61

STAR WARS MILLENNIUM FALCON

BUILD THE MODEL – EXPLORE THE GALAXY



UMBARAN STARFIGHTER

FANHOME

DeAgostini COLLECTIBLES

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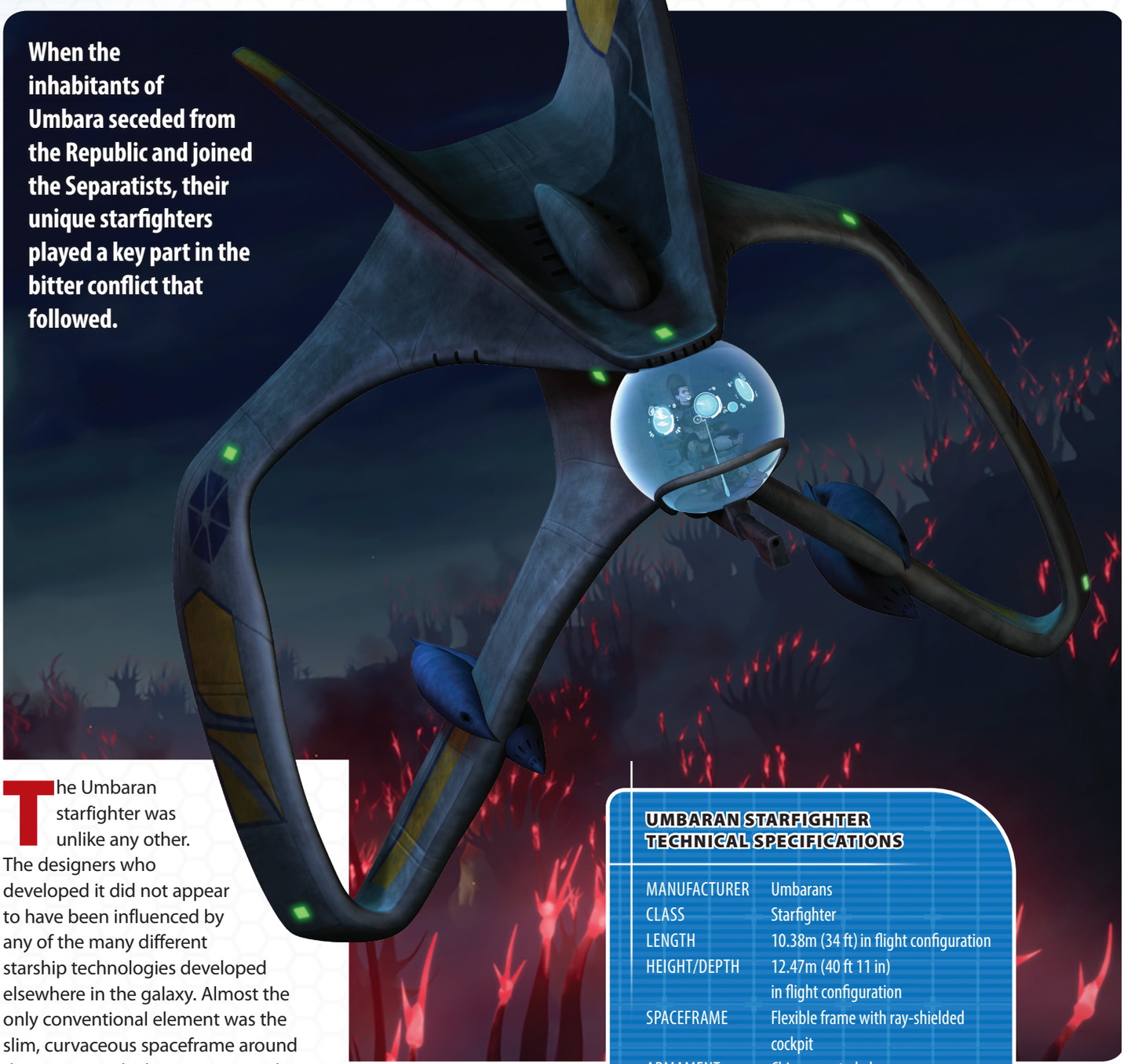
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MILITIA FIGHTER

UMBARAN STARFIGHTER

When the inhabitants of Umbara seceded from the Republic and joined the Separatists, their unique starfighters played a key part in the bitter conflict that followed.



The Umbaran starfighter was unlike any other. The designers who developed it did not appear to have been influenced by any of the many different starship technologies developed elsewhere in the galaxy. Almost the only conventional element was the slim, curvaceous spaceframe around the engines, which were mounted in a vertical arrangement with three exhaust vents. Above the body, two angled fins were the only other concession to normal engineering.

Looking unlike any other craft, the Umbaran starfighter resembled a large ornamental knot, with two angular loop-shaped 'wings' swept back from the cockpit. Two smaller fins were mounted on top of the ship, above the pilot's command sphere.

