

VANS

RV14

G-STRV



Checklist

These Flight reference cards are complimentary to the Vans RV14 G-STRV Pilot's Operating Handbook.

Revision List

Card No	Content	Revision	Date
1	Title / Revision list	Rev 6	12 Apr 23
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13	Oil T/P / High CHT / PPS faults / Alternator	Rev 4	10 Nov 22
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15	EarthX Faults / Over Volts	Rev 4	10 Nov 22
16	Joystick / Trim / Flap Faults	Rev 4	10 Nov 22

INITIAL CHECKS

General position & geometry	Check
No Fuel or Oil Leaks	Check
Tyre pressures	Visual or SensAir App
Tie Downs	Removed and stowed
Pitot cover	Removed and stowed
Chocks	Removed and stowed
Canopy cover	Removed and stowed

**Initial
Cockpit**

Before starting External Checks, carry out the following preliminary cockpit checks.

COCKPIT - PRELIMINARY

IGN L & R Switches	OFF
IBBS Switch	OFF
Rocker Switches	OFF
ALT AIR	FULLY FORWARD
Canopy	Clean / Condition
Canopy Jettison	Fully Pushed In
ALIR Regulator	Setting Correct

Flight Log Data Card	Inserted
Fuel Tester / Dip Stick	Retrieve

If required

BAT Switch	ON
Battery Volts	Check
FLAPS	LANDING
Cockpit Lights	Check
External Lights	Check
Fuel Quantity	Gross Check
BAT Switch	OFF

EXTERNAL CHECKS

Left Wing

Flap Pushrod	Secure
Aileron Pushrod	Secure
Aileron Hinges	Secure
Nav/Landing Lights	Cover Secure / Condition
Taxi Light	Cover Secure / Condition
Pitot Tube	Cover Removed / Clear
Fuel Quantity	Dip / Cap Secure
Fuel Drain	Water Check / No Leaks / Secure
Fuel Overflow Fairing	Secure and Clear
Flap Hinge Bolts	Secure
Wing Root Fairings	Secure

Forward Fuselage

Left Tyre	Condition / Pressure
Left Spat	Condition / Secure
Left Lower Leg Fairing	Condition / Secure
Left Gear Leg Fairing	Condition / Secure
Left Upper Leg Fairing	Condition / Secure
Left Exhaust	Condition / Secure
Lower Left Aft Cowling Screws	Secure
Left Com Aerial	Secure
Transponder Antenna	Secure
Left Cowling Cover Plate	Secure
Air Intakes / Filter	Clear
Front Cowling Screws	Secure
Propeller	Condition
Spinner	Condition, Screws
Right Cowling Cover Plate	Secure
Top Aft Cowling Pins	Secure IN CLIP
Oil Quantity	Check (Min 6 Qts)
Oil Door	Secure

Forward Fuselage cont'd

Right Com Aerial	Secure
Right Exhaust	Condition / Secure
Lower Right Aft Cowling Screws	Secure
Right Upper Leg Fairing	Condition / Secure
Right Lower Leg Fairing	Condition / Secure
Right Lower Leg Fairing	Condition / Secure
Right Spat	Condition / Secure
Right Tyre	Condition / Pressure

External

Right Wing

Wing Root Fairings	Secure
Flap Hinge Bolts	Secure
Fuel Overflow Fairing	Secure and Clear
Fuel Drain	Water Check / No Leaks / Secure
Fuel Quantity	Dip / Cap Secure
OAT Probe	Secure
Taxi Light	Cover Secure / Condition
Nav/Landing Lights	Cover Secure / Condition
Aileron Hinges	Secure
Aileron Pushrod	Secure
Flap Hinges	Secure
Flap Pushrod	Secure
Right Seat Harness	Secured If Solo

