

Chapter 25

Equipment and Furnishings

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25-10-00

FLIGHT COMPARTMENTS

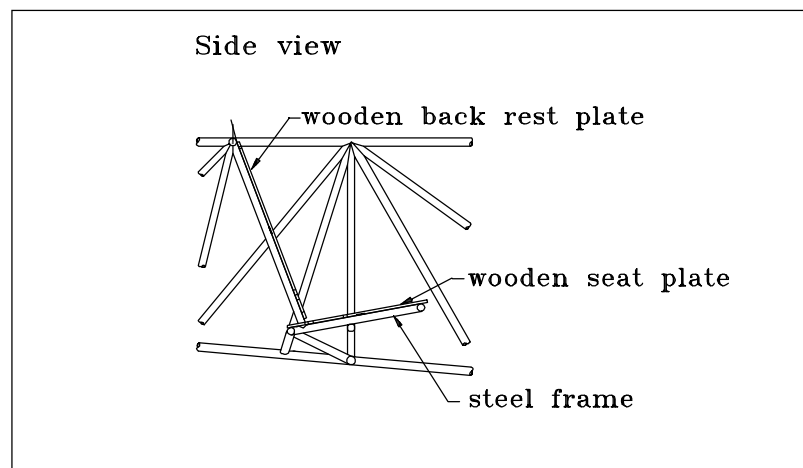
The EXTRA 300 is standard equipped with a pilot and a co-pilot seat including special aerobic seat belt / shoulder harnesses for both seats. An aircraft document bag is installed in the rear cockpit.

25-10-01

Front seat

(Refer to Figure 1) The steel tube structure of the front seat is an integral part of the fuselage. Birch plywood sheets are used for the seat and the back rest which are mounted to the steel tube seat structure by 2 DIN 965 M4x16-bolts, DIN125 M4 washers and LN9348-04 stop nuts each.

Seat to rudder pedal distance cannot be varied.



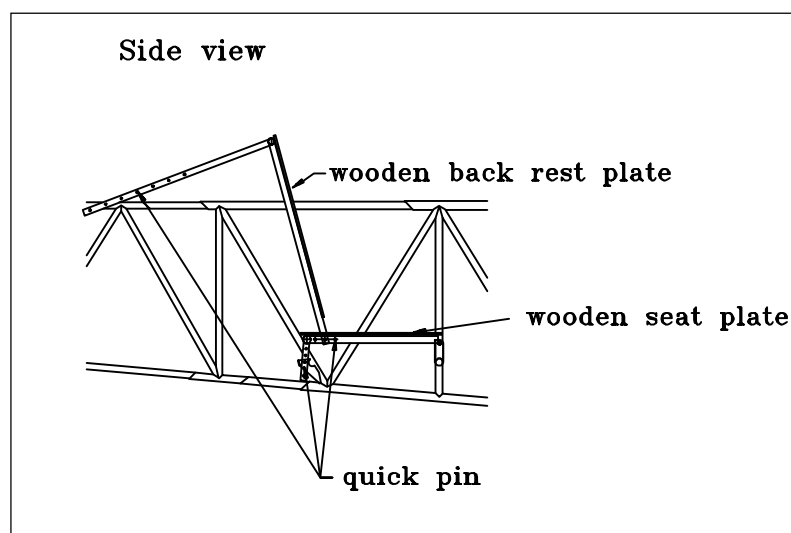
*Front Seat
Figure 1*

25-10-02**Rear Seat**

(Refer to Figure 2) The rear seat assembly consists of a separate steel frame structure for the seat and the back rest. Like on the front seat birch plywood seat sheets are mounted on the steel frame structure using DIN965M4x16-bolts, DIN125 M4 washers and LN9348-04 stop nuts. The steel frame itself is attached to the fuselage by means of LN9037-06036 bolts, DIN125 M6 washers and LN9348-06 stop nuts (fore seat attachment) and 1/4" quick pins (aft seat and back rest attachment).

In contrast to the design of the front seat, the rear seat is mechanically adjustable on ground. The seat angle can be adjusted on ground with 2 quick pins; there are 5 different seat angle possibilities. The back rest is also adjustable on ground in two different means: The back rest angle can be varied by shifting the upper attachment tubes in 7 possible positions. The hole back rest can be moved relative to the seat sheet in 3 positions.

The upper attachment tubes are attached to the back rest steel frame by means of LN 9037-06036 bolts, DIN 125 M6 washers and LN9348-06 stop nuts.

