STAR WARS MILLENNIUM FALCON

BUILD THE MODEL – EXPLORE THE GALAXY





BOBA FETT'S STARSHIP PART 2

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BOUNTY HUNTERS' TRANSPORT

FIRESPRAY PURSUIT SPECIAL: BOBA FETT'S STARSHIP PART 2

After inheriting the starship from his late father, bounty hunter Jango Fett, Boba Fett improved and advanced this already lethal vessel – making it almost indisputably the most feared bounty-hunting ship anywhere in the galaxy.



One of only a few prototype Firespray models built on the Outer Rim world of Oovo IV, it was not only a unique vessel on the space lanes, but infamous as well. Refitted, upgraded, and reconfigured on a number of occasions, this modified *Firespray-31*-class patrol and attack craft traveled the galaxy on the lookout for targets, piloted by the most feared bounty hunter of his time, Boba Fett.

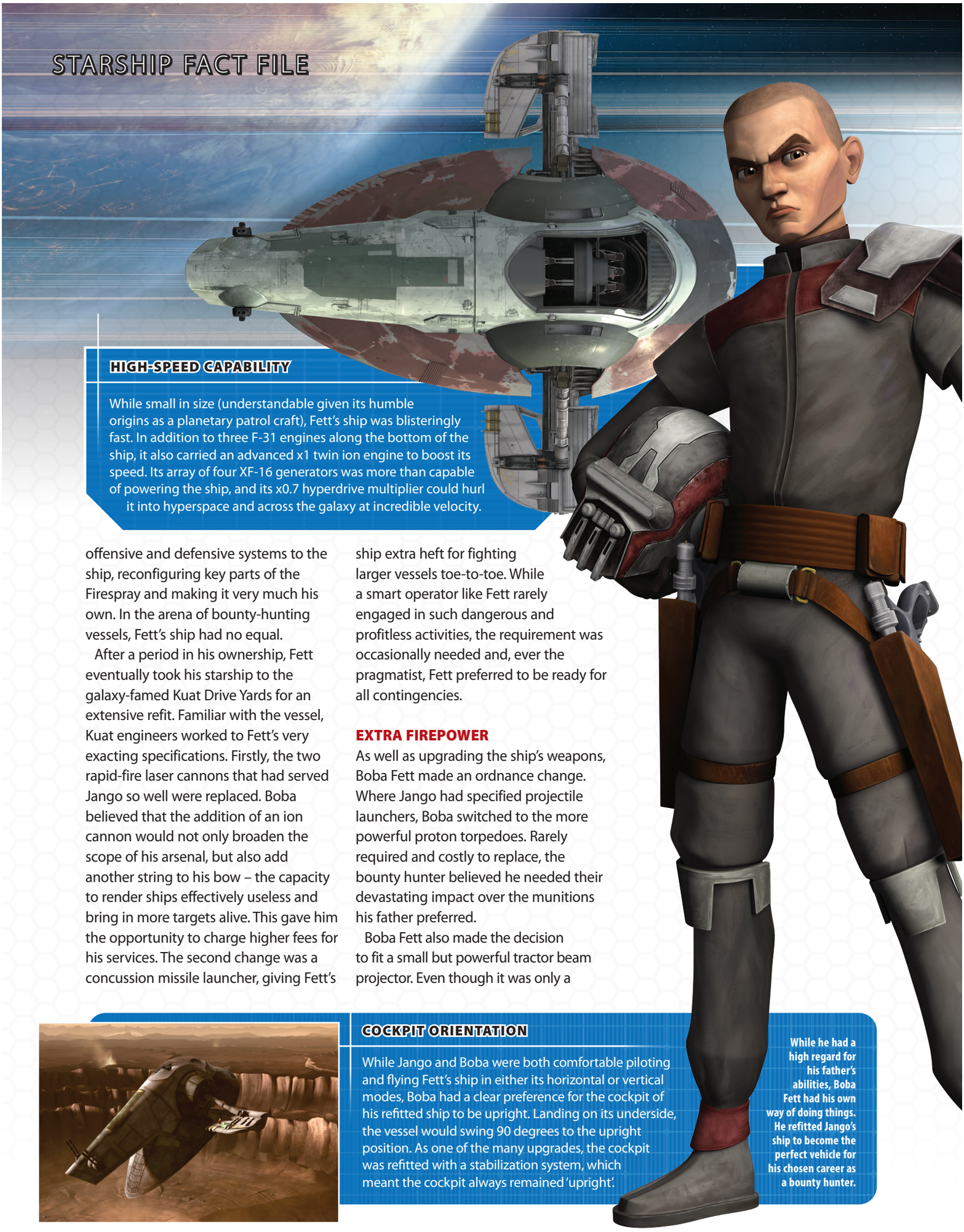
Following its years in the service of his father, Jango Fett, Boba began to modify his ship heavily almost as soon as he inherited it, adding supplementary

With the paint clinging to its battered exterior echoing the color scheme of the distinctive armor worn by its much-feared pilot, the arrival of Fett's starship was usually unexpected, and almost always a cause of trepidation among those who witnessed it.

