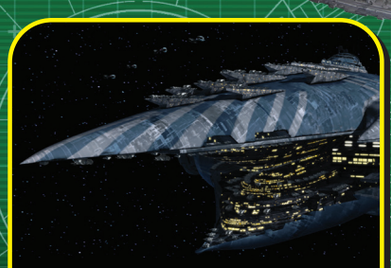
STAR WARS MILLENNIUM FALCON

BUILD THE MODEL – EXPLORE THE GALAXY





GENERAL GRIEVOUS'S *MALEVOLENCE*

F219FSC043

FANHOME

DeAgostini COLLECTIBLES

Disney · LUCASFILM
© & ™ 2024 LUCASFILM LTD.

STAR WARS MILLENNIUM FALCON

USA Published by De Agostini
Publishing USA, Inc.
299 Park Avenue, New York,
New York 10171

UK Published by De Agostini UK Ltd
c/o Royds Withy King, 69 Carter Lane,
London EC4V 5EQ

DE, AT, NL, PL, CZ, SK, LT, SE
Published by De Agostini Publishing, S.p.A, Via G. da Verrazano 15,
28100 Novara, Italy

GREECE
Εισαγωγέας: De Agostini Publishing S.p.A.
Via G. Da Verrazzano 15,
28100 Novara, Ιταλία

Συμβουλευτικές Υπηρεσίες και Επίβλεψη της Ελληνικής Έκδοσης: BEST FLOWPACKS INTERNATIONAL LTD.

All Rights Reserved.

Printed in Italy

ISSN: 2976-6990 (Print)
ISBN EE Countries: 979-12-209-0809-2

© & ™ 2024 LUCASFILM LTD.

Pictures and © & TM 2024 LUCASFILM LTD.
The price of this issue includes the magazine and the attached assembly parts.

TO OUR READERS
The publisher reserves the right to modify any components as required during the course of the collection. Not suitable for children under the age of 14 (12 for USA). This product is not a toy and is not designed or intended for use in play. The model is complete in 100 issues.

CUSTOMER SERVICES
USA
email: support@usa.fanhome.com
UNITED KINGDOM
email: support@uk.fanhome.com
DEUTSCHLAND
email: support@de.fanhome.com
AUSTRIA
email: support@at.fanhome.com
NETHERLANDS
email: support@nl.fanhome.com
POLAND
Kontakt z biurem obsługi klienta:
tel: 22 307 64 59
e-mail: bok@deagostini.pl
CZECH REPUBLIC
Kontakt na zákaznické centrum ČR:
tel: 246 017 120
e-mail: zakaznicke.centrum@deagostini.cz
SLOVAKIA
Kontakt na zákaznické centrum SR:
tel: 0220 839 090
e-mail: zakaznicke.centrum@deagostini.sk
GREECE
customer.service@deagostini.gr
tel: 211 198 59 55

WARNING
Any reproduction, even partial, of the contents of the magazine is prohibited without permission from the Publisher. The assembly parts and the magazine that accompanies it are strictly for private use, and within the family, in accordance with Article L122–5 10 of the Code of Intellectual Property. Any reproduction other than that provided for in Article L122–5 20 of the Intellectual Property Code is prohibited. The magazine and/or elements of the collection may not be distributed, loaned, resold, rented or exploited for commercial purposes.

ITALY
Pubblicazione periodica edita da De Agostini Publishing S.p.A.
Uscita n. 43 del 13/08/2025
Pubblicazione periodica quattordicinale
Registrazione presso il Tribunale di Novara n. 755 del 23/01/2024
Iscrizione al ROC n.21243 del 21/6/2011
Direttore Responsabile: Pietro Boroli
De Agostini Publishing S.p.A.
via G. Da Verrazzano 15 - 28100 Novara
Redazione: via G. Pepe 44 - 20159 Milano
Stampa: Rotomail S.p.A., Vignate (MI)

Data di prima pubblicazione: 03/01/2024

Poste Italiane S.p.A. Spedizione in abbonamento postale DL 353/2003 (conv. in L. 27/02/2004 n. 46) art. 1, comma 1, CNS Novara).

L'Editore si riserva il diritto di variare la sequenza delle uscite della collezione e/o i prodotti allegati. Forme e colori possono variare rispetto a quelli raffigurati.

La tua collezione si compone di 100 numeri.
Prezzo primo numero € 0,45 anziché € 17,99.
Prezzo secondo numero € 4,49 anziché € 12,99.
Prezzo numeri successivi € 13,40. Salvo variazione delle aliquote fiscali. L'Editore si riserva la facoltà di modificare il prezzo delle uscite in caso di significativi aumenti del costo delle materie prime, dei trasporti, del tasso di inflazione e dei tassi di interesse applicabili a livello nazionale.

SCOPRI DI PIÙ SULLE COLLEZIONI DE AGOSTINI E ATTIVA IL TUO ABBONAMENTO SU: deagostini.com

Per informazioni e assistenza contatta il SERVIZIO CLIENTI al numero 199 120 120* Il numero è attivo dalle 8.00 alle 18.00 dal lunedì al venerdì
Se ti serve aiuto per il montaggio, contatta il nostro numero di assistenza al montaggio: 338-3002881**. Il numero è attivo ogni giovedì dalle 16 alle 18.
* Costo massimo della chiamata da rete fissa 0,1449 euro al minuto, IVA inclusa, senza scatto alla risposta. Da rete mobile costo dipendente dall'operatore utilizzato.
** La telefonata non prevede costi aggiuntivi rispetto a quanto previsto dal proprio piano tariffario di rete fissa o mobile.

