

# JUMP POINT

ISSUE: 14 02

QV BREAKER STATION

DRAKE KRAKEN

RSI AURORA RETIREMENT

PLAIN TRUTH



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## FROM THE COCKPIT

### GREETINGS, CITIZENS!

Welcome to April's **Jump Point**! As we're finishing off this issue, DefenseCon 2956 is rapidly approaching, with teams across CIG studios putting the finishing touches to the halls, vehicles, supporting content, marketing materials, and more. Not wanting to miss out on the Drake-related festivities, we're giving you a glimpse into the ongoing production of one of the most exciting ships in PU history, the vast Kraken.

Before that, however, we're showcasing some of the highly detailed concept work that went into the QV Breaker Stations that premiered in Alpha 4.7: Welcome to the Rock. This follows on from February's dive into Nyx's social stations; while we wanted to show them off last time, we didn't want to spoil the impact of stumbling upon these gargantuan locations during gameplay.

Despite Drake commanding most of the focus this month, we're also shining the spotlight on RSI,

which recently began sunsetting one of its most beloved spaceships. However, it wasn't all doom and gloom for devotees of RSI's legendary starter thanks to the recent release of the Aurora Mk II. We take a look behind the scenes of the development of the latest ship, including how the original influenced its design, aesthetics, and features.

Finally, the Narrative team is back with an all-new Plain Truth, starring self-styled fact-seeker Parker Terrell.

And thanks to you all for continuing to support our bi-monthly magazine on all things *Star Citizen*. We'll be back in June. But until then, we'll see you in the 'verse!

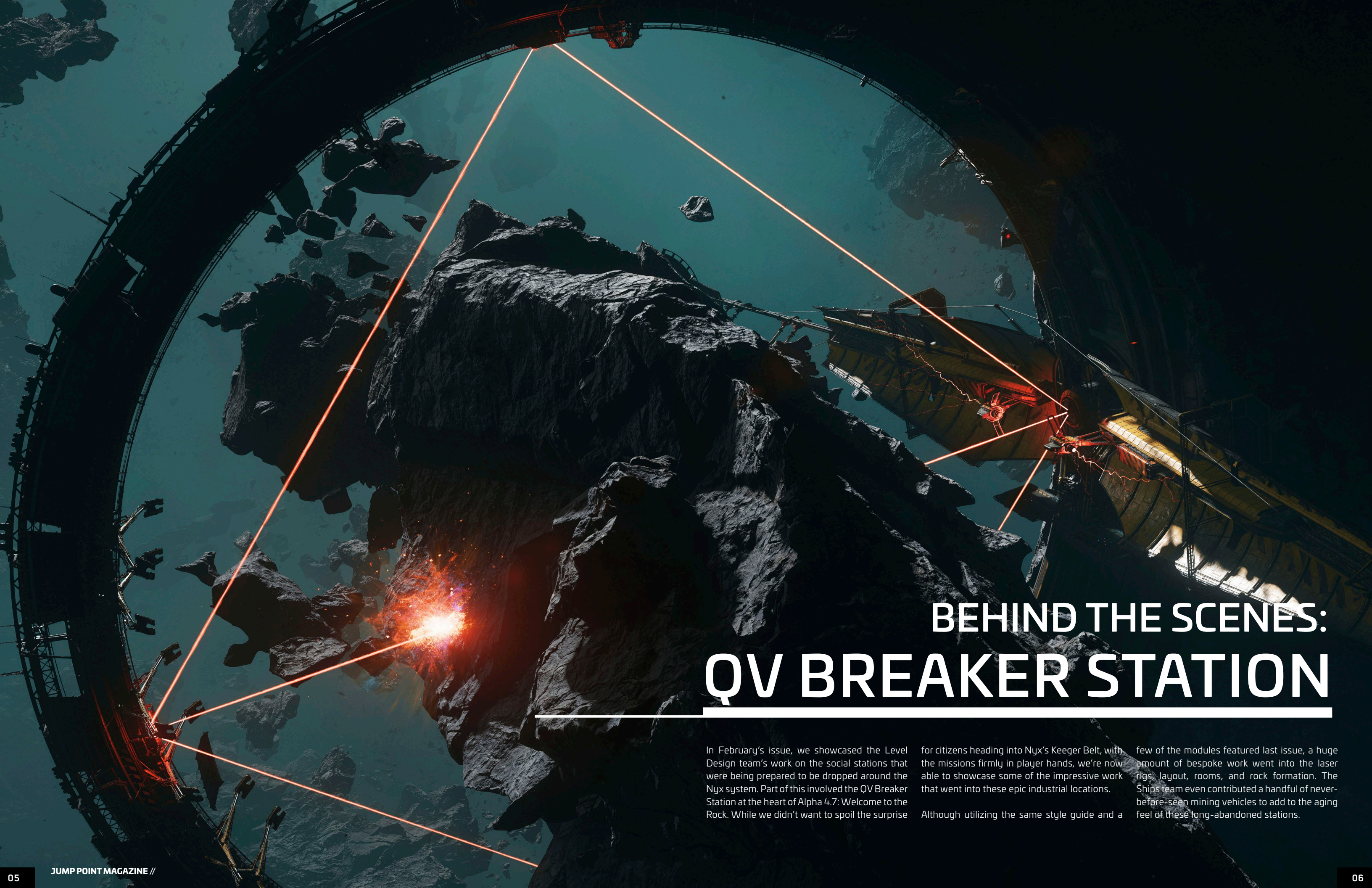
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# BEHIND THE SCENES: QV BREAKER STATION

In February's issue, we showcased the Level Design team's work on the social stations that were being prepared to be dropped around the Nyx system. Part of this involved the QV Breaker Station at the heart of Alpha 4.7: Welcome to the Rock. While we didn't want to spoil the surprise

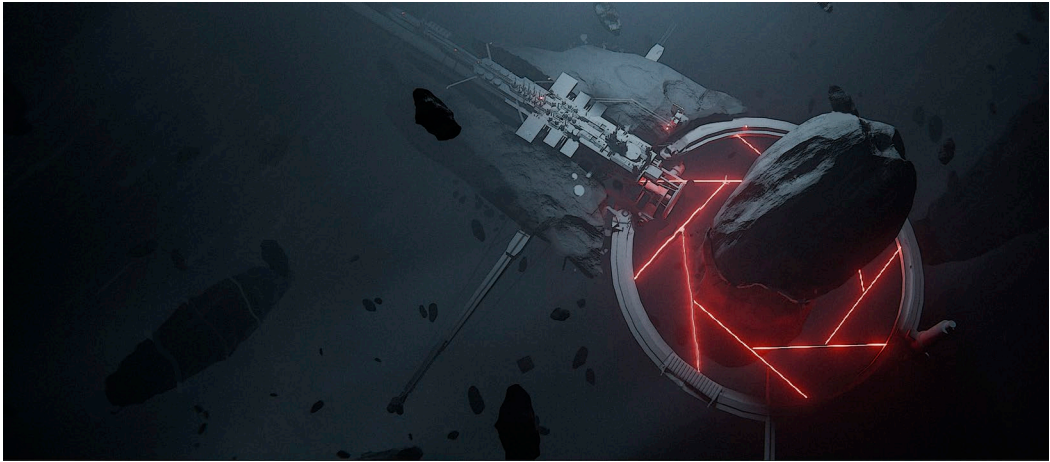
for citizens heading into Nyx's Keeger Belt, with the missions firmly in player hands, we're now able to showcase some of the impressive work that went into these epic industrial locations.

Although utilizing the same style guide and a

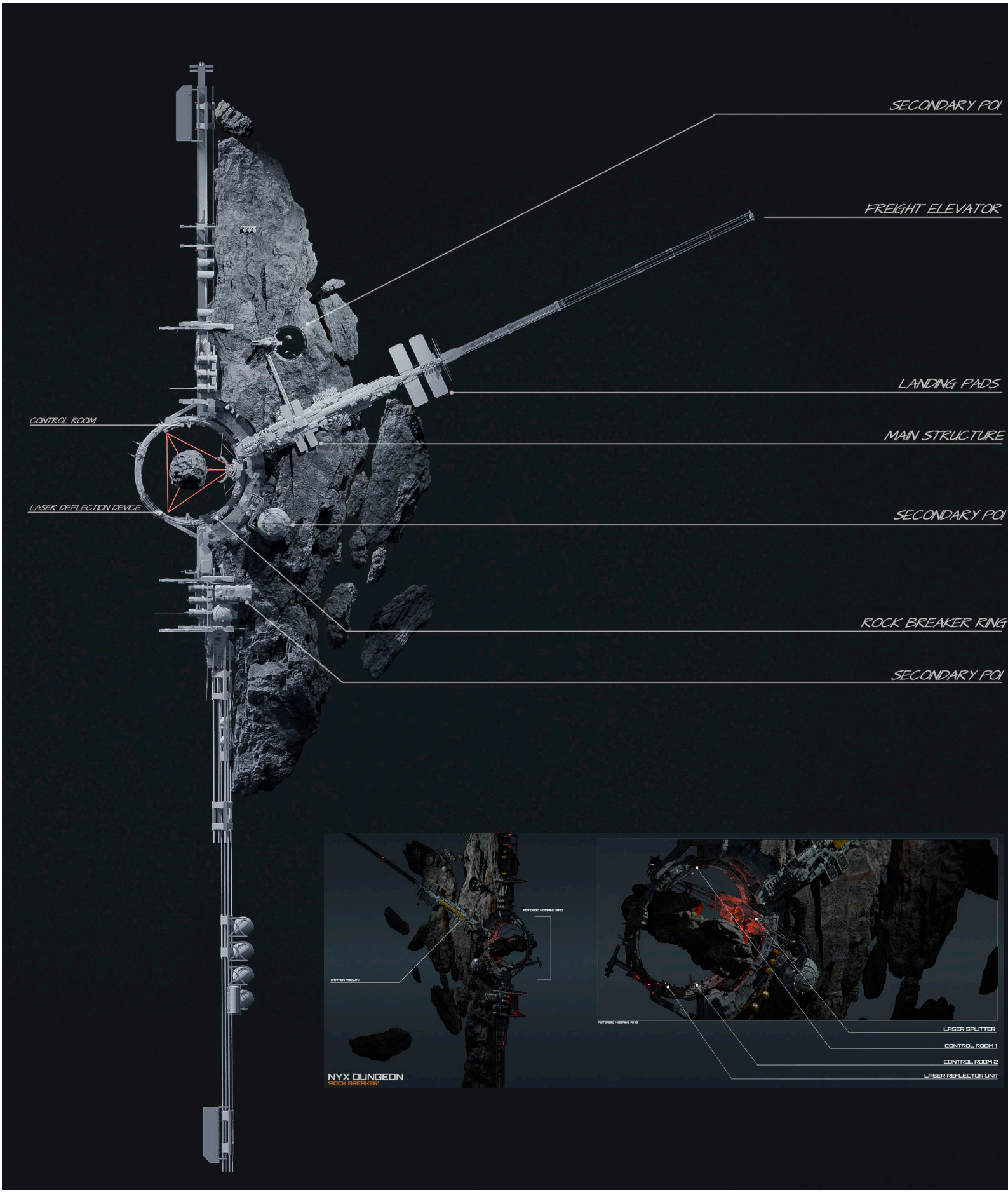
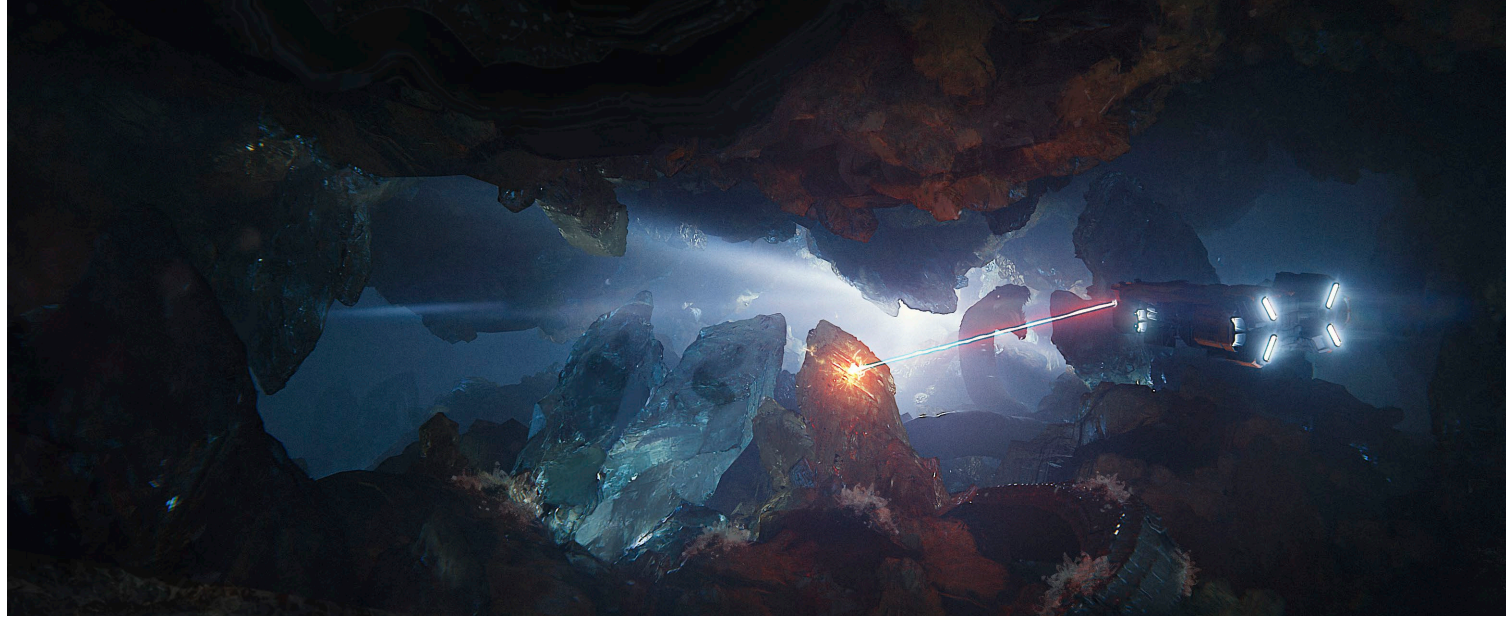
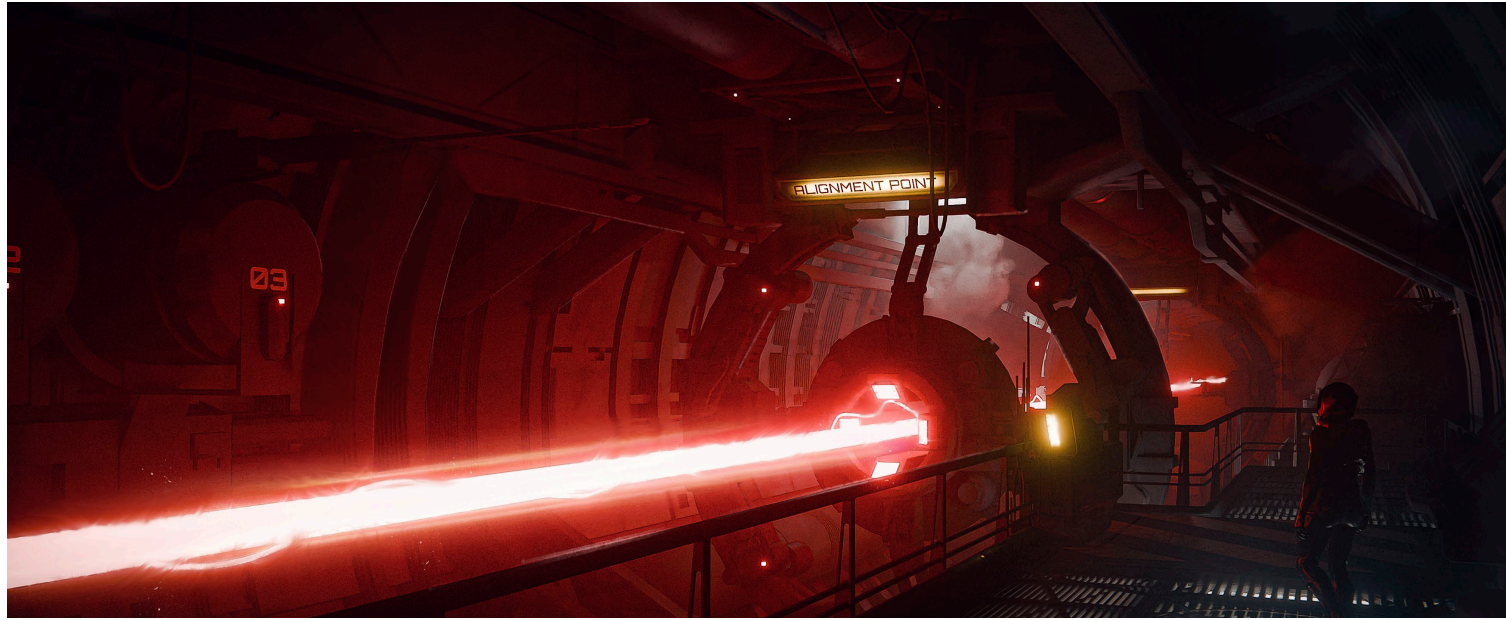
few of the modules featured last issue, a huge amount of bespoke work went into the laser rigs, layout, rooms, and rock formation. The Ships team even contributed a handful of never-before-seen mining vehicles to add to the aging feel of these long-abandoned stations.