FETT'S STARSHIP TECHNICAL SPECIFICATIONS

ACCELERATION	2,500G
MGLT	70 MGLT
Maximum speed	1,000km/h (621 mph) in atmosphere
Engine unit(s)	3 x F-31 drive engines
	Twin ion engine advanced x1
Hyperdrive rating	Class 0.7
Backup	Class 8.0
Power plant	4 x XF-16 power generators
Sensor systems	Military-grade sensor array
Countermeasures	Cloaking device
	Decoy system
	Sensor mask and jamming systems
	Static discharge port
Armament	2 x GN-40 twin rotating blaster cannons
	2 x HM-8 concussion missile tube launchers
	C/In ion cannon
	2 x AA/SL proton torpedo launchers

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HIGH-SPEED CAPABILITY

While small in size (understandable given its humble origins as a planetary patrol craft), Fett's ship was blisteringly fast. In addition to three F-31 engines along the bottom of the ship, it also carried an advanced x1 twin ion engine to boost its speed. Its array of four XF-16 generators was more than capable of powering the ship, and its x0.7 hyperdrive multiplier could hurl it into hyperspace and across the galaxy at incredible velocity.

offensive and defensive systems to the ship, reconfiguring key parts of the Firespray and making it very much his own. In the arena of bounty-hunting vessels, Fett's ship had no equal.

After a period in his ownership, Fett eventually took his starship to the galaxy-famed Kuat Drive Yards for an extensive refit. Familiar with the vessel, Kuat engineers worked to Fett's very exacting specifications. Firstly, the two rapid-fire laser cannons that had served Jango so well were replaced. Boba believed that the addition of an ion cannon would not only broaden the scope of his arsenal, but also add another string to his bow – the capacity to render ships effectively useless and bring in more targets alive. This gave him the opportunity to charge higher fees for his services. The second change was a concussion missile launcher, giving Fett's ship extra heft for fighting larger vessels toe-to-toe. While a smart operator like Fett rarely engaged in such dangerous and profitless activities, the requirement was occasionally needed and, ever the pragmatist, Fett preferred to be ready for all contingencies.

EXTRA FIREPOWER

As well as upgrading the ship's weapons, Boba Fett made an ordnance change. Where Jango had specified projectile launchers, Boba switched to the more powerful proton torpedoes. Rarely required and costly to replace, the bounty hunter believed he needed their devastating impact over the munitions his father preferred.

Boba Fett also made the decision to fit a small but powerful tractor beam projector. Even though it was only a

COCKPIT ORIENTATION

While Jango and Boba were both comfortable piloting and flying Fett's ship in either its horizontal or vertical modes, Boba had a clear preference for the cockpit of his refitted ship to be upright. Landing on its underside, the vessel would swing 90 degrees to the upright position. As one of the many upgrades, the cockpit was refitted with a stabilization system, which meant the cockpit always remained 'upright'.

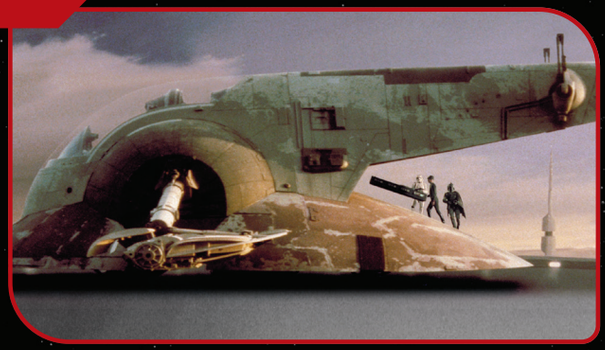
While he had a high regard for his father's abilities, Boba Fett had his own way of doing things. He refitted Jango's ship to become the perfect vehicle for his chosen career as a bounty hunter.

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THE HUNT FOR HAN SOLO

SPRINGING THE TRAP ON BESPIN

Perhaps the most infamous mission for Boba Fett's ship was the hunt for Han Solo. Tasked by Sith Lord Darth Vader to find and bring back the rebel sympathizer, Fett used both his ingenuity and the stealth-laden packages on his ship to accomplish his mission. Hiding in the garbage spewed out by the Imperial Star Destroyer *Avenger*, Fett's ship was located and tracked the *Millennium Falcon* to the Bespin system. The ship's sensor mask and jamming systems made her all but invisible – even to the *Falcon*'s formidable sensors – allowing Fett to follow not far behind, and plot their destination. That information was relayed to the Empire. Once Vader was satisfied, Solo (who along with Princess Leia, C-3PO, and Chewbacca were merely the bait for Vader's true prey, Luke Skywalker) was handed to Fett to take to Jabba the Hutt on Tatooine.



Using his ship's formidable capabilities, Boba Fett tracked Han Solo to Cloud City on Bespin without alerting the wary smuggler to his presence. After concluding his bargain with Darth Vader, Fett was then able to depart and claim his bounty.



For a time during the Clone Wars, Fett's ship was owned by the Weequay pirate Hondo Ohnaka. He stole the craft after it had been downed during an attempt to flee Republic forces by his former lover, the bounty hunter Aurra Sing. Stored in Ohnaka's private hangar, it was reclaimed by Fett by the end of the war.

miniature model, it still took up valuable room on the ship, and given his fearsome reputation, many were surprised at Fett's decision to install such a non-destructive system. However, the tractor beam was essential for hauling in other ships that had been incapacitated by the disruptive pulse of the ion cannon. The stark truth was that a living bounty was of far more value than a dead one.

