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Boeing 737500 Okay Airways OK Air for GTA San Andreas You can also download zip archive for manual installation or download mod with ModManager. Learn how we and our ad partner Google, collect and use data. It stretched the 737300 another 10 ft 3.45 m to carry up to 188 passengers. It included a tail bumper to prevent tailscrapes during takeoff an early issue with the 757, and a strengthened wing spar. The prototype rolled out on January 26, 1988, and flew for the first time on

19 February 1988. The aircraft entered service on September 15, 1988, with launch customer Piedmont Airlines 25 aircraft ordered. The 737400F was not a model delivered by Boeing, but a 737400 converted to freighter. The Boeing 737400 never included winglets as an option, just like the Boeing 737600. Alaska Airlines was the first to convert one of their 400s from regular service to an aircraft with the ability to handle ten pallets. The airline has also converted five more into fixed combi aircraft for half passenger and freight. These 737400 Combi aircraft are now in service. However, the 737400 does face stiff competition from the similar size Airbus A320, which has higher levels of technology, longer range and is faster but is also heavier. The 737 was designed as a supplement to and successor of the larger 707 and 727 jetliners and aircraft for the short to medium range. Initially it was assumed to be a unit for 60 to 85 passengers, but because the German airline Lufthansa that insufficient thought, was the number of seats increased to 100. A large number of components was based on that of the Boeing 727. Lufthansa was the first customer with 24 aircraft of the type Boeing 737100. Not much later came to Boeing with a better version, the Boeing 737200 Advanced. The Boeing 737200 was more commonly ordered than the Boeing 737100. A Boeing 737200 in all economy class design, could the 129 passengers and had a slightly larger range than the Boeing 737100 2200 km.

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This enabled the European charter airlines direct from mainland Europe to the Canary Islands fly. In 1980 Boeing with a new series of the Boeing 737, as a result, could Boeing in mid-1985 with the production of the Boeing 737300, Boeing 737400 and Boeing 737500 start. The Boeing 737600 100130 passengers, Boeing 737700 110149 passengers, Boeing 737800 150189 passengers and the Boeing 737900 150189 passengers. Boeing chose to have the 900 version with the same number of doors 4 main outputs, 4 wing outputs if the 800 version to run. Because safety regulations stipulate that all passengers in case of an emergency within 90 seconds, the plane should be able to leave and the 800 version with 189 passengers already on the maximum achievable was the 900 despite his extended trunk, not more passengers than the 800 transport. The solution presented to Boeing by the 900ER to launch, of a type that two extra doors, and therefore more passengers. Every 9 seconds, rises somewhere in the world a Boeing 737. There are several drawings included, and images of various CDU Displays. Developed to supplement the Boeing 727 on short and thin routes, the twinjet retains the 707 fuselage cross-section and nose with two underwing turbofans. Envisioned in 1964, the initial 737100 made its first flight in April 1967 and entered service in February 1968 with Lufthansa. The lengthened 737200 entered service in April 1968. It evolved through four generations, offering several variants for 85 to 215 passengers. It was the highest-selling commercial aircraft until being surpassed by the competing Airbus A320 family in October 2019, but maintaining the record in total deliveries. The 737 MAX, designed to compete with the A320neo was grounded worldwide in March 2019 following two fatal crashes. After system improvement required by FAA, the aircraft had completed a series of recertification test flights aim for ungrounding in the mid-year 2020.

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African airline orders kept the production running until the 1978 US Airline Deregulation Act, which improved demand for six-abreast narrowbody aircraft. Assembly commenced on premises adjacent to Boeing Field now officially named King County International Airport because the factory at Renton was filled to capacity with the production of the 707 and 727. This model featured a 134 in 87 in 340 cm 221 cm freight door just behind the cockpit, and a strengthened floor with rollers, which allowed for palletized cargo. These were later divided into what has become known as the four generations of the 737. These are divided into four generations but all are based on the same basic design. It is forbidden to operate without the caps, because they are linked to the ground speed sensor that interfaces with the anti-skid brake system. The original design was too small to require this, and

adding a fuel dump system to the later, larger variants would have incurred a large weight penalty. Depending upon the nature of the emergency, 737s either circle to burn off fuel or land overweight. The 737 Classic series featured CFM56 high bypass turbofan engines, which yielded significant gains in fuel economy and a reduction in noise over the JT8D low bypass engines used on the 737 Original series 100 and 200, but also posed an engineering challenge given the low ground clearance of the 737 aircraft family. This sidemounted gearbox gives the engine a somewhat rounded triangular shape. Because the engine is close to the ground, 737300s and later models are more prone to engine foreign object damage FOD. The improved, higher pressure ratio CFM567 turbofan engine on the 737 Next Generation is 7% more fuel efficient than the previous CFM563 on the 737 Classic with the same bypass ratio. In the event of total hydraulic system failure or double engine failure, they will automatically and seamlessly revert to control via servo tabs.

