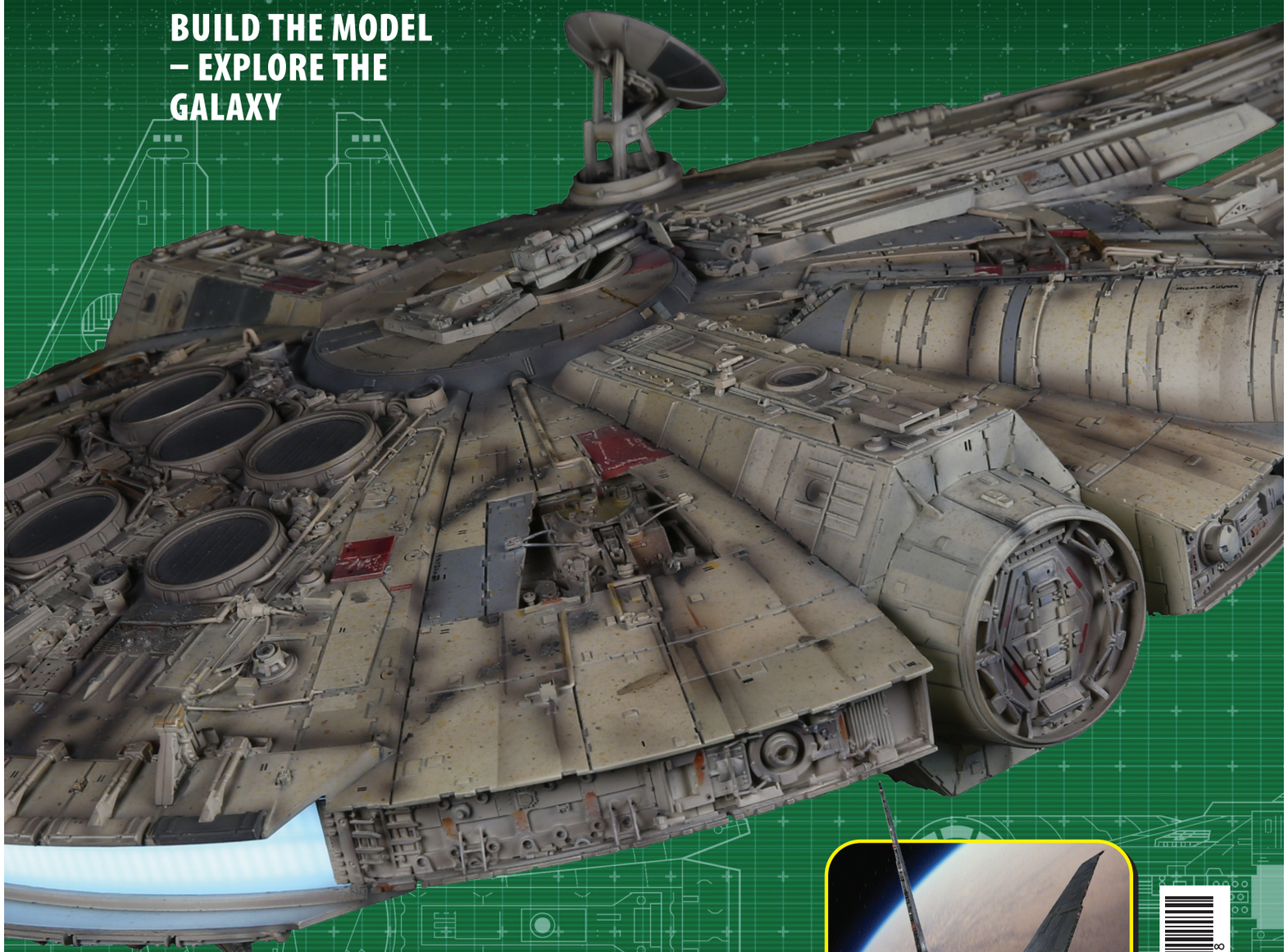
88

STAR WARS MILLENNIUM FALCON

BUILD THE MODEL – EXPLORE THE GALAXY



***UPSILON*-CLASS COMMAND SHUTTLE**

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FIRST ORDER COMMAND SHUTTLE

UPSILON-CLASS COMMAND SHUTTLE

The *Upsilon*-class command shuttle is a First Order ship used by high-ranking military leaders such as Kylo Ren. Like so many of the First Order's designs, its aesthetic harks back to the days of Palpatine's Galactic Empire.

After the First Order was secretly established in the Unknown Regions out of the ashes of the defeated Galactic Empire, it moved to mobilize itself in preparation to strike at the New Republic. Fundamental to this objective was its partnership with Sienar-Jaemus Fleet Systems and Army Systems – manufacturers specializing in producing machines of war, who brought with them decades of military shipbuilding expertise. Together, they developed a renewed arsenal of weapons, vehicles and starships, re-purposing and rebuilding a battle-ready fleet for the First Order.

Built by Sienar-Jaemus Fleet Systems, who produced some of the First Order's fleet from the secrecy of the Unknown Regions, the *Upsilon*-class command shuttle had a dark, ominous design that deliberately harked back to the days of the Empire.

UPSILON-CLASS COMMAND SHUTTLE TECHNICAL SPECIFICATIONS

MODEL	*Upsilon*-class command shuttle
CLASS	Shuttle/transport
MANUFACTURER	Sienar-Jaemus Fleet Systems
SIZE	Height 37.20 m (122 ft)
ENGINES	2 x SJFS-200a sublight ion engines
WEAPONS	2 x SJFS-L-s10.2 twin heavy laser cannons
CREW	1-5
PASSENGERS	10
AFFILIATION	First Order

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WINGING IT

Space within the relatively small body of the *Upsilon*-class was maximised by moving many of its systems out into the wings. As a result, the subspace comms antennae array was far larger than it would have been had it been located in the main hull, and the space freed up by this allowed for the addition of more heat sinks, meaning the sensors were less prone to overheating. Another benefit of moving so much into the wings was that the interior could be made large enough to provide a reasonable degree of space and comfort for the First Order commanders and their crew.



