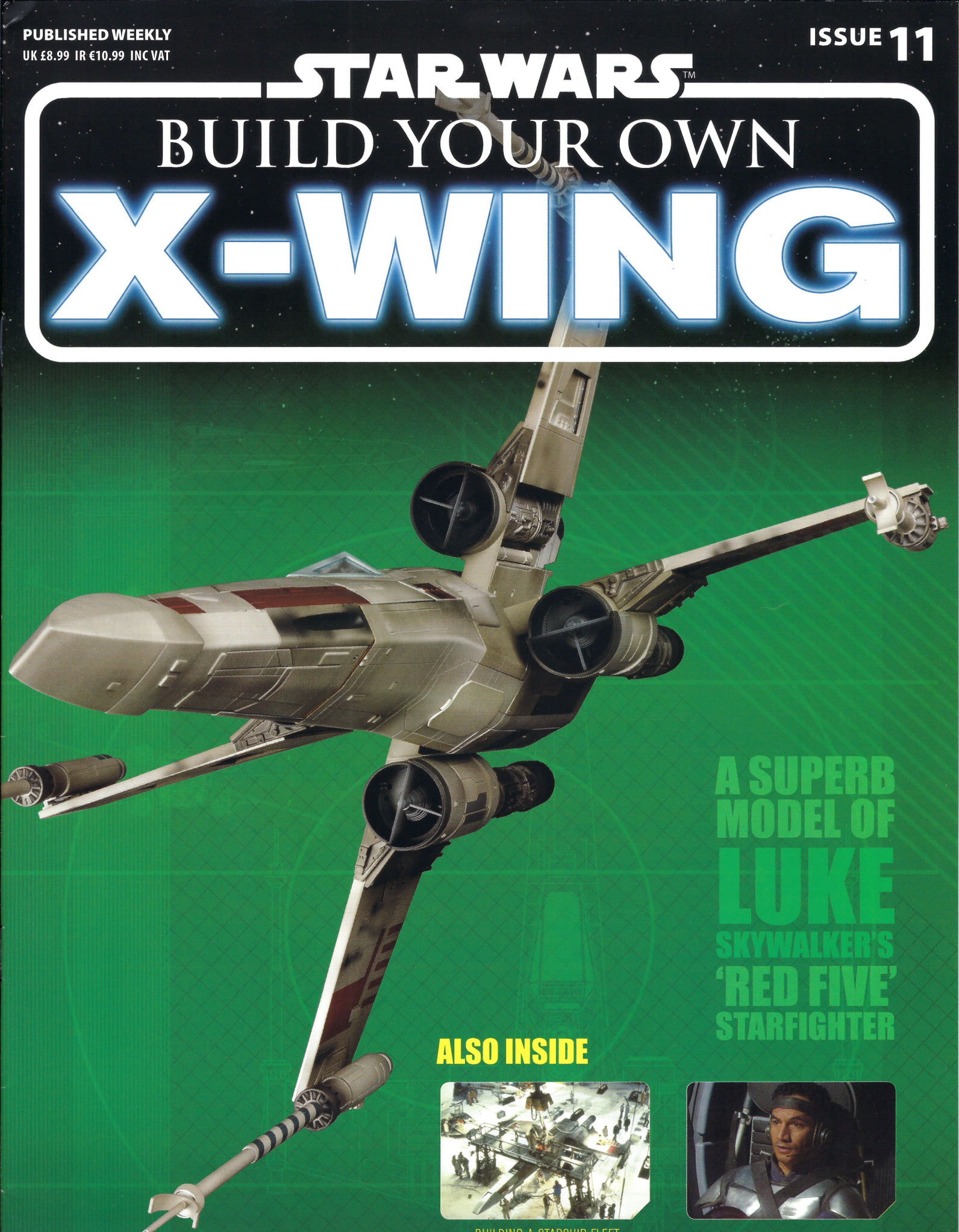
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ISSUE 11

STAR WARS™

BUILD YOUR OWN X-WING



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

ALSO INSIDE

BUILDING A STARSHIP FLEET
THE ICE HANGAR

STARFIGHTER ACES
JANGO FETT

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CONTENTS ISSUE 11

STAR WARS™
BUILD YOUR OWN
X-WING

CREATING A STARSHIP FLEET 2
THE ICE HANGAR – FILMING THE REBEL BASE

The enormous scale of the rebels' refuge on Hoth posed many challenges for the construction team, cast and film crew alike.

STARFIGHTER ACES 6
JANGO FETT – LEGENDARY BOUNTY HUNTER

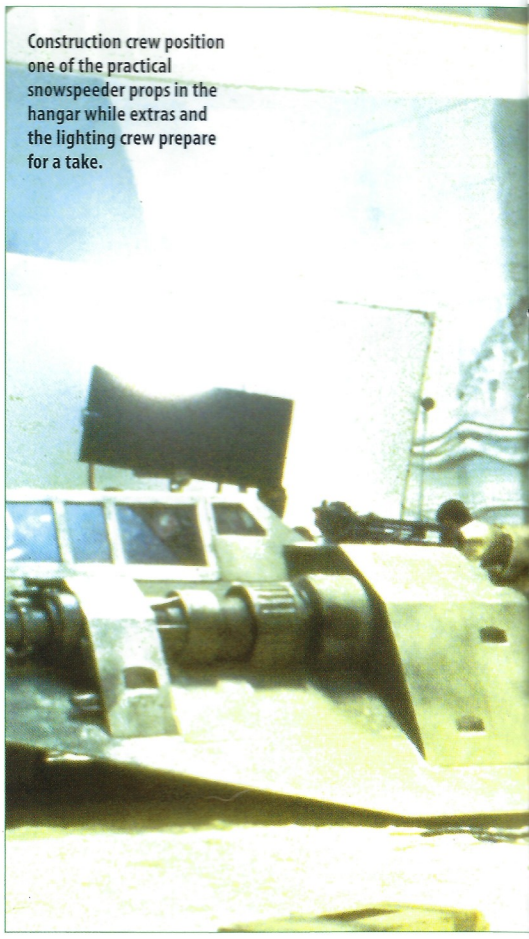
Jango Fett was reckoned to be the best bounty hunter in the galaxy. He was also a brilliant pilot, flying a unique attack craft, *Slave I*.

BUILD THE X-WING 12
UPPER STARBOARD ENGINE

This issue's main component is the upper half of the fusial thrust engine casing, into which you fit parts of the fission chamber.

COMING IN ISSUE 12

- X-WING IN FLIGHT: The journey to Dagobah
- DOCTOR APHRA: Mercenary for hire
- More upper starboard engine assembly
  Plus: Fission chamber and turbo generator parts



Construction crew position one of the practical snowspeeder props in the hangar while extras and the lighting crew prepare for a take.



