

CONTROL LOCKS - EZ FLAP



UNIVERSAL CONTROL LOCK

This Control Lock is of all stainless steel construction with silicone rubber to protect aircraft interior and folds into small package 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. It's virtually impossible to try to take off with this lock in place, as you cannot get your feet on the Pedals to taxi aircraft and keep the elevator in the nose down position.....P/N 13-13075 ---

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 winds and will also prevent damage to your controls such as bending. This new Control Lock is lightweight and easily stored.

Mooney.....P/N 13-03164 ---
Cessna 210P/N 13-03165 ---
Cessna 206P/N 13-03166 ---
Skymaster.....P/N 13-03167 ---

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 ---

SAF-T-STOP



Saf-T-Stop is an auxiliary seat stop mechanism approved by the FAA for use with Cessna seat track A.D. #87-20-03. Installs easily, sliding over seat track. Approved for: Cessna 150, 152, 170, 170B, 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.

Stop is designed to restrict rearward motion if the seat lock fails.
P/N 13-18510---/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 13-11615 ---

YOKE LOCKS



Yoke lock is offered in three different sizes. 3/16", 1/4", 5/16".

High Visibility (and good looking) 2-color, raised-print yoke lock; For all yoke locks using 3/16", 1/4", 5/16". All 3 are the same, except for the size of the Pin, which varies based on what your plane uses.

List of planes that typically use 3/16" and 1/4" pint coming soon.

For all yoke locks using 5/16" drop pin includes most Bonanzas.

3/16 inchesP/N 13-24053 ---
1/4 inchesP/N 13-24054 ---
5/16 inchesP/N 13-24055 ---

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 stick clamping portion has a protective sleeve to prevent damage to special control handles. The latching 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.

HUSKY CONTROL LOCK CL110 SHORT

Eligible Aircraft Models: Husky only.....P/N 13-21226 ---

ULTIMATE GUST LOCKS FOR RVS



This revolutionary product "The Ultimate Gust Lock" is a solution to this rather troublesome and sometimes challenging task. This product will definitely calm the fears of many RV owners and builders of

these wonderful aircraft. After watching, reading, analyzing, researching and waiting for someone to offer up a solution we decided to go to work on this problem.

Aircraft	Part Number	Price
RV-6, 6A, 7, 7A, 9, 9A	05-12368	---
RV-8, 8A	05-12483	---
RV-10, 10A	05-12484	---



REMOVE BEFORE FLIGHT AIRPLANE CONTROL LOCK

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

PA-28 1968-97P/N 13-12726 ---
PA28 1997-CurrentP/N 13-12727 ---
PA32 1968-97P/N 13-12728 ---
PA32 1997-CurrentP/N 13-12729 ---
PA-28-61 BowtieP/N 13-15505 ---
Mooney.....P/N 13-20663 ---

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% made in the USA. Full FAA STC-PMA approval on 95% of all US manual flap aircraft.

CESSNA/PIPER FLAP HANDLE EXTENSION APPLICATIONS: Cessna: 170 / 172 / 175 / 180 / 182 / 185. Piper: PA-28 / PA-32 Cherokee Family. Piper: PA-34 / PA-44 Seneca / Seminole. Beech: 19/23/24 Musketeer FamilyP/N 13-06946 ---

SUPERCUB HANDLE EXTENSION APPLICATIONS: Piper: PA-18 Super Cub. Piper: PA-20 / PA-22 Pacer / Tri-Pacer. Maule: M-5 thru M-9 Family. Stinson: 108 FamilyP/N 13-07438 ---



RANS CONTROL LOCK

RANS has developed a control lock that attaches to most models. The lock consists of a bungee cord, a couple of hooks and a cap that slips over the top

of the control stick. Allows for bungee tension to be set for a particular model. Not hard bolted so if an outside force against the control surfaces occur, the bungees will absorb the load.....P/N 13-10434 ---

PS