STAR WARS MILLENNIUM FALCON

BUILD THE MODEL – EXPLORE THE GALAXY



***SENTINEL*-CLASS LANDING SHIP**

F219FSC038

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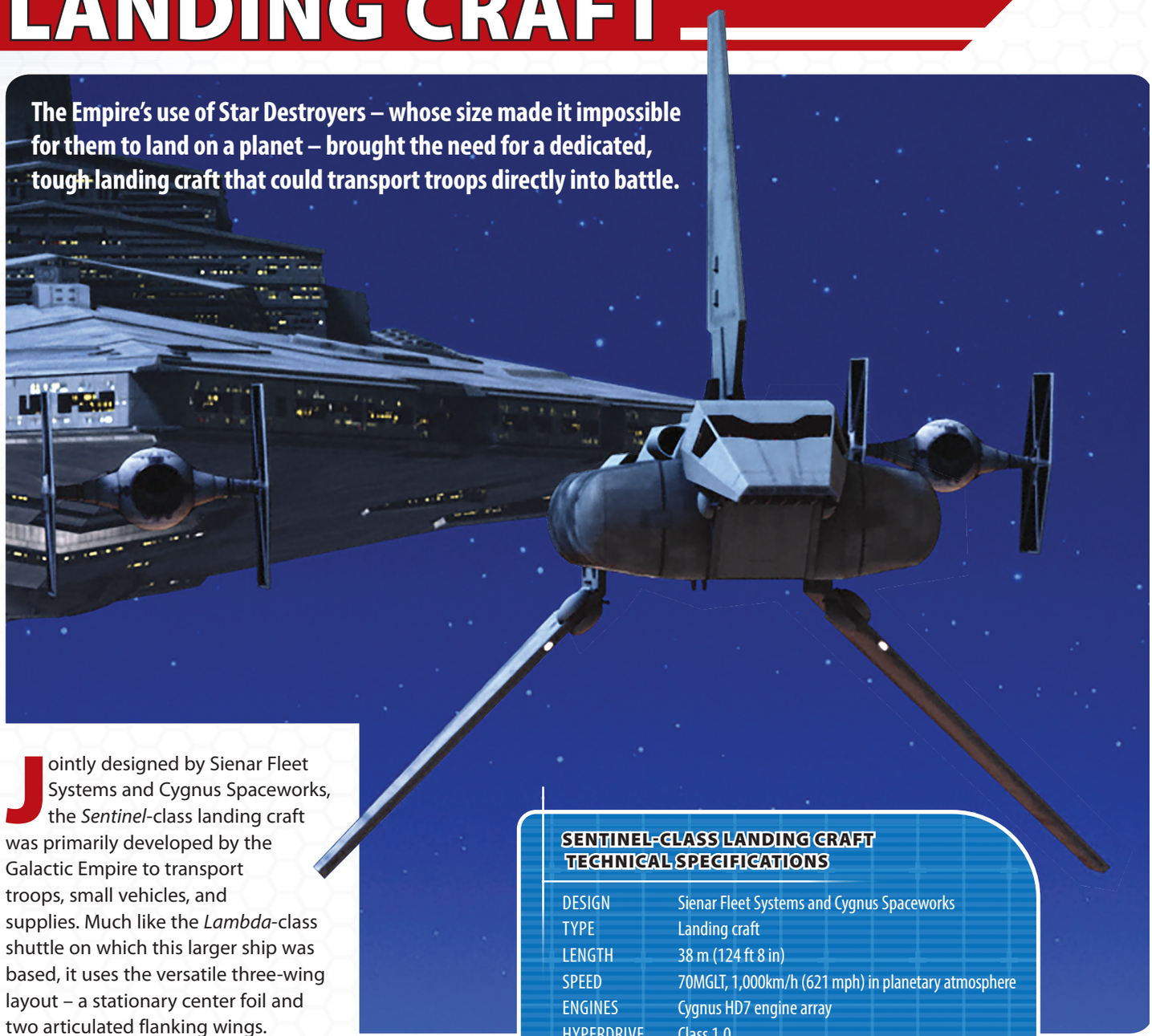
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IMPERIAL TROOP TRANSPORT

SENTINEL-CLASS LANDING CRAFT

The Empire's use of Star Destroyers – whose size made it impossible for them to land on a planet – brought the need for a dedicated, tough landing craft that could transport troops directly into battle.



Jointly designed by Sienar Fleet Systems and Cygnus Spaceworks, the *Sentinel*-class landing craft was primarily developed by the Galactic Empire to transport troops, small vehicles, and supplies. Much like the *Lambda*-class shuttle on which this larger ship was based, it uses the versatile three-wing layout – a stationary center foil and two articulated flanking wings.

JOINT VENTURE

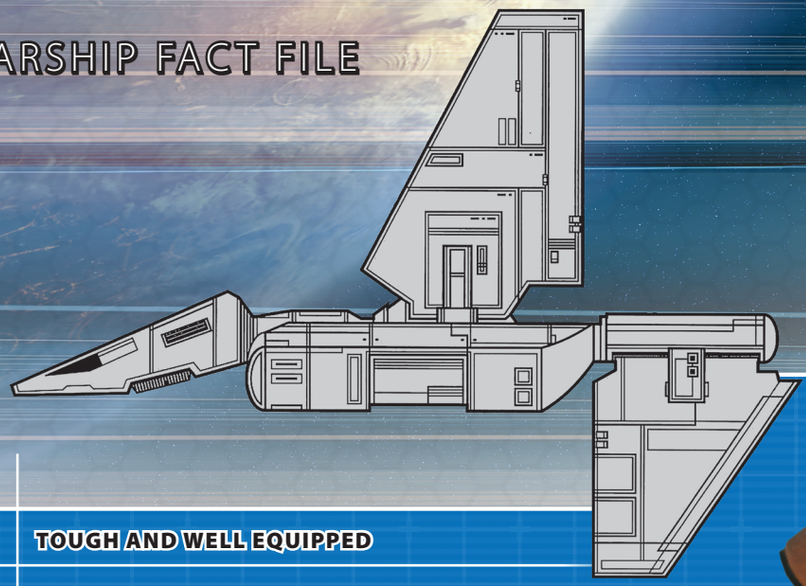
The vast Sienar Fleet Systems had been shipwrights to the Galactic Empire since the fall of the Old Republic, and its *Lambda*-class shuttle was a versatile vessel that had already been the basis for another derivative, the formidable *Alpha*-class Xg-1 Star Wing assault

The primary reason for the introduction of the *Sentinel*-class was to transport troops between capital ships and the surface of a planet, but these versatile craft can also serve as air support, short-range scouts, light cargo vessels, and even starfighter support.