EXTERIOR





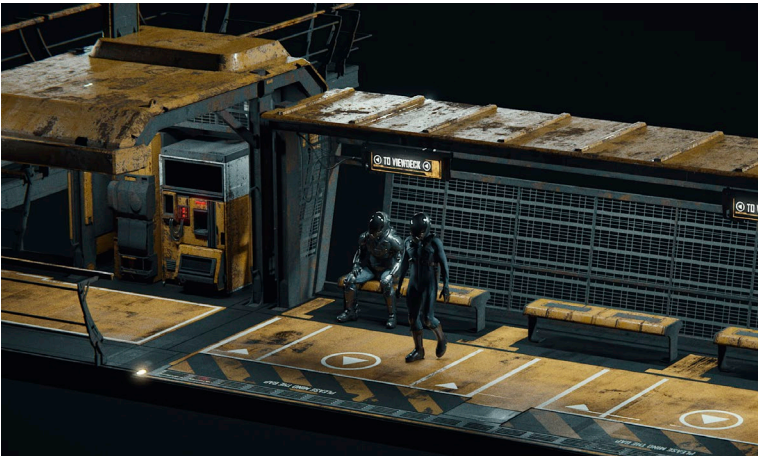
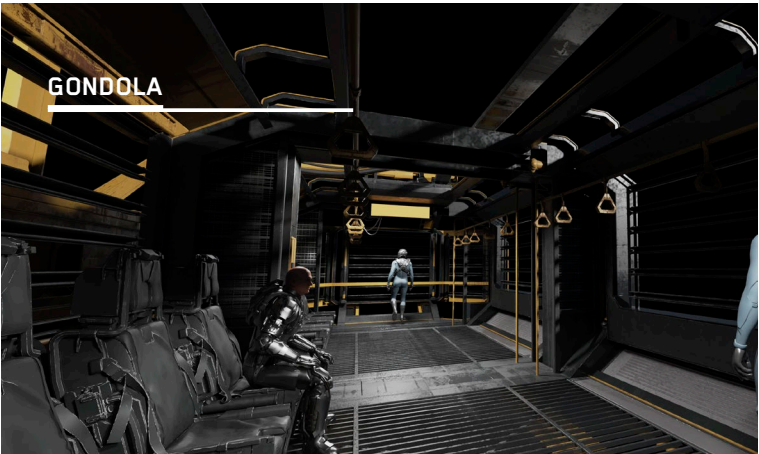




LASER HEAD ROOM







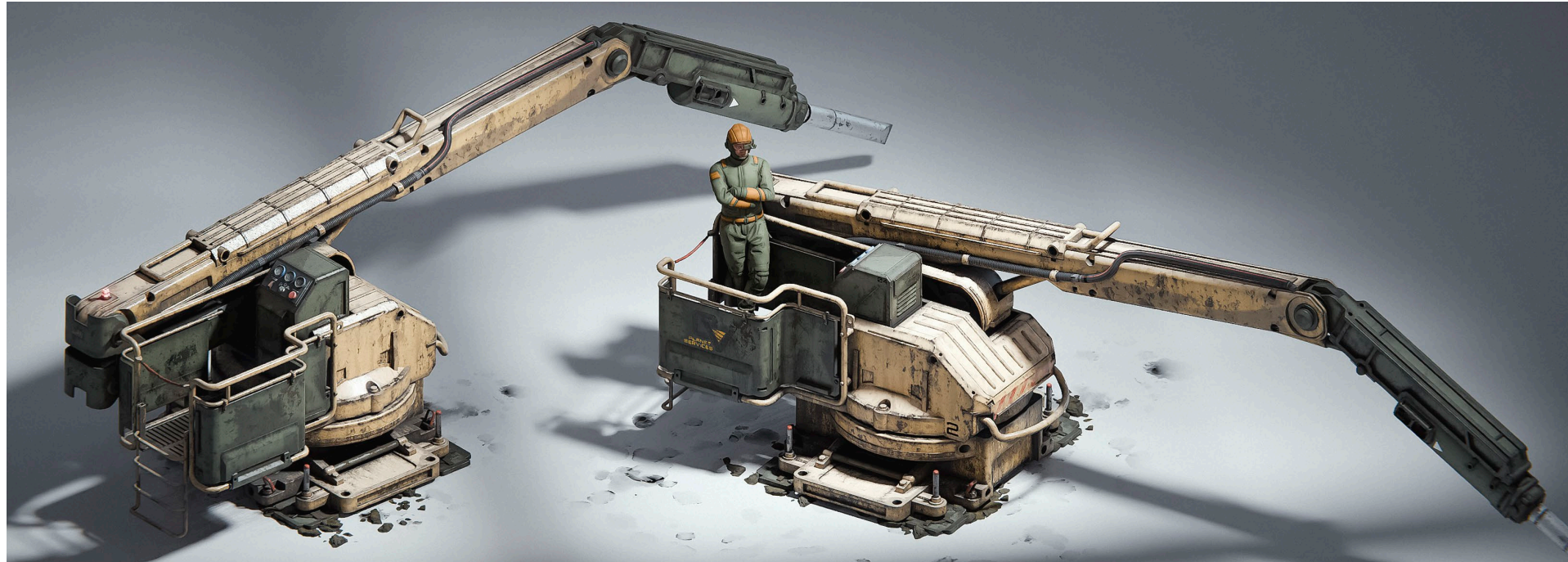
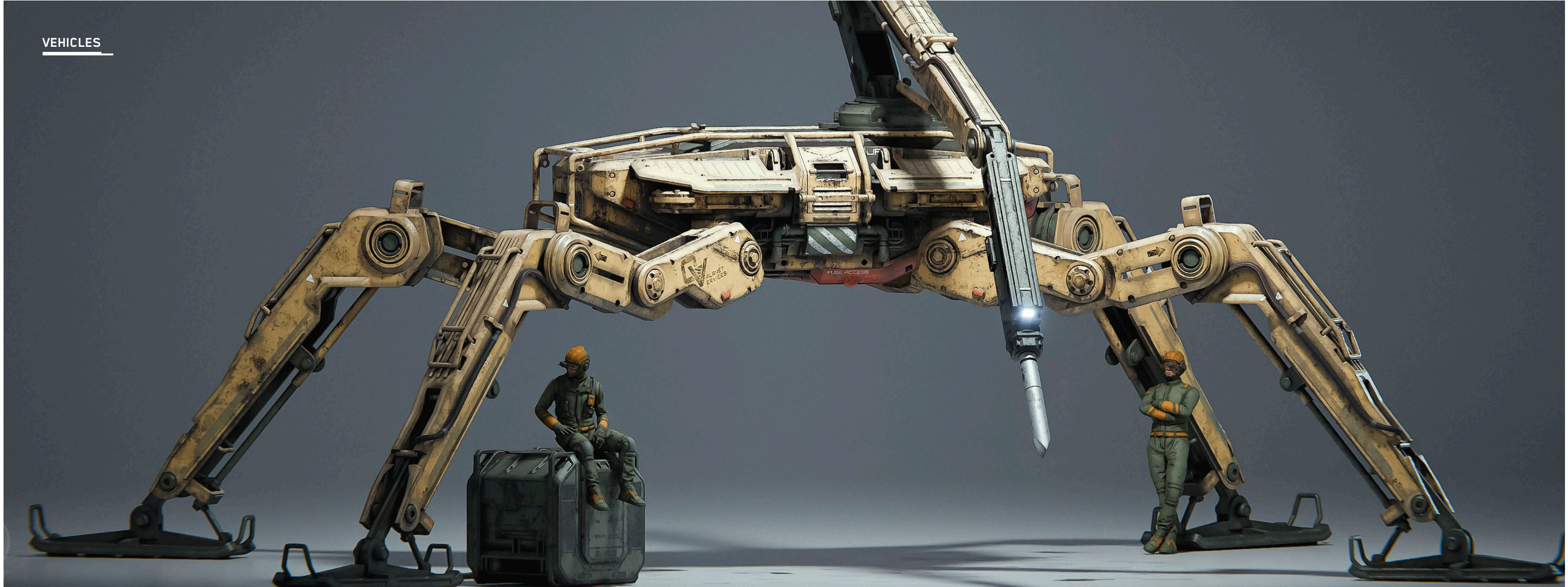
















# WORK IN PROGRESS: DRAKE KRAKEN

Vast, ferocious, and unmistakably Drake. The Kraken was announced to staggered citizens in early October, 2018. While news of any capital ship causes a stir, one built by the divisive pirate's choice of shipbuilder was even more so. It looked wild, like a gritty sci-fi aircraft carrier, and had the potential to stand tall against the more established frigates and gunships from military contractors like Anvil and Aegis.

