STAR WARS MILLENNIUM FALCON

BUILD THE MODEL – EXPLORE THE GALAXY





CARRACK-CLASS LIGHT CRUISER

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IMPERIAL GUNSHIP

CARRACK-CLASS LIGHT CRUISER

The Old Republic *Carrack*-class light cruiser was taken up by the Imperial Navy in the early days of the Empire. These heavily armored gunships proved formidable adversaries for Rebel Alliance fighters on numerous battlefronts.



While the wedge-shaped Star Destroyer was the most familiar symbol of Imperial naval power, the Empire enforced its rule through many smaller vessels that formed the backbone of the fleet. One of the most important of these workhorses operated by the Imperial Navy was the hardy and very reliable *Carrack*-class cruiser designed and built by the Damorian Manufacturing Corporation on the planet Esseles.

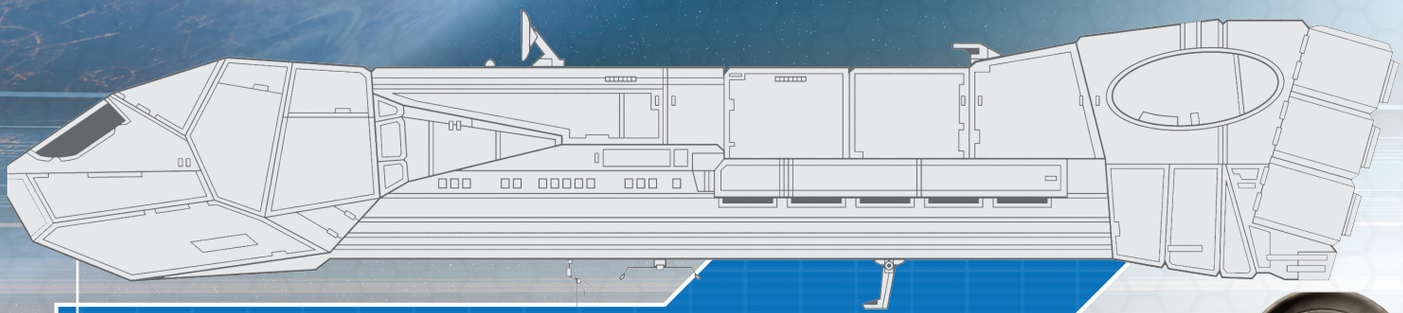
Although intended as cheap alternatives to larger capital ships, these 350m vessels were heavily armed for their size, and fully capable of

***Carrack*-class ships were fast and tough. Their appearance was deceptive. What looked like the cockpit windows of a much smaller ship hid multiple bridge levels, and while the craft could be operated by a crew of two, it could carry over a thousand.**

CARRACK-CLASS CRUISER TECHNICAL SPECIFICATIONS

MANUFACTURER	Damorian Manufacturing Corporation
TYPE	Light cruiser
LENGTH	350 m (1,148 ft)
WIDTH	72 m (236 ft)
HEIGHT	75 m (246 ft)
SPEED	80 MGLT
HYPERDRIVE	Class 1.0
SHIELDS	Forward and aft deflector field generators
WEAPONS	10 x heavy turbolasers 20 x ion or laser cannons 5 x tractor beam projectors
CREW	1,092 (minimum 2)
PASSENGERS	142
CARGO	3,500 tonnes

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TIE MOUNTING

Despite the ship's size, the layout of the *Carrack*'s hull left no room for any internal hangar bays. As a stopgap measure, fighter racks/gantries were added to the exterior hull late in the design process. These were each able mount up to five TIE fighters, which could be deployed for reconnaissance, courier or patrol missions. Their use was unusual, however, and *Carrack*-class cruisers normally relied on other ships to supply cover in combat situations.

trading fire with larger adversaries, even though they were not designed to operate as ships of the line.

These ships first went into service on the side of the Republic in the Clone Wars, when they were used as high-speed escorts for larger vessels such as *Dreadnaught*-class heavy cruisers. When they were first taken over by the Empire, *Carrack*-class ships were used in a similar way to that of the Corellian corvette employed by the Rebel Alliance, and were often dispatched to patrol star systems in the Core Worlds and Corporate Sector.

FIREPOWER AND SPEED

It was not long before the Imperial strategists realized the ships' potential for serving in an anti-starfighter role over planets or in a fleet defense screen. Considering their size, the *Carrack*-class was notable for an impressive array of weaponry. The ship was built with two different configurations: one featured 10 heavy turbolasers for attack and 20 laser cannons for defense; in the second version (designated as *Carrack-A* variants), the turbolasers were replaced with the same number of ion cannons. Both variants also included five tractor beam projectors to snare and disable enemy ships.



CARRACK-CLASS CREW

The controls aboard the *Carrack*-class cruisers were simple, and their automation meant that it only took two people to operate the vessel. In normal circumstances, the *Carrack*-class cruiser carried a crew of 1,092, along with a small contingent of 142 soldiers.

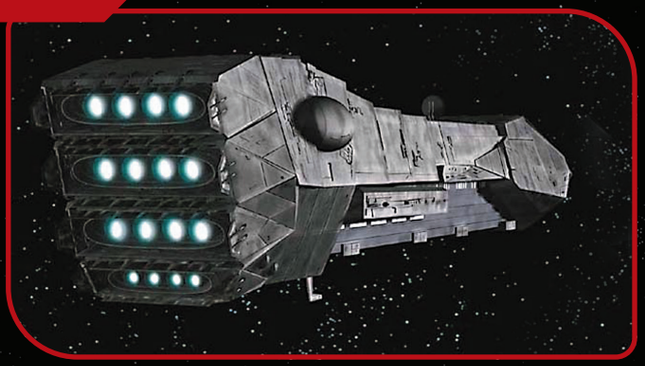
The small Damorian Manufacturing Corporation (logo right) acquired a reputation for building quality starships.

