STAR WARS MILLENNIUM FALCON

BUILD THE MODEL – EXPLORE THE GALAXY



IMPERIAL INTERDICTOR CRUISER

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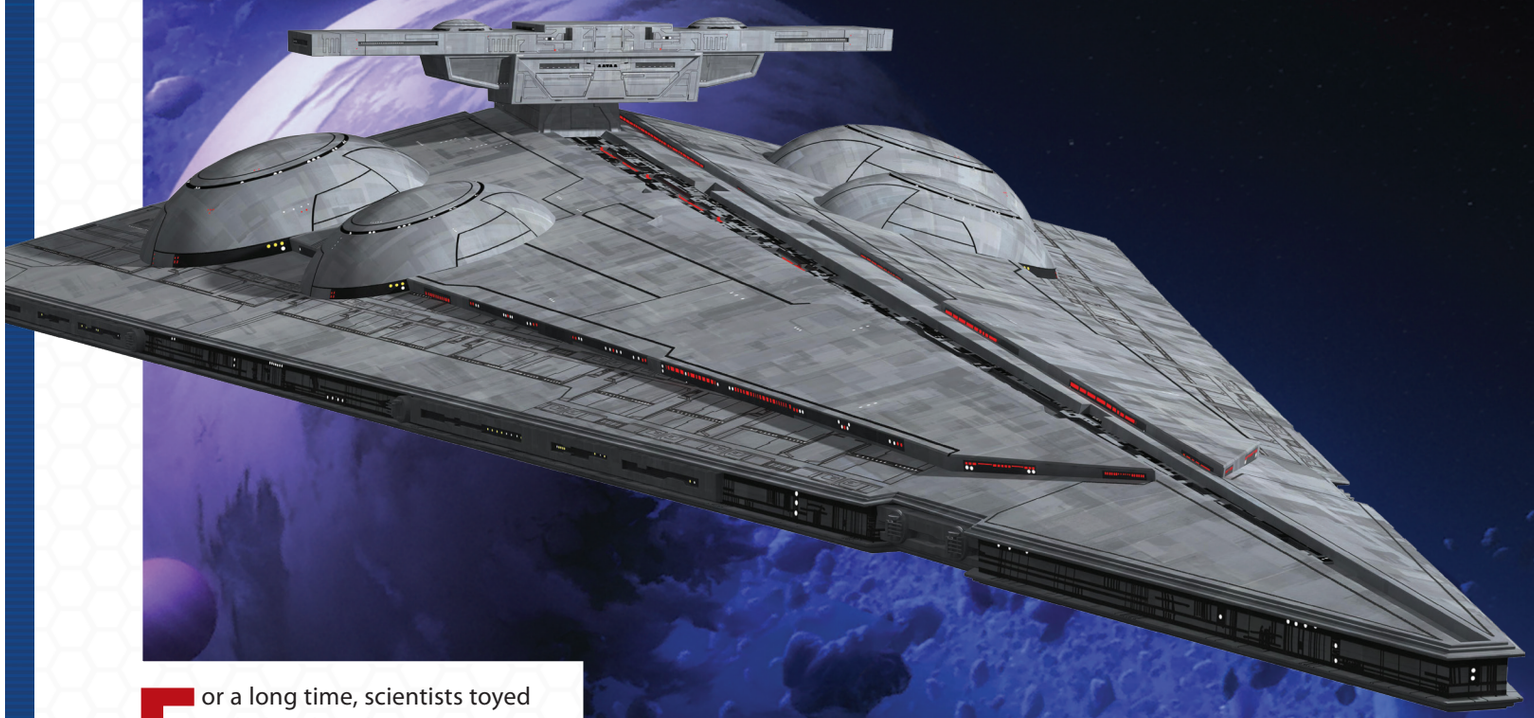
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IMPERIAL CRUISER

IMPERIAL INTERDICTOR CRUISER

It had long been the dream of those who regulated shipping in the galaxy to be able to intercept starships travelling through hyperspace. A decade and a half into Palpatine's rule, the Empire succeeded in doing just that.



For a long time, scientists toyed with the idea of using tractor beams to intercept starships passing through defined hyperspace corridors. However, targeting a vehicle travelling in excess of lightspeed, in a parallel dimension, when the exact location of that ship was not known, proved nigh on impossible. Even had a ship been hit by a beam, the stresses imposed on the fast-moving ship would have almost certainly destroyed it immediately – along with whatever was generating the tractor beam. The more obvious solution, though a

Resembling an Imperial Star Destroyer, but with four globes emerging from above and below its hull, the *Interdictor*-class was a powerful tool of the Empire, able to use its gravity-well projectors to 'suck' ships out from the safety of hyperspace.

IMPERIAL INTERDICTOR TECHNICAL SPECIFICATIONS

TYPE	Imperial *Interdictor*-class cruiser (prototype)
MANUFACTURER	Kuat Drive Yards
WEAPONS	4 x gravity well projectors, turbolasers, quad cannons
AFFILIATION	Galactic Empire

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A NEW STYLE

The design for the *Interdictor*-class featured a hull similar to that of a Star Destroyer, with much of the basic superstructure being the same for both ships. The most significant difference between the two craft was also the most obvious: the inclusion on the *Interdictor* of four globe-like gravity-well projectors that protruded from the surface of the upper and lower hulls. The command tower was also different – being larger, wider, and flatter than that of a standard-model Star Destroyer. Though this new *Interdictor* was armed with turbolasers and quad cannons, it carried far fewer than a Star Destroyer, as the vast majority of power the vessel's reactors generated went towards creating and projecting the gravity wells. This would be a perpetual weakness in the *Interdictor* line, as it meant the ships required escorts at all times.