The sight of the *Upsilon* coming in to land was enough to terrify anyone subject to a First Order invasion – not only due to the craft's sinister, bat-like appearance, but because it heralded the arrival of the Order's typically brutal commanders.

OLD WORLD DESIGN

The dark and imposing *Upsilon*-class command shuttle was designed to transport high-ranking First Order leaders in fittingly ominous style, and, like most of Sienar-Jaemus Fleet Systems' creations for the Order, features a general design that harks back to the Imperial era. Most directly, the *Upsilon*'s upward-folding wing design follows on from Sienar Fleet Systems and Cygnus Spaceworks' *Lambda*-class shuttle, used widely by the Empire in the Galactic Civil War.



KYLO REN

Kylo Ren, the mysterious Master of the Knights of Ren and First Order commander, used an *Upsilon*-class command shuttle during his search for Luke Skywalker. The utmost priority of the shuttle and its crew was to guard Ren against any possible threats from the Resistance or other adversaries, so the shuttle was escorted at all times, as was the custom for all Upsilons carrying top First Order personnel.

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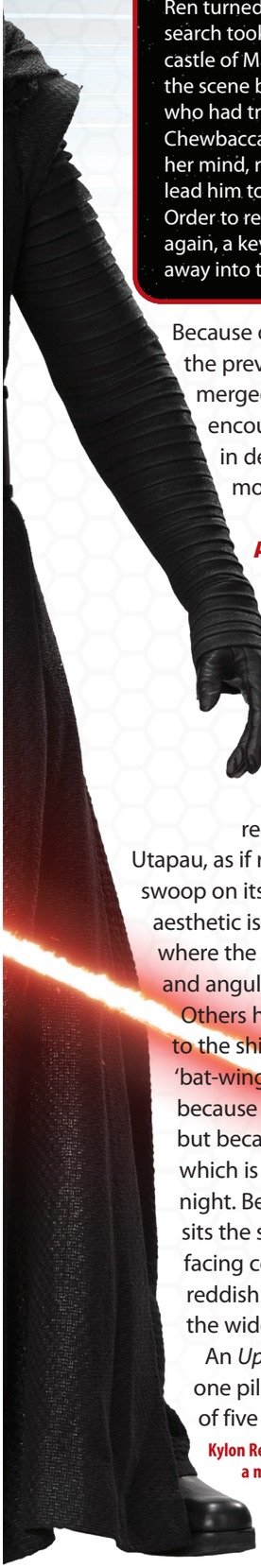
TAKODANA STRIKE

ATTACK ON MAZ'S CASTLE

After capturing Resistance ace Poe Dameron from the Jakku village of Tuanal and whisking him away on his *Upsilon*-class shuttle, Kylo Ren turned his attentions to pursuing the pilot's astromech. His search took him to Takodana, where First Order TIEs laid waste to the castle of Maz Kanata. After setting his shuttle down, Ren surveyed the scene before heading into the forest after the human girl Rey, who had traveled to the world with BB-8, as well as Han Solo, Chewbacca and Finn. There, he used the Force to freeze her and read her mind, realizing that she had seen San Tekka's map that could lead him to Skywalker. The arrival of the Resistance forced the First Order to retreat, but Ren had found what he was looking for – once again, a key figure in the fight for freedom in the galaxy was spirited away into the sky by Ren's ominous, bat-like transport.



Finn had more reason to fear the incoming shuttle than anyone: he had defected from the First Order only a short time earlier and had not hoped for such a swift reunion.



Kylon Ren used fear and intimidation as a means of achieving his dark aims, so his imposing *Upsilon*-class shuttle was a perfect fit.

Because of their familiarity with the previous design, the newly merged Sienar-Jaemus encountered few difficulties in developing the new class model in its image.

ANIMAL AESTHETIC

The *Upsilon*-class shuttle reaches an intimidating height over 37 m (122 ft) with its wings in an upward position. Once landed, when its wings retract to half their usual size, the ship recalls the dactillion of Utapau, as if resting on a cliff, ready to swoop on its next prey. This striking aesthetic is continued into flight, where the shuttle slants its sharp and angular wings.

Others have been known to refer to the ship, more informally, as the 'bat-winged shuttle', not only because of the distinctive wings, but because of its dark color, which is as black as a starless night. Between the large wings sits the shuttle's body, its forward-facing cockpit lit by an eerie reddish glow that emanates from the wide forward-facing window.

An *Upsilon*-class requires only one pilot, but a maximum crew of five ensures a smooth flight, with all stations manned by skilled specialists. The passenger compartment can hold about 10 people, and is set directly behind the cockpit. Most of the aft section is dedicated to the ship's hyperdrive and two SJFS-200a sublight ion engines.

IN THE WINGS

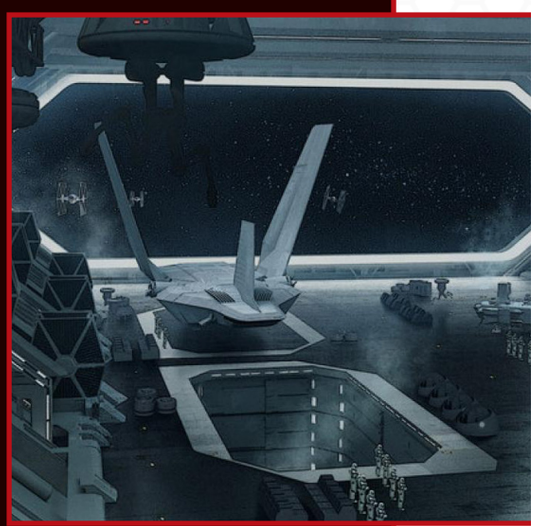
Although the *Upsilon*-class is relatively well protected, principally by its two powerful twin heavy laser cannons, its biggest assets are its defensive capabilities, which have been built into the wings. The upper part of these house advanced sensor suites that monitor communications and scan for possible adversaries long before they reach the shuttle, while shield projectors and jamming equipment can be found in the lower part of the wings, close to where they join with the main body.

