

Chapter 03

General Description

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GENERAL

This chapter shows a short survey of the particular systems. A more detailed description of the systems you find in the respective chapters (see: CONTENTS).

The Extra 200 (refer to Figure 1) is designed as a light weight, single-engine, two seat, low-wing monoplane using composite and steel materials. It has a fixed main landing gear and a tail wheel unit with full-swivel capability.



*View EXTRA 200
Figure 1*

03-10

DESCRIPTION

03-10-01

Construction

Manufacturer: EXTRA-FLUGZEUGBAU GmbH
Flugplatz Dinslaken
D-46569 Hünxe, Germany

Fuselage: steel tube design, covered with fabric, composite material, single piece canopy side hinged

Wing: fibre composite design

Stabilizers : fibre composite design

Landing gear: 2 main wheels, 1 tail wheel, fibre composite strut design

Seats

Rear Seat: Seat to pedal distance, seat angle and seat back rest adjustable, 5 piece harness

Front seat: non variable position, 5 piece harness

03-10-02

Flight Control System

Pitch control: push-pull rods

Roll control: push-pull rods

Yaw control: cable system

Pitch trim: trim tab on the right elevator, bowden cable

03-10-03

Brake System

Main wheels: hydraulically operated disc brakes,
hydraulic cylinders actuated by
brake pedals

Tail wheel: no brake

03-10-04

Powerplant

Engine

Manufacturer: TEXTRON LYCOMING
Williamsport Division
652 Oliver Street
Williamsport Plant 17 701
USA

Type: AEIO-360-A1E
(4 cyl. air cooled, fuel injection,
independent magneto ignition
system, inverted flight oil system)

Rated horsepower: 200 hp at 2700 rpm

Propeller

Manufacturer: MT Propeller Entwicklung GmbH
& Co. KG
Airport Straubing
D-94348 Atting, Germany

Type: MTV-15-B-C/C193-34
(2-blade wood composite,
hydraulic variable pitch with con-
stant speed regulator,
Propeller diameter: 193 cm)

Optional: MTV-12-B-C/C180-17
(3-blade, wood composite,
hydraulic variable pitch with con-
stant speed regulator,
Propeller diameter: 180 cm)

03-10-05

Fuel System

- Tanks: 2 integral wing tanks, 1 center and 1 acro tank behind the firewall (cockpit side)
- Fuel supply: mechanical engine driven pump, additional electrically operated boost pump,

03-10-06

Electrical system

- Power supply: engine driven 12 V alternator, integrated DV converter, 28 Ah starter battery, master switch
- Circuits: equipped with automatic circuit breakers
- Ignition: magneto system, independent from electrical power supply

03-10-07**Instruments**

Standard (minimal) equipment installed (X):

Instrument Panel	rear	front
Air Speed Indicator	X	X
Altimeter	X	X
Magnetic Compass	X	
Compass Correction Card	X	
Tachometer	X	
Oil Pressure Indicator	X	
Oil Temperature Indicator	X	
Fuel Pressure Indicator	X	
Manifold Pressure Indicator	X	
CHT/EGT Indicator	X	
Ammeter	X	
Fuel Quantity Indicator (Center tank)	X	
Fuel Quantity Indicator (Wing tank)	X	
Acceleration Indicator (G-Meter)	X	
Radio	X	