Admiral Titus spent much of his time giving orders from the control tower of his *Interdictor* cruiser, which was decked out in the cold, utilitarian style typical of the Empire.



complex one to engineer, was to take advantage of the very systems that made hyperspace travel possible, along with the nature of hyperspace itself – and this is exactly what the designers of the distinctive Immobilizer 418 cruiser, later to evolve into the *Interdictor*-class, set out to do.

OUT FROM THE SHADOWS

The phenomena the designers targeted were 'gravity shadows', or 'gravity wells'. Any large object – such



ADMIRAL BROM TITUS

Brom Titus was a blonde-haired, blue-eyed poster boy for the new generation of Imperial officer: one without any past history with the Republic. Brom was calm and collected in command, utterly convinced of the Empire's superiority and, by extension, his own. This arrogance was to be his undoing, when he failed to see the threat posed by the young rebel Ezra Bridger. The boy, helped by the Rebel Alliance, managed to turn Titus's *Interdictor*'s gravity-well projectors on itself, destroying the ship and several around it.

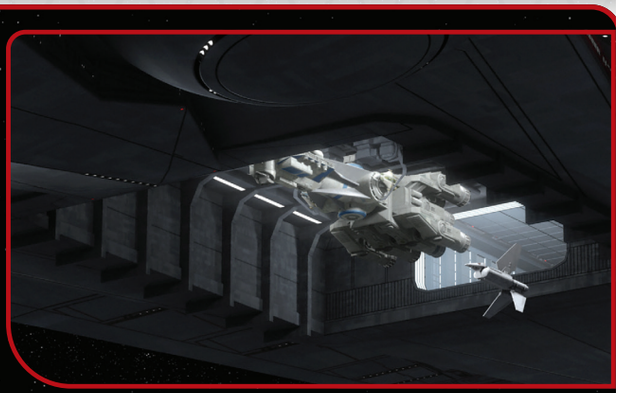
Admiral Titus was a dedicated servant of the Empire. However, like many of his fellow officers working at the height of the Imperial Era, he was prone to complacency over the power of the Empire, and the events on his *Interdictor* would lead to a humbling demotion.

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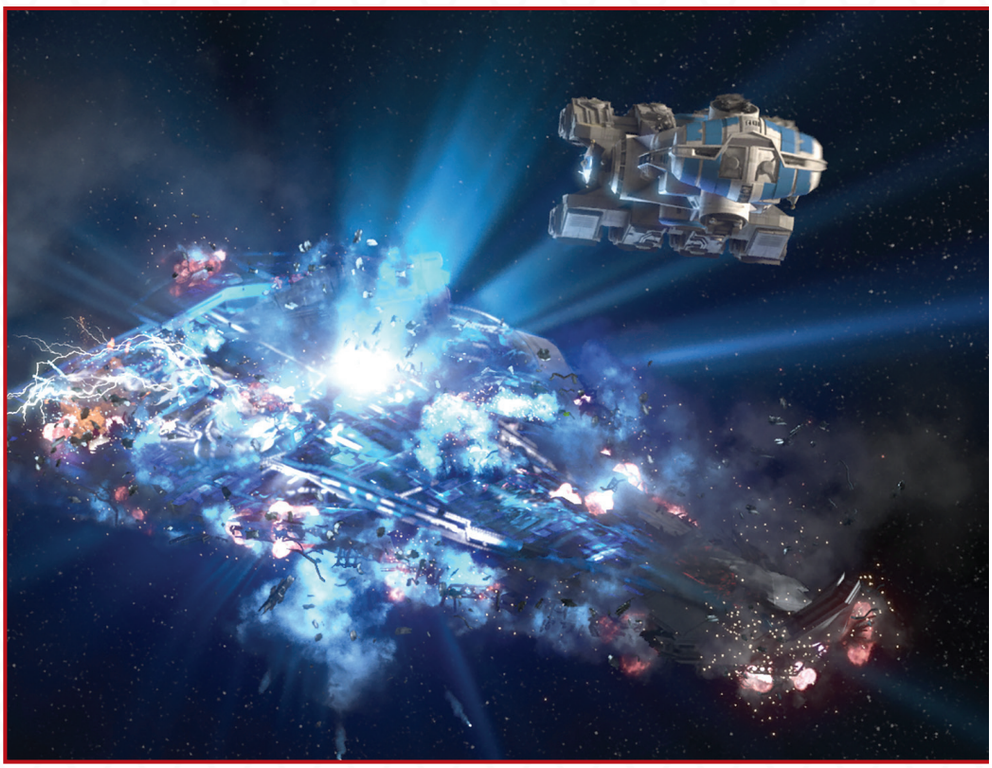
TURNING THE TABLES

INTERDICTOR IMMOBILIZED

The experimental *Interdictor* commanded by Admiral Titus was stationed in the De Zennis system, designated as a test zone for the Empire. Its gravity-well projectors initially proved their worth, when Titus captured and pulled in a small rebel patrol. Even better, the next rebel craft captured turned out to be the command vessel for the Phoenix rebel cell, its leader Jun Sato on board. However, what looked to end as a successful maiden voyage for the *Interdictor* and Titus soon turned to disaster when, during a rebel rescue mission, a young Jedi Padawan and his dusty old astromech managed to infiltrate the gravity-well generator room. A quick piece of calculated sabotage, refocusing the ship's gravity-well projectors back in on themselves, meant that when the rebels escaped and the *Interdictor*'s systems fired up, the Imperial ship itself became the center point of the gravity projection. Instantly, its two escort ships were pulled in, resulting in the destruction of all three craft.



The capture of Phoenix rebel cell leader Jun Sato should have been cause for celebration for the crew of the *Interdictor*, but any joy would be short-lived, thanks to the efforts of Jedi Padawan Ezra Bridger.