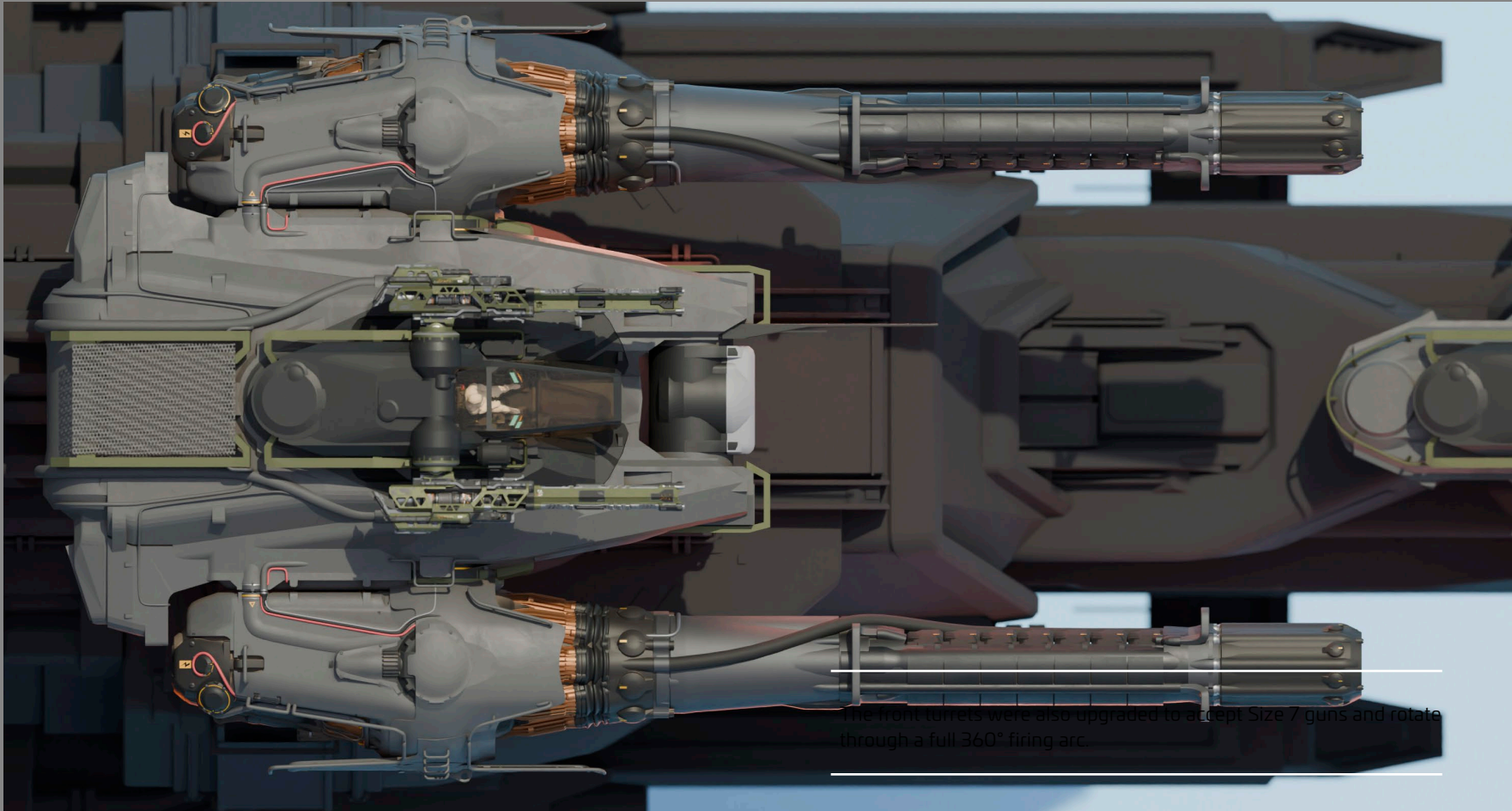
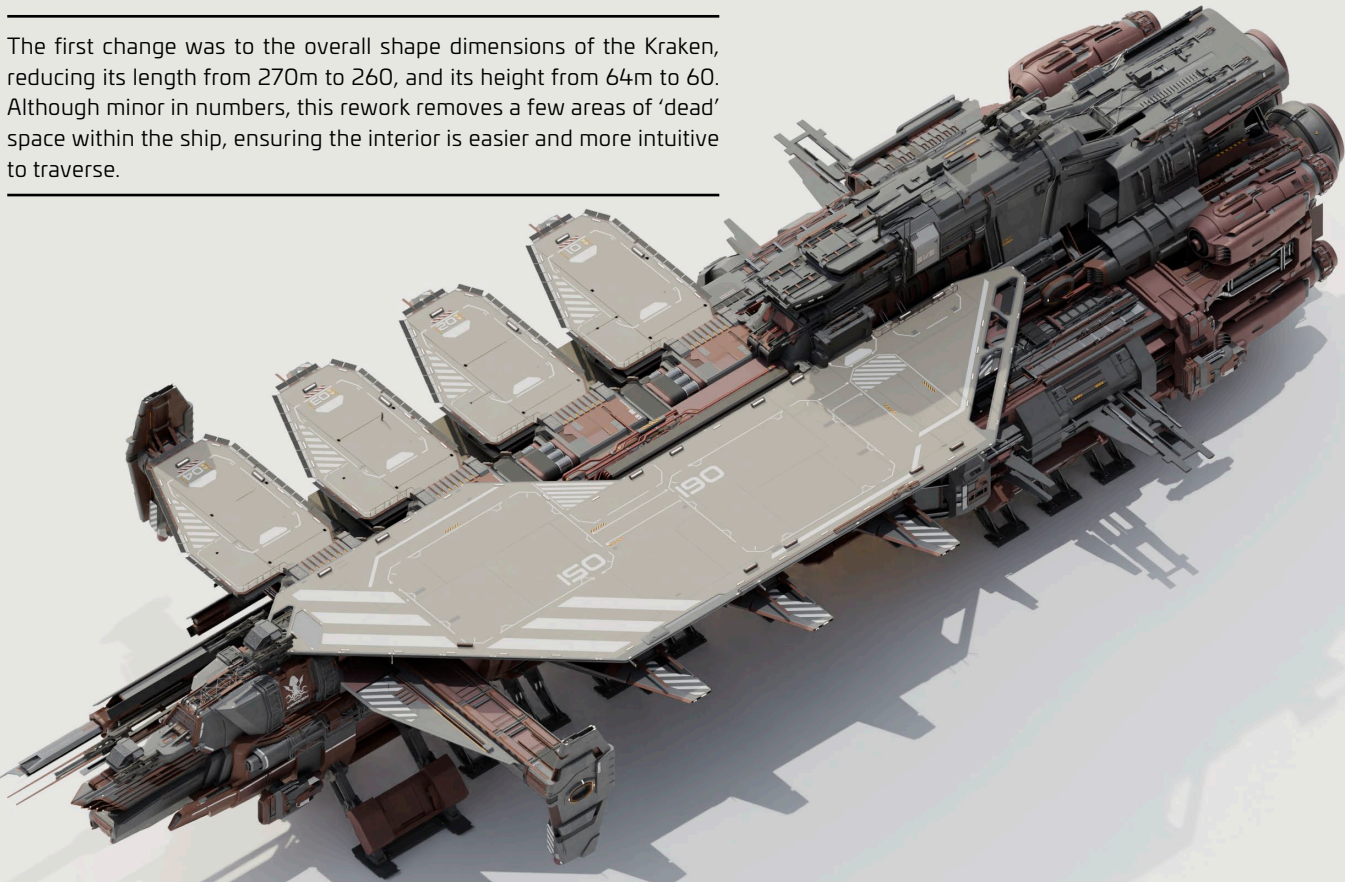
So, while excitement was high, ships of this scale and complexity take significant time to develop, and the Kraken was unveiled as a concept

to allow the Ships team to fit development in around the wealth of smaller vehicles in the pipeline.

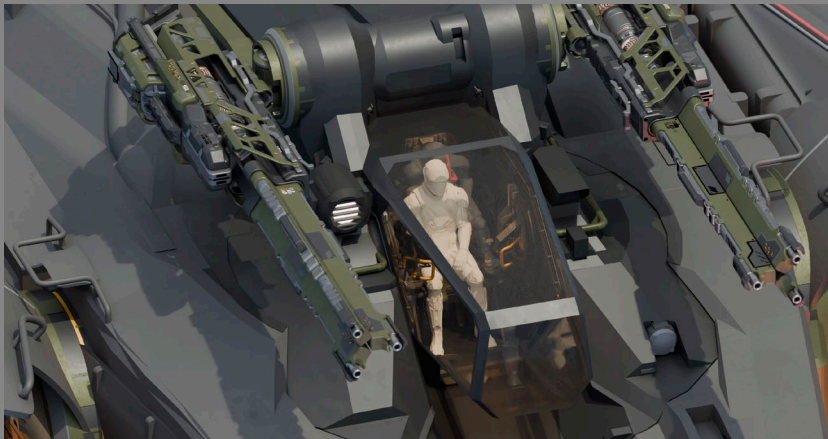
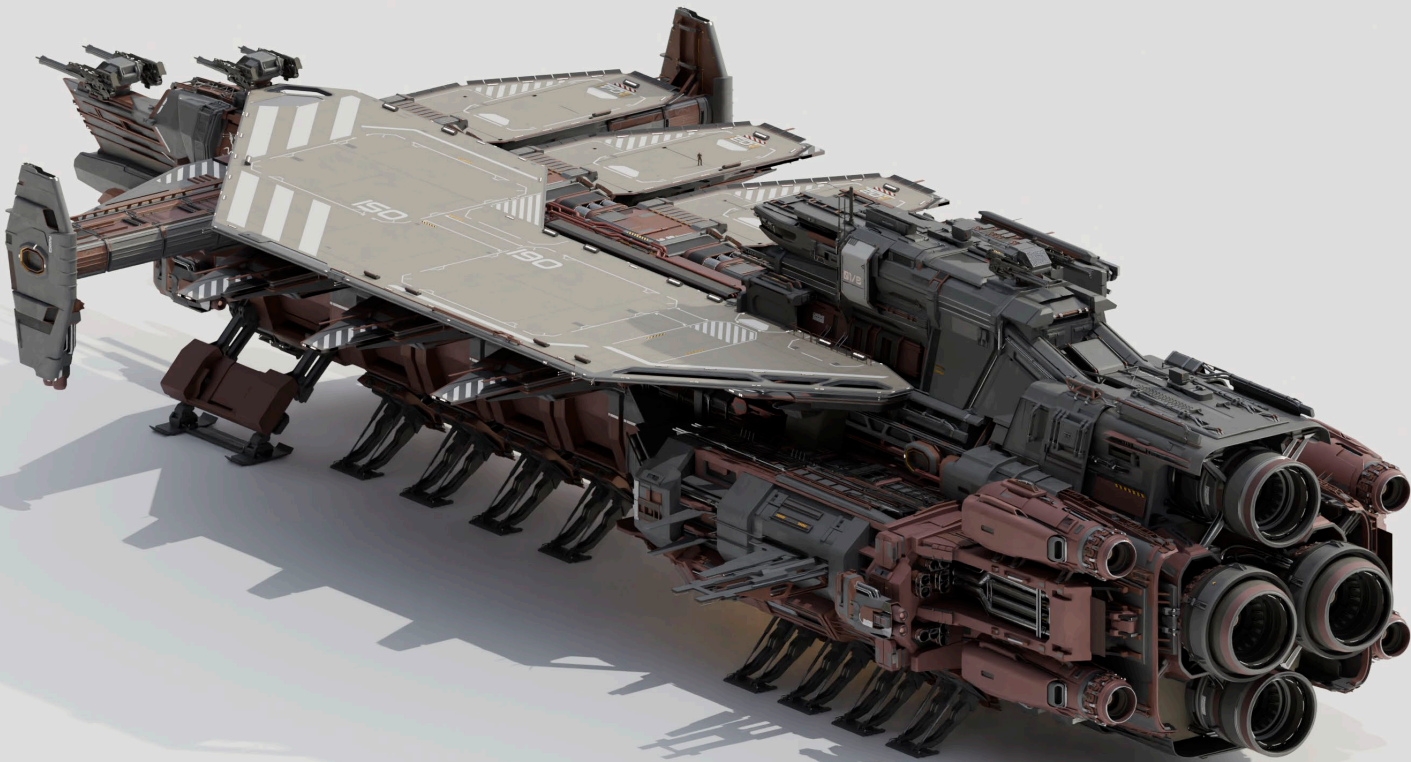
The development of Drake's magnum opus has ramped up over the past few months, as regular readers of the PU Monthly might have noticed. To keep everyone up to speed, we've trawled back through the past few months of updates to show you where the Kraken is, what's changed since the concept, and generally just showcase the impressive work going toward this game-changing carrier.



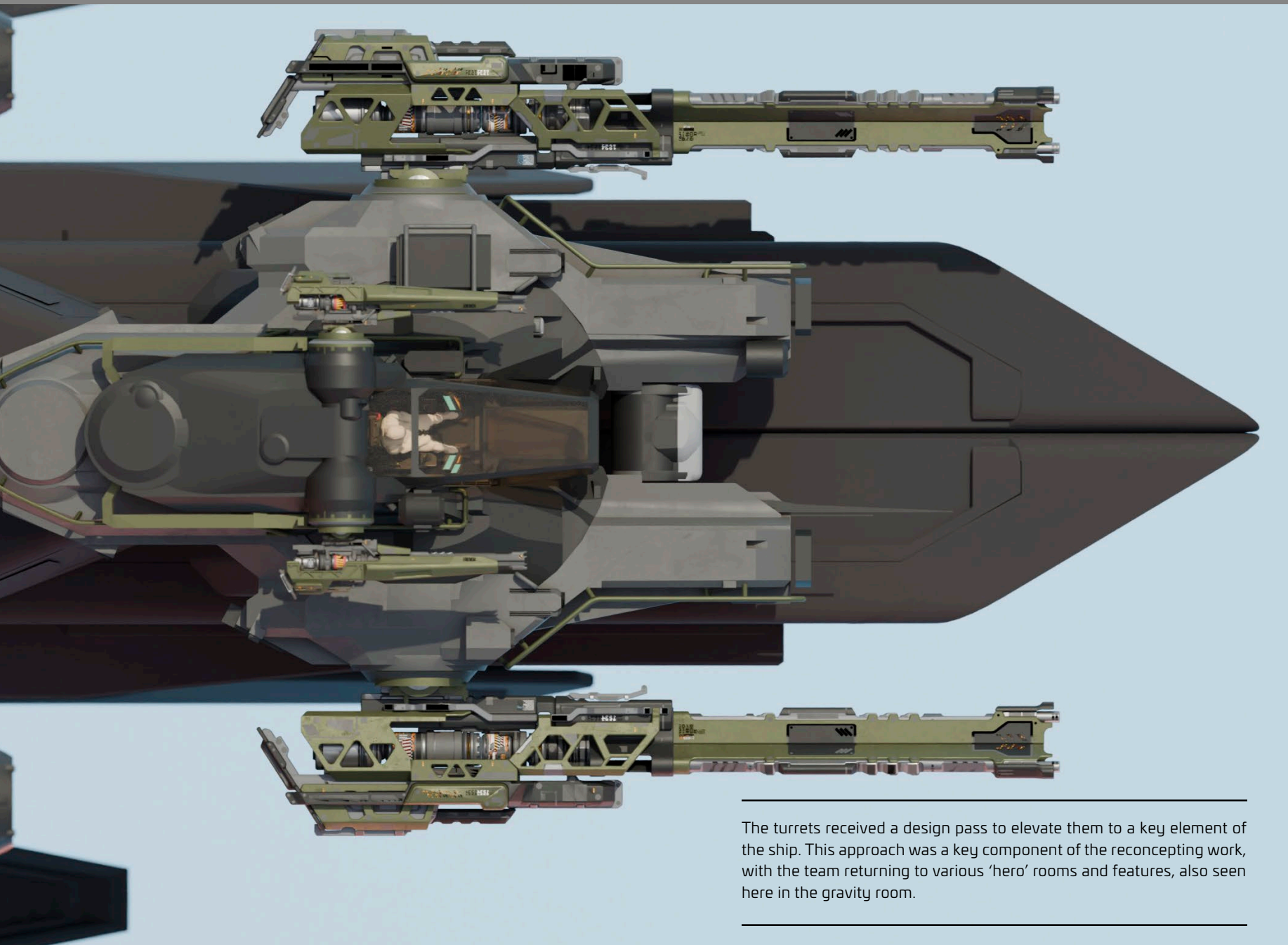
The first change was to the overall shape dimensions of the Kraken, reducing its length from 270m to 260, and its height from 64m to 60. Although minor in numbers, this rework removes a few areas of ‘dead’ space within the ship, ensuring the interior is easier and more intuitive to traverse.



