41

STAR WARS MILLENNIUM FALCON

BUILD THE MODEL – EXPLORE THE GALAXY





ETA-2 ACTIS JEDI INTERCEPTOR

F219FSC041

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JEDI STARFIGHTER

ETA-2 *ACTIS*-CLASS INTERCEPTOR

Towards the end of the Clone Wars, the Jedi replaced their Delta-7 starfighters with the shorter, sleeker Eta-2 *Actis*-class interceptor. These newly designed starfighters shared design elements with their predecessors, and were later used as the basis of the Imperial TIE fighters.



Where the previous Jedi starfighter had an arrow-shaped forward section, the center of the ETA-2 *Actis* was completely open ahead of the cockpit. The distinctive fork-like shape helped to improve the sight lines over the diminutive interceptor's laser cannons.

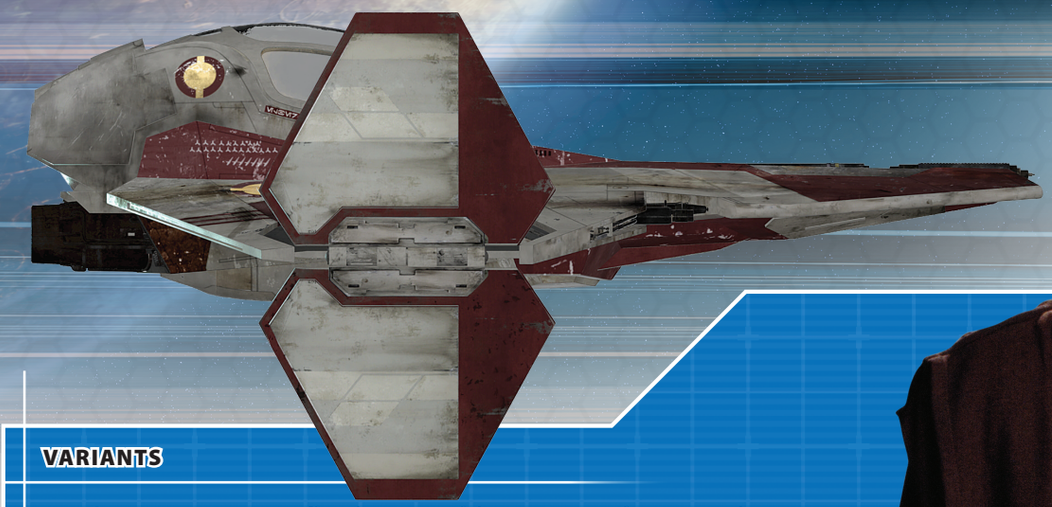
At just 5.47 m (approx. 18 ft) long, the Eta-2 *Actis* interceptor was over 2.5m (8 ft) shorter than the already diminutive Delta-7 *Aethersprite*, but its reduced size did not make it any less capable than the earlier Jedi starfighter. The new ship's shorter dimensions were achieved by simply removing much of the forward space-frame, leaving the front of the ship open ahead of the central cockpit window and the guns mounted on either side. Its weaponry – two dual laser cannons and two secondary ion cannons – meant that the Eta-2 was more heavily armed than the Delta-7. However, the smaller interceptor's very respectable firepower was slightly compromised by its limited power systems, which restricted its ability to fire continuously.

Room inside the cockpit of the Eta-2 was very limited, although one big change from the Delta-7 was the

ETA-2 ACTIS INTERCEPTOR TECHNICAL SPECIFICATIONS

MANUFACTURER	Kuat Systems Engineering (subsidiary of Kuat Drive Yards); Hyperdrive ring, TransGalMeg Industries Inc.
TYPE	Eta-2 Actis Interceptor; Syliure-45 hyperdrive module
LENGTH	5.47m (17 ft 11 in)
WIDTH	4.3m (14 ft 1in)
HEIGHT	2.5m (8 ft 2 in) with open wings
SPEED	15,000km/h (9,320 mph)
AFFILIATION	Republic
CREW	1 pilot and 1 astromech droid
WEAPONS	Two dual laser cannons and two secondary ion cannons
SHIELDS	None

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VARIANTS

Kuat Systems Engineering offered variants of the Eta-2 soon after its introduction, including a version equipped for extra maneuverability, and another with extra shielding. During the late stages of the Clone Wars, a variant appeared that had three thrusters, but no astromech socket. This version was mainly flown by clone pilots. The Eta-2 was one of the first starfighters used by the Imperial Navy, forming part of the security detail flying over Coruscant. Darth Vader also piloted a personal Eta-2 during some early missions for the Emperor.

installation of a full-size astromech socket instead of a truncated unit. This meant that unmodified astromech droids could be placed in the Eta-2. Like its predecessor, the Eta-2's small size meant that it could not accommodate an on-board hyperdrive unit, so, to travel long distances, pilots relied on a hyperdrive ring, developed by TransGalMeg Industries Inc. When docked, the Eta-2 was protected by shields on board the hyperdrive ring, giving the ship and its booster protection against collisions and enemies.

S-FOIL DESIGN

The Eta-2 had been designed alongside the V-wing and ARC-170 starfighters, and all three incorporated S-foils to radiate excess engine heat during combat, reducing the likelihood of damage to the ship. At times, the S-foils were opened during flight to reduce stress on the engines, and a similar design principle would later be carried through to the radiator panels of TIE fighters and other starfighters. (Although these were locked in static positions, unlike the Eta-2's foils, they essentially served the same purpose.)

