

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 "flow-through" (through-the-engine) bleeders. 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 737B, 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 (730 sq ft) could be achieved. Some of the 737 is an executive site have included the First 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, with which the pilot could be separated through advanced guidance and control systems, while the flight was monitored by check pilots in 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 later when orders were forthcoming. In the event, the point was reached on 15 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 Executive Boeing Key

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

Boeing Advanced 737-200 Specification

Basic Data: Two-Eng. A. Whiting, 1960-61. Maximum weight 14,500 lb (6,575 kg) or 17,000 lb (7,716 kg) or 17,500 lb (7,937 kg) or 17,700 lb (8,023 kg) or 17,900 lb (8,115 kg) or 18,100 lb (8,207 kg) or 18,300 lb (8,299 kg) or 18,500 lb (8,391 kg) or 18,700 lb (8,483 kg) or 18,900 lb (8,575 kg) or 19,100 lb (8,667 kg) or 19,300 lb (8,759 kg) or 19,500 lb (8,851 kg) or 19,700 lb (8,943 kg) or 19,900 lb (9,035 kg) or 20,100 lb (9,127 kg) or 20,300 lb (9,219 kg) or 20,500 lb (9,311 kg) or 20,700 lb (9,403 kg) or 20,900 lb (9,495 kg) or 21,100 lb (9,587 kg) or 21,300 lb (9,679 kg) or 21,500 lb (9,771 kg) or 21,700 lb (9,863 kg) or 21,900 lb (9,955 kg) or 22,100 lb (10,047 kg) or 22,300 lb (10,139 kg) or 22,500 lb (10,231 kg) or 22,700 lb (10,323 kg) or 22,900 lb (10,415 kg) or 23,100 lb (10,507 kg) or 23,300 lb (10,599 kg) or 23,500 lb (10,691 kg) or 23,700 lb (10,783 kg) or 23,900 lb (10,875 kg) or 24,100 lb (10,967 kg) or 24,300 lb (11,059 kg) or 24,500 lb (11,151 kg) or 24,700 lb (11,243 kg) or 24,900 lb (11,335 kg) or 25,100 lb (11,427 kg) or 25,300 lb (11,519 kg) or 25,500 lb (11,611 kg) or 25,700 lb (11,703 kg) or 25,900 lb (11,795 kg) or 26,100 lb (11,887 kg) or 26,300 lb (11,979 kg) or 26,500 lb (12,071 kg) or 26,700 lb (12,163 kg) or 26,900 lb (12,255 kg) or 27,100 lb (12,347 kg) or 27,300 lb (12,439 kg) or 27,500 lb (12,531 kg) or 27,700 lb (12,623 kg) or 27,900 lb (12,715 kg) or 28,100 lb (12,807 kg) or 28,300 lb (12,899 kg) or 28,500 lb (12,991 kg) or 28,700 lb (13,083 kg) or 28,900 lb (13,175 kg) or 29,100 lb (13,267 kg) or 29,300 lb (13,359 kg) or 29,500 lb (13,451 kg) or 29,700 lb (13,543 kg) or 29,900 lb (13,635 kg) or 30,100 lb (13,727 kg) or 30,300 lb (13,819 kg) or 30,500 lb (13,911 kg) or 30,700 lb (14,003 kg) or 30,900 lb (14,095 kg) or 31,100 lb (14,187 kg) or 31,300 lb (14,279 kg) or 31,500 