of the outer rib you fitted in Stage 36.



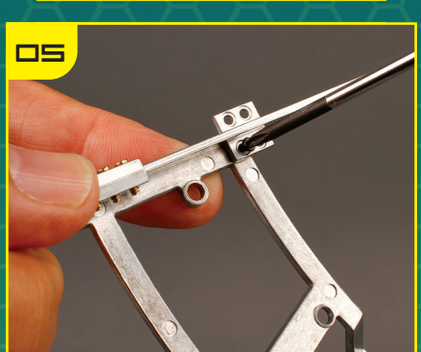
Fix the rib connector to the end of the rib with two long brass screws.



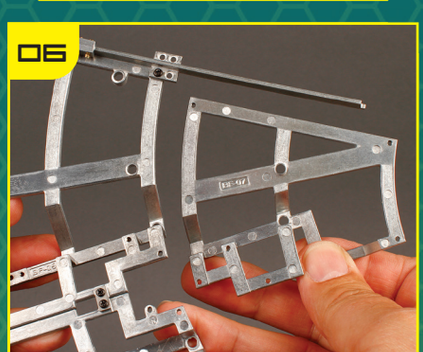
Slide the end of the rib into the connector and align the two screw holes.



Fix the rib connector to the end of the rib with two long brass screws.



Screw the flange of the rib to the corner of frame BF-05.

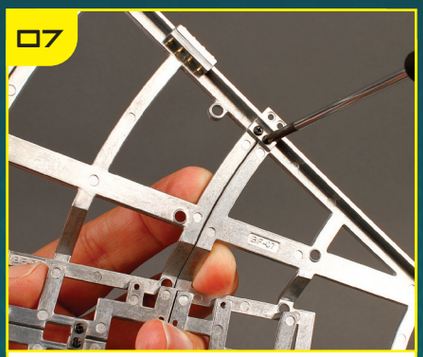


Align frame BF-07 with the assembly, as shown.

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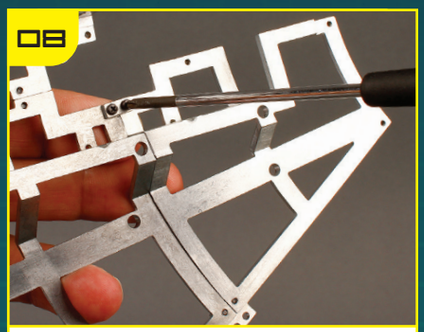
STAGE 37 ASSEMBLY

07



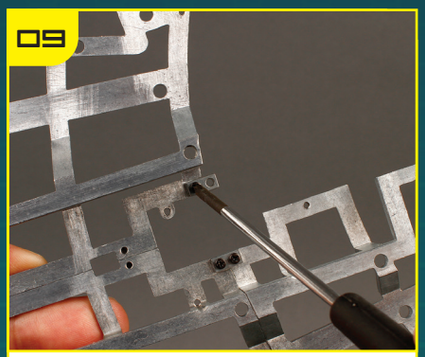
Screw the remaining hole on the flange of the rib to frame BF-07.

08



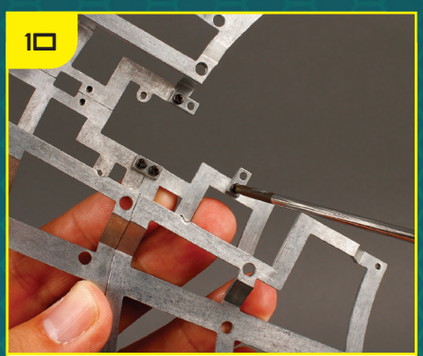
Turn the whole assembly over. Screw a 2-hole connector across the corner joint between frames BF-07 and BF-05.

09



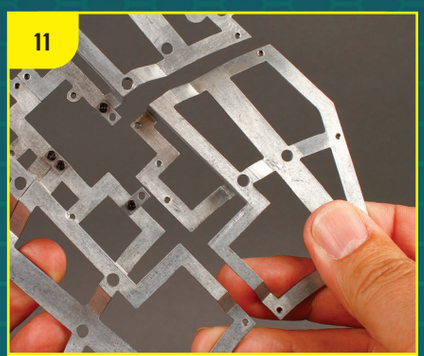
Now screw a 2-hole connector to the corner of frame BF-06 with one screw.