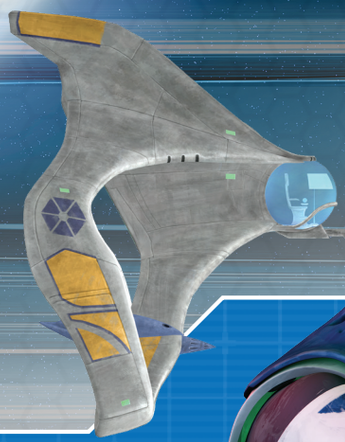
UMBARAN STARFIGHTER TECHNICAL SPECIFICATIONS

MANUFACTURER	Umbarans
CLASS	Starfighter
LENGTH	10.38m (34 ft) in flight configuration
HEIGHT/DEPTH	12.47m (40 ft 11 in) in flight configuration
SPACEFRAME	Flexible frame with ray-shielded cockpit
ARMAMENT	Chin-mounted plasma cannon 2 x wing-mounted missile pods
CREW	Single pilot

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STARSHIP FACT FILE





WING GEOMETRY

The Umbaran fighter's elegant spaceframe had a variable geometry. The craft's ribbon-like wings twisted around the central housing for the cockpit and engine block, and in normal flight, they adopted a roughly triangular shape. When the ship landed, the wings settled into a rest position, allowing the fighter to stand on its wingtips or be stored in racks around the walls of its hangars. When the ship lifted off, the wings shifted down into flight configuration.

Nowhere was the departure from the norm more obvious than the cockpit – as the ship didn't have one in any conventional sense. The pilot sat in an upright command seat that rested on the ground when the ship was not in use, and a repulsorlift brought the seat up to its flight position at the front of the ship. With merely a forward loop of the spaceframe to locate it, the only separation between the 'cockpit' and the elements or enemy fire was a scintillating blue energy bubble, which was ray-shielded to offer the pilot a limited degree of protection.

CONTROL SYSTEM

The 'cockpit' instruments and controls were equally unusual. Two blue holographic spheres formed around the pilot's hands when they took control. There were no traditional lever or foot pedal controls; instead, every subtle hand gesture that the pilot made influenced the ship, which could be very disconcerting for anyone trained to fly a conventional craft. The militia for whom the ships were built grew up with this system, but a 'steady hand' was essential for anyone else trying to fly an Umbaran starfighter.

The flight pattern was also unique. Compared to other starfighters, which need to bank into turns, especially when maneuvering in an atmosphere, the Umbaran ships could change orientation on the spot, effectively coming to a stop, rotating, and darting off in a different direction. Part of this

Umbaran militia fought in a sealed helmet. While this provided some protection, its main purpose was to allow them to breathe a mixture of gases that increased their reflexes and made them more aggressive.



HOLOGRAPHIC CONTROL

An Umbaran starship's controls were unlike almost every other starship ever designed. In place of physical levers or switches, the craft was controlled through a holographic interface that surrounded the pilot's hands and sensed the pilot's hand gestures. The interface was sensitive and not always intuitive, so beginners could find it difficult to use. When clone pilot Hardcase commandeered an Umbaran starfighter during the Clone Wars, he crashed several times before mastering it.

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THE BATTLE OF UMBARA

TURNING THE TABLES

When Umbara threw in its lot with the Separatists during the Clone Wars, Republic forces were drawn into a fight on the shadow world. After a huge air-to-ground assault, the clone troops who led the invasion soon learned to respect the destructive power of the Umbaran starfighter. A turning point in the battle came with the capture of the Umbaran airbase, thanks in part to clone troopers 'commandeering' Umbaran ships to use as air support. To prevent further weapons and equipment reaching the Umbaran militia, clone troopers Fives, Hardcase, and Jesse then launched an attack using the stolen Umbaran starfighters to infiltrate and destroy a Separatist supply ship from the inside – although Hardcase lost his life in the action.



The Umbaran starfighter was very well armed. During the Battle of Umbara, Republic troops soon learned to respect its firepower.



When an Umbaran starfighter was parked, the pilot's seat was lowered to the ground in front of the ship. When the pilot took his place, the seat was raised by repulsorlifts, and it was then surrounded by a blue energy bubble.

ability was due to the wings, two ribbon-like loops attached to the central body of the ship and twisted into a vaguely triangular shape.

While not particularly fast, Umbaran starfighters were responsive, and eerily quiet, which lent them the element of surprise. Their agility made up for their light shielding: the cockpit shields in particular were weak enough to be brought down by accurate small-arms fire. The vessels had no hyperdrive, as they were only used in local operations.

WEAPONRY

Umbaran starfighters were armed with two weapons systems. Below the command chair was a single rapid-discharge cannon that fired powerful green laser bolts. By default, the fire control was keyed to the pilot clenching and unclenching his right hand in a special gesture that was all too easily replicated by the unwary or inexperienced pilot.