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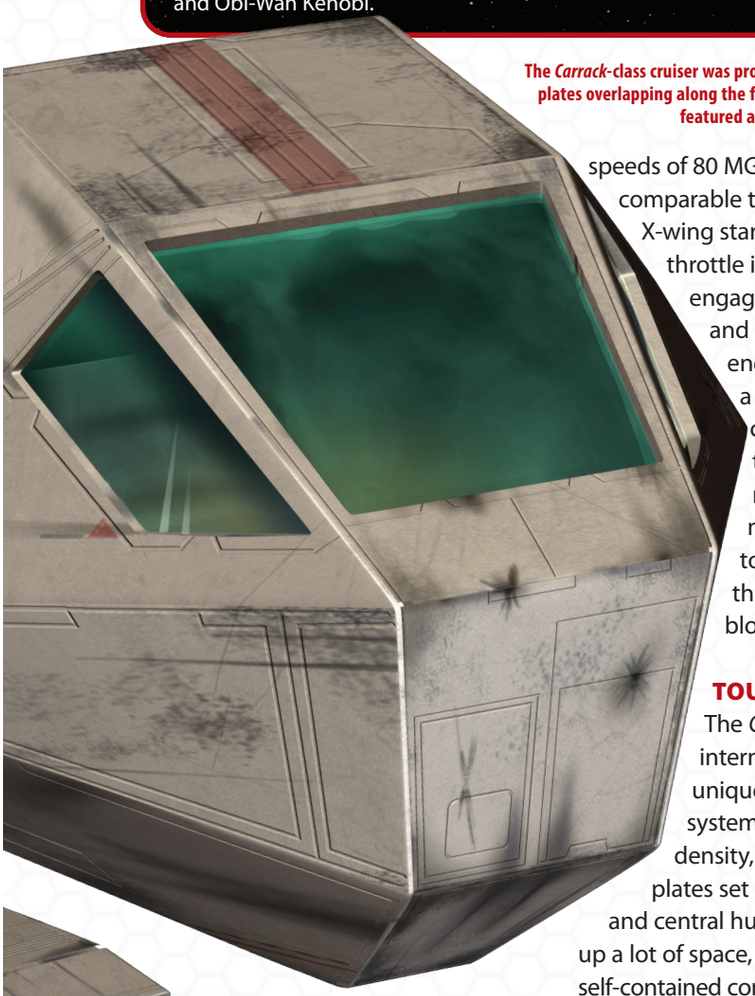
THE BATTLE OF CORUSCANT

CHALLENGING THE INVISIBLE HAND

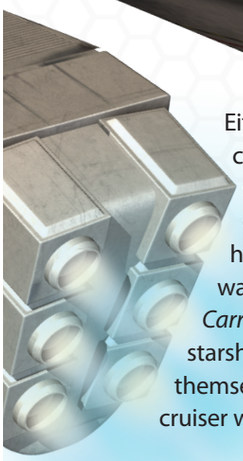
During the Battle of Coruscant, *Carrack*-class cruisers formed part of the Coruscant Home Fleet that protected the capital of the Republic. Among those assigned to Home Fleet Strike Group Five was the *Integrity*, commanded by Lorth Needa (who would later go on to a distinguished Imperial career). Needa trapped the Separatist flagship *Invisible Hand*, commanded by the cyborg General Grievous, and demanded its surrender. Needa did not believe the general's claims that Supreme Chancellor Palpatine was a prisoner on board and gave Grievous 10 minutes to prove his claim before the massed ships of Strike Group Five opened fire. Grievous did not surrender, but Palpatine was rescued by Jedi Generals Anakin Skywalker and Obi-Wan Kenobi.



Led by Lieutenant Commander Lorth Needa, Home Fleet Strike Group Five consisted of three *Carrack*-class cruisers – *Integrity*, *Indomitable*, and *Perseverance* – with the support of the *Dreadnought*-class cruiser *Mas Ramdar*.



The *Carrack*-class cruiser was protected by high-density armour plates overlapping along the forward and central hull. It also featured a standard deflector shield grid.



Either type of armament – coupled with the impressive speed and maneuverability of the cruiser – made it a highly versatile warship. It was not unusual for a fleet of *Carrack*-class cruisers to defeat a starship 10 times larger than themselves. For a capital ship, the cruiser was very fast. Capable of speeds of 80 MGLT, the cruiser was comparable to an Incom T-65 X-wing starfighter, and at full throttle in a running engagement could intercept and attack most of its enemies. In open space, a *Carrack*-class vessel could outrun most threats that it could not fend off and, if needed, it was fast and tough enough to break through even a sizable blockade fleet.

TOUGH STRUCTURE

The *Carrack*-class cruiser's internal space featured a unique compartment system consisting of high-density, overlapping armor plates set along the forward and central hull. Though they took up a lot of space, the inclusion of these self-contained compartments with automatic hatches gave the cruiser greater chances of survival after suffering one of the various dangers facing any large spacecraft, such as a hull breach. Then, in addition to the armor plating of the hull, the cruiser featured a more standard deflector shield grid.

The cruiser did have some weaknesses. For example, the relatively light protection of the hull around its aft ionization reactor made the ship vulnerable to a proton torpedo or laser bolt, which could, if fired with enough precision, knock out the main reactor core and leave the ship and its crew powerless and adrift.

However, despite this area of weakness, the efficiency of the compartment system and deflector shield grid still ensured that the *Carrack*-class could withstand multiple penetrating hits that might well have crippled a larger vessel. It was not unusual for stricken cruisers to be recovered after a battle with some members of the crew still alive in the sealed compartments. Because of this, the cruisers got a reputation as a 'good gig' among crews, and became one of the more popular postings in the Imperial Navy.

