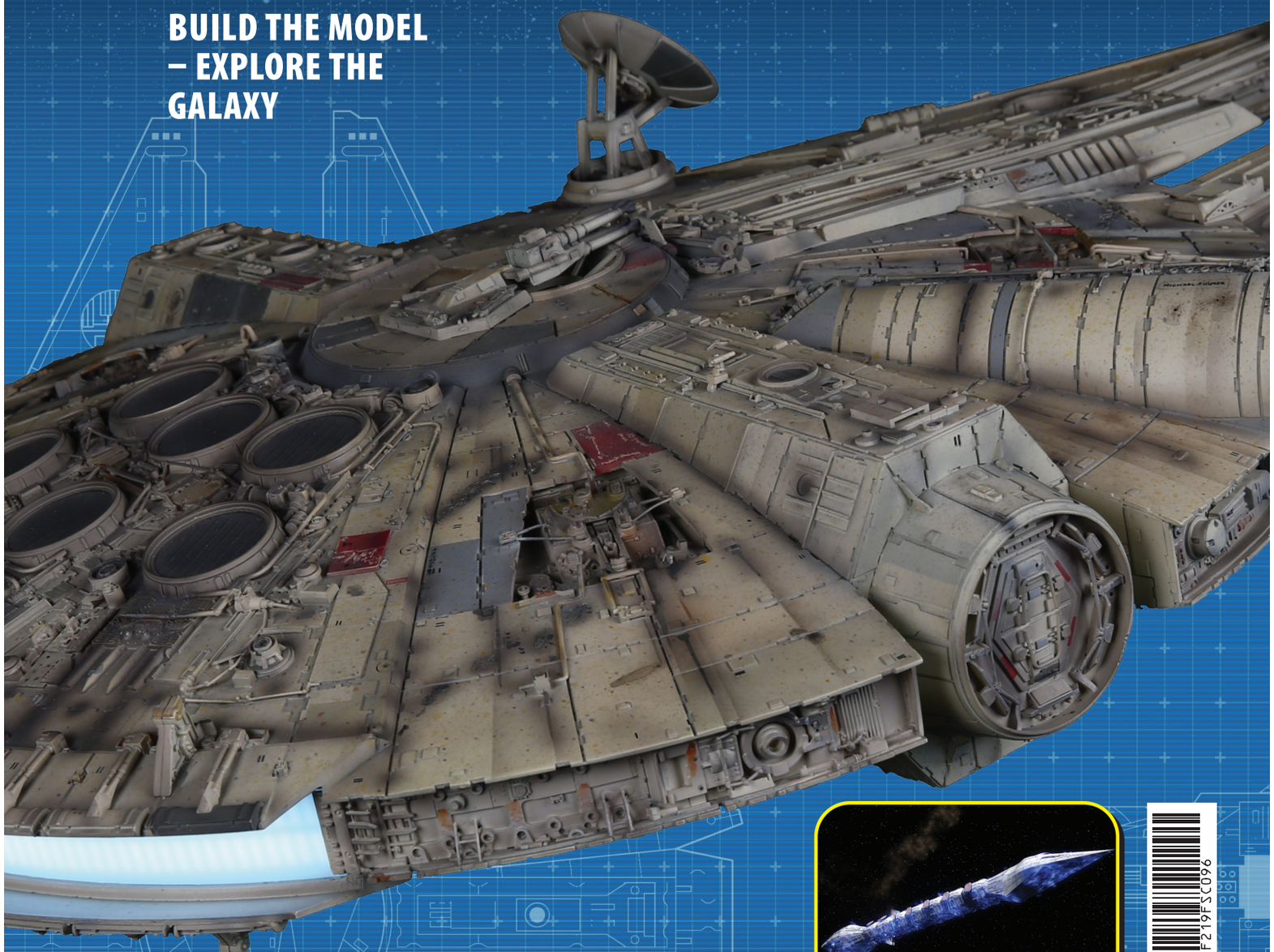
STAR WARS MILLENNIUM FALCON

BUILD THE MODEL – EXPLORE THE GALAXY



REPUBLIC STEALTH SHIP

F219FSC096

FANHOME

DeAgostini COLLECTIBLES

Disney · LUCASFILM
© & ™ 2025 LUCASFILM LTD.

STAR WARS MILLENNIUM FALCON

USA Published by De Agostini
Publishing USA, Inc.
299 Park Avenue, New York,
New York 10171

UK Published by De Agostini UK Ltd
c/o Royds Withy King, 69 Carter Lane,
London EC4V 5EQ

DE, AT, NL, PL, CZ, SK, LT, SE
Published by De Agostini Publishing, S.p.A, Via G. da Verrazano 15,
28100 Novara, Italy

GREECE
Εισαγωγέας: De Agostini Publishing S.p.A.
Via G. Da Verrazzano 15,
28100 Novara, Ιταλία

Συμβουλευτικές Υπηρεσίες και Επίβλεψη της Ελληνικής Έκδοσης: BEST FLOWPACKS INTERNATIONAL LTD.

All Rights Reserved.

Printed in Italy

ISSN: 2976-6990 (Print)
ISBN EE Countries: 979-12-209-0809-2

© & ™ 2025 LUCASFILM LTD.

Pictures and © & TM 2025 LUCASFILM LTD.
The price of this issue includes the magazine and the attached assembly parts.

TO OUR READERS
The publisher reserves the right to modify any components as required during the course of the collection. Not suitable for children under the age of 14 (12 for USA). This product is not a toy and is not designed or intended for use in play. The model is complete in 100 issues.

CUSTOMER SERVICES
USA
email: support@usa.fanhome.com
UNITED KINGDOM
email: support@uk.fanhome.com
DEUTSCHLAND
email: support@de.fanhome.com
AUSTRIA
email: support@at.fanhome.com
NETHERLANDS
email: support@nl.fanhome.com
POLAND
Kontakt z biurem obsługi klienta:
tel: 22 307 64 59
e-mail: bok@deagostini.pl
CZECH REPUBLIC
Kontakt na zákaznické centrum ČR:
tel: 246 017 120
e-mail: zakaznicke.centrum@deagostini.cz
SLOVAKIA
Kontakt na zákaznické centrum SR:
tel: 0220 839 090
e-mail: zakaznicke.centrum@deagostini.sk
GREECE
customer.service@deagostini.gr
tel: 211 198 59 55

WARNING
Any reproduction, even partial, of the contents of the magazine is prohibited without permission from the Publisher. The assembly parts and the magazine that accompanies it are strictly for private use, and within the family, in accordance with Article L122–5 10 of the Code of Intellectual Property. Any reproduction other than that provided for in Article L122–5 20 of the Intellectual Property Code is prohibited. The magazine and/or elements of the collection may not be distributed, loaned, resold, rented or exploited for commercial purposes.

ITALY
Pubblicazione periodica edita da De Agostini Publishing S.p.A.
Uscita n. 96 del 20/01/2027
Pubblicazione periodica quattordicinale
Registrazione presso il Tribunale di Novara n. 755 del 23/01/2024
Iscrizione al ROC n.21243 del 21/6/2011
Direttore Responsabile: Pietro Boroli
De Agostini Publishing S.p.A.
via G. Da Verrazzano 15 - 28100 Novara
Redazione: via G. Pepe 44 - 20159 Milano
Stampa: Rotomail S.p.A., Vignate (MI)

Data di prima pubblicazione: 03/01/2024

Poste Italiane S.p.A. Spedizione in abbonamento postale DL 353/2003 (conv. in L. 27/02/2004 n. 46) art. 1, comma 1, CNS Novara).

