EUROPA CLUB

AIRCRAFT MODIFICATIONS

SEAT LOCKER DOOR INSTALLATION

(MOD NUMBER 10403)

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These modifications are separate from those issued by the factory but have been approved by the PFA. They can be considered as build instructions and should be carried out in consultation with your PFA inspector before submitting the paperwork to the PFA for final approval. Most modifications add weight. Beware of incorporating too many at the expense of performance and payload. When following these instructions read at least three times, measure twice, cut once.

Be sure you fully understand the instructions before proceeding. Any queries please contact me on e-mail nigelcharles@compuserve.com or telephone 01380 860620. If you have any suggestions to improve the modification I would be pleased to pass them on to the PFA for their consideration. On completion get the modification checked and signed off by your inspector quoting the modification reference number on the front cover of this build instruction and submit the application to the PFA.

Nigel Charles

SEAT LOCKER DOORS

The space under the seats is useful for storage. However it is most important that if used these areas are closed off during flight due to the risk of items coming out and jamming the controls. The doors made below mainly us existing waste materials and are very light. As there are two shapes of aperture involved different fitting is used for each type.

OUTER LOCKER DOORS

The aperture shape is that of a quarter circle and therefore lends itself to using a rotating door pivoted at its upper inner corner. The door can be made from leftover cut-out from the module. This is light and plenty strong enough. It is cut to a size which gives a small overlap all round and a large enough overlap in the corner to fit a AN525 pivoting bolt. Place the door in position and drill a 4.8mm hole in the pivot position. Rivet an anchor nut (you may need the corner type) inside the locker and Redux a washer on the outside of the door over the hole. This prevents the door skin wearing. Bolt the door in position and tighten so that it just moves smoothly. With door closed drill a 4.8mm hole in the upper outer corner in such a position so that there is just enough space for a MS21042-3 nut to fit in the aperture on the rear side of the door. Remove the door and put it on the bench (inside face uppermost) with its outer upper corner overhanging. Fit a AN525-10R5 bolt from underneath to a MS21042-3 nut on top and fully tighten until the end of the thread is reached. Bed and cover the nut in Redux and leave to cure. When the door is refitted this bolt (acting as the door knob) will need to be pulled slightly distorting the door to allow it to open. A channel edge is made to enclose the door edge. The channel goes to the top of the door on the inner side and up to 30mm from the top on the outer side. The channel edge consists of two pieces. The inner just surrounds the door edge and is slightly thicker than the door. The outer has the same outer dimension but slightly overlaps the door (see Figure 1 below). The two pieces are abraded and sandwiched with Redux before clamping in position for curing. Be careful to avoid Redux oozing into the channel. After cure refit the door and check operation.

INNER LOCKER DOORS

These are constructed in a similar way. As they are rectangular a sliding rather than rotating action is appropriate. As a result the channel needs to stop 30mm from the top on both sides and the bolt knob placed in the centre top (see Figure 2). If installing the Navaid Autopilot (see Autopilot Modification) only the port inner locker will be available.

Final finish will need to be paint due to the limited surface thickness. Leftover Nextel paint from the instrument panel could create a suitable effect.

Figure 1 - Outer Locker Door

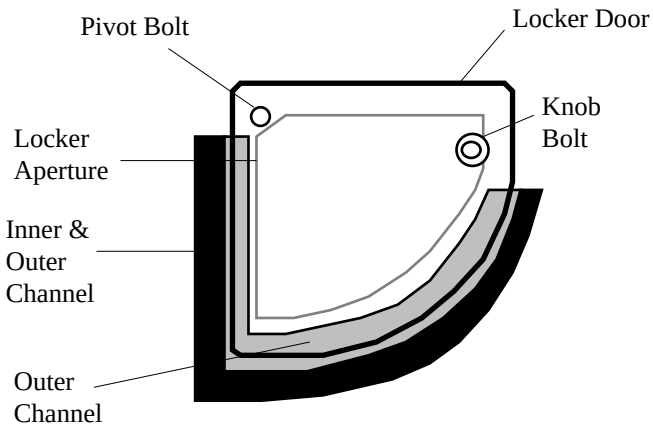

Figure 2 - Inner Locker Doors