



Learning about avionics can be an arduous task for most pilots. Shopping for them can be even more difficult. Our goal with this guide is to arm you with the information you need to make better decisions when you buy any kind of aviation electronics or instrumentation. The products you see in this guide are only a fraction of the total selection of

products and services we offer. If there is something you want that is not listed, give us a call. We probably have it.

In each major section you will find my own overviews, hints, and tips designed to lead you in the right direction. On the next page I have written "The Best Way to Save Money on Your Avionics" with five important tips. Following that, Reconditioned Equipment is discussed in "Should I Buy New Or Reconditioned Equipment" with more critical tips on what to watch out for when you make a purchase. This guide is designed as a reference you can put in your aviation library and refer to whenever you are in the market for avionics.

At Eastern Avionics International, Inc., we are committed to giving our customers the best in equipment and customer service. We welcome the opportunity to serve you.

See you in the skies!

**James B. Kantor**, President  
Eastern Avionics International, Inc.

#### BIENVENIDO A NUESTRA GUIA Y CATALOGO

Para muchos pilotos, el aprendizaje de equipos avionicos puede ser una tarea ardua. La compra de equipos avionicos puede ser aún mas dificil. Nuestra meta con esta guia es de que usted este armado con la información necesaria para tomar la decisión correcta al momento de comprar electronica de aviación o instrumentos. Los productos en esta guia son solo un fracción de la selección total de productos y servicios que ofrecemos. Si busca algo que no aparece en esta guia llamenos. Es probable que si lo tengamos. En cada sección principal usted encontrara mis opiniones y sugerencias diseñadas a guiarlo en la dirección correcta. Esta guia ha sido diseñada como libro de referencia que puede poner en su biblioteca de aviación y consultar cada vez que este en busca de equipos avionicos. En Eastern Avionics International, Inc. Estamos comprometidos en darles a nuestros clientes lo mejor en equipos y en servicio. Le damos la bienvenida a la oportunidad de servirle.

#### WELKOMMEN!

Wenn Sie uber Avionics lernen mochten, dann bitte schauen Sie in unsere Katalog hinein. Wir haben eine Avionics-Katalog fur Flieger zusammen gestellt. In unsere Katalog werden Sie viele Hinweise fur Sie darin finden. Eastern Avionix ist im Jahre 1981 gegründet worden, und seitdem sind wir eine der grossen Avionicshandlern in der Welt. Wir sind immer preiswert professional und kundenorientiert, und unser Kundenkries ist mittlerweile auf uber 30,000 gestiegen. Wenn Sie Avionicsberatung mochten, bitte setzen Sie sich mit unsere Kundenberatung in verbindung. Haben Sie Fragen...Rufen Sie uns an.

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See Our Comprehensive On-Line Guide at [www.avionix.com](http://www.avionix.com)  
Order on-line 24 hours a day  
e-mail: [staff@avionix.com](mailto:staff@avionix.com)

# The Best Way to Save Money on Your Avionics

Today everyone is looking to save money in that unending quest for the best price. Avoiding some common errors will not only save you money in the long run but can save you lots of time and effort.

**Tip #1:** Buy from a fellow pilot, specially trained in avionics, who can properly assess your needs.

Even if you call ten different places, you won't find a substantial difference in prices between major avionics companies. Nearly all avionics companies shop each other for price and the best avionics companies may only be a few dollars higher than the marginal ones. You may spend hours on the phone all over the country in an effort to find the cheapest price. And in the end, you can almost count on finding the poorest staff and customer service as well. You'll probably talk with an untrained, uninformed operator, not a fellow pilot. The order taker is interested only in your credit card number and shipping address. They cannot tell you if you're buying the wrong item or give you even the most basic advice. When you ask for a unit, they will blindly send it to you. Heaven forbid you need any information. ***At Eastern Avionics Intl., Inc. our entire sales staff are all pilots specially trained in avionics.***

**Tip #2:** Buy your avionics from a reputable Avionics company.

Buying any avionics is a major purchase. These are not twenty or thirty dollar items. Buying avionics from a company that sells charts, oil, paint, clipboards, T-shirts, rivets, upholstery, etc. can be risky. A company that spreads itself thin by trying to supply all things to all customers is unlikely to do anything well. Buy avionics from a company that specializes in avionics.

***At Eastern Avionics Intl., Inc. our only business is Avionics. We've been in avionics for over 21 years and have earned the respect of aviation consumer groups and have even won a Florida State Industry Award.***

**Tip #3:** Deal only with companies with free customer technical services to handle any problems and questions with installation or service.

Manufacturers do not want to deal directly with pilots. Remember that you are not their customers, their dealers are. Manufacturers are nice folks but they do not have the manpower to handle your problems or questions. That's why they have dealers. Many manufacturers will simply refer you back to the selling dealer. Those "Beat all Prices" dealers are generally too busy, unwilling, or unable, to give you the product assistance you need.

***At Eastern Avionics Intl., Inc. we pride ourselves on providing the highest levels of customer service. Both technical and sales staffs have their own separate technical libraries and are prepared to answer your most challenging questions.***

**Tip #4:** Often the company with the lowest price doesn't have the equipment in stock.

Many companies will try to draw you in with a low price. But if you call them to order, they don't have any inventory. Why? They don't have the money to buy the inventory. Some will wait until a number of customers send in their money before they place an order with the manufacturer. Because most manufacturers have lead times of several weeks to several months, the customer generally can wait for many weeks before the equipment finally arrives. Essentially, these companies operate on the margin, using your money to maintain cash flow and borrowing from future orders to fill yours. You might eventually get your radio; unless the company goes out of business first. ***At Eastern Avionics Intl., Inc. we maintain a huge, million dollar inventory which insures fast delivery at extremely competitive prices.***

**Tip #5:** Avoid buying low priced equipment based on price alone because "It's a good deal."

Several years ago a new company introduced a low cost handheld transceiver. At only \$299, it was the cheapest, lowest quality handheld on the market and it even came in a nice case with a bunch of accessories. After selling thousands of them, the company went bankrupt and closed their doors. Pilots who had purchased the units were left without any factory to handle repairs, supply accessories or replacement battery packs. Today, these used units are worthless. Not long ago, another company took out a full page ad for a handheld GPS with moving map at an unbelievable price. Pilots blindly sent in their money. After waiting months they got what looked like an electronic calculator. The company quickly went out of business. If, at the time, these customers invested in equipment from reputable manufacturers like GARMIN and ICOM, they would have had a far better unit in terms of performance and quality. In addition, the current resale value would still have been in the hundreds of dollars. Furthermore, factory support and parts availability are assured, as you would expect from such leading avionics companies.

***At Eastern Avionics Intl., Inc. all new manufacturers are carefully scrutinized. We only deal in equipment from the most reputable and secure companies.***

## New or Reconditioned?

Should I Buy New or Reconditioned Equipment?

This is one of the most commonly asked questions. When available, buying reconditioned equipment will save you money. Certainly if the model you are looking for has only been on the market a short period of time, finding a reconditioned unit is unlikely. However, depending on the category of equipment you need, reconditioned equipment can make a lot of practical and financial sense.

The biggest benefit of buying reconditioned equipment is that the previous owner got to take the depreciation on the radio. After that initial depreciation, most radios tend to depreciate very slowly. However, if you want equipment with the latest technology and features and a full manufacturer's warranty, buy new equipment.

If reconditioned equipment interests you, we suggest you look over our reconditioned listings on pages 38 and 39 of this guide and call us. We have an extensive stock of reconditioned units, with our inventory always moving. Most of these units are reconditioned to NEW manufacturer's specifications and come with a 90 day warranty. Reconditioned radios can't be manufactured, so not all models are available at all times, but when available they can be one of the best ways to save a bundle on your avionics package. **We trust our reconditioned units so much that we will even offer you the warranty benefits of a new radio for a full year for only an additional 10% in cost.**

## Reconditioned Equipment Buying tips...

### Tip #1 Avoid "Working When Removed" radios.

Unfortunately, there are many degrees of "working." Many working radios will not meet FAA serviceable specifications which means your shop cannot sign it off in your aircraft. Furthermore, a radio that was "Working When Removed" three years ago may not be worth too much today. **At Eastern Avionics Intl., Inc. our radios are certified and guaranteed to operate to the manufacturer's specifications of a NEW radio.**

### Tip #2 Always get a full warranty on a radio.

Promising that you can return the radio for a refund if it doesn't work isn't very much, particularly if you go to all the trouble and expense of installing it in your panel first. Unless this is a big, well known company, you should consider that you could send the unit back and still end up without a refund. **At Eastern Avionics Intl., Inc. we have fully reconditioned radios backed by a comprehensive 90 day parts and labor warranty.**

### Tip #4 Avoid salvage radios.

Salvage operators may be nice folks but they are not experts in avionics. They are experts at tearing apart and selling off parts of wrecks. Most salvage operators offer a "if it doesn't work send it back" warranty and a harness which is basically the unusable tangle of wires hacked out of the wreck. Back in the days of tube type and early transistor aircraft radios the shock sustained by radios in a modest accident seldom caused problems. Unfortunately modern circuit boards easily develop microscopic faults that are virtually impossible to troubleshoot and repair. These radios can become intermittent and unrepairable in short order. The risks associated with salvage are generally not worth the little money you might save on these radios. **At Eastern Avionics Intl., Inc. our radios are carefully screened and fully reconditioned.**

**Our "KWIKMOUNT" wiring, testing and calibration system described on page 33 insures a trouble free harness installation.**

### Tip #5 Avoid any deals that are too good to be true.

In the avionics business, margins are razor thin on new and reconditioned radios. If the price is too low, the radio is either someone else's lemon, out of a wreck, missing critical parts, accessories and cables, or worse. **At Eastern Avionics, Intl., Inc. we strive to give you the best possible values in avionics and protect you from the pitfalls that can cost you lots of time and money.**

## " AVIONIX" ON THE INTERNET!

Visit the first and best comprehensive avionics site on the internet! [www.avionix.com](http://www.avionix.com) The internet home of Eastern Avionics International, Inc., "avionix.com" features hundreds of pages of data on every facet of General Aviation Avionics.

## " SNEAK PEEKS"

Hundreds of models of every description can be found in the on-line Pilots Avionics Guidebook. The newest, the latest, and the greatest in Avionics will appear on the "avionix.com" website first with tips, reviews, and our exclusive "Sneak Peeks" of what's on the horizon.

## TIPS AND GREAT BUYS!

Check out the latest money saving "Tips" on avionics and look over our "Great Buys" Section on "avionix.com." All of this is carefully produced and updated daily to get the best and latest information to you.

## AVIONICS RADIO™ BROADCASTS!

Produced by Eastern Avionics International, Inc., "avionix.com"

features a dozen on-demand internet audio programs on a variety of avionics and aviation topics: Everything from how to choose a Handheld GPS to how to plan a kitplane panel. Special feature programs include interviews of Avionics Experts representing major Avionics Manufacturers, Air Race Performers, and stories of common pilots having uncommon adventures in Aviation.



Avionix Radio Technical Experts: Paul Woodside, Craig Breder, Rick Alexander, Jim Kantor



The Advisors at Avionix Radio from left to right: Mike Clayton, J.J. Gravel, Wayne Palmer, Bob Hart, Frank Lauber and Bill Sneed

## THE BEST AVIATION INTERNET LINKS!

Internet Links to a variety of Avionics and Aviation related sites of interest are also at "avionix.com." Each one is reviewed so you can decide if it interests you!

## JOIN OUR FREE " AVIONIX CLUB" !

When you join, you will automatically be entered in our monthly drawing, get bulletins every few months to keep you informed on new developments, enjoy exclusive specials, and get free shipping on your first internet order! **See it all on the "avionix.com" web site!**



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“I should have saved hours of shopping around—For selection, price and a staff that really knows and cares about what’s best for me Eastern can’t be beat!”

H. Lubitz, NY

## GPS Handheld

**GARMIN GPS-295**  
(Reg. \$1,489) *Special!* .....\$1,349

**GARMIN GPS-196**  
(Reg. \$1,049) *Special!* .....\$999

**GARMIN GPS-III “Pilot”**  
(Reg. \$699) *Special!* .....\$499

**GARMIN “Street Pilot III Deluxe”**  
AUTOMOTIVE GPS (Reg. \$1,249) *Special!* .....\$999

**GARMIN GPS-90/GPS-92/GPS-195**  
(NOT PICTURED)

GPS-92 (Used) (Reg. \$449) *Special!* .....\$379  
GPS-90 (Used) (Reg. \$469) *Special!* .....\$295  
GPS-195(Used)(Reg. \$799) *Special!* .....\$599

### GARMIN ACCESSORIES

(010-10403-00) “AUTO KIT” Includes Dash Mount, Bean Bag Mount, 64 Meg Data Card, MapSource City Select CD w Full Access, and USB card programmer (295/196) .....\$299  
(010-00210-00) USB Data Card Programmer (295/196) .....\$80  
(010-10215-00) US Roads & Rec. CD (295/196) .....\$115  
(010-10215-01) World Map CD (295/196) .....\$115  
(010-10215-02) U.S. Topographical detail CD (295/196) .....\$115  
(010-10215-03) MetroGuide USA. CD (295/196) .....\$115  
(010-10215-23) MetroGuide USA CD & 16MB Cart (295/196) \$165  
(010-10226-01) 16MB Cartridge (295/196) .....\$69  
(010-10226-01) 32MB Cartridge (295/196) .....\$93  
(010-10226-02) 64MB Cartridge (295/196) .....\$138  
(010-10226-03) 128MB Cartridge (295/196) .....\$232  
(010-10306-00) Non-Skid Dash Mount for (295,196) .....\$35  
(010-10165-00) PC cable cig light adapter (295,196,III,92,90) ....\$45  
(010-10141-00) PC cable (295,196,III,92,90) .....\$39  
(010-10082-00) Ext power/data cable (295,196,III,92,90) .....\$28  
(010-10052-04) GA-26 Ant. w/ suction cup/mag. mount 8 ft. Cbl. (295,196,III,92,90) .....\$99  
(010-10174-00) Yoke MountKit w Ant. (III) .....\$168  
(011-00400-00) Yoke Mount (III) .....\$90  
(010-10121-00) MCX to BNC adapter cable (195) .....\$25  
(010-10114-00) 110vt. NiCad batt pk wUS A/C adapt (195) ....\$99  
(010-10114-01) 220vt. NiCad batt pk wEURO A/C adapt (195) \$99  
(010-10135-00) Power/Data cable (195) .....\$25  
(010-10135-02) PC interface/database update cable (195).....\$30

### BENDIX/KING “Skymap” GPS

Skymap III C “Color Skymap”(Reg. \$2,500) *Special!* .....\$Call  
Skymap SM-2000 “Sky Map II” (B&W)  
(Reg. \$995) *Special!* .....\$849

### LOWRANCE AIRMAP “100” GPS

AirMap “100” GPS Series 2 .....\$499  
AirMap “100” GPS Series 2 Basic (unit only).....\$299  
RBP Rechargeable nickel metal hydride battery pack.....\$99  
AirMap “100” CD-ROM with 64 IMS Smart Maps, 39 IMS  
World and Coastal Nav Aids databases .....\$129

### C-MAP AVIATION / MAGELLAN

AvMap EKP-III C COLOR with “Approach Monitor”  
(Reg. \$1,995) *Special!* .....\$1,789  
AvMap EKP-III B&W (Reg. \$1,299) *Special!* .....\$989  
AvMap EKP-II B&W (Used)(Reg. \$1,299) *Special!* .....\$649  
EC-20X (Used) Limited Availability (Reg. \$899) *Special!* .....\$599  
EC-10X (Used) Limited Availability (Reg. \$699) *Special!* .....\$499

### GARMIN GPSMAP-295



The Garmin GPS-295 is the industry’s most compact and least expensive color portable GPS. It’s big, 4-inch (diagonal) 16-color display makes it easy to distinguish SUAs from highways, or VORs from nearby towns. Move the cursor to one of those SUAs and the name, controlling agency, and vertical boundaries pop-up. Meanwhile a “vector to final” feature offers the best situational awareness on approach. Fully pilot configurable you can even split the screen to keep an eye on HSI graphic while tracking your progress on the moving map.

Store up to 30 locations in a personal favorites list for quick access to frequently traveled spots. Mount the GPS-295 on the yoke or attach it to the glare shield in a heads-up configuration. Since the GPSMAP 295 is CD-ROM compatible you have virtually unlimited mapping utility. Load city-specific data into your 295 from a MapSource™ CD accessory, transfer the unit to your car, and you’ll navigate to a restaurant on the ground as easily as you follow a flight plan in the air. Features include a built-in Jeppesen Database with worldwide airports and VORs, plus your choice of Americas, Atlantic International, or Pacific International data including NDBs, Intersections, special use and controlled airspace, runway data, and airport, FSS, and ARTCC frequencies. Map includes State/Country boundaries, lakes, rivers, railroads, cities, coastlines, US highways, and local thoroughfares. Includes Final approach sequence waypoints for all published approaches. 500 Waypoints w 10 characters (name and symbol). Nearest Airport, VOR, NDB, INT, user, ARTCC, FSS, and airspace are continuously updated. 20 reversible routes with up to 30 waypoints each, plus TracBack™. Over 100 map datums. With Yoke mount, GA 26 Ant., Cig. Lighter Adptr., Manual, Quick Ref. Guide, & Case. (3.2”H x 6.8”W x 2.6”D) Weight: 1.4 lbs.

### GARMIN GPSMAP-196



The GPSMAP 196 is the latest handheld GPS offering from Garmin. This WAAS-capable unit has detailed moving map graphics, HSI steering with VNAV, extended runway centerline, a Jeppesen database, and much more. The 3.8 in., 12-level grayscale display and a new lighting-fast processor makes for a screen response over twice the speed of previous portables. Map detail includes political boundaries, cities, interstates, roads, rivers, and lakes. An automatic logbook calculates your flight time and automatically records departure and arrival locations. The 196 goes from cockpit to land to

water in three distinct modes and has most of the same features found in expensive in-dash GPS’s including auto routing. It accepts Garmin MapSource™ Databases including GARMIN BlueChart & Fishing Hot Spots marine cartography, MetroGuide, City Select, and TOPO. The “Panel Page” shown above graphically displays GPS based flight data on turn rate, speed, rate of climb, altitude, distance, course deviation, and heading. Our package has the aviation basemap, Americas Autoroute or Atlantic Autoroute database, 1 Free Jeppesen® update, Yoke & Dash mounts, PC connect cable, Cigarette lighter adapter, Remote Ant. w suction mount, Users manual, and Quick reference guide.

### GARMIN GPS-III “PILOT”



One of our most popular GPS models, the Garmin GPS-III “Pilot” has a lot to offer. It has many of the same basic features and aviation database as its biggest brother, the GPSMAP-295. It can sit atop your instrument panel in a horizontal configuration, or you can use it vertically with a traditional yoke mount. The 12 channel parallel receiver locks in quickly, and stays in lock even through maneuvers. Our systems include an antenna, glare shield mount, manual, quick reference guide and batteries.

### GARMIN “STREET PILOT 3 DELUXE”

The Street Pilot III is the perfect GPS for your car, SUV, or motorhome. Set your destination, then put your mind on cruise as you follow clear, accurate, voice-prompted turn-by-turn directions to safely reach your destination. The simple, intuitive menus of the Street Pilot III give you the shortest and fastest routes, directions, and estimated arrival time of your intended destination. Automated voice prompts alert you to upcoming turns, course deviation, and distance to final destination. At the touch of a button, view the locations of all the nearest highway exits, gas stations, restaurants, ATMs, hospitals, and rest areas on a full-color LCD. The StreetPilot III comes with MapSource City Navigator CD-Rom and everything you need to download street-level mapsets from your PC. Then, just place the portable system on the dash of any vehicle, and enjoy stress-free driving and peace of mind—without any costly service charges or hook-up fees. Includes portable antenna, PC interface cable, Dashboard mount, Portable Mount (bean bag mount), External speaker with 12-V Cigarette lighter adapter, Owner’s manual, Quick reference guide, 128 MB datacard, USB data card programmer, Americas: Basemap: Americas Autoroute MapSource North America City Navigator v4.01 CD, European: Basemap: Atlantic, Autoroute Enhanced MapSource City Navigator CD (Full European Coverage) with: Full Coverage and Full Unlock Please specify your closest major city when ordering.) NOT FOR AVIATION; WILL NOT TRACK OVER 100Kts.





### BENDIX/KING Color "Skymap III C"

The portable Skymap III C with full screen color Moving Map is one of the most advanced GPS of its type, in fact the III C is basically in a class by itself. It is easily yoke mounted but has 5 other mounting configurations for custom mounting in any aircraft. Add the AIM Avionics and Autopilot interface, and you have a fully integrated navigation system. Full world-wide Jeppesen™ data coverage and multi-language (English French, Spanish or German) interface makes this unit the best choice for international flyers. Add the Flight Manager software package and download weather, plan your trip, upload your route, add notes, and file your ICAO/FAA flight plan all from your PC. The Skymap III C has the most advanced automated graphic interface for extremely easy operation. Just point at your desired destination, hit GOTO and you are on track. Works with any aircraft voltage. See options and accessories on page 22. Additional features are shared with the SM-2000 "Skymap II" model described below.



### BENDIX/KING Monochrome "Skymap II"

The "Skymap II" is one of the most versatile and powerful GPS systems available. The monochrome version of the top of the line SM-III C color model, it uses a sophisticated 8 channel parallel GPS receiver and a reflective 5 inch supertwist LCD display screen with outstanding sunlight readability and extremely wide viewing angle. It has incredible mounting versatility, which allows for either yoke mounting for use as a handheld, rack mounting installation into a standard 6.25 inch radio stack, panel mounting or gimbal mounting. The display can be rotated to any one of four possible screen orientations, allowing mounting in any position. Worldwide navigational capability is available with just three separate data modules that cover the Americas, Atlantic International, and Pacific International. It has user



map customization functions and even includes highways, railroads, coastlines, rivers and lakes in the database. Each data module contains the regional Jeppesen data, geographic database and the entire operating software. This approach allows the easy addition of new features and periodic operating system enhancements that you can benefit from during the normal Jeppesen updating process. There is extensive user defined waypoint storage and flight planning capability, including simplified joystick data entry and point interrogation, split screen navigation modes including HSI, trip/fuel planning, vertical navigation, wind calculation, auto zoom, extended track, emergency search, emergency airfield minimum criteria, unique user defined airfields, map customization, map configuration, choice of map datums, and turning point arrival and marker announcement. Dual parallel processing ensures that the zooming function, joystick panning feature, displayed cartography and overlaid navigation capability are completely seamless. In Track Up mode, the processing power maintains real time rotating map plotting even when you execute tight turns. Easy soft-key operation with full on-screen help make it extremely easy and intuitive to use. Other features include full RS-232 interfaces, multilingual capable (English, French, or Spanish!), autopilot coupling capable, V-Nav approach mode, Windows PC route planner option with map and much more! External antenna, mountings, database modules and interface couplings are priced separately.



### LOWRANCE AIRMAP "100" GPS

The Lowrance AirMap "100" is the latest Lowrance aviation GPS product. The budget priced AirMap "100" has some powerful features unusual in this price category. A high-resolution 160 X 104 Pixel Film Supertwist display with electroluminescent backlighting provides excellent graphics and great screen contrast even at night. An approach view screen, HSI page and extended centerline feature are great for approach coordination and situational awareness. A built-in world map with enhanced North American map detail is combined with a comprehensive Jeppesen aviation database that includes obstructions. The extensive memory can store 99 routes, 1,000 event markers, 750 waypoints, and 3,000 storable plot trails. For marine and land mobile applications, get the optional AirMap "100" CD-ROM and use your home computer to upload any two of 64 highly detailed IMS Smart Maps, 39 IMS World Maps or Coastal Nav Aids databases. Our system includes a PC data cable, cigarette lighter adapter, yoke mount, remote antenna kit and 4 AA Duracell batteries.



*It's difficult to adequately describe the practical benefits of the color Garmin GPS-295 until you see it. Then the difference is striking. Clutter tends to disappear; details and data on the map are interpreted at a glance. Add a Metro Guide to your package and this aviation model is the first GPS that can navigate you to the airport in your car as easily as it can navigate you in the air!*

*The Garmin GPS-196 is a top choice in its price range. Its large monochrome screen is nothing short of amazing in terms of resolution, contrast, and brightness. The "PANEL PAGE" screen is especially useful. This is one of the best units you can buy at any price!*

*The Lowrance AirMap "100" takes our BEST BUY in the \$500 price range. We are extremely impressed!*

*C-MAP AVIATION is the first company to bring a LARGE Color Portable GPS MAP to market. The larger size of the unit is overcome by the fact it can generally replace the VFR chart that sits on your knee. The EKP-III C is truly outstanding with its Sunlight Readable color display. You have to see it to believe it!*

*The C-MAP AVIATION EKP-III/II MAGELLAN EC-20X and EC-10X are more advanced than a typical handheld GPS. Using a removable C-Map cartridge, they give you a high detail electronic chart that's available even when the internal GPS isn't running. The expanded sectional chart detail and a high quality display are terrific.*

### C-MAP AVIATION "Color" AvMap EKP-III C with "Approach Monitoring"

The AvMap EKP-III C GPS charting system combines a high resolution Sunlight Readable TFT color display with AvMap software technology and WAAS compatibility to provide the ultimate situational awareness tool for navigation. Jeppesen® Navdata and NOAA obstruction data is supplied by the C-MAPNT C-card. The Americas unit includes a North Central and South American database with available C-cards for worldwide coverage. Land cartography for The Americas is internal to the unit. Additional street, lake and river detail, which enhances the internal data, can be obtained with C-MAP Aviation's regional terrestrial library. Features include: Full Approach Monitoring, Airspace/Arrival /XTE Alarm, Auto zoom function, HSI display, Direct-To navigation, Nearest search, Projected course line, Checklists, VNAV computer, wind and fuel calculator, NOAA obstruction database, North-Up or Track-Up display, Simulator mode, 1,000 user waypoints with 16 symbols, 10 routes of 100 waypoints, C-MAP marine compatible (U.S. only), 12 parallel-channel GPS receiver, WAAS and DGPS ready, 6.4" diagonal display, Backlit rubber keypad, 10-35 V DC, 9.4" x 6" x 1.5" Additional features are identical to the monochrome EKP-III described below. Includes a Low-profile Patch antenna, Jeppesen® Navdata C-card, Power cable, Nylon carrying case, Velcro leg strap, User guide, and One year warranty.



### C-MAP AVIATION AvMap EKP-III, EKP-II and MAGELLAN EC-20X and EC-10X

These Electronic Chart GPS Receivers are among the most amazing moving map/GPS systems we've ever had! Using the latest C-MAP technology, the EKP-III, EKP-II and EC-20's 4.5 x 6.0 inch screen displays nearly the detail of a VFR Terminal Area Chart! The display features position, altitude, date/time, BRG/DIST, TRK, ETA/ETE, scaleable CDI, emergency search, full Jeppesen database with all airports, frequencies, Special Use Airspace (SUAs), and much more. Our systems are priced complete with antenna, cable, suction cup mount, power/data cable with cigarette lighter adapter, yoke mount, and knee strap. The EKP-III/ EKP-II / EC-20X are also DGPS ready! The earlier EC-10X model is nearly identical to the EC-20X except for a slightly smaller 4x6 display and other minor changes.



8000 Skylane Way  
Charlotte County Airport (PGD)  
Punta Gorda, Florida 33982  
Order Line 1.800.628.2667  
Info Line 1.941.637.8585  
Fax 1.941.637.0388  
See Our Comprehensive On-Line Guide at [www.avionix.com](http://www.avionix.com)  
Order on-line 24 hours a day!  
e-mail: [staff@avionix.com](mailto:staff@avionix.com)

# Handheld COM and NAV/COM Transceivers

## ICOM IC-A23 NAV/COM & IC-A5 COM

IC-A23 NAV/COM (Reg. \$680) *Special!* .....\$399

Includes: Antenna, Ni-MH Rechargeable Battery w/Charger, Case, Belt Clip, Headset Adapter and Wrist Strap.

IC-A23 "SPORT" NAV/COM (Reg. \$420) *Special!* .....\$239

Includes: Antenna, Alkaline Battery Case, Belt Clip, Headset Adapter and Wrist Strap.

IC-A5 COM (Reg. \$515) *Special!* .....\$299

Includes: Antenna, Ni-MH Rechargeable Battery w/Charger, Belt Clip, and Wrist Strap.

IC-A5 "SPORT" COM (Reg. \$390) *Special!* .....\$219

Includes: Antenna, Alkaline Battery Case, Belt Clip, Headset Adapter and Wrist Strap.

### ICOM A-23/A-5 ACCESSORIES:

BP-200L High Capacity Battery Pack .....\$95

CP-12L, 12 Vt. Cigarette Lighter Cable .....\$36

BC-119 (31) Desktop Quick Charger w/AD-87 & AD-88 .....\$115

OPC-967 Headset Adapter .....\$65

LC-147 Carrying Case .....\$24

## ICOM IC-A22 NAV/COM & IC-A3 COM

IC-A22 (Reg. \$775) *Special!* .....\$399

Includes: Antenna, NiCad Rechargeable Battery w/Charger, Case, Belt Clip, and Headset Adapter

IC-A22 "Value Pack" (Reg. \$695) *Special!* .....\$359

Includes: Antenna, Alkaline Batt. Pack, Belt Clip, and Headset Adapt.

IC-A22 "Sport" (Reg. \$560) *Special!* .....\$299

Includes: Antenna, Alkaline Battery Pack, Belt Clip

IC-A3 (Reg. \$650) *Special!* .....\$349

Includes: Antenna, NiCad Rechargeable Battery w/Charger, Case, Belt Clip, and Headset Adapter

IC-A3 "Sport" (Reg. \$500) *Special!* .....\$299

Includes: Antenna, Alkaline Battery Pack, Belt Clip

### ICOM A-22/A-3 ACCESSORIES:

ICOM CM-167 Alkaline Bat. Pk. ....\$33

ICOM CP-17L 12 Vt. Cigarette Lighter Cable .....\$24

ICOM OPC-499 Headset Adapter.....\$76

ICOM BC-11911 Desktop Quick Chrger w AD-50 Adapter.....\$116

### ICOM IC-A4 COM

IC-A4 (Reg. \$ 349) *Special!* .....\$219

IC-A4 "Sport" (Reg. \$249) *Special!* .....\$179

OPC-752 Headset Adapter .....\$59

CP-12L Cigarette Lighter Adapter .....\$29

BP-194 Alkaline Battery Pack .....\$16

BC-119 + AD-81 Desktop Quick-Charger .....\$115

### GARMIN/AIRCELL NAVTALK PILOT

GARMIN/AIRCELL NAVTALK PILOT *Special!* .....\$2,895

# Terrain Awareness & Warning Systems

## SANDEL ST-3400A TAWS/RMI

SANDEL ST-3400A Class "A" Certified TAWS / RMI SYSTEM

"Installed" *Special!* .....\$35,989\*

Required by 03/2005 for all Part 121 turbine scheduled airline aircraft or part 135 turbine charter aircraft with 9 seats or more.

SANDEL ST-3400B Class "B" Certified TAWS / RMI SYSTEM

"Installed" *Special!* .....\$22,989\*

Required by 03/2005, all Part 91/135 turbine aircraft > 6 seats. (\*in most aircraft)

# VHF Nav Systems

## NARCO Self Contained NAV Systems

NAV-122D (Reg. \$3,954) *Special!* .....\$3,115

NAV-122D/GPS.....*Call for Price!*

NAV-122 (Recon.) (Reg. \$ 2,089) *Special!* .....\$1,989

NAV-121 (Recon.) (Reg. \$ 1,289) *Special!* .....\$1,189

### VAL AVIONICS

INS-422TSO Certified Navigation System *Special!* .....\$2,889

### BENDIX/KING NAV Systems

KNS-80 (Recon.) (Reg. \$2,489) *Special!*.....\$1,989

KN-53 .....*Call for Price!*

KN-53 (Recon.) (Reg. \$1,489) *Special!* .....\$989

KN-53/GS .....*Call for Price!*

KN-53/GS (Recon.) (Reg. \$2,189) *Special!* .....\$1,589

### COLLINS/S-TEC VIR-351

VIR 351 (Recon.) (Reg. \$1,195) *Special!*.....\$689

# OUR OPINIONS ON HANDHELD RADIOS

One of the most important items a pilot should have in the flight bag is a handheld radio. Every pilot who has flown for any time will eventually experience COM or NAV/COM failure. Just a few years ago, if you had radio failure, you were stuck in a very uncomfortable situation. Today, however, electronic miniaturization offers us our own personal avionics systems.

Most of our units, with the exception of the "Sport" and "Value Pack" models, come complete with NiCad or NiMH rechargeable batteries, charger, vinyl case, belt clip, and flexible antenna. Anyone who has any experience with NiCad batteries knows that they tend to go dead just sitting around. The solution is to get an alkaline battery pack to use when your NiCads lose their charge. They will maintain full charge for years and will run for many hours. At less than \$35, your investment is minimal in an alkaline battery pack.

Another accessory to buy is a headset adapter. Airplanes are noisy and it is not easy to listen to a small handheld with a 1 inch speaker in a cabin while in flight. By connecting your handheld to your headset and PTT, you've made the unit that much easier to use.



## ICOM IC-A23 NAV/COM & IC-A5 COM

Two recent additions to the handheld market are ICOM's flagship models, the IC-A23 NAV/COM and IC-A5 COM. They have all the features of their sister models the IC-A22 and IC-A3 described below with many new features and capabilities. A built-in Digital Voice Recording and Playback System will record a clearance or other ATC transmission and transmit it back to the controller for read back. The recorded information stays in the radio even if the power is turned off or the batteries disconnected. Easy to operate UP/DOWN switches allow you to easily change the volume level, or flip through your frequencies with one hand. The new ABSS (Auto Bearing Set System) allows you to center your VOR course display INSTANTLY on the IC-A23 with one push of a button. A new large capacity Ni-MH battery keeps your radio going longer with no battery memory problems. Size has been reduced to only 2 9/32" wide 4 7/32" High and 1 7/8" deep which is 30% smaller than the IC-A22 and IC-A3. The IC-A23 includes full VOR Navigation features and capability but is otherwise identical to the IC-A5.