In this mode, the servo tabs aerodynamically control the elevators and ailerons; these servo tabs are in turn controlled by cables running to the control yoke. The pilots muscle forces alone control the tabs. These winglets stand approximately 8 feet 2.4 m tall and are installed at the wing tips. The Classic cabin was then redesigned once more for the third, Next Generation, 737 with a design based on the Boeing 777 cabin. Boeing later offered the redesigned Sky Interior on the NG. The 100 was rolled out on January 17, 1967, had its first flight on April 9, 1967, and entered service with Lufthansa in February 1968. The aircraft is the smallest variant of the 737. No 737100s remain in commercial service. They proved to be relatively ineffective and tended to lift the aircraft up off the runway when deployed. This reduced the downforce on the main wheels thereby reducing the effectiveness of the wheel brakes. The thrust reverser doors were set 35 degrees away from the vertical to allow the exhaust to be deflected inboard and over the wings and outboard and under the wings. The improvement became standard on all aircraft after March 1969, and a retrofit was provided for active aircraft. The production line also introduced an improvement to the flap system, allowing increased use during takeoff and landing. The 200 was rolled out on June 29, 1967, and entered service with United in April 1968. The first was delivered on July 31, 1973 and the last on July 19, 1974. The Indonesian Air Force ordered three modified 737200s, designated Boeing 7372x9 Surveiller. Boeing wanted to increase capacity and range, incorporating improvements to upgrade the aircraft to modern specifications, while also retaining commonality with previous 737 variants. The wingtip was extended 9 in 23 cm, and the wingspan by 1 ft 9 in 53 cm. It incorporated the improvements of the 737 Classic series, allowing longer routes with fewer passengers to be more economical than with the 737300.

It was equipped with CFM567 series engines, a glass cockpit, and features upgraded and redesigned interior configurations. It has a longer range and larger variants than its predecessor. The series includes four main models, the 600, 700, 800, and 900, with seating for 108 to 215 passengers. The 737NGs primary competition is with the Airbus A320 family. It is offered in four main variants, typically offering 138 to 230 seats and a range of 3,215 to 3,825 nmi 5,954 to 7,084 km. The 737 MAX 7, MAX 8 including the denser, 200-seat MAX 200, and MAX 9 replace the 737700, 800, and 900 respectively. The further stretched 737 MAX 10 has also been added to the series. These enhanced short runway versions could increase payload or fuel loads when operating on runways under 5,000 feet 1,500 m. Landing payloads were increased by up to 8,000 lb on the 737800 and 737900ER and up to 4,000 lb on the 737600 and 737700. Takeoff payloads were increased by up to 2,000 lbs on the 737800 and 737900ER and up to 400 lbs on the 737600 and 737700. At that time, twelve customers had ordered the package for more than 250 airframes. Two additional aircraft were delivered to the Colorado Air National Guard at Buckley ANGB later Buckley AFB and Peterson AFB, Colorado, in direct support of cadet air navigation training at the nearby U.S. Air Force Academy. A third aircraft was also transferred to Air Force Materiel Command for use as a radar test bed aircraft and was redesignated as an NT43A. It is armed with torpedoes, Harpoon antiship missiles and other weapons, and is able to drop and monitor sonobuoys, as well as operate in conjunction

with other assets such as the Northrop Grumman MQ4C Triton maritime surveillance unmanned aerial vehicle UAV. After the introduction of the Next Generation series, Boeing introduced the Boeing Business Jet BBJ series.

The BBJ1 was similar in dimensions to the 737-700 but had additional features, including stronger wings and landing gear from the 737-800, and had increased range over the other 737 models through the use of extra fuel tanks. Based on the 737-800, it is 19 feet 2 inches 5.84 m longer than the BBJ, with 25% more cabin space and twice the baggage space, but has slightly reduced range. It is also fitted with auxiliary belly fuel tanks and winglets. The BBJ3 has 1,120 square feet 104 m² of floor space, 35% more interior space, and 89% more luggage space than the BBJ2. It has an auxiliary fuel system, giving it a range of up to 4,725 nautical miles 8,751 km, and a Headup display. Boeing completed the first example in August 2008. The relatively recent Airbus A220 family now also competes against the smaller capacity end of the 737 variants. On average, somewhere in the world, a 737 took off or landed every five seconds in 2006. Since entering service in 1968, the 737 has carried over 12 billion passengers over 74 billion miles 120 billion km; 65 billion nm, and has accumulated more than 296 million hours in the air. August 10, 1972. p. 183. February 23, 2005. Retrieved February 21, 2020. Retrieved November 22, 2014. Retrieved November 22, 2014. March 3, 2006. Archived from the original on October 22, 2007. Archived from the original on July 1, 2010. Retrieved December 14, 2014. Retrieved August 27, 2015. Archived from the original on September 25, 2011. Retrieved September 5, 2011. Retrieved January 10, 2020. Retrieved August 27, 2015. Retrieved February 7, 2015. July 20, 2011. Retrieved January 13, 2019. April 16, 2014. Boeings 737, the worlds most widely flown aircraft Archived from the original on November 6, 2012. Retrieved January 8, 2020. Retrieved July 10, 2016. The Museum of Flight. Retrieved March 24, 2017. June 11, 2014. Retrieved March 24, 2017. Retrieved March 24, 2017. Frontiers of Flight Museum. June 23, 2012. Retrieved March 24, 2017. September 2013.

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