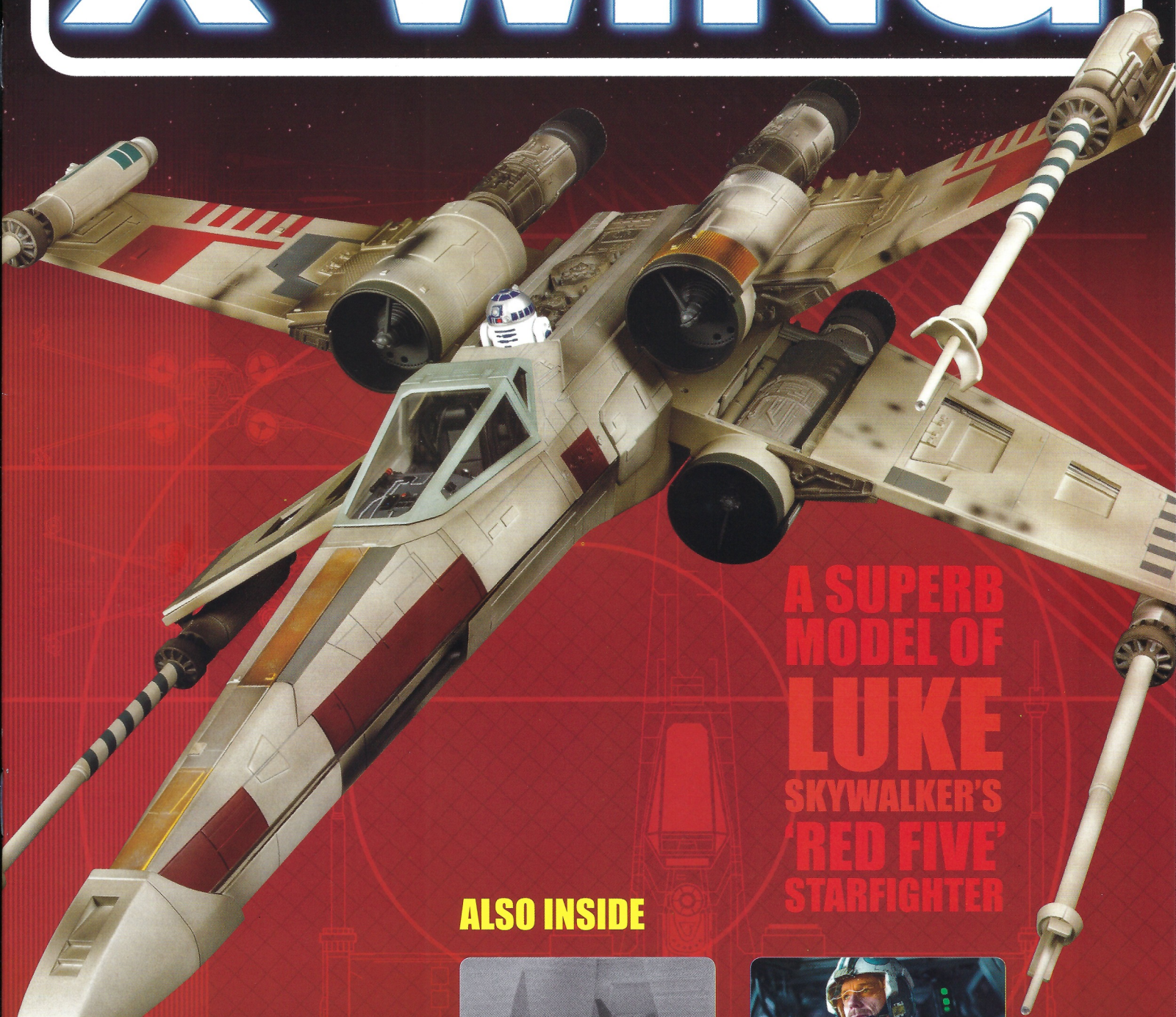
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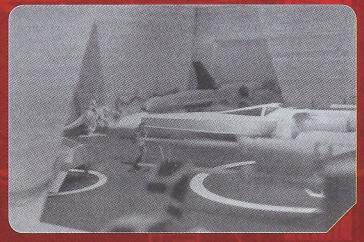
STAR WARS™

BUILD YOUR OWN X-WING



A SUPERB MODEL OF LUKE SKYWALKER'S 'RED FIVE' STARFIGHTER

ALSO INSIDE



CREATING A STARSHIP FLEET
THE EMPIRE STRIKES BACK SET DESIGN



STARFIGHTER ACES
GENERAL MERRICK

DeAGOSTINI

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STAR WARS
BUILD YOUR OWN
X-WING

CREATING A STARSHIP FLEET
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Within months of the *Star Wars* launch, the next movie's production team was drawing up plans that dwarfed anything seen before.

STARFIGHTER ACES
ANTOC MERRICK – LEADING FROM THE FRONT 6

A master strategist, inspiring leader and one of the best pilots ever to fly, the loss of Antoc Merrick was keenly felt by the Rebel Alliance.

BUILD THE X-WING
UPPER STARBOARD ENGINE 12

This issue's main components include the upper half of the engine casing, and the first parts to assemble the internal details.

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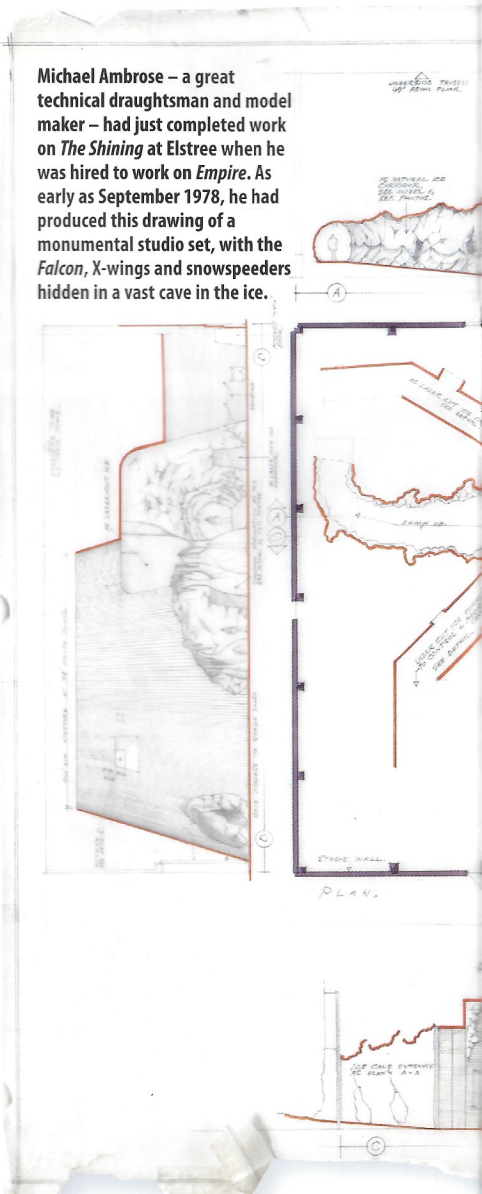
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VISIT THE WEBSITE deagostini.co.uk/buildxwing



Michael Ambrose – a great technical draughtsman and model maker – had just completed work on *The Shining* at Elstree when he was hired to work on *Empire*. As early as September 1978, he had produced this drawing of a monumental studio set, with the *Falcon*, X-wings and snowspeeders hidden in a vast cave in the ice.