## ICOM IC-A22 NAV/COM & IC-A3 COM

The ICOM IC-A22 is another industry standard in the handheld market. It features both communication and navigation functions, including digital RMI, CDI, and Localizer. With over 30 years of experience in communication equipment, the ICOM name is well known all over the world for its development of some of the most technologically advanced and rugged portable radios. The IC-A22 features a multi-function illuminated keypad and has a host of scanning and programming features. The IC-A22 allows you to program a name with up to six characters to identify your frequencies. Example: Instead of seeing 119.35 you could see LAX-TWR, SFO-ATS, DEN-GND or PHX-VOR. With the optional computer software and interface cable, you can program the memory channels of the IC-A22 using your PC. Type in the frequencies and alphanumeric characters that you will use on a specific flight and download it. When entering a frequency, you have the option of using the keypad, or in rough air, grab the tuning knob and turn to the desired frequency just like a panel mount radio. The tuning knob also allows you to quickly scroll through the memory and weather channels. When

in the NAV mode and navigating to or from a VOR, the tuning knob acts just like an OBS selector. Turn the knob to the desired bearing and the CDI will move and alert you to the direction you must fly to get on course. The IC-A22 "Sport" comes with all the features of the A22, in an accessory package that makes it more affordable. If you do not need the NAV functions, get the IC-A3 model or its "Sport" version. It's exactly like the IC-A22, but without any Nav capability.



## ICOM IC-A4 COM

The IC-A4 is a 760 channel communication radio with some nice features for the economy minded pilot. Up-Down keys make frequency selection easy, a channel name function allows you to assign a 5-character alpha name to up to 19 memory channels, and a LCD backlit screen allows you to easily read the screen during night time operation. It uses a die-cast aluminum chassis and polycarbonate front panel for extreme durability. Physically, the unit is among smallest on the market at only 2.3 inches wide, 5.5 inches tall and 1.3 inches deep. Weighs only 15oz. Includes: Antenna, NiCad Rechargeable Battery w/Charger, Belt Clip and Handstrap. The "Sport" model features an alkaline battery pack only.



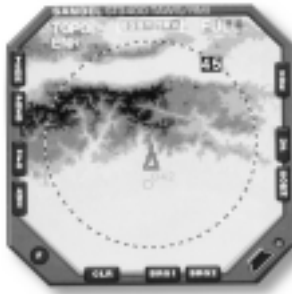
## GARMIN/AIRCELL NAVTALK PILOT

The Garmin/AirCell NavTalk Pilot combines a sophisticated aviation GPS with an AirCell™ aviation approved cell phone with ground capability. This is a universal communication and navigation system for use in your cockpit, car, boat, or just about anywhere. A special mounting kit and external antenna allow the NavTalk Pilot to work through your audio panel while airborne and uses the same phone number for ground-based and airborne communication. The NavTalk GPS features are identical to those found on the GPS III Pilot described on page 4.

# TERRAIN AWARENESS & WARNING SYSTEMS (TAWs)

The FAA has mandated that all U.S.-registered, turbine powered aircraft with six seats or more must install a Terrain Awareness and Warning System (TAWs) by March 29, 2005. This mandate even includes FAA Part 91 along with Part 135 and 121 aircraft so everyone with a turbine powered aircraft with 6 seats is effected. The TAWs requirement can be for either a Class A or Class B system, depending on the number of passenger seats and the type of operation. TAWs is the new enhanced technology that replaces Ground Proximity Warning Systems (GPWS). Standard GPWS capabilities provide warning for: excessive rate of descent, excessive closure rate to terrain, altitude loss after takeoff, negative climb rate, flight into terrain when not in landing configuration, and excessive downward deviation from glideslope. TAWs adds two very important enhancements to GPWS; FLTA (forward looking terrain avoidance) and PDA (premature decent alerts). **At Eastern Avionics we have TAWs equipment by L3/Goodrich, Honeywell, Bendix/King, and Sandel. See [www.avionix.com](http://www.avionix.com) for additional details! Call us and have an Eastern Avionics professional sort out the details and get you the system that perfectly suits your needs, wants, and budget.**

## SANDEL ST3400 TAWs / RMI



The Sandel ST3400 TAWs/RMI is a self-contained Class-A or Class-B system that includes an integrated full-color, multi-screen, edge-to-edge display with a built-in RMI function. Because the ST3400 is a self-contained TAWs system that can replace an existing RMI installation, cost and downtime can be half that of a standard TAWs system. The ST3400 color display provides full-time situational awareness that greatly enhances flight safety. Unlike radar display overlay systems the real-time graphics move with the aircraft heading instantly. The easy to install standard 3ATI chassis has minimal or no impact on existing panel layouts and instantly upgrades your old mechanical RMI to the latest digital color technology. Sandel's "Smart-Interface" technology allows use with both analog and digital RMI's and an aircraft resident software module makes configuration easy. Intuitive and easy to use the ST3400 requires minimal crew training. The edge-to-edge rear projection system has a 4" viewing area that is sharp, brilliant, direct sunlight readable, with a display area is equal in size to a 4" mechanical display. The ST3400 uses Jeppesen terrain and obstacle data to develop the TAWs terrain alerts in 30-arc second and 15-arc second formats. The higher resolution 15-arc second data is available for airports within the US and some international airports. The ST3400 supports single and dual unit installations, and will also display information from the L3 Goodrich Skywatch® traffic warning systems. It operates with older-generation 0-2,000 foot Radar Altimeters, and has a "smart" algorithm that reduces nuisance alerts. This allows you to make precision or non-precision approaches while the ST3400 TAWs analyzes the approach to the runway. "Nuisance alerts" are reduced, while the technology averts the premature suppression of alerts. Sandel's full product warranty lasts as long as the original operator owns the unit. Full audio outputs for cautions/warnings and discrete outputs for master caution and warning are provided. The front-mounted USB connector loads all data from a PC.

## OUR OPINIONS ON VHF/VOR NAVIGATION SYSTEMS

Regardless of how popular GPS becomes a VHF (VOR/LOC) Navigation System is a must for most any kind of serious flying. Unlike many GPS systems the trusty VOR system is totally legal for IFR enroute flying and when the weather gets tough it enables you to fly a Localizer approach to a safe landing. Add a Glideslope for an even greater degree of precision and safety. Below are listed only a few of the wide variety we have available so give us a call. At Eastern Avionics Intl., Inc. we can recommend the best VHF NAV for your kind of flying.

### NARCO NAV-122D, NAV-122D/GPS NAV-121 Self Contained NAV Systems



The NARCO NAV-122 series are fully self-contained NAV systems integrating VOR, Localizer, Glideslope and Marker Beacon Lights, and are designed for use in a standard 3in. instrument hole. The "D" models are all digital systems that use the latest surface-mount board technology. They will directly replace all of the earlier NAV-122 Centerline series radios, as well as all of the NAV-12,112 Spectrum Line radios with an interconnect cable. The NAV-122D/GPS adds a GPS interface resolver which satisfies the VOR Style requirements for most IFR GPS installations. The original NAV-122 is available as a reconditioned radio. The Nav-121, a version without glideslope or marker beacon lights is also available.

### VAL AVIONICS INS-422 Self Contained VOR/LOC/GS NAV Receiver with Internal Indicator



The Val Avionics INS-422 is a high quality, multi-function, fully integrated one piece NAV system with: VOR with digital course select and Auto Radial "TO" Centering feature, Localizer, Glideslope, and 3 LMB. The bright digital display clearly show all CDI indications. CDI output data is also available at the rear connector for easy interface with Autopilots. Pushing the remote auto radial centering button positions the digital CDI indication to provide a one-time radial "TO" the VOR station. The digital readout on the CDI then returns to standard operation, letting you fly the radial normally. Mounts in a standard 3.125 inch mounting hole.

### BENDIX/KING KNS-80

The KING KNS-80 is an outstanding, fully integrated NAV system with internal VOR NAV, DME, LOC, RNAV and Glideslope. A large bright self dimming gas discharge display shows distance, speed, time to station, waypoint selected, and system annunciation. The KNS-80 is one of the best reconditioned values on the market. Where else can you find a full nav system with localizer and glideslope along with an internal DME and IFR RNAV for under \$2,000? Add a GPS system and you have everything most pilots need at a bargain price! Commonly uses the KI-206, KNI-520, KI-525A, etc. Works with any standard Indicator including the KI-206, KNI-520, KI-525A, etc. on page 38.



### BENDIX/KING KN-53

The KING KN-53 is a top quality VHF NAV system. A Large bright self dimming gas discharge display with Flip-Flop Frequency Display makes frequency selection fast and easy. Versions with and without Glideslope are available. Uses the KI-208/ KI-203 VOR/LOC indicator ors or the KI-209 or KI-204 Glideslope Indicator on page 38.

### COLLINS/S-Tec VIR-351

The VIR-351 is one of our best values in a VOR/NAV receiver. It uses a bright digital display with a built in digital RMI that gives you bearing to and radial from the selected VOR. A built in VOR converter drives any standard ARINC indicator or HSI directly. Interfaces easily to any 2/5 glideslope receiver and includes DME channeling outputs.



*The NAVTALK pilot is becoming all the rage. Now you can legally converse and navigate wherever you are! There is no compromise on either the GPS features or cellphone capability. This is the best bargain available in an AirCell system!*

*The ICOM IC-A23 is our best handheld. It is among the smallest and lightest Nav/Com on the market, has the latest technology, and the reliability is EXCELLENT!*

*Thinking about getting a GPS/COM? What will you do about a VHF NAV? With its all-in-one concept the NAV-122D is a great solution. In one easy-to-mount instrument you get VOR, localizer, and glideslope capability!*

*The Sandel ST3400 TAWs / RMI is the logical choice for most turbine aircraft. Aircraft in this category most always have RMI's and little if any space for another 3" instrument. Replacing the old RMI with the ST3400 instantly updates the aircraft to an advanced color TAWs system while upgrading the old RMI it replaces!*

*The King KNS-80 is one of the best reconditioned values on the market. Where else can you find a full nav system with localizer and glideslope along with an internal DME and IFR RNAV for under \$2,000? Add a GPS system and you have everything most pilots need at a bargain price!*



8000 Skyline Way  
Charlotte County Airport (PGD)  
Punta Gorda, Florida 33982  
Order Line 1.800.628.2667  
Info Line 1.941.637.8585  
Fax 1.941.637.0388  
See Our Comprehensive On-Line Guide at [www.avionix.com](http://www.avionix.com)  
Order on-line 24 hours a day!  
e-mail: [staff@avionix.com](mailto:staff@avionix.com)

# GPS Panel Mount

- UPS A.T. APOLLO  
SLIMLINE SERIES SL-50 GPS  
(Reg. \$2,195) *Special!* .....\$1,903
- UPS A.T. APOLLO GX-50 and GX-55R  
GX-50 *Special Installed and IFR Certified Prices Start at* .....\$6,499  
GX-55R (Reg. \$2,995) *Special!* .....\$2,645
- UPS A.T. APOLLO 360 GPS  
(Recon.) (Reg. \$1,995) *Special!* .....\$1,195
- NORTHSTAR M-3 APPROACH  
M-3 APPROACH (Recon.) .....\$1,989
- GARMIN GPS-400  
*Special Installed and IFR Certified Prices Start at* .....\$7,895
- GARMIN GPS-150XL and GPS-150  
GPS-150XL (Reg. \$3,495) *Special!* .....\$2,495  
GPS-150 (Recon.) (Reg. \$2,995) *Special!* .....\$1,395
- GARMIN GPS-155 TSO, GPS-155XL  
TSO and GPS-165 TSO  
GPS-155XL TSO *Special Installed and*  
*IFR Certified Prices Start at* .....\$5,995  
GPS-155 TSO (Recon.) (Reg. \$2,995) *Special!* .....\$1,895  
GPS-165 TSO .....*Call for Special Price!*
- BENDIX/KING KMD-250 MFD GPS  
Multi-Function Display with Internal GPS  
*Special! CERTIFIED AND INSTALLED* .....\$Call
- BENDIX/KING KLN-94  
KLN-94 *Special Installed and IFR Certified Prices Start at* .....\$6,844
- BENDIX/KING KLN-89 AND KLN-89B  
KLN-89 (Recon.) (Reg. \$2,495) *Special!* .....\$1,489  
KLN-89B (Recon.) (Reg. \$2,995) *Special!* .....\$1,989
- BENDIX/KING KLN-35A  
KLN-35A .....\$1,689
- NORTHSTAR GPS-60  
GPS-60 (Reg. \$2,495) (Recon.) *Special!* .....\$1,789

## OUR OPINIONS ON PANEL MOUNTED GPS UNITS...

GPS has taken the avionics world by storm. Little can beat the peace of mind that this great navigation system gives a pilot. Most modern panel mounted GPS units have full databases with removable data cards and they can interface to an autopilot. Some of them are or may be certified for IFR usage and, with the latest FAA-approved overlays and charts, can be used for GPS approaches. All of these models show you which way to the closest airport (a handy feature in times of an emergency), while some even show you the way on a built-in graphic map display. The FAA has also improved the process to get IFR certification on installations of IFR units. A welcomed change.

You can get KWIKMOUNT™ custom wiring and testing for any VFR GPS packages for only \$149.00. IFR GPS systems can be installed and certified at our Florida facility at your convenience. At Eastern Avionics Intl., Inc., we can help you select the best GPS for your kind of aircraft and flying. Contact us anytime!



### UPS A.T. APOLLO SLIMLINE SERIES SL-50

One of the most popular items in Apollo GPS line, the SL-50 will fit the bill for many pilots looking for a top line GPS. The terrific 32 character hi-intensity display is user programmable to roll new navigation data every few seconds as you desire. The slim 1.3 inch unit makes it easy to install in the tightest of panels. IFR TSO-C129 (A2) for enroute/terminal navigation!



### UPS A.T. APOLLO GX-50 and GX-55



The GX-50 and GX-55 are two of the latest additions to the UPS A.T. Apollo product line. The GX-55 is a "Plug and Play" model that allows you to instantly upgrade your old Apollo Loran or GPS, whether it's the 602, 604, 611, 912, 618, or any of the Flybuddy units! The GX-50 is certified to TSO C-129 Class A-1 for IFR enroute, terminal and non-precision approach where the lower cost GX-55 is certified to Class A-2 for IFR enroute and terminal. Both feature state of the art high resolution flat panel displays that give you a sharp daylight readable display of airports, VOR's, NDB's, and special use airspace. The "Smart Key" interface lets you easily add or declutter waypoints, change scales, or edit flight plans. Features 30 flight plans of 30 waypoints each, and 2,000 user waypoints. Navigation displays include: Lat/Long, bearing, distance, groundspeed, track angle, desired track, cross track error, numeric CDI, graphic CDI, ETA, ETE, and altitude. Database includes: airports, identifiers, Lat/Long, elevation, runway data with length and lightning, all frequencies, fuel availability, VORs, NDBs, intersections, Class B and C airspace, and SUAs which include CTAs, TMAs MOAs, Restricted, Prohibited, Warning, Alert, Caution, Danger, and Training areas. Full simulator. Auto waypoint sequencing. Complete flag, CDI, offset, nearest waypoint search, and built-in Nav alerts.

### UPS A.T. APOLLO 360 GPS

With the UPS A.T. Apollo 360, you can enjoy a full moving map GPS in a package that fits in any standard instrument slot. It has most every conceivable feature, including a full database of all public airports and NavAids, special use airspace, large character NAV screen, full IFR intersection data, MSL altitude, 20 flight plan storage, 2,000 user waypoints, and much more! PC interface and differential GPS ready! The Apollo 360 GPS is no longer being produced, however, we have reconditioned units available at substantial savings!



### NORTHSTAR M-3 APPROACH & GPS-60 (Recon.)

The M-3 and GPS-60 have features found in the other Hi-Line IFR

GPS systems with perhaps the easiest Pilot Friendly user interfaces ever. This intuitive interface is just a logical progression for Northstar which is already well known for having some of the easiest to use equipment ever built. Northstar describes its Approach system as Fully Automatic. Just dial in the airport, choose the approach, and fly it! The 12 channel parallel receiver assures top accuracy and reliability. It even has a built in altitude serializer encoder! The Northstar GPS-60 has virtually all the VFR features of their most sophisticated M-3 and is a direct replacement for the famous M-1 Loran. The Northstar M-3 and GPS-60 are no longer being produced, however, we have reconditioned units available at substantial savings!





### GARMIN GPS-400

The GPS-400 is the lowest cost full-color moving map GPS from Garmin. Based on the famous GNS-430 the map features a Jeppesen aviation database and built-in all-land database that shows cities, highways, railroads, rivers, lakes and coastlines in bright sharp colors. Fully FAA GPS approach certified to TSO C129a. GPS section specifications and features are identical to those for the top of the line GNS-430 detailed on page 10.



### GARMIN GPS-150XL & GPS-150

The GPS-150XL is one of our top GPS models. It adds a full moving map feature to the GPS-150 and features the latest LCD display with reverse mode for night operation. The GPS-150 uses a bright, three-line vacuum-fluorescent display and features a standard internal battery backup system. Both feature a front-loading Jeppesen data card for airport (including runway lengths, approach and localizer frequencies), VOR, NDB, intersection, airspace, MSA and FSS data. With full E6-B functions;

including winds aloft, true airspeed and density altitude, room for 1,000 user waypoints and 20 reversible flight plans, you have two extremely capable units. The rechargeable battery backup which is standard on the GPS-150 and optional on the GPS-150XL will provide up to two hours of power in the event of aircraft power loss. The GPS-150 is no longer in production, however used units may be available through our trade-up program at substantial savings.



### GARMIN GPS-155 TSO, GPS-155XL TSO & GPS-165 TSO

The GARMIN GPS155/165 TSO were the world's first GPS receivers to be fully certified to FAA TSO-C129, Class A1 standards for non-precision approach use. The GPS-155 and GPS-165 models feature a three-line vacuum-fluorescent dot matrix display. The GPS-155XL adds a full moving map feature to the standard GPS-155 with the latest double super twist LCD display and they will all interface with your flight control, EFIS, HSI, moving map, altitude encoder, fuel management, or other sophisticated systems. Except for mounting the GPS-155 and GPS-165 are identical. The GPS-155 TSO fits a standard 6.25-inch center stack while the GPS-165 TSO is a 5.75-inch, ATR-width box with Dzus-rail mounts generally used in turbine driven aircraft. The GPS-155 is no longer in production however used units may be available through our trade-up program at substantial savings.

a reverse mode for maximum readability in any light conditions. They will all interface with your flight control, EFIS, HSI, moving map, altitude encoder, fuel management, or other sophisticated systems. Except for mounting the GPS-155 and GPS-165 are identical. The GPS-155 TSO fits a standard 6.25-inch center stack while the GPS-165 TSO is a 5.75-inch, ATR-width box with Dzus-rail mounts generally used in turbine driven aircraft. The GPS-155 is no longer in production however used units may be available through our trade-up program at substantial savings.



### BENDIX/KING KMD-250 Color GPS Multi-Function Display

With its sharp, bright, 3.8-inch active matrix liquid crystal display the KMD-250 is all about easy and safe flying with moving map functionality, terrain, and internal GPS. At any time, add Data Link WX, FIS, a WX-500 Stormscope®, or traffic through any of the Bendix/King IHAS traffic products. The keys to the left allow you to switch directly to the map, flight plan, weather screens or traffic screen. A joystick knob lets you point, scroll, and move a cursor around the screen. A range button makes zooming in and out easy. Detailed topography gives you relative or absolute terrain perspective, towers (U.S. only), rivers, roads, airports, VORs, NDBs, intersections, airways, SUAs, cities, railroads, lake names and runway diagrams.



### BENDIX/KING KLN-94

The KLN-94 is one of the newer offerings from Bendix/King and one of the most attractive. The beauty of the KLN-94 is its ability to provide a convenient slide-in color upgrade from Bendix/King's own popular KLN-89B. In addition, its size allows easier replacement of old UPS A.T. Apollo Lorans. The KLN-94 has all the functional features of the KLN-89 and KLN-89B but adds several new features. The outstanding color display simplifies screen interpretation and allows for more data to

be shown with less clutter. Comprehensive map components includes airports, navigation aids, special-use airspace, obstacles, and land and water features. The operating system is an enhanced version of the one used in the KLN-89B with dedicated "Range" and "Map" buttons. Additionally the KLN-94 QuickTune(TM) feature allows it to select appropriate frequencies on the KX-155A Nav/Com. Has full IFR GPS capability (TSO C129a A1) for enroute, terminal, and non-precision approaches.



### BENDIX/KING KLN-89 & KLN-89B (Recon.)

The KLN-89 uses a special high visibility dot-matrix, gas-discharge display that matches the color of traditional King avionics and uses a datacard for fast data updating. It has all the features of the KLN-35A, but adds RS-232 outputs, RMI Outputs, outputs to drive a standard VOR indicator with OBS, a more extensive database which includes intersection data, MOAs

and MSAs, Vertical Nav capability, and much more. The KLN-89B is very similar to the KLN-89 described above, but is approved for IFR flight under TSO C-129, Class A1, which allows IFR Navigation for en-route, terminal, and non-precision approaches.



### BENDIX/KING KLN-35A

This unit is well built and has a bevy of useful features. It incorporates a full Jeppesen database with airports, Nav aids and SUAs. A special nearest button gives immediate access to the closest airports, active frequencies, Nav aids, and SUA data. The Moving Map Feature displays all of this data on a state-of-the-art, double super-twist, nematic gold LCD. The Nav Pages display distance, bearing, time, and fuel, as well as pressure/density altitude, true airspeed (TAS), and winds aloft. Use the OBS mode to fly a

specific bearing or radial to or from a waypoint — just like a VOR. It stores up to 10 flight plans and 250 user-defined waypoints. Its course indicator even has a turn anticipation feature for smoother course changes. CDI Outputs allow easy interfacing to an autopilot.

*The SL-50 is another winner for UPS A.T. Apollo. What makes it especially flexible is the ability to add a COMM module at any time and convert it to a full SL-60 GPS/COMM system!*

*The GX-55 is revolutionary since it can directly replace ANY standard panel mounted UPS A.T. Apollo LORAN. Just slide it into the panel unit and replace the old LORAN antenna with the new GPS antenna. Even the antenna mounting holes are the same. The display is out of this world. It brightly and clearly depicts both numerical and moving map data. A best buy!*

*The GARMIN GPS-400 is an outstanding system. It is the lowest cost adaptation of Garmin's full color IFR offerings and has all the top features.*

*The KLN-94 is an excellent choice for anyone upgrading a KLN-89 series unit or a UPS A.T. Apollo system. Talk to us about our special exchange program!*

*The KLN-89B is a best buy in an IFR GPS. The display and map functions are excellent and the price is right.*

*Everything Bendix/king makes is of excellent quality and the KLN-35A is no exception. We have this unit priced at less than several other panel mount GPS systems even though it comes with a full-featured moving map! The KLN-35A is an excellent choice and a real bargain.*

*The Northstar GPS-60 is a direct replacement for the old Northstar M-1 series Loran.*



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“Your Buyers Guide is One Excellent, Excellent, Publication, Much Needed for the Kitplane and Production Airplane Owner.” J. Lewis, VA

# GPS/COMM and Integrated GPS/COM/NAV/ILS Systems

**GARMIN GNS-430**  
Special Installed and IFR Certified Prices Start at .....\$9,689

**GARMIN GNS-430A**  
Special Installed and IFR Certified Prices Start at .....\$14,189

**GARMIN GNS-530**  
Special Installed and IFR Certified Prices Start at .....\$13,489

**GARMIN GNS-530A**  
Special Installed and IFR Certified Prices Start at .....\$19,189

**GARMIN GNC-420**  
Special Installed and IFR Certified Prices Start at ..... \$8,195

**GARMIN GNC-250XL & GNC-250**  
GNC-250XL (Reg. \$3,750) Special! .....\$2,795  
GNC-250 (Recond.) (Reg. \$2,495) Special! .....\$1,989

**GARMIN GNC-300XL & GNC-300**  
GNC-300XL TSO Special Installed and IFR Certified Prices Start at .....\$5,995  
GNC-300 TSO (Recond.) (Reg. \$ 3,489) Special! .....\$2,989

## UPS A.T. APOLLO "QUANTUM LEAP" WAAS-GPS INTEGRATED AVIONICS SYSTEMS

**CNX-80 WAAS-GPS/COM/NAV/ILS**  
Special Installed and IFR Certified Prices Start at .....\$11,995

**DUAL CNX-80 IFR STACK PACKAGE**  
Includes SL-15M Audio Panel with Marker Beacon, DUAL CNX-80 WAAS-GPS/COM/NAV/ILS and SL-70S Transponder .  
Special Installed and IFR Certified Prices Start at .....\$27,480

**DELUXE CNX-80/MX-20 FULL IFR STACK PACKAGE**  
Includes SL-15M Audio Panel with Marker Beacon, MX-20 Multi-Function display with "CHART VIEW", CNX-80 WAAS-GPS/COM/NAV/ILS, SL-30 Digital Nav/Com and SL-70S Transponder .  
Special Installed and IFR Certified Prices Start at .....\$28,930

**"QUANTUM LEAP" ULTIMATE STACK**  
Includes SL-15M Audio Panel with Marker Beacon, MX-20 Multi-Function display with "CHART VIEW," DUAL CNX-80 WAAS-GPS/COM/NAV/ILS, SL-30 Digital Nav/Com and SL-70R Transponder.  
Special Installed and IFR Certified Prices Start at .....\$36,770

*"Our generous trade-in allowances can save you thousands on your upgrade!"*

**UPS A.T. APOLLO SLIMLINE SERIES SL-60**  
(Reg. \$3,125) Special! .....\$2,645

**UPS A.T. APOLLO GX-60 & GX-65**  
GX-60 (Reg. \$4,995) Special! .....\$Call  
GX-65 (Reg. \$3,995) Special! Limited Time Only .....\$2,695

**BENDIX/KING KLX-135A**  
KLX-135A .....\$2,689

## OUR OPINIONS ON GPS/COM/NAV/ILS AND INTEGRATED SYSTEMS

These systems are becoming one of the most popular avionics categories filling the need for the primary Nav/Com in many kit and ultralight aircraft, and replacing the #1 Nav/Com in many traditional IFR installations. Installing a GPS/COMM is easier than having to wire and mount a separate COMM and GPS and depending on model, your VOR/LOC and glideslope. The database of the GPS section provides communication frequencies to the communication side of the radio. In most cases, you only need to highlight the frequency in the GPS database and the communication radio is automatically channeled. The FAA has simplified some of the requirements for IFR certification for GPS making the IFR option more affordable than ever.



### GARMIN GNS-430 & GNS-430A

The GARMIN GNS-430 is our most popular and combines IFR GPS navigation, VOR Navigation, ILS Localizer and Glideslope capability, 760 Channel VHF communication,

and full moving map graphics on a big color display. This "all in one box" makes IFR navigating easier than ever since all navigation, communication, and database functions are automated in one compact panel mounted radio. It has all the advanced technical and database features of the GNC-300XL GPS/COM including a powerful 12 channel parallel receiver for extreme reliability. When paired with an audio panel and transponder the total panel space required is only 5.25 inches! The GNS 430 is fully expandable to LAAS and WAAS compatibility when it becomes implemented. The GNS-430A adds a HighPower 16 watt transmitter for high altitude operation in turbine aircraft. but is otherwise identical to the GNS-430.

### GARMIN GNS-530 & GNS-530A

GARMIN has taken all the features of the GNS 430 and made it even bigger with the GNS 530. The main difference between these two multi-function boxes is the size of the color display. While the GNS 430 has a four-inch diagonal display, the GNS 530 has a 5-inch diagonal display for top clarity. The entire system fits into a compact 4.3" x 6.25" panel area. The GNS 530 will display information from the L3/Goodrich STORM-SCOPE® WX 500 Weather Mapping Sensor, L3/Goodrich SKYWATCH(tm) Traffic Advisory System, and the Ryan 9900B Traffic Collision & Alert Device (TCAD). The GNS-530A adds a HighPower 16 watt transmitter for high altitude operation in turbine aircraft.



### GARMIN GNC-420

The GNC-420 has all the IFR GPS and COM features of the GNS-430 described above without the VOR, ILS, or Glideslope capability you may already have in your aircraft.

All Garmin 400 & 500 Series Specifications: Database: Americas, International, or Worldwide. Airports: Identifier, city/state, country, facility name, lat/lon, elevation, fuel service, control, approach information VORs: Identifier, city/state, country, facility name, lat/lon, frequency, co-located DME/TACAN, magnetic variation, weather broadcast indication NDBs: Identifier, city/state, country, facility name, lat/lon, frequency, weather broadcast indication. Intersections: Identifier, country, lat/lon, nearest VOR. Frequencies: Approach, arrival, control area, departure, Class B, Class C, TMA, TRSA (with sector, altitude, and text usage info), ASOS, ATIS, AWOS, center clearance delivery, tower, ground, unicom, pre-taxi, localizer, and ILS. Runways: Designation, length, width, surface, lighting, pilot-controlled lighting frequency. FSS: Identifier, reference VOR, frequency, usage. ARTCC: Identifier, frequency, usage. MSA: Minimum safe altitude along and in proximity to active flight plan. Approaches: Non-precision and precision approaches throughout the database coverage. Contains all pilot/nav SIDs/STARs. Airspaces: Class B & C with sectors; International CTA & TMA with sectors; all SUAs, including MOAs; prohibited and restricted areas with controlling agency and airport. Emergency Search: 9 nearest airports, VORs, NDBs, intersections, or user waypoints; 2 nearest FSS and ARTCC frequencies. Alarms for Arrival and airspace alarms at 10 minutes, 2nm, and inside SUA. 1,000 User waypoints. 20 reversible routes of up to 31 waypoints each. TSO C129a, Class A1 (en route, terminal, and approach). Pilot-defined Course Selection and Waypoint Hold, Closest Point of Approach, Departure and Arrival Frequencies, Approach Navigation using published approach procedures stored on NavData card, Terminal Navigation using SIDs/STARs from NavData card. Panning Features include TAS, Density Altitude, Winds Aloft, RAIM Availability, Sunrise/Sunset Times, Trip and Fuel Planning and VNAV. Interfaces to ARINC 429, Aviation RS-232, CDI/HSI, RMI (digital: clock/data); Superflag Out, Altitude (Gillham/Greycode and serial), Fuel Sensor, and Fuel/Air Data. 124 and 1 user-defined map datums. Comm Freq. Display is in the upper left corner of active matrix LCD, 2-lines with active frequency above standby. 760 (25 kHz spacing) or 2280 channels (8.33 kHz spacing) 10 watts min. TSO C37d, C38d. GNS-430 and GNC-420 Size: 6.25"W; 2.65"H; 11.00"D (Max) Weight: 6.6 lbs. 11-33 VDC. GNS-430 and GNS-530 Additional Specifications: Full IFR VOR/LOC/ILS capability. Certification to VHF Navigation System FAA TSO's C40c, C36e, and C34e.



### UPS A.T. APOLLO "Quantum Leap" CNX-80 WAAS-GPS/COM/NAV/ILS



The UPSAT Apollo CNX-80 system includes the industry's first certified TSO-C146a WAAS/GPS navigator with built-in VHF Nav/Comm and ILS. This means the CNX-80 is the first system approved for PRIMARY (not supplemental) GPS navigation. Since it's 5 times faster any other GPS on the market the CNX-80 also meets the requirements for FAA Gamma 3 PRECISION APPROACHES when they become published. A detailed moving map depicting airways is shown on a spectacular high-resolution color display. Voice Prompting and Audio Alerts; which

reduces your workload and increases safety, is another first on this system. A built-in Infrared Port even allows you to download a flightplan from your PDA directly to the CNX-80. You can also use the CNX-80 to control a remote mounted SL-70R transponder (p. 16-17). This frees up the panel space usually taken by your transponder. The CNX-80 was built to work seamlessly with the MX-20 MFD. Changing ranges on the CNX-80 can change scales on the MX-20. When an approach is set on the CNX-80, your approach plate is depicted on the MX-20 with Chart View. This greatly reduces your workload and is unbeatable for situational awareness. Additional features include: advanced airway depiction and flight planning; full database with DPs, STARs, nav aids, intersections, airspace with alerting, nav and comm frequencies; voice prompting; multiple checklists and timers; navigation to FMS leg-types and fixes; built-in annunciation and nav switching; roll steering out via ARINC 429; turn anticipation and guidance; holding pattern and procedure turn guidance; Pentium 5 Hz update rate; advanced nav/comm features; remote transponder control; internal cooling fans; backlit controls and push buttons. Even a computer based training CD is included!



### UPS A.T. APOLLO SL-60



The SL-60 is our most popular top line GPS/Comm. The terrific 32 character high intensity display is user programmable to roll new navigation data every few seconds as you desire. The slim 1.3 inch unit makes it easy to install in tight panels. Features include: 30 reversible flight plans with 30 legs. Automatic waypoint sequencing. 200 user

defined waypoints. Nav displays: Lat/Lon, Bearing and distance, Ground speed and track angle desired track and distance, Internal CDI display. 32 character high-intensity alphanumeric LED display. Automatic display intensity control. User selectable NAV displays. User definable distance, speed, and altitude settings. Real time clock & countdown timer. Auto/manual magnetic variation. Direct-to NAV function. Parallel track. Nearest waypoint search. Internal database of airports, VORs, NDBs, intersections, frequencies, airport info. Database updates (serial port). 8 channel parallel GPS Rcvr. Certified TSO C129-A2 for enroute & terminal. Outputs for: CDI L/R, TO/FROM, Nav Flag, Superflag. Two RS-232 bi-diirectional serial ports. 1.3"H X 6.25"W x 10.5"D, 2 lb.



### UPS A.T. APOLLO GX-60 & GX-65

The GX-60 has all the features and performance of the GX-50 IFR GPS/MAP found on page 8. Added to that is all the communication capability of the SL-40 Comm found on page 14. Together they make a hard to beat package! The GX-65 is identical to the GX-60 but is only approved for enroute and terminal IFR use.



### GARMIN GNC-250XL & GNC-250

The GARMIN GNC-250XL and GNC-250 are full-featured VFR GPS/COMs with proven GARMIN GPS receivers and fully TSO'd, 760-channel digital transceivers. A full American, International or Worldwide Jeppesen database including sectorized airspaces, and MSAs is featured. 20 reversible flight plans, 1,000 user waypoints, nearest waypoint search, user checklists and one-touch direct-to navigation, makes your flying easy. Comm features include instant standby and

emergency channel select, automatic squelch, and frequencies transfer from the database. These are ideal units for new/experimental installations or for updating a crowded panel with the latest technology. The GNC-250XL adds a comprehensive moving map to the already feature packed GNC-250. The display is a state of the art yellow and black DSTN. The map scales from .5 to 300 miles and displays all Nav data including sectorized airspace and runway diagrams. Autozoom will always keep your present position and destination on the map. Our price includes mounting rack, connectors and GPS antenna. The GNC-250 is no longer in production, however used units may be available through our trade-up program at substantial savings.



