STAR WARS MILLENNIUM FALCON

BUILD THE MODEL – EXPLORE THE GALAXY



SHIELD GENERATORS

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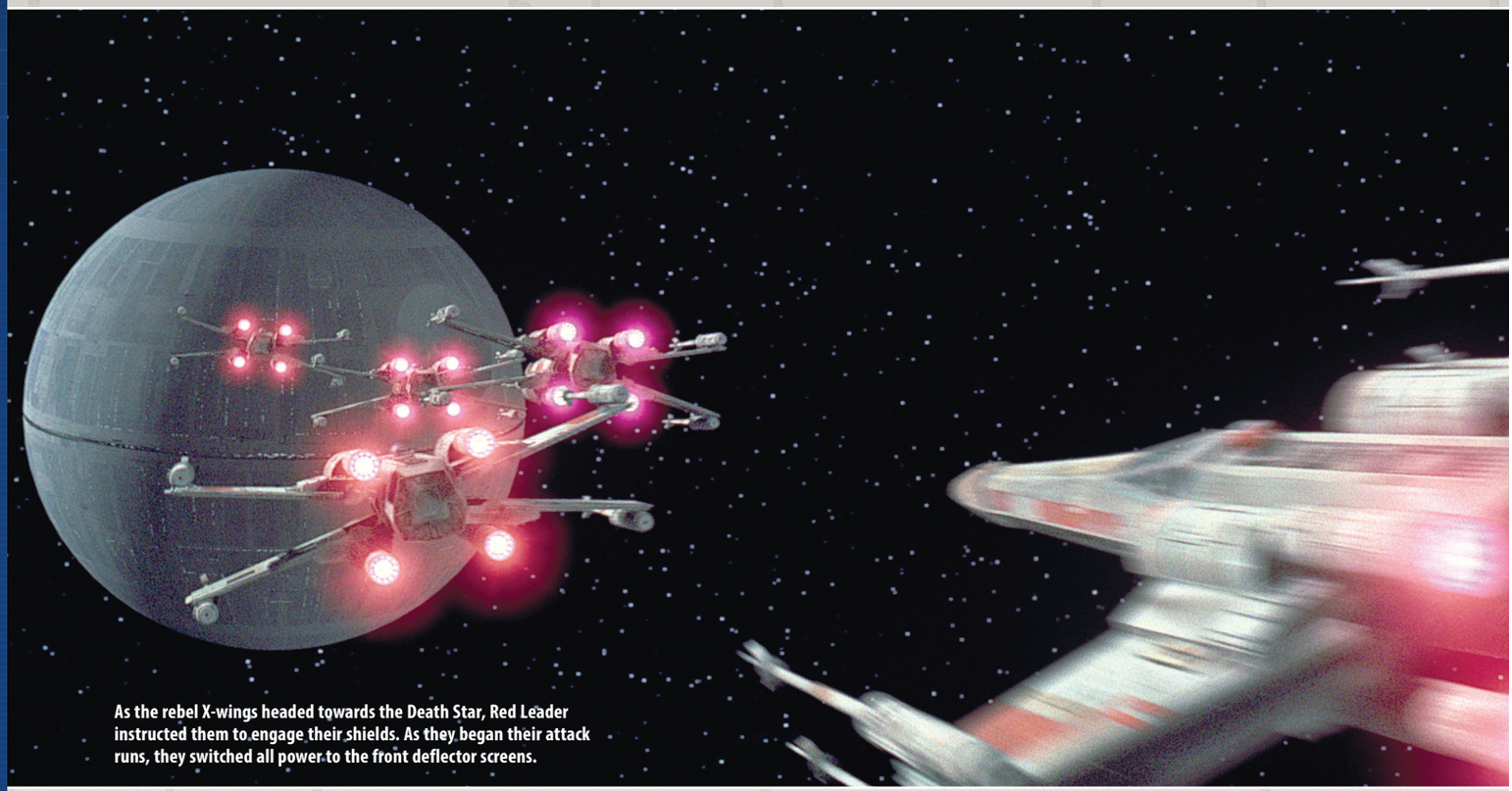
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SHIELD GENERATORS: 2

Military vessels' shields have to absorb all the destructive energy thrown at them and repel solid projectiles. This places extreme demands on both the capability of the technology and the judgment of the pilot.



As the rebel X-wings headed towards the Death Star, Red Leader instructed them to engage their shields. As they began their attack runs, they switched all power to the front deflector screens.

Shields have a hard job to do most of the time, but they are put to the ultimate test during battle. The enormous demands placed on them drastically drain a ship's energy, so that limiting their use can give a tactical advantage – although this is a risky strategy to employ.



When the *Millennium Falcon* fled the explosion that destroyed the Death Star, her military-grade shields protected the rear quarters from the enormous release of both energy and particles of debris.

DIRECTIONAL SHIELDS

Not only are military vessels' shields more powerful than those fitted to civilian craft, they are also more flexible, as they can be concentrated in whatever direction is needed to repel enemy fire. This minimizes the overall power drain, but also means that a ship's automated systems need to react swiftly to each new threat.

Regular starfighters such as the X-wing are equipped with shields that take maximum advantage of the ship's capabilities and the demands of each mission. During the Rebel Alliance's attack run along the Death Star trench, for instance, each wave of starfighters went in with all power switched to the front deflectors. It was only when they picked up swarms of Imperial TIE fighters that they had to divert power to face the incoming laser blasts.

