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David Spinks for the hyperdrive suggestion regarding the wings' function. An aft view of the shuttle, with perspective effects on the dorsal fin slight enough to allow limited measurements of proportions. With a space over 3.9m high at a typical point in that part of the hull (in front view of the same diagrams) the total cargo volume could be as great as eighty cubic metres according to this particular hypothetical set of deckplans. Structurally, the Delta is another tri-winged design. They must be auxiliary functions, because they were empty in Lord Vader's shuttle during his transit from the star destroyer Avenger to the Death Star II. The thrusters have wide, exposed, luminous apertures like the Lambda's. Behind him we see blue lights like the ones visible from the cockpit. Perhaps it has something to do with the distribution and sustenance of shielding? The first thing to appear was a set of boxes emanating from the cockpit area, accompanying big flashing text. Interestingly, the Tydirium showed no wake rotation in the starfield when it jumped to hyperspace from the rebel fleet. [It may be something like the tilting head of the Concord aeroplane on Earth, for whatever purpose it serves.] The head would be more tilted down in landed mode than flight mode. The cargo ship in flight. Blueprints for shuttle cockpit seats [The Art of Star Wars Episode VI: ROTJ]. This is an important feature because it relates the known features of the shuttle interior with the exterior. A full scale Imperial Lambda Class shuttle built by myself and LadyMaisieThis build is located on the TrekCraft Minecraft server for exploration. Thus the toy may be the most accurate publically-accessible three-dimensional reference to the shape of the Lambda-class shuttle. In-universe technical schematics for the shuttle Tydirium, with paragraphs of descriptive text corresponding to functional parts of the ship marked by orange bullet/letters. Similarly the length is 23.5m (= 77'2"). Side view and game statistics of the Mu-2. By the method outlined above, this implies that the total height of the shuttle in docking mode is 70'11" or 21.6m. Their cross sections do not promote lift. A "missile boat" developed on the orders of Grand Admiral Thrawn [The Fighter Collector's CD-ROM] has a similar layout, though the dorsal and upper lateral wings are much reduced in size. There are five wings: a dorsal fin, an upper pair of short lateral wings, and a lower pair which are almost twice as extended as the others. Lord Vader's shuttle, on Endor, showing landing gear hatches near the deck. In flight the landing gear is retracted within the hinge, under the cover of hatches and the lowered wings. On each lateral wing there is a pair of turret disks on opposite surfaces of the wing, near the wing joint. Perhaps the cockpit entrance would seal with an airtight door in any case. The linear accelerations indicated in the plans are on the order of $5 \times 10^{10} \text{ m/s}^2$ or $\sim 5000G$ in the low velocity region. The second version is that of the exterior set. According to Pete Briggs, who was a visitor to an Imperial shuttle circa 1982: "... There is just one laser cannon; the missile weapons are the primary armaments. Docking this vessel must be more physically difficult than docking the Lambda. If this straight-line performance is typical of Imperial shuttles also, then the shuttle's linear acceleration is vastly greater than its turning acceleration, and its turning ability is very slight compared with that of a starfighter (for instance). Note also the height of the craft: an Imperial technician is easily able to walk underneath the shuttle. The freighter on the ground, with its primary cargo hatch open. Each box had an orange letter as a label. The toy is not in scale with the 3.75" action figures; the cockpit barely squeezes two human-sized figures. This makes it much less capable than vessels like Queen Amidala's royal yacht [TPM] and the Millennium Falcon [ANH] which are able to traverse the distance from the Outer Rim Territories to the Core in what appears to be a single jump. The engines are the same kind as the gunboat's. They are also swept forward, and do not appear to be jointed [even in the more detailed model in X-Wing: Alliance]. The forward sweep of the wings improves the aft turbolaser's field of fire compared to the clearance of the Lambda's aft laser cannon. This page is neither affiliated with nor endorsed by Lucasfilm Ltd. The Emperor's shuttle, with landing gear extended far. Galaxy Guide 8: Scouts p.37 describes the Mu class, which is