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Boeing 737NGs
Continental & United Airlines

Continental Airlines

BOEING 737NG

2010

Nose gear doors are BAC 707 Gray

737-824 N76254
msn 30779, line number 667

Grey extends to this point

Wing/body fairing is Continental grey

Lower fuselage is natural metal

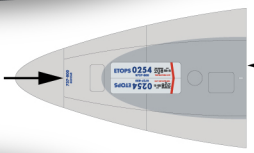
Grey extends to this point

2009

Many a/c have stripes on lower VHF antennas

737-924ER N38424
msn 37095, line number 2651

Note additional title on split scimitar winglet a/c

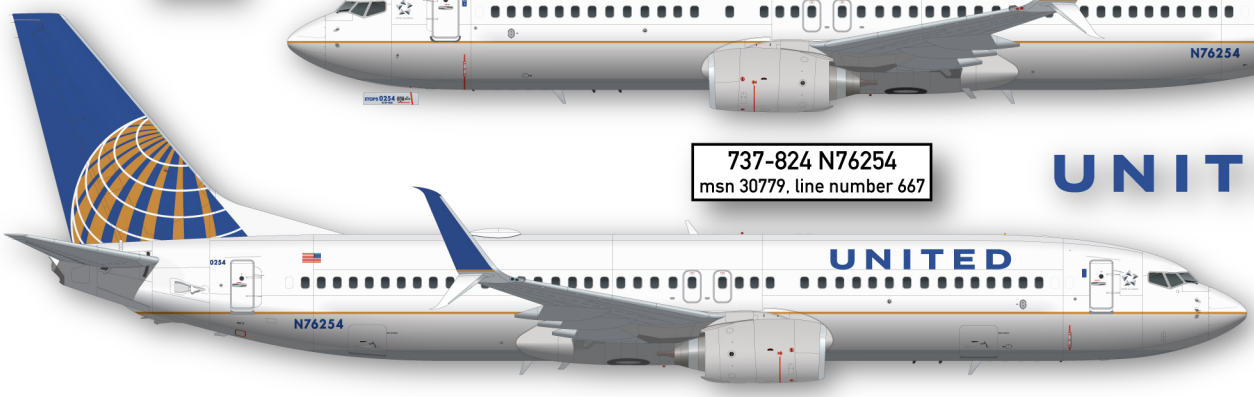


Natural metal pattern

2018

737-824 N76254
msn 30779, line number 667

UNITED



Gloss White	Gloss Continental Grey*	Natural Metal	BAC 707 Gray

44-012

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Continental Airlines

Continental Airlines was a Houston, Texas based airline that operated from 1937 to 2012. At the time of its stock swap merger with United Airlines in 2012, Continental had become a major carrier, with world wide destnations. After the merger, United assumed the corporate identity of Continental that dated from 1991, created by the Lippincot agency. The new airline's markings, aside from the change of titles, has remained unchanged since. A slightly revised livery has just been announced as of mid-2019.

Continental was an early adopter of the 737NG family, taking delivery of its first -724 in 1998. Deliveries included the -700, -800, -900, and -900ER variants, and its fleet reflects the incremental improvements of the family implemented by Boeing. Later aircraft lacked the eyebrow windows above the windscreen, and have the small vortex generators on top of the nose. Earlier aircraft have had the eyebrow windows plugged. Winglets came along in the early 2000s, but it took some time for the entire fleet to be updated.

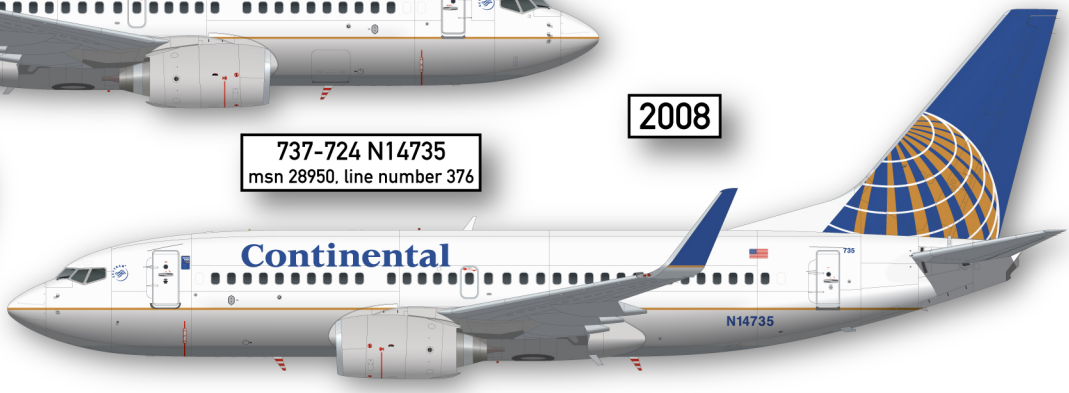
With the United merger, existing NG orders were continued, and United assumed Continental's "-x24" Boeing customer code, retiring the "-x22" code it had used previously. Aircraft with the original style blended winglets are being retrofitted with the split scimitar winglets.

Note that some aircraft use the Helvetica Bold font for registrations and fleet numbers, while others use Futura Bold. Both styles are provided. As always, we recommend consulting as many photos of your subject as possible to get all the details correct. A wealth of American 737 photos can be found online at any of several airliner photo sites.