L'Editore si riserva il diritto di variare la sequenza delle uscite della collezione e/o i prodotti allegati. Forme e colori possono variare rispetto a quelli raffigurati.

La tua collezione si compone di 100 numeri.
Prezzo primo numero € 0,45 anziché € 17,99.
Prezzo secondo numero € 4,49 anziché € 12,99.
Prezzo numeri successivi € 13,40. Salvo variazione delle aliquote fiscali. L'Editore si riserva la facoltà di modificare il prezzo delle uscite in caso di significativi aumenti del costo delle materie prime, dei trasporti, del tasso di inflazione e dei tassi di interesse applicabili a livello nazionale.

SCOPRI DI PIÙ SULLE COLLEZIONI DE AGOSTINI E ATTIVA IL TUO ABBONAMENTO SU: deagostini.com

Per informazioni e assistenza contatta il SERVIZIO CLIENTI al numero 199 120 120* Il numero è attivo dalle 8.00 alle 18.00 dal lunedì al venerdì
Se ti serve aiuto per il montaggio, contatta il nostro numero di assistenza al montaggio: 338-3002881**. Il numero è attivo ogni giovedì dalle 16 alle 18.
* Costo massimo della chiamata da rete fissa 0,1449 euro al minuto, IVA inclusa, senza scatto alla risposta. Da rete mobile costo dipendente dall'operatore utilizzato.
** La telefonata non prevede costi aggiuntivi rispetto a quanto previsto dal proprio piano tariffario di rete fissa o mobile.

GREECE
Η σειρά αποτελείται από 100 τεύχη.
Τιμή γνωριμίας 1ου τεύχους: 1€
Ειδική Τιμή 2ου τεύχους: 4,99€
Τιμή 3ου τεύχους και των επόμενων τευχών: 13,89€
Με την επιφύλαξη μεταβολών στους φορολογικούς συντελεστές.
Ο εκδότης διατηρεί το δικαίωμα να μεταβάλει την τιμή των εκδόσεων που βγαίνουν στην κυκλοφορία στην περίπτωση που υπάρξει σημαντική αύξηση του κόστους των πρώτων υλών, της μεταφοράς, του ποσοστού πληθωρισμού και των επιτοκίων που ισχύουν σε εθνικό επίπεδο.

FANHOME

More information at
fanhome.com deagostini.com

DeAgostini COLLECTIBLES

YOUR NEXT PARTS

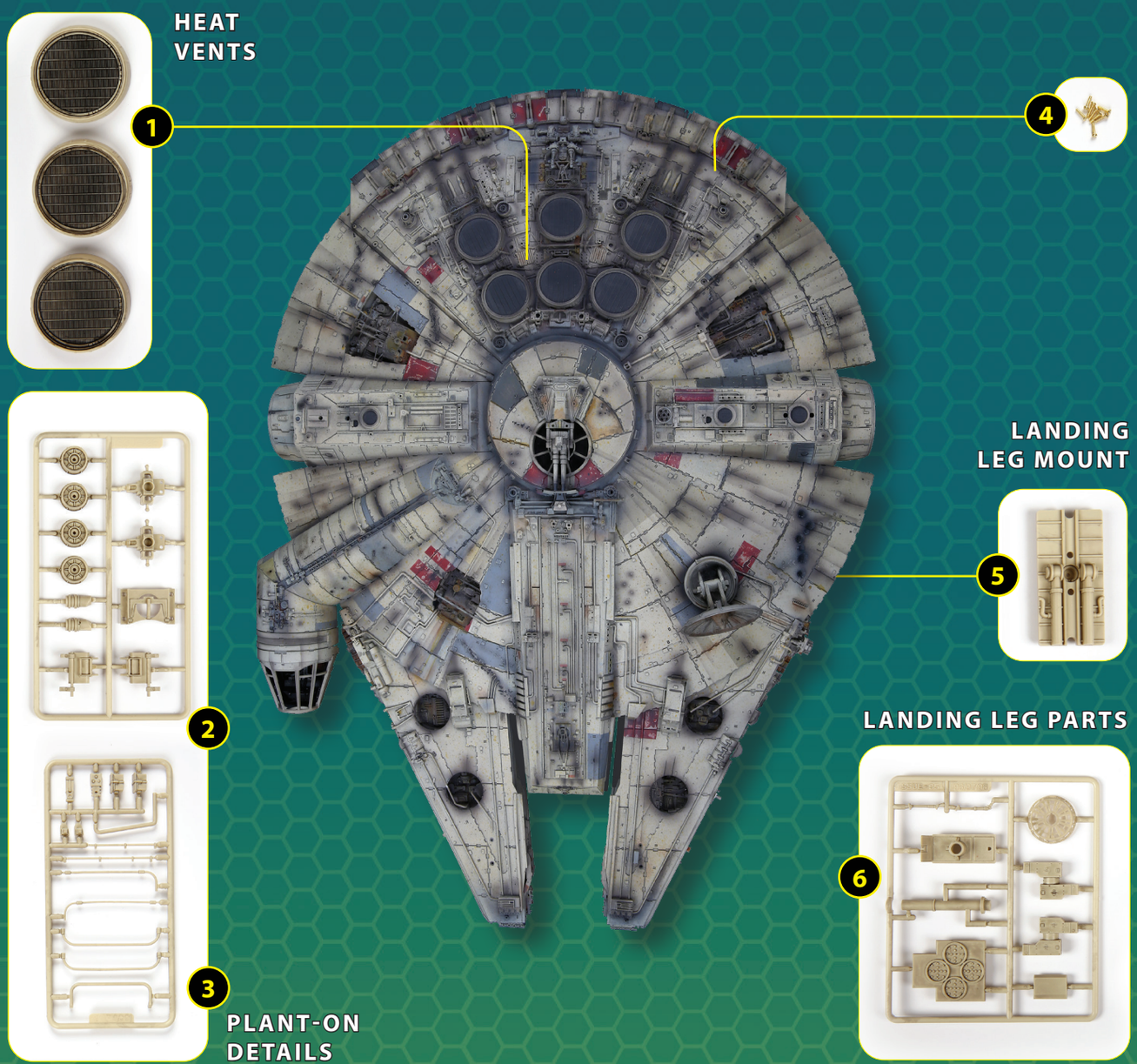
This issue's parts include a wealth of detail for the quadrant of the upper hull that forms the engine bay cover. You also have parts for another landing leg.

Using the parts supplied, you will now be able to start detailing the last major section of the *Falcon*'s hull plating, before fitting it to the frame using the screws you received with Issue 95. Keep the landing leg parts safely to one side for now. The legs are optional fittings, and cannot be installed until you have all five of them.

