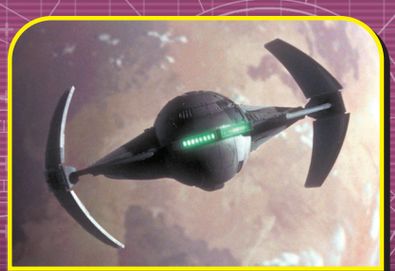
STAR WARS MILLENNIUM FALCON

BUILD THE MODEL – EXPLORE THE GALAXY





MAUL'S SITH INFILTRATOR

F219FSC044

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. 44 del 27/08/2025
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.

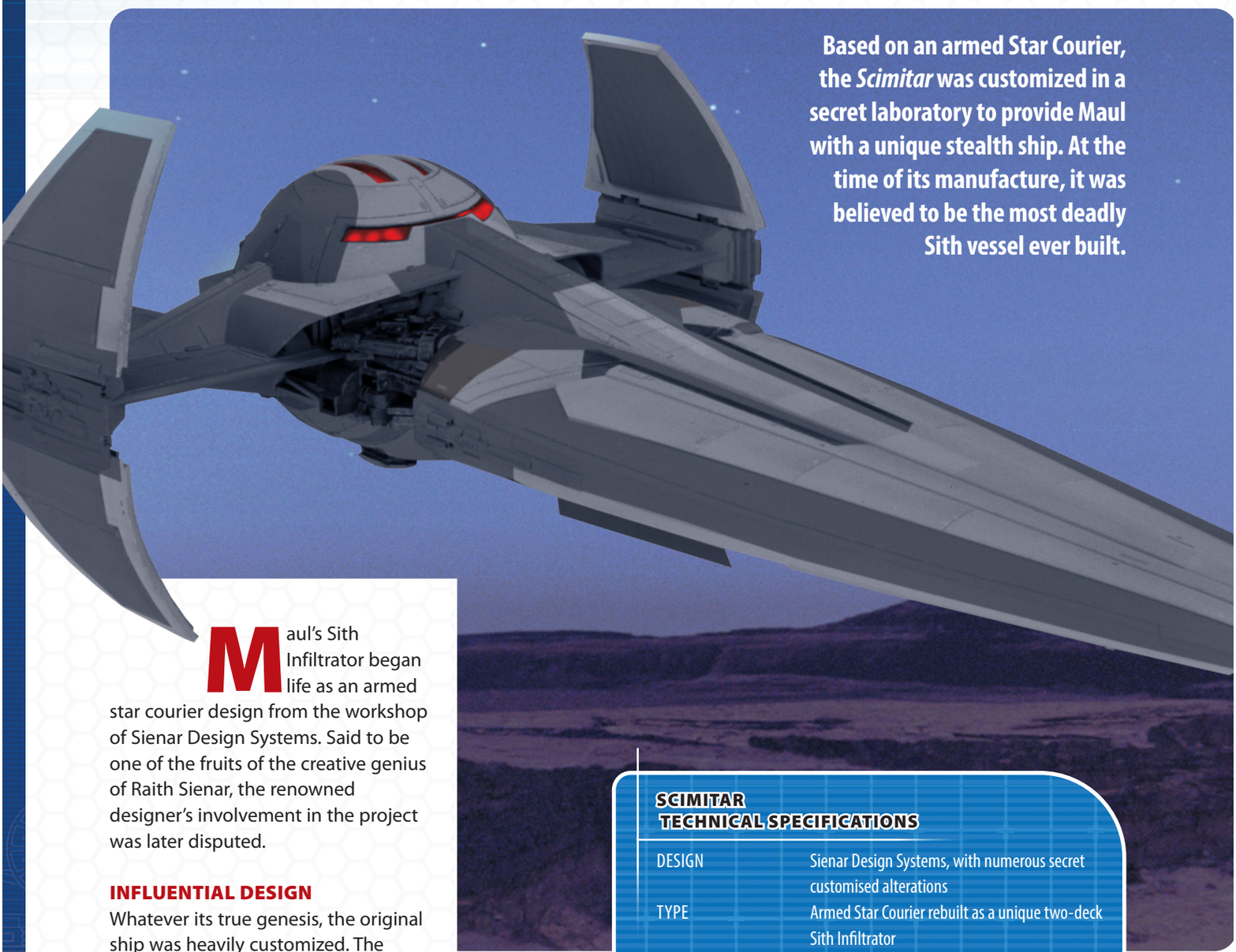
FANHOME

More information at
fanhome.com deagostini.com

DeAgostini COLLECTIBLES

MAUL'S STARFIGHTER

SITH INFILTRATOR: *SCIMITAR*



Based on an armed Star Courier, the *Scimitar* was customized in a secret laboratory to provide Maul with a unique stealth ship. At the time of its manufacture, it was believed to be the most deadly Sith vessel ever built.

Maul's Sith Infiltrator began life as an armed star courier design from the workshop of Sienar Design Systems. Said to be one of the fruits of the creative genius of Raith Sienar, the renowned designer's involvement in the project was later disputed.

INFLUENTIAL DESIGN

Whatever its true genesis, the original ship was heavily customized. The Infiltrator had a pair of folding wings built on either side of a round cockpit – a design that would later resurface, such as on the Eta-2 Jedi starfighter, flown by revered Knights such as Anakin Skywalker and Obi-Wan Kenobi. Eventually the TIE-series vessels used by the Galactic Empire would also incorporate these similar features.

