

VH-CAT

Configuration and Layout

CSIRO

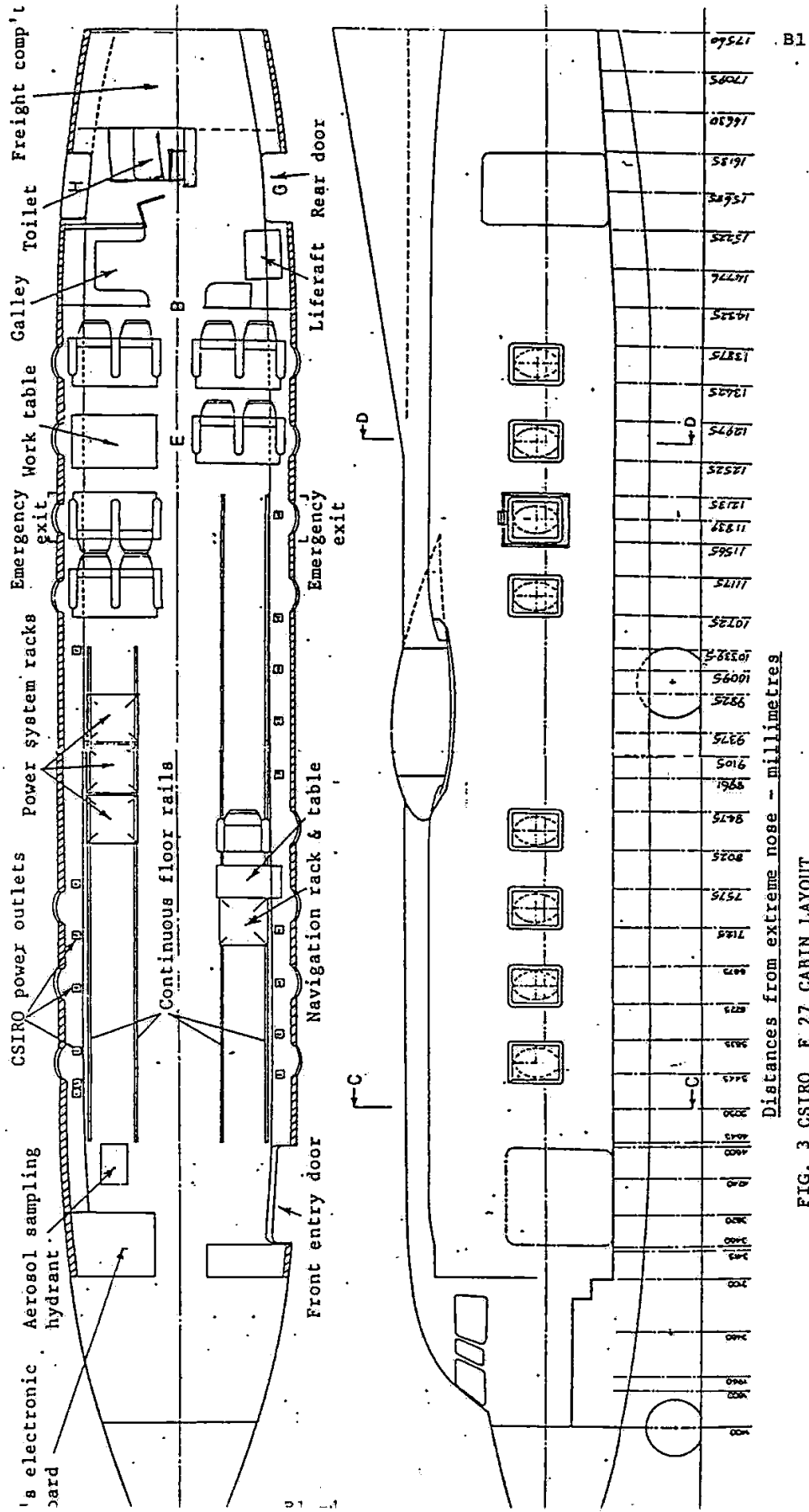
By D J Llewellyn courtesy of 5DME.NET

The seats were the original DCA seats, designed for rearward-facing installation - high backrests, no recline capability, discrete floor attachment (i.e. not via continuous rail). The forward most forward-facing pair on the stbd side was usually left out, to provide more rack space. The racks shown were the "permanent" racks; the remaining space was assigned to the users own racks. The floor between the inboard seat rails had an overlay of 3/8 inch maring ply, varnished, so that racks could be wheeled in and out via the forward door using a pneumatic-tyred porter's trolley, without damaging the floors, which are in the main honeycomb sandwich and rather easily damaged. (The floors in the F-27 are structural). There was no carpet.

