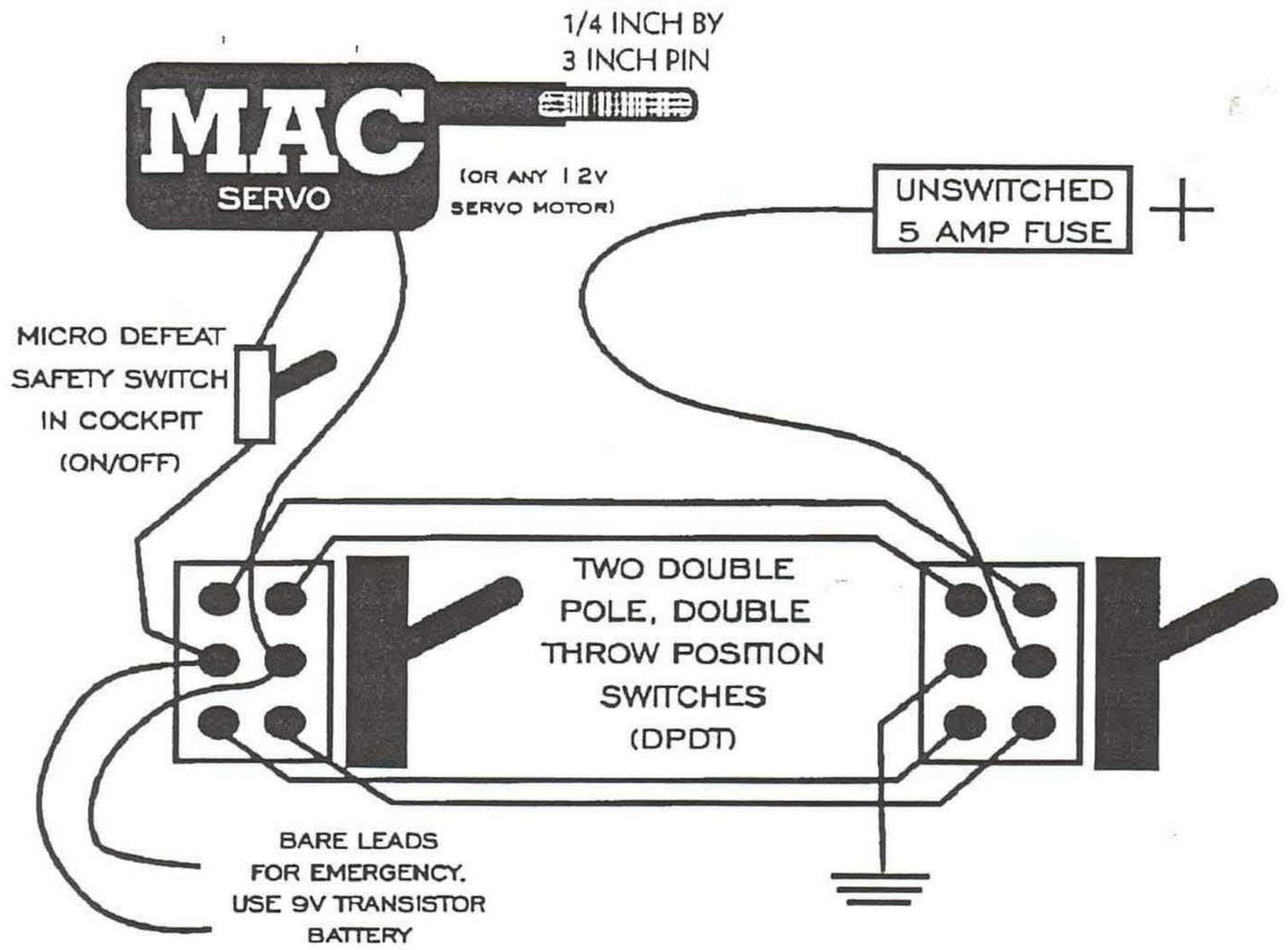
Electric Canopy Lock

Larry & Vickie Laughlin (CA) - I have always hated the method of locking the EZ. I got the following from Lan-air builder/pilot/friend, Wil Price.

He installed a MAC servo inside the fuselage to drive a small pin out through the fuselage door frame structure and into the canopy frame. Other servos from automotive electric mirrors, R/C models, etc. would also work. The servo is out of sight and is operated by a pair of hidden switches. A third switch, accessible from within the cockpit, defeats the servo so it can not lock while operating the airplane.

During aircraft battery failure the canopy can be unlocked by attaching a 9V battery to a hidden pair of leads.

It seems unlikely that just anyone could open the canopy as first one would have to be aware the system exists. Then this person would have to find the two, 3 position switches, then determine in what position combination they must be set to actuate the servo. The servo will not move without the correct switch setting, known only to the pilot/builder.



If the servo totally fails in the locked position the pilot can insert a hack-saw blade and cut the pin. In reality the "what-ifs" are pretty remote possibilities. Lets face facts, if someone wants to get into our airplanes, no lock is going to stop them, especially the toy cabinet lock we use.

I haven't installed the servo lock on my Long-EZ yet but can think of several areas where it will work. The best location being above the instrument panel driving the pin back toward the cockpit into the canopy frame. The switches could be placed in the nose wheel and cowl areas.