### GARMIN GNC-300XL & GNC-300

The GARMIN GNC-300XL and its predecessor the GNC-300 are both fully TSO'd GPS/COMM's for the IFR environment. They bring together a C-129 Class A1 GPS navigator certified for non-precision approach, enroute and terminal navigation and a 760-channel digital transceiver. The GNC-300 features a 4-line, 80-character, vacuum fluorescent display and the GNC-300XL uses a state of the art yellow and black DSTN (double super twist nematic) LCD moving map display.

The XL's map scales from .5 to 300 miles and displays all Nav data including sectorized airspace and runway diagrams. Autozoom will always keep your present position and destination on the map. Both feature over 4,500 approaches, SIDs, STARs and much more in the front-loading Jeppesen NavData card. Just select your destination, load in the desired approach and fly the plane. GARMIN's exclusive auto-arming feature will guide you every step of the way. Both models feature a NAV/COM page to pull every frequency you need from database. Other features include fuel and trip planning, E6-B functions, nearest airport and waypoint information, sectorized airspace alerts and full interfacing capabilities with other avionics, and much more. The GARMIN GNC-300 is no longer in production but used units may be available through our trade-up program at substantial savings.



### BENDIX/KING KLX-135A

The KLX-135A is one of our most popular GPS/ COMM systems. The display is a state-of-the-art, double super-twist, nematic gold LCD type. The COMM side has full 760 channel capability, 7 watt power output, Flip-Flop frequency selection, remote frequency transfer option, stuck mike feature, and much more. The Jeppesen Database has Airports, Nav aids and SUAs with all Frequency data being instantly available to the COMM. A special nearest button gives immediate access to the clos-

est airports, active frequencies, Nav aids, and SUA data. The Moving Map shows all of this data for great situational awareness. The Nav Pages displays distance, bearing, time, and fuel as well as pressure/density altitude, true airspeed (TAS), and winds aloft. Use the OBS mode to fly a specific bearing or radial to or from a waypoint; just like a VOR. It stores up to 10 flight plans and 250 user defined waypoints. Its course indicator even has a turn anticipation feature for smoother course changes. CDI Outputs allow easy interfacing to an autopilot. Includes a built-in speaker amplifier with sidetone that eliminates the need for an audio panel in single radio installations.

*Many individual radios can offer some of the same features as the GNS-430, but it's the integration and automation of so many functions that has made this system so popular.*

*The UPS A.T. Apollo CNX-80 is a revolutionary system; what they call a "QUANTUM LEAP" This is not UPSAT's version of Garmin's GNS-430. The built in 15 channel parallel GPS/WAAS receiver with 5 times per second updating allows PRECISION APPROACH CAPABILITY! Get this system with an MX-20 MFD (shown on page 22) and you have an avionics system that a Boeing 777 captain would envy!*

*If your current VOR/ILS/Glideslope is working fine you should consider the lower cost GNC-420 for your aircraft. Just review the detailed specifications on page 10. It rates among the finest systems you can buy!*



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e-mail: [staff@avionix.com](mailto:staff@avionix.com)

# NAV/COMM

**UPS A.T. APOLLO SL-30**  
 SL-30 (Reg. \$ 3,995) *Special!* .....\$Call

**BENDIX/KING KX-125**  
 KX-125 (New)  
 (Reg. \$2,495) *Special!* .....\$2,295  
 KX-125 (Recon.)  
 (Reg. \$1,989) *Special!* .....\$1,689

**BENDIX/KING KX-155**  
 KX-155 (New)  
 (Reg. \$2,896) *Special!* .....\$Call  
 KX-155 (Recon.)  
*Special!* .....\$2,095  
 (Commonly uses the KI-208 or KI-203 indicator priced separately)

**KX-155 w/Glideslope (New)**  
 (Reg. \$3,304) *Special!* .....\$Call  
**KX-155 w/Glideslope (Recon.)**  
*Special!* .....\$2,795  
 (Commonly uses the KI-209 or KI-204 indicator priced separately)

**BENDIX/KING KX-155A**  
 KX-155A (New) (28vt. Only)  
 (Reg. \$2,832) *Special!* .....\$Call  
 KX-155A (Recon.) (28vt. Only)  
 (Reg. \$ 2,489) *Special!* .....\$2,289  
 KX-155A w Glideslope (28vt. Only)  
 (Reg. \$3,232) *Special!* .....\$Call  
 KX-155A w Glideslope (Recon.) (28vt. Only)  
 (Reg. \$ 2,989) *Special!* .....\$2,789  
 (Commonly uses the KI-203, KI-206 and most other standard indicators and HSI's)

**BENDIX/KING KX-165**  
 KX-165 (14vt. or 28vt.)  
*Special!*.....\$Call  
 KX-165 (Recon.) (14vt. or 28vt.)  
 (Reg. \$3,289) *Special!* .....\$2,395  
 (Commonly uses the KI-202 indicator)  
 KX-165 w/Glideslope (14vt. or 28vt.)  
*Special!*.....\$Call  
 KX-165 w/Glideslope (Recon.) (14vt. or 28vt.)  
 (Reg. \$4,589) *Special!* .....\$3,295  
 (Commonly uses the KI-206 or an HSI indicator)

**BENDIX/KING KX-170 Series**  
 KX-170B 720 Ch. (Recon.)  
 (Reg. \$1,289) *Special!* .....\$889  
 KX-175B TSO 720 Ch. TSO'd version of the KX-170B (Recon.)  
 (Reg. \$1,389) *Special!* .....\$989

**NARCO MK-12D+, MK-12D, MK-12D/R**  
 MK-12D+ w/Glideslope/ID-825 Ind.\*  
 (Reg. \$4,850) *Special!* .....\$3,594  
 MK-12D w/ID-824 Ind. (Recon.)  
 (Reg. \$2,489) *Special!* .....\$2,289  
 MK-12D w/Glideslope/ID-825 Ind. (Recon.)\*  
 (Reg. \$2,889) *Special!* .....\$2,689  
 MK-12D/R  
 (Reg. \$2,780) *Special!* .....\$2,160  
 \*Add \$249 for "KWIKMOUNT".

**NARCO MK-12D Cessna Replacement**  
 (Reg. \$2,780) *Special!* .....\$1,995

**TKM MICHEL MX-300**  
 with "GOLD SEAL" (Reg. \$2,195) *Special!* .....\$Call

**TKM MICHEL MX-12**  
 with "GOLD SEAL" (Reg. \$ 2,250) *Special!* .....\$Call

**TKM MICHEL MX-385**  
 with "GOLD SEAL" (Reg. \$2,195) *Special!* .....\$Call

**TKM MICHEL MX-170B**  
 with "GOLD SEAL" (Reg. \$2,195) *Special!* .....\$Call

**TKM MICHEL MC-60 VOR/ILS Indicator**  
 with "GOLD SEAL" *Special!* .....\$639

## OUR OPINIONS ON NAV/COMMS

The Nav/Com is a product category with which every pilot is familiar, but few really know well. As a general rule of thumb, if your old Nav/Com has only 360 channels or was built before 1976, you should probably replace it rather than try fixing it.

Many parts that were commonly used in older radios are no longer being made. Many of them are first generation solid state designs that, to begin with, were not very good. Additionally, tolerances on components change over time. Often, a good part installed to replace a defective one won't work in the circuit because the associated components have simply gone out of tolerance. A shop can also spend many hours trouble-shooting—on your dollar—before finding that the replacement parts are unavailable. Whether a radio is two years old and worth \$2,000, or 20 years old and worth \$200, the radio shop will charge you the same hourly rate to locate the needed fix. Essentially, investing repair money in a radio worth \$200 is not a wise decision.

Here are some models we consider fine choices for the money. (VOR/ILS indicators are generally priced separately.)

### UPS A.T. APOLLO SL-30

The Apollo SL30 Nav/Com is among our most popular Nav/Com systems. It features

a powerful 760 channel VHF communication radio with a 200 channel VOR with Glideslope and Localizer receivers in a tiny 1.3-inch high Slimline package. Automatic decoding of all Morse code station identifiers, automatic storing of your most-used frequencies in memory, and a built-in course deviation makes it easy to fly. Perhaps the most unique feature of the SL-30 its ability to monitor the standby comm frequency; a UPS AT exclusive!



### BENDIX/KING KX-125

The KING KX-125 is their lowest priced Nav/Com. It features a 760 channel Com unit, 200 channel Nav side, LCD

display, digital radial/ bearing display, and a built in digital course indicator. Glideslope capability can be added to this system with a KI-209 Indicator and KN-75 Glideslope Receiver. Call us for details.



### BENDIX/KING KX-155

The KING KX-155 is an industry standard. A bright gas discharge flip flop display shows 720 Comm

(Modifiable to 760 channel for export) and 200 Nav channels. It's available with or without glideslope. A very well engineered workhorse with an excellent reliability record. One of the top radio models ever built. Specify 14 or 28 volt when ordering.

### BENDIX/KING KX-155A

The Bendix/King KX-155A is their latest NavCom introduction.

It has all the features of the KX-165 but adds 32 programmable COM channels, remote channel increment capability, stuck mike alert and shutdown, bearing TO and radial FROM modes, internal VOR/LOC CDI Display elapsed timer, and full backlighting of knobs and buttons. This is another very well engineered workhorse perfect for most any retrofit. 28 Volt capability only!



### BENDIX/KING KX-165

The KING KX-165 has the same basic chassis as the KX-155 but adds a VOR/Localizer converter board and digital radial feature to the Nav side. This radio is best used to drive an HSI system like the KING KCS-55A. Specify 14 or 28 volt when ordering.





## KING KX-170B & KX-175B

The KX-170 series is another industry standard. Versions are available with and without TSOs. This is the most common and popular King Nav/Com series. They are all 14VT and require a KA-39 or similar voltage converter for 28VT operation. They commonly use the KI-201C or 208 VOR/LOC indicator in standard installations. Buy a KI-214 or KI-209/KN-75 combination for glideslope installations.



ID-825

## NARCO MK-12D+



The Narco MK-12D+ with Glideslope is the latest Narco Nav/Com model on the market. The original MK-12D, a proven design, was enhanced with an expanded 10 channel memory and a Digital Radial Readout feature on the Nav. The units are available in 14VT. or 28VT. versions. An outstanding value in a new radio! Standard VOR/LOC modes are available reconditioned.

## NARCO MK-12D

The Narco MK-12D, along with the Glideslope version, have been solid performers since their introduction in the 80's. Reconditioned units are not very common, but they represent excellent buys when they are available. The units were built in 14VT. and 28VT. versions.

## NARCO MK-12D/R

The MK-12D/R is a perfect replacement for all tube type Mark 12 radios including the MK-12, MK-12A, and MK-12B.



## NARCO MK-12D Cessna Replacement

The MK-12D Cessna Replacement is a new slide-in update for any "300" series Cessna radio built from 1972 through 1977.



## TKM MICHEL MX-300



A direct replacement for most "300" Series CESSNA/ARC Series radios built before 1978 including the RT-514R, RT-515, RT-308, RT-308C, RT-328, RT-328A, RT-328C, RT-328D, RT-328T, RT-528, RT-528A, RT-508A, and RT-508C.

## TKM MICHEL MX-12



A direct replacement for all 1963-1973 Narco Mark MK-12 Series radios including the MK-12, MK-12A, and MK-12B. Virtually identical in appearance to the MX-385 shown below.



## TKM MICHEL MX-385



A direct replacement for most 28VT. "300" Series CESSNA/ ARC Series radios built after 1978 including the RT-385, RT-385A, RT-485, RT-485A, and RT-485B.



## TKM MICHEL MX-170B



A direct replacement for all KING KX-170A, KX-170B, KX-175, and KX-175B Series radios.



## TKM MICHEL MC-60 VOR/ILS INDICATOR

A Universal Digital VOR/ILS Replacement Indicator with Internal Converter. Compatible with the outputs of all TKM MICHEL, Narco, King, ARC, ARINC standard, and many other radios.

*The SL30 is the smallest Nav/Comm on the market. Its integrated design and small size makes it easy to install. But this radio has incredible "never seen before" features (see the specifications on page 12) that make it truly outstanding!*

*The KX-125 has the quality and reliability you expect from Bendix/King. A nice Nav/Com at a bargain price..*

*The MK-12D+ features a built in VOR/LOC converter and adds a multi-channel memory feature that is unavailable in several other competing models. The MK-12D+ packages we offer also come with airline style rectilinear indicators that would add hundreds to the price of competing packages.*

*TKM MICHEL is not the biggest name in avionics, but the money they save in advertising will end up staying in your pocket if you buy their radios. Because you save the cost of installation, a MICHEL radio is one of the least expensive ways to upgrade your panel.*

**"Gold Seal™"**  
*is our exclusive system of testing, calibration, and peaking designed to insure you a radio at maximum performance!*



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“At all times you were very helpful to answer all of my questions and concerns about the equipment I was buying, along with saving me money compared to other competitors.”  
E. Beltrame, FL

# Communication Radios

UPS A.T. Apollo Slimline Series SL-40  
Apollo Slimline SL-40 (Reg. \$1,495) *Special!* .....\$1,295

Bendix/King KY-197 and KY-196  
KING KY-197 or KY-196 (Recon.)  
(Reg. \$1,889) *Special!* .....\$1,399

Bendix/King KY-197A and KY-196A  
KY-197A or KY-196A *Special!* .....\$Call  
KY-197A or KY-196A (Recon.)  
(Reg. \$2,489) *Special!* .....\$1,989

Bendix/King KY-97A and KY-96A  
KY-97A or KY-96A .....\$1,079  
KY-97A or KY-96A (Recon.)  
(Reg. \$949) *Special!* .....\$789

Collins/S-tec VHF-251  
(Recon.) (Reg. \$1,289) *Special!* .....\$889

Icom IC-A200 Series  
IC-A200 (Reg. \$999) *Special!* .....\$899  
IC-A200-100 TSO  
(Reg. \$1199) *Special!* .....\$989

NARCO COM-810+, COM-811+,  
COM-810+R  
COM-810+ (Reg. \$2,050) *Special!* .....\$1,599  
COM-810+R (Reg. \$2,100) *Special!* .....\$1,639  
COM-811+ (Reg. \$2,050) *Special!* .....\$1,599  
Additional package discounts may be available! Call us!!

TKM MICHEL MX-11R  
(Reg. \$1,200) *Special!* .....\$889

VAL COM-760 TSO  
*Special!* .....\$795

MICROAIR 760  
*Special!* .....\$729

BECKER AR 4201  
*Special!* .....\$1,189

## OUR OPINIONS ON COMMUNICATION RADIOS

All of the current crop of Communication radios and several older models can make excellent choices. Your decision will be governed by needs, wants, and other factors. Here are some points to consider...

- The latest models have flip-flop digital displays so you can view two frequencies at the same time and channel easily between them. Frequency swapping gives you the convenience of two radios in one.
- Some models allow you to program flight frequencies before you leave the ground and then scroll through them when you need them. This feature is best appreciated by serious IFR pilots, but all pilots can benefit.
- Some TKM and NARCO radios are designed to slide in and instantly replace old obsolete radios. This can save hundreds in installation expense.
- The best and most expensive models use LED or Gas Discharge Displays that are very easy to see in all lighting conditions. LCD displays are not as bright, but are less expensive to buy.
- More traditional models have less complicated mechanical displays. Even though modern digital displays are extremely reliable, a mechanical display can never burn out.
- Your budget is the final consideration.

These pages only show our most popular models. Refer to our reconditioned listings for additional options.

*At Eastern Avionics, we guarantee that whatever your needs, we will offer you the best values.*

### UPS A.T. Apollo Slimline Series SL-40



The SL-40 is an outstanding radio in the UPS A.T. Apollo tradition. It has all the latest features, including full 760 communication channels, flip/flop 16 character

high-intensity alphanumeric LED display, transmit status indicator, backlit keypad controls, automatic dimming, a 2x8 frequency memory and recall that stores and recalls 8 user defined frequencies, as well as 8 previous frequencies, a unique frequency monitor function that lets you listen to the standby frequency while monitoring the active frequency, a dedicated emergency channel selector, squelch test function, stuck mic time-out, and more. It's fully certified to TSO C37d (transmitting)/ TSO C38d (receiving), takes any voltage from 10 to 40 volts to work, puts out a full 10 watts of carrier power and only weighs 2 lbs. Its small size (1.3"H x 6.25"W x 10.5"D) makes it easy to install in most any panel.



### BENDIX/KING KY-197A/197 and KY-196A/196

The King KY-197 and KY-196 are our most popular reconditioned Coms. They use the bright orange gas discharge displays that everyone loves and have great transmitter power output. They put out 8-10 watts for the KY-197 and in the 16 watt range for the KY-196. They are easily modified to the "A" versions. They are basically identical to the KY-196 and KY-197 with two exceptions. Bendix/king added a nine channel memory modification and programmed an extra one MHz at the top end of the band to bring the available channels to 760.



### BENDIX/KING KY-97A and KY-96A

The Bendix/king KY-97A and KY-96A are the same radios except for the voltage requirements. The KY-97A runs on 12vt. electrical systems and the KY-96A runs on 24vt. systems. Features are the same as the ICOM ICA-200, but for about 10% more, you get the Bendix/king name and a network of hundreds of avionics shops around the world available for service.

### BENDIX/KING KTR-900A, KTR-905, KTR-906, and KTR-908

The King KTR-900A, KTR-905, KTR-906 KTR-908 Communication Transceivers are Gold Crown remote radios that are mated with small control heads that mount in the radio stack. These are sophisticated systems we sell for use in medium to heavy twins, turbine aircraft, and Warbirds. *Contact us directly or e-mail us for information, specifications, and pricing on this equipment.*



### Collins/S-Tec VHF-251

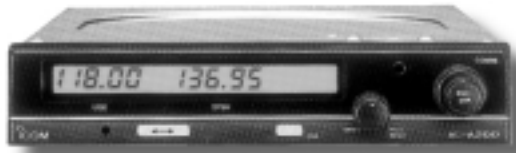
The Collins Microline VHF-251 is a very high quality transceiver with a single, large electronic digital readout with memory feature. They had also been manufactured by S-TEC and are excellent units. We offer them as reconditioned units at considerable savings.

# AVIATION COMMUNICATION CHANNELS

A 90 channel radio can still access many common ATC frequencies. These include Unicom on 122.8, 122.7, 123.0, Flight service on 123.6, Flight watch on 122.0 and more, but manufacturers haven't manufactured 90 channel radios since the early '70's and we haven't sold one in years. With 360 channel radios, the frequency spacing between each channel decreases from 100 kHz to 50 kHz doubling the number of channels to 180. The top end of the frequency band was expanded from 126.90 to 135.90 which added another 180 channels. The additional frequencies handled most ATC needs until the late 70's. Compared to older 360 channel radios, engineers reduced the spacing between frequencies to 25 kHz to handle increased traffic and services. This again doubled the number of channels by cutting up the frequency pie into smaller pieces. Today a 720 channel radio is a practical requirement for flying in most areas. Several years ago aviation got an extra one MHz at the top of the aviation band adding another 40 channels for a total of 760 available channels. All currently manufactured aircraft radios are 760 channel. It's not very likely that this extra 40 channels will be used by ATC very soon, so whether a radio is 720 channel or 760 channel makes no practical difference. Unfortunately tube type, crystal control, and early transistor radio technology of the 60's and 70's is unable to keep your transmitter stable and sharp enough to transmit on the right frequency without spilling signal over to adjacent frequencies. This means that your old radio could have you talking to an approach controller in one city and interfering with another controller at the same time. According to the latest F.A.A. information, you can no longer reinstall communication radios that do not meet the .003 frequency stability specification. Many 90 and 360 channel radios still in aircraft are technically illegal to use. Essentially, all tube type and many transistorized radios manufactured before 1978 are no longer legal.

If you still have a 360 channel radio and can contend with the lack of channels, we can modify your radios and the communication sides of several popular Nav/Coms with special kits for about \$500.00. However, if your radios are over 20 years old, it's probably time to upgrade anyway.

At Eastern Avionics Intl., Inc. we have a wide variety of communication radios, new and reconditioned, in a wide range of prices. **Call us with your requirements, wants, and questions so we can put the perfect system together for you!**



They are very small at only 6.3 (W), 1.3 (H), 10.7 (D), and weight is a modest 2.4 lbs. A minimum 7 watt carrier RF power output assures a strong signal. The IC-A200-100 is FAA TSO'd to the highest standards for use in Part 135 and Part 41 certificated aircraft. The Icom "200" series features a one year warranty and out of warranty repairs are generally done by the factory at incredibly modest prices.

## Icom IC-A200/IC-A200-100 TSO

The Icom "200" series provide outstanding value. Both feature an LCD display with 9 channel memory, flip-flop frequency display and illuminated switches. They have a built-in 5 watt audio amplifier which allows it to drive a speaker directly with no additional amplifier or audio panel. Active or standby frequencies can be selected from the front panel or remotely if appropriately wired.



## NARCO COM-810+, COM-811+, COM-810+R

The Narco COM-810+ is the one to buy if you want all the features and more of the top big name models for hundreds of dollars less. It gives you great power output, bright flip-flop displays, memory features, and a 10 watt speaker amplifier! For the money, new ones are the best bargains. The COM-811+ is a 28 volt version. If you already have a COM-11 or COM-120 Series radio in your aircraft get the COM-810+R direct slide in replacement.



## TKM MICHEL MX-11R

The TKM MX-11R is a great stand-alone COM that will replace all older Narco Comms from the 1970's. Just slide out the old radio and slide in the MX-11R. That's TKM's claim to fame. It has all the advanced features including flip-flop display, 760 channel capability with multi-channel memory, speaker amplifier, high power transmitter, a unique two color red and yellow display, and a terrific three year warranty. Add a mounting kit to the MX-11R

and install it in any aircraft. All of our TKM units come with our exclusive GOLD SEAL™ certification which guarantees you a perfect radio. TKM is not a big name in avionics, but the money they save in advertising will end up staying in your pocket when you buy their radios. This is the least expensive, full-feature transceiver being built.



## VAL COM-760 TSO

The COM-760 TSO by Val Avionics is our most affordable model. It features simple toggle switches for easy frequency selection, a single large digital display that will flip between two frequencies, and an automatic squelch. It's even built in the good old USA!



## MICROAIR 760

The MICROAIR 760 is among our smallest communication radios. It fits in a standard 2.25 in. clock mount and has many features unique to a radio in this price range. They include a 20 channel memory, active and standby frequency display, an LED that changes colors from green to red when transmitting,

and a scanning function that allows you to monitor several frequencies. Remote switches can be set up for memory scroll, display backlight, and full scan functions. The MICROAIR 760 is built in Australia especially for kit and sport aircraft.



## BECKER AR 4201

The Becker AR-4201 760 channel VHF-AM-Transceiver is an extremely small and light weight transceiver certified for

use in VFR and IFR equipped aircraft. It is ideal for installation in gliders, motor gliders and small aircraft due to its low power requirement and 2 1/2 inch round panel cutout. The maximum installed depth of the radio is 9 inches but it packs a output power of 5 - 7 Watts (16W PEP). Additional features include: Flip-Flop digital LCD display with 99 memories, internal intercom, panel lighting, voltage indicator, aux audio input, test-routine button, and RS-232 interface for full remote control operation. Weight: 1.5 lbs.



*The SL-40 is a part of the Apollo Slimline Series which allows you to add a GPS module to this radio and make it a GPS/COMM at any time in the future. The frequency monitoring and advanced memory features described above make this an outstanding radio.*



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I love your technical support. Your staff gave me fast answers right over the phone.  
W. Stevens, FL

# Transponders

King KT-76/78/79; all series

KT-76 (Recon.) (Reg. \$889) <i>Special!</i>	\$789
KT-76A (Recon.) (Reg. \$1,089) <i>Special!</i>	\$989
KT-76A (Crown Line) <i>Special!</i>	\$1,389
KT-78 (Recon.) (Reg. \$889) <i>Special!</i>	\$789
KT-78A (Recon.) (Reg. \$949) <i>Special!</i>	\$849
KT-79 (not pictured) (Recon.) (Reg. \$2,589) <i>Special!</i>	\$2,189
KT-76C <i>Special!</i>	\$Call
KT-76C (Recon.) (Reg. \$1,595) <i>Special!</i>	\$1,489
KT-73 <i>Special!</i>	\$Call

Narco AT-50A/AT-150/AT-155

AT-50A (Recon.) (Reg. \$849) <i>Special!</i>	\$749
AT-150 (Recon.) (Reg. \$989) <i>Special!</i>	\$889
AT-155 (Reg. \$1,530) <i>Special!</i>	\$1,179
AT-155R (Reg. \$1,595) <i>Special!</i>	\$1,149

UPS A.T. Apollo SL-70/SL-70R

SL-70 (Reg. \$2,295) <i>Special!</i>	\$Call
SL-70R (Reg. \$2,295) <i>Special!</i>	\$Call

S-Tec/Collins TDR-950

(Recon.) (Reg. \$989) <i>Special!</i>	\$949
---------------------------------------	-------

Becker ATC-4401 Transponders

ATC-4401-175 (Reg. \$1,795) <i>Special!</i>	\$1,489
ATC 4401-250 Hi-Power Hi-Altitude (Reg. \$1,995) <i>Special!</i>	\$1,689

ARC "300" and "400" Series

RT-359A (Recon.) (Reg. \$759) <i>Special!</i>	\$749
RT-459A (Recon.) (Reg. \$869) <i>Special!</i>	\$789

Garmin GTX-327

<i>Special Installed and IFR Certified Prices Start at.....</i>	\$2,289
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Garmin GTX-330 "TIS"

<i>Special Installed and IFR Certified Prices Start at.....</i>	\$4,995
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Garmin GTX-320A

(Reg. \$1615) <i>Special!</i>	\$1,249
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MicroAir T2000-SFL (Not Pictured)

(Reg. \$1595) <i>Special!</i>	\$1,495
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# Altitude Encoders, Digital Serializers & Altitude Management

ACK A-30

<i>Special!</i>	\$189
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Ameri-King AK-350

<i>Special!</i>	\$179
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Narco AR-850

AR-850/20K (Reg. \$330) <i>Special!</i>	\$259
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AR-850/25K (Reg. \$440) <i>Special!</i>	\$341
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AR-850/30K (Reg. \$470) <i>Special!</i>	\$341
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Sandia SAE5-35

Altitude Encoder with standard and dual Serial Altitude Outputs (Reg. \$449) <i>Special!</i>	\$359
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Trans-Cal Altitude Encoder/Serializers

IA-RS-232C-S Serial Alt Adptr (Reg. \$362) <i>Special!</i>	\$259
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SSD-120-30A-232C Altitude Encoder with standard & Serial Alt Outputs (Reg. \$480) <i>Special!</i>	\$349
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Shadin Altitude Encoder/Serializers

9200 Hi Resolution Altitude Serializer (Reg. \$446) <i>Special!</i>	\$359
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FALCON Hi Res Encoder+Serializer (Reg. \$1,214) <i>Special!</i>	\$849
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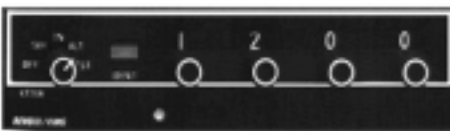
Shadin AMS-2000 Altitude Management & Alerting System

(Reg. \$1,214) <i>Special!</i>	\$929
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## OUR OPINIONS ON TRANSPONDERS

Transponders have become a modern necessity in any aircraft today. Choosing the right one is much more than a matter of price. Some models will not fit shallow stacks. Some models don't meet current FAA requirements and are illegal to use. Still others are prone to design problems that cause maintenance headaches for their owners.

*At Eastern Avionics Intl., Inc. our specially trained all pilot staff can help sort out the options and recommend the transponder perfect for your requirements. Give us a call!*



### King KT-76(A), 78(A) 76C, 73

The KING KT-76 and KT-76A transponders are industry standards. Tens of thousands of them are flying today. The KT-78, and KT-78A are lower altitude (Certified to 18,500 ft.) Class II versions. The KT-76A and the KT-78A are later models with minor improvements. The KT-76C all-digital transponder features sequential push-button squawk code entry, single button user preset VFR 1200 feature, and a brilliant red gas plasma display. The KT-73 adds "TIS" for collision avoidance when connected to any "IHAS" system.



### Narco AT-50/150/155 Transponders

All of these Narco transponders are industry standards with an exceptional track record. The AT-155 is the latest model and features an



all solid-state design. The AT-155R is the new slide-in replacement for the AT-50/150. All are very good choices.



### APOLLO SL-70/SL-70R

The Apollo SL-70 and the remote mounted SL-70S are the smallest, most powerful units currently avail-

able. Designed to match the latest digital avionics the SL-70 is 100% solid state, has a single button 1200 VFR feature and is the only system with a built-in altitude hold feature. It provides the altitude data required for VNAV and IFR operations through a serial data connection. Pressure altitude can be provided to the SL70 via a gray code blind encoder or a serial data blind encoder. This pressure altitude data is shown on the display. The remote mounted SL-70S is designed to be controlled by the Apollo CNX-80, eliminating the panel space needed by a standard unit. Specs: 300 watts, Sunlight readable LED displays squawk code, altitude, etc., Uses gray code or serial data in, RS232 alt. out and data in., remote ident, DME Supp, 10 bit Gray Code ALT data in with iso diodes, ALT. Hold feature, TSO-C74c Class 2A, 25,000 Ft., 10-35 VDC, 1.30" H, 6.25" W, 11.452" D, 2.7 lbs.

### BECKER 4401 Series Transponders



The ATC-4401 comes in two versions: the 4401-175 which is TSO'd to 15,000 ft and the 4401-250 for altitudes to FL 50.0 Both mount in a standard 2 1/4" round clock size cut-out and are only 9" deep. They feature a clear, high contrast, sunlight readable LCD display. The reported altitude is displayed below the transponder code to verify correct operation of the entire system. Two preset identification codes can be entered from the front panel and stored for instant recall. Weight only 1.6 lbs.



### S-Tec/Collins TDR-950

The Collins TDR-950 is a top quality transponder. Because it is only seven inches deep, it can be installed in the shallow panels of classics, Warbirds, and most any other aircraft. This model was also built by S-TEC.



### ARC "300" / "400" Transponders

The ARC "300" RT-359A and "400" RT-459A transponders are good

choices for anyone on a tight budget. The "300" Series model uses a conventional rotary dial while the "400" series unit uses quick select toggle switches to change codes. Units may be black or beige faced.





### GARMIN GTX-327

The Garmin GTX-327 is one of the best transponders on the market. It is 100% solid-state for low power consumption, cool operation, no warm up time, long service life and 200 watts of nominal power output. The huge, easy-reading, DSTN Liquid Crystal Display reverses the numbers out of black for optimal viewing. The numeric keypad makes entering a

squawk code a snap, and a dedicated VFR button allows for quick-and-easy 1200/VFR squawking. The GTX-327 also provides timing and display functions such as flight time and count-up and count-down timers, as well as pressure altitude. (1.63"H, 2.1 lbs.)

### GARMIN GTX-330 MODE "S" DATALINK TRANSPONDER

The NEW Garmin GTX-330 is virtually identical in appearance to the GTX-327 and has all of its advanced features and capabilities. The BIG difference is that the GTX-330 is a Level 2 Mode S Transponder that provides full datalink expandability. Connect the GTX-330 to a multi-function-display for ADS-B and "TIS" (Traffic Information Service) data where available. With the GTX-330 you now can receive FAA Traffic Information Services (TIS), including location, direction, altitude, and climb/descent information of nearby aircraft on your GNS 530 or GNS 430 or other compatible display. The result is improved communication between aircraft and air traffic control (ATC), providing U.S. pilots with greater traffic awareness in busy terminal areas.



### GARMIN GTX-320A

The GARMIN GTX-320 is a full-featured, compact, panel-mounted Class 1A transponder. The GTX-320's 100% solid-state transmitter provides 200 watts nominal power output with no warm up time, low power consumption, and runs cool for long service life. Surface mount technology provides shallow depth and light weight which simplifies

installation in the tightest panels. Operates on any aircraft voltage without converters. The GTX-320 directly replaces most Narco and King transponders using low cost optional adapters that virtually eliminate installation.

### ALTITUDE ENCODERS, DIGITAL SERIALIZERS and ALTITUDE MANAGEMENT SYSTEMS

Our inexpensive encoders are universal and connect to any modern transponder. Installing them is pretty straightforward for any good shop. Quite simply, you just connect the static line to the encoder with a "T" fitting and wire the encoder lines to the transponder. The latest encoders provide standard outputs for your transponder and serial digital data output (RS-232) that allows a simple interface to your GPS system. With Altitude data now going to your GPS accuracy is exceptional and GPS IFR approaches are possible. If you're adding an IFR GPS to your aircraft and have the space for an additional box you can also use a low cost digital "Serializer." Serializers connect to the output of your existing encoder and convert the standard output to the serial output required by your IFR GPS.



#### ACK A-30

The ACK A-30 is one of the smallest and lightest units around. Mounting plate, wiring harness, and installation instructions to any modern transponder is included.



#### Ameri-King AK-350

The AMERI-KING AK-350 is an outstanding encoder. Solid brass fittings are used on the painted aluminum chassis. We include are a color coded wiring harness, mounting tray, static line, brass "T" fitting, and instructions on how to connect it to virtually any modern transponder.



#### Narco AR-850

The NARCO AR-850 is a very reliable encoder that comes in three different versions depending on the altitude for which your aircraft is certified. The standard 20,000 ft. model is fine for most aircraft. The 25,000 and 30,000 ft. models use a different connector that makes them direct replacements for the AR-500, an old, obsolete NARCO encoder.



#### Sandia SAE5-35

The Sandia is among our most versatile encoders. It provides full transponder outputs along with 2 10 foot resolution RS-232 outputs for GPS and TAWS systems. Built-in altitude in-flight monitoring (AIM) provides alerts whenever you deviate more than 100 feet.



#### Shadin Altitude Encoder/Serializers

The Shadin Serializer takes the altitude data from your existing encoder and static source. It converts it into high resolution (10 ft.) serial RS-232 data format that is required for IFR GPS, Loran or altitude management systems. The Falcon encoder has all the features of the 9200 Serializer but replaces your existing



#### Transcal Altitude Encoder/Serializers

The TCI SSD and IA systems are extremely popular. The SSD-120-30A-RS232C encoding altimeter with serial altitude output provides standard (grey code) to the aircrafts transponder and serial data outputs for your GPS. The IA-RS232C-S serial altitude adapter converts your existing encoder output to serial data for your GPS.

encoder making installation easier. They are both easily interfaced to GPS systems by Garmin (9200-T), UPS AT Apollo (9200-M), Trimble (9200-T) and Magellan (9200-G).