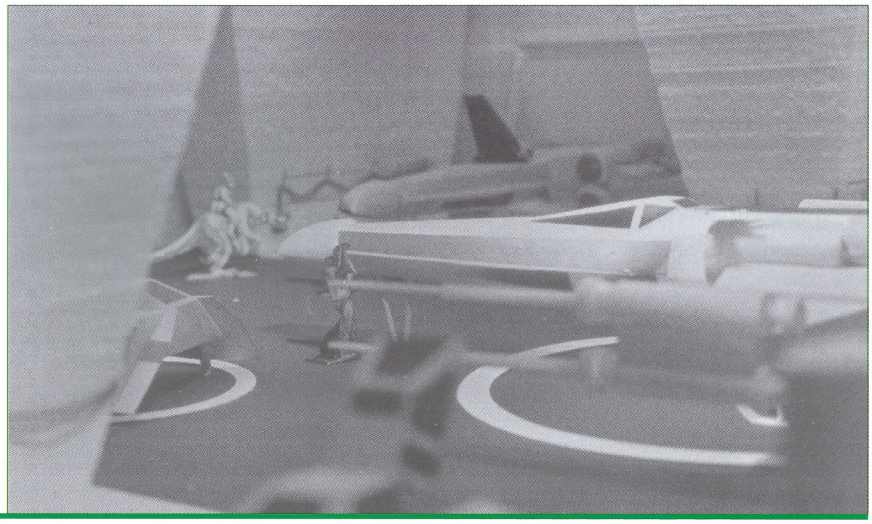
The first phase of filming for *The Empire Strikes Back* would see the cast and crew start work on location – shooting live-action exteriors in frozen Norway, the real-world setting for the Hoth scenes. But it was clear early on in preproduction that the demands on the studio and visual effects would be much greater than the first movie. The script envisioned epic battles on land and in the skies, and settings unlike anything that existed on Earth. Even with the experience of the first film, and a larger budget to realise the fantasy elements of the story, it was obvious that the second part of the *Star Wars* saga would be pushing the boundaries of movie-making yet again.

BACK IN THE STUDIO

EMPIRE SET DESIGN

THE A TEAM

Many of the English technicians who had worked on *A New Hope* were rehired as soon as their other commitments permitted. Norman Reynolds, John Barry and several other key players were at Pinewood Studios working on *Superman* (which was budgeted as the most expensive film ever made at that point), so *Star Wars* producer Gary Kurtz visited to ensure that they would be available. Roger



A table-top maquette was constructed to help the production team to visualise the rebel hangar in 3D.

Christian (who had done much to cement the look of the original sets) was back at film school learning to direct, so Michael Boone was hired instead.

By autumn 1978, most of the art department was in place, and Ralph McQuarrie joined them in England to help coordinate aspects of the design. As early as September, a key drawing done by assistant art director Michael Lamont detailed the interior of the rebel hangar, based on McQuarrie's concept artwork. This would be on an enormous scale. The centre of the hangar was taken up by an vast practical *Millennium Falcon* and X-wing, with much of the remaining space being taken up by snowspeeders. Bays down one side would hold three X-wings, which could be mocked-up, although *Empire* was to have three full-scale starfighters.

Measuring 14m tall, 36m wide and 76m long, the set would be extended with a huge forced-perspective snowscape. (When it came to filming this, children would be dressed as rebel pilots, to give the impression of adults populating a much larger space.) Despite such tricks, the monumental scale of the set would pose problems for the construction crew. Although it was to be constructed in Elstree's largest soundstage, the space was too short by some 20m. This meant that the team would be forced to build a huge 'lean-to' box structure on one end of the studio to extend it. Lamont also drew up perspective views of the set, while the art department made a small-scale maquette to help visualise everything in 3D.

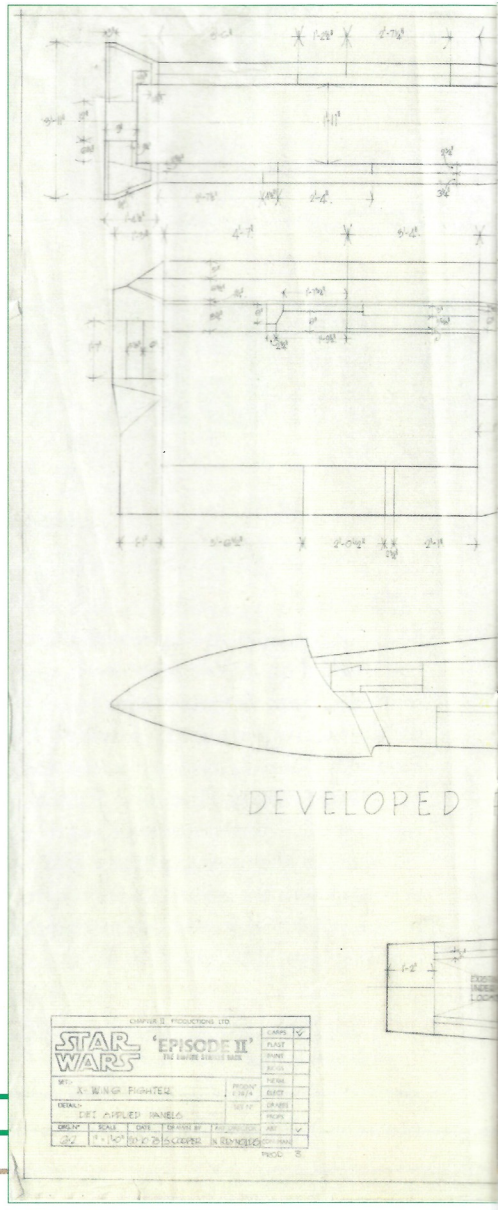
DESIGNING STARSHIPS

When it came to the X-wings, the team was luckier than they had been with the *Millennium Falcon* – which had decayed so badly after *Star Wars* was made that it had to be rebuilt from scratch, painstakingly using a host of film clips to work out the details of the panelling, greeblies and paintwork that had been applied. Fortunately, one full-size starfighter had been preserved well enough to be refurbished, along with two partial ones. 'We added onto that and now we have three or four complete X-wings,' Gary Kurtz would explain when shooting in the hangar eventually began in May 1979.