After proving an initial success when it pulled in a rebel patrol, an early *Interdictor* cruiser commanded by Admiral Titus soon became the victim of its own power, when its gravity-well projectors pulled its own escorts into it at speed.

as a planet or moon – casts a gravity shadow into the space around it, which any passing starship must avoid, lest it be pulled in. Long-established hyperspace corridors avoid the gravity shadows of familiar planets or moons, which is why they allow for travel at speeds that would otherwise be unthinkably dangerous. However, while hyperspace is an alternative dimension to our own, it can still be influenced by it, and the gravity shadows cast by unexpected objects – such as asteroids or space stations – can seep into the lanes from their equivalent locations in realspace.

Any collision with such an object would be fatal, so hyperspace-equipped starships are fitted with scanners that prompt the navicomp to automatically drop out of hyperspace the moment any shadow is detected. The abrupt transition back into realspace is rarely smooth, but a few repairs are considered small sacrifice when compared to instant destruction.

THEORY VS PRACTICE

The theory, then, was to find a way to generate a gravity shadow of sufficient size to cause a target starship's safety systems to drop it out of hyperspace and into the hands of waiting pursuers. However, in practice it was not as straightforward. Generating the gravity force required was simple enough – four bump-shaped gravity-well projectors handled that – but doing it in such a way as to not affect the vessel generating it or any craft in the immediate vicinity, and then projecting that force to a select point and maintaining it was a challenge.

The Empire's first prototype *Interdictor* was based on earlier, less successful Republic designs and built over Corellia. The ship was still untested when called to the Obroa-skai system to attempt to recapture a stolen vessel belonging to Grand Moff Tarkin. Unfortunately, the Immobilizer's systems overloaded, causing considerable casualties that included a number of civilians.

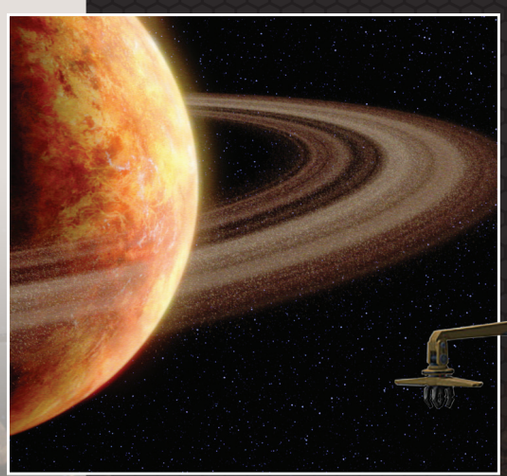
Ultimately, with *Interdictor* ships proving an easy target for the rebels, the decision was made to cancel production and place gravity-well projectors inside standard Star Destroyers instead.

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MINING THE GALAXY PART 2

Not all mining operations are based on – or under – the surfaces of planets. There are valuable resources to be found in the depths of space, amongst the tumbling rocks of asteroid fields.

Almost all asteroid fields contain resources of some description, but mining them represents a considerable challenge. The decision to set up operations in an asteroid field is based on a trade-off between the stability of the field, how valuable the resources within it are, and how safe (or dangerous) it is to extract those resources.



Asteroid fields or belts, such as the one ringing the planet of Geonosis, were often full of valuable minerals, metal ores or other minable resources – but setting up mining operations within the asteroids carried countless dangers.

ASTEROID MINING

Due to its inherent dangers, asteroid mining is usually (but not always) conducted by automation, with small craft delivering droids or workers to a site. Where possible, if organics are involved, excavation sites are sealed over and pressurised. Scanning tech prevents miners from digging out into the vacuum of space, but countless other dangers remain. For freighter owners, there are credits to be made hauling miners – droid or organic – to and from mining sites, but more from shipping the ore itself. It's not a way for anyone to make a lot of credits, but it is (mostly) honest work.

A simpler way for asteroids to be mined for their resources relies on being able to operate at a considerable scale. Sadly for any ship's captains looking for work, it tends to cut out the middleman.

This method was demonstrated during the construction of the first Death Star over the planet Geonosis. The Geonosians had always mined the stable asteroid belt surrounding their planet, requiring the wide variety of metal ores for their droid, vehicle and starship factories. The creation of the Death Star, however, was a giant leap beyond even this.

In-orbit construction modules built by the Geonosians were sent into the asteroid belt surrounding their planet, with the aim of maximizing the output needed to satisfy the construction demands of Palpatine's Death Star.

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CLOUZON-36 MINING

Clouzon-36 is a naturally occurring, green-blue gas that, in its refined state, is a highly energy-efficient fuel that can be used in most starships, and which is found across the galaxy. During the age of the Empire, the influential Mining Guild operated a small clouzon-36 extraction refinery on a planetoid in an asteroid belt in a remote part of the Outer Rim. The unique geology of the planetoid meant the gas naturally reproduced itself to make it a continually renewing energy, and as such, the plant was kept secret by the Empire.

The gas 'pooled' in a deep crater on the large asteroid, a rock big enough to hold an atmosphere. The Mining Guild built the refinery on the side of the crater, with an extraction platform pushing out into the gas. During the Civil War, the crew of the refinery were mostly Rodian and were led by the famously grumpy Yushyn. All of them could breathe clouzon-36 with no ill effects, saving the Guild from having to provide breathing gear. Although the refinery was destroyed by rebel insurgents during the Civil War, the Guild soon had it rebuilt and back in operation.

Any ships approaching the refinery had to be cleared to do so, or would face the wrath of the four Guild TIE fighters. Any visiting ships are watched over by a number of manned anti-starship cannon.