lb (14,371 kg) or 31,700 lb (14,463 kg) or 31,900 lb (14,555 kg) or 32,100 lb (14,647 kg) or 32,300 lb (14,739 kg) or 32,500 lb (14,831 kg) or 32,700 lb (14,923 kg) or 32,900 lb (15,015 kg) or 33,100 lb (15,107 kg) or 33,300 lb (15,199 kg) or 33,500 lb (15,291 kg) or 33,700 lb (15,383 kg) or 33,900 lb (15,475 kg) or 34,100 lb (15,567 kg) or 34,300 lb (15,659 kg) or 34,500 lb (15,751 kg) or 34,700 lb (15,843 kg) or 34,900 lb (15,935 kg) or 35,100 lb (16,027 kg) or 35,300 lb (16,119 kg) or 35,500 lb (16,211 kg) or 35,700 lb (16,303 kg) or 35,900 lb (16,395 kg) or 36,100 lb (16,487 kg) or 36,300 lb (16,579 kg) or 36,500 lb (16,671 kg) or 36,700 lb (16,763 kg) or 36,900 lb (16,855 kg) or 37,100 lb (16,947 kg) or 37,300 lb (17,039 kg) or 37,500 lb (17,131 kg) or 37,700 lb (17,223 kg) or 37,900 lb (17,315 kg) or 38,100 lb (17,407 kg) or 38,300 lb (17,499 kg) or 38,500 lb (17,591 kg) or 38,700 lb (17,683 kg) or 38,900 lb (17,775 kg) or 39,100 lb (17,867 kg) or 39,300 lb (17,959 kg) or 39,500 lb (18,051 kg) or 39,700 lb (18,143 kg) or 39,900 lb (18,235 kg) or 40,100 lb (18,327 kg) or 40,300 lb (18,419 kg) or 40,500 lb (18,511 kg) or 40,700 lb (18,603 kg) or 40,900 lb (18,695 kg) or 41,100 lb (18,787 kg) or 41,300 lb (18,879 kg) or 41,500 lb (18,971 kg) or 41,700 lb (19,063 kg) or 41,900 lb (19,155 kg) or 42,100 lb (19,247 kg) or 42,300 lb (19,339 kg) or 42,500 lb (19,431 kg) or 42,700 lb (19,523 kg) or 42,900 lb (19,615 kg) or 43,100 lb (19,707 kg) or 43,300 lb (19,799 kg) or 43,500 lb (19,891 kg) or 43,700 lb (19,983 kg) or 43,900 lb (20,075 kg) or 44,100 lb (20,167 kg) or 44,300 lb (20,259 kg) or 44,500 lb (20,351 kg) or 44,700 lb (20,443 kg) or 44,900 lb (20,535 kg) or 45,100 lb (20,627 kg) or 45,300 lb (20,719 kg) or 45,500 lb (20,811 kg) or 45,700 lb (20,903 kg) or 45,900 lb (20,995 kg) or 46,100 lb (21,087 kg) or 46,300 lb (21,179 kg) or 46,500 lb (21,271 kg) or 46,700 lb (21,363 kg) or 46,900 lb (21,455 kg) or 47,100 lb (21,547 kg) or 47,300 lb (21,639 kg) or 47,500 lb (21,731 kg) or 47,700 lb (21,823 kg) or 47,900 lb (21,915 kg) or 48,100 lb (22,007 kg) or 48,300 lb (22,099 kg) or 48,500 lb (22,191 kg) or 48,700 lb (22,283 kg) or 48,900 lb (22,375 kg) or 49,100 lb (22,467 kg) or 49,300 lb (22,559 kg) or 49,500 lb (22,651 kg) or 49,700 lb (22,743 kg) or 49,900 lb (22,835 kg) or 50,100 lb (22,927 kg) or 50,300 lb (23,019 kg) or 50,500 lb (23,111 kg) or 50,700 lb (23,203 kg) or 50,900 lb (23,295 kg) or 51,100 lb (23,387 kg) or 51,300 lb (23,479 kg) or 51,500 lb (23,571 kg) or 51,700 lb (23,663 kg) or 51,900 lb (23,755 kg) or 52,100 lb (23,847 kg) or 52,300 lb (23,939 kg) or 52,500 lb (24,031 