The wings' in-flight configuration, slanting outwards, helps to maximize the functionality of the sensors, which are called on more frequently when in the skies than when on land. Typically, this is a craft's most vulnerable position, but even here the *Upsilon*-class is comparatively well protected. The upper wings are encased in protective durasteel armor, while special systems protect the sensors from possible physical damage. The armor in the lower wings and the deflector shields encase the crew cabin and the passenger compartment against enemy fire during landing and take-off.

BEHIND THE SCENES

CROSSOVER

In the summer of 2013, the designs for shuttles produced by concept artists for *The Force Awakens* distinctly resembled the *Lambda*-class vessels seen in *Return of the Jedi*. However, designs soon began in earnest for a 'Jedi Killer Limo', a creation devised by Ryan Church as a cross between a TIE fighter and a *Lambda* shuttle. By September, James Clyne's painting of a hangar on Starkiller Base featured a shuttle that closely resembled the one ultimately seen in the film, though with far shorter wings and a larger main hull, and soon after, another Ryan Church painting from October showed the designs for his shuttle were coalescing perfectly, huge wings and all.



This Ryan Church concept painting of the Starkiller Base hangar featured one of the first realization of the 'Jedi Killer Limo', better known now as the *Upsilon*-class shuttle.

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FLEET TACTICS – THE BASICS

Regardless of the era – Old Republic, Imperial or New Republic – the core essence of fleet combat tactics has remained largely the same.

The most basic tactics employed by naval fleet groups have remained more or less unchanged throughout the various epochs of galactic history and are based on two core factors that define every fleet engagement: the battle zones and the battle line.

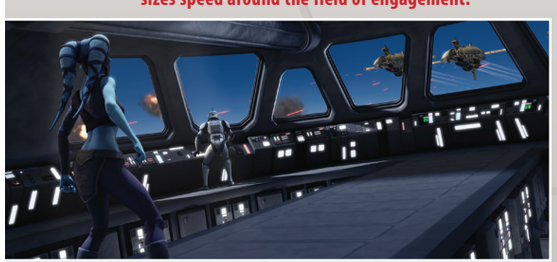
IN THE ZONE

There are four principal battle zones. These extend outward from the main battle line, which is determined by the position of the largest ships of any fleet group, most usually the cruisers – Star Destroyers, Mon Calamari cruisers and so on.

At the extreme edge is the 'long engagement zone' (LEZ). This is defined as the farthest effective distance of the most powerful weapons of any fleet group. The key word is 'effective'. The long engagement zone is not defined as the area where a gunner might get lucky at extreme range and graze a passing fighter with a careless pilot. It is the farthest range at which a potentially deadly or highly damaging shot can be accurately achieved.

When two fleet groups engage, that is, when one enters the other's LEZ, the standard tactic is to concentrate fire on escort ships. At such range, the smaller support ships cannot return fire, so they can only hope to weather incoming attacks. As such, support vessels, and even smaller picket ships, will begin to withdraw – or at least attempt to – shortly before their fleet enter the LEZ of the enemy fleet.

The bridge of a cruiser is a stressful place during battle, and the necessary swift decisions are made so much more difficult by the chaos outside, as ships of various sizes speed around the field of engagement.



IN FOR THE KILL

The 'kill zone' begins at the point at which all of the largest ships in the fleet group can bring all of their weapons to bear on the enemy. The larger guns of the close support vessels may also be able to make their presence felt in this zone. Generally speaking, the kill zone is also the farthest out of the battle zones in which starfighters do not make a major contribution to the combat. Even so, entering the kill zone heralds an intensifying of the battle – and, as the name implies, the start of the serious casualties.

The next phase of battle comes when ships enter the 'secondary zone'. At this point, the smaller ships join the battle and the impact of fighter/bombers and assault starfighters is felt. With so many more targets, many darting about between one another, decisions are suddenly more difficult for the fleet group commander: are their capital ships and close support ships able to focus entirely on the enemy cruisers, or must they take time out to assist their own starfighters and thin out the enemy fighters? Do any ships need to withdraw? Should reinforcements be called in? How should the cruisers now be aligned to meet the enemy?



With so many ships occupying the same space, fatal – and dramatic – collisions were not uncommon. Maintaining an orderly line of battle was the best way to avoid such a fate.

The phase of battle that begins with entering the secondary zone is often where a battle is won or lost, as many choices made here – particularly with regards to maneuvering the slow-moving cruisers – are likely to be the last commanders will have time to make before things really get serious.

WIN OR LOSE

The 'primary zone' is where starfighters have the advantage. Their speed and maneuverability at this range make it hard for the gunners aboard the cruisers to track them, much less hit them, even when equipped with the most modern computer-assisted targeting. Instead, the cruisers have to trust the starfighter screen or their own point-defense weapons. These fast-tracking light laser cannon turrets trade power for speed and, while less effective against other capital ships, are useful against smaller fighters.

When cruisers enter the primary zone, the time for punishing broadsides has come. Drawing up to one another, firing at almost point-blank range, the behemoths of the battle line slug it out for supremacy. At this range, little skill is involved: whoever maintains shields and armor longest, while laying down the heaviest fire, wins the day.