The Empire's clouzon-36 refinery was a well-kept secret, and they guarded it closely; any ships that did land were watched over from the plant's looming towers.



The Mining Guild worked so closely with the Empire that it was permitted its own variant of the TIE fighter to help protect select operations from piracy.

The Mining Guild's plant was controlled by Yushyn, who, like his Rodian workers, could breathe the planetoid's atmosphere without needing apparatus.

THE MINING GUILD

There are groups older and, in their own field of business, more powerful even than galactic government. The Mining Guild is one such organization. Before and during the Separatist Crisis, many corporate bodies came together to form collective organizations to represent their interests on the political stage – the Trade Federation, the Techno Union and so on. Predating these, and going on to survive the Clone Wars to outlive them too, was the Mining Guild. This was a powerful organization, a network of miners operating throughout virtually every mining operation in every corner of the galaxy, and in every possible environment.

The assumption might have been that the Mining Guild fought for the rights of its workers, and, to a slight degree, this was the case. However, considering the appallingly dangerous conditions many miners toiled under, it was pretty obvious that their primary concern was simply to keep mines open regardless and to keep profits flowing. Accordingly, the Guild worked closely with virtually every corporation that ran mining and/or refinery operations to ensure things were done right.

Discussing with Han Solo the status of his operation on Bespin, Lando Calrissian expressed some relief that the tibanna mining, processing and shipping processes he oversaw were a small enough operation that the Mining Guild of the Imperial Era was not interested in it. This allowed his customers – smugglers, crime lords and so on – the privacy they required to operate. The Mining Guild worked with the Empire to ensure quotas were met and the resources the Empire so desperately required flowed unchecked. If there were casualties along the way, well... mining has always been a dangerous business.

The Mining Guild (logo above) was a long-standing institution of the galactic mining industry, predating the Clone Wars and outliving the Empire.

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YOUR NEXT PARTS

COMPONENTS CHECKLIST

1. Starboard sublight drive housing (bottom)
2. Starboard sublight drive housing (top)
3. Interior support (x 2)
4. Battery extension lead
5. Pressure switch
6. Starboard sublight drive LED strip

This issue's parts are used to extend the electronics system that powers the internal lights and sublight engines. Start the assembly by fitting the four landing lights that you received with Issue 86, and adding the switch.

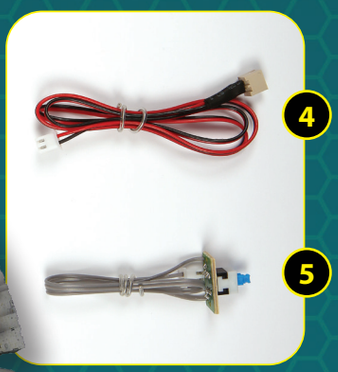
Most of the pieces provided this time will be added in the following stage, when you receive the second half of the light housing that illuminates the sublight drive. But you also have received a key component that forms part of the landing light system – the pressure switch that locks out the landing lights unless the *Falcon*'s legs are down. This means you are ready to fit and test these lights.