approximately the same size and has approximately that same head and fuselage as the Lambda. Whatever the functions are, we can at least be confident that (1) these broad features do have localised functions of some kind, and (2) the text is a true descriptive text and not just meaningless garbage. Cockpit essentially identical to the Lambda-class shuttle, but the hull is much longer and wider, in order to accommodate a greater number of troops. The height of the cargo space is 23.9m, which is just enough for an upright AT-AT walker. Perhaps this is the name of the shuttle, or the heading for the scan report. The texture of the floor between these doorways has a texture like that of the ramp. Modeller Martyr Griffiths may have been the first to point out the discrepancy publicly, and he offers comments explaining The Dimorphism Bloop, and to advocate an order of precedence in the treatment of the shuttle in future works. One important question is whether the cockpit and passenger section are exposed to the outside when the ramp is lowered, or whether the shuttle has an airlock. It'd almost be like seeing the Queen sitting on a bus...you can almost imagine the muzak! The ceiling had a couple of black panels with controls (if you wanted to hypothesize, you could probably say they'd be a comlink/internal intercom and maybe ventilation controls, much like the overheads in a plane passenger compartment.) [In the movie] you can vaguely see the controls behind both Vader and the Emperor." Cockpit interior of Lord Vader's shuttle. Judging from context, this may describe the transmission of security clearance, the status and provenance of the shuttle. They may be used against targets that don't have much angular motion relative to the shuttle; ie. Maybe; maybe not. Three laser cannons are mounted on the wingtips, presumably for improved coverage; the turbolaser is mounted at the stern and fires aftwards. Lord Vader's shuttle landed on the Endor base platform in this configuration. The ramp was down on, and a large (temporary) piece of wood had been roughly laid across the gap where the ramp recedes, so that you could get across." Lord Vader striding down the ramp of his shuttle. The multifaceted canopy window is proportionately more extensive in the longitudinal direction, presumably for the sake of combat visibility. At least some Lambda-class shuttles possess hyperdrives for limited interstellar travel. The dorsal fin and lateral fins might have something to do with shielding or heat dissipation (and thereby indicating something about the ship's generator performance). If so then it seems to be standard practice to leave the cockpit door open during flight. The two forms are mutually inconsistent, and both of them have been used to depict the same ship, so the difference cannot be explained away as a subclass distinction. The Mu-1 concentrates on the addition of passenger seats (24) whereas the Mu-2 provides internal cabins for a smaller number of passengers. Last updated 29 February 2003. A ramp descends beneath the head of the shuttle, allowing passengers to enter or exit. The directions of the front guns appear to be fixed. (For instance, astrogation would be unnecessary when no hyperspace jump is undertaken.) Behind those seats the walls (which are diagonal to the ceiling) converge by about a foot on each side. Vinge, Random House Rules of Engagement - Rebel Specforce Handbook, West End Games STAR WARS: Essential Guide to Vehicles & Vessels, Bill Smith, Del Rey STAR WARS IV: A New Hope, George Lucas et al., Lucasfilm Ltd STAR WARS V: The Empire Strikes Back, George Lucas et al., Lucasfilm Ltd STAR WARS VI: Return of the Jedi, George Lucas et al., Lucasfilm Ltd STAR WARS Chronicles, Deborah Fine & Aeon Inc., Virgin Books STAR WARS Technical Journal vol.2, Shane Johnson, Starlog Communications International The Stele Chronicles, Rusel DeMaria, LucasArts Online resources: Return to STAR WARS Technical Commentaries. The barrels come in several lengths. The toy is more likely to be an exact or nearly exact duplicate of the SFX model's absolute dimensions. Images included in or linked from this page are copyright Lucasfilm Ltd. This affects the ship's usefulness for landings in hostile atmospheres and the collection of men overboard in space battles (as described in X-Wing novels and computer games). This page was constructed and is maintained by Curtis Saxton. To each of these labels there corresponds one or more paragraphs of blue text, with the label-letter as bullet. (The toy is unlikely to have been expanded compared to the reference model; if anything the natural inclination