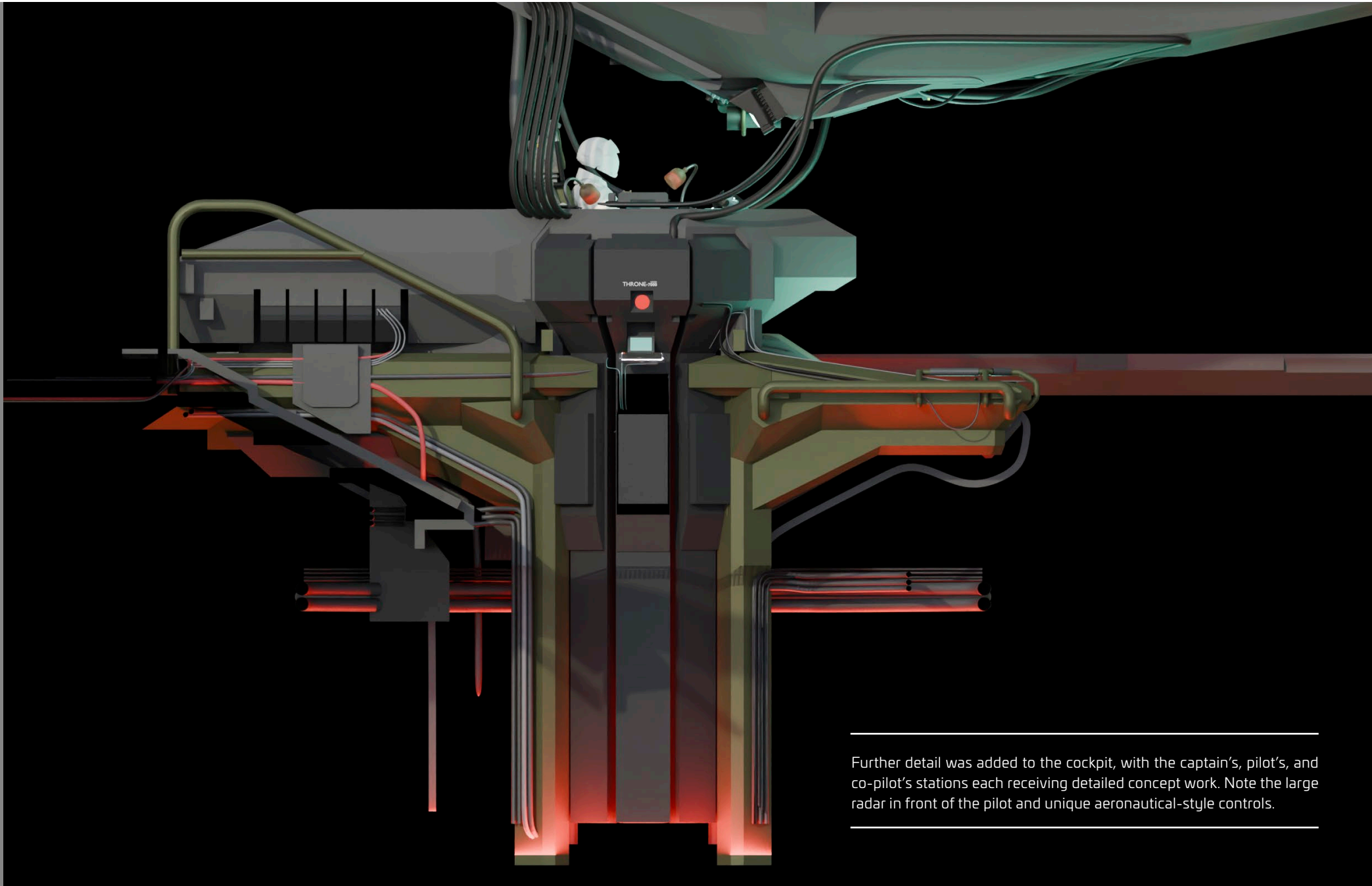
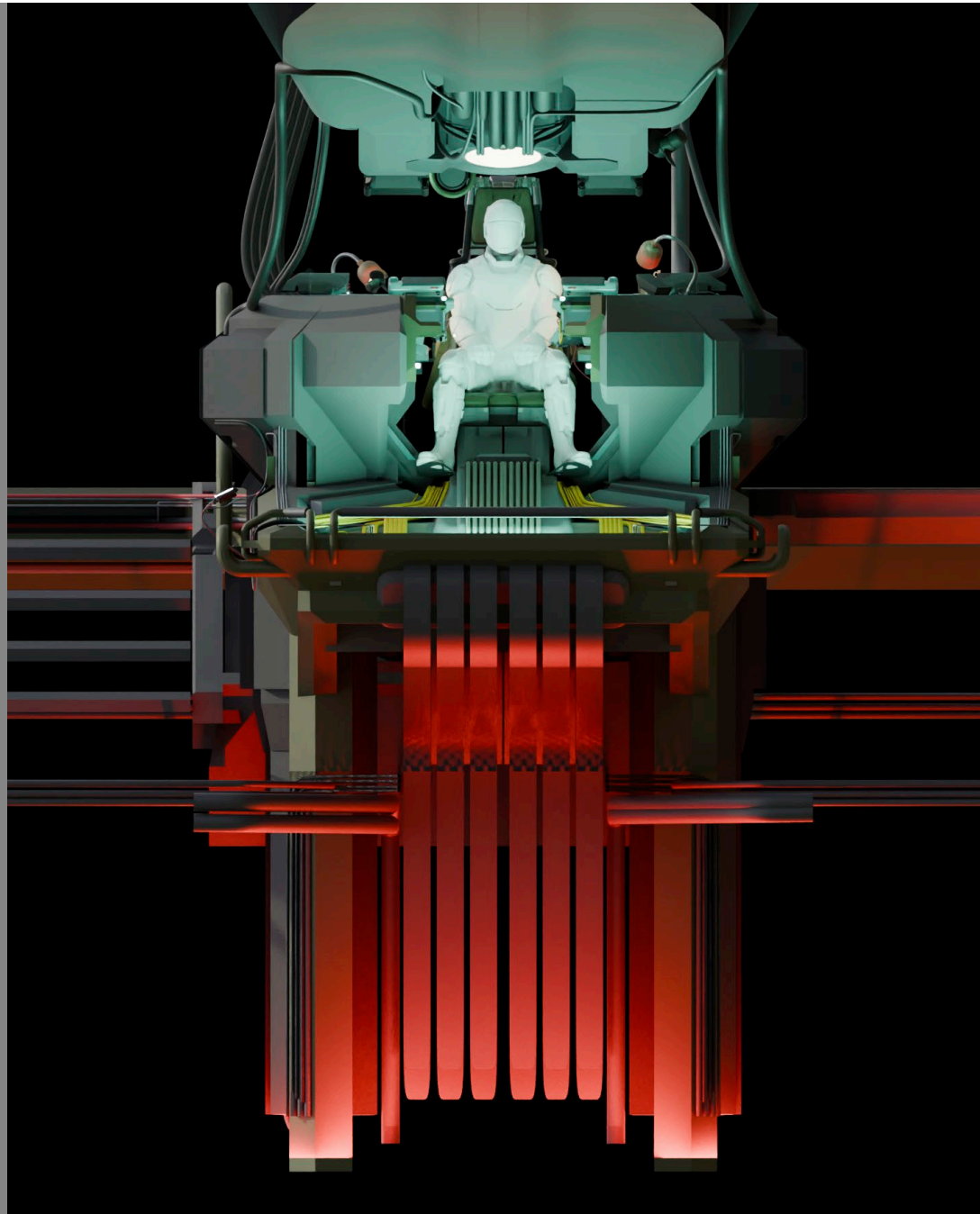
The front turrets were also upgraded to accept Size 7 guns and rotate through a full 360° firing arc.



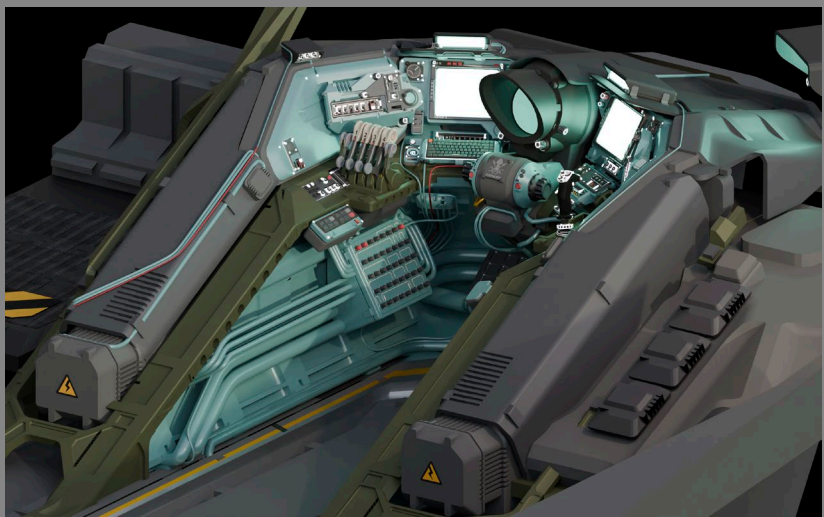
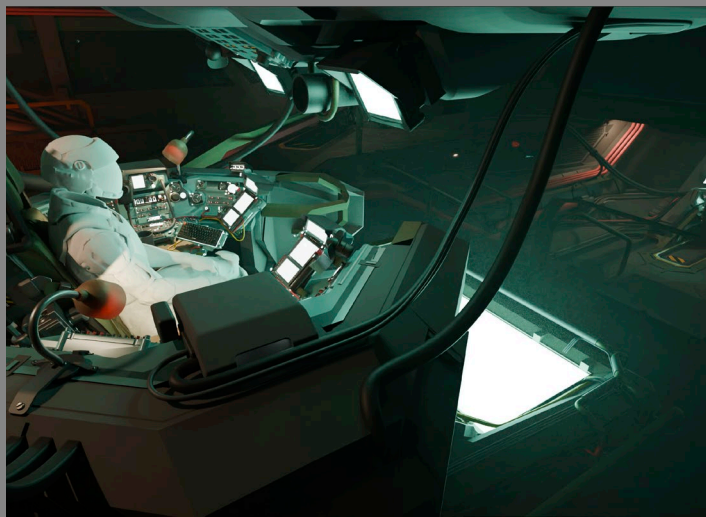