SENTINEL-CLASS LANDING CRAFT TECHNICAL SPECIFICATIONS

DESIGN	Sienar Fleet Systems and Cygnus Spaceworks
TYPE	Landing craft
LENGTH	38 m (124 ft 8 in)
SPEED	70MGLT, 1,000km/h (621 mph) in planetary atmosphere
ENGINES	Cygnus HD7 engine array
HYPERDRIVE	Class 1.0
AFFILIATION	Galactic Empire
WEAPONS	Retractable laser cannons, concussion missile launchers, retractable ion cannon turret, retractable repeating blaster cannon turrets
CREW	1 x pilot, 1 x co-pilot/sensor operator, 3 x gunners
PASSENGERS	Up to 75 troops
CARGO	180 tonnes (198 tons)

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TOUGH AND WELL EQUIPPED

Although it was derived from the *Lambda*-class shuttle, the folding-wing configuration and separate cockpit module date back to the *Theta*-class shuttle. Unlike its predecessors, the hull is heavily armored (with 25 per cent heavier plating than a *Lambda*-class). The ship is also equipped with four deflector shield projectors and a comprehensive sensor suite, which allows the ship to operate in nearly all conditions. Despite its size and weight, the *Sentinel*-class's Cygnus HD7 engine array makes it fast and agile.

gunboat. Bringing in a dedicated design team from the smaller Cygnus Spaceworks enabled Sienar to develop a versatile landing craft very quickly to meet the needs of the Imperial fleet.

DESIGN REMIT

The Galactic Empire needed a quick and efficient way to deploy squads of troopers or land military equipment – normally at very short notice – to respond to unexpected developments as they occurred. The Imperial Navy had already used a variety of starships and atmosphere-capable transport vessels, but it wasn't until the *Sentinel*-class came along that they found a ship they could depend upon in all situations.

The tough, high-speed *Sentinel*-class landing craft was able to deploy quickly from the hangar of a Star Destroyer, and travel down through a planetary atmosphere to make a landfall almost anywhere. Fully laden, the *Sentinel*-class could reach speeds of 1,000km/h (621 mph) in a planet's atmosphere, or 70MGLT in space. For interstellar travel, the ship featured the same Class 1.0 hyperdrive unit that was also used by the *Alpha*-class Star Wing assault gunboats.

The speed of the *Sentinel*-class was equivalent to the Rebel Alliance's Y-wing, which proved crucial when the Empire needed to make a rapid deployment of troops and their hardware in a crisis zone, or to deliver supplies behind the lines in a battle. For combat purposes, the craft was armed with enough weaponry to allow it to

Sandtrooper squad leaders, who led units of seven men, wore orange shoulder pauldrons.



SANDTROOPER SQUADS

The crisis following the theft of the plans for the Death Star was typical of the sort of rapid-reaction role for which the Empire had developed the *Sentinel*-class landing craft. A number of these vessels had been dispatched to the desert world of Tatooine, where they deployed sandtroopers and their dewback mounts to search for the missing plans.

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SKIRMISH IN FORT ANAXES

ESCAPE FROM THE INQUISITOR

Fort Anaxes was an Old Republic military base built on the surface of asteroid PM-1203. After the Clone Wars ended, the base was abandoned and fell into disrepair, leaving a colony of predatory silicon-based fyrnocks to nest in the ruins. Some time later, Kanan Jarrus and Ezra Bridger flew to the base in the *Phantom*, hoping to remove a tracking device planted by the Imperials and lure the Inquisitor pursuing the Lothal rebels into a trap at the same time. The Inquisitor soon located the rebels, and arrived in a *Sentinel*-class landing craft with a squad of stormtroopers. When the two sides confronted each other, the Inquisitor defeated Kanan and tried to lure Ezra to the dark side, but the Padawan used his power to summon a giant fyrnock to distract his opponent long enough for himself and Kanan to escape.



During his escape from Fort Anaxes, Kanan Jarrus blew up the Imperial *Sentinel*-class transport, leaving the Inquisitor stranded on the base.



Although able of carrying up to 75 personnel, in its standard landing-craft configuration, Imperial *Sentinel*-class craft normally carried 54 stormtroopers (roughly six squads), 12 E-web heavy repeating blasters and six 74-Z speeder bikes.

stay on station after performing its primary task of delivering troops or equipment. A *Sentinel*-class ship could even act as an air-support platform, providing vital cover where needed.

CONFIGURATION

At 38 m (124 ft 8 in), the *Sentinel*-class is almost double the 20m (65 ft 7 in) length of a *Lambda*-class shuttle. It can easily be configured as either a cargo or troop carrier, enabling it to carry up to 180 tonnes of materiel or 75 personnel, although both functions normally require a five-man crew, who are housed within the compact, arrowhead-shaped command module to leave the maximum storage capacity in the main body of the ship.

In addition to the pilot and co-pilot/sensor operator, the ship carries three gunners, responsible for different weapons systems. The head gunnery officer operates the eight laser cannons, another fires the concussion missiles, and the third fires the blasters and ion cannon. Some variants of the class also carry one or two droid crew members, a measure which facilitates the rapid unloading of the ship's cargo bay.