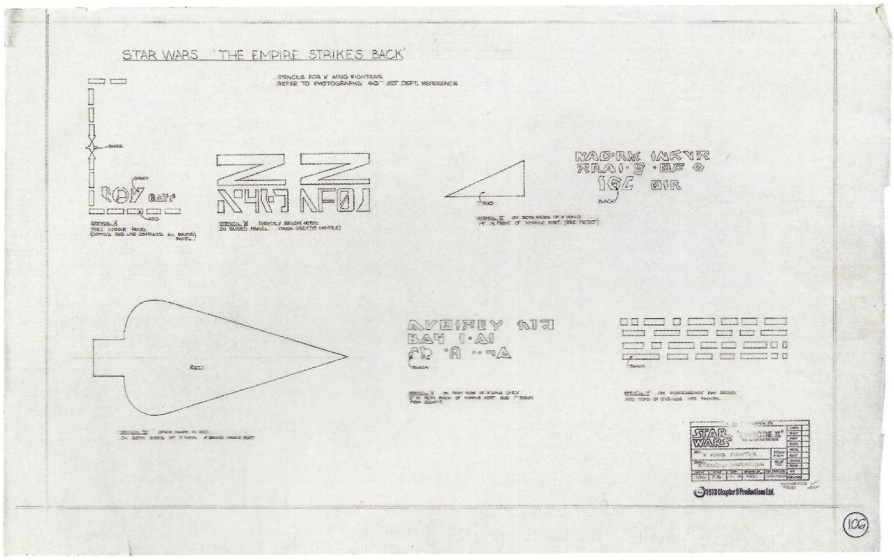
It hadn't been quite so easy as that made it sound. Blueprints for the original X-wing were unavailable, so draughtsman Steve Cooper produced carefully dimensioned plans – including stencils for markings that would appear in key areas around the ship. The team also had to reconstruct the cockpit for close-ups of the pilot and his astromech, and Ted Ambrose drew up camera positions straight ahead of the cockpit, and looking inboard along the port wing. Everything was coming together, and work began on building the sets at Elstree. Production would use all of the studio's stages, including the largest Stage 6, which was being built specifically to meet the demands of *The Empire Strikes Back*.



Studio production suffered a setback when Stage 3 at Elstree burned down in January 1979 during filming of Stanley Kubrick's movie *The Shining*, which meant there wouldn't be enough space for all the sets that were being planned for *Empire*. However, a huge new *Star Wars* Stage was erected as quickly as possible (at a cost of £600,000), despite it being the coldest winter for years.



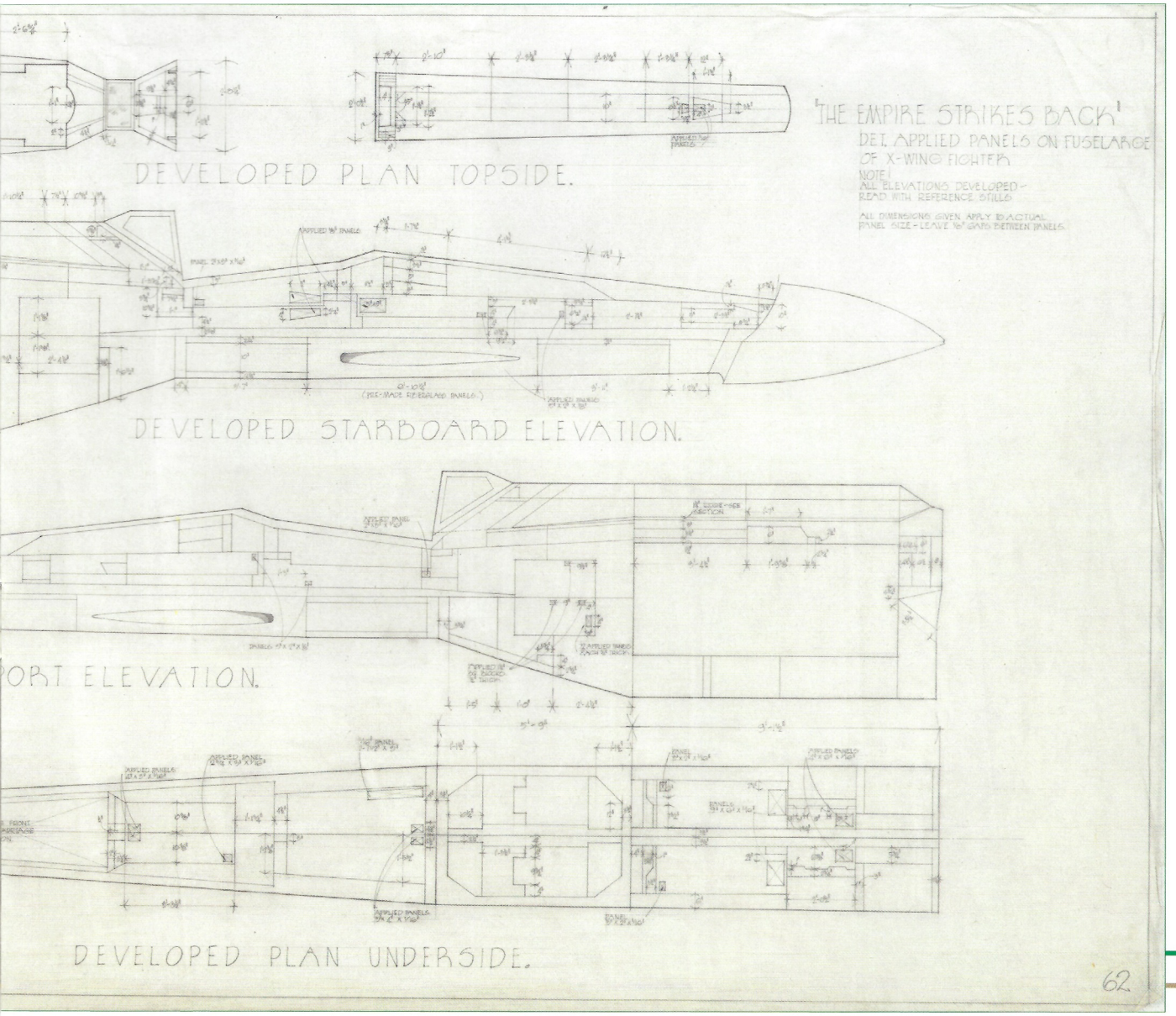
Nobody had anticipated the success of *Star Wars*, so the props were not fully documented and photographed. The *Falcon* was too far gone to reuse, but Steve Cooper carefully drew up details of the X-wing to allow the original to be refurbished and others to be made.



