STAR WARS MILLENNIUM FALCON

BUILD THE MODEL – EXPLORE THE GALAXY



SHEATHIPEDE SHUTTLE

F219FSC054

FANHOME

DeAgostini COLLECTIBLES

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NEIMOIDIAN SHUTTLE

SHEATHIPEDE-CLASS SHUTTLE

The landing craft used by high-ranking members of the Trade Federation and other wealthy individuals was unique in appearance. Although the design was completely impractical, it made a lasting impression wherever it landed. It soon became synonymous with its main users, and was known as the 'Neimoidian shuttle'.

The Neimoidians who controlled the Trade Federation chose to use the *Sheathipede*-class shuttle specifically because the ships were considered symbols of the decadence, wealth, and privilege of their owners. The vessels were designed and created by Haor Chall Engineering, who went on to create many of the vehicles for the Trade Federation military before and during the Clone Wars. But each of the 20m-long shuttles had a bespoke interior that was specific to the needs of its owner – with some of Haor Chall's customers going to extraordinary lengths to outdo one another.

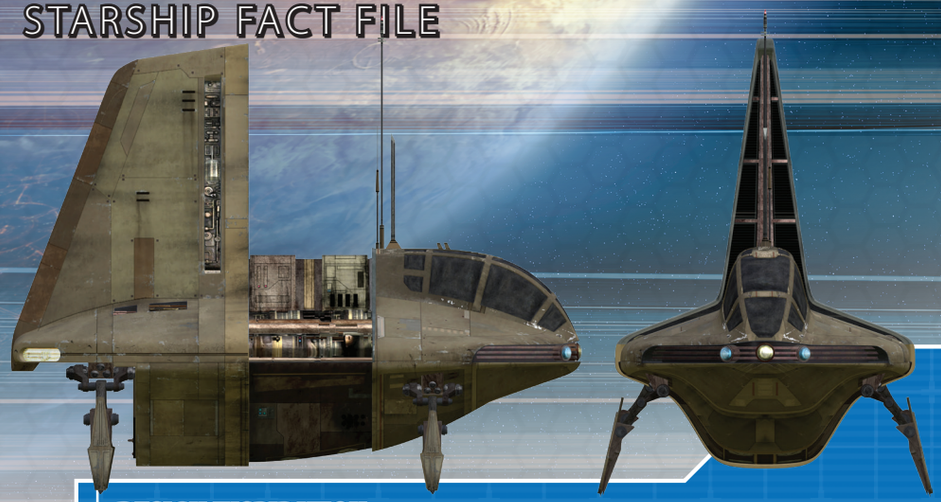
***Sheathipede*-class shuttles were designed for ostentation. Traveling in one was about making a statement, from the moment the craft touched down on its pointed landing claws to the moment its occupants made their appearance on the ship's broad ramp.**

SHEATHIPEDE-CLASS SHUTTLE TECHNICAL SPECIFICATIONS

DESIGN	Haor Chall Engineering
TYPE	Short-range executive personal transport shuttle
LENGTH	20m (65 ft 7 in)
SPEED	880km/h (546 mph)
HYPERDRIVE	None
WEAPONS	None (armed variant – 3 x laser cannons)
SHIELDING	Heavy deflector shields
CREW	1 x pilot or auto-pilot system (armed variant – 1 pilot and 1 gunner)
PASSENGERS	6

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STARSHIP FACT FILE



DESIGN INSPIRATION

Haor Chall Engineering was founded by the insectoid Xi Charrians on the planet of Charros IV, where, with a fanatically religious devotion to their craft, the workers toiled in cathedral-like factories. Like most Xi Char designs, the *Sheathipede*-class transport shuttle was inspired by forms found in nature. In the case of the shuttle, its design was based on a type of soldier beetle, whose body form and stance was echoed by the upraised, prominent stern, the bow ramp, and clawfoot landing gear.

The short-range shuttle was never intended for longer journeys, and consequently was not equipped with a hyperdrive or weapons. Due to this lack of any armament, the shuttle was heavily shielded, and frequently flew under a fighter escort.

A LASTING IMPRESSION

Most starships are equipped with flat-footed landing gear that allows the weight of the vehicle to be spread evenly on landing. In total defiance of this convention, the *Sheathipede*-class shuttle had four spike-footed landing legs, resembling the claws of the aggressive soldier beetles on which the shuttle was based. The landing claws folded back onto the shuttle's exterior, as there was no room inside the ship into which the claws could retract.

The claws' entirely purposeless points meant that the shuttle could only land on hard, reinforced surfaces on planets or other starships. These sharp spikes almost always caused some small damage to the landing platforms the shuttles visited, leaving a somewhat disrespectful (if intentional) 'we were here' signature; a lasting impression for all to see.

Those that could not afford a 'proper' landing pad were considered beneath the Trade Federation's attention, and simply not worthy of visiting. Some believed the landing claws were added intentionally for this reason, based on the Neimoidians' distaste for dealing with 'lesser worlds'.

STATUS SYMBOL

Trade Federation Viceroy Nute Gunray's personal *Sheathipede*-class shuttle was named the *Lapiz Cutter*. It carried the



PILOTS OR PASSENGERS?

The shuttle's standard configuration included space for a forward cockpit, but many Neimoidians did away with this, automated the piloting, and used the area for extra passenger accommodation. They were still never satisfied by the space available, always wanting more.

Neimoidian owners of *Sheathipedes* would not consider flying the craft themselves. Their shuttles were usually piloted by an OOM-series or tactical droid, or else fully automated.

