

Chapter 25

Equipment and Furnishings

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25-10-00

FLIGHT COMPARTMENT

The pilot seat of the EXTRA 300S is standard equipped with special aerobatic seat belt / shoulder harnesses. An aircraft document bag is installed on the right cockpit side.

25-10-01

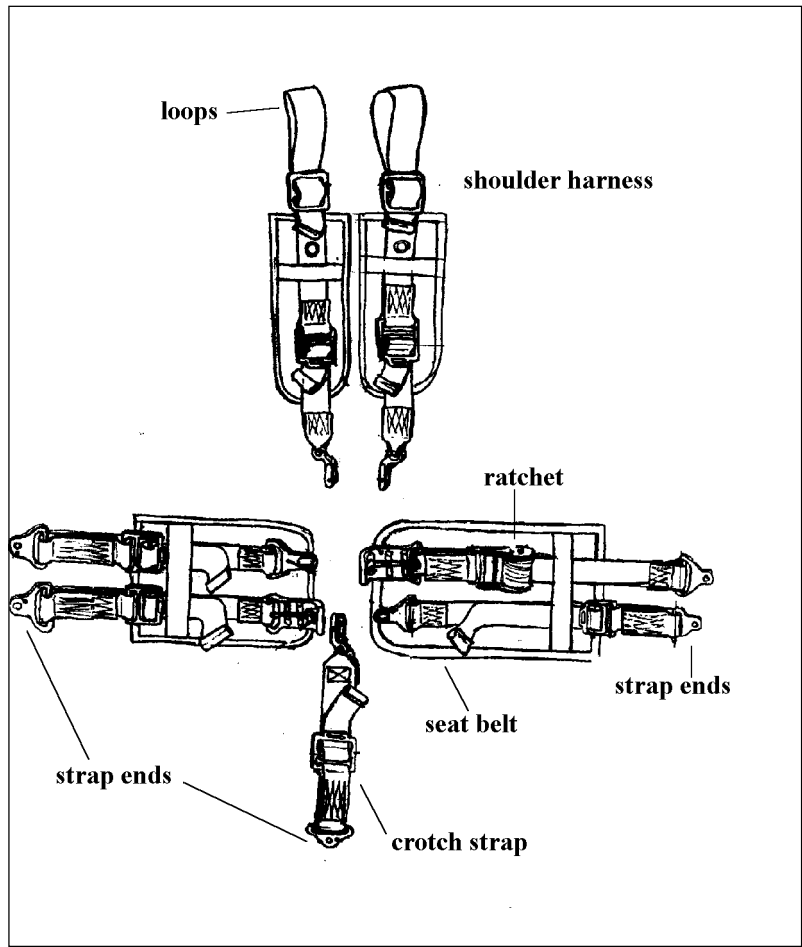
Seat

The seat is a carbon composite construction of which the back rest position and angle is mechanically adjustable on ground by quickpins. The steel tube structure of the seat is an integral part of the fuselage. The back rest is connected to a separate steel frame. Seat and back rest are attached to the respective steel constructions by AN526-1032-R16 machine screws.

25-10-03

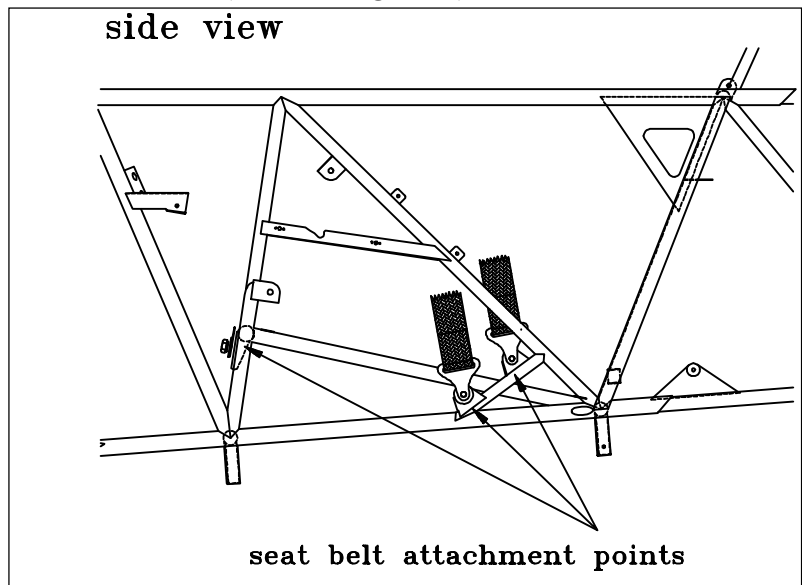
Seat Belts

(Refer to Figure 1) The 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.