On either side of the *Scimitar's* round cockpit was a pair of folding wings, while the long nose housed a rare stygium crystal-powered device for creating an invisibility field. Compartments under the cloaking generator housed equipment for Maul's missions.

SCIMITAR TECHNICAL SPECIFICATIONS

DESIGN	Sienar Design Systems, with numerous secret customised alterations
TYPE	Armed Star Courier rebuilt as a unique two-deck Sith Infiltrator
LENGTH	26.5m (86 ft 11 in)
SPEED	1,180km/h (733 mph)
SUBLIGHT DRIVE	High-temperature X-C ion drive array
HYPERDRIVE	Sienar SSDS 11-A (Class 3.0)
AFFILIATION	Sith
CREW	1 x pilot, and up to six passengers
WEAPONS	6 x low-profile laser cannons (four original fittings, with two extra added later)

MF_44_2ED_SFF_US.indd 1 22/02/2024 16:08

STARSHIP FACT FILE



STEALTH SHIP

Housed in the Sith Infiltrator's distinctive long prow was a formidable full-effect cloaking device that enabled the ship to gain instant invisibility on command, and then reappear as quickly as a shadow. Maul's ship was the first vessel of its kind to use a cloaking device of this magnitude. To make it fast as well as stealthy, it was also equipped with an experimental high-temperature X-C 2 ion drive array that would resurface in future Sienar designs, while the Infiltrator's hyperdrive was an unmodified but very powerful SSDS 11-A (Class 3.0) unit.

In front of the round cockpit was a rare stygium crystal-powered cloaking device that gave the ship the ability to elude even the most advanced security technologies, enabling the Infiltrator and its master to make a stealthy approach when required, or to evade pursuit on missions all over the galaxy. If Maul chose to stand and fight, it took only a moment to deploy six concealed solar ionization cannons, which could fire several bursts a second.

ARMED AND DANGEROUS

The ship was able to carry six passengers, and its total cargo capacity was 2.5 tons – most of which was devoted to Sith paraphernalia. This was housed underneath the cloaking device, where a series of compartments contained various equipment for Maul's missions, including three DRK-1 Dark Eye probe droids, several interrogation droids, numerous security droids, and spying equipment, along with a variety of torture devices, bombs, and mines.

Also on board the Infiltrator was a modified Razalon FC-20 speeder bike, known as the *Bloodfin*, whose only special equipment was a high-acceleration engine which enabled Maul's Sith speeder to reach amazing speeds and turn tight corners. Without needing to power weapons or a sensor array, all of the vehicle's energy could be diverted to providing the acceleration required. The open, crescent-shaped design also gave it excellent visibility in all directions. Maul relied heavily on probe droids to find his prey, and programmed his speeder to decelerate and enter a 'wait mode' when dismounting suddenly.



MAUL

Maul originally received the *Scimitar* for a mission to kill the leading Vigos of the powerful Black Sun syndicate – a group that controlled a significant amount of crime around the galaxy. But that was merely the first time that the Sith Lord left his master's base on Coruscant aboard the Infiltrator, hidden by its powerful cloaking device.



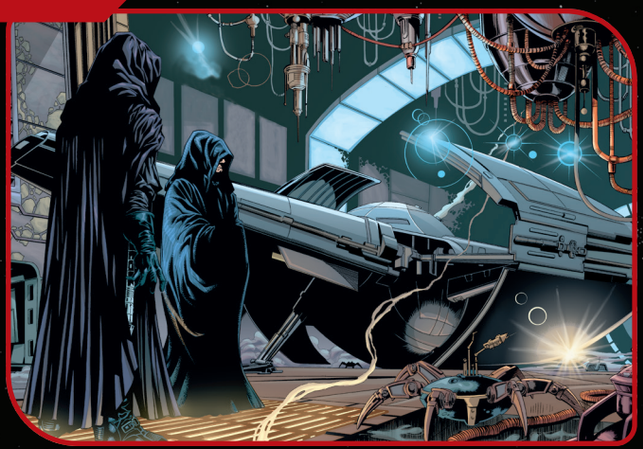
Sith Lord Darth Sidious trained Maul as an assassin, sending him on high-priority covert missions without running the risk of exposure should Maul fail.

MF_44_2ED_SFF_US.indd 2 22/02/2024 16:08

THE BATTLE OF NABOO

MAUL'S FINAL MISSION

After Maul completed a mission to dispose of key Black Sun Vigos, his master assigned him to track down Queen Amidala of Naboo and her entourage, which included the Jedi Qui-Gon Jinn and Obi-Wan Kenobi. After escaping the Trade Federation's blockade of Naboo, Amidala and her guardians were forced to head to the remote desert planet of Tatooine. Landing the *Scimitar* in secret, Maul tracked down Qui-Gon, who only narrowly escaped during a short, yet intense, lightsaber battle. Maul was reunited with his foes during the Battle of Naboo, where the Sith Lord managed to defeat and kill Qui-Gon Jinn, before being seriously wounded and left for dead by Obi-Wan.