CONTINUED SERVICE

Due to these hard-wearing vehicles' speed, armament, and hull protection, Imperial Navy strategists were slow to retire them, and the *Carrack*-class remained in operation in one form or another throughout the Imperial era. They were often used to transport personnel, including planetary governors, admirals, sector moffs, and other Imperial dignitaries. It was also not uncommon to see pairs of *Carrack*-class cruisers standing in for the more battle-ready starfighters as system patrol vessels, being sent to quieter areas of Imperial space.

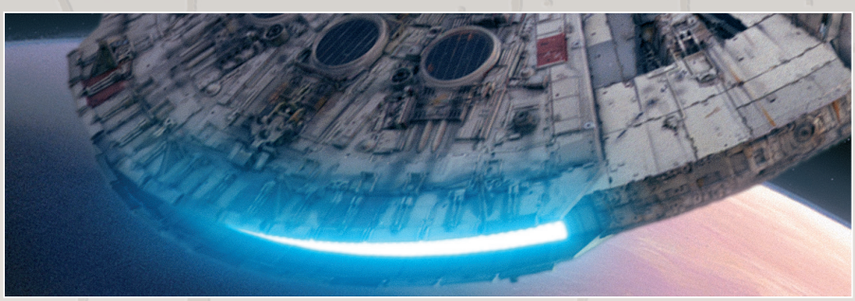
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ESCAPE PODS – PART 1

Some laws derive from common sense, no matter what regime is in power. Under both the Old Republic and the Empire, regulations insisted that every vessel (except for small, one- or two-person starfighters) must carry enough pods to evacuate all crew and passengers to safety in the event of a ship-wide emergency.

Under galactic law, starship captains and crews are required to give their passengers a safety briefing before lifting off. During the preparation for blasting into space, passengers are told of the procedures they must follow should starship-wide evacuation be necessary in the event of an emergency.

On ships that are specifically designed for passenger transport, emergency lighting will usually illuminate the ship's corridors and point to the emergency exits. Aboard a multi-purpose vessel such as the YT-1300 light freighter, the crew are normally responsible for guiding passengers to the escape pods via the main corridor.



As on any ship larger than a snub fighter, the YT-1300 carries enough escape pods to evacuate the whole crew complement and carry them to the nearest place of safety – usually the surface of a habitable planet.

LAUNCHING AN ESCAPE POD

On most ships, escape pod entry is through an ingress/egress hatch at the nose of the pod, which, depending on installation, will probably involve each escapee lowering themselves into the pod. In the case of the popular Corellian Engineering Corporation Class-6 pod, the manufacturer recommends the escapees should then strap themselves in before closing the hatch.

From the small control console, built into the escape pod, an escapee can close the hatch and launch the pod. The launch involves the release of three docking clamps caused by separator charges. There is no need to be alarmed at the small explosions, nor the sudden thrust created by either pneumatics or ballistics which shoot the pod from the mother ship like a projectile.

A sensor band encircling the pod scans for the nearest habitable planet, busy space lane or station, and helps the escapees guide the pod there and activate the emergency distress beacon.

Escape pods, regardless of size, are mostly not designed for long distance travel, fueled only with enough to get the escapee to safety and land the pod safely. Some high-end luxury pods, mainly found on top-class passenger liners or luxuriously appointed private vessels, do have – admittedly slow – hyperdrives, and come with rather luxurious fixtures and fittings.

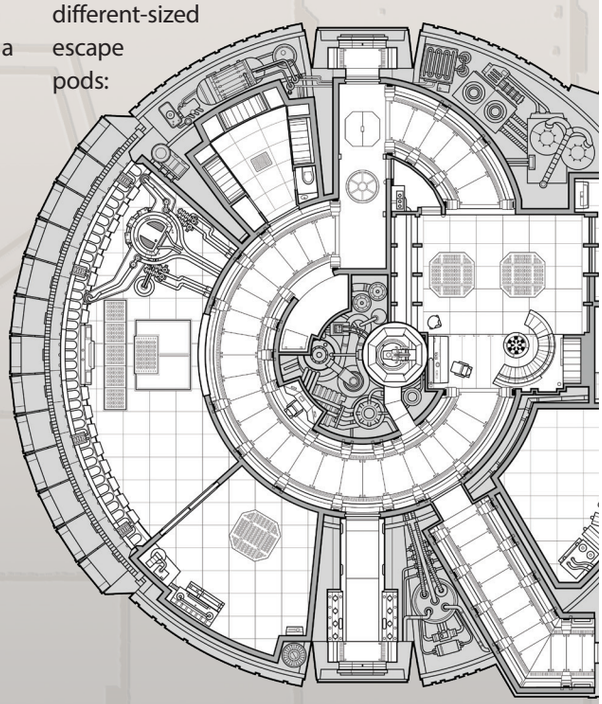
Onboard scanners monitor the life signs of passengers and automation kicks in should the passengers lose consciousness. Every escape pod contains a standard survival kit which includes food and water for five days, a survival shelter, medical pack, breath mask, glow rods, and portable communications unit.

YT-1300 POD LAYOUT

If you were to ask a Corellian Engineering Corporation agent how many escape pods come pre-installed with the YT-1300 freighter, they would probably answer 'however many it needs'. Obviously, any YT-1300s built for a crew of two engaged in freight haulage have far less need for extra escape pods than YT-1300s built to ferry passengers from one space port to the next. The ships' versatility, and a galaxy of diverse uses, presented the engineering brains at the Corellian Engineering Corporation with a challenge to come up with a design that could accommodate however many escape pods were necessary for each custom-built YT-1300.

Their solution was to build a row of escape pod bays in the aft section of the starship. These could either accommodate escape pods, or be swapped out for cargo storage if extra pods were not required.