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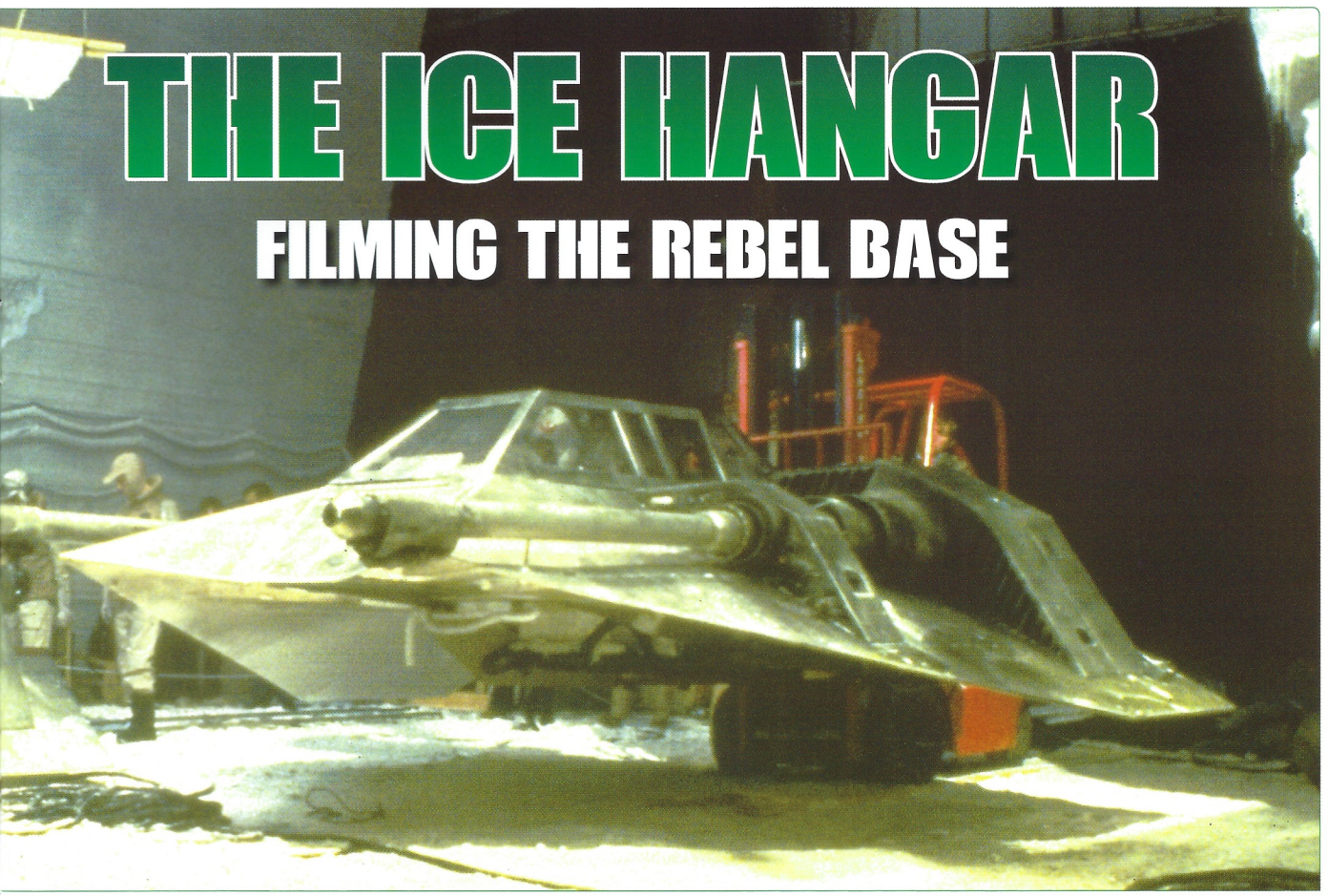
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THE ICE HANGAR

FILMING THE REBEL BASE



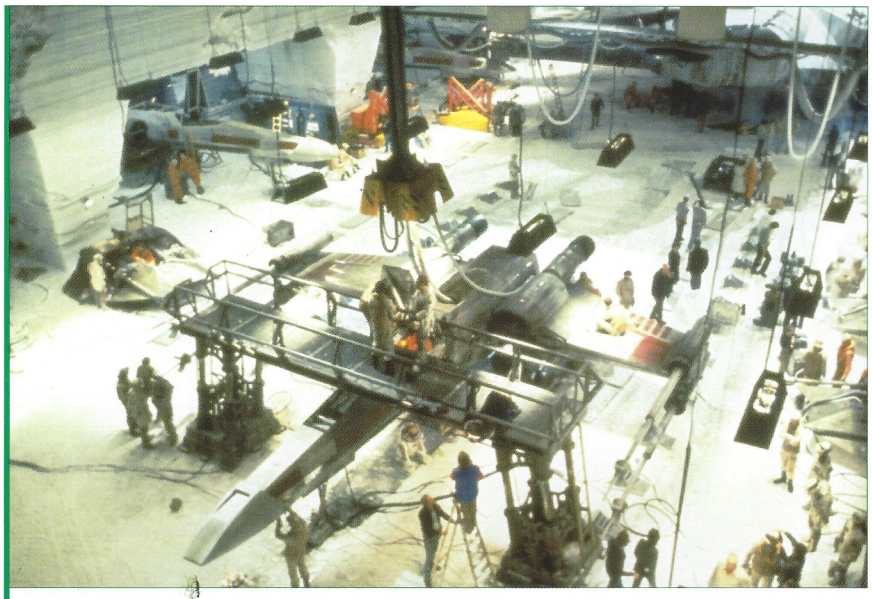


Left to right: Director Irvin Kershner, producer Gary Kurtz, executive producer George Lucas and screenwriter Lawrence Kasdan in one of the ice corridors.

Location filming for the Battle of Hoth wrapped up in Norway in the second week of March 1979, and cast and crew headed back to the UK to begin studio work. The first scenes slated were in the interior of the *Millennium Falcon* in Elstree's Stage 8, before moving on to sequences in the rebel medical facility and the interiors of Cloud City. With a packed and complicated shooting schedule, there were many small hold-ups and delays, and cast and crew were not ready to begin filming in the rebel hangar until the fourth week of May.

Building the enormous new *Star Wars* Stage had taken months, and it still hadn't been big enough. With the massive *Millennium Falcon* taking up almost a quarter of the space, they had had to extend the building with a temporary 'shed', and despite the construction crew working through the night, there was still work to do. But with thousands of pounds per day allocated simply to filling the vast space with extras, and the schedule slipping fast, it was clear that director Irvin Kershner would have to start shooting while parts of the set were still under construction. As he recalled: 'They kept building while I was shooting. They'd build during the night and I'd shoot during the day, but I had to shoot completely out of continuity and from certain limited angles.'

The vast size of the set had one advantage, which was that John Barry – who had been so important to the design of *Star Wars*, and was now directing second-unit photography – could film in other parts of the ice hangar at the same time as Kershner was working with the first unit. Plans to



The enormous scale of the set constructed on the *Star Wars* Stage, which had to house a full-size *Millennium Falcon*, as well as practical X-wings and snowspeeders.

hold an official opening ceremony were shelved, and cast and crew simply starting working through their list of scenes. On the first day, these included a scene of Han dismounting from a tauntaun, Han and Chewie repairing the *Falcon*, C-3PO urging R2-D2 to come inside before the shield doors are closed, and Leia worrying about Han and Luke being out in the night.

FILMING AGAINST THE CLOCK

Conditions were difficult for everyone, and Carrie Fisher found it hard to concentrate amidst all the confusion. As producer Gary Kurtz explained, 'the noise in that set bothered her greatly – the crew and the echoing of all the noise of the equipment made it like an industrial factory'. It had been particularly tough when they set up for her first scene, in which Leia briefs a large group of rebel pilots gathered around an X-wing. The shot opens with a long shot of personnel running past the other starfighters towards the camera, which then pans and zooms directly into the opening of her speech.

