

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 300L (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 300L
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 resp. aluminium sheet metal, 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

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Brake System

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

Tail wheel: no brake

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Powerplant

Engine

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

Type: AEIO - 540 L1B5
(6 cyl. air cooled, fuel injection,
independent magneto ignition
system, inverted flight oil system,
special antivibration counter-
weights)

or: AEIO - 540 L1B5D
(Same as engine AEIO-540 L1B5,
but double magneto)

Rated horsepower: 300 hp at 2700 rpm

Propeller

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

Type: MTV-9-B-C/C 200-15
(3-blade wood composite,
hydraulic variable pitch with constant speed regulator,
Propeller diameter: 200 cm)

Optional: MTV-14-B-C/C 190-17
(4-blade, wood composite,
hydraulic variable pitch with constant speed regulator,
Propeller diameter: 190 cm)

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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 (0-240 kts)	X	X
Altimeter	X	X
Magnetic compass	X	
Compass correction card	X	
Tachometer	X	
Oil pressure temperature indicator	X	
Manifold pressure/Fuel flow indicator	X	
CHT/EGT indicator	X	
Ammeter	X	
Fuel quantity indicator (Wing/Acrotank)	X	
Acceleration indicator (G-Meter)	X	