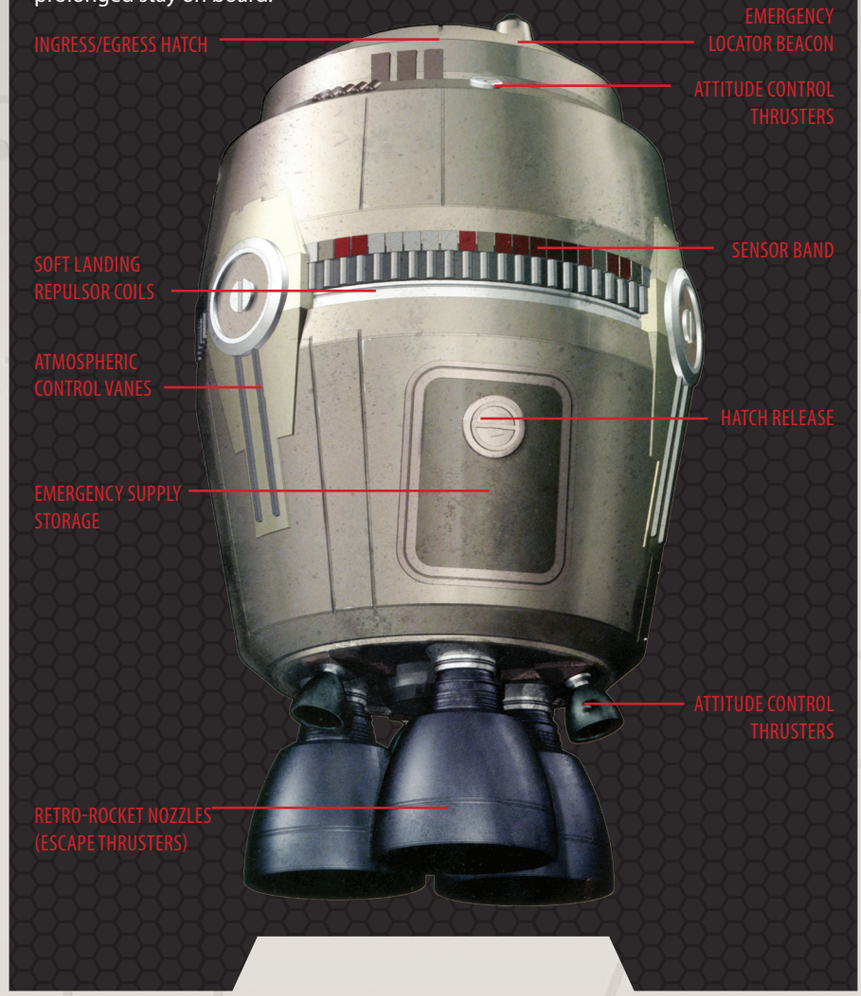
Another part of the Corellian Engineering Corporation engineers' solution was to design a series of different-sized escape pods:



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THE MILLENNIUM FALCON'S ESCAPE POD

YT-1300s are equipped to carry up to five CEC Class-1 escape pods. These have a simple drive system intended to propel the pod toward the nearest habitable planet and provide emergency braking during landing. The interior is spartan, but is equipped with a life support and emergency rations in case crew members have a prolonged stay on board.



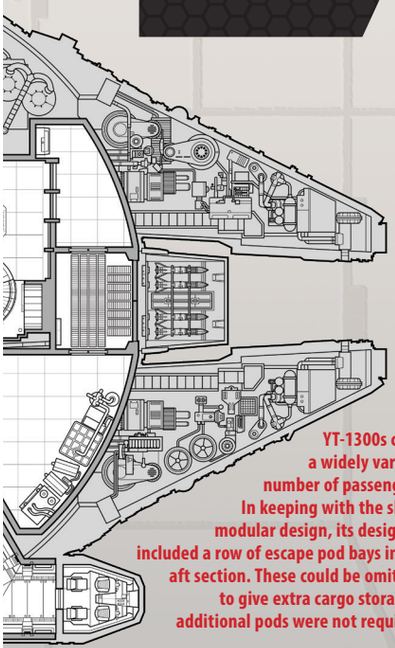
from small, one-person models to larger lifeboats capable of carrying multiple passengers to safety. The various classes of escape pods could be configured whatever way the engineers deemed was necessary to nestle in the aft of the starship, ready to launch into action at the slightest hint of an emergency.

THE MILLENNIUM FALCON'S PODS

The *Millennium Falcon* carries five Corellian Engineering Corporation Class-1 escape pods in her aft section, but Han Solo and Chewbacca never expected to use one. For one thing, Solo could never envisage a situation where he would be required to abandon ship. For another thing, Chewbacca's massive hairy frame was far too big to squeeze into one of these Class-1 escape pods, and Solo would never leave him behind.

The pair would rather take their chances from their cockpit than try and escape in what Solo mockingly called a 'space coffin', a reference to the pods' basic shields and limited passenger flight control.

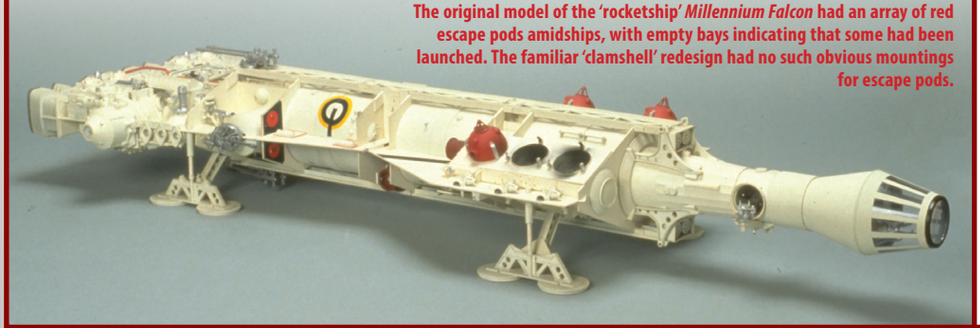
However, the *Falcon*'s array of escape pods came in useful before she was captured by the first Death Star. Solo and Chewbacca, at Ben Kenobi's prompting, jettisoned some escape pods to make it appear as though they had abandoned ship. In truth, the ship's crew and passengers had concealed themselves in the *Falcon*'s well-hidden smuggling compartments.