Rear Fuselage, Tailplane and Fin

G3X GPS Antenna	Secure
Right Static Vent	Clear
Upper FLARM Antenna	Secure
Anti Col Beacon Grub Screw	Secure
Right Tailplane/Fin Fairing Screws	Secure
Right Elevator Horn Access Panel	Secure
Right Elevator Hinges	Secure
Rudder Hinges	Secure

Rear Fuselage, Tailplane and Fin cont'd

Right Rudder Horn & Cable	Secure
Right Rudder Stop	Secure
Nav/Strobe Lights	Condition
Tailwheel Horn and Chains	Secure
Tailwheel Lock Pin	Engaged
Tailwheel	Condition
Rudder Control Lock	Removed
Left Rudder Horn & Cable	Secure
Left Rudder Stop	Secure
Left Elevator Hinges	Secure
Left Elevator Horn Access Panel	Secure
Air Traffic ADSB Antenna	Secure
Left Tailplane/Fin Fairing Screws	Secure
Lower FLARM Antenna	Secure
Left Static Vent	Clear
GTN 650Xi GPS Antenna	Secure

Before Entering Cockpit

Walk-round	Complete
Rudder Control Lock	Removed
Fuel Caps	Secured
Fuel Tester / Dip Stick	Stowed
Pitot Cover	Removed
Chocks	Removed
Oil Door	Latched
Baggage	Secure
Seat Back Supports	Located correctly
Headsets	Connected / Positioned
Canopy Breaker	Secure
Loose Articles	None
Land away kit bag	Stowed & secure
Chocks, Tie Downs, Rudder Control Lock, Pitot Cover Canopy Cover, Toolkit, Aircraft Documents	

BEFORE START

Cockpit Scan

IGN L & R	OFF
ALT	OFF
BAT	OFF
IBBS	OFF
MAP LIGHT L	OFF
CABIN HEAT L	OFF
PARK BRAKE	As required
Rocker Switches	OFF
Audio Panel	OFF
Trig Radio	OFF
PANEL / GLARESHIELD	OFF
CABIN HEAT R	OFF
MAP LIGHT R	OFF
THROTTLE	Full & Free / CLOSED
PROPELLER	Full & Free / MAX
MIXTURE	Full & Free / ICO
COWL	Full & Free / As required
ALT AIR	FULLY FORWARD
STICK ENABLE	As required
ALT STATIC	OFF / Cover closed
PPS FAULT switches	ON (UP)
PITCH TRIM	NORMAL / Cover closed
FLAP	NORMAL / Cover closed
ROLL TRIM	NORMAL / Cover closed
FUEL SELECTOR	Lowest qty tank
BAT	ON
Harnesses	Fasten
Flight Controls	Full / Free / Correct

Before
Start

Set Up

Cockpit Lighting	As required
PFD & G5	Powering up
VPX	No errors
Eng Page > Main	No errors
Eng Page > Fuel Calc	Update fuel
Weight & Balance	Check

IBBS Test

Eng Page > Main	Display
AVNCS 1 OFF CAS	Displayed
IBBS	ON
IBBS Volts	GREEN
GTN 650Xi	Powers up
AVNCS 1	ON
IBBS Volts	Increase
AVNCS 1 OFF CAS	Not displayed
GTN 650Xi	Self test / Frequencies
Flight Plan	Load / Check

PFD & G5 Scan

COM 1 & NAV	Set
IAS	Check
ADAHRS	Erect
Altimeter/VSI	Check
Reference Altitude	Set
QNH / QFE	Set
HSI	Check / Pointers as required
Selected Heading Bug	Set
Course	Set
Info Boxes	As required
PITCH & ROLL TRIM	Test & set for TAKE OFF
FLAPS	Check indicator
Warning / Caution LIGHT	RED & YELLOW ON
CAS	FUEL PRESS, OIL PRESS, ALT AMPS CANOPY OPEN, CO FAIL

G5	No errors / Synchronised / Battery charged
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ENGINE START

Eng Page > Main Display
Park Brake ON
Surrounding area Clear prop!
Canopy Closed & locked

