STAR WARS MILLENNIUM FALCON

BUILD THE MODEL – EXPLORE THE GALAXY



NABOO J-TYPE 327
NUBIAN

F219FSC047

FANHOME

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STAR WARS MILLENNIUM FALCON

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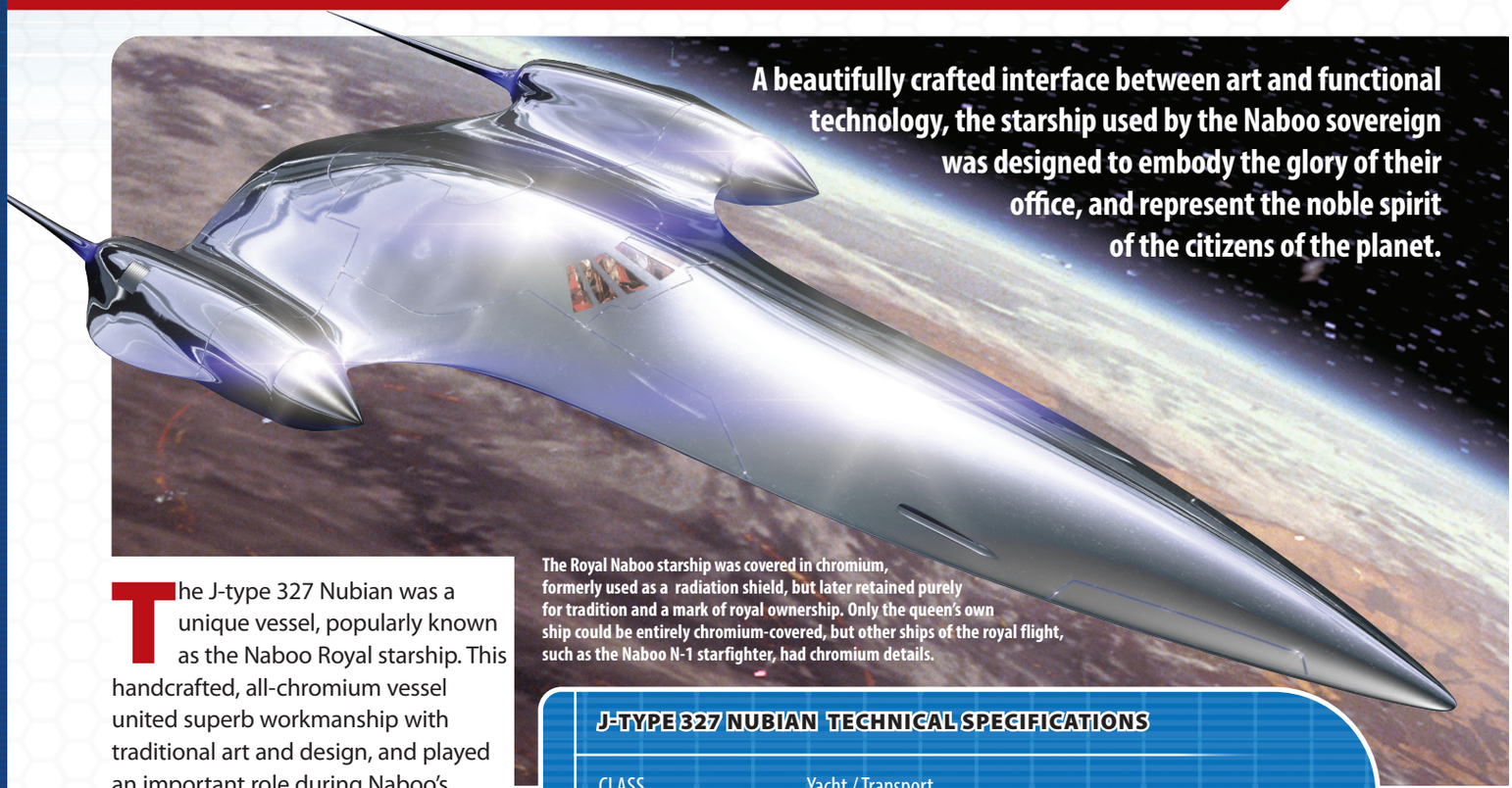
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ROYAL NABOO STARSHIP

NABOO J-TYPE 327 NUBIAN

A beautifully crafted interface between art and functional technology, the starship used by the Naboo sovereign was designed to embody the glory of their office, and represent the noble spirit of the citizens of the planet.



The Royal Naboo starship was covered in chromium, formerly used as a radiation shield, but later retained purely for tradition and a mark of royal ownership. Only the queen's own ship could be entirely chromium-covered, but other ships of the royal flight, such as the Naboo N-1 starfighter, had chromium details.

The J-type 327 Nubian was a unique vessel, popularly known as the Naboo Royal starship. This handcrafted, all-chromium vessel united superb workmanship with traditional art and design, and played an important role during Naboo's occupation by the Trade Federation, some 10 years before the Clone Wars.

NUBIAN FUNCTIONALITY

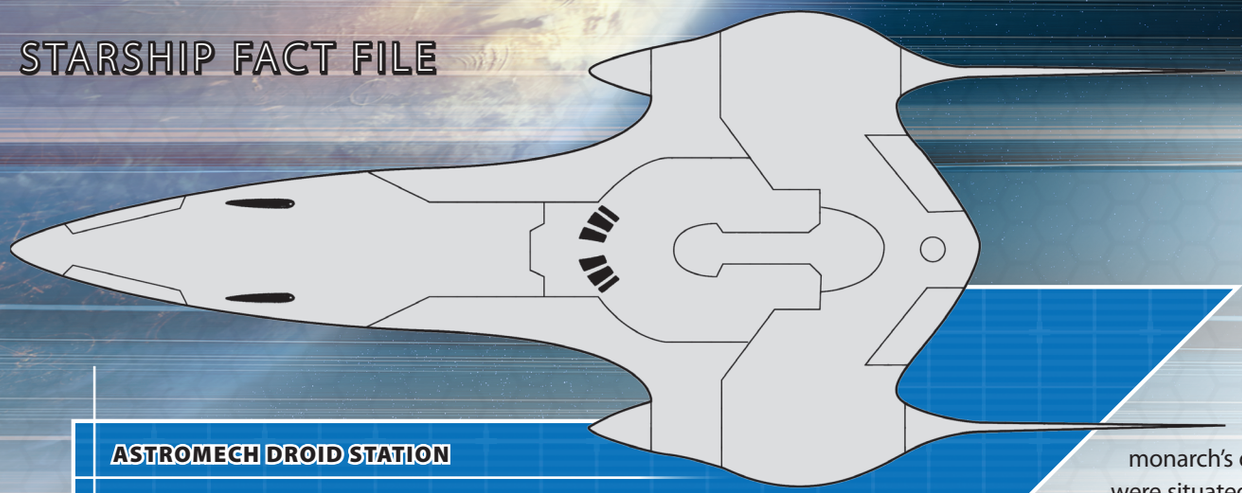
Over a decade earlier, King Ars Veruna spearheaded the development of the ship by dispatching Staven Kremmos, one of Naboo's most innovative starship designers, to oversee its creation at the Nubian factories. The sleek and beautiful design became a combined effort between the craftsmen of the Theed Palace Space Vessel Engineering Corps and the professionals of Nubia Star Drives, Inc.