10



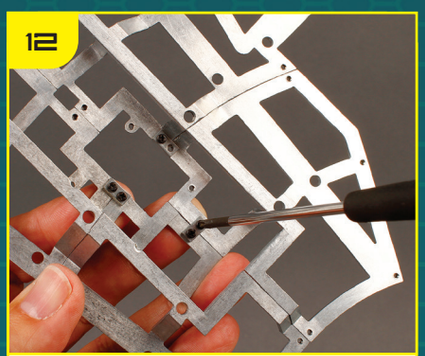
Screw a 2-hole connector to the side of frame BF-07 with one screw.

11



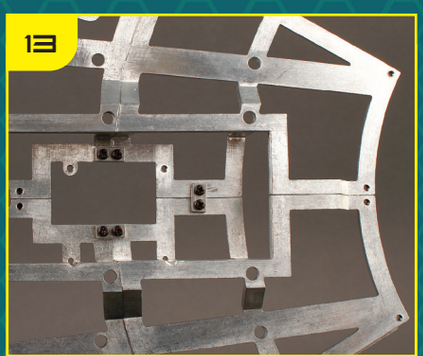
Align frame BF-08 with the assembly, as shown.

12



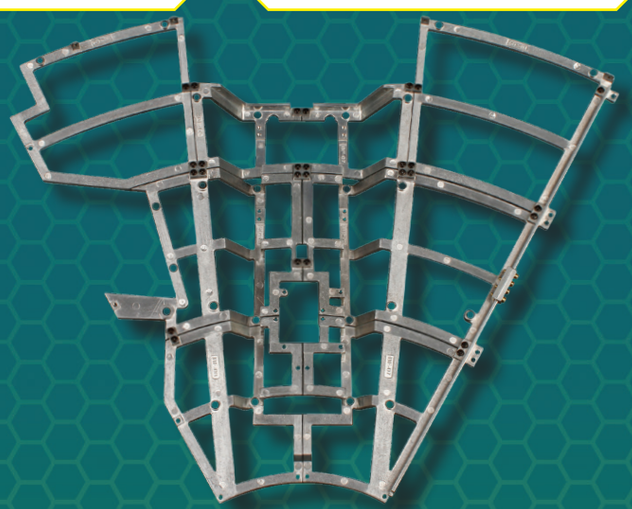
Screw the connector from Step 10 to frame BF-08.

13



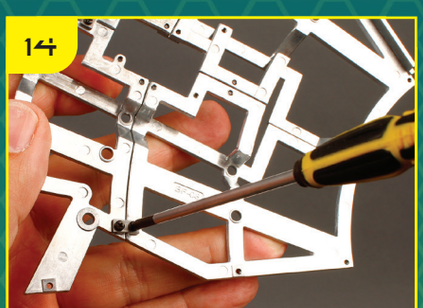
Screw the connector from Step 9 to frame BF-08.

INSIDE VIEW



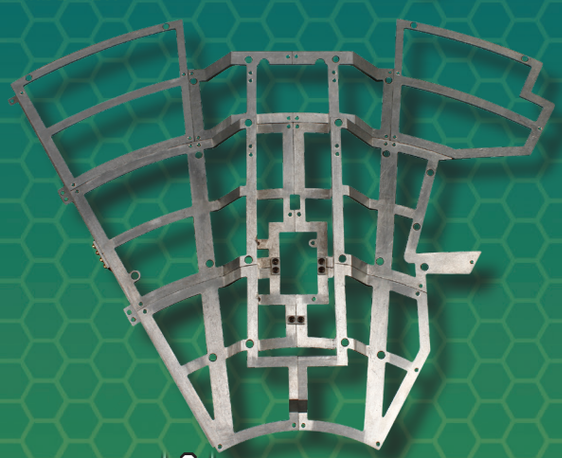
That completes the assembly, ready to start assembling the ramp mechanism.

14



Turn the whole assembly back over. Screw a 2-hole connector across the corner of frames BF-08 and BF-06.