CULTIVATING THE MYSTIQUE

Not all Fett's additions were paid for in cash. his ship was fitted with a sensor-masking and jamming array that the bounty hunter stole from another ship. With the Firespray now practically invisible to sensors, Fett was able to land on almost any planet without challenge. Even the security-heavy docking procedures required on Coruscant could be avoided, adding yet another layer to Fett's mystique – the element of surprise.

When Jango owned the ship, he had changed the internal structure to include spartan living quarters for both himself and his son. Now that he traveled alone, Boba made further changes, reducing the living space and installing holding cells for his captured bounties. The more space for prisoners, the more bounties he could collect.

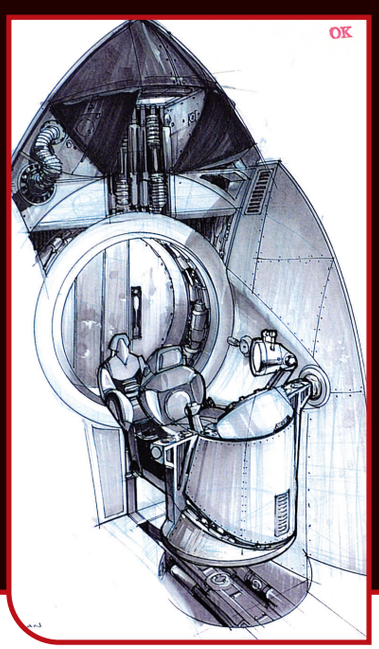
The last major change was a cosmetic one. Boba had the hull of the Firespray-class repainted, changing it from the blue and silver of his father's time to a green, red and gun-metal scheme. At its heart the same ship, Boba Fett's ship soon acquired a level of notoriety that the vessel had never achieved before.

BEHIND THE SCENES

DESIGN TWEAKS

Between the two trilogies, the internal structure of Boba Fett's ship changed significantly. As is often the case, this was taken as an opportunity rather than a problem. The original plans for Fett's ship, as first seen in *The Empire Strikes Back*, had the ship configured to be flown in its horizontal position, while the later designs for *Attack of the Clones* have the internal structure configured for when the space transport is in its vertical mode, as seen in the Geonosis asteroid chase. In-universe explanations would reveal that Boba altered the cockpit during his ownership, so it remained upright within the vessel, much like the cockpit of a B-wing fighter.

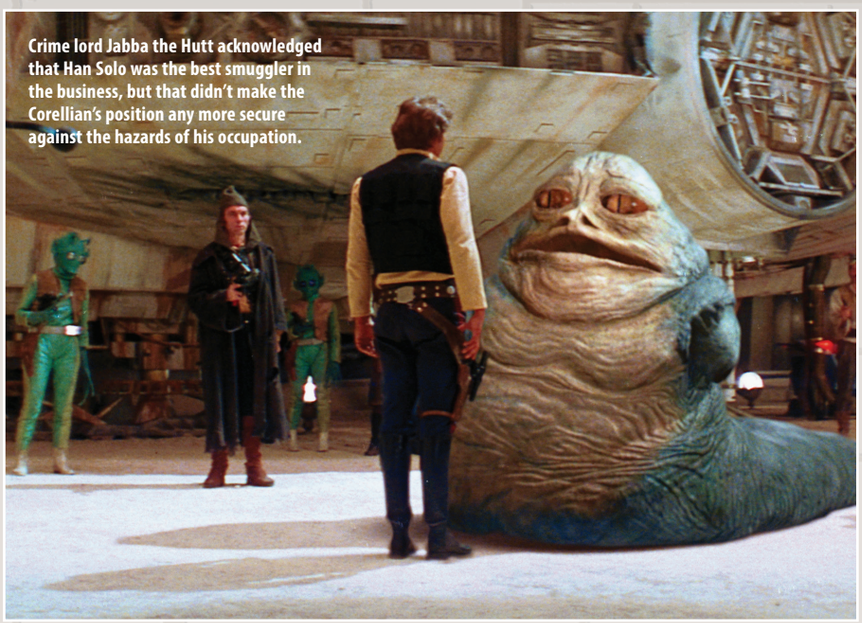
Kurt Kaufman drew up the cockpit for Jango Fett's ship, following suggestions that it should have a similar feel to that of the *Millennium Falcon*.



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A LIFE OF SMUGGLING

They say once a smuggler, always a smuggler. Han Solo proved that when he returned to running contraband after his days as a general in the Rebel Alliance military were over. But smugglers don't usually start their working careers on the wrong side of the law, and hail from a wide range of former occupations.



Crime lord Jabba the Hutt acknowledged that Han Solo was the best smuggler in the business, but that didn't make the Corellian's position any more secure against the hazards of his occupation.



Like most successful smugglers, Han Solo left little to chance. The *Millennium Falcon* was equipped with shielded compartments in which contraband was safe from prying eyes and probes. These came in handy when he and his passengers needed a hiding place.

If trade and travel were unrestricted, there would be no contraband, and no smugglers. As it is, the many legal controls on shipments of particular goods to certain locations – and the taxes charged on the import and export of other commodities – mean that there are lucrative rewards to be had by circumventing the regulations. This makes smuggling contraband an attractive option for all sorts of individuals who operate on the fringes of legitimate trade.

