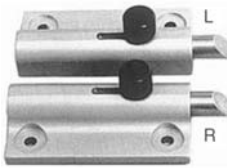


# DOOR LATCHES-CANOPY LOCK-FLAP ACTUATOR

## UNIVERSAL SPRING LOADED LATCHES



These universal spring loaded latches are designed for aircraft canopies, cockpit doors, and baggage doors. They are available in right hand and left hand models with different striker angle lock pins on the two models. These latches work great on a wide variety of experimental aircraft.

Left hand latch (Lock Pin)

P/N 05-04520.....

Right hand latch (Lock Pin)

P/N 05-04521.....

Also available in retracted bolt lock type latch with blunt striker (left hand and right hand).

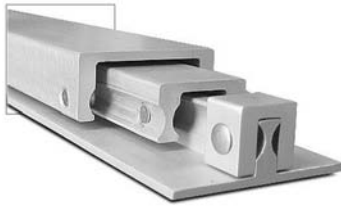
Left hand latch (Retracted Bolt Lock)

P/N 05-00895.....

Right hand latch (Retracted Bolt Lock)

P/N 05-00896.....

## SLIDING CANOPY RAILS

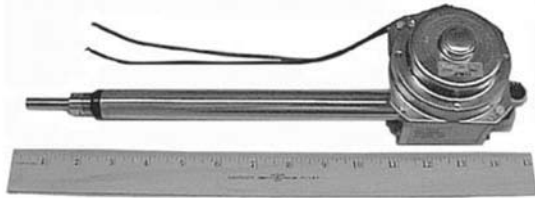


2 heavy-duty channels of 2014T6 anodized aluminum provide smooth sliding tracks for canopy installations. Length 23" fully retracted, 45" fully extended. 22" travel. Wt:3.5 lbs./pair. Used on Pazmany 1 & 2, Skybolts & others. Instructions for installing these rails in the Pazmany PL-2 are available for \$50 from Pazmany Aircraft Corp.,

P.O. Box 80051, San Diego, CA 92138. These instructions are a useful reference for installing channels in any homebuilt aircraft.

P/N 03-49300 ...../pr.

## FLAP LINEAR ACTUATOR AS USED ON LANCAIR ES, LANCAIR 300 & 360



The **FL1 (FL1-24) ACTUATOR** offers a unique standard of performance, durability and reliability. The compact design incorporates wellproven part, like the high efficiency ball screw, a sturdy gear box assembly and fitted with compact high quality DC motor. DC motors are available in both 12 & 24 volt. All to give the best performance with unsurpassed operational life. The actuator is self-locking within the dynamic load range. The actuator is manufactured with the capacity of 1500 N maximum dynamic load and 2200 N is static. The stroke is 150 mm and with speed of 10-15 mm per second.

12 volt actuator..... P/N 05-66223 .....

24 volt actuator..... P/N 05-66224 .....

The **FL2 LIMIT SWITCH and CONTROLLING UNIT** makes it possible to set the actuator for the desired stroke length. It also protects the actuator from running against the mechanical end stops, thereby avoiding damage. It is durable and can be used in most environments. It includes the aluminum profile tube, in which is mounted the protection tube of the actuator. Two



limit switch units are attached to the profile tube and can be adjusted to any position. The magnet rod is attached to the end of the adjustment tube and runs in a groove in the profile tube. When the magnet, which is attached to the free end of the rod, approaches the switch unit, the latter is activated. The switches are connected to the control unit, from which the relays disconnect the power to the motor. Dimensions: Overall Length: 210 mm, Extended 360 mm. Width: 86 mm, Motor Diameter: 140mm.

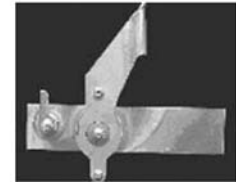
**FL1A CLEVIS ATTACHMENT** - Galvanized clevis head and journal fitting with a quick coupling. It allows simple and rapid attachment of actuator

P/N 05-66226 .....

## EXPERIMENTAL AIRCRAFT DOOR LATCH



3D view Opening from Exterior



Interior View Open Position

This door latch was originally designed for a gull wing door with linkage rods extending both forward and aft, however it can be adapted to virtually any style door with appropriately designed linkage rods. The linkage rods are not included.

Features:

- Identically keyed locks for set
- Armrest flush mount interior handle
- Spring loaded, flush mount exterior handle
- Spring ball detent for positive open/ closed stop action

Specifications:

- Made from 2024-T3 aluminum
- Each latch weighs approx. 10 ounces
- Dimensions for applicability pictured below
- Driver travel approx. 1.25" forward and aft

For linkage rods the following aluminum is recommended: 1/4" x 1/2"

2024T3 ..... P/N 03-00104 .....

Left Hand Door Latch ..... P/N 05-01415 .....

Right Hand Door Latch ..... P/N 05-01416 .....

Set of Left/Right Latches ..... P/N 05-01420 .....

## RV SLIDING CANOPY LOCK



Lock your RV with confidence. Finally, a lock for your sliding canopy that installs in minutes. Tools required are one 1/4" drill bit and a drill. All you have to do is drill a hole, deburr and start using your lock. No more worries about having your avionics or your personables in someone elses aircraft.

P/N 05-01414 .....

## THE GAS SPRING



The gas spring is a self-contained counterbalance unit consisting of a piston and piston rod in a hermetically closed cylinder. The cylinder is factory-loaded with an inert gas at a given pressure. The outward force generated is continuous and linear at 45 lbs. Ideal for a canopy closure on homebuilts, as designed for George Meads Adventure. Stroke 3.15".

P/N 05-01177 .....

## DOOR STEWARD



The **DOOR STEWARD™** is an STC & FAA-PMA approved modification that greatly improves and replaces easily broken, malfunctioning mechanical type door stop or restraints

that become ineffectual with repeated usage.

Pilots enjoy the fact that the **DOOR STEWARD™** gently opens and firmly holds the door open. The **DOOR STEWARD™** consist of modern inert gas spring - with necessary brackets. It is easy to install with virtually no maintenance. Developed out of frustration and observation of pilots and passengers who were repeatedly nagged by door whips in windy situation.

- The **DOOR STEWARD™** can be used with or without most existing door restraints.
- With the **DOOR STEWARD™** the door will stay open when needed.
- No more flopping open and closed in gust of wind or sudden door movement caused by prop wash of aircraft taxiing nearby.
- The cost is usually much less that **REPAIRING** the OEM Door Restraints.
- Great for float equipped aircraft when water taxiing.
- FAA approved for Single Engine Cessnas from 170 series through 210 series except Cessna 177 and P210.

Description	Part No.	Price
Door Steward Left & Right Hand Kit (Cessna 177)	05-00922	.
Door Steward Beechcraft	05-03574	.
Door Steward Cessna 206	05-03575	.

AP