The design of the S-foils did carry certain flaws, as this area of the hull was lightly armored, making it susceptible to laser fire and buzz droids. This was even more apparent with the Eta-2 interceptors that the Jedi flew – which were



Anakin Skywalker was the first Jedi pilot to receive a prototype of the Eta-2 *Actis*-class interceptor, the new starfighter created by Kuat Systems Engineering.



JEDI PILOTS

A normal starfighter's heavy sensor suite and automated flight instruments were unnecessary for pilots who possessed Force abilities. Eta-2s that were flown by the Jedi were usually stripped down to give them an even sharper performance than the standard design.

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THE BATTLE OF CORUSCANT

THE ATTACK ON THE *INVISIBLE HAND*

Racing back from the Outer Rim to rescue the kidnapped Supreme Chancellor Palpatine from General Grievous, Obi-Wan Kenobi and Anakin Skywalker scrambled to their Eta-2 interceptors, and led the Republic's aerial forces over Coruscant. Heavy instruments, sensors and shields were unnecessary, as the Eta-2 was suited to the Force-assisted tactical abilities of the Jedi, who fought off heavy opposition, including buzz droids. Reaching Grievous' flagship, the *Invisible Hand*, they were able to land in the enemy docking bay before engaging in a lightsaber duel with Count Dooku, who died at Anakin's hand. Meanwhile, Grievous fled the battle-torn cruiser in an escape pod, launching all of the rest so that nobody else could flee from the ship as it crashed into Coruscant.



As the Battle of Coruscant began, Obi-Wan and Anakin flew their Eta-2s towards Grievous's flagship, which was protected by hundreds of swarming Vulture fighters and tri-fighters.



The light armor of the Eta-2 made them susceptible to buzz droids, and the fact that Anakin and Obi-Wan flew without flight suits made them vulnerable to loss of cockpit pressure.

generally stripped-down versions of the original design. While their lighter starfighters gave a faster performance in almost all situations, the Jedi tactic of leading from the front led to many of them being killed in action throughout the Clone Wars.

In a brave example designed to inspire their clone pilots, Anakin Skywalker and Obi-Wan even flew their interceptors without flight suits. Lacking this protection, even a small breach in the sealed canopy, or the need to eject into space, would lead to certain death.

PERSONAL IDENTIFICATION

Most Jedi pilots, including Obi-Wan Kenobi, flew their Eta-2 interceptors in the factory standard colors, which were red or blue over a white undercoat. But as with the Delta-7 starfighters, some Jedi pilots (Anakin Skywalker among them) chose their own, more unorthodox paint schemes. His was the first to be painted with a bright yellow color against a metallic undercoat.

It was widely assumed that Anakin had picked this color as a tribute to the pod racer that led to his freedom from slavery, but others thought that the color was chosen to draw attention to himself during battle. Other Jedi had their own custom color schemes, too – Saesee Tiin's interceptor was green, while Mace Windu's had purple coloring.

BEHIND THE SCENES

PAINT JOBS

Revenge of the Sith, the third and final chapter of the prequels, opens with a spectacular shot of an epic aerial conflict, through which two Eta-2 interceptors are flying. Their design was one of several aspects of the film that set out to bridge the gap between the prequels and the original trilogy. The Eta-2 is intended to foreshadow the TIE fighters from *A New Hope*, so its designers included the segmented cockpit window of the TIE fighter, as well as the bent-wing formation of Vader's TIE prototype. The art department in Sydney built only one full-sized Eta-2, which was repainted yellow and red for Anakin and Obi-Wan, then finally green for when Anakin travels to Mustafar. For close-ups, a separate cockpit was made and redressed for each character, with Ewan McGregor and Hayden Christensen taking turns to perform Obi-Wan and Anakin's lines.

The ETA-7 cockpit, painted green, set up for blue screen filming, with R2-D2 already in place.



MF_41_2ED_SFF_US.indd 3 21/12/2023 07:41

THE YT-1300 FUEL SYSTEM

When Luke Skywalker and his fellow refugees from the Empire first saw the *Millennium Falcon* in Mos Eisley's Docking Bay 94, she was still connected to a fuel hose. The ship needed to be refueled about once a month in normal operation, and many of the landing spots that her captain used did not have suitable facilities.



Refueling the Corellian Engineering Corporation YT-1300 is such a dangerous affair that fuel droids are generally used to reduce the risk of an explosion.

There are many types of starship fuel – the list includes anthracite, hypermatter, and Peragium, to name just a few. Usually, fuel is graded for different purposes, with shipping-grade being of lower quality, and cheaper to boot. Unusually, the Corellian Engineering Corporation decided to use a form of liquid metal to fuel its YT-1300 freighters. But although this gave the ship a valuable energy boost, the fact that it is also explosive very nearly led to the scuttling of the project when it had hardly begun.

VOLATILE FUEL

When you're in the business of hauling tonnes of cargo from one point in the galaxy to the next, every credit in your overheads bill counts against the competition's quote for the same job. The designers of the YT-1300 line of freighters understood this, and decided to ignore the fuel's reputation for being as volatile as it was efficient, prompting much discussion among industry experts and in the trade press. The discussion soon spread to the mainstream media, where the company almost had a public-relations disaster on its hands until it rolled out its first YT-1300 models safely.