Prime

THROTTLE FULLY OPEN
FUEL PUMP ON
MIXTURE FULLY RICH
 Until fuel flow seen (4 -5 secs, 15-22 litres/hr)
MIXTURE ICO
FUEL PUMP OFF

Cold/Warm

THROTTLE 3/16" OPEN

Hot (0-30 mins)

THROTTLE *No prime*
1/2" OPEN

Audio Panel / Trig Radio OFF
ANTI COL ON
L IGN ON
R IGN ON



A pragmatic guide using a typical 5s crank

3 x

2 x 5s Cranks
20s Cool Down
2 x 5s Cranks
40s Cool Down

Then cool down time: 30 mins

START Button Press
MIXTURE Slowly FULLY RICH - 3/4"
OIL PRESS INCREASE within 10 secs
START Button *Blue Light* OUT
CAS **STARTER & OIL PRESS** OUT
THROTTLE 1100 RPM

Set up
Engine
Start

AFTER START

Audio Panel	ON, AUX ON, MUSIC ON
ALT Volts / Amps	PRIM Check
AVNCS 2 CO MONITOR NAV LTS	ON "Carbon Monoxide Detector Test OK" As required
FLAPS	ZERO
AP POWER STAB MODE ACAS POWER ACAS MUTE	ON OFF ON ON
Trig Radio	ON, frequencies set
MFD Display	As required
STBY ALT Test	First flight of the day
ALT Volts / Amps ALT Volts / Amps	STBY CHECK PRIM CHECK

BEFORE TAXI

MIXTURE TAXI LTS PARK BRAKE	Lean to max RPM As required OFF
Brakes	CHECK

RUN UP

Aircraft Into wind
Park Brake On
Canopy Closed & locked

FUEL SELECTOR Change tank
COWL FLAP OPEN
MIXTURE Leave Leaned

Oil Pressure GREEN
Oil Temp > Green Tick 85°F
CHT > 220°F

THROTTLE Set 2000 RPM

L IGN OFF / ON
R IGN OFF / ON

175 max RPM drop/ 50 max difference
50-100°F EGT increase

PMag Self Power Test First flight of the day

L IGN TEST / ON
R IGN TEST / ON

ZERO drop, no EGT Increase

PROPELLER CYCLE

First flight of day 3 times, max drop 500RPM

THROTTLE Check IDLE
Approx 750 RPM

THROTTLE Set 1100 RPM

After
Start
Taxi
Run Up

BEFORE TAKE OFF

Canopy	Closed & Locked
Harness	Tight
Flying Controls	Full / Free / Correct
FUEL SELECTOR	Same as used for run up
Fuel Quantity	Sufficient
COWL FLAP	CHECK OPEN
PROPELLER	MAX
FLAPS	As required ZERO / TAKE OFF
PITOT HEAT	As required
TAXI LTS	OFF
LDG LTS	ON
STROBE LTS	ON
FUEL PUMP	ON
IGN L & R	ON
Pitch Trim	Take Off
Departure clearance	Obtained
PFD	Update / Scan
Temperatures & Pressures	Check
Warning / Caution Light	Not Illuminated
CAS Info	FUEL PUMP, ACAS MUTE (PITOT HEAT, DEMIST FANS)
Take Off Brief	Complete
HDG	Crosscheck runway QDM
MIXTURE	FULLY RICH
Take Off normal parameters:	RPM 2700
	MAP 1" < ambient
	Fuel Flow 70

AFTER TAKE OFF

FLAPS	ZERO
PROPELLER	2500 RPM
FUEL PUMP	Above 1000 ft OFF
ACAS MUTE	OFF
DEMIST FANS	OFF
Temperatures, Pressures, Volts / Amps	Check

CLIMB

CHT	Monitor
Oil Temp	Monitor
MIXTURE	Lean to maintain take off EGT

CRUISE

FLAPS	REFLEX
THROTTLE	WOT (max 29 MAP") or as required
PROPELLER	2300 RPM
MIXTURE	Lean LOP 30 - 50°F
COWL FLAP	As required