OUTSIDE VIEW



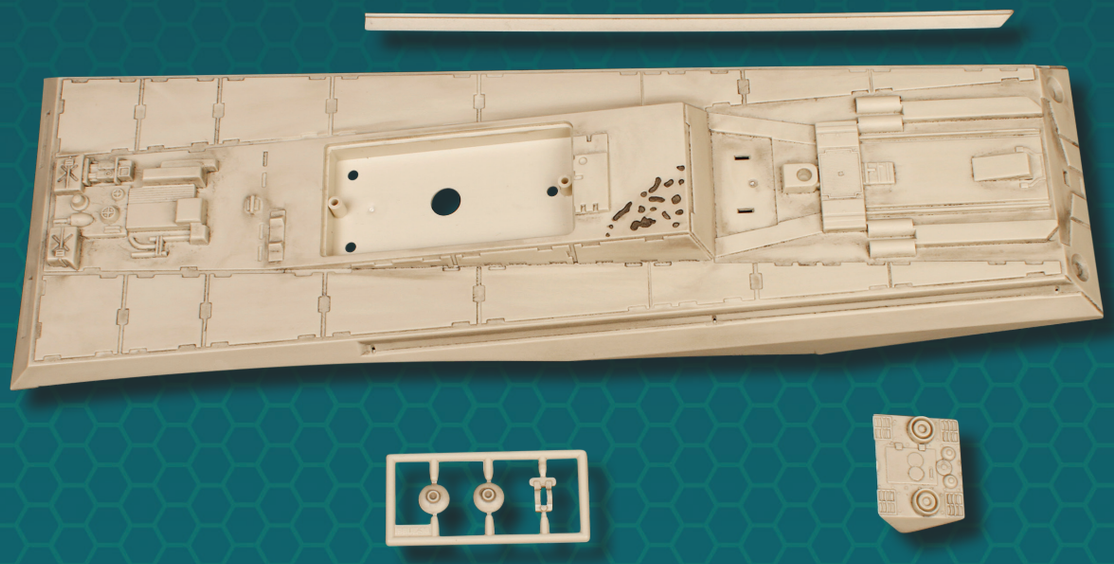
Note that the three 2-hole connectors from Steps 8-13 are fitted on the outside of the framework.

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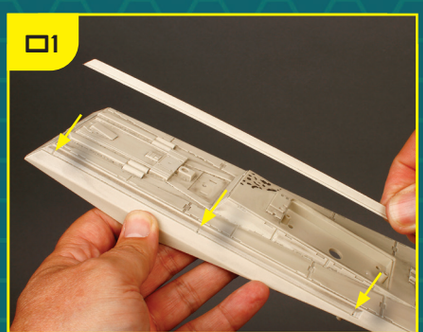
DETAILING HULL PANEL BP-28

The large panel provided with Issue 36 forms the mounting for the central landing leg and cover for the concussion missile launcher. Before installing it, you need to add some plant-on details to its surface.

Take the main hull panel (Part 3) from Issue 36, together with the plant-on details (Parts 5, 6, 7, and 8). Most of these only fit one way round, so you may wish to do a dry assembly before gluing them permanently to the hull panel.

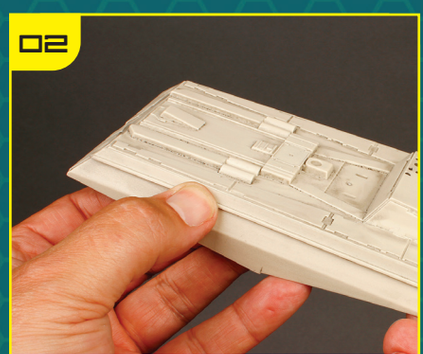


01



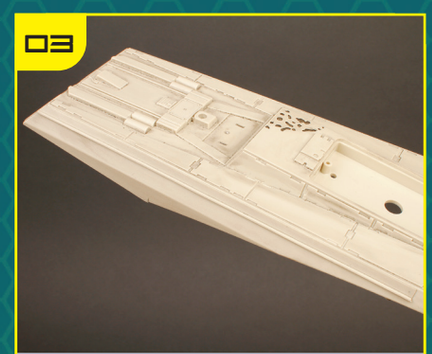
The long strips have one angled end that matches the shape of the hull panel, and three locating slots, as shown.

02



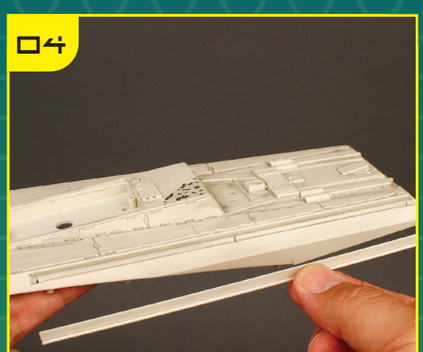
When correctly fitted, the flange running along the lower edge faces outwards.