In October/November, these drawings were ticked to show that the X-wing markings were approved for signwriting.

"We... now have three or four complete X-wings."

Producer Gary Kurtz



ANTOC MERRICK

LEADING FROM THE FRONT

A master strategist, inspiring leader and one of the best pilots ever to fly, the loss of Antoc Merrick at the Battle of Scarif would be keenly felt by the Rebel Alliance for many years. Decades later, his contribution was still recognised by the likes of Poe Dameron and the Resistance.

General Antoc Merrick had led fighter squadrons for years before joining the Rebel Alliance.

Antoc Merrick was a human male born on the planet Virujansi, a world that had supported the Republic during the Clone Wars. The standing military of Virujansi included an air and space defence force known as the Rarified Air Cavalry, and Merrick had risen through the Virujansi ranks to become flight leader of the RAC when the Empire came to power.

Eventually, the ruling council of Virujansi was ousted by an Imperial governor. Within days, the local defence forces were disbanded and replaced by the

"...this is Antoc Merrick we're talking about. He could outfly most pilots who've ever lived."

Poe Dameron

BLUE SQUADRON

IN COMMAND

General Merrick's own flight was Blue Squadron, made up primarily of X-wings and a few Y-wings, and was often charged with escorting U-wing transports. While Merrick was in active duty with his squadron, General Jan Dodonna took command of the fighters and crews left back at base. At the time of the Battle of Scarif, Merrick's second-in-command in the squadron was Barion Raner.



FLIGHT TRAINING

THE X-WING STARFIGHTER

The backbone of the Rebel Alliance's starfighter forces, the Incom Corporation's T-65C-A2 space superiority starfighter was the perfect craft for the Alliance's very successful hit-and-fade operations against the Empire. Fast, agile, well shielded and heavily armed, it was as at home in space or in a planet's atmosphere – as the rebel pilots demonstrated at the Battle of Scarif.



To assist the pilot in flight, tweaking performance and repairing damaged systems, an astromech sat behind the cockpit in a dedicated socket.

DESIGN	Incom Corporation
LENGTH	13.40m
SPEED	1,050km/h
AFFILIATION	Rebel Alliance
WEAPONS	4 x laser cannons, 2 x proton torpedo launchers

Empire's troops. Antoc and his friend Garven Dreis rejected the governor's offer to the former protectors of their world to join the Empire. Instead, they opted for early retirement, but it was not long before they chose to join the growing rebellion against the Imperials.

WELL RESPECTED

Merrick's past service on his homeworld was noted by the rebels when he joined, but it was his abilities as a combat pilot and leader that saw him quickly rise to the rank of general. He was assigned to the main rebel headquarters and worked with their high command. At Dantooine and then Yavin 4, he was in overall command of all starfighter squadrons present both in defence of the base and on sorties beyond it.

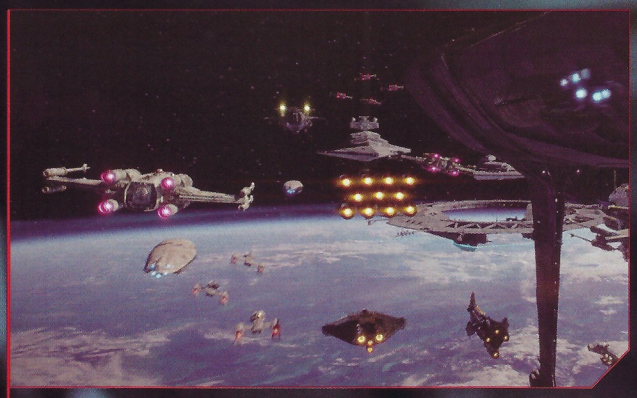
As well as leading his own squadron, General Merrick had a seat on the Rebel Alliance Ruling Council. His input was always welcomed, though he found the politicians hard to deal with. He was more comfortable around other pilots, as he had the greatest



General Merrick had a seat on the Rebel Alliance's Ruling Council and his advice was valued by its leader, Mon Mothma. He was frequently frustrated by the politicians and their endless bickering.



Merrick often clashed with fellow general Davits Draven, who ran Alliance Intelligence operations at Yavin 4.



On arrival at Scarif, the Rebel Alliance fleet group launched the hastily made plan that Admiral Raddus, General Merrick and the squadron leaders had sketched out en route.

respect for their effectiveness and unit coherence. These were two of the elements that had drawn Merrick to the Alliance in the first place.

THE BATTLE OF SCARIF

Frustrated that the council had been unable to come to an agreement to deal with the threat of the Death Star, Merrick and Alliance Intelligence officer General Draven were accompanying Mon Mothma to her ship when Private Weems brought the news that not only had Jyn Erso taken a team to Scarif, but Admiral Raddus was about to leave to back her up. Bowing to the inevitable, Mon Mothma happily authorised a fleet deployment.

On arrival at Scarif, Merrick took Blue Squadron on their assigned role to get through the shield gate and reinforce Rogue One on the ground. While most of the squadron made it through, with Merrick leading the way, two smashed against the closing shield and three pulled up in time, swinging away to join Green Squadron in their battle

FLIGHT SUIT

PILOT FATIGUES

General Merrick, like all the squadron leaders, wore exactly the same flight suit as those under his command. On top of the blue-grey pressurised flight suit he wore a small anti-radiation vest. On top of that was a Novaldex Diagnostech life support unit, which fed him oxygen if his cockpit was damaged or if he had to eject in space or at high altitude. Merrick also wore a Guidenhauser ejection harness.



"All fighters on me. We have to shield them from air attack."

General Merrick

TECH EQUIPMENT



The Rebel Alliance symbol was based in part on the starbird design created by a warrior artist in the celebrated Phoenix Group rebel cell.



FLIGHT HELMET

General Merrick wore a standard Koensayr Manufacturing K-22995 light flight helmet. Unlike other pilots, his helmet was quite simply decorated, primarily with the symbol of the Rebel Alliance. The helmet had a reinforced central spar, a polarised flip-down visor, and an integrated comlink that tied into his fighter's comms system. This ensured he kept in touch not only with his own squadron, but with the commanders of the other squadrons, helping to guarantee operational coordination.

against the orbital Imperial defences.