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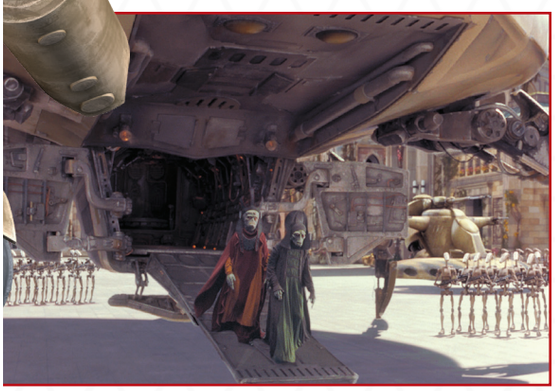
THE DUEL ON MUSTAFAR

LOSS OF THE LAPIZ CUTTER

During the Clone Wars, Trade Federation Viceroy Nute Gunray's shuttle, the *Lapiz Cutter,* was pressed into military service and repainted in the blue livery of the Separatists. It carried the Neimoidian leader on numerous missions, and such was his attachment to his personal transport that when the *Lapiz Cutter* was pushed into a swamp by a rampaging Kwazel Maw on Rodia, Gunray had it recovered. The last flight of the *Lapiz Cutter* came when Gunray went to Mustafar, where he was betrayed and killed by Darth Vader, together with other Separatist leaders. During the fierce lightsaber duel between Obi-Wan Kenobi and Vader, the shields that protected much of the lava mining operation were shut down and the *Lapiz Cutter*, along with the platform on which it landed, were destroyed.



Nute Gunray's shuttle carried him to Rodia, where he had arranged for Onaconda Farr to join the Separatists and assist in the capture of his friend and ally Padmé Amidala.



During the invasion of Naboo, Viceroy Nute Gunray and his fellow Neimoidian Rune Haako used Gunray's personal shuttle to carry them down to Theed.

viceroy during some key moments in galactic history, including the Neimoidian's invasion of Naboo and his escape from Geonosis during the first battle of the Clone Wars. Gunray would go on to use the shuttle extensively during the years of conflict that followed, taking it on his official visits to other planets such as Rodia, where he hoped to impose his will on Senator Onaconda Farr.

Originally, the shuttle was controlled by a droid pilot, which led to less than satisfactory quarters for Gunray. The droid pilot and its cockpit were later removed, allowing the cabin area to be expanded, offering more comfort for the arduous journeys to and from orbiting spacecraft. Gunray always traveled with a bodyguard, and this droid resided in its own chamber at the top of the boarding ramp, separated from the main cabin by a blast door.

CLONE WARS SERVICE

The exclusivity of the *Sheathipede*-class was considered a great luxury, but during the Clone Wars, the Neimoidians' elitist sensibilities took a blow when several shuttles were commandeered as basic transports. An armored version of the shuttle was created by Haor Chall Engineering, which included a slightly wider cockpit to allow space for a gunner, and three added laser cannons – one on each side under the cockpit, with the final cannon mounted at the apex of the top wing.

Count Dooku, General Grievous, and others considered important enough by the CIS were gifted shuttles, and with that the vessels' exclusivity was gone forever. To impress and placate diplomatic contacts, Dooku frequently offered the expensive *Sheathipede*-class shuttles as gifts, and one was given to Mother Talzin of the Nightsisters of Dathomir. Dooku and Grievous both retained the pilot's cockpit, since they did not want to trust their fate to completely automated systems.

After the Clone Wars, *Sheathipede*-class shuttles remained valuable. They soon became collectors' items for the wealthy, with the likes of Cato Neimoidia's Baron Tarko and Alderaan's Bail Organa buying these luxurious starships for their own use.

BEHIND THE SCENES

MINIATURES

Few collectible models have been based around the *Sheathipede*-class shuttle, although in 2009 LEGO brought out a Separatist Shuttle (set #8036), from the *Clone Wars* episode when Nute Gunray visits Senator Onaconda Farr on Rodia. The 259-piece set included an interpretation of the armored version of the shuttle, along with five minifigures – a battle droid pilot, two standard battle droids acting at bodyguards, Onaconda Farr and Nute Gunray. In 2012, LEGO also included a miniature version of the shuttle in its Advent Calendar, set #9509.

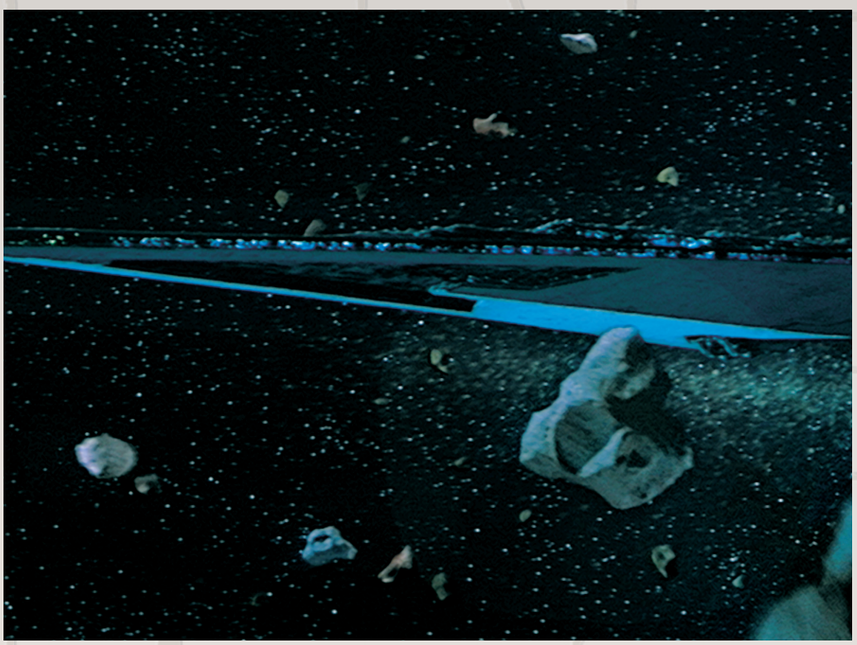


General Grievous was one of the high-ranking Separatists considered important enough to be given his own *Sheathipede*-class shuttle. Unlike the Neimoidians, he chose not to fit the automated piloting system.

