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component of the sporty and innovative design of the new A6. There's no better place than the touchscreen to customise and tailor the infotainment to your unique taste. Aircraft valve controls are used to control the flow of fuel to the engines of aircraft. These valve controls typically include one or more actuation sleeves that are designed to be connected to a number of actuators. For example, an actuation sleeve

may include a female collar that is positioned to receive a male collar of an actuator and an internal valve that is designed to be controlled by a portion of the actuator. The actuator is typically designed to move in a first direction and is connected to the female collar by a threaded portion. To change the position of the actuator, the actuator is rotated in a counter-clockwise direction relative to the female collar.

When the female collar is rotated in the counter-clockwise direction, the threaded portion engages the internal valve, thereby rotating the internal valve relative to the female collar. This rotation changes the position of the internal valve, thereby changing the position of the valve (i.e. the actuation of the valve). Typically, these actuators are mounted within the body of the aircraft and are spaced

from the actuation sleeve such that the actuators are not in contact with the actuation sleeve. This construction provides a number of benefits. For example, in this construction, the actuator is protected from inadvertent acts, such as impact or inadvertent rotation. Additionally, the operator may actuate the actuator by either contacting the actuator or by using the actuator's handle. In either

case, the actuator is protected from inadvertent actuation. Further, the positions of the actuators are controlled within limits by preventing the actuators from moving out of those limits. This type of aircraft valve control is shown in U.S. Pat. No. 5,470,134. This aircraft valve control includes a plurality of actuation sleeves that are configured to move along a vertical longitudinal axis in

response to the movement of the actuators. For example, the actuation sleeves are designed to move into an open position when the actuators are rotated in a first direction relative to the aircraft valve control. The actuation sleeves are designed to return to a closed position when the actuators are rotated in a counter

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