



Троицкий авиационный технический колледж ГА



BOEING-737

CLASSIC

ВЫПОЛНИЛ: ЧЕРНЯВСКИЙ О.
В.

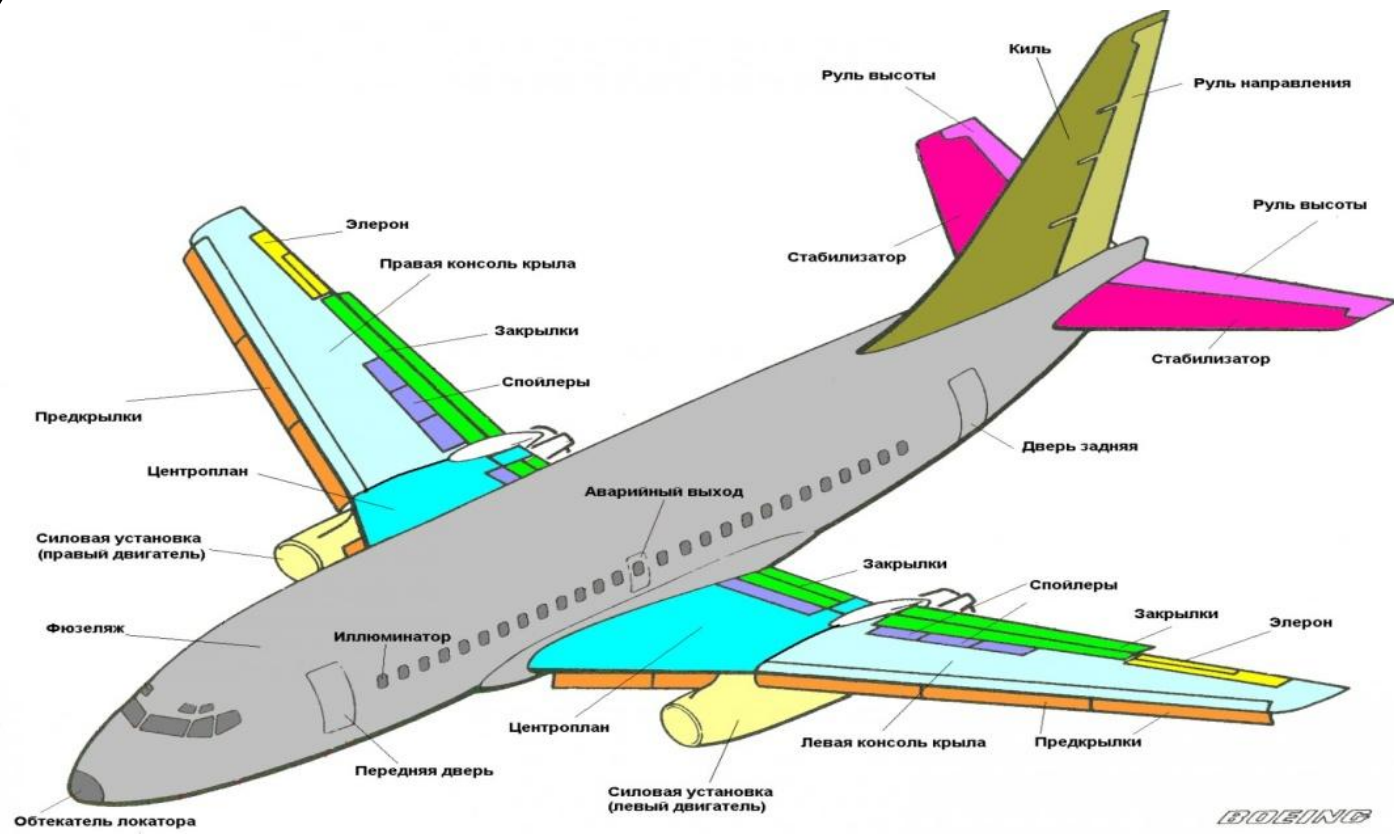
ТРОИЦК, СЕНТЯБРЬ

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TURBOFAN JET PASSENGER AIRCRAFT. THE BOEING 737 IS THE MOST POPULAR PASSENGER AIRCRAFT IN THE ENTIRE HISTORY OF THE PASSENGER AIRCRAFT INDUSTRY (ON MARCH 13, 2018 A 10,000 AIRCRAFT WAS DELIVERED, MORE THAN 4,500 ORDERS ARE AWAITING EXECUTION [2]). THE AIRCRAFT HAS BEEN PRODUCED BY BOEING CORPORATION SINCE 1967.