COMPONENTS CHECKLIST

1. Heat vents x 3
2. Plant-on details (11 on sprue)
3. Plant-on details (14 on sprue)
4. Fixing screws x 8 (including spare)
5. Landing leg mount
6. Landing leg parts (9 on sprue)

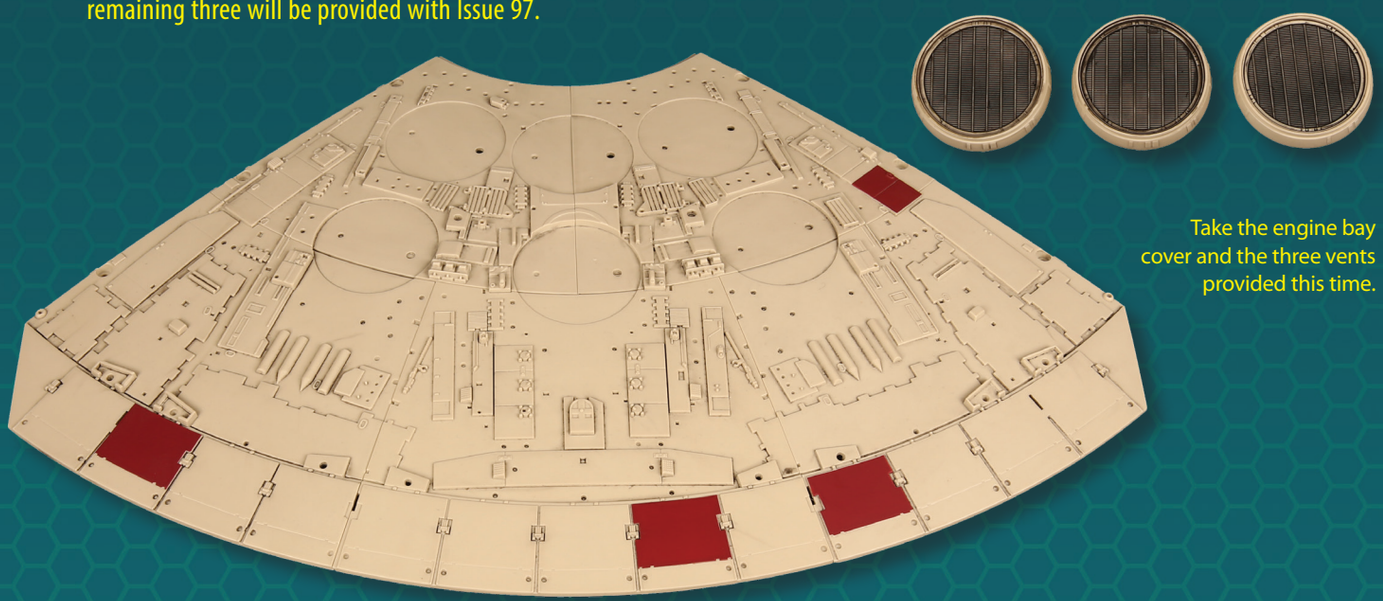
WHERE THE PARTS FIT



MF_96_2ED_BTF_US.indd 1 21/10/2024 12:07

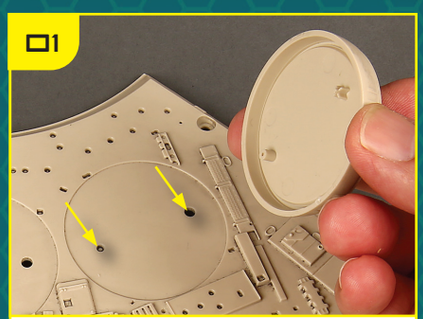
FITTING THE HEAT VENTS

This issue includes the first three of the six circular grilles that vent heat from the *Falcon*'s engines, which are the most distinctive feature of the rear quadrant. The remaining three will be provided with Issue 97.



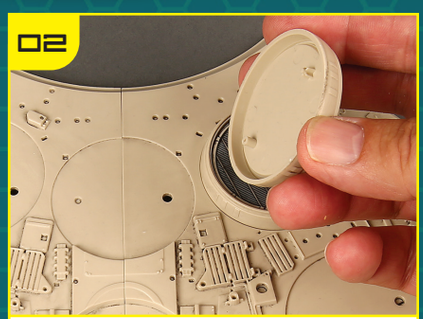
Take the engine bay cover and the three vents provided this time.

01



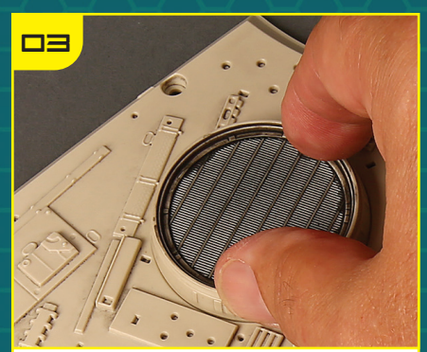
The vents are all identical, with two lugs on the back that match pairs of holes in the circular recesses.

02



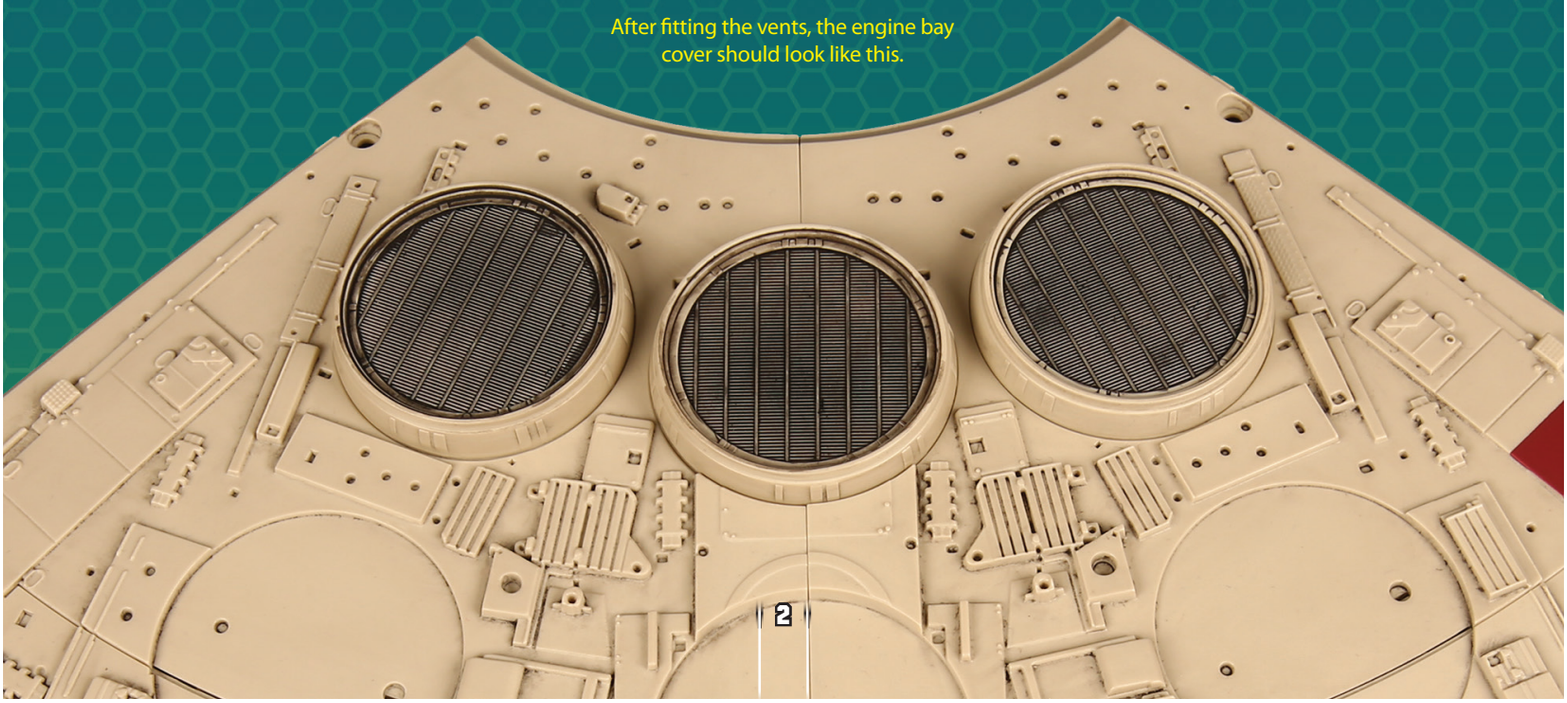
Glue a vent to each of the recesses near the end of the quadrant, fitting the lugs into the holes.