would be to shrink it to conserve plastic.) Minus the landing gear (which match none of the onscreen representations of the ship) the toy is 45.6cm tall in docking mode, corresponding to 21.9m at 1/48 scale. The Lambda-class shuttle stats [HTTESb] are only slightly less: 60 tons. They must serve some other function, which is the same in both space and in atmosphere. The TIE maintains compact engines and redistributes waste heat effectively via its radiators. The Art of STAR WARS Episode VI: Return of the Jedi, Del Rey Book of Imperial Shuttle Plans, Cygnus Spaceworks, LMD, 1984 Galaxy Guide 8: Scouts, BiliOlmedahl #38; Bill Smith, West End Games, 1993 The Great Heep, Nelvana Studios, 1986. From the Book of Imperial Shuttle Plans, a meaningful acceleration chart which is implausible in the relativistic regime, and a hyperspace performance chart with uninterpretable axes. No material object can reach the speed of light through impulse-based propulsion, because relativistic effects increase the effective mass of the vessel as lightspeed is approached. Sublight propulsion technologies should not be able to provide the infinite energies entailed. The passenger compartment might have variable atmospheric conditions, to allow Vader the option of riding unmasked. They appear to be seated on benches against the side walls of the shuttle. It looks as if the blue lights mark the sides of a doorway, and a ridge across the floor at the point where the walls converge looks like it could be another sealable doorway. There was a full and wholly articulated interior to the shuttle! At the shuttle's rear — DIRECTLY at the top of the ramp — there's the passenger compartment comprising of two sets of seating. Lord Vader's shuttle landing, with wings raised. The extended orange areas with extensions might be cloaking, sensors or electronic countermeasures. However a radiator should be dark in order to maximise efficiency; the shuttle's wings are conspicuously pale, and are used here under Fair Usage terms of copyright law. Perhaps the axis labels have been mistakenly transposed? The differences from the Lambda include: reduction of the dorsal fin and installation of alternative sensors in its place; lateral wings being swept aftwards at a greater angle; elimination of some weapons; expansion of cargo/habitable space in the interior. The statistics in HTTESb claim a cargo capacity of 80 metric tons. Judging by scale, at least part of it should be in the neck. The statistics printed in Star Wars Technical Journal v.2 state a range of 17 parsecs (approximately 55 light-years in terrestrial terms). The later portions of the graph look unfeasible though, as they show an unrestrained increase in acceleration to the point where the vessel attains the speed of light within a half hour. Andrew Tse for comments on the dimensions, function of the wings; for the HTTESB reference; for observations regarding the non-folding nature of the Delta's wings, their sweep and the fire arc of the aft turbolaser; for descriptions and reference regarding the "assault gunboat" and "missile boat". As mentioned above, there appears to be a pair of doorways behind the cockpit, separated by several metres, in the neck and perhaps a little bit of the front part of the fuselage. This would agree with the numerical statistic, if the overall cargo density matches or is less than that of water (1 ton / m³). The weapons appear to be larger than those of a TIE fighter, at least in terms of their exposed lengths. The dorsal fin does not extend as far forward as the special effects model, and the fuselage has a boxier, fatter aspect. According to the set blueprints, the ramp is 6'6" wide. The operating temperature in the visible areas inside the engine must be at least a few tens of thousands of degrees K, whereas the surfaces visible through a TIE's engine nozzles can't be hotter than a few thousand degrees. Compared to the Lambda, the wings of a Delta appear to be much shorter relative to the fuselage and the standard cockpit module. Original content is © copyright Dr Curtis Saxton 2003. Lord Vader's shuttle in flight mode. This would be roughly consistent with published dimensions for the model's bounding box (eg. The highlighted parts are different for Lord Vader's shuttle and the shuttle Tydirium. The aesthetic is similar to the Lambda, but the cockpit module is totally different: it connects to the fuselage seamlessly, and it is narrower, fitting a single pilot. This suggests a large quantitative or qualitative difference between its performance and that of the Millennium Falcon's hyperdrives. The blueprints in the Book of