Once it was finished, six years before the invasion of the Trade Federation, the Royal starship found a home in the recently established Theed Hangar among the N-1 starfighters. The unique spaceframe of the vessel had been created at Theed, but the ship was colloquially known as a Nubian design because it used many of their high-performance components. Measuring 76 m (249 ft 4 in) long, it was equipped with a T-14 hyperdrive generator. This powerful unit (with Class 1.8 capability) made the Royal starship a fast and agile ship for its time. This was very necessary because the craft didn't carry any weaponry. It was an ancient tradition, in accordance with the peaceful Naboo philosophy, that the Royal starship was unarmed, although it did have strong deflector shields at the front, and near the large Headon-5 sublight engines on both sides.

J-TYPE 327 NUBIAN TECHNICAL SPECIFICATIONS

CLASS	Yacht / Transport
DESIGN	Nubia Star Drives, Inc. and Theed Palace Space Vessel Engineering Corps
CONFIGURATION	J-type
LENGTH	76 m (249 ft 4 in)
HYPERDRIVE	Class 1.8 Nubian 327 with integrated T-14 hyperdrive generator
SUBLIGHT ENGINES	2 x Headon-5s
DAMAGE CONTROL	Kuat Drive Yards components
WEAPONRY	None
CREW	8 (pilot, co-pilot, communications officer, engineer, navigator, diplomatic aide, security officer, bosun), plus 8 astromech droids
PASSENGERS	10
CARGO	4 tonnes
CONSUMABLES	3 months

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ASTROMECH DROID STATION

An astromech droid station on the lower level can hold eight droids. The resilient astromechs take care of urgent repairs, even during spaceflight. When the starship escaped from Naboo during the invasion of the Trade Federation, the droids on station were R2-B1, R2-N3, R2-R9, G8-R3, R2-M5, and a certain R2-D2. Several of them were destroyed when they had to repair the damaged starboard shield generator, but the brave R2-D2 saved the day, and allowed the ship to escape from the Trade Federation blockade, albeit with a damaged hyperdrive.

The chromium finish was another tradition and a symbol of Naboo royalty. Originally, all Naboo starships had a chromium finish as a protection against radiation, but when technology advanced and the old process became obsolete, the Naboo retained it for their royal vessels. The finish was a mark of prestige because it was very difficult to produce, and had to be added by craftspeople at Theed, and not in a Nubian factory.

Yet another characteristic Naboo design that was taken to extremes in the 327 Nubian was the inclusion of two heat-sink engine finials. Also present in the Naboo N-1 starfighter, these had the functional effect of reducing engine pollution.

STYLE AND BEAUTY

The diplomatic Royal starship featured a unique design, expressing the love of the Naboo not only for aesthetics and art, but also for their royalty. No matter where this starship traveled, its distinctive presence never failed to impress. Like a pleasure yacht, the vessel was equipped with all the necessary luxury for the monarch and his or her entourage. Surprisingly, for such a large starship, the 327 Nubian could perfectly easily be piloted by one person, though additional seats for other crew members were available.

The lower levels featured escape pods, the power core, shield projectors, and an astromech droid station. The monarch's quarters were situated in the nose, forward of the cargo hold and the main hold. This main hold was home to the T-14 hyperdrive generator core, several tech stations, and bunks. An adjacent room could be used for additional cargo. The main area aft was a royal throne room where the monarch was usually found. This large room had seats for guests and visitors. The rather small cockpit was found on top, and featured six transparisteel windows.

Although it was a custom that the monarch would give the Royal starship a name, Veruna's successor, Queen Amidala, never did that, since the invasion of Naboo by the Trade Federation brought her more urgent matters to attend to. But Queen Amidala would owe the Royal starship her life, and her people would owe it their freedom. When Amidala became a senator, the ship was replaced by another handcrafted starship to be used by her successor, Queen Jamillia.

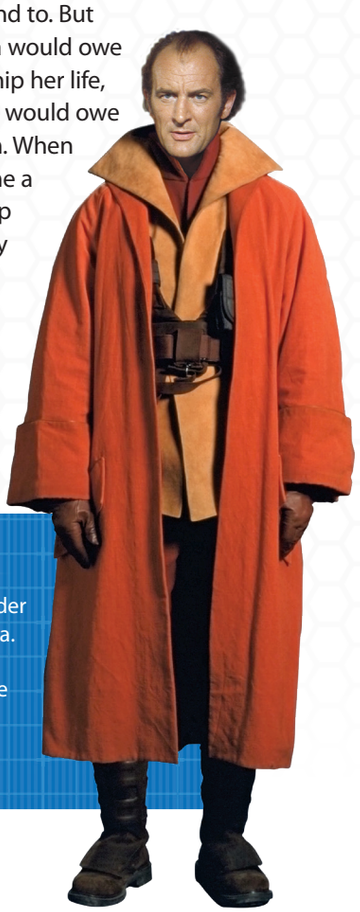
BEHIND THE SCENES

CLASSIC DESIGN

The J-type 327 Nubian's design is aesthetically reminiscent of the classic streamlined spaceships seen in old sci-fi serials such as *Flash Gordon* and *Buck Rogers*. Early designs for the queen's ship included a space yacht powered by a huge solar sail, but when George Lucas instead opted for a sleek, chrome look, Design Director Doug Chiang turned to 1950s-style car bonnet mascots for inspiration, while the starship's overall shape is also reminiscent of the Lockheed SR-71 'Blackbird' reconnaissance jet. The ship's interiors were built as full-size sets at Leavesden Studios, but the exterior was created both digitally and as a model built by ILM. The polished surface – a challenge to model – was achieved by covering a fiberglass miniature with reflective Mylar sheeting. The model was filmed under natural sunlight to take advantage of the reflections this created.

ROYAL PILOT

A veteran Naboo pilot in the Space Fighter Corps, Commander Ric Olié usually piloted the Royal Starship for Queen Amidala. Olié answered directly to Captain Panaka, and formed a friendly bond with the nine year-old Anakin Skywalker while travelling from Tatooine to Coruscant and back to Naboo.



Queen Amidala's personal pilot Ric Olié was a member of the Naboo Space Fighter Corps, whose uniform he wore.

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HYPERSPACE

When a starship makes the jump into hyperspace, she is leaving the natural laws of normal realspace behind. But without the ability to enter a different dimension of space-time, galaxy-wide travel would be impossible.



A journey through hyperspace appears like a trip through a blue tunnel in an alternative reality – one that exists outside of the normal space-time continuum, known as realspace.

Once, hyperspace was a purely theoretical concept, invented by writers of extraordinary fiction to move the plots of their space operas along. Such writers wrote about hyperspace as a dimension where the conventional space-time relationship did not apply, allowing characters to move from the planet where they lived to some faraway fictional star system in the blink of however many eyes their race had.

While some called their inventions fanciful, these writers had the last word when the galaxy's brightest and best propulsion scientists were able to launch the galaxy's first real starships into hyperspace. One legend suggests the Rakata, an amphibious humanoid species from the planet Lehon, were the first to develop hyperspace travel. But their species is long extinct as a result of corruption from the dark side of the Force – or so the story goes.

THE DISCOVERY OF HYPERSPACE

Official records show that Corellian engineers worked independently of their Duros counterparts to develop hyperdrive technology. Before their invention, it was impossible for a starship to travel faster than the speed of light, but after the light barrier was broken about 25,000 standard galactic years ago, commerce and trade between neighboring star systems were made possible, alliances were formed and the first Galactic Republic arose. Unfortunately, the ability to travel faster than light also created new possibilities for war, as the now-mythological Great Hyperspace War between the Republic and Sith Empire proved just over 5,000 years ago.