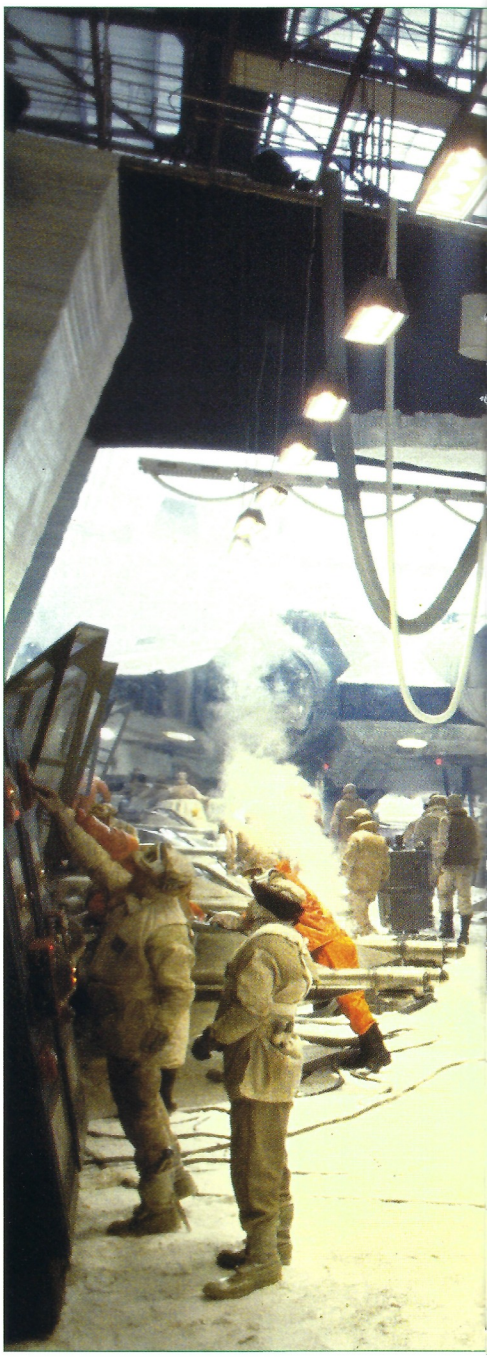
Fisher was acutely aware that the ice hangar 'probably cost millions of dollars and they had to get off that set, clear it, and make the bog planet'. She also felt the pressure of working with 'about 200 extras' she had never met before, knowing that it was all on her to get the speech right all the way through in a single take, for at least one master shot.

Back-to-back shooting continued in this frenetic way for a week, and Kurtz was disappointed that many shots had to be focused so close that the scale of the set wasn't visible. 'Several of the big shots that we'd planned on getting, we didn't get at all because we ran out of time.' As they were 22 days behind schedule, the crew began dismantling whatever had already been filmed, so they could set up for the next scene.

The hangar was barely complete when, as Kershner said, 'the process reversed'. As soon as areas that were blown up by the invading stormtroopers were destroyed, the technicians built something else in the same place. A landing platform appeared around the *Falcon*, and bits of Dagobah scenery started to go up. Kershner recalled: 'Some days I would come onto the set and find that an ice corridor had become a swamp overnight.'

AN UNEXPECTED TRAGEDY

John Barry had enjoyed working on the atmospheric shots in the hangar set, which he found exciting to work on, but on May 31 he complained of feeling



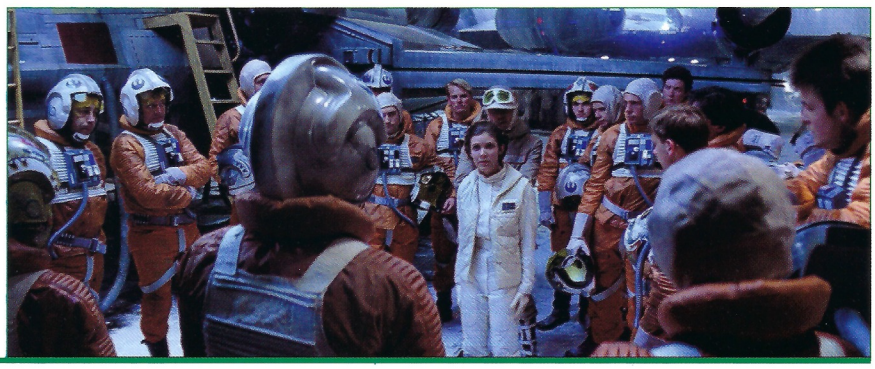
ill. John collapsed in the production office, and although he was taken to hospital, his condition worsened rapidly and the following day he tragically passed away from meningitis, a disease he had probably picked up while working in North Africa. Everyone in the team was profoundly shocked, and knew how much his creative energy would be missed. But the schedule was relentless, and others had to take over

"All the noise of the equipment made it like an industrial factory."

Gary Kurtz

With filming running well behind schedule, some parts of the set were still under construction when filming began, with the director and technicians careful to frame each shot.

Barry's work. When shooting in the hangar was complete, the crew was already past the date when they had been due to clear the hangar set and start to complete the complex new one for shooting Luke's X-wing crash-landing in the swamps of Dagobah.



Carrie Fisher's first scene was a demanding one, with a long speech to the rebel pilots gathered around an X-wing, which had to be delivered in one take.

JANGO FETT

LEGENDARY BOUNTY HUNTER

In the decades before the Clone Wars, Jango Fett was reckoned by most observers – inside and outside the profession – to be the best bounty hunter in the galaxy. He was also a brilliant pilot, flying a unique, customised *Firespray-31*-class patrol and attack craft, *Slave I*.



"We'll just have to finish him."

Jango Fett

Jango's look was iconic. He wore the instantly recognisable armour of a seasoned Mandalorian warrior. The armour had a blue-tinged, dulled-chrome finish, and his helmet had two-tone blue detailing. His gauntlets, kneepads and belt pouches concealed a plethora of deadly devices. Jango was known to use both the Z-6 and JT-12 jetpacks, both favoured by Mandalorians.

DANGEROUS DECEPTION

However, Jango Fett was not a Mandalorian warrior. Indeed, the Mandalorian authorities – including the New Mandalorians, who ultimately stood to gain from linking the warrior caste with a base bounty hunter – went out of their way to disavow Jango, branding him a liar and a fraud.

FIREPOWER



WESTAR-34 BLASTERS

Made of a heat-resistant dallorian alloy, Jango's custom WESTAR-34s could lay down a withering barrage of accurate fire without overheating. Their bespoke made-to-fit handles were hollowed out to cut down on weight, and Jango kept them in fast-draw holsters.

FLIGHT TRAINING

***Slave I* was designed to fly upright, seemingly balanced on its 'nose'. However, it landed horizontally, with the seating in the cockpit remaining in a reclined position.**



SLAVE I

Oovo 4 was a high-security prison moon that required a unique patrol craft to monitor the asteroid-strewn space around it. Highly manoeuvrable, fast and well-armed, the *Firespray-31*-class patrol and attack craft was the answer provided by Kuat Drive Yards. Jango Fett's *Slave I*, which Boba Fett inherited, was a frequently modified version that Jango obtained by methods unknown and made uniquely his.