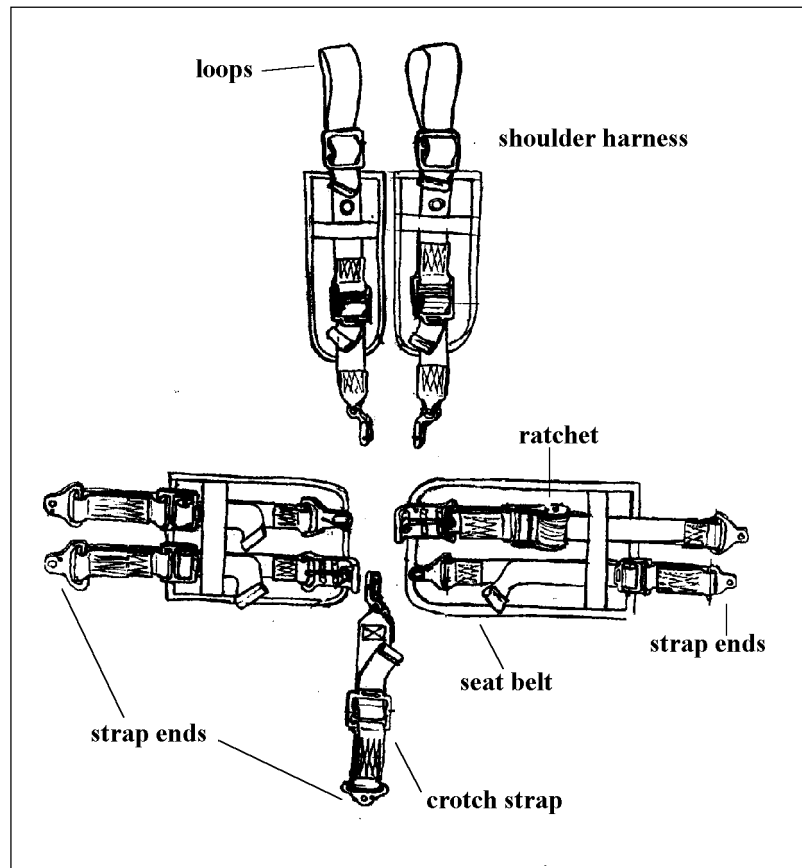


*Rear Seat
Figure 2*

25-10-03

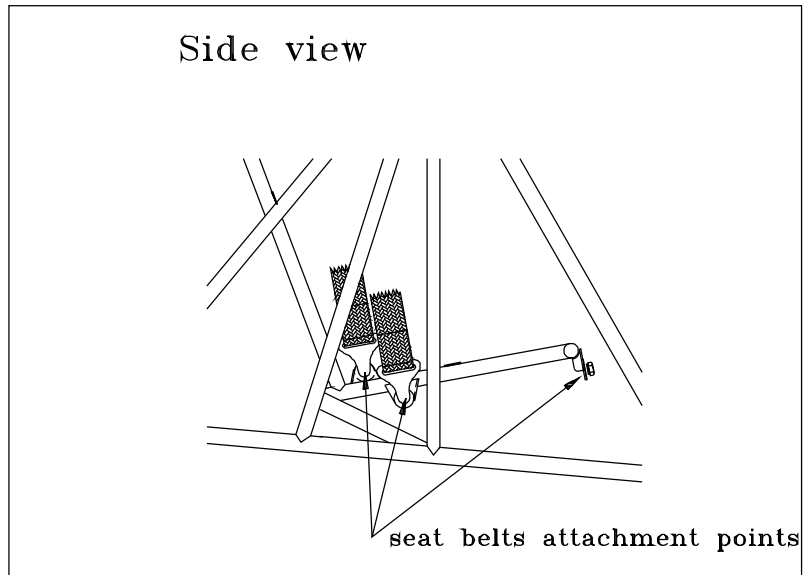
Seat Belts

(Refer to Figure 3) Each seat is equipped with a special aerobatic seat belt / shoulder harnesses from the manufacturer "Hooker custom Harness". Such an assembly of straps consists of a right and left shoulder harness, two right and two left seat belts and a crotch strap. All belts are adjustable. The seat belts have a separate single point release for redundant safety during acrobatic maneuvers. To assure safe operation one release must be closed to the right and the other one to the left. Prior to acrobatic flight the seat belt should be tightened firmly with the ratchet.

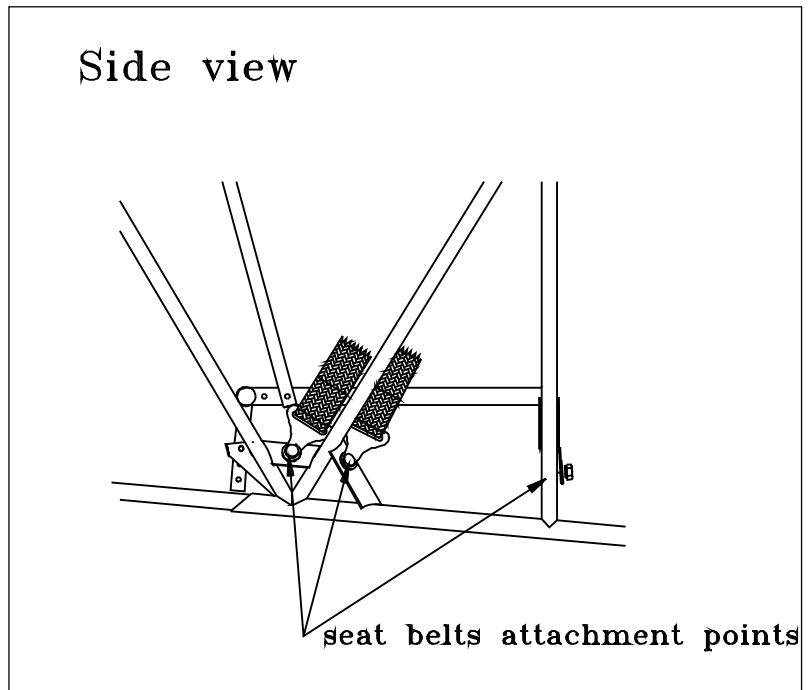


*Strap Assembly
Figure 3*

Each strap end is fitted with LN 9037-0820 bolts , LN9348-08 stop nuts and DIN 125 M8 washers to its own fitting at the steel frame (refer to Figures 4+5).