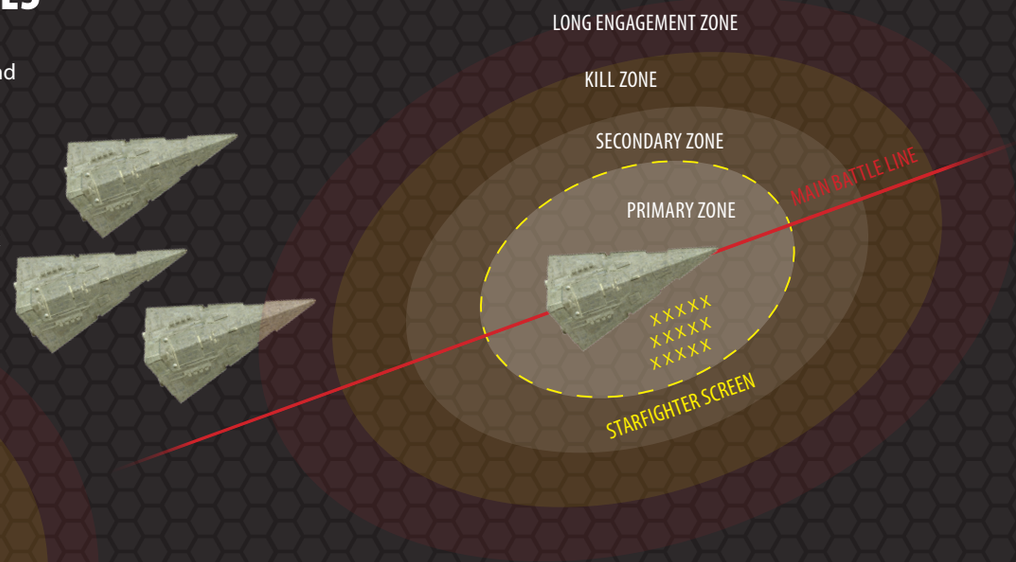
The primary zone is considered out of bounds for any ships except the cruisers and the starfighters. This is a safety measure, as cruisers are comparatively slow to react and maneuver, meaning that collisions with ships from the close support line, for example, are a distinct possibility if they find themselves in the way.

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THE FOUR BATTLE ZONES

These consist of the long engagement zone, the kill zone, the secondary zone and the primary zone. While the LEZ is technically the first zone in which hostilities might commence, the fighting more often begins in earnest in the aptly named kill zone, with the secondary and primary zones being very much the 'thick of the battle'.





THE LINE OF BATTLE

The standard battle line adopted by a fleet group had at its core the cruisers, the largest capital ships – or, at least, the largest vessel available to the fleet group in question. One ship in the main battle line would be designated the flagship, as this was where the commander of the line would be based. Unless the commander's ship was vast – such as the Super Star Destroyer *Executor* – or it was hugely obvious – i.e. there was only one large ship – then the identity of the flagship was generally kept a secret from the enemy for as long as possible. For example, at the Battle of Endor, the Alliance fielded a number of similar Mon Calamari cruisers, allowing them to conceal which one was Admiral Ackbar's command ship *Home One*.

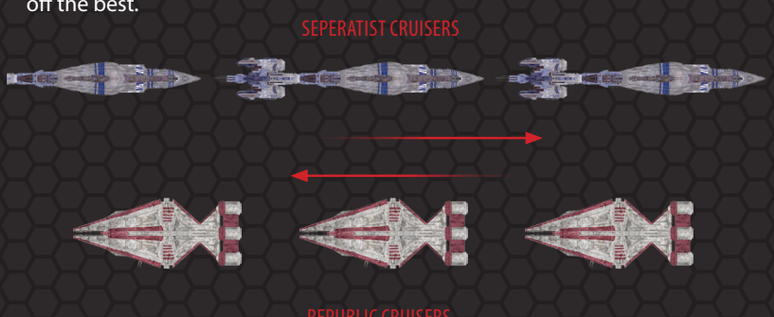
The next line were the smaller capital ships, or even frigates and corvettes. These ships provided back-up in hotspots around the battle, adding additional firepower where it was needed, and conducting distraction or rescue missions where appropriate. These ships could form the main battle line in smaller fleet groups.

On the edge of the main battle line, their sensors straining outward to report on the composition and strength of any approaching enemy fleet group, were the close support ships. These tended to be freighters or other older, disposable ships. They were manned by hardy, stubborn crews who knew the importance of their mission – and who were well aware that the likelihood of their survival would plummet if they were caught off-guard even for a moment.

Lastly, the starfighters in the battle line were the only ships without a fixed position. They had full permission to roam the line, going into any of the battle zones in pursuit of their prey. Though comparatively tiny, fighters and particularly fighter/bombers could still pose a significant threat to even the largest capital ships.

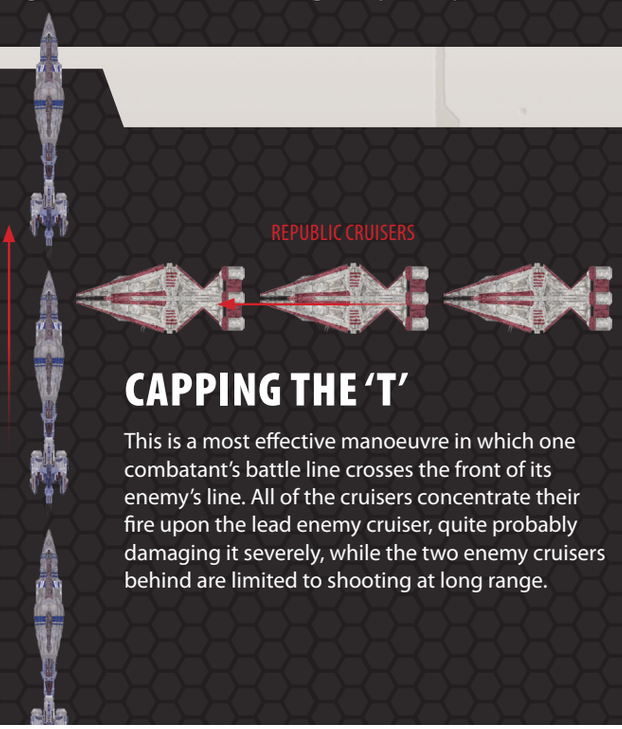
THE EXCHANGE

The exchange is the simplest of all battle-line manoeuvres. The opponents sweep past each other, exchanging broadsides as they go. The starships with the strongest shields and hulls and best weaponry will generally come off the best.