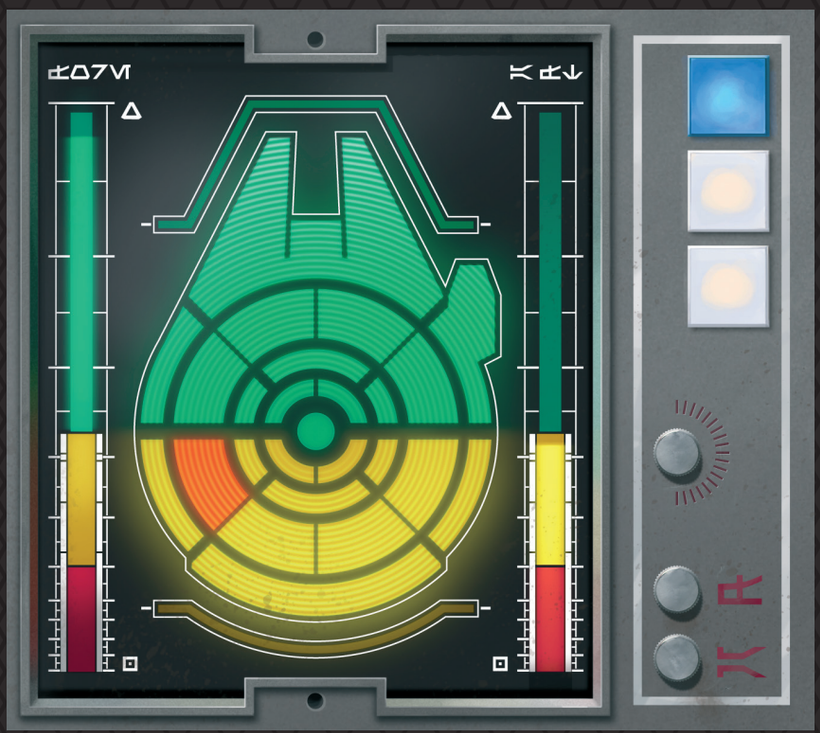
THE FALCON'S SHIELDS

In the case of the *Millennium Falcon*, her powerful, but illegal, military-grade shields are fully maneuverable – and, like those installed in the X-wing, can be angled to combine their energy against enemy fire from any direction. By using the unorthodox combination of shield generators intelligently, it is possible for her crew to ensure that the available deflector shield power is diverted where it is most needed, whether the ship is making a full-on attack or beating a tactical retreat.

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SHIELD GENERATOR STATUS READINGS

The *Falcon*'s shield control panel has three graphic readouts showing the power available to the fore and aft shield generators, and the distribution of the shielding around the ship. Both the strength and direction of the shields can be controlled by the crew, although the extreme power demands of the illegal military-grade equipment means it is prone to overloading and failure.



Color-coded sectors indicate where the *Falcon*'s shields are holding, weakening or (as in the port rear quadrant in the readout on the right) have failed.



While the shields can resist energy weapons and projectiles, they cannot protect the ship during a crash, such as the one that ripped off the rectenna.

GREEN: shields are holding at an optimal power level

YELLOW: shields' strength is failing

RED: quadrants under attack will blink red: solid red indicates the shields have failed









GREY: shields are powered down. On the left, all shield power is routed to the forward section for extra protection, but the aft is left vulnerable On the right, all shield power is routed aft. This option is only used rarely – such as during an escape within a planetary atmosphere. It is not recommended during space flight, as striking micrometeorites or other particles during forward acceleration would be extremely damaging.





During a battle, the *Falcon*'s crew needs to adjust the shields to match an ever-changing threat level.

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Luke Skywalker's first introduction to the *Falcon*'s shields was when a flashing light in the cockpit alerted her crew to their imminent failure, prompting Han Solo to make an emergency jump to light speed.



The *Falcon* came under fire during the flight from the Battle of Hoth, but its shields repelled the enemy attack.

The only problem this poses is that even though the *Falcon*'s engines have been upgraded, they were not designed to provide the extremes of power needed to run such high-energy shields continuously. As a result, despite her ability to absorb enemy blasts and recycle their energy, the *Falcon* can only withstand a concerted attack for a short period. This means that her crew are even more reliant than usual on the instruments and readouts that show the status of the shields. During their precarious existence as freebooters around the galaxy, Han Solo and Chewbacca became used to keeping a close eye on how the *Falcon*'s shield generators were performing – which is monitored on a situation display mounted in the freighter's cockpit.

SHIELD GENERATORS SITUATION DISPLAY

A color-coded graphic representation of the ship informs the pilot and co-pilot of the configuration of the shields and their operating status. The display is divided up into a series of sectors, and a fully green display of the ship means that the shields are holding fore and aft at an optimal power level. However, this is rarely the case during combat.

If the forward section of the ship is green and the aft section is black, it means that all shield power has been routed forward, leaving the aft vulnerable. (This was Solo's seemingly foolhardy tactic at Hoth, when he flew the *Falcon* at an Imperial Star Destroyer at high speed before landing on her hull.) The reverse is seldom seen in space, thanks to the danger of having no forward shields to protect against debris, but Solo was known to have routed all shield power to the aft section while other ships were in pursuit in a planetary atmosphere.

When the ship graphic on the situation display turns yellow, shield strength is failing. If shield quadrants blink red, it means they are under attack, as when the *Falcon* blasted its way out of Mos Eisley Spaceport – and when they turn solid red, it means they have failed completely.