GREECE
Η σειρά αποτελείται από 100 τεύχη.
Τιμή γνωριμίας 1ου τεύχους: 1€
Ειδική Τιμή 2ου τεύχους: 4,99€
Τιμή 3ου τεύχους και των επόμενων τευχών: 13,89€
Με την επιφύλαξη μεταβολών στους φορολογικούς συντελεστές.
Ο εκδότης διατηρεί το δικαίωμα να μεταβάλει την τιμή των εκδόσεων που βγαίνουν στην κυκλοφορία στην περίπτωση που υπάρξει σημαντική αύξηση του κόστους των πρώτων υλών, της μεταφοράς, του ποσοστού πληθωρισμού και των επιτοκίων που ισχύουν σε εθνικό επίπεδο.

FANHOME

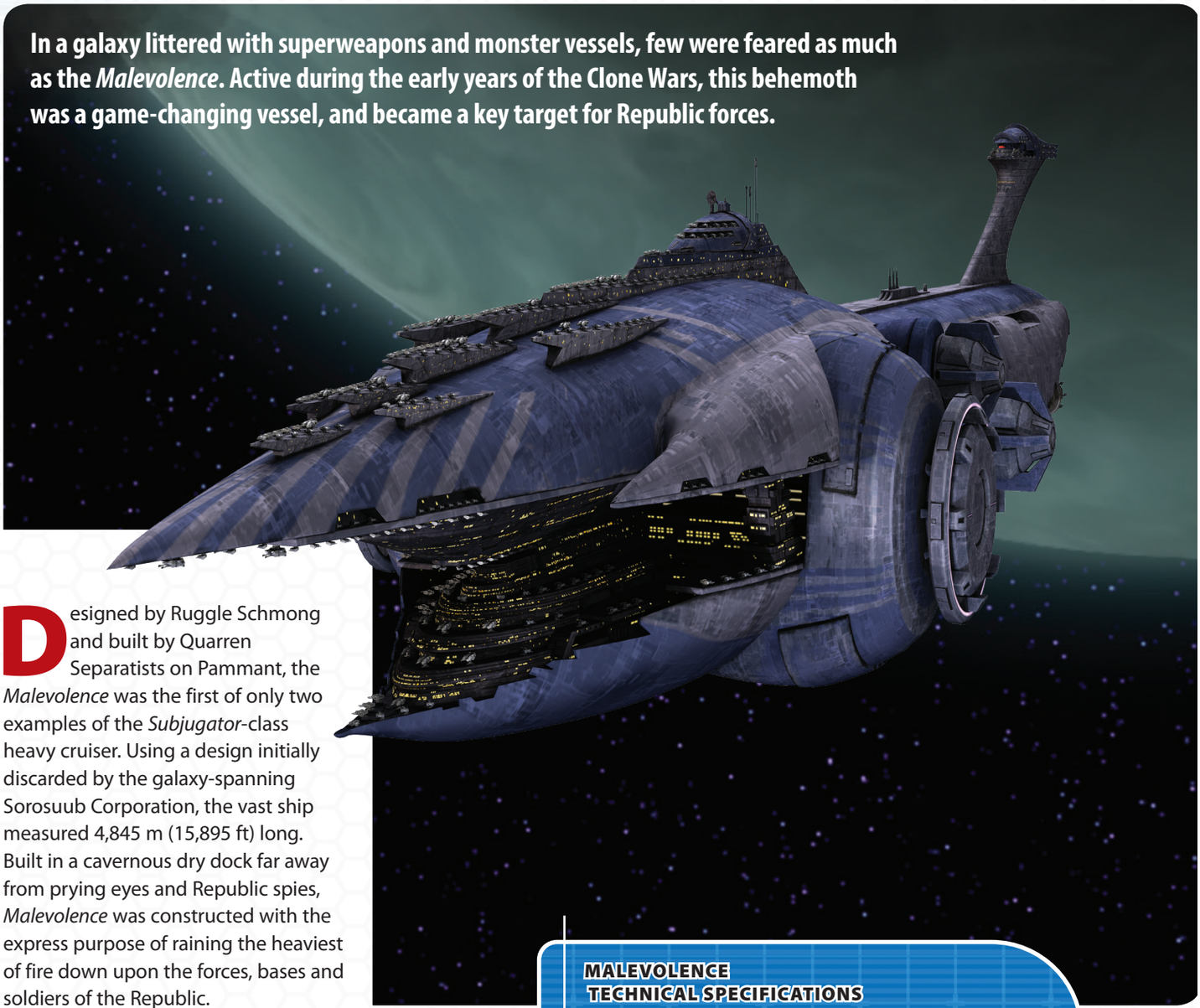
More information at
fanhome.com deagostini.com

DeAgostini COLLECTIBLES

GENERAL GRIEVOUS'S FLAGSHIP

HEAVY CRUISER MALEVOLENCE

In a galaxy littered with superweapons and monster vessels, few were feared as much as the *Malevolence*. Active during the early years of the Clone Wars, this behemoth was a game-changing vessel, and became a key target for Republic forces.



Designed by Ruggle Schmong and built by Quarren Separatists on Pammant, the *Malevolence* was the first of only two examples of the *Subjugator*-class heavy cruiser. Using a design initially discarded by the galaxy-spanning Sorosuub Corporation, the vast ship measured 4,845 m (15,895 ft) long. Built in a cavernous dry dock far away from prying eyes and Republic spies, *Malevolence* was constructed with the express purpose of raining the heaviest of fire down upon the forces, bases and soldiers of the Republic.