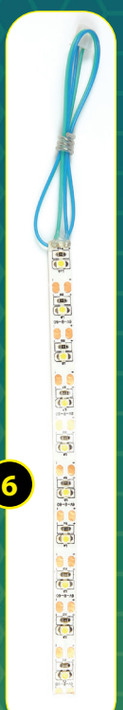
WHERE THE PARTS FIT

INTERNAL FITTINGS



WIRING HARNESSES





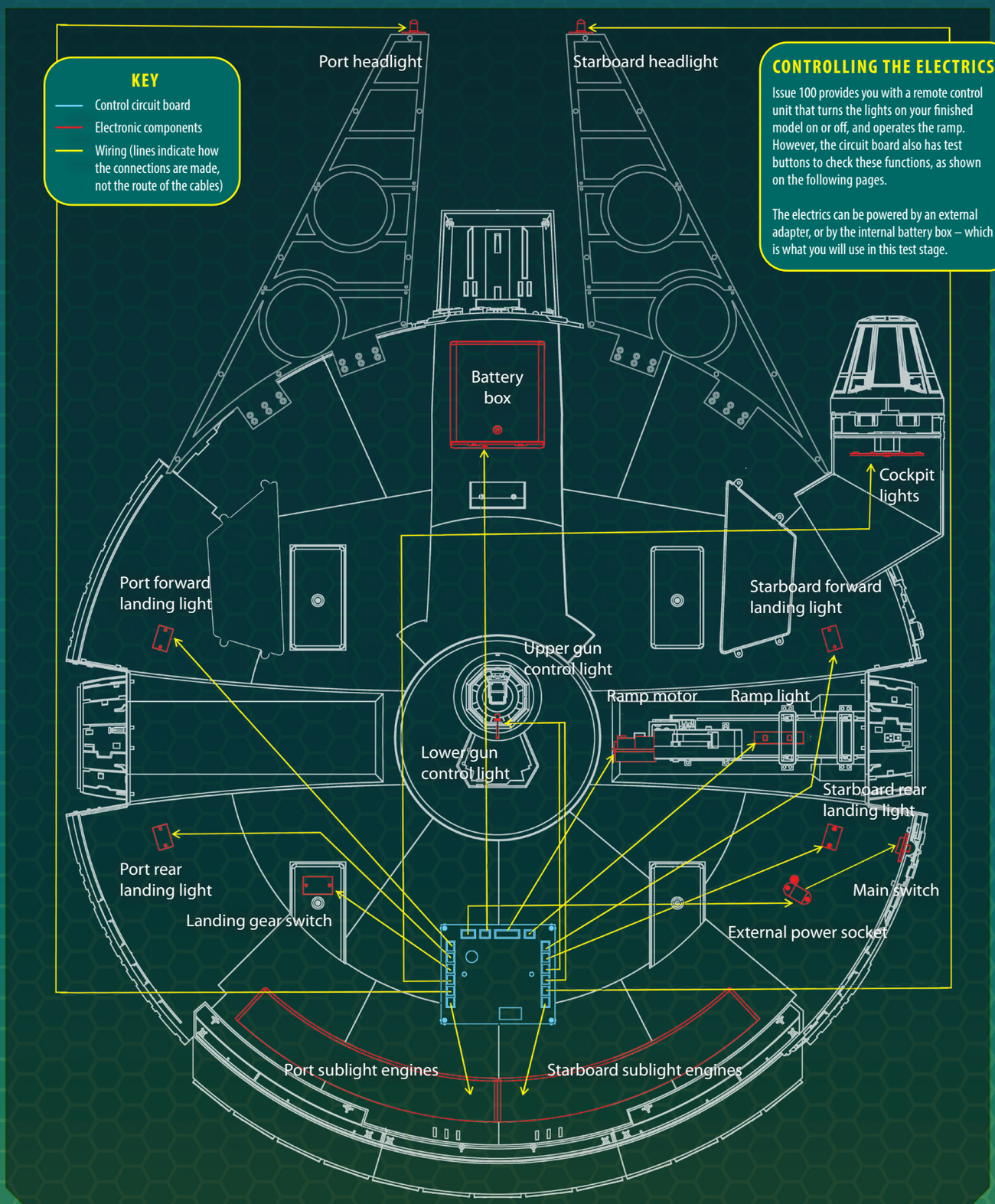
METAL FRAMES



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WIRING CONNECTIONS

This simplified schematic diagram first featured in Stage 57, where you installed the control circuit board.
Now that you need to connect the wiring inside the *Falcon*, the wiring diagram is repeated here for convenience.
Note that the wiring is drawn in straight lines for clarity, but the leads are free to run in a less orderly way, as shown in the steps.

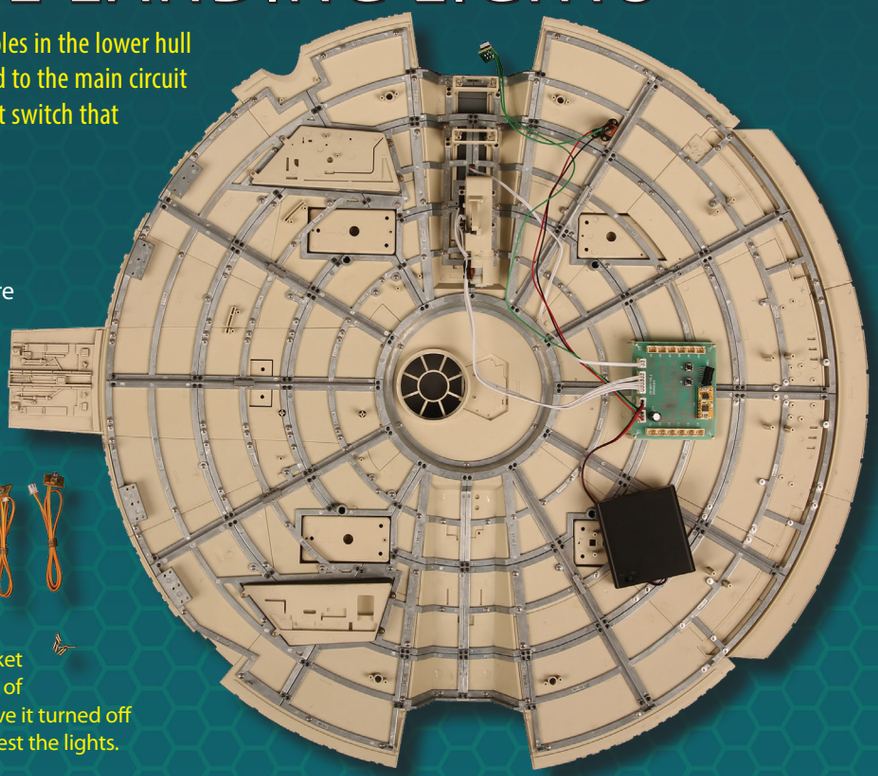


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FITTING THE LANDING LIGHTS

The landing lights are fitted into four holes in the lower hull panels. Each one is separately connected to the main circuit board, which is also wired to the cut-out switch that controls their operation.

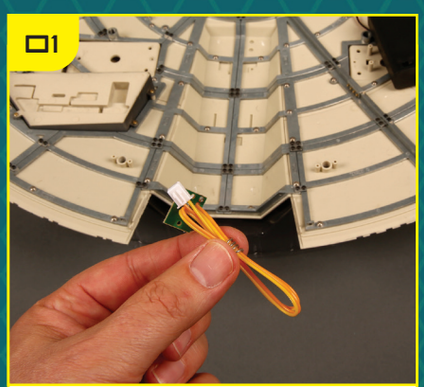
The four landing lights were provided with Issue 86. Note that there are two matching pairs, with leads of different lengths to suit where they are fitted on the hull. You also need the pressure switch, provided this time, plus 10 long self-tapping screws to hold the small mounting boards in place.