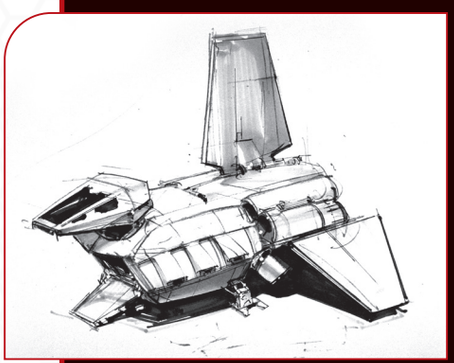
During flight, the *Sentinel*-class deploys its two drop-down wings to aid the ship's maneuverability, and increase its speed. Prior to landing, the wings fold up vertically, enabling the shuttle to set down or deploy troops in a relatively small space. As the wings fold upwards, a pair of roll-open landing ramps can be instantly deployed from the main cargo holds on the port and starboard sides, allowing the landing craft to disgorge its personnel, vehicles, or cargo speedily. During flight, these landing ramps are covered with armored shutters to prevent damage.

BEHIND THE SCENES

BACK IN TIME

The *Sentinel*-class landing craft was first seen in the 1997 Special Edition of *A New Hope*, where its mission was to deploy sandtroopers on Tatooine to search for the droids R2-D2 and C-3PO. In 2014, the ship would go on to appear on screen numerous times in *Star Wars: Rebels*. Although this made it a relatively new arrival in the *Star Wars* canon, the design of the *Sentinel* was derived from the *Lambda*-class ship seen in 1983's *Return of the Jedi*, which in turn was based on some very early concept art by Joe Johnston, Ralph McQuarrie, and Nilo Rodis-Jamero. As a result, this aspect of *Star Wars: Rebels* has a design aesthetic very close to that of the first *Star Wars* films in the 1970s.

Concept art for the first appearance of the *Sentinel*-class has an obvious debt to the earlier shuttle designed by Ralph McQuarrie and others.



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YOUR NEXT PARTS

COMPONENTS CHECKLIST

1 Ramp
2 Ramp seal (left)
3 Ramp seal (right)
4 Ramp extension
5 Ramp extension hinge
6 Ramp hinge mount
7 Ramp hinge arms (x 2)
8 Ramp hinge plate
9 Outer hydraulic rams (x 2)
10 Outer hydraulic cylinders (x 2)
11 Outer hydraulic mounts (x 2)
12 Inner hydraulic rams (x 2)
13 Inner hydraulic cylinders (x 2)
14 Inner hydraulic mounts (x 2)
15 Ramp pivot (one on sprue)
16 Ram pivots (four on sprue)
17 Ram pivot pins (x 4, plus spare)

Assemble the ramp and prepare the hinge mechanism that will join it to the hull framework, ready to make the ramp operational.

This issue contains a large number of parts, including some small items that you will need in the next stage when you assemble the ramp and its hydraulic actuators. Be very careful not to lose or damage any of these components.

OPTIONAL FINISH

The steps include some painting to enhance the finish and pick out details of the molding. Remember, this is all optional, as the natural color of the parts will give good results. Simply leave out Steps 5 and 6 on page 12 if you prefer not to do the extra painting. Alternatively, refer to Issue 7, page 12, for more details of the materials and techniques to use.

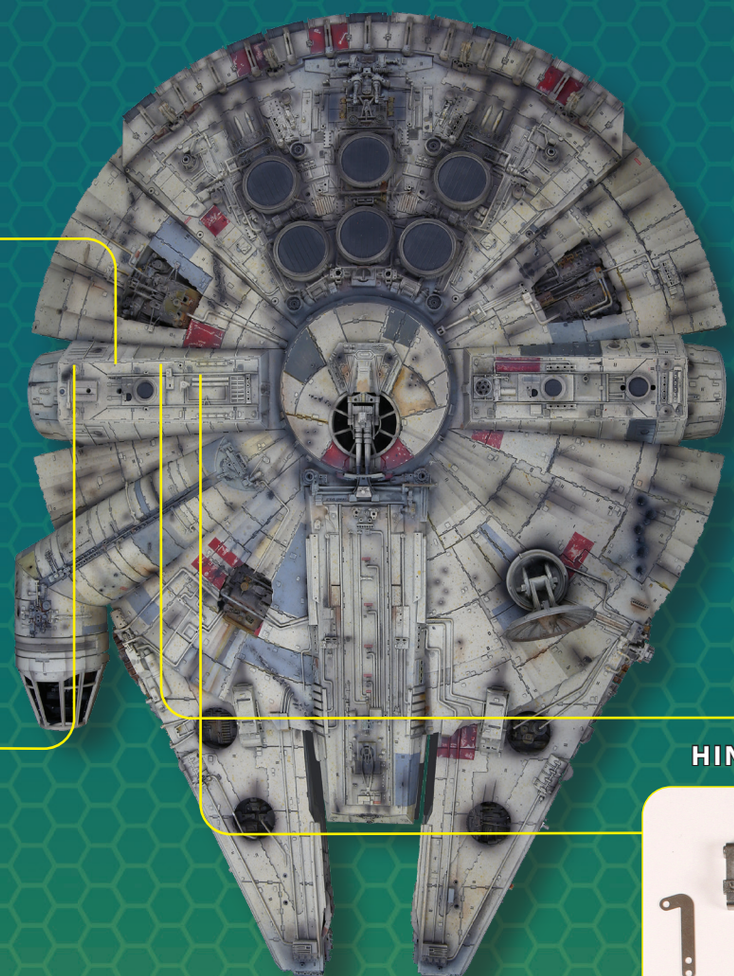
WHERE THE PARTS FIT

RAMP PARTS



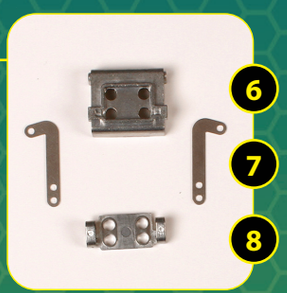






All parts are for the boarding ramp fitted to the **underside** of the hull.

