Chapter 31

Indication \ Recording System

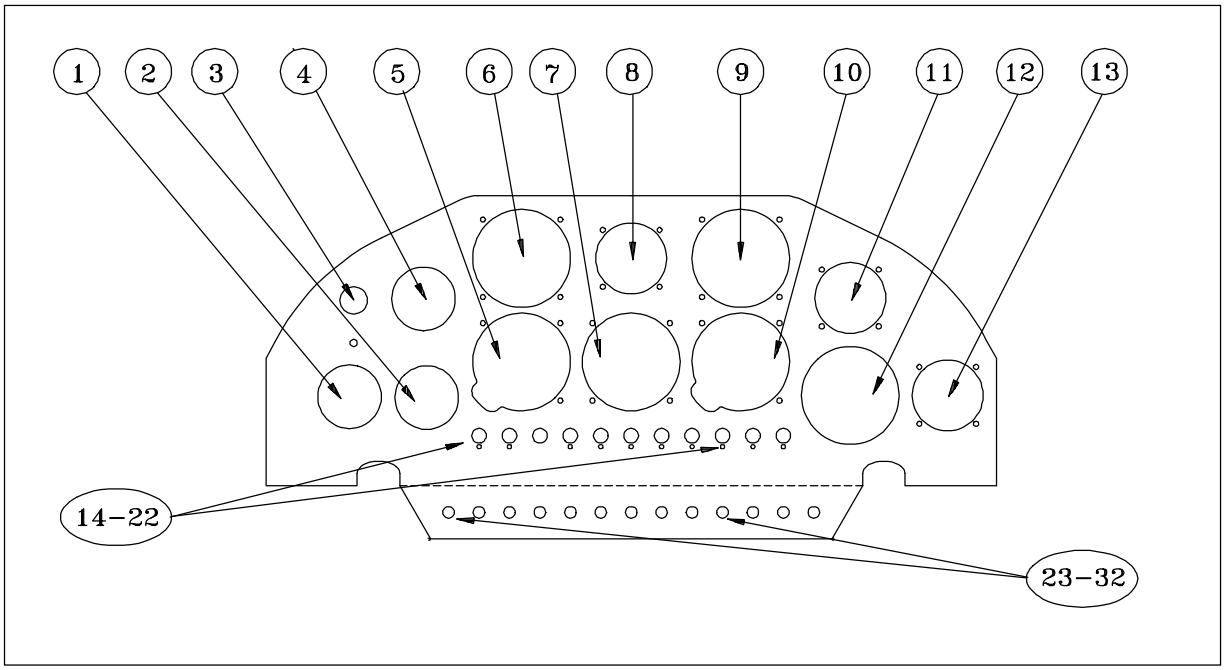
TABLE OF CONTENTS

31-10-00 INSTRUMENT PANEL

The instrument panel consists of an aluminium sheet which is canted several times. It is fastened to the main fuselage cover and the steel frame with machine screws, bolts and special washers. The instrument panel top cover is part of the main fuslage cover, which itself is furnished with an instrument access panel as shown in Chapter 51-00-01.

The equipment of the instrument panel shows the following Figure 1 and the adjacend chart.

The chart may be modified by the minimum equipment requirements of individual certifiying authorities.



Instrument Panel
Figure1

Pos	Item	Pos	Item
1	Fuel Quantity Wing Tank	17	Boost Pump Switch
2	Fuel Quantity Center Tank	18	Nav Light Switch
3	Magneto Selector Switch & Starter	19	Strobe Light Switch
4	Amperemeter	20	Radio Master Switch
5	Altimeter	21	Left Pedal Adjustment Switch
6	Air Speed Indicator	22	Right Pedal Adjustment Switch
7	Manifold Pressure / Fuel Flow	23	Circuit Breaker Stall Warninig
8	Magn. Direction Indicator	24	Circuit Breaker Alt Field
9	Oil Pressure / Oil Temperature	25	Circuit Breaker Alt Output
10	G-Meter	26	Circuit Breaker Starter
11	EGT / CHT	27	Circuit Breaker Boost Pump
12	RPM Indicator	28	Circuit Breaker Nav Lights
13	COM	29	Circuit Breaker Strobes
14	Master Switch	30	Circuit Breaker Radio
15	Field Switch	31	Circuit Breaker Fuel + RPM Gauges
16	Low Voltage Monitor	32	Circuit Breaker Pedal Adjustment

31-15-00 MAINTENANCE PRACTICES

I M P O R T A N T

If replacement of the manifold, fuel, and oil pressure lines inside the engine department is necessary, cover the pressure lines with AEROQUIP AE102 fire sleeves as per Chapter 20-10-07.

The instruments can be removed in either the way described in chapter 34 (f.e. altimeter removal/installation), if the instruments are to be removed in firewall direction, or in Chapter 28 (fuel quantity indicator removal/installation) if the instruments are to be removed in cockpit direction. The removal/installation procedures of the switches and circuit breakersYou find in Chapter 24.

N O T E

In case of extensive maintenance work it is advisable to remove the main fuselage cover for better access to the instruments.

31-15-01 Instrument Panel

Removal/Installation

1 Unscrew the upper instrument panel attachment screws.

2 Remove the main fuselage cover.

3 Disconnect pressure and pitot/static lines, electrical wiring and ground bonding leads.

4 Remove oil pressure indicator.

5 Cup the respective tie-wraps.

6 Remove the two lower panel attachment screws.

7 Tilt the panel towards the cockpit side.

8 Disconnect pitot/static lines, electrical wiring and ground bonding leads and instruments (if still installed).

9 Remove the panel.

10 Reverse procedure for installation.

31-50-00 CENTRAL WARNING SYSTEMS

31-50-01 Stall Warning System

The EXTRA 300S is equipped with a stall warning system as standard. This system is designed to warn the pilot by an audible alarm horn, which is fitted under the panel cover. The stall warning switch is located at the RH wing leading edge. The electrical circuit of the stall warner is independently secured with an automatic 1 ampere circuit breaker in the instrument panel (refer to Figure 1).

The stall warning switch has been adjusted at the factory after a test flight. It is set to trigger the warning approx. 5-10 knots prior to stalling in normal flight. The switch should require no adjustment in normal service.