INDUSTRIAL ACCIDENT

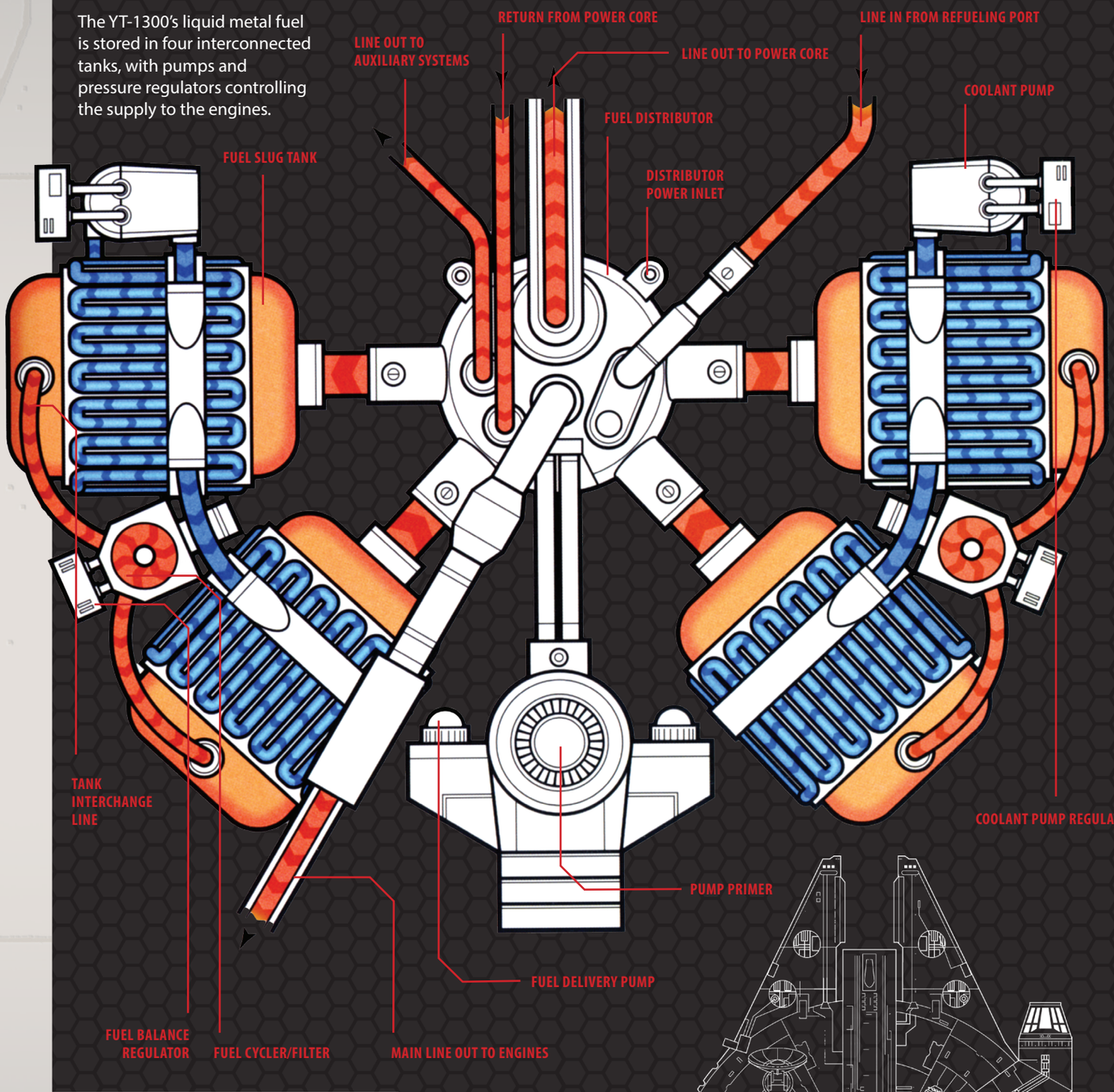
Fortunately, CEC had managed to hush up an incident that could have stopped the project in its track. This involved the YT-1300 that later became the *Millennium Falcon*. Before she even left the assembly line, freighter YT 492727ZED fired hot while undergoing tests, and rocketed out of the facility on autopilot. Although no sentients (human or alien) were injured in the incident, it did lead to the damage of a handful of YT-1300 sister ships, as well as the destruction of two fuel droids who collided in the confusion.

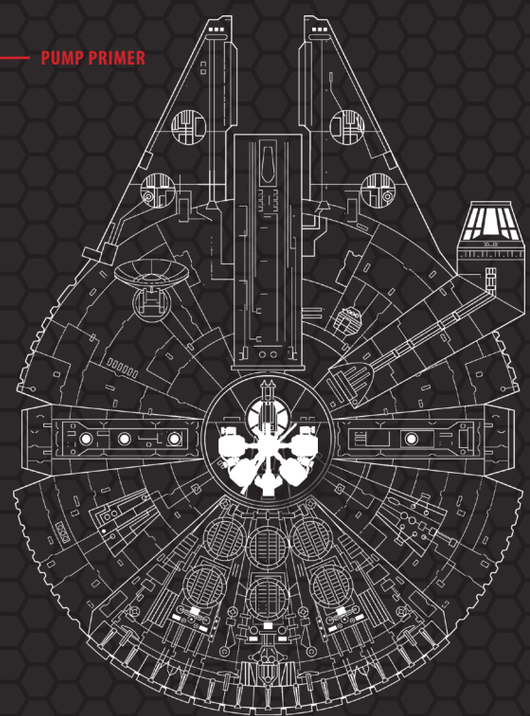
The corporation immediately launched an internal investigation, which discovered that at the time she fired hot, the ship was in the test area for zero-gravity attitude jets and braking thrusters, in CEC's orbital facility. The inquiry put the blame on a computer glitch, which appeared to have caused a fuel droid to pump far too much explosive liquid metal fuel into the ship's fuel slug tanks while she was still under construction.