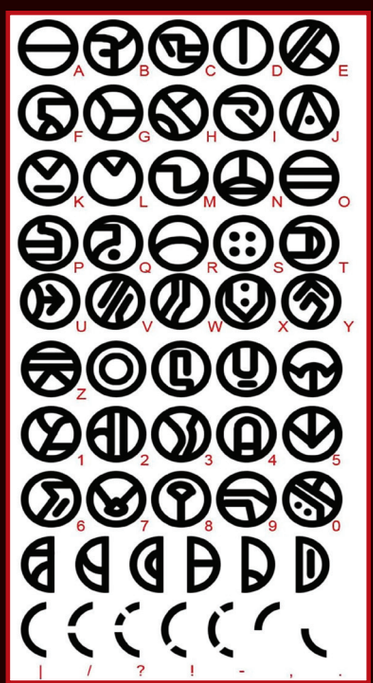
The secondary weapon system was a pair of electromagnetic pulse missile launchers mounted on the lower arms of the wings. By default, these devastating weapons were fired by punching a fist. Alternatively, if the control option was reconfigured, pushing an open hand forward would launch the lethal missiles.

Like the command seat, the pulse missile launchers were independent modules with built-in repulsorlift systems. This allowed the weapons to be handled easily by a single Umbaran technician. The launchers were linked to the controls of their designated fighter, so they could be maneuvered into position by the pilot, and then locked in place magnetically.

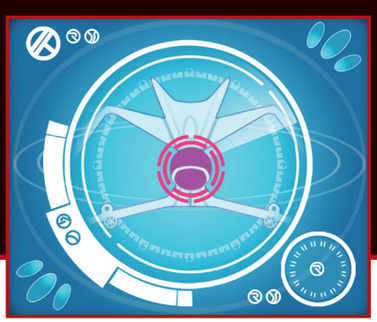
BEHIND THE SCENES

UMBARAN A-Z

Concept artist Chris Glenn developed an entire Umbaran alphabet for use in *The Clone Wars*. All 26 letters were based on circles – a recurring theme of Umbaran design, as seen in the spherical cockpit of the starfighter.



The design of the Umbaran alphabet (above), elements of which appear on the control screen of an Umbaran starfighter (below).



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IMPERIAL SHIPPING REGULATIONS

If freighter pilots wish to avoid unnecessary entanglements, it is vital to understand the laws governing their ships and cargoes. Never was this more true than under the harsh regime operated by the Empire.



The Siege of Lothal was a lockdown ordered by the Galactic Empire on the Outer Rim planet. Lothal was blockaded by Star Destroyers and customs vessels, which rigidly enforced the Emperor's mandate that no ship could leave the surface without authorization.



The need to understand the myriad laws and regulations that govern trade and travel across the galaxy applies even to those who seek to bypass those laws. Indeed, it's fair to say that smugglers need to know what's legal and what's not even more than legitimate shipping businesses. Illegal or restricted goods can sell for a high price, but what classes as a restricted cargo will change from system to system. While a little local knowledge could help, there's no point in getting down to the fine details without knowing the basics.

In the Imperial Era, many of the laws enforced by the Republic were rebranded and reissued by the Empire. What changed was the enthusiasm with which the Empire policed the space lanes, and also the inflexibility of Imperial customs officials. The corruption that many freighter pilots encountered before the Imperials came along was still there – it just wore a different uniform.

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IMPERIAL SECURITY SCANNERS

Fixed scanners were used to detect intruders in secure facilities, and could include cameras and holographic recorders, heat and motion sensors, infrared and ultraviolet sensors, sensitive sound recorders and weapons detectors. Portable versions of this type of equipment were provided in the kit used by the Imperial scanning crews whose duty it was to investigate the interior of vessels suspected of carrying contraband or stowaways. Several such crews were stationed on the Death Star, including scanning crew BT-445, which was detailed to hunt for any concealed smuggling compartments in the *Millennium Falcon*.





When the *Falcon* was brought on board the Death Star, scanning crew BT-445 took their sensors on board to carry out a closer search of the ship.

