

# Big Bang: Used Legacy GNS430

For upgrades on a budget, you probably don't need to look any further than a used, legacy GNS430. Further, it's the hands-down best way to equip an entry-level aircraft because buy-in could be cheaper than you think. When you consider the capability it brings to the panel, hunting one down on the used market is worth the effort. It offers a modern comm radio, glideslope and non-WAAS GPS, and it can be upgraded to WAAS if you need it down the road. With Garmin's fancy new GTN-series touchscreen navigators on the market, I've seen used 430s available for as little as \$3500.

The GNS430 is about the same size as the once-popular but now ancient KX170B nav/comm radio. This makes for easy stack work during the retrofit. Further, adding to the GNS430's versatility is the ability to connect it with a Garmin portable GPS. This is done via an RS-232 connection enables flight plan data downloads onto the portable. This is an excellent way to gain situational awareness, especially if the portable is equipped with XM Weather. Overlaying the approach path on top of weather data can mean the difference between attempting the approach or running the other way.

Before considering the GNS430 option, it pays to evaluate existing and future missions for you and the aircraft. If you plan to always fly VFR and short distances, then a reliable nav/comm system and modern portable GPS might easily get the job done for less money. But if IFR training and an expanded mission that includes lots of cross-country flying is in the cards, a used legacy GNS430 makes the most sense.



*A used legacy GNS430 installation could offer the most value in a budget upgrade. The stack in this vintage Debonair went from near-VFR-only to comfortable-all-weather for under 10 grand.*

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