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FUEL STORAGE AND DISTRIBUTION

The YT-1300's liquid metal fuel is stored in four interconnected tanks, with pumps and pressure regulators controlling the supply to the engines.



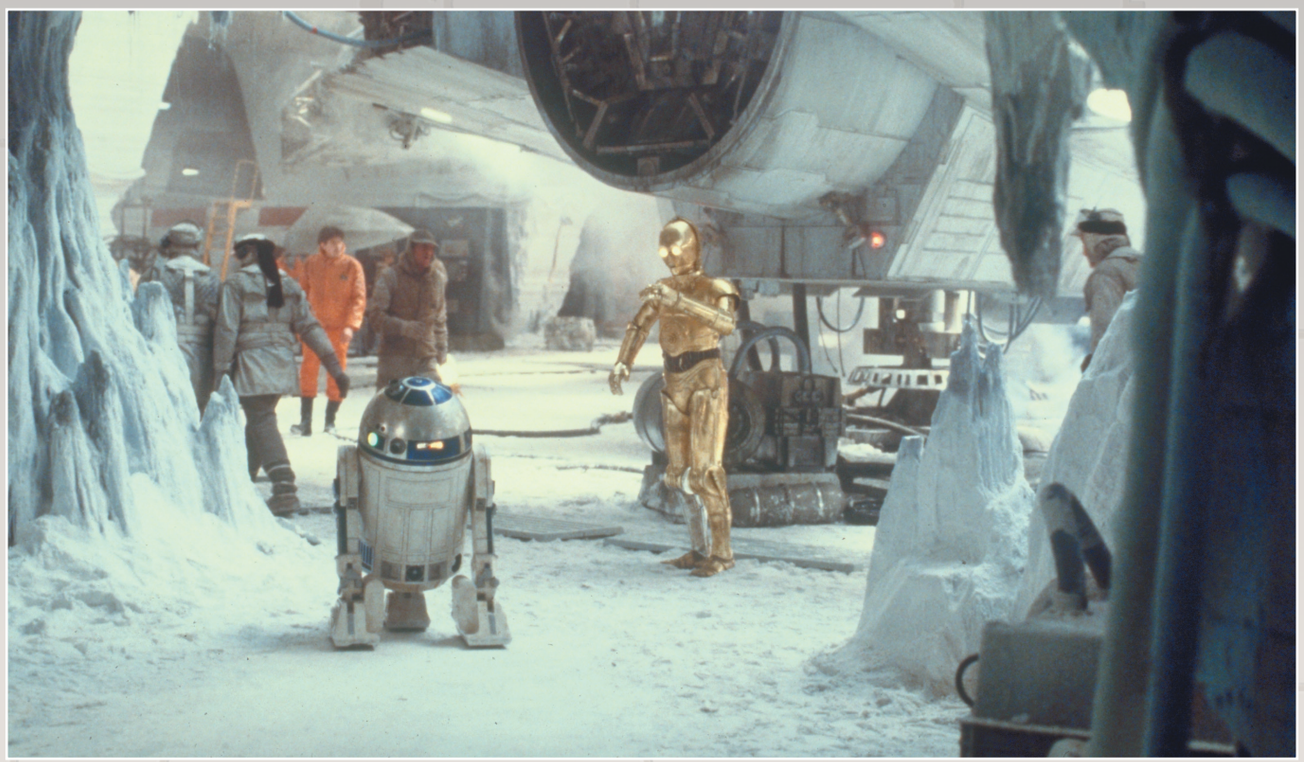


The cluster of tanks and associated systems is located at the center of the ship, where it is well shielded and protected from damage. CEC insists that only authorized engineers should service this sensitive equipment.

Further investigation was not possible, as the droid responsible for the fuel delivery had been destroyed in the resulting collision. However, an external investigation found that the ship's navigational computer reacted 'evasively' to new and unexpected obstacles in the test area.

The incident drew attention to the

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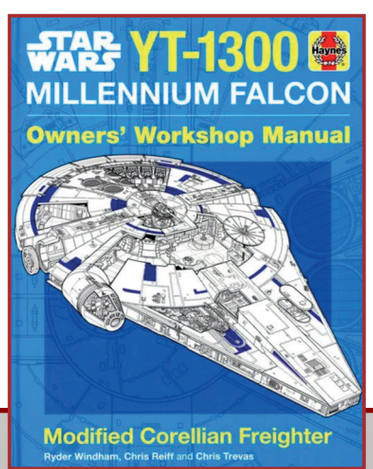


BEHIND THE SCENES

NUCLEAR POWER

While *Star Wars* lore does not explain the exact working of the *Falcon*'s engines, liquid metal does have a history of being used as a fuel. Low-melting-point metals have been in use as a coolant since the early days of nuclear reactor technology, and liquid metal was first proposed as a fuel as early as 1941. The concept was that the fluid would be used both as a coolant, and part of the reaction process. A working liquid metal fuel reactor was developed in 1947, using uranium dissolved in bismuth, a metal that melts at 271.5°C.