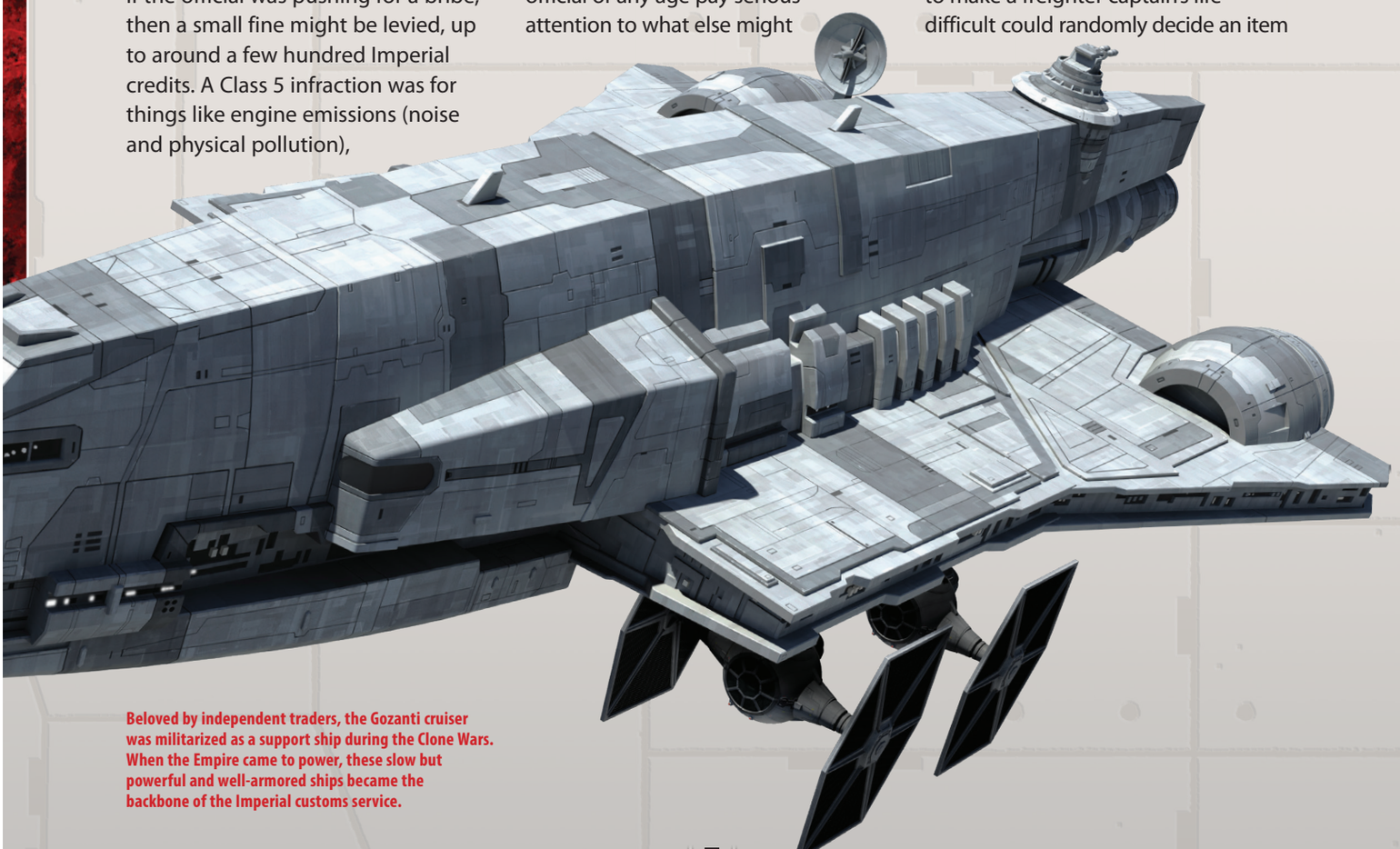
MINOR MISDEMEANORS

Under Imperial law, there were five basic levels of infraction that all freighter pilots, legitimate and smuggler, had to be aware of.

Class 5, the lowest level, covered the space-going equivalent of littering. Most of the time, all but the most rules-obsessed Imperial would let these slide. If the guilty party was a regular offender, or if the Imperials were having a security clamp-down, or if the official was pushing for a bribe, then a small fine might be levied, up to around a few hundred Imperial credits. A Class 5 infraction was for things like engine emissions (noise and physical pollution), broken or insufficient landing lights, flying a ship without sufficient stocks of consumables (fuel, food, etc.) for the planned journey, insufficient escape pods to allow for all passengers and crew, and so on.

Class 4 infringement meant operating without correct paperwork. This was a crime, if not a major one, and also an excellent way to make any customs official of any age pay serious attention to what else might be going on aboard a stopped vessel. It was also a quick way to a fine of between 1,000 and 5,000 credits.

Relevant documentation included the operator's license and ship registration, not to mention paperwork for the cargo itself. Permits for transport of low-level restricted (but not fully illegal) goods were also carefully checked. What was classed as 'restricted' was, sadly, something that could change quickly. A customs official determined to make a freighter captain's life difficult could randomly decide an item



Beloved by independent traders, the Gozanti cruiser was militarized as a support ship during the Clone Wars. When the Empire came to power, these slow but powerful and well-armored ships became the backbone of the Imperial customs service.

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BEHIND THE SCENES

IMPERIAL PROPAGANDA

Shortly after proclaiming himself Emperor, Palpatine reformed the Republic-era COMPOR, the Commission for the Protection of the Republic, into COMPNOR, the Commission for the Preservation of the New Order, which was used to promote the Empire's ideology. COMPNOR was one of the largest entities focused on Imperial bureaucracy, and had a huge influence on many aspects of Imperial life, including the sciences, youth education, and law enforcement. One of its primary tasks early on was to create successful campaigns to accelerate the growth of the Empire's military. Additionally, the messaging painted the picture of the ideal Imperial citizen, and how they would help contribute to the greater glory of Palpatine's new Empire. The propaganda message could be found on posters and murals throughout the worlds occupied by the Empire.