HINGE PARTS

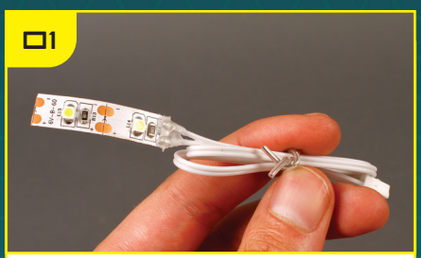


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FITTING THE RAMP LIGHTS

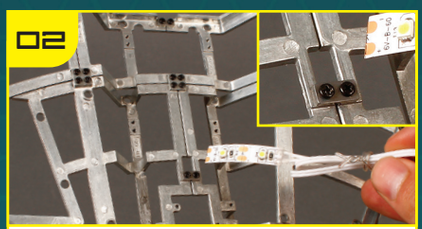
When the ramp opens, the inside will be illuminated by a pair of LED lights. The lights were provided with Issue 37, and are mounted on a self-adhesive strip of circuitry, which now needs to be attached to the ramp frame that you assembled in Stage 37.

01



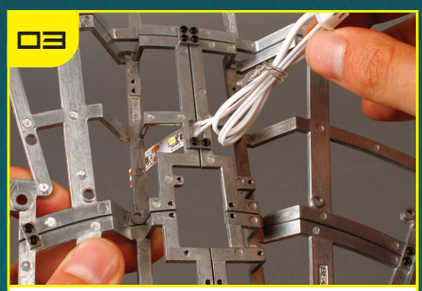
Take the LED lighting strip (Part 10 from Issue 37), which has the wiring already attached. Do not unfold the wiring yet.

02



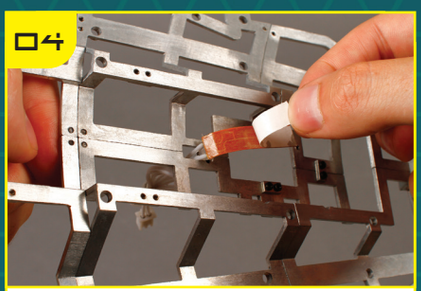
Working from the top, carefully fit the lighting strip into this hole in the frame. The strip will just slip through if you turn it to fit corner to corner (inset).

03



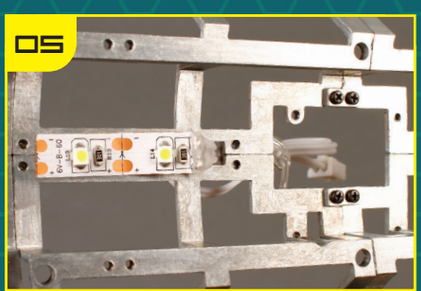
Feed the circuit all the way through, until you reach the start of the wiring.

04

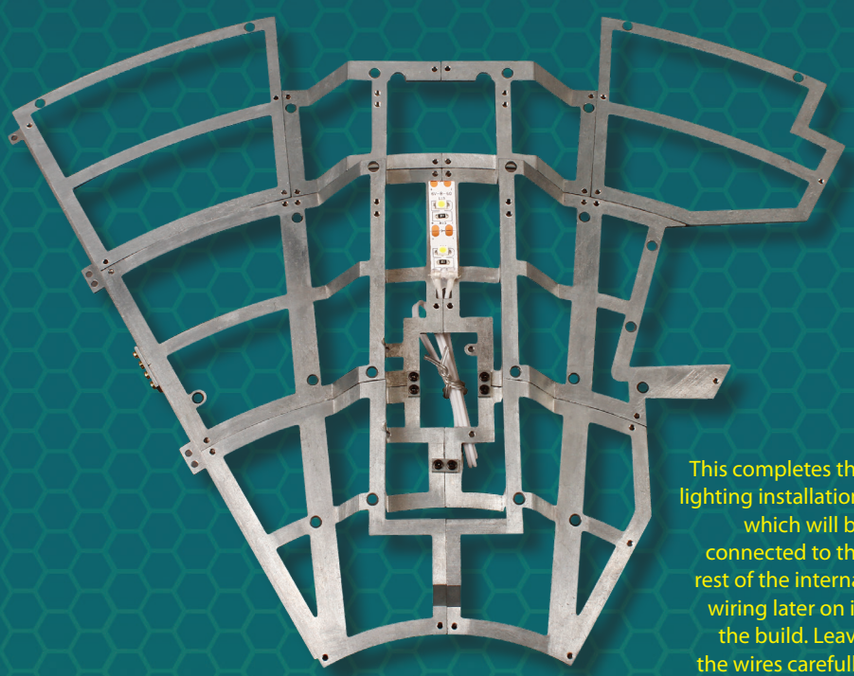


Turn the assembly over and peel off the protective backing from the circuit.

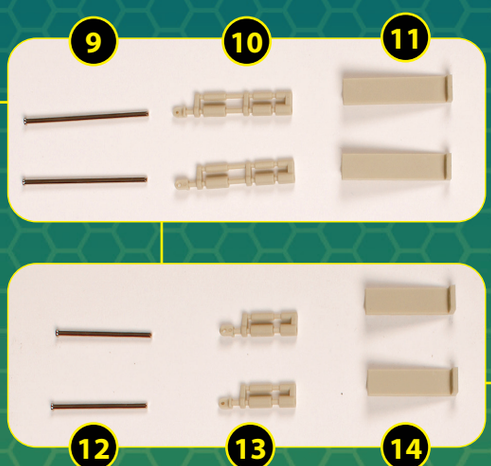
05



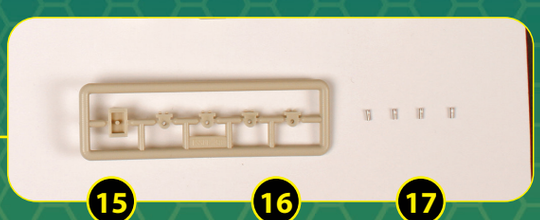
Carefully stick the circuit to the frame in the position shown.