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SENSOR ARRAYS

Starships rely on an array of sensors to detect and measure the physical properties of their surroundings, whether in an atmosphere or in deep space. Flying with damaged or inoperable sensor arrays is foolhardy – no matter how effective the ship's shields are – and is equivalent to navigating blind.



Space is full of hazards, including natural debris and hostile ships. Even in a starship that has good natural visibility (or viewscreens), the crew rely on sensors to keep watch in every direction, and the larger the ship, the more vital this is.

Three components work together to give a starship's crew a detailed picture of their surroundings: the ship's sensors, which gather data; the computer that collates and interprets the readings; and the readouts/displays that present this information. A failure in any one of these vital systems has the potential to leave the pilot or gunners blind to the presence of space debris or hostile ships in their vicinity.

There are two basic types of sensor. Passive sensors detect the energy (such as heat, light or other forms of radiation) emitted by objects within range. Active ('scan-mode') sensors emit their own energy pulses and detect the interference caused by anything in the path of the pulse.

In normal operation, both types of sensors play a part in helping a starship to navigate and negotiate hazards – including other vessels. But the difference between the two types of sensor becomes more important when those vessels might be hostile. Active sensors emit an energy signature that is easily detected by an enemy. Passive sensors are much harder to detect, due to the fact that they consume far less energy, and emit almost none.

SENSOR MODES

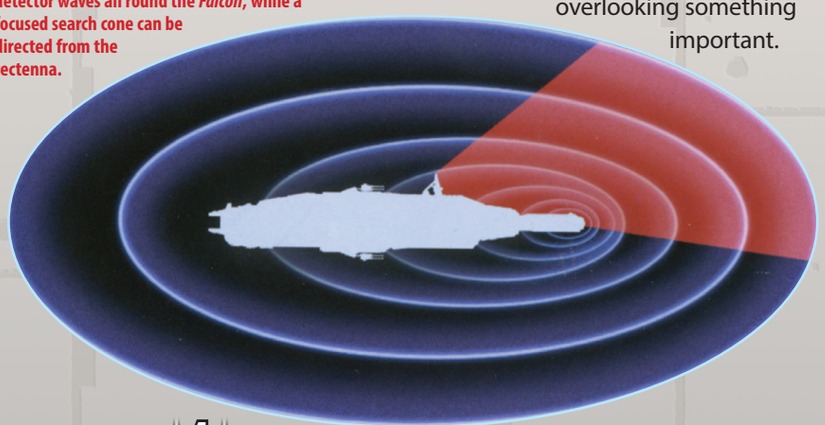
Sensors can operate in three different modes, known as scan, search, and focus. The default setting is scan mode, in which the sensors sweep across the area around the entire vessel, checking for environmental/navigational hazards and other ships in the area. If any object poses a potential threat, the system will warn the crew and if necessary, signal an alarm. The sensors can be set to scan with low speed/high definition or high speed/low definition.

When search mode is selected by the crew, the sensors will only pick up one class of target, such as a particular type of ship or radiation. The setting can be locked into the navicomputer to help the ship avoid a given type of hazard.

Focus mode directs the sensors to a given vector, usually because a general sweep has picked up something in need of investigation. This can give highly detailed information about the area where the sensors are directed, but will not pick up anything outside it.

When a number of ships are on patrol together, it is common for their captains to agree to scan separate but overlapping areas of space. This means that they can gather more detailed information than would be possible individually, without the risk of overlooking something important.

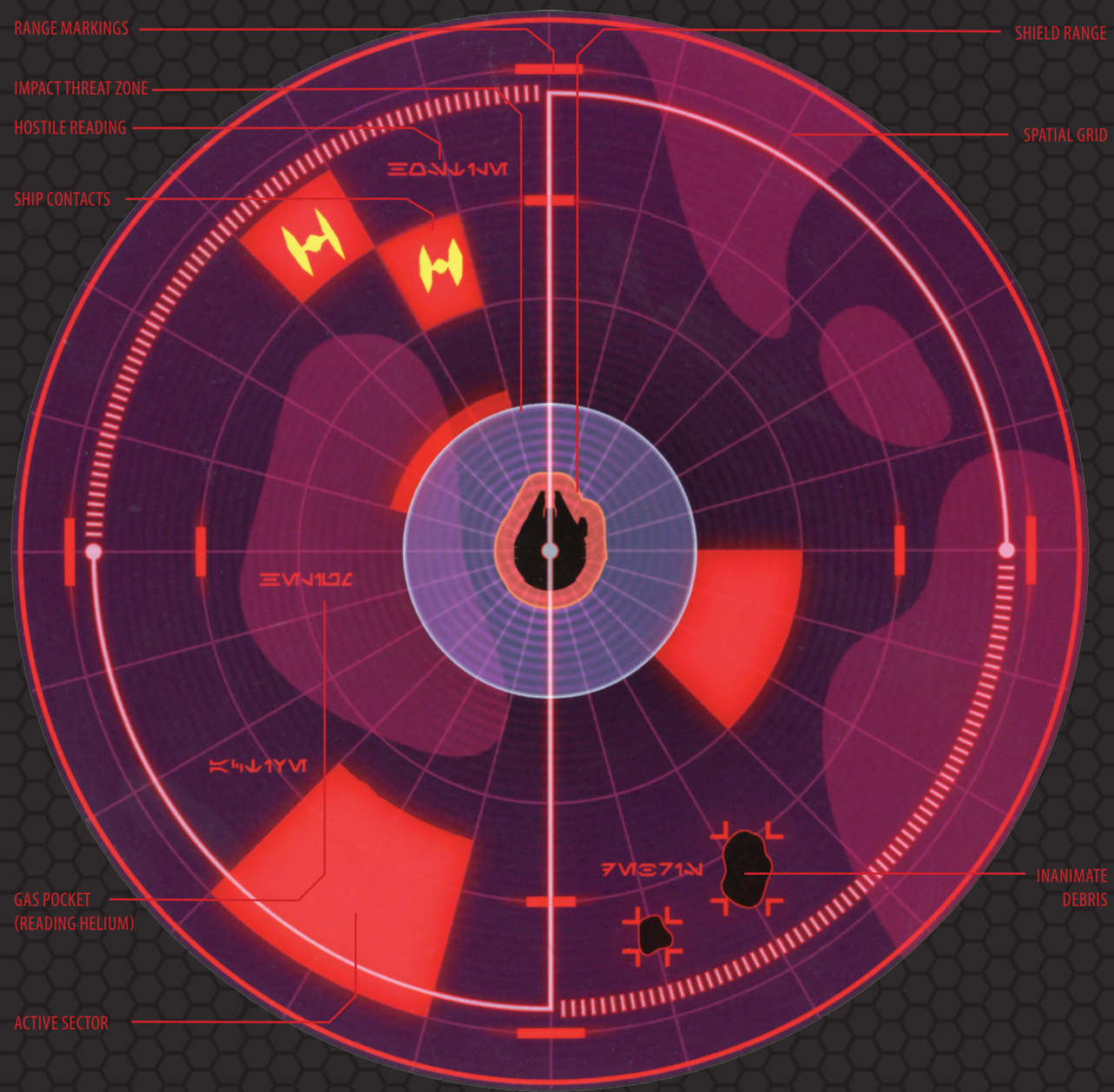
The passive sensors in the forward mandibles radiate detector waves all round the *Falcon*, while a focused search cone can be directed from the rectenna.



