STAR WARS MILLENNIUM FALCON

BUILD THE MODEL – EXPLORE THE GALAXY



THE *GHOST*

F219FSC039

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LOTHAL REBEL SHIP

VCX-100 FREIGHTER THE GHOST

The Lothal rebel cell used a well-armed VCX-100 freighter as a base for their resistance to Imperial forces. The modified ship lived up to her name, the *Ghost*, due to her ability to evade Imperial sensors.



The exact origins of the *Ghost* may never be revealed, but she began her journey as a regular Corellian Engineering Corporation VCX-100 light freighter. These freighters bear some resemblance to CEC's more famous YT-series, but there are obvious differences – most notably the central cockpit and the angular deck plan. From above, a VCX-100 is more or less a hexagon, with the cockpit in the middle of one flat side and the cluster of four engines opposite. With a length of nearly 44 meters (144 ft) it's almost 10 meters (32 ft 10 in) longer than the popular YT-1300.

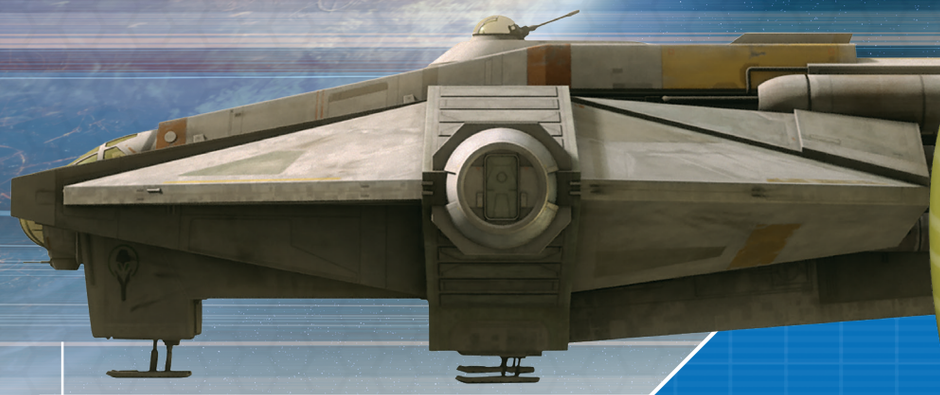
At some point, the Twi'lek captain and freedom fighter Hera Syndulla acquired the *Ghost*. Hera knew how to pilot her

To make the *Ghost* hard to detect, this much-modified freighter had a combination of baffles on its engines, energy dampeners, and static jammers. On many ships' sensors, these measures meant that the *Ghost* gave the same readings as solar fluctuations or cosmic radiation.

MODIFIED VCX-100 LIGHT FREIGHTER TECHNICAL SPECIFICATIONS

MANUFACTURER	Corellian Engineering Corporation
DIMENSIONS	43.90 m (144 ft) length 34.20 m (112 ft 3 in) width 14.50 m (47 ft 7 in) height
MAXIMUM AIRSPEED	1,025km/h (637 mph) in atmosphere
CONSUMABLES	5 days
HYPERDRIVE	Yes
CREW	4
ARMAMENT	1 x dorsal laser cannon turret, 1 x forward laser cannon turret, 1 x Taim & Bak MS-2B twin laser cannon (*Phantom*), 1 x Taim & Bak KX-4 dorsal laser turret (*Phantom*)

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SIGNATURE MODULATOR

The *Ghost* got her name from a special and advanced sensor scrambler that could effectively trick the sensors used by the Empire and others. Not to be mistaken for a cloaking device, this illegal signature modulator tricked the Imperials into registering her as a totally different ship. When leaving or returning to Lothal, the *Ghost* would simply transmit different transponder codes, such as the *Starbird* or the *Tontine* (authorized to travel between Boz Pity and Lothal). Adjusting the signal to sneak past Imperial patrols was one of Chopper's specialties.

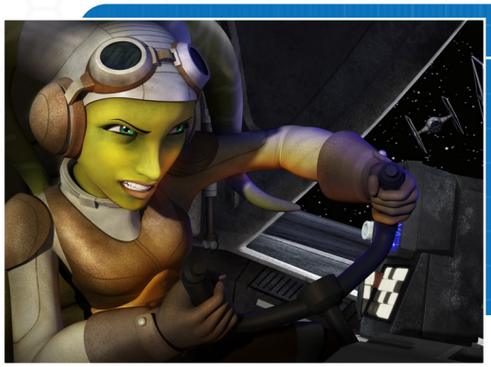
ship past Imperial blockades and other obstacles like nobody else. In her quest to find a crew to take on the Empire, Hera recruited five other 'Spectres', including astromech droid C1-10P, nicknamed 'Chopper'. The old C1 served as Hera's main mechanic, and knew the ship's workings even better than Captain Hera. In fact, Chopper made so many modifications to the *Ghost* that he was sometimes the only one who could keep her running.

READY FOR ANYTHING

The freighter received upgrades on her hull, deflector shields, targeting systems, and engines. She was armed with a forward and a dorsal laser cannon turret, and also sported several insignia with unknown origins.

The *Ghost* wasn't just transport – she was the actual home of Hera's crew, although the ship was far from a luxury yacht. The cockpit of the *Ghost* had four seats, including the pilot and co-pilots' controls. If necessary, the pilot could also control the forward turret cannon. Directly behind the cockpit was a passageway leading to the private quarters of the crew. Hera, Kanan Jarrus, and Sabine Wren all had their own cabins, but Zeb Orrelios grudgingly had to share his with the young Ezra Bridger, much to the delight of the mischievous Chopper. The freighter also possessed a shower and refresher.

A ladder in the passageway led to the dorsal laser cannon turret. Two other corridors linked the port and starboard docking rings, via which the *Ghost* could attach herself to other ships. Next was the passenger area, with seats, an engineering station, and a table that could be used to display holographic



HERA SYNDULLA

It was no surprise that Hera took a stand against the Empire. As a child, she had witnessed her father Cham Syndulla leading the Twi'lek Resistance against the CIS on Ryloth, and later against the Empire, so rebellious blood streamed through her veins. She grew up to be an ace pilot and a great shot with the *Ghost*'s weapons.