kg) or 52,700 lb (24,123 kg) or 52,900 lb (24,215 kg) or 53,100 lb (24,307 kg) or 53,300 lb (24,399 kg) or 53,500 lb (24,491 kg) or 53,700 lb (24,583 kg) or 53,900 lb (24,675 kg) or 54,100 lb (24,767 kg) or 54,300 lb (24,859 kg) or 54,500 lb (24,951 kg) or 54,700 lb (25,043 kg) or 54,900 lb (25,135 kg) or 55,100 lb (25,227 kg) or 55,300 lb (25,319 kg) or 55,500 lb (25,411 kg) or 55,700 lb (25,503 kg) or 55,900 lb (25,595 kg) or 56,100 lb (25,687 kg) or 56,300 lb (25,779 kg) or 56,500 lb (25,871 kg) or 56,700 lb (25,963 kg) or 56,900 lb (26,055 kg) or 57,100 lb (26,147 kg) or 57,300 lb (26,239 kg) or 57,500 lb (26,331 kg) or 57,700 lb (26,423 kg) or 57,900 lb (26,515 kg) or 58,100 lb (26,607 kg) or 58,300 lb (26,699 kg) or 58,500 lb (26,791 kg) or 58,700 lb (26,883 kg) or 58,900 lb (26,975 kg) or 59,100 lb (27,067 kg) or 59,300 lb (27,159 kg) or 59,500 lb (27,251 kg) or 59,700 lb (27,343 kg) or 59,900 lb (27,435 kg) or 60,100 lb (27,527 kg) or 60,300 lb (27,619 kg) or 60,500 lb (27,711 kg) or 60,700 lb (27,803 kg) or 60,900 lb (27,895 kg) or 61,100 lb (27,987 kg) or 61,300 lb (28,079 kg) or 61,500 lb (28,171 kg) or 61,700 lb (28,263 kg) or 61,900 lb (28,355 kg) or 62,100 lb (28,447 kg) or 62,300 lb (28,539 kg) or 62,500 lb (28,631 kg) or 62,700 lb (28,723 kg) or 62,900 lb (28,815 kg) or 63,100 lb (28,907 kg) or 63,300 lb (29,000 kg) or 63,500 lb (29,092 kg) or 63,700 lb (29,184 kg) or 63,900 lb (29,276 kg) or 64,100 lb (29,368 kg) or 64,300 lb (29,460 kg) or 64,500 lb (29,552 kg) or 64,700 lb (29,644 kg) or 64,900 lb (29,736 kg) or 65,100 lb (29,828 kg) or 65,300 lb (29,920 kg) or 65,500 lb (30,012 kg) or 65,700 lb (30,104 kg) or 65,900 lb (30,196 kg) or 66,100 lb (30,288 kg) or 66,300 lb (30,380 kg) or 66,500 lb (30,472 kg) or 66,700 lb (30,564 kg) or 66,900 lb (30,656 kg) or 67,100 lb (30,748 kg) or 67,300 lb (30,840 kg) or 67,500 lb (30,932 kg) or 67,700 lb (31,024 kg) or 67,900 lb (31,116 kg) or 68,100 lb (31,208 kg) or 68,300 lb (31,300 kg) or 68,500 lb (31,392 kg) or 68,700 lb (31,484 kg) or 68,900 lb (31,576 kg) or 69,100 lb (31,668 kg) or 69,300 lb (31,760 kg) or 69,500 lb (31,852 kg) or 69,700 lb (31,944 kg) or 69,900 lb (32,036 kg) or 70,100 lb (32,128 kg) or 70,300 lb (32,220 kg) or 70,500 lb (32,312 kg) or 70,700 lb (32,404 kg) or 70,900 lb (32,496 kg) or 71,100 lb (32,588 kg) or 71,300 lb (32,680 kg) or 71,500 lb (32,772 kg) or 71,700 lb (32,864 kg) or 71,900 lb (32,956 kg) or 72,100 lb (33,048 kg) or 72,300 lb (33,140 kg) or 72,500 lb (33,232 kg) or 72,700 lb (33,324 kg) or 72,900 lb (33,416 kg) or 73,100 lb 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B737 Technical Guide

