

## **Chapter 31**

### **Indication \ Recording System**

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## **31-00-00**

## **GENERAL**

The Extra 200 is equipped with flight instruments in both cockpits. Instruments and placards can be provided with markings in either metric or English units (refer to Chapter 1 "Placards and Markings"). The colour markings in instruments follow US-FAR, part 23 recommendation.

## **31-10-00**

## **INSTRUMENT AND CONTROL PANELS**

### **31-10-01**

### **Rear Instrument Panel**

The instrument panel of the rear cockpit carries the instruments, control switches and circuit breakers and is covered by a composite part. The panel and the cover are mounted on the steel frame with AN 526 C 1032 R8 bolts.

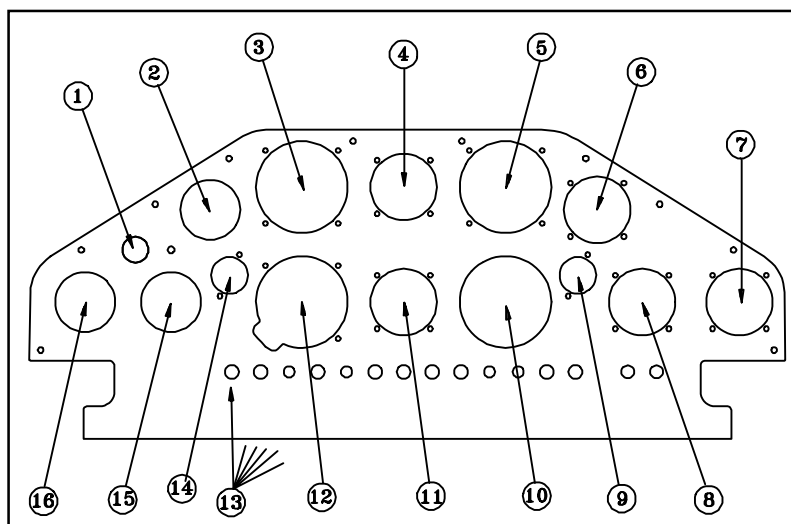
For panel arrangement of the rear cockpit refer to Figure 1 and the adjacent chart.

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#### **N O T E**

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



*Rear Instrument Panel  
 Figure 1*

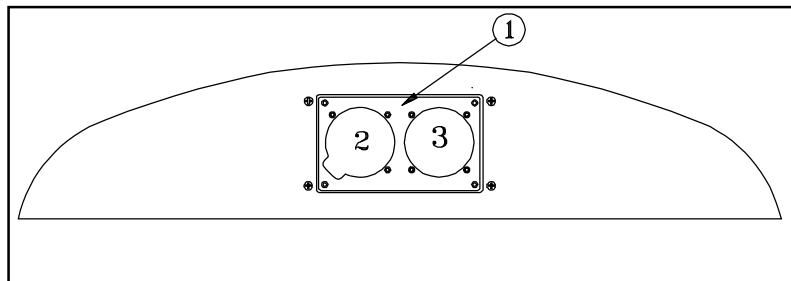
<b>Pos.</b>	<b>Item</b>
1	Starter
2	Ammeter
3	Air Speed Indicator
4	Magnetic Compass
5	Acceleration Indicator (G-Meter) *
6	CHT/EGT Indicator *
7	Radio *
8	Oil Temperature Indicator
9	Oil Pressure Indicator
10	Tachometer
11	Manifold Pressure Indicator
12	Altimeter
13	Switches/Circuit Breakers
14	Fuel Pressure Indicator
15	Fuel Quantity Indicator (Center tank)
16	Fuel Quantity Indicator (Wing tank)

\* Option

## 31-10-02

## Front Instrument Panel

The front instrument panel (1, Figure 2) incorporates shock mounts and carries an altimeter (2) and an air speed indicator (3).