This completes the lighting installation, which will be connected to the rest of the internal wiring later on in the build. Leave the wires carefully folded out of the way for now.



HYDRAULIC PARTS

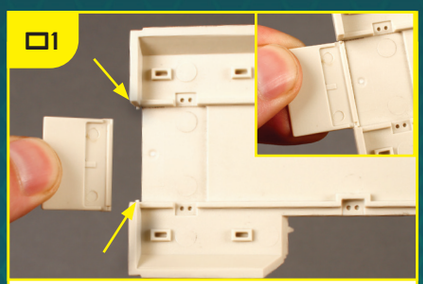


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PREPARING THE RAMP

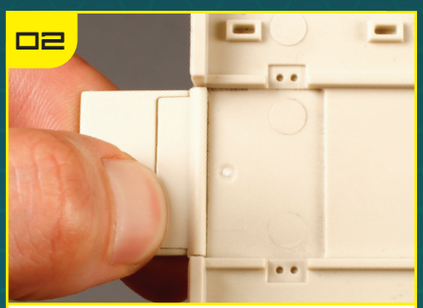
The ramp has an extension flap that hinges out from the outer end. Attach this and the two ramp seals to complete the ramp. You may also wish to paint the treaded area for greater accuracy to the movie set, but these steps are optional.

01



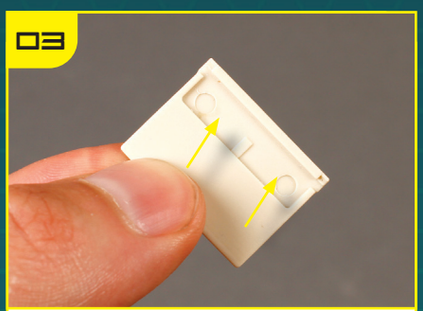
Fit the ramp extension (Part 4) at the end of the ramp so that the two small lugs on the ramp (arrowed) fit in the matching recesses.

02



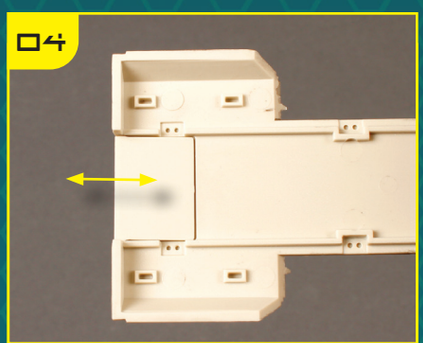
Test-fit the ramp extension hinge (Part 5) over the ramp extension so that it traps the lugs and allows the ramp to pivot.

03



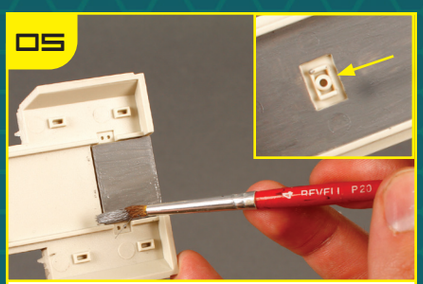
Repeat Step 2, applying a small amount of glue to the areas shown to ensure that glue does not get into the hinge.

04



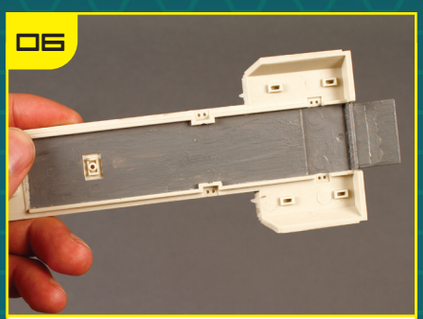
Check that the extension will fold back into the ramp as shown.

05



This step is optional. With the extension folded in, carefully paint the central tread area mid gray. Do not paint the mounting point shown in inset.

06



This step is optional. Allow the paint to dry, then fold out the extension. Paint the extension and recess mid gray.

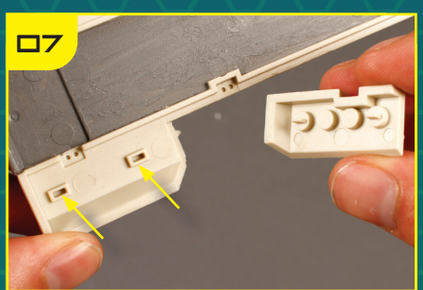
AUTHENTIC DETAILS

The ramp does not appear on the filming miniature, so the one in your model is based on the full-size *Millennium Falcon* set – originally designed in September 1978 for *A New Hope* and built in the studio. For *The Empire Strikes Back*, the ramp remained static (angled down at 18°) from the underside of the *Falcon*, while the sets for the Hoth base, space slug, and Cloud City landing platform were built and torn down around it.



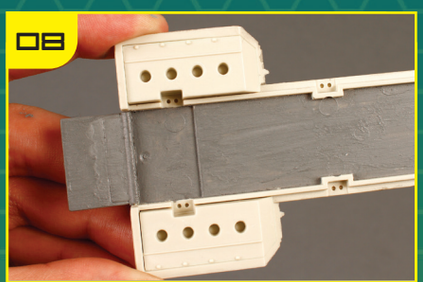
A detail of the ramp built for filming *A New Hope*, showing the gray rubber surface of the treaded area.

07



Apply a little glue to the slots shown and fit the right ramp seal to the ramp.