YT-1300s carry a widely varying number of passengers. In keeping with the ships' modular design, its designers included a row of escape pod bays in the aft section. These could be omitted, to give extra cargo storage if additional pods were not required.

REDESIGN OF THE *MILLENNIUM FALCON*

When the *Falcon* is drawn into the Death Star's hangar in the first *Star Wars* movie, one of the Imperial officers examining the *Falcon* aboard the Death Star tells Darth Vader that several escape pods have been jettisoned from the ship. However, it is not clear where such pods would have been located – something that would have been much more obvious before the *Falcon*'s last-minute redesign: in one of the original sketches, the escape pods were clearly visible from the outside.



The original model of the 'rocketship' *Millennium Falcon* had an array of red escape pods amidships, with empty bays indicating that some had been launched. The familiar 'clamshell' redesign had no such obvious mountings for escape pods.

BEHIND THE SCENES

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YOUR NEXT PARTS

COMPONENTS CHECKLIST

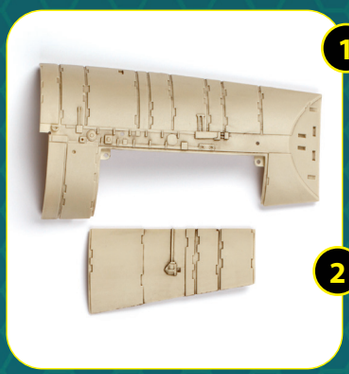
1 Hull panel TP-6
2 Hull panel TP-7
3 Hull frame TF-9
4 Hull frame TF-16
5 Steel pins (x 2)
6 Magnets (x 2)
7 Fixing screws (x 32, plus 1 spare)
8 Fixing screws (x 6, plus 1 spare)
9 Fixing screws (x 6, plus 1 spare)
10 Fixing screws (x 6, plus 1 spare)
11 Plant-on details (15 on sprue)

This issue's parts are used to extend the upper hull framework and add the central turret ring. You have also received armour panels for the passage tube.

The steps on the next two pages add two more pieces to the top framework, including the turret ring that helps to lock the structure together. You will also fit the cover to the panelling over the passage tube, which is retained by magnets to allow it to be removed. If you are painting your model, the guide to the final stage of distressing the lower hull is completed on pages 9-10.

WHERE THE PARTS FIT

HULL PLATING



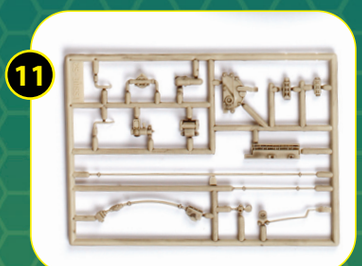




HULL FRAMES



PLANT-ON DETAILS

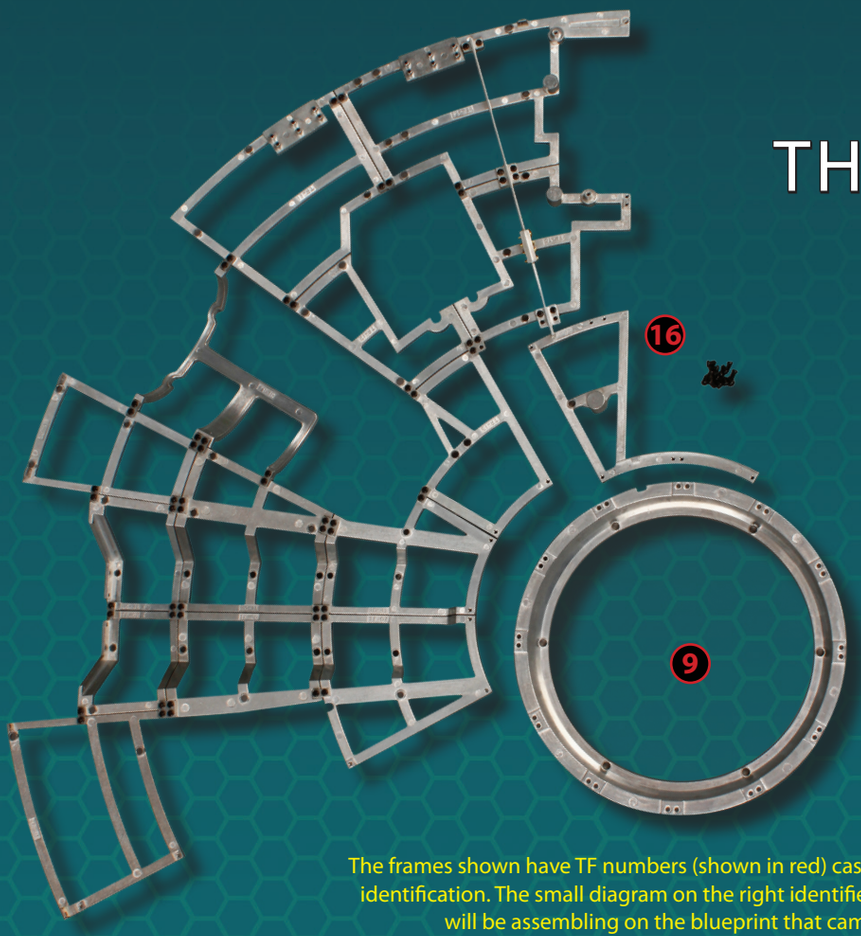


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ASSEMBLING THE TOP FRAMES

Adding the next two frame parts to the existing framework you assembled in Stage 51 will stiffen up the assembly with the addition of the central turret ring.