DESIGN	Kuat Drive Yards
LENGTH	21.5m
SPEED	1,000km/h
AFFILIATION	Jango & Boba Fett
WEAPONS	Twin rotating blaster cannons, laser cannons, concealed projectile launchers (incl. proton torpedoes), seismic charges, ion cannons, concussion missile launchers, tractor beam projector

The fact that this did nothing at all to diminish Jango Fett's reputation says a great deal. Not only had he demonstrated time and again his mastery of the Mandalorian armour, but he also had the guts to use something so jealously guarded by so deadly a cadre of fighters.

A MAN OF HONOUR

While the concept may have met with disbelief by those outside of the profession, Jango Fett was well-

KAMINOAN SABERDARTS

Of the many weapons Jango carried, the dart launcher was an exception. Near-silent, this worked at the kind of range Jango favoured only because of his exceptional ability as a marksman and the targeting systems in his equipment. The saberdart was something he picked up on Kamino. The small, viciously barbed dart carried a poison instantly fatal to virtually all life in the galaxy. Jango Fett used it to forever silence Zam Wesell before she could identify him to her Jedi captors.

Jango Fett didn't always wear his helmet while piloting his ship, *Slave I*, though he did use headphones and a microphone tied into the comms system.



Not one to take unnecessary risks, Jango Fett preferred to put some distance between himself and his targets, despite being an expert at close-quarter combat, both armed and unarmed. His jetpack often got him away from danger. Only the hunter who survived could collect the bounty.

respected by other bounty hunters. He was known for being an honourable man, even if his personal code did allow for the hunting of others – often to their deaths, always to their detriment. He struck up genuine friendships with the likes of Hondo Ohnaka, a Weequay pirate chief based on Florrum. Later in his career, as he began personally taking on only the most lucrative and challenging contracts, Jango Fett started subcontracting to other bounty hunters those jobs that were either beneath him or that he simply didn't have time for. Those hunters who worked with Fett knew that repeated failures or an attempted double-cross would be met with the harshest penalties.

PRIME CLONE

In the 10 years or so before the Clone Wars, Jango Fett was on one of the moons of

TECH / EQUIPMENT



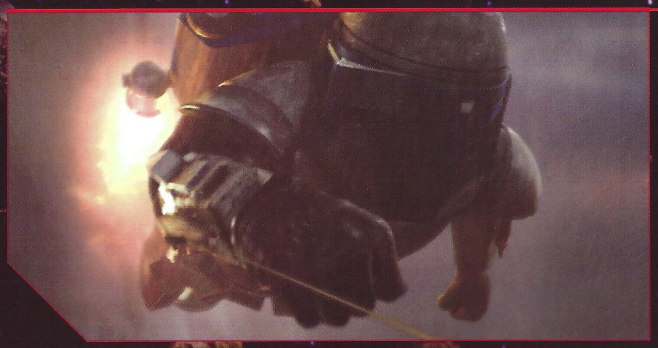
Z-6 JETPACK

Manufactured by Mitrinomon Transports, both Jango and Boba Fett used a Z-6, complete with its top-mounted missile launcher. It could fly for short bursts, to jet the wearer out of trouble, or maintain continuous flight. Both Fetts fell victim to some degree to the biggest vulnerability the Z-6 jetpack had – one sharp blow could cause it to misfire, flying off uncontrollably.

JANGO'S HELMET

Like all Mandalorian helmets, recognisable by their signature T-shaped visor, Jango's included a heads-up display that fed him information on his equipment and his surroundings on a continuous basis. A target rangefinder could flick down over one eye to show where the missile on his jetpack was aimed, or to provide additional information on the surrounding terrain or a fleeing target.



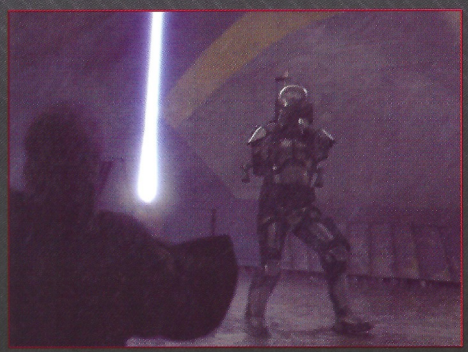


Fett's gauntlet weapons included a whipcord launcher. This could quickly entangle an opponent, allowing Fett an easy capture or the opportunity to drag them around to pacify them.

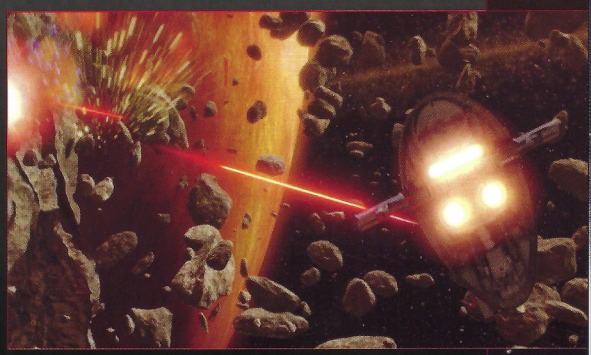
A JEDI'S EQUAL

DEADLY OPPONENT

Thanks to his skills, weapons and equipment, Jango Fett twice got the better of Obi-Wan Kenobi. On the first occasion, he narrowly defeated the Jedi in combat on a landing platform on Kamino. On the second occasion, not long after, he ambushed and almost destroyed Kenobi's starfighter in an asteroid field when Obi-Wan tracked *Slave I* to Geonosis.



Obi-Wan Kenobi might well have been an experienced Jedi operative, but he was unprepared for Jango's skilful and ferocious attacks – on land and in space.



"I'm just a simple man trying to make my way in the universe."