### Shadin AMS-2000 Altitude Management/Alerting System

The Shadin AMS-2000 is our most affordable and easy to use altitude management and alerting system. Although packed with features, the AMS-2000 has just one dial and an adjustable bright red display. Simply enter the current barometric pressure and your assigned altitude. Adjustable audio and visual deviation warnings will help keep you safe of altitude violations. The system will guide you through climb and smooth capture of your target altitude as a level-off warning is sounded and displayed at a distance from the altitude that you assign. It provides time-based altitude alerting (as opposed to fixed altitude buffers), notifying you 15 seconds before an altitude target or limit is reduced, regardless of rate of climb or descent. For effortless approaches, enter your destination elevation for a gear-down reminder at 1000 feet, and for subsequent alert and display at MDA or decision height intercept. At any time, enter OAT and the system automatically calculates and displays density altitude, and true aircraft/engine performance percentages. It even shows real time IVS, without the inherent lag of the aircraft's static system. For the greatest degree of accuracy add the Shadin Falcon high resolution encoder which provides time-based capture of target altitude, instantaneous vertical speed and digital display of altitude in 10 ft. instead of 100 ft. increments.



*The GTX-330 transponder is BIG NEWS for the US market! If you are flying near any major ATC center in the US this transponder will receive ATC traffic data (TIS) and display it on your Garmin 430/530 or other approved MFD! This feature alone makes the GTX-330 our best buy in a transponder.*

*Unlike some other models the A-30 meets the requirements of most foreign aviation authorities which means this model is perfect for our customers who live outside of the United States.*



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Info Line 1.941.637.8585  
Fax 1.941.637.0388  
See Our Comprehensive On-Line Guide at [www.avionix.com](http://www.avionix.com)  
Order on-line 24 hours a day!  
e-mail: [staff@avionix.com](mailto:staff@avionix.com)

# Audio Panels & M.B. Receivers

- PS Engineering PMA-6000 Series**  
**PMA-6000C (Reg. \$995) Special! .....\$795**  
**PMA-6000M-C w/3LMB & Com 3 In. (Reg. \$1,195) Special! \$995**
- PS Engineering PMA-7000 Series**  
**PMA-7000B w/Stereo music and Marker Beacon System**  
**(Reg. \$ 1,895) Special! .....\$1,595**  
**PMA-7000MS-CD has all the above features plus a separate**  
**remote/panel mount CD Player (Reg. \$ 2,295) Special! .....\$1,995**  
**Optional Recorder/Aural Monitor .....\$300**  
**MP3 Capability Option .....\$300**
- PS Engineering PMA-4000 "TSO"**  
**PMA-4000 "TSO" System w 4 sets of headset jacks, music jack,**  
**and metal mounting plate. (P/N) 11942 (Reg. \$849) Special! \$775**  
**Optional Recorder/Aural Monitor .....\$300**
- Bendix/King KMA-24 Series**  
**KMA-24 Special! .....\$Call**  
**KMA-24H Special! .....\$Call**  
**KMA-24H-71 Special! .....\$Call**  
**KMA-24 (Recon.) (Reg. \$1,089) Special! .....\$889**  
**KMA-24H (Recon.) (Reg. \$889) Special! .....\$749**  
**KMA-24H-71 (Recon.) (Reg. \$1,189) Special! .....\$989**
- King KMA-20**  
**KMA-20 (Recon.) (Reg. \$889) Special! .....\$589**
- Bendix/King KA-134**  
**KA-134 (Reg. \$779) Special! .....\$789**  
**KA-134 (Recon.) (Reg. \$569) Special! .....\$489**
- GARMIN GMA-340**  
**GMA-340 Special Installed and Certified Prices Start at.....\$2,595**
- Narco CP-136M**  
**CP-136M (Recon.) (Reg. \$889) Special! .....\$789**

# Telephone Systems

- AirCell Guardian 1000 Systems**  
**Guardian 1000 Flight Phone and Data Link System**  
**Introductory Special! .....\$3,289**  
**Guardian 1000 Flight Phone and Data Link System**  
**w/ Color IPAQ Pocket PC and AirCell IPAQ Software**  
**Introductory Special! .....\$3,989**
- AirCell AST 3500 Sat/Cell System**  
**AirCell AST.3500 (400-10640-001) (Transceiver Only)**  
**Reg. \$ 27,995 Introductory Special! .....\$20,989\***  
**AST.3500 Install Pre-Wire Kit w/ Tray & Connector (500-10700-099)**  
**(Required) Reg. \$ 2,000 Introductory Special! .....\$1895\***  
**AirCell Standard Satellite Patch Antenna (015-10306-001) (Required)**  
**Reg. \$ 795 Special! .....\$729**  
**AirCell Standard Low Profile Antenna (CI-5000) (Required)**  
**Reg. \$ 1,149 Special! .....\$1,089**  
**AirCell Standard Remote Handset (500-10036-001) (Required)**  
**Reg. \$ 595 Special! .....\$549**  
**(Standard AST.3500 Installation only \$1,989 + parts in most Singles**  
**and Light Twins. \$3,489 + parts in most cabin class aircraft)**
- AirCell AST 3100 Satellite System**  
**AirCell ST.3100 (400-10680-001) (Satellite Transceiver Only)**  
**(not pictured) Reg. \$ 18,995 Introductory Special! .....\$15,989\***  
**ST.3100 Install Pre-Wire Kit with Tray and Connector (500-10695-099)**  
**(Required) Reg. \$ 1,000 Introductory Special! .....\$949\***  
**AirCell Standard Satellite Patch Antenna (015-10306-001) (Required)**  
**Reg. \$ 795 Special! .....\$729**  
**AirCell Standard Remote Handset (500-10036-001) (Required)**  
**Reg. \$ 595 Special! .....\$549**  
**(Standard Installation only \$1,589 + parts in most Singles and**  
**Light Twins. \$2,989 + parts in most cabin class aircraft)**
- AirCell.02 Voice/Data System**  
**AT.02 (Transceiver Only. Call for accessory prices)**  
**(Reg. \$8,495) Special! .....\$7,689**  
**AGT.02 (Transceiver Only. Call for accessory prices)**  
**(Reg. \$9,995) Special! .....\$8,989**
- WSI InFlight Satellite WX System**  
**AV-100 Satellite WX Data Receiver**  
**Introductory Price! .....\$3,495**  
**AV-200 Satellite WX Data Receiver; FAA Certified**  
**Introductory Price! .....\$4,995**

# OUR OPINIONS ON AUDIO PANEL SYSTEMS

For most pilots, audio panels are a real mystery, but there are a few rules that universally apply. All radios of all brands have the same low level outputs and will work with all audio panels. Some older Narco and most Cessna audio panels do not have an internal speaker amplifier, which limits their use in new installations. Adding missing switches or marker beacon lights to any Cessna audio panel is a bad idea. Rewiring can be costly and confusing. Don't worry about mixing manufacturers like a P.S. Engineering audio panel with a King radio. All audio panels look pretty much the same, so get the one that meets your requirements and budget. Virtually all old Marker Beacon Receivers like the Narco MBT-12 series are no longer reliable and should be replaced with newer generation units, not repaired. Eastern Avionics Intl., Inc. has an extensive array of audio systems and marker beacon receivers suited to every requirement. Only a few are highlighted on this page. We custom design full audio control systems for corporate aircraft of all types and can meet the special needs of law enforcement and fire services. **Call us with your specific requirements.**

## PS Engineering Audio Panel Systems



### PMA-6000 Series

The PS Engineering PMA-6000 is one of the best selling audio

panels on the market. It has all the features you would expect in a modern audio panel, but adds a couple of very innovative and useful functions exclusive to this panel. This is the only panel that allows the pilot to communicate on COM-1 while the copilot communicates on COM-2 or vice-versa. A top notch intercom with two isolation modes is standard; one isolates the pilot from everyone else, the other isolates the crew from the passengers. Dual music inputs are included allowing, for example, the pilot or crew to listen to classical music in the background while the passengers listen to rock and roll at full volume. The PMA-6000 is available in models with and without marker beacons.



### PMA-7000 Series

The 6-place stereo PMA-7000S is PS Engineering's newest and most advanced

audio panel. It has all the benefits of the PMA-6000S with some great new features. With their advanced IntelliVox™, automatic smart VOX intercom squelch control, the panel automatically and continuously adjusts itself to ambient noise levels so that NO SQUELCH CONTROL is required. The PMA-7000S also gives the pilot and passengers full dual audio access to an aircraft-approved cellular telephone system like the AirCell™ AGT.01 and AT.01 on page 19. Get the optional recorder/monitor which automatically stores up to 16 ATC messages for easy readback. The monitor can interface to engine gauges and will verbally warn of out-of-limit conditions. Get the PMA-7000MS-CD audio panel which includes a separate remote/panel mount CD Player and enjoy music in the cockpit.



### PMA-4000 Series

The PMA-4000 is a 4-place panel mount intercom with internal speaker amp and switching for 2 Comms and 2 Navs. It has PS Engineering's IntelliVox™ squelch with separate volume controls for pilot and copilot. The Pilot Isolate (ISO) mode links the pilot directly with the aircraft radios so the copilot and passengers are free to have conversation or enjoy music without the pilot being bothered. The ALL mode lets everybody chat, listen to ATC, and enjoy music together.

The OFF mode is fail-safe and connects the pilot's headset directly to the aircraft radio. The IntelliVox™ squelch system eliminates squelch adjustments, and separate mic circuits keeps unwanted noise out of the audio. Individual squelch controls allow the system to work great with different headsets. Four extra unswitched audio inputs can be used for other receivers, or autopilot or GPS alerts. Other features include: Mike Isolate, Transmit indicator, Modulation indicator, stuck microphone indicator, Auto Comm mode, Music Input, SoftMute™, Tandem Cockpit Option, audio loop recorder input (use recorder P/N 11941) and ProSupport 1 Year Warranty.

## BENDIX/KING Audio Panel Systems



### KMA-24 Series

The Bendix/king Bendix/King KMA-24 is one of the most impres-

sive audiopanel out there. It has individual push buttons for speakers and headphones on each audio line. While other audio panels only let you choose between headset and speaker, the KMA-24 series gives you the flexibility to choose speaker, headset, both, or none. The AUTO COMM function selects the correct audio when you change transmitters. If you don't need the marker beacon system, save some money and get the KMA-24H. The (-71) version of the KMA-24H adds a voice-operated intercom system and both "H" models have a fail-safe "EMG" that directly connects COMM 1 to the pilot's microphone and headphones.



### KMA-20

The King KMA-20 is an industry standard. It was discontinued several years ago and replaced by the KMA-24.

However, its easy to operate toggle switches, built-in marker beacon system, automatic com audio feature, King name, and relatively low price make it one of the most popular reconditioned models we have.



### BENDIX/KING KA-134

The Bendix/King KA-134 audio panel features a slim mount design that lets you mount it where other audio panels simply won't fit! Depth is only 5 inches and it's only 1 inch tall! The push-button operation is extremely simple to use and provides full audio control and isolation. The internal speaker amplifier easily drives any aircraft speaker. 14v or 28v. 1.5lb.



### GARMIN GMA-340

One of our newest additions, the Garmin GMA-340 audio panel features a built in marker beacon receiver and a fully isolated 2 to 6 place intercom system with stereo capability. Discreet audio amplifiers for pilot, copilot, and passengers provide excellent reliability and special cabin noise de-emphasis circuitry keeps the intercom from tripping when engine power levels change.



### Narco CP-136M

The Narco CP-136M is one of the smallest audio panels ever made. Illuminated push buttons, high audio output, and built-in marker beacon system make it one of our most popular panels.

## TELEPHONE SYSTEMS AND DATALINK EQUIPMENT

### AirCell Guardian 1000 Flight Phone and Data Link System

The AirCell Guardian 1000 provides crystal clear voice communications, data connection for MFD's, Laptop PC's and PDA's, NEXRAD weather maps in the cockpit, ETARs, TAFs, AIRMETS, SIGMETs, 911 service to ATC for emergencies, and Battery back-up when all else fails. It's the perfect system for any piston aircraft. It provides crystal clear voice communications and airborne Internet access to the latest NEXRAD weather maps. It even lets you dial 911 for quick communication with the nearest FAA Air



Traffic Control center. The Guardian 1000 allows you to have NEXRAD weather maps and other pertinent weather information enroute, using AirCell's Flight Guardian services. Data can be displayed on Multi-Function Displays, PDA's or Laptop PCs in either text or graphic formats. This allows you to fly safer, more strategic routes...around the weather, rather than guessing at what lies ahead. The Compaq Color IPAQ Pocket PC with our AirCell software package is the low cost way to use all the DataLink features including the NexRad Radar capability of the Guardian 1000.



*Over the years Avionics manufacturers have produced Aircraft telephone systems and supported the networks that made them work. Many of these systems were only affordable for owners of heavier corporate aircraft. Today, new technology is making a phone call as easy to make from your aircraft as it is from your office. Costs have come down, too! At Eastern Avionics Intl., Inc. we represent all major manufacturers of Flight Telephone Systems. We can suggest the system best for you!*

*The AirCell Guardian 1000 is the unit you've been waiting for! It gives you full DataLink capability with flightphone capability in an easy panel mounted package! Now every pilot can have NEXRAD weather data (and all kinds of other information) in the cockpit. DataLink is the perfect solution for use as a primary strategic weather display or for supplementing your Radar or Stormscope.*

*We have a variety of flight telephone systems available but the AGT.02, at a fraction of the cost of a satellite-based system, is a spectacular bargain!*



### AirCell AST.3500 Voice/Data Satellite/Cell Dual Net Phone & ST.3100 Sat Phone

The dual network AST 3500 provides AirCell's cellular and the Iridium satellite networks to provide the best in telecommunications. Using AirCell's airborne cellular system, you get telephone, fax, e-mail, data and weather to the cockpit anywhere in the United States. The AST 3500 provides access to the Iridium Satellite LLC's network of low earth orbit satellites for worldwide SATCOM telephone and data services. Both networks have air-to-ground and ground-to-air operation. They can be used independently or the AST 3500's dual network capability lets you initiate or receive telephone calls through the Satellite, while simultaneously sending or receiving data through the AirCell network.

The AST 3500 has RS 232 data functions that provide an Internet connection, access e-mail when in AirCell network coverage and get NEXRAD weather on any IPAQ PDA. AirCell has a wide range of antennas, corded and cordless handsets in black, beige and gray. The ST.3100 is identical to the AST.3500 except for cellular capabilities.

*The AV-100 and AV-200 is backed by WSI; an icon in weather information services. WSI provides all forecast and image data for FAA Flight Service Stations, over 2000 FBO's and flight departments, nearly all US Airlines, and even the Weather Channel! Manufactured by Sandia Aerospace the AV-100 and AV-200 are is as good as it gets! We're very excited about the safety benefits of this new technology!*

### AirCell AT.02 Airborne Voice/Data Telephone

The AT.02 provides clear and affordable cellular calls and data transfer while flying. The AT.02 has an internal modem and an RS232 port allowing data connections to laptop computers, hand held devices, and most aviation MFD's. Now E-mail, airborne Internet access, real-time news updates, NEXRAD weather to the cockpit, in the near future, weather overlay of moving map displays are all at your fingertips. The AT.02's intercom functionality allows up to three handsets and an Audio Panel interface to be on simultaneously. Annunciators have both audio and visual ring indicators, and volumes are fully adjustable. AirCell's low cost system the AT.02 works just like the AGT.02 described at right. However the AT.02 can only be used while in flight and will not operate during aircraft taxi. Includes a free six-month airtime package.

### AirCell AGT.02 Air/Ground Voice/Data Telephone

Since it has full compatibility with a wide spectrum of U.S. ground mobile networks, the AirCell AGT.02 offers excellent quality connections at low cellular rates! Special cellular technology provides easy connections and no need for special call setup or operator assistance. You get your own discreet AirCell™ phone number so anyone can call you. You can call anyone while you are in the air or just taxiing on the ground. It handles both voice and data so you can fax using any standard mobile fax machine or access the Internet and download data. Please note that AirCell does not authorize this unit for direct mail order, but requires that it be installed by a certified shop, such as our own in Punta Gorda or one of our affiliates in the USA.



### The WSI "InFlight" AV-100 & AV-200 Satellite Weather Datalink Systems

Co-developed with NASA, WSI InFlight™ is a patented system that provides a continuous stream of weather information from a geosynchronous satellite to your portable or panel-mount display with complete coverage and content for the continental U.S. at any altitude. A Low cost 49.95 per month unlimited subscription make the WSI InFlight™ affordable. WSI InFlight™ provides current national WSI weather data directly to the cockpit. Compatibility with many panel-mounted and portable displays together with a light-weight receiver and easily installed antenna make WSI InFlight™ perfect for a wide range of aircraft applications. Key features include: Continuous 5-minute update cycles, High resolution NOWrad® Radar mosaic, High "glance value" for in flight use, Full Graphical and Textual METARs, TAFs, SPECs, SIGMETs, and AIRMETS, Echo Tops, History loops for radar and graphical AIRMETS, SIGMETs, and METARs. Future Expandability, and interfaceability with GPS for moving map. The AV-100 connects easily to any ADR FG-Series Electronic Flight Bag, Northstar CT-1000, Fujitsu Tablet Systems, or Compaq IPAQ. The certified AV-200 allows a direct interface to the UPSAT MX-20 Color MFD and other panel mounted displays.

"WSI Data on a MX-20 MFD"



8000 Skyline Way  
Charlotte County Airport (PGD)  
Punta Gorda, Florida 33982  
Order Line 1.800.628.2667  
Info Line 1.941.637.8585  
Fax 1.941.637.0388  
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Order on-line 24 hours a day!  
e-mail: [staff@avionix.com](mailto:staff@avionix.com)

# Weather Avoidance

## 3M WX-8

WX-8 Stormscope (Recon.)  
(Reg. \$2,589) *Special!* .....\$1,789

## 3M WX-10 & 10A

WX-10 Stormscope (Recon.)  
(Reg. \$4,689) *Special!* .....\$2,689

WX-10A Stormscope (Recon.)  
(Reg. \$5,289) *Special!* .....\$2,989

## L3/Goodrich WX-900

WX-900 Stormscope *Special Installed and Certified Prices Start at* .....\$4,989

WX-900 Stormscope (Recon.)  
(Reg. \$3,489) *Special!* .....\$3,289

## L3/Goodrich WX-500

WX-500 Stormscope *Special Installed and Certified Prices Start at* .....\$6,989

## L3/Goodrich WX-950

WX-950 Stormscope *Special Installed and Certified Prices Start at* .....\$7,689

WX-950 Stormscope (Recon.) .....\$5,389

## L3/Goodrich WX-1000 Series

WX-1000 Stormscope *Special Installed and Certified Prices Start at* .....\$12,989

WX-1000 Stormscope (Recon.)  
(Reg. \$6,989) *Special!* .....\$6,689

WX-1000+ Stormscope *Special Installed and Certified Prices Start at* .....\$12,989

3M WX-1000+ Stormscope (Recon.)  
(Reg. \$7,989) *Special!* .....\$7,689

## KING/NARCO KWX-56 and KWX-58

KWX-56 Color Radar System (Recon.)  
(Reg. \$12,989) *Special!* .....\$Call

KWX-58 Color Radar System (Recon.)  
(Reg. \$13,989) *Special!* .....\$Call

## OUR OPINIONS ON WEATHER AVOIDANCE

According to the National Transportation Safety Board, well over 200 fatalities have been attributed to thunderstorm related accidents over the past five years. Many of these accidents could have been avoided if the aircraft were equipped with weather avoidance equipment. Today there is no excuse for not having one of these systems aboard your aircraft. The cost has come down dramatically on new units and some reconditioned systems can be had for well under \$2,500. The best models integrate navigation, course plotting and checklist information on the screen, along with the weather data. This gives you features and information useful even in CAVU conditions.

Whether you choose Radar or Stormscope is a matter of the type of aircraft you fly and what features are important to you. If you own a single engine or light twin engine aircraft, a Stormscope is generally the best choice. Stormscopes keep you clear of potentially dangerous weather by measuring the electrical activity associated with convective wind shear and turbulence. The cost is less than radar, the system is lighter, installation is easier and less expensive and a radar pod is not required. Your options are much greater with a medium twin or larger aircraft because weight is less of a factor, a fiberglass nose or radome may already be in place, and more panel space is usually available. Only radar can steer you clear of precipitation and give you ground mapping capability. Certainly the best choice is to have both Stormscope and Radar installed.



## 3M WX-8

Our most affordable stormscope system, the WX-8 features a three-color, 27 sector display that will alert you to storms in a 135 degree arc in front of the aircraft, at up to 100 miles away. Sectors will flash at different rates, alerting you to the severity of weather in that sector. Fits a standard 3" instrument hole.

## 3M WX-10 & 10A

One of the most popular Stormscope systems ever, the WX-10 series plots electrical activity with up to 256 dots on a 360 degree green CRT screen. Select from 4 ranges at either 200, 100, 50 or 25nm. Switch to the 180 degree mode and the WX-10 focuses all its attention to the front of the aircraft. Our packages include the indicator, receiver/processor and antenna. The later model WX-10A has upgraded software that improves storm definition and accuracy.



## L3/Goodrich WX-900

Our lowest cost Generation II Stormscope, the WX-900, is designed to make state of the art storm avoidance very affordable. Three display ranges are available: 100, 50, and 25nm. You get full 360 degree information on a backlit hi-contrast Supertwist LCD screen. Even a flight timer and avionics bus monitor is built in to help with fuel management, approaches, and electrical system monitoring.

## L3/Goodrich WX-500

The Stormscope® WX-500 Weather Mapping Sensor interfaces with the new generation of multi-function displays. Now you can integrate proven lightning detection and avoidance information with your moving map avionics. Key WX-500 features that are available to the MFD, but may not be necessarily used by the MFD include: Up to 200 nmi range, Pilot selectable strike and cell modes, Display of airspace in 120° forward and 360° surrounding views, Heading stabilization, Lightning data storage on all ranges simultaneously, Strike rate indicator, and Built-in self tests. Includes Receiver and Antenna.

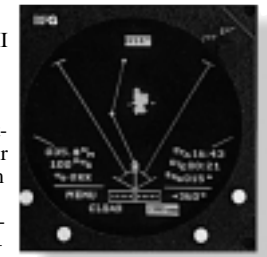


## L3/Goodrich WX-950

The WX-950 is one of our most popular Stormscope units and the first CRT display Stormscope system with an integrated display/processor for easier installation. It features an advanced Series II Chassis that has two modes of operation; a cell mode that detects lightning up to 200nm out and displays storm cell areas of greatest intensity, and a strike mode that detects and maps individual strikes allowing you to monitor sporadic electrical activity that may indicate the beginnings of a storm. Both modes are available in 360 or 120 degree views and displays an average strike rate per minute for range and view. Generation II circuitry precisely maps lightning while filtering out electronic pulses from other sources. The bright green CRT display has automatic heading stabilization when interfaced to your compass system.

## L3/Goodrich WX-1000 Series

The WX-1000 was the first Stormscope to use Generation II software that improves accuracy to such a high degree that, according to the manufacturer, you simply stay 20 miles from the clusters of discharge as indicated on the Series II display to avoid dangerous thunderstorms and their associated hazards. It can provide 360 and 120 degree views on four ranges of 200, 100, 50, or 25nm. A built in checklist system allows you to program six checklists of 30 items with up to 20 characters. An integrated timer feature incorporates stopwatch, elapsed time, current time, and date. The WX-1000+ adds gyro heading stabilization when connected to your compass system so displayed weather is always in sync with the current heading of the aircraft. Our packages include the indicator, receiver/processor, and antenna.



## King/Narco KWX-56 and KWX-58

Originally Bendix/King units, production rights for the KWX-56 and KWX-58 were sold to Narco several years ago. They feature color displays, powerful 7.5 kW transmitters, and are fully stabilized when interfaced to your vertical gyro. Easy to install 2 piece systems keep installation costs to a minimum. The KWX-56 is three color with a 160nm. range. The KWX-58 is four color with a 320nm. range. Both include 12 or 10 in. flat plate phased array antennas.

# Moving Map and Multi-Function Displays

## Apollo MX-20 V5 "Quantum Leap" Multi-Function Displays

**MX-20 V5 Special Installed and Certified Prices Start at .....\$7,295**

**MX-20 V5 I/O with Traffic Interface**

*Special Installed and Certified Prices Start at .....\$8,495*

**MX-20 V5 I/O with Traffic and RADAR Interface**

*Special Installed and Certified Prices Start at .....\$14,995*

**Jeppesen "ChartView" Option for any MX-20 version .....\$1,995**

## Bendix/King "Color Skymap" SM-IIIC, SM-2000 "Skymap II"

**SM-IIIC "Color Skymap" (Reg. \$2,500) *Special!* .....\$Call**

**SM-2000 "Skymap II" (B & W) (Reg. \$995) *Special!* .....\$849**

## Bendix/King Skymap Accessories

**SMP-513 External Low Profile Antenna .....\$394**

**SM-2100 Portable Antenna .....\$139**

**SM-2207 Cigarette Lighter Adapter.....\$43**

**SM-2219 Battery Charger .....\$39**

**SM-2201 Yoke Mount .....\$69**

**SM-2202 Radio Rack Mount.....\$289**

**SM-2204 Surface Mount .....\$55**

**SM-2209 Gimbal Mount .....\$91**

**SM-2218 Swivel Mount .....\$153**

**SM-2210 NiCad Batteries (6 pk).....\$48**

**SM-2214 (AMR) PC Software with US Map .....\$199**

**SM-2216 (EUR) PC Software with European Map .....\$103**

**SM-2216 (PAC) PC Software with Pacific Map .....\$103**

**SM-2208 Audio Annunciator .....\$37**

**SM-2203 Avionics Interface Module.....\$595**

**SM-2500 Americas Database Module .....\$199**

**SM-2300 European Database Module .....\$173**

**SM-2400 African Database Module .....\$173**

## Bendix/King KMD-150 Series

**KMD-150 MFD (Reg. \$ 3,289) *Special!*.....\$Call**

**KMD-150 MFD w/ GPS (Reg. \$ 3,889) *Special!*.....\$Call**

## Bendix/King KMD-250/550/850

**KMD-550 MFD (Reg. \$7,450) *Special!* .....\$Call**

**KMD-850 MFD (Reg. \$11,800) *Special!* .....\$Call**

**KMD-250 Multi-Function Display**

*Special! CERTIFIED AND INSTALLED .....\$Call*

**KMD-250 Multi-Function Display with Internal GPS**

*Special! CERTIFIED AND INSTALLED .....\$Call*

## Bendix/King IHAS 2000/5000/8000 Components

**KGP-560 GA-EGPWS w/ module cards (Reg. \$11,921) *Special!* \$Call**

**KTA-870 TAS with module cards (Reg. \$19,000) *Special!* .....\$Call**

**KMH-880 TAS + GA-EGPWS w/ module cards (Reg. \$26,000)**

*Special!* .....\$Call

**KDR-510 Vol Mode 2 WX Datalink (Recon.) .....\$Call**

*Special!* .....\$Call

## Avidyne FlightMax EX-500 Series

**FlightMax EX-500 *Special Installed and***

*Certified Prices Start at .....\$10,495*

**FlightMax EX-500B *Special Installed and***

*Certified Prices Start at .....\$12,245*

**FlightMax EX-500K *Special Installed and***

*Certified Prices Start at .....\$14,245*

**FlightMax EX-500C *Special Installed and***

*Certified Prices*

*Start at*

**\$17,695**



## UPSAT Apollo "Quantum Leap" MX-20 V5 / MX-20 I/O V5 Traffic/Radar MFD's



The MX20 series "Quantum Leap" multi-function displays can be the heart of your fully integrated avionics system. The large 6-inch, sunlight readable, color AMLCD display with 640/480 pixel resolution and over 65,000 colors provides near photographic

images. It mimics the traditional tools found in a standard cockpit with labels that require absolutely no memorization of knob rotations or hidden pages. Map functions are customizable so you can create extensive overlays or keep things very simple and retain the basic look of the instruments they reflect. VFR Charting displays sectional like maps with airports, VOR's, NDB's, Intersections, user waypoints, airspace, topographical details, highways, your flight route and more. IFR Charting shows enroute maps with nav aids, airways, airspace, and your active flight plan. Terrain Charting combines a worldwide elevation database with GPS position data to warn you of possible terrain problems. Red areas indicate terrain at or above your altitude, amber indicates terrain within 500 ft., yellow indicates terrain within 1000 ft. and black indicates terrain more than 1000 ft. below you. The Lightning Function allows the L3/Goodrich WX-500 Stormscope to show lightning strikes relative to the track of your aircraft. Even a Flight Plan page showing bearing, distance, time to waypoint as well as full database data on each waypoint can be displayed. "V5" Software provides Splitscreen View, WSI Satellite Weather Interface, and with the I/O version, L3/Goodrich, BendixKing IHAS/TAWS interfaces. Jeppesen's "Chart View" with extra approach and airport surface charts is available on all MX-20 versions. The newest version of the MX-20, the MX-20 I/O is available with a Traffic Option that allows interface to a L3/Goodrich Skywatch(tm) or Ryan TCAD(tm) or with both Traffic Option and a Radar Interface designed to work with the Bendix/King RDR-2000 system. *The MX-20 V5 works with any modern GPS but interfaces seamlessly with the Apollo CNX-80 shown on page 10-11 for the ultimate "Quantum Leap" in navigation!*



## "Color Skymap" SM-IIIC, and SM-2000 "Skymap II" by Bendix/King



The Skymap "SM" series are among the most versatile and powerful GPS systems available. They use a 8 channel parallel GPS and a reflective 5 inch supertwist LCD Display with sunlight readability and a wide viewing angle. They can be radio rack mounted installation into a standard 6.25 inch radio stack, panel mounting, gimbal mounting, or yoke mounting. Depth with the panel rack mount is less than 4 inches! The display can be rotated to any one of four possible screen orientations for mounting in any position. World-wide navigational capability is available with data modules that cover the Americas, Atlantic International, and Pacific International. User map customization functions include highways, railroads, coastlines, rivers, and lakes. Data modules contain regional Jeppesen data, the Skymap geographic database, and all operating software. This allows new features and operating system updates during the normal Jeppesen updating process. There is extensive user defined waypoint storage and flight planning capability, including joystick data entry, point interrogation, split screen nav modes including HSI, trip/fuel planning, vertical nav, wind calculation, auto zoom, extended track, emergency search, emergency airfield minimum criteria, unique user defined airfields, map customization, map configuration, map datums, turning point arrival and marker annunciation. Dual parallel processing ensures that the zooming function, joystick panning feature, displayed cartography, and overlaid navigation are seamless. The fast processor provides real time rotating map plotting even when you execute tight turns. Easy, soft-key operation with full on-screen help make them extremely easy and intuitive to use. Other features include full RS-232 interfaces, Multilingual capable (English, French, or Spanish!), Autopilot Coupling Capable, V-Nav Approach Mode, and Windows PC Route Planner Option with Map. V3.0 software increases operating speed, adds MSA and obstacle data, a notepad function, and much more. Includes "America's" database, cigarette power cable, portable antenna, 6' antenna cable, manual, leg strap, getting started card, and carrying case. External antenna, mountings, extra database options, and accessories are listed to the left.



## Bendix/King KMD-150

The KMD-150 offers easy interpretation with its large 5-inch color screen. Combining aeronautical and cartographic mapping with GPS navigation information, the KMD 150 also provides a range of additional display capabilities, from airports, NDBs, VORs, special-use airspace, rivers, roads, lakes, cities, railroad tracks and towers, to WX-500 Stormscope data. With future requirements for GPS navigation in mind, the KMD-

150 is a building block platform capable of coping with the high precision and fast update rate requirements of tomorrow. The heart of the KMD-150 is the high resolution, ultra high contrast, active matrix, TFT color, LCD screen. It offers superb clarity over a wide viewing angle and varying light conditions. The KMD-150 also adds a front-loading PCMCIA (or PC Card, as they are now termed) that contains the regional Jeppesen data, the Bendix/King geographic database and the entire operating software. Triple parallel processing ensures that the zooming function, joystick panning feature, displayed cartography and overlaid navigation capability are completely seamless.

## Bendix/King KMD 550/850 and IHAS-TAWS 5000/8000

The KMD 550/850 Multifunction Display (MFD) features a large 5" diagonal high resolution AMLCD display—all solid state memory—no hard drive or CD-ROM drive, low power consumption—less than 25 watts, and a unique distributed processing architecture. It provides interfaces for a GPS or FMS, a WX-500 Stormscope™, and any NTSC video input. Optional plug-in modules include the KAC501 Weather Radar Interface Module, the KAC502 EGPWS Interface Module and the KAC504 Traffic Interface Module. The modular design of the MFD permits easy field upgrades and allows each function (map, weather, traffic, and terrain) to operate continuously in the background, regardless of what the crew has selected to be shown on the display. The high detail moving map includes three integrated sets of data. The Jeppesen database includes airports, victor airways, VORs, NDBs and special use airspace (included altitude limits). The enhanced cartographic database includes rivers, roads, lakes, coastlines, cities, railroad tracks and towers (including AGL and MSL altitudes—US only). The topographical/elevation database provides altitude information and topographical shading. The KMD 550 Multifunction Display (MFD) contains all the features of the KMD 550 Multifunction Display (MFD) with the additional capability to display weather information from the RDS-81,82,84,86, and ART-2000/2100 radar systems. The KMD 550/850 Multifunction Display is the heart of the IHAS 5000/8000 System.



850 Multifunction Display (MFD) contains all the features of the KMD 550 Multifunction Display (MFD) with the additional capability to display weather information from the RDS-81,82,84,86, and ART-2000/2100 radar systems. The KMD 550/850 Multifunction Display is the heart of the IHAS 5000/8000 System.