CAPPING THE 'T'

This is a most effective manoeuvre in which one combatant's battle line crosses the front of its enemy's line. All of the cruisers concentrate their fire upon the lead enemy cruiser, quite probably damaging it severely, while the two enemy cruisers behind are limited to shooting at long range.



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YOUR NEXT PARTS

COMPONENTS CHECKLIST

1. Port sublight drive housing (top)
2. Port sublight drive housing (bottom)
3. Side frame SF-01
4. Fixing screws x 9 (including spare)
5. Fixing screws x 9 (including spare)
6. Fixing screws x 11 (including spare)
7. Clips (x 3)
8. Port sublight drive LED strip

This issue's parts are used to make the second of the two housings and LED arrays that illuminate the *Falcon*'s sublight engines. The first of these came with Issue 87, and you will now assemble and install both of them.

The *Falcon*'s sublight engines were represented by a glowing strip of light around the rear quadrant. In your model, the original prop's high-intensity bulbs are replaced by equally bright strips of LED lights, which run much cooler. You will fit and test the lights in this stage, ready to conceal them behind a translucent window strip that you will receive with Issue 91.

WHERE THE PARTS FIT

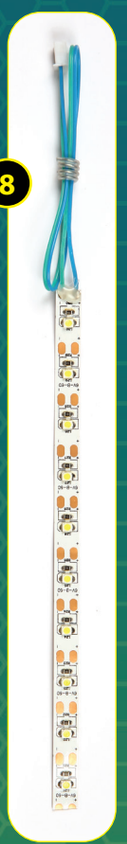
INTERNAL FITTINGS





WIRING HARNESSES





METAL FRAME AND SCREWS



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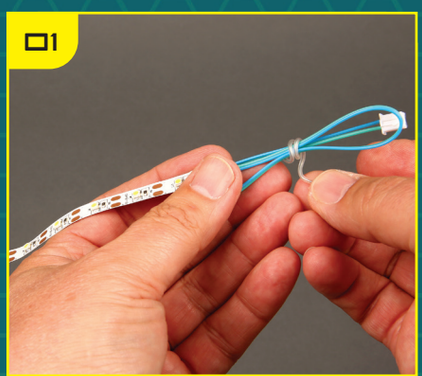
ASSEMBLING THE ENGINE LIGHTS

The curved port and starboard drive housings are identical. Both consist of an upper and lower half that are screwed together, plus a strip of LEDs mounted on a self-adhesive backing.

The parts for the starboard drive were provided with Issue 87 and the port assembly is provided this time. You also need 12 self-tapping screws to join the housings.

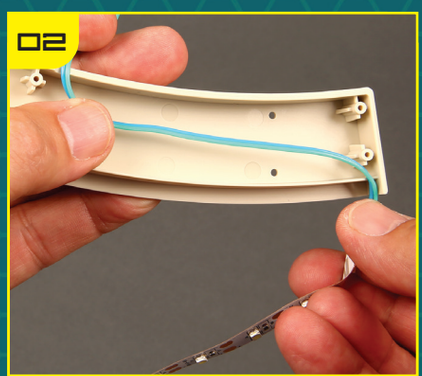


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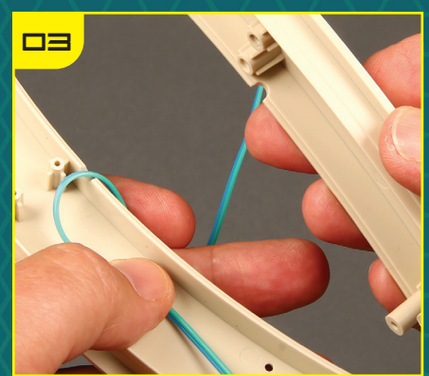
Take one of the LED lighting strips and uncoil its lead.

02



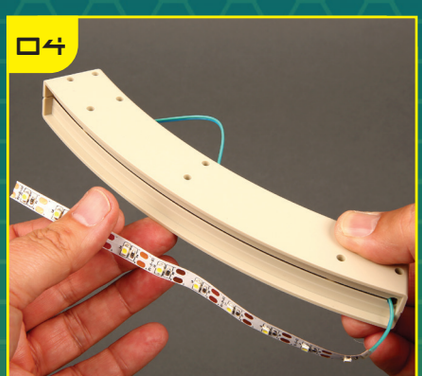
Lay the wire in the notch in the corner of the lower housing, as shown.

03



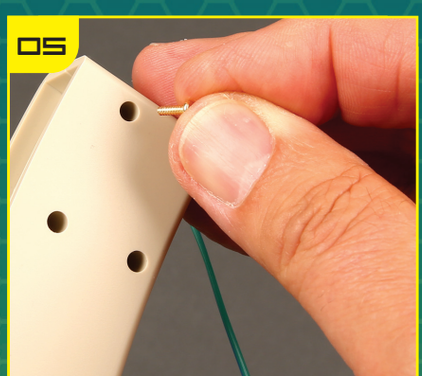
Fit the upper housing on top, so that the wire fits into the notch in the centre.

04



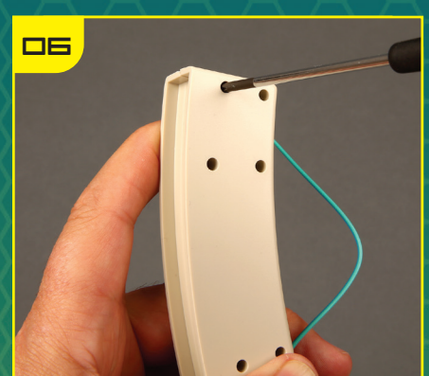
The wire should run through the notches as shown, ensuring that it is not trapped.

05



Insert a short self-tapping screw into the centre hole at one end.