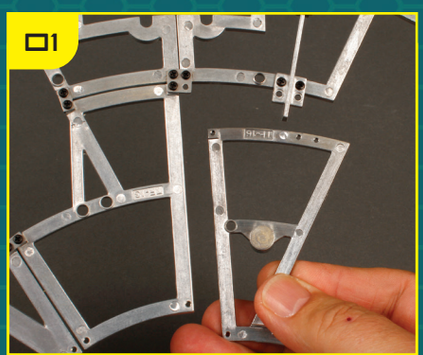
For this stage, you need the two frame sections provided with this issue, plus 13 short black button-head screws.





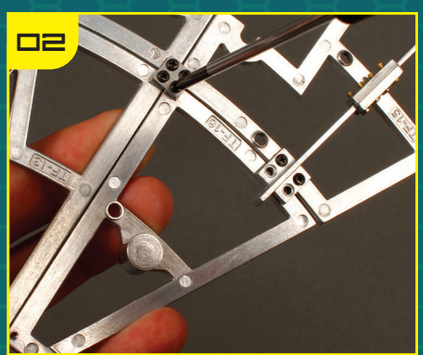
The frames shown have TF numbers (shown in red) cast into them for identification. The small diagram on the right identifies the area you will be assembling on the blueprint that came with Issue 1.

01



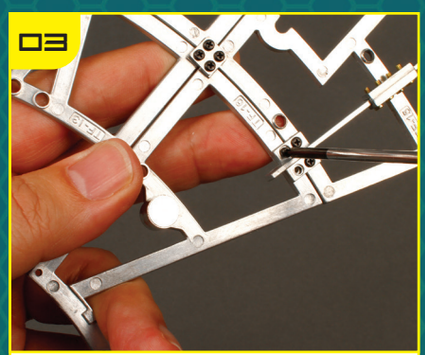
Align TF-16 with the assembly, as shown above.

02



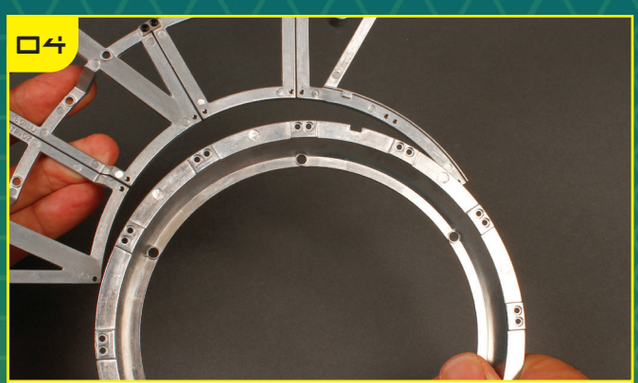
Screw this corner of TF-16 to the 4-hole connector.

03



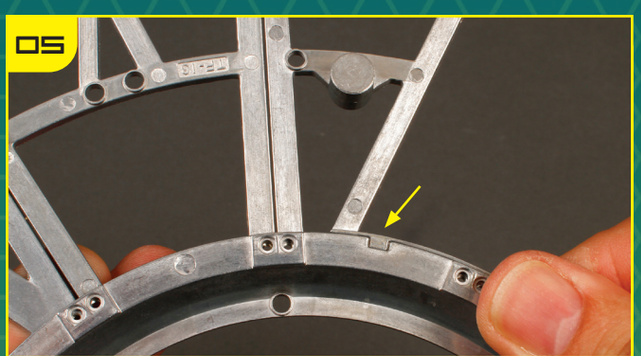
Screw this edge of TF-16 to the flange on the radial rib using two screws.

04



Align TF-9 with the circle in the center of the assembly.

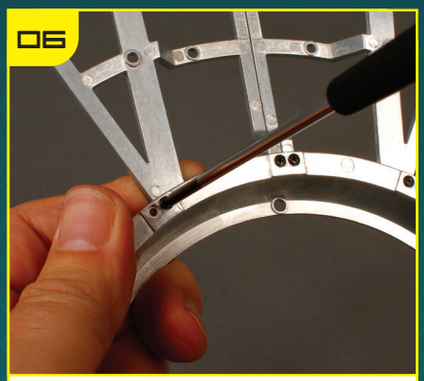
05



Make sure this lug on TF-16 engages with the matching notch on TF-9.

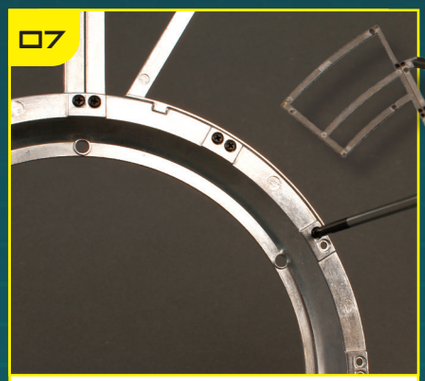
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06

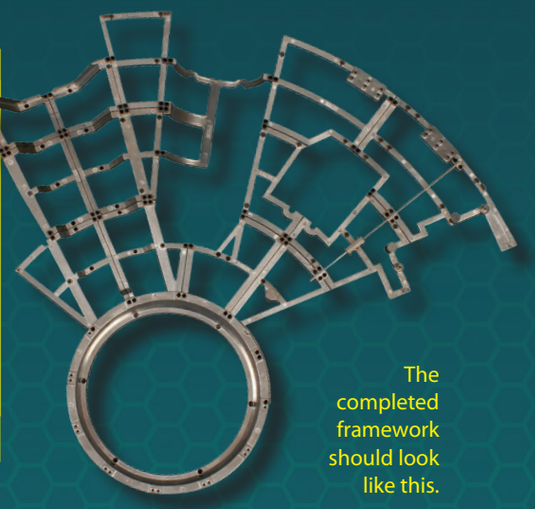


Screw TF-16 to the assembly using 10 screws.