## Bendix/King IHAS-TAWS 2000/5000/8000 Integrated Hazard Avoidance Units

The Integrated Hazard Avoidance System (IHAS) integrates traffic and terrain information to the mapping and weather display capabilities of the KMD-550/850 to provide the ultimate in flying safety. IHAS components can include a lightning detection system, a weather radar system, a data link receiver, a traffic sensor (TAS or TCAS), a data link transponder, and the Enhanced Ground Proximity Warning System (EGPWS). The **KGP-560 GA-EGPWS** helps protect aircraft from the hazard of Controlled Flight Into Terrain (CFIT). Based on advanced commercial hardware and software the KGP-560 provides advanced alerting while virtually eliminating nuisance warnings. At a fraction of the cost of commercial systems to buy and install it requires minimal sensor inputs; only power, pressure altitude, outside air temperature (optional). Worldwide terrain database coverage is available by region. Meets TSO-C151 Class B requirements. The **KTA 870 Traffic Advisory System (TAS)** is an active traffic surveillance system TSO'd to C-147. It operates using an active Mode C interrogation technique and provides the same type of traffic advisories as TCAS for air transport aircraft. Using dual directional antennas it presents the position and altitudes of up to 30 intruder aircraft. The system will display traffic equipped with

any standard or mode S transponder. The **KMH 880 Multi-Hazard Unit** combines the KTA 870 Traffic Advisory System with the KGP 560 GA-EGPWS (Enhanced Ground Proximity Warning System). This is a single box, dual antenna system, which is certified to TSO C151 class B. The KMH 880 system provides the functionality of the KTA 870 and KGP 560 in one light weight, easy to install, and less expensive unit. The Bendix/King **KDR 510 VDL Mode 2 Data Link Weather Receiver** is a state-of-the-art data link system that brings textual and graphical weather to your cockpit AT HIGH SPEED! With the KMD 250, 550 or KMD 850 Multi-Function Display (MFD) and the KDR 510, you will be able to access—free—automatically updated nationwide textual METARs, TAFs and PIREPs. In addition, you can access, by subscription, both national and regional NEXRAD radar.



## KMD 250 Multi-Function Display, IHAS 2000

The KMD 250 MFD is the newest addition to the popular KMD 550 and 850 MFDs, part of the Bendix/King Integrated Hazard Avoidance System (IHAS) family. With its sharp, bright, 3.8-inch diagonal active matrix liquid crystal display (AMLCD) the KMD 250 is all about easy and safe flying with moving map functionality, terrain, and optional internal GPS. At any time, you can add the safety sensors you need, including Data Link Weather (Flight Information Services, or FIS) via the Bendix/King KDR 510 VDL Mode 2 Data Link Receiver; lightning detection via the

L3/Goodrich WX-500 Stormscope®; and traffic through any of the Bendix/King IHAS traffic products. The KMD 250, KDR 510 and KT 73 Mode S Transponder combine to comprise the IHAS 2000 Integrated Hazard Avoidance System—safety at a lowest prices in the industry. The keys to the left allow you to switch directly to the map, flight plan, weather screens or traffic screen. A unique joystick/knob lets you point, scroll, and move a cursor around the screen. A dedicated range button makes zooming in and out easy. And soft keys means your next step is always one key press away. The KMD 250 even allows you to load frequencies into a Bendix/King KX 155A or KX 165A NAV/COMM. The map detailed topography, giving you relative or absolute terrain perspective. In addition towers (U.S. only), rivers, roads, airports, VORs, NDBs, intersections, airways, SUAs, cities, railroads, lake names and runway diagrams are depicted. Add further depth by overlaying traffic, FIS weather or lightning. NEXRAD graphics, METARs, TAFs, PIREPs, AIRMETs, SIGMETs, and many other weather products are available through the KDR 510 VDL Mode 2 Data Link Receiver. Basic text products are free, while graphical products are available through The Bendix/King Wingman™ Services subscription. A Goodrich WX-500 Stormscope® can add lightning detection functionality to complete your weather outlook.



## AVIDYNE FLIGHTMAX EX-500 MULTI FUNCTION MOVING MAP (RADAR) DISPLAY WITH INTERNAL SATELLITE DATALINK

Avidyne's new FlightMax EX500 brings revolutionary, next-generation, integrated-datalink multifunction display capability to the flight deck of business and general aviation aircraft. By intuitively presenting navigation, radar, datalink weather, lightning, traffic, and terrain data in an easy-to-interpret format, the FlightMax EX500 dramatically improves situational awareness and enhances safety through all phases of flight. With its datalink built-in, the FlightMax EX500 provides you with the complete weather picture along your route of flight. You can view NEXRAD and graphical METAR weather information seamlessly integrated with your

flight plan moving map, lightning, traffic, and terrain display. The FlightMax EX500 features an industry-leading, high-resolution, active-matrix liquid-crystal display (AMLCD), providing an especially bright and versatile, big-screen moving map display. With nearly three times as many pixels as other displays, and an incredibly wide viewing angle, it provides clear and concise navigation information over an exceptional color-contoured terrain and water base map. All special-use and class airspaces are color-keyed for added clarity, and can be displayed at the same time as NEXRAD or weather radar data for a complete picture. Comprehensive Jeppesen NavData™ and an expansive North American obstacle database provide an exceptional view of your flight environment. Full overlay capability allows you to add or remove traffic, Stormscope, and radar, with 180-degree forward view and 360-degree center view maps. The FlightMax EX500's large display shows easy-to-see curved flight path segments such as DME arcs, holding patterns and procedure turns, overlaid with traffic, terrain, weather, airports and runway diagrams, taking the guess work out of shooting instrument approaches. The FlightMax EX500's user interface dramatically improves your ability to access and display critical flight data. This design philosophy keeps operation simple and consistent by allowing you to select and display what you need on a single easy-to-interpret integrated moving map. The FlightMax EX500 also provides easy access to radar modes, tilt control, and bearing adjust. With the FlightMax EX500's "map-centric" operation, you can display your moving map with radar or with datalink weather, and special-use airspace, and traffic, and terrain, and lightning, without ever leaving the map page. It's the only display that provides the complete picture and it's the easiest to use. The integrated-datalink FlightMax EX500 provides outstanding features, functions, and overall utility. The FlightMax EX500's high-resolution display allows you to easily see your flight plan and display weather all along your route. Having the complete picture on your map display gives you the ability to avoid weather and stay clear of restricted airspaces, saving you time and fuel. The FlightMax EX500 has a complete terrain and water base map, as well as a North American database containing towers and other obstacles greater than 200' AGL, providing unsurpassed depiction of terrain hazards. Obstacles can be displayed with MSL altitude labels, and Avidyne's exclusive terrain. The Trip page provides supplemental information about your route of flight including a list of all remaining waypoints in the active flight plan, with distances and times for each leg. Graphical METARs for all reporting airports are also in the list, which can help you in determining an alternate airport in the event of inclement weather or an emergency situation. Textual METARs are also available for each reporting airport. Plus, FlightMax translates the METAR abbreviations into plain language for easy interpretation. The base EX-500 features include the Internal Satellite NEXRAD WEATHER RADAR Datalink, Terrain and Water Base Map, Man-Made Obstacle Database, Curved Flight Paths when interfaced to the Garmin 430/530, Traffic Avoidance when interfaced to the L3/Goodrich SkyWatch/HP TAS, Ryan TCAD 9900B/BX or the Bendix/King KTA-870 TAS and a Goodrich WX-500 Stormscope interface. The EX-500B adds to the base model an interface to the Bendix RDR-130/150/160 Radars. The EX-500K adds to the base model an interface to the Bendix/King RDR-2000/2100 or RDS-81/82/82VP/84/84VP/86/86VP Radars. The EX-500C adds to the base model an interface to the Collins WXR-250/270/300 or Bendix/King RDR-1100/1200/1300 Radars.



*The MX-20 is awesome in terms of capability and an outstanding value. If your budget is low you can be confident that an investment in the MX-20 is the perfect foundation for the future since Stormscope, Traffic, RADAR, JeppView and other enhancements can be added in the future.*

*The Avidyne FlightMax EX-500 is the best choice for pilots looking to install a MFD and Weather Satellite Receiver in a single engine aircraft. The EX-500B,K, and C models are the obvious choices for any radar-equipped aircraft. These are our most sophisticated Multi Function Displays.*

*The Bendix/King SM-IIIC "COLOR SKYMAP" is the lowest cost color map system currently available. It is a best buy in it's class!*



8000 Skylane Way  
Charlotte County Airport (PGD)  
Punta Gorda, Florida 33982  
Order Line 1.800.628.2667  
Info Line 1.941.637.8585  
Fax 1.941.637.0388  
See Our Comprehensive On-Line Guide  
at [www.avionix.com](http://www.avionix.com)  
Order on-line 24 hours a day!  
e-mail: [staff@avionix.com](mailto:staff@avionix.com)

# Antennas & Installation Items

EA-1 Communication Antenna (3-4 hole top mount whip).....	\$109
EA-2 Communication Antenna (3-4 hole bottom mount whip) .....	\$119
EA-3 VOR/GS "Rabbit Ears" Antenna .....	\$219
EA-4 VOR/GS Balanced Loop "Towel Bar" Antenna .....	\$1,089
EA-5 VOR/GS Balanced Loop "Dual Blade" Antenna.....	\$849
EA-6 DME/Transponder Antenna (spike).....	\$29
EA-7 DME/Transponder Antenna (blade) .....	\$89
EA-8 Marker Beacon "Boat Type" Ant. ....	\$89
EA-9 GPS Passive Antenna with Cable .....	\$289
EA-10 GPS Active Antenna with Cable .....	\$399
EA-11 GPS/COMM Antenna (Passive with cable) .....	\$529
EA-12 GPS/COMM Antenna (Active with cable) .....	\$589
EA-13 Loran Antenna (Top Mount).....	\$149
EA-14 Loran Antenna (Bottom Mount) .....	\$239
EA-16 Glideslope Antenna "V" Wing .....	\$229
EA-17 Glideslope Antenna Windshield Mounted "Rabbit Ears" .....	\$169
EA-18 ELT Antenna.....	\$69
EA-19 Communication Base Station Antenna (Heavy Duty) ..	\$229
EA-20 Communication Base Station Antenna (Light Duty) ....	\$159
EA-21 Comm Vehicle Mobile Ant .....	\$69
EA-22 ADF Sense Ant. (Stainless Steel).....	\$59
EA-23 ADF Sense Ant. (Low Drag) .....	\$Call
EA-24 ADF Loop Antenna .....	\$Call
EA-25 Coupler for 2 VORs and 1Glideslope from 1 NAV antenna .....	\$89
EA-26 Coupler for 2 VORs and 2Glideslopes from 1 NAV antenna .....	\$129
EA-27 Coupler for 2 Glideslopes from one Glideslope antenna .....	\$79
EA-28 Coupler for 2 VOR's from one antenna.....	\$79

## Ameri-King AK-950 GPS/NAV Switching Annunciator Panels

AK-950 (Reg. \$1,146) <i>Special!</i> .....	\$695
AK-950-1 (Reg. \$1,281) <i>Special!</i> .....	\$849

Call us for special pricing on Ameri-King Accessories, Relays, Adapters, and Remote Light Switches.

## Ameri-King AK-950F GPS/Avionics Cooling Fan

AK-950F2-1 (1 Port System) <i>Special!</i> .....	\$129
AK-950F2-2 (2 Port System) <i>Special!</i> .....	\$149
AK-950F5-3 (3 Port System) <i>Special!</i> .....	\$169
AK-950F5-5 (5 Port System) <i>Special!</i> .....	\$259

## Ameri-King Interference Filters

AK-70 70 Amp Noise Filter .....	\$109
AK-100 100 Amp Noise Filter .....	\$129



Like all Ameri-King products the AK-950 series represents a top quality product at a much better price and with more features and flexibility than the competition offers.

## Our Opinions on Antennas

Selecting the best antenna for your radio and your airplane can be confusing. A lot of pilots just buy the cheapest antenna. Most never know how much better their radio would have worked if they had just spent that extra ten or twenty dollars on the best antenna they could find. It just doesn't make sense to spend \$2,000 on a radio and then try to save a few dollars on the antenna. Whatever your radio, do yourself a favor; buy the best antenna you can find. You may even discover that you can save yourself a costly upgrade simply by changing the antenna. A good antenna, properly mounted and wired, can boost your clarity, range, and output, making what you thought was a marginal radio or navigation unit into a real keeper.

Some radios out there work best with a specific antenna design — another reason not to just go with the cheapest model. At Eastern Avionics Intl., Inc., we look at the electronic and mechanical requirements of your aircraft and its equipment and match it to the right antenna. We will always give you the best antenna for the price



based on your requirements.

We stock antennas made by some of the best manufacturers in the nation, including Dayton Granger, Comant, R. A. Miller, Dorne and Margolin, and others. Over 300 different models of antennas and couplers are available. Call us with the year, make and

model of your plane, and the models of radios you have. Your Eastern Avionics Specialist will provide you with choices and recommend the best model for your needs. Some of our best and most popular antenna categories are listed on the left. Call us to get the model best for you!



## Ameri-King AK-950 GPS/NAV Switching Annunciator Panel

The AK-950 is the easiest and least expensive way to provide GPS annunciation and automatic GPS switching to your existing VOR/LOC indicators or HSI. Features include: FAA TSO C-129a with no field inspections required, very small, easy to install design, versatile 24 pole relays with the ability to provide switching for glideslope data, autopilot and flags,

illuminated auto-dimming push button switches, universal panel cutout adaptability, and a 2 year warranty. Available in the microsize AK-950 version and a custom relampable AK-950-1 version. Specify your GPS model when ordering.



## Ameri-King AK-950F GPS/Avionics Cooling Fan

Required for most, and recommended for all avionics installations, a cooling fan is the best way to insure top reliability and life from your radios. The AK-920F is FAA TSO'd and delivers up to 26.6 CFM of ultra quiet, forced air cooling. Features reverse polarity protection, 80,000 hour ball bearing motor, and 4 year warranty. Hoses, connector, and hardware are included. 14/28 VDC.

## Interference Filters

Our RFI noise filters by Ameri-King filter out the interference that come through your electrical wiring and will handle a variety of current requirements. Features 14 or 28 volt operation and 1 year warranty.

## At Eastern Avionics International Inc.

Our specialists will put together everything you need to insure a successful installation. We stock every imaginable item including...

Connectors  
Wire  
Cable  
Tools  
Clips  
Wire Wrap

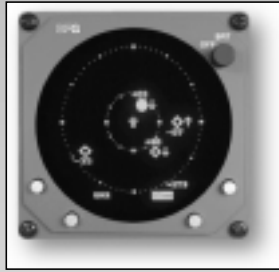
Circuit breakers  
Switches  
Fuses  
Relays  
Terminals  
Splices

Hole Mounts  
Post Lights  
Wedge Instrument  
Lights  
Fittings  
and much more!!!

# Collision Avoidance Systems

L3 Goodrich  
SKYWATCH™  
(Reg. \$17,980)

**Call for Installed Specials!**



L3 Goodrich  
SKYWATCH

## RYAN TCAD

8800 Silver (Reg. \$6,200) <i>Special!</i>	\$5,695
8800 Gold (Reg. \$7,200) <i>Special!</i>	\$6,595
9900B System (Reg. \$15,000) <i>Special!</i>	\$13,495
9900B System (less display) (Reg. \$14,000) <i>Special!</i>	\$12,595
9900BX System (Reg. \$20,200) <i>Special!</i>	\$18,095
9900BX System as above (less display) (Reg. \$19,200) <i>Special!</i>	\$17,195

Ryan TCAD 8800 Series



Ryan TCAD 9900B Series

# Airport Communication & Runway Lighting Control Systems



ICOM PS-80/IC-A200



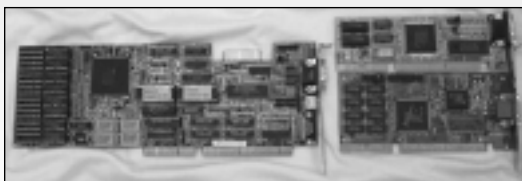
ICOM MB-53/IC-A200

## ICOM Airport Communication Systems

PS-80/IC-A200 (Reg. \$1,799) <i>Special!</i>	\$1,595
SM-6 Deluxe Desk Microphone (Reg. \$149) <i>Special!</i>	\$139
EA-19 High Performance Base Station Antenna <i>Special!</i>	\$229
MB-53/IC-A200 (Reg. \$1,424) <i>Special!</i>	\$1,249
EA-21 high performance vehicle antenna <i>Special!</i>	\$129

## EA-RCU Runway Lighting Controller

(Reg. \$1,675) *Special!* ..... \$ 1,489



# Our Opinions on Collision Avoidance Systems

We were all taught the see and avoid concept when we first learned to fly. The fact is that normal pilot workloads make it difficult if not impossible to keep vigilant all of the time. Over the years, nearly every pilot has gotten uncomfortably close to another aircraft. Too often the combination of high pilot workload during the approach and midair collision phases and high traffic density near airports result in near misses and midair collisions. Even worse the potential for extreme closing rates when flying enroute reduces your time to react to a potential collision to a few seconds. At Eastern Avionics we offer two solutions: The Ryan TCAD systems and the L3/Goodrich "SKYWATCH" system. Brief yourself on the capabilities of these systems and then call us, our all-pilot staff can recommend the best system for your aircraft and budget.

## L3/Goodrich SKYWATCH™

The L3 Goodrich SKYWATCH(tm) Traffic Advisory System monitors the airspace around your aircraft and indicates where to look for nearby transponder-equipped aircraft that may pose a collision threat; and it does it at a fraction of the cost of TCAS. Skywatch™ uses their "Active Surveillance System" to track and alert you aurally & visually to up to 30 intruder aircraft. You can select 2 & 6 nm. horizontal and up to 10,000 ft. tracking ranges for unmatched flexibility. "Look Up/Look Down" altitude display modes simplify detection and even WX-1000 Stormscope data can be shown on the display. When a threat is sensed the display automatically shifts from Stormscope to Skywatch! Skywatch outputs can also be interfaced to the latest MFD and moving map systems by Garmin, Avidyne, Bendix/King, and others.

## Ryan TCAD 8800 Series

The Ryan TCAD 8800 Series are our most affordable collision avoidance systems. They are easy to install panel mounted systems perfect for most light and medium general aviation aircraft and use a bright Easy-to-read, Vacuum Fluorescent display. The 8800 Silver has all the deluxe Ryan features described above. The 8800 Gold adds an additional unlimited shield mode (+5000ft/3inm), altitude alerting function, and an enhanced display function including data on the threat aircraft transponder code, transponder type, MSL altitude, and N# (Mode S). Eastern Avionics can provide upgrade service from the 8800 Silver to the 8800 Gold. (System Weight <8lbs.)

## Ryan TCAD 9900 Series

The Ryan TCAD 9900 Series are designed for use in single engine, multi engine, and turbine aircraft. They are two piece systems that use 1/2 3ATI mount for the Controller/Display and a compact remotely mounted receiver /processor. All 9900B models have the deluxe Ryan features of the 8800 series described above. The 9900B provides a maximum of 3 indicated nautical mile (horizontal range) airspace coverage and +- 500 to 5,000ft.vertical. The 9900B uses directional antennas that provide bearing to threat. The top-of-the-line 9900BX is our most popular and best selling system. It is a Active Interrogating System that meets FAA TSO-C147, provides a 10nm. range and audible "TRAFFIC 6 O'CLOCK LOW ONE MILE" type voice traffic warnings. Both the 9900B and BX models are available without a display. This allows you to interface directly with MFD's and Moving map displays from Avidyne, Garmin, Honeywell-Bendix/King, UPS AT, Chelton, and Eventide. Eastern Avionics can upgrade any 9900/A to a 9900B or 9900BX. (System Weight <10lbs.)

## ICOM Airport UNICOM and Vehicle Communication Systems

All ICOM airport communication systems use the IC-A200 aircraft radio as their heart. Consequently, they share all the great features of this radio including a 9 channel memory, flip-flop frequency display, illuminated switches, 5 watt audio amplifier, 3 year warranty and more. Just select the system that meets your requirements.

## ICOM PS-80/IC-A200 Base Station Unicom System

The PS-80 Base Station Unicom System with the IC-A200 is perfect for the continuous service requirements of FBOs and charter operations. No wiring required, just slide the IC-A200 into the PS-80 and connect an antenna. The large internal speaker gives you lots of volume for a noisy office or hanger. Works on 110, 220, or 240VAC.

## ICOM MB-53/IC-A200 Vehicle Communication System

The MB-53 Vehicle Communication System includes a IC-A200 mounted in a sturdy yet compact metal mounting bracket for use in any ground vehicle. An SP-5 speaker, microphone and harness for mobile installation in ground vehicles is included in our package.

## EA-RCU Runway Lighting Controller

The EA-RCU Runway Lighting Controller Unit is perfect for control of runway and taxi lights at smaller airports. It uses the latest Motorola MC68705P3 microcontroller and meets FAA spec. L-854. You can turn runway lighting on and off by "clicking" the aircraft transmitter's microphone push-to-talk switch 3, 5 or 7 times within 5 seconds with this system. Several variations, selectable by jumpers on the controller board, give it a variety of other applications as well. We can tune your unit for control anywhere in the aviation band or the VHF HI band for marine and other applications. Our standard version operates on 11-15 vdc (300 ma) and a 115 vac 60 Hz wall adapter included. An optional low current solar cell version is available. Receiver sensitivity is easily adjustable from 3-50 uv. Relay contact is rated at 10 amps. Additional relays are available. The complete unit contains the two printed circuit board assemblies (receiver and controller) mounted on a 5.5" x 15" black anodized aluminum plate. It is intended to be mounted in a standard NEMA 12 electrical box enclosure, or similar.



# Autopilots

## Century 2000

CENTURY 2000 Trim Prompter "Value package" (Reg. \$7,777 plus installation) *Special!* Plus Installation.....\$6,989

## S-Tec Flight Control Systems

- SYSTEM-20 (Reg. \$4,695) *Special!* .....\$3,916  
(Add Approximately \$2,000 for Installation\* and \$400 for most Installation Kits.)
- SYSTEM-30 (Reg. \$7,295) *Special!* .....\$6,076  
(Add Approximately \$2,500 for Installation\* and \$550 for most Installation Kits.)
- SYSTEM-30 ALT (Reg. \$3,695) *Special!* .....\$3,116  
(Add Approximately \$2,200 for Installation\* and \$475 for most Installation Kits.)
- SYSTEM-40 (Reg. \$4,695) *Special!* .....\$3,916  
(Add Approximately \$2,000 for Installation\* and \$400 for most Installation Kits.)
- SYSTEM-50 (Reg. \$7,295) *Special!* .....\$6,076  
(Add Approximately \$4,500 for Installation\* and \$925 for most Installation Kits.)
- SYSTEM-50X (Reg. \$12,995) *Special!* .....\$10,796  
(Add Approximately \$4,500 for Installation\* and \$925 for most Installation Kits.)
- SYSTEM-60-1 (Reg. \$5,195) *Special!* .....\$4,156  
(Add Approximately \$2,300 for Installation\* and \$550 for most Installation Kits.)
- SYSTEM-60-2 (Reg. \$10,195) *Special!* .....\$8,476  
(Add Approximately \$4,700 for Installation\* and \$925 for most Installation Kits.)
- SYSTEM-60 PSS (Reg. \$5,795) *Special!* .....\$4,726  
(Add Approximately \$2,600 for Installation\* and \$625 for most Installation Kits.)
- SYSTEM-65 (Reg. \$15,595) *Special!* .....\$12,796  
(Add Approximately \$4,700 for Installation\* and \$990 for most Installation Kits.)
- SYSTEM-65 PT (Reg. \$17,890) *Special!* .....\$14,312  
(Add Approximately \$5,200 for Installation\* and \$1,325 for most Installation Kits.)
- S-TEC ST-901 GPSS GPS ROLL STEERING ADAPTER for use with S-Tec Autopilots (Reg. \$1,295) *Special!* .....\$989  
(Add Approximately \$500 for Installation\*)

## EFIS

### Meggitt "MAGIC" Packages

Basic EFIS SYSTEM PACKAGE includes the PFD-500 Primary Flight Display, ND-500 Navigation Display, and the ADAHRS-500 Air Data Attitude Heading Reference System.

*Special!*.....\$51,989 (Plus \$24,989 for Installation\*)

EFIS-500 COPILOT SIDE PACKAGE includes the PFD-500 Primary Flight Display and ND-500 Navigation Display, when you buy the pilot side EFIS and the MAGIC 2100 DFCS.

*Special!*.....\$25,989 (Plus \$12,989 for Installation\*)

"MAGIC" 2100 DFCS DIGITAL FLIGHT CONTROL AUTOPILOT SYSTEM features GPS Roll Steering (GPSS), Heading preselect and hold, Altitude hold with altitude trim, Course intercept capability, Digital Vertical Speed Command, VOR/LOC/GS/REV/GPS Coupling, Course deviation and Nav flag warning, Altitude preselect, Indicated Airspeed Hold, Voice annunciations, and Yaw damper.

*Special!*.....\$63,489 (Plus \$12,989 for Installation\*)

"MAGIC" EFIS-500 FULL PANEL Package includes all three packages described above. The EFIS-500 Package, EFIS-500 Copilot Side Package and the 2100 DFCS systems.

*Special!*.....\$139,989 (Plus \$48,989 for Installation\*)

## HSI

Sandel SN-3308 HSI/RMI/Moving Map

SN-3308 HSI/RMI/Moving Map *Special Installed Prices from Call!*

SN-3308 HSI/RMI/Moving Map (Recon.) (Reg. \$7,495) *Special! Call!*

Collins PN-101 Slaved HSI

(Standard System) (Recon.) (Reg. \$7,989) *Special!* .....\$5,889

Bendix/King KCS-55A HSI

KCS-55A Slaved HSI System

(Reg. \$10,205 plus Installation) *Special!* .....\$Call

KCS-55A Slaved HSI System (Recon.) (Reg. \$7,989) *Special!* \$6,989

KCS-55A-01 Slaved HSI Bootstrp (Recon.) (Reg. \$8,589) *Special!* \$7,489

S-Tec ST-180

(Reg. \$12,995) *Special!* .....\$10,489

Century NSD-360 and NSD-1000

NSD-360 HSI (Recon.) (Reg. \$3,489) *Special!*.....\$3,489

NSD-360A HSI (Reg. \$5,770) *Special!* .....\$5,289

NSD-360 Slaved HSI (Recon.) (Reg. \$4,789) *Special!* .....\$4,989

NSD-360A Slaved HSI (Reg. \$7,950) *Special!* .....\$6,360

NSD-360A Slaved HSI w/Bootstrap (Reg. \$8,990) *Special!*.....\$7,489

NSD-1000 Slaved HSI (Reg. \$9,395) *Special!* .....\$7,516

NSD-1000 Slaved HSI w/Bootstrap (Reg. \$9,795) *Special!* .....\$7,836

*\*(Autopilot and Flight Control installations require specialized knowledge, skills, test equipment and tools. The S-TEC Warranty is valid only for equipment installed by an authorized S-TEC sales and service dealer. All*

*installed pricing shown in this guide is based on simple installation and certification in open panel space in a base aircraft. Additional work required to complete the installation in other aircraft will be at an additional charge.)*

## OUR OPINIONS ON AUTOPILOTS/EFCS (ELECTRONIC FLIGHT CONTROL SYSTEMS)

An Autopilot should be one of the top accessories to buy for your aircraft.

Anyone that has flown with one of these wonders for any length of time can appreciate their use in decreasing pilot fatigue. They allow the pilot a break from continuous handflying to handle other cockpit duties. Helpful when VFR, an autopilot is almost vital when flying single pilot IFR or when flying a larger, more complex aircraft. All of our autopilots operate on 14 or 28 volts, and are fully FAA TSO'd.

At Eastern Avionics Intl., Inc. we feature the best in S-Tec / Meggitt and Century Autopilots and can help you configure them to meet your budget and flying requirements. We're happy to handle your autopilot requirements for any production or kit aircraft. Call us.



### Century 2000 "Trim Prompter" Value Pack

The Century 2000 is among our most popular autopilots. Designed

on a building block concept, it allows you to add a yaw damper, and even a flight director at any time in the future. Our special "Trim Prompter" value package has the standard panel mounted computer/controller, roll servo, installation kit, and autopilot horizon but adds heading hold, heading select and a VOR/LOC coupler for Nav intercept and tracking with pitch control and trim prompting. The package also features a pitch servo, altitude hold, glideslope intercepting, and capability for altitude preselect. Call us for pricing on DG, HSI and Flight Director options and have us install a Century 2000 in your aircraft!

## S-TEC

S-Tec has a long track record of building great autopilots. The Aircraft Electronics Association had even named S-Tec "Manufacturer Of The Year." S-Tec systems use a special electric turn coordinator gyro for rate based roll data that eliminates the inputs required from a traditional vacuum horizon for roll commands. The autopilot computer/controller fits in a 3 inch ATI instrument hole on the S-TEC 20/30/40/50/60 and radio stack on the model 55. We have a full selection of installation kits for a wide variety of aircraft including many Kitplanes. Installation Kits are required and are priced separately. Check with Eastern Avionics Intl., Inc. for all the details and a current, completely installed price.



### SYSTEM-20

The SYSTEM-20 Single Axis autopilot is S-Tec's latest single axis autopilot model. It replaces your existing turn coordinator. Programmer, computer, annunciators, and servo amplifier are entirely contained within the turn coordinator/autopilot case. Features NAV/LOC/GPS tracking with HI/LOW sensitivity. (Heading system is optional.)

### SYSTEM-30

The SYSTEM-30 Two Axis autopilot is S-Tec's latest two axis autopilot model. It replaces the turn coordinator. Programmer, computer, annunciators, and servo amplifier are entirely contained within the turn coordinator/autopilot case. A remote pitch computer module and pressure transducer provides basic altitude hold capability. Features NAV/LOC/GPS tracking with HI/LOW sensitivity. (Heading system is optional.)



### SYSTEM-30 ALT

The SYSTEM-30 ALT is an altitude hold ONLY autopilot with built in out of trim annunciators. (For pitch command, vertical speed control and glideslope coupling functions get the SYSTEM-60 PSS.)



### S-TEC SYSTEM-55X

The SYSTEM-55X is one of S-Tec's newest single axis autopilot. It features full 2 axis pitch capability, GPS

Roll steering for super smooth turns, and dead-on course tracking that allows you to fly a GPS approach basically hands free. Additional features include heading preselect, heading hold, auto course intercept, VOR/LOC/BC and GPS coupling with automatic tracking sensitivity altitude hold, vertical speed command, pitch trim annunciation and much more. Expansion options are available. (Heading system is optional.)



### Meggitt Avionics "MAGIC" 2100

The MAGIC® 2100 DFCS is a digital attitude based flight control system in an avionics stack-mounted case, containing the mode selector/programmer, annunciator, roll, pitch & yaw computers and servo amplifiers. It provides roll, pitch and yaw modes, integrated altitude selector and alerter modes, and utilizes the ADAHRS sensor which is the same component as used with the MAGIC® EFIS System shown on page 27.



# EFIS (ELECTRONIC FLIGHT INFORMATION SYS.) & HSI (HORIZONTAL SITUATION INDICATORS)

## Meggitt Avionics "MAGIC" EFIS

The Meggitt Avionics next Generation Integrated Cockpit "MAGIC" is a fully-certified, TSO'd, technology for your Primary Flight Display, Navigation Display, Engine Display Unit, and Air Data Attitude Heading Reference System. This rugged, panel-mount system interfaces with most GPS systems and autopilots. It gives turbine aircraft an integrated avionics and flight information suite generally only found on commercial or military panels. The MAGIC® 2100 DFCS (see page 26) is a digital attitude based flight control system in an avionics stack-mounted case, containing the mode selector/programmer, annunciator, roll, pitch & yaw computers and servo amplifiers. It provides roll, pitch and yaw modes, integrated altitude selector and alerter modes, and utilizes the ADAHRS sensor which is the same component as used with the MAGIC® EFIS System. STC's are approved or pending for the Cessna Conquest 441, Cessna 425, Piper Cheyenne II, Beechcraft KingAir C90&200, Commander, and others. All installations are subject to STC availability for your specific aircraft. Special interface units may or may not be needed for your installation and are not included in our Special Prices shown on page 26.



### SYSTEM-40 & SYSTEM-50

The SYSTEM-40/50 Autopilot has VOR/LOC/BC tracking, turn command capability and lighted turn coordinator. The SYSTEM-50 adds altitude hold. (Heading system is optional.)

### SYSTEM-60-1

The SYSTEM-60-1 is a single axis autopilot with VOR/LOC coupling, lighted directional gyro, and turn coordinator. (Includes autopilot DG)

### SYSTEM-60-2

The SYSTEM-60-2 is a two-axis (Roll and Pitch) autopilot with VOR/LOC/GS coupling, lighted gyros, altitude hold, and V/S command. (Includes autopilot DG)

### SYSTEM-60 PSS

The SYSTEM-60 PSS is a pitch stabilization system with altitude hold, glideslope coupling, and V/S command. It works with any existing roll only autopilot by any manufacturer and adds pitch!



### SYSTEM-65

The SYSTEM-65 is a two axis (Roll and Pitch) autopilot with VOR/LOC/GS coupling, lighted gyros, altitude hold, and VS command with automatic electric trim and LCD remote annunciator. "PT" model adds power trim. (Includes autopilot DG) (Turboprop models at additional cost.)



### Sandel SN-3308 EFIS/HSI/RMI/Moving Map

The Sandel SN-3308 is far more than our most sophisticated light general aviation HSI. The Sandel is a full color EFIS type display designed to easily replace most any 3in. mechanical HSI or RMI display. Its multi-function screen can provide HSI, RMI, and full moving map data. Built in GPS annunciators and switching make this unit a dream to interface to any IFR GPS. The SN-3308 is available from us as a replacement or as a complete system with vertical gyro, magnetic flux detector, and accessories.



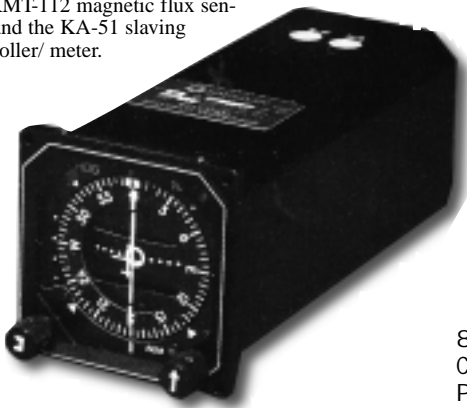
### Collins PN-101 Slaved HSI

A heavy duty model designed for extreme reliability and durability, the PN-101 is commonly used on larger corporate and commuter aircraft but is one of your best choices as a reconditioned package for any piston twin. Our used systems are recertified to manufacturers performance specifications and zero time overhaul units are available. Many versions and options are available. Call us for additional details.