OUTLAW SOCIETY

Social etiquette and protocol mean nothing to the galaxy's outlaw community. Galactic smuggling dens (which are more numerous than the authorities care to admit) are populated by individuals from all echelons of society, who have had every job imaginable – from manual workers at one end of the skills pool to highly educated technicians at the other. Whether you're working on your own, or joining a gang, you need to get a read on your rivals and compatriots. After all, you never know when a one-time Rebel Alliance fighter might throw his lot in with a gang, not knowing that it's headed by the former stormtrooper who torched his family home.

THE ALLURE OF SMUGGLING

Every smuggler has a different reason for their choice of occupation. Dreams of a life of wild adventure, excitement, and real danger may have turned to reality for a bored laborer who left his work to join a smuggling racket. The attraction of copious amounts of ready cash can also prove far more alluring than the hand-to-mouth existence promised to corporate drones, factory hands, landspeeder sales associates, restaurant workers, miners, storekeepers, and street cleaners.

Sometimes, people just drift into smuggling, working their way around the galaxy moving from one menial job to another, building up contacts with the lower echelons. Every time, they do so with the hope that this new life in defiance of galactic authorities will be better than the last dead-end job. Many carry on their old profession, using it as a front to hide the nefarious trade from which they really derive most of their income.

Some start off as plain and simple spacers, legitimately hauling cargo and passengers from one starport to another. Operators in that line of work get to meet all sorts. They may include starport support and security personnel, other spacers from more obscure or exotic locations than their own, and a shady smuggler or two.

Over time, the monotony of spending so much time either between planets or between jobs

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SMUGGLING COMPARTMENTS

Starships and other vehicles often contain voids and hollows that can be modified to make compartments in which to hide contraband from customs searches. Mere possession of such concealed spaces is often a contravention of local ordinances, but for maximum security, the compartments can even be welded shut. High-value goods can be concealed in a very small space, but in the case of the *Millennium Falcon*, it proved possible to modify part of the ring corridor to fit sizable smuggling compartments under the floor. Han Solo, Chewbacca, Luke Skywalker, Obi-Wan Kenobi and their droids successfully hid themselves in these compartments when the freighter was pulled into the Death Star. Many years later, Rey, Finn and BB-8 did the same, but were discovered by Solo and Chewbacca, who knew the location of the secret hiding place that had fooled the Imperial searchers.



Like all YT-1300 freighters, the lower hull of the *Millennium Falcon* is packed with engineering systems and service ducts. Her owners had opened up some of these internal spaces to create secret spaces hidden under the floor of the ring corridor.

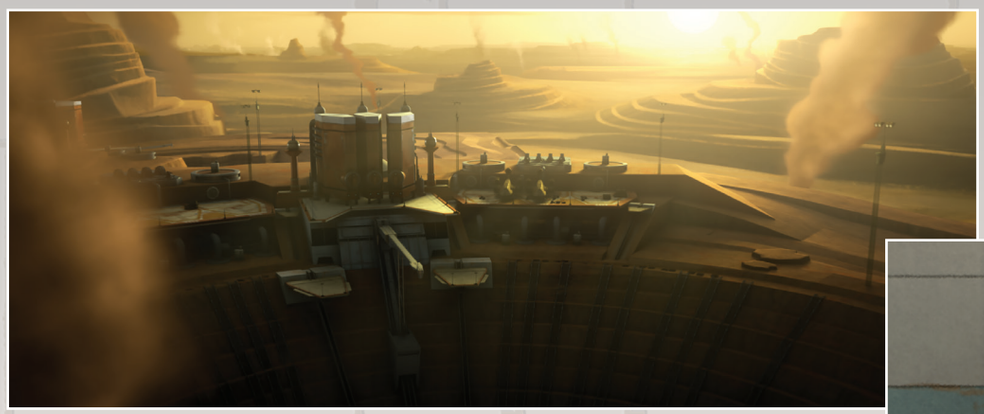
gets to some pilots. So they quit their own small-time operation, or stop working for a big freight-hauling conglomerate, and make contact with the smugglers who have crossed their paths and joined a smuggling racket.

The simple camaraderie of the outlaw life is equally enough to see some farmers turn their backs on their lonely profession. Working long hours on the far reaches of a settlement takes its toll on both the laborer and his boss. In many parts of the galaxy, such jobs come with the added danger of raiding parties stealing animals and crops in the dead of night. For some, it feels like the choice is either suicide or smuggling.

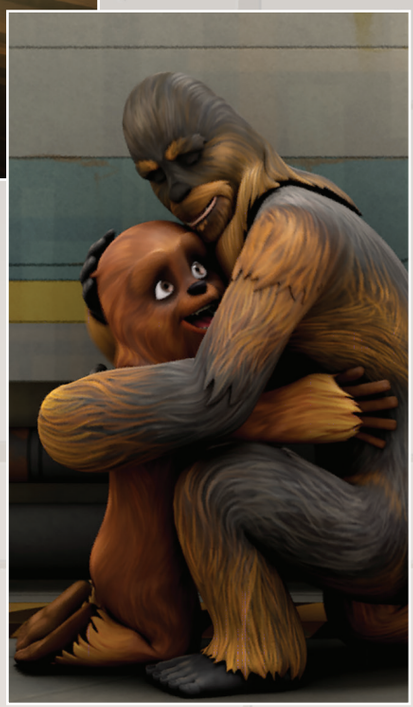
A STARK CHOICE

Others turn to smuggling because legitimate occupations are barred to them. For those who choose to blend in – perhaps with a new name while on the run from the galactic authorities, business rivals or former employers – there is relative safety in the company of a smuggling gang.