08



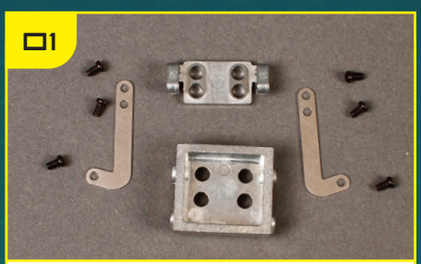
Apply a little glue to the slots and fit the left ramp seal to the ramp.

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ASSEMBLING THE HINGE

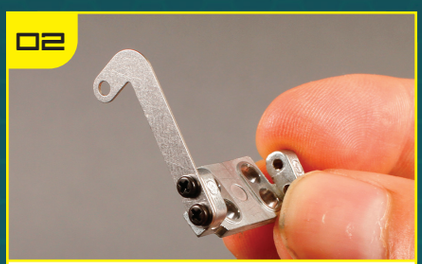
For strength, the hinge that joins the top of the ramp to the hull plating is made from two metal castings joined by two long metal arms.

01



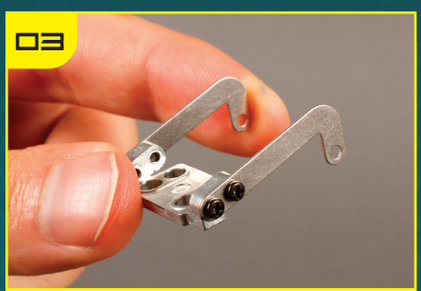
Take the four pieces of the hinge (Parts 6, 7 and 8) and six screws of the type used to assemble the frame.

02



Screw the left hinge arm to the hinge plate with two screws, making sure that the arm is the correct way up.

03



Screw the right hinge arm to the hinge plate with two screws.

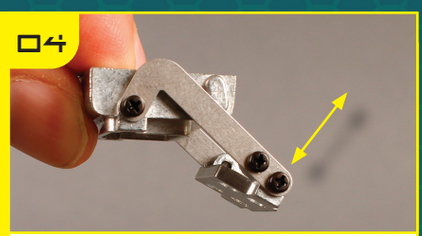
THREAD LOCK



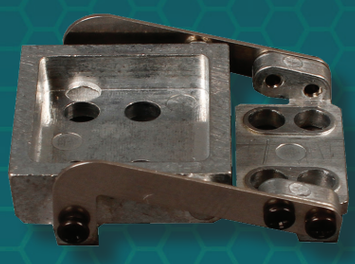
In order for the hinge to move freely, you cannot tighten these screws fully – so there is a risk of them working loose. To prevent this, you can use a thread-locking fluid. Just apply a drop to the screw thread (following the maker's instructions) before inserting the screw.



04



Fit the hinge mount between the two arms and loosely insert two screws, tightening them enough to secure the mount, while leaving it able to pivot.

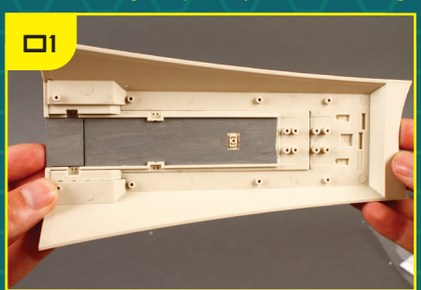


The finished hinge should look like this. Check that it moves freely.

HINGEING THE RAMP

The ramp is attached to hull plating panel BP-13, which was supplied with Issue 37. To fix the hinge in place, you will need eight of the silver self-tapping screws used to hold the panels to the framework.

01



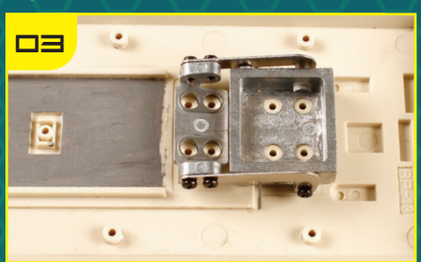
Test-fit the ramp to the slot in hull panel BP-13. Make sure it fits neatly.

02



If necessary, file any moulding flash off the edges of both parts.

03



Fit the ramp and panel BP-13 together again and press the hinge assembly onto the four lugs on each part.

04



Insert eight screws to fix the hinge to the lugs on the ramp and the hull panel.



This completes the ramp assembly, which you will attach to the ramp subframe and ramp motor in Stage 39. Check that the hinge opens and closes smoothly, and that the ramp fits neatly into the recess in the hull panel.

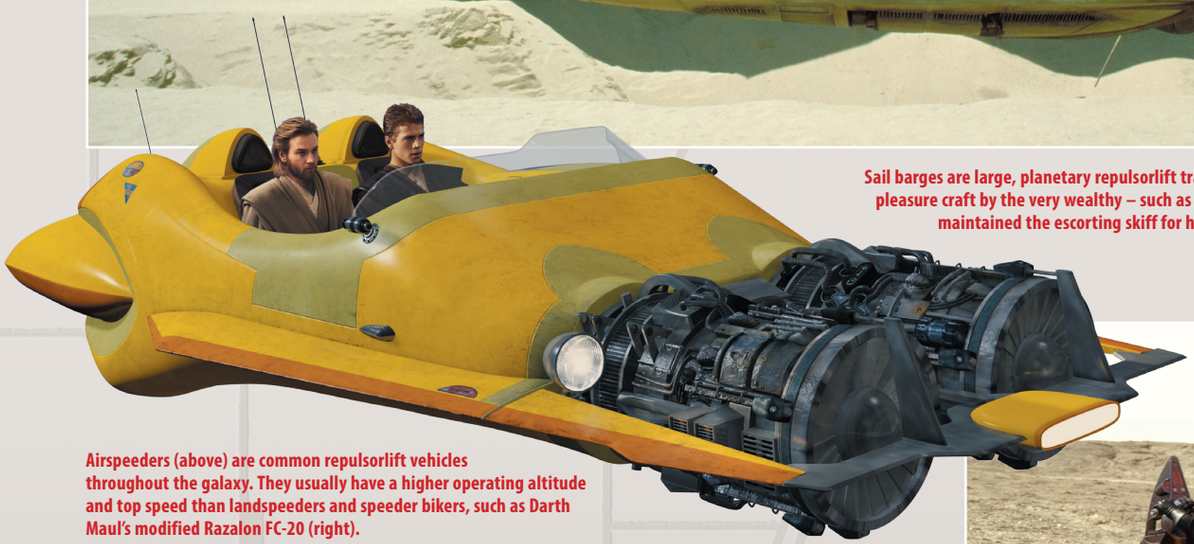
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REPULSORLIFTS