Continental switched from Skyteam to Star Alliance in October 2009

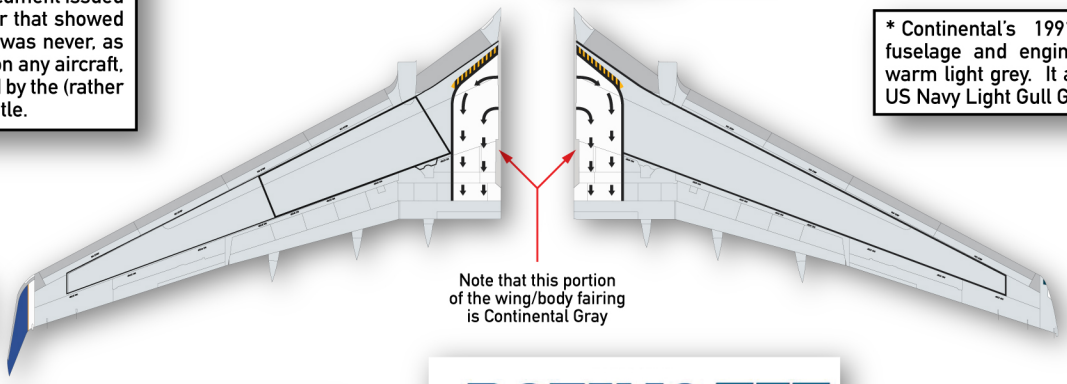
2008

737-724 N14735
msn 28950, line number 376



Just for fun, we included United titles in the typeface used by Continental. It's not complete fiction - there was actually a corporate identity document issued at the time of the merger that showed this style of lettering. It was never, as far as we know, carried on any aircraft, and was quickly replaced by the (rather ugly) block style United title.

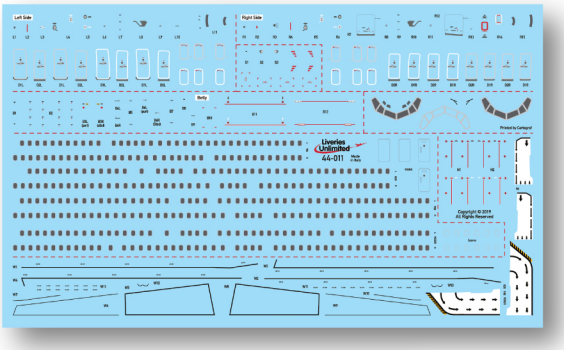
* Continental's 1991 to present lower fuselage and engine nacelle color is a warm light grey. It appears quite close to US Navy Light Gull Gray, which is FS16440.



Later style wing markings

Note that this portion of the wing/body fairing is Continental Gray

Early style wing markings



Use Liveries Unlimited sheet #44-011 for a complete set of factory data stencilling and other markings. Many variations are provided and it will make your model stand out. Produced from original Boeing factory documentation.

Registration fonts:

Helvetica Bold	1	1	2	2	3	3
Futura Bold	1	1	2	2	3	3

If you have even the slightest interest in the Boeing 737, we cannot recommend highly enough this amazing book by our good friend Capt. Dan Dornseif. It covers the entire history of the 737 program, and includes a treasure trove of great technical information and photographs that will help you build the most accurate model possible.

ISBN-13: 978-0764353253

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737NG Family
Performance Improvement Package

Starting in 2011, Boeing implemented a Performance Improvement Package (PIP) designed to reduce drag and improve fuel efficiency for the 737NG family. Although most of the PIP modifications are very small, and in fact some are not even visible to the naked eye, together they have made a significant impact on overall drag reduction and increased fuel efficiency over the original design.

The PIP changes visible on a 1/144 scale model include the change from slightly angled, oval shaped exhaust outlets for the air cycle machines just forward of the main gear well, to a pair of rectangular slotted type exhausts, simiar to those on the earlier generation 737s. This change took effect with line number 4302 (msn 36599). Note that Zvezda punted on this issue and molded the entire area solid. Around this same time, the upper and lower fuselage rotating anti-collision beacons were changed from a cylindrical shape to a more aerodynamic teardrop shape, demonstrating the level of detail Boeing went to to wring every bit of aerodynamic drag reduction out of the design.

The other visible external change was in the CFM56 engines. Starting with line number 3700 (msn 38964), the CFM56-7BE engine became available. This engine features a number of internal improvements in addition to a shorter hot section cowling, with a slightly recontoured exhaust "stinger". See diagram below. This modification can be easily made to kit engines by simply removing the aft-most segment of the hot section cowling and thinning down the trailing edge lip. The difference in the shape of the exhaust "stinger" is so miniscule as to be invisible in 1/144.

Although not part of the PIP, beginning with line number 1638 (msn 32482), the four eyebrow windows above the windscreen were deleted in production. At the same time, a row of small vortex generators was added on the upper nose just behind the radome joint line to reduce cockpit noise. Most earlier aircraft as of 2019 have had their eyebrow windows plugged and painted over during heavy maintenance, although they do not have the vortex generators fitted.

As noted elsewhere, many carriers are replacing the original blended winglets with the split scimitar type, although this is by no means universal as of mid-2019.

Beginning in 2016, the retractable landing lights under the center fuselage were deleted and replaced by much brighter LED lights mounted in the existing light fixtures in the wing leading edges. Older aircraft are receiving this modification, but it is not yet universal.

Note the line number of the aircraft you are building, and compare to the starting line numbers (above) for the various changes so you can make your model as accurate as possible.