CONTROL LOCKS – EZ FLAP

AIRCRAFT WINDLOCK

The Wind-Lock is designed to attach to an aircraft’s controls inside the cockpit. The non-latching mechanism keeps tension on the controls, holding them in the full down position. This position also allows moisture to drain from inside the control surface. It also holds the ailerons in a streamlined position. As the wind gusts, resistance is applied. The harder the wind blows, the more resistance is applied to the controls. When the wind dies down, the Wind-Lock allows the ailerons to return to their normal position. As the load is reduced, the tensioning mechanism reduces pressure on the control yoke.

P/N 7-004044 ........................................ $72.75

AMC AIRPLANE CONTROL LOCK

Rather than tying your seat belt to your controls, try AMC’s new Airplane Control Lock. This lightweight control lock will stop your control surfaces from moving with the wind and also prevent damage to your controls such as bending. This new Control Lock is lightweight and easily stored. AMC Control Lock ccessna or any aircraft with control spacing of 14”–19”.

P/N 13-02851 ........................................ $77.95
Mooney .............................................. $77.95
Cessna 170 ........................................ $77.95
Cessna 206 .......................................... $77.95
Skymaster ........................................... $77.95

KENNON GUST LOCKS

Locks flaps, ailerons, elevator or rudder securely. Made from special weather resistant, high density, closed cell foam with a nylon eyebolt! Won’t scratch.

P/N 07-01329 ........................................ $23.50

PAD-LOK CONTROL SURFACE LOCK

Like it says, a padded lock. Effectively locks control surfaces while the padding compresses to the proper configuration and protects the surface finish. Padding won’t absorb water. Hard-to-miss Dayglo color, plus yarn streamers. Wt. 10 oz.

P/N 13-22700 ........................................ $17.95

THE CONTROL SAVER

The Control Saver control lock was designed for Piper and Mooney aircraft to protect aircraft controls in high wind gusts. It holds the ailerons in the neutral position and stabilizer in the down position. This control lock is light weight, easy to use and fits in an area as small as your shirt pocket. Sold to thousands of Piper and Mooney owners worldwide.

P/N 13-15505 ........................................ $39.95

SAF-T-STOP

Saf-T-Stop is an auxiliary seat stop mechanism approved by the FAA for use with Cessna seat track A.D. 887-20-03. Installs easily, sliding over seat track. Approved for: Cessna 150, 152, 172, R172, 175, 180, 182, 185, 190, 205, 206, 207, 210, 303, 337. Not a seat lock, Saf-T-Stop is designed to restrict rearward motion if the seat lock fails.

P/N 13-18510 ........................................ $45.00/pr

AILERON & RUDDER SOFT LOCK

The Aileron & Rudder Soft Lock is made out of a durable foam that will not scratch your paint. Slides in gap between rudder and vertical stab. Keeps rudder from moving while plane is on the ground. Comes with “Remove Before Takeoff” flag, Patent Pending.

P/N 13-11613 ........................................ $38.75

RANS CONTROL LOCK

RANS has developed a control lock that attaches to most models. The lock consists of a bungee cord, a couple of adjustable clamps, and a bungee tension control lock. All locks for bungee tension to be set for a particular model. Not hard bolted so if an outside force against the control surfaces occurs, the bungees will absorb the load.

P/N 13-10434 ........................................ $22.90

REMOVE BEFORE FLIGHT AIRPLANE CONTROL LOCK

Piper and Mooney aircraft do not have control locks. That’s why there is now a Control Lock to meet the needs of pilots who fly these planes.

PA-28 1968-97 .......................................... $39.95
PA28 1997-Current .................................... $39.95
PA32 1968-97 .......................................... $39.95
PA32 1997-Current .................................... $39.95

LIGHT SPORT CONTROL LOCKS

These control lock is easy to install and positively locks the ailerons and elevator of the aircraft models listed below. Gust lock is manufactured using 6061T3 aluminum. The control clamping portion has a protective sleeve to prevent damage to special control handles. The locking mechanism is tow locking buttons that cannot come loose until released by the pilot which insures the owners that their ailerons and elevators are safe from wind damage. The control lock is red anodized with a “Remove Before Flight” decal, and each unit comes complete with instructions in a 4” x 4” x 12” box. Only weighs 3 1/2 ounces.


VANS RV CONTROL LOCK CL121 – Eligible Aircraft Models: Van’s RV12 only.

VANS RV CONTROL LOCK CL100 – Eligible Aircraft Models: Piper-Sport and SportCruiser only.


P/N 13-13119 ........................................ $49.85

PIPER AILERON GUST LOCKS

The Posi-Lock was designed to address the need for a true control lock for spring return flaps on the Super cub and similar Piper equipped aircraft. Constructed of aircraft aluminum and Stainless steel over-center adjustable latch hooks. Includes “REMOVABLE BEFORE FLIGHT” stickers.

P/N 13-11615 ........................................ $49.85

MOVE BEFORE FLIGHT” banners on each gust lock. Patent Pending.

UNIVERSAL CONTROL LOCK

Stainless steel construction with silicone rubber to protect aircraft control surface. Small package and folds into small space for easy storage. Installs In seconds from the pilot seat and fits most aircraft with a control column. Other control locks are not required like the one Cessna provides. Cannot get your feet on the pedals to taxi aircraft and keep the elevator in the nose down position.

P/N 13-13075 ........................................ $254.00

EZ FLAP HANDLE EXTENSION

Because EZ Flap puts the flap control at the correct location close to the yoke (instead of down on the floor under the panel), pilots can finally remain upright while using the flaps, and stay focused on takeoff/landing, obstacles, terrain, traffic, and instrument scan. No more bending over - no more loss of visibility. EZ Flap improves the performance of the pilot! EZ Flap mounts to the existing aircraft flap handle with no disassembly and no de-rigging in 20-40 minutes, with only two small screw holes. The original aircraft flap control remains fully functional, 100% FAA approved in the USA. Full FAA STC-PMA approval on 95% of all US manual flap aircraft.

CESSNA/PIPER FLAP HANDLE EXTENSION APPLICATIONS:


P/N 13-06944 ........................................ $499.00


P/N 13-07438 ........................................ $499.00