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One of the most lucrative forms of contraband is spice, much of which is obtained from the mines of Kessel (left). Captive Wookiees are worked as slave laborers to produce the dangerous stimulant, but are occasionally freed from captivity in daring rescue missions, such as the one flown by the Lothal rebels during the Imperial era (below).



No one in any honest line of work wants to employ an ex-prisoner, which is why so many former convicts end up becoming smugglers. Some ex-cons find themselves in such company after serving their time, others join gangs to hide out while on the run after a prison break. Whichever way it is, stories of life on the inside of a prison planet like Kessel or Sevarcos can be chilling.

For some former soldiers, smuggling, with its disregard of galactic law and order, is a direct contrast to the rules and regulations of a military life. They turned their backs on careers in the Galactic Empire's armed forces, local planetary authorities, and sometimes the Rebel Alliance too. Such smugglers come with all the advantages of military training, which include having contacts in all the galactic locations where they have served.

FRIENDS AND ENEMIES

By choosing to live outside the law, many smugglers risk as much from the criminal fraternity as they do from customs enforcement agencies. The form of 'justice' meted out for perceived misdemeanors between outlaws is usually harsh and frequently terminal.

Han Solo was unfortunate enough to have seasoned bounty hunters set after him. They were hired by Tatooine gangster Jabba the Hutt after Solo dumped a shipment of spice he was smuggling for the crime lord before he was boarded by Imperial inspectors. The Galactic Empire also put a price on Solo's head after he helped Luke Skywalker rescue Princess Leia Organa from the Death Star – as well as for his participation in the deadly assault on the battle station over Yavin.

THE HISTORY OF SMUGGLING

Modern smuggling is usually thought of as an unattractive activity, trafficking in the worst kind of drugs, illegal arms and desperate migrants. But just over a century ago smuggling was engaged in by all manner of otherwise honest folk in coastal communities. Landing a tub of spirits or tobacco without paying duty was a common occurrence on the south coast of the Isle of Wight, for example. During the days, the smugglers worked as fishermen and farm laborers, and even manned the lifeboats when ships became imperiled offshore. All hands worked to save the lives of the crew and passengers, but once nothing more could be done for the people and a vessel began to break up, all eyes turned to the cargo, which found its way into barns and hedgerows for distribution on the black market. 'The whole population are smugglers,' wrote Sidney Dobell when he visited the island village of Niton in 1860. 'Everyone has an ostensible occupation, but nobody gets money from it… here are fishermen who never fish… and farmers whose farming consists of… standing like herons on look out posts.' Years later, in *Back of the Wight: Yarns of Wrecks and Smuggling*, Fred Mew wrote: 'While one, of course, knows that these men were law-breakers, yet when one thinks of the miserable wage many of them were getting at their daily work, we cannot confess but to some sympathy for them, as were it not for the money received from this source… they could never have lived and brought up large families as they did.'



During the 18th and 19th centuries, smuggling was a popular topic for artists and writers. This idealized view by the painter George Morland is typical of the type of coastal scene that he depicted several times in the 1790s.

BEHIND THE SCENES

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YOUR NEXT PARTS

This issue's parts are used to complete the upper hull framework. Once this is done, you will be able to start adding the upper paneling, for which you have also received another piece.