06

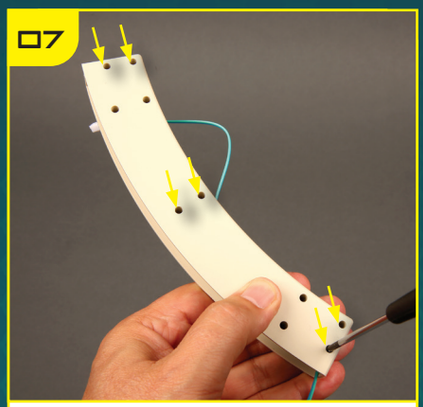


Tighten the screw to hold the assembly together while you fit the other screws.

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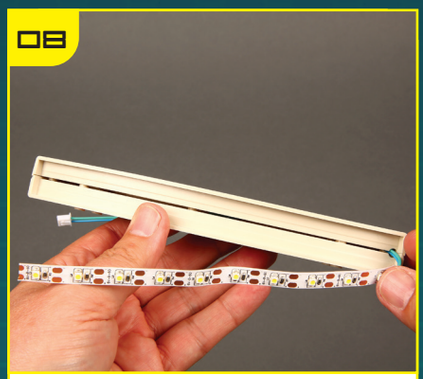
STAGE 88 ASSEMBLY

07



Fit all six screws indicated.

08



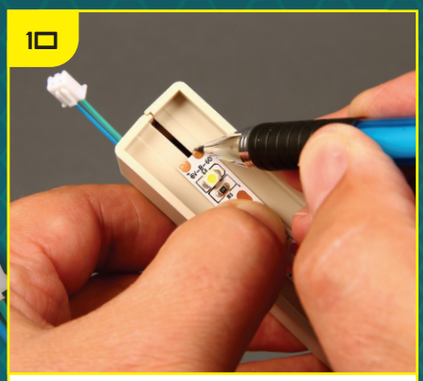
Turn the LED strip so that it faces outwards as shown.

09



Feed the wire back though the housing and centre the LED strip on the side of the assembly.

10



Mark where the tip of the LED strip reaches, so you can reposition it later.

11

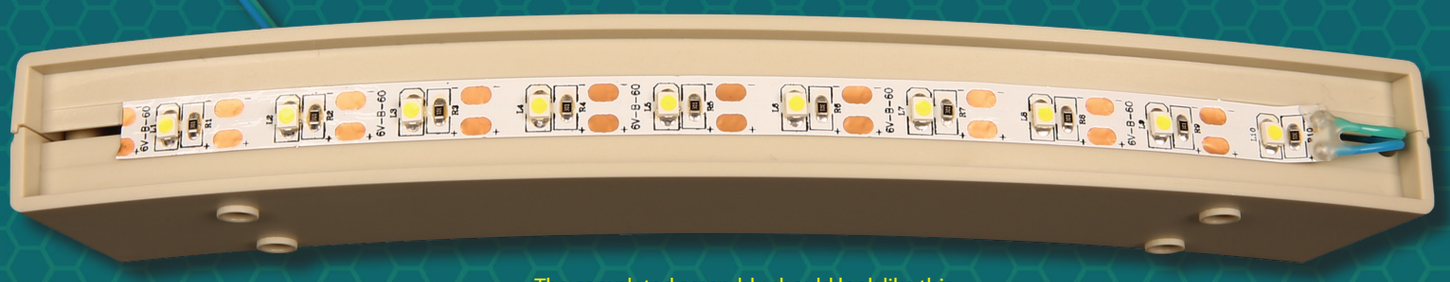


Start removing the protective backing from the adhesive on the LED strip.

12

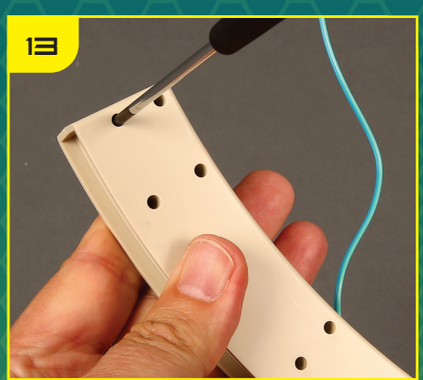


Stick the LED strip onto the housing, peeling off the backing as you go.



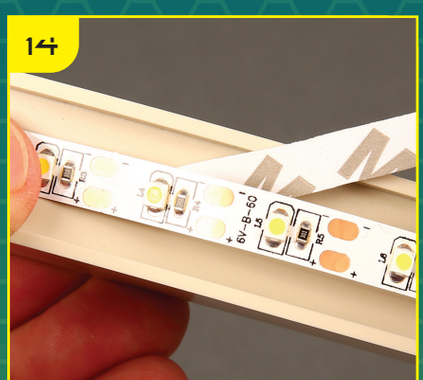
The completed assembly should look like this.

13



Assemble the second housing as shown in Steps 1-7.

14



Attach the LED strip in the same way.