Usually in charge of the crew's missions along with Kanan, Hera Syndulla was very protective of her team.

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MISSION TO KESSEL

WOOKIEE RESCUE

Learning that some Wookiees were being taken to Kessel as slaves for the mines, the Lothal rebels decided to rescue them. As the Wookiees were taken off the Imperial transport, the *Ghost* dived on the stormtroopers with its guns firing and dropped a raiding party who freed the Wookiees. However, the mission turned out to be a trap. The *Ghost* was engaged by TIE fighters and Imperial reinforcements poured into the attack, forcing the rebels and the Wookiees to take cover. Even as Syndulla engaged the TIE fighters, Jarrus told her to perform a '22 pickup', using the *Ghost* to grab a cargo container on a fly-by. To give the rebels and the Wookiees an opportunity to escape into the container, Jarrus ignited his lightsaber, and revealing himself to be a Jedi, held the Imperials to a stand-off.



On Kessel, the *Ghost* performed a tricky high-speed pickup, locking its magnetic seals onto a cargo container holding a band of Wookiees and their rescuer.



In typical Corellian Engineering Corporation style, the VCX-100's cockpit was laid out with two forward consoles, housing the controls used by the pilot and co-pilot.



The *Ghost*'s boarding ramp led up into the main cargo hold, from which it was also possible to access the front turret gunner's station.

messages or games like Dejarik. A peculiar-looking wooden chair, a family heirloom of Zeb's, was also kept in this area. The ship's galley led off the common area, while the kitchen was basic, but sufficient for the needs of a hungry crew (except Zeb, on occasion).

HIDDEN SURPRISE

On the lower deck, the freighter possessed a moderately sized cargo hold that was large enough to store some freight or the crew's speeder bikes. The *Ghost* had one additional cargo hold in each of its corners and, if necessary, could also pick up magnetically sealed containers underneath the hull. The ship's boarding ramp led straight into the main cargo hold, which also featured a small balcony giving access to enter the front turret gunner's station. One of multiple ladders in the ship that allowed easy passage to other levels went from the cargo hold to the cockpit.

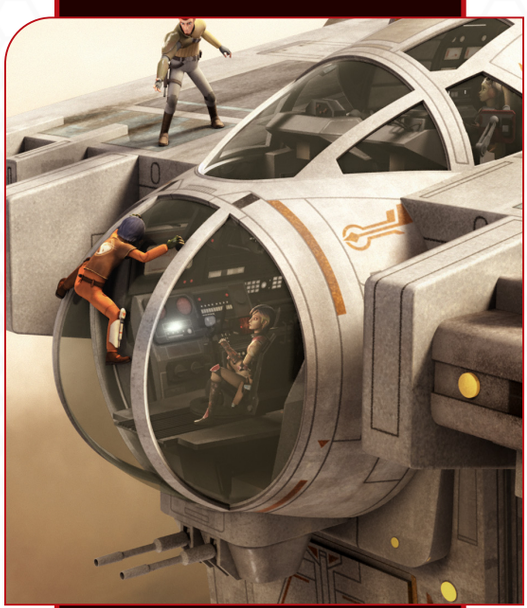
Another ladder was used to reach a hidden surprise aboard the *Ghost*: its secondary shuttle craft, the *Phantom*. This Corellian shuttle/fighter could dock in either direction on top of the *Ghost*, and was used for supply runs or special missions that required stealth. The *Phantom* not only added its dorsal laser cannon to the *Ghost*, but when it docked backwards, its forward laser cannons augmented the *Ghost*'s firepower even more.

BEHIND THE SCENES

FLYING FORTRESS

Where the *Falcon*'s cockpit had echoes of the American B-29 Superfortress bomber, the *Ghost* was inspired by an earlier US warplane. As executive producer Dave Filoni explained, 'it's pretty much a cross between a B-17 bomber cockpit centered with the *Millennium Falcon*'. The Boeing B-17 was known as the Flying Fortress because of its multiple guns, including nose, dorsal, and chin turrets (all echoed in the *Ghost*), which could defend it against attacks from any direction. The style of Hera's attire also harks back to World War II, with her goggles, headphones, and orange flight suit.

The twin laser guns at the nose of the *Ghost* mirror a similar chin turret on the B-17G, the most common Flying Fortress. Earlier B-17s lacked this, leaving the bomber vulnerable to frontal attacks.



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CARGO HANDLING

Good freighter design isn't just about hold capacity. One reason the YT-1300 is so popular is that it can carry a wide range of different freight within its compact hull, and load or offload it quickly and efficiently.



Small freighters like the YT-1300 are often used to carry a variety of small cargo, which is loaded by hand in out-of-the-way places – such as the rebel base on Yavin 4.

Trade, which has always been a key factor uniting the galaxy, depends on the free flow of materials and finished goods from one system to another. Freighters make up a large component of the traffic in any spaceport, while smuggling contraband to less obvious destinations is an industry in itself.

On the more established routes, efficiency and low cost are ensured by shipping bulk goods in standardized containers that fit dedicated freighters or freight barges. But much of the galaxy's trade is hauled by small freighters, whose captains compete to carry whatever needs moving, in the shortest time, and at the lowest cost.

TRAMP FREIGHTERS

It's in such humdrum roles, tramping from system to system, that most cargo carriers such as the YT-1300 earn their keep, and demonstrate why the Corellian Engineering Corporation's products – especially the dedicated freight version, the YT-1300f – are so highly regarded. Optimized by the Corellian builders for ferrying cargo, these ships have a number of hold modules that can carry a total of 100 tonnes when fully loaded, a process that the designers ensured can be handled by the smallest of crews.

The main hold is just forward of the corridor leading to the port airlock, and a bulkhead separates it from the forward hold just aft of the port mandible. Number two hold mirrors this on the starboard side, with the ship's cockpit and access corridor, hydraulic system, and boarding ramp situated between number two hold and number three hold.

MOVING CARGO

Cargo can be brought aboard a YT-1300 in a number of ways, depending on what it is and how it is packed. Once it enters the ship, it can be moved around for stowing using anti-gravity palettes fitted with small repulsorlift engines.