THE BOEING 737 IS A TWIN-ENGINEED LOW-WING AIRCRAFT WITH A SWEPT WING AND SINGLE TAIL FIN, WITH TURBOFAN ENGINES INSTALLED UNDER THE WING. WHEN FULLY LOADED, THE ENGINES ARE 46 CM ABOVE THE RUNWAY





THE BOEING 737 HAS THREE HYDRAULIC SYSTEMS: A, B (MAIN) AND STANDBY (STANDBY). AT 737-100 AND -200, SYSTEM A OPERATES ON TWO MOTOR PUMPS, AND SYSTEM B OPERATES ON TWO ELECTRIC PUMPS. THE BACKUP SYSTEM IS POWERED BY A RECHARGEABLE BATTERY AND ONLY SUPPLIES THE SLATS, RUDDER AND REVERSE. MOST HYDRAULIC COMPONENTS ARE LOCATED IN THE CHASSIS NICHE.

THE APC GTCP85-129 MADE BY GARRETT SYSTEMS (NOW ABSORBED BY HONEYWELL) WAS CHOSEN AS AN AUXILIARY POWER UNIT, LATER ON THE 737 CLASSIC IT WAS ALSO POSSIBLE TO INSTALL THE APS2000 APU FROM HAMILTON SUNSTRAND.





THE PROPULSION SYSTEMS CFM SERIES CFM56-7B MANUFACTURED BY CFM INTERNATIONAL ARE USED AS THE POWER PLANT. THIS ENGINE HAS MORE POWER THAN CFM56-3. ONE OF THE PRINCIPAL DIFFERENCES BETWEEN THE NG AND CLASSIC AIRCRAFT IS THE USE OF FLY-BY-WIRE ENGINE CONTROL.

AS OF MARCH 10, 2019, A TOTAL OF 211 BOEING 737 AIRCRAFT WERE LOST AS A RESULT OF ACCIDENTS AND SERIOUS ACCIDENTS [11]. MOREOVER, 122 OF THEM IN THE ORIGINAL FAMILY: 737-100, -200 (PRODUCED FROM 1967 TO 1988). BOEING 737 TRIED TO HIJACK 115 TIMES, WHILE 326 PEOPLE WERE KILLED [12]. A TOTAL OF 5386 PEOPLE DIED IN THESE INCIDENTS.



THE 737 USES THE SAME FUSELAGE AS THE 707, 727, ONLY THE SHORTENED ONE. IN THIS CASE, 707, 727 HAVE AN IDENTICAL NASAL SECTION OF THE FUSELAGE.



ADDITIONAL WINDOWS ABOVE THE WINDSHIELD BORROWED FROM THE BOEING 707. THEIR MAIN TASK IS TO EXPAND THE VIEWING ANGLE. WITH THE IMPROVEMENT OF AVIONICS, WINDOWS HAVE BECOME REDUNDANT AND ARE NO LONGER INSTALLED.



THE TOTAL NUMBER OF PARTS OF THE BOEING 737 IS OVER 3 MILLION UNITS.



ОТВЕТЬ НА АНГЛИЙСКОМ СЕГОДНЯ :

- Я научился ...
- Было интересно ...
- Было трудно ...
- Могу похвалить себя за то, что ...
- Больше всего мне понравилось ...

ДОМАШНЯЯ РАБОТА
СОСТАВИТЬ РАССКАЗ О **BOEING-737**.



RusVesna.su

ИСТОЧНИКИ:

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