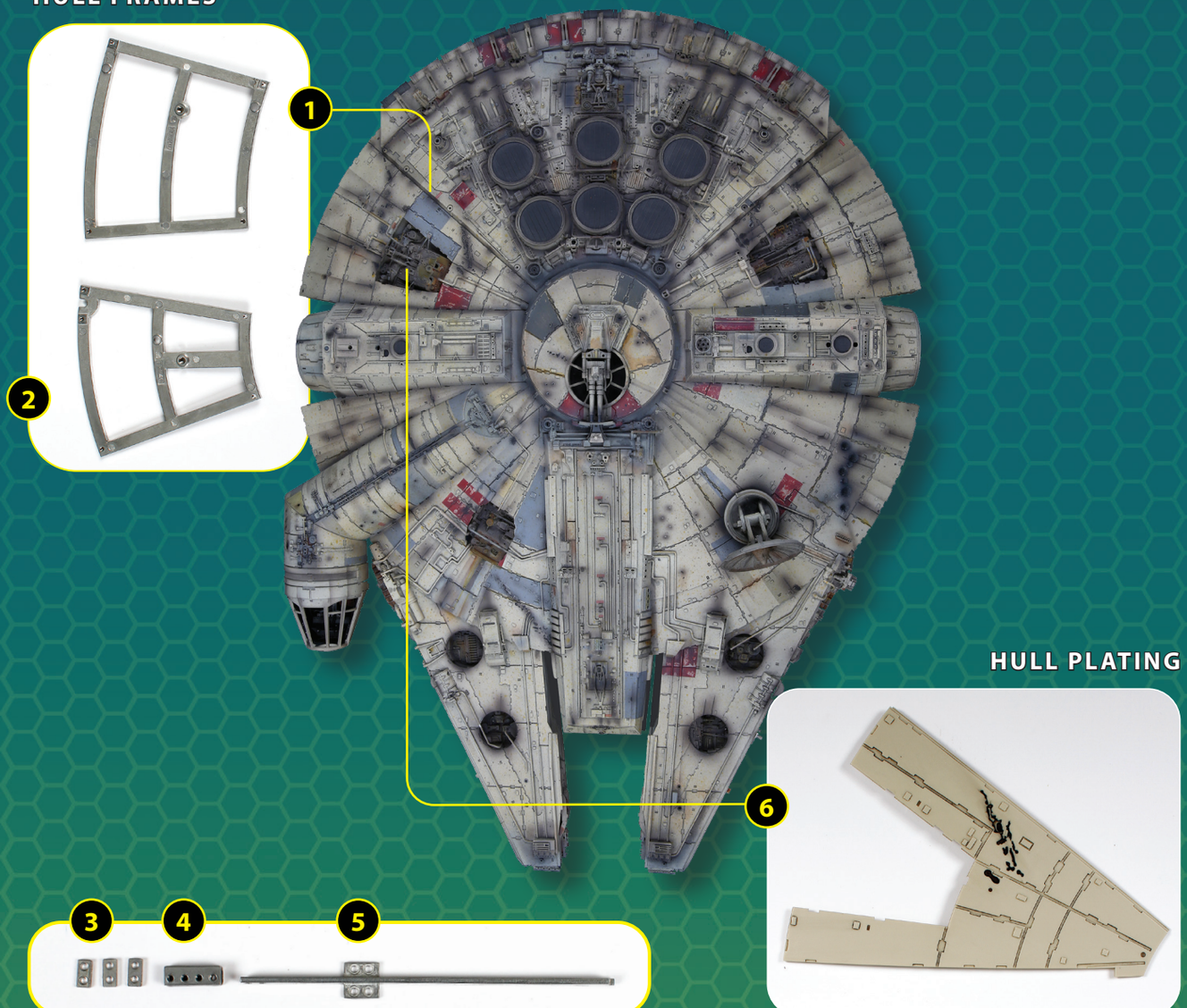
The steps on the next two pages add the final two pieces to the top framework, filling the gap in the inner circle of the main disc. Keep the hull panel TP-27 safely until later.

COMPONENTS CHECKLIST

1. Hull frame TF-40
2. Hull frame TF-39
3. 2-hole connectors (x 3)
4. Radial rib connector
5. Radial rib (outer section)
6. Hull panel TP-27

WHERE THE PARTS FIT

HULL FRAMES

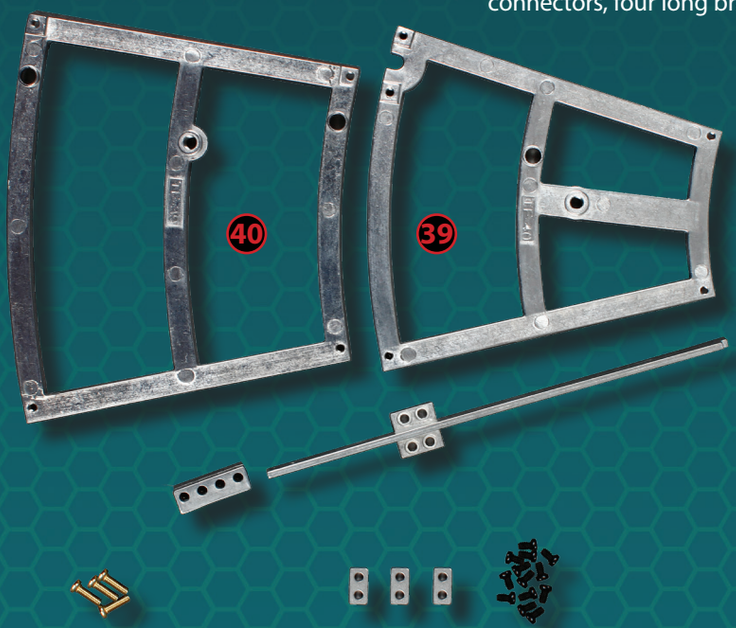


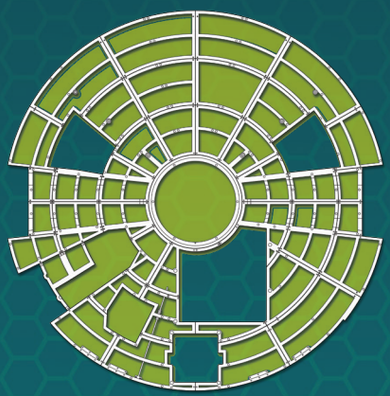
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ASSEMBLING THE TOP FRAMES

Adding the final two sections of the framework will fill the remaining gap and complete the upper disc.