The new vessel was quickly installed as the flagship of General Grievous. A terrifying sight for any starship commander who strayed too close, she was longer than four *Venator*-class Star Destroyers. With the powerful ion cannons mounted on both port and starboard sides of the vessel, you had a ship worthy of being feared.

At nearly 5km long, the mighty *Malevolence* was longer than four *Venator*-class Star Destroyers. Both sides of the hull carried massive ion cannons, capable of disabling enemy ships, and the hull bristled with hundreds of lighter turbolasers and other weapons.

MALEVOLENCE TECHNICAL SPECIFICATIONS

MODEL	*Subjugator*-class heavy cruiser
LENGTH	4,845 m (15,895 ft)
ARMAMENT	Twin ion pulse cannons x 2
	Twin turbolaser batteries x 500
	Tractor beam batteries x 2
	Point-defense light laser cannon batteries x 5
CREW	900 (battle droids)

MF_43_2ED_SFF_US.indd 1 21/12/2023 11:27

STARSHIP FACT FILE



INTERNAL SYSTEMS

So vast was the *Malevolence* that this near 5km-long ship had a full internal rail jet to transport crew, ammunition and cargo along the enormous craft. She was powered by 16 hefty sublight engines, while her hyperdrive was one of the most powerful ever built, and could propel the *Malevolence* around the galaxy at great speeds. When her commander preferred to capture an enemy rather than destroy it, the cruiser's dual tractor beam system had the capacity to pull the largest starships towards the ship and into one of the docking bays inside.

PRIMARY WEAPONS

This pair of twin ion cannons were the most important of the *Malevolence*'s offensive weapons. The energy wave produced when they fired expanded over distance, disabling enemy ships on impact. The 500 turbolasers mounted on the *Malevolence*'s hull were then free to pick off the stricken prey.

The ion cannons required a lot of power, but any surplus energy stored within the ship's vast hull had to be regularly vented, and it was this that fed the ion cannons. A secondary power plant inside the ship captured waste heat or any byproducts created by the propulsion of the vessel, and filtered it through to the cannons.

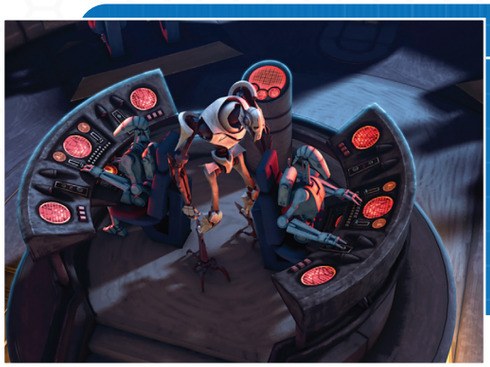
SUPPORT VESSELS

General Grievous's flagship didn't travel alone. Along with his own starfighter, the *Soulless One*, the *Malevolence* boasted a complement of *Vulture*-class fighter droids able to provide a screen to ward off any enemy fighters. The cruiser also carried at least one *Droch*-class boarding ship. Known as 'pod hunters', these craft were crewed by a squad of rocket battle droids, designed to destroy any enemy escape pods and leave no survivors.

Even so, the first flight of the *Malevolence* on the spacelanes was quickly spotted by Republic forces. Eager to nullify the threat before it got out of hand, Jedi Master Plo Koon dispatched several *Venator*-class cruisers to locate and destroy the superweapon. Grievous was one step ahead, and the task force came under intense fire at the Battle of the Phu system, where she took out three Star Destroyers, while, on the instructions of Count Dooku, the Republic's



Hundreds of B1 battle droids made up the backbone of the *Malevolence*'s crew complement, but they were augmented by more capable B2 super battle droids.



BATTLE DROID PILOTS

Commanded by the treacherous General Grievous, the *Malevolence* was designed to be operated by the ubiquitous but none-too-smart B1 Battle Droids, of which there were 900 stationed on board. With their limited intellect, these mass-produced robots easily managed to anger the short-tempered Jedi killer, so an inordinately large number of the droids were destroyed at the hands of Grievous.

MF_43_2ED_SFF_US.indd 2 21/12/2023 11:27

THE BATTLE OF THE KALIIDA NEBULA

THE END OF THE *MALEVOLENCE*

The destruction of the *Malevolence* at the Battle of the Kaliida Nebula was a key point in the Clone Wars. The Separatist flagship was attacking a medical facility when she was engaged by the Republic's new Y-wing starfighters. The *Malevolence* was struck a heavy blow when the Republic destroyed her ion pulse cannons, leaving her adrift with numerous systems off-line and a damaged hyperdrive. This allowed Anakin Skywalker and Obi-Wan Kenobi to board the *Malevolence* and rescue Padmé Amidala. Skywalker then reset the navigational computer, leading to the destruction of the Separatist flagship when it crashed into a nearby moon. Robbed of the fearsome power of the *Malevolence*, General Grievous made a swift retreat in his fighter, the *Soulless One*, fleeing the scene of his defeat.



When the Republic caught up with the *Subjugator*-class heavy cruiser, its new Y-wing starfighters were able to slow and disable the Separatist flagship.

transmissions were blocked to keep the new vessel a secret. Shortly after this engagement, the Battle of Abregado saw Count Dooku try his hardest to stop any survivors reporting details about the *Malevolence*, but thanks to the actions of Anakin Skywalker and Plo Koon, the existence of the *Malevolence* became known.