AEROBATICS

H	Height	Sufficient
A	Airframe	FLAPS ZERO / REFLEX
S	Security	No loose articles
E	Engine	T's & P's Highest qty tank
L	Location	Airfields, Built up areas Controlled airspace, Danger areas
L	Look out	Clearing turns

Before &
After
Take Off

DESCENT / REJOIN

FUEL SELECTOR	Highest quantity tank
MIXTURE	Richen to prevent rough running
PROPELLER	2400 RPM
Radios	Set
QNH / QFE	Set
Course	Set

LANDING

FLAPS (if required)	TAKE OFF
LDG LTS	ON
FUEL PUMP	ON
PARK BRAKE	OFF
Harness	Tight
<i>Finals</i>	
MIXTURE	FULLY RICH
PROPELLER	MAX
FLAPS (if required)	LANDING
Brakes	Toes clear
Clearance	Obtained
<i>Go Around</i>	
THROTTLE	FULL
PITCH	10°
TOGA (if required)	Press
FLAPS	UP

AFTER LANDING

COWL FLAP	OPEN
MIXTURE	Lean
FLAPS	ZERO
PITOT HEAT	OFF
TAXI LTS	As required
LDG LTS	OFF
STROBE LTS	OFF
FUEL PUMP	OFF

SHUTDOWN

THROTTLE	1100 RPM
PARK BRAKE	ON / As required
ACAS MUTE	OFF
ACAS POWER	OFF
Trig Radio	OFF
STAB MODE	OFF
AP POWER	OFF
FLAPS	LANDING
NAV LTS	OFF
TAXI LTS	OFF
ANTI COL	OFF
AVNCS 2	OFF
Engine Temperatures	Stable
EGT	< 1200 °F
MIXTURE	ICO
THROTTLE (As RPM decays)	OPEN/CLOSE
IGN L & R (As RPM decays)	OFF
AVNCS 1	OFF
AVNCS 1 OFF CAS	Displayed
GTN	Remain powered
IBBS	OFF
GTN	Unpowered
ALT	OFF
Engine Hours	Record
Fuel Used / Remaining	Record
Flight Time	Record
COCKPIT LIGHTS	OFF
Audio Panel	OFF
BAT	OFF
PFD	Unpowered
G5	Counting down - OFF
FUEL SELECTOR	OFF

Landing
Shut
Down

LIMITATIONS

RPM

Maximum	2700
Maximum until Oil Temp > 85 °F	1200
Ground Idle	750 ± 50

Magneto Drop at 2100 RPM

Maximum	175
Maximum difference between mags	50

Cylinder Head Temperature

Maximum	465 °F
Maximum engine life - Above 75% power	450 °F
Maximum engine life - 75% power & below	435 °F

Oil Pressure

Minimum Idling	25 PSI
Normal Operation	55 to 95 PSI
Maximum Starting, Warm-up, Taxi, Take-off	115 PSI

Oil Temperature

Maximum	235 °F
Maximum engine life	180 °F

Fuel pressure

Normal Operation	14 - 35 PSI
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LIMITATIONS

Airspeeds (IAS)

V _{SO}	LANDING flap stall	52 kts
V _{S1}	ZERO flap stall	62 kts
V _X	Best angle of climb	70 kts
V _{BG}	Best power-off glide speed for max range	84 kts
V _Y	Best rate of climb	95 kts
V _{FE}	Maximum flap extended speed	100 kts
V _A	Design manoeuvring speed at aerobatic gross weight 1900 lbs	147 kts
V _A	Design manoeuvring speed at utility gross weight 2050 lbs	130 kts
V _{NO}	Maximum structural cruising speed**	156 kts
V _{NE}	Never exceed speed	200 kts

** V_{NO} is the speed above which the aircraft may only be flown in calm or light turbulence.

Normal Acceleration

Aerobatic category (<= 1900 lbs)	+6.0 G / -3.0 G
Utility category (<= 2050 lbs)	+4.4 G / -1.75 G