The repulsorlift engine is a small piece of technology that makes a big difference to surface-based and atmospheric vehicles. These units create a negative gravity field that pushes against the natural gravity of a planet to provide lift.



Sail barges are large, planetary repulsorlift transports that are used as pleasure craft by the very wealthy – such as Jabba the Hutt, who also maintained the escorting skiff for his guards and entourage.





Airspeeders (above) are common repulsorlift vehicles throughout the galaxy. They usually have a higher operating altitude and top speed than landspeeders and speeder bikers, such as Darth Maul's modified Razalon FC-20 (right).

Repulsorlift engines appear on almost every type of vehicle. Airspeeders, landspeeders, speeder bikes, swoops, podracers, sail barges, and skiffs are all built around repulsorlift technology, while starfighters and smaller starships are fitted with auxiliary repulsorlift units, for use in atmospheric flight and in docking maneuvers. Repulsorsleds, skimboards, and hover chairs also rely on basic anti-grav lift systems.

Repulsorlift engines are used to levitate all these vessels over the surface of a planet. The maximum height they can reach depends on the power of the units and the strength of the planet's gravity, but all such craft, with their repulsorlift engines engaged, appear to hover or float a short distance above a planetary surface – even when parked. The power to propel the craft forward, backwards, right, or left comes from conventional engines or (in the case of the luxurious sail barges favored by the wealthy), wind-catching sails affixed to the upper deck.

Some of the very largest ships, such as the Trade Federation's *Lucrehulk* Core Ships, also rely on repulsorlift suspension, as they are unable to land without the aid of an anti-gravity field to support some of the vessel's mass.

ANTI-GRAVITY EFFECTS

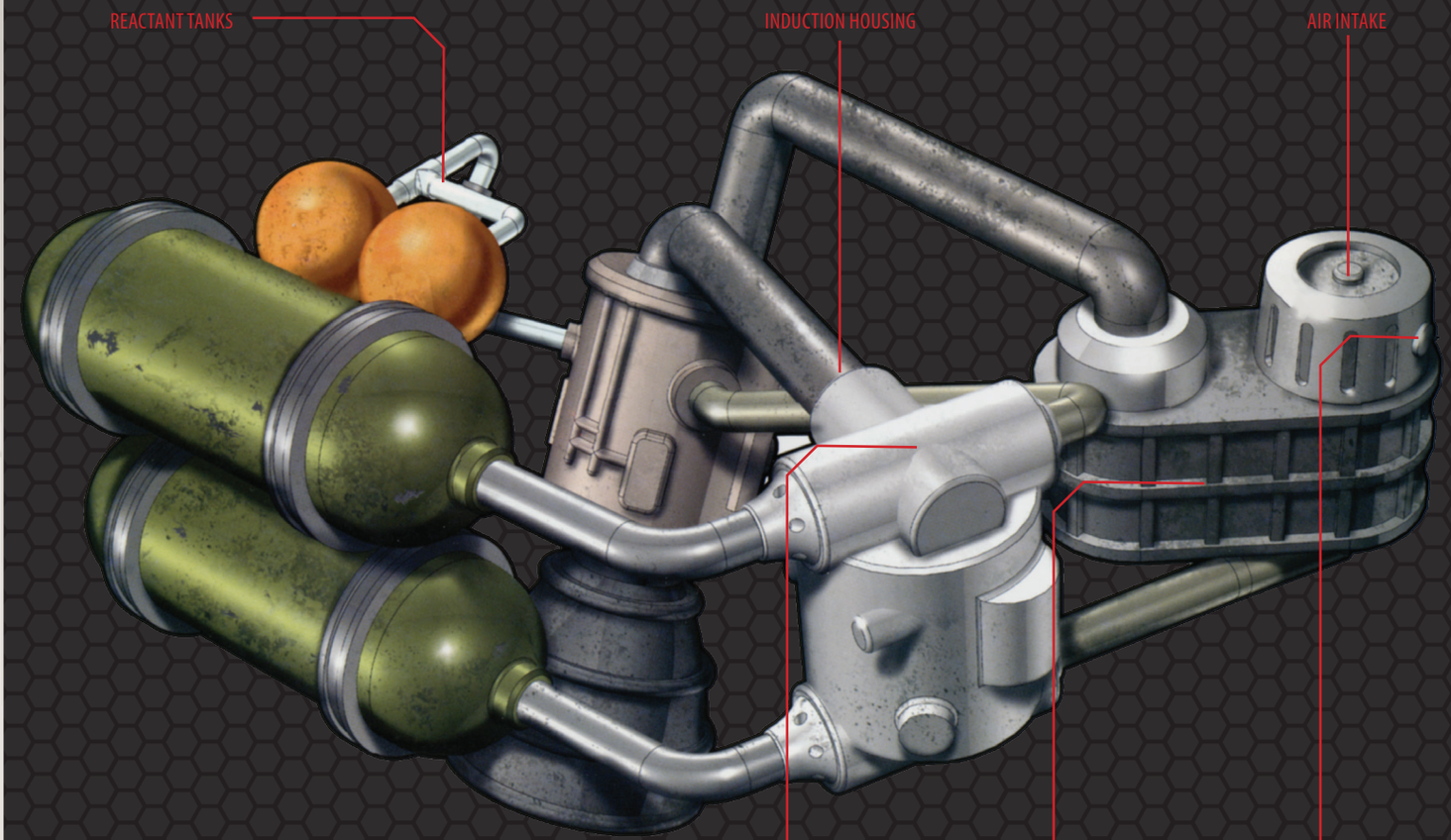
Starships' repulsorlift engines only work if they are within the gravity well of a