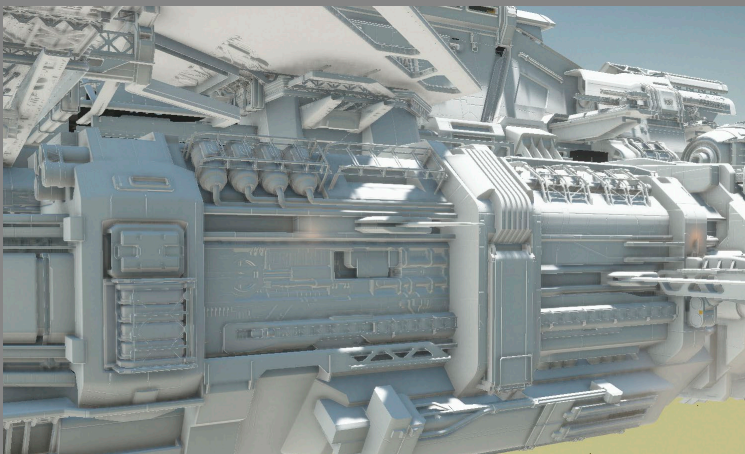
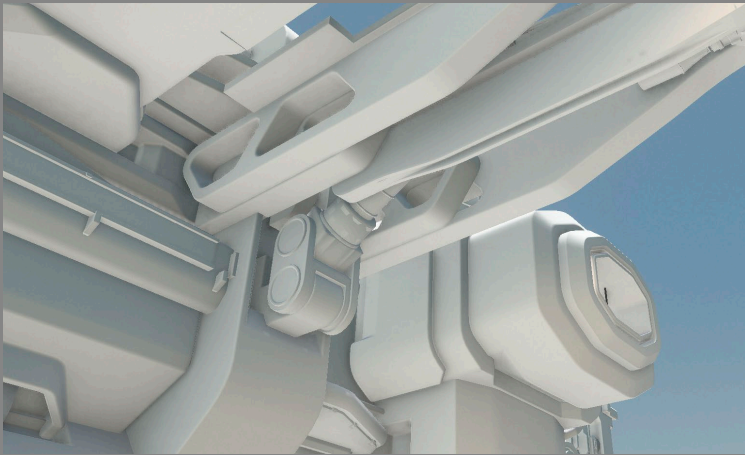
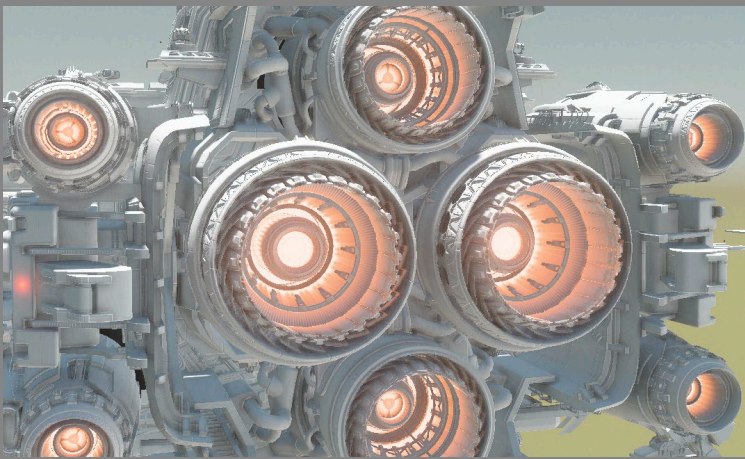
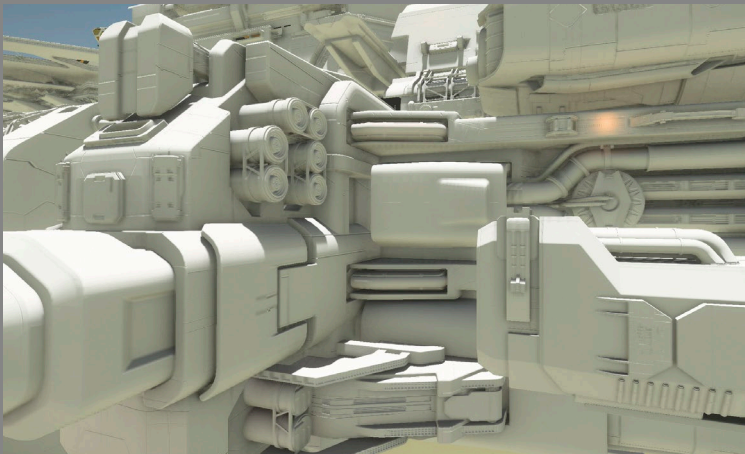
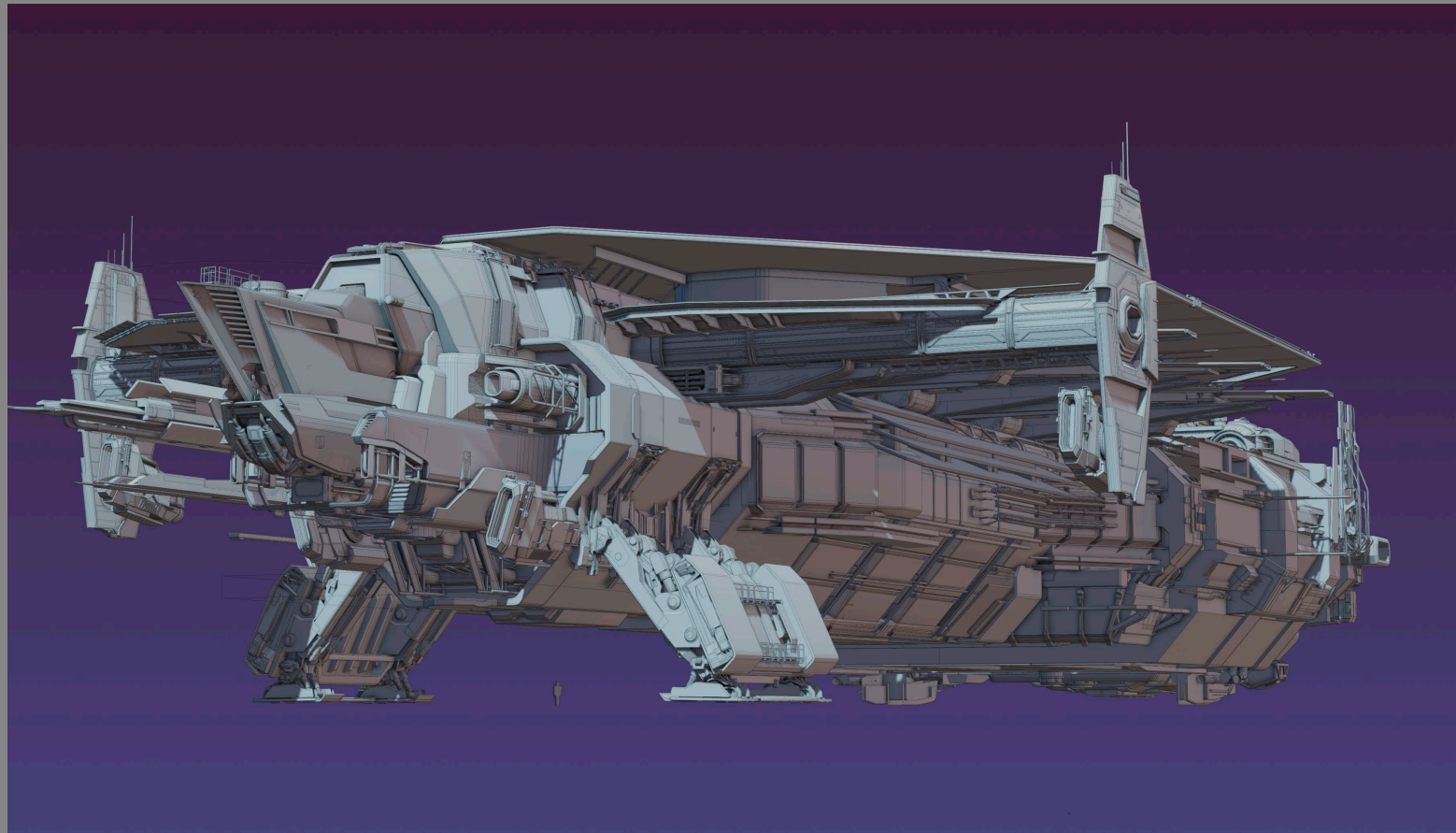
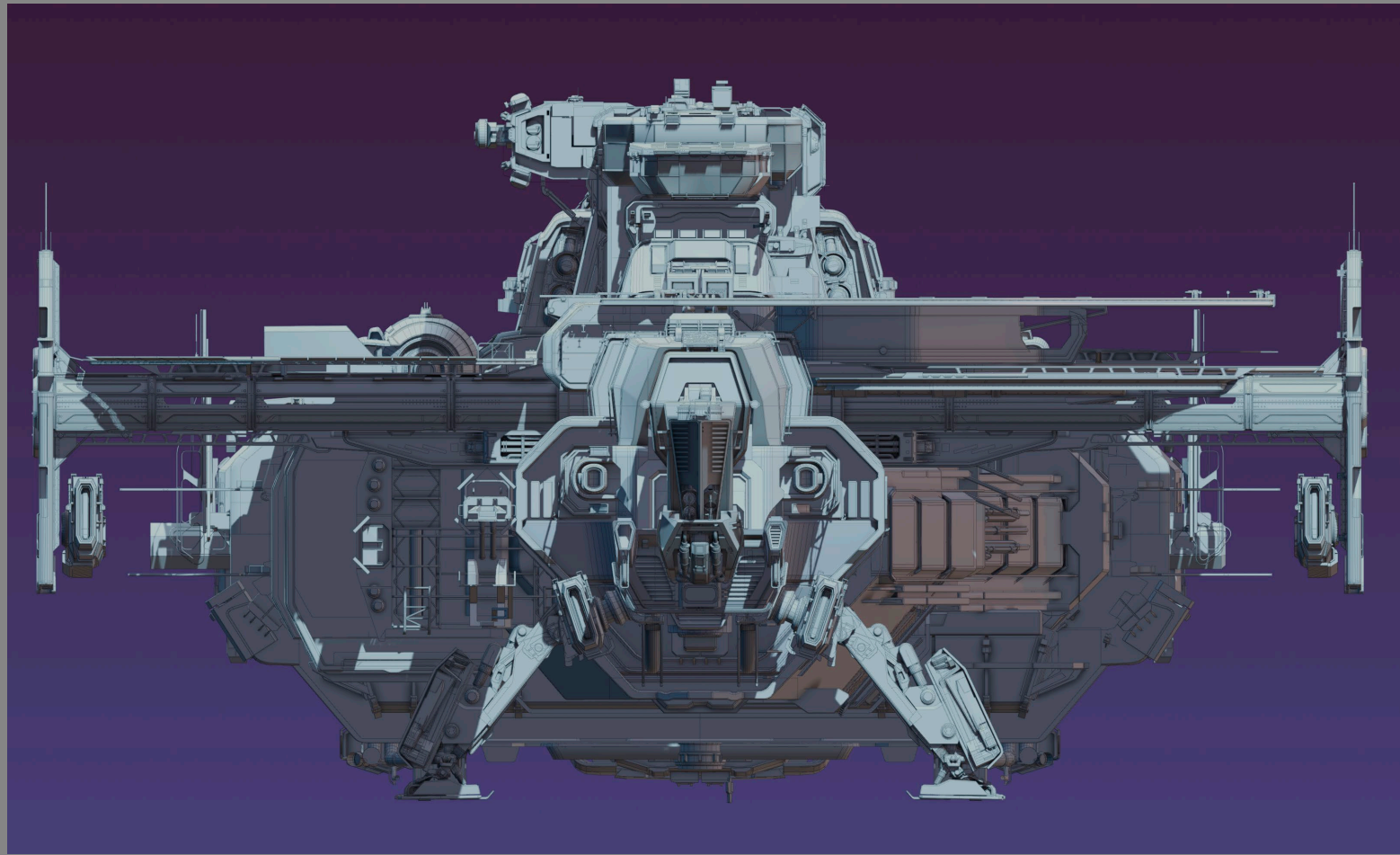




Further detail was added to the cockpit, with the captain's, pilot's, and co-pilot's stations each receiving detailed concept work. Note the large radar in front of the pilot and unique aeronautical-style controls.

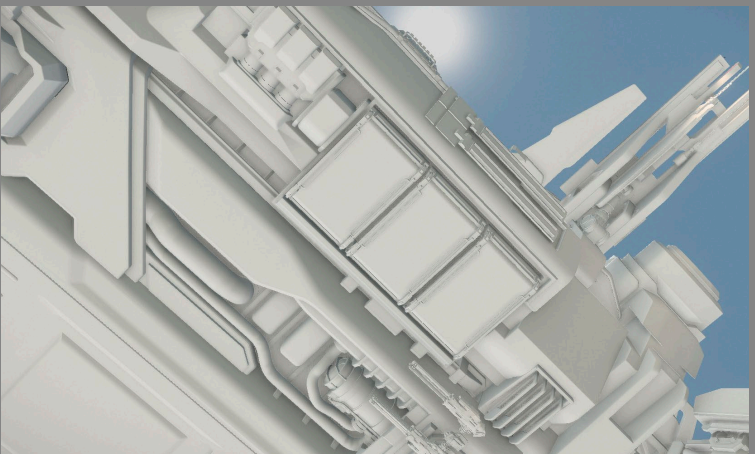
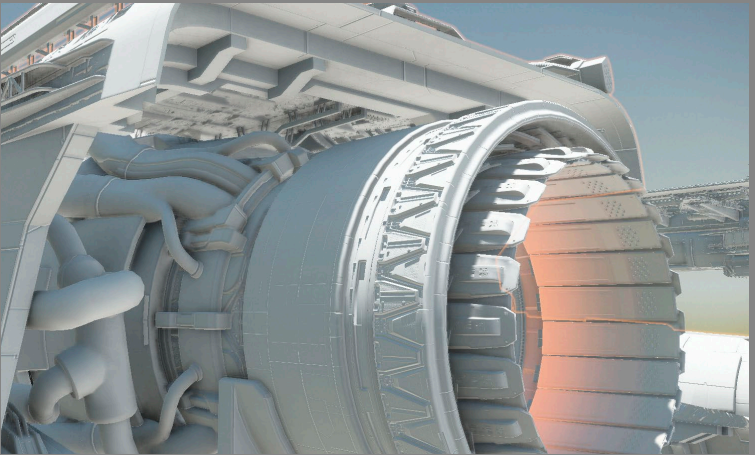
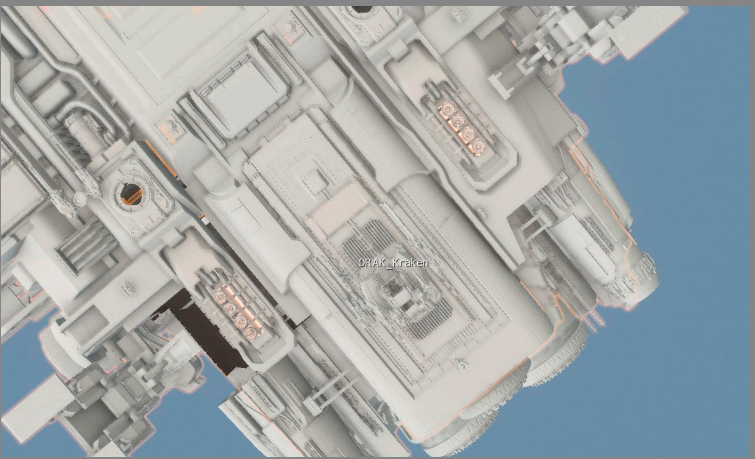






Following the concept rework, whitebox work added significant detailing around the ship, including armor layers, the huge rear thruster layout, and various sections of the hull. Here, the sheer scale of the Kraken is apparent, with the whitebox appearing far more complex than other ships at this stage due to its size.

Although just a teaser of its ongoing development, it's clear that the Kraken is shaping up to be a truly special addition to the 'verse. We'll keep you updated as progress continues.







## BEHIND THE SCENES: RSI AURORA RETIREMENT

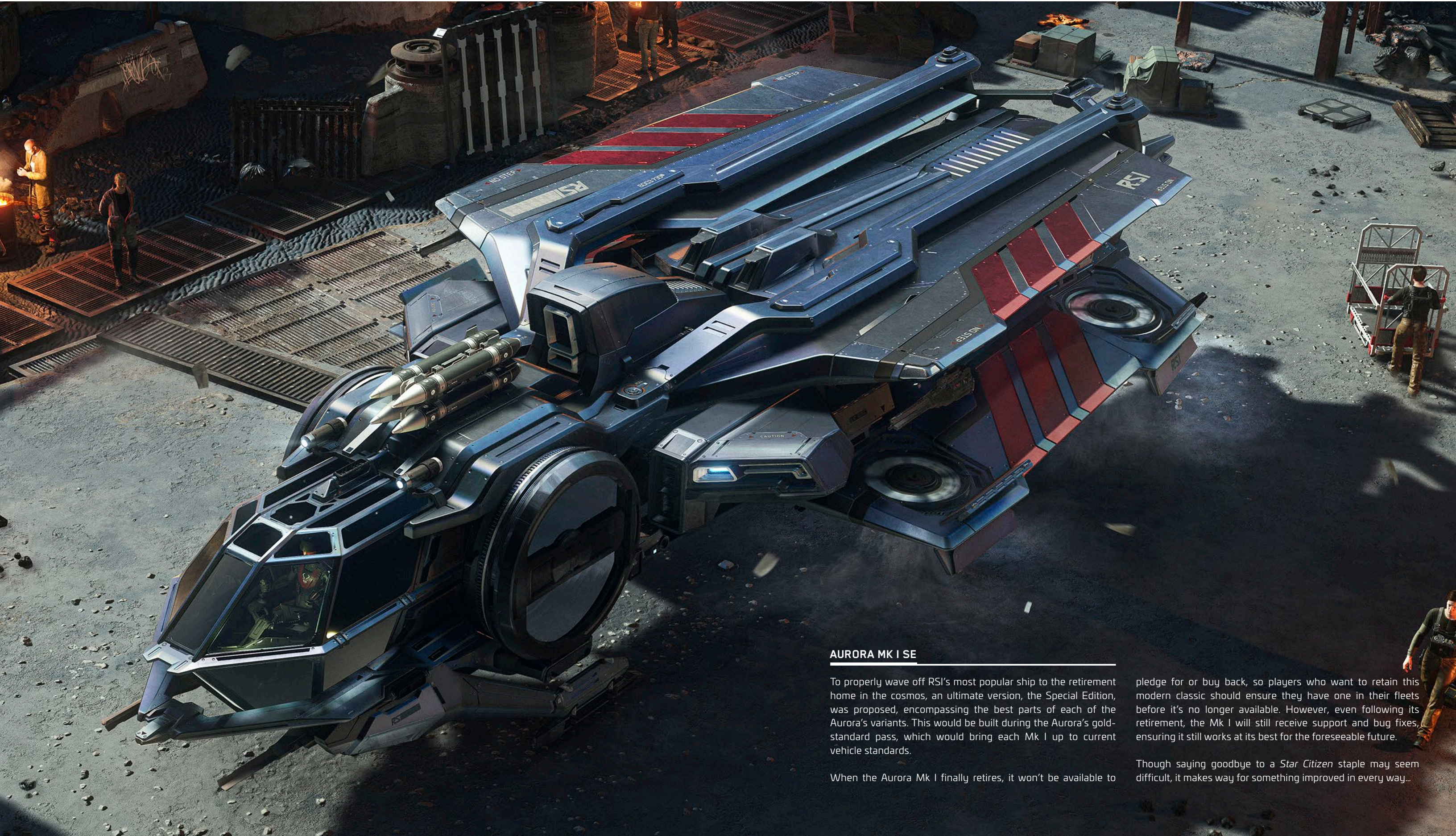
The RSI Aurora is *Star Citizen*'s most enduring ship, having been the first vessel piloted by thousands of new players taking their first steps into the 'verse. It's by far the most flown ship in the PU's history, owing to its accessibility and comparative ease of use, and remains in the fleets of citizens with exponentially more capable vehicles. The reason? It was and still is a highly effective little ship for everyday use but, arguably more importantly, it has sentimental value, reminding players how far we've come on this ongoing journey to 1.0.

