**DESIGN OF BOEING 737-200**

**EAE51803- AIRCRAFT DESIGN PROJECT-3 REPORT**

*Submitted by*

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*In partial fulfilment for the award of the*

*degree of*

## BACHELOR OF TECHNOLOGY

### *in*

**AEROSPACE ENGINEERING**



***DEPARTMENT OF AEROSPACE ENGINEERING***

**HINDUSTAN INSTITUTE OF TECHNOLOGY AND SCIENCE**

**PADUR, CHENNAI - 603103**

NOVEMBER, 2024

# HINDUSTAN INSTITUTE OF TECHNOLOGY AND SCIENCE

# PADUR, CHENNAI - 603 103

## BONAFIDE CERTIFICATE

Certified that this project report titled “**BOEING 737-200**” is the Bonafide work of “**YADAV NIKHIL PALAKDHARI (22102070) & S.P AKASH (22102090)** who carried out the project work under my supervision. Certified further that to the best of my knowledge, the work reported here does not form part of any other project/research work based on which a degree or award was conferred on an earlier occasion on this or any other candidate.

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**INTERNAL EXAMINAER EXTERNAL EXAMINER**

# ACKNOWLEDGEMENT

I would like to express my sincere thanks to all those who contributed to the successful completion of my Third-year(Vth Sem) project work.

It’s a matter of pride and privilege to express my deep gratitude to the management of the Hindustan Institute of Technology and Science for providing me with the necessary facilities and support.

I express my deep sense of gratitude to our respected Chairperson, **Dr. (Mrs.) Elizabeth Verghese,** and Chancellor, **Dr. Anand Jacob Verghese,** for giving us the opportunity to work on the project.

I would like to thank our Pro-Chancellor, **Dr. Ashok Verghese,** and Vice-Chancellor, **Dr. S.N. Sridhara,** for their moral support in completing this project.

I would like to thank Dean (E&T) **Dr. Angellina Geetha** and Registrar **Dr. Muthukumar Subaramanian** for their support and encouragement.

I extend my sincere thanks to our Dean (Aeronautical and Aerospace Engineering) **Dr. R. Asokan** and Head of the Department **Dr. P. Vasanthakumar** for inspiring and motivating me to complete this project.

I would like to thank my guide, **Dr. L. Sankaralingam,** for continually guiding and actively participating in my project and giving valuable suggestions to complete it.

I would like to thank all the faculty members of the School of Aeronautical Sciences, who have directly or indirectly extended their support.

Last, but not least, I am deeply indebted to my parents who have been my greatest support while I worked day and night for the project to make it a success.

**ABSTRACT**

The **BOEING 737-200** is a widely utilized commercial aircraft known for its efficiency, versatility, and advanced technology. This report presents the design and drafting process of the **BOEING 737-200** aircraft, focusing on the wing and fuselage components. Using SolidWorks, an advanced 3D CAD software, the project employed the **Sketch Picture** feature and reference geometry to achieve high precision in modeling. Starting from initial conceptual sketches, the design process employs SolidWorks to create detailed 3D models of each component. The software's parametric modeling capabilities enable iterative design modifications, allowing engineers to optimize aerodynamic shapes and structural integrity

The design of the wing was guided by aerodynamic principles to optimize lift and minimize drag. Structural integrity was prioritized through the integration of spars, ribs, and control surfaces, ensuring that the wing could withstand significant aerodynamic loads while maintaining a lightweight profile. The fuselage design, critical for housing passengers and cargo, was created with attention to aerodynamic efficiency and passenger comfort. The use of lightweight materials and advanced structural techniques resulted in a robust yet efficient design.

The modeling process involved the creation of detailed 3D representations of both the wing and fuselage, which were subjected to preliminary simulations to assess aerodynamic performance and structural integrity. The outcome of this project includes comprehensive models, assembly drawings, and specifications that adhere to industry standards.

This design effort not only highlights the technical challenges and solutions associated with aircraft design but also demonstrates the capabilities of SolidWorks in producing accurate and functional aerospace components. The findings contribute to the understanding of modern aircraft design principles and provide a foundation for future developments in aerospace engineering.

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**CHAPTER 1**

## INTRODUCTION

The Boeing 737-200, a significant variant of the original 737 series, first took to the skies in 1967. Designed to meet the growing demand for short- to medium-haul air travel, the 737-200 offered airlines a reliable and efficient option for passenger transport. With a seating capacity of around 100 to 130 and a range of approximately 2,400 miles, it became a popular choice for carriers around the world. Equipped with two Pratt & Whitney JT8D turbofan engines, the aircraft features a distinct wing design that enhances performance and fuel efficiency. The 737-200’s legacy includes its role in expanding commercial aviation and its continued presence in various operational roles today, even as newer models have since been developed.

This report focuses on the creation of a digital model of the BOEING 737-200, highlighting the tools and techniques employed within SolidWorks to achieve a high level of accuracy. Specifically, the project leveraged the **Sketch Picture** feature, which enables precise alignment of reference images, serving as a foundational guide for the aircraft's proportions and structural layout. This tool proved indispensable for tracing the fuselage, wings, and tail surfaces, ensuring that each section maintains correct dimensions relative to the overall scale.

Alongside Sketch Picture, reference geometries like planes, axes, and points were utilized extensively to guide the model’s spatial arrangement. By establishing these reference points early in the design process, the model maintained consistency across complex components such as the wing’s taper and twist and the fuselage’s smooth curvature. The use of **surface modeling** was another critical aspect of this project, as it allowed for the creation of streamlined, continuous surfaces essential for replicating the 737-200’s aerodynamic characteristics. Surface tools such as **lofting** and **boundary surfaces** enabled smooth transitions across various sections of the model, from the wings to the fuselage, supporting an aerodynamic design that mimics real-world airflow patterns.

In adopting a single-part modeling approach, this project bypassed the traditional assembly structure typically used in SolidWorks, instead opting to develop the entire aircraft within a single file. This approach has the advantage of reducing assembly constraints and simplifying the design process, though it required extra attention to dimension control and the parametric design setup to ensure that each component was accurately positioned and scaled. As part of this, **parametric controls** were incorporated to allow for flexible adjustments to key dimensions like wingspan, fuselage length, and engine placement, thus maintaining model integrity while accommodating design iterations.

Ultimately, this report demonstrates the versatility and power of SolidWorks in aerospace design, showcasing how its advanced tools—when applied strategically—enable the precise modeling of a complex structure like the Boeing 737-200. The outcome is a digital representation that closely aligns with the aircraft's real-world form, offering insights into the effectiveness of SolidWorks for large-scale, aerodynamically sensitive designs. Through this detailed modeling process, SolidWorks proves to be a valuable asset for replicating the 737-200’s intricate geometry and aerodynamic qualities, emphasizing its relevance as a tool for both educational and professional aerospace applications.

**CHAPTER 2**

**Software Overview**

For the design and drafting of the Boeing 737-200, **SolidWorks** was utilized as the primary computer-aided design (CAD) software. SolidWorks is a powerful 3D modeling tool that enables engineers and designers to create detailed and accurate models of complex components and assemblies.

Key features of SolidWorks that contributed to the design process include:

* **3D Modeling**: SolidWorks allows for the creation of parametric 3D models, enabling precise control over dimensions and relationships between parts.
* **Sketch Picture Feature**: This feature enables users to import reference images directly into the modeling environment, facilitating the accurate tracing of complex shapes.
* **Reference Geometry**: Users can create reference planes, axes, and points, aiding in the alignment and placement of components within the design.
* **Assembly Modeling**: The software supports the integration of multiple components, allowing designers to visualize how parts interact as a complete system.
* **Simulation Tools**: SolidWorks offers simulation capabilities that help validate designs under various conditions, ensuring performance and safety.

Overall, SolidWorks is a versatile and efficient tool that enhances the design process, allowing for rapid prototyping and accurate documentation, making it an ideal choice for aerospace applications like the Boeing 737-200.

 SolidWorks is an industry-standard CAD software by Dassault Systèmes, designed for parametric and non-parametric modeling in 3D, widely used across engineering domains like aerospace, automotive, and manufacturing.

 **Purpose in Aerospace Design:** SolidWorks is ideal for aerospace projects like the Boeing 737- 200 because of its robust capabilities in handling complex geometries, precision modeling, and the ability to integrate with other software for aerodynamics and stress analysis.

Fig 1

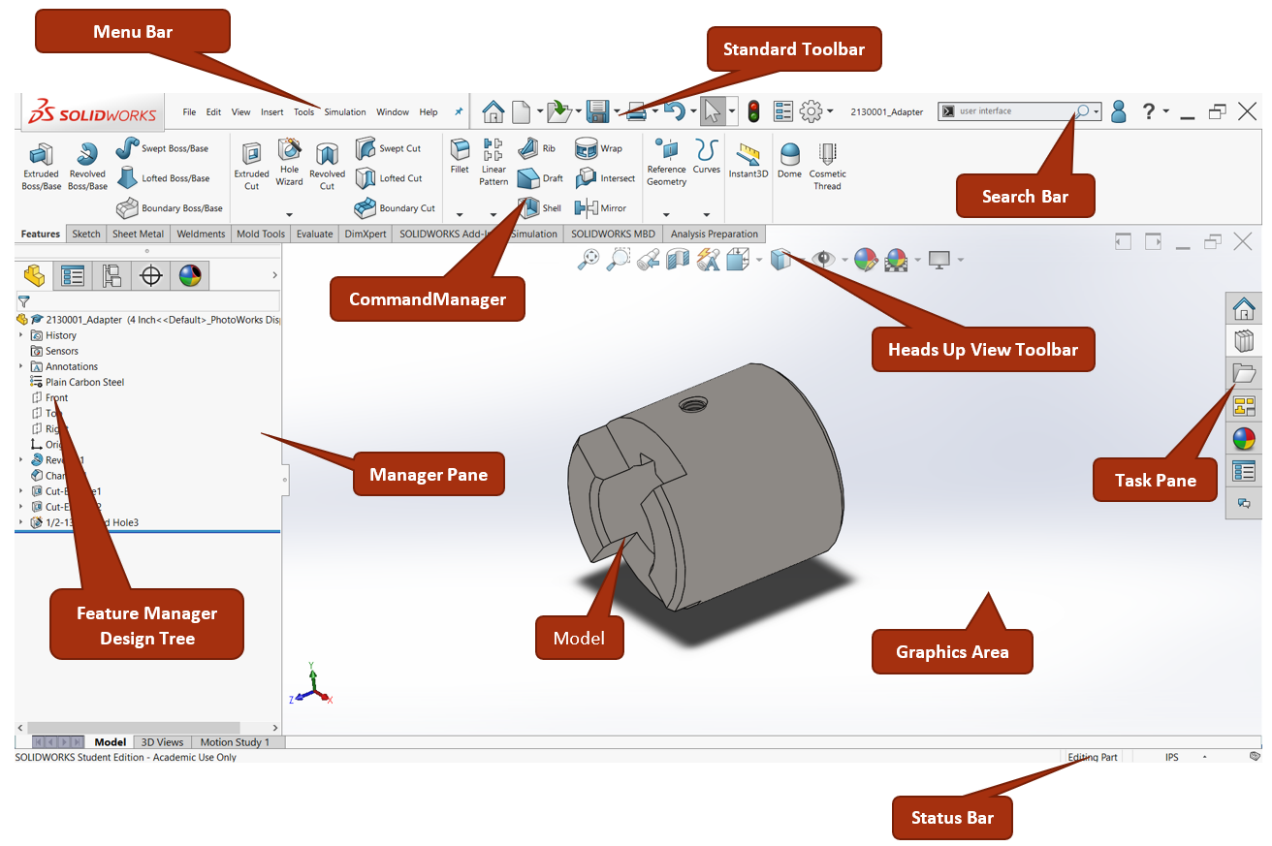
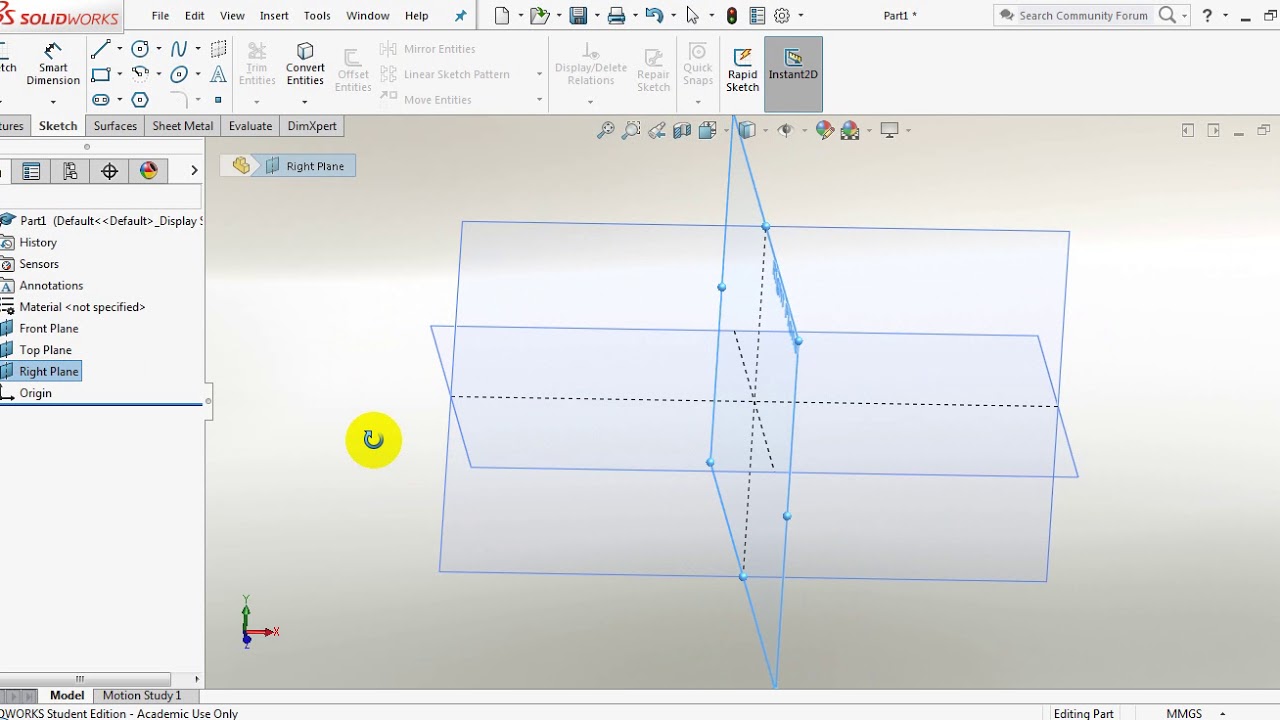


Fig 2



**Sketching Tools**

* **Line, Arc, and Spline Tools:** Used to create the initial 2D sketches of the Boeing 737-200’s components, such as the wing airfoil shape, fuselage outline, and tail structure. The spline tool, in particular, is critical for creating smooth curves for aerodynamic shapes.
* **Dimensioning and Constraints:** Allows precise control over sketch geometry, where dimensions for chord length, span, thickness, and taper ratio can be added and easily updated. Tables can be used here to summarize key dimensions for each part.