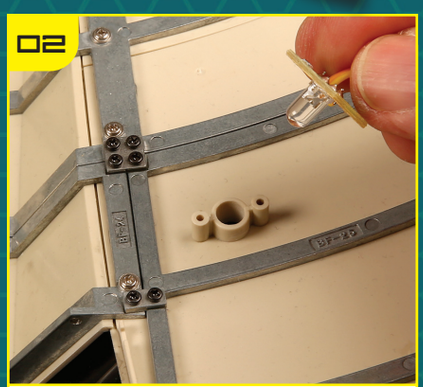




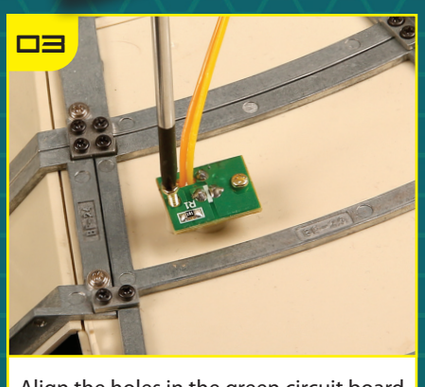
Before you start, plug the battery box into socket J2 as shown on the right of the photograph, but leave it turned off (inset) until it is time to test the lights.



01 Take one of the LEDs with the shorter leads, which fit in the rear positions.



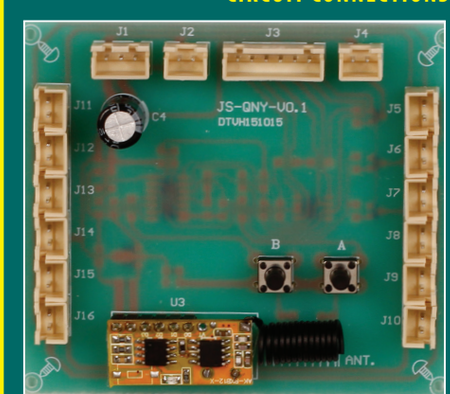
02 Uncoil the wiring and feed the LED into the port hole just astern of the corridor.



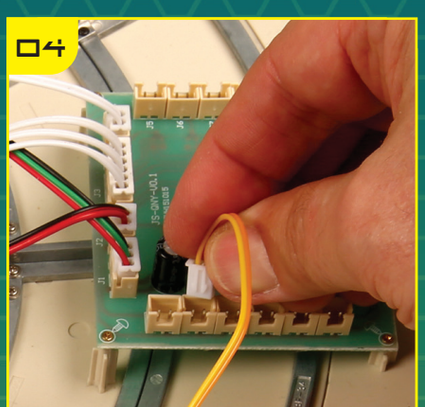
03 Align the holes in the green circuit board with the two mounting posts and fix the board in position with two screws.

The board has bare contacts, so it is important not to let them touch a conductor if the power is on. To help avoid a short circuit, disconnect the battery after testing the lights.

CIRCUIT CONNECTIONS KEY



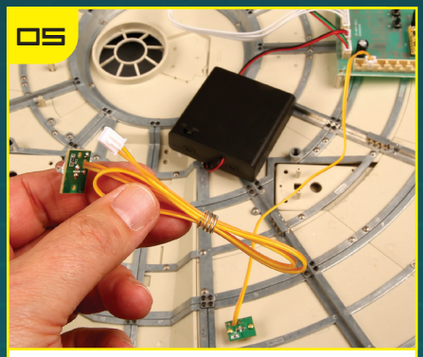
Socket	Connection
J1	External power socket
J2	Battery box
J3	Ramp motor
J4	Ramp light
J5	Starboard forward landing light
J6	Starboard rear landing light
J7	Lower gun control light
J8	Upper gun control light
J9	Starboard headlight
J10	Starboard sublight engines
J11	Port forward landing light
J12	Port rear landing light
J13	Landing gear switch
J14	Cockpit lights
J15	Port headlight
J16	Port sublight engines



04 Plug the LED lead into socket J12.

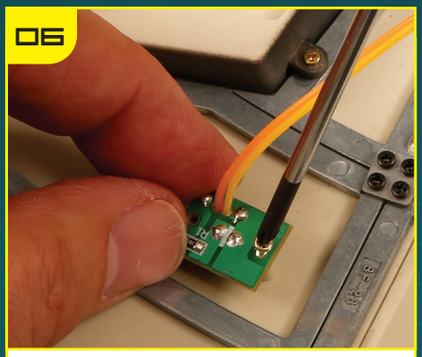
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05



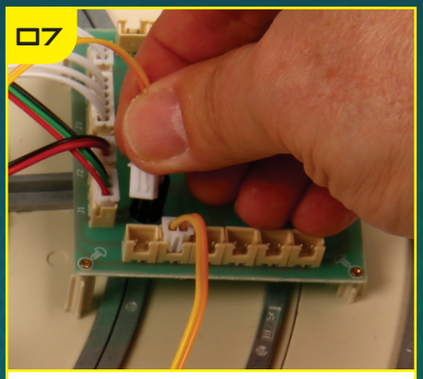
Take one of the LEDs with the longer leads, which go in the forward positions.

06



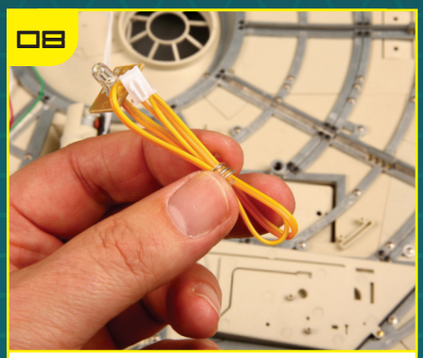
Screw the LED into the port hole just forward of the corridor, as in Step 3.

07



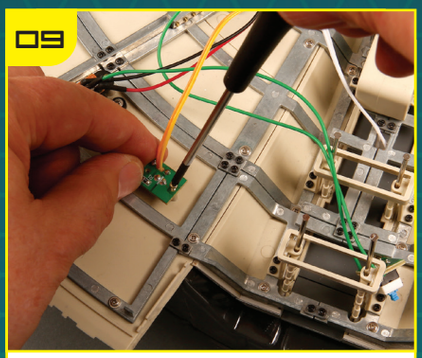
Plug the LED lead into socket J11.