THE INVENTION OF THE HYPERDRIVE

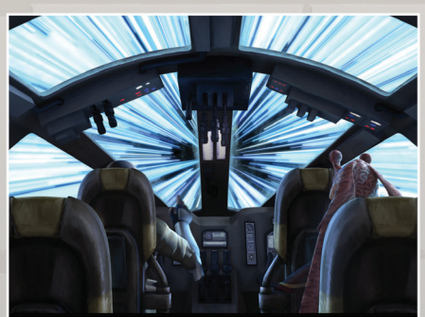
The hyperdrive engine works by propelling a starship out of normal space and into an alternative dimension of hyperspace – where an entirely new set of physical laws mean that it is possible to travel faster than the speed of light.

The word 'hyperspace' was first defined by galactic wordsmiths to mean an unusually energetic continuous expanse that was free, available or unoccupied. But the early explorers who traveled the dimension by making micro hyperspace jumps soon proved them wrong, when they discovered that any sizable celestial objects in normal realspace (such as suns, planets, moons, and asteroids) all cast their own gravity shadows that had an effect in hyperspace.

The lives of the early hyperspace explorers were extreme. On the one hand, probing this new dimension was tedious; on the other it was enormously dangerous. Either way, it was well paid. The discovery of a new hyperspace route could set its discoverers and their families up for life.

New routes were mapped out by a series of space-bound hyperspace marker buoys designed to be detected by the new line of astro-navigation computers built for the purpose. Those unfortunate hyperspace pioneers who were lost in the accidents that led to the development of the galaxy's first navigational computer were not sacrificed in vain. It was upon their

Jumping into hyperspace is accompanied by characteristic high-speed streaks of light.



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starry graves that the modern galactic society was built.

NAVIGATING HYPERSPACE

Thanks to the early hyperspace explorers, untold numbers of starships use sublight drives to maneuver to coordinates from which it is safe to jump into hyperspace. Astro-navigation computers are booted up and fed with the coordinates of the desired destination and, using the network of hyperspace marker buoys, plots a course. The ship's hyperdrive motivator can then be fired up to propel the ship into hyperspace. When it is time for reversion to normal space, hyperdrive motivators kick in again, reversing the process and getting the ships and their crew and passengers to their destinations safely and in good shape.

TACTICAL MANOEUVRES

The blue tunnel of hyperspace proved the perfect bolt-hole when the *Millennium Falcon*, captained by Han Solo and co-piloted by his first mate Chewbacca, blasted its way out of Imperial clutches from Tatooine shortly before the Battle of Yavin. Only Solo and Chewbacca's concerted skills with both navicomputers and hyperdrive engines got them safely away into hyperspace, quicker than most other pilot and co-pilot teams. If lesser pilots had been at the *Falcon*'s controls that day, the plans for the first Death Star the ship was carrying could have been destroyed before the Rebel Alliance had the chance to analyze them.

Hyperspace tunnels were frequently the savior of the *Falcon* and those she carried. Her former owner, Lando Calrissian, piloted her into one after the Empire occupied Cloud City at Bespin and its agent Darth Vader seized control. Later, the *Falcon* would escape a second Imperial blockade of Tatooine, following the rescue of Solo from Jabba's palace, and after tricking the Hutt's retinue into thinking the Imperial navy had come for them.

However, the ship's most spectacular and skillful hyperspace jump came at the hands of Calrissian and his co-pilot Nien Numb, who jumped from the Sullust system to Endor. If they, and the accompanying Rebel Alliance fleet, had their calculations the slightest bit out, they would have smashed into the forest moon of Endor or each other – not to mention the second Death Star and the Imperial fleet protecting it.

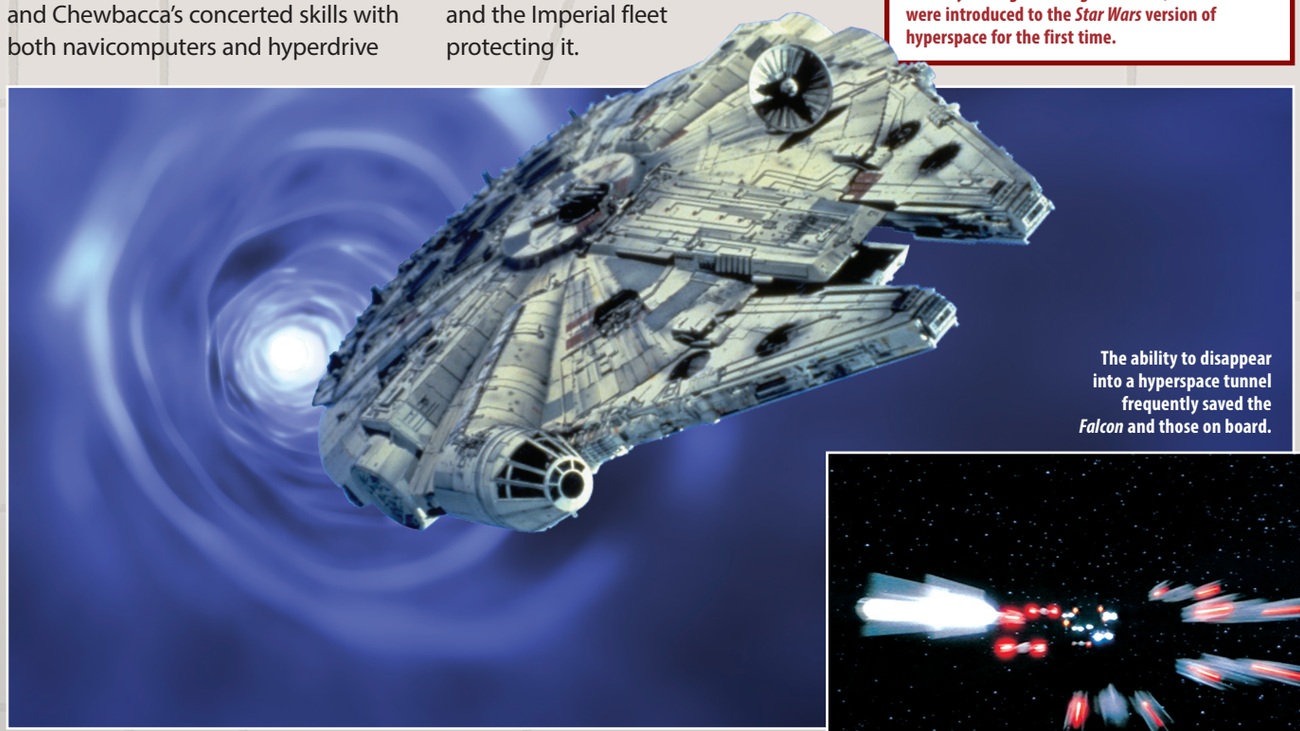
LIFE ON EARTH

Star Wars is often described as a comic book-style adventure and the use of the concept of hyperspace is just one thing that supports that argument. Pulp-fiction magazines *Amazing Stories* and *Astounding Science Fiction* were among the first publications to postulate the theory of hyperspace as a fourth spatial dimension, as early as the 1930s. *Islands of Space*, written by John W. Campbell Jr, appeared in *Amazing Stories* in 1931. But *Star Wars* creator George Lucas's reason for borrowing the idea for the first film of the original trilogy in 1977 was purely pragmatic: 'Hyperspace was invented to get you from one side of the galaxy to the other in a very short amount of time,' he told journalist Ty Burr in an interview. 'Like a cut...'

BEHIND THE SCENES



Halfway through the original movie, audiences were introduced to the *Star Wars* version of hyperspace for the first time.