03



Make sure the vents fit flush with the base of the recesses.

After fitting the vents, the engine bay cover should look like this.

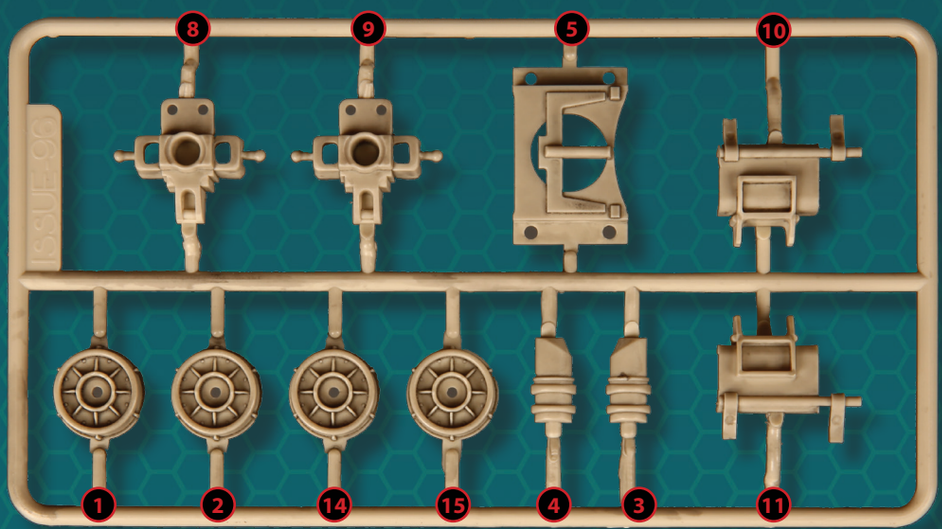


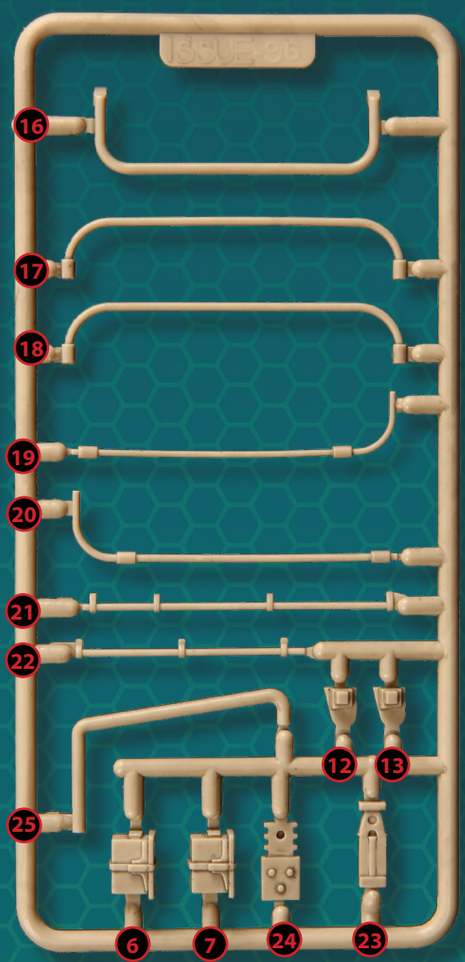
MF_96_2ED_BTF_US.indd 2 21/10/2024 12:07

DETAILING THE ENGINE BAY COVER

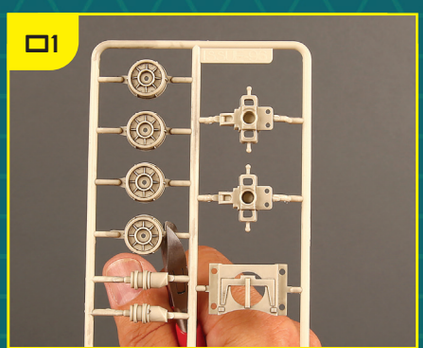
The sprues provided include the first 22 plant-on details to add to the engine bay cover. This is one of the most highly detailed areas of the hull, so you will be adding more plant-ons in the next stages.

As the parts are densely packed on the surface of the plating, and the locating holes are close together, make sure you know exactly which part goes where. You may prefer to do a dry run before gluing the parts permanently, and you can check the positions against the picture of the completed cover on page 5.



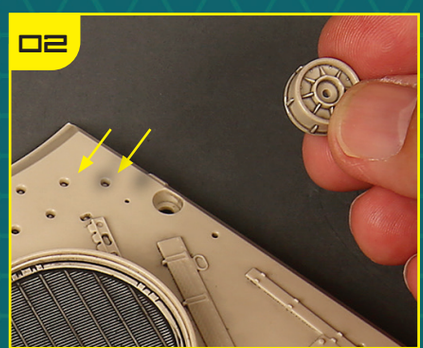


01



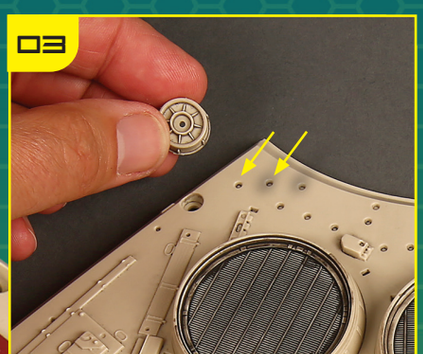
Remove the details from the sprues as you need to fit them.

02



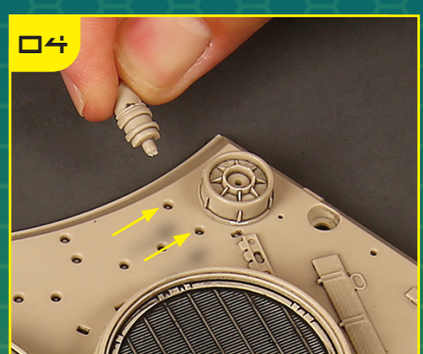
Glue the two pins on detail (1) to these holes near the corner of the quadrant.

03



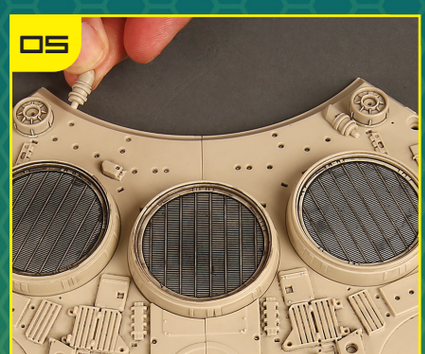
Glue (2) to the corresponding holes on the opposite side.

04



Glue the two pins on (3) to the pair of holes next to (1).

05

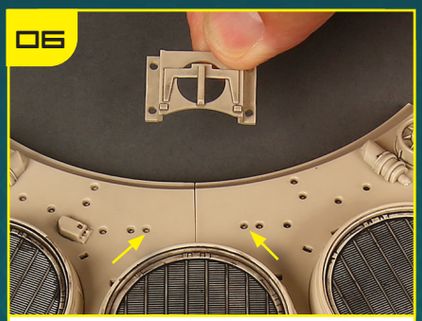


Glue (4) to the corresponding holes on the opposite side.