Many of the Falcon's internal systems (including its fuel source) are described in the *YT-1300 Millennium Falcon Owner's Workshop Manual*, published in 2018.



potential for disaster. The YT-1300's fuel system is a veritable maze of tanks, pipes, and support systems that only an authorized dealer is qualified to service. One mistake in this vital system can lead to total annihilation of the starship and all on board. For this reason, the liquid metal fuel is usually delivered by fuel droids who maneuver their storage tanks to the point at the center of the ship where the designers placed four interconnected fuel slug tanks. The fuel can only be pumped aboard from beneath when the ship is powered down. Powering up during refueling can lead to explosions.

REFUELLING OPERATIONS

The *Millennium Falcon* needs to refuel about once a month depending on its operations. Liquid metal fuel comes aboard via a line in from the refueling port. The line in delivers the liquid metal fuel to the ship's fuel distributor. The fuel distributor shunts the liquid metal to the four fuel slug tanks.

The fuel slug tanks are connected in pairs, both of which are shielded against the radioactive metal, and connected to a coolant pump and a coolant pump regulator to ensure the liquid metal fuel is kept in the right conditions before it is used. Should the coolant pump or its regulator fail, the ship could be destroyed in an explosion.

It was usually necessary to refuel the *Millennium Falcon* whenever she landed in a suitable facility, including the rebels' temporary base on Hoth.

Each pair of tanks is also connected to a fuel cycler/filter, the function of which is to remove any impurities from the liquid metal fuel before it is used by the ship. From the fuel cycler/filter, it goes to a fuel balance regulator, which ensures that the mix of the liquid metal fuel is just right before the ship uses it.

All four fuel slug tanks are individually connected to a central fuel distributor, the job of which is to allot liquid metal fuel to all the ship's systems via a single line out to the ship's power core. The fuel distributor is mounted forward of the fuel tanks, so the main line from it has to be routed back to the engines which are aft of the fuel system. A smaller bore return feed sends unused fuel back to the fuel distributor, from which there is also a line out to the auxiliary systems that will power up in the event of a catastrophic failure of the ship's main engines.

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YOUR NEXT PARTS

Assemble the dorsal gunner's controls and complete the turret well that fits under the turret on the upper half of the hull

In addition to the parts you need for this stage, you have received another section of plating for the underside of the hull, plus two of the cover plates that conceal the wells into which the landing legs, and the magnets that retain them, fit. Keep all these components until later on.

COMPONENTS CHECKLIST

1. Dorsal turret ring
2. Dorsal turret well left
3. Dorsal turret well right
4. Turret well light LED
5. Instrument sticker (left lower)
6. Instrument sticker (left upper)
7. Instrument sticker (right lower)
8. Instrument sticker (right upper)
9. Magnets (x 4)
10. Steel pins (x 4)
11. Landing leg cover plate (port forward)
12. Landing leg cover plate (center forward)
13. Hull plating BP-15