The ability to disappear into a hyperspace tunnel frequently saved the *Falcon* and those on board.

The ability to travel through hyperspace was refined over many millennia, with well-mapped charts and sophisticated navi-computers allowing starships to travel with great precision. It was even possible for a large fleet to synchronize their individual jumps and arrive simultaneously – a great asset during times of war.

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YOUR NEXT PARTS

This issue includes a series of parts that are used to add detail to the lower hull. First, you need to fit the housings for the landing legs.

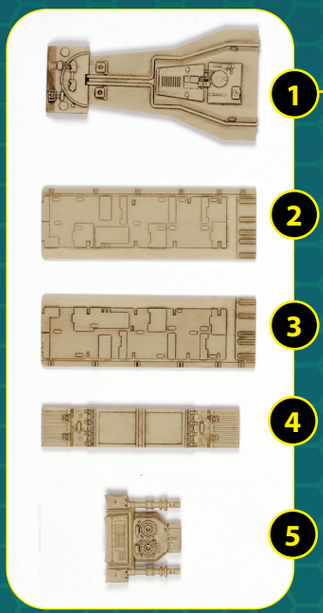
The parts supplied include some larger details that you will use in this stage, plus some smaller parts on sprues, which are not all used immediately. Keep these on the sprues to protect them until you are ready to fit them later on.

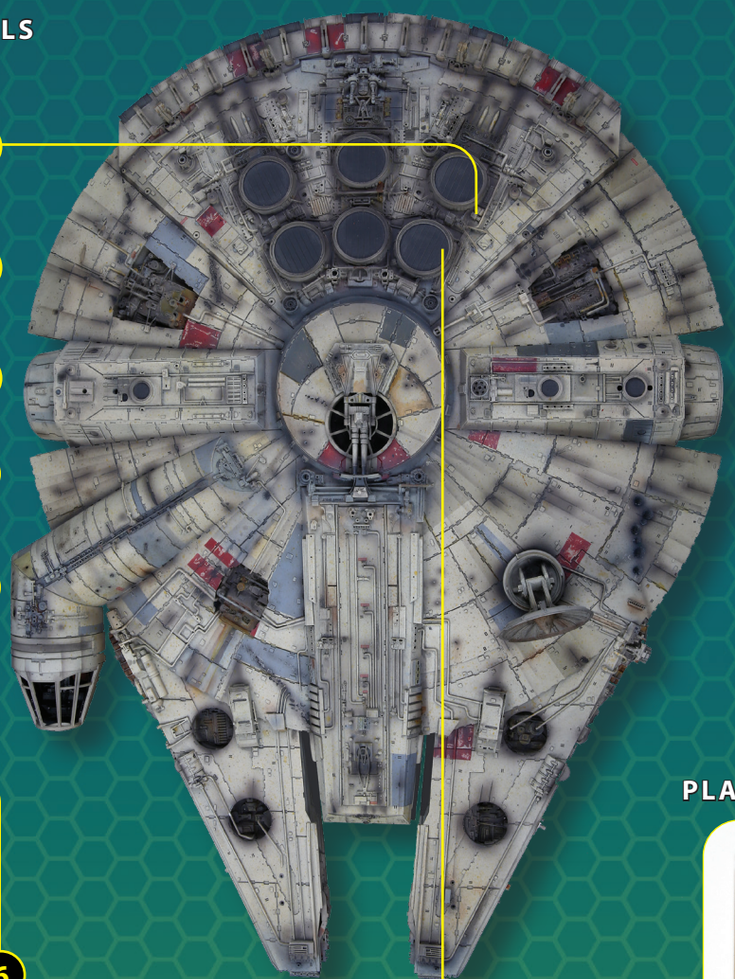
COMPONENTS CHECKLIST

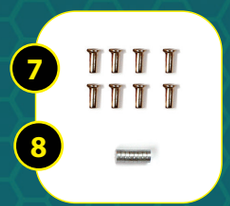
1. Rear housing detail
2. Port rear landing leg cover
3. Starboard rear landing leg cover
4. Rear housing detail
5. Plant-on detail
6. Plant-on details (12 on sprue)
7. Steel pins (x 8)
8. Magnets (x 8)
9. Plant-on details (12 on sprue)

WHERE THE PARTS FIT

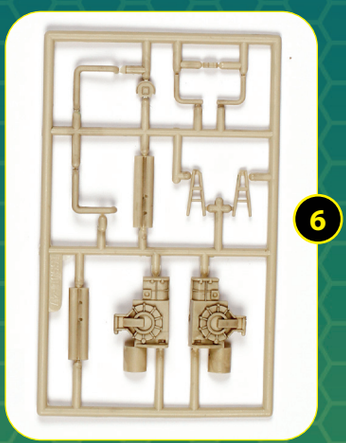
HULL PLATING DETAILS



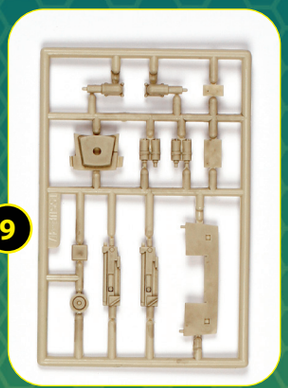




PLANT-ON DETAILS



PLANT-ON DETAILS

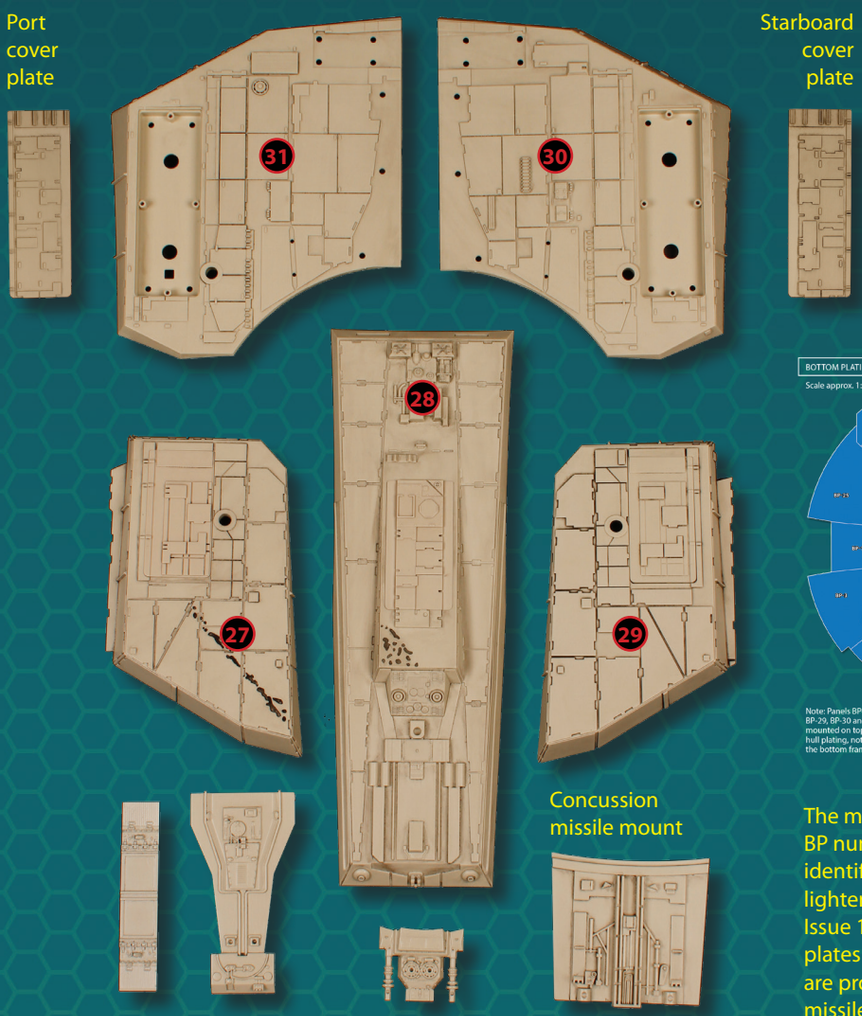


All parts are for the **underside** of the hull.