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YOUR NEXT PARTS

COMPONENTS CHECKLIST

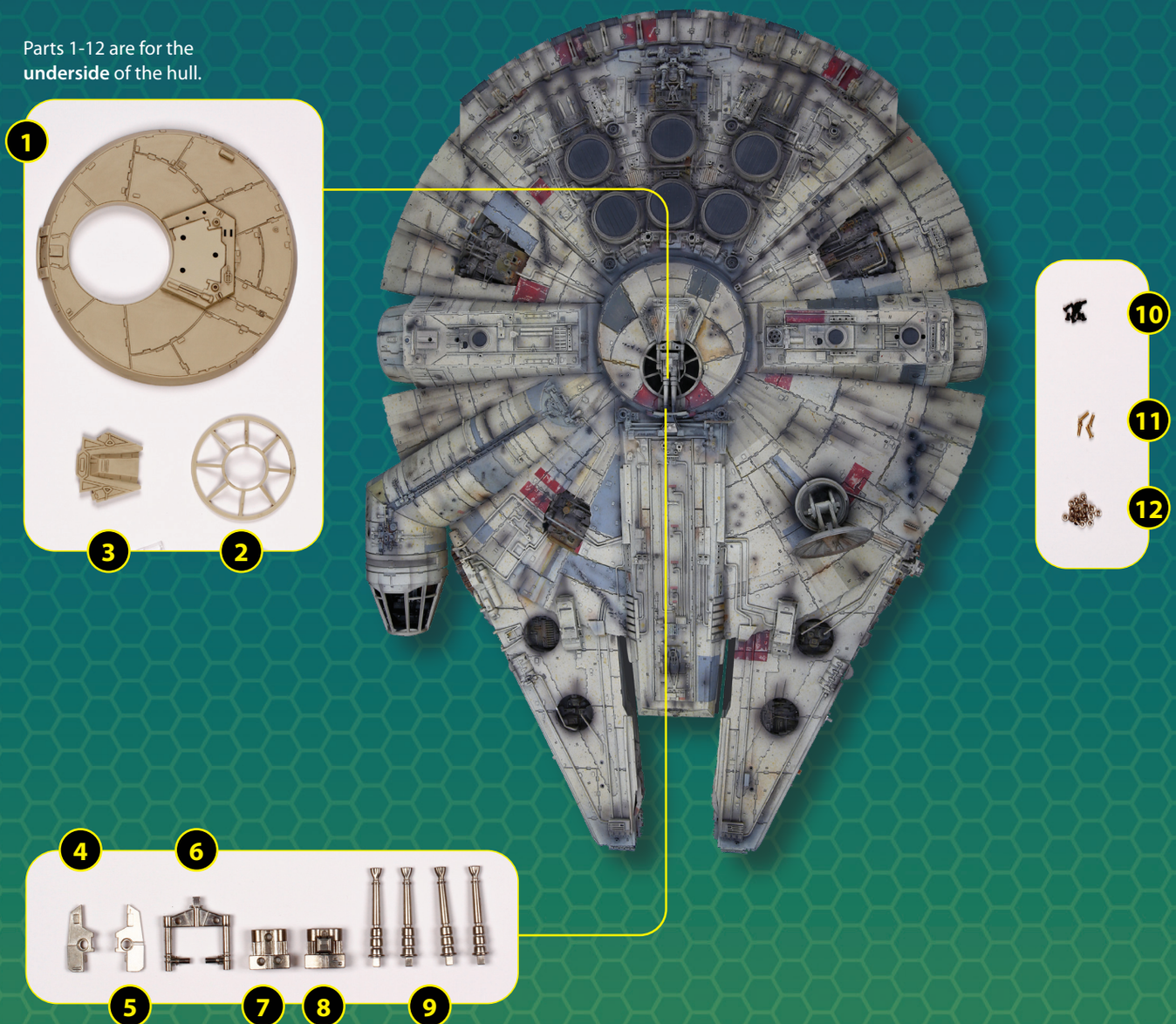
1 Quad laser turret BP-2
2 Laser turret window frame
3 Laser turret mount
4 Left mounting plate
5 Right mounting plate
6 Mounting yoke
7 Laser cannon mount (lower)
8 Laser cannon mount (upper)
9 Laser cannon barrels (x 4)
10 Fixing screws (x 8, plus 1 spare)
11 Fixing screws (x 3, plus 1 spare)
12 Fixing screws (x 18, plus 1 spare)

Now that you have all the sections of plating for the lower hull, it is time to start screwing the panels on, ahead of adding the turret supplied here.

The ventral turret and quad laser cannon are almost identical to the parts provided with Issues 1 and 2, and are assembled in a similar way. But before fitting them you need to finish the lower hull plating – a satisfying job, which is covered in several stages.

WHERE THE PARTS FIT

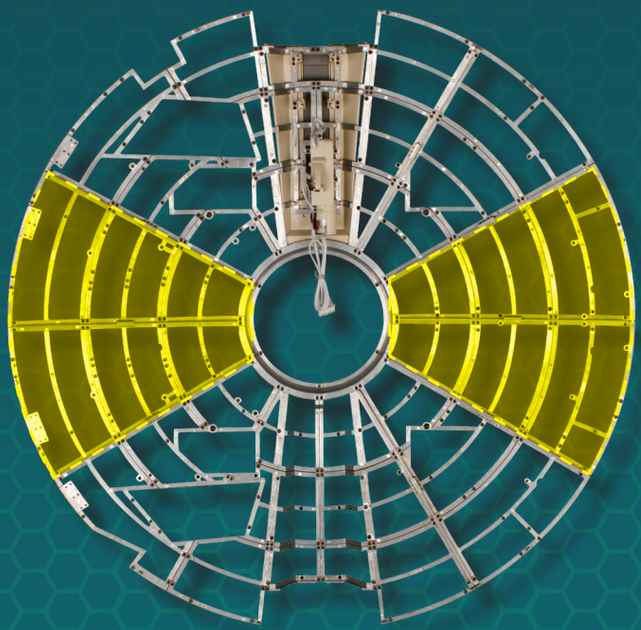
Parts 1-12 are for the **underside** of the hull.



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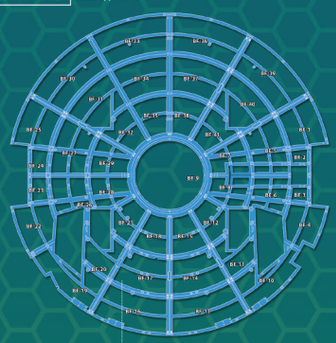
COLLECTING THE PARTS

This stage involves fitting 24 hull panels, which were supplied between Issues 9 and 42, so start by getting these together.



Each of the hull panels has mounting lugs that fit into holes in the metal frames. They will only fit in one place, so it is important you have assembled the framework correctly. There are a few frames that are interchangeable, but are mirror images of each other. Before you start, it's worth checking that frames BP-13 to BP-18 and BP-33 to BP-38 (which are in the highlighted areas) are set in their correct locations. Also ensure that all the frame joints are secure before you start.

BOTTOM FRAMES Scale approx. 1:2



Radial stiffening ribs

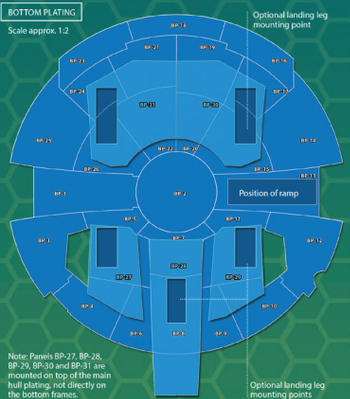
Position of internal details (main hold and corridors)



Use the silver self-tapping screws to hold all the hull panels to the framework.

The blueprint that came with Issue 1 shows you the correct positions of all the hull frames and each plating panel, so you may find this a useful reference.

BOTTOM PLATING Scale approx. 1:2



The photograph below shows all 24 hull panels that you need to assemble. The numbers printed on top are the part numbers that are molded into each one. These panels have been laid out in the order that they need to be fitted – which makes the assembly easier to follow – but it isn't essential to do this, as the step-by-step instructions give all the part numbers and show you how to fit each one in turn. You may also find it useful to refer to the blueprint that came with Issue 1, as this shows where each panel fits on the lower hull. You also need 120 silver self-tapping screws – although a few spares may be useful in case you drop any.