Weight

Maximum for take off and landing	2050 lbs / 930 kgs
Maximum for aerobatics	1900 lbs / 862 kgs
Maximum load in baggage area	100 lbs / 45 kgs

Tyres

Pressure	35 PSI
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AEROBATIC ENTRY SPEEDS

Loop	140 kts
Cuban 8	150 kts
Aileron Roll	130 kts
Barrel Roll	130 kts
Stall Turn	140 kts

CIRCUIT

Downwind	90 kts
Base Leg / Take Off Flap	80 kts
Finals / Landing Flap	70 kts

INSTRUMENT PATTERN

Downwind	90 kts
Intercept / Zero Flap	90 kts
Approach / Zero Flap	90 kts
Select Landing Flap when visual	70 kts

G-STRV

Emergency Checklists

FIRE ON THE GROUND ENGINE FIRE IN THE AIR COCKPIT FIRE CO WARNING / FUMES IN THE COCKPIT	F I R E
FORCED LANDING ENGINE MECHANICAL FAILURE ENGINE FAILURE LOW FUEL PRESSURE	E N G I N E
ENGINE FAILURE AFTER TAKE OFF ROUGH RUNNING LOW OIL PRESSURE HIGH OIL TEMPERATURE HIGH CYLINDER HEAD TEMPERATURE	E N G I N E
PPS ALT FAULT PPS BAT FAULT ALTERNATOR FAILURE LOAD SHED	E L E C T R I C A L
EARTHX BATTERY FAULT OVER VOLTAGE	E L E C T R I C A L
JOYSTICK SWITCH FAULT TRIM / FLAP FAULTS	E L E C T R I C A L

FIRE ON THE GROUND

FUEL PUMP	OFF
THROTTLE	CLOSED
MIXTURE	ICO
FUEL SELECTOR	OFF
IGN L & R	OFF
RADIO	"MAYDAY"
IBBS	OFF
BAT	OFF
PARK BRAKE	OFF

Vacate the aircraft to a safe distance up wind

ENGINE FIRE IN THE AIR

LAND ASAP	
Immediate Actions	Best Glide 84kts
FUEL PUMP	OFF
THROTTLE	CLOSED
PROPELLER	MIN
MIXTURE	ICO
COWL FLAP	CLOSE
FUEL SELECTOR	OFF
IGN L & R	OFF
CABIN HEAT L & R	OFF
Force Landing Checklist	Action

COCKPIT FIRELAND **ASAP****Electrical Source Identified**

Equipment	OFF
VPX CB	Deselect

If fire continues:

BAT	OFF
COM 1	"MAYDAY"

If fire continues:

IBBS	OFF
G5	Fly

**Fire
Ground
Engine
Cockpit
Fumes****CO WARNING / FUMES IN THE COCKPIT**

CABIN HEAT L & R	OFF
Air Vents	OPEN
COWL FLAP	OPEN

LAND **ASAP**

FORCED LANDING

Immediate Actions

Best Glide V_{BG}	84kts
Consider Smart Glide DIRECT-TO	Press & Hold
Plan	Wind, Surface, Size, Shape, Slope, Surround

Committed Checks

FUEL PUMP	OFF
THROTTLE	CLOSED
PROPELLER	MIN
MIXTURE	ICO
FUEL SELECTOR	OFF
IGN L & R	OFF
CABIN HEAT L & R	OFF
PARK BRAKE	OFF
Harness	Tight
Radio	“Mayday”
Transponder	7700
Passenger	Brief

Short Finals

FLAPS	LANDING
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Consider

IBBS	OFF
BAT	OFF
G5	Fly

ENGINE MECHANICAL FAILURE

Immediate Actions

Best Glide V_{BG}	84kts
Consider Smart Glide	
DIRECT-TO	Press & Hold
Plan	Wind, Surface, Size, Shape, Slope, Surround