Imperial Shuttle Plans state a turning maneuverability with accelerations up to 9G. The Mu-3 is a dropship, with cargo space reduced in favour of more troop capacity and consumables, improved sensors, stronger shields and laser cannons. Therefore, unless the toy-makers had a specific reason to differ from a straightforward duplication job, the realistic canonical Lambda-class shuttle should be 48 times the size of the toy. The Sentinel-class landing craft was first shown in Essential Guide to Vehicles & Vessels, as a foretaste of ANH:SE. Commando heads are visible in the background behind C-3PO. Perhaps the greatest innovations in the Mu relate to the range of the hyperdrive range. These values are larger than those of the three sets of published schematics, which might be explained if they are all based on the exterior set, and starship sets are traditionally built sub-scale (eg. Other highlighted areas were the weaponry, and the fuselage (cargo & contents?). Heir to the Empire Sourcebook, Bill Slavicek, West End Games, 1992 Return of the Jedi the Giant Collector's Compendium, Calvert Publishing Company Return of the Jedi Script Facsimile, Lawrence Kasdan & George Lucas, Del Rey Return of the Jedi Storybook, Joan D. This was very evident on the set. Thus it is similar to the stern dual laser cannon at the aft of the Lambda, though more powerful. Bob Lotfinia for the "assault gunboat" and "missile boat" suggestions and information. The original shuttle model was in 1/48 scale, by virtue of the fact that the pilots in the cockpit were recycled from 1/48-scale commercial aircraft model kits. 20m; 4 crew; 14 passengers and 4 taim & Bak laser cannons quoted for the Lambda) Since the Lambda actually has no fewer than five dual gun emplacements, the Delta realistically ought to be proportionately better armed as well. There is a discontinuity between representations of the Lambda-class shuttle within the movies. They might not work so well in the forward or aft directions. The schematics and readouts describing the shuttle Tydirium, ostensibly carrying parts and technical crew to Endor. Argument against: there is no need for repulsors during deep space flight, so it's hard to conceive of a reason why the wings would need to reconfigure between flight and landing modes if they're repulsor-related. Perhaps the wings are associated with the operation of a hyperdrive. Robert Brown for comments on deckplans, dimensions, role, and the dreaded contradictions of shape. Repulsorlift systems? Interior of the Tydirium cockpit [ROTJ Script Facsimile]. Much of the engine interior of the Lambda seems exposed, with no significant machinery for heat distribution other than the thrust aperture itself. This feature would be consistent with the overall nature of the Lambda, which is distinctive for its peculiar number of large articulated mechanisms, including: the lateral wings and landing gear, objects that are large or incapable of great acceleration. Is the striated ridge on the background part of the entry ramp (in raised position)? There are orange extensions into the edges of the lower wings, and one vertical line into the dorsal fin. Corrected elevation view of the shuttle (as in the SFX model and Kenner toy & patent representations) interim sketch by Martyr Griffiths © copyright Martyr Griffiths 2001. If the shuttle is not nimble enough to compete with starfighters, its guns may deter slower-moving aggressors. Using this distant side view (because it is free of perspective effects on the body of the ship) and taking the cockpit module to be the same as that of the Lambda-class shuttle determines the cargo ship's size. The size of the forward passenger area near the ramp is difficult to determine from two-dimensional movie images, but at least some of the commandos aboard the Tydirium bobbed their heads in the background between the blue lights and the cockpit. The front ridge corresponds is at the convergence of walls at the back of the cockpit. The apertures occupy a large fraction of the stern, but no distinctive mechanisms are visible (unlike the thrust vectoring plates seen on the Millennium Falcon or Imperial star destroyers). The titles and paragraphs describing Lord Vader's shuttle appear in sequence with highlights on the ship's schematics. Perhaps the curve should be ignored altogether. (Such a walker would need to crouch before passing through the known cargo hatches though.) For further details, see Highlights: The Great Heep. They have the same features and proportions, whereas the equivalent commercial model kit differs (being consistent with the stumpy shape depicted in the exterior