MF_96_2ED_BTF_US.indd 3 21/10/2024 12:07

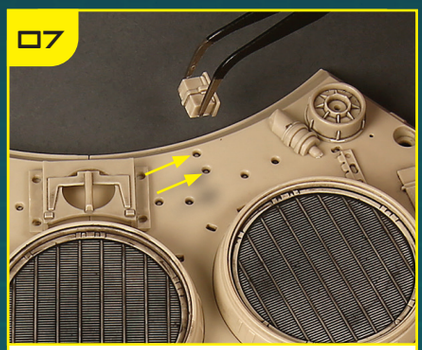
STAGE 96 ASSEMBLY

06



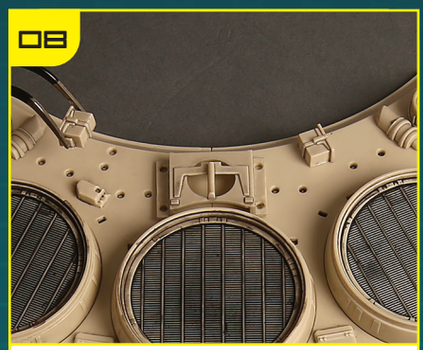
Glue the two pins on the back of (5) to the two holes in the center of the quadrant.

07



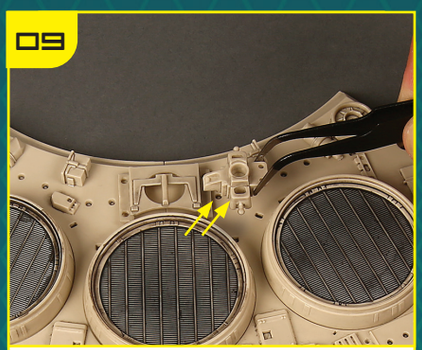
Glue the two pins on the back of (6) to these two holes near the edge.

08



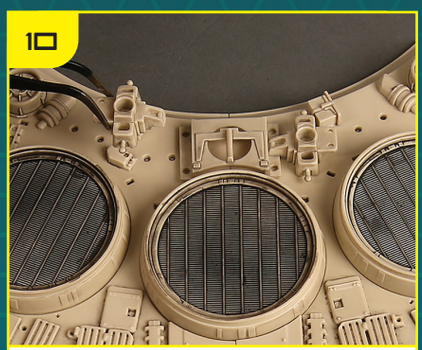
Glue (7) to the corresponding holes on the opposite side.

09



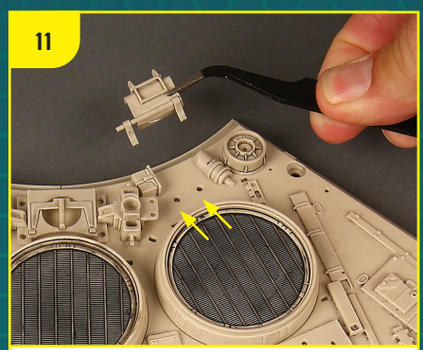
Glue the two pins on the back of (8) to the two holes to the right of (5).

10



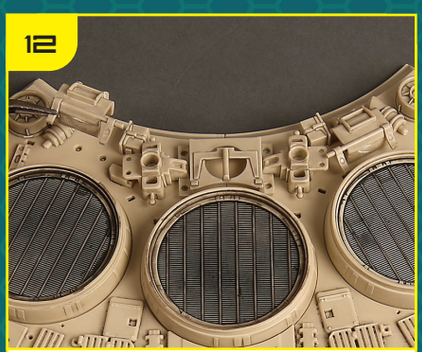
Glue (9) to the corresponding holes on the opposite side.

11



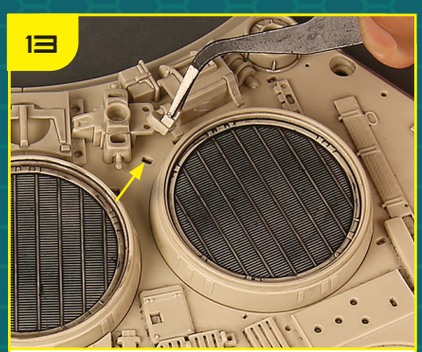
Glue the two pins on the back of (10) to these two holes.

12



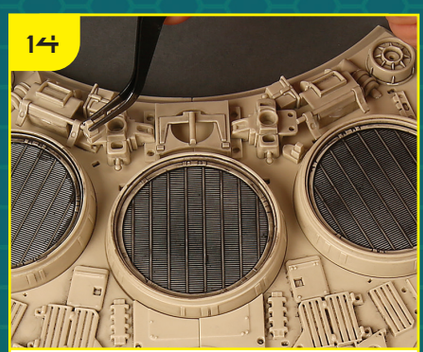
Glue (11) to the corresponding holes on the opposite side.

13



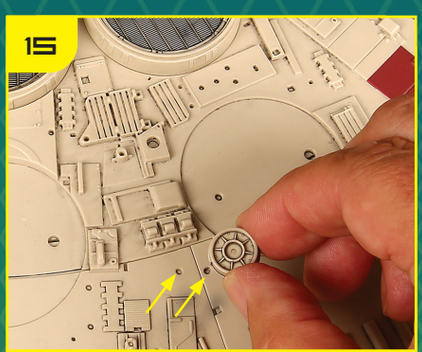
Glue the tab on (12) to this diagonal slot near the outer vent.

14



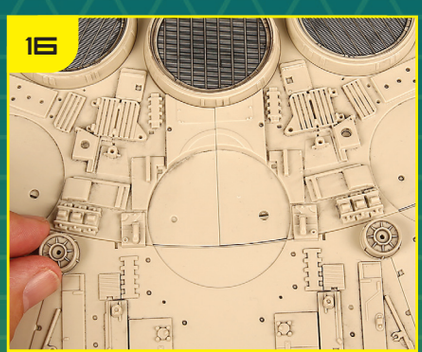
Glue (13) to the corresponding slot on the opposite side.

15



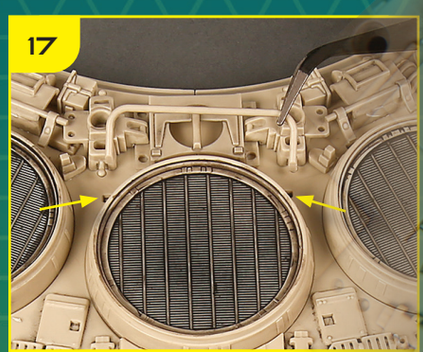
Glue (14) to this pair of holes near the outer panel recess.

16



Glue (15) to the corresponding holes on the opposite side.

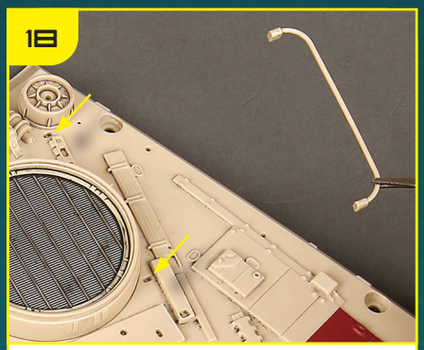
17



Glue (16) to the two square holes beside the center vent.

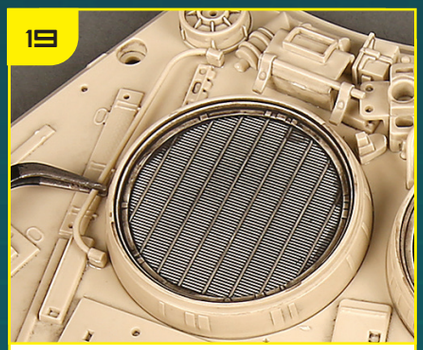
MF_96_2ED_BTF_US.indd 4 21/10/2024 12:07

18



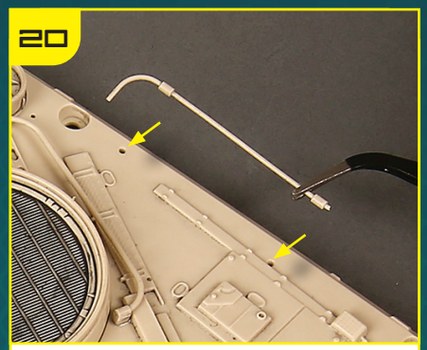
Glue the square pins on (17) into these two holes near the outer vent.