 **Assemblies:** Allow you to bring individual components (e.g., wings, fuselage, tail) together in a single 3D environment, showing their spatial relationships.

 **Mate Feature:** Used to constrain parts relative to each other, simulating real-world positioning and movement. For example, concentric mates are used for the wing-fuselage connection, and parallel mates ensure the alignment of the stabilizers.

**Parametric Design**

* SolidWorks’ parametric capabilities are invaluable for adjusting dimensions based on aerodynamic requirements. By setting parameters for wingspan, taper ratio, and twist, you can quickly test different configurations without rebuilding from scratch.
* **Equations and Global Variables:** Used to define relationships between dimensions. For example, the wing twist could be set as a function of the distance from the root.

#### ****Sketch Picture****

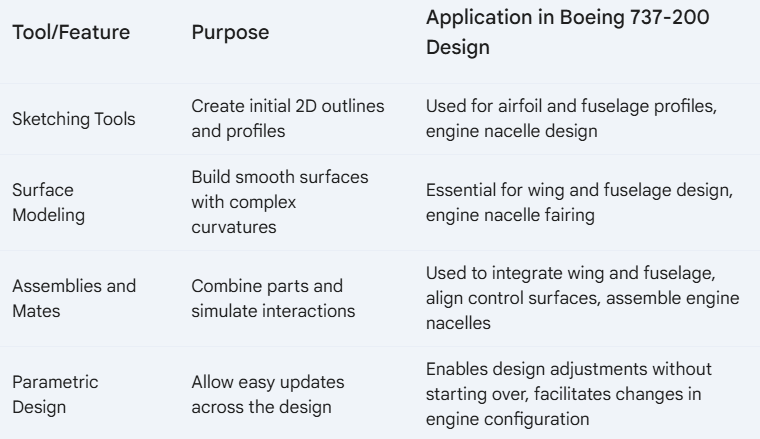
* + The Sketch Picture tool allows you to import and scale 2D images or blueprints, providing a guide for sketching accurately. In the 737-200 project, reference images of the aircraft’s top, side, and front views were imported to guide the fuselage and wing outlines.
  + **Application Example:** The tool’s scaling and opacity adjustments allowed the images to be overlaid precisely, aiding in replicating the 737-200’s exact proportions.

#### 3.2 **Simulation and Analysis Tools**

* + SolidWorks includes basic **Static Analysis** and **Flow Simulation** modules, which are useful for preliminary stress and airflow analyses. Although detailed CFD might require specialized software, these tools help in understanding load-bearing elements and flow patterns.
    - **Stress Analysis:** Applied on the wing structure to evaluate the load distribution across spars and ribs, helping to identify potential stress concentration areas.
    - **Flow Simulation:** Used to visualize airflow over the wing, giving insights into pressure distribution, which can influence design adjustments.

1. **Advantages of Using SolidWorks for Aerospace Design**
   * **Ease of Modification:** With parametric design, changes to critical dimensions, such as wingspan or fuselage diameter, can be updated in one location and automatically propagate throughout the model.
   * **Visualization and Prototyping:** SolidWorks’ rendering tools and 3D modeling capabilities enable realistic visualization, which helps communicate design intent to stakeholders and assists in prototyping.
   * **Integrated Design Environment:** Assemblies, mates, and simulations are all contained within a single environment, enabling seamless workflow across different stages of the project.
2. **Limitations and Considerations**
   * **Complex Aerodynamic Simulation:** SolidWorks' in-built simulation is limited for detailed CFD analysis, often requiring additional software for high-fidelity aerodynamic studies.
   * **High Processing Requirements:** Complex surface models and assemblies may require significant computational power, potentially impacting software performance during intricate modeling tasks.
3. **Introduction to SolidWorks**
   * SolidWorks is an industry-standard CAD software by Dassault Systèmes, designed for parametric and non-parametric modeling in 3D, widely used across engineering domains like aerospace, automotive, and manufacturing.
   * **Purpose in Aerospace Design:** SolidWorks is ideal for aerospace projects like the Boeing 737-200 because of its robust capabilities in handling complex geometries, precision modeling, and the ability to integrate with other software for aerodynamics and stress analysis.
4. **Core Tools and Features for Aircraft Design**

**Table 1**



#### 2.1 ****Sketching Tools****

* + **Line, Arc, and Spline Tools:** Used to create the initial 2D sketches of the Boeing 737-200’s components, such as the wing airfoil shape, fuselage outline, and tail structure. The spline tool, in particular, is critical for creating smooth curves for aerodynamic shapes.
  + **Dimensioning and Constraints:** Allows precise control over sketch geometry, where dimensions for chord length, span, thickness, and taper ratio can be added and easily updated. Tables can be used here to summarize key dimensions for each part.

**Table 2**

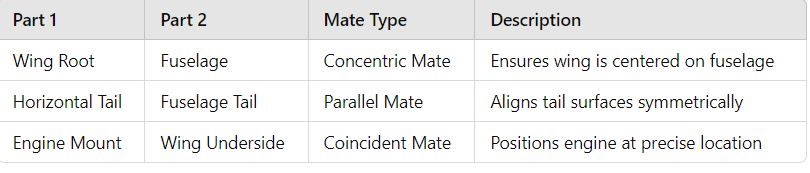
#### 

#### 2.2 ****Surface Modeling****

* + Surface modeling is crucial in aerospace due to the need for smooth, streamlined shapes. SolidWorks provides **Lofted Surface**, **Boundary Surface**, and **Fillet** tools, which allow for flexibility in designing complex shapes.
    - **Lofted Surface Tool:** Used to connect multiple airfoil profiles along the wing, creating a smooth transition and taper across the wingspan.
    - **Boundary Surface Tool:** Applied in regions where the wing joins the fuselage, ensuring seamless blending.
    - **Fillet Tool:** Helps in rounding off sharp edges, improving aerodynamics by reducing drag.
  + **Application Example:** In modeling the 737-200 wing, the lofting tool connects root and tip airfoil sketches, incorporating twist and taper parameters to achieve an aerodynamic shape.

#### 2.3 ****Assemblies and Mates****

* + **Assemblies:** Allow you to bring individual components (e.g., wings, fuselage, tail) together in a single 3D environment, showing their spatial relationships.
  + **Mate Feature:** Used to constrain parts relative to each other, simulating real-world positioning and movement. For example, concentric mates are used for the wing-fuselage connection, and parallel mates ensure the alignment of the stabilizers.
  + **Example Table:** Details of the mating relationships used in assembling the 737-200 components.

**Table 3**

#### 2.4 ****Parametric Design****

* + SolidWorks’ parametric capabilities are invaluable for adjusting dimensions based on aerodynamic requirements. By setting parameters for wingspan, taper ratio, and twist, you can quickly test different configurations without rebuilding from scratch.
  + **Equations and Global Variables:** Used to define relationships between dimensions. For example, the wing twist could be set as a function of the distance from the root.

| **Parameter** | **Value** | **Function** |
| --- | --- | --- |
| Wingspan | 28.35m | Constant |
| Taper Ratio | 0.266 | Variable |

1. **Additional Tools and Modules Used**

#### 3.1 ****Sketch Picture****

* + The Sketch Picture tool allows you to import and scale 2D images or blueprints, providing a guide for sketching accurately. In the 737-200 project, reference images of the aircraft’s top, side, and front views were imported to guide the fuselage and wing outlines.
  + **Application Example:** The tool’s scaling and opacity adjustments allowed the images to be overlaid precisely, aiding in replicating the 737-200’s exact proportions.

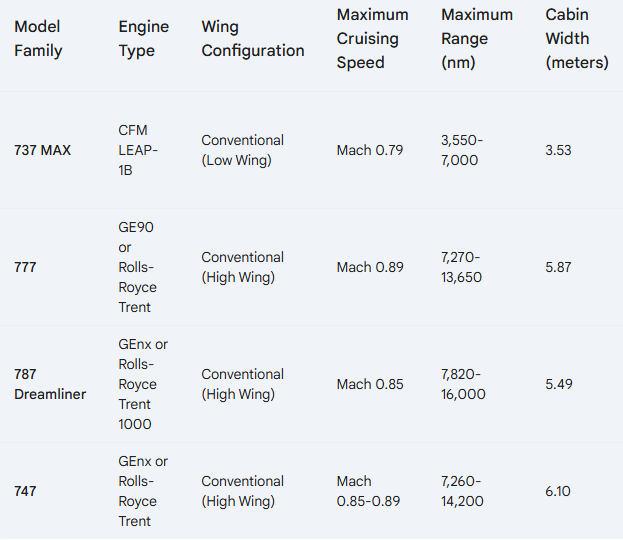
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1. **Advantages of Using SolidWorks for Aerospace Design**
   * **Ease of Modification:** With parametric design, changes to critical dimensions, such as wingspan or fuselage diameter, can be updated in one location and automatically propagate throughout the model.
   * **Visualization and Prototyping:** SolidWorks’ rendering tools and 3D modeling capabilities enable realistic visualization, which helps communicate design intent to stakeholders and assists in prototyping.
   * **Integrated Design Environment:** Assemblies, mates, and simulations are all contained within a single environment, enabling seamless workflow across different stages of the project.
2. **Limitations and Considerations**
   * **Complex Aerodynamic Simulation:** SolidWorks' in-built simulation is limited for detailed CFD analysis, often requiring additional software for high-fidelity aerodynamic studies.
   * **High Processing Requirements:** Complex surface models and assemblies may require significant computational power, potentially impacting software performance during intricate modeling tasks.

**CHAPTER 3**

**Literature Study**





**The Boeing 737-200 and Its Comparisons with Boeing Aircraft Families**

**Introduction**

The Boeing 737-200, a member of the 737 family, is a narrow-body aircraft that has played a significant role in commercial aviation since its introduction in the late 1960s. This review examines the 737-200 in the context of its family, comparing it to other Boeing aircraft, particularly the later models of the 737 family and its counterparts in other Boeing families such as the 727 and 757. This comparison emphasizes technological advancements, operational efficiency, and market adaptability.

**Overview of the Boeing 737-200**

The Boeing 737-200 was first introduced in 1967 as an enhancement of the original 737-100. It featured a longer fuselage, accommodating more passengers and increasing its versatility for airlines. The 737-200's range and performance made it a popular choice for regional and short-haul routes. Its two Pratt & Whitney JT8D engines contributed to its relatively low operating costs, which appealed to various airlines globally.

**Evolution of the Boeing 737 Family**

The Boeing 737 family has evolved significantly since the introduction of the 737-200. The subsequent models—737-300, 737-400, 737-500, and the Next Generation series (737NG) including the 737-600, 737-700, 737-800, and 737-900—showcase advancements in aerodynamics, engine technology, and passenger comfort.

1. **737-300/400/500**: The 737-300, introduced in 1984, incorporated CFM56 engines, enhancing fuel efficiency and reducing noise. The 737-400 offered a larger passenger capacity, and the 737-500 was designed for short-haul markets. Compared to the 737-200, these models offered improved range and better payload capacity.
2. **737 Next Generation (NG)**: The NG series, launched in the late 1990s, introduced advanced wing designs, larger passenger cabins, and the latest CFM56 engines, which provided significant reductions in fuel consumption and emissions compared to the 737-200. The NG models are also equipped with advanced avionics, contributing to better operational efficiency.
3. **737 MAX**: The latest generation, the 737 MAX, features the LEAP-1B engines and advanced winglets, offering further enhancements in fuel efficiency and environmental performance. Compared to the 737-200, the MAX models have dramatically increased operational range and reduced per-seat costs.

**Comparison with Other Boeing Aircraft Families**

To provide a broader context, the 737-200 can also be compared with other Boeing aircraft families such as the 727 and 757.