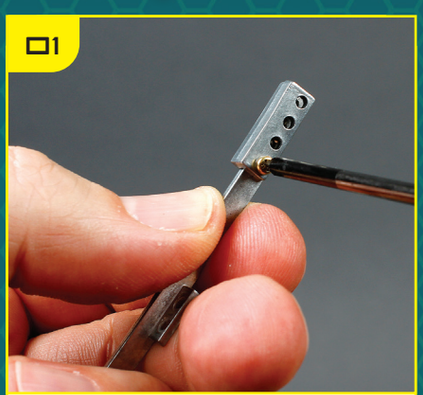
For this stage, you need the two frame parts, radial rib section and connector provided with this issue. You also need three 2-hole connectors, four long brass screws and 13 short black button-head screws.





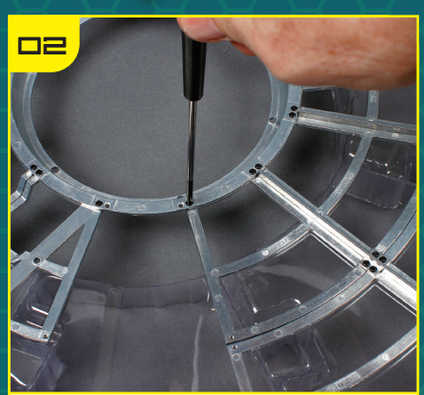
The frames shown have TF numbers (shown in red) cast into them for identification. The small diagram above identifies the area you will be assembling on the blueprint that came with Issue 1.

01



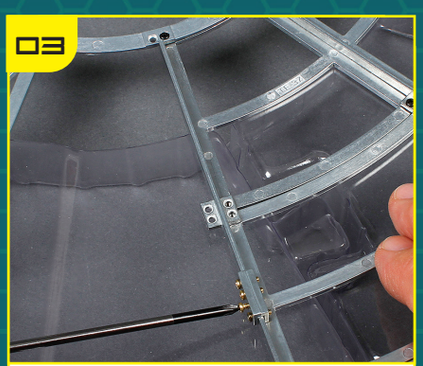
Use two screws to attach the connector to the end of the radial rib section.

02



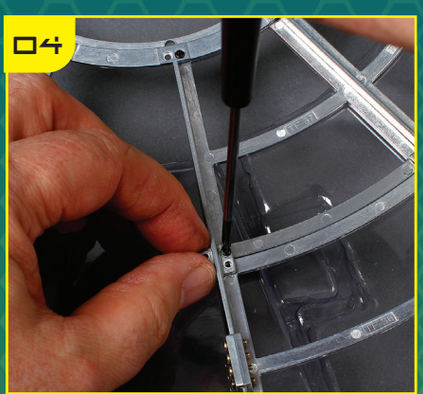
Slacken the screw holding frame TF-37 to the turret ring.

03



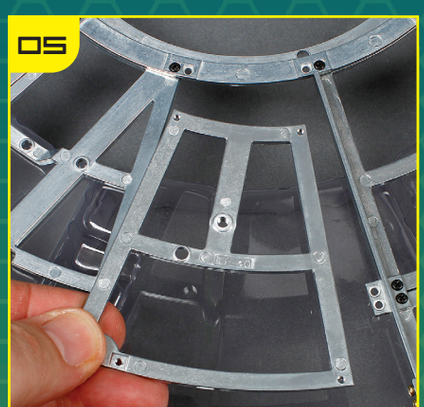
Hook the inner end of the rib under the turret ring and screw the connector to the rib attached to TF-36.

04



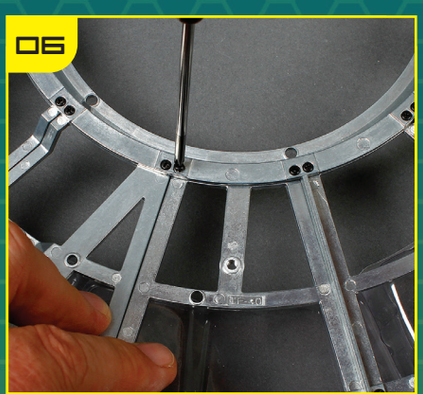
Screw the inner corner of the 4-hole flange to TF-37.

05



Fit TF-40 between TF-37 and TF-07.

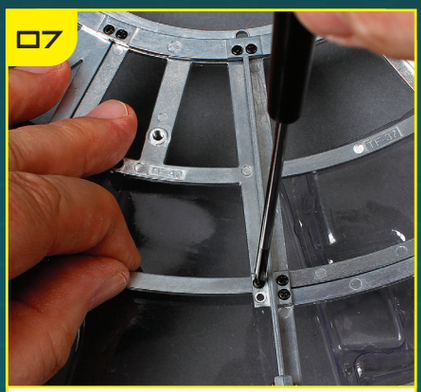
06



Screw the inner corners of TF-40 to the turret ring.

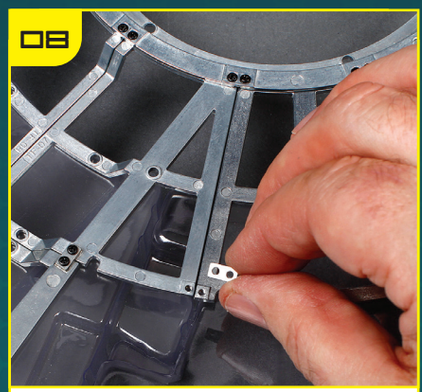
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07



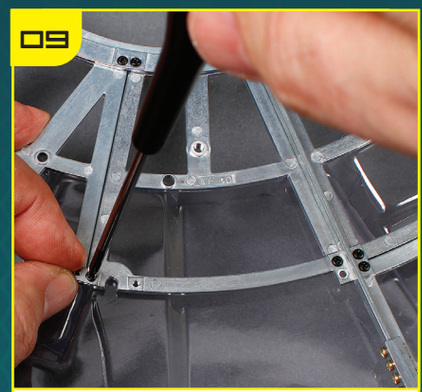
Screw the outer corner of TF-40 to the flange of the radial rib.