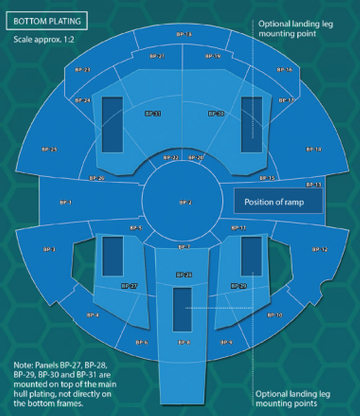
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PARTS FOR THE LOWER HOUSINGS

The underside of the *Falcon* has five substantial panels that house the landing legs and other equipment. These fit on top of the first layer of plating that you applied in Stage 46.



Collect the parts shown on the left. These include the five housings themselves (hull panels BP-27, 28, 29, 30, and 31), which were supplied with earlier issues. You added the landing leg cover plates to the first three of these in Stage 43. This issue includes the covers for BP-30 and 31, which you will fit in a similar way. You also need Parts 1, 4, and 5 from this issue, and Part 3 from Issue 35, which are major paneling details. The five main panels are fixed onto the frame with 38 silver self-tapping screws, but it is useful to have a few spares to hand in case you lose any of these.

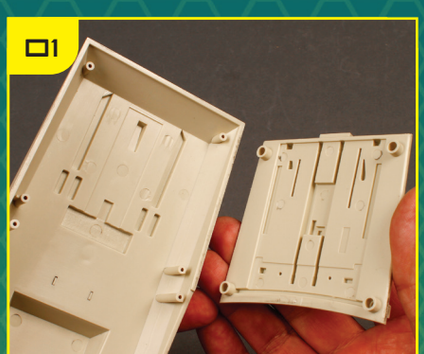


The main hull panels shown on the left have BP numbers (shown in red) cast into them for identification. These parts were indicated in a lighter blue on the blueprint that came with Issue 1 (above). Parts BP-27, 28, and 29 had cover plates fitted in Stage 43. The other parts shown are provided this time, apart from the concussion missile mount supplied with Issue 35.

FITTING THE CENTER HOUSING

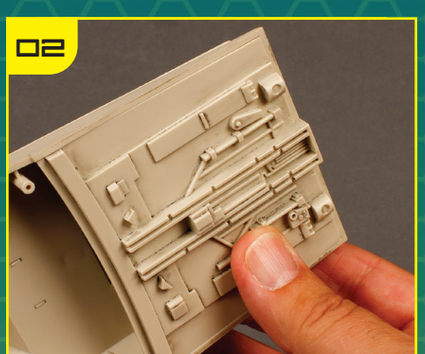
BP-28 is fixed to the lower hull plating with 10 screws, but first you need to add the concussion missile mount.

01



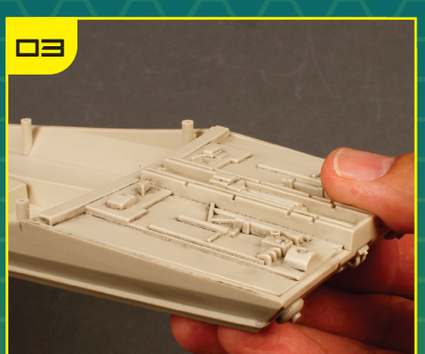
The concussion missile mount has four sockets that fit matching lugs on BP-28.

02



Apply a little glue to all four mountings and press the parts together.

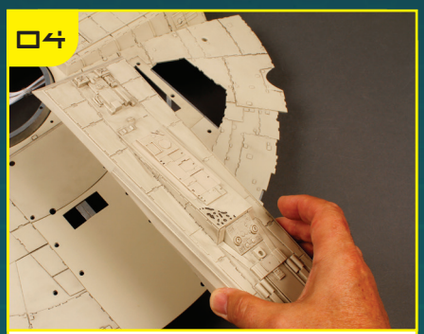
03



The finished assembly should fit together like this.

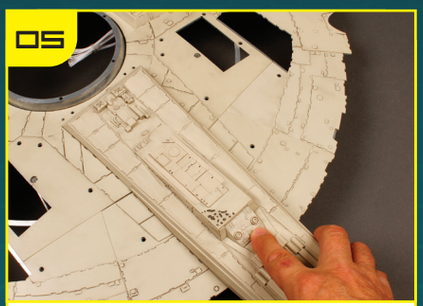
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04



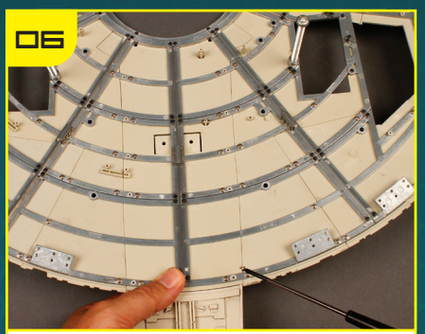
BP-28 fits over the smooth area of the forward hull paneling, as shown.

05



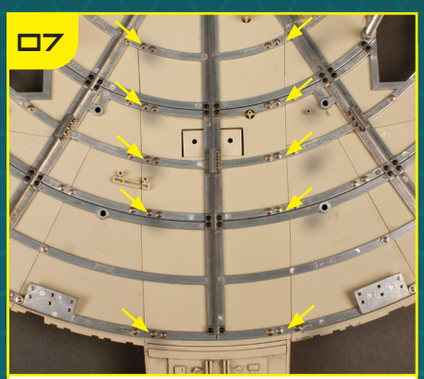
Press the part firmly into place, making sure that all the fixing lugs are fully seated in the holes in the panels.

06

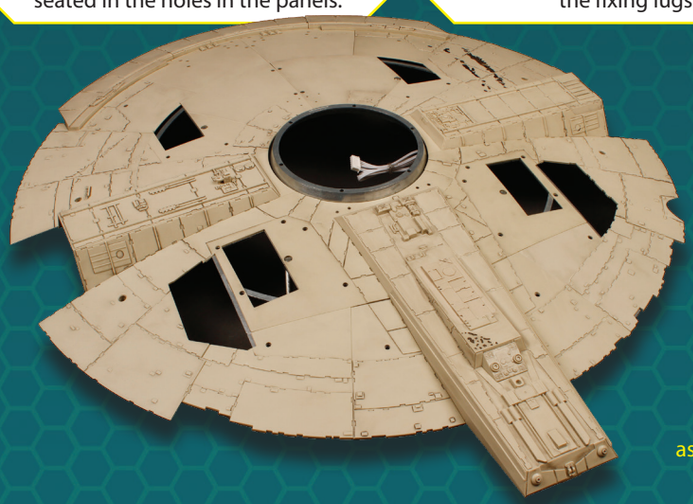


Secure BP-28 with screws in all the fixing lugs.

07



Make sure you do not miss any of the 10 screws indicated.