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SUPPORTING THE FRAMEWORK

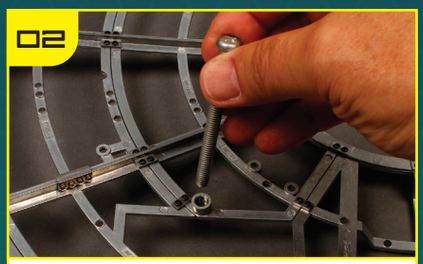
You will need to turn the frame over repeatedly during the assembly, so it is essential to protect the delicate ramp mechanism. To do this, insert four bolts to act as a temporary stand that will hold the frame above your work surface.

01



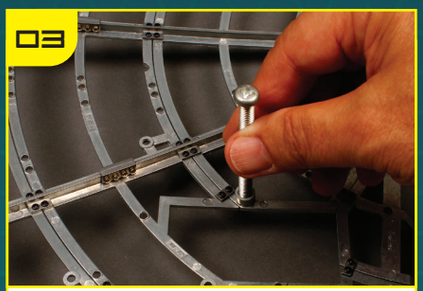
Four suitable bolts will be supplied with Issue 54, but if you are assembling the hull as you go, you can buy some M6 roofing bolts (65mm or longer).

02



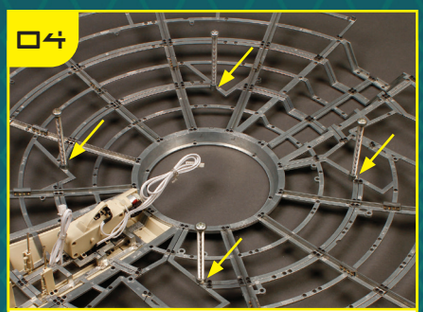
There are four large threaded bosses at about 140mm from the center. Insert the bolts from the inside of the frame.

03



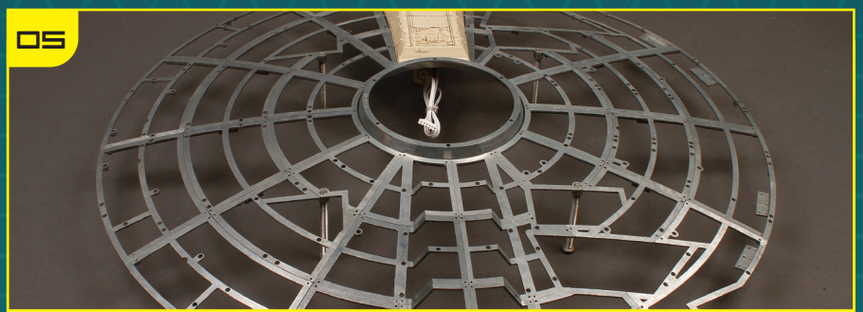
Screw the bolts in finger tight, stopping before they protrude on the other side.

04



Screw bolts into all four holes like this.

05

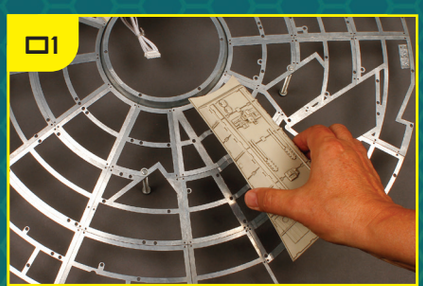


The hull should stand securely on its four 'legs'. Adjust the bolts if necessary.

FITTING THE FIRST HULL PANELS

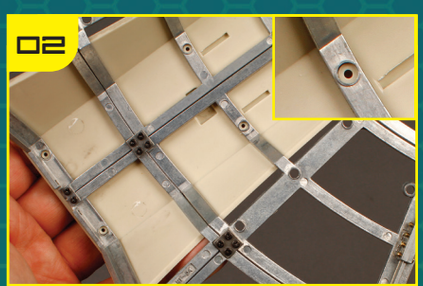
Start by fitting the port corridor opposite the ramp, then add the first part of the main circle.

01



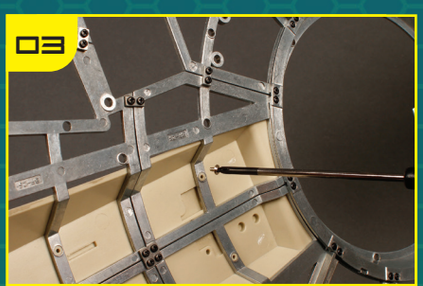
Fit panel BP-01, the port corridor floor, over the cranked section of the frame.

02



Make sure that all six of the lugs are fully seated in the holes in the framework.

03



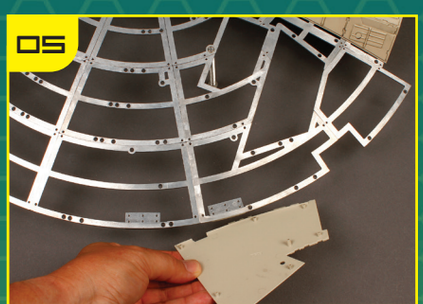
Insert a self-tapping screw into each lug to hold the panel in place.

04



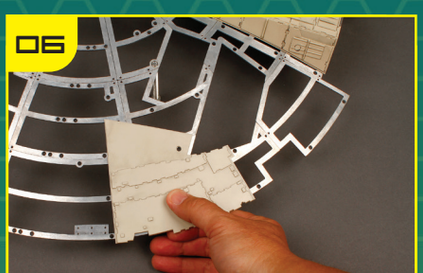
Do not overtighten the screws.

05



Now take panel BP-10.

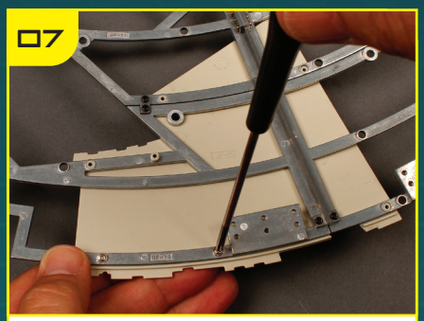
06



BP-10 fits beside this angular opening in the frame, forward of the ramp.

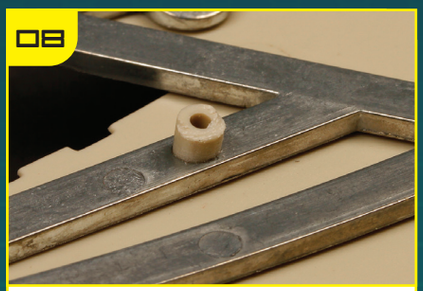
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07



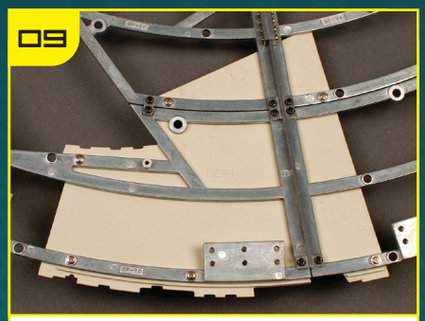
Make sure all the lugs are seated, then screw the outer edge of the panel to the frame using three self-tapping screws.