WHERE THE PARTS FIT

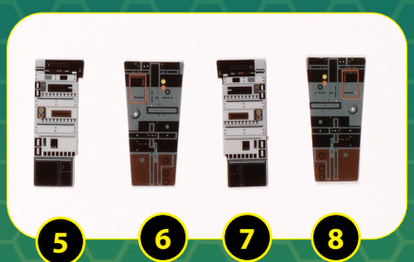
TURRET ASSEMBLY

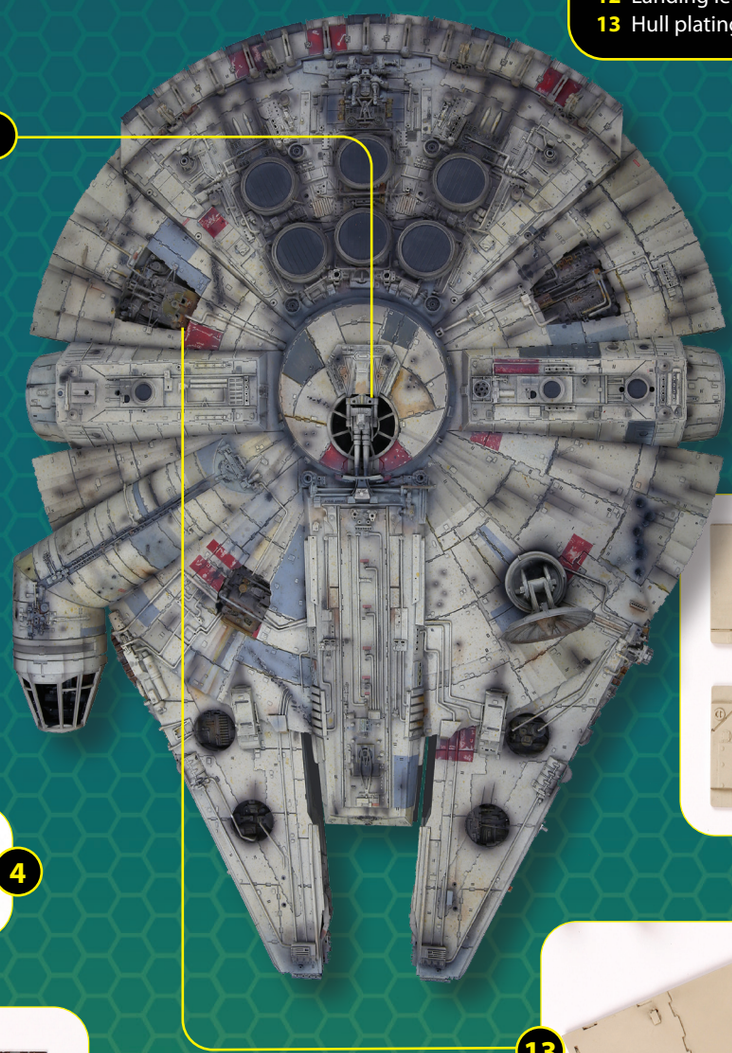


LIGHTING



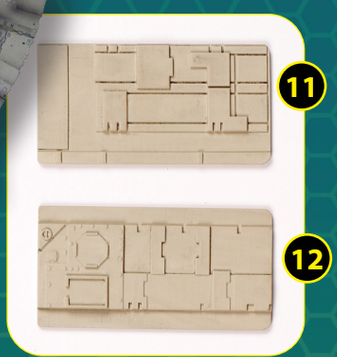
INTERNAL DETAILS







HULL PLATING



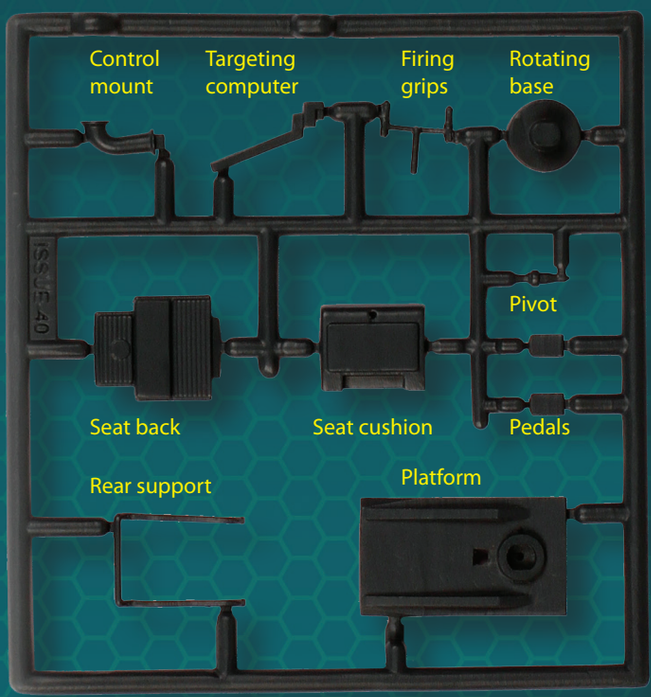


Parts 11, 12 and 13 are for the **underside** of the hull.

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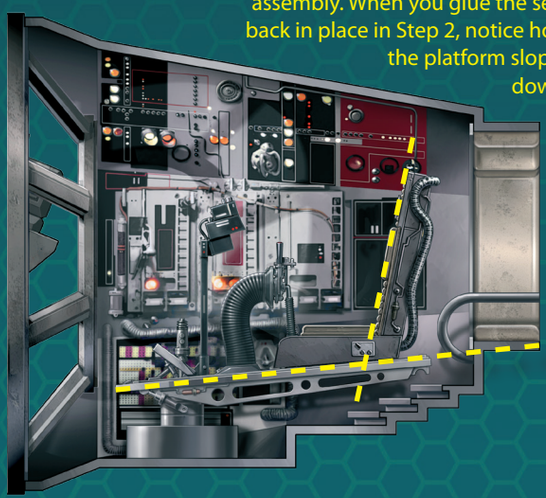
ASSEMBLING THE CONTROL PLATFORM

The gunner's seat and controls were all supplied on the sprue that came with Issue 40, as shown below.

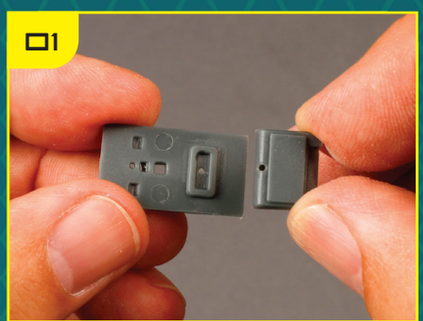


Take the sprue and make sure you can identify all the parts shown on the left. Some of these are extremely small, so be very careful not to damage them when you cut them off the sprue. You may find it easier to cut up the sprue itself to give you easier access, and only remove the parts as you need them. You will also need to be careful when trimming off any unwanted flash from the moldings.

Use this illustration as a guide to the assembly. When you glue the seat back in place in Step 2, notice how the platform slopes down.



01



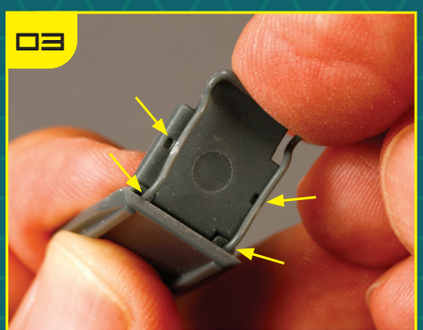
Glue the seat cushion to the rectangular mount on the platform, noting which way round it goes.

02



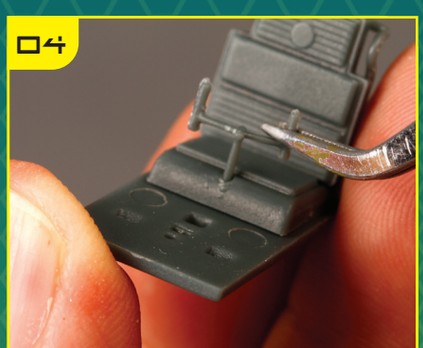
Glue the seat back to the rear of the cushion, checking the angle against the illustration above right.