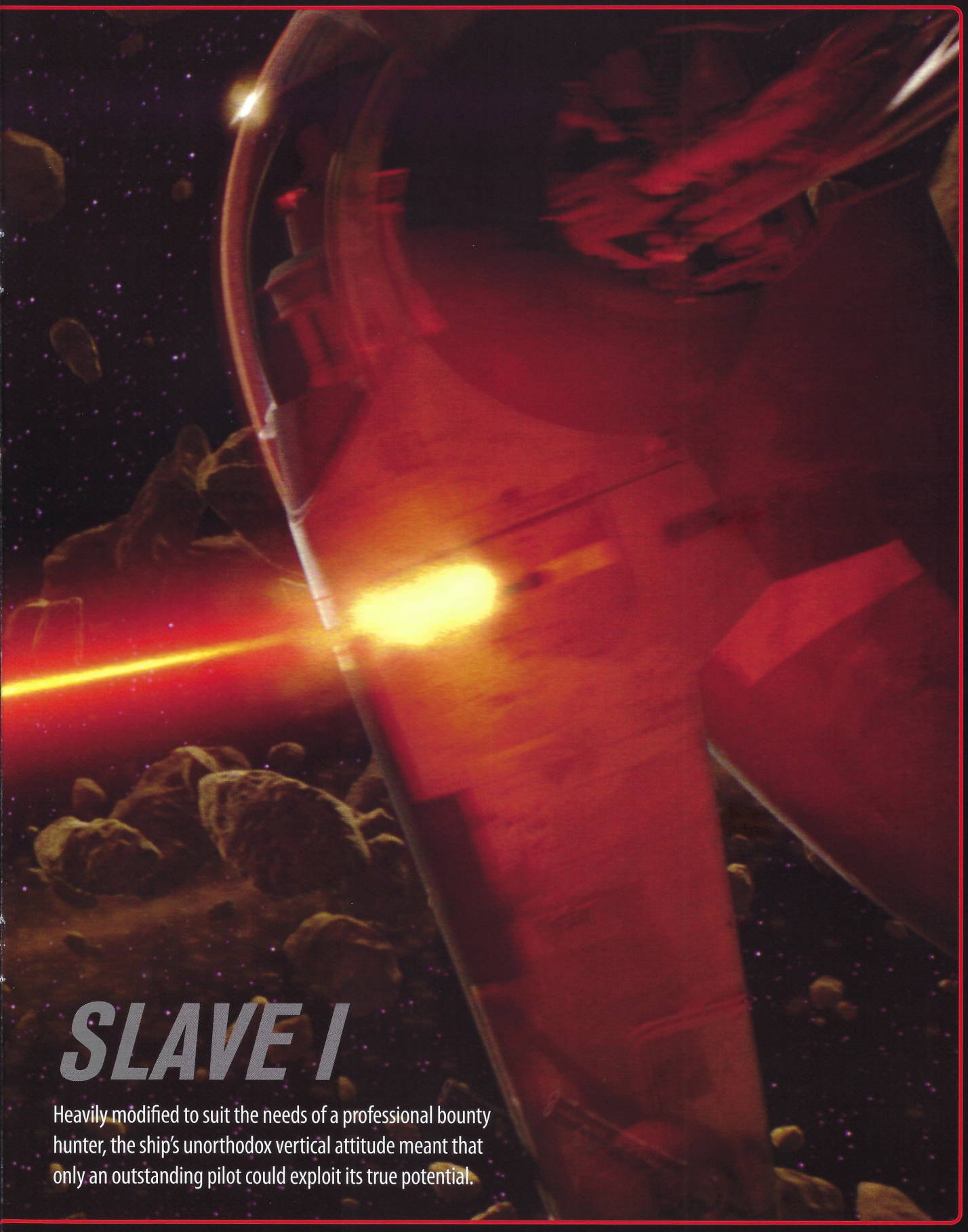
Jango Fett

Bogden when he was made a unique offer by a human called Tyranus. For the princely sum of 20 million credits, Jango would provide genetic material to Kaminoan scientists that would be used to create a clone army. He would also advise on that army's weapons, armour and training. Fett accepted, but on the condition that he also received one unaltered clone of himself. This was agreed, with Jango Fett moving to Kamino. There, he brought up the clone of himself, called Boba, as his own son. The legacy of Jango Fett was assured.



Jango Fett's WESTAR-34 blasters allowed him to kill Jedi Master Coleman Trebor on Geonosis, and bring down a charging reek with a single shot. Jango and his twin blasters were no match for Mace Windu, however.





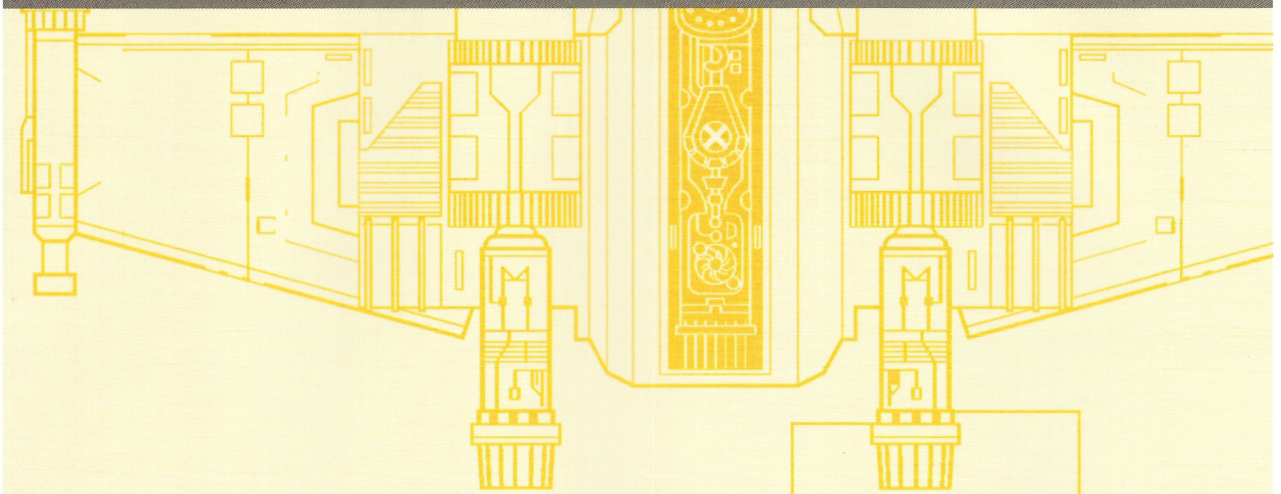
SLAVE I

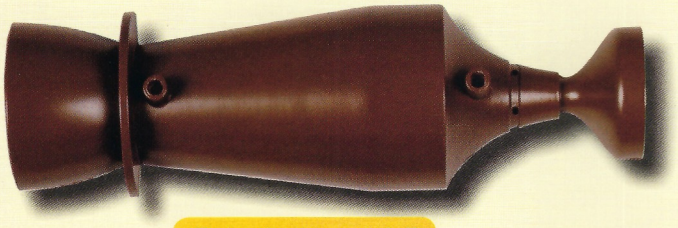
Heavily modified to suit the needs of a professional bounty hunter, the ship's unorthodox vertical attitude meant that only an outstanding pilot could exploit its true potential.

Upper starboard engine

This issue's main component is the upper half of the fusial thrust engine casing that fits onto the back of the mount from Stage 9. You also have parts to make half of the fission chamber that fits inside, and to add the external details.