Merrick's first action down on Scarif itself was to destroy the AT-ACT walkers decimating the rebel ground troops. That done, he and the other X-wings kept the TIE fighters busy while the U-wings landed. While the delay kept the Imperials distracted long enough for the plans for the Death Star to be stolen and broadcast to the fleet, the seemingly endless supply of TIE fighters and TIE striker craft eventually overwhelmed even General Merrick. None of the Blue Squadron pilots who made it through the shield survived.



The actions of Blue Squadron were exemplary. But there were simply too many enemies, and the rebels were eventually whittled down to nothing.



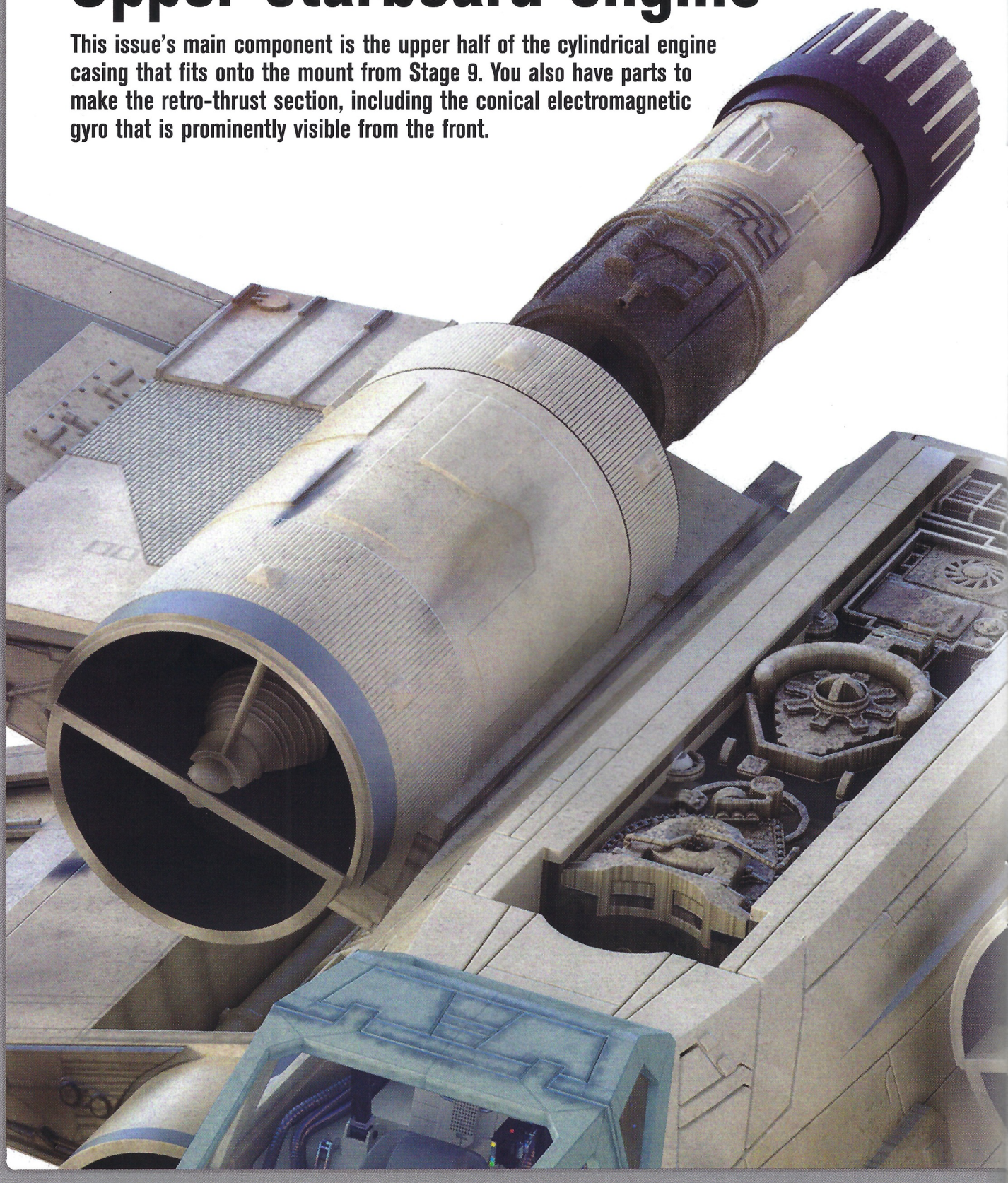


BLUE SQUADRON

General Antoc Merrick ordered his fighter craft and U-wings to target the AT-ACT walkers – a threat that needed dealing with before the U-wings could safely drop their troops off on the ground.