The most convenient way to load mixed cargo is often via the hydraulic freight elevator under the rear of the hull. For goods packed in suitable containers, industrial-strength freight loading arms are built into the inner edges of the forward mandibles. These are deployed in tandem with a similarly situated tractor beam projector to bring cargo aboard the ship through the door of the freight loading room. This links the forward hold and number two hold, and is situated in the main hull between the port and starboard mandibles (which in case of the *Millennium Falcon* is just aft of the concussion missile bay).

BEHIND THE SCENES

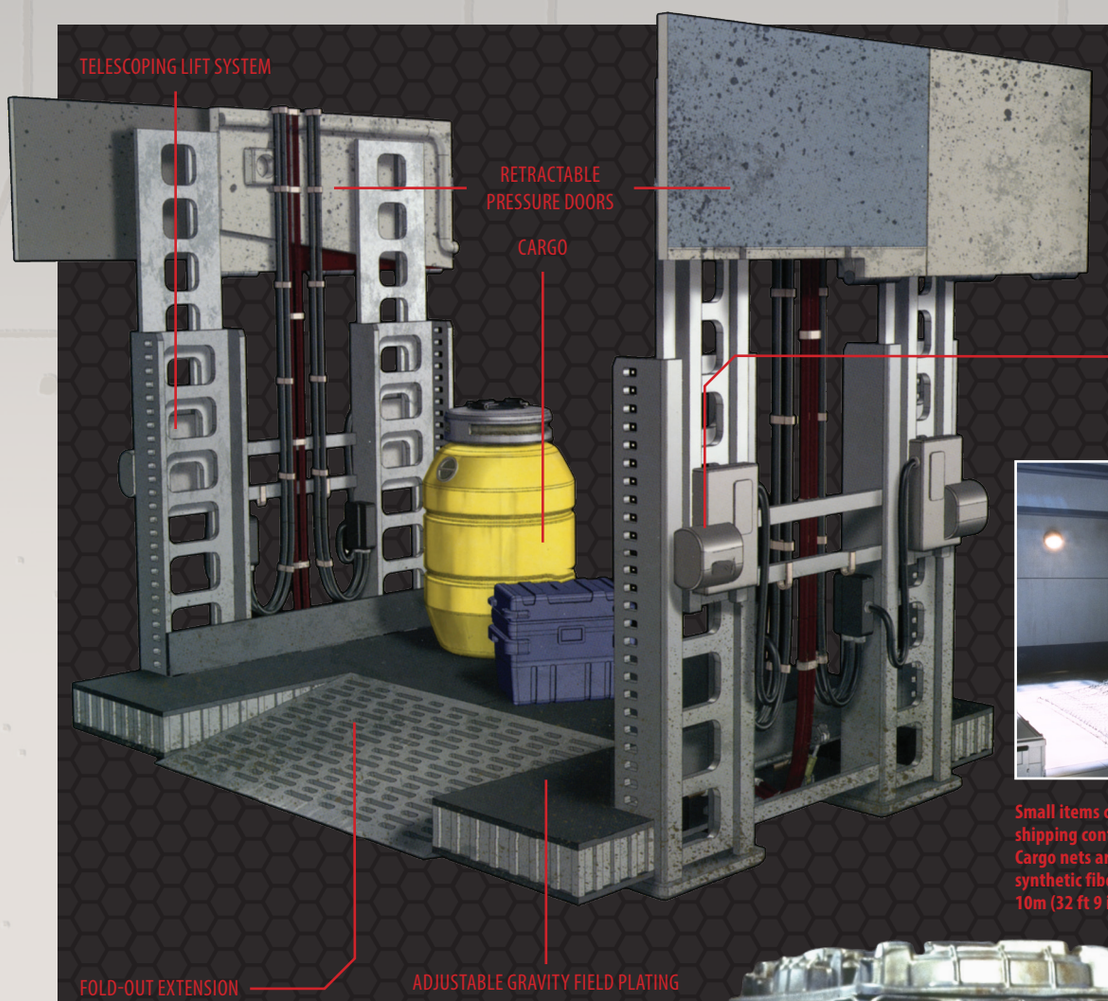
SET DRESSING

Star Wars art director Roger Christian's set dressing for the *Falcon* extended beyond fixtures and fittings made of aircraft scrap. Corners of the hold are stacked with odd containers such as old flight cases, ammunition boxes, and distinctive screw-top polythene drums – all of which were dirtied to look as if they have knocked around out-of-the way spaceports for years.

In this scene where Han and Chewbacca are trying to fix the *Falcon*, a variety of loose cargo containers is stacked against the wall of the main hold.



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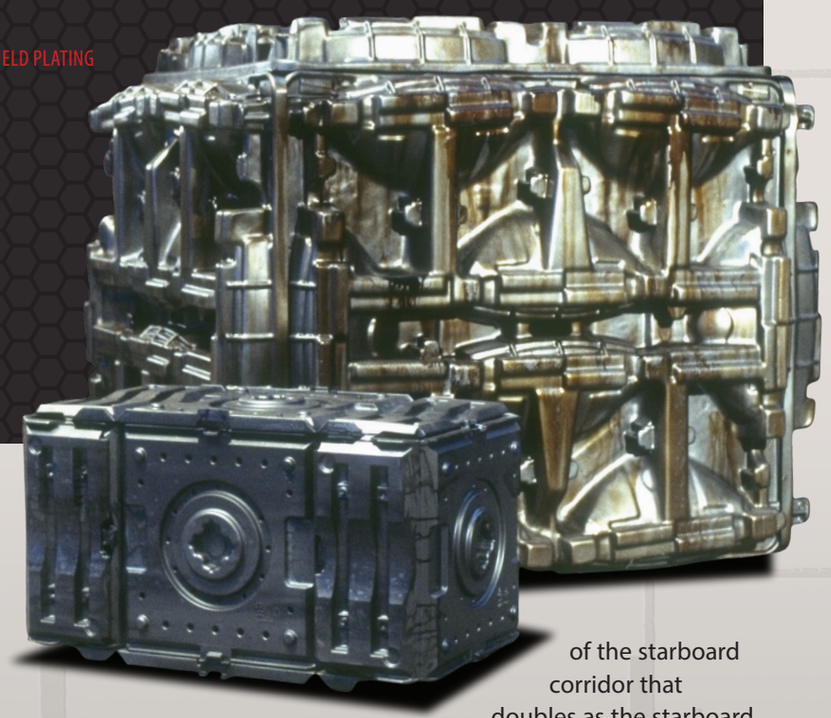




Small items can be packed in a variety of shipping containers, secured with netting. Cargo nets are made from tough, heavy synthetic fibers, and are mostly used in 10m (32 ft 9 in) square sections.