08



Note how this lug protrudes through the frame. **Do not drive a screw into it** – it will be used to mount a recess at a later stage, as explained in Step 10 opposite.

09

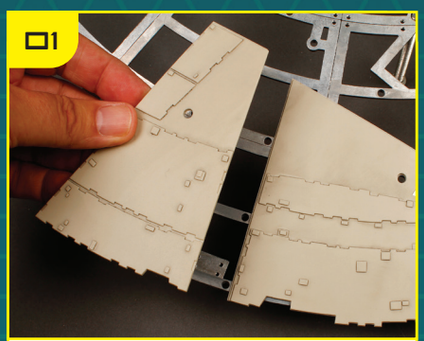


The panel looks like this after fitting all six screws. Note that its angled edges do not follow the lines of the frame.

COMPLETING THE FIRST QUARTER

Fill in the sections of the plating that run from the starboard corridor (which contains the ramp mechanism) to the center of the hull.

01



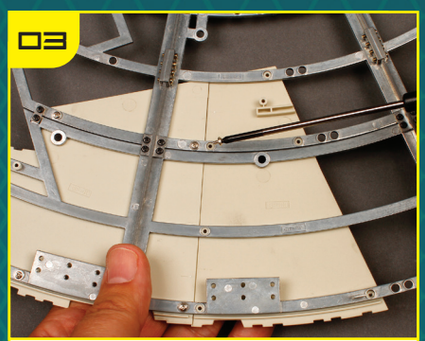
Fit panel BP-09 next to BP-10.

02



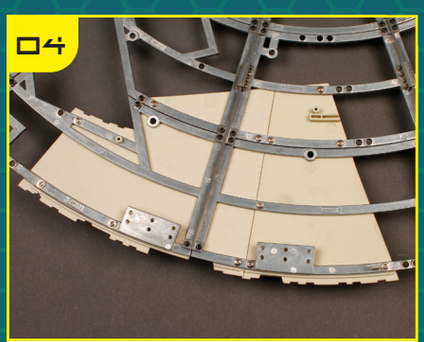
BP-09 joins BP-10 as shown. The panels' overlaps follow the lines of the plating to hide the joints, and are the reason the panels must be fitted in order.

03



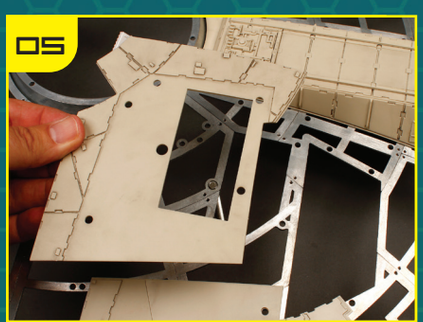
Fix BP-09 to the frame with six screws.

04



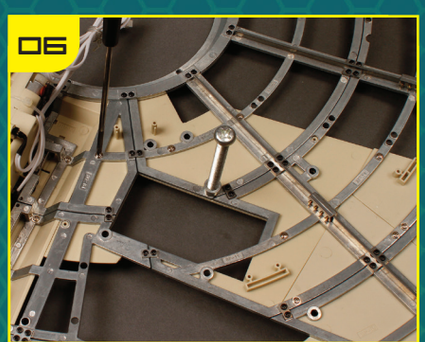
The plating now looks like this.

05



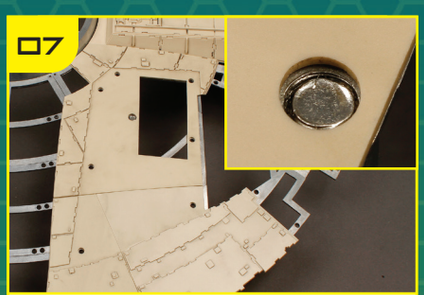
Fit panel BP-11 between BP-10 and the starboard corridor.

06



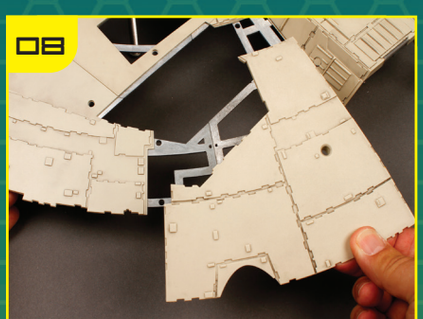
Secure BP-11 with screws in each lug.

07



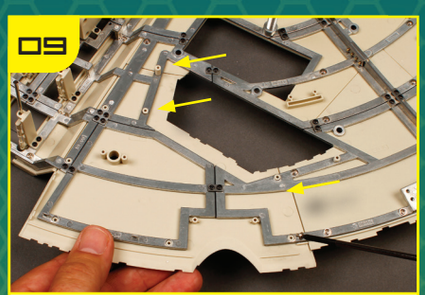
One support bolt lines up with this hole in BP-11, which can be used for wall mounting at a later stage.

08



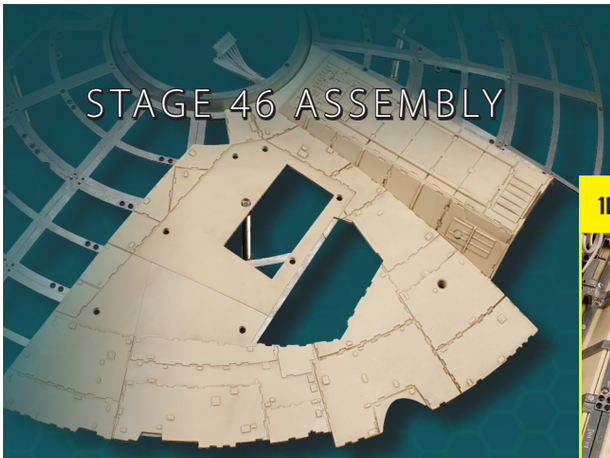
Fit panel BP-12 between BP-10 and the port corridor.

