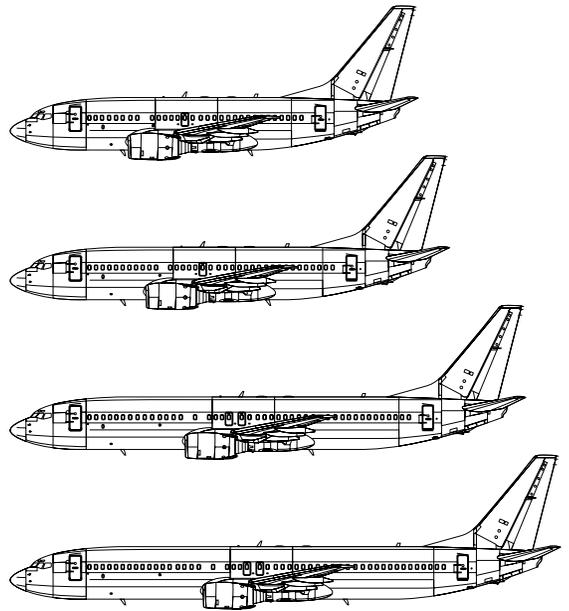


# Next Generation Narrows: The Boeing 737NG Family

Boeing's famous small body twin first flew back in 1969 and it's been going strong ever since. The latest iteration features larger flying surfaces and different engines, resulting in a similar yet different appearance.

The Next Generation 737 family includes a total of four variants, all differing from one another mainly in length. Unlike the earlier 737-300/400/500 family, the Next Generation 737s increase in size as the variant number increases, with the shortest being the 737-600 and the longest being the 737-900.

Currently there is only one kit of the Next Generation 737 in 1/144 scale, and that's the excellent model put out by Revell of Germany. This kit has been released at least two times to my knowledge, once with Hapag Lloyd livery and once with KLM livery. There are plenty of aftermarket decals, though, and many of these decals can be adapted to the shorter 737-600 and 737-700 as well as the longer 737-900. You'll need to be ready to do some chopping, though, but thankfully the cutting is pretty simple and no matter what choice you go with you'll always have the spare sections available to build a 737-900.



Starting with the 737-600, this plane requires the most to cut out. You'll have to relocate the baggage doors on the right side of the fuselage as well. The front section to remove is 30.27mm while the rear section is 26.87mm. The window spacing for the 737-600 is different than that for the 737-800 so you'll want to make sure that you've got a good set of window decals for this shortbody 737.

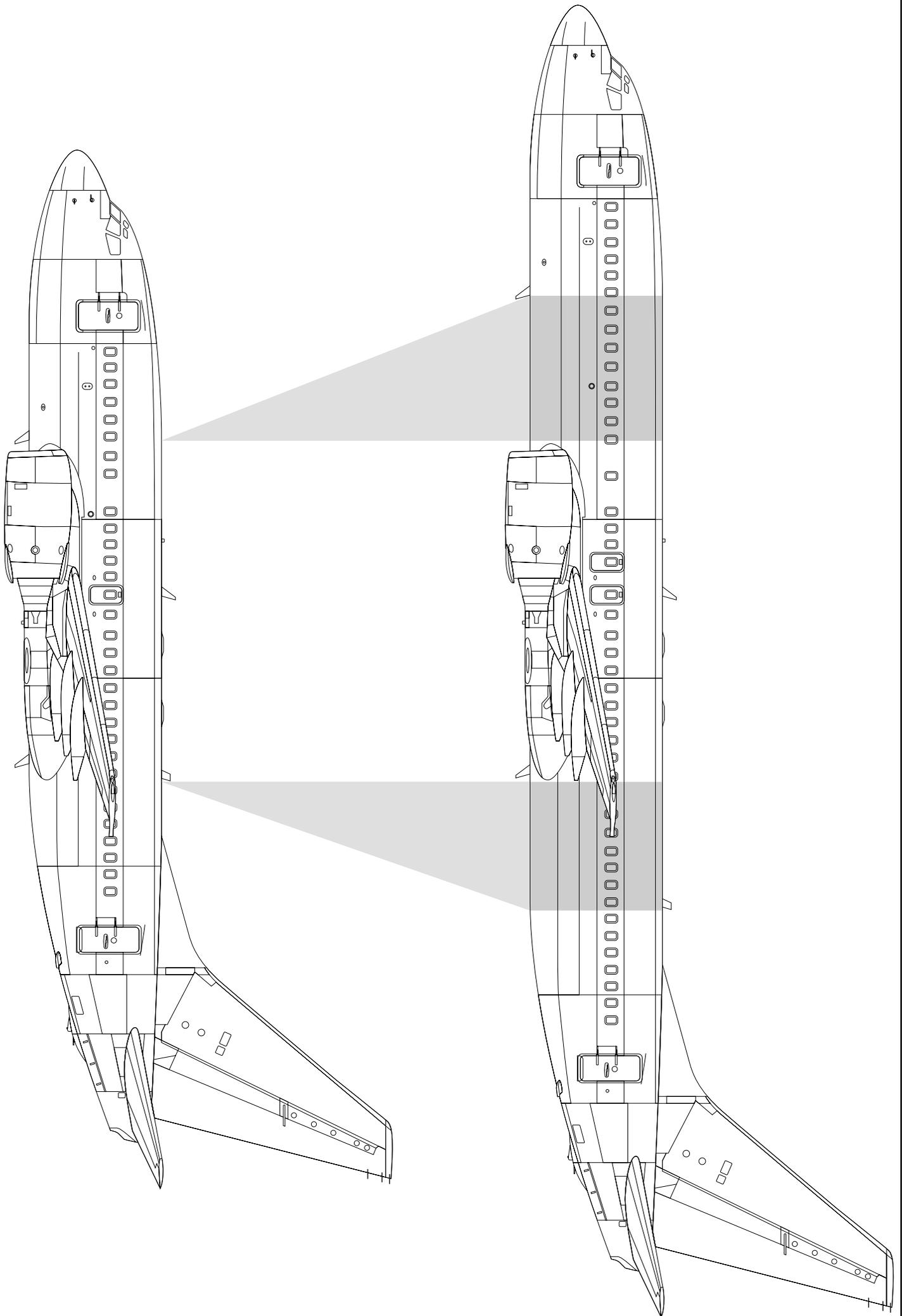
The 737-700 is a bit longer than the -600 and it requires the removal of 20.76mm from the front and 19.79mm from the rear. If you make the cut right in front of the wing fairing you can avoid having to relocate any hatches on the right side. Again, the window spacing is different so check your references.