03



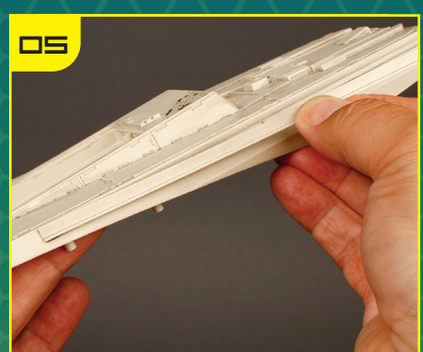
Glue the first strip in place, making sure it is flush all the way along.

04



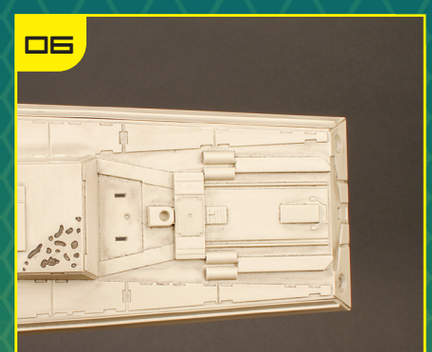
Align the second long strip in the same way as the first.

05



Glue the second strip in position as you did in Step 3.

06

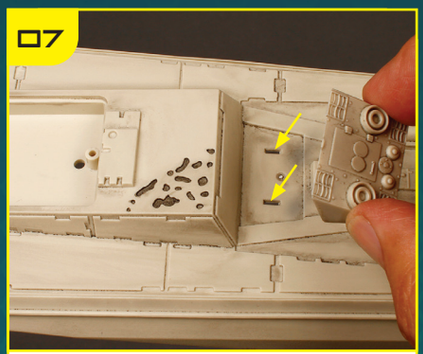


Both strips should sit flush with the sides and end of the hull plating.

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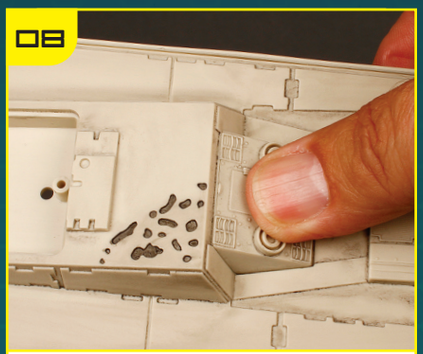
STAGE 37 ASSEMBLY

07



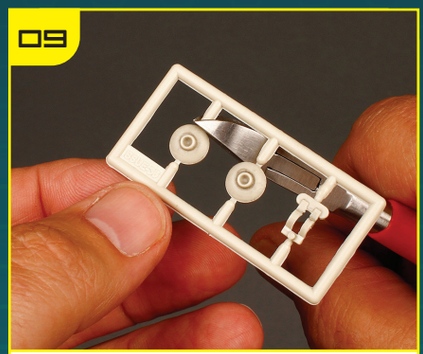
Align the large plant-on detail as shown, noting the two locating slots.

08



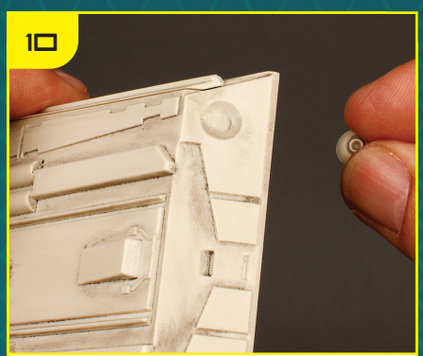
Glue the part to the slots in the plating, making sure it is flush.

09



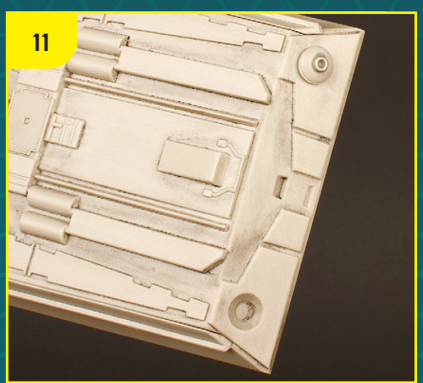
Clip one of the two circular details off the sprue, trimming off any surplus.