### Bendix/King KCS-55A HSI

The KCS-55A gives you the quality of systems costing thousands of dollars more. Our packages include the KCS-55A HSI indicator, the all electric KG-102A remotely mounted directional gyro and slaving system, the KMT-112 magnetic flux sensor, and the KA-51 slaving controller/ meter.



### S-Tec ST-180

A perfect addition to the fine S-Tec autopilot line, it includes a Panel mounted HSI, Remote Gyro, Slaving Panel, and Flux Sensor. All electric operation.

### Century NSD-360 and NSD-1000

The Century NSD-360 is among the most popular HSI systems ever built. By integrating a vacuum driven heading gyro into the HSI display Century was able to keep the system easy to install and reasonably priced. The non-slaved model is the least expensive HSI on the market. The "A" models denote the latest versions. The NSD-1000 is Century's all electric model. It, too, is a one piece system for easy installation in a standard 3" ATI instrument hole. All slaved models include a magnetic flux sensor. Our used models are recertified to original manufacturers performance standards.



*The Century 2000 trim prompeter is a top seller and an outstanding value.*

*S-Tec, with their System 40/50 Series, gives you the option of starting with a single axis autopilot system and adding pitch control, HSI or Flight director options at a later date. The System 20/30, make for the easiest and most economical installation possible. Since it replaces your turn coordinator it eliminates the need for additional panel or instrument space for an autopilot. The S-Tec PSS (Pitch Stabilization System) and the SYSTEM 30 ALT are economical ways to add all the benefits of pitch control to supplement virtually any older autopilot.*

*The Sandel SN-3308 is absolutely awesome! The price is a tenth the price of most EFIS systems. This is our best buy in an HSI.*



8000 Skyline Way  
Charlotte County Airport (PGD)  
Punta Gorda, Florida 33982  
Order Line 1.800.628.2667  
Info Line 1.941.637.8585  
Fax 1.941.637.0388  
See Our Comprehensive On-Line Guide at [www.avionix.com](http://www.avionix.com)  
Order on-line 24 hours a day!  
e-mail: [staff@avionix.com](mailto:staff@avionix.com)

“Your staff had all the answers for me. I'm a little impatient, so when I finally decided on my package, getting it in two days blew me away!”

W. Frank, GA

## DME

### Bendix/King KN-62A/64 & KN-63

KN-62A Special!	.....\$Call
KN-62A (Recon.) (Reg. \$ 2,795) Special!	.....\$2,395
KN-62A-01 (Recon.) (Reg. \$ 3,489) Special!	.....\$3,189
KN-64 Special!	.....\$Call
KN-64 (Recon.) (Reg. \$ 2,489) Special!	.....\$2,089
KN-63 Special!	.....\$Call
KN-63 (Recon.) (Reg. \$ 4,489) Special!	.....\$3,389

### NARCO DME-890

DME-890 (Recon.) (Reg. \$1,989) Special! .....\$1,689

## ADF

### Bendix/King KR-86 & KR-87

KR-86/KA-42 system (Recon.) (Reg. \$1,889) Special!	.....\$1,489
KR-86/KA-42B system (Recon.) (Reg. \$2,089) Special!	.....\$1,689
KR-87/KI-227/KA-44 Special!	.....\$Call
KR-87/KI-227/KA-44 (Recon.) (Reg. \$3,289) Special!	.....\$2,689

### Narco ADF-841

ADF-841/IND-841/ANT-841 (Recon.) (Reg. \$2,189) Special! ..\$1,989

### Collins ADF-650 & ADF-650A

ADF-650 (Recon.) (Reg. \$1,489) Special!	.....\$1,289
ADF-650A (Recon.) (Reg. \$1,589) Special!	.....\$1,389

## OUR OPINIONS ON DISTANCE MEASURING EQUIPMENT (DME) AND AUTOMATIC DIRECTION FINDERS (ADF)

DME is still a capable and useful tool in the IFR-equipped aircraft providing essential distance, ground speed, and time enroute information that you need to navigate the airspace system. It also you lower minimums on most approaches, including many that are published specifically for VOR-DME. This can make the difference between landing at home or having to divert to an alternate in times of bad weather. For this reason alone, DME systems are high on the list of must-haves.

An ADF is another highly useful instrument, particularly for IFR use. It is tough to beat the easy operation of a system that simply points to the station you tune in. Many instrument approaches into small airports are NDB-based so if you are getting an instrument rating, an ADF is useful.

The newest digital models all have coherent detection for high sensitivity, self-dimming flip-flop displays, and approach timers — a truly great feature. All ADFs require two antennas — a sense antenna and a loop antenna — but the latest digital models have combined Loop-Sense antennas. All of our units are priced with loop antenna and indicator.

Give us a call at Eastern Avionics Intl., Inc. We can recommend a DME or ADF that fits your needs, airplane and budget.

## GEAR-UP WARNING & SYSTEM MONITORS

### PROSCAN FSM2000 FLIGHT MONITOR

Comes complete with install kit, connectors, oil pressure sending unit, cylinder head thermocouple, remote processor and CO2 sensor. INCLUDES INSTALLATION BY EASTERN AVIONICS!  
Installed Special! .....\$5,289\*

### "P2" 6601AAS LANDING GEAR & AIRSPEED MONITOR

Comes complete with install kit, connectors, black on amber annunciator/switch, and AAS computer. (ADD \$795\* FOR INSTALLATION BY EASTERN AVIONICS )  
Special! .....\$1,695  
(\* in most aircraft)

“The FSM2000 is one of those fantastic black boxes that once you fly with it, you will never have an airplane without it! Because it monitors virtually every critical system on your airplane; and blinks, flashes and talks to you if something is wrong; it's the ultimate accessory for single pilot flying!”

## DME (DISTANCE MEASURING EQUIPMENT)



### BENDIX/KING KN-62A/64 & KN-63 DME

The Bendix/King KN-62/63/64

DME series are outstanding. A high power 100 watt transmitter, bright triple display (Distance/Groundspeed/ Time to Station) digital readout, thin flat pack design and easy three wire installation makes it ideal for most panels. The KN-62A-01 includes a special harmonic filter which is required in some foreign countries. The KN-64 is a lower power non-TSO'd version of the KN-62A. The KN-63 is a remote mounted version of the KN-62A-01 and uses a KDI-572 indicator (included) that mounts in the panel.



### NARCO DME-890

The Narco DME-890 is another excellent DME. Like other modern DME's it has a bright triple display (Distance/ Groundspeed/Time to Station) digital readout, thin flat pack design, and easy three wire installation.

## ADF (AUTOMATIC DIRECTION FINDERS)



### BENDIX/ KING KR-86 ADF

The King KR-86 is very popular because it has a built-in indicator. It is available with the KA-42 Loop antenna or the KA-42B combination Loop-Sense antenna. The KA-42B combination Loop-Sense antenna is the perfect alternative for your aircraft if a long wire antenna cannot be installed.



### BENDIX/KING KR-87 ADF

The King KR-87 is a top choice in a panel-mounted ADF. Digital Coherent Detection circuits give

unmatched sensitivity. The KI-227 indicator (Included but not shown here) gives accurate and fast needle response. Features include an elapsed timer, bright gas plasma flip-flop display, RMI outputs, and flight and elapsed timers.



### NARCO ADF-841

The Narco ADF-841 is another top choice in a panel mounted ADF. It's a terrific value too. It uses the same advanced coherent digital detection system as the most expensive ADF

models and has all the top features including flip-flop gas plasma display and timers. Includes the IND-841 indicator and ANT-841 Antenna.



### COLLINS ADF-650 & ADF-650A

Especially easy to install, the Collins ADF-650/650A uses a single combined loop/sense antenna and a separate IND-650 indicator (included).

The later model ADF-650A is functionally identical to the ADF-650 with some minor engineering improvements.

## PROSCAN FSM2000 SYSTEMS MONITOR, AUDIO ADVISORY & ANNUNCIATOR SYSTEM



The ProScan FSM2000 is the most comprehensive system monitor available for single engine aircraft. It provides a Landing Gear Warning, Stall Warning, CO2 Warning, Oil Pressure Warning, Oil Temp Warning, Overspeed Warning, Engine Monitor Alert, Cylinder Head Temp Warning, Fuel Pump Monitor, Pitot Heat Monitor, Gear Overspeed Monitor, Vacuum Pump Monitor, Voltage Monitor, GPS/NAV Alert, WPT Alert, Fuel Level Warnings, Cabin Door Warning and even a Baggage Door Warning. (See www.avionix.com for details)

### "P2" 6601AAS LANDING GEAR & AIRSPEED WARNING SYSTEM

The P2 6601Audio Advisory System provides various Landing Gear and Airspeed Warnings. Fully PMA'd and STC'd for most non-pressurized and pressurized aircraft. (See www.avionix.com for details)



# Radar Altimeters

## OUR OPINIONS ON RADAR ALTIMETERS

To the serious IFR pilot landing at a strange airport in poor conditions, nothing can compare to the security a radar altimeter can provide. Only a radar altimeter can give you absolute assurance of your height above the ground. All radar altimeters have three basic pieces, an antenna, a receiver transmitter, and an indicator. The antenna can come in different types depending on whether you decide to mount it on a flat or skewed area under the fuselage. Antennas are specific to the system. All models allow you to select a decision height (DH) altitude or any other altitude up to about 2,500ft. above the ground. When you descend to this preset altitude a visual and aural warning will sound. Some models use Electronic Digital Displays and others use the more common Analog (dial) displays. The one you choose depends on whether you have the required panel space for a 3 inch analog indicator or prefer the smaller size or some of the additional features of the all digital models.

At Eastern Avionics Intl., Inc. we have a full selection of radar altimeters for a wide variety of aircraft. Call us. We can help you select your perfect system.

### Bendix/King KRA-10A

KRA-10A (Reg. \$5,875) .....*Call for Price!*

KRA-10A (Recon.)

(Reg. \$4,389) .....*Call for Price!*

*Call for pricing on 14vt. to 28vt. converters.*

### FreeFlight Systems TRA-3000 and TRA-3500

TRA-3000/TRI-20 (Reg. \$3,954) *Special!* .....\$3,549

TRA-3000/TRI-40 (Reg. \$4,350) *Special!* .....\$3,889

TRA-3500/TRI-40 (Reg. \$7,166) *Special!* .....\$6,449

# Instruments

## OUR OPINIONS ON INSTRUMENTS

There are hundreds of different instruments available for General Aviation. Some models are only appropriate for homebuilts and others are FAA certified as primary or replacement units for production aircraft. We have a large selection of instruments at a variety of prices. In this section we have simplified your choices by offering our best and most frequently recommended TSO'd instruments.

We represent all major manufacturers of mechanical and electronic instruments. Contact us when you're ready to buy instruments. Our all pilot, highly trained staff will put together the instruments best suited to your flying.

### DIRECTIONAL GYROS AND ARTIFICIAL HORIZONS...

Sigma-Tek or Equivalent Vacuum Directional Gyro .....\$649

R.C. Allen 15 Elec. Directional Gyro (OH) (Specify 14 or 28 Vt.) \$1,689

Sigma-Tek or Equivalent Horizon Gyro.....\$649

R.C. Allen 26 Elec. Horizon Gyro (OH) (Specify 14 or 28 Vt.) ....\$1,689

Add \$149 for internal lighting on vacuum models, \$99 for electric models.

### TURN COORDINATORS

EAI-EGC-TC .....\$439 and up

(Add \$30 for connector if required.)

### ALTIMETERS, AIRSPEED INDICATORS, VERTICAL SPEED INDICATORS and OTHER INSTRUMENTS

Altimeter (20,000 ft.) .....\$199 and up

(Specify inches or millibars, add \$80 for 35,000 ft. model)

Airspeed indicator (add \$19 for custom range marking) .....\$139 and up

Vertical Speed Indicator (Spec. range desired thru 6000fpm.)....\$129 and up

Add \$89 for internal lighting.

Suction Gauge (One Inch).....\$69

Fuel Pressure (2.25 Inch).....\$89

Manifold Pressure (2.25 Inch).....\$89

### VERTICAL CARD COMPASS

PAI-700 Vertical Card Compass (2.25 Inch) .....\$269

Water Temperature (2.25 Inch).....\$89

Oil Temperature (2.25 Inch).....\$89

Oil Pressure (2.25 Inch).....\$89

**"Call for other instruments!"**



### Bendix/King KRA-10A

The KRA-10A is a 3 piece system consisting of the KI-250 indicator, KRA-10A Receiver Transmitter and KA-131 antenna. The KI-250 is an easy to read and interpret full size 3 inch display that reads accurately down to 20 ft.

above the terrain. Just dial in your Decision Height with the bug on the indicator and the unit will alert you visually with a yellow DH warning and a 2 second tone when you reach it. 100% Solid State design with outputs for flight director, autopilot and external annunciators. 14 vt. operation requires a voltage converter.



### FreeFlight Systems TRA-3000 and TRA-3500

FreeFlight Systems offers you a great deal of variety in your selection of Radar Altimeters. The TRA-3000 model uses an integrated receiver/transmitter/antenna.

The integrated design with built in state of the art microstrip antenna makes the system nearly 100% efficient. It displays altitude from 40 to 2500 ft. and will use either the TRI-20, or TRI-40 indicators. The TRI-20 indicator, at only 1.4 inches tall and 3.5 inches wide, is small enough to fit most anywhere in the panel.

It has two displays that simultaneously show altitude and DH setting, a Visual and Aural DH warning, 40 ft. self test feature and 14vt. operation. The top of the line TRI-40 indicator is similar to the TRI-20 but adds a gear warning to alert you if your gear is not down at 100 ft. of the touchdown altitude, outputs for 2 analog and 8 fixed point trip outputs, and 28vt. operation. The top of the line TRA-3500 model has a super high performance Receiver/Transmitter that connects to 2 separate low profile microstrip antennas. It is only available with their finest TRI-40 indicator.



### DIRECTIONAL GYROS AND ARTIFICIAL HORIZONS...

Choose from Electric or Vacuum driven models. Horizons use the latest blue/brown color design. (Specify panel tilt for helicopter installations.)



### ALTIMETERS, AIRSPEED INDICATORS, VERTICAL SPEED INDICATORS and OTHER INSTRUMENTS

Full custom range marking is available for all new and replacement requirements.



### PAI-700 Vertical Card Compass

### TURN COORDINATORS

Our electric turn coordinators are fully TSO'd and designed to the highest standards for reliability and long life. (Specify 14 or 28 volt.)

# Digital Instrumentation

## J. P. Instruments

EDM-700 (Single Eng) (4 EGT / 4 CHT) (Reg. \$1,840) <i>Special!</i>	\$1,565
EDM-700 (Single Eng) (6 EGT / 6 CHT) (Reg. \$1,995) <i>Special!</i>	\$1,695
EDM-700-F Analyzer/Fuel Computer w/Transducer (4 EGT / 4 CHT) (Reg. \$2,930) <i>Special!</i>	\$2,490
EDM-700-F Analyzer/Fuel Computer w/Transducer (6 EGT / 6 CHT) (Reg. \$3,085) <i>Special!</i>	\$2,621
DATA LOGGER Data Recording Option which includes Percent of Horsepower, Tachometer System, Manifold Pressure System, and Outside Air Temperature System. (Add to above prices) (Reg. \$1,450) <i>Special!</i>	\$1,249
EDM-800 Analyzer (4 EGT / 4 CHT) (Reg. \$3,695) <i>Special!</i>	\$3,069
EDM-800 Analyzer (6 EGT / 6 CHT) (Reg. \$3,995) <i>Special!</i>	\$3,249
EDM-760 Analyzer (4 EGT / 4 CHT) (Reg. \$3,995) <i>Special!</i>	\$3,395
EDM-760 Analyzer (6 EGT / 6 CHT) (Reg. \$4,495) <i>Special!</i>	\$3,825
EDM-760-F Analyzer/Fuel Computer. w/Transducer (4 EGT / 4 CHT) (Reg. \$5,480) <i>Special!</i>	\$4,658
EDM-760-F Analyzer/Fuel Computer w/Transducer (6 EGT / 6 CHT) (Reg. \$5,980) <i>Special!</i>	\$5,083
EDM-900-4C (Reg. \$5,200) <i>Special!</i>	\$4,589
EDM-900-6C (Reg. \$5,600) <i>Special!</i>	\$4,949

## JPI FS-450 Flight-Scan Fuel Flow System

FS-450 (Less Transducer) (Reg. \$595) <i>Special!</i>	\$490
FS-450 with Transducer (Reg. \$695) <i>Special!</i>	\$575
FS-450 with DUAL Transducers for use with Pressure Carbs w/ return lines (Reg. \$995) <i>Special!</i>	\$845
FS-450 with HI FLOW Transducer for turbine aircraft (Reg. \$1,895) <i>Special!</i>	\$1,610

## JPI Slimline Engine Instruments

Tachometer (Reg. \$328) <i>Special!</i>	\$295
Manifold Pressure (Reg. \$328) <i>Special!</i>	\$295
Oil Temperature (Reg. \$295) <i>Special!</i>	\$259
Oil Pressure (Reg. \$250) <i>Special!</i>	\$229
Outside Air Temperature (Reg. \$250) <i>Special!</i>	\$229
Fuel Pressure (Reg. \$250) <i>Special!</i>	\$229
Turbine Inlet Temperature (Reg. \$295) <i>Special!</i>	\$259
Volt / Amp Meter (Reg. \$195) <i>Special!</i>	\$189

## Electronic International Gauges

UBG-16 Ultimate Bar Graph Analyzer (8 ch/single) (Reg. \$ 1,549) <i>Special!</i>	\$1,429
UBG-16 Ultimate Bar Graph Analyzer (12 ch/single) (Reg. \$ 1,795) <i>Special!</i>	\$1,629
US-8A Ultimate Analyzer (8 ch/single) (Reg. \$1,242) <i>Special!</i>	\$1,089
US-8A Ultimate Analyzer (12 ch/single) (Reg. \$1,478) <i>Special!</i>	\$1,259
US-8A Ultimate Analyzer (12 ch/twin ) (Reg. \$1,730) <i>Special!</i>	\$1,449
US-8A Ultimate Analyzer (16 ch/twin ) (Reg. \$2,050) <i>Special!</i>	\$1,689
FP-5 Fuel Computer w/o Fuel pressure (Reg. \$895) <i>Special!</i>	\$849
FP-5 Fuel Computer w/Fuel pressure (Reg. \$995) <i>Special!</i>	\$919
FP-5L Fuel Computer w/o Fuel pressure (Reg. \$1195) <i>Special!</i>	\$989
FP-5L Fuel Computer w/Fuel pressure (Reg. \$1295) <i>Special!</i>	\$1,089
FL-2 Digital Fuel Qty for Kitplanes (Reg. \$398) <i>Special!</i>	\$359
SR-8A Smart Analyzer (6 ch) (Reg. \$869) <i>Special!</i>	\$749
SR-8A Smart Analyzer (8 ch) (Reg. \$987) <i>Special!</i>	\$849
M-1 Manifold Pressure Gauge (Reg. \$495) <i>Special!</i>	\$429
R-1 Tachometer (Reg. \$475) <i>Special!</i>	\$409
OPT-1 Oil Temperature/Pressure Gauge (Reg. \$595) <i>Special!</i>	\$519
E-1 Single Probe EGT Gauge (Reg. \$248) <i>Special!</i>	\$219
E-4 Four Probe EGT Gauge (Reg. \$560) <i>Special!</i>	\$479
E-6 Six Probe EGT Gauge (Reg. \$670) <i>Special!</i>	\$569
C-1 Single Probe CHT Gauge (Reg. \$248) <i>Special!</i>	\$219
C-4 Four Probe CHT Gauge (Reg. \$560) <i>Special!</i>	\$479
C-6 Six Probe CHT Gauge (Reg. \$670) <i>Special!</i>	\$569
EC-1 Single EGT and CHT Gauge (Reg. \$365) <i>Special!</i>	\$309
EAC-1 Single EGT, OAT & CHT Gauge (Reg. \$440 ) <i>Special!</i>	\$389
VA-1A Volt/Ammeter (Reg. \$248) <i>Special!</i>	\$229

## Insight Graphic Engine Monitors

(Not Pictured)	
GEM-602-4 (4 EGT / 4 CHT) (Reg. \$1,686) <i>Special!</i>	\$1,389
GEM-602-6 (6 EGT / 6 CHT) (Reg. \$1,826) <i>Special!</i>	\$1,489
GEM-610-42 (4 EGT / 4 CHT) (Reg. \$1,785) <i>Special!</i>	\$1,489
GEM-610-62 (6 EGT / 6 CHT) (Reg. \$1,741) <i>Special!</i>	\$1,589
GEM-610-43 (4 EGT / 4 CHT / 1 TIT) (Reg. \$2,065) <i>Special!</i>	\$1,749
GEM-610-63 (6 EGT / 6 CHT / 1 TIT) (Reg. \$2,155) <i>Special!</i>	\$1,789
GEMINI-1200-42 for 4 cyl. twins (Reg. \$3,312) <i>Special!</i>	\$2,889
GEMINI-1200-62 for 6 cyl. twins (Reg. \$3,600) <i>Special!</i>	\$2,989
GEMINI-1200-43 for 4 cyl. turbo twins (Reg. \$3,880) <i>Special!</i>	\$3,489
GEMINI-1200-63 for 6 cyl. turbo twins (Reg. \$4,280) <i>Special!</i>	\$3,689

# OUR OPINIONS ON DIGITAL ENGINE ANALYZERS

Oddly, the most important and most frequently overlooked system on General Aviation aircraft is engine instrumentation. Having the right information insures that your engine will run at peak performance and reliability — and when something is going wrong these computerized marvels will alert you of impending problems before it's too late. Serious problems like intake leaks, low compression, burned valves and fouled plugs are easily detected. Fuel efficiency can dramatically increase because too many pilots, fearful of overleaning, can now lean with confidence knowing that a microprocessor is monitoring each cylinder for them. Fuel savings alone can pay for these systems in no time, not to mention the benefit of longer engine life. Some engine shops even increase engine warranties when some of these instruments are installed. We also have a wide selection of all types of other Digital Instruments. What you see on these two pages only begin to show you the items we have available.

**At Eastern Avionics Intl., Inc. we take the confusion out of selecting the best digital engine analyzers and instruments. Just give us the year, make, model, and serial number of your aircraft and we can put together a package just right for you. And at a great price too!**



## J.P. Instruments EDM-700



The EDM-700 is truly amazing. It is one of the most complete and advanced systems on the market. It will monitor up to 22 different engine parameters on simultaneous bar graph and scanning alphanumeric digital displays. Full variable scaling is found on the bar graph and alphanumeric features include scanning of EGT, CHT, OAT, OIL, CDT, IAT, and 2 TIT (for twin turbo models). The buss voltage and oil pressure monitors also have hi/lo alarms for early warning of system failures. It calculates and displays temperature span and identifies the cylinder with the greatest span. Shock cooling is displayed in degrees per minute and the cylinder most affected is identified. Twin engine models have full twin engine monitoring even when only one engine is being displayed. The first cylinder to peak EGT is even found automatically; the digital display reads "PEAK EGT" when this occurs. If you lean too fast for the engine to respond, a "TOO FAST" message is even displayed. Get the EDM-700 DATA LOGGER model for date stamped 100 hours of engine information on virtually every engine parameter including percent of horsepower, engine RPM, manifold pressure, and even outside air temperature. It includes a remotely mounted Data Module with removable Data Card. "F" Models add a fuel flow computer option which features fuel flow, fuel used, fuel remaining, and time remaining.

## J.P. Instruments EDM-800

The EDM-800 has all the advanced functions of the EDM-700 with several impressive additions. Two new easily readable digits located at the top of the EDM display continually show the percentage of horsepower being used (even horsepower over lean), or RPM. Now you can be sure that you are never exceeding the horsepower limits of your engine. The EDM-800 also has a Memory Module that can store up to 25 hours of engine data, which can be downloaded to a laptop or palmtop PC. When using the memory function, all functions of the EDM are recorded, including Fuel Flow and Horsepower.



## EDM-760 Twin Engine Analog/Digital Engine Analysis System

The EDM-760 has dual displays that display all key data on both engines of twin engine aircraft simultaneously. It has all the features of the EDM-700 above but monitors 29 channels of information. A RS-232 data port is also included for downloading all data into a laptop, palmtop, or MAC computer for analysis. "F" Models add a fuel flow computer option which features fuel flow, fuel used, fuel remaining, and time remaining.



## JPI FS-450 Flight-Scan Fuel Flow Computer

Features dual displays with Automatic Fuel Flow Computing! LED's indicate

adjustable scan data in lower display. Shows Flow, Total Fuel Used, Remaining, Endurance, Fuel required to WP, Fuel Reserve at WP, and MPG. Step button steps data forward or backward. Displays GPH/liters/lbs. Front panel programmable. Shadin and Hoskins Compatible. FAA TSO/STC'd, 2.25", 5 oz. 1.5" depth, two-year warranty, GPS data outputs.



## JPI Slimline Engine Instruments

The JPI Slimline series give you super bright red displays, individual alarms on all models, and stacking capability. Prices include probes/sensors and installation kit. Accuracy is to 1 degree or 1 psi.



*The EDM-700 is one of our most popular analyzers and for good reason. They are all top quality, with advanced engineering and outstanding capability!*

*The UBG-16 is the newest E.I. model with some nice features!*

*If you are building a Kitplane, look no father than the JPI EDM-900. The capability offers can't be beat!*

## J.P. Instruments EDM-900 "All-In-One" Engine Display and Monitoring System

The JPI EDM-900 is the most advanced All-In-One Engine Data Management on the market for kitplanes. It records all engine parameters at 6 second intervals and allows you to download and plot that data on your PC. All gages have variable scale and alarm limits to fit your particular engine. The EDM-900's bright orange plasma display is the best to see in bright sunlight and all viewing angles. The internal Tachometer resolution is 25 RPM per bar with variable scale and includes a Hobbs Meter and alarms. It will monitor over 20 different engine parameters on simultaneous bar graphs and scanning alphanumeric digital displays. Full variable scaling is found on the bar graph and alphanumeric features include scanning of EGT, CHT, OAT, OIL, CDT, TIT, and IAT. Even percentage of horsepower being used is computed. Except for outside air and carb temp all EDM's have alarms on all functions! It calculates and displays temperature span and identifies the cylinder with the greatest span. Shock cooling is displayed in degrees per minute and the cylinder most affected is identified. The first cylinder to peak EGT is even found automatically and the digital display reads "PEAK EGT" when this occurs. The "OVERLEAN" feature displays temperature on the lean side of peak (Great when following the latest GAMI overlean methods.) For easy installation all the wiring and probes connect directly to the panel unit. Prices include standard probes/sensors and installation kit. The entire system is 5.1 in. wide, 5.0 in. tall and 2 in. deep. It weighs only 21oz. Accuracy is to 1 degree or 1 psi. **THE EDM900 IS DESIGNED FOR KITPLANE USE ONLY.**



identified. The first cylinder to peak EGT is even found automatically and the digital display reads "PEAK EGT" when this occurs. The "OVERLEAN" feature displays temperature on the lean side of peak (Great when following the latest GAMI overlean methods.) For easy installation all the wiring and probes connect directly to the panel unit. Prices include standard probes/sensors and installation kit. The entire system is 5.1 in. wide, 5.0 in. tall and 2 in. deep. It weighs only 21oz. Accuracy is to 1 degree or 1 psi. **THE EDM900 IS DESIGNED FOR KITPLANE USE ONLY.**

## Electronics International

Electronics International is a top manufacturer of Digital General Aviation Instruments. Except for the UBG-16, all of their units feature top quality LCD displays with backlighting and fit any standard 2 inch "clock mount" instrument hole. Mounting depth is less than 5.35 inches in all models and the factory warranty is 1 year. Over 20 models of EGT, CHT, TIT, OAT and CARBURETOR Temperature instruments are available. Many temperature combinations, multi channel combinations, and FAA approved primary replacement CHT and TIT instruments are available. Contact Eastern Avionics Intl., Inc. for all the details.



### US-8A Ultimate Analyzer

This model has two high contrast, backlit LCD displays that accept inputs from up to 16 probes of almost any kind including: EGT, CHT, TIT, OIL, OAT, and CARB. All probe temps are programmable by the pilot

for automatic scanning diagnostics and warnings for overtemp, undertemp, differential, and shock cooling. Even the scan rate, probe scanned, and last scanned channel can be changed from the front panel. It automatically finds the safest lean point, the cylinder with the hottest EGT or CHT and much more!



### SR-8A Smart Analyzer

Think of the SR-8A as an Ultimate Analyzer with a single display and 8 channels. It has nearly all the features of its big brother except that EGT warnings are 1650°F over and 1100°F under, CHT temp warning is 500°F over, and the

differential temperature warning is either 95 or 195 degrees. It's great for most any single engine aircraft owner on a tight budget or twin engine operator that prefers dual instruments.



### FP-5 and FP-5L Fuel Computer and Pressure Instrument

The FP-5 and the FP-5L with a GPS/LORAN data output are two of the top Fuel Computers on the market. It displays Fuel Flow, Fuel Remaining, Fuel Used, Time to Empty, and optional Fuel Pressure. It features 2 low Fuel Alarms, Adjustable Time to Empty Alarm, Low/High Fuel Pressure Alarms, and much more.



### M-1 Manifold Pressure Gauge

The M-1 is STC'd, PMA'd, and TSO'd by the FAA as a primary replacement instrument and uses a 210 degree graphic analog and digital display that can be custom set to your specifications.



### R-1 Tachometer

It's so good the R-1 is STC'd, PMA'd, and TSO'd by the FAA as a primary Replacement Instrument. It has a 210 degree graphic analog and digital display that can be custom set to your specifications. Features a built in flight timer, Tach timer and records the peak RPM on your last flight.



### UBG 16 Ultimate Bar Graph

The UBG-16 Ultimate Bar Graph Engine Analyzer is among our most popular E.I. models. It is the most advanced instrument built by E.I. for detecting engine problems in their earliest stages and will assist you in running your engine safely and economically. It has Pilot Programmable High and Low Alarms for all 16 channels which allow the setting of alarms for each cylinder based on that cylinders normal operating temperature. If any temperatures deviate from a normal operating range, you'll get an alarm before the problem causes stress or wear on your engine. These 32 pilot programmable limits provide the ultimate in early problem detection. The UBG-16 features a normalized mode with a 20 year memory that tracks normal EGT variations and equalizes them on the graph. This makes it easy to spot a problem if one column is higher or lower than the others. False EGT peaks when leaning are sensed by the UBG-16 and can be easily corrected. You can even set your mixture to achieve a specific EGT on the rich or lean side of peak. On the lean side of peak, the UBG-16 will blink the number over each column as that cylinder reaches peak EGT. At a glance you'll know where your engine is operating, from the first cylinder to reach peak, to the last. An external warning light and voice alert system are optional.



### OPT-1 Oil Temperature/Pressure Gauge

The OPT-1 is STC'd, PMA'd, and TSO'd by the FAA as a primary Replacement Instrument and uses two graphic analog displays for pressure and temperature and one switchable digital display that can be custom set to your specifications. The external temperatures and pressure transducers keep oil lines out of the panel.



### Digital EGT & CHT Gauges

Our Basic EGT's allows you to precisely lean to get improved fuel efficiency and engine life. A must with any aircraft.



8000 Skylane Way  
Charlotte County Airport (PGD)  
Punta Gorda, Florida 33982  
Order Line 1.800.628.2667  
Info Line 1.941.637.8585  
Fax 1.941.637.0388  
See Our Comprehensive On-Line Guide at [www.avionix.com](http://www.avionix.com)  
Order on-line 24 hours a day!  
e-mail: [staff@avionix.com](mailto:staff@avionix.com)

# Fuel Flow and Air Data Computers

## SHADIN FUEL AND AIRDATA COMPUTERS

### MICROFLO™ (-L) with GPS Interface

*Includes transducer and harness assembly!*

**Factory Special! .....\$595**

### MINIFLO™ (-L) with GPS Interface

*Includes transducer and harness assembly!*

**Factory Special! .....\$595**

### DIGIFLO™

(Reg. \$1,995) **Special! .....\$1,795 Base Price\***

### DIGIFLO™ (-L) with GPS Interface

(Reg. \$2,295) **Special! .....\$1,989 Base Price\***

### DIGIFLO™ TWIN ENGINE

(Reg. \$2,595) **Special! .....\$2,195 Base Price\***

### DIGIFLO™ (-L) TWIN ENGINE with GPS Interface

(Reg. \$2,995) **Special! .....\$2,549 Base Price\***

### DIGIDATA™

(Reg. \$3,995) **Special! .....\$3,369 Base Price\***

### ADC-200 (Includes a FREE OAT Probe!)

(Reg. \$3,495) **Special! .....\$2,969 Base Price\***

### ADC-2000

(Reg. \$5,495) **Special! .....\$4,589 Base Price\***

\*Prices vary depending on the aircraft. Our base prices are for general comparison purposes only. Call us with the year, make and model of your aircraft, the Engine model and serial number, and the model of your GPS. We also need to know if you want fuel flow in gallons, pounds, or liters. Call Eastern Avionics for transducer pricing.

**JIM'S TIP!** *If you have a modern GPS/MAP system in your medium single or twin aircraft the ADC-200 is the best accessory you can buy. Because it integrates actual aircraft fuel flow, airspeed, and altitude data with data from your GPS it closes the information gap. Now you have a TRUE Flight Management System at a low price that could only be dreamed of just a few years ago.*

## ELT Systems (EMERGENCY LOCATOR TRANSMITTERS)

ELTs are one of those items in the plane that you hope you'll never have to use. But when you need it, your life may depend on it! New TSOs (FAA Technical Standard Orders) have gone into effect, so buying a used ELT is a real bad idea. Our prices are excellent so stick with the new ones. The best units are able to use DURACELL(TM) "D" size flashlight batteries in the ELT so expensive discreet ELT batteries are becoming a thing of the past.

Fortunately, there are many good ELTs out there, but unfortunately, only some meet the specifications for foreign registered aircraft. Contact us if you need to import our ELTs. For use in the United States, however, the two models we cover below really provide outstanding values. The choice you make depends on your mounting requirements, whether a microphone or position transmitting interface is desired, and your personal preferences.