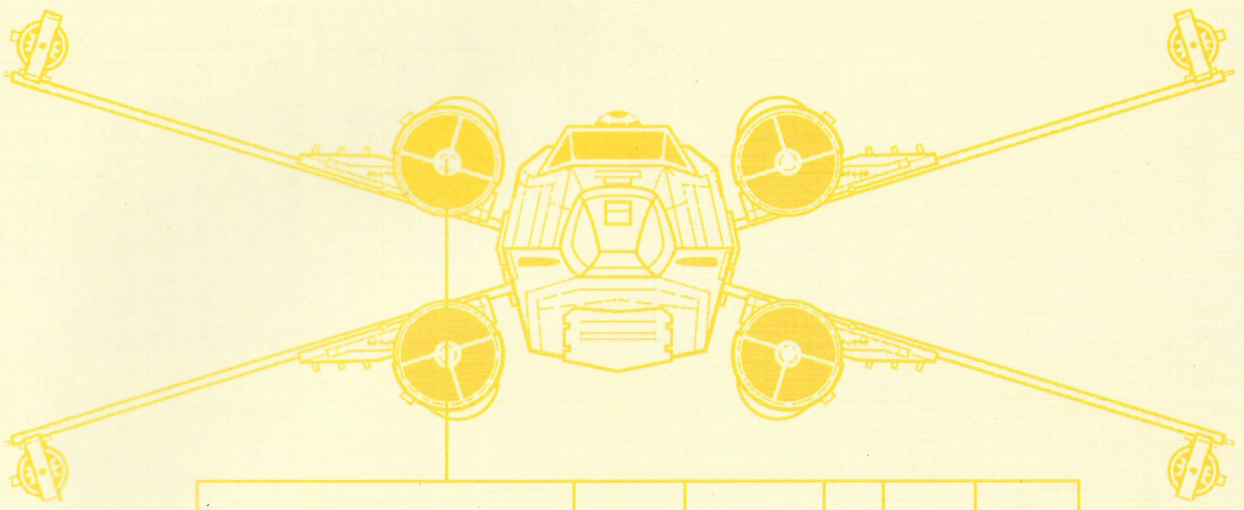
Upper starboard engine

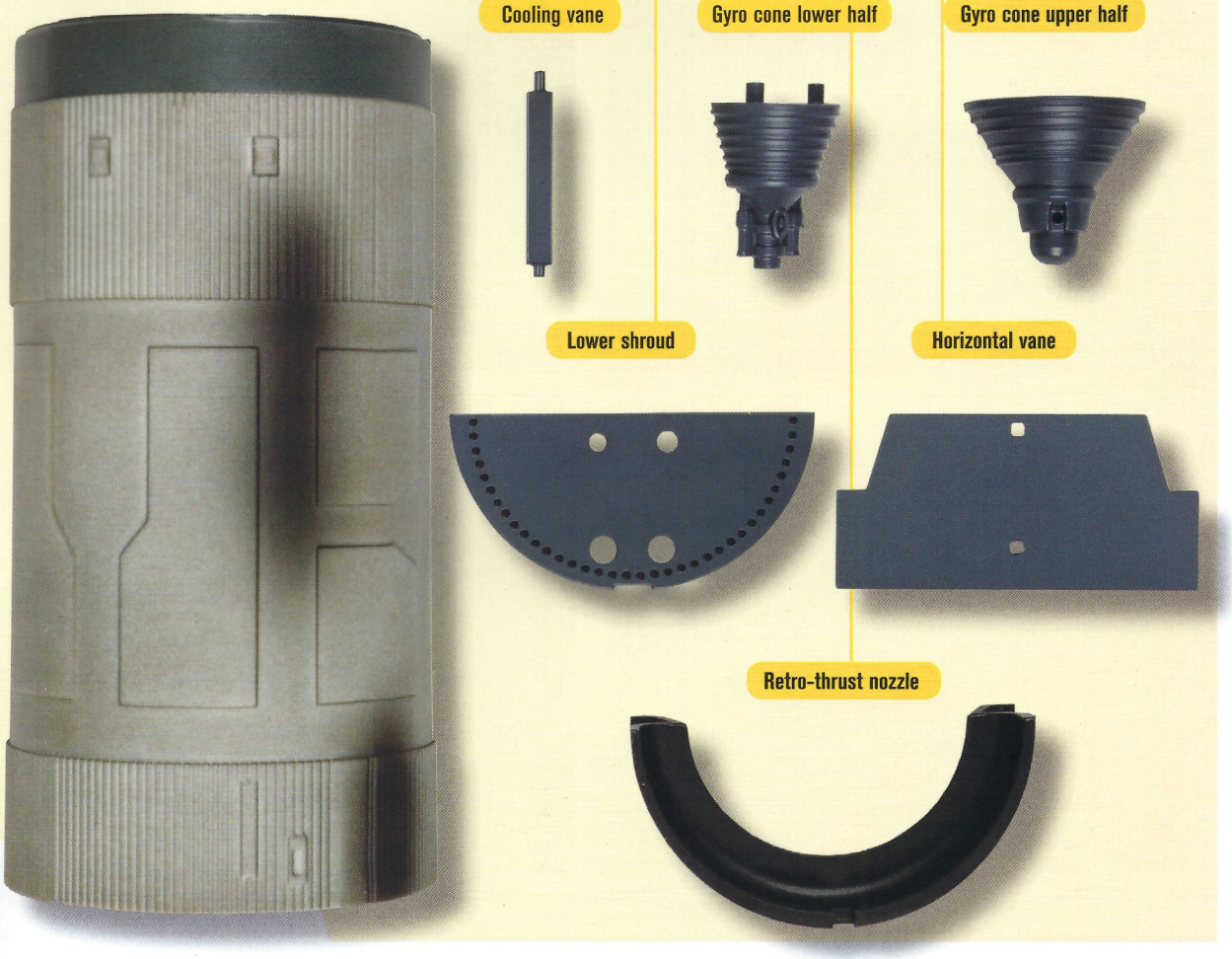
This issue's main component is the upper half of the cylindrical engine casing that fits onto the mount from Stage 9. You also have parts to make the retro-thrust section, including the conical electromagnetic gyro that is prominently visible from the front.



COMPONENTS CHECKLIST

Use this guide to check what parts you have received and where they fit on the model

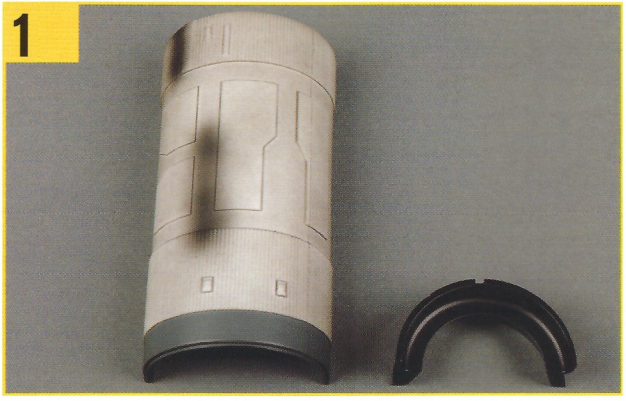




ASSEMBLING THE ENGINE

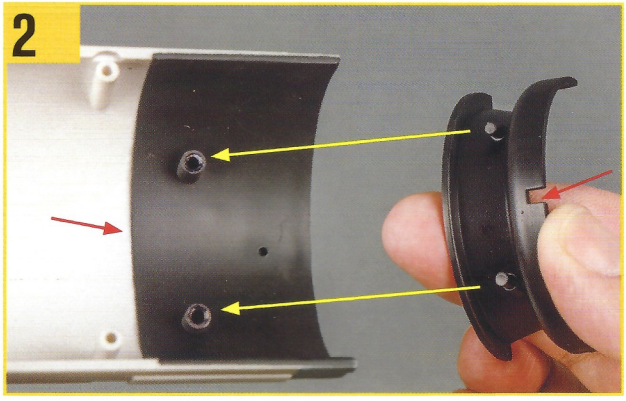
All the parts provided are held together by push-fitting the pins into their sockets. Just make sure you fit the retro-thrust nozzle into the engine casing the right way round.