08



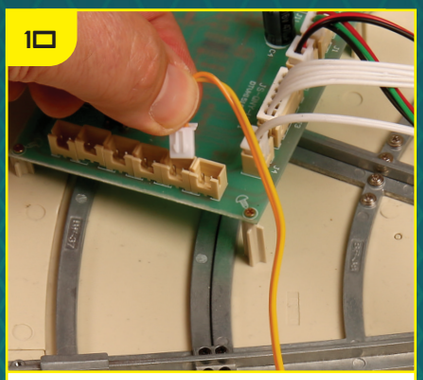
Take the remaining LED with the shorter lead.

09



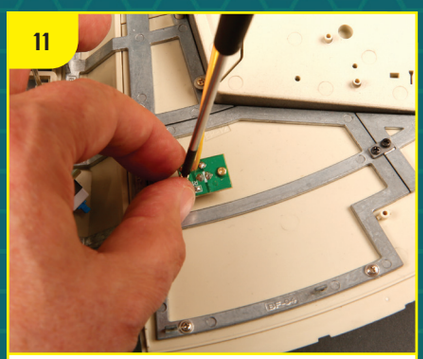
Fit the LED into the starboard hole just behind the ramp.

10



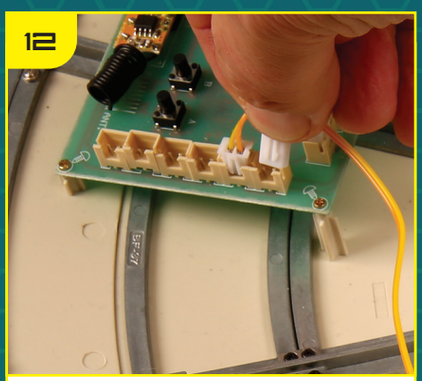
Plug the LED lead into socket J6.

11



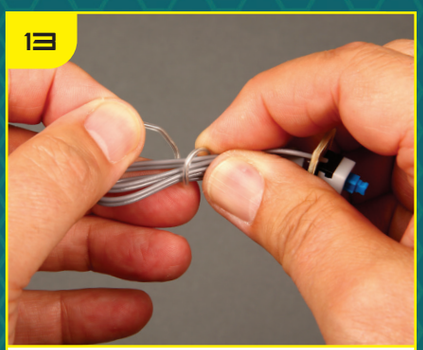
Fit the final LED into the starboard hole forward of the ramp.

12



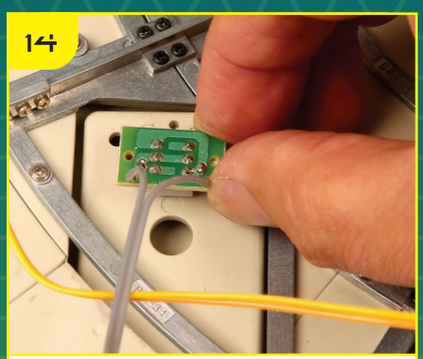
Plug the LED lead into socket J5.

13



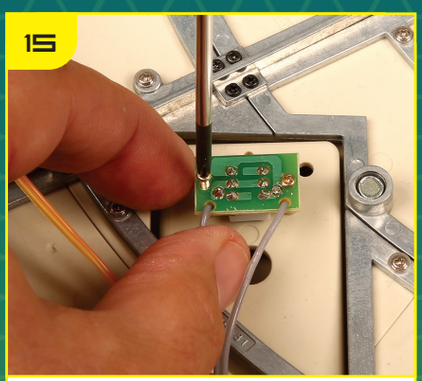
Take the landing gear pressure switch and uncoil its lead.

14



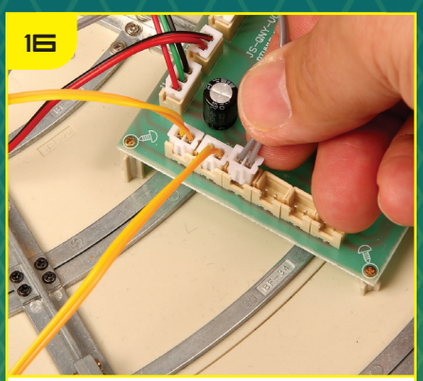
Fit the switch to the port rear landing leg recess.

15



Screw the board to the mounting posts.