10



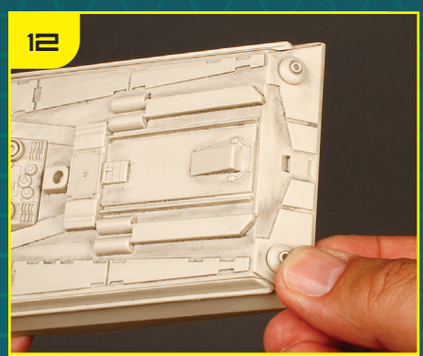
Match up the circular detail with the recess in the end of the panel.

11



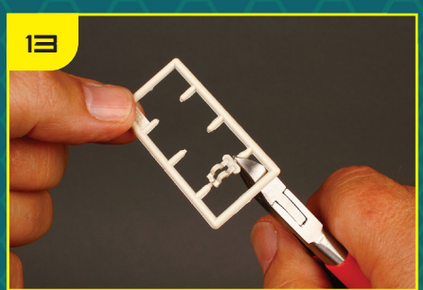
Glue the detail into place as shown.

12



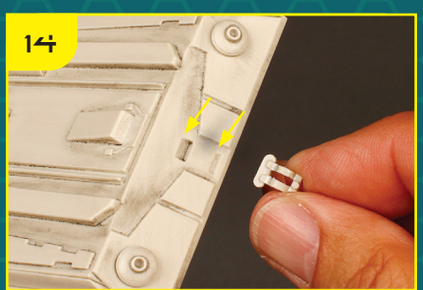
Repeat Steps 9-11 to apply the second circular detail.

13



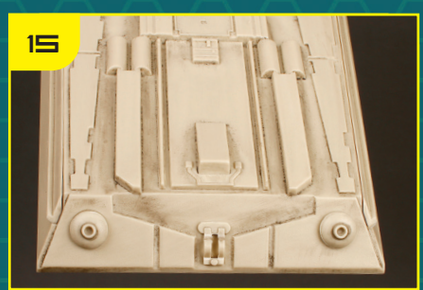
Carefully clip the final detail off the sprue and trim off any surplus.

14



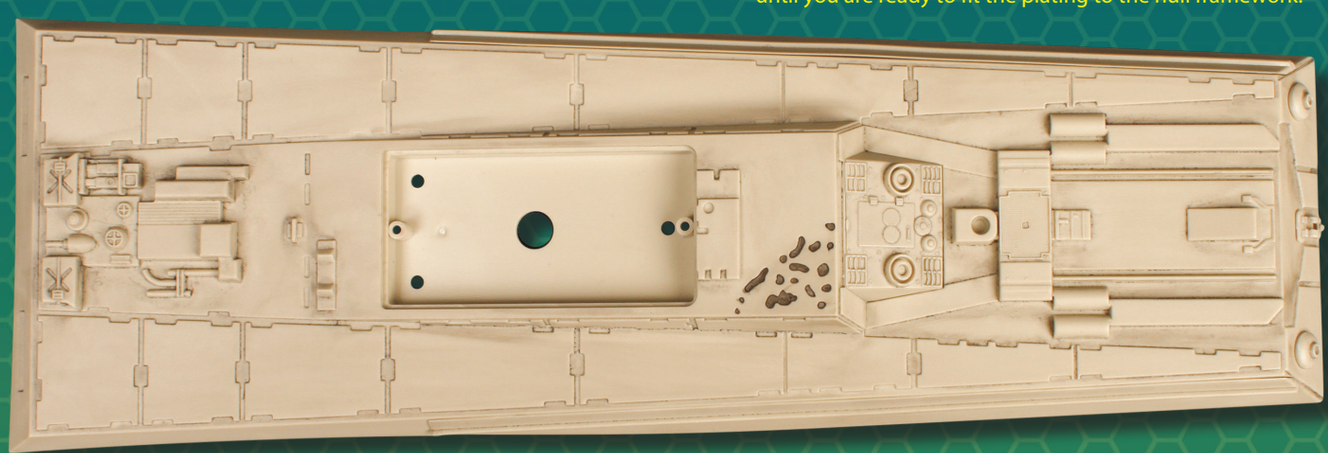
Glue the detail to the two locating slots, which are different sizes.

15



This shows the final position of all three parts provided on the sprue.

The completed assembly should look like this. Keep it safely until you are ready to fit the plating to the hull framework.



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