Occupants sat in the seats at the rear of the cabin for takeoff and landing, then moved to their operational stations when the crew were ready for that. There were two single seats that could be positioned so that an operator could be seated at a rack in flight; mostly, people stood in the aisle to operate their equipment.

The blank window apertures were also equipped with adapters to allow small sensors to be mounted there.

See next pages for diagrams.....



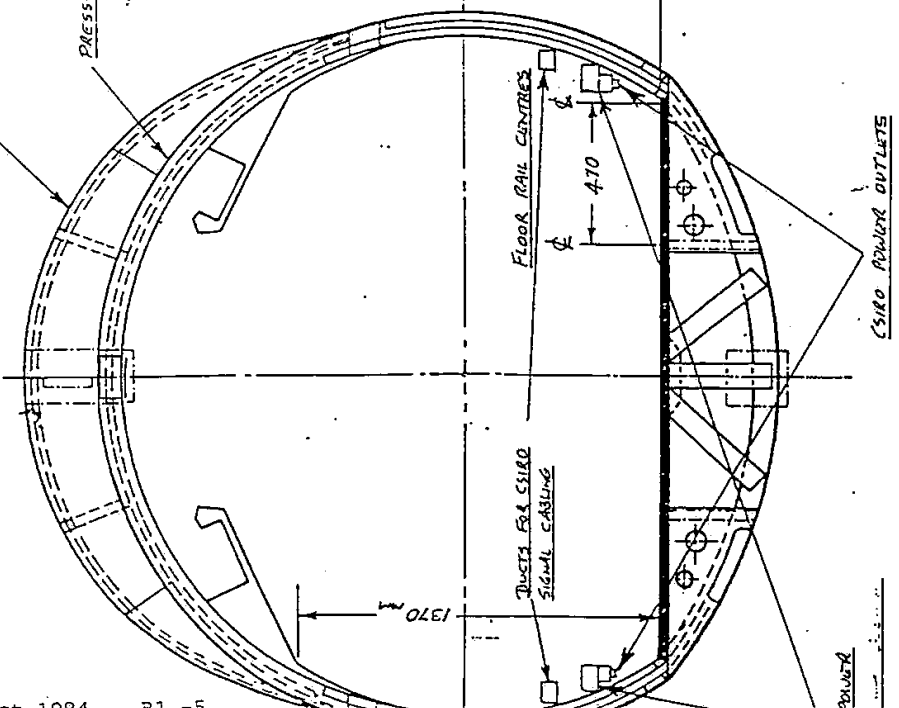
Distances from extreme nose - millimetres

FIG. 3 CSIRO F 27 CABIN LAYOUT

SECTION C-C

PRESSURE HULL END OF STATION 5050

PRESSURE HULL AFT OF STATION 5050



SECTION D-D

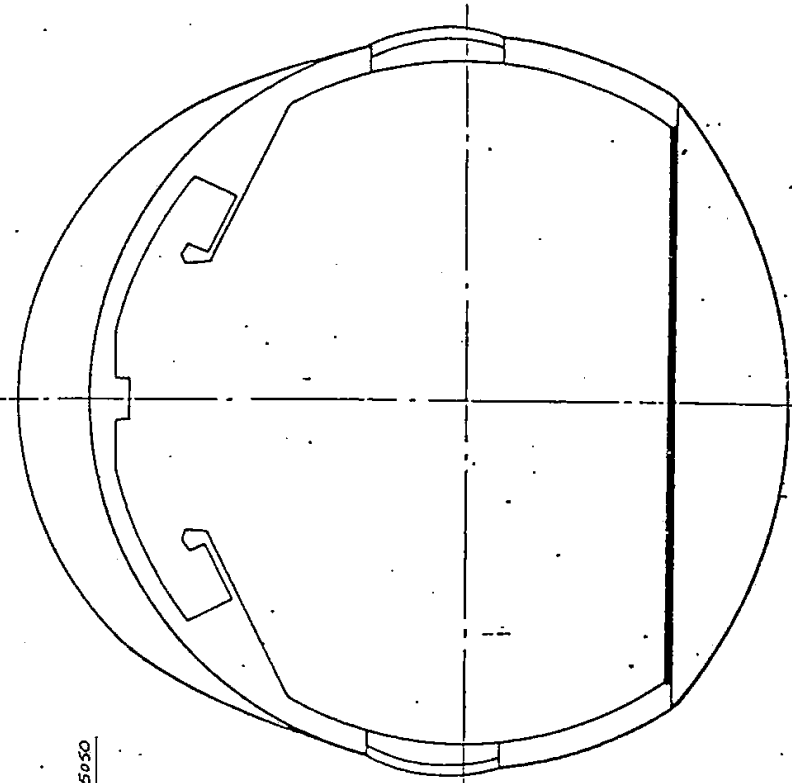


FIG. 4 TYPICAL CABIN CROSS-SECTIONS