*Give us a call at Eastern Avionics Intl., Inc. for all the options and details.*

### AMERI-KING AK-450

**AK-450 Special! .....\$199**

### ACK-ELT

(Reg. \$324) **Special! .....\$229**

### Shadin Microflo™ (-L) (2 1/4 in. Mount)

The Microflo™ (-L) is a simple to use digital fuel management system providing fuel used, fuel remaining, and endurance (hours and minutes) data, as well as safety alerts for low fuel and endurance situations (programmed by the operator). Adjustable brightness enables easy reading in any light condition. When interfaced with a GPS system, the Microflo(tm)-L offers the additional features of fuel to destination, fuel remaining at destination, and nautical miles/unit of fuel (gallons, pounds, or liters). All the pilots needs to program is the total usable fuel, and then fuel added each time the aircraft is fueled. All other functions are automatic.



### Shadin Miniflo™ (-L) (1/2in. high ATI Mount)

The Shadin Miniflo™ is another accurate, reliable, and affordable digital fuel flow management system for single and twin engine applications that provides up-to-the-second fuel used, fuel remaining, and endurance (in hours and minutes) calculations, and alerts the pilot to low fuel quantity and endurance situations. Automatic brightness adjustment displays clearly in any light condition, contributing to a safer, more relaxing flight for both VFR and IFR pilots. The (-L) model interfaces with most GPS systems and additionally provides fuel needed to destination, fuel available upon reaching destination, and nautical miles covered per unit of fuel burned. Shadin Fuel Management Systems are STC'd for over 180 airframe and engine installations. For many twin engine aircraft, Shadin's STC enables the replacement of the original gauge.



### Shadin Digiflo™ (-L) (3.25in. Mount)

The popular Shadin Digiflo™ displays constant engine fuel flow rates, total fuel used, total fuel remaining (in gallons, pounds or liters), endurance, low fuel remaining warning, and low time remaining warning. Its easy to operate and install into a standard 3 1/8" instrument hole. Fuel can be added in partial loads, or one touch at fuel tank top off, and you're good to go. The (-L) model interfaces with most GPS systems and adds fuel needed to destination, fuel available upon reaching destination, and nautical miles covered per unit of fuel burned. Shadin Fuel Management Systems are STC'd for over 180 airframe and engine installations. For many twin engine aircraft, Shadin's STCs enable replacement of the original gauge.



### Shadin Digidata™/ADC-200/ADC-2000 Fuel Flow and Airdata Systems

Designed to interface with the latest GPS systems on the market, the Digidata(tm)/ADC Series Fuel Airdata Computers deliver real-time fuel management information, winds aloft, and airdata information to instantly alert the pilot to changing flight conditions.

The Digidata model fits a standard 3.25 inch panel hole and features a new dual super bright red dot matrix digital display. The ADC-200 and ADC-2000 models are remote-mounted and require no valuable panel space since all calculated functions are viewed directly on the fuel and wind page of your GPS! It interfaces easily through your GPS RS-232/422 interface. All models show Individual engine fuel flow (GPS calculates fuel remaining/used, fuel to destination, left/right engine used), TAS, winds aloft, wind component, Mach speed, Indicated Air Speed, Instantaneous Vertical Speed, True Air Temperature, Rate of Turn, Outside Air Temperature, Pressure Altitude, Density Altitude, and Magnetic Heading. Calculated pressure altitude fed from the ADC-200 and

ADC-2000 to the GPS substitutes as 4th satellite navigation information, saving expense of wiring the existing encoder to the GPS. For jet operators, pitot/static source error correction curves were added to ensure accurate pressure altitude and indicated airspeed readouts. The top of the line ADC-2000 adds ARINC 429 interfaces, can take baro-corrected altitude from certain altimeters to automatically update your GPS, and has an internal 55,000 ft. high resolution encoder. (A bootstrapped HSI or DG connection with standard ARINC 407 X,Y,Z outputs are required for heading information. Call Eastern Avionics for transducer pricing.)



### AMERI-KING AK-450

The AMERI-KING AK-450 is our most popular ELT.

It has all the accessories and features of the ACK ELT but adds a mike jack that allows you to plug into your cabin mike and transmit (but not receive) on the emergency frequencies. We are very impressed with the value the AK-450 offers. This system uses popular DURACELLS™, too. for easy battery replacement



### ACK-ELT

The ACK ELT has been a top choice for several years. Included is a quick disconnect mounting tray, panel mounted controller box, wiring harness, and two antennas; one for mounting on the aircraft and one telescopic antenna for use after an emergency. Uses popular DURACELLS™.

# Service & Installation



"Visit our Service and Installation Center in Punta Gorda, Florida."

## WE WANT TO BE YOUR AVIONICS SHOP!

### STOP IN AND VISIT OUR SERVICE AND INSTALLATION CENTER IN FLORIDA!

If you are in the Southeast USA, fly or drive in to visit our Punta Gorda, (PGD) Charlotte County Airport facilities! We are 25 miles north of Ft. Myers and 130 miles northwest of Miami. A pilots' lounge and full restaurant are next door. Stop in anytime from 8:00 AM to 6:00 PM Monday thru Friday, Saturdays by appointment. We will be there when you need us.

### YOU DESERVE THE BEST PEOPLE TO DO YOUR SERVICE AND INSTALLATIONS!

"Over 100 years of combined aviation experience insures you of a first class installation!"

Our FAA licensed technicians have many years of bench and installation experience. Our Shop Manager and chief technician operated avionics facilities for years before coming on board with Eastern Avionics. The facility is fully F.A.A. approved as Certified Repair Station CRS #EKUR-160L, with approvals for Avionics classes 1, 2, 3, and limited instrument. When it comes to your airplane, we employ the best because we know you want the best.

### YOU DESERVE FAST INSTALLATIONS!

Because we can pre-build a KWIKMOUNT™ harness assembly before you even arrive, single radio installations can take little more than a day. We know taking time off from work for a radio installation can be difficult, so we do everything we can to minimize your downtime.

### YOU DESERVE FAST REPAIR AND OVERHAUL SERVICE!

Our technicians know the inconvenience and frustration of a broken radio. We have a large parts inventory and when specialized parts are needed, they can be ordered for delivery in less than 24 hours. If you need to be up and flying instantly, our "KWIKSWAP™" program taps into a million dollar inventory of avionics to get an immediate replacement for your broken radio. Call or visit us for details about our special flat rate labor overhaul program on many popular radios.



### KWIKMOUNT™ Panel Systems

For over 21 years, Eastern Avionics Int'l., Inc. has been designing and building KWIKMOUNT™ custom wiring systems that our custom panel systems are dependent on. You deserve a panel that only years of aviation experience can insure. We anticipate potential problems with mounting and clearance. Practical Ergonomics is used to be sure of optimal placement of all instruments with your personal preferences in mind. Our panel designers can save you money by suggesting beneficial alternatives using the latest state of the art equipment. Our proposals are complete with every required switch, circuit breaker, and connector. Our proprietary computer program insures a no surprise job. With Eastern Avionics you can budget accurately because our quotes are complete.

Only the finest MIL SPEC materials are used in every phase of constructing your panel from the top quality sheet aluminum to the finest wire. Specialized tools are used to insure the most professional results. Heat shrink is used extensively to prevent short circuits and intermittent problems. Your panel may include custom sub assemblies that are easily removable for inspection and servicing behind the panel. Custom equipment mounting rails and supports will insure the mechanical and electrical rigidity and security of your panel. You can choose from a variety of custom colors and finishes that insure a new appearance for years, but can be easily touched up if they are ever damaged.

Because it's a "KWIKMOUNT™" system, your completed package is fully tested, calibrated, and adjusted by our technicians to assure you that your panel will work perfectly the moment you turn it on.

You will be assigned a design and technical specialist when we receive your panel order. Your design rep will evaluate your panel sketches and plan with you. Your technical specialist will coordinate or build your panel. These people remain at your service even after delivery to offer telephone support and facilitate the installation. Surprisingly "KWIKMOUNT PANEL SYSTEMS™" are more affordable than most other panel packages by other companies. We invite you to compare our prices and quality. We want to be your partner in your kitbuilding project.

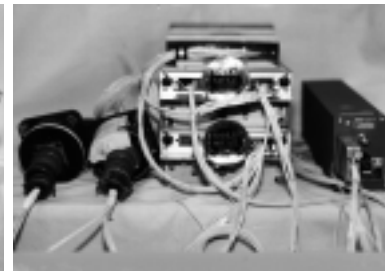
# KWIKMOUNT™ Systems

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by Eastern Avionics Int'l., Inc.

BEFORE KWIKMOUNT

AFTER KWIKMOUNT



### What is KWIKMOUNT™?

KWIKMOUNT™ is a terrific pre-installation option only available to you through Eastern Avionics Int'l., Inc. If you buy our KWIKMOUNT™ package, our in-house expert avionics team assembles and tests a complete wiring and mounting system for your radio, specific for your type of aircraft. When the radio arrives at your hangar, KWIKMOUNT™ makes the final installation as fast and easy as possible for you and your qualified installer. When you buy a radio from us, you should strongly consider adding our KWIKMOUNT™ package to your purchase.

### What do I get?

All of our KWIKMOUNT™ packages are fully customized for your aircraft. Each kit is carefully assembled and tested and includes custom cable lengths for your specific needs. Autopilot, DME and glideslope channeling provisions can be implemented as part of the package. Both the harness and equipment are double-checked before shipping. All cables are terminated and finished with solder where appropriate. Heat shrink is used at all critical points. Cables are fully laced, all leads are fully labeled and manufacturers pinouts are included with each package. The harness is ready for installation with virtually no additional wiring required. The best part is you get a hotline number for questions directly to the technician who built your KWIKMOUNT™!

### Why do I need KWIKMOUNT™?

KWIKMOUNT™ gives you the most economical way for you and your installer to get radios in your panel. Installation downtime is generally reduced from days to hours with KWIKMOUNT™ and installation is simplified because the most difficult and expensive part, the wiring, is done for you in advance. Our packages are fully customized for your aircraft and both equipment and harness are fully checked before shipping. Only the finest MIL-SPEC wire is used with appropriate solder and heat shrink at all critical points. All leads are fully labeled for fast and foolproof installation. Manufacturer's installation information is included with each package.

### How is KWIKMOUNT™ different from a standard harness?

A standard harness has no custom provisions or modifications for your specific aircraft type and any kind of system testing is unlikely. Standard cable lengths of 3 feet unfinished and pigtail antenna cables are common. Jacks are generally not included, so old existing ones in the aircraft must be used. The wiring and radios are not tested together and lacing is minimal. Remember that building a wiring harness of any type is deceptively difficult without special training, tools, and experience. Severe damage can be caused during installation by incorrect wiring and Manufacturers' warranties do not cover any damage caused by wiring or installation errors. It is not worth the risk to have wiring done by someone without years of experience, top quality materials, or specialized tools. You can eliminate a lot of frustration and problems with a KWIKMOUNT™ package!



*There is no better way to take the hassle out of avionics installation than with our unique KWIKMOUNT™ option! Reduce your worries and your installation time with KWIKMOUNT™. It's more affordable than you think! CALL US FOR PRICING!*



# Headsets

**BOSE Series "X" Headset**  
With Panel Mount Interface or Portable Battery Pack .....\$995

## PANTHER 2001 C.A.T. HEADPHONE SYSTEMS

**ACFT C.A.T. Headphone System**  
Introductory Price .....\$489

**APTH C.A.T. Headphone System**  
for Yaesu and ICOM Handheld Radios  
Introductory Price .....\$489

**HELI C.A.T. Headphone System for Helicopters**  
Introductory Price .....\$489

*PLEASE NOTE: After ordering your panther headset, you will receive a kit to make molds of your ears. This kit includes: two different colored compounds to make the hardening molds, a syringe, three different sized ear canal protectors, return box, and directions for application in the form of a VHS tape. Simply send the molds (which harden in about three-five minutes) along with your order form in the small pre-addressed box that is included in your kit. On the order form you will choose which colors you want along with which ear you want the speaker/microphone installed into. Within two weeks, your headset will be sent back to you ready to use.*

## Telex Headsets

**Airman 750 (Reg. \$235) Special!** .....\$211

**STRATUS 50D (Not Pictured)**  
(Reg. \$875) *Special!* .....\$787

**Airman ANR 500 Battery Power (300735-000) (Not Pictured)**  
(Reg. \$499) *Special!* .....\$449

**Airman ANR 500 Panel Power (300735-001) (Not Pictured)**  
(Reg. \$559) *Special!* .....\$499

## FlightCom Denali Headsets

**FLIGHTCOM DENALI (Specify Yellow or Blue)**  
(Reg. \$299) *Special!* .....\$275

**FLIGHTCOM DENALI ANR (Specify Yellow or Blue)**  
(Reg. \$549) *Special!* .....\$532

## Millennia Headsets

**MIL-2040 (Reg. \$179) Special!** .....\$99

**MIL-2060 (Reg. \$259) Special!** .....\$169

**MIL-2070 (Reg. \$299) Special!** .....\$189

## Lightspeed Headsets

**30-3G Special!** .....\$595

**20-3G Special!** .....\$475

**20XL2 Special!** .....\$395

**15XL Special!** .....\$335

**QFRXC2 Cross Country "IT" Special!** .....\$299

**QFR Solo "SS" Special!** .....\$195

**QFR Solo Special!** .....\$139

## Sennheiser Headsets

**HMEC-45KA (Reg. \$879) Special!** .....\$519

**HMEC-25KA ANR (Reg. \$849) Special!** .....\$589

**HMEC-300 ANR (Reg. \$799) Special!** .....\$559

**HME-100 PNR (Reg. \$299) Special!** .....\$199  
(Add \$78 for helicopter versions)

## David Clark Headsets

**H-10-13.4 (Reg. \$315) Special!** .....\$292

**H-10-13X (Reg. \$625) Special!** .....\$581

**H-10-13Y, Small Headband Model for Children and Petite Women**  
(Reg. \$315) *Special!* .....\$292

**H-10-13XL (Reg. \$715) Special!** .....\$664

**H-10-13XP (Reg. \$675) Special!** .....\$627

**H-20-10 (Reg. \$340) Special!** .....\$316

**H-20-10XL (Reg. \$750) Special!** .....\$697

**H-20-10XP (Reg. \$715) Special!** .....\$664

*Call us for information on all David Clark Headset models!*

*Most David Clark, Telex and Sennheiser models are available in helicopter "H" versions or Stereo models for an extra \$20. Millennia and pilot models are available in helicopter versions for an additional \$15.*

## OUR OPINIONS ON HEADSETS

Probably one of the most common decisions pilots make is settling on what kind of headset to buy. Unfortunately, most are taken in by the advertising hype of this or that model and end up with a headset that can be uncomfortable and poorly built.

Here is a sampling of some great headsets. All of these models are outstanding performers and have a two to five year warranty. Sure, we have many others, but these we have listed here represent the most reliable and best values.

**When you call Eastern Avionics Intl., Inc., you will talk with a fellow pilot that understands your needs, knows the equipment, and will send you the headset best suited for your needs at the lowest possible discount price! Call our experts today and let us help you make your best choice!**



## BOSE Series "X" Headsets

The BOSE Series "X" headset is our absolute best. In fact, it's everybodys best headset. There was no scrimping on anything when this headset was designed. The Series "X" headset integrates the

On/Off switch, stereo/mono switch and volume level controls on the headset for maximum convenience. Lots of little improvements were made in many areas. Even though the headset is a little heavier than some others, most pilots consider it the most comfortable to wear. Factory support, in the unlikely event it is ever needed, is absolutely first

rate. If you can, stop in our showroom to try one. But beware, you'll probably be too spoiled to buy anything else! These headsets are simply that good! Available in our showroom in Punta Gorda.

## PANTHER 2001 C.A.T. HEADPHONE



The Panther C.A.T (Cranial Audio Transmission) Headphone systems are perhaps the most unique headsets we offer. This new design uses custom or semi-custom earplugs that contain a microphone on one side and a speaker on the other. Transmitted voice audio is received cranially by a special microphone imbedded in the earplug. The concept is simple and the transmitted audio is excellent. It will never interfere with eyeglasses or sunglasses, weighs only one ounce, and eliminates the possibility of headband and earcup pressure points. You will never again have to deal with hot and sweaty earphones or problems with your intercom cutting in and out depending on how close the boom mike is to your mouth. The Ear Pieces produce an impressive Noise Reduction Rating (NRR) of up to 46 dB with custom earpieces and up to 31 dB with the universal earpieces. They are connected to a small 9 Oz. Interface Controller with volume control through a lightweight, heavy-duty Mil Spec cable and locking connector. The Controller is covered by a Limited Lifetime Replacement Warranty. A One-Year Warranty against defects and workmanship covers the Ear Pieces and coiled cord.



## TELEX AIRMAN 750

Here is the perfect headset for any pilot or passenger that insists on absolute comfort. Tiny and featherweight the 4oz. Airman 750 is recommended for use in quieter aircraft but works well in all airplanes. The high strength stainless steel headband features a flexible boom that pivots to either side of your head. The high quality, miniature, amplified noise canceling electret mike, is the tiniest and lightest available. Fully FAA TSO'd.



## FLIGHTCOM DENALI and DENALI "ANR"

The Flightcom Denali is one of the newest and most interesting headset designs in years. Denali's contoured ear seals help abate noise and offer a comfortable, near custom fit. As a result, the sleek, canted ear domes stay securely in place with reduced side force. Both Passive and ANR Denali models use an advanced Mic Boom that does not require a foam mike muff. Available in a bright J3 yellow or a more subdued graphite blue your Denali is a real fashion statement! Advanced passive noise reduction gives the ANR model an additional 19-21 dB of active noise attenuation. Quality construction follows FAA TSO specifications. ANR uses a 9vt. battery. Weight: 10.5 oz. (Passive) 11.9 oz. (ANR).

## MILLENNIA HEADSETS



### Millennia MIL-2040



Our "BEST PRICE" MIL-2040 features liquid earseals, electret mike, volume control, cloth covers, wind screen, shirt clip, full stereo/mono capability, 2 yr. warranty, and more!



### Millennia MIL-2060



The MIL-2060 is our best conventional headset. It has the "POWERFLEX" mike boom with "10-1 Hermetical" electret mike, "Liqui-Foam" earseals, "Ultra Cushion" band, stereo/mono/vol control, accessory pack, 5 yr. warranty, and more!



### Millennia MIL-2070



Our MIL-2070 is one of the lightest headsets ever made! Composites reduce weight to 12.9 oz. It folds up for easy storage and has the "POWERFLEX" mike boom with "10-1 hermetical" electret mike, "Liqui-Foam" earseals, "Ultra Cushion" band, stereo/mono/vol control, accessory pack, 5 yr. warranty, and more! "Our most advanced PNR headset!"

## LIGHTSPEED HEADSETS



### Lightspeed "Thirty 3G" & "Twenty 3G"

The Lightspeed "3G" series are the quietest headphones Lightspeed has ever made. The "Thirty 3G" features 28-30 dB of active noise cancellation and 12-22 dB of passive attenuation. The "Twenty 3G" headset has 24-26 dB of active noise cancellation and 12-22 dB of passive attenuation. Both systems feature auto shut-off system, personal side-tone equalization with bass and treble boosting, cell phone interface, a personal audio interface, stereo or mono switch, independent volume controls and much more.

### Lightspeed 15XL/20XL2

The Lightspeed 15XL and 20XL2 are among our least expensive ANC headsets. They provide excellent comfort from their super deep and pillow soft ear seal foam and good ANC performance. The 15XL has 39db of combined noise cancelling (17db active). The 20XL2 increases combined noise cancelling to 45db (24db active) and adds an auxiliary audio input for your CD player or audible checklist.

### Lightspeed "QFR SERIES" Cross Country (ANR) & SOLO (Passive)

At less than 12 oz. the Lightspeed QFR series are among the lightest headsets made. At 28.7 NRR the "Solo" model boasts the best passive noise reduction rating in it's class. The ANR "Cross Country" model adds another 14DB of electronic attenuation! The low profile headband allows tall pilots to wear the QFR in the smallest cockpits. The latest QFRXC2 model adds an auto shut-off feature along with an auxiliary audio input for your portable CD player/audible checklist. Additional features include Reversible Mike Boom, Adjustable Mic Gain Preamp and 2 year warranty.



HMEC-25KA

## SENNHEISER HEADSETS

### HMEC-25KA & HMEC-45KA

The Sennheiser HMEC-25KA and HMEC-45KA (not pictured) share the same top quality ANR engineering of the HMEC in a lighter weight package where extreme passive noise attenuation is less important than total comfort. The HMEC-25KA has a very comfortable padded earcup that provides 16db passive noise attenuation in addition to 16DB of low frequency active noise reduction. The HMEC-45KA is an Open-Aire™ model that provides mostly low frequency active noise attenuation. These are our finest microweight Active Noise Reduction headsets.



### HMEC-300 & HMEC-100

The HMEC-300 High Performance NoiseGard™ headset is designed for use in the loudest aircraft, including Warbirds, where most ANR headsets fail. Features a lightweight full earcup design, volume control, switchable and adjustable boom microphone, foldable soft headband, mono/stereo and on/off switch for ANR. Headset bag. The HME-100 has all the features on the HMEC-300 without the ANR circuitry.

## DAVID CLARK HEADSETS



### H-10-13 Series

The H-10-13.4 series are without doubt David Clark's best headsets for the money. The lightest and most comfortable headsets ever made by David Clark. Since their introduction we've sold more of them than any other David Clark models! Unsurpassed quality! The H-10-13X Series adds 12 to 17 db. of Active Noise Cancellation to the standard 13.4 model. Weight is only 17oz. and this headset comes with built in stereo-mono switching and uses 2 AA batteries or optional aircraft

power cord for power. The newest versions, the XL and XP models, offer a Battery Power Module in the Portable XL model, and a Panel Power Module with On/Off switch in the Panel Mounted XP version.

### DAVID CLARK H-20-10 Series

The H-20-10, one of David Clark's latest additions, uses advanced composite materials, a unique floating headband and extremely thick contoured gel earseals. This is a very quiet headset with a NRR of 22DB. The XL model adds active noise cancellation with a Battery Powered Module. The XP model adds active noise cancellation with a Panel Mounted Module and On/Off switch.



*With Active Noise Reduction ANR Headsets High technology electronics cancels engine noise. Besides adding comfort to your flying, ANR headsets provide the ultimate protection for your hearing.*

*Because wind and background noise is not a factor the PANTHER C.A.T. Headset is the ultimate headset for high noise environments. It can even be worn with a helmet. Best of all your wife will always have a "Good Hair Day" when you buy her one of these headphones!*

*The MILLENNIA MIL-2040 is our least expensive headset, but don't let that mislead you. Its got all the toys and it's well-built.*

*The MILLENNIA MIL-2060 adds some nice features to the MIL-2040 including extra cushioning and our best mike.*

*The MILLENNIA MIL-2070 is the best. Our most lightweight and comfortable model.*

*The DAVID CLARK H-10-13.4 series and its ANR versions are not the cheapest models available, but in our opinion, if you want a David Clark headset, they are top choices.*



8000 Skylane Way  
Charlotte County Airport (PGD)  
Punta Gorda, Florida 33982  
Order Line 1.800.628.2667  
Info Line 1.941.637.8585  
Fax 1.941.637.0388  
See Our Comprehensive On-Line Guide at [www.avionix.com](http://www.avionix.com)  
Order on-line 24 hours a day!  
e-mail: [staff@avionix.com](mailto:staff@avionix.com)

# Intercoms & Cabin Entertainment Systems

## PS ENGINEERING

PM-501, PM-1000II, PM-1000TSO, and PM-3000 Intercoms

PM-501 (Reg. \$209) <i>Special!</i> .....	\$179
PM-1000 TSO'd (Reg. \$349) <i>Special!</i> .....	\$289
PM-1000 II with Pilot Isolate (Reg. \$349) <i>Special!</i> .....	\$289
PM-1000 II TSO'd with internal Crew feature (Reg. \$459) <i>Special!</i> .....	\$429
PM-1000 II with internal Digital Recorder (Reg. \$479) <i>Special!</i> .....	\$389
PM-1000 II with internal Crew and Digital Recorder (Reg. \$549) <i>Special!</i> .....	\$449
PM-3000 (Four Place) (Reg. \$469) <i>Special!</i> .....	\$399
PM-3000 (Six Place) (Reg. \$599) <i>Special!</i> .....	\$499
2 1/4 in. Clock Mount adapter .....	\$8

## PS ENGINEERING PMA-4000 "TSO"

PMA-4000 "TSO" System w 4 sets of headset jacks, music jack, and metal mounting plate. (P/N) 11942 (Reg. \$849) <i>Special!</i> .....	\$775
PMA-4000 "TSO" System as above w/ Digital Recorder (P/N) 11941 (Reg. \$979) <i>Special!</i> .....	\$899
2 1/4-inch Round Mounting Plate for mounting in 2 in. instrument hole. (P/N) 250-004-0005 Net .....	\$19

*Call for special prices on Expansion modules!*

## PS ENGINEERING PXE-7300

PXE7300 (#11970) Inflight Entertainment System with AM/FM Radio, CD & MP3 Player (Reg. \$1,495) <i>Special!</i> .....	\$1395
Cabin Briefing Option for PXE7300 .....	\$199

## PS ENGINEERING PCD-7100

PCD7100-I (#11950) 6-place Stereo Intercom with Compact Disc player (Reg. \$995) <i>Special!</i> .....	\$899
PCD7100-IR (#11951) 6-place Stereo Intercom with Compact Disc player and Digital Recorder (Reg. \$1,124) <i>Special!</i> .....	\$999
PCD7100-P (#11952) Compact Disc player. (Operates with nearly all modern intercoms) (Reg. \$695) <i>Special!</i> .....	\$599
PCD7100-PR (#11953) Compact Disc player with Digital Recorder Aural Warning System (DRAWS) (Operates with nearly all modern intercoms) (Reg. \$995) <i>Special!</i> .....	\$899
PCD7100-EX (#11954) 8-place Stereo Expansion Intercom with Compact Disc player. (For interfacing with another PS Engineering intercom. Has provisions for a second music input) (Reg. \$895) <i>Special!</i> .....	\$799
PCD7100-EXR (#11955) 8-place Stereo Expansion Intercom Compact Disc player and Digital Recorder Aural Warning System (DRAWS). (For interfacing with another PS Engineering intercom. Has provisions for a second music input) (Reg. \$1,199) <i>Special!</i> .....	\$1,099

## Millennia MIL-2000

MIL-2000 (Reg. \$179) <i>Special!</i> .....	\$129
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## FlightTech Intercoms

ITC-2001-ENRI 2 Place Stereo Portable <i>Special!</i> .....	\$225
ITC-2004-ENRI 4 Place Stereo Portable <i>Special!</i> .....	\$295
ITC-401-ENRI 2 Pl. Portable <i>Special!</i> .....	\$169
ITC-401-ENRI-1 2 Pl. (Use with ICOMA22/3/4) <i>Special!</i> .....	\$169
ITC-401-ENRI-23 2 Pl. (Use with ICOMA23/5) <i>Special!</i> .....	\$169
ITC-2003-ENRI 2-4 Place Pnl Mount/Remote <i>Special!</i> .....	\$349
ITC-2003 with Factory Prewired 2 Place Harness <i>Special!</i> .....	\$459
ITC-2003 with Factory Prewired 4 Place Harness <i>Special!</i> .....	\$479
ITC-402P-ENRI 2 Place Panel Mounted ENRI <i>Special!</i> .....	\$239
ITC-402P-ENRI with Prewired 2 Place Harness <i>Special!</i> .....	\$349
ITC-404S-P-ENRI 4 Place Panel Mounted ENRI <i>Special!</i> .....	\$297
ITC-404S-P-ENRI with Prewired 4 Place Harness <i>Special!</i> .....	\$429

## Avionics Innovations Cabin Entertainment Systems

AI-DVD <i>Special!</i> .....	\$3,689
AICD III AM-FM-CD (Reg. \$1,595) <i>Special!</i> .....	\$1,389
AI-SSR Sirius Satellite Radio <i>Special!</i> .....	<i>Call</i>
AI-AM/FM (Not Pictured) (Reg. \$995) <i>Special!</i> .....	\$889
AI 6-Disc System (Reg. \$2,595) <i>Special!</i> .....	\$2,389
AI 12-Disc System (Reg. \$2,995) <i>Special!</i> .....	\$2,689
AI-6/10/12 FPD TFT Active Matrix Displays	
AI-6 <i>Special!</i> .....	\$2,689
AI-10 <i>Special!</i> .....	\$3,589
AI-12 <i>Special!</i> .....	\$4,489

## OUR OPINIONS ON INTERCOMS AND CABIN ENTERTAINMENT SYSTEMS

While most new aircraft have intercoms built-in, many older planes and most rentals are not so equipped. For a pilot who owns his or her own plane, one of the first upgrades is to purchase and install an intercom. Portable units answer the need for rental aircraft and are almost as popular as headsets for first buys among newly-rated pilots.

Having an intercom on hand can make a flight a far more enjoyable experience. Crew members can chat with each other over the noise of the engine and prop, radio communications are much more easily understood, and it is one of the essential tools for safe IFR flying.

In most cases, the difference between a good intercom and a marginal unit is only a few dollars. In some cases, some of the better units are even cheaper. That's where our guidance really counts.

**We stock a wide variety of systems from high-end video systems with music to highly reliable and simple 4 place portables. When you want to buy an intercom or entertainment system, contact us at Eastern Avionics. We'll do our best to get you the best system for your airplane and budget.**



## Millennia MIL-2000

The Millennia MIL-2000 is our most popular intercom. It is a 2-4 place model that is packed with features. Dual volume controls allow for variations in different headsets. Switchable pilot and crew isolate prevents unwanted conversation to be transmitted. You can connect it to any music player for in-flight entertainment. An audio output port for recording cabin conversations and ATC is a perfect feature for training. Red backlighting makes for easy night operation too. Uses two 9V batteries or included cigarette lighter adapter.

## FLIGHTTECH INTERCOMS



## FlightTech ITC-401-ENRI

The FlightTech ITC-401-ENRI intercom is the best low cost 2 place intercom on the market. It's the perfect model to use in any rental aircraft and great for flight training. Order the standard model for use with any aircraft. If you own an ICOM handheld radio you can get a version that connects instantly. Just insert the specially designed plug into the top of your handheld, plug in the headsets, and you're ready to take off! Electronic Noise Reduction eliminates the need for squelch controls. Just choose the model that matches your radio. Order the "I" Model for your ICOM A22, A3, & A4. Order the "23" Model for your ICOM A23 & A5



## FlightTech ITC-2001-ENRI and ITC-2004-ENRI Portables

FlightTech's second generation of the world's only electronic noise reduction (ENRI) intercoms includes the ITC-2001-ENRI two-place model and ITC-2004-ENRI 4-place model. ENRI works by monitoring the noise and voice picked up by the headset microphones. Noise falling within a broad range is canceled out while voices are allowed to pass through the circuit. Headset microphones are on at all times allowing for continuous audio with no squelch adjustments. Due to the open microphone and constant noise reduction, the pilot, copilot and passengers can converse without missed words and background noise. All ITC-ENRI models feature Dual Volume controls, Pilot/All switch, 9 Volt battery or DC operation, DC power cord, Music In 7 Radio Mute Control, On board PTT Switch and 2 year warranty.



## FlightTech ITC-402P-ENRI & ITC-404S-P ENRI Panel Mounted

The ITC-402/404 Enhanced Noise Reduction Intercoms are tiny, easy to install panel mount intercoms. The 402P is a 2 place system. The 404S-P is 4 place with full stereo capability. Both have a single volume control for easy operation and ENRI for super quiet communications. Features: No Squelch Controls or Auto Squelch, Pilot Isolate Switch, Music Input with ATC Muting. Includes Headphone Jacks, Pilot/Copilot PTT, 12/28 V, 100% Fail-Safe. 2 year warranty.



## ITC-2003-ENRI Panel/Remote Mounted 2-4 Place

The ITC-2003-ENRI is the pane+remote mounted version of their second generation (ENRI) intercoms. Using enhanced Noise Reduction circuitry the ITC-2003-ENRI features a unique design; a small panel control unit and a remote intercom unit. The control panel consists of a Volume control and a Pilot/All switch that's only 1" wide x 1.3" deep and 1.0" high for easy installation. The remote intercom unit is only 4.6" x 3.1" x 1.7". For fast installation, pre-assembled cables are available for two and four place aircraft. Features Include: No Squelch Control or Auto-Squelch, Aux Stereo Music Input, Full Stereo Output, Auto-mute music input, Pilot and Copilot PTT inputs, 100% Fail Safe, 12 24V, 2 year warranty.

# PS ENGINEERING INTERCOM & IN-FLIGHT ENTERTAINMENT SYSTEMS

PM-501, PM-1000II, PM-1000TSO and PM-3000 Panel Mount Intercoms



Affordability, ease of use, plenty of audio power, and high reliability were the primary engineering considerations when these panel mount intercom models were designed. The PM-501 is the perfect entry level intercom with added individual amplifiers for front and rear seat passengers. The PM-1000 TSO is fully TSO'd for the most demanding installation requirements of the FAA; a perfect choice for FAA Part 21 and 135 operators. The PM-1000 II is a second generation design, four-channel panel mounted intercom, based on the FAA-approved PM1000TSO. Pilot isolate, crew isolate, and dual entertainment sources allow full flexibility, even giving pilots the option to feed music to the passengers and allow them to chat among themselves without disturbing the front seats. Soft Mute circuitry manages the music volume levels against radio reception and transmission. An optional digital recorder can provide up to one minute of storage of radio receptions. A continuous loop recorder, it does not record "dead air time," giving the pilots an option to store up to 16 messages at any one time. We even have models available for extremely high noise environments. One of the best models, the PM-3000 is a deluxe stereo model available in 4 or 6 place versions with pilot isolate, all, and crew functions.

## PCD-7100 "TSO" Panel Mount CD Player/Intercom/Recorder

The PCD7100 Series integrated Intercom and entertainment system combines a premium quality Compact Disc (CD) player with a high-performance full feature 2-8 place Stereo Intercom. It includes PS Engineering's IntelliVox® automatic digital squelch, separate music control with "Soft Mute"™ fading feature and intercom volume controls. Isolate, Crew, and all modes allow the pilot full control of whether he listens to any combination of ATC, cabin communication, or music. The CD Player is designated for high vibration and all possible aircraft attitudes. The fail-safe (EMG) connects the pilot directly to the aircraft radios if power is lost. The CD-only version (PCD7100-P) provides compatible music outputs for most General Aviation audio systems and intercoms. The Digital Recorder and

Audio Warning System (DRAWS) version of the PCD7100 will store 60-seconds of radio traffic for instant replay. In addition, up to six alert messages can be programmed to direct the pilot's attention to out-of-limit conditions, if interfaced with compatible aircraft systems.