While the recently announced retirement of RSI's first flyable ship makes sense, for many, it was a surprise to see it replaced rather than

updated. Although this was the method taken for the Origin 300 series in 2019, the current approach was planned from the beginning of the project to mirror the real world, where automotive manufacturers release new models while simultaneously replacing (though continuing to support) previous versions. The first ship to trial this process was the legendary Anvil Hornet, which proved that second editions can improve on everything that made the original special.

So, with the process proven and a wider, long-term plan to revisit RSI's lineup, the decision to sunset the first Aurora was made. However, such a beloved ship wouldn't be retired without fanfare.





AURORA MK I SE

To properly wave off RSI's most popular ship to the retirement home in the cosmos, an ultimate version, the Special Edition, was proposed, encompassing the best parts of each of the Aurora's variants. This would be built during the Aurora's gold-standard pass, which would bring each Mk I up to current vehicle standards.

When the Aurora Mk I finally retires, it won't be available to

pledge for or buy back, so players who want to retain this modern classic should ensure they have one in their fleets before it's no longer available. However, even following its retirement, the Mk I will still receive support and bug fixes, ensuring it still works at its best for the foreseeable future.

Though saying goodbye to a *Star Citizen* staple may seem difficult, it makes way for something improved in every way...





AURORA MK II

The new ship, as always, began with a brief, which was submitted in late January, 2025. However, familiarity with the OG led to a less detailed brief than usual, though one that covered the most important features:

Aurora 2.0

Deployable wings, similar to those of the Scorpius. Rear has three different parts that can be attached. Base has 2 SCU of cargo.

Despite the barebones brief, the Aurora Mk II would follow the full ship-development process, from general concepting through specific gate reviews and QA testing. It would also be the first ship to adhere to the recently updated RSI brand guidelines, featuring new stylistic requirements and rules.



CONCEPT A



The first stage involved kit-bashing, which takes elements of existing ships and constructs them in various ways to define the overall silhouette. Here, four directions were explored, each featuring the extendable wings.

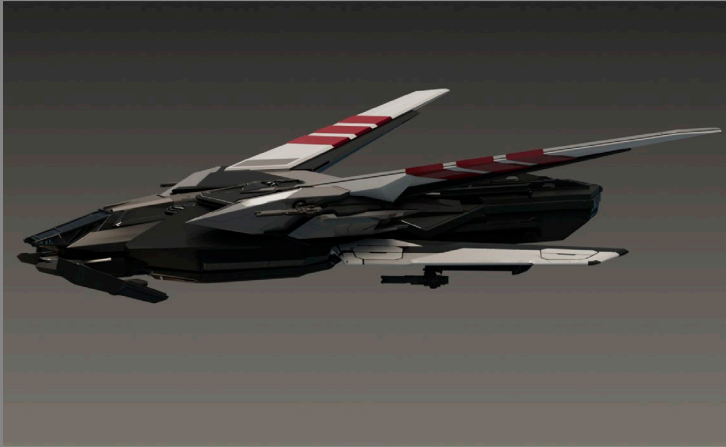


CONCEPT B





CONCEPT C



CONCEPT D

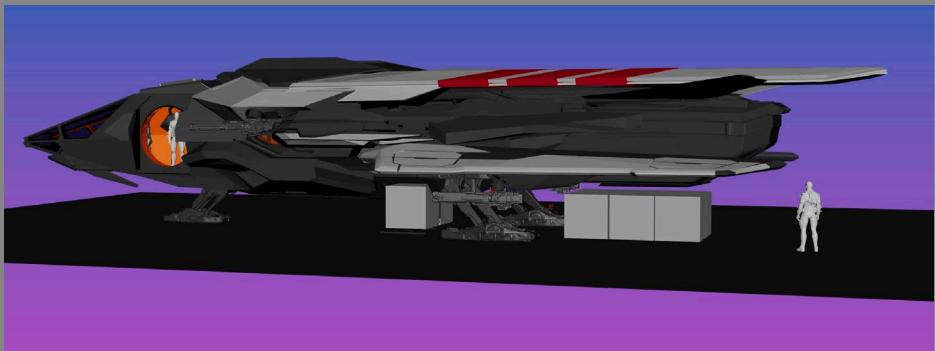
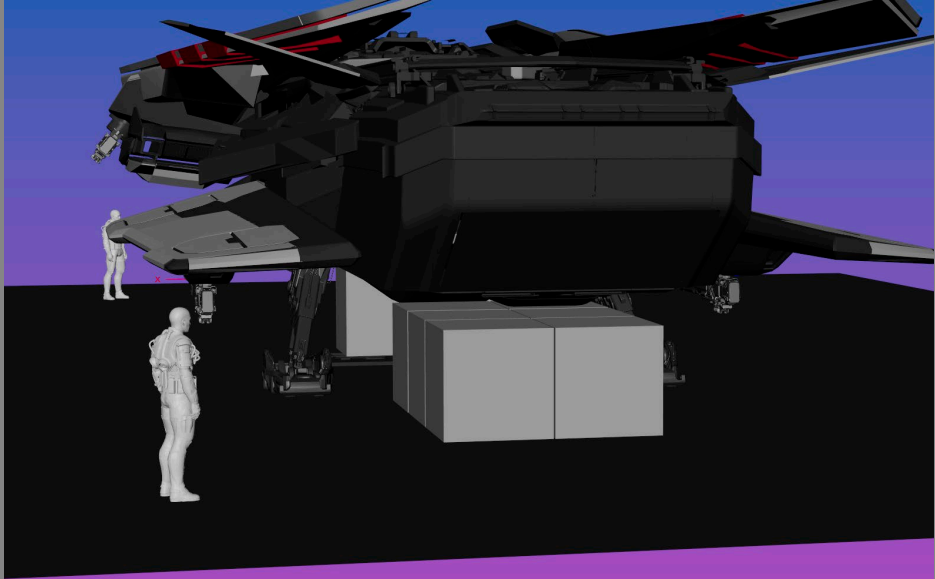
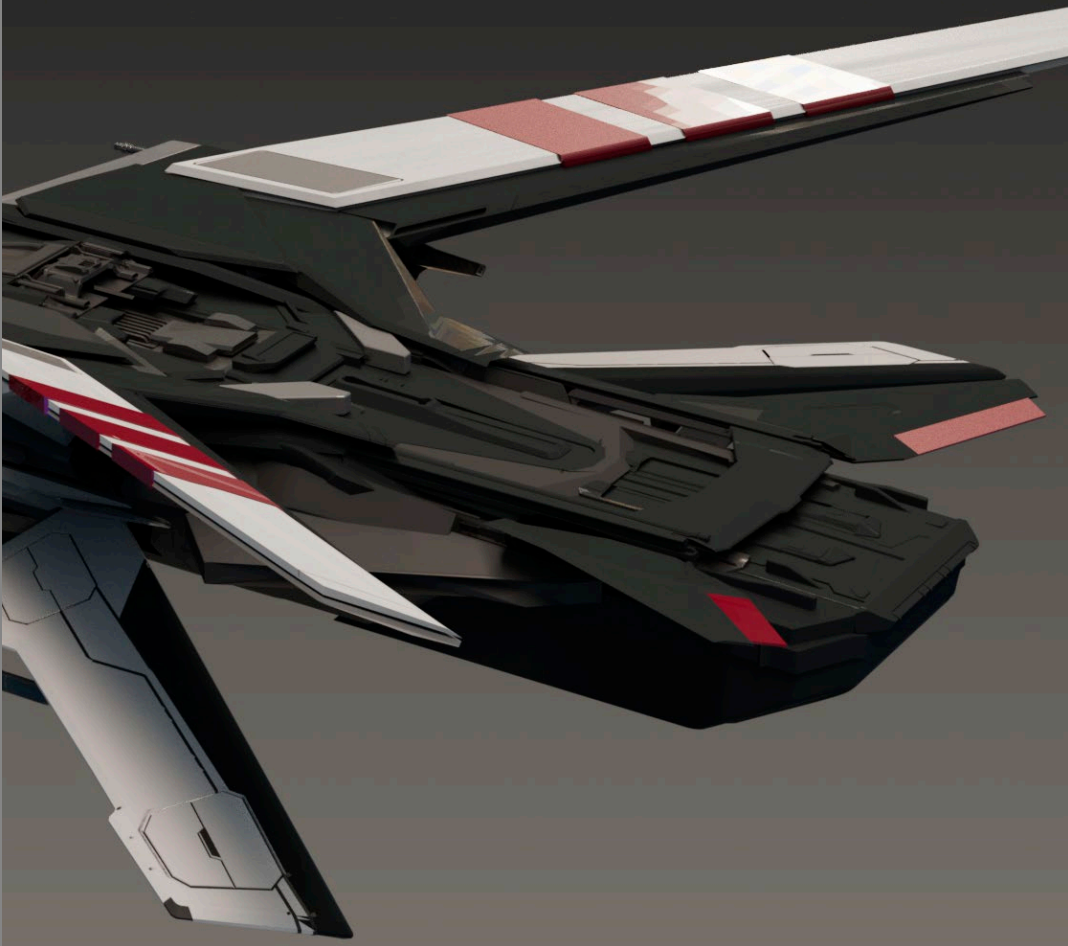
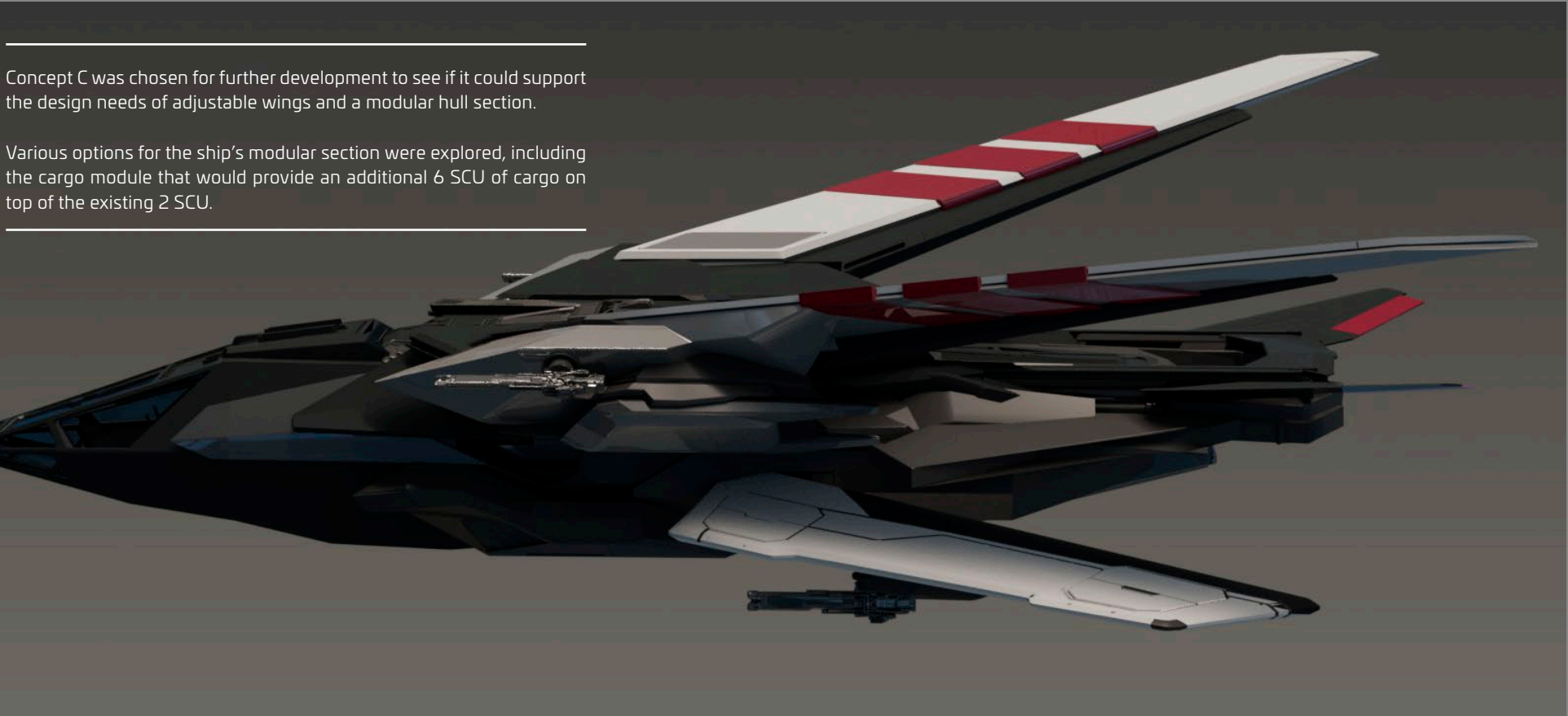


The color scheme initially used here to highlight the wings and references to the original was liked so much during review it eventually ended up in-game as the additional 'Obscurity' paint, available at the Mk II's release.