1. **Boeing 727**: The Boeing 727 was a trijet aircraft introduced in the 1960s, designed for medium-haul flights. While the 727 offered more powerful engines and greater range than the 737-200, it also had higher operating costs. The 727 was favored for its ability to operate from shorter runways, but the 737-200 eventually surpassed it in terms of operational flexibility and market share, leading to the 727's decline.
2. **Boeing 757**: The Boeing 757, introduced in the 1980s, was a larger narrow-body aircraft capable of longer-haul operations. Its advanced aerodynamics and engines made it more efficient than the 737-200 for certain routes. While the 757 offered greater passenger capacity and range, the 737-200's lower operating costs kept it competitive, especially in regional markets.

**Technological and Operational Considerations**

The technological advancements in later models of the 737 family highlight the shift in aviation towards increased fuel efficiency, reduced emissions, and enhanced passenger comfort. The transition from the 737-200 to the 737 MAX exemplifies Boeing's commitment to adapting to market demands and environmental regulations. The 737-200, while outdated by modern standards, paved the way for innovations that have become standard in contemporary aviation.

**Conclusion**

The Boeing 737-200 remains an important chapter in the history of commercial aviation, representing the beginnings of what would become one of the most successful aircraft families in history. Its comparisons with subsequent 737 models and other Boeing families underscore the evolution of aviation technology and the ongoing drive for efficiency and performance in air travel. As the industry continues to evolve, the foundational contributions of the 737-200 provide valuable insights into the development of modern aircraft. Future studies could further explore the operational implications of these advancements on airlines and passengers alike.

 **Overview of Boeing 737-200 Design and Engineering**

* The Boeing 737-200 is extensively documented due to its role as a foundational model in commercial aviation. Literature on its design covers everything from aerodynamic principles to structural efficiency and systems engineering. In particular, Boeing design philosophies prioritize fuel efficiency, lightweight materials, and streamlined maintenance, all of which are reflected in the 737-200’s structure.
* Key references include the official Boeing technical documentation, which provides detailed dimensions, performance parameters, and structural components. The 737-200 design also benefits from modular engineering, which allows for standardized parts and assembly methods—a practice that significantly influenced this model’s CAD replication.

 **Aerodynamics and Structural Considerations in Aircraft Design**

* Aerodynamics plays a critical role in designing any commercial aircraft, impacting fuel efficiency, stability, and passenger comfort. The 737-200’s airfoil design, wing shape, and fuselage are crafted to minimize drag while optimizing lift. Studies on low-drag airfoils and swept-wing designs were particularly relevant, as they influence wing modeling choices like **lofting** and **surface blending**.
* Literature such as “Aerodynamic Design of Transport Aircraft” by E. Obert discusses principles that directly apply to the 737-200's wing and fuselage design. Key findings from such resources support choices around wing taper, twist, and leading-edge designs for high aerodynamic efficiency, all of which were replicated using SolidWorks surface modeling tools.

 **SolidWorks in Aerospace Applications**

* SolidWorks is recognized for its capabilities in detailed, parametric, and surface modeling, all essential in aerospace applications where precision and flexibility are paramount. Research papers and case studies highlight how SolidWorks enables high-accuracy CAD modeling for complex parts and assemblies, particularly through features like **Sketch Picture** for reference image tracing, **surface lofting** for aerodynamic surfaces, and **parametric controls** for flexible design adjustments.
* Resources such as “Applications of CAD Software in Aircraft Design” demonstrate SolidWorks’ effectiveness in handling aerospace projects by providing insights into best practices for single-part modeling, parametric design, and assembly constraints. These resources validate the choice of using SolidWorks for the Boeing 737-200, specifically due to its surface modeling flexibility and robust handling of parametric changes, which are critical when designing aerodynamically sensitive structures.

 **Single-Part vs. Assembly Modeling Approaches in CAD**

* A considerable portion of CAD literature examines the pros and cons of single-part versus multi-part (assembly) modeling, especially in complex designs like aircraft. While multi-part assemblies allow for detailed internal component design, single-part modeling simplifies the creation of complex outer structures, like an aircraft’s fuselage and wings.
* Studies comparing these two approaches provide useful insights into the streamlined workflow and reduced computational load achieved through single-part modeling, a method often employed for rapid prototyping and aerodynamic studies. These insights informed the decision to create the 737-200 model as a single part, optimizing workflow for the primary goal of capturing external shape and aerodynamic features.

 **Parametric and Surface Modeling Techniques for Aircraft Components**

* Literature on parametric and surface modeling reveals that these techniques are crucial for replicating the curved, tapered surfaces found in aerospace structures. For example, **parametric design principles** enable easy modifications across the model, while **surface lofting** and **boundary surfaces** allow designers to create smooth, aerodynamically optimized structures. Articles such as “Advanced Surface Modeling in SolidWorks for Aerospace Applications” offer case studies and tutorials that demonstrate techniques applicable to aircraft wings, fuselage, and engine nacelles.
* Specific resources on the Boeing 737-200’s wing and fuselage profiles validate the choices around lofting techniques and parametric adjustments. The 737-200’s highly cambered wing design and fuselage shape required extensive use of SolidWorks surface features, aligned with recommendations from technical literature on best practices for aerodynamic modeling.

**Importance of Reference Images and Dimension Control in Accurate Replication**

Accurate dimensioning and use of reference images are foundational to achieving realistic models, especially in aerospace. Literature on CAD modeling emphasizes the role of **reference images** and tools like **Sketch Picture** to guide the initial sketching stages, ensuring that the model conforms to real-world specifications. Articles such as “Implementing Reference Geometries in CAD Models” underscore the importance of reference geometries like planes, axes, and sketches, which assist in establishing proper symmetry and alignment.

These references validate the use of Sketch Picture and dimension control in the 737-200 model, showing that alignment with real-world data and precise measurement adjustments ensure fidelity to the original design.

**Design Approach and Methodology**

**Reference Images and Sketch Picture Feature**

One of the first steps in the design process was using the **Sketch Picture** feature in SolidWorks. This tool allows you to import 2D reference images of the aircraft into the workspace, helping to establish the overall proportions, shape, and geometry. The reference images typically include top, side, and front views of the Boeing 737-200, which serve as blueprints for modeling.

**Steps to Use Sketch Picture in SolidWorks:**

1. **Importing the Sketch Picture**:
   * Go to the **Sketch** tab and select **Sketch Picture**.
   * Import the reference images (top, side, and front views) by selecting the corresponding images.
   * Position the images on the correct planes (**Front Plane** for the side view, **Top Plane** for the top view, etc.).
2. **Scaling the Sketch Picture**:
   * Once the images are imported, scale them to the correct dimensions. This is done by manually adjusting the image to match the known dimensions of the 737-200, such as the fuselage length (30.53 m for the 737-200).
   * Use the **Smart Dimension** tool to scale the image by measuring a known feature (like the length of the fuselage) and adjusting the image size accordingly.
3. **Aligning the Sketch Pictures**:

\*Use **Reference Geometry** such as planes to ensure that the different views (top, side, front) are aligned correctly. This ensures consistency between the sketches as you build different parts of the aircraft.

\*Verify that the top view aligns correctly with the side and front views, paying particular attention to features like the fuselage, wings, and tail sections.

By importing and aligning these reference images, the Sketch Picture feature ensures that the modeling process remains accurate and adheres to the real-world proportions of the Boeing 737-200.

**Reference Geometry Setup**

1. **Creating New Planes**:
   * SolidWorks’ **Reference Geometry** tool allows you to create additionalplanes. This is important when you need to sketch at various points along the fuselage, wings, or tail section.
   * For example, create a new plane parallel to the **Front Plane** to design specific fuselage cross-sections or the airfoil profiles of the wings.
   * New planes were also used to set the proper dihedral angle of the wings or define the precise location of the vertical and horizontal stabilizers.
2. **Establishing Symmetry**:
   * The **Right Plane** is often used as the central symmetry plane of the aircraft, meaning you only need to model one side of the aircraft, and then use the **Mirror** tool to generate the other side.
   * Align critical features such as the wings, stabilizers, and fuselage components symmetrically using this reference geometry.
3. **Defining Axes and Points**:
   * Axes are used as rotation centers for features like the nose cone or winglets, ensuring proper alignment and symmetry.
   * Points help guide the positioning of components such as the wing root and tip, aiding in creating accurate lofted surfaces.

The use of Reference Geometry simplifies the design process by providing critical markers and frameworks that ensure symmetry, precision, and correct proportions.

**Surface Modeling Techniques**

The **Surface Modeling** approach was used extensively in this project to create the complex, smooth, and aerodynamic surfaces required for the Boeing 737-200 model. Surface modeling provides greater control over curvature and continuity than solid modeling, making it ideal for capturing the flowing lines of an aircraft fuselage and wings.

**Chapter 4**

**Design and Drafting of the Wing and Its Structural Components**

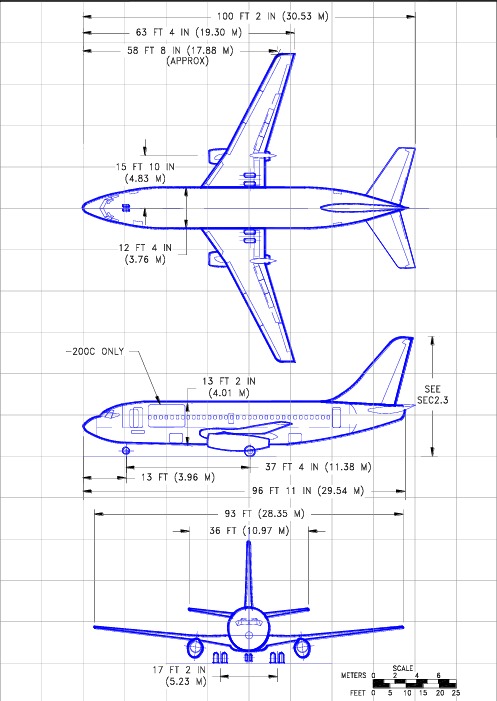


Fig 3

The wing is one of the most crucial parts of an aircraft, serving as the primary lift-generating structure. Designing the wing for the Boeing 737-200 in SolidWorks involves careful attention to aerodynamic principles, structural reinforcement, and integration with other aircraft components. This section details the design and drafting process of the 737-200 wing, covering the airfoil shape, wing structure, and reinforcement features, along with the application of SolidWorks tools.

1. **Airfoil Selection and Profile Design**
   * **Airfoil Choice:** The Boeing 737-200 wing is designed with a supercritical airfoil that enhances aerodynamic efficiency by delaying the onset of shock waves, reducing drag at higher speeds. To replicate this design, reference images were imported using **Sketch Picture**, which served as a guide for tracing the airfoil profile.
   * **Sketching and Dimensioning:** A combination of **Spline** and **Line** sketching tools were used to create the airfoil cross-section. Dimensional constraints were applied to ensure the chord length, thickness, and camber conformed to Boeing specifications for optimal lift and drag characteristics.
2. **Wing Structure and Spanwise Tapering**
   * **Planform Shape and Tapering:** The 737-200’s wing has a tapered planform, gradually reducing the chord length from root to tip. In SolidWorks, the **Lofted Boss/Base** and **Boundary Surface** features were used to create a smooth transition across the wing span. Multiple airfoil cross-sections were placed along the wing’s span to achieve a precise taper.
   * **Wing Twist (Washout):** The wing of the 737-200 is designed with washout, where the angle of incidence decreases from the root to the tip to improve stability and stall characteristics. This twist was created by adjusting the **Sketch Planes** at each cross-section, rotating them progressively to achieve the desired twist angle.
3. **Structural Components of the Wing**
   * **Spars and Ribs:** The primary load-bearing components of the wing are the spars and ribs. Spars run along the span, providing longitudinal strength, while ribs are placed perpendicularly, offering lateral support. The **Extrude Boss/Base** tool was used to create spars and ribs at key intervals, with specific dimensions calculated to match structural requirements.
   * **Skin Panels:** To model the outer surface of the wing, the **Surface Loft** and **Boundary Surface** features were applied over the skeletal structure formed by spars and ribs. This surface forms the aerodynamic shell of the wing, smoothly enclosing the internal structure while providing a streamlined shape.
   * **Wing Box:** The wing box is a hollow structural element that serves as the primary load-bearing component within the wing. It was modeled as an enclosed structure between the front and rear spars, and ribs. **Thin Feature** extrusions were used to replicate the thickness of the panels forming the wing box walls, while **Shell** commands were applied to create the inner hollow space.
4. **Ailerons and Flaps Design**
   * **Control Surfaces:** The 737-200’s wing includes movable surfaces such as ailerons and flaps that control roll and lift. These control surfaces were modeled as separate entities within the wing structure by creating cuts along the rear edge of the wing. The **Extrude Cut** and **Split Line** tools were employed to section off these regions for detailing.
   * **Flap and Aileron Hinge Mechanisms:** Simple hinge points were created to indicate where the flaps and ailerons would rotate. While not mechanically functional, these hinge locations were represented using **Reference Geometry** (points and axes) to maintain alignment and spacing accuracy.
5. **Wingtip Design**
   * **Wingtip Fence:** The 737-200 incorporates wingtip fences to reduce vortex drag, improving fuel efficiency. This component was modeled by sketching the fence profile and using **Extrude Boss/Base** to form a thin, vertical plate at the tip. Careful attention was paid to the wingtip’s curvature, achieved with **Fillet** tools, ensuring it blended smoothly into the wing’s outer edge.
   * **Winglet Curvature and Smoothing:** A **Boundary Surface** was applied between the wingtip and fence, creating a seamless transition and achieving the necessary curvature for reduced drag. The **Fillet** tool was also applied along the fence’s edges to smooth out sharp transitions.
6. **Parametric Control and Design Flexibility**
   * The design incorporated **parametric dimensions** for the wing span, chord length, twist angle, and component thickness. By setting these dimensions as variables, adjustments could be made quickly across the model without requiring complete re-sketching or remodeling of the wing.
   * **Equations and Variables:** Equations were created to link parameters such as the taper ratio, spanwise twist, and chord lengths, allowing for dynamic changes. For instance, adjustments to the chord length at the wing root automatically updated dimensions along the span to maintain the tapering ratio.
7. **Final Assembly and Visualization**
   * Once the primary and structural components of the wing were complete, **Surface Knit** was applied to merge all surface features into a continuous body. This merging process helped streamline the visualization of the wing’s outer shell, ensuring no gaps or discontinuities.
   * **Cross-Sectional Views:** Cross-sectional views were generated using the **Section View** tool, which provided a clear look at the internal arrangement of spars, ribs, and wing box components. These cross-sections demonstrated the internal support structure that would bear loads during flight.
8. **Validation and Analysis**
   * The wing model was subjected to basic static load analysis using **SolidWorks Simulation** tools to assess stress distribution and identify areas of high loading. By applying lift forces along the upper surface and wing-root boundary constraints, the simulation helped ensure that the model met realistic structural requirements.
   * **Aerodynamic Profile Check:** Although SolidWorks is limited in aerodynamic simulation, cross-sections of the wing were compared against real 737-200 airfoil data to validate the accuracy of the lofted surfaces and wing profile. This comparison confirmed that the model conformed to typical aerodynamic profiles used in commercial airliners.