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

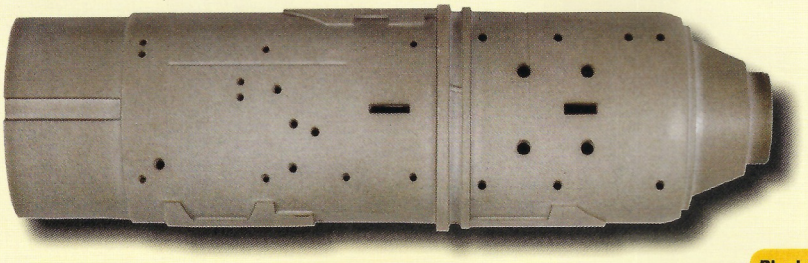




Fission chamber upper half

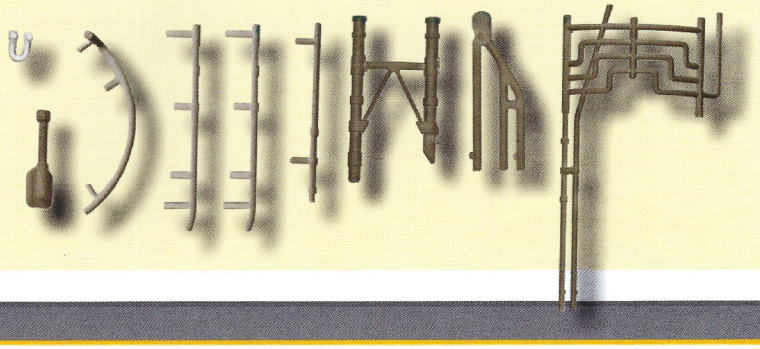


Fission chamber mounting



Upper engine casing

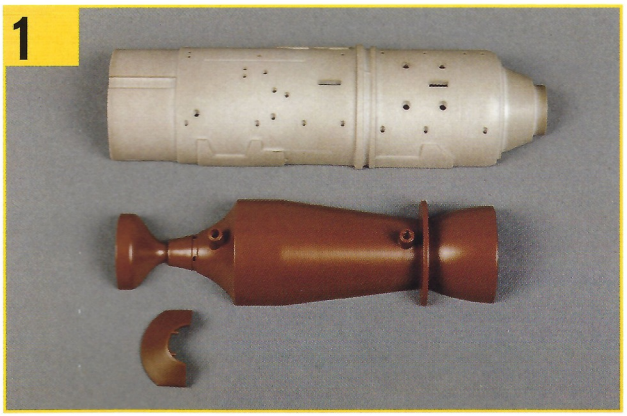
Plant-on details (x 9)



ASSEMBLING THE ENGINE

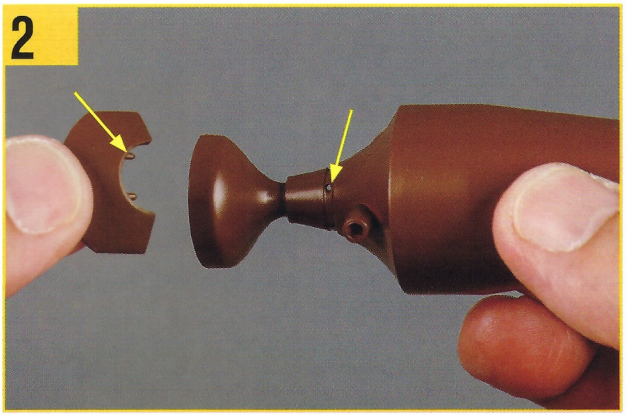
All the parts provided are held together by push-fitting the pins into their sockets. Just follow the steps carefully to identify each part, and see where it goes.

1



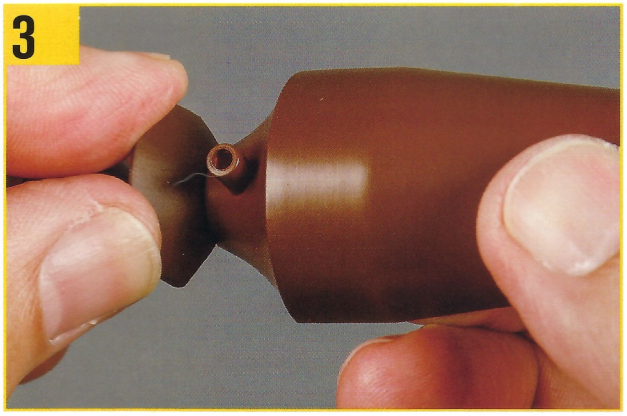
Take the engine casing and the two parts of the fission chamber.

2



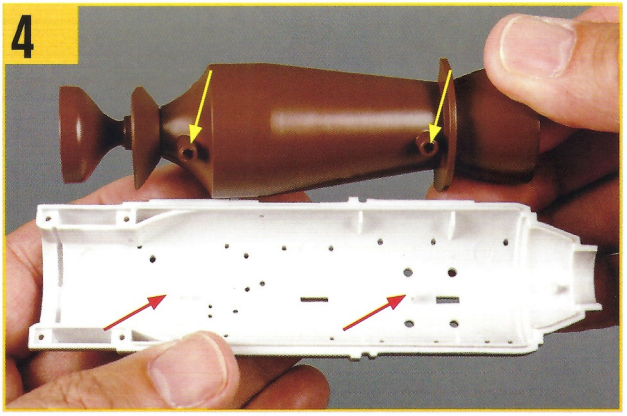
The mounting has two pins that fit into matching holes in the collar on the fission chamber.

3



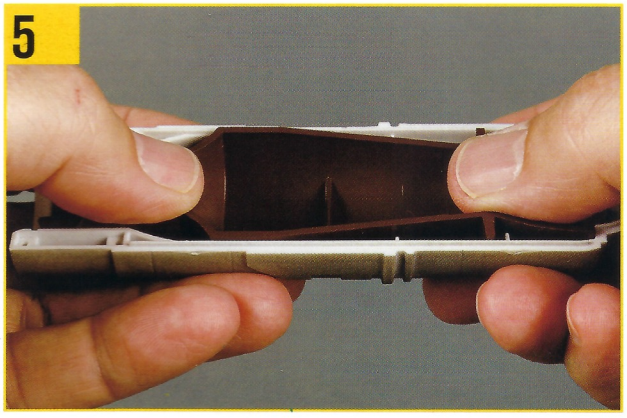
Press the parts together firmly until they fit flush.

4



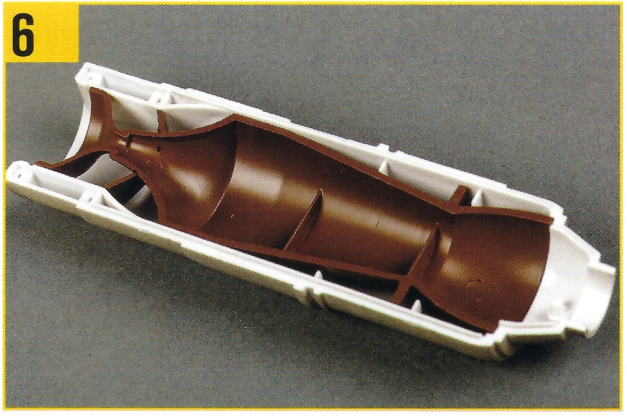
There are two mounting posts on the fission chamber that fit onto the matching pins inside the engine casing.

5



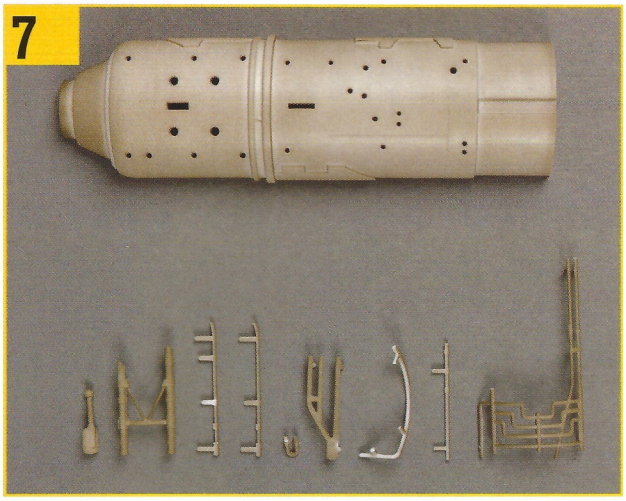
Press the fission chamber firmly onto the pins.