15



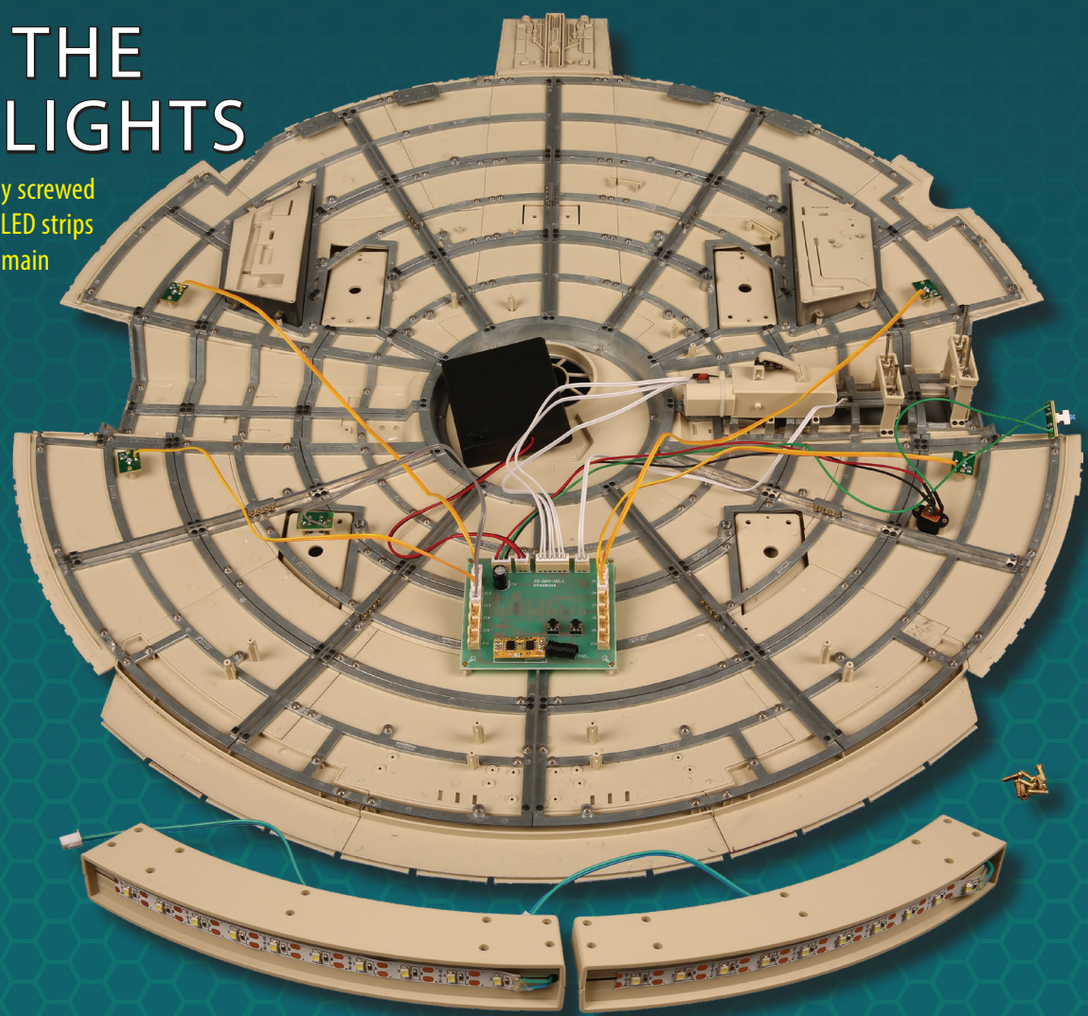
That completes the assembly.

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FITTING THE ENGINE LIGHTS

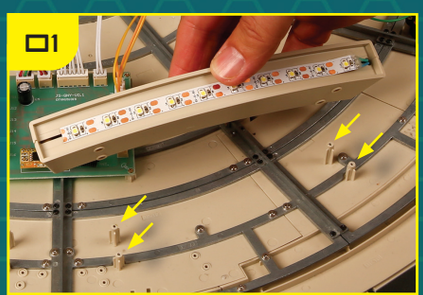
Both drive housings are simply screwed to the lower hull plating. The LED strips can then be plugged into the main circuit board and tested.

Take the two sublight drive housings you just completed, together with the lower hull that you wired up in Stage 87. Lay the parts out as shown, with the port and starboard drive housings on the appropriate sides of the hull.



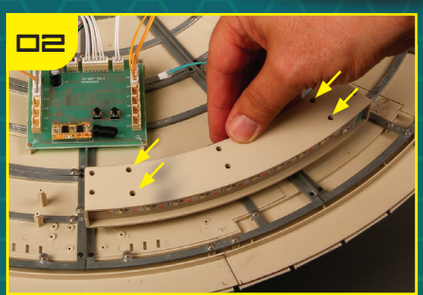
In addition to the hull and housing assemblies, you need eight long self-tapping screws to mount the housings on the hull.

01



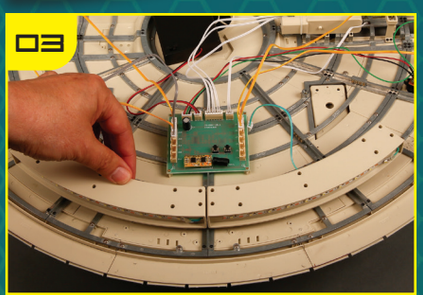
Both drive housings are mounted on four posts, as arrowed.

02



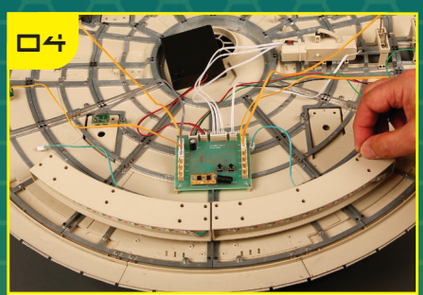
Fit the first housing on top of the posts so that the four mounting holes align.

03



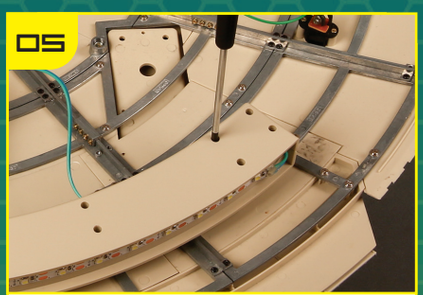
Position both the port and starboard housings in the same way.

04



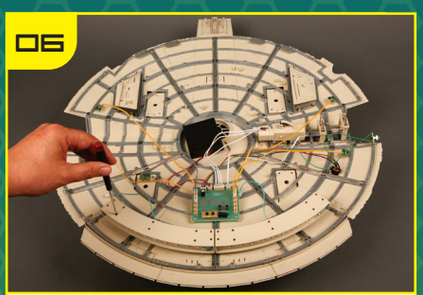
Insert fixing screws into all eight of the mounting holes.

05



Carefully tighten each screw, making sure that it is properly engaged in its hole.