DO NOT ATTEMPT A RESTART

Engine Shut Down

FUEL PUMP	OFF
THROTTLE	CLOSED
PROPELLER	MIN
MIXTURE	ICO
FUEL SELECTOR	OFF
IGN L & R	OFF
CABIN HEAT L & R	OFF

**Forced
Landing
Engine
Failure**

Force Landing Checklist	Action
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ENGINE FAILURE

Immediate Actions

Best Glide V_{BG}	84kts
DIRECT-TO	PRESS & HOLD
	Activates Smart Glide

Check for cause of failure

FUEL PUMP	ON
MIXTURE	FULL RICH
ALT AIR	PULL
FUEL SELECTOR	CHANGE TANK
IGN L & R	ON
START Button	PRESS

If no restart	
Force Landing Checklist	Action

ENGINE FAILURE AFTER TAKE OFF

Best Glide V_{BG} 84kts
Below 800 ft agl Select Landing Area
Above 800 ft agl Consider Turnback

RADIO "MAYDAY"

Harnesses Tight

FUEL PUMP OFF
FLAP As required
THROTTLE CLOSED
PROPELLER MIN
MIXTURE ICO
FUEL SELECTOR OFF
IGN L & R OFF

Consider

IBBS OFF
BAT OFF
G5 Fly

ROUGH RUNNING

FUEL PUMP ON
MIXTURE FULLY RICH
Fuel Check
FUEL SELECTOR As required / change
IGN L & R OFF in turn
If rough running stops leave OFF
ALT AIR PULL

Attempt to maintain or gain altitude

Force Landing Checklist Prepare to action

LOW OIL PRESSURE

Loss of oil pressure in normal flight

Power	Reduce
Possible Sender Failure	Crosscheck
	Propeller Moving To Min Rpm?

LAND **ASAP**

CAS **OIL PRESS**

Consider:

Engine Mechanical Failure Checklist Action

HIGH OIL TEMPERATURE

Power	Reduce
COWL FLAP	OPEN

LAND **ASAP**

CAS **OIL TEMP**

Consider:

Engine Mechanical Failure Checklist Action

HIGH CHT

CAS	CHT
Or CAS	YELLOW range
Power	Reduce
COWL FLAP	OPEN
IAS	Increase

LOW FUEL PRESSURE

CAS	FUEL PRESS
Or CAS	YELLOW range

FUEL PUMP	ON
MIXTURE	FULL RICH
FUEL SELECTOR	CHANGE TANK

EFATO
Rough
Running
Oil T/P
CHT
Fuel Press

PPS ALT FAULT

Confirmation

CAS	ALT AMPS
VOLTS M	< 13.5V
PPS ALT FAULT light	ON

Procedure

PPS ALT FAULT switch	RESET
If no reset	
STBY ALT	ON
PPS ALT FAULT switch	RESET
If no reset	
ALT	OFF
Load Shed Checklist	ACTION

PPS BAT FAULT

Confirmation

All services lost except:
G5, PFD, GTN 650Xi

PPS BAT FAULT light	ON
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Procedure

PPS BAT FAULT switch	RESET
If no reset	
Load Shed Checklist	Action

ALTERNATOR FAILURE

Confirmation

CAS	ALT AMPS
VOLTS M	< 13.5V
If PPS ALT FAULT light	OUT

Procedure

STBY ALT	ON
If PPS ALT FAULT light	ON
PPS ALT FAULT Checklist	Action

LOAD SHED

TIMER	START
ACAS POWER	OFF
AP POWER	OFF
PITOT HEAT	OFF
TAXI LTS	OFF
LDG LTS	OFF
STROBE LTS	OFF
ANTI COL	OFF
FUEL PUMP	OFF
If IFR return to VFR	ASAP

Capacity

STBY ALT output is approx 30A at 2400 RPM

Main Battery discharge capacity:

18A	45 mins
12A	70 mins
6A	140 mins

IBBS discharge capacity:

6A	55 mins
3A	110 mins
1.5A	240 mins
G5	4 hrs

Current Draw

LDG LTS	5.5A
PITOT HEAT	4A
TAXI LTS	8A
ANTI COL	5A
STROBE LTS	3A
NAV LTS	2A
AP POWER	1.5A
AUDIO PANEL	1A
TRIG	0.2A (TX 2A)

Alt
PPS Alt
PPS Bat
Load Shed

LOAD SHED cont'd

Current Draw (cont)

AVNCS 2 3.25A

Lost items:

MFD

GTX 45R Transponder

L & R LEMO

GD40 CO Detector

If flaps required consider AVNCS 1 off to conserve main bat. NB IBBS capacity will deplete since now powering primary LRU's.

AVNCS 1 6A

Lost items:

L & R PMag aircraft power 0.5A

IBBS Charge 4A

IBBS

With AVNCS 1 OFF, IBBS powers the following items:

GTN 650Xi 2A (6A when Tx)

PFD 2A

GEA 24 Engine monitor 0.5A

GSU 25 ADHARS 0.2A

GAD 29 Data Interface Adapter 0.2A

GMU 11 Magnetometer 0.1A

EARTH X BATTERY FAULT

CAS

EARTH X FAULT

If **VOLTS M** or **VOLTS E** CAS present
OVER VOLTAGE checklist

Action

Otherwise

No action required

CAS	Volts E	Cause	Action
Slow Flashing (5s on/5s off)	>15.2	Over-charging	ALT STBY If flashing continues: ALT OFF
Slow Flashing (5s on/5s off) (<30 min period)	13.2 - 14.6	Cell to cell charge levels are not balanced	May come on briefly during periods of high current charging until the cells are automatically balanced.
Slow Flashing (5s on/5s off)	<12.8	Battery over- discharged	Once charged, the light will stop flashing.
Slow Flashing (5s on/5s off) (>1 hr period)	13.2 - 14.6	Weak or failing cell	If in conjunction with a charging system failure: ALT STBY If warning continues: ALT OFF
Solid Light	Any	BMS electronic issue	
Short Flashing (2s on/2s off)	Any	High battery temp (> 170°F)	Otherwise not an immediate issue.
Solid Light that turns off after 3 minutes	Any	Short Circuit protection was activated	None

**EarthX
Load
Shed**

OVER VOLTAGE

VOLTS M

CAS **VOLTS M**
This indicates a main bus voltage > 15.4V

PRIM ALT OFF
STBY ALT ON

If overvoltage persists
STBY ALT OFF
Load Shed Checklist ACTION
LAND **ASAP**

VOLTS E

CAS **VOLTS E**
This indicates an IBBS charge voltage >15V

IBBS OFF
NB in the event of a PPS or VPX power failure no backup will be available for the IBBS powered items, the most important being the PFD and GTN 650Xi. Approx 4hrs usage is available from a fully charged G5 battery

LAND **ASAP**

JOYSTICK SWITCH FAULT

Stuck Transmit Trigger

Confirmation

GTN 650Xi

“COM push-to-talk is stuck” message

or

Trig TY91

“Stuck Mic” message

Procedure

STICK ENABLE Select other joystick

One or more buttons / switches inoperative

Procedure

STICK ENABLE Select other joystick

TRIM / FLAP FAULTS

Uncommanded Pitch Trim

PITCH TRIM	OFF
	Stops trim movement
PITCH TRIM	STANDBY
	Enables standby trim control

Uncommanded Roll Trim

ROLL TRIM	OFF
	Stops trim movement
ROLL TRIM	STANDBY
	Enables standby trim control

Pitch Trim Failure

PITCH TRIM	STANDBY
	Enables standby trim control

Roll Trim Failure

ROLL TRIM	STANDBY
	Enables standby trim control

Uncommanded Flap Movement

FLAP	OFF
IAS	< 100 kts