COMPNOR propaganda posters began to appear all over the galaxy. Defacing or modifying them was considered a serious crime.

was restricted. ('Jogan fruit is normally fine, but Ranat are allergic to jogan fruit brandy, which means that after a recent incident, jogan fruits are now restricted, so…') Paying a small bribe was normally a way out of such incidents.

MAJOR FELONIES

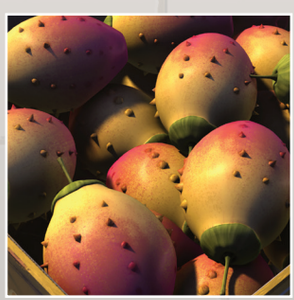
Class 3 was where things got more serious. At this point, a fine was far less likely than a captain losing their ship and their freedom. Heavily restricted items required very precise documentation. Such goods included medicines and narcotics (even the legal ones) and advanced technology. The Empire liked to maintain strict controls on such items, as doing so gave them control of a planetary population. In times of local or system-wide conflict – and occasionally sector-wide issues – control of anything that might be of benefit to an opponent became a major issue. Many a crew found themselves at the wrong end of a security situation they weren't aware of when setting out. As Class 3 infractions included any attempt to bribe an Imperial officer, the only way out was through the courts.

If a Class 3 infraction could get a captain a few days to a month or so in prison, a Class 2 was likely to take that to anything up to 30 standard years, as well as a very substantial fine and the likely permanent loss of the impounded vessel. These infractions included being caught carrying outright illegal goods, such as military-grade weapons of any kind, either as a cargo or as a component of a vessel.

In other cases, 'smuggled' items were any deemed not to be accompanied by the correct paperwork. Just having something in the cargo that hadn't been properly detailed in the manifest became as illegal as having it found being transported in a secret compartment. Defending oneself in the courts against a Class 2 charge was guaranteed to be expensive and time-consuming.

Class 1 was the level that was as likely to get the offender shot down as it was to see them transported to the worst prison planets in the galaxy. Infractions included violent piracy, anything that could be classed as an attack on an Imperial facility, ship, boarding party or any other personnel (those could have very broad interpretations), conspiracy against the Empire, or possession of any kind of cloaking device.

Under Imperial law, few Class 1 offenders ever saw the inside of a courtroom. 'Justice' was far more likely to be summary and swift, unless a show trial was thought to be desirable, by way of discouraging others. Either way, the punishment for a Class 1 infringement would be harsh, and was likely to be terminal.



Imperial ideas of what constituted contraband, and what penalties applied could change arbitrarily, catching out many traders. Jogan fruits (above) were one commodity that suddenly became restricted.



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YOUR NEXT PARTS

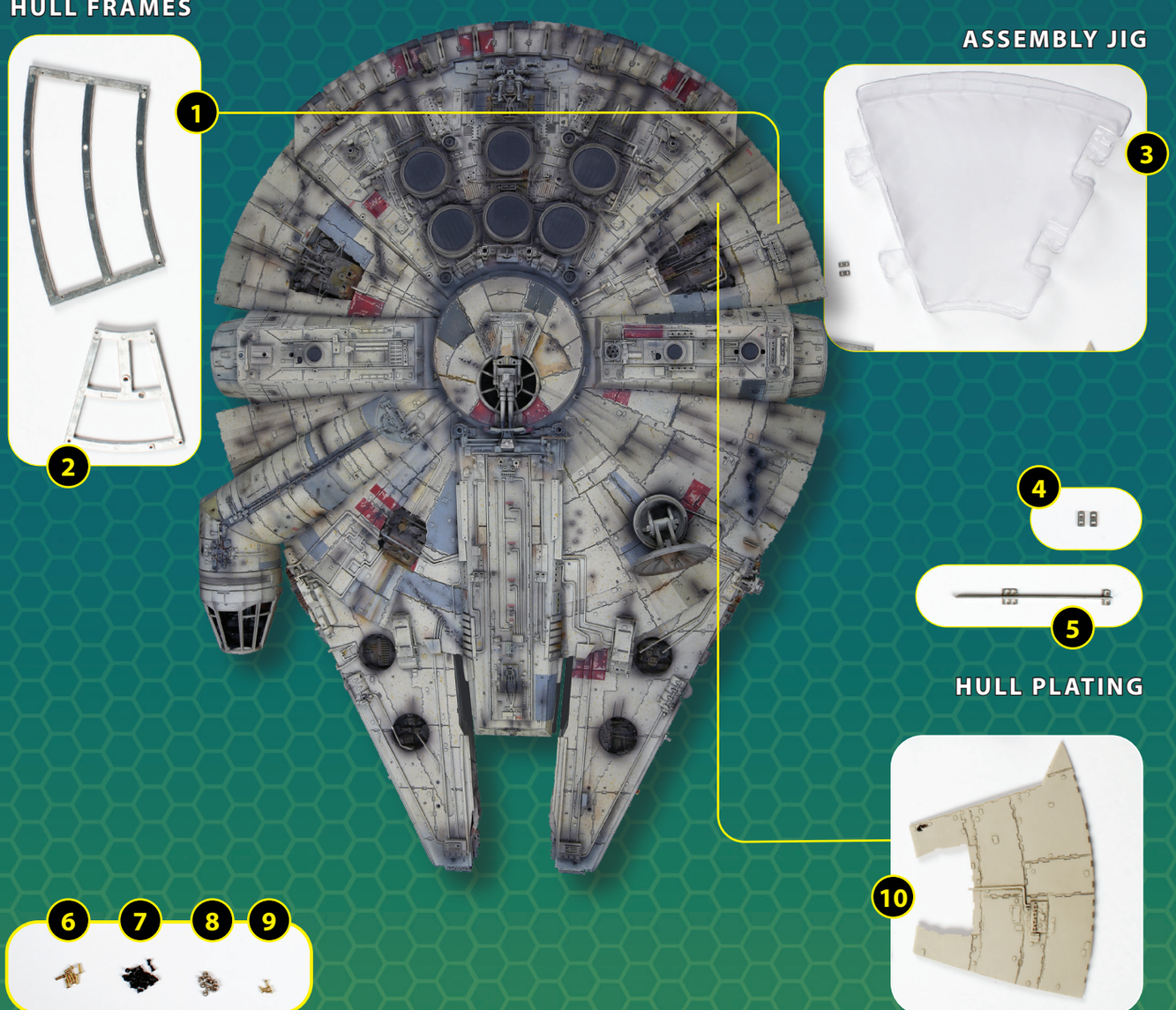
This issue's parts are used to extend the upper hull framework. You have also received another section of the assembly jig to support the growing framework, and another piece of hull paneling.