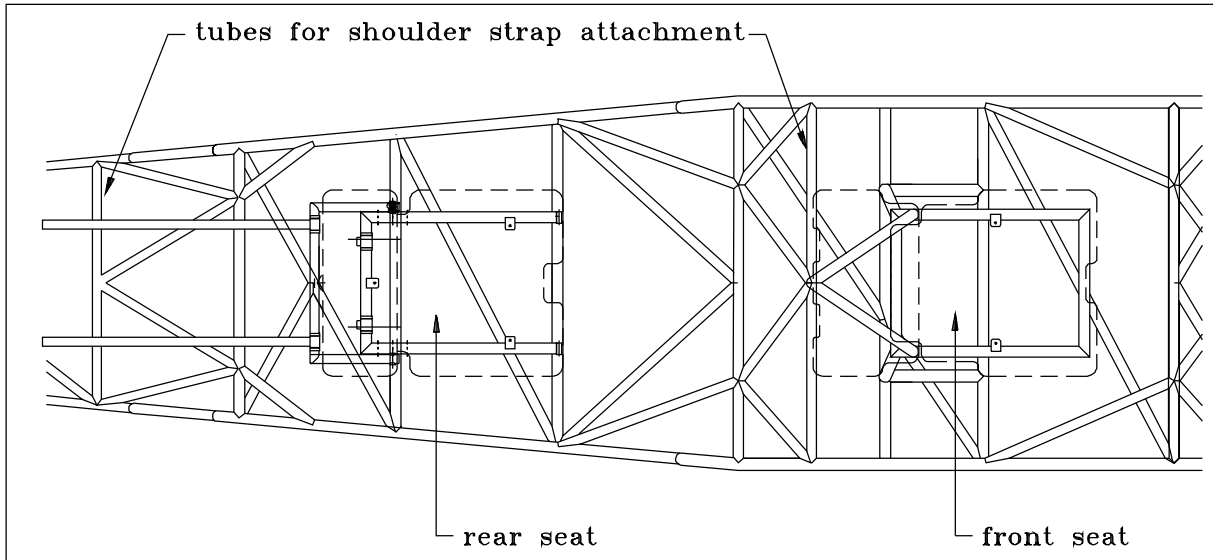


*Front Seat Belt Attachment
Figure 4*



*Rear Seat Belt Attachmnet
Figure 5*

The shoulder strap loops of the front and rear seat are attached to horizontal steel tubes as shown in Figure 6.



Shoulder Strap Attachment
Figure 6

25-10-04

Aircraft Document Bag

The rear cockpit of the Extra 300 is furnished with an aircraft document bag. This aircraft document bag is mounted with three AN 526 C 1032 R8 bolts and DIN 9021 M5x20 washers on the right inside of the cockpit frame.

25-11-00

MAINTENANCE PRACTICES

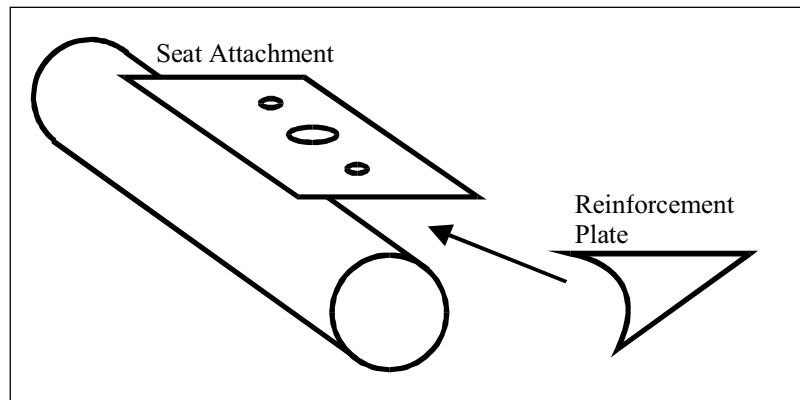
25-11-01

Reinforcement of Seat Attachment

For the Serial No's V1 and 01 thru 63 it is advisable to strengthen the seat attachments. Weld a reinforcement plate at the position as shown on Figure 7. Use steel grade 1.7734.4 or AN 4130 in conjunction with the TIG welding procedure (Tungsten Inert Gas, also called WIG welding) , thickness 1mm (0.04").

NOTE

Any welding needs to be done in accordance with FAA AC43.13-1A manual.



*Reinforcement of Seat Attachment
Figure 7*