FREIGHT ELEVATOR

The YT-1300's powerful hydraulic freight elevator, located below the aft engineering bay, is a preferred option for loading mixed freight. Cargo can either remain stowed in the engine room, held in place by adjustable gravity field plating, or it can be moved to one of the ship's other cargo holds for stowage. The telescoping lift system includes a loading ramp and is concealed by retractable pressure doors when the lift is up.



Freight can also be brought aboard through the ship's main airlocks. These have docking rings (sealed hatches with external magnetic couplings) at the end of corridors leading off the ship's main circular corridor, and are often used for goods brought aboard from other vessels. Cargo can also leave the vessel in this way, and it is not unknown for smugglers such as Han Solo and Chewbacca to move outward-bound goods to the airlocks ahead of a planned rendezvous, despite such a move being banned by Galactic Law. (All exits to a starship, including its airlocks, are supposed to be kept clear in case of emergency evacuation.)

The ship's boarding ramp forms part of the starboard corridor that doubles as the starboard airlock. This airlock is far bigger than the one on the port side, where the corridor includes small dorsal and ventral hatches designed for docking with small transports.

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YOUR NEXT PARTS

COMPONENTS CHECKLIST

1 Ramp motor unit
2 Pivot pins (x 2, including a spare)

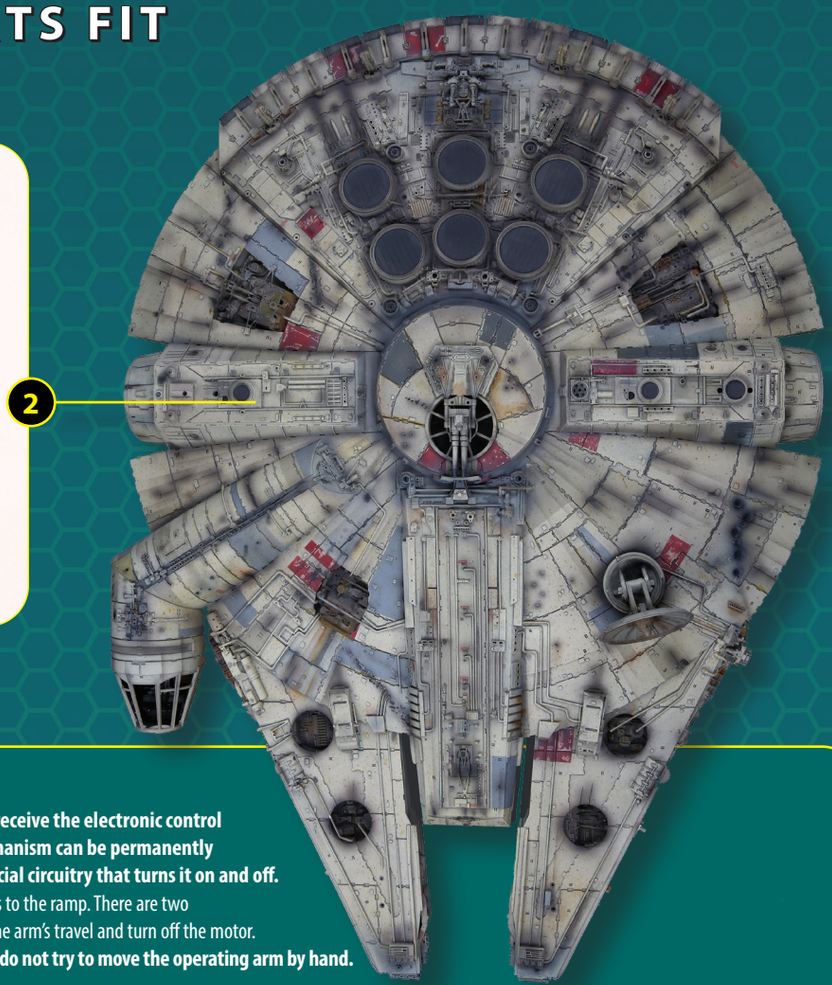
Assemble the hydraulic actuating struts, attach the ramp to the metal subframe and add the motor that opens and closes the mechanism.

This issue only includes one main component, but it is a very important one – the electric motor and gearbox that powers the ramp's up and down movement. With this fitted, you will be ready to attach the completed ramp sub-assembly to the rest of the model.

WHERE THE PARTS FIT

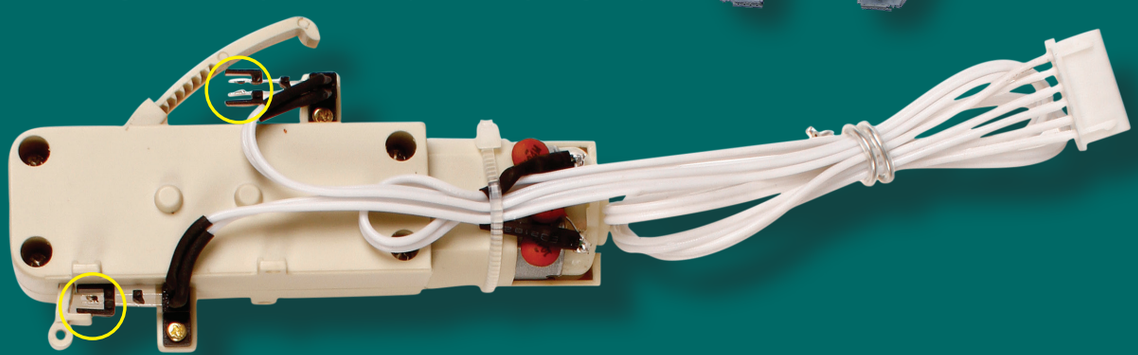
RAMP MOTOR





SENSITIVE PARTS

DO NOT try to power up the ramp motor until you receive the electronic control unit at a later stage. The motor and the ramp mechanism can be permanently damaged by connecting a battery without the special circuitry that turns it on and off.
The motor has a long, curved operating arm that attaches to the ramp. There are two microswitches (circled in yellow) that detect the end of the arm's travel and turn off the motor.
Be careful not to damage these sensitive parts, and do not try to move the operating arm by hand.