07



The last screw goes into the curved projecting arm of TF-16.

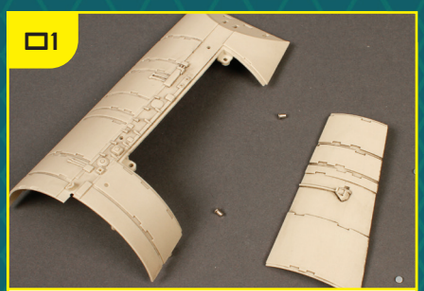


The completed framework should look like this.

ADDING THE PASSAGE TUBE COVER

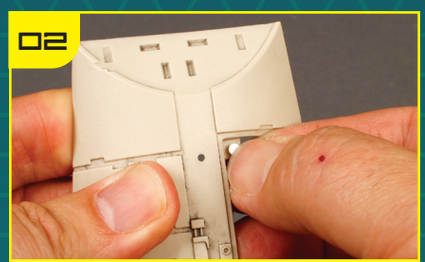
The cover for the cutaway in the passage tube TP-07 is fixed to the main panel TP-06 using steel pins and magnets in a very similar way to the landing leg covers from Stages 43 and 47 – except that this time it is only retained at two points on the top edge.

01



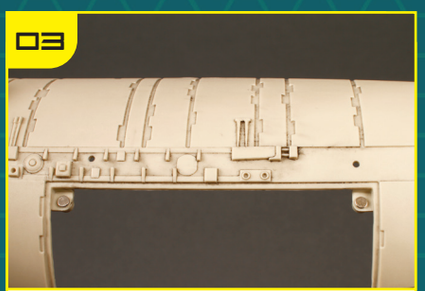
Take the two hull panels, two steel pins and two small round magnets.

02



The two steel pins have a flat head and a plain shaft. Fit the shaft into each of the two lugs at the top of the cutaway.

03



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

04



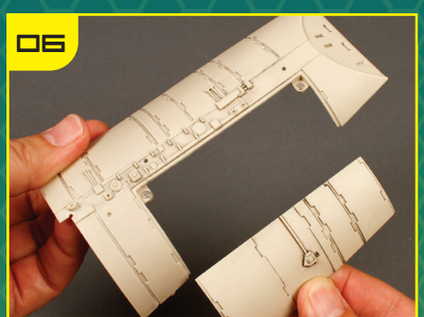
The magnets fit into matching recesses in the cover.

05



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

06



Fit the port cover into its recess.

The completed panel should look like this.

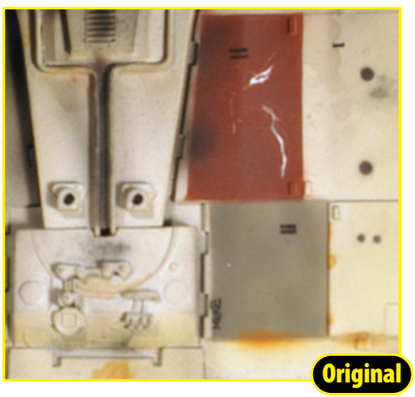
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CUSTOM PAINTING YOUR MILLENNIUM FALCON WITH STEPHEN DYMSZO

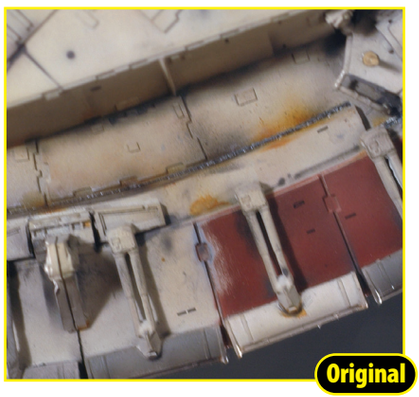
DISTRESSING THE SURFACE

Now you have applied the main paint to the lower hull, you can start to add the myriad of scuffs, dots, streaks, gouges, and scratches that ILM used to suggest the *Falcon*'s hard life and narrow escapes. Make sure all the paint is thoroughly dry at each stage. You may also want to come back to finish off a few details after adding some of the final plant-ons at a later stage.

Scratches and gouges through the paint. Some of this was done with a blade, other areas with a rotary tool.



Paint scuffed with sandpaper. The actuators shown need to be added (and painted) after doing this.



BATTLE DAMAGE

The *Falcon* wouldn't have the same old-alien-world charm without the weathering and numerous distressed patches evident across its surface. On the original filming model, some of these areas were done with an airbrush and some with a moto-tool. Other (lighter) scratches were done with the point of a modeling knife and/or sandpaper.

A number of panels on the top and bottom of the model have chips and scratches. In general, most of the red panels have gouges and scratching (some were even rubbed with fine sandpaper) and most of the gray panels do not. As always, you may want to experiment with the technique on some scrap plastic material before tackling the model itself.

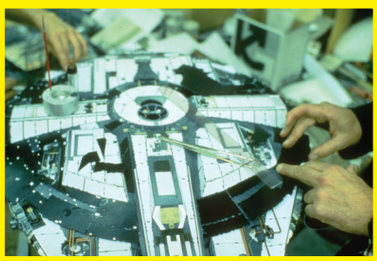
To replicate the chipped/gouged panels, you can use a rotary modeling tool with a sharp-pointed bit, running at low speed. You can use the tip of a sharp modeling knife blade tip to add the finer scratches and very small chips. To increase your accuracy, first mark the panels with a pencil. Then check your marks to verify that they match the reference. Finally, lightly engrave into the surface. You can always go back and correct/deepen them later, so a light touch and patience is needed here!

