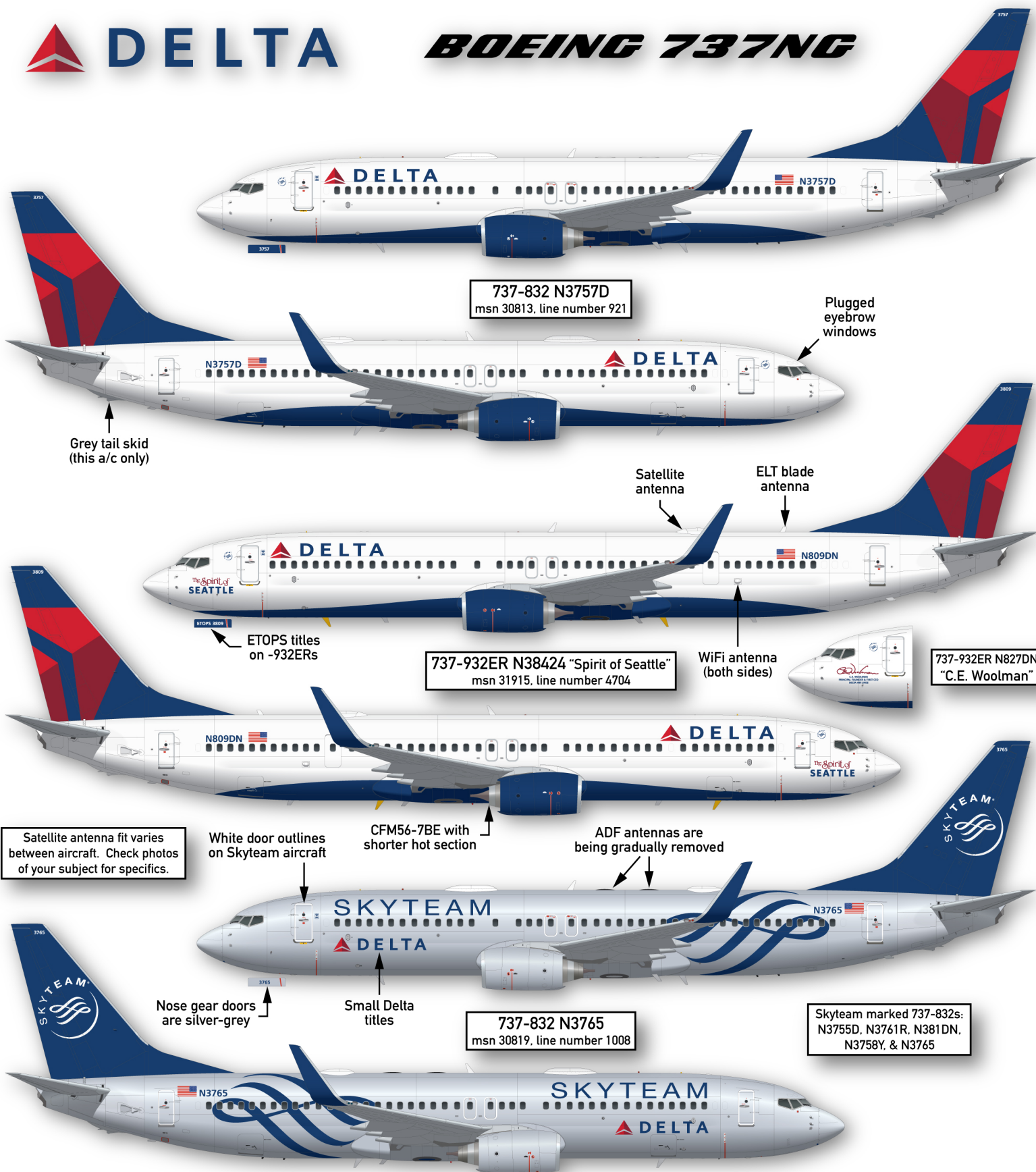


DELTA

BOEING 737NG





Delta Air Lines of Atlanta, Georgia is one of the world's largest airlines, and is one of only three "legacy carriers" left in the US. After a bankruptcy restructuring and merger with Northwest in 2007, its current "Onward and Upward" livery was introduced fleet-wide. It features a white fuselage with a gently curved blue belly, with a blue tail and winglets, the tail displaying a truncated version of the 3-dimensional "widget" that represents Delta's roots in the Mississippi delta.

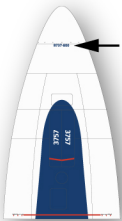
Delta flies three versions of the 737NG (the -732 x 10, -832 x 77, and -932ER x 119), with first deliveries in 1998. All aircraft have been repainted in the current scheme. Newer -932ERs feature the split scimitar winglets and have the CFM56-7BE engines with a shorter hot section cowl. All earlier production aircraft have had their eyebrow cockpit windows plugged. Satellite dome antennas (of at least two types) are being fitted as are the two small WiFi blister antennas on either side of the aft fuselage.