19



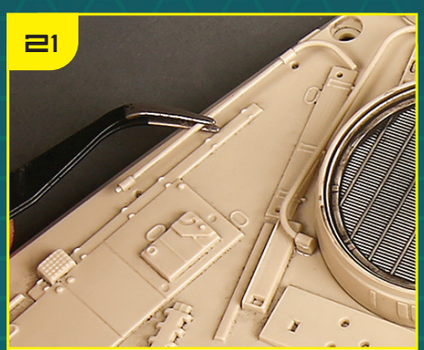
Glue (18) to the corresponding holes on the opposite side.

20



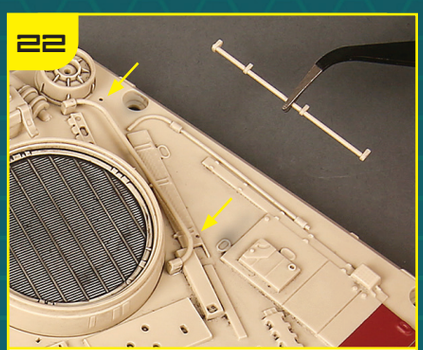
Glue the pins on (19) into these two holes near the outside edge.

21



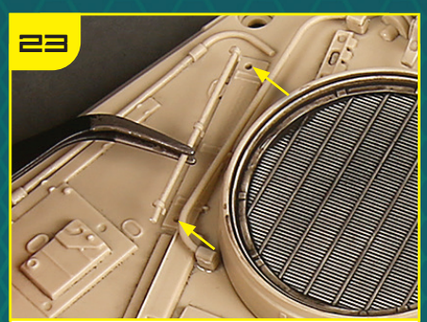
Glue (20) to the corresponding holes on the opposite side.

22



Glue the pins on (21) into these two holes near the outside edge.

23



Glue (22) to these two holes on the opposite side, which are in slightly different positions.

When all the plant-ons details are in place, the cover should look like this.



MF_96_2ED_BTF_US.indd 5 21/10/2024 12:07

FITTING THE ENGINE BAY COVER

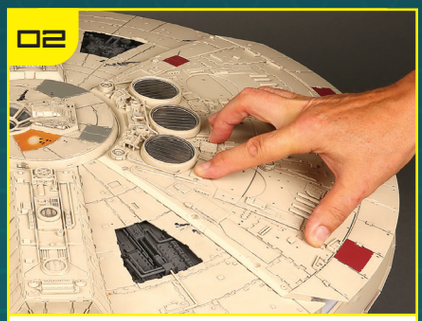
As on the original prop, the engine bay cover is retained by six Allen screws, which was done to provide access for servicing the lights and internal electrical connections. The screws (plus two spares) were provided with Issue 95.

01



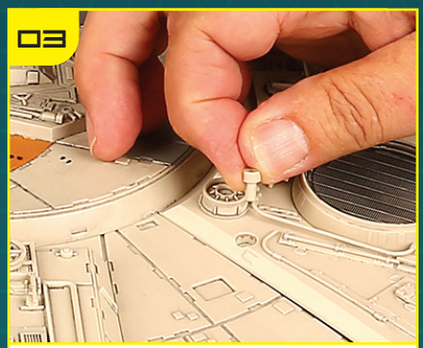
Fit the engine bay cover in place over the rear hull framework.

02



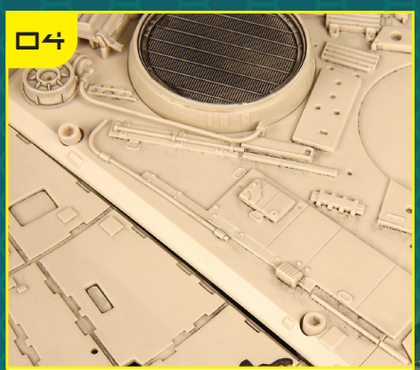
Make sure the cover fits flush and that the curved light diffuser strip is correctly located in its groove in the cover.

03



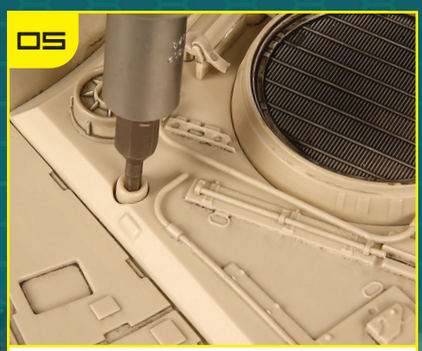
Separate six screws from the two sprues saved from Issue 95.

04



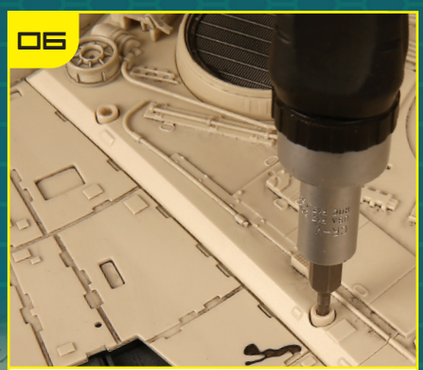
Fit screws to all six holes.