06

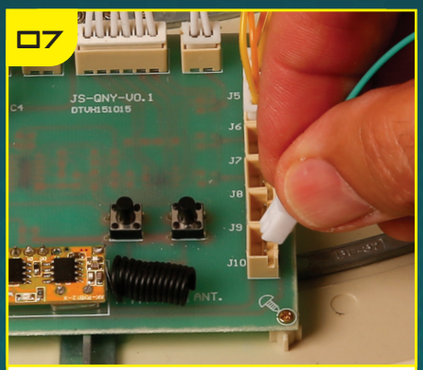


Tighten all eight fixing screws in the same way.

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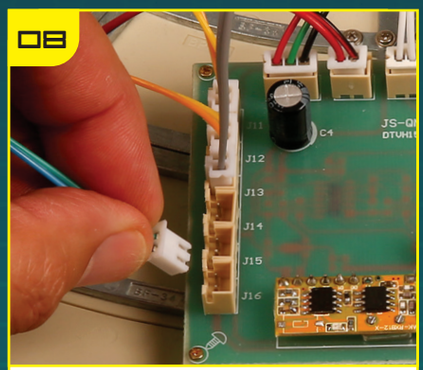
STAGE 88 ASSEMBLY

07



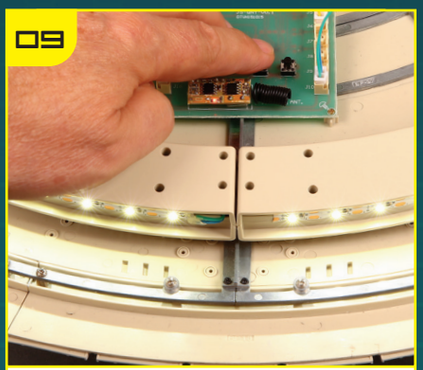
Plug the lead from the starboard sublight engines into socket J10.

08



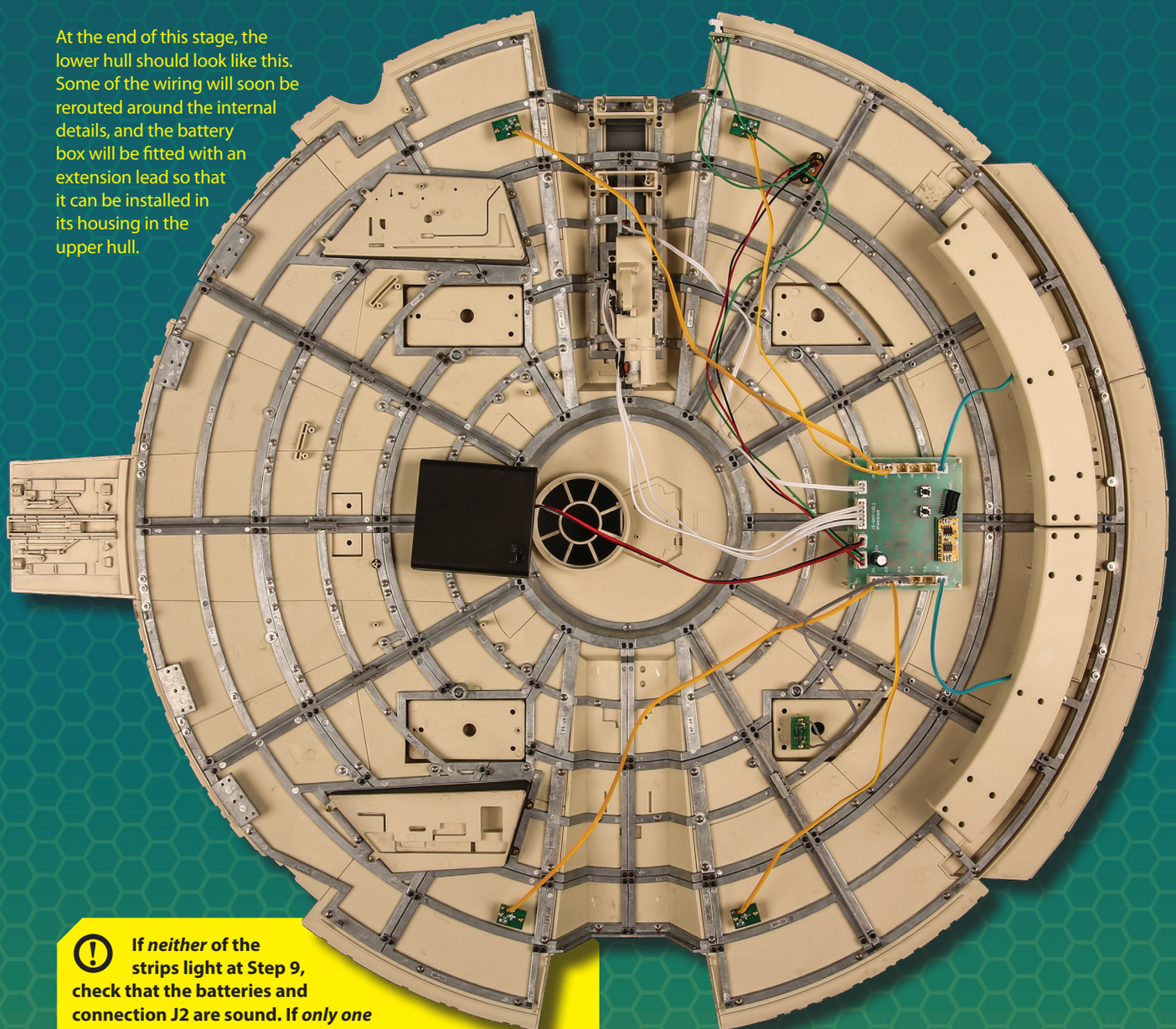
Plug the lead from the port sublight engines into socket J16.

09



Press test button B. Both LED strips should illuminate fully.

At the end of this stage, the lower hull should look like this. Some of the wiring will soon be rerouted around the internal details, and the battery box will be fitted with an extension lead so that it can be installed in its housing in the upper hull.



If *neither* of the strips light at Step 9, check that the batteries and connection J2 are sound. If *only one* strip does not work, check its connection to the board, then try swapping it with one of the other lights.

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