16

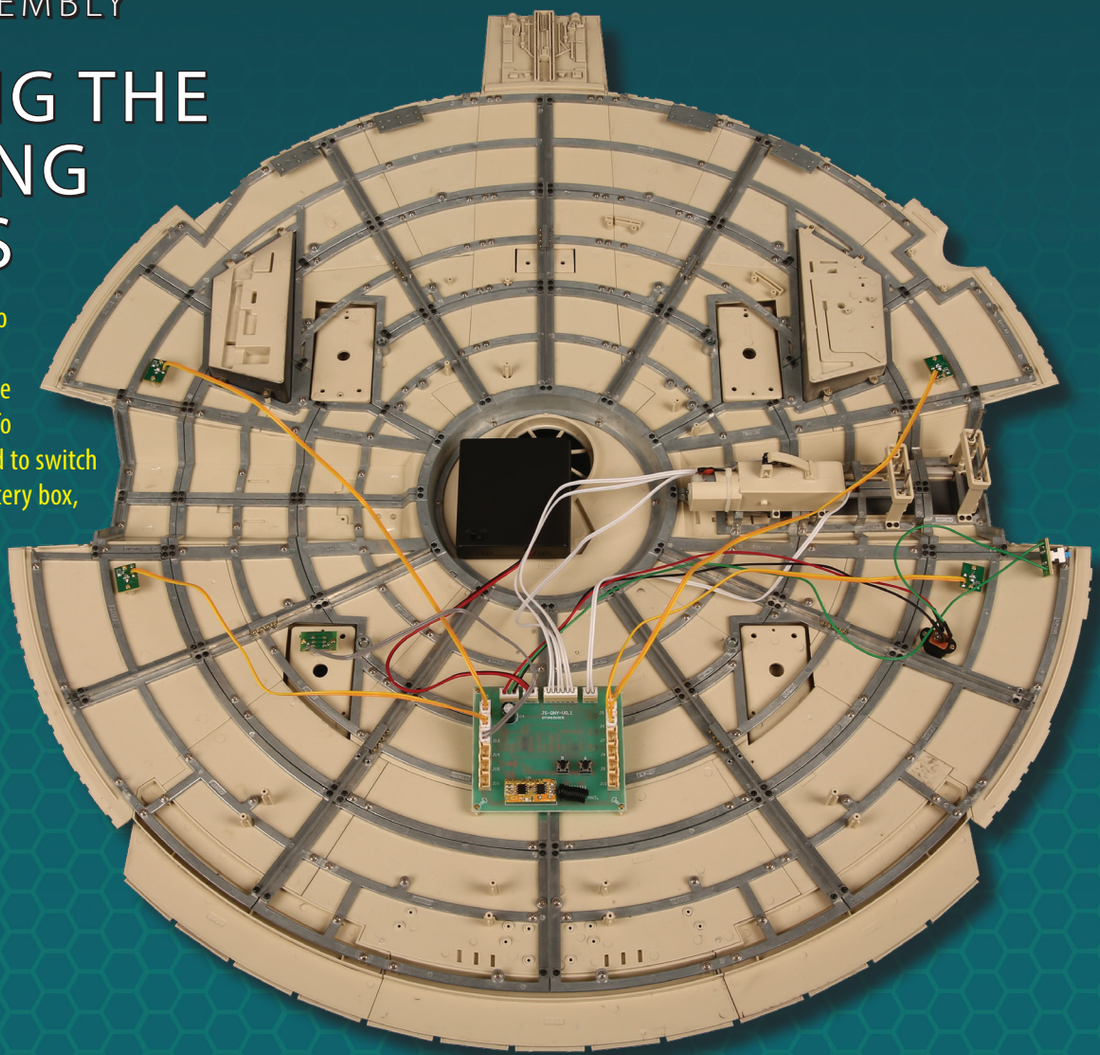


Plug the switch lead into socket J13.

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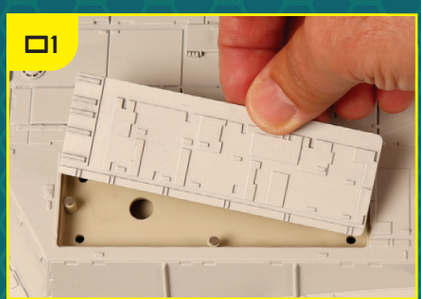
TESTING THE LANDING LIGHTS

The wiring is designed to ensure that the landing lights only come on if the landing legs are down. To test the lights, you need to switch on the power at the battery box, then trip the pressure switch by hand.



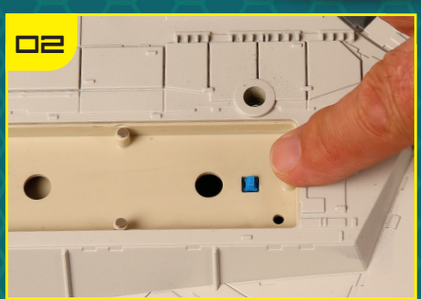
At this stage, the wiring should look like this.

01



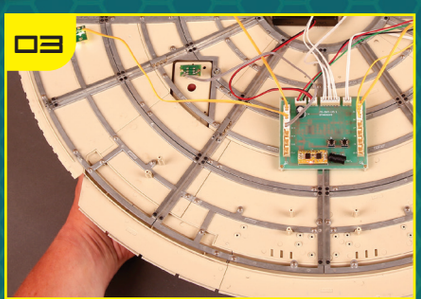
Remove the outer cover plate that hides the port rear landing leg recess.

02



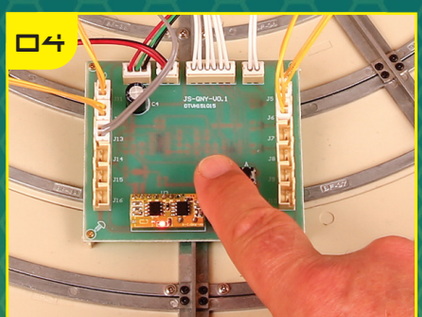
The blue pressure switch button will be visible in the base of the recess.

03



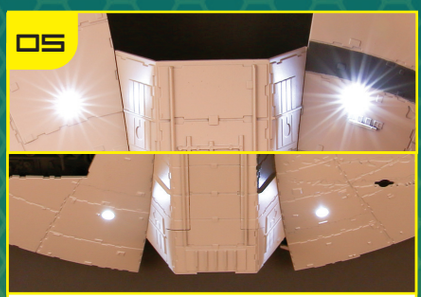
Turn the battery box on, then hold the pressure switch in from underneath.

04



Press test button B.

05



Ensure all four lights come on, and go out when you release the pressure switch.

If *none* of the lights come on during the test, check that the batteries and connections J2 and J13 are sound. If you suspect the switch is faulty, you can check this by taking its plug out of J13, and shorting J13's two metal contacts with a screwdriver blade. If *only one* light does not work, you should check its connection to the board, then try swapping it with one of the other lights.

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