

- The top priority is safety. The digital AI is the only “must have” until the club is unified behind a full upgrade. (Bruce and Kevin)
- Avoid duplicating work with upgrades. Putting money into the vacuum system just to rip it out 2 years later is a false economy. (John and Catherine)
- The reality of a gyro failure in IMC should be made clear to the club. People who understand that would remove the vacuum pump entirely. (Catherine)
- The full upgrade (including all wiring) made my airplane 80 pounds lighter. (Catherine)
- A GTN versus a GNC is more than just ground-based navigation. The bigger screen, glide range, and more make it worth the upgrade. (Kevin)
- A GTN is almost double the cost of a GNC. As you have a nav/com radio available, the GNC is a good compromise. (John)
- My airplane has no radio navigational capabilities and I don’t miss it at all. I haven’t needed it in 4 years. (Dave)
- I fly west of the Mississippi and GPS service goes out seemingly once a week. I landed with a GPS outage in the last year. (Frank)

“Vacuum pumps have no place in the 21st century. They are time bombs; museum pieces. It’s a miracle that we all survived all those years with vacuum pumps.” — Dave

- A club means building membership with similar goals. This requires a road map for the future of the airplane and the club. (John, Kevin, and Dave)
- There are used GTN navigators because people have upgraded to the GTN Xi. That’s a good upgrade option. (Frank)
- There’s a secondary benefit in new equipment: It reduces downtime on the club airplane. (Bruce)
- A modern autopilot is too often underrated. Consider it required for single-pilot IFR. The “level” button can be a life saver, especially for a VFR-only pilot. (Dave and John)
- We rarely regret spending more on the airplane. We often do regret getting smaller screens and less capability. The big screen is so much easier to use. (Catherine, Kevin, Dave, and Bruce)
- The integration is important. Multiple boxes that don’t talk to each other increases workload. (Dave and Catherine)

EXPERT CHOICES

- 1 Bruce, Kevin, Frank
- 2 Dave, John, Catherine

CHOICE 1	CHOICE 2	CHOICE 3	CHOICE 4	CHOICE 5
Replace the vacuum pump for the heading indicator and put in a single G5 for an AI (\$5.5K). Keep building the avionics fund.	Remove the vacuum system. Install a pair of Garmin G5s as a PFD and HSI (\$13K).	Replace the vacuum pump. Install a single G5 as an AI and a GNC 355 (\$15K).	Replace the vacuum pump. Install a single G5 as an AI and a GNS 530W (\$15K).	Replace the vacuum pump. Keep the vacuum gyros. Replace the old Piper AP with an AeroCruze 100 (\$17K).
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