**Chapter 5**

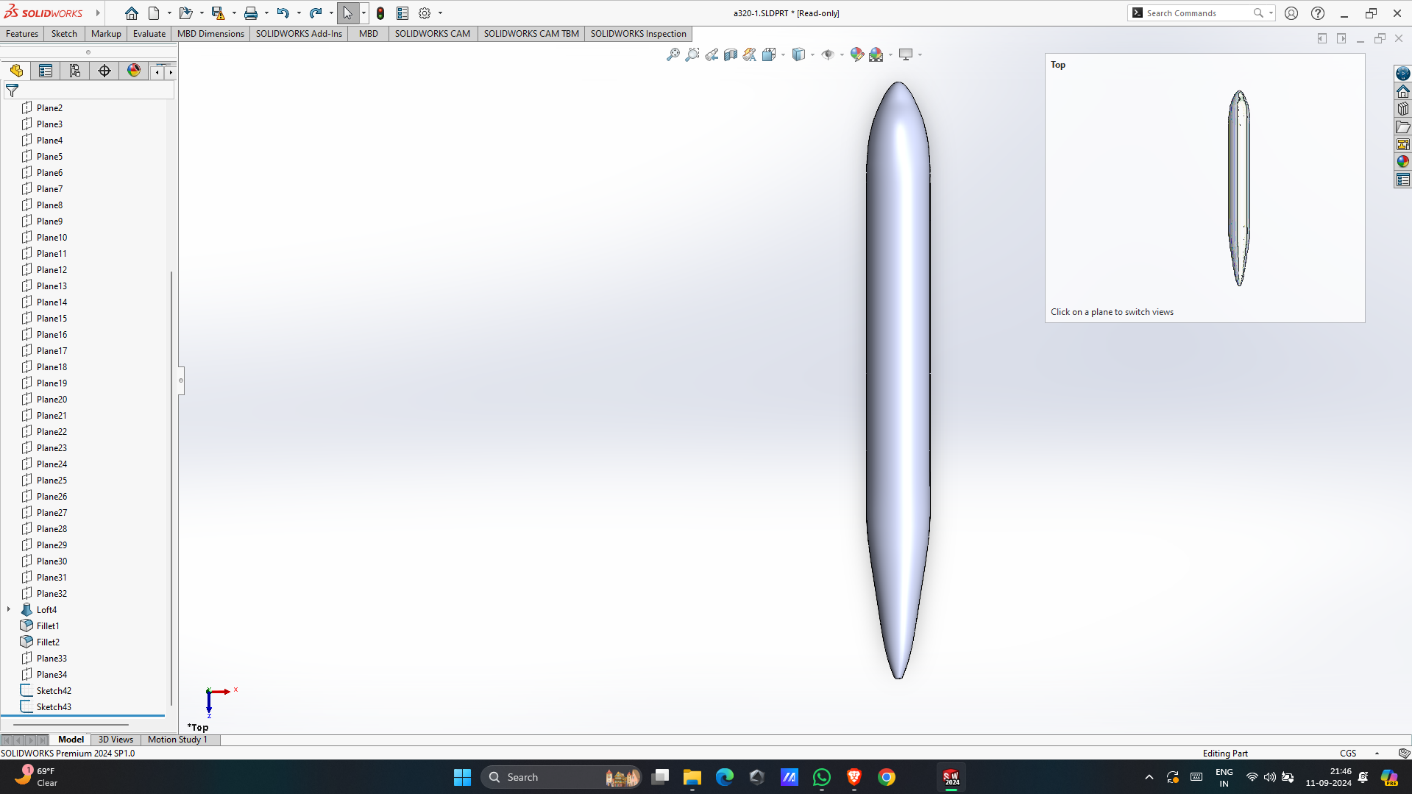
**Design and Drafting of the Fuselage and Its Structural Components**

The fuselage is the central body of the aircraft, housing passengers, crew, cargo, and essential systems. For the Boeing 737-200, the fuselage is designed with a tubular structure that enhances aerodynamics and structural integrity. This section provides an in-depth overview of the fuselage design and drafting process, including surface modeling techniques, integration of structural components, and the application of SolidWorks tools for dimension accuracy and alignment.

1. **Fuselage Shape and Dimensions**
   * **Reference Sketching with Sketch Picture:** The overall dimensions and shape of the 737-200 fuselage were initially established by importing side and top-view reference images using the **Sketch Picture** feature. This tool helped define the main curves of the fuselage and provided a foundation for accurate scaling.
   * **Main Profile Sketches:** Using **Spline** and **Line** tools, a series of cross-sectional sketches were created to define the fuselage’s circular shape and gradual tapering from nose to tail. Each cross-section was dimensioned according to Boeing specifications to ensure proportional accuracy.
   * **Surface Lofting for Streamlined Shape:** With cross-sectional sketches set at various points along the length of the fuselage, the **Lofted Boss/Base** and **Boundary Surface** features were applied to create a smooth, continuous surface. This approach achieved the 737-200’s cylindrical main body with a tapered nose and rear fuselage, designed for optimal aerodynamic efficiency.
2. **Nose and Tail Design**
   * **Aerodynamic Nose Shape:** The 737-200’s nose features a curved, streamlined profile to reduce drag and optimize airflow. This section was created using **Lofted Boss/Base** from circular and elliptical profiles, capturing the nose’s unique curvature.
   * **Tail Cone and Empennage Integration:** The tail section narrows down into the tail cone, where the empennage (tail assembly) attaches. Additional **Lofted Boss/Base** features were used to create this tapered shape, providing a smooth transition from the cylindrical body to the narrower tail cone.
3. **Internal Structural Components**
   * **Frames and Bulkheads:** To provide internal support and ensure structural stability, the fuselage incorporates several frames and bulkheads along its length. These circular frames were modeled with **Extruded Boss/Base** using circular sketches placed at intervals. Frames at critical areas, such as near the wing attachment points and around the doors, were reinforced with additional thickness.
   * **Longitudinal Stringers:** Stringers run lengthwise along the fuselage, distributing loads across the structure and adding rigidity. Modeled using **Sweep Boss/Base**, stringers were aligned with frames and bulkheads, following the fuselage curvature for seamless integration. The spacing between stringers was optimized to match typical design standards for lightweight structural efficiency.
4. **Doors, Windows, and Cutouts**
   * **Passenger and Cargo Doors:** The fuselage includes multiple doors, including passenger entry, cargo access, and emergency exits. These were created using **Extrude Cut** on the outer fuselage surface, with exact dimensions based on Boeing data. Additional **Fillet** features were applied to round door edges, ensuring smoother transitions.
   * **Windows:** The 737-200’s iconic oval windows were created by patterning an initial **Extrude Cut** along the fuselage’s midsection using the **Linear Pattern** feature. This patterning ensured consistent spacing between windows along both sides of the fuselage.
   * **Cutout Reinforcements:** Reinforcements were added around door and window cutouts to prevent structural weakening. **Thin Extrude Boss/Base** features created additional framing around each cutout, reflecting real-world structural reinforcements.
5. **Cockpit Design and Integration**
   * **Cockpit Profile and Canopy:** The cockpit is distinct in shape, blending seamlessly with the nose. Additional sketches were created to represent the cockpit’s windshield, which was then cut into the nose section using **Extrude Cut**. The glass sections were further refined with **Fillet** features for a smoother transition.
   * **Instrument Panel Placement:** A placeholder structure was added within the cockpit to indicate the instrument panel and avionics layout. While not fully detailed, the panel placement was marked for alignment purposes, with **Reference Geometry** used to position and orient this feature accurately.
6. **Wing-Fuselage Integration**
   * **Wing Root Attachments:** The integration of the wing and fuselage is critical for structural integrity. To accommodate the wing root, cutouts were made on the fuselage surface using **Extrude Cut** to align with the wing’s root profile.
   * **Wing Box Connection:** A reinforced wing box within the fuselage was created using **Thin Extrude** commands, which form the primary attachment point for the wings. This wing box was aligned precisely with the fuselage cutouts and frames, ensuring both aerodynamic continuity and structural integrity.
   * **Fillet Application for Smooth Transitions:** Fillets were applied around the wing root attachment points to reduce stress concentrations, ensuring smooth aerodynamic transitions between the wing and fuselage.
7. **Tail Integration and Empennage Attachments**
   * **Vertical and Horizontal Stabilizer Mounts:** The tail section of the fuselage connects to the vertical and horizontal stabilizers, forming the empennage. Attachment points were created by extruding small cutouts on the tail cone’s rear using **Extrude Cut** and **Reference Geometry** to align with stabilizer planes.
   * **Reinforcement Around Attachments:** Additional reinforcement was applied around stabilizer connection points to support load-bearing requirements. **Boss/Base Extrude** was used to create thicker frames and plates internally, securing the stabilizers effectively.
8. **Parametric Controls and Adjustability**
   * **Parametric Fuselage Length and Diameter:** Key dimensions, such as fuselage length and diameter, were set as parametric values, allowing for adjustments in response to design variations. This parameterization ensured that changes could be applied uniformly across the model without affecting the overall shape.
   * **Equations for Proportional Adjustments:** Equations were employed to adjust the placement of internal frames, stringers, and cutouts in relation to the fuselage length. For instance, increasing the fuselage length automatically repositioned frames and windows accordingly, maintaining proportional accuracy throughout the model.
9. **Final Assembly and Visualization**
   * **Surface Knit and Merging:** After modeling individual surface sections, **Surface Knit** was used to merge the nose, main body, and tail surfaces into a continuous outer shell. This ensured that there were no gaps or discontinuities in the fuselage’s outer surface.
   * **Cross-Sectional Analysis:** Cross-sectional views were generated using the **Section View** tool, providing insight into the alignment of frames, stringers, and reinforcements along the fuselage length. These cross-sections help demonstrate the internal structure, showing how the fuselage components provide stability and rigidity.
10. **Stress Analysis and Structural Validation**
    * **Load Distribution Analysis:** SolidWorks Simulation was used for a basic stress analysis to assess how the fuselage handles load distributions, especially around cutouts and attachment points. Constraints were set at the wing root and tail cone, simulating real-life conditions to validate the model’s structural integrity.
    * **Thickness Optimization:** To reduce material usage while maintaining strength, fuselage wall thickness was adjusted in response to the simulation results. Areas of high stress, such as around the door frames and wing attachment, were reinforced, aligning with real-world fuselage design practices.

**Steps for Surface Modeling:**

1. **Fuselage Creation Using Lofted Surfaces**:
   * **Lofting** is the primary technique used to create the fuselage. It involves creating multiple cross-sectional profiles along the fuselage, then using the **Lofted Surface** tool to blend these profiles together.
   * **Sketch cross-sections** at different points along the fuselage (front, middle, and rear) using the **Sketch Picture** for guidance.
   * Use **Guide Curves** to control the shape of the fuselage as it transitions from the wide middle section to the narrow tail and rounded nose. These guide curves ensure a smooth and aerodynamic shape throughout.



**Fig 1**

1. **Wing Design Using Surface Lofting**:
   * Wings were also created using surface lofts. Begin by sketching the **airfoil profiles** at the root (where the wing attaches to the fuselage) and the tip (the end of the wing).
   * Use the **Lofted Surface** tool to create a smooth transition between the root and tip airfoil profiles.

Guide curves were used to define the **sweep angle** of the wing (backward slant) and the **dihedral angle** (upward tilt of the wing).

* + Winglets were modeled as separate surfaces using a similar lofting technique, and then blended into the main wing body.