6



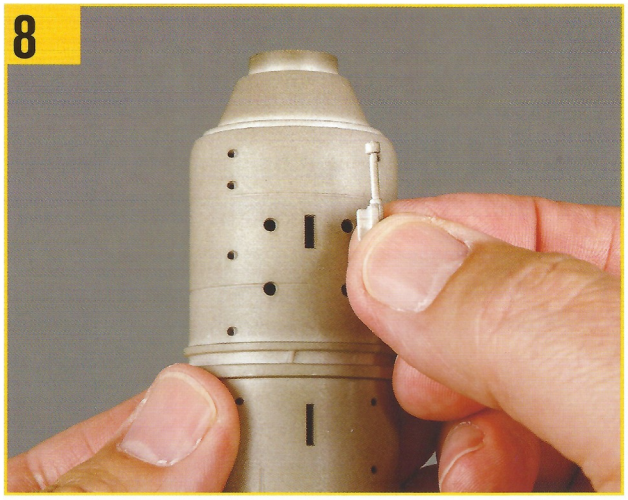
The interior of the engine should look like this.

7



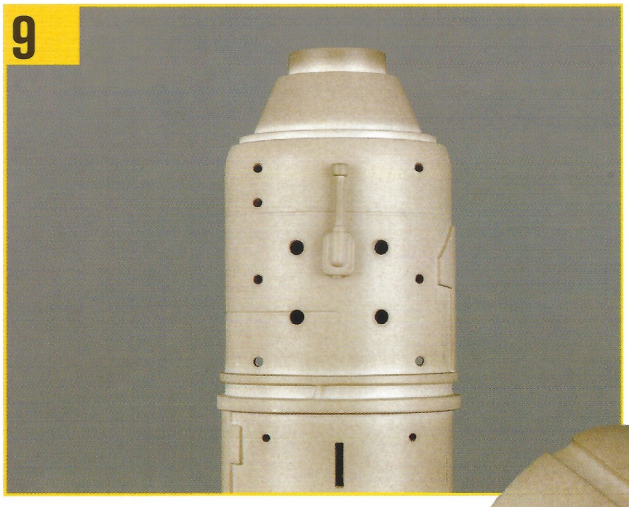
Take the nine plant-on details and use the pictures opposite to identify each one and see where it fits.

8



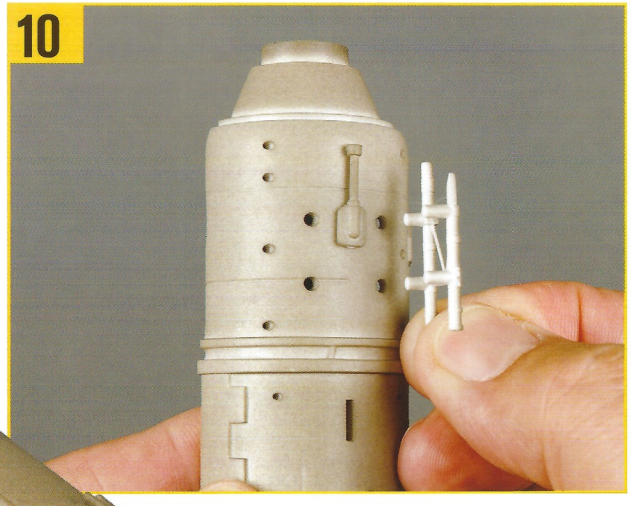
Take part A, which has a long tab that matches this slot in the engine casing.

9



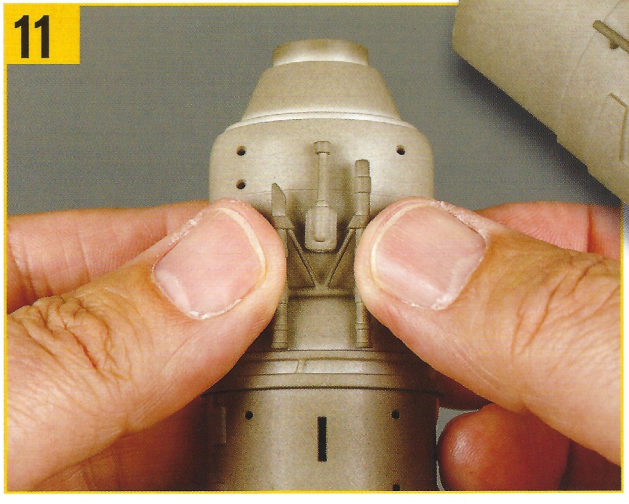
Press part A firmly into place.

10

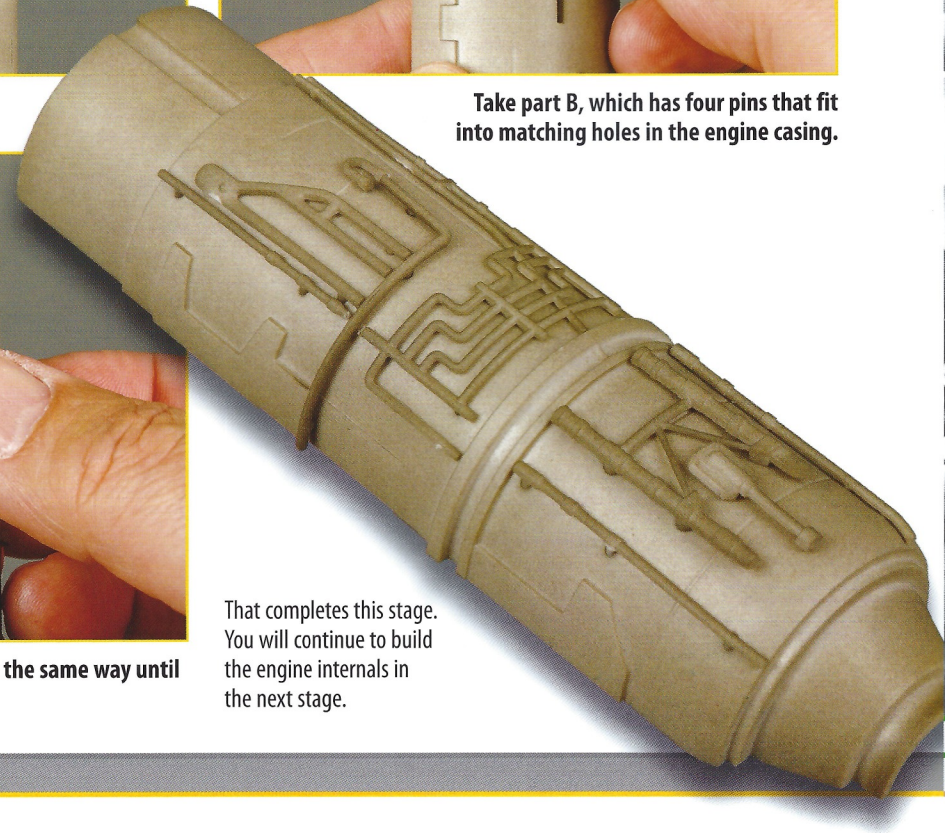


Take part B, which has four pins that fit into matching holes in the engine casing.