THE END OF THE THREAT

Such was the threat posed by the Separatist flagship that the Republic went all out to stop her. Meanwhile, the Separatists sought to prolong her reign of terror. At the Battle of the Ryndellia system, General Grievous ambushed a Republic medical convoy before attacking a station holding 60,000 wounded clone troopers.

Fortunately for the Republic, the Battle of the Kaliida Nebula ended in the ultimate destruction of the *Malevolence* at the hands of Obi-Wan Kenobi, Padmé Amidala and Anakin Skywalker. Without doubt, the loss of the ship was a blow to the plans of Darth Sidious and the Separatist movement, and a poor return for such a vast investment of time and resources.



The *Malevolence* suffered a heavy blow at the Battle of the Kaliida Nebula when the Republic destroyed the vessel's ion pulse cannons. Not only did this rob her of the Separatist flagship of her primary weapons, but she was left adrift and unable to flee into hyperspace.



The *Malevolence* was eventually destroyed when Jedi General Anakin Skywalker reprogrammed the ship's navicomputer, causing it to crash.

BEHIND THE SCENES

INSPIRATION

According to *The Clone Wars* director Dave Filoni, the concept behind the *Malevolence* was influenced by the World War 2 German battleship *Bismarck*. Together with her sister ship *Tirpitz*, the threat posed by these massive, heavily armed warships dominated Allied naval planning. In the case of *Bismarck*, her career lasted for just eight months, but in the Battle of the Denmark Strait, she sank the mighty battlecruiser HMS *Hood* – the pride of the Royal Navy – in an engagement that lasted barely 10 minutes. Damaged by shots from the battleship HMS *Prince of Wales*, *Bismarck* was hunted high and low by a naval force that included six capital ships, two aircraft carriers, 13 cruisers, and 21 destroyers before she was crippled by torpedo bombers. Unable to maneuver, she was bombarded by hundreds of shells and multiple torpedoes fired from multiple British ships, and finally sank after she was scuttled by her crew on 27 May 1941.



In 1940-41, Germany's mighty *Bismarck* posed a massive threat to shipping in the North Atlantic.

MF_43_2ED_SFF_US.indd 3 21/12/2023 11:27

TYPES OF ATMOSPHERE

Life has generally evolved on planets and moons that retain a gaseous envelope, and almost all species in the galaxy need some form of atmosphere to breathe. Starships need to carry a suitable environment with them, and crews need to be prepared for whichever type of atmosphere they encounter on landing.

Many bodies in space have enough mass to cause a gravitational attraction that will retain the collection of gases that make up an atmosphere. Examples include millions of planets or moons, and even some large asteroids. The term 'atmosphere' is also sometimes used to refer to the breathable air supply that is artificially maintained inside a pressurized starship or space station.



Even small worlds can exhibit unpredictable atmospheric conditions. The Ruusan moon where the CIS established the orbital listening post Skytop Station during the Clone Wars is known to have a very turbulent atmosphere with frequent storms.

BREATHABLE GASES

Space travelers visiting an unfamiliar planet need to know what kind of atmosphere it has. Whether an atmosphere will sustain life, or not, depends on what gases it contains, and their relative density. The makeup of a planet's atmosphere partly depends on the chemistry of the star system that formed the original world, and partly on what gases have subsequently been released from the interior (such as by volcanic activity) or created by the activity of the inhabitants.

There is a standard classification for atmospheres, which many space travelers follow. This system divides worlds into four different categories, depending on what precautions may be needed after landing – although that varies from one species to another. What oxygen-loving beings consider pleasant (or even tolerable) could prove poisonous to an ammonia or methane breather, and vice-versa.

TYPE I ATMOSPHERES
(BREATHABLE)

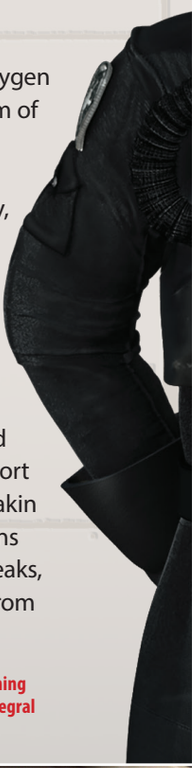
The majority of sentient (and other) species in the galaxy have a biochemistry based on carbon compounds, with water as a solvent. They normally evolved in atmospheres that contain a mixture of oxygen, nitrogen, and hydrogen – although such atmospheres may contain small amounts of other trace gases. Planets with this type of atmosphere have almost always developed some forms of indigenous life.

When the gases are present in appropriate levels to be breathable by a wide range of similar species, they are known as Type I atmospheres – although this classification does not necessarily mean that there aren't also trace gases that could have long-term detrimental effects on some species. This includes such contaminants as the air pollution common to many industrialized planets – which even the local inhabitants may struggle to breathe unless the air is constantly filtered and cleaned by atmospheric scrubbers.

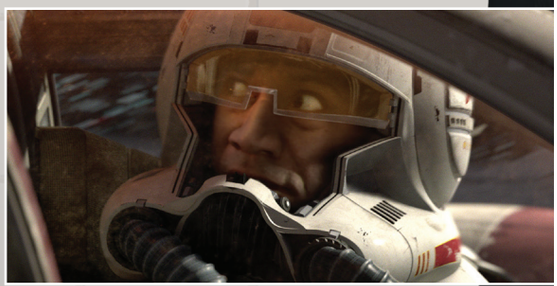
It is worth noting that all planets with a Type I atmosphere rely on the air being naturally refreshed by plants or some other chemical mechanism that frees oxygen and recycles it in a breathable form. Without this happening, all the oxygen in the atmosphere would very quickly be bound up to other elements and locked away in compounds such as carbon dioxide.