1



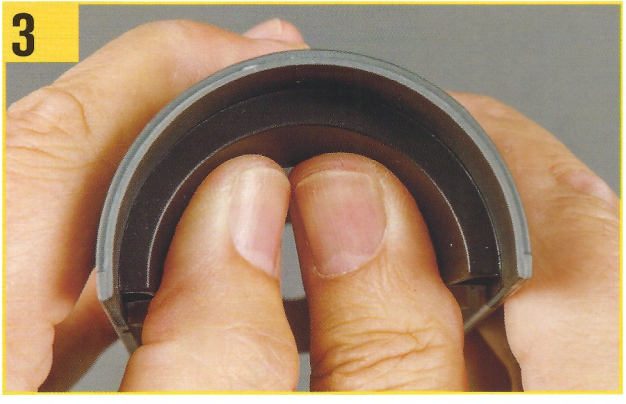
Take the engine casing and the retro-thrust nozzle.

2



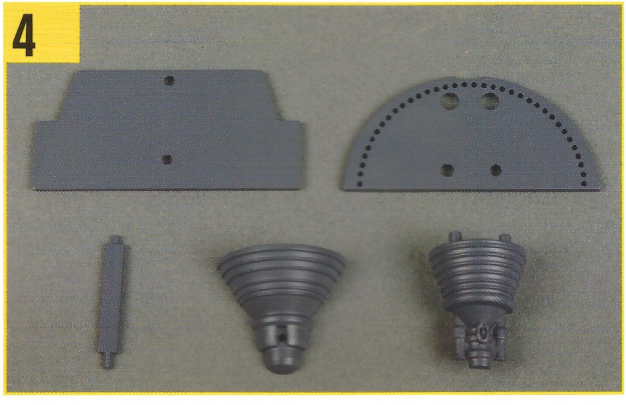
The nozzle has two pins that fit into the mounting posts in the casing. The notch indicated by the red arrows should face inwards.

3



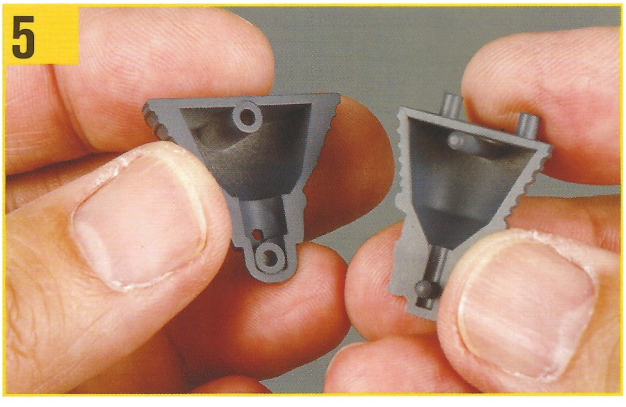
Press the parts together firmly until they fit flush.

4



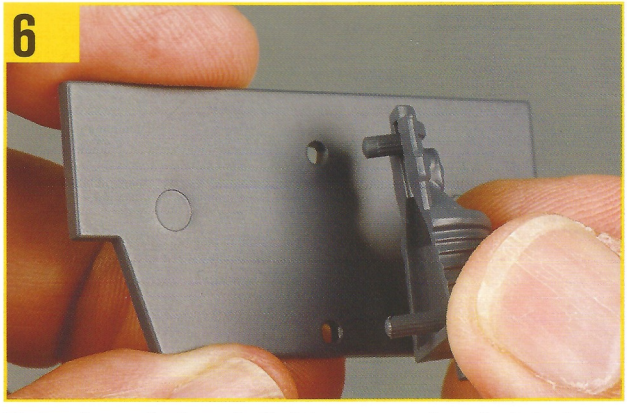
Take the five remaining components.

5



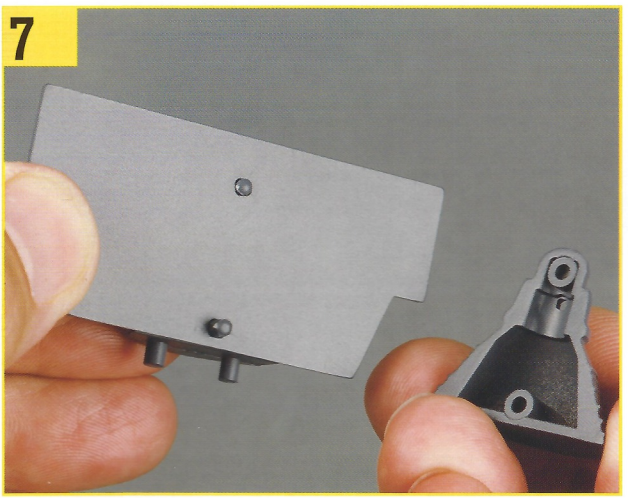
The two halves of the gyro cone are held together by two pins in the lower half and two sockets in the upper half.

6



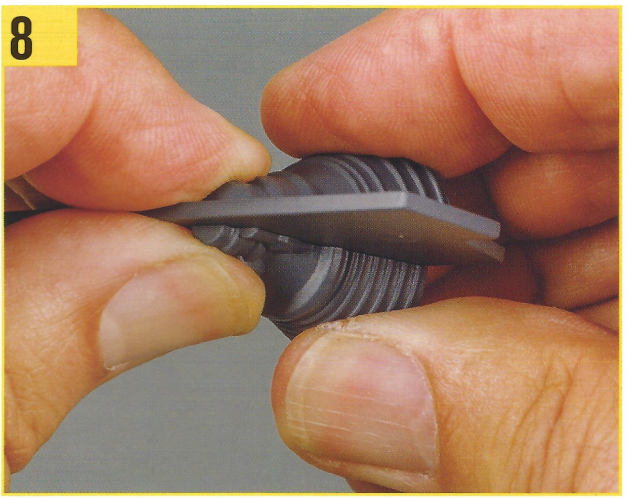
Fit the pins on the lower half of the gyro cone into the holes in the horizontal vane, making sure the vane is the right way round.

7



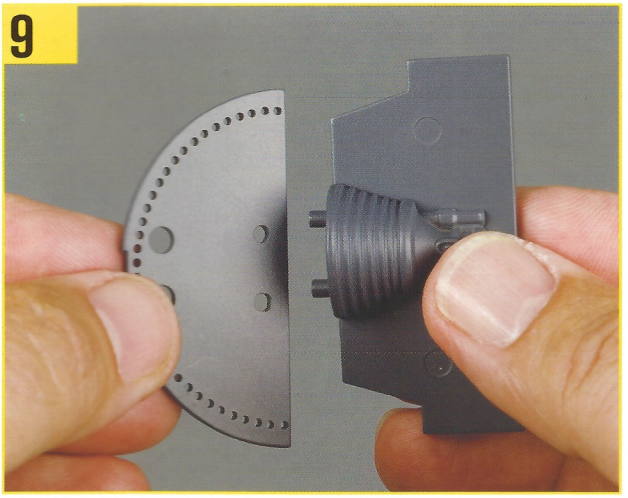
Fit the upper half of the gyro cone over the projecting pins.