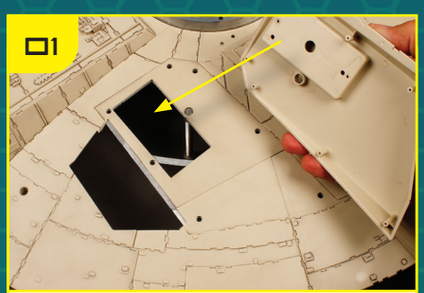


The finished assembly should look like this.

FITTING THE FORWARD HOUSINGS

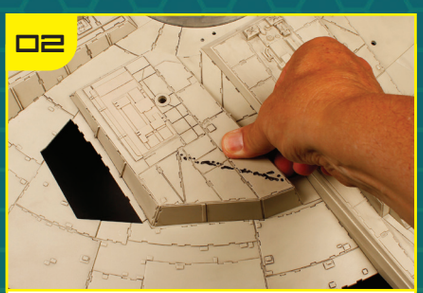
Parts BP-27 and 29 are fitted in a similar way to BP-28. Make sure you do not miss any of the seven screw fixings in Steps 4 and 7.

01



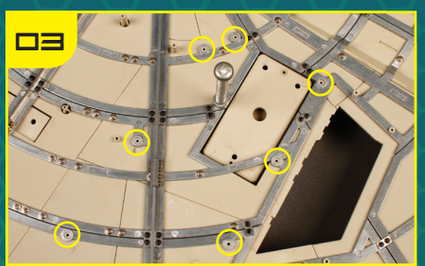
Take the port housing BP-27, which fits over a recess for the landing leg mount.

02



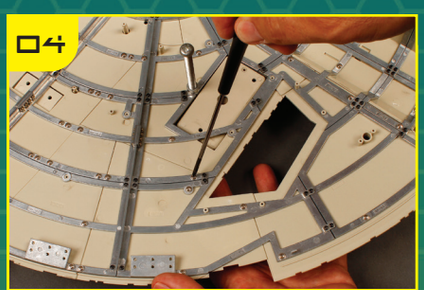
Press the housing firmly into place to seat all of the fixing lugs in their holes.

03



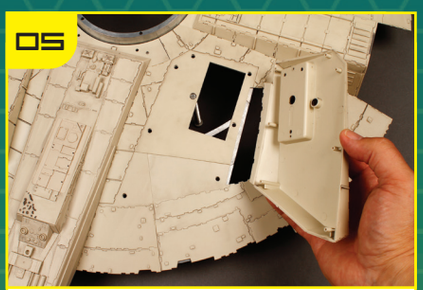
Identify the seven fixing holes (circled), taking care not to confuse them with the four at the ends of the angular recess.

04



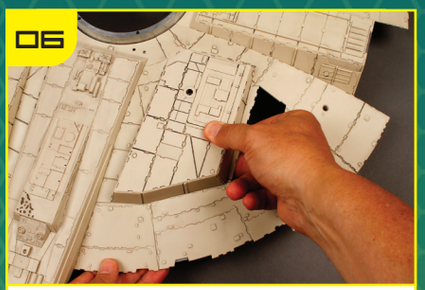
Screw the part in place with seven fixing screws.

05



Fit the starboard housing BP-29 in a similar way to BP-27.

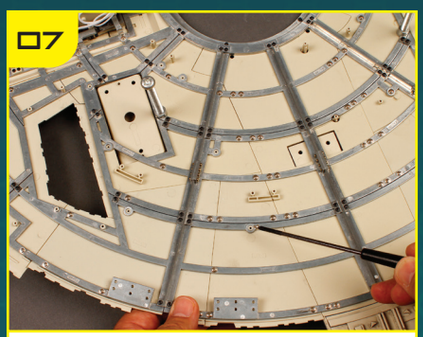
06



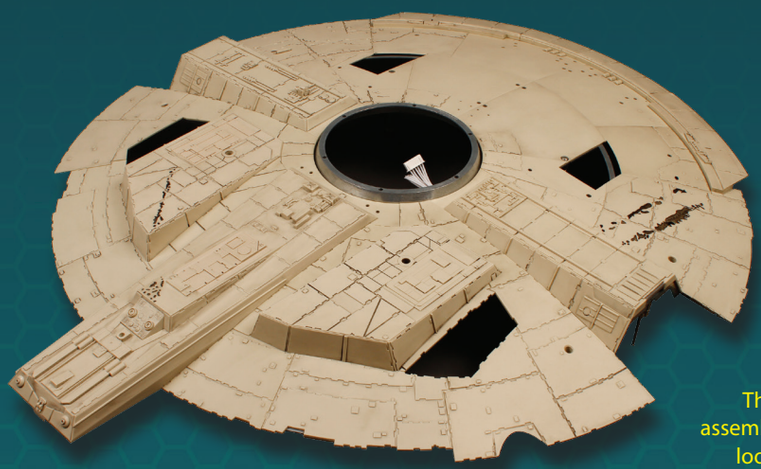
Make sure all seven fixing lugs are fully seated in their holes.

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07



Screw BP-29 in place with seven fixing screws as in Steps 3 and 4.

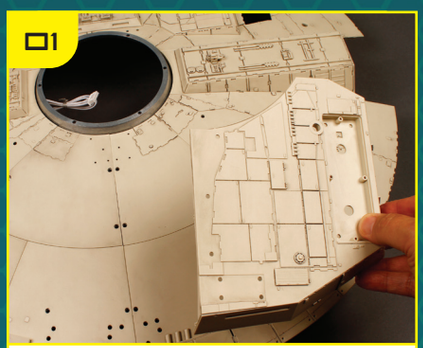


The finished assembly should look like this.

FITTING THE REAR HOUSINGS

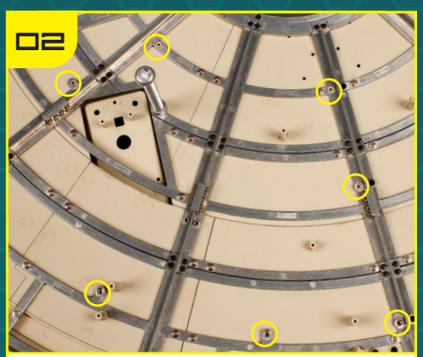
Parts BP-30 and 31 are fixed in a similar way to the other housings, but fit beside each other, with some detail pieces bridging the two.

01



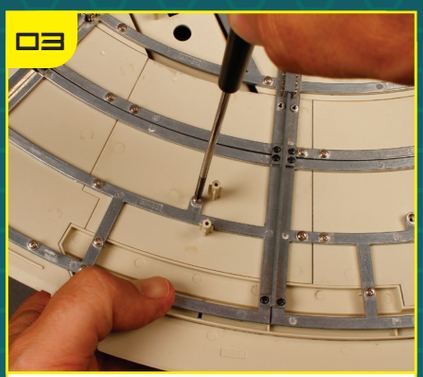
Fit BP-31 over the smooth area of paneling on the rear port side.

02



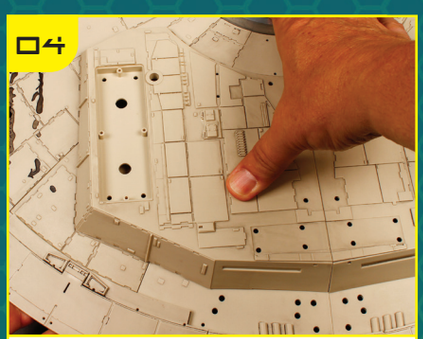
Identify the seven fixing holes (circled), making sure they are fully seated.