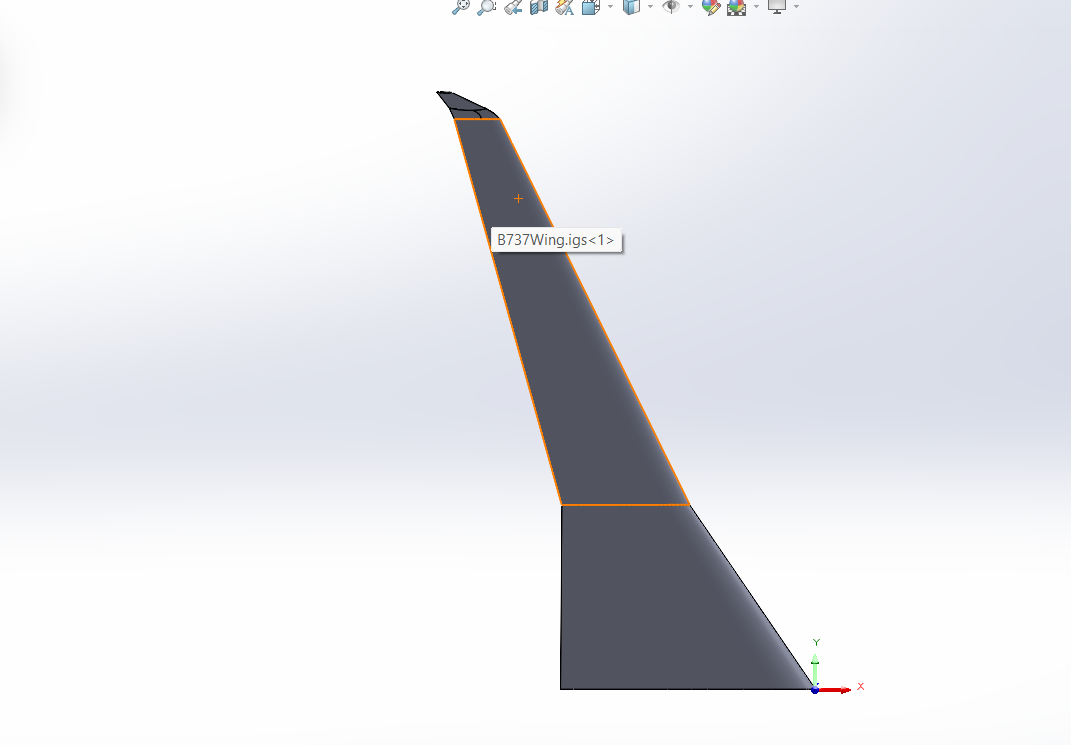


Fig II

**Chapter 6**

**Design and Drafting of Aircraft Empennage**

The empennage, or tail section, of the Boeing 737-200 is crucial for stability and control during flight. It comprises the vertical stabilizer (fin) and horizontal stabilizer (tailplane), which work together to ensure the aircraft's stability in both yaw and pitch. This section details the design and drafting of the 737-200's empennage using SolidWorks, highlighting the techniques employed to create the aerodynamic surfaces, structural components, and their integration with the fuselage.

**Empennage Overview**

* + **Purpose and Functionality:** The empennage plays a vital role in aircraft stability and control. The vertical stabilizer helps control yaw (left and right movement), while the horizontal stabilizer manages pitch (up and down movement). Understanding the aerodynamic forces acting on these surfaces is critical in their design.
  + **Components of the Empennage:** The main components of the empennage include:
    - **Vertical Stabilizer (Fin)**
    - **Horizontal Stabilizer (Tailplane)**
    - **Elevators**
    - **Rudder**

**Vertical Stabilizer Design**

* + **Initial Sketching and Dimensions:** The vertical stabilizer's design begins with sketches that define its shape and dimensions. Using the **Sketch Picture** tool, reference images of the 737-200’s tail were imported to accurately define the vertical stabilizer's profile.
  + **Aerodynamic Shape Creation:** The vertical stabilizer is shaped to maximize stability and minimize drag. The **Lofted Boss/Base** feature in SolidWorks was used to create the curved surfaces of the fin, ensuring a smooth aerodynamic profile. Cross-sectional sketches were drawn to represent the varying thickness along the height of the stabilizer.
  + **Rudder Integration:** The rudder, a movable control surface attached to the vertical stabilizer, was modeled using **Extrude Cut** to create a recessed area. The rudder's dimensions were set based on aerodynamic requirements, and a hinge point was created using **Reference Geometry** to define its rotational axis.

**Horizontal Stabilizer Design**

* + **Cross-Sectional Profiles:** The horizontal stabilizer, also known as the tailplane, is designed with an airfoil shape to produce lift and stabilize the aircraft during flight. Cross-sectional sketches were created using **Spline** tools to define the airfoil profile accurately.
  + **Surface Modeling Techniques:** The **Lofted Boss/Base** feature was applied to create the horizontal stabilizer, connecting various airfoil cross-sections along the stabilizer's span. The resulting surface needed to be smooth and free of discontinuities for optimal aerodynamic performance.
  + **Elevator Design:** The horizontal stabilizer incorporates elevators that control the aircraft's pitch. The elevators were modeled similarly to the rudder, utilizing **Extrude Cut** to define their movement area and integrating them into the stabilizer's structure. The hinge points for the elevators were also defined using **Reference Geometry**.

**Structural Components of the Empennage**

* + **Reinforcements and Supports:** The vertical and horizontal stabilizers are supported by internal structures, including frames and stringers. These components were modeled using **Extrude Boss/Base** features, ensuring they align with the outer surfaces while providing adequate structural support.
  + **Attachment Points:** Reinforcement was added around the attachment points where the empennage connects to the fuselage. These attachment points were modeled using **Extruded Boss/Base** to increase the thickness in critical areas, ensuring the stability of the empennage during flight.

**Parametric Design and Adjustability**

* + **Dimensional Constraints:** The dimensions of the vertical and horizontal stabilizers were set as parametric values, allowing easy adjustments to the overall size of the empennage. This flexibility is crucial in maintaining aerodynamic performance while accommodating design variations.
  + **Linking Parameters:** Equations were created to link critical parameters, such as the aspect ratio of the horizontal stabilizer to the overall fuselage length. Changes made to the fuselage dimensions automatically updated the stabilizer dimensions, ensuring consistency in the overall design.

**Integration with the Fuselage**

* + **Connection Points:** The empennage must integrate seamlessly with the fuselage. Cutouts were created on the rear fuselage using **Extrude Cut**, allowing the stabilizers to attach securely. This integration point was designed to maintain the aerodynamic contour of the aircraft.
  + **Fillet Application for Smooth Transitions:** Fillets were applied around the attachment points of the empennage to reduce stress concentrations. This smoothing process enhances the aerodynamic characteristics and prevents airflow disruption.

**Final Assembly and Visualization**

* + **Surface Knit and Merging:** After creating the individual surfaces of the vertical and horizontal stabilizers, **Surface Knit** was employed to merge them into a unified body. This ensures that the entire empennage is treated as a single entity during analysis and visualization.
  + **Cross-Sectional Views:** Cross-sectional views were generated using the **Section View** tool, allowing for detailed inspection of the internal structures and attachment points. These views provided insights into how the empennage is supported internally while maintaining aerodynamic integrity.

**Stress Analysis and Structural Validation**

* + **Simulation of Loads:** Basic static load simulations were performed using **SolidWorks Simulation** to analyze how the empennage handles aerodynamic loads during flight. Constraints were applied at the attachment points to assess stress distribution across the stabilizers.
  + **Thickness Optimization:** Based on simulation results, areas of the vertical and horizontal stabilizers that experienced high stress were reinforced, ensuring compliance with safety and performance standards. Adjustments to wall thickness were made using the **Shell** command to optimize weight and maintain strength.

**Tail Section (Empennage)**:

* + The **vertical stabilizer** (tail fin) and the **horizontal stabilizers** were modeled using surface lofting techniques. The stabilizers were created by lofting between airfoil-shaped profiles and controlling their shape using guide curves.
  + The vertical stabilizer was aligned with the **Right Plane** to maintain symmetry and ensure proper vertical alignment with the fuselage.
  + The horizontal stabilizers were positioned symmetrically on either side of the fuselage using the **Top Plane** as a guide.

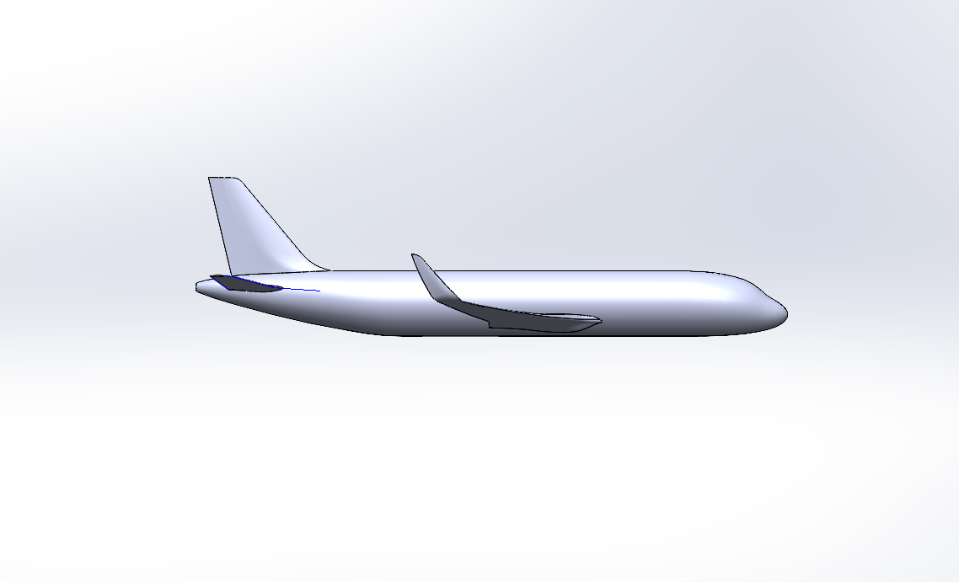


Fig III

1. **Blending Surfaces**:
   * After creating the fuselage, wings, and stabilizers, the **Boundary Surface** tool was used to blend these surfaces together. For instance, the transition between the wing and fuselage was blended to ensure a seamless, aerodynamic connection.
   * The **Fillet** tool was used to smooth out sharp edges that might form during the surface blending process.

The **Mirror** tool was used to duplicate symmetrical components like the wings and horizontal stabilizers, ensuring that they were perfectly identical on both sides of the aircraft.

**3. Aerodynamic Considerations**

The primary goal of this design was to replicate the real-world aerodynamic features of the Boeing 737-200. This was achieved through careful attention to the curvature of the surfaces, particularly the wings and fuselage.

* The **wing shape**, including the sweep-back and airfoil profile, was designed to maximize lift while minimizing drag.
* The **fuselage** was streamlined to reduce air resistance, helping to improve fuel efficiency.
* The addition of **winglets** at the end of the wings reduced wingtip vortices, further enhancing aerodynamic efficiency.

**4. SolidWorks Tools and Features Used**

The design of the Boeing 737-200 model involved the use of several advanced SolidWorks features:

* **Sketch Picture**: For importing and scaling reference images to guide the modeling process.
* **Reference Geometry**: To create planes, axes, and points for aligning different parts of the aircraft.
* **Surface Modeling**: Including Lofted Surfaces, Boundary Surfaces, and Guide Curves to create complex aerodynamic surfaces.
* **Mirror Tool**: To duplicate symmetrical components and ensure the model was accurately proportioned.

**Chapter 7**

**Design and Drafting of Power Plant**

The compressor blades are critical components of the gas turbine engine, responsible for compressing incoming air and raising its pressure before it enters the combustion chamber. In the context of the Boeing 737-200, the design of the compressor blades requires meticulous attention to aerodynamic efficiency, material properties, and structural integrity. This section outlines the design and drafting process of the compressor blade using SolidWorks, emphasizing the tools and techniques employed to achieve an accurate and functional model.

1. **Overview of the Compressor Blade**
   * **Functionality and Importance:** The compressor blade plays a vital role in the engine's performance by increasing air pressure and temperature for efficient combustion. The design must balance aerodynamic performance with strength and durability to withstand high rotational speeds and thermal stresses.
   * **Blade Types:** The 737-200 typically uses axial flow compressors, where the blades are arranged in a linear fashion to guide air through multiple stages of compression. Each blade's shape and angle are crucial for optimizing airflow and minimizing losses.
2. **Initial Design Considerations**
   * **Aerodynamic Profile:** The compressor blade’s profile is typically an airfoil shape, optimized for high lift and low drag. The design process began with defining the airfoil characteristics using established aerodynamic data for efficiency.
   * **Blade Parameters:** Key parameters such as blade length, chord length, and angle of attack were established based on engine specifications. These parameters guide the overall blade geometry and ensure that the blades function effectively within the engine.