The steps on the next two pages add two more pieces to the top framework, which completes almost seven-eighths of the main disc. The only part not used in this stage is the top hull panel, which has an opening for one of the machinery-filled recesses. Keep this safely until later.

COMPONENTS CHECKLIST

1. Hull frame TF-32
2. Hull frame TF-31
3. Assembly jig (1 section)
4. 2-hole connectors (x 2)
5. Radial rib (outer section)
6. Fixing screws (x 4 including 1 spare)
7. Fixing screws (x 8 including 1 spare)
8. Fixing screws (x 11 including 1 spare)
9. Fixing screws (x 26 including 1 spare)
10. Hull panel TP-19

WHERE THE PARTS FIT

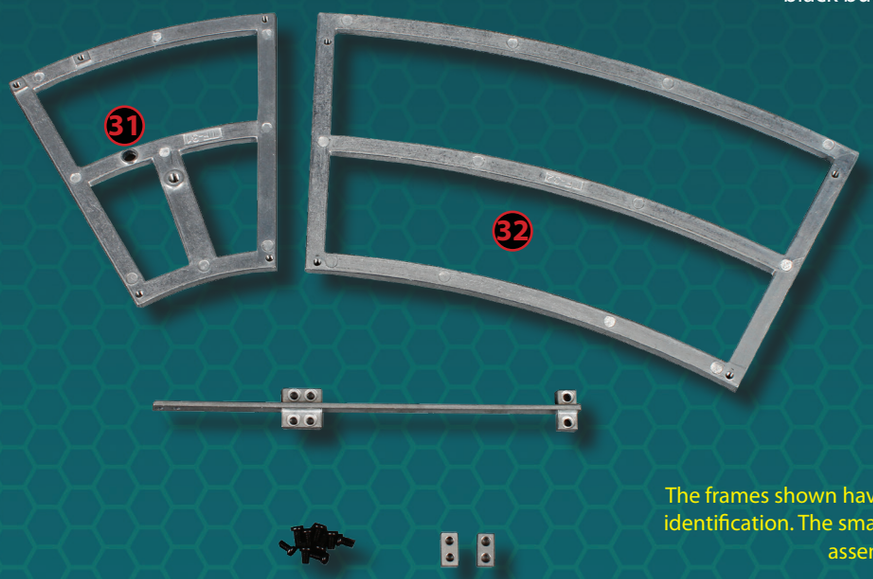


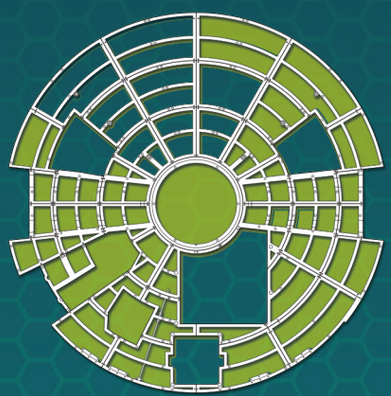
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ASSEMBLING THE TOP FRAMES

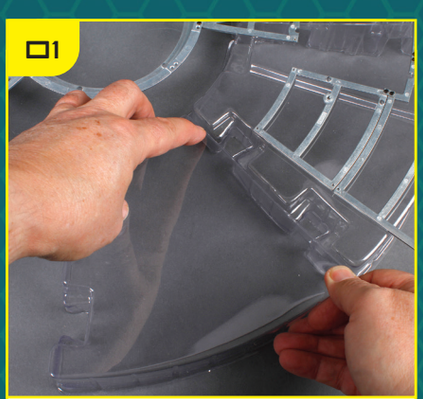
After adding the next section of the assembly jig, there will be enough support to fit the metal castings that extend the top framework round to the center line of the rear hull.