set blueprints). Thus one (but not all) of the discrepancies in the shapes of the shuttle could be explained physically. The different tilts of the head in the "stumpy" and "slender" representations of the shuttle might be due to an articulation of parts beneath the upper plate, with underlying mechanisms that are unseen in conventional photographs. Perhaps the space between these doors is an airlock for the ramp? Argument against: the wings only face laterally; the hypothetical scanners would be very direction-dependent. Various views of the Tydirium cockpit interior. The latter has a cockpit module that tapers more severely towards the "snout" and has a steeper gradient on its upper surface. None of the wings appear to be jointed. Heat dissipation is a likely possibility, since no machine is totally efficient, and machines that are particularly compact and powerful generate a great amount of waste heat. In some instances, such as the blueprints or the Emperor's arrival at the Death Star II, the hatch reaches less than halfway to the deck. Thus the features may be a pair of airlock doors that can seal off the ramp area from the cockpit and/or the aft section. Each disk has one barrel which is longer than the fixed-forward type. Shorter guns are mounted in joined pairs at the front ends of the wing hinge shafts, and at the stern above the level of the thruster nozzles. They must have been sitting on wall seats like those of the Emperor's shuttle. This capacity is not enough for the Emperor, his courtiers and guards who debarked to the Death Star II, so there may be more seating elsewhere in the ship. Next, the cockpit area is highlighted in a green wireframe, and a sentence of six words appears. It

might be consistent with full loads of denser cargoes if the ceiling height of the holds is smaller than what is available in the hull space, with the remainder of the volume above and below the cargo areas being filled with the shuttle's functional systems. The Cygnus Spaceworks "Alpha Class Xg-1 Star Wing" assault gunboat [TIE Fighter, other computer games] is one of them. Cockpit sections in common with Lambda and its immediate relatives. Model of the Lambda-class shuttle with landing gear hatches about halfway to the deck. Another six-word sentence appears as the green highlight fades and most of the fuselage is highlighted in orange. Martyyn Griffiths for the inspiration and founding commentary of this page; for data and discussion about dimensions, the models and toys, deckplans the role of the Lambda, and the dreaded contradictions of shape; for the attitude-control thruster theory of the wings; for use of his corrected shuttle schematics. The thruster apertures cover most of the stern area, and the operating temperature (indicated by the blue-white colour of the glow) is high. The cockpit has proportions more like the Lambda cockpit module, yet it is much smaller and connects to the fuselage directly. For the shuttle Tydirium carrying rebel commandoes, the first graphics show a front view of the shuttle, with rectangular highlights on the fuselage and lower parts of dorsal fin, an area including the portside wing joint and laser cannon, and a higher area including the starboard wing joint and laser cannon. In TPM and TESB they seemed to be centrally located starship components, but is there any advantage in mounting peripheral components far from the centre? [Return of the Jedi the Giant Collector's Compendium] According to modeller/collector Martyn Griffiths, the "Imperial Shuttle" toy from Kenner is an excellent match for the original special effects model used by Industrial Light & Magic. the Millennium Falcon). Special thanks are due to, in alphabetic order: Christopher Deck for information and statistics regarding the Mu-3. The cargo capacity is stated as 100 metric tons or 40 cubic metres. The literature contains several other starships manufactured by Cygnus Spaceworks and/or Seinar Fleet Systems. In this image it can potentially be scaled against the deckplates. The hull of the ship is almost entirely dedicated to a vast cargo hold that may exceed the size of an AT-AT walker, judging by some views. The shuttle Tydirium launches from Home One. This is consistent with the magnitudes of star destroyer linear accelerations in ROTJ. Assuming the Lambda-class shuttle's set blueprints as a minimal reference, the freighter is 63m long and has a draught of 30m (excluding the fins). There also exists a dedicated Imperial freighter from the same brand as the Lambda shuttle. This is not a starfighter and not a ground assault vehicle, however the presence of ten different