The white Delta logo on the belly is not a universal feature as of 2019, but is reportedly being applied to all aircraft during maintenance cycles. All aircraft now carry the most recent iteration of 737NG wing markings as shown below, with the trapezoidal "Allowable Cold-soaked Fuel Frost Area" inboard.

As always, we recommend consulting as many photos of your subject as possible to get all the details correct. A wealth of Delta 737 photos can be found online at any of several airliner photo sites.

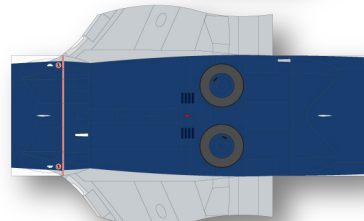


737-732 N304DQ
msn 29683, line number 2724

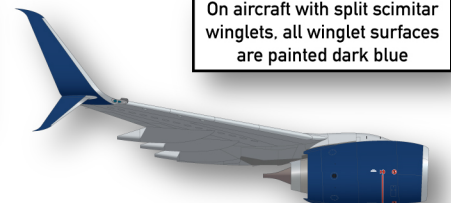


Aircraft type

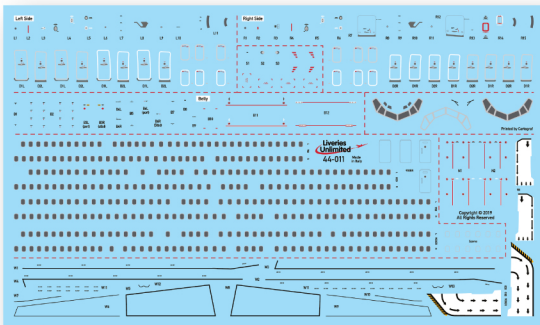
Lower nose showing
blue color demarcation



Lower fuselage showing
title application



On aircraft with split scimitar
winglets, all winglet surfaces
are painted dark blue



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.



Delta's 2007 dark blue, Pantone 654, is very similar to FS 15052. Match your paint color to the dark blue of the decal.

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

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, similar 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 cowl, 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 cowl 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.

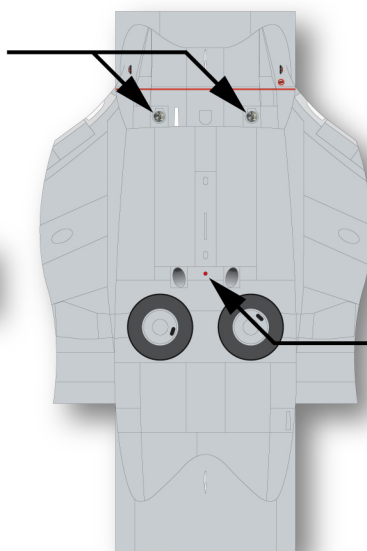
As noted elsewhere, many carriers are replacing the original blended winglets with the split scimitar type, although this is by no means universal as of mid-2019.

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.

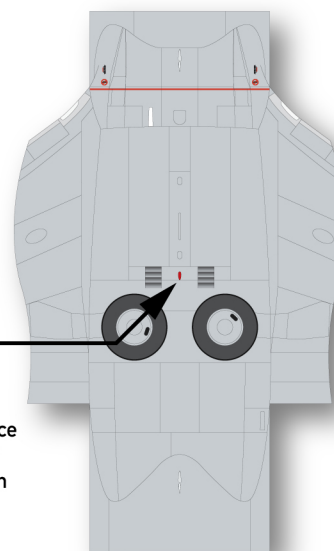
Note the line number of the aircraft you are building, and compare to the starting line numbers (above) for the various changes so you can make your model as accurate as possible.

Retractable landing lights standard until 2016. Most are being removed and replaced with LED lights in the wing roots during maintenance

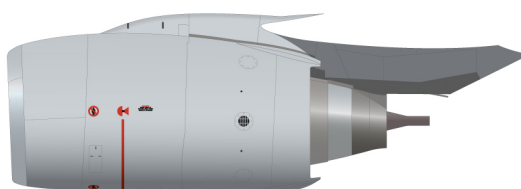
Pre-PIP air cycle machine exhausts



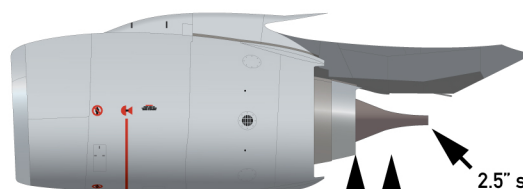
Note difference in shape of anti-collision beacons



PIP air cycle machine exhausts



CFM56-7B



CFM56-7BE

18" shorter nozzle

2.5" shorter plug, recontoured