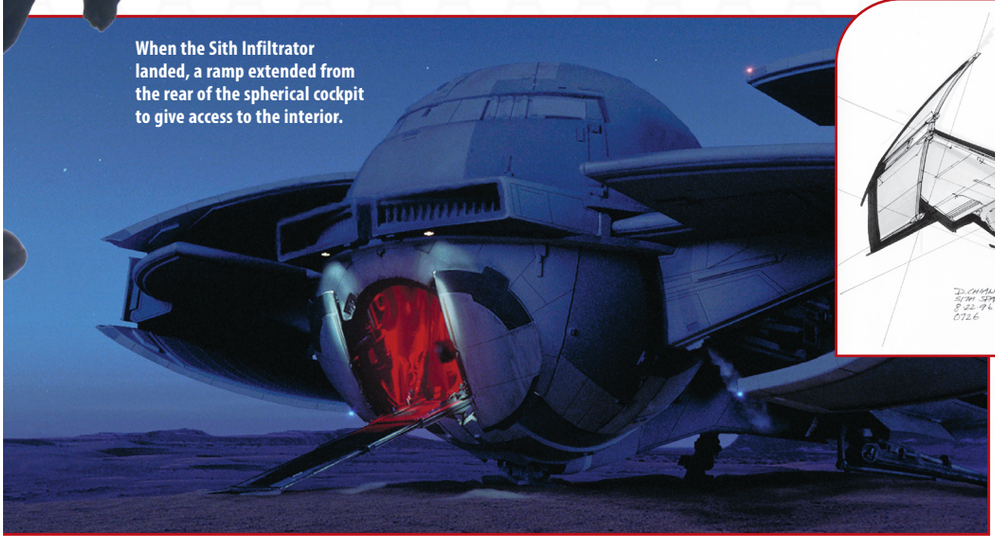
Maul was a deadly assassin, well capable of taking on and defeating a Jedi in open combat. His use of his Sith Infiltrator added a vital element of surprise.



During the Naboo crisis, Maul was assigned to track down Queen Amidala and her Jedi companions. Maul tracked them to the remote desert planet of Tatooine and made his way there in secret.

TAKEN BY THE REPUBLIC

After Maul's last mission, the Infiltrator passed into the hands of the Republic, but when its automated defenses killed the first technicians to inspect it, Jedi Master Saesee Tiin was asked to help in securing the craft. Large amounts of spying equipment and more was found, but the on-board computer systems had been erased. The Infiltrator then disappeared en-route to Kuat Drive Yards for study, but was recovered by Darth Sidious, who used it during the Clone Wars to transport himself and General Grievous to Dathomir, where Sidious engaged in a battle with a former ally and leader of the Nightsisters, Mother Talzin.

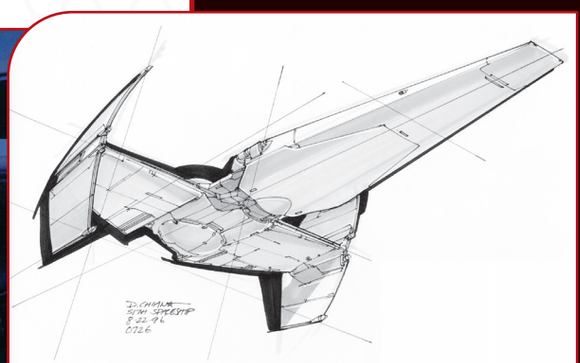


When the Sith Infiltrator landed, a ramp extended from the rear of the spherical cockpit to give access to the interior.

BEHIND THE SCENES

DIGITAL RENDERS

Most of the vehicles and spaceships that appeared in *Star Wars* Episode I: *The Phantom Menace* were created digitally using CG techniques, although their design was developed with the aid of conventional sketches. Sets were built to enable the live actors to interact with equipment that would later be added digitally, including the ramp leading from Maul's ship. His speeder, the *Bloodfin*, which was docked on board, was based on concept art by Doug Chiang. A mock-up constructed out of metal and plywood gave the general shape of the speeder. This was then covered in blue fabric, which was later replaced with a detailed digital version created by Industrial Light & Magic, even down to the control console, although the practical version did include an adjustable headrest for the actor's convenience.



A study for the 'Sith spaceship' by design director Doug Chiang, dating from August 1996. Like the rest of the spacecraft appearing in 1999's Episode I, most of the footage of Maul's ship was digitally patched into the live-action shots, which were taken against blue-screen backgrounds.

MF_44_2ED_SFF_US.indd 3 22/02/2024 16:08

LANDING ON WATER

Splashdowns are occasionally the only option if there is a sudden emergency. But there are also times when landing on water is simply the most practical way to complete a journey. In every case, the Corellian Engineering Corporation has ensured that its popular YT-1300 is able to cope safely.



Kamino is an example of a water world where landing on a fixed platform isn't always an option, and where a wise pilot knows how to make a safe splashdown.

One of the biggest selling points of the YT-1300 has always been its adaptability. It's said that no two of these freighters are the same, mainly due to internal options ordered by purchasers, but many are customized on the outside, too. Some of the most radically different are those fitted with the optional floats designed for splashdowns on water worlds (such as Kamino or the Mon Calamari and Quarren home world of Mon Cala).

FIXED FLOATS

Many commercial owners or captains of YT-1300s running regular trade routes between water worlds opt to have their ships outfitted with specially designed rigid buoyancy aids. These make setting down on a sea or lake easy and safe, and keep the hull above the waves.