gun barrels is testament to the shuttle's military use. A sensor/communication array? The display seems to be dominated by non-structural information, perhaps a transmission of high-priority clearance rights and the shuttle's provenance. On the underside of the prow there are grille structures which are attributed communications functions in Essential Guide to Vehicles & Vessels. This means that the pilots are unable to easily exit the cockpit when the ramp is open. Unfortunately (for investigative purposes) Lord Vader's shuttle readouts never progressed to itemised structural breakdown. Then a side view shows three rectangular highlights on the dorsal fin, fuselage, and lower wings. Furthermore the toy and the SFX model appear to be the same absolute size, by subjective eyeball estimate (for what it's worth). The engines of the Lambda-class, and most of its relatives, are two broad, luminous apertures at the stern. Apparently, the original model was lent to Kenner artists for duplication. If true, this means that the standard shuttle can only traverse a tiny fraction of the galaxy's 120,000 light-year diameter [Shield of Lies, p.39] in a single jump. Do any of these highlights relate to the shields or other defensive characteristics that ought to be unusually strong on Vader's personal shuttle? All conceivable functions should be of a nature that requires large surface areas, small volumes and/or large spatial extent. According to the eyewitness account of P.Briggs, the ramp forms the entire floor in an area just behind the cockpit. Return to Curtis Saxton home page. Externally the cockpit modules are exactly the same, though minor interior details differ (eg. Much of the upper/forward surface consists of a darkly glazed window on the cockpit. The upper lateral wings end in massive missile launchers. Perhaps the green highlights relate to cabin conditions or life support? The controller highlighted that information first and foremost because it is the most distinctive characteristic of Vader's shuttle. the seat upholstery is red rather than grey). The blue text appears on screen in the appropriate sequence for the bullets. It was devised as a scout ship or long range shuttle. Entry ramp of Lord Vader's shuttle aboard Death Star II. [GG8] Described as a design for transporting important passengers through danger [The Stele Chronicles], is quoted at a length of 30m, 6 crew, 10 passengers and weaponry consisting of 3 Taim & Bak KX5 laser cannons + 1 Taim & Bak H9 dual turbolaser cannon (cf. I remember walking down it — wearing training shoes — I almost skidded. The stern guns protrude from a horizontal slot in a hemispherical mount, so they may be able to traverse with one degree of freedom. Thus: we have pieces of text relating to structural and therefore functional aspects of the ship. Cockpit of Lord Vader's shuttle. The canon contains a third representation of the structure of the shuttle, which is often overlooked: the schematic displays on monitors aboard the Executor and Death Star II. Particular components of the Tydirium were highlighted with boxes. Online since 7 April 2001. Peter Briggs, Hollywood insider, for his eyewitness account of the shuttle set, and for the tilting-head theory. During a shuttle approach to the secure regions around Endor, the shield security controller's monitor can show a series of schematics that apparently correspond to physical scans of the shuttle. The length statistic is precise to tens of metres, so we should expect the true length of the Delta to be within the range 25-35m. If so then they are invisibly small in the available images; but it would be advantageous to place light-weight thrusters far from the centre of mass, to maximise torque. Furthermore, since the distance from Sullust to Endor is a few hundred light years (according to the ROTJ novel) the shuttle Tydirium must have either been augmented somehow, or made several stop-overs. The incandescent surfaces inside the engine glow blue-white, which is much hotter than the red glow characteristic of TIE fighters. The blueprints in the Book of Imperial Shuttle Plans contain a curve for fuel consumption vs some measure of hyperspace propulsion, but the meanings of the axes and units are unknown and unguessable. Some of them are beyond the originally intended scope of this page, as they lack gross components (eg. The degree of extension of the landing gear varies. With the addition of a 2.6m clearance gap for landing gear (from the set blueprints) yields a total height of 24.5m (= 80'4"). The front row is for the two pilots; the other row appears to be for astrogation, defence