TYPE II ATMOSPHERES
(BREATH MASK RECOMMENDED)

Type II atmospheres usually have adequate levels of atmospheric oxygen and nitrogen to support some form of indigenous life. Some non-native species can also breathe Type II atmospheres without any difficulty, but this depends on their physiology. Due to a lack of sufficient pressure (or the presence of contaminants and trace gases), breathing these gaseous mixes usually causes discomfort or harm to humans and many other species over a fairly short period of time. The effects can be akin to the altitude sickness that humans experience when climbing high peaks, or the choking effects that result from breathing air pollution or smoke.



ARC-170 and TIE fighter pilots used similar breathing apparatus as neither of their starfighters had integral atmospheric converters.



MF_43_2ED_SOS_US.indd 4 08/12/2023 12:22

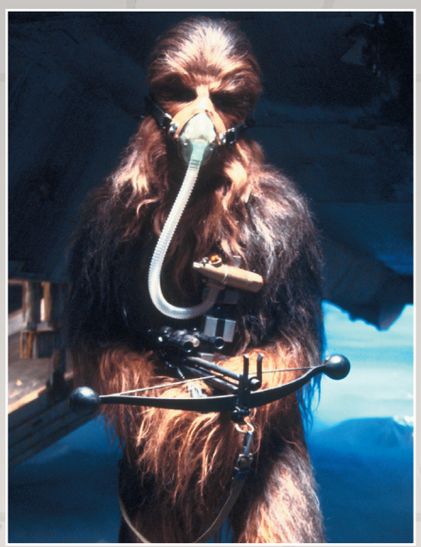
TYPE III ATMOSPHERES
(BREATH MASK ESSENTIAL)

Planets with a Type III atmosphere sometimes support native life, and some species can breathe certain types of such atmospheres – but this entirely depends on their physiology and biochemistry. For humans and most other species, breathing a Type III atmosphere causes immediate or eventual discomfort, followed by incapacitation, and usually some degree of long-term harm. This may be due either to the lack of appropriate levels of atmospheric oxygen and nitrogen, insufficient atmospheric pressure, or the presence of contaminants and/or trace gases.

For oxygen-breathing species, the possible harmful effects mean that a breath mask has to be worn, but as there are no elements in a Type III atmosphere that will affect exposed skin or other tissue, an environment suit is not necessary.



When the *Millennium Falcon* landed on a large asteroid in the belt near Hoth, its crew needed to don breath masks in order to venture outside.

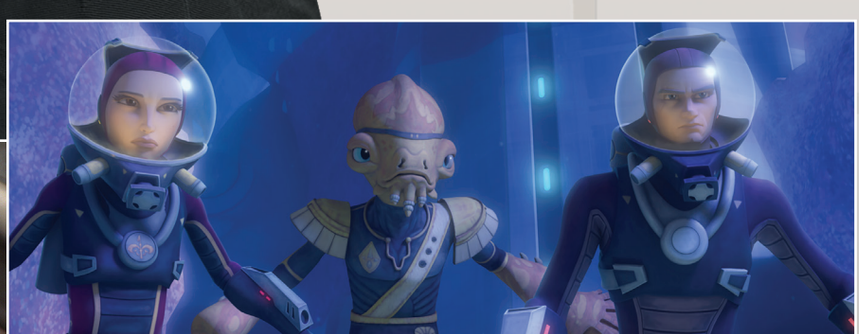


TYPE IV ATMOSPHERES
(ENVIRONMENT SUIT REQUIRED)

Type IV classification is used for atmospheres that are either combustible or toxic. It is also used to denote worlds where the atmosphere is so thin as to be effectively non-existent. All Type IV atmospheres will kill or incapacitate most species in the galaxy, unless visitors are protected by a suit that provides its own hermetically sealed environment (such as a space suit). Planets with a Type IV atmosphere rarely support life, although a rare few species can tolerate or even thrive in this type of atmosphere.

GAS GIANTS

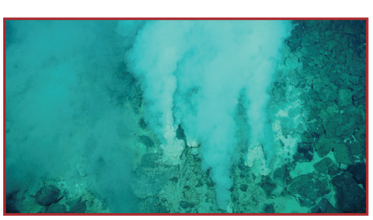
These giant planets are mainly composed of hydrogen and helium, similar to the makeup of a star (although because of their smaller mass, the gas does not generate the fusion reaction that produces a star's energy). Such planets are almost all 'atmosphere', usually with a core of



Dac is a acquatic world, whose native species the Mon Calamari evolved to be equally capable of breathing both on land and in water. Visitors must wear suits that provide a sealed environment.

LIFE ON EARTH

Researchers investigating the possibility that life evolved elsewhere in the universe (or even elsewhere in the solar system) have suggested that it might not need to depend on an atmosphere like our own. Before 1977, when hydrothermal vents deep in Earth's ocean floors began to be explored, scientists believed that all life forms depended on the Sun's energy. But the new ecosystems in the sunless regions at the bottom of the sea proved to be based on microbes that derive their energy directly from chemicals in the superheated water bubbling up out of the Earth – a process called chemosynthesis. Deep-sea bacteria can process hydrogen sulphide and other normally noxious chemicals at temperatures and pressures that would kill most living things. Scientist Bob Vrijenhoek described this as the first of 'life as we don't know it'. As well as our neighbor Mars, the most promising bodies in the solar system where primitive life might exist are now thought to include some of the moons of Jupiter and Saturn, which are large enough to support some sort of an atmosphere.



