

Diagrammatic cockpit lay-outs of the zone positions. On the left is shown the arrangement for Classes 1, 2 and 3. Large twin-motored aircraft (Class 4), with the dual control in dotted outline, is shown in the centre. On the right is the typical, roomy "office" of four-engined aircraft and flying boats of Class 5.

secondly, appearance and action. As the position part of the layout cannot be rigidly standard, the position of the component is best determined by some such scheme as this. Divide all aircraft into, say, the following five arbitrary groups:—

- Class 1. Single-engined Fighters and Trainers.
- Class 2. Single-engined F.A.A. and Army Co-op. machines.
- Class 3. Twin-engined Fighters and Reconnaissance types.
- Class 4. Medium and Heavy Twins.
- Class 5. Four-engined Landplanes and all Flying Boats (two- and four-motor).

The following reasons seem to justify the above tentative classification:—

Class 1 is almost an essential as it covers practically the only single-engined types used by the R.A.F. apart from Army Co-op. and Communication types. Communication types do not concern us as they are usually converted civil designs or obsolescent Service types.

Class 2. F.A.A. and Army Co-op. types are grouped together on account of their both being fitted with particularly comprehensive equipment.

Class 3. Twin-engined fighters and photographic reconnaissance machines are fast, handy and fairly light. They seem more like single-engined machines than twins to fly, and so there is no reason why the cockpit layout should not be single-engined in motif rather than following the cockpit design of a heavier twin (e.g., throttles, etc., on left).

Class 4. This will always be a large class, and their cockpits should have a characteristic twin-engine layout. Size will usually keep the smaller machines out of Class 3 and the larger out of Class 5.

Class 5. A fair degree of comfort can be built into the office of a four-engined machine owing to the extra space. This also applies to Flying Boats. It would be a pity to waste the extra space by utilising a cabin layout which is suited to a smaller machine.

The most practical way to determine the approximate position of a component in a so-called uniform layout is to divide the cockpit laterally into three zones (Port, Centre, Starboard) and allot each control to a certain zone depending on the classification of the aircraft.

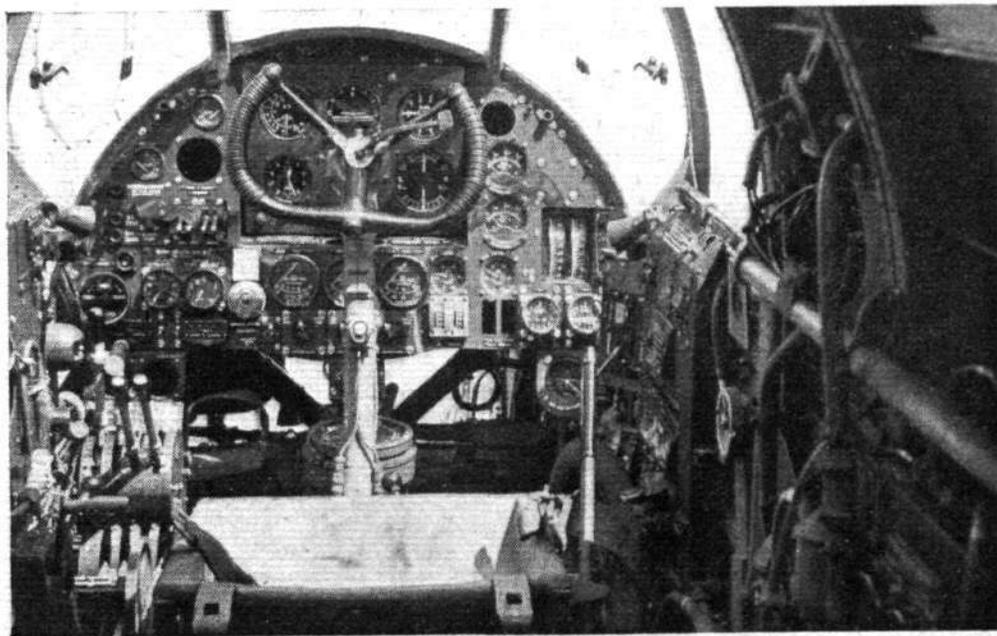
The following uncompleted table will explain the scheme.

Position in Cockpit.

- Zone 1—Port.
- Zone 2—Central.
- Zone 3—Starboard.

AIRCRAFT CLASSIFICATION

Component	Class 1	Class 2	Class 3	Class 4	Class 5
	Zone	Zone	Zone	Zone	Zone
Trimmers .. ..	1	1	1	2	2
Flap lever .. ..	1	1	1	2	2
Undercarriage lever	1	1	1	2	2
Coolant control ..	1 or 3	1 or 3	1 or 3	1 or 2	1 or 2
Landing light lever (near throttle) ..	1	1	1	2	2



Although it is a twin-engined bomber the Handley Page Hampden comes into Class 3 because there is only one set of controls.