09



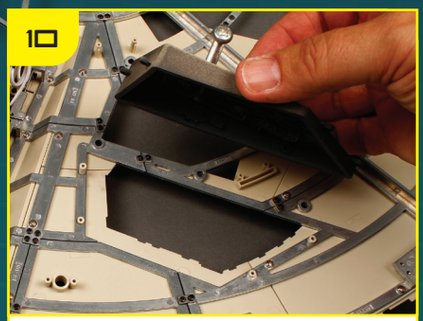
Fix BP-12 to the frame with five screws. Do not put screws in the three projecting lugs next to the recess (arrowed).

MF_46_2ED_BTF_US.indd 7 12/12/2023 08:22



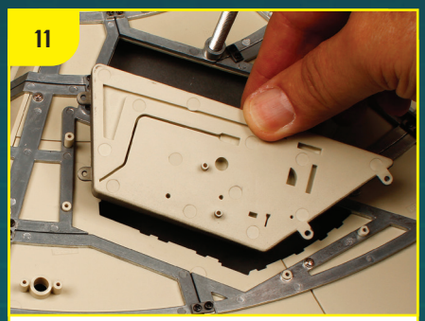
The plating should now look like this, with the first quarter completed, leaving two large holes and a smooth area with no detail, which will be covered by panel BP-29 in the next stage.

10



The larger hole in the plating will be filled by the recess from Stage 19. **This is added later on, but you can test-fit it now.**

11

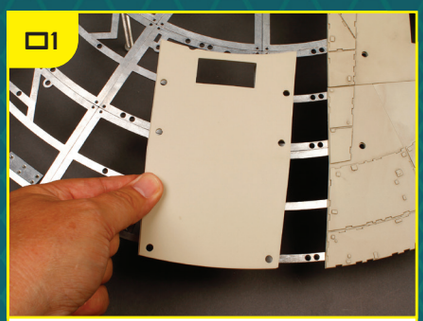


This shows the purpose of the four projecting lugs – but **do not screw the recess to them until a later stage.**

COMPLETING THE FIRST HALF

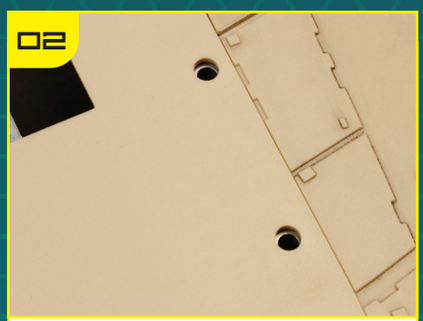
Add the panels that continue the plating around to the port corridor.

01



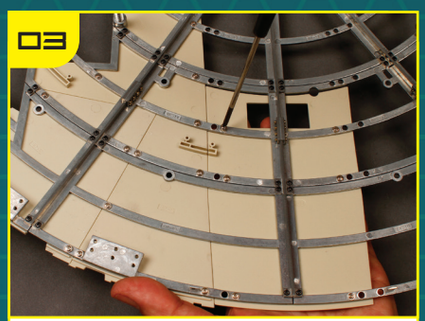
Fit panel BP-08 beside BP-09 and BP-11, as shown.

02



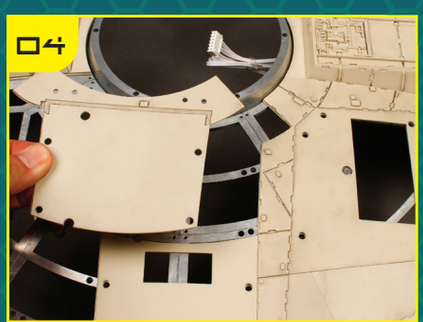
The six large holes will be used to mount a second layer of plating in Stage 47.

03



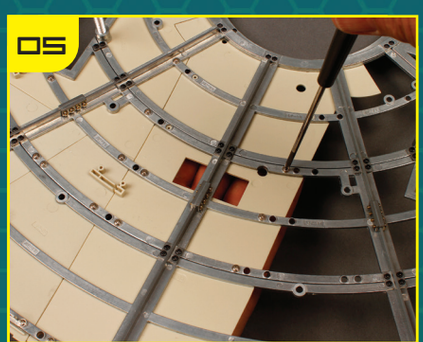
Secure BP-08 with six screws in the lugs that fit into the holes in the frame.

04



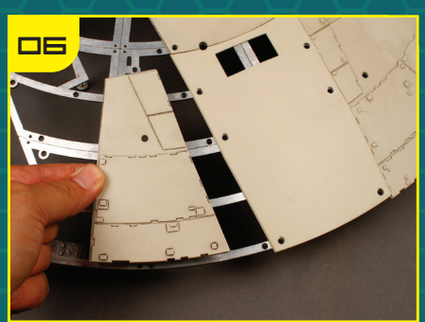
Fit panel BP-07 to the center of the assembly, as shown.

05



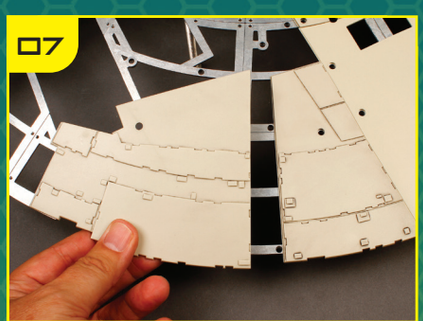
Screw the mounting lugs to the frame.

06



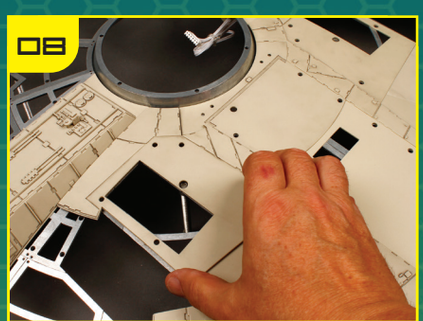
Fit panel BP-06 over the edge of BP-08 and screw it in place.

07



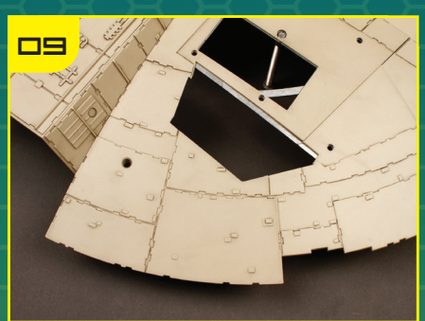
Fit panel BP-04 over the edge of BP-06 and screw it in place.

08



Fit panel BP-05 between BP-07 and the port corridor and screw it in place.