To stay afloat and balanced, the YT-1300 needs to be fitted with eight rigid pontoons and floats, constructed from an ultra-buoyant material. These fixtures are suitable for long-term use on the ship – and while they are only really intended for water landings, it is also possible to land on solid ground with them attached. They are robust enough to support the ship directly – but only lazy pilots make such landings, since the pontoons are designed to allow the landing gear to be deployed through them in the usual way before touching down.

TEMPORARY FLOATS

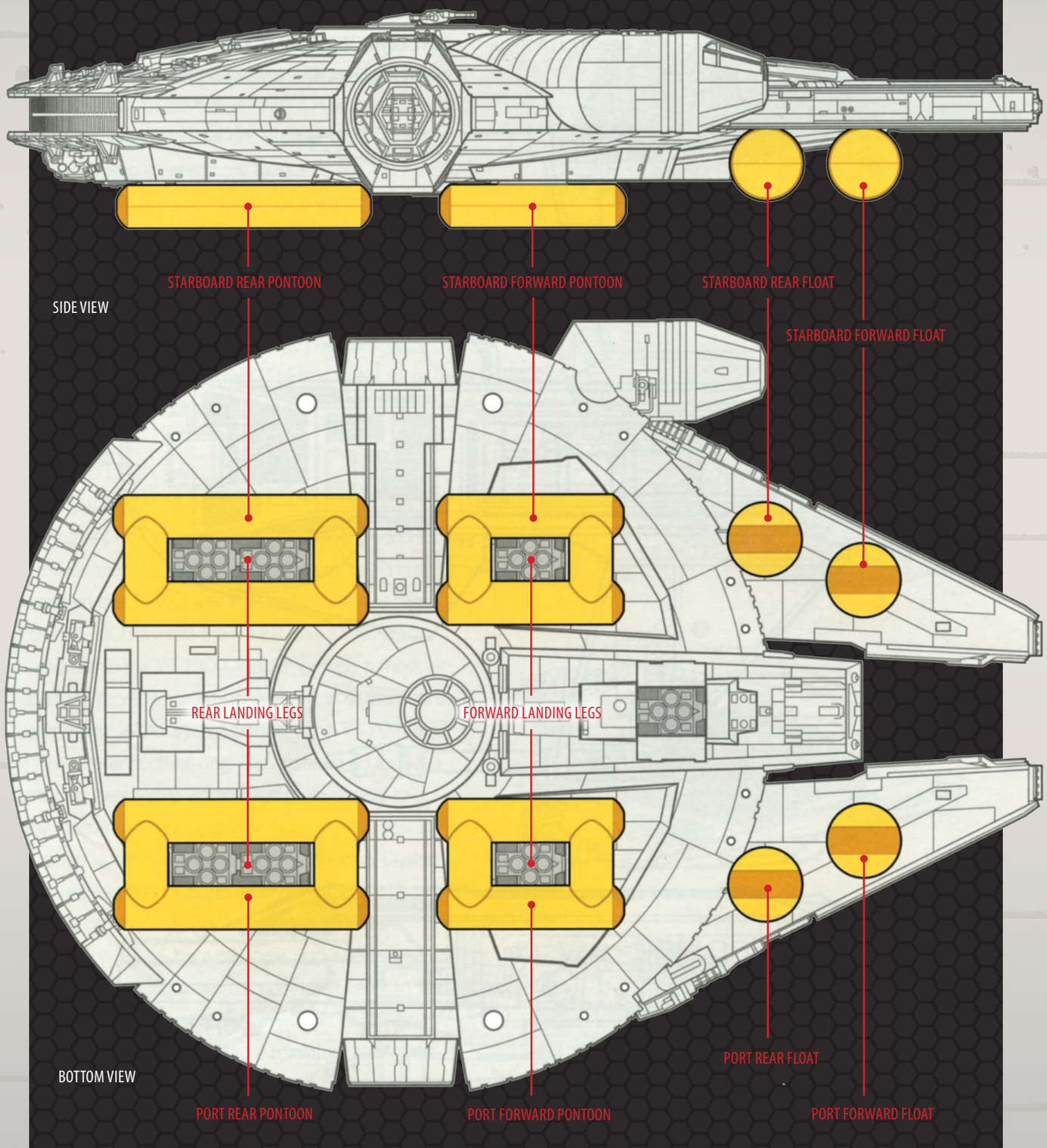
For YT-1300s that only visit water worlds from time to time, there is another option: inflatable floats that can be deployed when needed. These are particularly handy for visits to planets that have cities on both land and water – such as Naboo, where the human capital of Theed is mirrored by the Gungan city of Otoh Gunga below the surface of Lake Paonga.

Inflatable pontoons look very much like their solid counterparts, but are much less robustly made. This makes them a fraction of the cost to fit,

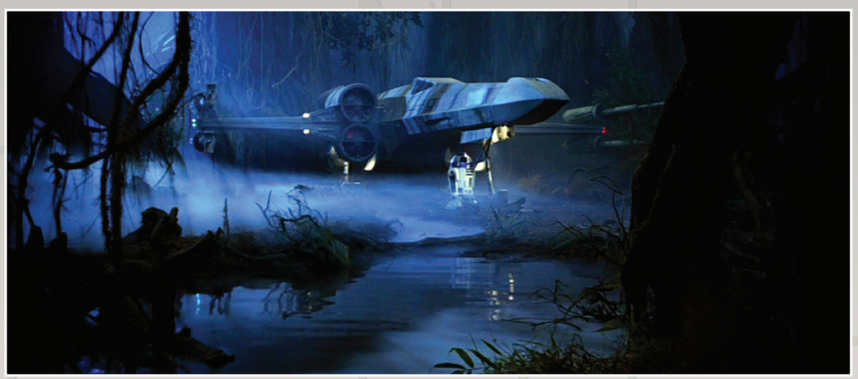
MF_44_2ED_SOS_US.indd 4 11/12/2023 12:45