08



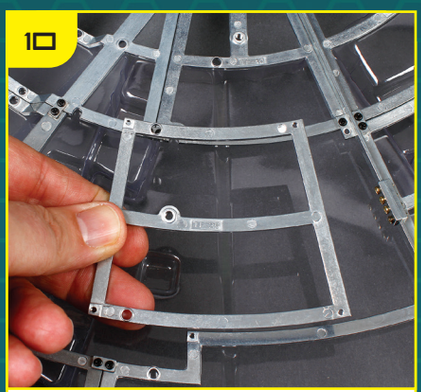
Fit a 2-hole connector across the corners of TF-07 and TF-40.

09



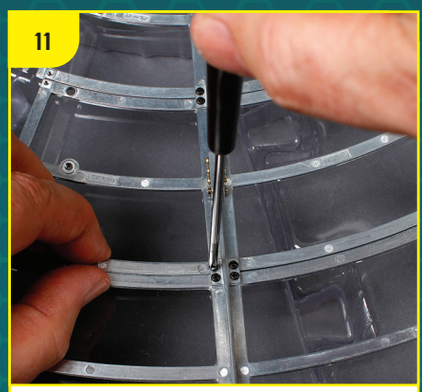
Screw the connector to TF-07 and TF-40.

10



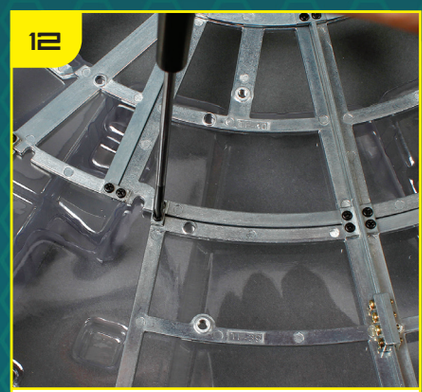
Fit TF-39 into the gap between TF-40 and TF-38.

11



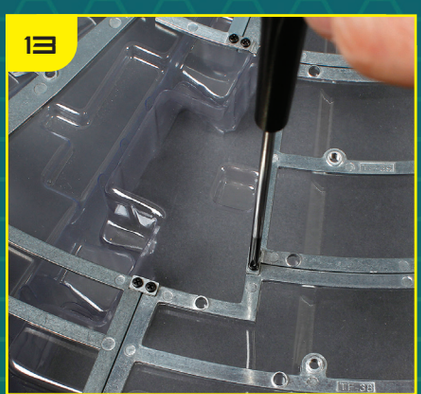
Screw the outer corner of TF-38 to the flange of the radial rib.

12



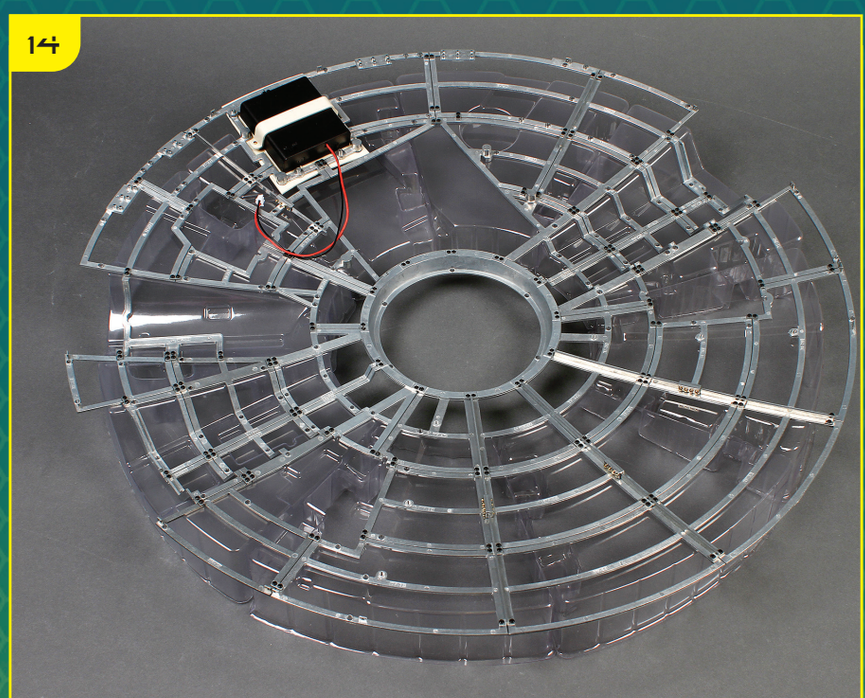
Use a 2-hole connector to join the inner corner of TF-39 to the edge of TF-40.

13



Use a 2-hole connector to join the outer corner of TF-39 to TF-38.

14



That completes the assembly for this stage.

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