



Extra 300L Aerobatic Training

Extra 300 Aerobatic training (for experienced aerobatic pilots only) takes place with students in the front seat and instructor in the rear.

The Extra 300 is not suitable for basic aerobatic training; this is because the aircraft does not require energy management for basic manoeuvres and therefore students will likely develop bad habits for aerobatics in more standard aerobatic aircraft. It is also a tandem aircraft rather than side by side seating, so is a less suitable learning environment for students with limited aerobatic experience.

For pilots doing aerobatic training in the T67 Firefly, it is always possible to fly the Extra 300 at the end of any of our courses - you will then appreciate more fully this amazing aircraft! A flight or two in the Extra is particularly useful to experience and practise manoeuvres which are outside of the envelope for standard aerobatic trainers, particularly aggravated spin modes such as flat, accelerated, inverted and knife-edge spins. It is also, of course, a huge amount of fun!

Aerobatic training rate : £450ph for aircraft + £40 instructor fee per trip

Extra 300L Conversion Training

- We do not generally conduct conversions to our Extra 300 unless you already have considerable experience in a high performance tailwheel aircraft such as the Pitts, or any advanced tailwheel aerobatic aircraft with limited landing visibility. We prefer pilots to have flown solo in the Pitts before transitioning to the Extra 300.
- *All new students will normally be required to fly around 5 hours from the front seat, before moving into the rear P1 position.* Students will be required to demonstrate accurate circuits, including a stabilised side-slipping final approach, and good ground handling techniques.
- *To operate our Extra 300L from the rear P1 position,* students must also have a minimum of 200 hours total time, Tailwheel Differences Training Signoff and one of (a) or (b):
 - (a) 5 hours P1 (Cap 232, Christen Eagle, Edge 540, Harvard, Piston Provost, Pitts Special, Sukhoi 26/29/31 or similar)
 - (b) 10 hours P1 (Auster, Tailwheel Yak 52, Tiger Moth, Yak 50 or similar)
- *To operate our Extra 300L solo,* students must have a minimum of 10 hours PU/T on type, and be signed off as suitable for solo by an Ultimate High designated Convex Flying Instructor.
- Exceptions for highly experienced pilots who do not meet the above criteria will be considered on a case by case basis.
- All conversion training commences with the student in the front seat, starting with general handling to get used to the aeroplane, followed by circuit work. It should be stressed that the Extra 300 is our actual Display Aircraft and that the flying standards expected are very high – our instructors (all are experienced display and tailwheel pilots) will not allow you to touch down unless the landing is within the correct parameters (the Extra has a comparatively fragile undercarriage and hence great care must be taken).

- Circuits will normally be flown from a hard runway, typically Lee-On-Solent. Once students have shown that they can fly a decent stabilised sideslipping approach and consistently land the aeroplane reasonably, then they will transition to flying the aeroplane from the rear seat.
- All checks need to be memorised and run through on the ground prior to flying from the rear, and a full signoff will also require a run through of standard emergencies including PFLs.
- The time taken for conversion training will vary materially between students, typically taking 3-8 hours, even for those with relevant experience. Completion to the required solo standard on such a high performance machine cannot, of course, be guaranteed.
- **Conversion training rate : £595ph for aircraft + £75 instructor fee per trip + touch & go fees (as required).**

Please email info@ultimatehigh.co.uk or phone us on 01243 913916 for availability.