03



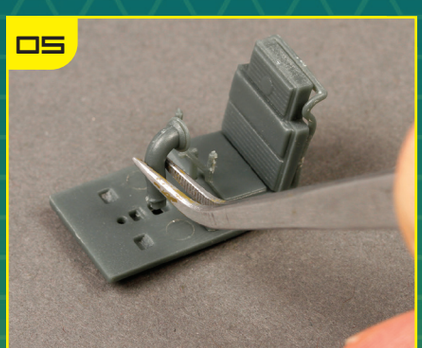
Glue the rear support to the two holes in the seat back and the two holes in the cushion (arrowed).

04



Glue the firing grips to the hole in the front of the seat...

05



... and glue the control mount in front, making sure that they fit together.

06



Glue the targeting computer in front of the control mount.

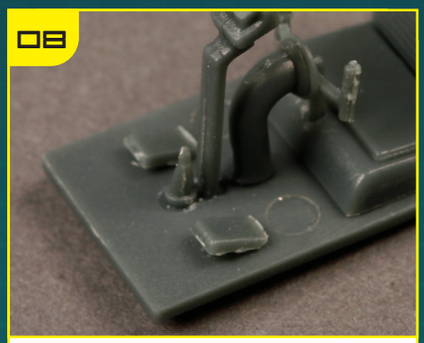
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07



Glue the pivot in front of the targeting computer.

08



Glue a pedal on each side of the pivot.

09



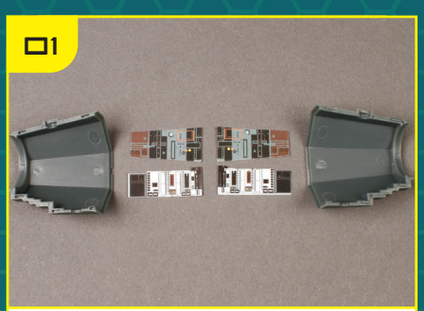
Glue the rotating base to the round hole under the platform.

The finished gun control platform should look like this.

ASSEMBLING THE TURRET WELL

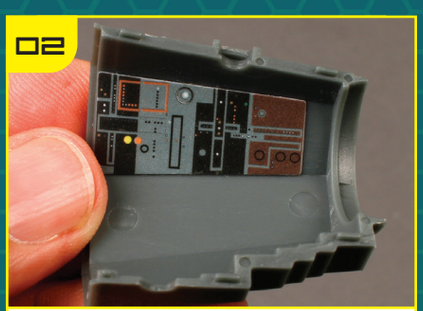
The turret comes in three parts, with stickers for the instruments, and its own LED for lighting. You may want to practice a dry run of Steps 6-11 before applying glue.

01



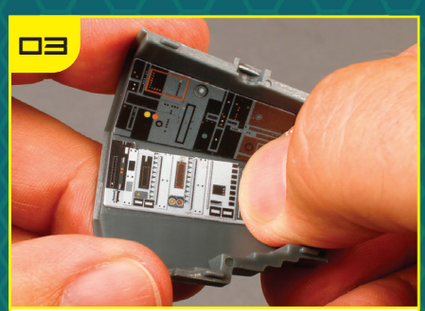
Take each sticker in turn and carefully peel the protective paper off the adhesive back

02



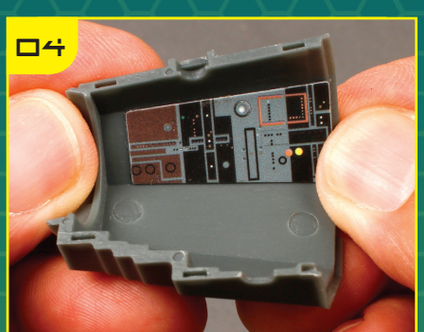
This panel goes here, on the right half of the turret well. Align the front edge with the molding carefully.

03



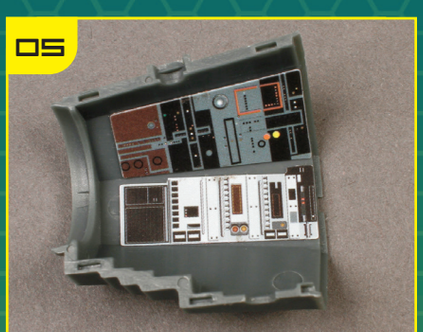
This panel fits here, on the right half of the turret well. Align the front edge with the molding carefully.

04



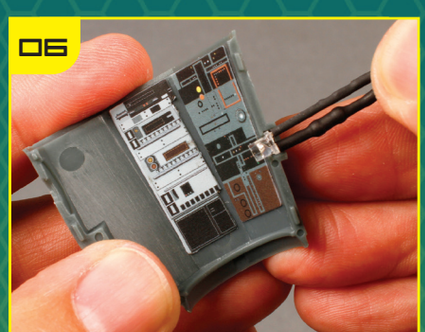
The third panel goes here, on the left half of the turret well.

05



Fit the final panel here, on the left half of the turret well.

06

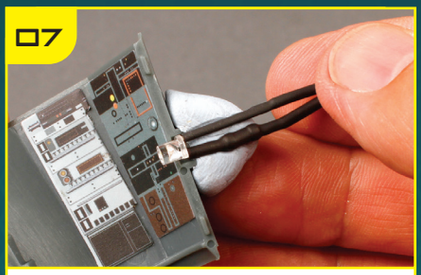


Take the LED and fit it into the socket in the right half of the turret well.