YT-1300 FLOTATION AIDS

Any YT-1300 can be fitted with eight optional flotation aids. These can be either rigid or inflatable, and the configuration is the same in each case. The main ones fit under the circular hull, where a pair of large, rectangular pontoons frame the aft landing gear and another two fit snugly around the forward landing legs. Owing to the front-heavy configuration of the YT-1300, the ship would nose-dive into the water if it was only supported at these points, so the manufacturers also provide spherical floats made out of the same material, which are fitted under the forward mandibles of the ship. Two are attached to each mandible, with extra buoyancy on the starboard side to help keep the ship's cockpit high and dry.



MF_44_2ED_SOS_US.indd 5 11/12/2023 12:45



Unlike a YT-1300, which has a large internal volume to help make it naturally buoyant, snub fighters that put down on water have been known to sink in seconds.

although the need for a pressurized gas supply to inflate the floats also makes them a little more complicated to install. They have to be fitted in sealed stowage compartments that are opened from the cockpit before landing on water, and are inflated from specially installed dedicated tanks, or by modifying the landing jets.

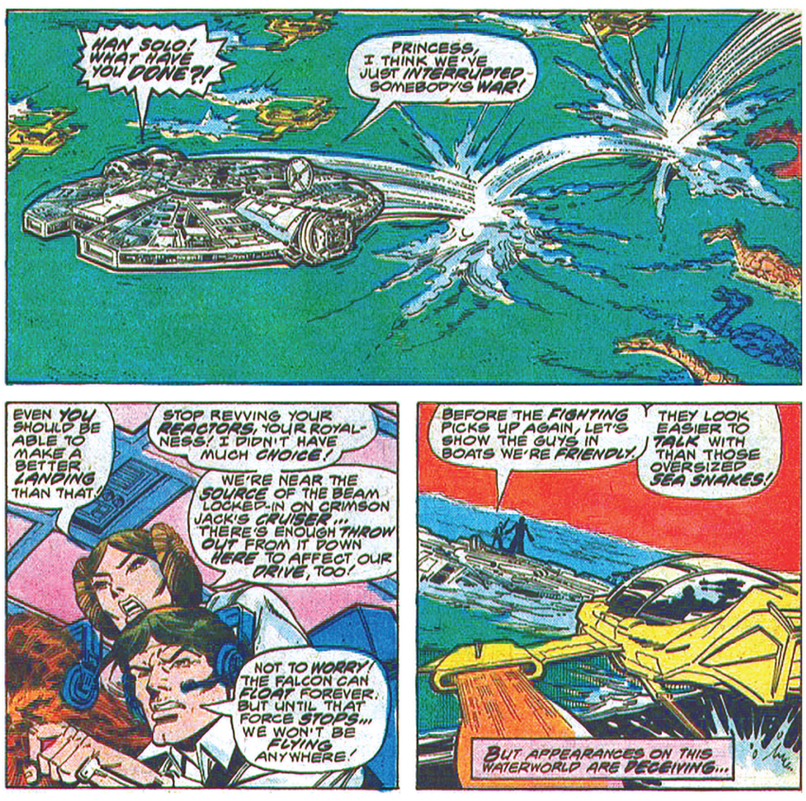
While ideal for occasional set-downs on water – keeping the ship afloat just as well as solid pontoons – inflatable floats don't last more than half a dozen landings on solid ground. Resourceful smugglers operating on the shady side of the law have been known to adapt the pontoons to set down on fragile or shifting surfaces. A rendezvous with the crime bosses who hire smugglers, or the customers that buy from them, is usually in some far-from-ideal landing place, which helps it to go unnoticed by local and galactic authorities.

EMERGENCY MEASURES

In an emergency, it is possible to set a YT-1300 down on water without any flotation aids at all. Since the challenge of keeping a starship sealed against the vacuum of intergalactic space is far greater than keeping water out of it, the Corellian Engineering Corporation guarantees that a YT-1300 forced to make an emergency splashdown will have no problems staying afloat – although the depth to which it will partially submerge depends on what local gases are present. Launching after such a landing is also no problem, but the manufacturer insists that all hatches should be properly secured before attempting to take off.

If the crew don't want to get wet, the only way to exit the ship following an emergency landing on water is through the upper hatch on the port side. If the ship is sitting high enough in the water due to local conditions, the ship's port and starboard airlocks can also be used for exit into the water – so long as crew and passengers are prepared to swim.

SPLASHDOWN



The idea that the *Millennium Falcon* could make a splash-landing and float on water was first mooted by veteran comic writer Archie Goodwin (an early contributor to the Expanded Universe, who created many characters for its rich history). In Issue 13 of Marvel's first run of *Star Wars* comics, *Day of the Dragon Lords*, Goodwin shows Han Solo and Chewbacca skipping the *Falcon* across the surface of the water world of Drexel, where Luke Skywalker has joined a local struggle against the Dragon Lords. But although the old YT-1300 is able to float indefinitely after this emergency landing, most of her hull remains submerged in the water. Five years later, in Marvel's *Star Wars* Issue 74: *The Iskalon Effect* (a story by regular writer Mary Jo Duffy), the *Falcon* visits the water world of Iskalon – but this time, she merely lands on a floating landing platform during her crew's search for Rebel Alliance intelligence agent Tay Vanis.