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ASSEMBLING THE ACTUATORS

The ramp is attached to four hydraulic actuators – two long outer ones and two short inner ones. All are assembled in a similar way, but one of each pair is a mirror image of the other. Take care not to mix the parts up or lose the small pivots and pins that attach them.


Outer hydraulic ram (long)


Inner hydraulic ram (short)


Outer hydraulic mount (long)


Inner hydraulic mount (short)


Outer hydraulic cylinder (long)


Inner hydraulic cylinder (short)


Ram pivot


Ram pivot

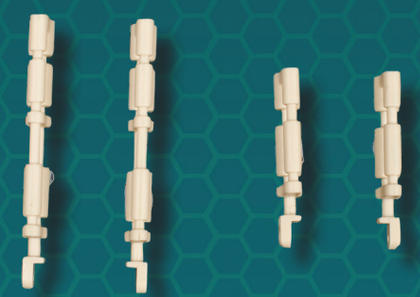
Ram pivot pin

Ram pivot pin

The components for the hydraulic actuators were provided with Issue 38, and are shown here in sets. Note the difference in length between the inner and outer rams, cylinders and mounts. The rams have a small head at the top. Next, look at the pivot mountings on the bottom of the cylinders to identify which sets go on the left of the ramp (viewed from the open end) and which go on the right. All four pivots are identical.

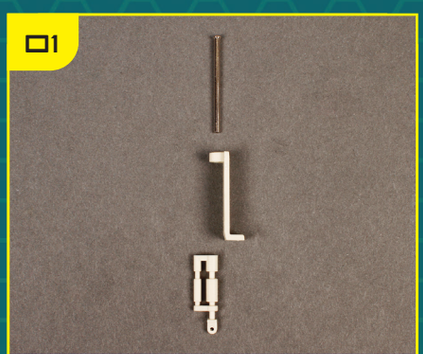
Long cylinder pivot mountings

Short cylinder pivot mountings



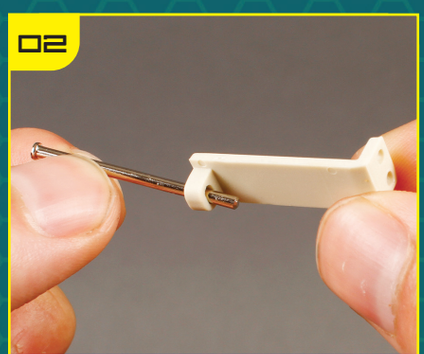
Left Right Left Right

01



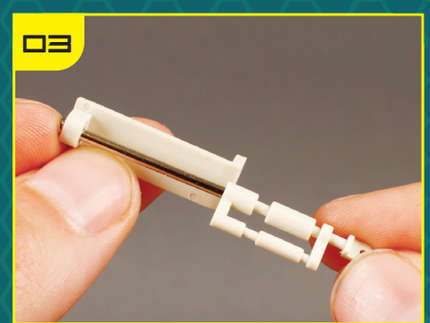
Take the ram, cylinder and mount for the left inner (short) hydraulic actuator.

02



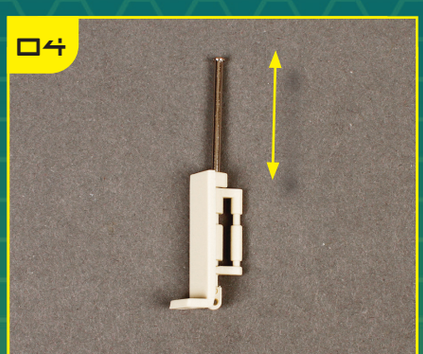
Insert the ram through the oval hole in the mount from the top, as shown.

03



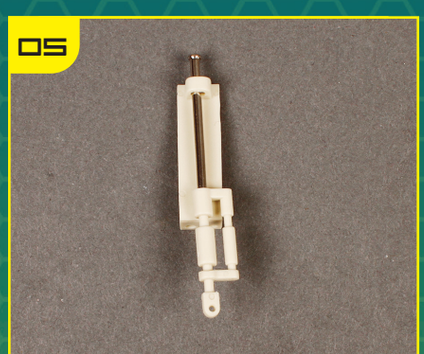
Push the end of the ram into the hole in the cylinder. It is a tight fit, but you can glue it for extra security.

04



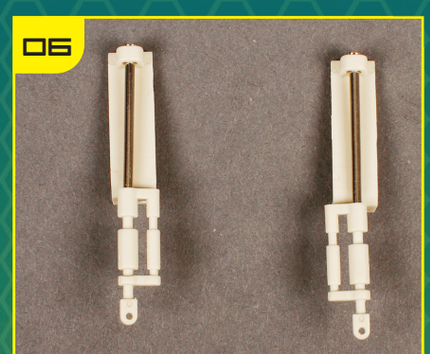
Check that the ram will go up and down in a straight line.

05



Repeat Steps 1-4 to assemble the right inner hydraulic actuator.

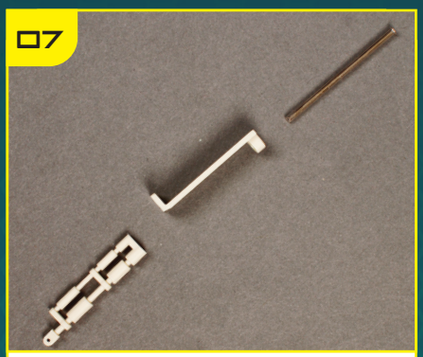
06



Align the pistons so that the assemblies are mirror images of each other.

