

Before & AFTER

INSTALLATIONS/REPAIRS & MORE

Southeast Aerospace

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Number of employees: 110

Installers/technicians involved with the project:

- Chris Scholtz (lead avionics technician)
- Bill Arant (lead structural technician)
- Ken Johnson (avionics technician)
- Paul Seibert (manager)

Aircraft type:

1977 Cessna 421C Golden Eagle

What was the objective of the project?

The object was to perform avionics upgrades in a 1977 Cessna 421C Golden Eagle. The

customer had recently purchased the aircraft and decided to have the maintenance and avionics upgrades performed before flying the aircraft home to Germany.

What date was the project started?

March 2, 2016

What date was the project completed?

June 23, 2016

What makes this installation unique?

Upgrading the avionics system and installing a new digital engine monitoring system in conjunction with an annual inspection and maintenance.



BEFORE

The aircraft arrived with mostly old analog instruments, except for the GTN 750 and a Shadin fuel system. Instrument panel rework had been done at some point.

Did you encounter any problems while working on the project?

The acrylic windshield on order became unavailable. Parts lead times, poor maintenance and previous substandard avionics installs were a problem, also.

How did you resolve these problems?

We contacted all possible vendors to get a suitable replacement windshield. A glass windshield was then ordered but had a long lead time, extending the overall duration of the project. We worked with vendors and installed multiple STCs.

Did you learn anything from this project?

Yes, communication with the customer and vendors is crucial for a successful project.

What was the customer's response?

The customer was extremely satisfied with the end product and had a trouble-free flight back to Germany.

Additional comments?

When utilizing outside services, be sure about the vendor's understanding of the schedule and quality of work being performed. □



AFTER

Instrument panels were completely overhauled. An Aspen Evolution 1000 Pro was installed in the pilot's panel. Avionics upgraded to digital J.P. Instruments EDM-960 primary engine data management system, adding a second GTN 750, GWX 70 digital weather radar, GTS 825 traffic system and a Garmin Flight Stream 210. The Avionik Straubing APS4A Altitude Preselect System was installed to complement the S-TEC Autopilot.