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THE FALCON'S SENSOR SUITES

Two Siep-Irol passive sensor arrays feed data to the *Falcon*'s computers and viewscreens. Both are in the bows, but to reduce the chance of the whole system being knocked out, one is in the port mandible, the other in the starboard – and in an emergency, the ship can manage with only one of them. Meanwhile, the *Millennium Falcon*'s active sensors are far more compact and powerful than you would expect to find aboard a mere Corellian Engineering Corporation freighter, no matter how modified she had been, and civilian use of such sensor suites was outlawed by the Galactic Empire. More suited to a long-range scout ship, they are, in fact, military-grade packages built around full-spectrum transceivers (commonly known as universal sensors). They work together to detect every type of energy and object a starship can be expected to come upon, and the size of the *Falcon*'s rectenna gives them an extremely long range. Electro-photoreceptors in the sensors work with the ship's rectenna dish to deliver information to the targeting computers, while a series of dedicated energy receptors sense a range of electromagnetic emissions, including communications traffic, heat, and laser light. In short, it's next to impossible to sneak up on the *Falcon* when all its sensor equipment is in full working order.



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YOUR NEXT PARTS

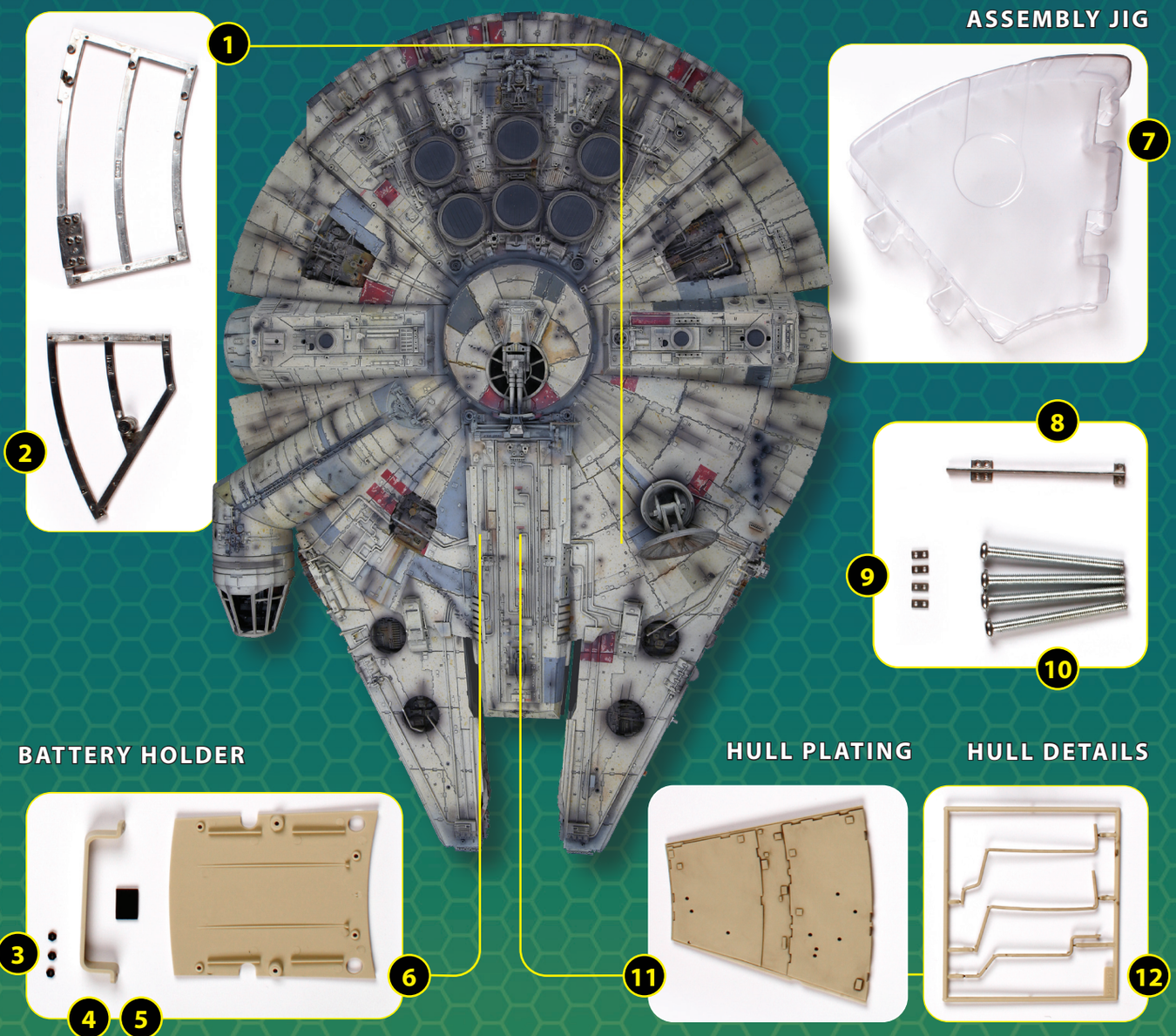
COMPONENTS CHECKLIST

1. Hull frame TF-19
