

The company continues to sell and support its smaller-screen systems. Highly modular, the various AFS boxes can be had as 6.5- or 8.4-inch displays and multiple feature configurations. Any of the screens can be a standalone EFIS, an independent engine monitor, or a combined unit with both the EFIS and engine-monitoring hardware built in. To create an AHRS-redundant system, you'd buy one AF-series unit as an EFIS and another as an EFIS/engine monitor, and then network them together so that both screens share the AHRS information (as well as engine monitoring data).

Autopilot connectivity includes the AFS autopilot, a reworked TruTrak DigiFlight II VSGV independent system, though all AFS EFISes will output GPSS and GPSV signals to drive other autopilots.

Stein's DIY installation rating: AFS also supplies harnesses standard with its systems. With the internal AHRS, EIS (engine instrument system) and optional AOA modules, the installation process is easy. Interconnecting screens is also the easiest on the market via a simple Ethernet cable and the on-board RJ-45 plugs. You will still need to mount a remote magnetometer (as with most systems) along with the optional remote ARINC 429 interface module. The XM weather module is also a breeze to hook up via the aforementioned Ethernet cable. The DIY installation rating would be easy to medium for the AFS units.

Aspen Avionics

Aspen's broad product line looks ready to expand as we move into the airshow season. (This is written before both the AEA [Aircraft Electronics Association] show and Sun 'n Fun.) Rumors persist that Aspen is eager to launch a full-screen EFIS that leverages its existing instrument software in a new hardware package. But that's in the future.

For the moment, Aspen remains a fringe player in the Experimental market, though that's an upgrade from the early days when the company showed no interest in homebuilts. Part of this is price. The capable Aspen models are considerably more expensive than

VP-X

The electronic circuit breaker system that integrates with your EFIS

- Electronic circuit breakers replace mechanical breakers
- See and reset faults on your EFIS
- Solid-state trim control
- Solid-state flap control
- Landing light wig-wag
- Detects burned out lights



Systems starting at \$1200

Get the most from your glass panel with the VP-X. Learn more at VerticalPower.com or call (505) 715-6172.



Copyright © 2010 Vertical Power Inc. All rights reserved. Multiple patents pending.



The Independent Voice for Homebuilt Aviation

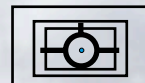
Just an EFIS?



Not just an EFIS. Not just a pretty picture. It is a flight control center. Bringing the autopilot, navigation, traffic, weather, communication, engine data, and more, together, into a coordinated system to meet the needs of weekend VFR or demanding IFR pilot. Designed by experienced aerospace engineers. IFR proven. **Expect nothing less from GRT.**

Sport SX
Starting at \$3000

Horizon HX
Starting at \$7000



Grand Rapids Technologies, Inc.

616 245-7700 GRTAVIONICS.COM

Manufacturer/Model	Screen Size (inches, diagonal)	GPS	Connection Modes	Data Update Mode	Backup Battery System (3)
Advanced Flight Systems • www.advanced-flight-systems.com • 503/263-0037					
AF-5600	10.4	External, optional	RS-232, Ethernet, ARINC with converter module	SD card, front	Internal, optional
AF-4500	8.4	External, optional	RS-232, Ethernet, ARINC with converter module	SD card, front	Internal, optional
AF-3400/AF-3500	6.5/8.4	External, optional	RS-232, Ethernet, ARINC with converter module	SD card, front	Internal, optional
Aspen Avionics • www.aspenavionics.com • 505/856-5034					
EFD1000 Pro PFD	6.5	Optional	ARINC, RS-232, analog	Micro SD card, front	Yes
EFD1000 Pilot PFD	6.5	Optional	ARINC, RS-232, analog	Micro SD card, front	Yes
Dynon Avionics • www.dynonavionics.com • 425/402-0433					
SkyView	7/10	Optional	RS-232, ARINC with converter module	USB, rear	External, optional
FlightDEK-D180	7	No	RS-232, ARINC with converter module	RS-232 serial computer	Internal, optional
EFIS-D100	7	No	RS-232, ARINC with converter module	RS-232 serial computer	Internal, optional
EFIS-D60	7	No	RS-232	RS-232 serial computer	Internal, optional
EFIS-D10A	4	No	RS-232, ARINC with converter module	RS-232 serial computer	Internal, optional
EFIS-D6	4	No	RS-232	RS-232 serial computer	Internal, optional
Garmin International • www.garmin.com/aviation					
G900X	10.4	Yes	RS-232 and ARINC - multiple, Ethernet	SD card, front	No
G600	6.5 x 2	External	RS-232, ARINC	SD card, front	No
G3X	7.5	Yes	RS-232, ARINC	SD card, front	No
Grand Rapids Technologies • www.grtavionics.com • 616/245-7700					
Sport SX	6.5/8.4	Optional	RS-232, ARINC with converter module	USB, rear	External, optional
Horizon HX	6.5/8.4	Optional	RS-232, Ethernet, ARINC	USB, rear	External, optional
MGL Avionics • www.mglavionics.com • 877/835-9464					
Enigma	5.7	Yes	RS-232	Front SD card	External, optional
Voyager/Odyssey	8.4/10.4	Yes	RS-232, Ethernet, ARINC	Front SD card	External, optional
XTreme	4.3	Yes	RS-232	Front SD card	External, optional
TruTrak Flight Systems • www.trutrakflightsystems.com • 479/751-0250					
EFIS GP/SG	6.5	No	RS-232, ARINC, USB	N/A	No