**United States. National Transportation
Safety Board**

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B737 Technical Guide:

The Boeing 737 Technical Guide Chris Brady, 2021-11-14 This is an illustrated technical guide to the Boeing 737 aircraft Containing extensive explanatory notes facts tips and points of interest on all aspects of this hugely successful airliner and showing its technical evolution from its early design in the 1960s through to the latest advances in the MAX The book provides detailed descriptions of systems internal and external components their locations and functions together with pilots notes and technical specifications It is illustrated with over 500 photographs diagrams and schematics Chris Brady has written this book after many years developing the highly successful and informative Boeing 737 Technical Site known throughout the world by pilots trainers and engineers as the most authoritative open source of information freely available about the 737

The Boeing 737 Technical Guide (Pocket Budget Version) Chris Brady, 2014-10 An illustrated technical guide to the Boeing 737 aircraft Containing extensive explanatory notes facts tips and points of interest on all aspects of this hugely successful airliner and showing its technical evolution from its early design in the 1960s through to the latest advances in the re engined MAX The book provides detailed descriptions of systems internal and external components their locations and functions together with pilots notes a detailed guide to airtesting and technical specifications It is illustrated with over 500 black white photographs diagrams and schematics Chris Brady has written this book after many years developing the highly successful and informative Boeing 737 Technical Site known throughout the world by pilots trainers and engineers as the most authoritative open source of information freely available about the 737 THIS IS THE POCKET SIZE B W BOUND VERSION FOR OTHER SIZES BINDINGS COLOUR OR EPUB VERSIONS PLEASE SEE OTHER LISTINGS

The Boeing 737 Technical Manual Chris Brady, 2006 This book is a plain English illustrated technical guide intended to fill in the gaps left by existing publications It contains facts tips photographs and points of interest rather than simply being a reproduction of the manuals Foreword

Advancements in Electric Machines J. F. Gieras, 2008-11-14 Traditionally electrical machines are classified into d c commutator brushed machines induction asynchronous machines and synchronous machines These three types of electrical machines are still regarded in many academic curricula as fundamental types despite that d c brushed machines except small machines have been gradually abandoned and PM brushless machines PMBM and switched reluctance machines SRM have been in mass production and use for at least two decades Recently new topologies of high torque density motors high speed motors integrated motor drives and special motors have been developed Progress in electric machines technology is stimulated by new materials new areas of applications impact of power electronics need for energy saving and new technological challenges The development of electric machines in the next few years will mostly be stimulated by computer hardware residential and public applications and transportation systems land sea and air At many Universities teaching and research strategy oriented towards electrical machinery is not up to date and has not been changed in some countries almost since the end of the WWII In spite of many excellent academic research

achievements the academia industry collaboration and technology transfer are underestimated or quite often neglected Underestimation of the role of industry unfamiliarity with new trends and restraint from technology transfer results with time in lack of external nancial support and drastic cline in the number of students interested in Power Electrical Engineering