2. Hull frame TF-20
3. Securing nuts (x 3, including spare)
4. Battery box retaining strap
5. Protective pad
6. Battery box mounting plate
7. Assembly jig (1 section)
8. Radial rib (one short section)
9. 2-hole connectors (x 4)
10. Support bolts (x 4)
11. Hull panel TP-12
12. Plant-on details (3 on sprue)

This issue's parts are used to extend the upper hull framework and assemble the internal battery holder. You have also received another section of the assembly jig to support the growing framework.

The steps on the next two pages add two more pieces to the top framework, which will now support the battery holder – although you may choose not to fit this until later on in the build. The only parts not used in this stage are the plating and details on the sprue, which you should store safely until later.

WHERE THE PARTS FIT

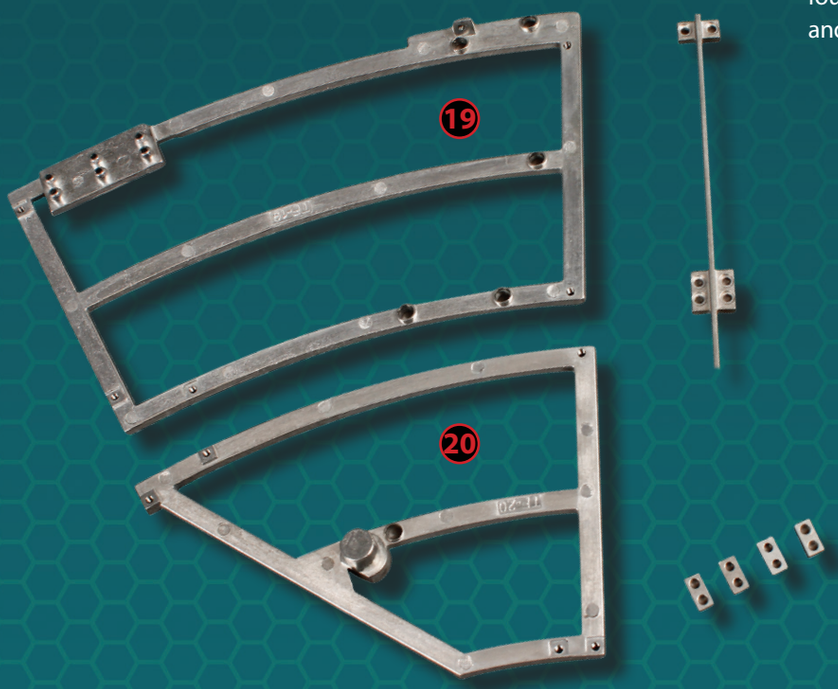


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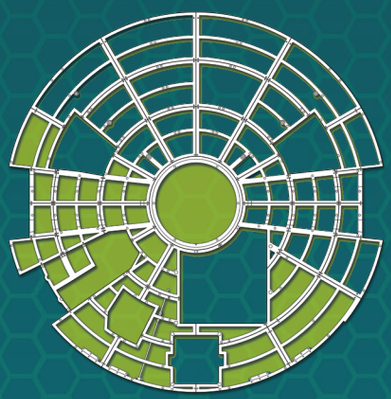
ASSEMBLING THE TOP FRAMES

Adding the next two frame parts to the existing framework you assembled in Stage 53 will almost complete the square housing around the cutaway.

For this stage, you need the two frame sections provided with this issue, plus four 2-hole connectors, the radial rib section, and 11 short black button-head screws.

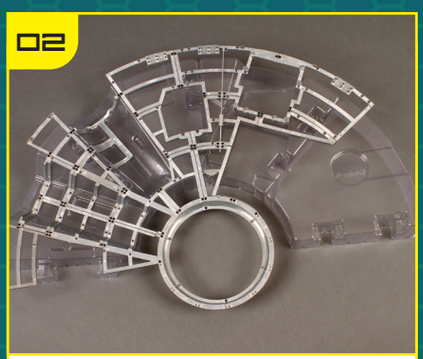


The frames shown have TF numbers (shown in red) cast into them for identification. The small diagram below identifies the area you will be assembling on the blueprint that came with Issue 1.