8



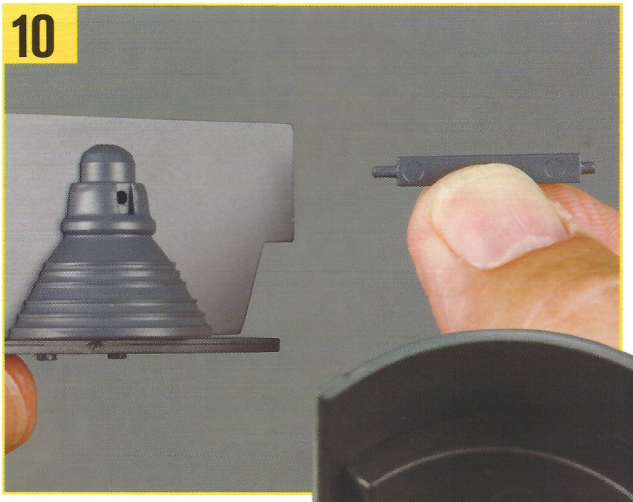
Press the parts together firmly until they fit flush.

9



Fit the two pins on the lower half of the gyro cone into the matching holes in the lower shroud and press the parts together.

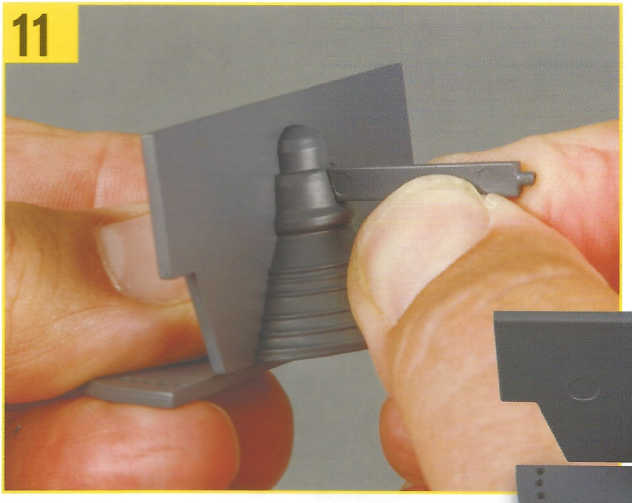
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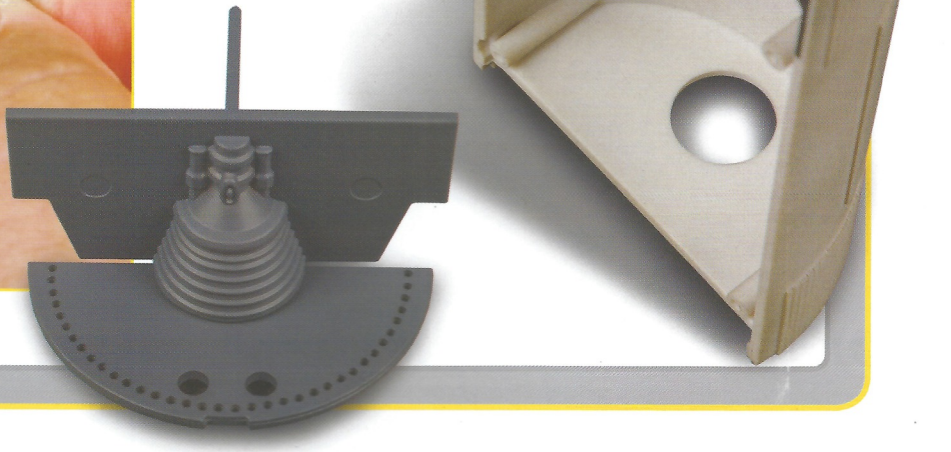
Fit the longer pin on the cooling vane into the hole in the upper half of the gyro cone.

That completes this stage. You will fit the two sub-assemblies together later on in the build.

11



Press the vane firmly into place.



DON'T MISS OUT!

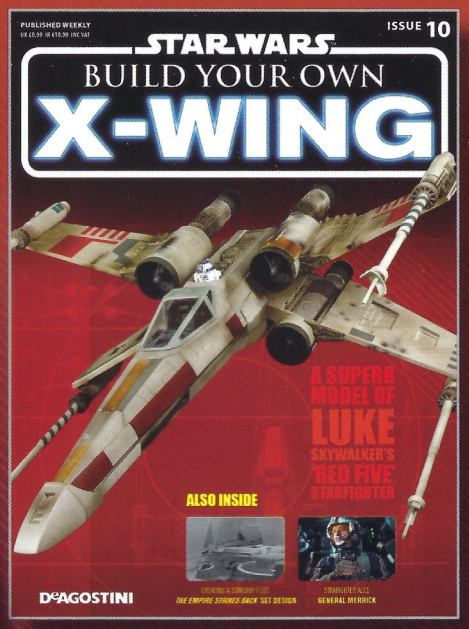
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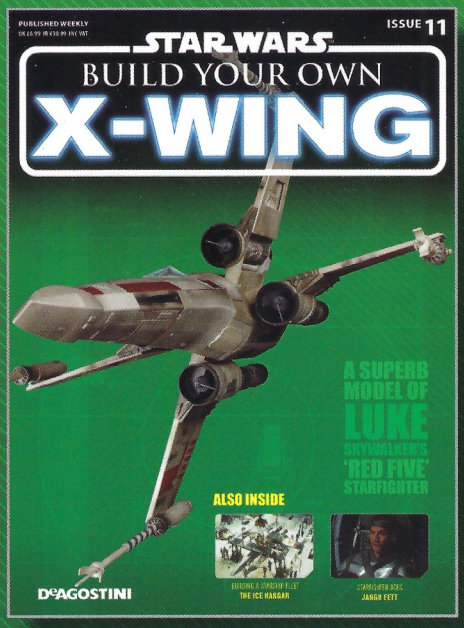
Creating a Starship Fleet
Empire Set Design

Starfighter Aces
General Merrick

Sublight engine mounting and details







ISSUE 11

Creating a Starship Fleet
The Ice Hangar

Starfighter Aces
Jango Fett

Sublight engine
Starboard engine
and plant-on details



Items may differ from those shown.

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