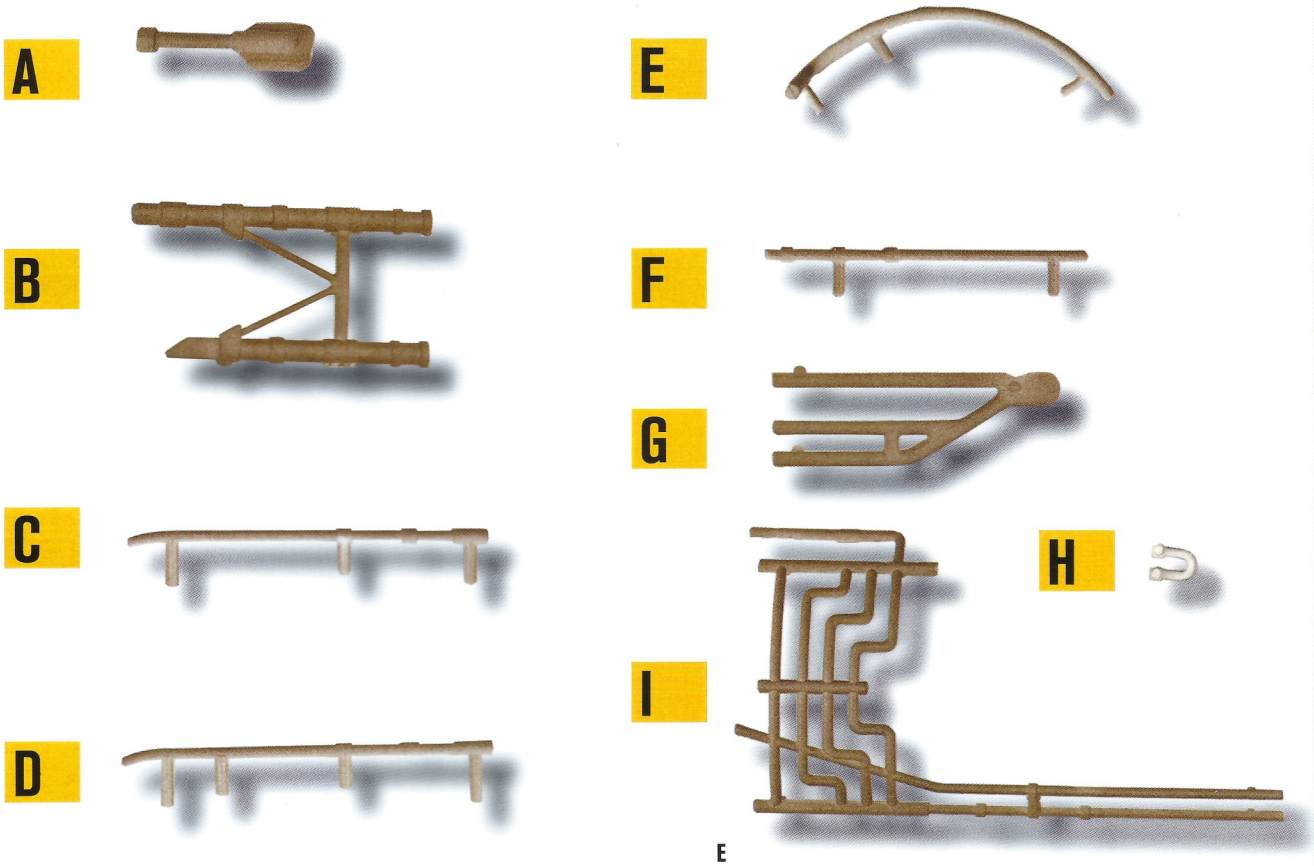
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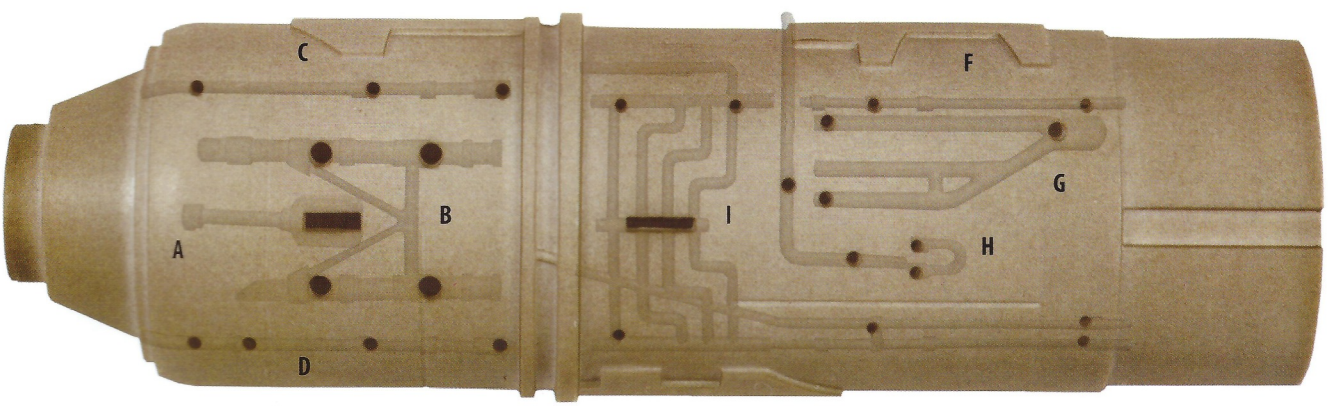


Press part B firmly into place, then continue in the same way until you have fitted all nine details.

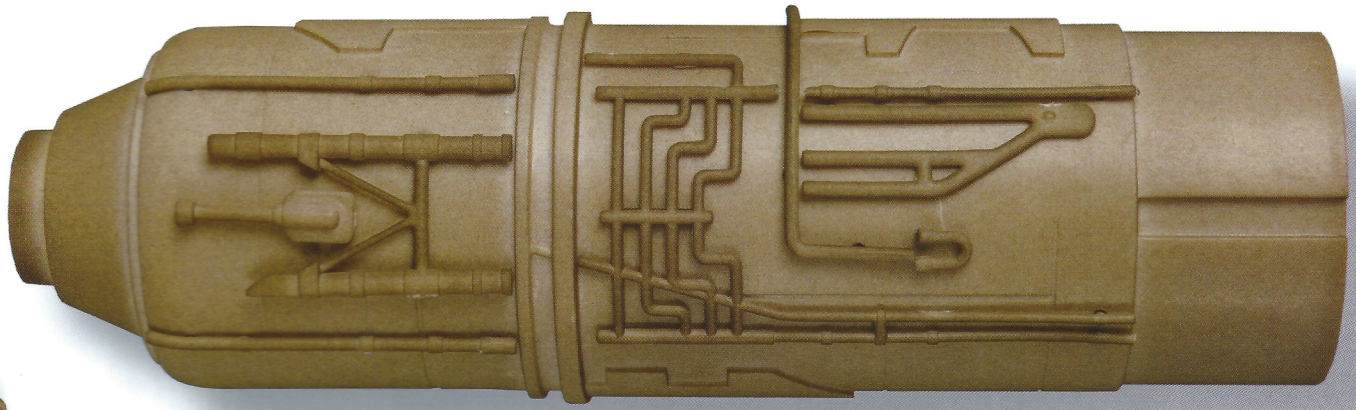


That completes this stage. You will continue to build the engine internals in the next stage.





The 'ghosted' view of the engine casing shows the holes and slots into which each of the details above are fitted.





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