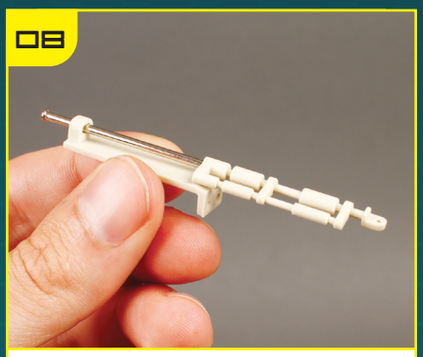
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07



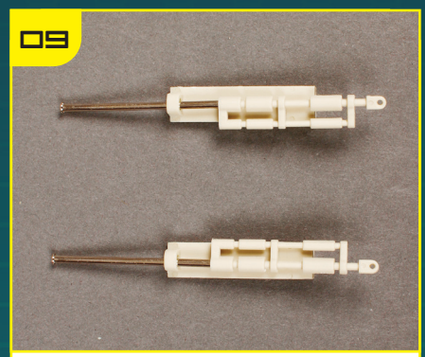
Take the ram, cylinder and mount for the left outer (long) hydraulic actuator.

08



Assemble the left outer actuator as in Steps 1-4.

09

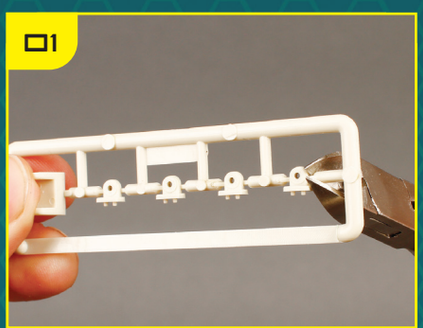


Repeat the process for the final actuator, the right outer.

FITTING THE PIVOTS

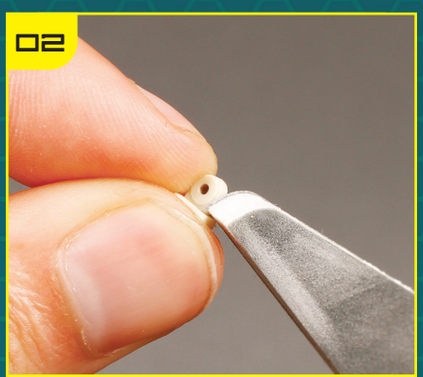
As with the actuator assembly, make sure you don't mix up the right- and left-handed actuators when you fit the pivots to the ends.

01



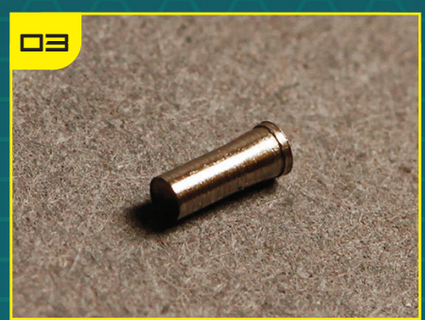
Carefully clip the four ram pivots off the sprue saved from Stage 38, leaving the ramp pivot in place.

02



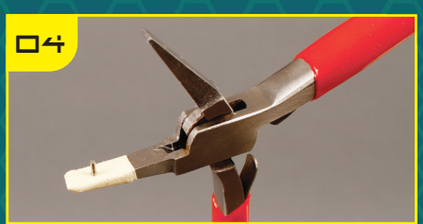
Trim off any molding flash.

03



The pivot pins are very small and easily lost. You may need a magnifying glass to see that one end has a small head on it.

04



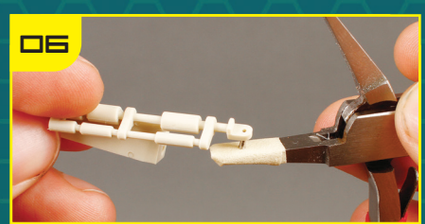
To make it easier to handle the pins, fold masking tape back on itself to make a double-sided sticky pad and attach it to a firm base that is easy to hold.

05



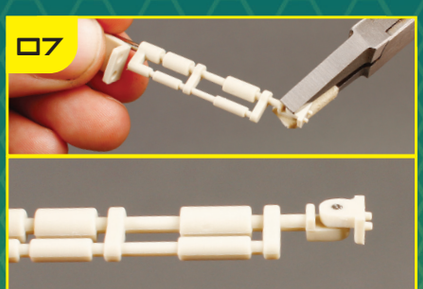
Stick the **head of the pin** to the tape so that the thinner end points up.

06



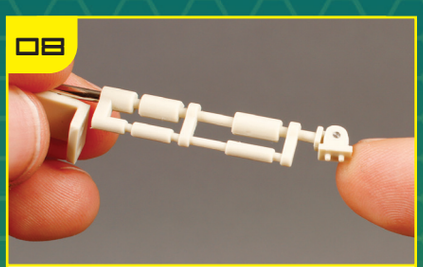
Fit the **outer side** of the pivot on the end of one of the hydraulic cylinders over the pin as shown, leaving the end of the pin projecting.

07

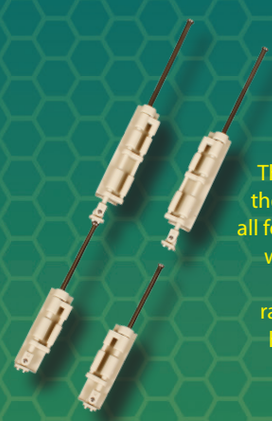


Fit the **inner side** of a ram pivot over the end of the pin and press it firmly home.

08



Check that the pivot moves freely. Repeat Steps 5-7 for the other three hydraulic actuators.



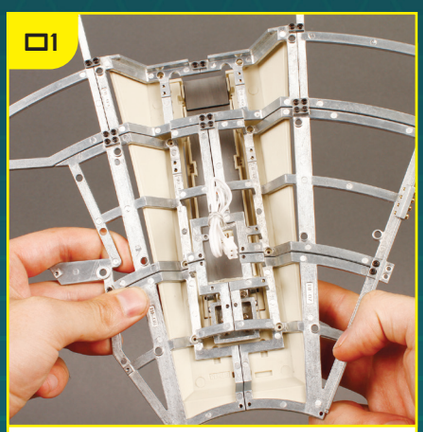
This completes the assembly of all four actuators, which you will attach to the ramp after you have installed the motor.