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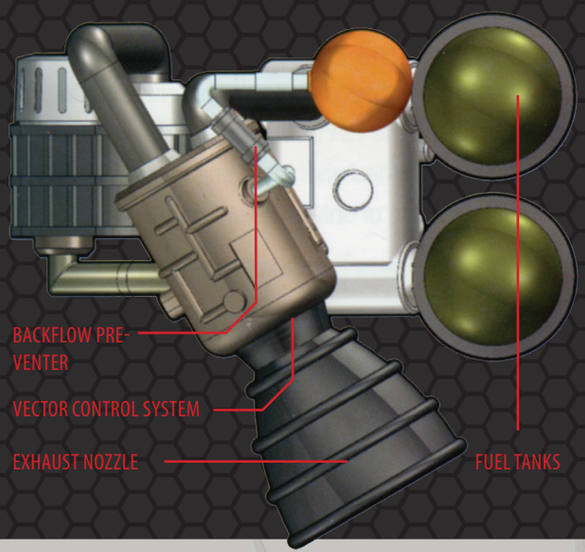
HOW REPULSORLIFTS WORK

Repulsorlift engines (sometimes dubbed 'repulsor engines' or 'antigravs') use a fusion drive system. This generates a levitation field that pushes against a planet's own gravity to make the craft that the engines are installed in appear to be floating on thin air. The fuel source comes from gravitoactive sub-nuclear knots of space-time, which are supplied by at least a dozen reputable repulsor craft manufacturers who operate from colossal, automated power refineries surrounding black holes.

The YT-1300's repulsorlift engines have additional landing jets. These are directed downwards through exhaust nozzles that provide auxiliary thrust and aerostatic lift for both landing maneuvers and vertical lift-offs. The landing jets are swivel-mounted to adjust their angle, and both the temperature and volume of gas are regulated by built-in sensors to avoid damaging landing platforms – although the automated settings can be overridden.



LANDING JET SYSTEM



REPULSORLIFT LOCATIONS



The YT-1300's eight repulsorlift engines are distributed around the periphery of the hull. This ensures that the ship can be evenly balanced, whatever load it is carrying.

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planet (which is a very small distance by galactic standards). Anti-grav range is approximately six times the diameter of an average-sized planet – typically about 75,000 kilometers.

Some short-range repulsorlift engines, such as those fitted in the popular SoroSuub X-34 landspeeder, are characterized by an optical effect. A shimmering can be seen between the vehicle and the planetary surface it is pushing against. This is not true of the repulsorlift engines from makers such as QuietLift, Belanti, or the Bakur Repulsor Corporation.

THE FALCON'S REPULSORLIFTS

The YT-1300 is fitted with eight separate repulsorlift engines. These are normally brought to life when the starship enters the atmosphere of a planet, and are used to guide her to her docking facilities, as she follows whatever docking procedures are required by local customs and law. The ship's designers strategically fitted the repulsorlifts around the lower hull so that the freighter's mass is evenly distributed between them. They are located in the toughest part of the spaceframe, since the force of the repulsor field generated by the engines would be enough to distort the hull.



The landing jets' natural heat is dissipated by automatic systems to prevent harm to surfaces – or beings – in their vicinity. However, Han Solo rigged up an override to allow them to be used as a weapon in case of need.

There are two repulsorlift engines in the forward section of the ship (one in each of the ship's mandibles). Another two repulsor engines are installed in the ship's belly, just aft of the main cockpit. The next pair of repulsors are located on the ship's outer periphery, just aft of the main ramp. The final two are towards the rear of the ship, shortly ahead of the sublight engines, and are positioned roughly in line with those in the forward mandibles.

None of the *Millennium Falcon*'s repulsorlift engines are in the same trim as when they were first installed in the factory. Solo and Chewbacca intensified the power of the *Falcon*'s repulsorlifts by hooking them up to scavenged flux converters and landspeeder turbo boosters. These special modifications go a long way towards earning the *Falcon* the highest lift/mass ratio of any YT-1300.

HIGH-TEMPERATURE BLAST

One side effect is that the landing jets generate intense heat, which is normally dissipated by automatic safety mechanisms. However, Han Solo modified the overrides so that the jets can release high-temperature bursts at will – and it was not unheard of for Han Solo or Chewbacca to use the landing jets as a weapon against unsuspecting attackers of the ship if the ground buzzer belly blaster didn't find its mark.

ANTI-GRAVITY EFFECTS

The first example of a repulsorlift seen in *Star Wars* was Luke Skywalker's landspeeder. The battered X-34 featured in *A New Hope* was built on the chassis of a British Bond Bug three-wheeler car under the supervision of Tom Karen of Ogle Design – who was also responsible for the original vehicle. During live-action sequences (shot near the dry El Mirage Lake in California's Mojave Desert), a mirrored 'skirt' reflected the dusty surface to conceal the car's wheels.



A drivable version of Luke's landspeeder was built for action sequences, with mirrors and camera effects used to conceal its three wheels.

The *Millennium Falcon*'s repulsorlift engines can be seen in action in *The Empire Strike Back* when the vessel comes in to land at Bespin's Cloud City. After being guided in to Platform 327 by a pair of Twin Pod Cloud Cars, shafts of exhaust gas can be seen emanating from the ship's underside. This effect was achieved in post-production through hand animation.



BEHIND THE SCENES

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