In *Day of the Dragon Lords*, Han Solo brings the *Falcon* down on the surface of Drexel in the middle of a battle. The crew are attacked by a hydra craft as they are leaving the *Falcon's* hatch.

BEHIND THE SCENES

MF_44_2ED_SOS_US.indd 6 11/12/2023 12:45

YOUR NEXT PARTS

This issue provides the remainder of the parts for the ventral gun controls, plus some complex machinery and a large piece of plating for the hull.

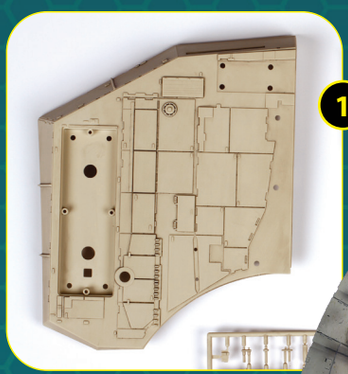
This stage sees you preparing some of the external machinery, which will be attached and completed after you assemble the main plating. You can also put the second set of gun controls together. Keep the finished assemblies and any unused components safely until it is time to attach them later on.

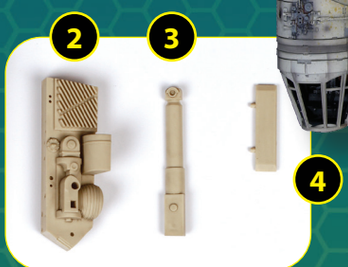
COMPONENTS CHECKLIST

1. Hull plating BP-31
2. External machinery
3. Plant-on pipe
4. External vane
5. Plant-on details (9 on sprue)
6. Ventral turret ring
7. Ventral turret well left
8. Ventral turret well right
9. Turret well light LED
10. Instrument sticker (left lower)
11. Instrument sticker (left upper)
12. Instrument sticker (right lower)
13. Instrument sticker (right upper)

WHERE THE PARTS FIT

HULL PLATING





PLANT-ON DETAILS





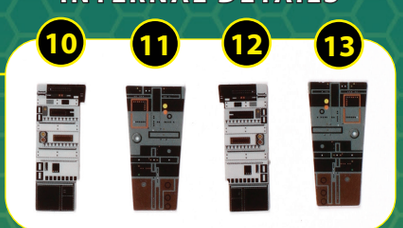
TURRET ASSEMBLY



LIGHTING



INTERNAL DETAILS



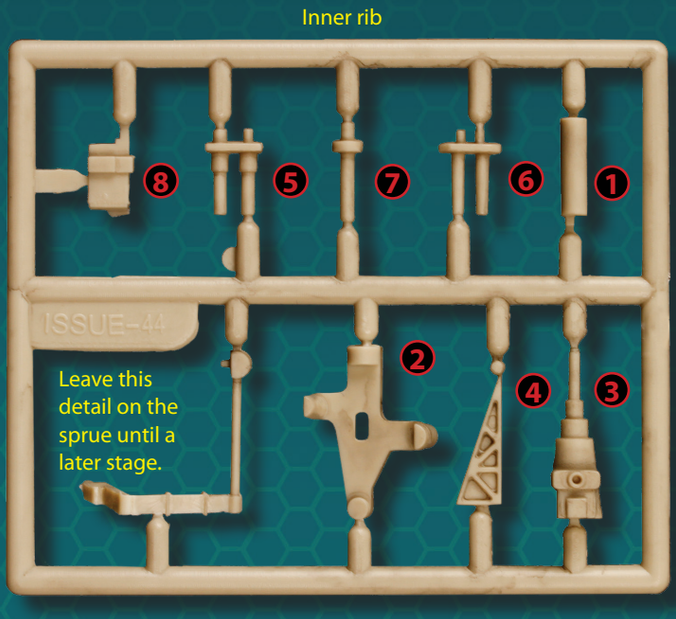
All parts are for the **underside** of the hull.

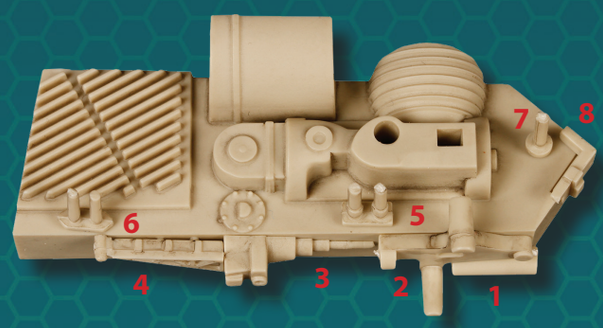
MF_44_2ED_BTF_US.indd 7 11/12/2023 12:21

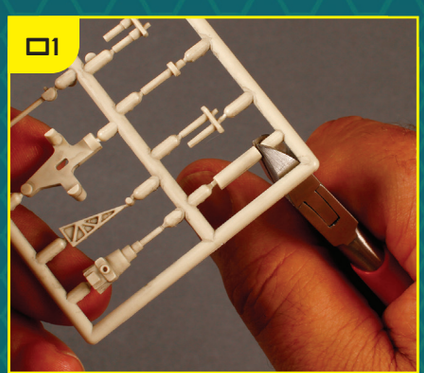
DETAILING THE MACHINERY

The external machinery is covered with fine details, which are provided as plant-on components on the sprue. Because of their small size and the way they go together, it is best to fit them in the order shown.