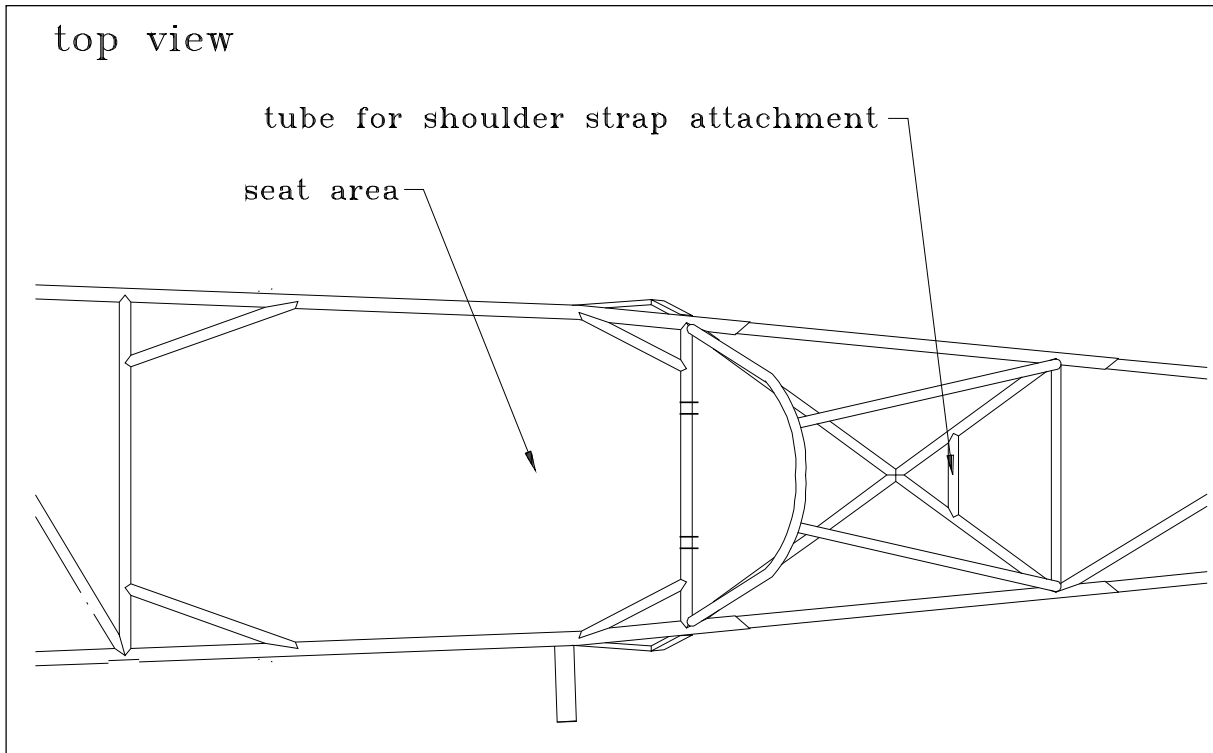
Strap Assembly
Figure 1

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 Figure 2).



Seat Belt Attachment
Figure 2

The shoulder strap loops are attached to a horizontal steel tube as shown in Figure 3.



Shoulder Strap Attachment
Figure 3

25-10-04

Aircraft Document Bag

The 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

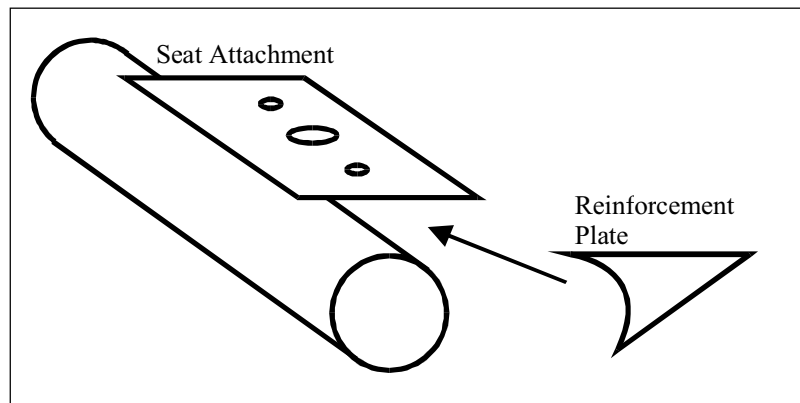
25-11-01

Reinforcement of Seat Attachment

For the Serial No's 01 thru 22, 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*