Concept C was chosen for further development to see if it could support the design needs of adjustable wings and a modular hull section.

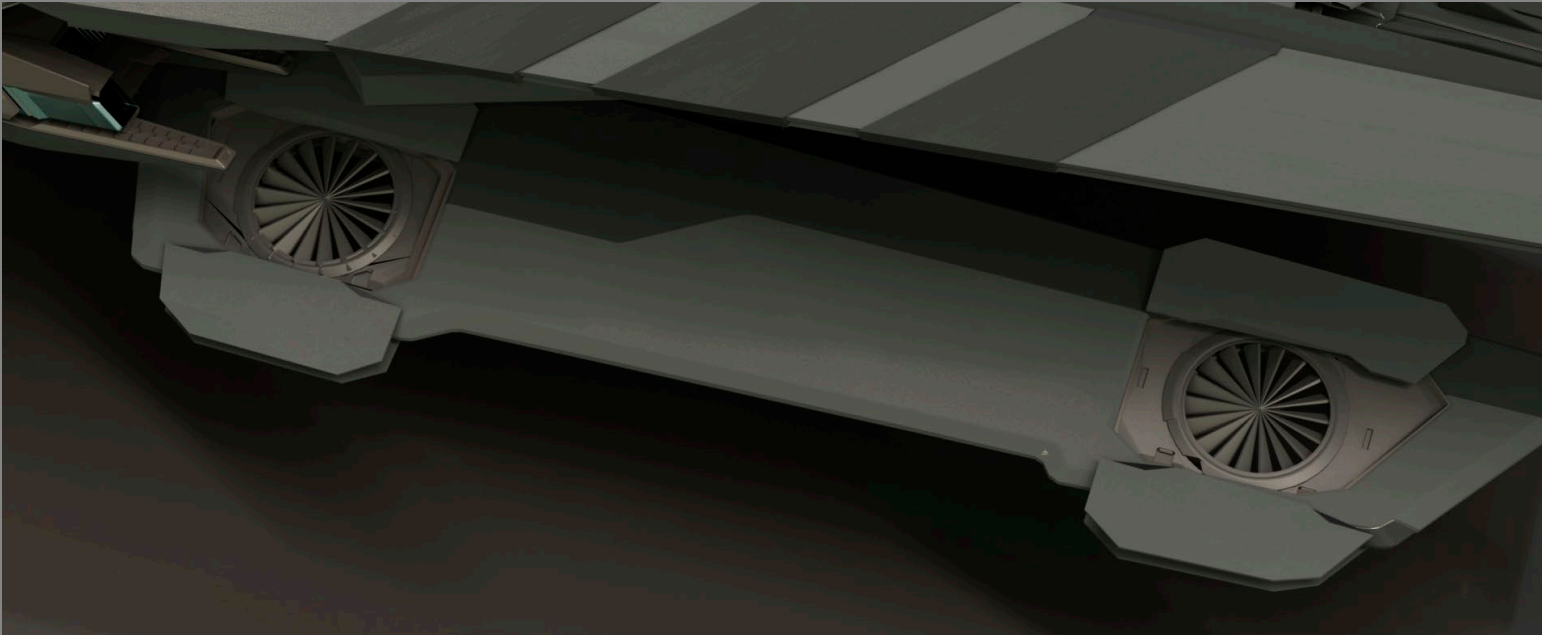
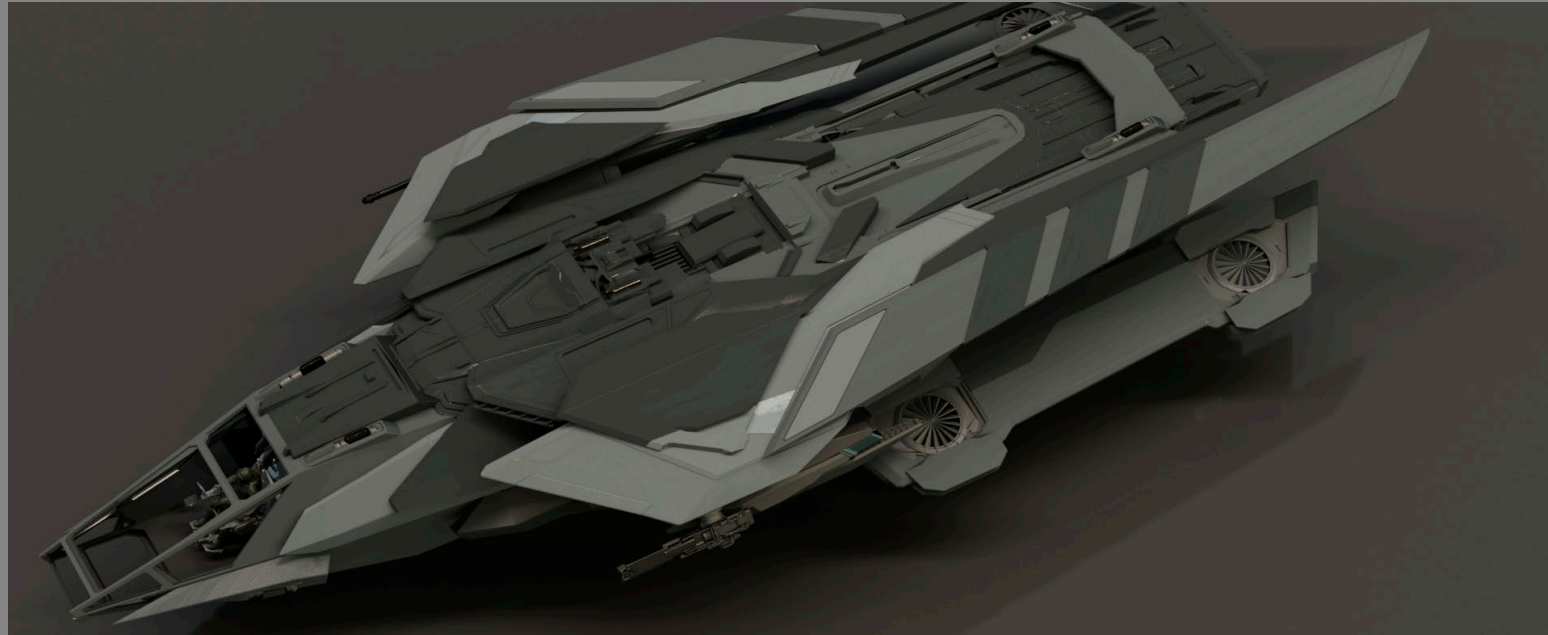
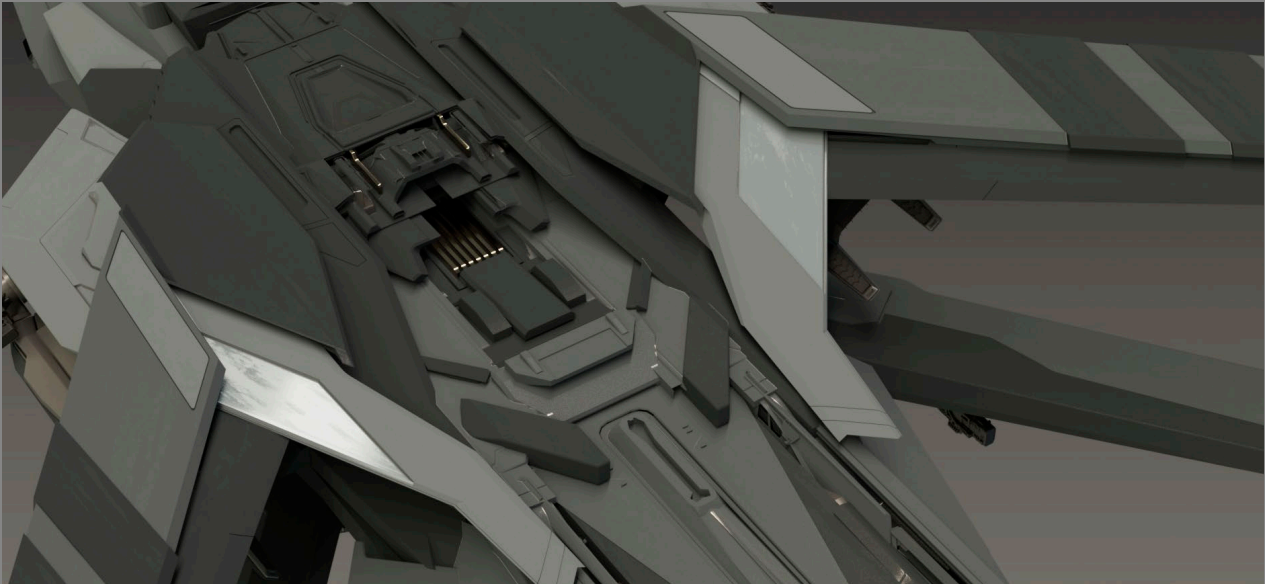
Various options for the ship's modular section were explored, including the cargo module that would provide an additional 6 SCU of cargo on top of the existing 2 SCU.







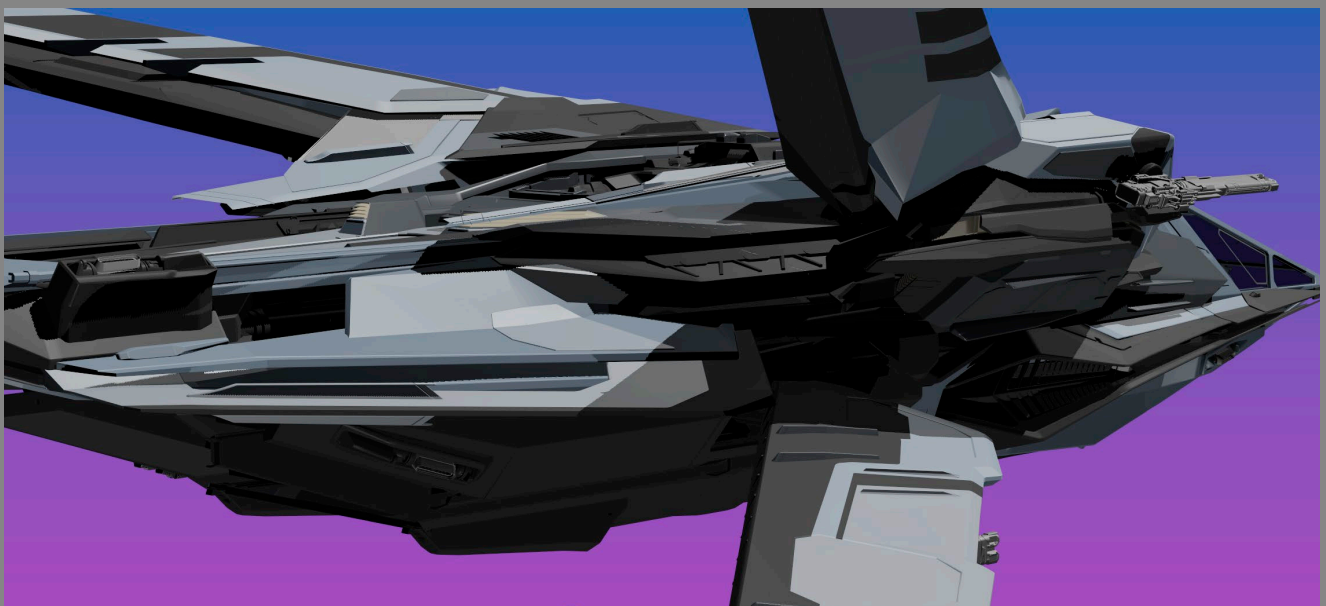
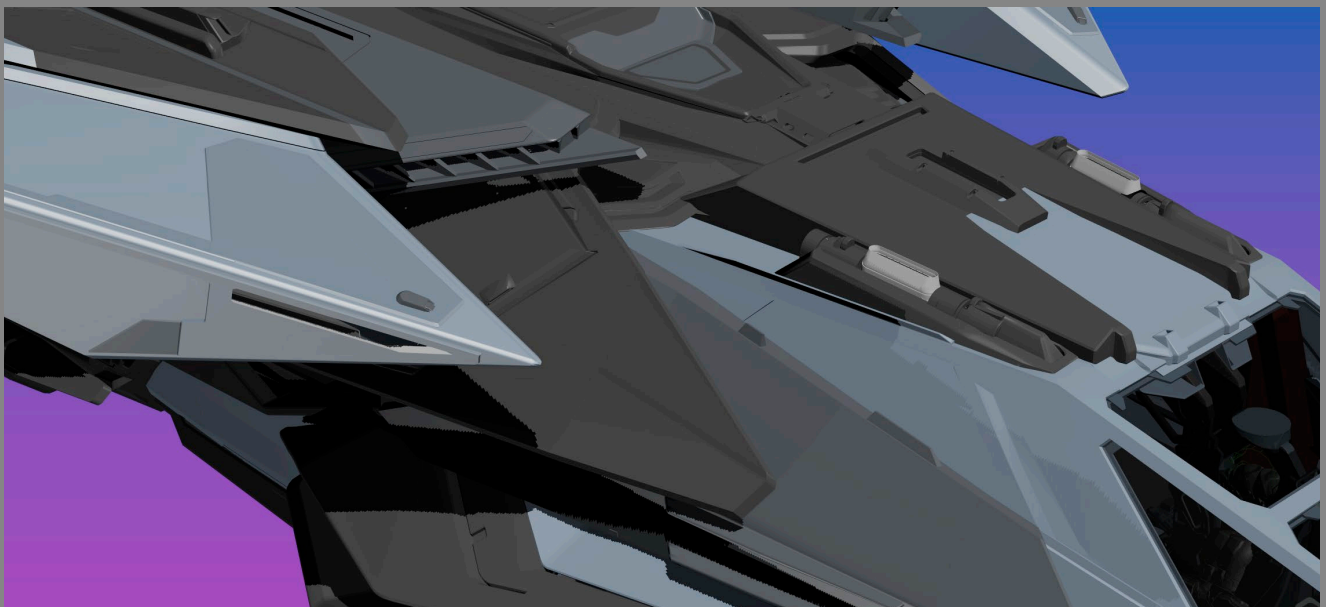
With the silhouette designed upon, key detailing work began to incorporate both defining elements of the Aurora and the new RSI design guide. The former can be seen in the fan-style VTOL engines in the lower wings, though they didn't make it past the following round of feedback. However, the iconic circular door would persist through production.







Further detailing was added across the ship, including to the wing animations. The geometry was also signed off, with the ship gaining aerodynamic shapes around the cockpit and tail.