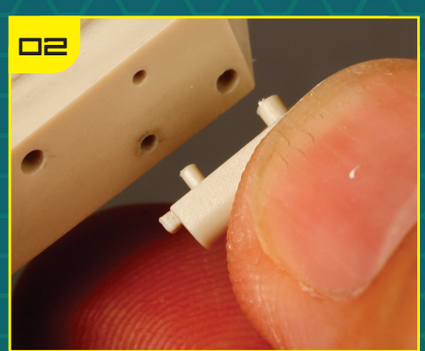
Refer to these two numbered photographs and the main step-by-step instructions to see which of the plant-on details goes where. Most of the parts will only fit in one place, and will only go one way round, but be careful as they are small and easily lost. Note that one large plant-on detail is not used here. This is because it straddles two areas of paneling after they have been assembled. Leave this part attached to the sprue to avoid it being lost or damaged.



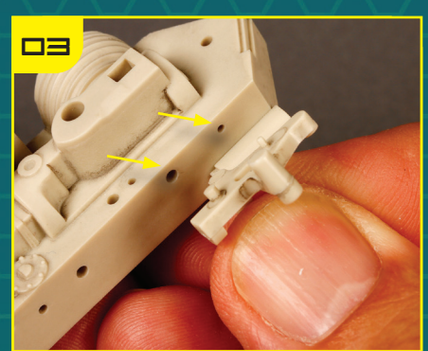




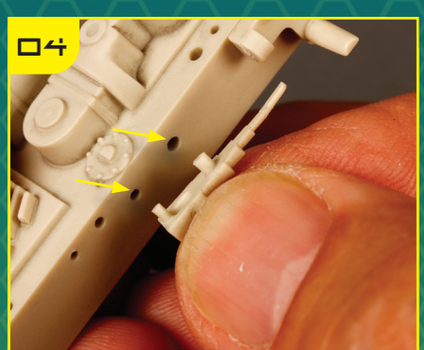
Trim each part off the sprue as needed.



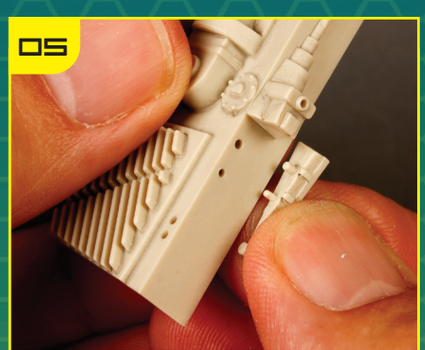
Glue (1) in place. The holes are different sizes, so it only fits one way round.



Glue (2) into the arrowed holes. This also only fits one way round.



Glue (3) into the arrowed holes. Again, it only fits one way round.



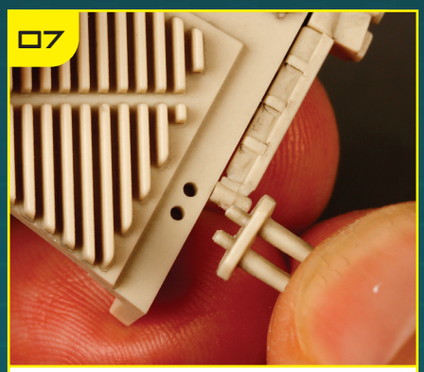
Glue (4) into the final pair of holes on the side.



Glue (5) into these two holes. It only fits one way round.

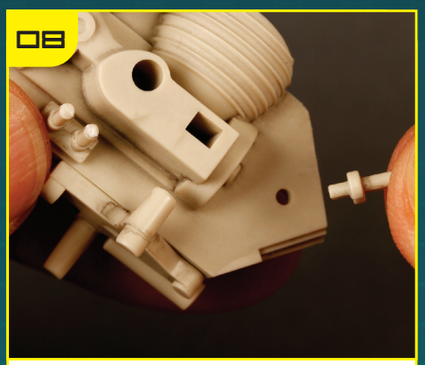
MF_44_2ED_BTF_US.indd 8 11/12/2023 12:21

07



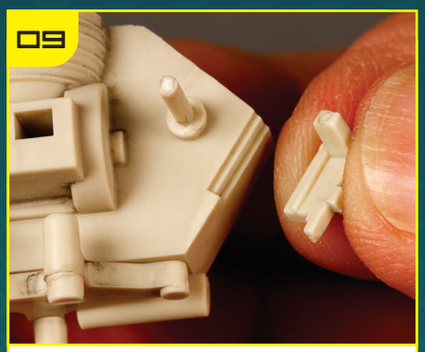
Glue (6) into these two holes.