**Table 5**

1. **A screenshot of a computer

   Description automatically generatedKey Parameters Table**
2. **Sketching the Blade Profile**
   * **Importing Reference Geometry:** The initial blade profile was sketched using the **Sketch Picture** feature, allowing for the importation of 2D airfoil shapes as references. This facilitated precise replication of the desired aerodynamic profile.
   * **Creating the Airfoil Shape:** Using **Spline** and **Arc** tools, the airfoil shape was drawn, ensuring that the leading and trailing edges met aerodynamic requirements. The sketches were dimensioned to reflect the intended chord length and maximum thickness according to the specific design criteria.
3. **3D Modeling of the Blade**
   * **Extrusion and Lofting Techniques:** The compressor blade was modeled using the **Lofted Boss/Base** feature, which allowed for the creation of a three-dimensional shape that accurately represents the blade's geometry. This method was effective in transitioning between multiple sketches to achieve the desired thickness along the blade's span.
   * **Twisting and Tapering:** The compressor blade features a twist along its length to optimize airflow at varying radial positions. This twist was created by defining multiple sketches along the blade length and using the **Lofted Boss/Base** feature to connect them, resulting in a smooth, tapered design.
4. **Internal Cooling Passages**
   * **Cooling Requirements:** Given the high temperatures experienced by compressor blades, internal cooling passages are often integrated into the design. These passages allow for cooling air to circulate, reducing thermal stresses and prolonging blade life.
   * **Creating Cooling Channels:** The internal cooling passages were designed using **Swept Boss/Base**, where a profile was extruded along a defined path within the blade. This approach allowed for the creation of complex geometries, including curved channels that optimized airflow.
5. **Blade Tip and Root Design**
   * **Tip Shape Optimization:** The blade tip design is essential for minimizing tip losses and enhancing overall efficiency. The tip was modeled to feature a slight curve, which was created using **Fillet** and **Extruded Boss/Base** techniques to round off sharp edges and improve aerodynamic characteristics.
   * **Root Design for Secure Attachment:** The root of the compressor blade must fit securely into the rotor assembly. The root shape was modeled to include necessary features for attachment, such as dovetail or fir-tree profiles, using **Extrude Cut** to create precise fitting areas.
6. **Structural Reinforcement**
   * **Material Selection and Thickness:** The blade's thickness was varied based on structural requirements, with thicker sections placed near the root for strength and thinner sections towards the tip for reduced weight. The **Shell** feature was used to create varying wall thicknesses throughout the blade while maintaining the overall shape.
   * **Finite Element Analysis (FEA):** A preliminary FEA was conducted using **SolidWorks Simulation** to assess stress distribution under operational loads. The analysis helped identify potential failure points and informed design adjustments to enhance structural integrity.
7. **Surface Finishing and Detailing**
   * **Surface Texture Considerations:** Surface texture is crucial for improving aerodynamic efficiency and reducing drag. Techniques such as **Fillet** and **Chamfer** were applied to blade edges to smooth out transitions and enhance airflow.
   * **Surface Finish for Aerodynamics:** The final model was examined for surface imperfections. A smooth surface finish was achieved using the **Appearance** tool, ensuring that the compressor blades meet aerodynamic standards.
8. **Parametric Controls and Variability**
   * **Setting Up Parameters:** The blade design included parametric controls for key dimensions, allowing easy adjustments to blade length, thickness, and angle of attack. This adaptability ensures that the model can be optimized for various operational requirements.
   * **Linking Parameters with Equations:** Equations were established to maintain relationships between blade parameters, ensuring that any adjustments made to one dimension automatically updated related dimensions throughout the model.
9. **Final Assembly and Visualization**
   * **Assembly into the Engine Model:** Once the compressor blades were modeled, they were integrated into the overall engine assembly. The **Insert Components** feature was used to position each blade within the rotor, ensuring alignment and proper spacing.
   * **Visualization Techniques:** Visual rendering was applied using the **Rendering** tool, allowing for the creation of realistic images of the compressor blades within the engine context. This visualization aids in understanding the design and its application.
10. **Testing and Validation**
    * **Aerodynamic Performance Testing:** Although physical testing was not conducted, theoretical testing using computational fluid dynamics (CFD) simulations was suggested to validate the aerodynamic performance of the compressor blades.
    * **Design Reviews and Iterations:** The design underwent several reviews, where feedback was incorporated to refine the blade profile and ensure compliance with performance standards.

**\* Design and Drafting of Compressor blade**

The compressor blade for the Boeing 737-200 engine was designed using a structured approach in SolidWorks, starting from the shaft, moving to the creation of a single blade, and finally generating the full compressor stage using patterning techniques. The design is crucial to achieving the desired air compression, which directly impacts the engine's performance and efficiency.

**Design Approach:**

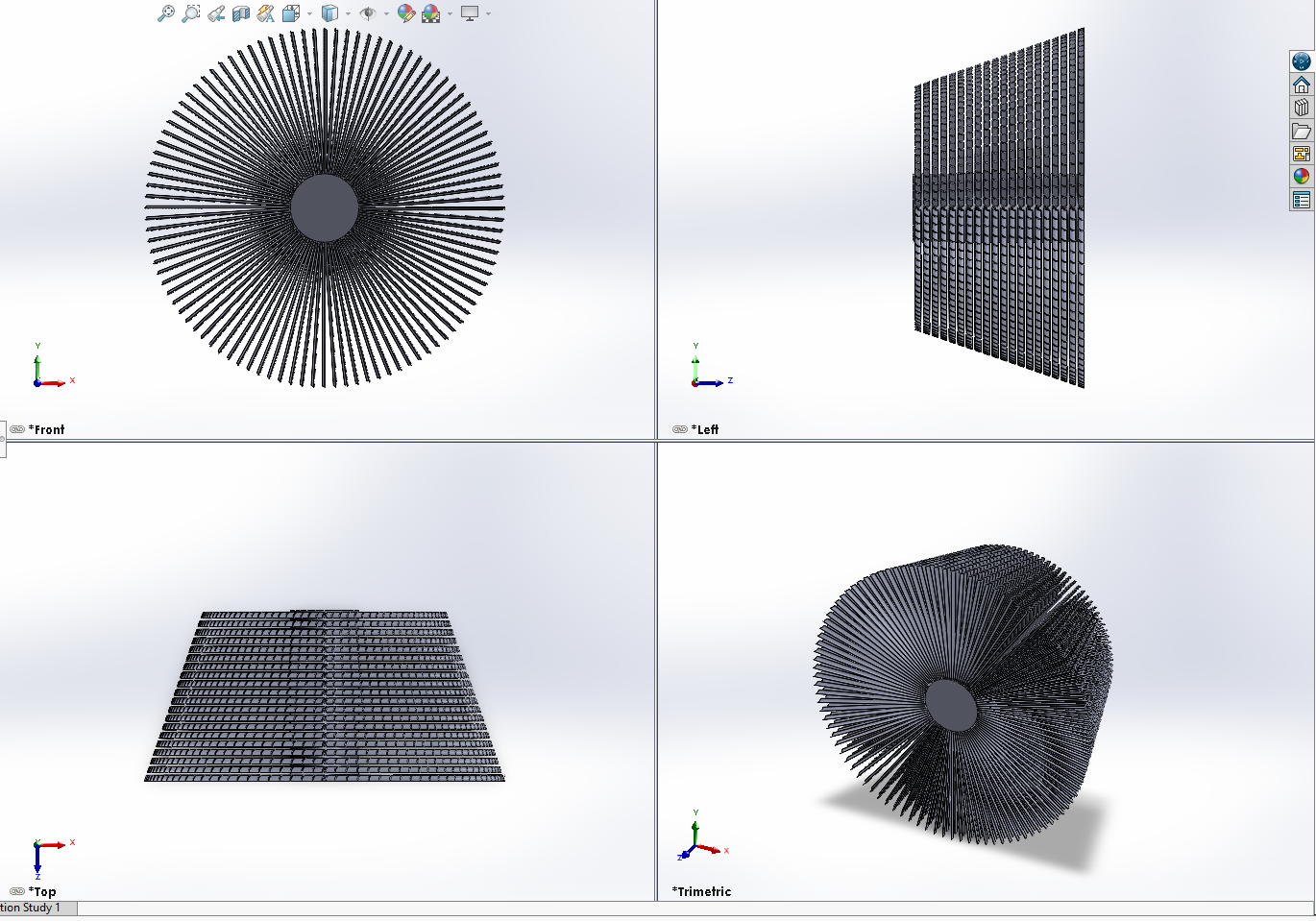
The design of the compressor blade was structured around the following key steps:

* **Aerodynamic Optimization:** The blade geometry was designed to maximize airflow efficiency while minimizing drag. The slight twist in the blade helps manage the varying flow angles across the engine's different operating speeds.

**Modeling and Drafting in SolidWorks:**

The modeling process was carried out step-by-step, using SolidWorks' powerful features to achieve the final design.

1. **Drawing the Shaft:**
   * The design process began by creating the central **shaft** of the compressor. A cylindrical shape was drawn using simple extrusion techniques. The shaft serves as the backbone around which the compressor blades are arranged.
2. **Creating a Single Compressor Blade:**
   * A **single compressor blade** was created by first sketching its profile using the Sketch Picture feature for reference. Surface modeling tools such as lofts and boundary surfaces were used to craft the blade’s smooth, aerodynamic shape. The blade was designed with a slight twist to handle the varying air angles and ensure efficient compression.
3. **Flexing the Blade:**
   * After modeling the blade, the **Flex feature** in SolidWorks was applied to introduce a controlled twist along the blade’s length. This twist is critical for optimizing the blade’s performance, allowing it to effectively compress air at different engine speeds.
4. **Creating a Linear Pattern for 10 Stages:**
   * Once the blade was finalized, it was **patterned** linearly to create a full row of blades on the shaft. Using SolidWorks’ linear pattern tool, the blade was replicated to form a **full stage** of blades, ensuring equal spacing and alignment.
   * This process was repeated across **10 stages**, creating the complete compressor section of the engine. The use of linear patterns significantly streamlined the process, ensuring consistent blade geometry across the entire compressor assembly.  Fig IV

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**Conclusion:**

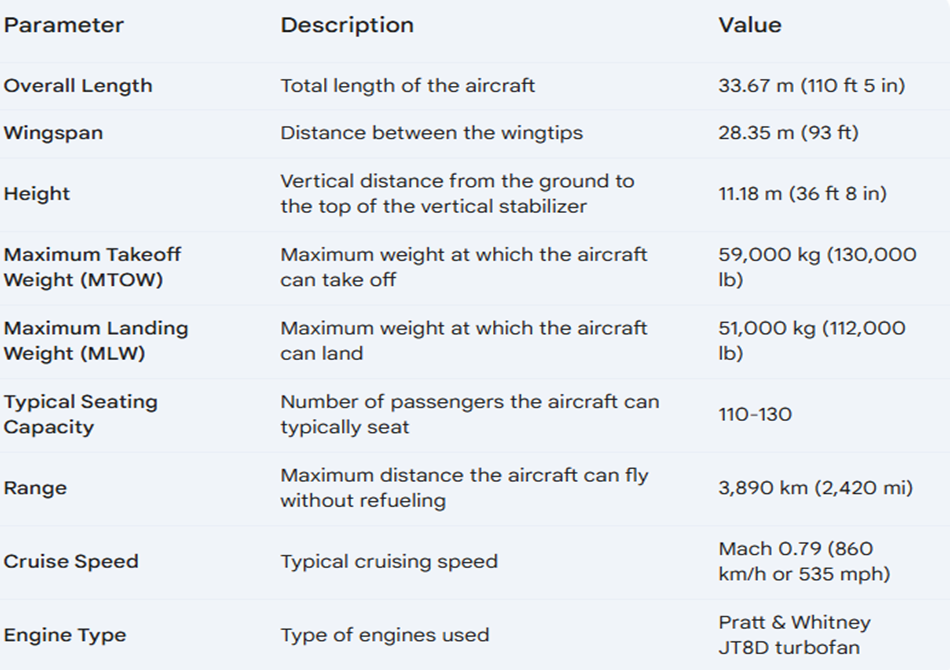
The design and drafting of the compressor blade, along with the shaft and the complete 10-stage configuration, were successfully completed in SolidWorks.

Here's a comprehensive section on the **Design and Drafting of the Turbine Blade** for your report on the Boeing 737-200, including key parameters and a table to summarize important characteristics:

**7.2 Design and Drafting of Turbine Blade**

The turbine blade is a vital component in the gas turbine engine of the Boeing 737-200, playing a crucial role in converting the thermal energy generated in the combustion chamber into mechanical energy. The design and drafting of the turbine blade require a deep understanding of aerodynamics, material science, and thermodynamics. This section outlines the detailed design process of the turbine blade using SolidWorks, highlighting the various tools and techniques employed to create an accurate and functional model.

1. **Overview of the Turbine Blade**
   * **Functionality and Importance:** The turbine blade extracts energy from the high-temperature, high-pressure gases produced in the combustion chamber. Its design must accommodate extreme temperatures and stresses while maintaining aerodynamic efficiency.
   * **Turbine Blade Types:** In the 737-200, axial flow turbines are used, where blades are arranged in a sequential manner. The design typically involves several stages, with each stage having a specific function and performance criteria.
2. **Initial Design Considerations**
   * **Aerodynamic Profile:** The turbine blade's profile is designed to maximize the conversion of thermal energy to mechanical energy while minimizing losses. The aerodynamic shape must facilitate optimal airflow and pressure changes through the turbine stages.
   * **Blade Parameters:** Key parameters, such as blade length, chord length, angle of attack, and twist, are defined based on engine specifications. These parameters are critical for ensuring the effective operation of the turbine within the engine.



**Sketching the Blade Profile**

* + **Importing Reference Geometry:** The initial turbine blade profile was sketched using the **Sketch Picture** feature, allowing for the importation of 2D airfoil shapes as references. This facilitated the precise replication of the desired aerodynamic profile.
  + **Creating the Airfoil Shape:** Using **Spline** and **Arc** tools, the airfoil shape was drawn, ensuring that the leading and trailing edges met aerodynamic requirements. The sketches were dimensioned to reflect the intended chord length and maximum thickness according to the specific design criteria.