Underwater vents emitting liquid carbon dioxide in the Marianas Trench in the Pacific Ocean.

BEHIND THE SCENES

MF_43_2ED_SOS_US.indd 5 08/12/2023 12:22

molten rock surrounded by a layer of liquid metallic hydrogen created by the extreme pressure. The outermost layers of the atmosphere can contain clouds composed of water vapor, methane, or ammonia.

The atmospheres of a rare few gas giants have oxygen-rich layers that are capable of supporting life. Gas giants that possess such a life zone include Bespin and Taloraan.

ALTERNATIVE ATMOSPHERES

The galaxy includes several life forms whose biochemistry is not carbon-based. The giant, worm-like space slug (exogorth) and mynock are able to live on asteroids in the vacuum of space because these organisms are silicon-based.

There are also life forms that breathe gases other than oxygen. For example, the Gand species (of whom the bounty hunter Zuckuss is a well known example) breathe ammonia, a constituent of the atmospheres of many gas giants. This compound of nitrogen and hydrogen is caustic and slightly toxic to most other species. It is worth noting that the Gand have two subspecies, one of which does not breathe at all, but draws its sustenance by absorption from its food intake and 'speaks' by modulating the sounds of its flatulence.



The bounty hunter Zuckuss, a native of the planet Gand, was a member of a species that breathed ammonia. He required breathing apparatus when in other atmospheres.

ATMOSPHERIC CONVERTERS

An atmospheric converter is an integral part of most ships' life-support systems, but a few small starfighters (such as the ARC-170 or TIE/LN) are not fitted with one. Instead the pilot has to carry a personal converter – essentially a miniature recycling plant. Similar equipment was used by AT-AT pilots, while even stormtrooper helmets have filtration systems. Even though a life support unit is fitted to the T-65 X-wing, AerTech atmospheric conversion regulators were fitted around the facial opening of the flight helmets used by the Rebel Alliance X-wing starfighter pilots, to act as a failsafe.



MF_43_2ED_SOS_US.indd 6 08/12/2023 12:22

YOUR NEXT PARTS

Five of the lower hull panels (including the one supplied) have deep recesses to take the *Falcon*'s optional landing legs. In this stage, fit the first of the removable cover plates that hide the mountings when the legs are not fitted.

The cover plates are held in place by pairs of strong magnets. These ensure that the panel fixings remain invisible, but make it easy to reveal the recesses when you want to install the landing legs. The other parts provided are for the ventral gunner's controls. Keep these until later.

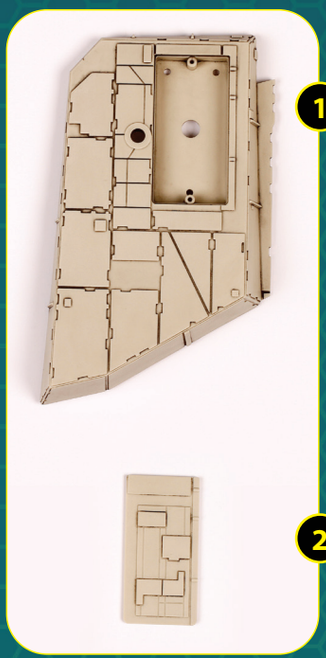
COMPONENTS CHECKLIST

1. Hull plating BP-29
2. Landing leg cover plate (forward center)
3. Plant-on details (11 on sprue)
4. Magnets (x 2)
5. Steel pins (x 2)
6. Fixing screws (x 34, plus spare)