or other functions. The server is free and open to the public if you would like to see this ship for yourself[Website: home.trekcraft.org/Discord Server: Server Map: map.trekcraft.org Book of Imperial Shuttle Plans. The physical nature of hyperdrives remains difficult to define. Cockpit interior, invaded by a subversive astromech droid. Aboard the Tydirium the droids R2-D2 and C-3PO were just in front of this partition. The plush seating was a very dark purple. In addition to the command crew, the Tydirium had capacity for at least eleven rebel commandoes. see Star Wars Chronicles]. The first version of the ship is the model as seen in space flight and some of the landing shots. A Sentinel-class landing ship lifts off in the background while Imperial stormtroopers investigate an escape pod landing site in the Tatooinie desert. Perhaps there are attitude-control thrusters near the tips? Thus the guns can aim forward or down and are somewhat mobile; this may be useful for clearing a landing zone in semi-hostile territory. During landing the wings are raised and the hatches open, with one hatch hinged at the front and the other hinged at the back. Interestingly, it does not leave any apparent starfield wake rotation. For Lord Vader's shuttle, the first image is a not-quite-direct side view accompanied by an 8-letter title. The head of the shuttle is a tabular structure with plating on the sides and upper surfaces overhanging the underside and the neck connection. The most obvious features beyond the partition are a pair of triangular arcs of blue lights either side of a hexagonal door in the middle of a transverse wall. At other times, the landing gear has a shorter extent, and the hatches may just skim the deck. The head has only a slight tilt (like the "slender+ version) but the wings are short in the direction of travel (like the "stumpy" version). To an eyeball estimation, the drawings appear to depict the special effects model accurately. The blue-lit door may lead to such an aft passenger section that isn't exposed when the ramp is down, or perhaps it houses some cargo or engineering access. View of the Lambda-class shuttle from behind. In these plans the ratio of total fin height to the fin corner height (as defined above) is 234/42. Schematics and clearance data for Lord Vader's shuttle. This site is kindly hosted by TheForce.net. In the forward section of the cockpit there are two rows of two crew seats, with an aisle down the middle. Then the back ridge is the bottom of the blue-lit doorway. Sentinel-class landing ship schematics and sketch, according to Essential Guide to Vehicles & Vessels. (It's a bizarre thought to think of the Emperor sitting there, with his courtiers. Argument for sensors benefit from having a large sensitive area. A third paragraph, with three short sentences or data statements appears when the entire body of the ship is reduced to a simplified wireframe. The wings are not aerodynamically optimised. These can rotated through ninety degrees, and their rotation is in a vortical direction when the shuttle is in its flight mode. Comments and suggestions about the schematics highlights in the movie. Is it significant that X-wing fighters align their wings in a particular way before engaging hyperdrive? No wonder Vader and the Emperor have an odd gait to their walk when they descend." "...with the ramp down, it's IMPOSSIBLE for the pilots to easily get out! With the ramp up, you walk directly across it from the passenger section to the cockpit. Whether it has hyperdrives remains unknown, but it might be very effective for cargo transfers involving larger interstellar freighters and container ships that are too large to land independently. I'm a little hazy on this (hey, it was 1982!) but I think there were eight in all, four to each side facing each other. According to Pete Briggs, who was a visitor to an Imperial shuttle circa 1982: "The ramp was VERY slippery plastic plating. Representation of the Delta-class escort shuttle, and a comparable depiction of the Lambda-class shuttle, from TIE Fighter. In the scene aboard Lord Vader's shuttle, there were two raised ridges across the floor beyond the back of the cockpit. It isn't clear how the non-crew space beyond the partition is shared between the head, neck and front part of the fuselage. There are two landing pads, one on either side of the fuselage, within the cylindrical hinges of the lateral wings. According to P.Briggs, the area from here to the cockpit aboard the Emperor's shuttle had plush purple bench seats against the port and starboard walls, totalling eight approximately. Some sources