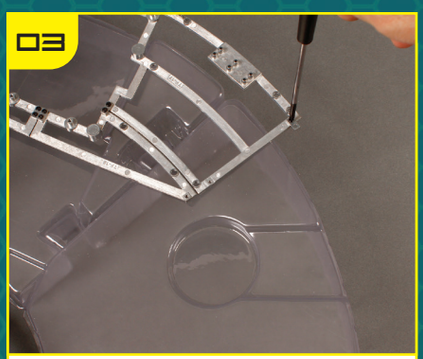




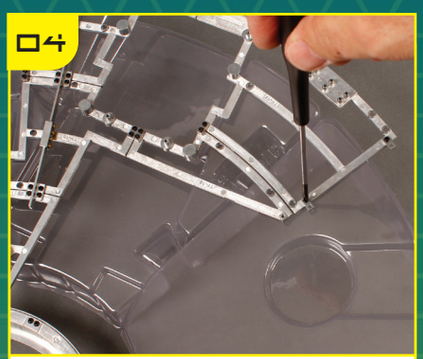
Fit this issue's assembly jig section to the end of the existing jig.



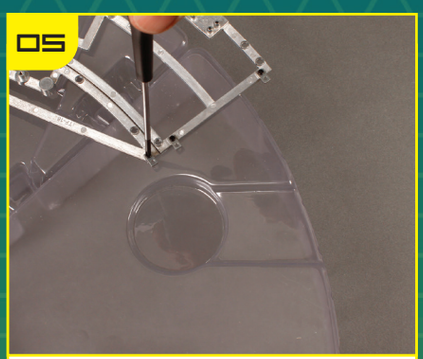
Return the framework to the jig, which will now extend beyond it.



Screw a 2-hole connector to the outer corner of TF-17.



Screw a 2-hole connector to the inner corner of TF-17.



Screw a 2-hole connector to the point of TF-18.

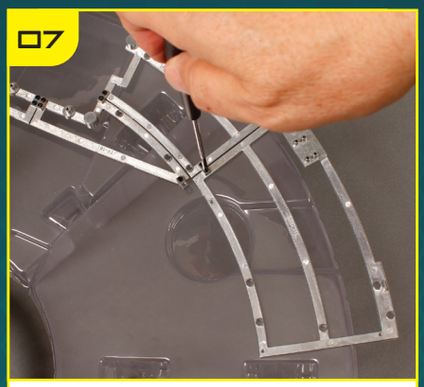


Fit TF-19 against the end of TF-17 and screw it to the outer connector.

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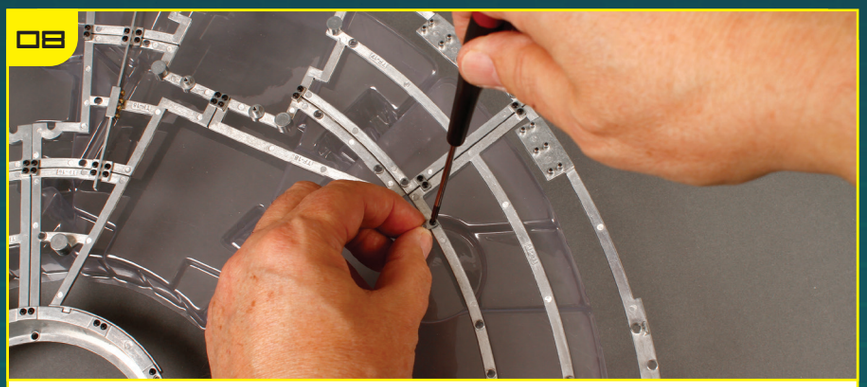
STAGE 54 ASSEMBLY

07



Screw TF-19 to the other connector.

08



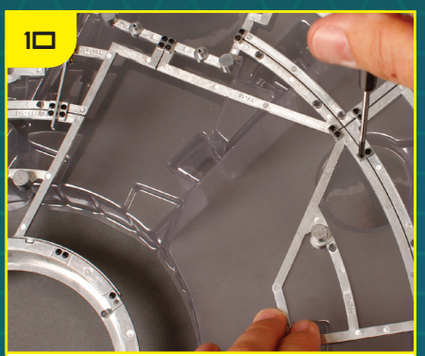
Screw a 2-hole connector to this hole on the inner curve of TF-19.

09



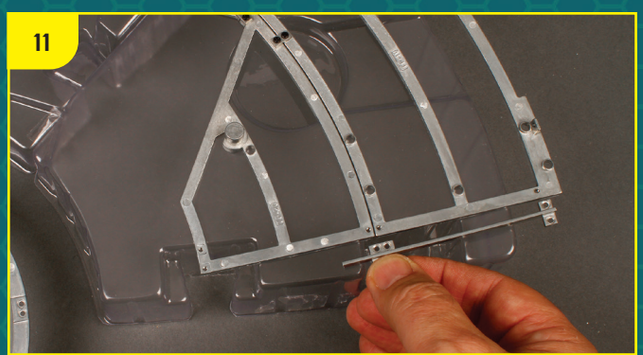
Fit TF-20 against TF-19 and screw it to the corner connector.

10



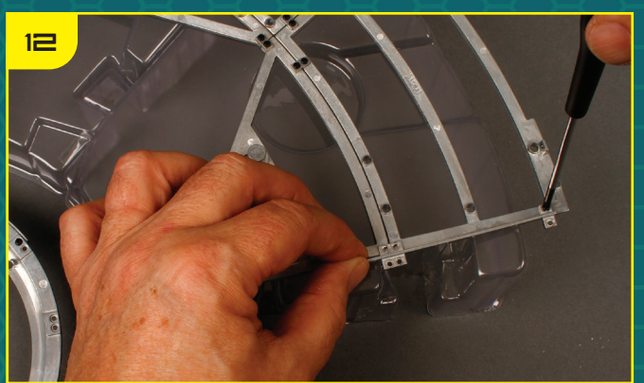
Screw TF-20 to the connector you fitted in Step 8.