Notes: 1. "Highway in the Sky" symbology; 2. With optional moving map; 3. Produced by company specifically for its product; TCW Systems IBBS works for other systems.

	AHRS	Synthetic Vision	Top-Down Terrain	HITS (1)	Weather Option	Traffic Option	Engine Monitor Option	HSI	Vertical Power Compatible	Autopilot Interface	Base Price
	Internal	Yes	Yes	Yes	XM WX	Yes	Integrated optional	Yes	Yes	TruTrak or Trio	\$7000
	Internal	Yes	Yes	Yes	XM WX	Yes	Integrated optional	Yes	Yes	TruTrak or Trio	\$5947
	Internal	Yes	Yes	No	XM WX	Yes	Integrated optional	Yes	Yes	TruTrak or Trio	\$4024/\$4447
	Internal	No	No	No	XM WX	Yes		Yes	No	Yes, optional module	\$9995
	Internal	No	No	No	XM WX	Yes		No	No	Yes, optional module	\$5995
	External	Yes	Yes (2)	Yes (2)	Yes (2)	Yes (2)	Optional	Yes	Yes	Dynon servos only	\$3900/\$4800
	Internal	No	No	No	No	No	Integrated	Yes	No	Dynon servos only	\$3200
	Internal	No	No	No	No	No	No	Yes	No	Dynon servos only	\$2400
	Internal	No	No	No	No	No	No	No	No	No	\$1900
	Internal	No	No	No	No	No	No	Yes	No	Dynon servos only	\$2200
	Internal	No	No	No	No	No	No	No	No	No	\$1600
	External	Yes	Yes	Yes	XM WX	Yes	Internal	Yes	No	Trio, TruTrak, S-Tec	\$65,000
	External	Yes	Yes	No	XM WX	Yes	No	Yes	No	Trio, TruTrak, S-Tec	\$27,000
	External	Yes	Yes	No	XM WX	Yes	Yes	Yes	Yes	GX Pilot, TruTrak	\$9995
	Internal	Opt	Yes	Yes	XM WX	Yes	External, optional	Yes (CDI)	Yes	GRT servos or Trio, TruTrak	\$3000
	External, dual opt.	Yes	Yes	Yes	XM WX	Yes	External, optional	Yes	Yes	GRT servos or Trio, TruTrak	\$7000/\$7600
	External	Yes	Yes	Yes	No	Yes	Integrated, optional	Yes	Yes	MGL or Trio servos	\$3760
	External	Yes	Yes	Yes	Yes	Yes	Integrated, optional	Yes	Yes	MGL or Trio servos	\$5010/\$5010
	Internal, optional	No	No	No	No	No	Integrated, optional	Yes	Yes	MGL or Trio servos	\$1000 - \$2260
	Internal	No	No	No	No	No	Yes	Yes	No	TruTrak; direct to servos in AP model	\$2200/\$3200