

Before & AFTER

INSTALLATIONS/REPAIRS & MORE

Ready for Your Dream Panel?

AEA member repair stations can turn the panel of your airplane into the panel of your dreams. From the more basic single-box upgrades to complete panel retrofits, these avionics experts can offer the buying advice you need.

In addition to factoring in your safety, situational awareness needs and pilot workload, AEA member certified repair stations carefully evaluate your type of flying; what communications, navigation and surveillance equipment you need in the regions you

fly; and, most importantly, how the avionics and instruments remaining in your aircraft will interface with the upgrades you are introducing to the panel.

These before and after photographs are examples of aircraft retrofitted by AEA member certified repair stations. The objective of each project explains what went into the aircraft to ensure the owner/pilot was getting the desired return on investment from an aircraft-value and aircraft-mission standpoint.

► De Havilland DHC-6 Twin Otter



Harlingen, Texas ♦ www.gulfavionics.com

► GULF AVIONICS INC.

WHAT WAS THE OBJECTIVE OF THE PROJECT?

This De Havilland DHC-6 has been updated with a Garmin G600 system and other modern avionics, including equipment from Artex, Bendix/King, Honeywell, and Rockwell Collins. The installation included Garmin G600 dual-screen integrated flight displays, Garmin dual GNS 430W, Bendix/King dual KR 87 ADF, three Bendix/King KMA 24H audio panels, Bendix/King KN 62A DME, Artex ME406 ELT, Rockwell Collins HF-9000, Honeywell RDR 2100, Bendix/King KMD 850, and a Garmin GTX 330 transponder, as well as standby instruments.

► King Air 200



Nashville, Tenn. ♦ www.stevensaviation.com

► STEVENS AVIATION INC.

WHAT WAS THE OBJECTIVE OF THE PROJECT?

To install a Garmin G1000 in a King Air 200. Stevens Aviation teamed with Garmin to accomplish a retrofit in this King Air 200. The Stevens Aviation team installed a Garmin G1000 suite, which includes large-format, high-definition LCDs, a central 15-inch multi-function display, and two 10-inch primary flight displays. The suite integrates primary flight, navigation, weather, terrain, traffic and radio frequency as well as engine and fuel data readouts.

► Dash 10 Twin Commander 690B



Hillsboro, Ore. ♦ www.aeroair.com

► AERO AIR LLC

WHAT WAS THE OBJECTIVE OF THE PROJECT?

To modernize, upgrade and simplify the cockpit using dual Garmin G600 systems with synthetic vision, dual GNS 430Ws, dual GTX 330 systems, a GMA 347, a GDL 69, an L-3 Stormscope WX-500, a TCAS display, a digital fuel quantity system and a 406 Mhz emergency locator transmitter.

Before & AFTER

INSTALLATIONS/REPAIRS & MORE

► 1973 Beechcraft A60 Duke



Twin Falls, Idaho ♦ www.ronsavionicsshop.com

► AVIONICS SHOP INC.

WHAT WAS THE OBJECTIVE OF THE PROJECT?

To update the Beechcraft's entire 1970's vintage avionics package to current technology. The shop installed the following: Garmin G600 integrated flight deck system, GMA 347 audio panel, GNS 530W and GNS 430W nav/com/GPS, GDL 69A XM weather/music data-link, GMX 200 MFD, GWX 68 weather radar, GTX 330 Mode S transponder, and an S-TEC System 65 autopilot/flight director with altitude pre-select and yaw damper. To finish, the Avionics Shop fabricated, powder-coated and silkscreened new instrument panels.

► Mooney Allegro



Venice, Fla. ♦ www.sarasotaavionics.com

► SARASOTA AVIONICS INTL.

WHAT WAS THE OBJECTIVE OF THE PROJECT?

The customer wanted to utilize the latest in avionics to update the Allegro's panel. The new and improved panel on this Mooney Allegro, installed by Sarasota Avionics, includes the Garmin G600, GNS 530W, GNS 430W, GDL 69A, GTX 330, GRC 10, G1-106A, GMA 340, L-3 SkyWatch 497, Stormscope WX-500, J.P. Instruments EDM-800 and Artex ME406 ELT. According to Sarasota Avionics, this panel will be on every "Mooniacs" wish list.

► Beech F33C Bonanza



AFTER



BEFORE

Waukesha, Wis. ♦ www.skycomavionics.com

► SKYCOM AVIONICS

WHAT WAS THE OBJECTIVE OF THE PROJECT?

To transform a Beech F33C from its 1970s technology into the 21st century of avionics technology with the installation of the following equipment: Garmin GNS 530W WAAS/GPS/nav/com; Garmin GNS 430W WAAS/GPS/nav/com; Garmin GTX-330 Mode-S transponder; PS Engineering PMA8000B audio panel; S-TEC System 55X with autotrim and remote annunciator; Mid-Century Instruments 4300 electric attitude gyro; and painted panel.

► 1972 Cessna T210L



AFTER



BEFORE

Salt Lake City, Utah ♦ www.flightdeckavionics.com

► FLIGHT-DECK AVIONICS

WHAT WAS THE OBJECTIVE OF THE PROJECT?

To replace the analog instrumentation and create a modernized cockpit environment utilizing the latest retrofit EFIS and WAAS/GPS technology. The installed avionics suite included a Garmin G600 retrofit PFD/MFD, Garmin GMA 340 audio panel (wired for 6-place ICS), dual Garmin GNS 430W WAAS and GPS/nav/com, Garmin GTX 330 transponder with TIS traffic interface and a Garmin GDL69 XM weather receiver. An analog engine instrumentation was replaced with a J.P. Instruments EDM-930 engine data management unit.