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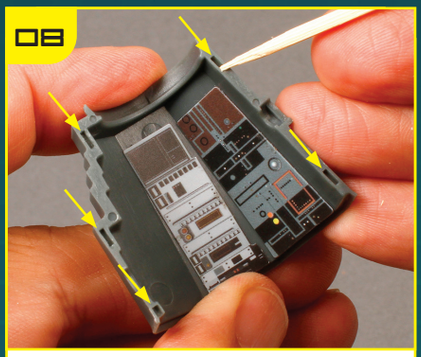
STAGE 41 ASSEMBLY

07



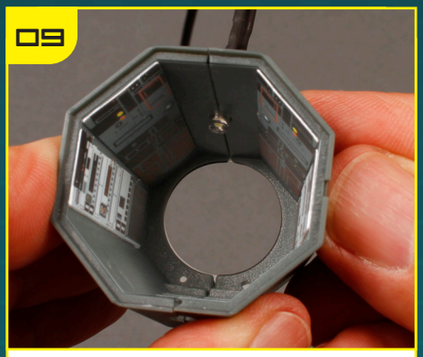
Make sure that the two wires lie flat in the slot and that the flange on the LED is located in the socket. Use modeling putty to hold the wires for the next steps.

08



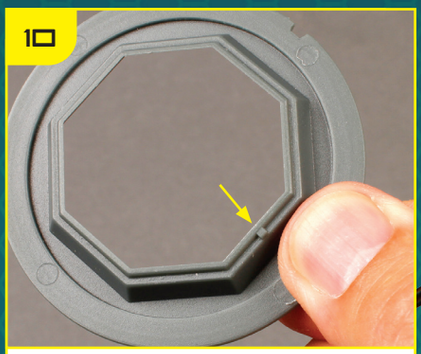
Apply a little glue to the five sockets arrowed.

09



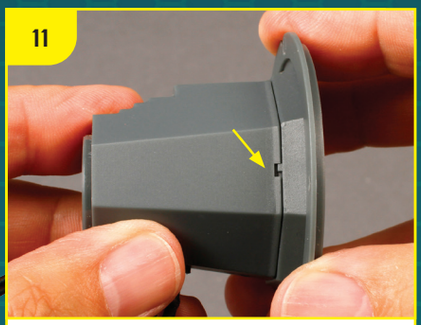
Fit the two halves together, making sure the LED stays in place.

10



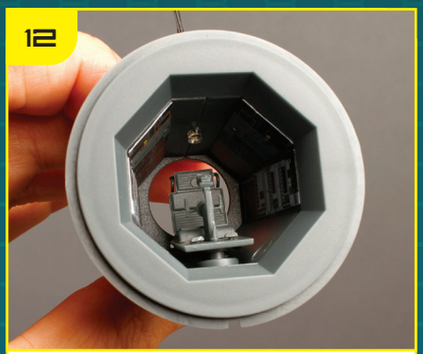
Take the turret ring and identify this locating tab, arrowed.

11



Apply a little glue to the flange on the ring and fit it to the turret well so the tab fits into this socket, arrowed.

12

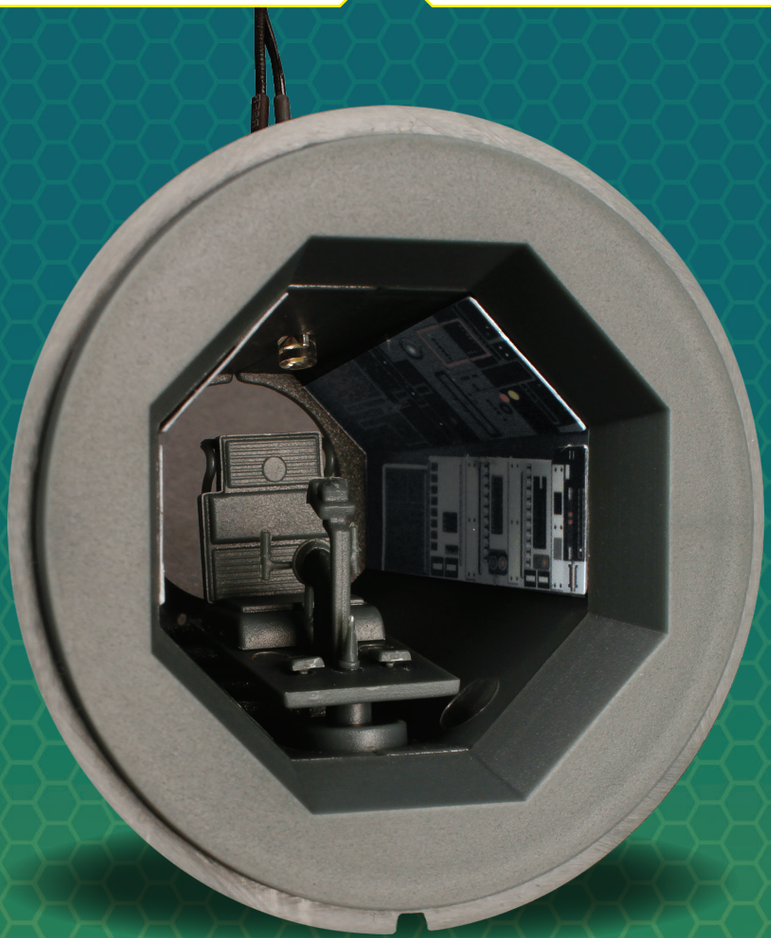


Take the assembled control platform and fit the rotating base in place, as shown.

13



Fix the control platform in place with a flanged self-tapping screw.



That completes the assembly of the gun well. It will be installed in the model at a later stage, together with the access tube and ladder that links it to the access tunnel you completed in Stage 26.

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