

BOEING 737 (AT THE GATE NO. 2) BY ROBERT TIDWELL



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Few commercial aircraft have enjoyed a production run that spans more than four decades and service in nearly every nation on Earth. The Boeing 737 has such a track record. Squadron/Signal Publications' latest offering in their growing "At the Gate" civil aviation series takes the reader on a journey through the continuing story of the 737 from the first aircraft to roll of the production line in the 1960s, to the very latest airframes being delivered to major airlines today. The book also offers the reader a look at some of the most interesting 737 liveries as well as parts of the aircraft that few people get to see. Also covered are business jets, cargo carriers, and military versions of the 737 that are less familiar even to the thousands of air travelers who have flown aboard this legendary Boeing liner. Illustrated with over 220 photographs. 96 pages.

- Sales Rank: #2554567 in Books
- Brand: Squadron/Signal
- Published on: 2012-01-02
- Binding: Paperback
- 96 pages

Features

- SSP

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6 of 6 people found the following review helpful.

Best single volume 737 book, but room for improvement

By W. B. Abbott

The Good:

If you've read this far, you care enough about 737s that you need this book. Its generally as useful as the tabloid format Airliner World Book of the Boeing 737 The Airliner World Book of the Boeing 737, but not the same. There are 4 photos, almost all in color, on nearly every page, and both the original photos and the reproduction are quite good. Interesting and relevant pictures show every model from -100 to -900, Boeing Business Jet, even the T-43 Navigation Trainer version for the USAF. Pure military models for surveillance and patrol- the Australian Wedgetail, and other awacs-uses; the US Navy P-8, etc, are briefly mentioned. NASA's "515", the very first 737, subject of the cover painting, is covered in good and interesting fashion.

All sorts of markings, from Lufthansa's white over bare aluminum to Southwest's "corndog" and "Canyon Blue" schemes, the Continental retro scheme, and another 100+ users worldwide, are the main subject, with 737 fiddly bits also important but not quite as catered-to as liveries. There are photos featuring engine intakes and exhausts, main landing gear, APU, Pitot tubes and angle-of-attack (alpha) sensors, etc, as well as cockpit, passenger interior, external air conditioning and power hook-up, etc.

There is a thorough set of pictures of the "Gravel Kit" for unprepared runways. Its the best treatment of that

particular feature in print.

Brief texts describe to conception and evolution of the 737, typical of Squadron's books. Overhead and profile views show actual, detailed, cabin organization, including the cockpit, and there are photos in the luggage/cargo bays. The original -100/200, "Classic" -300/-400/-500, and "New Generation" -600...-900 are all covered. There are some production-line photos, one very nice one showing all the passenger seats waiting to be installed, and photos from every angle and lighting condition.

There are interesting and uncommon line drawings, one showing the APU from below, a set showing the arrangement of final the -100/-200 thrust reverser design. There are terrific photos showing the evolution of NASA's 515, the Airborne Trailblazer, with its sim-cab-like experimental cockpit entirely contained in the forward fuselage. I have the full NASA "Airborn Trailblazer" Airborne Trailblazer: Two Decades with NASA Langley's 737 Flying Laboratory (The NASA History Series) book, and the pictures here add usefully to it.

The intent and actuality are broader than Robbie Shaw's "Airline Markings #7, Boeing 737", or P.R. Smith's similar Boeing 737 book. Its better than the Crowood book, Boeing 737 (Crowood Aviation Series), Minton's ARCO book Boeing 737 - Aero Series 37.

With more pages and a more professional presentation, Robbie Shaw's "Boeing 737-300 to 800" Boeing 737 - 300 to 800 (Airliner Color History) and earlier "Boeing 737-100 and 200", with Michael Sharpe Boeing 737-100 and 200 (Airliner Color History), are good, but not great. If you went to the trouble of getting both, you may find you need this new book too.

The Bad:

Squadron is an enthusiast's press and editing (and writing) take a second seat to actual photos of the actual subject being used. In and of itself, that's a strength, but in this case, a very popular subject with many books available, this is a book to treasure for what it shows and forgive when it falls short.

There is reasonable photographic cover of the main gear legs, wheels/tires, wells, etc, but its not focused, the photos are mixed among the general run of photos, and the nose gear and its well are not so well served. Significant items like the landing lights, lamps and beacons, antennas through time and different nacelles on the Classic and NG models are not well illustrated, and not described. I need to check again but I don't recall any mention of the air stair installation. Photos show the eyebrow windows disappearing, but the words don't mention it. There's no analysis wing and aft fuselage vortex generators, changes in the horizontal stabilizer size, discussion or photos dedicated to winglets.

A photo of an Aloha Airlines -300 has a caption suggesting it has something to do with the high-cycle -100/200 which experienced explosive decompression and one fatality.

The Ugly:

The 3 view line drawings are dreadful, clearly intended to be used as small, schematic, suggestions rather than large reference drawings. They are second-rate clip-art. The horizontal stabilizers are plainly wrong in outline, and both the stabilizers and the fin/rudder have dramatically overdone radii where the leading edge joins to the end.

Boeing's beautiful narrow-body nose shape is completely mis-represented, replaced with a VFW-Fokker 614-like profile. Seen from above, the engines don't match between left and right, nor between overhead view and profile. The drawings are literally of no value, to anyone, and they are supplied for -100, -200, -

300, up to -900. 9% of the book. There is a data table accompanying each drawing, but I have not yet checked them against other references.

There are a pair of paintings on the book covers but no page of profile paintings inside.

I like to think of myself as a fan of the 737, and I certainly have a number of 737 books, each of which leave something to be desired. So I've been eagerly hoping for this volume ever since Squadron launched their "At The Gate" series, with Jodie Peeler's DC-9 book. I'll come back later with deeper comparisons to other 737 references,

1 of 1 people found the following review helpful.

A real disappointment

By Longhorn

One of the great things about Squadron books, including Volume 1 of the "At the Gate" series, are the highly detailed line drawings of the respective aircraft. Inexplicably, the line drawings in this book are simply awful. In most cases, the drawings only faintly resemble the actual 737 series and the drawing of the -900 series on p. 81 is especially bad, showing the nose wheel far aft of the passenger entry door.

I realize that Squadron's specialty is military aircraft, but after their excellent "At the Gate" Vol. 1 book which covered the DC-9/MD-80, it was reasonable to expect that the 737 book would be just as good. Hopefully, Squadron will consider revising this book to bring it up to their high standards.

0 of 0 people found the following review helpful.

Excellent reference for scale model kit builders!

By Jef Boutin

It's a typical Squadron book. An excellent reference for scale model kit builders! Lots and lots and lots of photo's, with a little background information thrown in. Perfect for what I wanted.

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