## PXE-7300 In-Flight CD/MP3/AM/FM & PAV-80 In-Flight DVD/CD/MP3/AM/FM Entertainment Systems

The PXE-7300 Combines three entertainment systems: MP3, CD, and AM/FM radio at a very low price. The PXE-7300 is not a modified automobile player, it is a system designed from the ground up to be installed and used in the cockpit. Using the same mechanical features and faceplates as found on PS Engineering audio panels and other aircraft radios, the PXE-7300 will look great in your panel. The PXE-7300 is a Multi-Mode IFE System, Conventional CD Player (70 minutes), an MP3 Audio Player (up to 10 hrs), an FM Stereo Receiver, an AM Broadcast Band Receiver, and an Auxiliary input to interface to any external audio source. In addition "Plus" audio summing is included for interfacing to unswitched aviation sources, with 4 sources to one output, for TAWS, Skywatch, GPS,

Autopilot, and other systems. PS Engineering has also developed a new AM/FM Antenna that is mounted IN the aircraft. This significantly reduces the cost of the installation and keeps the drag of another antenna from slowing you down. We include this antenna at no extra charge. The latest addition to the PS Engineering line is the PAV-80. This model has all the features and benefits of the PXE-7300 with the extra dimension of a full DVD/Video Player. The PAV-80 is so advanced it allows your passengers to watch their videos while the flight crew can enjoy the hi-fi stereo radio.

## PMA-4000 "TSO" Panel Mount Intercom & Audio Panel

The PMA-4000 is a 4-place panel mount intercom with internal speaker amp and switching for 2 Comms and 2 Navs. It has PS Engineering's IntelliVox™ squelch with separate volume controls for pilot and copilot. The Pilot Isolate (ISO) mode links the pilot directly with the aircraft radios so the copilot and passengers are free to have conversation or enjoy music without the pilot being bothered. The ALL mode lets everybody chat, listen to ATC, and enjoy music together. The OFF mode is fail-safe and connects the pilot's headset directly to the aircraft radio. The IntelliVox™ squelch system eliminates squelch adjustments, and separate mic circuits keeps unwanted noise out of the audio. Individual squelch controls allow the system to work great with different headsets. Four extra unswitched audio inputs can be used for other receivers, or autopilot or GPS alerts. Other features include: Mike Isolate, Transmit indicator, Modulation indicator, stuck microphone indicator, Auto Comm mode, Music Input, SoftMute™, Tandem Cockpit Option, audio loop recorder input (use recorder P/N 11941) and ProSupport 1 Year Warranty.

# AVIONICS INNOVATIONS IN-FLIGHT ENTERTAINMENT



### AI-DVD

AM/FM Stereo DVD Player  
Features auto preset memory with 24 station presets, 32X oversampling and an anti-shock floating mechanism. NTSC

video output, Aux audio input and Surround Sound outputs. Electronically controlled volume, bass, treble and balance. 12-30V.



### AI-6/10/12 FPD TFT Active Matrix Displays

Choose from 6.4", 10.4 and 12.4" High Resolution TFT-LCD active matrix displays. Features wide viewing angle, NTSC input, high output backlights and a drawn aluminum enclosure. 28 VDC



### AI-SSR

The AI-SSR Sirius Satellite Radio Receiver has 100 channels of premium digital audio programming from the Sirius satellite radio system. Features include Up/Down Seek Tuning, Preset Memory, Scrolling Text Display, Screen Saver, and Adjustable Contrast. Connects to any aircraft intercom. 12-30V, 1A, W6.25in/H1.5in/D8in. 2 Lbs. Includes antenna.



### AICD-III

The AICD-III is our panel mounted AM-FM stereo with built-in CD player! Unlike automotive CD players, the AICD-III is designed to handle the vibration inherent in aircraft instrument panels. Features disc and radio station titling, 24 presets, seek up/down tuning and electronically controlled volume and bass/treble/balance. CD portion also features CD repeat, random, intro scan, and forward/back track. 12-30V DC.



### AI-MultiDisk

The AI-MultiDisk systems are a multi-disc CD changer system with a Dzus-mounted Controller and a cabin-mounted Remote Changer. The Remote Changer has 6 and 12-disc versions and can be mounted up to 25 ft. away. Features CD scan/random, repeat play, forward and back track selection, and 150 disc title storage. Includes infrared remote control. Specify 14 or 28V.



8000 Skyline Way  
Charlotte County Airport (PGD)  
Punta Gorda, Florida 33982  
Order Line 1.800.628.2667  
Info Line 1.941.637.8585  
Fax 1.941.637.0388  
See Our Comprehensive On-Line Guide at [www.avionix.com](http://www.avionix.com)  
Order on-line 24 hours a day!  
e-mail: [staff@avionix.com](mailto:staff@avionix.com)

# Reconditioned Equipment

Buying reconditioned equipment provides you with a unique opportunity to upgrade your radios for less money. Because so many pilots take advantage of this opportunity, availability on popular items can be very limited. Used radios can't be manufactured. If the radio you want comes available, don't hesitate to buy it. It may be some time before another comes in. For a small refundable deposit, your Eastern Avionics Representative can reserve the equipment you want as it becomes available. Be sure to read my Reconditioned Equipment Buying Tips on page two.

Prices for reconditioned equipment may vary significantly based on availability and market conditions. The price range shown is for comparison only and may or may not reflect the actual current price. Call us for up to the minute prices!!

ACK Industries		RT-328C	\$589	-	\$648
A-30	\$139	RT-328D	\$749	-	\$978
ARC/Cessna Sigmatek		RT-328T	\$749	-	\$989
41405	\$239	RT-359A	\$689	-	\$758
AS-895A	\$569	RT-377A	\$789	-	\$868
AUDIOPANEL	\$170	RT-385	\$495	-	\$545
B-445A	\$299	RT-385A	\$729	-	\$802
B-841A	\$95	RT-428A	\$649	-	\$714
C-100A	\$40	RT-459A	\$729	-	\$802
C-476A	\$95	RT-476A	\$995	-	\$1,095
C-841A	\$99	RT-485A	\$889	-	\$978
CA-1050AFD	\$1,929	RT-485B	\$1,649	-	\$1,814
CA-295A	\$459	RT-508A	\$349	-	\$384
CA-295B	\$395	RT-528A	\$449	-	\$494
EA-401A	\$949	RT-528E	\$800	-	\$880
EA-801A	\$1,789	RT-831A	\$795	-	\$875
F-1010A	\$469	RT-859A	\$729	-	\$802
F-1010B	\$349	RTA-432A	\$189	-	\$208
FILTER	\$30	RTA-476A	\$995	-	\$1,095
G-550A	\$749	RTA-532B	\$195	-	\$215
IN-1004A	\$1,289	RTA-532B1	\$135	-	\$149
IN-1048AC	\$489	RTA-876A	\$1,289	-	\$1,418
IN-1049AC	\$589	SPC-03	\$289	-	\$318
IN-12-1	\$199				
IN-346A	\$389	Arnav Systems			
IN-346B	\$495	ARNAV 20	\$199	-	\$299
IN-346C	\$339	FMS-5000	\$2,139	-	\$2,368
IN-380A	\$319	HS-120	\$129	-	\$157
IN-380AC	\$419	R-20	\$199	-	\$299
IN-381A	\$495	R-21	\$299	-	\$345
IN-385A	\$309	R-21 DMS	\$345	-	\$399
IN-385AC	\$380	R-21 NMS	\$345	-	\$399
IN-386A	\$499	R-30A	\$345	-	\$445
IN-386AC	\$629	R-50	\$445	-	\$545
IN-404A	\$789				
IN-41D	\$375	Bendix Avionics Division			
IN-442A	\$289	102-A	\$99	-	\$109
IN-443A	\$289	102-C	\$99	-	\$109
IN-443B	\$189	12011-1-A	\$689	-	\$758
IN-443BR	\$195	204A	\$90	-	\$99
IN-485A	\$349	2321E	\$139	-	\$153
IN-485AC	\$379	3604618-05	\$59	-	\$65
IN-486A	\$595	4005251210	\$500	-	\$550
IN-486AC	\$669	4005251212	\$425	-	\$468
IN-514B	\$349	551-A	\$299	-	\$329
IN-514R	\$349	551-E	\$369	-	\$406
IN-521B	\$175	551RL	\$395	-	\$435
IN-522A	\$195	AD-2019A	\$349	-	\$384
IN-522B	\$195	AM-2073A	\$99	-	\$109
IN-525	\$429	ANT-1B	\$449	-	\$494
IN-525A	\$529	ANT-1G	\$889	-	\$978
IN-525B	\$529	ANT-1M	\$3,289	-	\$3,618
IN-543A	\$189	ART-161A	\$4,389	-	\$4,828
IN-543B	\$342	AS-2015A	\$239	-	\$263
IN-830A	\$289	AS-905B	\$189	-	\$208
MKR LIGHTS	\$189	AT-133A	\$570	-	\$627
P-528A	\$98	CC-2024A	\$689	-	\$758
R-1043A	\$389	CN-2011A	\$3,429	-	\$3,772
R-1046A	\$3,300	CN-2012A	\$889	-	\$978
R-346A	\$689	CN-2012A-2	\$1,095	-	\$1,205
R-402A	\$189	CN-2012A-4	\$1,195	-	\$1,315
R-41A	\$289	DA-1203A	\$3,339	-	\$3,673
R-442A	\$279	DA-144A	\$800	-	\$880
R-443A	\$289	DF-2071A	\$1,149	-	\$1,264
R-443B	\$329	DG-882A	\$1,789	-	\$1,968
R-446A	\$1,095	DH-841V	\$1,389	-	\$1,528
R-446E	\$1,095	DM-2031A	\$649	-	\$714
R-502A	\$189	FCS-870	\$4,189	-	\$4,608
R-502B	\$189	GM-247A	\$249	-	\$274
R-542A	\$329	HSD-830	\$2,989	-	\$3,288
R-543A	\$200	HSD-880	\$3,889	-	\$4,278
R-543B	\$279	IN-1102A	\$1,495	-	\$1,645
R-546A	\$1,089	IN-132A	\$889	-	\$978
R-546E	\$1,089	IN-152A	\$1,349	-	\$1,484
RN-478A	\$269	IN-2014A	\$489	-	\$538
RN-878A	\$1,900	IN-2014B	\$489	-	\$538
RT-1038A	\$1,389	IN-2021A	\$9,500	-	\$10,450
RT-308C	\$589	IN-2026A	\$5,789	-	\$6,368
RT-328A	\$539	IN-831A	\$1,250	-	\$1,375
		IN-881A	\$989	-	\$1,088
		IU-2016A	\$449	-	\$494

IU-2023A	\$889	-	\$978
M4-D	\$15,589	-	\$17,588
MEM TIMER	\$59	-	\$65
MN-311	\$229	-	\$252
NP-2041A	\$689	-	\$758
RDR-1100	\$6,859	-	\$7,545
RDR-1150	\$13,500	-	\$14,850
RDR-1200	\$9,489	-	\$10,438
RDR-130	\$4,289	-	\$4,718
RDR-1300	\$13,889	-	\$15,278
RDR-1400	\$14,889	-	\$16,378
RDR-150	\$5,495	-	\$6,495
RDR-160	\$6,495	-	\$7,495
RDR-160COL	\$9,989	-	\$10,989
RDR-1E	\$4,695	-	\$5,165
RDR-230	\$10,659	-	\$11,725
RN-242A	\$249	-	\$274
RT-131A	\$1,995	-	\$2,195
RT-241B	\$595	-	\$655
SC-883A	\$89	-	\$98
T-12B	\$475	-	\$523
T-12C	\$629	-	\$692
T-12D	\$849	-	\$934
TR-2061A	\$649	-	\$714
TR-611	\$549	-	\$604
TR-641B	\$489	-	\$538
TR-661A	\$649	-	\$714
TRA-61A	\$1,159	-	\$1,275
Goodrich (L3) Stormscope			
WX-10	\$2,495	-	\$3,495
WX-10A	\$2,895	-	\$3,795
WX-11	\$3,495	-	\$4,495
WX-7A	\$2,495	-	\$2,745
WX-8	\$1,795	-	\$2,289
WX-9	\$2,495	-	\$2,745
WX-900	\$2,895	-	\$3,185
Century Flight Systems			
52C77	\$1,300	-	\$1,430
CENTURY 2	\$2,089	-	\$2,298
CENTURY 3	\$3,450	-	\$3,795
CENTURY I	\$1,895	-	\$2,835
IC-388	\$299	-	\$329
IC-388-2	\$795	-	\$1089
IC-388-3	\$595	-	\$1089
IC-388-M	\$389	-	\$428
IC-388MC	\$479	-	\$527
IC-493	\$449	-	\$494
IC-714	\$639	-	\$703
Collins			
237Z-1	\$25	-	\$28
313-N4D	\$1,100	-	\$1,210
313N-4B	\$295	-	\$325
313N-6B	\$500	-	\$550
323A-3G	\$345	-	\$380
328-A3G	\$789	-	\$868
328A-2A	\$319	-	\$351
331-A3G	\$2,689	-	\$2,958
331A-3F	\$799	-	\$879
331H-3G	\$589	-	\$789
332C-10	\$1,250	-	\$1,375
332D-11A	\$3,649	-	\$4,014
332D-11T	\$4,500	-	\$4,950
332E-2	\$949	-	\$1,044
332E-4	\$1,175	-	\$1,293
339-F12	\$689	-	\$758
344D-1	\$179	-	\$197
356C-4	\$289	-	\$318
356F-3	\$169	-	\$186
390Y-2	\$250	-	\$275
51R-7A	\$345	-	\$380
51RV-1	\$689	-	\$758
51RV-2B	\$1,695	-	\$1,865
51RV-4	\$6,800	-	\$7,480
51RV-4B	\$9,000	-	\$9,900
51V-5	\$189	-	\$208
51Y-4	\$775	-	\$853
51Y-4A	\$489	-	\$538
51Y-7A	\$4,495	-	\$4,945
51Y-7B	\$4,495	-	\$4,945
51Y-7C	\$4,495	-	\$4,945
51Z-4	\$299	-	\$329
51Z-6	\$149	-	\$164
52RV-1	\$1,845	-	\$2,030
52Y-7	\$4,495	-	\$4,945
548S-5	\$10,500	-	\$11,550
618M-1	\$449	-	\$494
618M-1B	\$1,695	-	\$1,865
618M-1C	\$1,695	-	\$1,865
618M-2B	\$1,695	-	\$1,865
618M-2D	\$2,195	-	\$2,415
618M-3	\$2,995	-	\$3,295
618M-3A	\$4,789	-	\$5,268
618T-2	\$4,295	-	\$4,725
621A-3	\$2,295	-	\$2,525
621A-6	\$4,295	-	\$4,725
621A-6A	\$4,695	-	\$5,165
628T-1	\$4,095	-	\$4,505
628T-3B	\$12,500	-	\$13,750
671U-4AN	\$10,900	-	\$11,990
699Z-1	\$989	-	\$1,088
860E-2	\$1,350	-	\$1,485
860E-3	\$6,850	-	\$7,535
860E-4	\$9,395	-	\$10,335
860E-5	\$9,295	-	\$10,225
860F-1	\$2,800	-	\$3,080
860F-1(11)	\$4,250	-	\$4,675
860F-1(14)	\$4,250	-	\$4,675
899P-1	\$300	-	\$330
899S-1	\$2,700	-	\$2,970
913K-1	\$1,200	-	\$1,320
913K-1A	\$3,200	-	\$3,520
914F-1	\$949	-	\$1,044
914G-1	\$700	-	\$770
998K-1	\$600	-	\$660
AAC-200	\$1,900	-	\$2,090
ADA-650	\$569	-	\$626
ADF-60A	\$3,389	-	\$3,728
ADF-650	\$1,289	-	\$1,489
ADF-650A	\$1,389	-	\$1,589
AMR-350	\$679	-	\$747
ANS-31A	\$1,800	-	\$1,980
ANS-351	\$689	-	\$758
ANS-351C	\$695	-	\$765
ANT-451	\$35	-	\$39
ANT-60A	\$925	-	\$1,018
ANT-60B	\$1,600	-	\$1,760
ANT-650A	\$589	-	\$648
APA-80	\$4,589	-	\$5,048
APA-80A	\$4,589	-	\$5,048
APC-80	\$8,789	-	\$9,668
AUD-250	\$429	-	\$472
AUD-251	\$389	-	\$428
AUD-251H	\$389	-	\$428
CTL-250	\$2,449	-	\$2,694
CTL-60	\$1,649	-	\$1,814
CTL-90	\$1,765	-	\$1,942
CTL-92	\$1,349	-	\$1,484
DCE-400	\$189	-	\$208
DCP-270	\$1,495	-	\$1,645
DME-40	\$4,389	-	\$4,828
DME-42	\$10,495	-	\$11,545
DME-451	\$1,489	-	\$2,085
DMPN3-3A	\$77	-	\$85
FPC-75	\$3,989	-	\$4,388
GLS-350	\$489	-	\$538
HF-200	\$6,189	-	\$6,808
HF-220	\$9,689	-	\$10,658
HSI-84	\$3,389	-	\$3,728
IND-31C	\$789	-	\$868
IND-350	\$595	-	\$695
IND-350A	\$649	-	\$749
IND-351	\$679	-	\$747
IND-351A	\$789	-	\$868
IND-41A	\$2,195	-	\$2,

KA-25.....	\$149	-	\$164	KN-62.....	\$1,895	-	\$2,095	AT-50A.....	\$679	-	\$747	TP-114B.....	\$829	-	\$912
KA-25A.....	\$299	-	\$329	KN-62A.....	\$2,195	-	\$2,495	CLC-60.....	\$289	-	\$318	VG-14A.....	\$8,265	-	\$9,092
KA-285.....	\$99	-	\$109	KN-62A-01.....	\$2,795	-	\$3,075	COM-10A.....	\$589	-	\$648	Terra Corporation			
KA-33.....	\$129	-	\$142	KN-63.....	\$2,989	-	\$3,895	COM-11.....	\$489	-	\$538	AT-3000.....	\$99	-	\$139
KA-36.....	\$175	-	\$193	KN-64.....	\$1,695	-	\$2,195	COM-111.....	\$489	-	\$538	ECDI-21.....	\$249	-	\$274
KA-37.....	\$179	-	\$197	KN-70.....	\$495	-	\$545	COM-111B.....	\$595	-	\$695	TFD-100.....	\$1,489	-	\$1,638
KA-38.....	\$90	-	\$99	KN-71.....	\$269	-	\$296	COM-11A.....	\$489	-	\$538	TLC-100.....	\$295	-	\$395
KA-39.....	\$169	-	\$199	KN-72.....	\$689	-	\$1,088	COM-11B.....	\$595	-	\$695	TMA-230.....	\$499	-	\$549
KA-40.....	\$60	-	\$66	KN-73.....	\$489	-	\$538	COM-120.....	\$649	-	\$749	TRT-250.....	\$889	-	\$978
KA-42.....	\$179	-	\$197	KN-74.....	\$489	-	\$538	COM-120/20.....	\$895	-	\$1,095	TRT-250D.....	\$1,095	-	\$1,215
KA-42A.....	\$269	-	\$296	KN-75.....	\$589	-	\$648	COM-21.....	\$959	-	\$1,055	TX-720.....	\$649	-	\$714
KA-42B.....	\$489	-	\$589	KN-77.....	\$589	-	\$648	COM-810.....	\$949	-	\$1,049	TXN-960.....	\$1,169	-	\$1,286
KA-43.....	\$64	-	\$70	KNC-610.....	\$450	-	\$495	COM-811.....	\$949	-	\$1,049	TXN-960G/S.....	\$1,395	-	\$1,535
KA-44B.....	\$850	-	\$935	KNC-677.....	\$9,900	-	\$10,890	CP-125.....	\$319	-	\$351	TKM; MICHEL			
KA-51A.....	\$349	-	\$449	KNI-500.....	\$475	-	\$523	CP-125A.....	\$319	-	\$351	MX-170.....	\$1,059	-	\$1,165
KA-51B.....	\$349	-	\$449	KNI-500L.....	\$569	-	\$626	CP-126.....	\$389	-	\$428	MX-170B.....	\$1,199	-	\$1,309
KA-52.....	\$689	-	\$1,089	KNI-510.....	\$389	-	\$428	CP-127.....	\$489	-	\$538	MX-300.....	\$1,188	-	\$1,297
KA-54.....	\$295	-	\$689	KNI-520.....	\$689	-	\$789	CP-135.....	\$389	-	\$428	MX-385.....	\$1,195	-	\$1,305
KA-57.....	\$689	-	\$1,089	KNI-580.....	\$595	-	\$655	CP-135M.....	\$429	-	\$549	UPS A.T. Apollo			
KA-58.....	\$49	-	\$54	KNI-581.....	\$1,289	-	\$1,418	CP-136.....	\$489	-	\$538	602.....	\$189	-	\$249
KA-60.....	\$39	-	\$49	KNI-582.....	\$3,289	-	\$3,618	CP-136M.....	\$649	-	\$695	602-A.....	\$189	-	\$249
KAA-445.....	\$249	-	\$274	KNI-585.....	\$449	-	\$494	CP-200.....	\$489	-	\$538	602/A-16.....	\$489	-	\$538
KAA-455.....	\$449	-	\$494	KNI-600.....	\$489	-	\$538	CP-25.....	\$269	-	\$296	604.....	\$395	-	\$549
KAP-100.....	\$479	-	\$527	KNR-600A.....	\$589	-	\$648	CP-25B.....	\$289	-	\$318	604TCA.....	\$395	-	\$595
KC-290.....	\$99	-	\$109	KNR-601.....	\$289	-	\$318	DME-890.....	\$1,395	-	\$1,695	611.....	\$395	-	\$435
KC-295.....	\$1,249	-	\$1,374	KNR-630.....	\$1,729	-	\$1,902	ELT-10.....	\$189	-	\$208	612.....	\$489	-	\$538
KCS-55.....	\$5,495	-	\$5,995	KNR-631.....	\$1,789	-	\$1,968	ESCORT 2.....	\$1,095	-	\$1,295	612A.....	\$295	-	\$449
KCS-55A.....	\$6,795	-	\$7,195	KNR-633.....	\$1,289	-	\$1,418	HT-800.....	\$239	-	\$263	612B.....	\$295	-	\$449
KCS-55A-01.....	\$7,195	-	\$7,695	KNR-634.....	\$2,989	-	\$3,288	HT-830.....	\$389	-	\$428	612BCV.....	\$295	-	\$475
KCU-567.....	\$1,989	-	\$2,188	KNR-660.....	\$789	-	\$868	ID-824.....	\$495	-	\$595	612C.....	\$589	-	\$648
KCU-596.....	\$149	-	\$164	KNR-660A.....	\$949	-	\$1,044	ID-825.....	\$649	-	\$749	618.....	\$489	-	\$538
KDA-692.....	\$950	-	\$1,045	KNS-80.....	\$1,495	-	\$1,995	ID-841.....	\$295	-	\$395	618C.....	\$749	-	\$824
KDF-800.....	\$1,489	-	\$1,638	KNS-81.....	\$795	-	\$1,295	IDME-891.....	\$1,295	-	\$1,425	618TCA.....	\$495	-	\$648
KDF-805.....	\$2,189	-	\$2,408	KPI-550A.....	\$2,394	-	\$2,633	IN-830A.....	\$1,989	-	\$2,188	800FLYBUDY.....	\$495	-	\$648
KDF-806.....	\$2,589	-	\$2,848	KPI-552.....	\$2,489	-	\$2,738	IND-195.....	\$439	-	\$483	820GPS CON.....	\$1,095	-	\$1,295
KDI-570.....	\$139	-	\$153	KPI-553.....	\$2,800	-	\$3,080	LRN-840.....	\$449	-	\$494	A-16.....	\$150	-	\$165
KDI-572.....	\$795	-	\$995	KPI-553A.....	\$3,999	-	\$4,399	M-700B.....	\$99	-	\$109	A-6.....	\$99	-	\$109
KDI-573.....	\$789	-	\$868	KR-21.....	\$469	-	\$549	MBT-12.....	\$189	-	\$208	PRECEDUS.....	\$449	-	\$695
KDM-7000.....	\$5,289	-	\$5,818	KR-22.....	\$429	-	\$499	MBT-12R.....	\$119	-	\$131				
KDM-7000B.....	\$10,000	-	\$11,000	KR-85.....	\$1,249	-	\$1,374	MBT-24.....	\$119	-	\$131				
KDM-705.....	\$1,750	-	\$1,925	KR-85/42B.....	\$1,449	-	\$1,594	MBT-24R.....	\$119	-	\$131				
KDM-705A.....	\$2,450	-	\$2,695	KR-86.....	\$995	-	\$1,295	MK-12D CES.....	\$1,765	-	\$1,942				
KDM-706.....	\$3,189	-	\$3,508	KR-86/42B.....	\$1,495	-	\$1,795	MK-12D/GS.....	\$1,949	-	\$2,389				
KDM-706A.....	\$5,600	-	\$6,160	KR-87.....	\$2,589	-	\$2,789	MK-12E/GS.....	\$2,095	-	\$2,495				
KEA-129.....	\$1,695	-	\$1,995	KRA-10.....	\$2,795	-	\$3,795	MKR-101.....	\$329	-	\$362				
KEA-130.....	\$1,995	-	\$2,195	KRA-10A.....	\$3,395	-	\$3,989	MP-10.....	\$99	-	\$109				
KFS-560B.....	\$595	-	\$795	KRT-960A.....	\$395	-	\$435	MP-11.....	\$135	-	\$149				
KFS-564.....	\$819	-	\$901	KSG-105.....	\$2,050	-	\$2,255	MP-15.....	\$149	-	\$164				
KFS-570.....	\$149	-	\$164	KT-70.....	\$1,995	-	\$2,395	MP-16.....	\$119	-	\$131				
KFS-570A.....	\$495	-	\$595	KT-76.....	\$789	-	\$868	MP-20.....	\$225	-	\$248				
KFS-570B.....	\$595	-	\$695	KT-76A.....	\$889	-	\$978	NA-841.....	\$795	-	\$875				
KFS-575.....	\$149	-	\$164	KT-78.....	\$749	-	\$824	NAV-10.....	\$329	-	\$362				
KFS-580.....	\$289	-	\$318	KT-78A.....	\$789	-	\$868	NAV-100.....	\$289	-	\$318				
KFS-580B.....	\$499	-	\$549	KT-79.....	\$2,089	-	\$2,298	NAV-11.....	\$679	-	\$747				
KFS-590.....	\$569	-	\$626	KT-96.....	\$195	-	\$215	NAV-110.....	\$249	-	\$274				
KFS-590A.....	\$595	-	\$695	KTR-900.....	\$495	-	\$545	NAV-111.....	\$679	-	\$747				
KFS-590B.....	\$589	-	\$648	KTR-9000.....	\$1,189	-	\$1,308	NAV-112.....	\$869	-	\$956				
KFS-590P.....	\$149	-	\$164	KTR-900A.....	\$889	-	\$978	NAV-114.....	\$395	-	\$435				
KFS-598.....	\$749	-	\$824	KTR-905.....	\$1,495	-	\$1,645	NAV-12.....	\$849	-	\$934				
KFS-598A.....	\$1,095	-	\$1,205	KTR-908.....	\$3,389	-	\$3,728	NAV-121.....	\$1,199	-	\$1,399				
KG-102A.....	\$3,295	-	\$3,795	KTR-9100A.....	\$2,825	-	\$3,108	NAV-122.....	\$1,695	-	\$2,095				
KG-258.....	\$1,085	-	\$1,194	KWX-56.....	\$9,495	-	\$10,495	NAV-124.....	\$895	-	\$985				
KGM-690.....	\$395	-	\$435	KX-125.....	\$1,549	-	\$1,895	NAV-124R.....	\$329	-	\$362				
KGM-691.....	\$495	-	\$545	KX-145.....	\$889	-	\$978	NAV-14.....	\$395	-	\$435				
KGS-680.....	\$289	-	\$318	KX-155.....	\$1,989	-	\$2,189	NAV-21.....	\$819	-	\$901				
KGS-681.....	\$329	-	\$362	KX-155 G/S.....	\$2,595	-	\$2,895	NAV-824.....	\$695	-	\$895				
KHF-950.....	\$11,789	-	\$12,968	KX-155 PKG.....	\$2,895	-	\$3,195	NAV-825.....	\$1,149	-	\$1,264				
KHF-950S.....	\$13,995	-	\$15,995	KX-155GPKG.....	\$3,495	-	\$3,795	NS-801.....	\$2,005	-	\$2,206				
KI-201.....	\$349	-	\$384	KX-165.....	\$2,295	-	\$2,595	NS-800.....	\$1,095	-	\$1,495				
KI-201B.....	\$289	-	\$318	KX-165 G/S.....	\$2,995	-	\$3,495	PDF-35.....	\$710	-	\$781				
KI-201C.....	\$399	-	\$439	KX-170.....	\$689	-	\$758	RNAV-161.....	\$289	-	\$318				
KI-202.....	\$595	-	\$795	KX-170A.....	\$749	-	\$824	RNAV-860.....	\$1,479	-	\$1,627				
KI-203.....	\$649	-	\$714	KX-170B.....	\$889	-	\$989	TR-1000B.....	\$389	-	\$428				
KI-204.....	\$849	-	\$934	KX-170B GS.....	\$2,389	-	\$2,628	UGR-2.....	\$249	-	\$264				
KI-206.....	\$1,195	-	\$1,349	KX-170BLOC.....	\$1,389	-	\$1,528	UGR-2A.....	\$269	-	\$286				
KI-208.....	\$595	-	\$655	KX-175.....	\$789	-	\$868	UGR-3.....	\$269	-	\$286				
KI-209.....	\$695	-	\$949	KX-175B.....	\$999	-	\$1,099	VOA-821.....	\$479	-	\$527				
KI-211A.....	\$789	-	\$868	KX-175BE.....	\$1,489	-	\$1,638	VOA-822.....	\$569	-	\$626				
KI-211C.....	\$789	-	\$868	KX-99.....	\$249	-	\$349	Northstar Avionics							
KI-212.....	\$497	-	\$547	KXP-750.....	\$1,495	-	\$1,695	M-1.....	\$595	-	\$749				
KI-213.....	\$789	-	\$868	KXP-7500.....	\$5,339	-	\$5,873	M-1A.....	\$595	-	\$795				
KI-214.....	\$989	-	\$1,088	KXP-750A.....	\$1,695	-	\$1,895	M-2.....	\$895	-	\$1,489				
KI-225.....	\$379	-	\$417	KXP-755.....	\$2,189	-	\$2,408	RCA							
KI-225-01.....	\$579	-	\$637	KXP-756.....	\$1,589	-	\$1,748	AVC-110.....	\$880	-	\$968				
KI-226.....	\$889	-	\$978	KY-195B.....	\$895	-	\$985	AVC-111.....	\$2,595	-	\$2,855				
KI-227.....	\$349	-	\$449	KY-195BE.....	\$895	-	\$985	AVC-111A.....	\$1,695	-	\$1,865				
KI-227-01.....	\$449	-	\$549	KY-196.....	\$1,289	-	\$1,489	AVI-200.....	\$889	-	\$978				
KI-228.....	\$469	-	\$516	KY-196A.....	\$1,989	-	\$2,389	AVN-220.....	\$989	-	\$1,088				
KI-228-01.....	\$589	-	\$648	KY-196E.....	\$1,589	-	\$1,748	AVN-220A.....	\$1,200	-	\$1,320				
KI-229.....	\$2,789	-	\$3,068	KY-197.....	\$1,289	-	\$1,489	AVQ-75.....	\$949	-	\$1,044				
KI-256.....	\$2,489	-	\$2,738	KY-197A.....	\$1,989	-	\$2,389	AVQ-75 IND.....	\$295	-	\$325				
KI-261.....	\$89	-	\$98	KY-92.....	\$899	-	\$989	AVQ-85.....	\$1,889	-	\$2,078				
KI-265.....	\$99	-	\$109	KY-96A.....	\$789	-	\$889	AVQ-95.....	\$949	-	\$1,044				
KI-266.....	\$389	-	\$428	KY-97A.....	\$789	-	\$889	DI-1001.....	\$849	-	\$934				
KI-267.....	\$389	-	\$428	MAC-1700.....	\$1,289	-	\$1,489	DI-2008.....	\$3,269	-	\$3,596				
KI-525A.....	\$2,295	-	\$2,795	MAC-1700V.....	\$2,449	-	\$2,694	PRIMUS 40.....	\$2,000	-	\$2,200				
KI-525A-01.....	\$2,795	-	\$3,195	RDS-81.....	\$10,989	-	\$11,989	PRIMUS-200.....	\$8,259	-	\$9,085				
KLN-35A.....	\$1,289	-	\$1,418	RDS-82.....	\$12,213	-	\$13,434	PRIMUS-3							

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It is our goal to be your one stop source for the best quality avionics. We are continuously researching the market and comparing products and prices to get you the best values. We won't carry a product unless it represents a great value for the price.

## Please Remember to:

Enclose payment, credit card information, or specify COD. We accept MasterCard, Visa, American Express, or Discover. Remember to include the card number, expiration date, and the name of the issuing bank. On credit card orders the Billing address is the address your monthly credit card statement is mailed to. Your order will be shipped to this address unless you specify a different shipping address. Personal checks must clear the bank before your package can be shipped so cashier's checks or money orders are preferred. We can also send your package COD to most destinations. Cashier's checks or money orders are accepted for COD shipments.

## Include Your Phone Number, Fax and E-Mail Information

Please include a work and home phone number as well as fax number and e-mail address so we can contact you if questions come up regarding your order.

## We Ship International Orders Every Day!

You may wire us payment via your bank, send us a money order, or a bank check drawn on a US Bank or use a major charge card. Your International order will be dispatched quickly and easily by our experienced staff. Certified FAA 8130-3 documentation forms may be required for equipment installed abroad. Ask your Eastern Avionics International, Inc. representative for details.

## Prices and Specifications May Change

Due to competition, changes in availability, and manufacturer price changes, your price may change. Under our Low Price Policy, if the current price has decreased you will automatically be charged the new lower price. In the unlikely event the price has increased, we will contact you to make sure the change meets with your approval before we ship your equipment. If you find a lower price we want to know about it! Our objective is to always give our customers the best values!

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Fax Number ( \_\_\_\_\_ ) \_\_\_\_\_  
Email Address \_\_\_\_\_  
Bus. Phone ( \_\_\_\_\_ ) \_\_\_\_\_

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