*Front Instrument Panel*  
*Figure 2*

## 31-15-00

## MAINTENANCE PRACTICES

### IMPORTANT

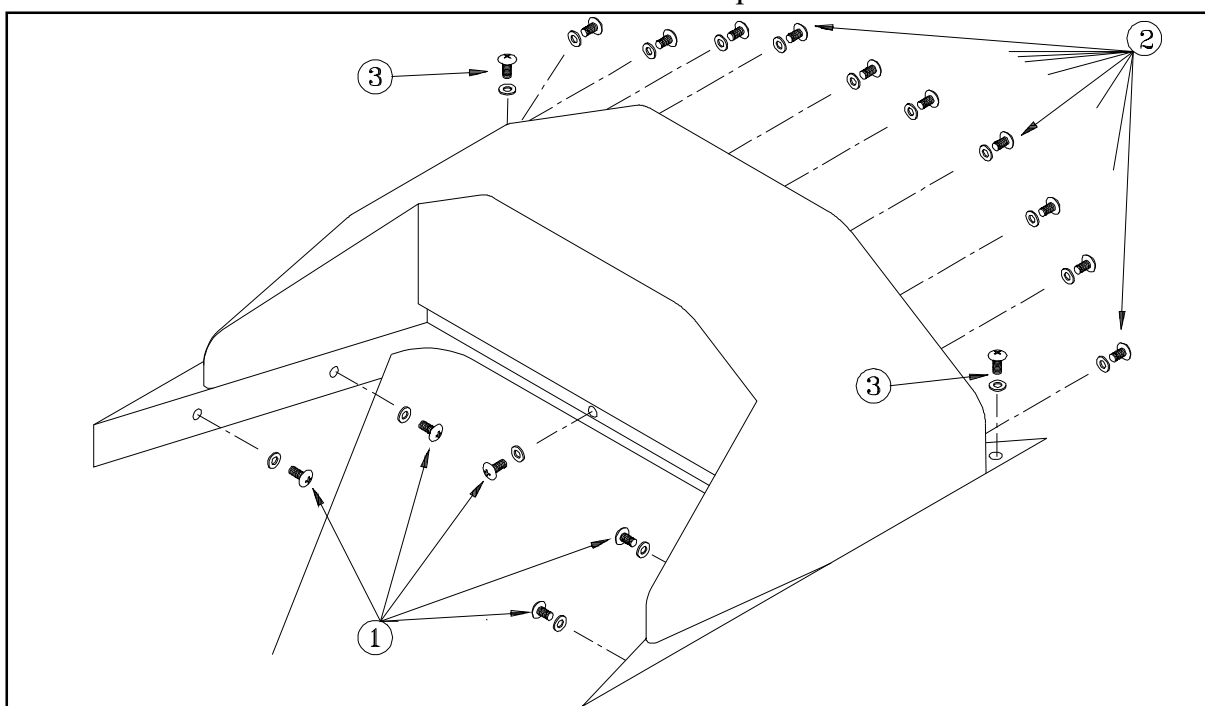
If replacement of the manifold, fuel, and oil pressure lines inside the engine department is necessary, cover the pressure lines with AEROQUIP AE102 fire sleeves as per Chapter 20-10-07 in case of AEROQUIP hoses are used.

## 31-15-01

## Rear Instrument Cover

### Removal/Installation

- 1 Remove the screws located at the top of the front seat back rest (1, Figure 3).
- 2 Remove the outer screws (2) of the rear instrument panel (The two inner screws connect the panel to the steel-frame).
- 3 Remove the cockpit corner cover screws (3).
- 4 Remove the instrument and the cockpit corner covers.
- 5 Install in reverse sequence of removal.