For this stage, you need the two frame parts and radial rib section provided with this issue. You also need two 2-hole connectors, and nine short black button-head screws.

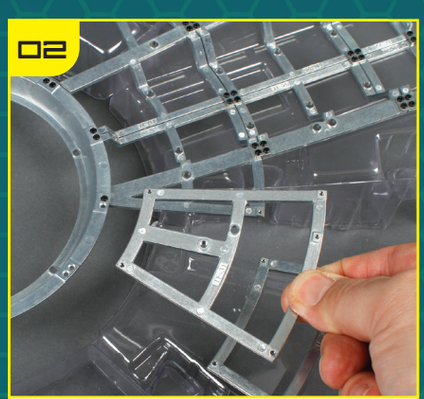




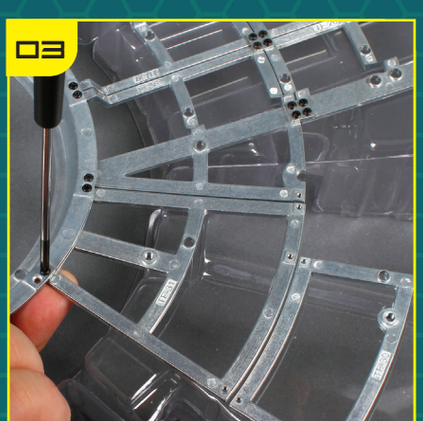
The frames shown have TF numbers (shown in red) cast into them for identification. The small diagram above identifies the area you will be assembling on the blueprint that came with Issue 1.



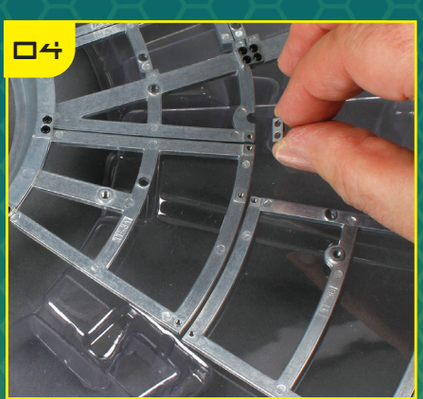
Fit this issue's section of the assembly jig to the end of the existing jig.



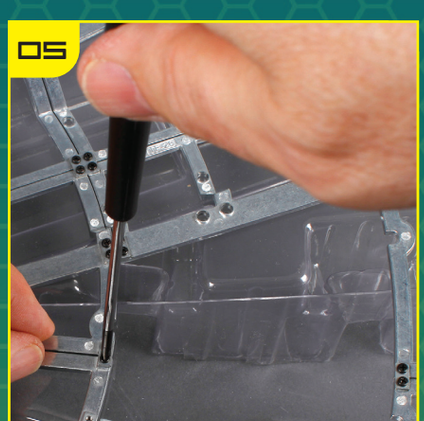
Fit frame TF-31 between the turret ring and frame TF-30.



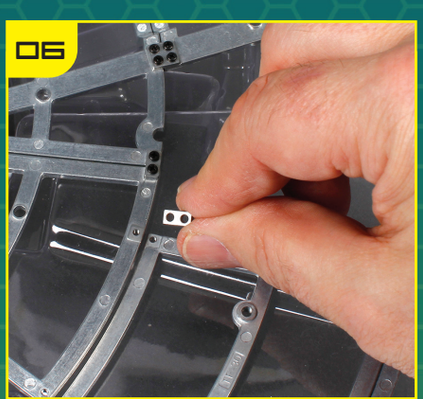
Screw TF-31 to the turret ring.



Fit a 2-hole connector to the joint between TF-31 and TF-28.



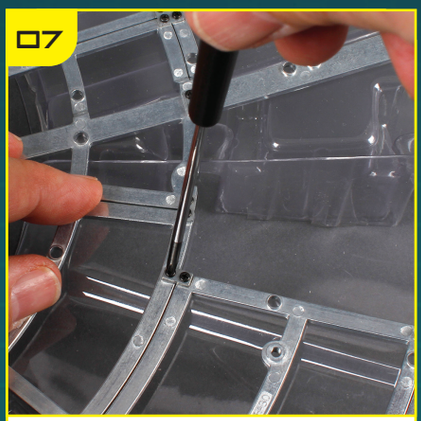
Screw the connector to both frames.



Fit a 2-hole connector to this joint between TF-31 and TF-30.

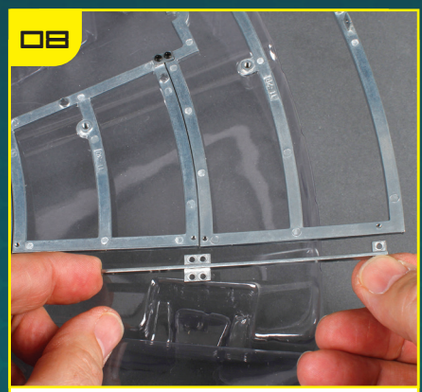
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07



Screw the connector to both frames.