03



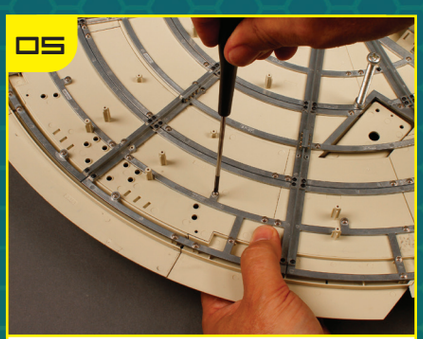
Fix BP-31 in place with seven screws.

04



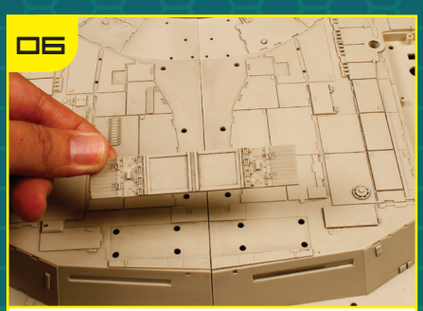
Fit BP-30 beside BP-31.

05



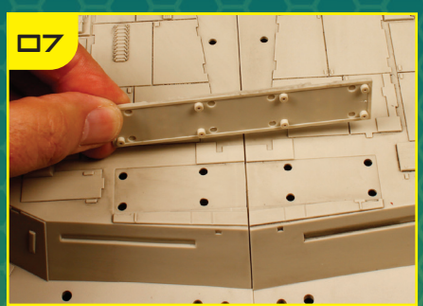
Fix BP-30 in place with seven screws.

06



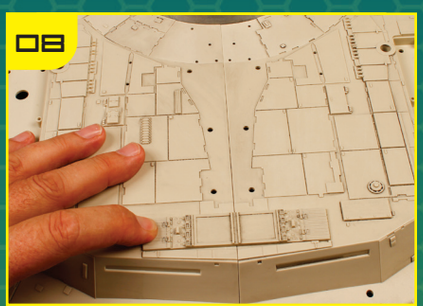
Take the long bridging detail, Part 4 provided with this issue.

07



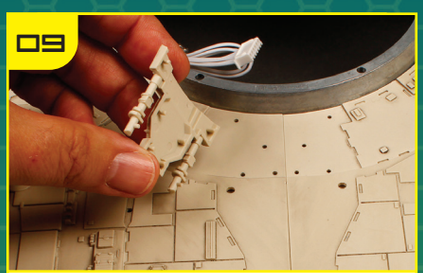
The part has eight fixing lugs that fit into matching holes in BP-30 and BP-31.

08



Apply a little glue to all eight pins and press the part firmly into place.

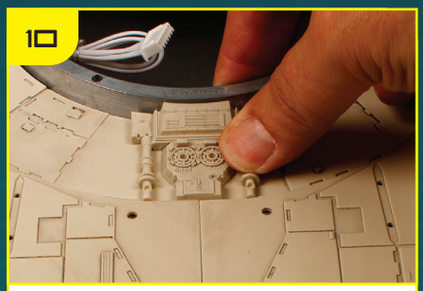
09



Take the plant-on detail, Part 5 with this issue. It has eight fixing pins that fit into matching holes in the plating.

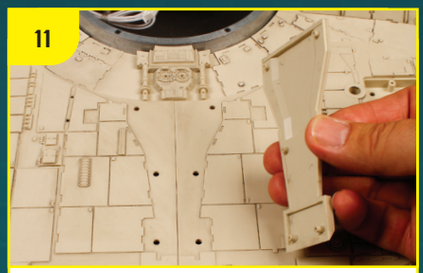
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10



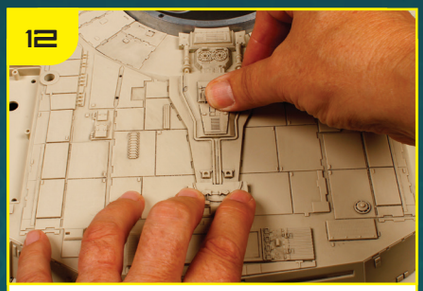
Apply glue to the pins and press the part firmly into place.

11



Take the plant-on detail, Part 1 with this issue. It has six fixing lugs that fit into matching holes in the plating.

12

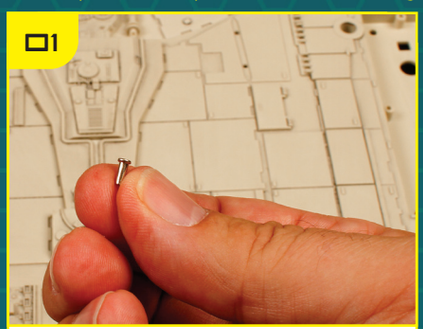


Apply glue to the lugs and press the part firmly into place.

FITTING THE REAR COVER PLATES

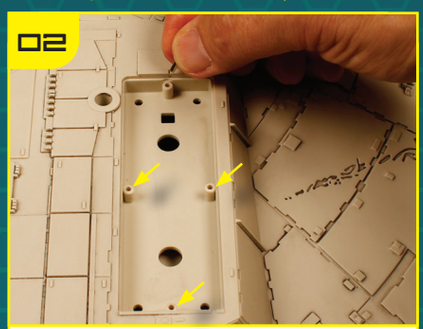
You can now add the covers for the rear landing leg recesses, which are fitted using steel pins and magnets, in a very similar way to the ones from Stage 43 – except that this time they are fixed at four points instead of two.

01



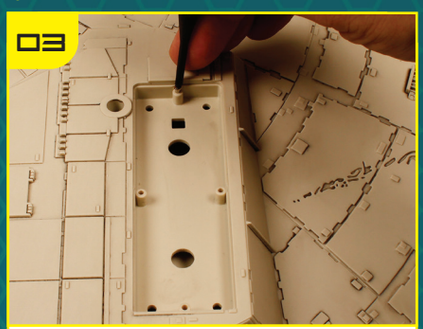
Each of the eight steel pins has a flat head and a plain shaft.

02



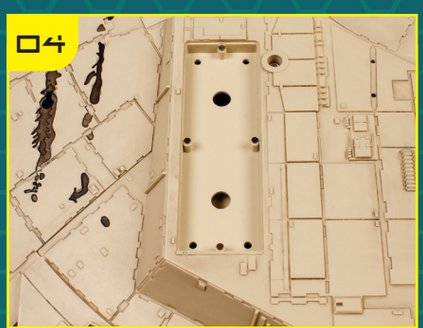
Fit the shaft into one of the four lugs around each recess.

03



If the pin is tight, use a suitable tool to seat it. If it is loose, fix it with a little glue.

04



Fit pins to all four recesses on both sides of the hull.

05



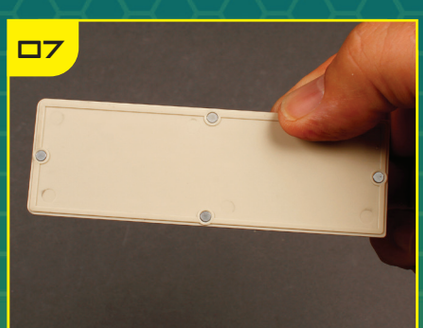
If a cover has warped, you can flatten it by heating it with a hairdryer and pressing it with a weight while it cools.

06



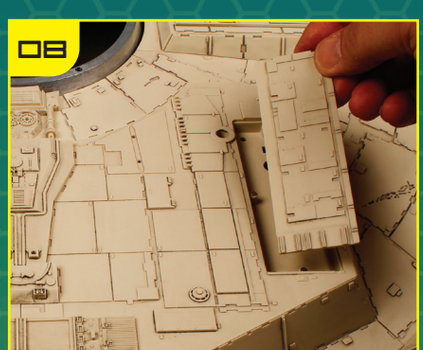
Each of the eight magnets fits into a matching recess in the cover plates.