1. **3D Modeling of the Blade**
   * **Extrusion and Lofting Techniques:** The turbine blade was modeled using the **Lofted Boss/Base** feature, enabling the creation of a three-dimensional shape that accurately represents the blade's geometry. This method was effective in transitioning between multiple sketches to achieve the desired thickness along the blade's span.
   * **Twisting and Tapering:** The turbine blade features a twist along its length to optimize airflow at varying radial positions. This twist was created by defining multiple sketches along the blade length and using the **Lofted Boss/Base** feature to connect them, resulting in a smooth, tapered design.
2. **Internal Cooling Passages**
   * **Cooling Requirements:** Given the high temperatures experienced by turbine blades, internal cooling passages are integrated into the design. These passages allow cooling air to circulate, reducing thermal stresses and prolonging blade life.
   * **Creating Cooling Channels:** The internal cooling passages were designed using **Swept Boss/Base**, where a profile was extruded along a defined path within the blade. This approach allowed for the creation of complex geometries, including serpentine channels that optimize airflow and cooling efficiency.
3. **Blade Tip and Root Design**
   * **Tip Shape Optimization:** The blade tip design is crucial for minimizing tip losses and enhancing overall efficiency. The tip was modeled to feature a slight curve, which was created using **Fillet** and **Extruded Boss/Base** techniques to round off sharp edges and improve aerodynamic characteristics.
   * **Root Design for Secure Attachment:** The root of the turbine blade must fit securely into the rotor assembly. The root shape was modeled to include necessary features for attachment, such as dovetail or fir-tree profiles, using **Extrude Cut** to create precise fitting areas.
4. **Structural Reinforcement**
   * **Material Selection and Thickness:** The blade's thickness was varied based on structural requirements, with thicker sections placed near the root for strength and thinner sections towards the tip for reduced weight. The **Shell** feature was used to create varying wall thicknesses throughout the blade while maintaining the overall shape.
   * **Finite Element Analysis (FEA):** A preliminary FEA was conducted using **SolidWorks Simulation** to assess stress distribution under operational loads. This analysis helped identify potential failure points and informed design adjustments to enhance structural integrity.
5. **Surface Finishing and Detailing**
   * **Surface Texture Considerations:** Surface texture is crucial for improving aerodynamic efficiency and reducing drag. Techniques such as **Fillet** and **Chamfer** were applied to blade edges to smooth out transitions and enhance airflow.
   * **Surface Finish for Aerodynamics:** The final model was examined for surface imperfections. A smooth surface finish was achieved using the **Appearance** tool, ensuring that the turbine blades meet aerodynamic standards.
6. **Parametric Controls and Variability**
   * **Setting Up Parameters:** The blade design included parametric controls for key dimensions, allowing easy adjustments to blade length, thickness, and angle of attack. This adaptability ensures that the model can be optimized for various operational requirements.
   * **Linking Parameters with Equations:** Equations were established to maintain relationships between blade parameters, ensuring that any adjustments made to one dimension automatically updated related dimensions throughout the model.
7. **Final Assembly and Visualization**
   * **Assembly into the Engine Model:** Once the turbine blades were modeled, they were integrated into the overall engine assembly. The **Insert Components** feature was used to position each blade within the rotor, ensuring alignment and proper spacing.
   * **Visualization Techniques:** Visual rendering was applied using the **Rendering** tool, allowing for the creation of realistic images of the turbine blades within the engine context. This visualization aids in understanding the design and its application.
8. **Testing and Validation**
   * **Aerodynamic Performance Testing:** Although physical testing was not conducted, theoretical testing using computational fluid dynamics (CFD) simulations was suggested to validate the aerodynamic performance of the turbine blades.
   * **Design Reviews and Iterations:** The design underwent several reviews, where feedback was incorporated to refine the blade profile and ensure compliance with performance standards.

**Design and Drafting of Turbine blade**

The turbine blade design for the Boeing 737-200 engine was a crucial aspect of the project, focusing on aerodynamic efficiency and structural integrity. The turbine blades are responsible for converting the high-temperature, high-pressure gases into mechanical energy that drives the engine. The turbine blade design consisted of 7 stages and incorporated specific geometric and aerodynamic features such as a highly cambered profile.

**Design Approach:**

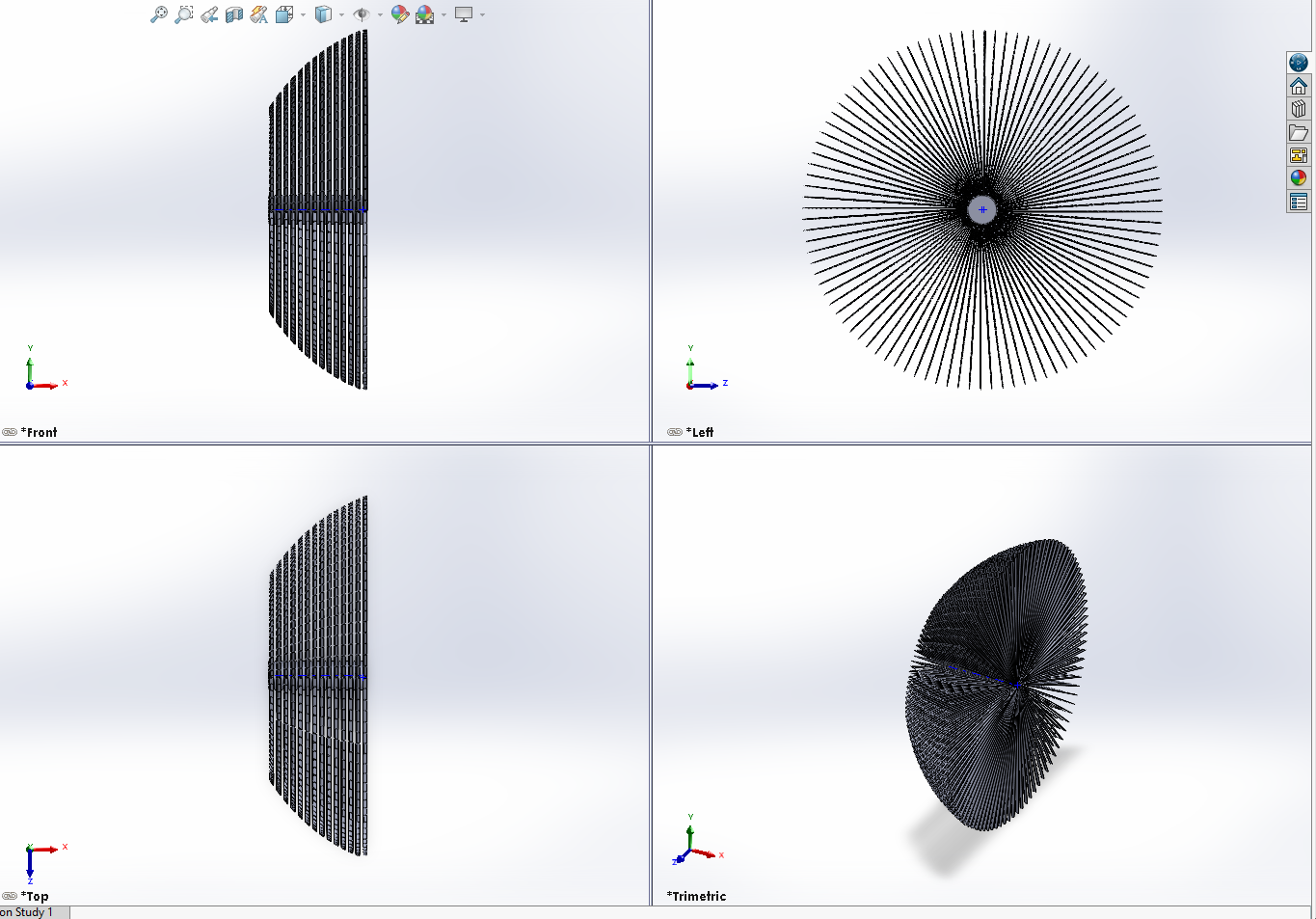
The turbine blade was designed with the following key aspects in mind:

* **Highly Cambered Shape:** The blade was designed with a high degree of camber, allowing it to effectively extract energy from the high-velocity gases while minimizing losses. This cambered profile ensures optimal performance under various operating conditions.

**Modeling and Drafting in SolidWorks:**

The design process was executed systematically using SolidWorks, incorporating advanced modeling features to achieve the required blade geometry and turbine assembly.

1. **Drawing the Shaft:**
   * The **shaft** was created first using simple cylindrical extrusion methods. This shaft acts as the support structure on which the turbine blades are mounted, facilitating the transfer of mechanical energy.
2. **Creating a Single Turbine Blade:**
   * A **single turbine blade** was modeled next. Due to the highly cambered shape, surface modeling techniques were employed to carefully sculpt the blade's aerodynamic profile. The loft and boundary surfaces were used to create the complex, curved surface that allows the blade to extract maximum energy from the gas flow.
3. **Flexing the Blade Twice:**
   * To achieve the desired aerodynamic efficiency, the blade was **flexed twice** using SolidWorks' Flex feature. This was necessary to introduce both a twist along the blade's length and a curvature that matched the flow conditions of the gases. The double flexing ensured the blade had a balanced and optimized shape, allowing for efficient energy extraction.
4. **Creating a Linear Pattern for 7 Stages:**
   * After finalizing the design of the single blade, it was **patterned** linearly to create the full turbine section. Using the linear pattern tool in SolidWorks, the blade was replicated to form **7 stages**, each with identical geometry and spacing to ensure consistency and optimal performance across all stages.
   * The use of the pattern tool significantly reduced the time required for the assembly and ensured precision in the final configuration of the turbine stages.



**Fig V**

**Conclusion:**

The design and drafting of the turbine blade, including the 7-stage configuration, were successfully completed in SolidWorks.

Fig VI

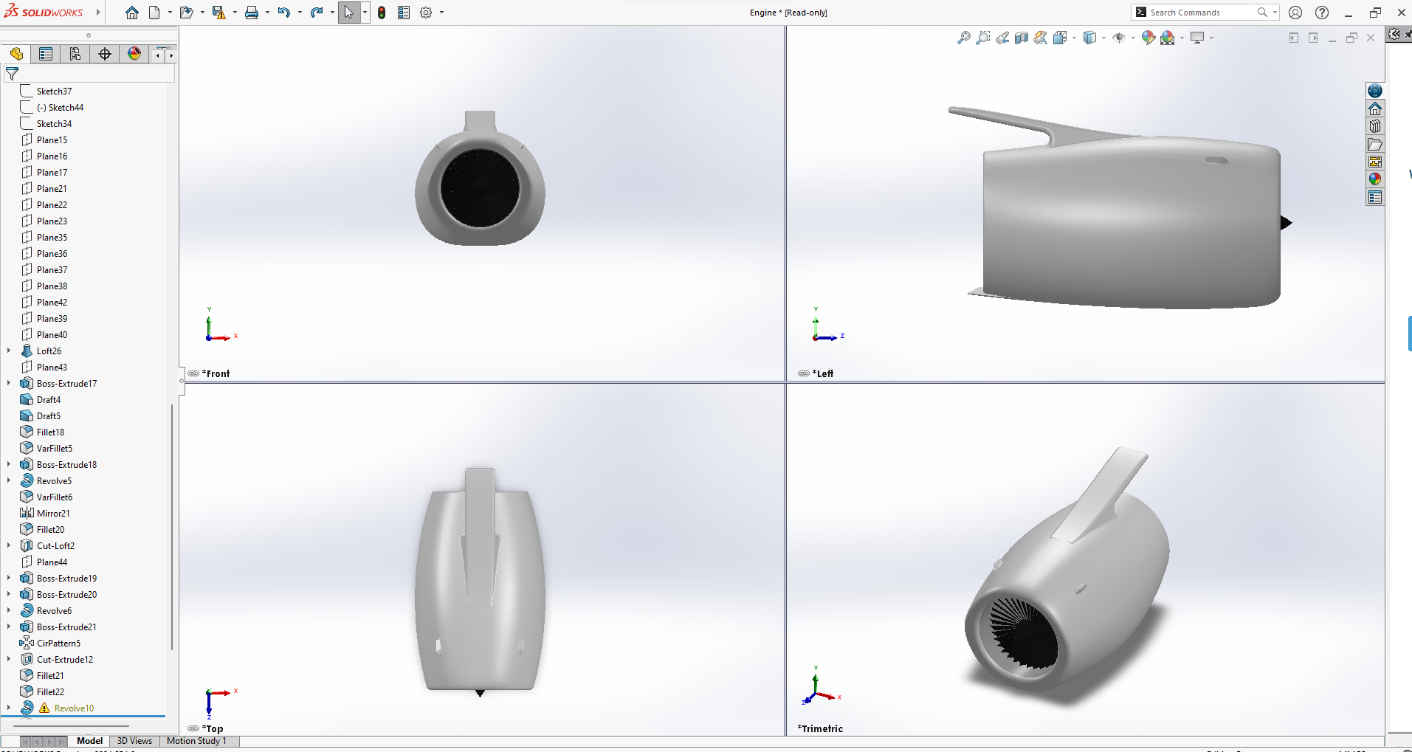
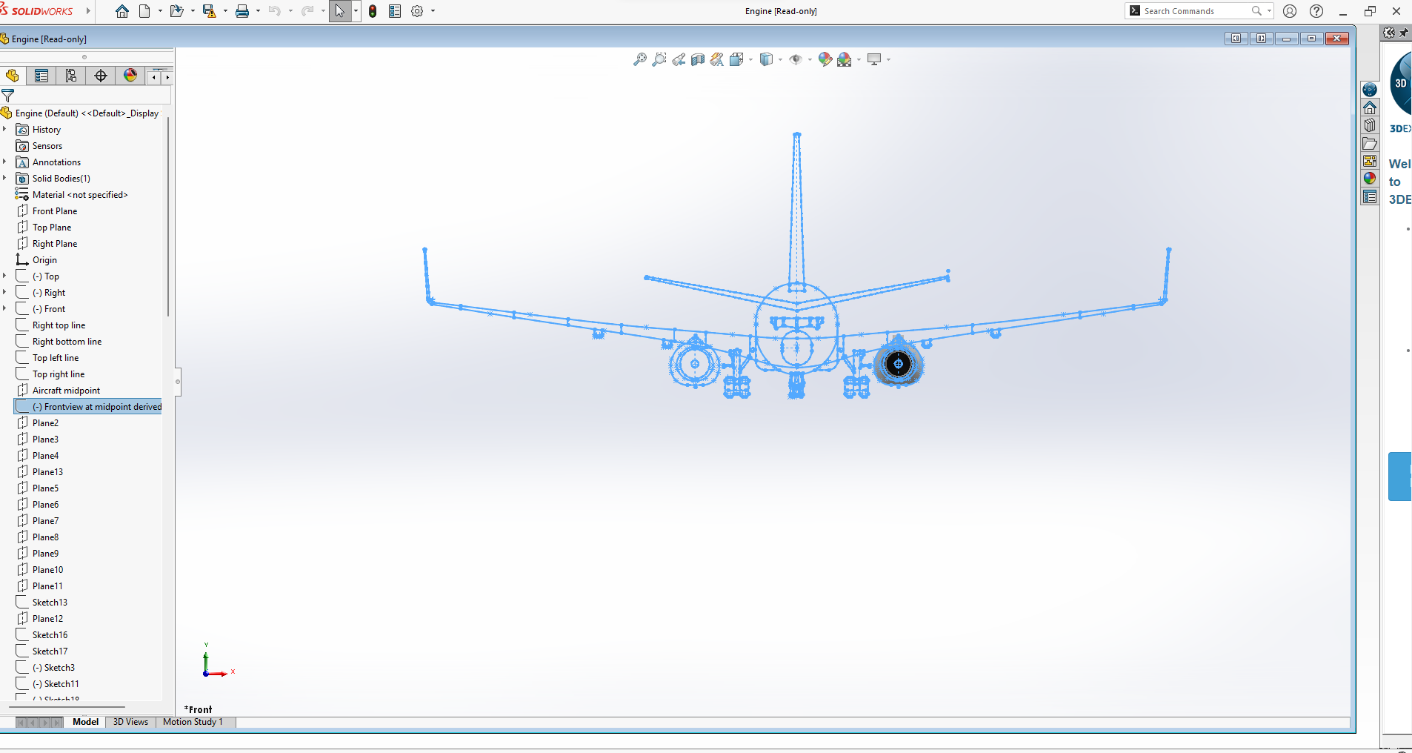
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Fig VII