11



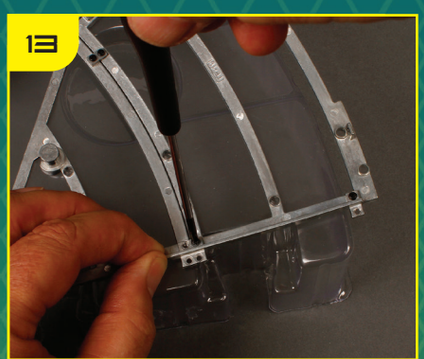
Take the radial rib section and align it with the ends of TF-19 and TF-20.

12



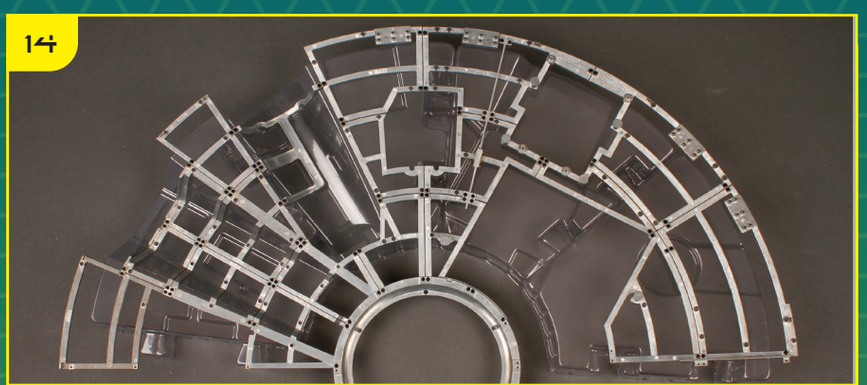
Screw one side of the end flange to the outer corner of TF-19.

13



Screw one side of the inner flange to the corners of TF-19 and TF-20.

14



That completes the assembly.

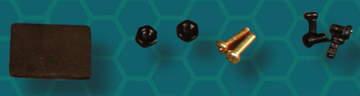
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ASSEMBLING THE BATTERY HOLDER

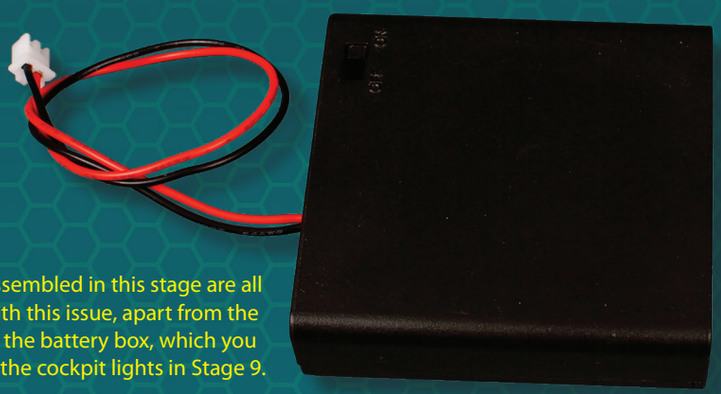
The battery holder consists of a mounting plate and retaining strap that support the battery box supplied with Issue 9. This assembly remains removable, even after the model is completed, to allow you to change the batteries.







For this stage, you need Parts 3 to 7 from this issue and the battery box that came with Issue 9. After the assembly is bolted together, the mounting plate can be screwed to the square opening in the framework. But note that although we have demonstrated how to do this in Steps 9 to 12, **you may prefer to keep the battery holder separate from the rest of the assembly for now.** This will make it more convenient to use it for testing the internal electronics as the build progresses, and it will be easier to remove the batteries when not in use.



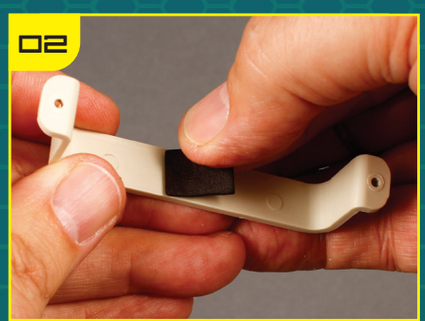
The parts assembled in this stage are all supplied with this issue, apart from the screws and the battery box, which you used to test the cockpit lights in Stage 9.

01



Peel the backing off the rectangular self-adhesive protective pad.

02



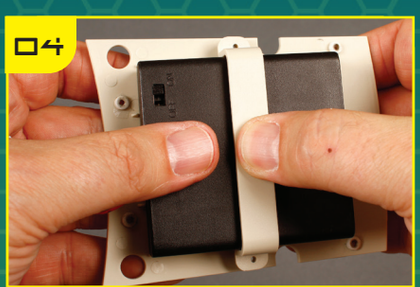
Stick the pad to the center of the battery box retaining strap – this will minimize vibration during use.

03



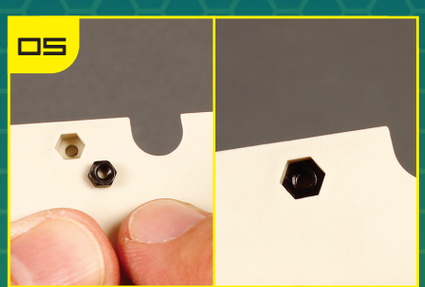
Hold the battery box against the ribbed face of the mounting plate. It goes this way round, as shown.

04



Fit the strap over the battery box, lining up the holes at the end. The ends of the strap and the mounting posts both slope, so it only fits flush one way round.

05



Holding the strap in place, turn the assembly over and drop a nut into the matching hexagonal recess in the mounting plate.

06



Place a finger over the recess to hold the nut in place. Turn the assembly back over and fit a bolt through the holes in the strap and mounting plate.

