



# NASA Langley's 737-100 "The Airborne Trailblazer"

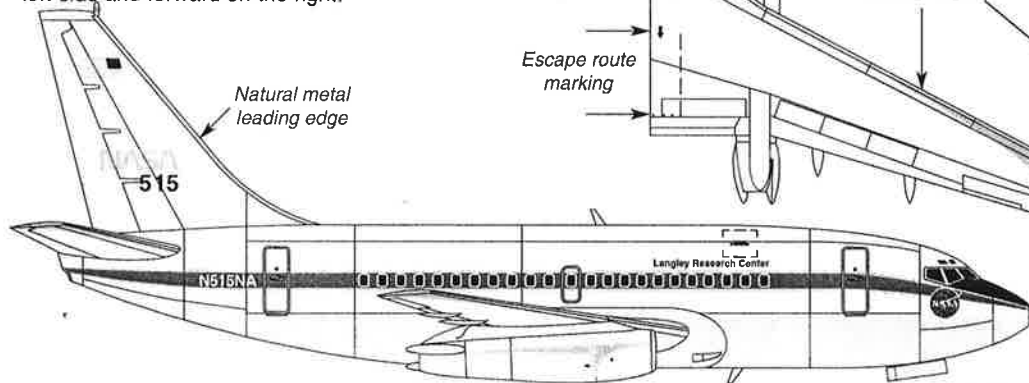
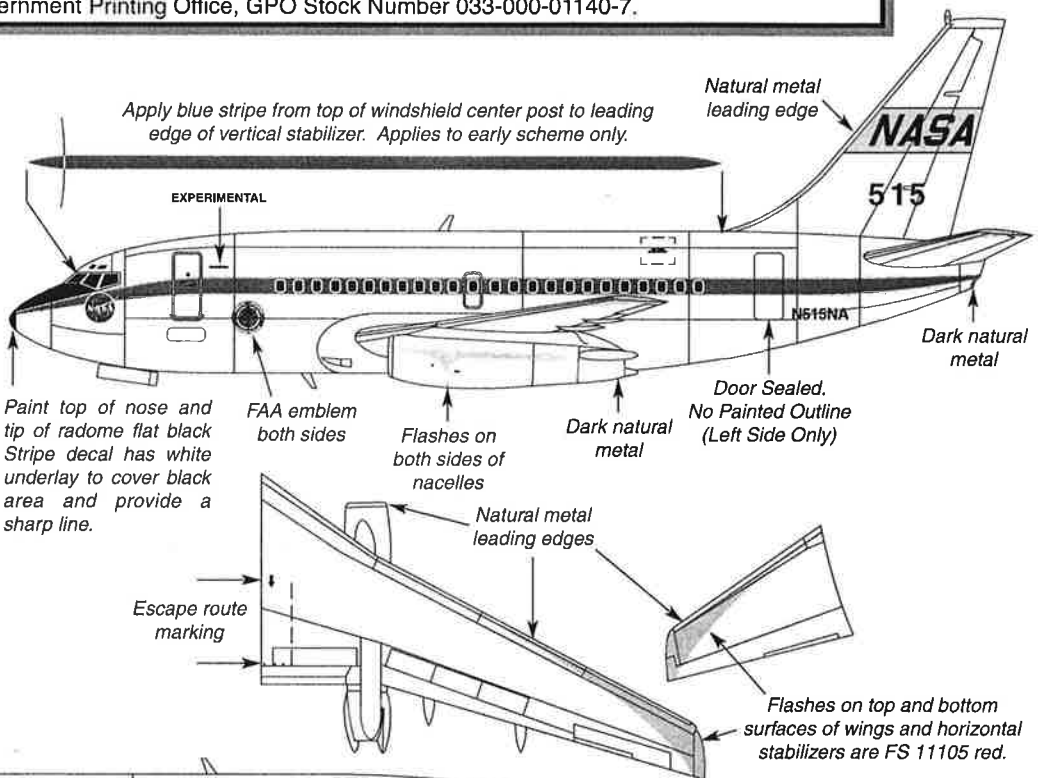


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The NASA 737 Transport Systems Research Vehicle started life as the prototype Boeing 737 in 1967. It was the first 737-100 model built, and has been with NASA since 1974. The aircraft has been utilized to test many different systems and concepts, including glass cockpit technology, air traffic control data link, Global Positioning System (GPS) satellite navigation, autoland systems, and most recently, windshear detection systems. The world's air transportation system owes much to this hard working granddaddy of the more than 3000 Boeing 737s flying today. The aircraft is still in use with NASA Langley, but is due to be retired soon in favor of a recently acquired former Eastern Airlines Boeing 757. For more information see "Airborne Trailblazer" by Lane E. Wallace, published by the U.S. Government Printing Office, GPO Stock Number 033-000-01140-7.

## 1974

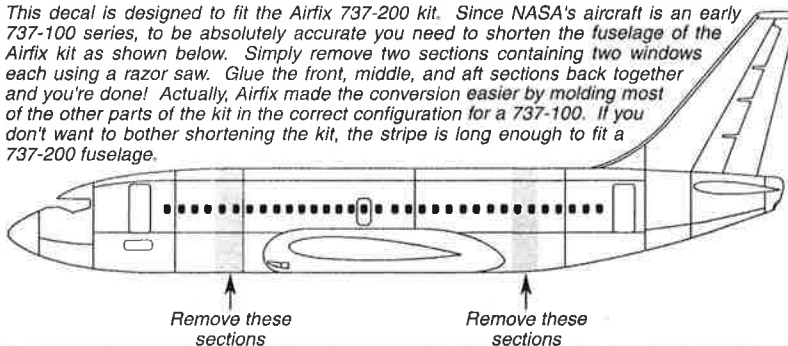
NASA's 737 first appeared in this scheme in 1974. The entire aircraft was gloss white. The "Experimental" title was on the left side aft of the main cabin door only. Points to note are the black anti-glare panel and rain erosion boot on the radome, the tow limit stripe on the nose gear door, and the red flashes on both sides of the wings and horizontal stabilizers. Door outlines are on the forward left hand door and both right hand doors. The aft left hand door is sealed. Note also the emergency chop-through markings aft on the left side and forward on the right.



## 1996

The current color scheme, dating from 1989, includes the NASA "Wurm" on the tail as well as a light grey lower fuselage. This color is approximately FS 16515. Other changes include the American flag on the tail, the white registration number and the addition of "Langley Research Center" titles on the fuselage.

This decal is designed to fit the Airfix 737-200 kit. Since NASA's aircraft is an early 737-100 series, to be absolutely accurate you need to shorten the fuselage of the Airfix kit as shown below. Simply remove two sections containing two windows each using a razor saw. Glue the front, middle, and aft sections back together and you're done! Actually, Airfix made the conversion easier by molding most of the other parts of the kit in the correct configuration for a 737-100. If you don't want to bother shortening the kit, the stripe is long enough to fit a 737-200 fuselage.



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Special thanks to Brian Nicklas of the National Air & Space Museum for his invaluable assistance on this sheet.