08



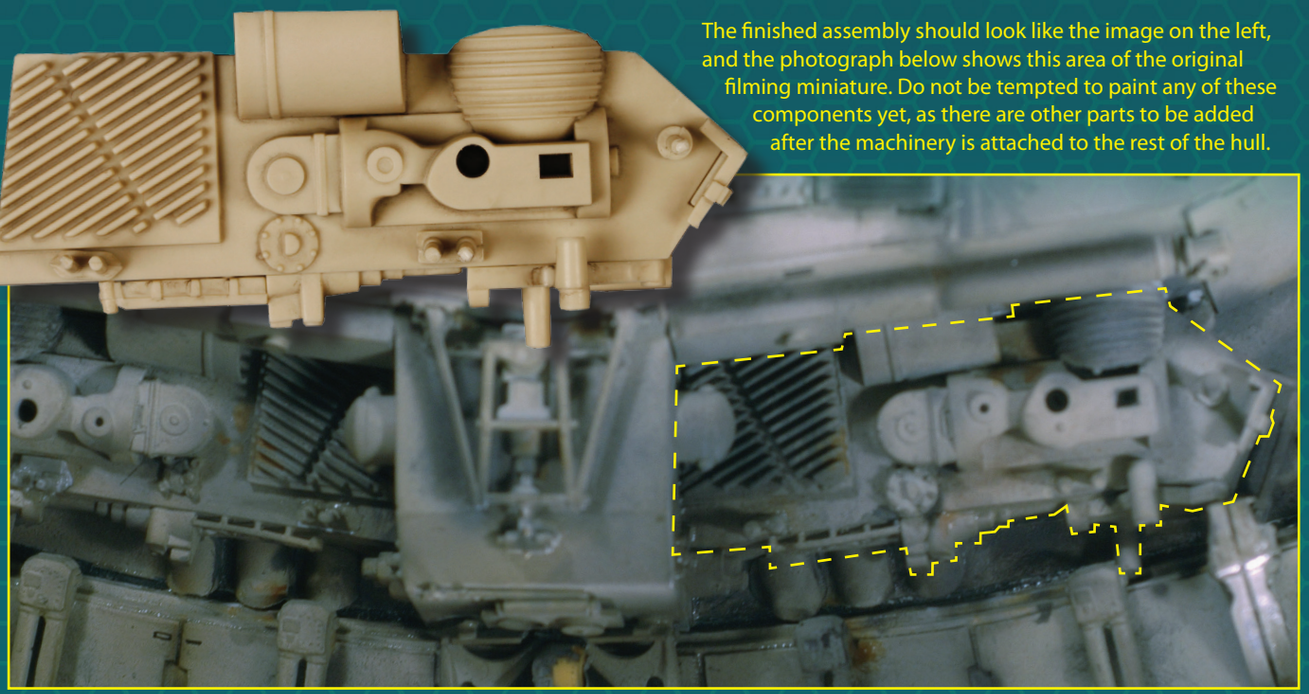
Glue (7) into this hole.

09



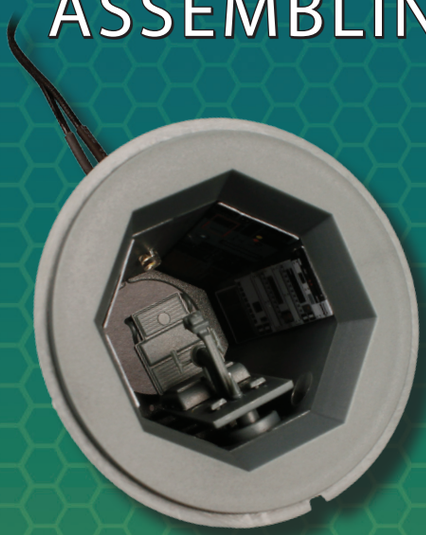
Glue (8) on top of this recess on the corner, noting which way round it goes.

The finished assembly should look like the image on the left, and the photograph below shows this area of the original filming miniature. Do not be tempted to paint any of these components yet, as there are other parts to be added after the machinery is attached to the rest of the hull.



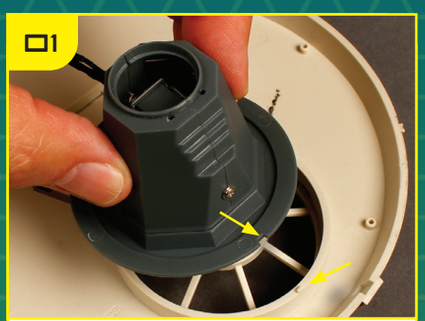
ASSEMBLING THE GUN CONTROLS

The assembly of the control platform and turret well is identical to the one shown in Stage 41, so copy the process shown there. Although you aren't ready to install the gun controls yet, the steps below show you how they will be fitted inside both turrets.



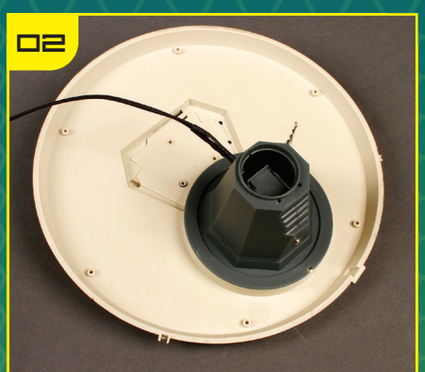
The complete turret well is identical to the one assembled in Stage 41.

01



You can test-fit the assembly to the turret from Issue 2, but do not glue it. Note the locating tab and notch (arrowed).

02



This shows the turret well in position.

MF_44_2ED_BTF_US.indd 9 11/12/2023 12:21

STAR WARS MILLENNIUM FALCON

FANHOME

DeAgostini COLLECTIBLES

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