The final conversion you can do with the Revell kit is the stretched 737-900, the longest 737 variant ever produced. The 737-800 was already pretty long and Boeing couldn't stretch it much further, which is why you can use the leftover sections from either the 737-600 or the 737-700 to stretch into a 737-900. You'll need to add 9.58mm to the front and 8.96mm to the back. The window layout for the -900 seems to vary a great deal between carriers so definitely check your references on this one.

To make these cuts as easy as possible, I'd recommend printing out the scale drawings on the separate pages and carefully trimming the sections out and taping them to the fuselage. You can then use that as a guide to cut the fuselage at the proper spacing.

Enjoy!

# ***BOEING 737-600***

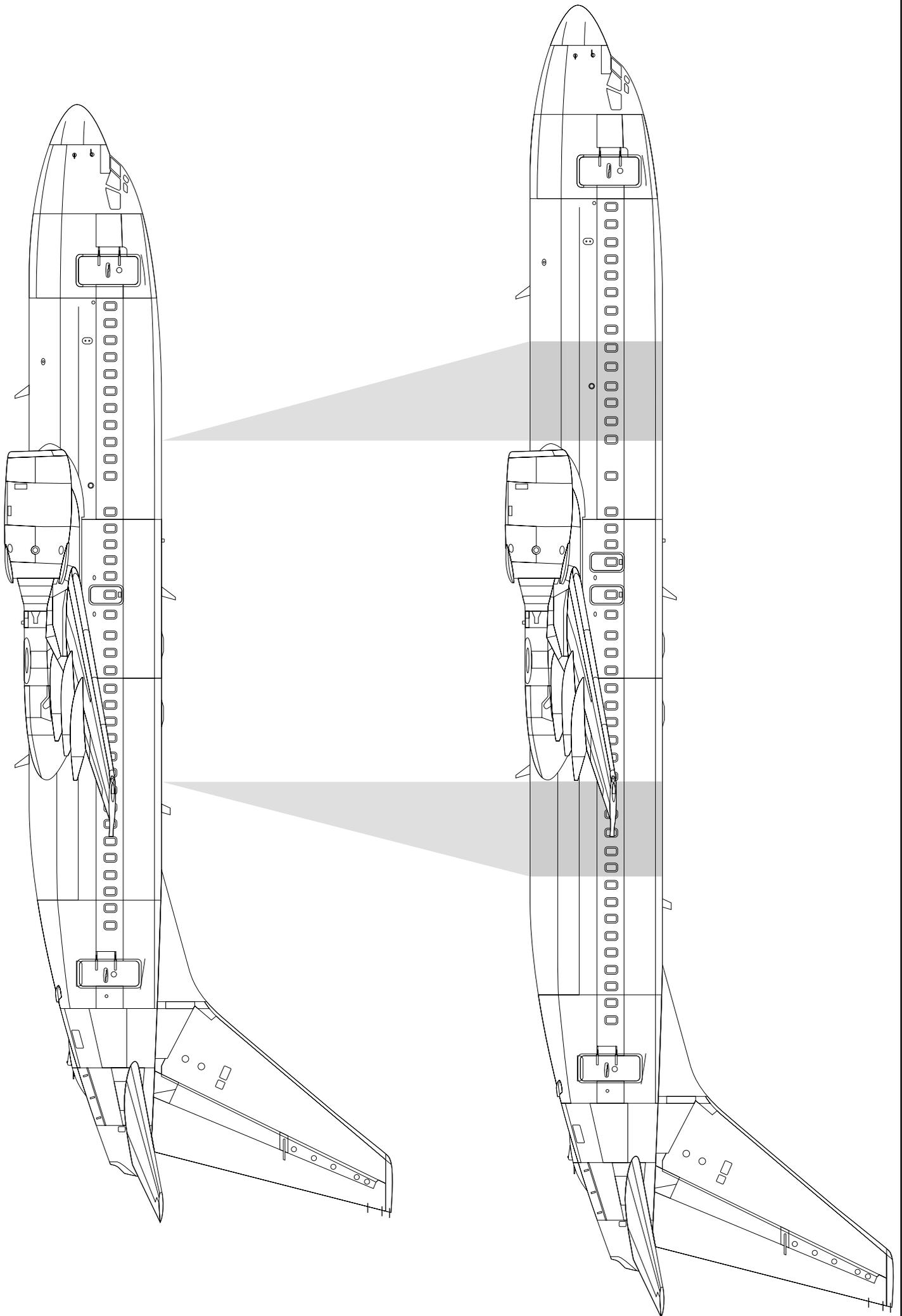


1/144 Scale



Feet  
Meters

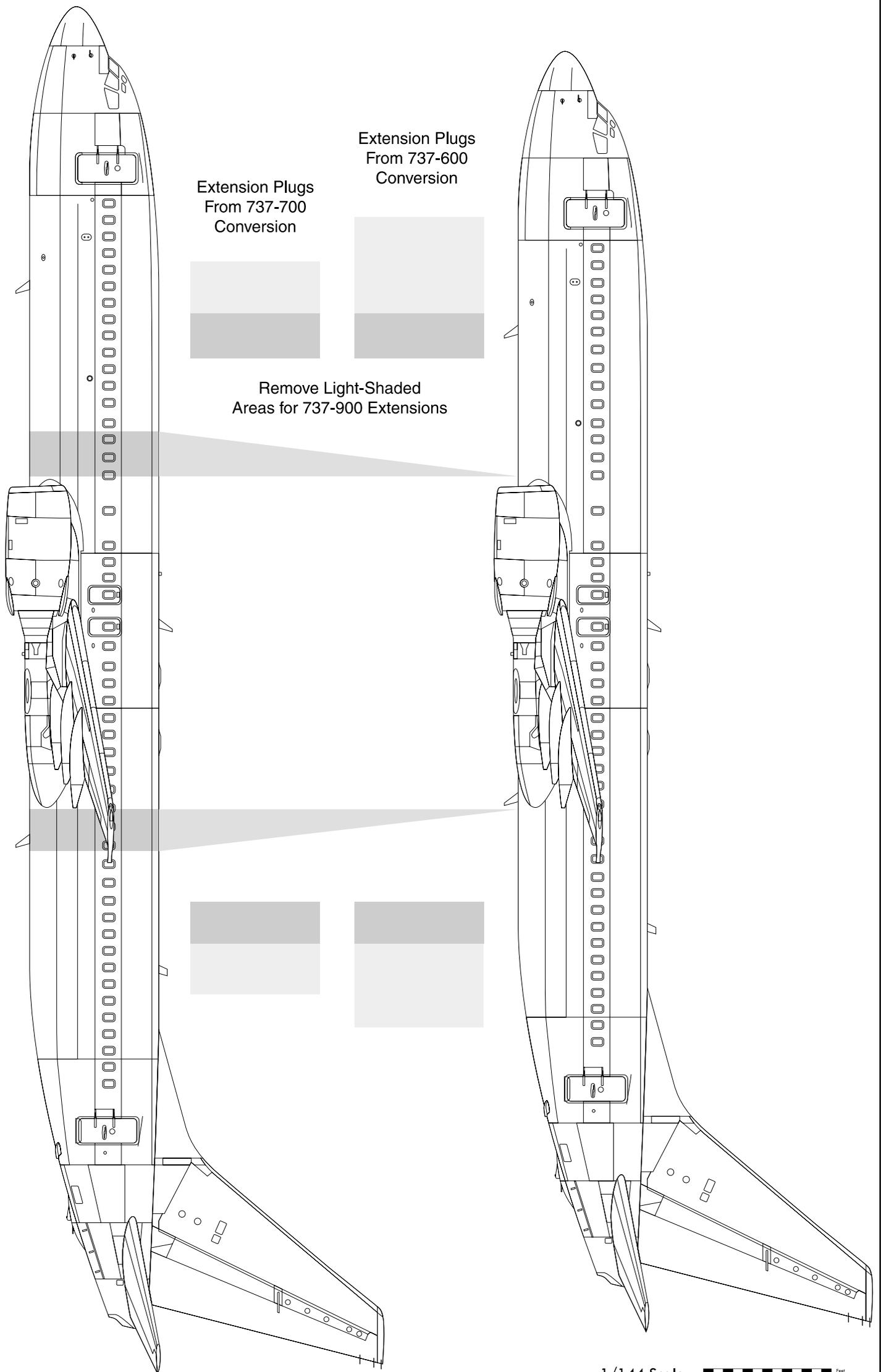
# BOEING 737-700



1/144 Scale



# BOEING 737-900



1/144 Scale