Stratospheric Flight Andras Sóbester,2011-06-28 In this book Dr Andras Sobester reviews the science behind high altitude flight He takes the reader on a journey that begins with the complex physiological questions involved in taking humans into the death zone How does the body react to falling ambient pressure Why is hypoxia oxygen deficiency associated with low air pressure so dangerous and why is it so difficult to design out of aircraft why does it still cause fatalities in the 21st century What cabin pressures are air passengers and military pilots exposed to and why is the choice of an appropriate range of values such a difficult problem How do high altitude life support systems work and what happens if they fail What happens if cabin pressure is lost suddenly or even worse slowly and unnoticed The second part of the book tackles the aeronautical problems of flying in the upper atmosphere What loads does stratospheric flight place on pressurized cabins at high altitude and why are these difficult to predict What determines the maximum altitude an aircraft can climb to What is the coffin corner and how can it be avoided The history of aviation has seen a handful of airplanes reach altitudes in excess of 70 000 feet what are the extreme engineering challenges of climbing into the upper stratosphere Flying high makes very high speeds possible what are the practical limits The key advantage of stratospheric flight is that the aircraft will be above the weather but is this always the case Part three of the book investigates the extreme atmospheric conditions that may be encountered in the upper atmosphere How high can a storm cell reach and what is it like to fly into one How frequent is high altitude clear air turbulence what causes it and what are its effects on aircraft The stratosphere can be extremely cold how cold does it have to be before flight becomes unsafe What happens when an aircraft encounters volcanic ash at high altitude Very high winds can be encountered at the lower boundary of the stratosphere what effect do they have on aviation Finally part four looks at the extreme limits of stratospheric flight How high will a winged aircraft will ever be able to fly What are the ultimate altitude limits of ballooning What is the greatest altitude that you could still bail out from And finally what are the challenges of exploring the stratospheres of other planets and moons The author discusses these and many other questions the known knowns the known unknowns and the potential unknown unknowns of stratospheric flight through a series of notable moments of the recent history of mankind s forays into the upper atmospheres each of these incidents accidents or great triumphs illustrating a key aspect of what makes stratospheric flight aviation at the limit *Airways*

,2007 **Proceedings of the International Conference on Computer Science, Electronics and Industrial Engineering (CSEI 2024)** Marcelo V. Garcia,John-Paul Reyes,Carlos Nuñez,Carlos Gordón-Gallegos,2026-01-01 This book captures the dynamic spirit of technological advancement and interdisciplinary collaboration showcased at the sixth edition of the conference This second volume of the proceedings from the VI International Conference on Computer Science

Electronics and Industrial Engineering CSEI 2024 presents a wide ranging collection of innovative research under the theme Emerging Technologies in Communication Manufacturing and Renewable Energy Systems The contributions span several key areas where digital transformation is reshaping traditional practices Educational informatics features prominently demonstrating how virtual reality augmented reality and artificial intelligence are creating more inclusive and personalized learning environments These developments are particularly impactful in areas such as chemistry education traffic safety training and the support of learners with special educational needs Further chapters explore the integration of cyber physical systems and Internet of Things technologies in applications ranging from smart manufacturing to precision agriculture Healthcare innovation also finds its place with research on early detection of neurodegenerative diseases and advanced physiological signal processing reflecting the convergence of digital intelligence and human wellbeing The book also delves into transformative approaches in production and industrial engineering From sustainable agro industrial processes to occupational safety under the Industry 5.0 paradigm authors explore how human centered and environmentally conscious design is becoming a cornerstone of technological development Software innovations and digital tools highlight the importance of usability and efficiency with contributions such as gamified rehabilitation systems and agricultural management platforms Finally advances in automated manufacturing and control systems reveal how robotics and real time monitoring are driving efficiency and resilience across sectors from agricultural automation to aerospace training systems

Runway Overrun and Collision Southwest Airlines Flight 1248, Boeing 737-7H4, N471WN, Chicago Midway International Airport, Chicago, Ill, December 8, 2005 United States. National Transportation Safety Board, 2007 On December 8 2005 about 1914 central standard time Southwest Airlines SWA flight 1248 a Boeing 737-7H4 N471WN ran off the departure end of runway 31C after landing at Chicago Midway International Airport Chicago Illinois The airplane rolled through a blast fence an airport perimeter fence and onto an adjacent roadway where it struck an automobile before coming to a stop A child in the automobile was killed one automobile occupant received serious injuries and three other automobile occupants received minor injuries Eighteen of the 103 airplane occupants 98 passengers 3 flight attendants and 2 pilots received minor injuries and the airplane was substantially damaged The airplane was being operated under the provisions of 14 Code of Federal Regulations Part 121 and had departed from Baltimore Washington International Thurgood Marshall Airport Baltimore Maryland about 1758 eastern standard time Instrument meteorological conditions prevailed at the time of the accident flight which operated on an instrument flight rules flight plan The National Transportation Safety Board determined that the probable cause of this accident was the pilots failure to use available reverse thrust in a timely manner to safely slow or stop the airplane after landing which resulted in a runway overrun This failure occurred because the pilots first experience and lack of familiarity with the airplane autobrake system distracted them from thrust reverser usage during the challenging landing snip The safety issues discussed in this report include the flight crew's decisions and actions the