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ATTACHING THE RAMP

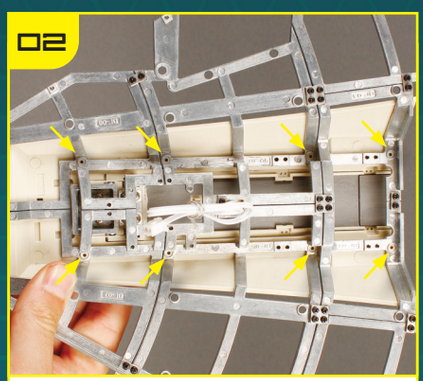
You can now fit the ramp to the subframe from Stage 38. After the motor is fitted (see Step 9, opposite), you will be unable to open the ramp until you connect up the power at a later stage – so check that the hinge and extension flap still operate smoothly once the ramp is in place.

01



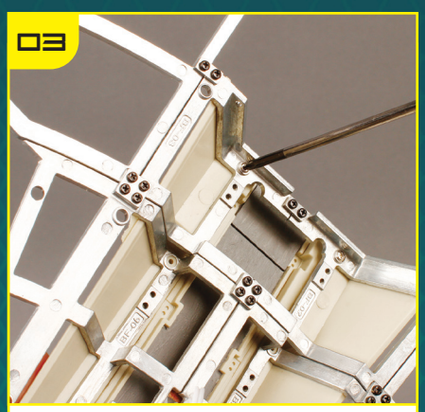
Fit the ramp assembly to the subframe.

02



Make sure that all eight mounting lugs on the hull panel go into the matching holes in the frames.

03

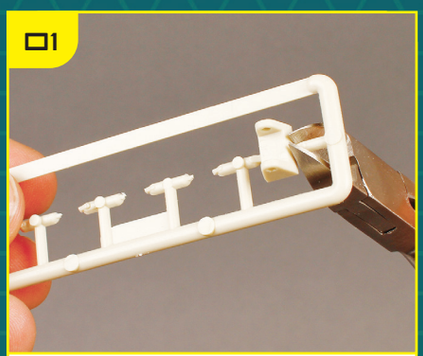


Use eight silver self-tapping screws to secure the panel to the framework.

INSTALLING THE RAMP MOTOR

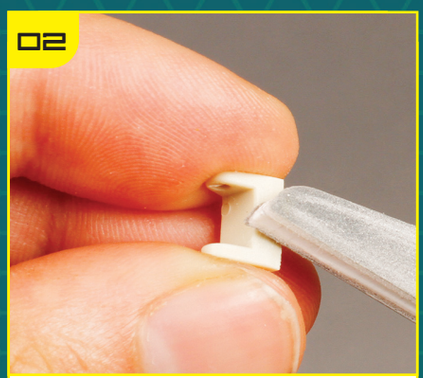
To fit the motor, first attach the end of the curved actuating arm to the ramp via the pivot that allows the arm to move as the ramp opens and closes. With this in place, you can screw the motor mount to the metal subframe. As the pivot is fiddly to position, you may wish to tape the ramp closed with masking tape, and practice a dry run of Steps 6 and 7 before using glue.

01



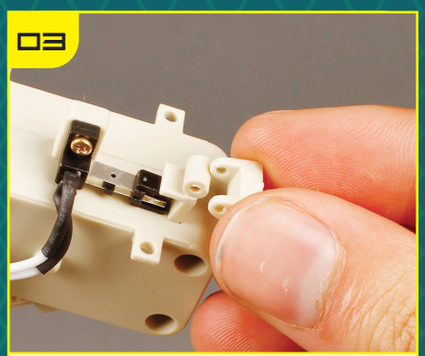
Carefully clip the ramp pivot off the end of the sprue.

02



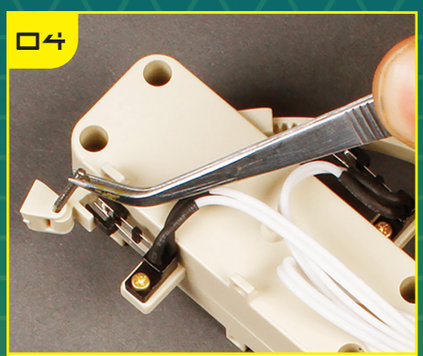
Trim off any molding flash.

03



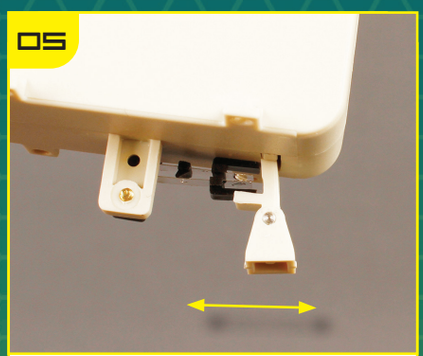
Fit the pivot over the short end of the operating arm, aligning the holes.

04



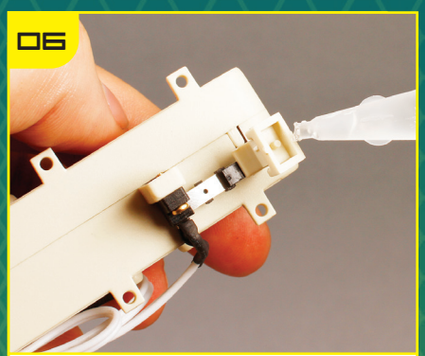
Insert the pivot pin through the pivot and arm, and push it firmly home.

05



Check that the pivot is free to swivel on the end of the operating arm.

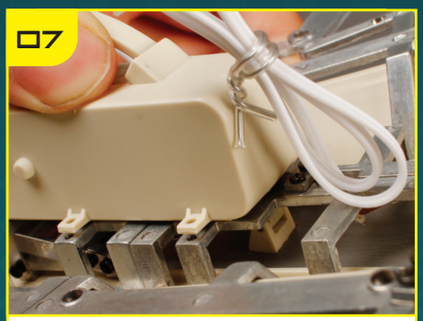
06



Apply a spot of glue to the pin on the underside of the pivot.