05

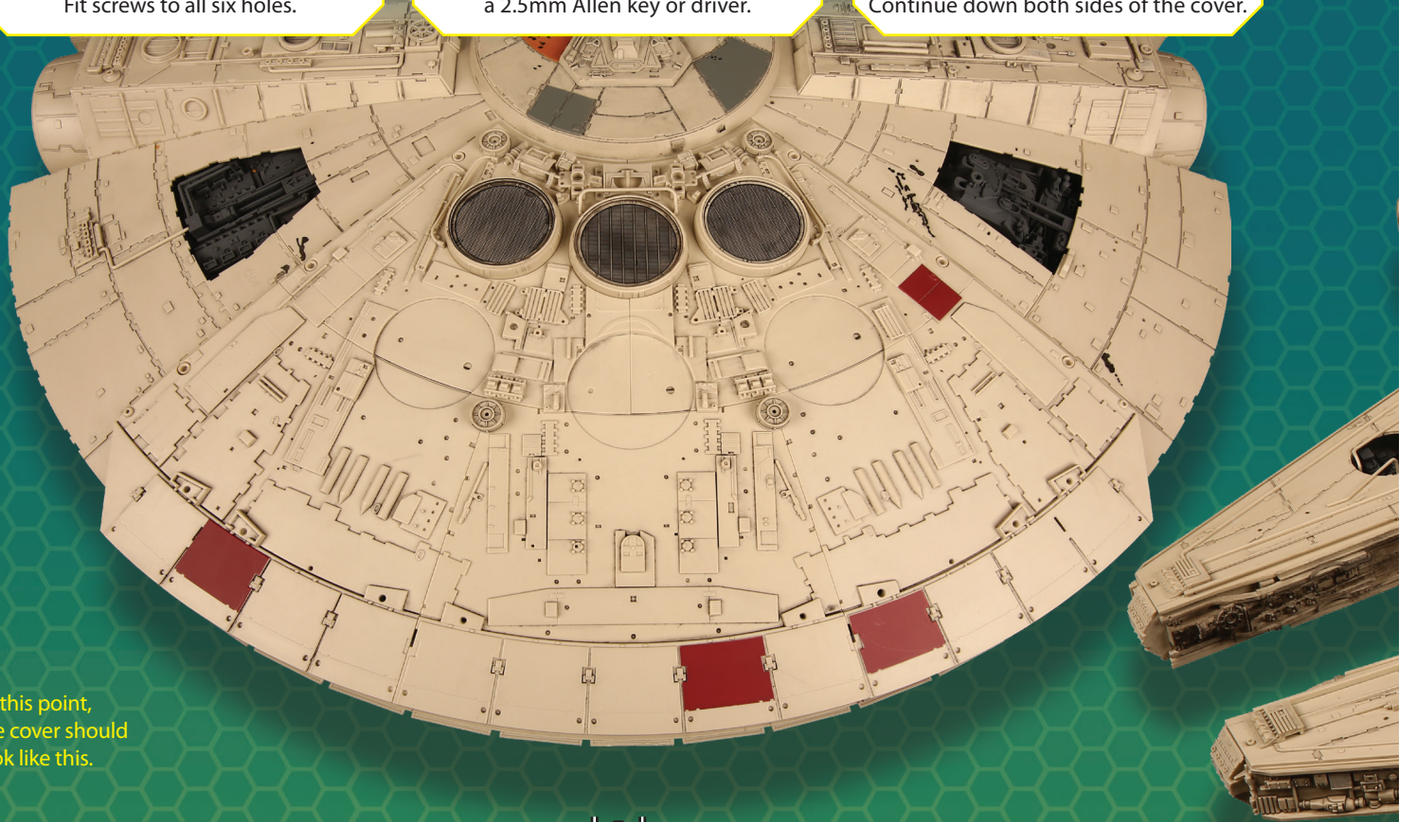


Gently tighten the screws using a 2.5mm Allen key or driver.

06



Continue down both sides of the cover.



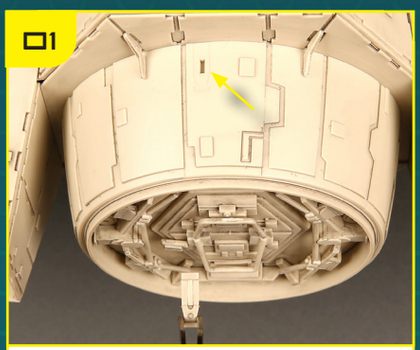
At this point, the cover should look like this.

MF_96_2ED_BTF_US.indd 6 21/10/2024 12:07

ADDING PLANT-ONS

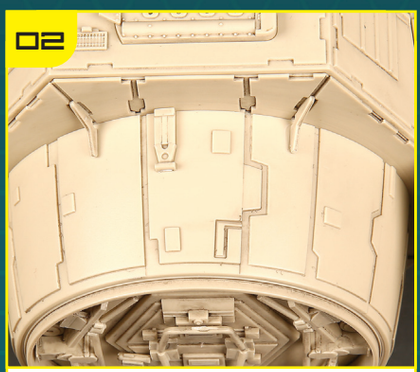
The right-hand sprue shown on page 3 has three additional plant-on details that fit the two airlocks and the side of the port mandible, so add these now to complete this stage.

01



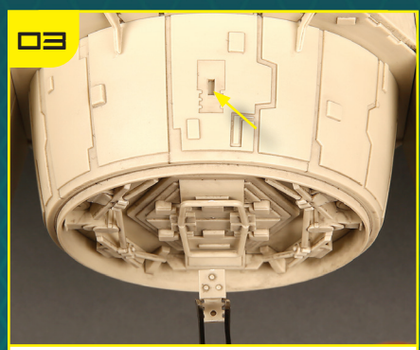
Glue the tab on (23) into this slot on the port airlock…

02



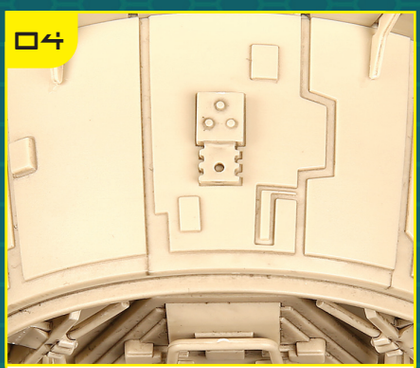
... to give a result that looks like this.

03



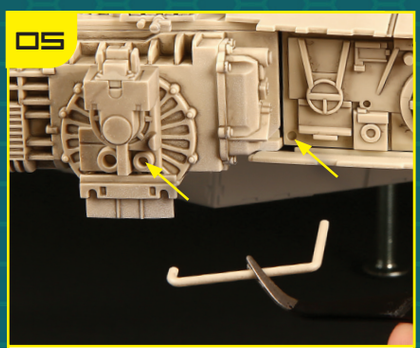
Glue the tab on (24) into this slot on the starboard airlock...

04



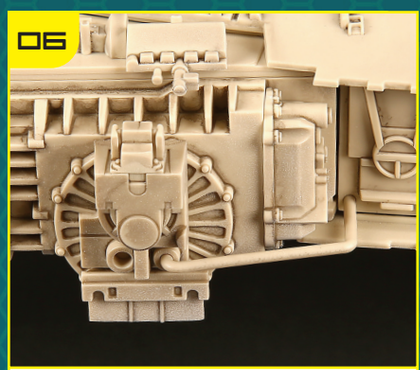
... to give a result that looks like this.

05



Glue the ends of (25) into these two holes in the side panels...

06



... to give a result that looks like this.



At the end of this stage, your model should look like this.

MF_96_2ED_BTF_US.indd 7 21/10/2024 12:07

PROTOTYPE CORVETTE

REPUBLIC STEALTH SHIP

The Clone Wars brought with them an arms race, fought between engineers and scientists on Republic and Separatist payrolls, as each side sought to create new ships and weapons to assert supremacy. Sienar Design Systems' prototype stealth ship epitomized that arms race.



The precise timeline for the development of the Republic stealth ship is unknown, largely due to the secrecy that surrounded the project, the chaos of the conflict for which it was commissioned, and the loss of records – both deliberate and accidental – following the transition from Republic to Empire. What is known for certain is that the vessel was tested in the field for the first time during the Republic's campaign to break a Separatist blockade of the planet Christophsis, in what was one of the earliest large-scale engagements of the Clone Wars.

The expensive high technology used in the prototype Republic stealth ship was testament to how far each side involved in the Clone Wars was prepared to go to win the arms race and the war. But, while impressive, the prototype saw action only once.

REPUBLIC STEALTH SHIP TECHNICAL SPECIFICATIONS

MODEL	Prototype stealth model
CLASS	Corvette
MANUFACTURER	Sienar Design Systems
LENGTH	99.71 m (327 ft)
WEAPONS	2 x laser cannon turrets 4 x torpedoes
SHIP SYSTEMS	Cloaking device, low-emission engines, shielded internal components
CREW	12
AFFILIATION	Galactic Republic

MF_96_2ED_SFF_US.indd 8 08/10/2024 19:54



ENGINEERING MIRACLE, AGAIN

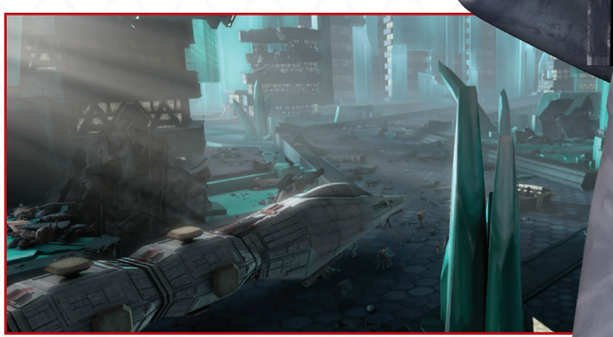
Cloaking devices were known of in the galaxy, but were limited to large capital ships capable of outputting the enormous power needed to operate them. Most ran on impossibly rare stygium crystals, which were themselves a reason why the devices were so rare. When, in the first year of the Clone Wars, Sienar Design Systems were able to miniaturize cloaking technology sufficiently to create the prototype stealth ship, it was declared an engineering miracle. Of course, what no one in the Republic knew at that time was that a smaller cloaking system had been built years before, and installed aboard Darth Maul's vessel, the *Scimitar*.