clarity of assumptions used in on board performance computers SWA policies guidance and training arrival landing distance assessments and safety margins runway surface condition assessments and braking action reports airplane based friction measurements and runway safety areas P ix **QF32** Richard de Crespigny,2012-08-01 QF32 is the award winning bestseller from Richard de Crespigny author of the forthcoming *Fly Life Lessons from the Cockpit of QF32* On 4 November 2010 a flight from Singapore to Sydney came within a knife edge of being one of the world s worst air disasters Shortly after leaving Changi Airport an explosion shattered Engine 2 of Qantas flight QF32 an Airbus A380 the largest and most advanced passenger plane ever built Hundreds of pieces of shrapnel ripped through the wing and fuselage creating chaos as vital flight systems and back ups were destroyed or degraded In other hands the plane might have been lost with all 469 people on board but a supremely experienced flight crew led by Captain Richard de Crespigny managed to land the crippled aircraft and safely disembark the passengers after hours of nerve racking effort Tracing Richard s life and career up until that fateful flight QF32 shows exactly what goes into the making of a top level airline pilot and the extraordinary skills and training needed to keep us safe in the air Fascinating in its detail and vividly compelling in its narrative QF32 is the riveting blow by blow story of just what happens when things go badly wrong in the air told by the captain himself Winner of ABIA Awards for Best General Non fiction Book of the Year 2013 and Indie Awards Best Non fiction 2012 Shortlisted ABIA Awards Book of the Year 2013 *Boeing 737* David Minton,1990 **Maynard's Industrial and Systems Engineering Handbook, Sixth Edition** Bopaya Bidanda,2022-09-16 The classic industrial engineering resource fully updated for the latest advances Brought fully up to date by expert Bopaya M Bidanda this go to handbook contains exhaustive application driven coverage of Industrial Engineering IE principles practices materials and systems Featuring contributions from scores of international professionals in the field Maynard s Industrial Engineering Handbook Sixth Edition provides a holistic view of exactly what an Industrial Engineer in today s world needs to succeed All new chapters and sections cover logistics probability and statistics supply chains quality product design systems engineering and engineering management Coverage includes Productivity Engineering economics Human factors ergonomics and safety Compensation management Facility logistics Planning and scheduling Operations research Statistics and probability Supply chains and quality Product design Manufacturing models and analysis Systems engineering Engineering management The global Industrial Engineer IE application environments The National Guide to Educational Credit for Training Programs American Council on Education,2005 Highlights over 6 000 educational programs offered by business labor unions schools training suppliers professional and voluntary associations and government agencies **Moody's Transportation Manual** ,1996 *Monthly Catalog of United States Government Publications* United States. Superintendent of Documents,1994 February issue includes Appendix entitled Directory of United States Government periodicals and subscription publications September issue includes List of depository libraries June and December issues include semiannual index **Aircraft Alerting Systems Criteria**

Study J. E. Veitengruber, G. P. Boucek, W. D. Smith, 1977 Validation of Aircraft Noise Prediction Models at Low Levels of Exposure, 2000 Aircraft Alerting Systems Criteria Study: Collation and analysis of aircraft system data, 1977

Monthly Catalogue, United States Public Documents, 1994 **Boeing 737-300 to -800** Robbie Shaw, 1999 The sixth in this series of illustrated monographs on the key civil aircraft of today this volume focuses on the Boeing 737 300 700 It examines the design production and in service record of the plane and details airline customers and aircraft attrition as well as a full production list **Crash Simulation of Vertical Drop Tests of Two Boeing 737 Fuselage Sections** Karen E. Jackson, 2002

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