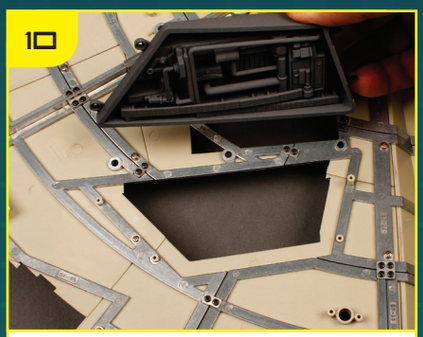
09



Fit panel BP-03 into the remaining gap and screw it in place.

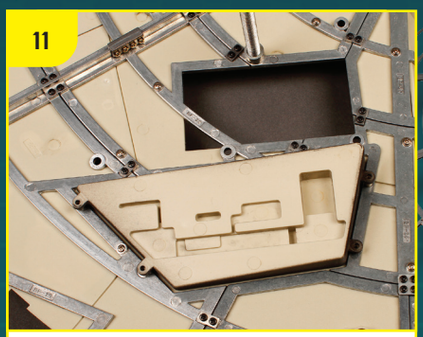
MF_46_2ED_BTF_US.indd 8 12/12/2023 08:22

10

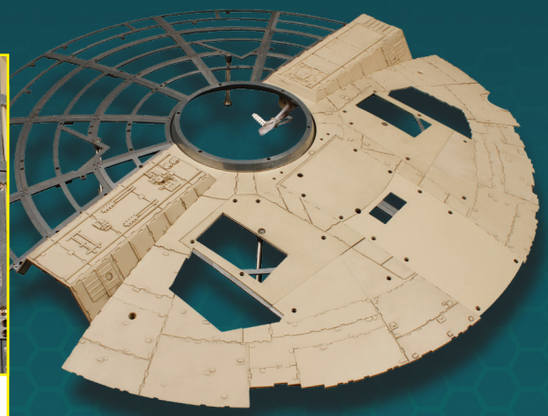


You can test-fit the port recess over the hole in the plating.

11



The port recess fits onto the protruding lugs, but do not screw it in place yet.

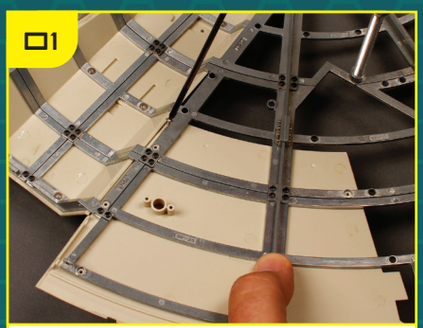


The plating should now look like this.

PREPARING THE ENGINE BAY AREA

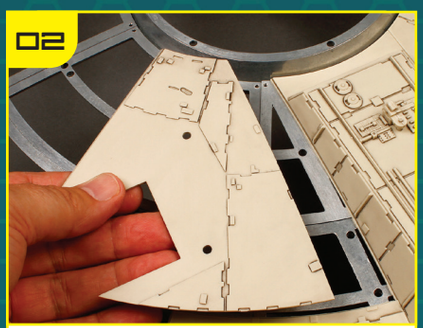
The panels in the engine section are covered by the thrust vector plates, which must be fitted before the plating is completed.

01



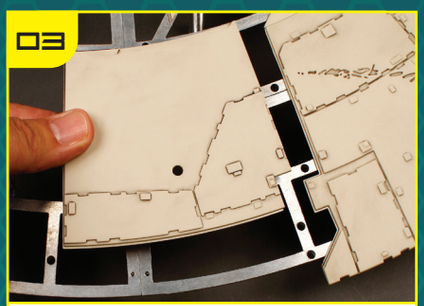
Fit panel BP-25 against the side of the port corridor and screw it in place.

02



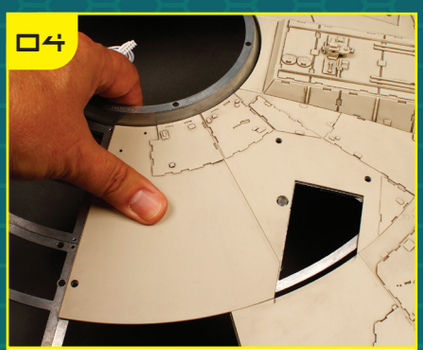
Fit panel BP-26 inboard of BP-25 and screw it to the frame.

03



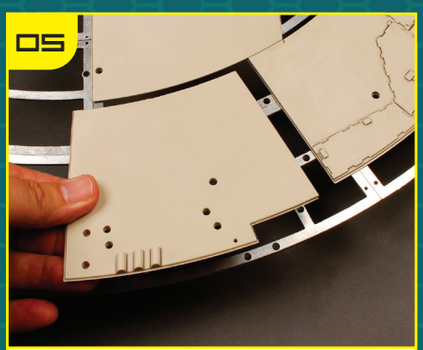
Fit panel BP-24 over the edge of BP-25, noting how the curved edge stops short of the outermost frame.

04



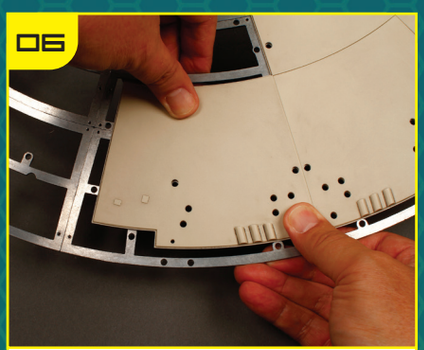
Fit BP-22 against BP-26 and BP-24.

05



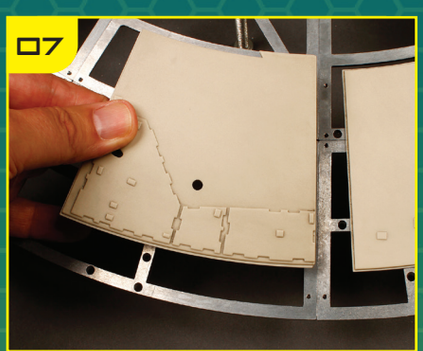
Fit BP-21 against BP-22 and BP-24.

06



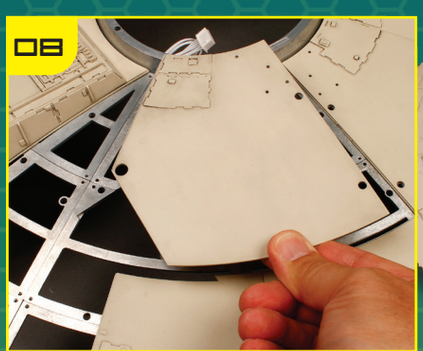
Fit panel BP-19 beside BP-21.