HANDLE WITH CARE

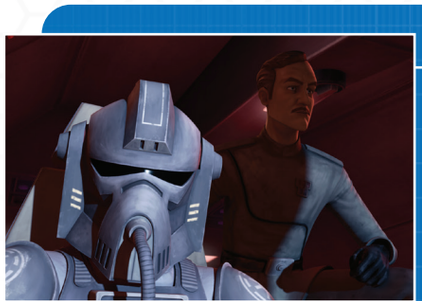
Measuring just shy of 100 meters in length, the stealth ship was classed as a corvette. However, it was only very lightly armed and shielded, and never intended for out-and-out combat. Instead, the vessel was designed primarily for intelligence gathering, and for dropping clone covert ops teams into sensitive areas behind enemy lines. Apart from anything, the amount of power required to operate the cloaking system – derived from precious stygium crystals – meant that only by switching it off could the two laser turrets be powered up sufficiently and the four torpedo launcher tubes be used with any accuracy.

Resembling a long, thin spike, the stealth ship's narrow main hull was dotted with gold-coloured nodules. These were the cloaking field projectors, though the bulk of the related tech was kept in the pointed prow of the ship. The relatively small cockpit was there too, manned by a pilot and co-pilot. This was reached from the main crew area by a dual staircase, split down the middle by banks of computer controls.

Despite its length, space was at a premium aboard the ship, with computer displays and controls covering every interior surface. The



The stealth ship's maiden voyage was part of the Republic's attempt to break the Separatist blockade of Christophsis, early in the Clone Wars.



STEALTH CLONES

As well as the cloaking device, the stealth ship was concealed from sensors in a number of other ways. As well as having low-emission engines with additional plating to baffle their radiation signature, all internal systems were also shielded or otherwise prevented from leaking electromagnetic radiation. This shielding extended to the clone crew themselves. Their internal comms systems were baffled with extra physical shielding built into their helmets.

Every measure was taken to ensure that the Republic stealth ship and its crew gave as little away as possible: every single component on board was shielded to prevent their leaking electromagnetic radiation.

MF_96_2ED_SFF_US.indd 9 08/10/2024 19:54

THE SIEGE OF CHRISTOPHSIS

BREAKING THE BLOCKADE

The combat field test of the prototype stealth ship came during the Siege of Christophsis. A blockade of the planet by the Separatist commander Admiral Trench was proving impenetrable, trapping a Republic relief mission led by Senator Bail Organa. Repeated attempts to break the blockade by Jedi General Anakin Skywalker were repulsed, with heavy casualties. Obi-Wan Kenobi brought the stealth ship to Christophsis aboard a *Venator*-class Star Destroyer, the prototype having no hyperspace capability. Anakin was tasked with taking relief supplies down to Senator Organa, but instead chose to challenge Trench directly. The Separatist Admiral had faced larger stealth vessels before, and had tracked and destroyed them using torpedoes that locked onto the magnetic signature of the cloaked ship. Anakin took advantage of this. Knowing Trench would have to drop his unique thermo-shields to fire, he let Trench open fire on the stealth ship, then drew the tracking torpedoes back to the Admiral's own ship. Trench was taken out of action, and the blockade was broken.



Anakin was briefed by Obi-Wan to slip beneath the Separatist watch and deliver supplies to Senator Organa, but instead chose to challenge Separatist Admiral Trench directly using the stealth ship.

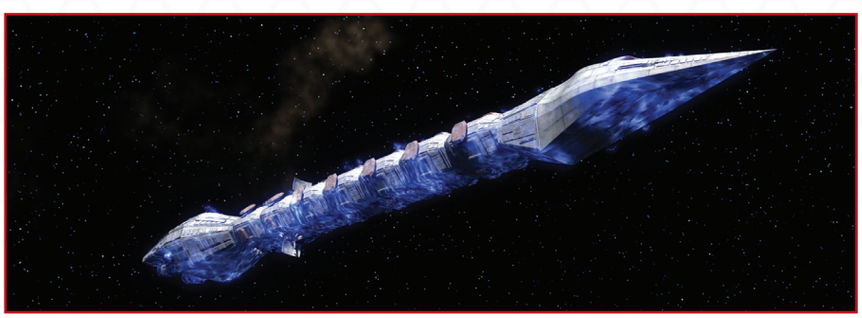
only additional bulkhead kept the crew section separate from the engines and reactor at the rear. At that point, with access corridors to either side of it, a ladder led up and down to the point-defense laser turrets. The boarding ramp was midships. Around the entrance were acceleration seats for soldiers being taken into battle, with storage areas between those for cargo.

At the rear, just forward of the engine block and sandwiched between the two sensor rectenna – one ventral, one dorsal – were the crew stations that monitored and controlled all ship's functions. All comms systems aboard ship, including those between the crew, were given additional shielding to prevent as much electromagnetic radiation from escaping as possible, as this could be picked up on enemy ships' scanners.

The performance of the prototype in breaking the Separatist blockade of Christophsis was satisfactory enough, but it did not go unnoticed that the weaknesses of the vessel in combat would have been more gravely exposed were it not for the skills of pilot and mission commander Anakin Skywalker. In the end, partly because of the inconclusive test flight results, but also the difficulty and cost of locating enough stygium crystals to create more stealth cloaking systems, the prototype used in the Clone Wars remained the only one of its kind, and was not seen again after the Battle of Christophsis.

THE CARRION SPIKE

Two years after the end of the Clone Wars, however, the naval curio was comprehensively refitted and gifted to former Republic Admiral Wilhuff Tarkin – now an Imperial Moff. He gave the ship its first ever name, the *Carrion Spike*. Remodeled to measure almost 150 meters in length, the principle difference between the ships was that the *Carrion Spike* was very heavily armed. Unfortunately for Tarkin, the vessel was stolen from him, used against the Empire and then badly damaged. The incident was a cause of great ignominy for Tarkin, and saw the stealth ship fade once more into the background. It would be over 40 years until the ship was in use again, when it became the personal vessel of Agent Terex of the First Order Security Bureau.



When the prototype Republic stealth ship's cloaking device was activated, a covering of rippling blue energy was generated, which surround the ship's hull, making the vessel invisible to all but the most sophisticated enemy scanners.

BEHIND THE SCENES

SUBMARINE THRILLER

The *Clone Wars* episode in which the Republic stealth ship appears is a tribute to the WWII submarine thriller genre, which included famous titles such as *Run Silent, Run Deep*, and *We Dive At Dawn* – particularly the tense scene in which the crew turn off all non-essential systems to allow their ship to drift silently as Separatist Hyena bombers fly past.



A 1958 film poster for United Artists' production of the submarine thriller *Run Silent, Run Deep*.

MF_96_2ED_SFF_US.indd 10 08/10/2024 19:54