07



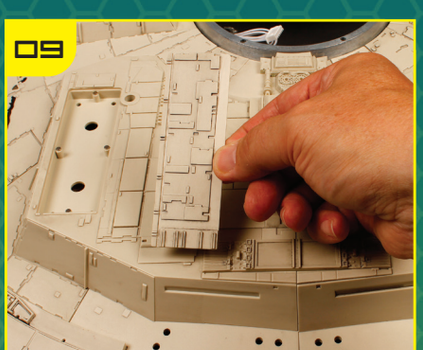
Apply a spot of glue to each recess and press the magnets in flush.

08



Fit the port cover into its recess.

09



Fit the starboard cover into its recess.

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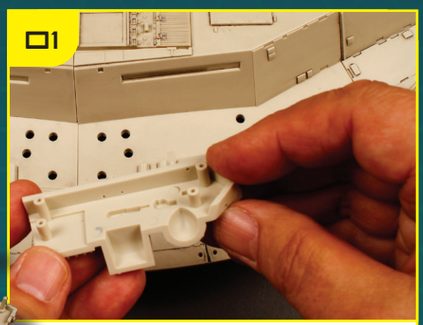
FITTING THE REAR MACHINERY

With the stern housing in place you can fit the sub-assemblies you put together in Stages 44 and 45, plus two large plant-ons.

Collect the parts shown below. The three pieces of machinery were assembled in Stages 44 and 45, and the two plant-on pipes are Parts 3 from Issues 44 and 45.

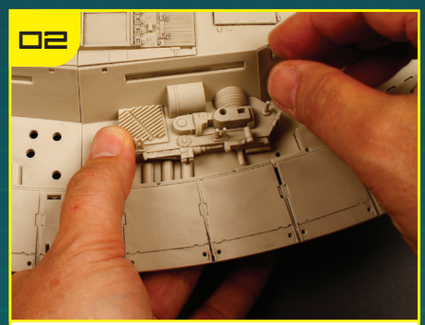


01



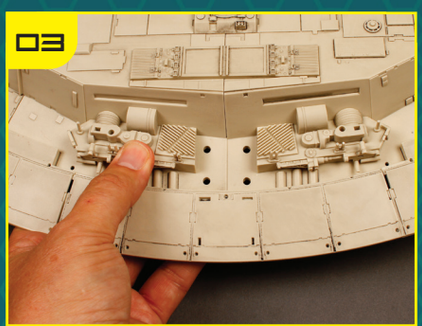
The piece of machinery from Stage 44 has four mounting lugs.

02



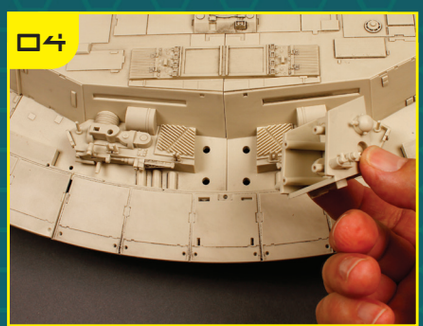
Glue the lugs into matching holes in the plating in this position.

03



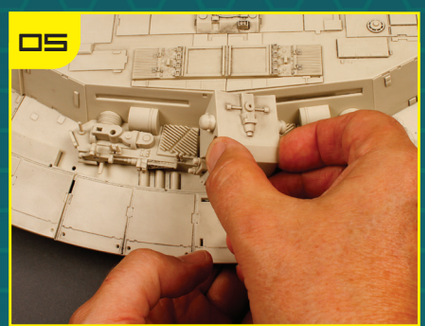
This piece of machinery from Stage 45 fits like a mirror image of the first.

04



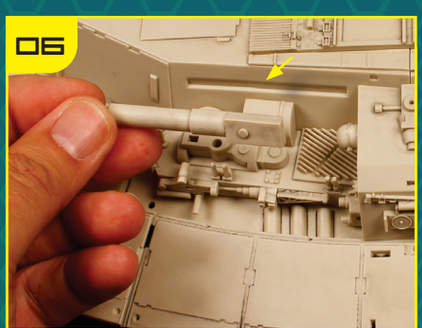
The central housing from Stage 45 has four mounting lugs.

05



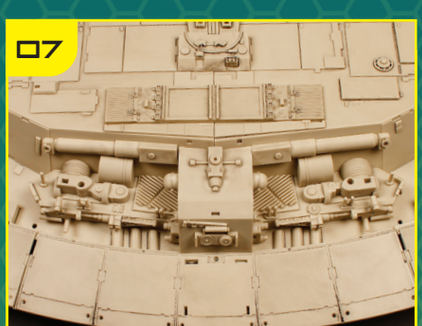
Glue the lugs into matching holes in the center of the plating.

06



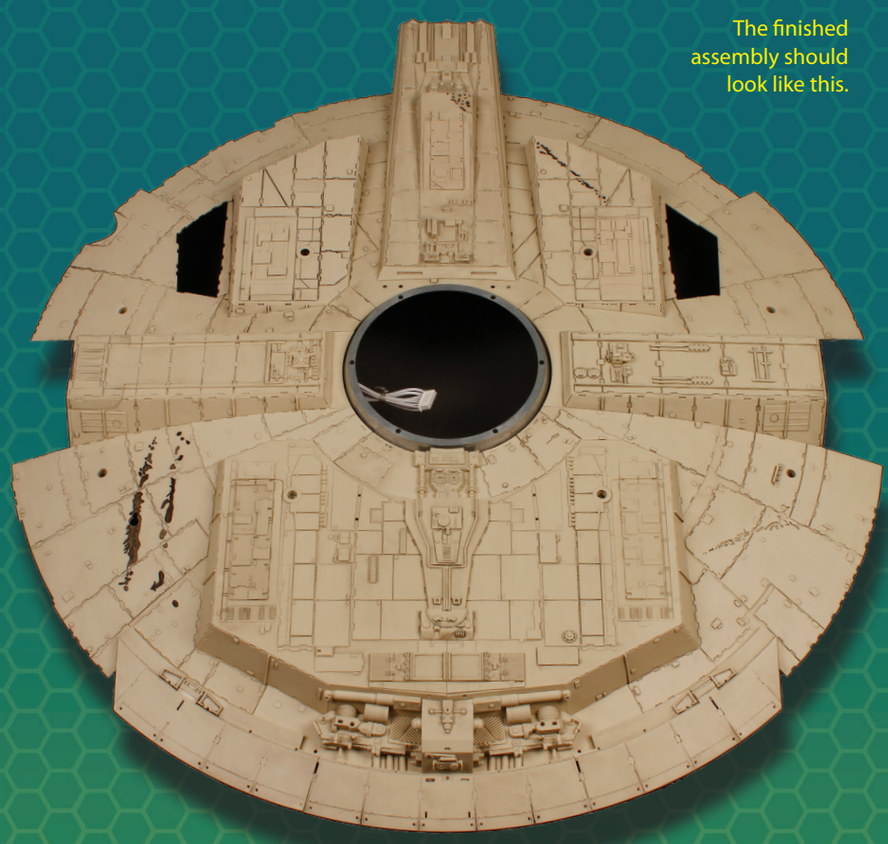
Each of the plant-on pipes fits into a long slot in the rear housing.

07



Glue both of the plant-on pipes into position above the machinery.

The finished assembly should look like this.



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