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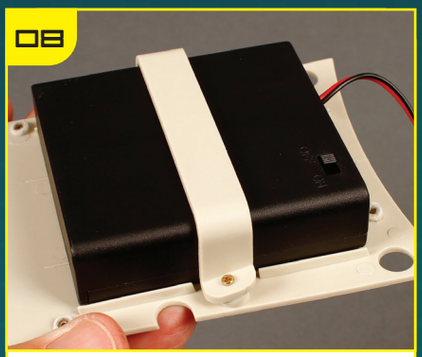
STAGE 54 ASSEMBLY

07



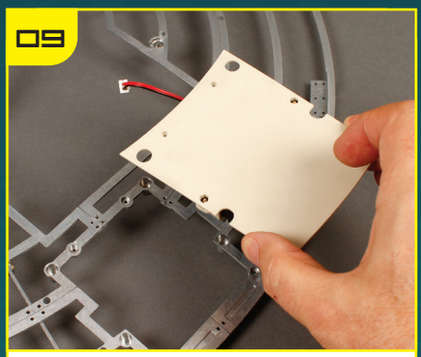
Make sure that the bolt has engaged in the nut, then screw it into place.

08



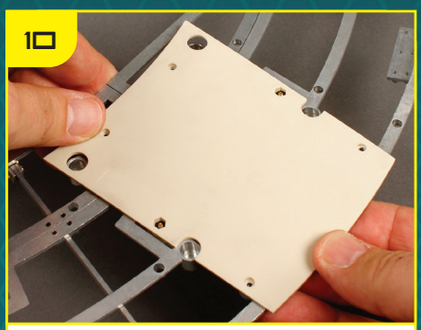
Repeat Steps 4 to 7 to fit a nut and bolt to the other end of the strap.

09



Turn the assembly this way round to fit it to the opening in the frame.

10



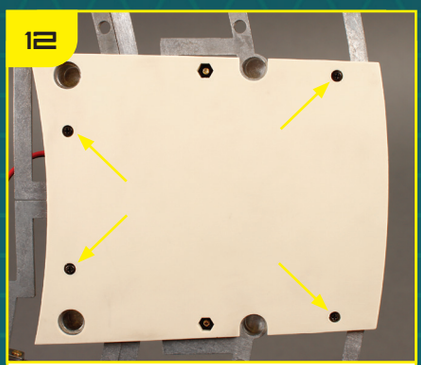
Feed the connector and power lead through the opening first and align the mounting plate as shown.

11



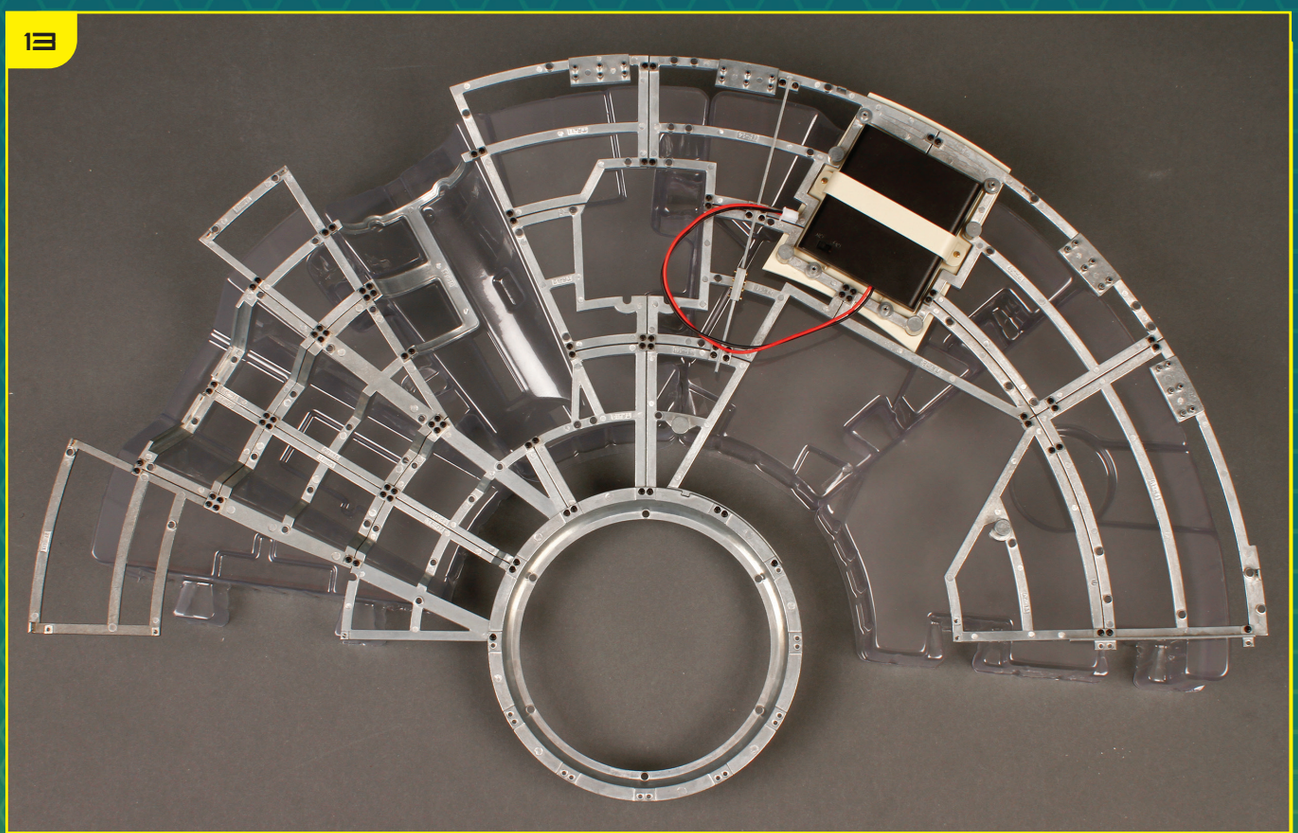
Screw the plate to the frame with black button-head screws in the small holes.

12



Fit all four screws in the same way.

13



That completes the assembly for this stage.

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