07

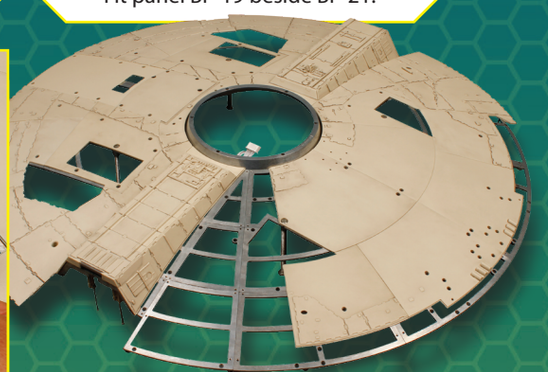


Fit panel BP-17 beside BP-19

08



Fit BP-20 against BP-21 and BP-22.



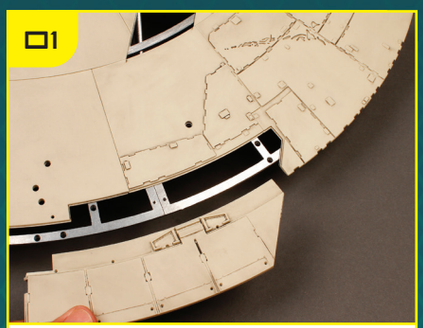
This leaves an open segment between the plating and the starboard corridor.

MF_46_2ED_BTF_US.indd 9 12/12/2023 08:22

COMPLETING THE ASSEMBLY

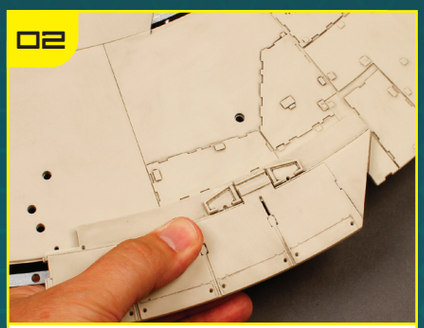
Complete the first layer of plating by adding the thrust vector plates and the final two panels.

01



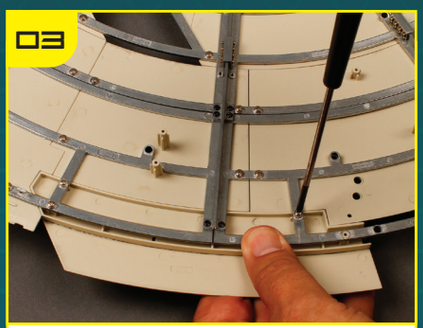
Fit BP-23 (the port set of thrust vector plates) first.

02



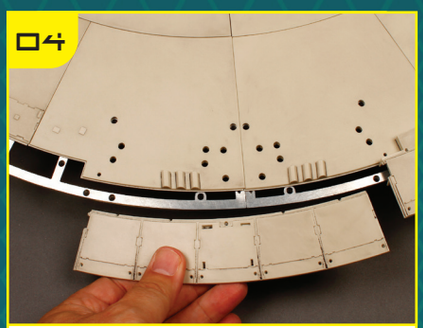
The thrust vector plates fit in this position, overhanging the frame.

03



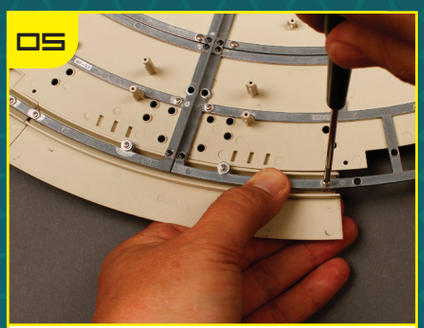
Make sure all four lugs are seated in their holes and screw them to the frames.

04



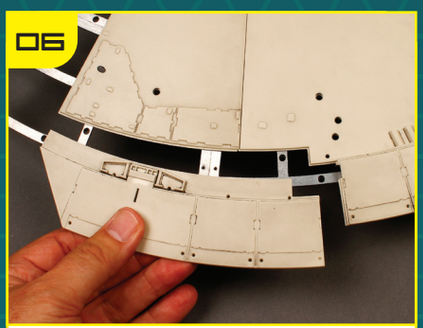
Now fit BP-18, the center set of thrust vector plates.

05



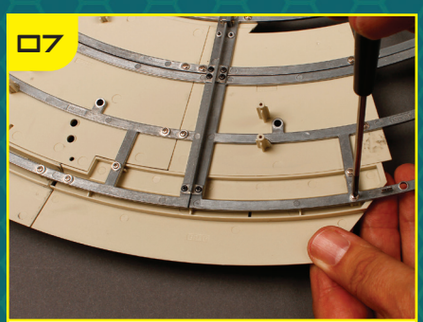
Screw all four mounting lugs to the frames.

06



Finally, fit BP-16, the port set of thrust vector plates.

07



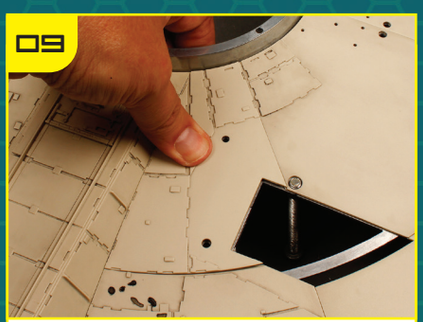
Secure BP-16 in the same way you did with the previous two panels.

08



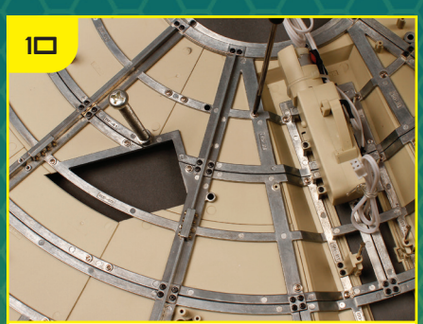
Screw panel BP-14 in place between the corridor and BP-17, tucking its projecting point under BP-16.

09



Fit BP-15 into the remaining gap, and screw it in place.

10



Make sure that all the panels are flush and all the screws are tight.



The first layer of plating is now complete. You will add the next level of detail in Stage 47.

MF_46_2ED_BTF_US.indd 10 12/12/2023 08:22