*Instrument Cover Removal/Installation  
Figure 3*

## 31-15-02

## Front Instrument Panel

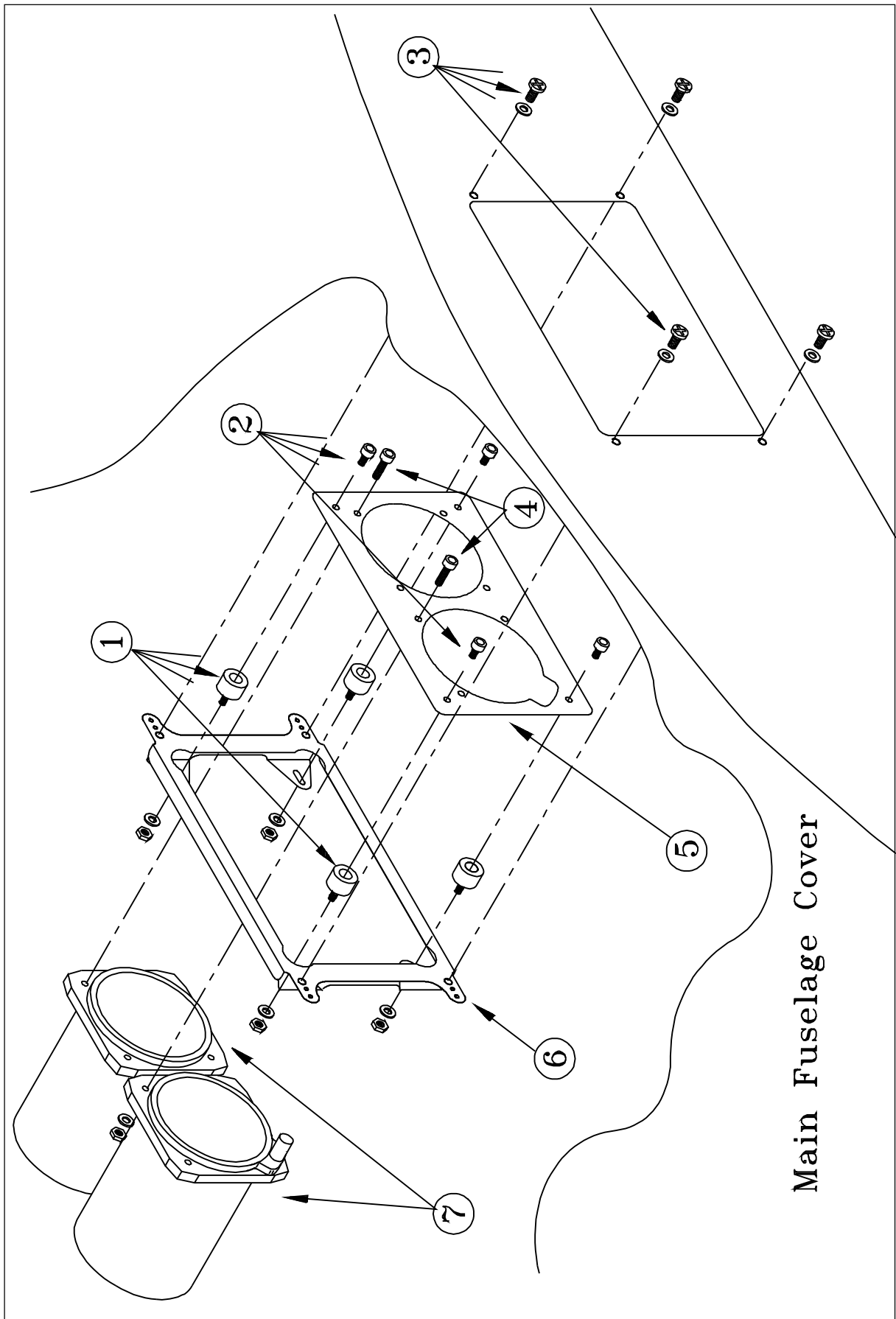
### Removal/Installation

#### CAUTION

**Hold instruments and panel by hand to prevent from falling down when removing the instrument panel attachment screws.**

- 1 Remove the AN526 C-1032-R6 instrument panel attachment screws (3, Figure 4).
- 2 Disconnect the pitot resp. static lines from the instruments (7). Mark lines for later identification.
- 3 Remove instrument panel (5) and frame (6).
- 4 Remove DIN 912 M4x20 screws (4) if removal of instruments is necessary.
- 5 Remove DIN 912 M4x5 bolts (2) and shock mounts (1) with LN 9348 M4 stop nuts for disassembly of instrument panel and frame.
- 6 Reverse procedure for assembly/installation.





*Front Instrument Panel Removal/Installation*  
**Figure 4**

## **31-50-00**

## **CENTRAL WARNING SYSTEMS**

### **31-50-01**

### **Stall Warning System**

The EXTRA 200 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 in the back of the front seat. 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 rear instrument panel.

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.