PAINTING CIRCLES

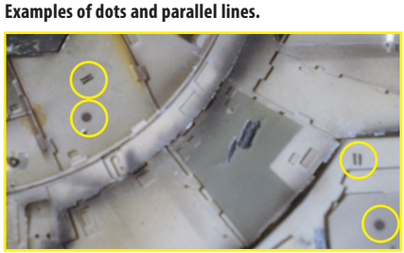
There are several dozen small, dark-gray dots on the bottom of the filming miniature. (It is interesting to note that these do not appear anywhere on the top.) The diameter of these dots varies in different locations. The easiest way to paint them on the model is the same way ILM probably did it. Start with a standard circle template from a craft or art store. You will want the 3.5 to 5mm (1/8 to ¼ of an inch) diameter circles. Since the dots vary in size, you will need to study the reference pictures to determine where the smaller and larger ones appear.

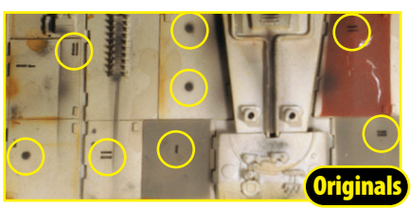
Cover the rest of the template with masking tape to isolate only the hole you need (to prevent overspray through the adjacent holes) and hold the template about 1mm away from the surface of the model. Holding the airbrush at a 90-degree angle to the surface, apply a fast, light shot of paint onto the surface until a solid dot forms. Repeat this procedure until all of the dots that are visible in the reference images are done. Don't worry if

If you study pictures of the *Falcon* model as it was being built (below), you will see that many of the underlying unpainted plastic panels were black, which showed through when it was exposed by some of the deeper scars that were added after painting. Since your model is molded in a light gray ABS plastic, you may want to go into areas where this shows after you have finished engraving, and fill in the scars with flat-black paint to replicate the original coloration.



Examples of dots and parallel lines.







Details of the distressing

The examples taken from photos of the original filming miniature show various techniques used by ILM, described in the main text. Use the reference picture of the replica on pages 4-5 of Stage 50 (inset left) to check where each of the techniques was used, and use the large downloadable photos of the original to study the effect you are copying.

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STEPHEN DYMSZO
PRESIDENT, SD STUDIOS

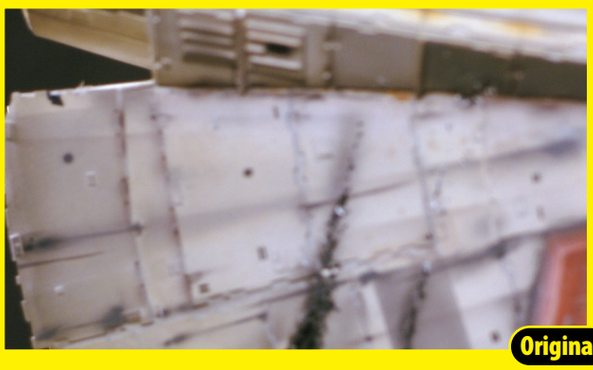
Don't forget the advice we gave in the previous stages – the colours of printed references and downloaded photos can all vary, depending on the medium. Also make sure you know whether you are looking at pictures of the replica or the original. The original filming miniature images will be clearly marked as such.

Radial airbrush streaks

There are numerous streaks across the model that radiate from the center like spokes on a wheel (in similar directions to the radial panel lines). There are many more on the top than on the bottom, but in both cases, almost all are dark gray, though there are some rust and dark-yellow streaks as well. You will need to study the reference carefully to see where they are located (along with their relative length and width). The great thing about this model is that the thousands of surface details make great reference points for locating the weathering marks. You can use these details like a 'coordinate system'. For example, you can note that a particular streak is: 'Just left of the second panel chip, but right of the raised pipe and extending from the third radial panel line to the sixth'.

The streaks are often very straight, starting wider and tapering down to a point. Many start (and/or end) with an airbrush 'splat mark'. You can replicate this by touching the tip of a double-action airbrush to the surface of the model and doing a very fast tap on the trigger (while pulling back to increase the paint mixture). This takes some practice.

As it is impossible to airbrush dozens of lines and get them all perfectly straight and consistent, it is a good idea to use masking tape to outline each streak-mark. Alternatively, you can make a masking template out of two pieces of thin plastic sheet. Move them back and forth (like a pair of scissors) until you have the correct shape/size and hold them a few millimeters off the model's surface as you airbrush the gray. This will leave a slightly fuzzy edge, as seen on the original model.



Freehand radial streaks starting with airbrush 'splats'.



Radial streaks showing one hard edge left by a hand-held mask.

the edges are a bit fuzzy or rough. That is exactly how they look on the original!

STRAIGHT LINES AND SPATTERS

There are many, many black 'hash' marks all over the original *Falcon* model. These appear to have been drawn with a straight-edge and a drafting pen or 'ultra-fine' indelible marker. The sizes vary, but they are typically 3 to 4mm ($^{1}/_{8}$ to ¼ of an inch) long and almost always are in pairs. Some pairs are unequal lengths, and some were drawn in to form closed rectangles. Some pairs are farther apart and some are so close that they look like one fat line. Again, the reference pictures will be your best friend.

There are few last details that don't always show on photographic images, but which are definitely on the original model and contribute to its overall look. It is fascinating to see that the *Falcon* miniature is covered in thousands of tiny spatter stains. However, it is best to leave these – and some other tiny details – until after you have assembled the rest of the model. This will also allow you to cover up any joint lines that are visible after the rest of the painting. For now, you will finish off the assembly of the underside as shown in later stages, and put it safely away until later.



Drawing tools for adding details – a circle template and an ultra-fine marker pen.



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