erroneously state that the Sentinel is the same length as the Lambda, but the true scale is evident in the relative extent of the hull compared to the standard-sized cockpit module, waiting. The Executor made a structural scan and analysis. Skywalker adjusts some overhead controls, presumably associated with his role in the cockpit. The cargo holds shown in the Scavenger Hunt plans are 10.9m' on each side of the ship. This may have implications for the redistribution of waste heat and the efficiencies of the different engine designs. Nevertheless this ship is still small enough to land conveniently at a standard planetary spaceport. The protocol droid seemed to be seated, which is evidence for a third row of cockpit seats. Schematics are available in the design patent for the shuttle, as presented at The Star Wars Collectors' Archive. The Tydirium was inspected closely during its clearance assessment, while Piett and Vader kept Solo et al. Contrast this with the linear accelerations of hundreds or thousands of G demonstrated by vessels like star destroyers and the Executor. If so then the Mu has sacrificed some hyperspace acceleration, because the "hyperdrive multiplier" class is x2 rather than x1 (for the Lambda).

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schematics and sketch, according to Essential Guide to Vehicles & Vessels. (It's a bizarre thought to think of the Emperor sitting there, with his courtiers. Argument for sensors benefit from having a large sensitive area. A third paragraph, with three short sentences or data statements appears when the entire body of the ship is reduced to a simplified wireframe. The wings are not aerodynamically optimised. These can rotated through ninety degrees, and their rotation is in a vortical direction when the shuttle is in its flight mode. Comments and suggestions about the schematics highlights in the movie. Is it significant that X-wing fighters align their wings in a particular way before engaging hyperdrive? No wonder Vader and the Emperor have an odd gait to their walk when they descend." "...with the ramp down, it's IMPOSSIBLE for the pilots to easily get out! With the ramp up, you walk directly across it from the passenger section to the cockpit. Whether it has hyperdrives remains unknown, but it might be very effective for cargo transfers involving larger interstellar freighters and container ships that are too large to land independently. I'm a little hazy on this (hey, it was 1982!) but I think there were eight in all, four to each side facing each other. According to Pete Briggs, who was a visitor to an Imperial shuttle circa 1982: "The ramp was VERY slippery plastic plating. Representation of the Delta-class escort shuttle, and a comparable depiction of the Lambda-class shuttle, from TIE Fighter. In the scene aboard Lord Vader's shuttle, there were two raised ridges across the floor beyond the back of the cockpit. It isn't clear how the non-crew space beyond the partition is shared between the head, neck and front part of the fuselage. There are two landing pads, one on either side of the fuselage, within the cylindrical hinges of the lateral wings. According to P.Briggs, the area from here to the cockpit aboard the Emperor's shuttle had plush purple bench seats against the port and starboard walls, totalling eight approximately. Some sources erroneously state that the Sentinel is the same length as the Lambda, but the true scale is evident in the relative extent of the hull compared to the standard-sized cockpit module, waiting. The Executor made a structural scan and analysis. Skywalker adjusts some overhead controls, presumably associated with his role in the cockpit. The cargo holds shown in the Scavenger Hunt plans are 10.9m' on each side of the ship. This may have implications for the redistribution of waste heat and the efficiencies of the different engine designs. Nevertheless this ship is still small enough to land conveniently at a standard planetary spaceport. The protocol droid seemed to be seated, which is evidence for a third row of cockpit seats. Schematics are available in the design patent for the shuttle, as presented at The Star Wars Collectors' Archive. The Tydirium was inspected closely during its clearance assessment, while Piett and Vader kept Solo et al. Contrast this with the linear accelerations of hundreds or thousands of G demonstrated by vessels like star destroyers and the Executor. If so then the Mu has sacrificed some hyperspace acceleration, because the "hyperdrive multiplier" class is x2 rather than x1 (for the Lambda).

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