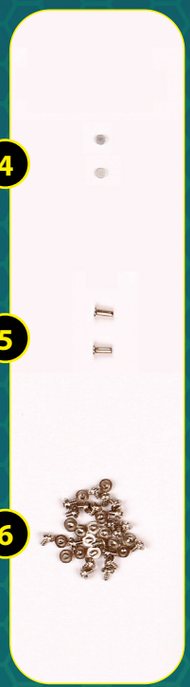
WHERE THE PARTS FIT

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

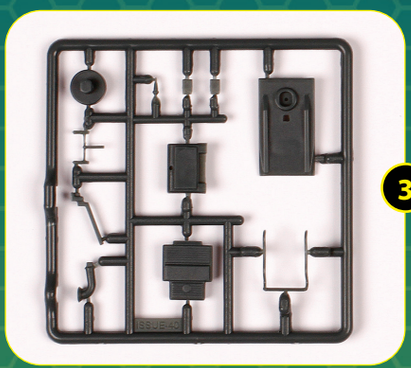
HULL PLATING







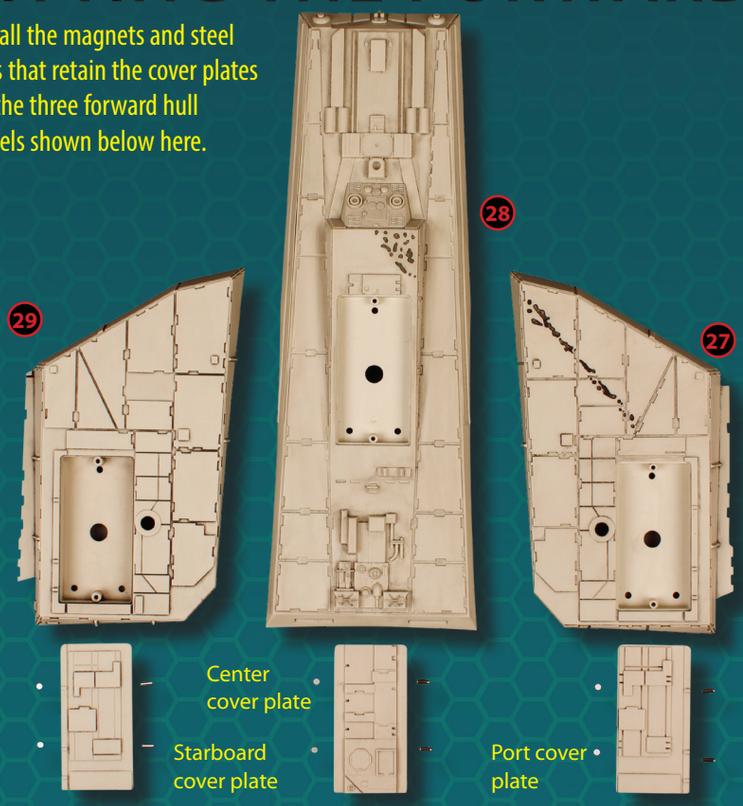
PLANT-ON DETAILS



MF_43_2ED_BTF_US.indd 7 08/12/2023 12:20

FITTING THE FORWARD COVER PLATES

Install the magnets and steel pins that retain the cover plates on the three forward hull panels shown below here.



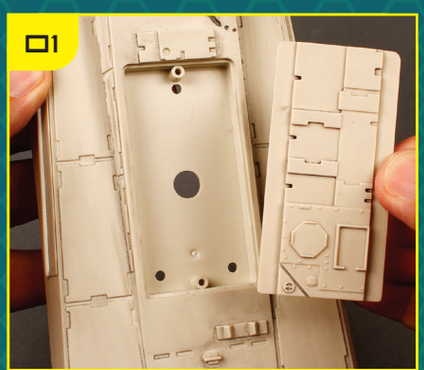
The recesses for the forward landing legs are molded in hull panels BP-27, BP-28 and BP-29 – and in this stage, you will fit the cover plates that give a flush appearance when the model is displayed in flight.

Start by collecting the parts shown on the left:

- BP-27 came with Issue 35.
- BP-28 came with Issue 36 (and had details added in Stage 37).
- BP-29 comes with this issue.
- Two of the cover plates came with Issue 41 and the third is provided with this issue.
- You will also need the four magnets and four steel pins from Issue 41, plus the two magnets and two pins that come with this issue.

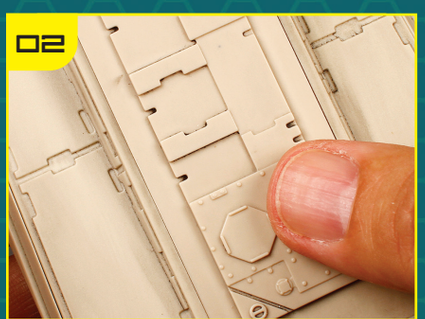
The panels shown have BP numbers (shown in red) molded into them for identification. The photo on the left indicates which of the three cover plates goes with which panel, and also which way round they fit.

01



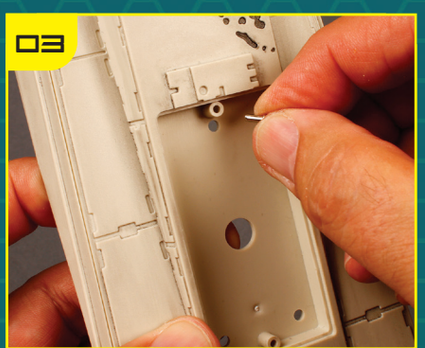
Match each cover plate to its recess.

02



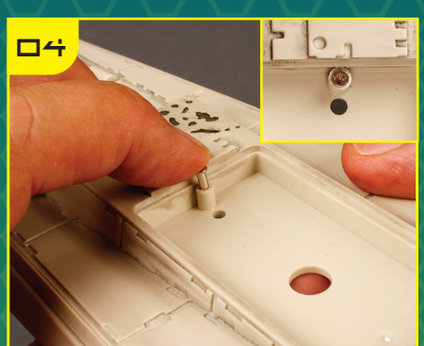
Test-fit the cover plate to make sure it is snug but not tight. File off any molding flash from the edge if necessary.

03



Fit the thin end of a steel pin into one of the sockets at the ends of the recess.

04



Push the pin all the way in until its head is flush with the edge of the hole.

05



If the pin is loose, put a drop of superglue in the hole.

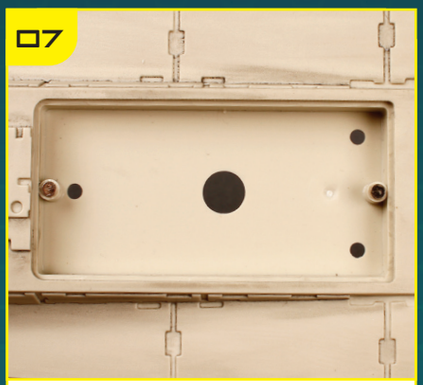
06



If the pin is tight, push it home with a punch or suitable metal object.

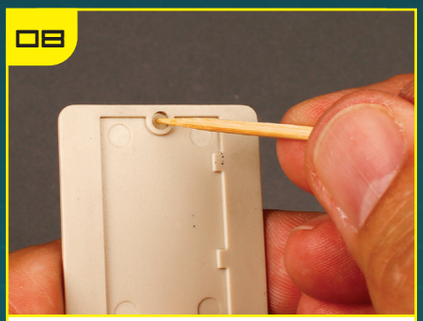
MF_43_2ED_BTF_US.indd 8 08/12/2023 12:20

07



Fit the second pin in the same way.

