

# PILOT REPORT | 2002 EXTRA 300L N758KS

training, but there are no simulators that can realistically replicate aircraft performance without flight test data. To really understand the dynamics and learn recovery techniques, a pilot needs to experience the real-world environment.

AMT graduate Doug Steen, said after the course, "I'd never been inverted. Now, I've learned to better handle unusual upset situations and with little altitude loss. In fact, by the third sortie, I had learned to recover from a spin within 500 feet!"

"Overall, I feel I did pretty well, but the entire course became worthwhile to me when I made a mistake. Scott let me make the error and recover, but it became immediately clear that I did the wrong thing and had I been lower, it could have been my last act as a pilot," reports AMT student Dave Siciliano. "That one maneuver made it worth the entire course for



With its bubble canopy, the Extra 300L offers both the pilot (who sits in the rear) and a passenger excellent visibility.

## WAYPOINT

In 1991, Patty Wagstaff became the U.S. National Aerobatic Champion, flying the Extra 260 aerobatic aircraft. She successfully defended the title in 1992 in the Extra 260 and in 1993 in an Extra 300S.

me. My natural reflexes were wrong!"

When it comes to training, there's no substitute for actually experiencing an upset or unusual attitude, and the Extra gives such a large margin for error that I feel very comfortable letting students learn from their mistakes. In the real world, an unplanned situation will catch you by surprise; you'll probably just have one chance to recover. Training is simply an insurance policy. I love flying the Extra with others—it's just plain fun to fly!

There are several schools teaching upset recovery and unusual attitude techniques, check one out today. For more information on AMT, visit [www.flyAMT.com](http://www.flyAMT.com).

P&P

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## FACTORY COMPARISON

	EXTRA 300L	PITTS S2C	SUPER DECATHLON
Price, Comparably Equipped:	\$308,000	\$190-\$250,000	\$137,900
Engine Horsepower:	300	260	180
Gross Weight (lbs.):	2095	1700	1950
Std. Empty Weight (lbs.):	1457	1155	1340
Useful Load (lbs.):	612	470	610
Fuel Capacity (gals.):	45	29	40
Payload, Full Std. Fuel (lbs.):	342	370	376
Max Cruise, Best Economy (kts.):	169	150	131
Climb Rate (fpm):	2900	2900	1230
Vso (kts.):	60	56	53
Cabin Width (in.):	24	28	30
Cabin Height (in.):	40	47	49

SOURCE: Extra POH