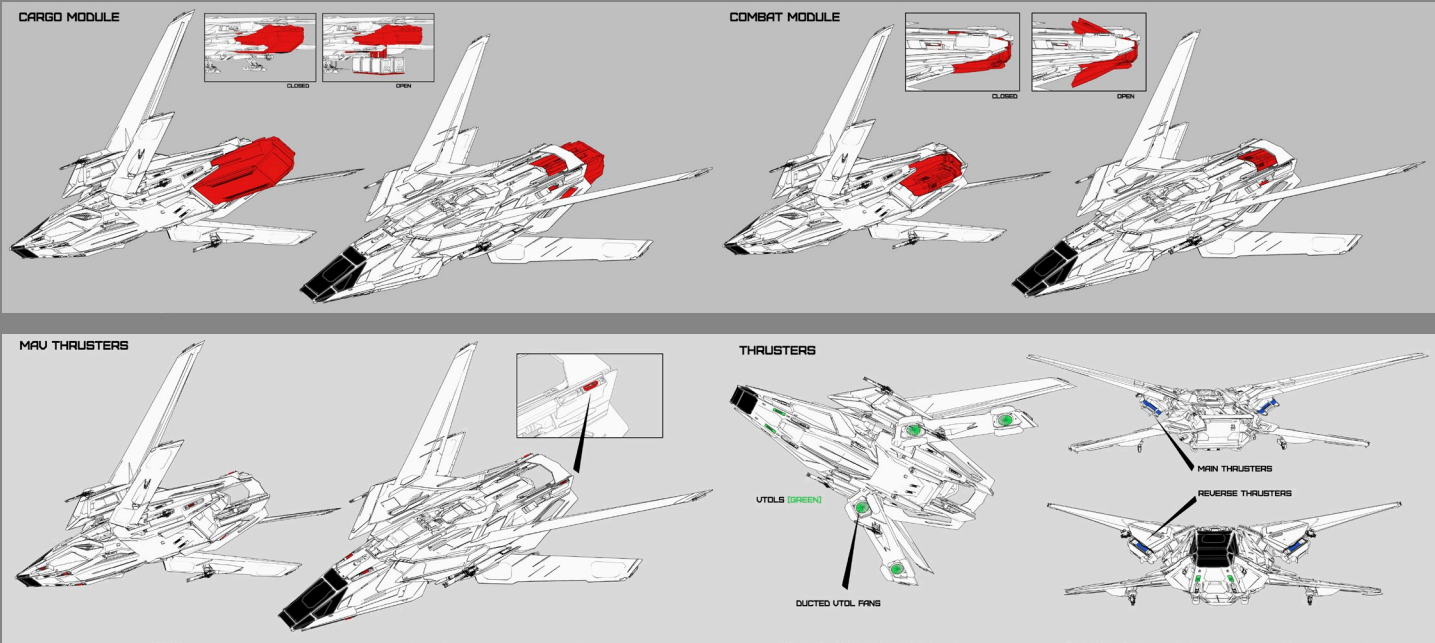
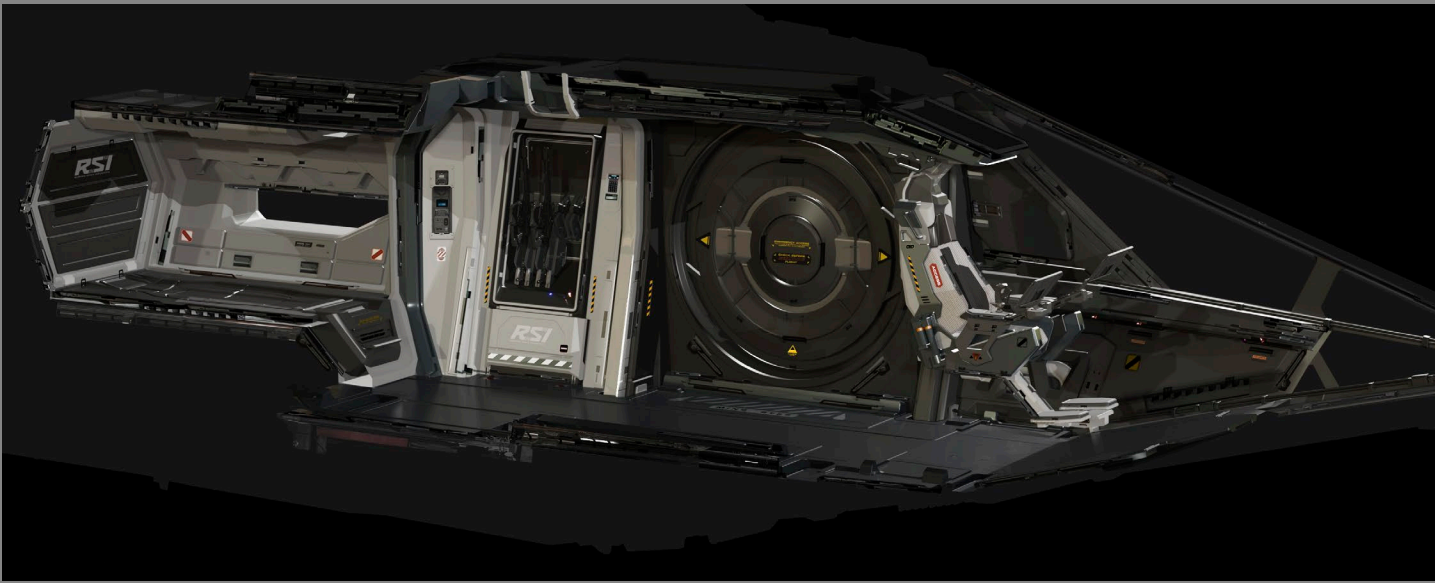
A full material pass added textures, armor layers, and paint around the Aurora. Weapons and external components were finalized here too, though the lower wings would receive an additional set of guns during the following stage. These had been removed during the material pass though were returned following feedback, retaining the visual impact of individual lasers simultaneously firing from each of the four wings.







With the exterior signed off, the interior was finalized alongside documentation detailing the modular rear section. The Aurora Mk II was then passed on to the implementation teams to be added into the game engine.



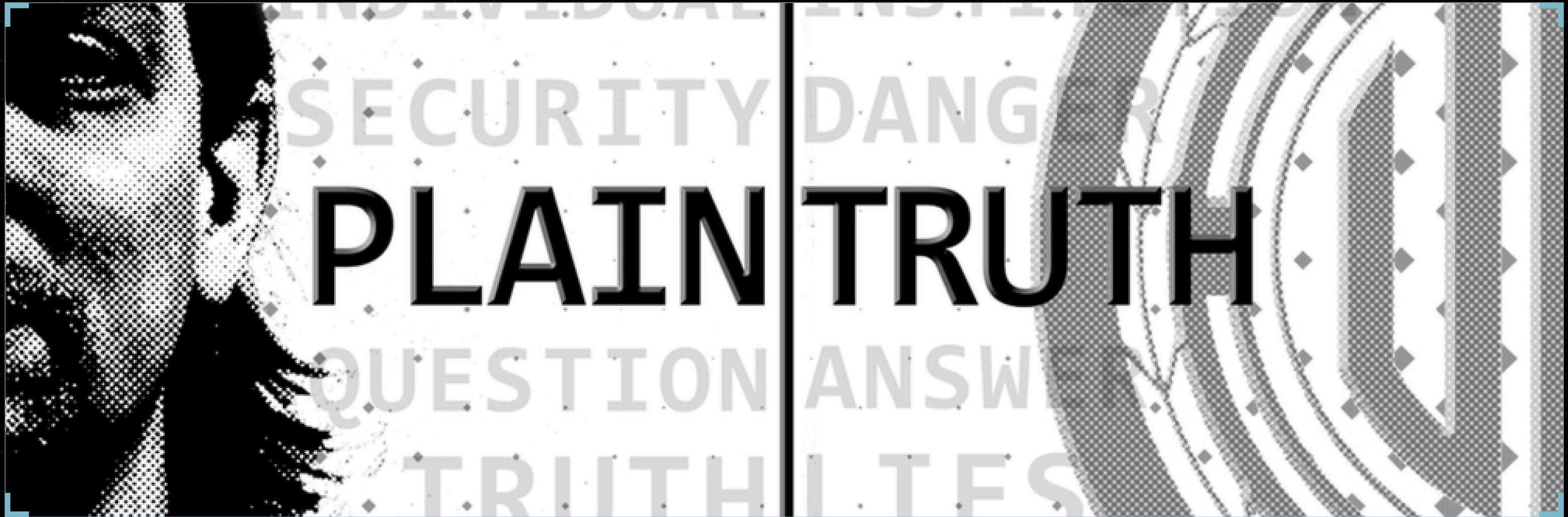




Once in a dev build, the Marketing Art team could create scenes featuring the finished Aurora Mk II. The ship was premiered to the wider 'verse in March's Alpha 4.7: Welcome to the Rock, alongside the Aurora MK I Special Edition and the final opportunity to pick up the original ship and many of legacy paints from its tenure as *Star Citizen's* go-to starter vessel.







# FAILURE TO

# LAUNCH WEEK

<TRANSMISSION BEGINS>

If there is one thing I hope to have made abundantly clear to you, it's this: living in ignorance isn't bliss, it's a prison. A prison so meticulously crafted that the average person doesn't ever know it's there. But you, listeners and truth seekers, do everything in your power to free yourselves and the truth. The Plain Truth.

My name is Parker Terrell, and I am a fellow seeker of facts. No matter how much the powers that be may want to keep us from hearing them. And believe me, they don't want you knowing about today's topic.

Now, I am no stranger to criticizing the state of the UEE. Sure, the concept is there: keep us protected, employed, and uniting Humanity in our pursuit of the galactic horizon, but there's an old saying about reaching for the stars – it's a long way to fall should you miss. And it's clear to those paying attention that our government's been hitting freefall for a long time now.

But public opinion is one thing, what about the hard facts? Well, that brings us to the headline everyone is talking about – the shocking news that the UEE Navy has cancelled Invictus events across the Empire except for the one in Sol. Now, what we've been told so far is that the Navy are downsizing this year to 'focus on

more important ventures.' Ask yourselves: does that explanation work for you? Or is there something more sinister at play here?

Now before we get into the nitty gritty, let's go over the UEE's statement in more detail and try to understand what it really means. In short, the UEE Navy is massively shrinking their biggest and most popular yearly event with no warning and, more importantly, for no better reason than 'more important ventures.' What could these ventures be? Training the starmen they have already rather than focusing on recruiting more? Focusing their fleet on their active military and law enforcement operations across the UEE rather than pulling them for a celebration? Finally realizing that they should be more prudent with all that taxpayer money we give them?

No, I don't believe it's any of these reasons. See - I'm sure you're as tired of hearing me say this as I am – the UEE's fatal flaw is that, at its core, it's not a government. No, the UEE is a corporate conglomerate acting as a governing body, with a private army to back it up. If that's the case, then, why would this corporation-in-all-but-name ever miss out on an event as profitable as Invictus, and more importantly give only a vague reason for it? I'll tell you: it's not because they don't have interest in hosting it. It's because they can't.





Now, I've heard a consistent fear across my many sources in the wake of this announcement – could the UEE Navy be falling apart from the inside? I mean, it's an open secret that draft numbers are already embarrassingly low, and have been for some time – it seems that the public is starting to become disillusioned with the “glory” of our military despite getting increasingly tantalizing incentives to sign up. But the blows caused by the increasing Vanduul raids across our space multiply the impact of these dwindling numbers tenfold. Especially as the UEE refuses to tell us anything other than the same drivel about the war against the Vanduul going well for us. If the Navy's so-called victory strategy is so good, where's the victory?

Think about it for a moment. What hard evidence has the UEE and its Navy given us to back up their claims that we're winning this war? It is undeniable that the Navy has continued to defend Humanity from Vanduul raids since the start of the war and countless sacrifices by brave and honorable starmen have been made. But the frequency of the raids isn't going down, now is it? No, they're only getting more frequent. And how many of these infamous “red systems” have we taken back? Are we any safer today than when this bloody farce started over a decade ago? What does victory against the Vanduul even look like? It almost seems to me that we're not winning this war at all. That in fact, maybe we're on the verge of losing the whole damn thing.

Now, if you're saying that cancelling a few Invictus events doesn't prove the UEE is about to be overrun by blood thirsty aliens, good for you. That's what the Plain Truth is all about. But what would you say if I told you that things were going so poorly on the war front that our desperate leaders have been plotting to rope our Xi'an neighbors into saving us?

I have learned that there are senators, elected officials mind you,

who are right now hatching a scheme to do just that. With the HuXa Treaty's 9-year anniversary on the horizon, talks of renewing that complex and labyrinthine contract are also fast approaching. Now, if my sources are correct, allegedly some Senators have been whispering about not simply asking the Xi'an to join us in our foolish war, but making it a strict condition of the Treaty's renewal.

Think of the glaring unknown that a risky move like that leaves us with. What happens if the Xi'an say no? Or even worse, what if the suggestion is as insulting as I imagine it would be, and we lose their alliance altogether? If Invictus' cancellation is the last desperate act of an addled Navy on the verge of collapse, then losing the Xi'an completely could be the final nail in the coffin, taking the war from a dragged-out stalemate to an outright loss. Hell, even if there was nothing explicitly pointing to the decay of the Navy: How desperate must the UEE be to risk the invaluable economic gain the HuXa gives us to try and coerce the Xi'an into helping us? Would a corporate giant like the UEE really risk that kind of loss if they had other choices?

And that, dear listeners, is the devastating truth I uncovered – that the Navy has no other choices. As much as I and many others agree that the UEE needs to change to serve public interest more than its corporate buddies, the complete annihilation of the Navy's ability to protect us would be far more devastating. Not just the end of the UEE, but the potential end of Humanity... After all, the UEE is a shaky, unstable and imperfect foundation, but it is Humanity's foundation, nonetheless.

After the break, we'll talk more Invictus with Terry Armstrong, an event coordinator who works at ArcCorp's Bevic conference center in the Stanton system, and about Drake's plan to host the largest DefenseCon ever in the wake of the Navy's cancellation. That and more when the Plain Truth returns.





**DRAKE**  
PRESENTS

# DEFENSECON

ASAP

## EVERYDAY HEROES

MAY 14<sup>TH</sup> to 27<sup>TH</sup>

BEVIC CONVENTION  
CENTER

AREA18