08



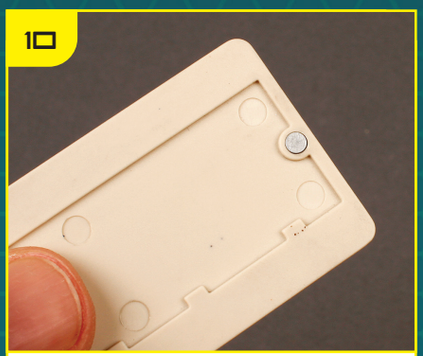
Use a cocktail stick to put a drop of superglue in one of the recesses near the end of the cover plate.

09



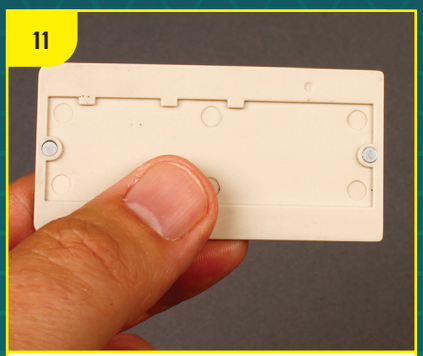
Take one of the magnets and carefully place it in the recess.

10



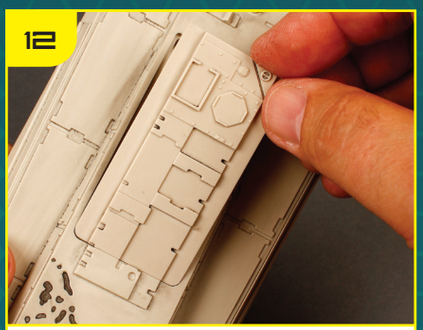
Make sure the magnet is flush with the surface of the molding.

11

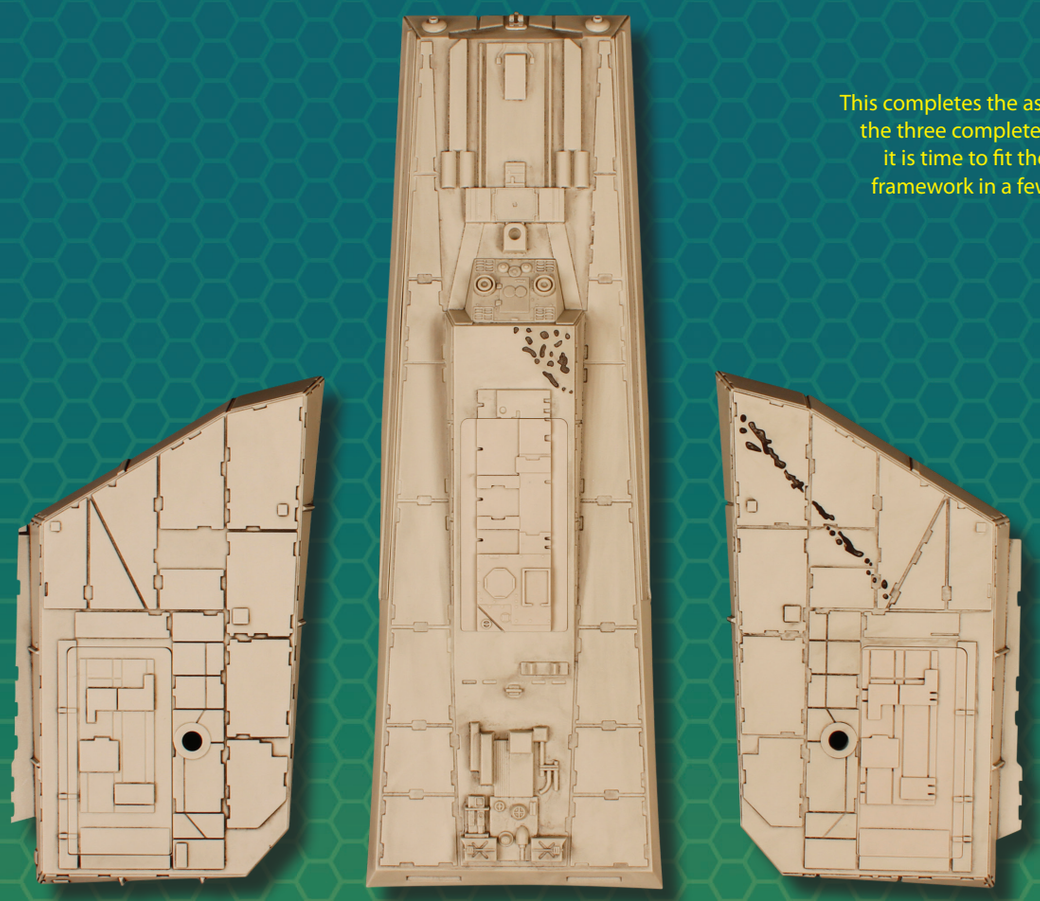


Repeat Steps 8-10 at the other end of the cover plate.

12



Fit the cover plate into the recess in the hull panel. Then repeat Steps 1-12 for the other two panels.



This completes the assembly. Store the three completed panels until it is time to fit them to the hull framework in a few stages time.

MF_43_2ED_BTF_US.indd 9 08/12/2023 12:20

STAR WARS MILLENNIUM FALCON

FANHOME

DeAgostini COLLECTIBLES

MF_14_2ED_BC_US.indd 10 31/07/2023 19:25