

An extensive test program led to the development and certification of an optional kit for the 737, including deflation valves on the main and nosewheel legs, an inflation restraint blanket on the underside of the aircraft, protection on the inflator legs and for the hydraulic brake line and the speed brake control valve, strengthening of the VIB, 7300 and ATC controls on the underside of the fuselage and various adaptations of "blow-away" or "blow-out" the engine intakes. The difference in the forward-sloping nose wheel is of such design that it cannot be lowered to the ground when full and a

deflation valve is located in the main wing structure in the difference when retracted.

As the 737, Boeing offered an executive model of the jet early in its development, suggesting various spacious layouts for about 30 passengers. With optional seats that, range of up to 8,000 sq ft of 737 feet could be achieved. Some of the 737 is an executive site have included the East Corporation and some foreign governments, including those of Egypt, Niger and Venezuela. NASA, which acquired the original company-owned 737-200 in 1975, had its aircraft specially modified to incorporate a second cockpit in the main

passenger cabin, into which two pilots and a flight attendant through advanced guidance and control system, while the flight was monitored by check pilots on the flight deck.

History in brief

Boeing took the decision to launch its third jet transport after the 707 and 720 in November 1964, although the formal commitment to put the new type into production had to wait until four engine orders were forthcoming. In the event, the point was reached on 19 February 1967 when the German airline Lufthansa announced a contract for 25 Boeing 737s at a price, including spares, of about £2M (the £1.5M cost). The launch decision came after a period of intensive design

Boeing 737-200 Customer Boeing Key

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|-------------------|------------------------|
| 1 Wing main spar | 12 Fuel tank structure |
| 2 Wing main spar | 13 Fuel tank structure |
| 3 Wing main spar | 14 Fuel tank structure |
| 4 Wing main spar | 15 Fuel tank structure |
| 5 Wing main spar | 16 Fuel tank structure |
| 6 Wing main spar | 17 Fuel tank structure |
| 7 Wing main spar | 18 Fuel tank structure |
| 8 Wing main spar | 19 Fuel tank structure |
| 9 Wing main spar | 20 Fuel tank structure |
| 10 Wing main spar | 21 Fuel tank structure |
| 11 Wing main spar | 22 Fuel tank structure |

Boeing Advanced 737-200 Specification

Basic Data: Two-Engine A. 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B737 Technical Guide

G Thomas



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