08



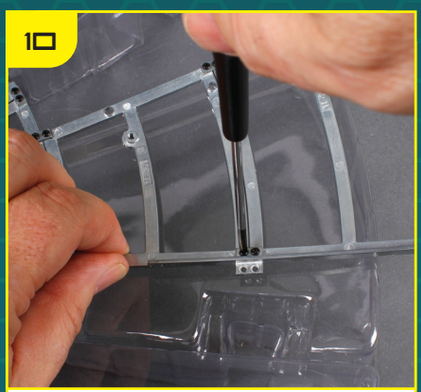
Fit the radial rib section to the edges of TF-29 and TF-30.

09



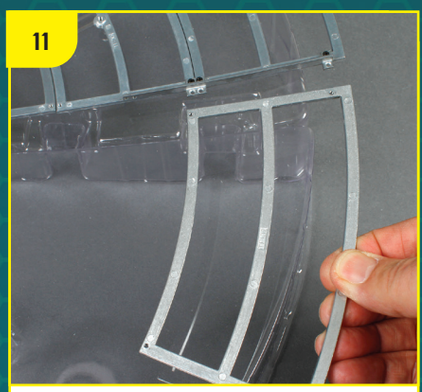
Screw the outer 2-hole flange to TF-29.

10



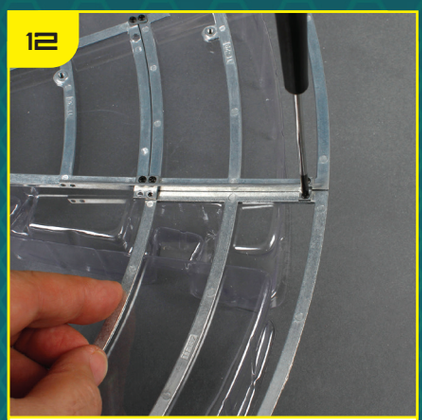
Screw the inner 4-hole flange to TF-29 and TF-30.

11



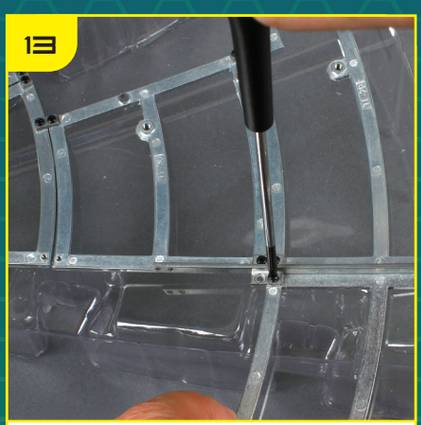
Fit TF-32 to the other side of the radial rib.

12



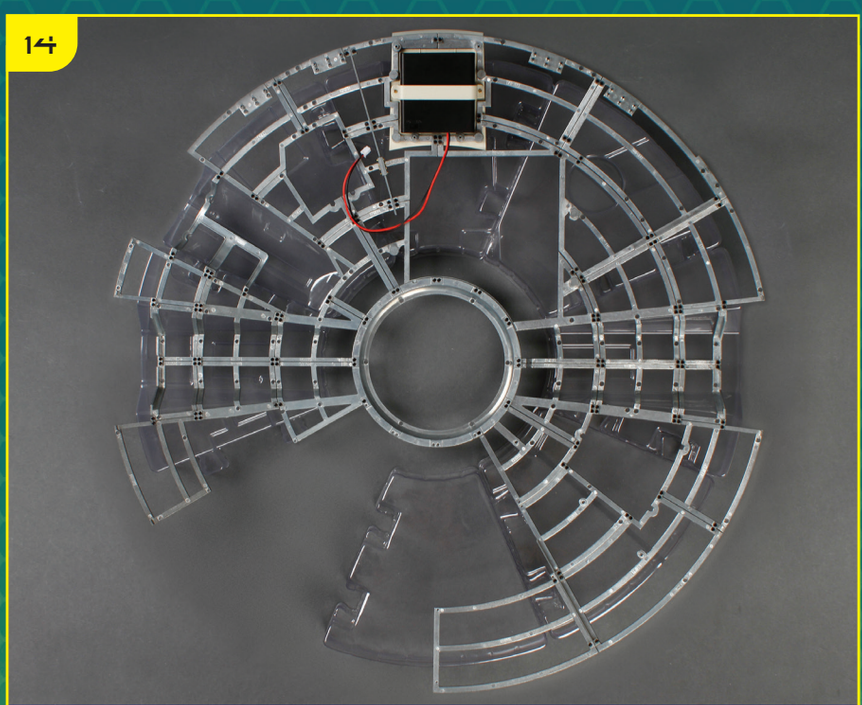
Screw the outer 2-hole flange to TF-32.

13



Screw the inner 4-hole flange to TF-32.

14



That completes the assembly for this stage.

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