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**CHAPTER 9**

**Assembly of Aircraft Components**

1. Preparation

* Software Setup: Launch SolidWorks and ensure all necessary add-ins are enabled (e.g., SolidWorks Motion).
* File Organization: Gather and organize all part files (.SLDPRT) for the fuselage, wing, empennage, landing gear, and engine into a dedicated project folder.

2. Create a New Assembly

* New Assembly Document:
  + Navigate to File > New and select Assembly.
  + Click OK to create a new assembly file (.SLDASM).

3. Inserting Components

3.1 Insert the Fuselage

* Insert Fuselage:
  + Click on Insert Components.
  + Select the fuselage part file and place it at the origin of the assembly workspace.

3.2 Insert the Wing

* Insert Wing:
  + Again, click on Insert Components and select the wing part file.
  + Position it appropriately relative to the fuselage (e.g., at the wing root location).
* Mating the Wing:
  + Select the Mate feature.
  + Choose the appropriate faces of the wing and fuselage (e.g., bottom face of the wing to the top face of the fuselage).
  + Apply a coincident mate to align the two parts.

3.3 Insert the Empennage

* Insert Empennage:
  + Use Insert Components to select the empennage part file.
  + Position it at the rear of the fuselage.
* Mating the Empennage:
  + Use the Mate feature to connect the empennage to the fuselage.
  + Select the relevant faces (e.g., rear face of the fuselage and front face of the empennage) and apply a coincident mate.
  + Add an angle mate if the empennage requires a specific tilt.

3.4 Insert the Landing Gear

* Insert Landing Gear:
  + Click on Insert Components and select the landing gear part file.
  + Position it under the fuselage at the designated landing gear attachment points.
* Mating the Landing Gear:
  + Use the Mate feature to secure the landing gear.
  + Apply coincident mates between the mounting plates of the landing gear and the fuselage.
  + Use distance mates to maintain proper spacing and alignment.

3.5 Insert the Engine

* Insert Engine:
  + Click on Insert Components and select the engine part file.
  + Position the engine beneath the wing at the appropriate mounting location.
* Mating the Engine:
  + Select the Mate feature to attach the engine to the wing.
  + Choose corresponding mounting surfaces and apply coincident mates.
  + Consider adding additional distance or angle mates as necessary to secure the engine’s position.

4. Finalizing the Assembly

* Review and Adjust:
  + Rotate and move components to verify proper alignment and clearance among parts.
  + Check for any overlaps, misalignments, or interferences.
* Add Additional Mates:
  + If any components are not fully constrained, add additional mates to ensure a stable assembly.

5. Documentation and Reporting

* Create Assembly Drawings:
  + Go to File > Make Drawing from Assembly to generate 2D views.
  + Include various views (top, side, isometric) and detailed views for clarity.
* Exploded View (Optional):
  + Create an exploded view to illustrate assembly relationships and facilitate understanding.
* Save Assembly:
  + Save the assembly file (.SLDASM) and ensure all individual part files are saved in the same directory.

6. Analysis (Optional)

* Interference Detection:
  + Use the Interference Detection tool to identify any potential collisions or overlaps between components.
* Motion Analysis:
  + Perform motion analysis, particularly for movable components like landing gear, to assess functionality.

7. Conclusion

This assembly procedure provides a comprehensive guideline for assembling the fuselage, wing, empennage, landing gear, and engine in SolidWorks. Adhering to these steps ensures an accurate representation of the aircraft design, facilitating further analysis and documentation.

Fig VIII

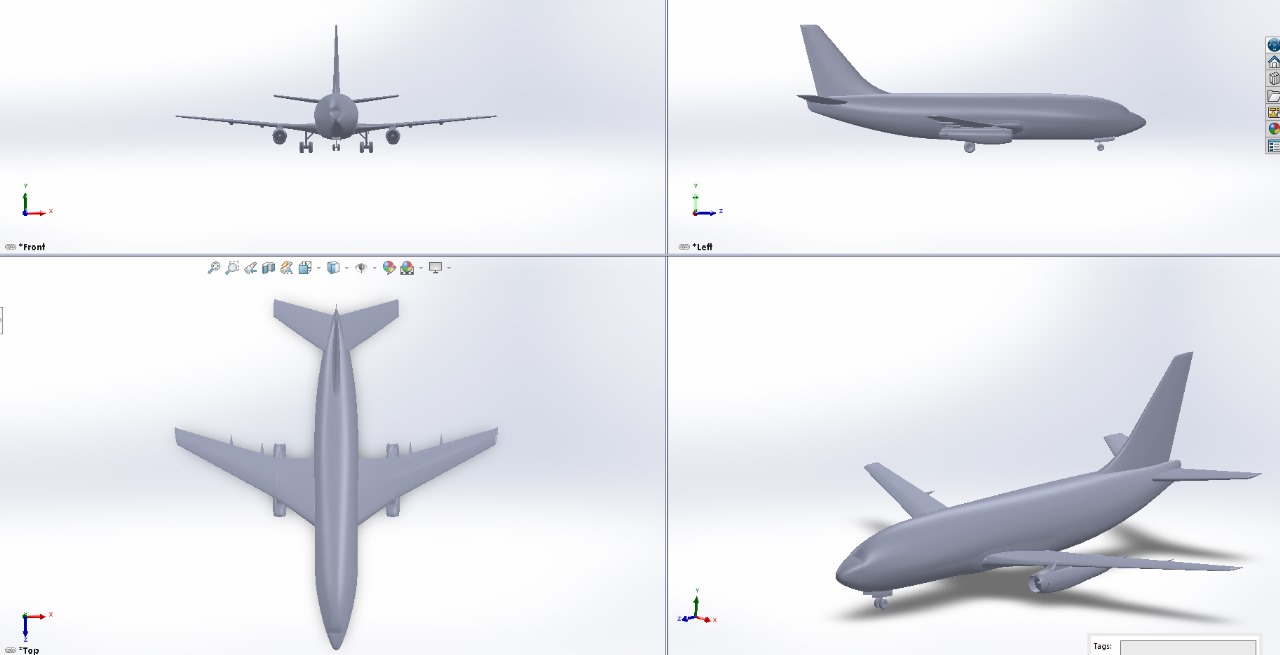
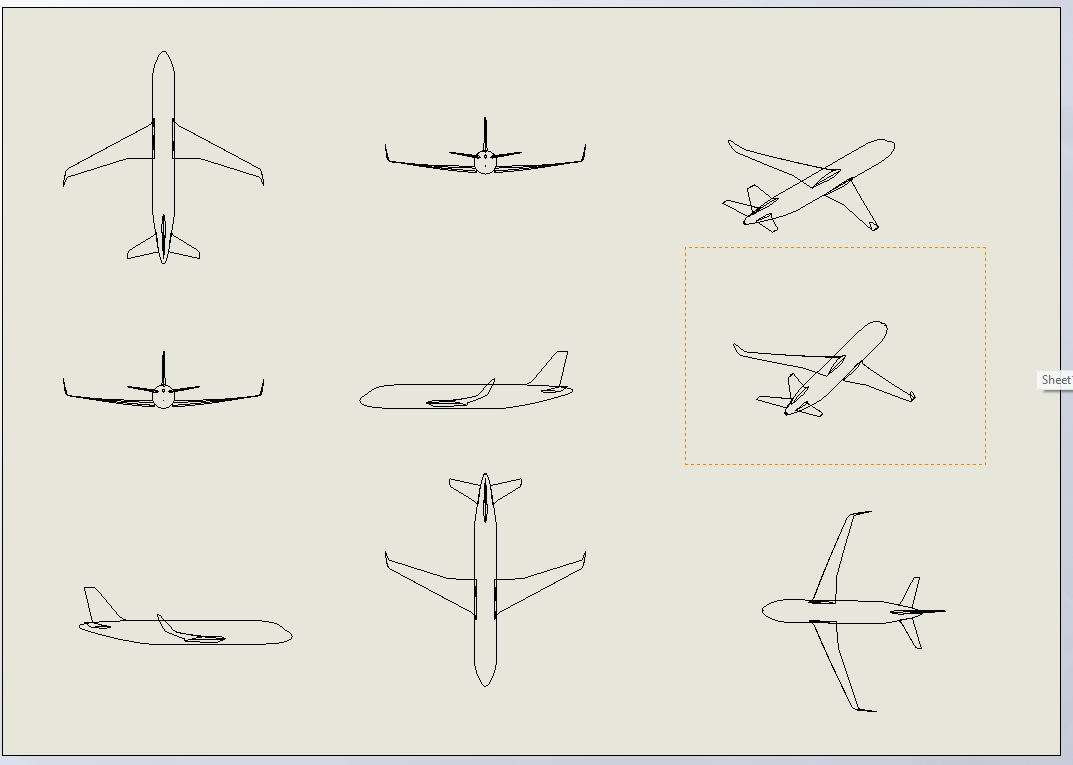


Fig X



Fig XI

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**CHAPTER 9**

**Conclusion**

The process of designing the Boeing 737 -200 in SolidWorks requires a meticulous approach, combining various advanced features like Sketch Picture, Reference Geometry, and Surface Modeling to achieve a highly accurate and aerodynamic model. By utilizing the Sketch Picture feature, precise reference images were used to ensure the model’s dimensions and proportions matched the actual aircraft. Reference Geometry, including planes, axes, and points, provided a framework for the symmetrical alignment of parts, while Surface Modeling allowed for the creation of smooth, flowing surfaces necessary for replicating the aircraft's aerodynamics.

This methodical approach resulted in a detailed and accurate representation of the Boeing 737-200, with all major components—fuselage, wings, and stabilizers—modeled to closely match their real-world counterparts. The use of Lofted Surfaces and Boundary Surfaces ensured that the curves and transitions between parts were seamless and aerodynamically efficient, which is critical for an aircraft’s performance.

Overall, the design process showcased how SolidWorks' powerful tools could be applied to recreate a complex object like the Boeing 737-200, ensuring both visual accuracy and structural precision. This model could serve as the foundation for further simulations, optimizations, or manufacturing applications, providing a versatile and robust digital representation of the real aircraft.

Throughout the design process, SolidWorks has proven to be an invaluable tool, offering a robust set of features that facilitated intricate modeling and detailed simulations. The **Sketch Picture** feature enabled the incorporation of reference images, allowing for the accurate representation of aerodynamic profiles crucial to the aircraft’s performance. The use of **Lofted Boss/Base** and **Swept Boss/Base** techniques allowed for the creation of complex geometric shapes necessary for replicating the unique contours of the 737-200's wings and blades.

Moreover, the implementation of parametric design principles has provided significant flexibility in the modeling process. By establishing relationships between key dimensions, any changes made to one parameter automatically reflected across the entire model, thus streamlining the design iteration process. This capability is essential in the fast-paced environment of aerospace engineering, where adjustments may be required based on performance data or regulatory changes.

The design of the wings was guided by the principles of aerodynamics, where careful attention was given to minimizing drag while maximizing lift. The various stages of drafting highlighted the significance of each component’s geometry in influencing overall aircraft efficiency. Similarly, the fuselage design emphasized structural integrity and passenger comfort, balancing weight reduction with the need for safety and durability.

The turbine and compressor blades were designed with specific operational parameters in mind. The cooling passages integrated into the turbine blades are a testament to the critical nature of thermal management in high-performance engines. These features not only enhance the longevity of the components but also improve overall engine efficiency, underscoring the importance of innovative engineering solutions in modern aircraft design.

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