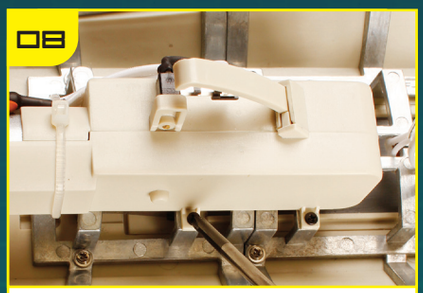
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07



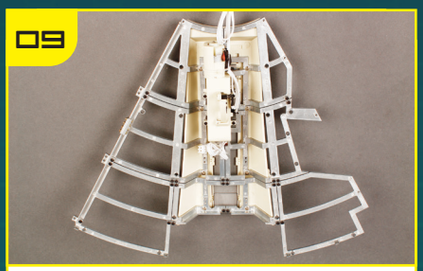
Press the pivot firmly into place in the matching socket on the ramp.

08



Align the four holes in the motor mount with the holes in the metal frame, and screw the motor in place.

09



Do not try to open the ramp, as you could easily damage the motor or pivot. You will fit the control circuit later, allowing you to test that it works.

FIXING THE HYDRAULIC ACTUATORS

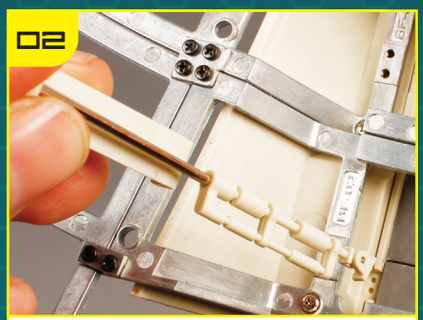
Fit the four hydraulic actuators to the sides of the ramp and the metal subframe. As this involves gluing the pivots in place, you may want to do a dry run to practice the assembly. You will also need eight frame-fixing screws.

01



Take the left outer actuator and extend the cylinder.

02



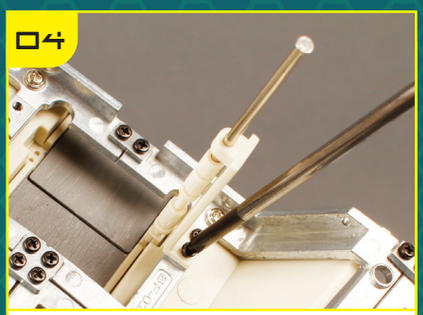
Align the cylinder with the ramp, making sure it is the right way round.

03



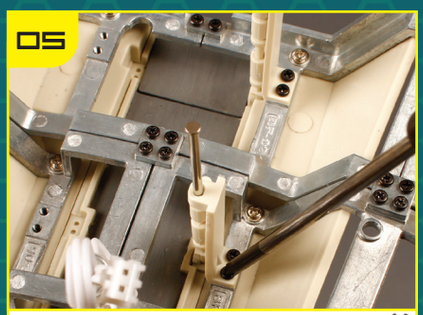
Apply a spot of glue to the two pins on the pivot, then press firmly into place in the matching sockets on the ramp.

04



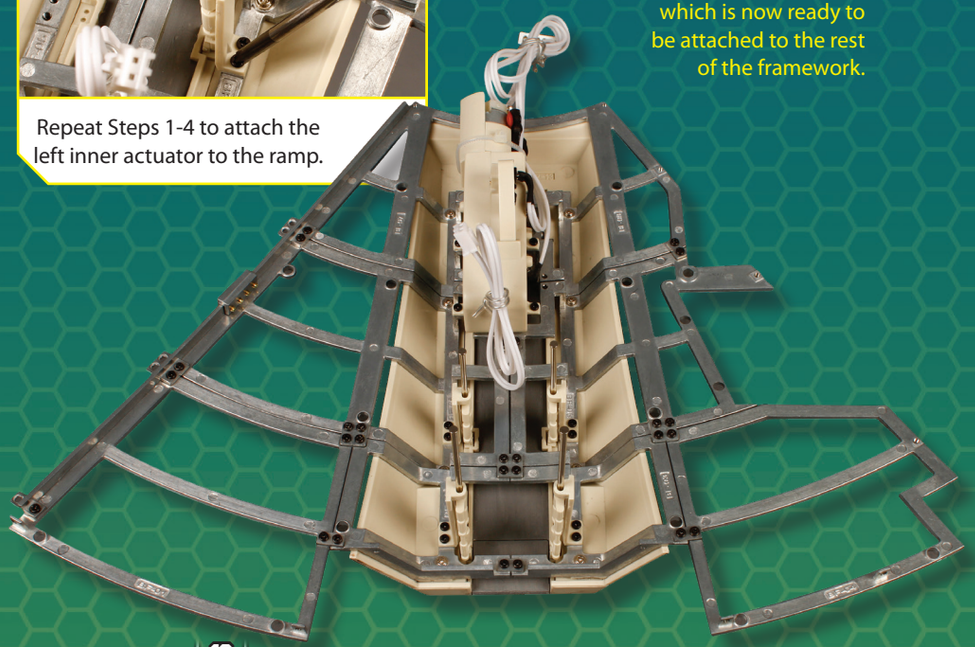
Screw the hydraulic actuator's mount to the two holes in the metal frame.

05

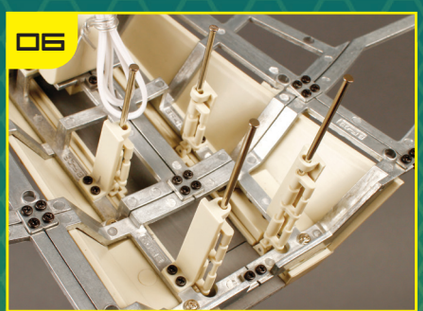


Repeat Steps 1-4 to attach the left inner actuator to the ramp.

That completes the assembly of the ramp and its subframe, which is now ready to be attached to the rest of the framework.



06



Mirror Steps 1-5 to attach both right actuators to the ramp.

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