



VANS RV14 G-STRV
Pilot's Operating Handbook

SECTION 2 - NORMAL PROCEDURES

Index

This section provides detailed information about the procedures required to operate G-STRV.

The **G-STRV Checklist** document is a set of Flight Reference Cards (FRC's), which summarises this section and provides a convenient reference in the cockpit.

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Blue italic text in this section offers background and explanatory information about the checklist items.



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Preliminary Checks

Initial Checks

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

Before starting External Checks, carry out the following preliminary checks

Cockpit - Preliminary

IGN L & R Switches	OFF
IBBS Switch	OFF
Rocker Switches	OFF
ALT AIR	FULLY FORWARD
<i>If not fully forward the Alternate Air flap will need to be manually closed at the snorkel.</i>	
Canopy	Clean / Condition
Canopy Jettison	Fully Pushed In
ALIR Regulator	Setting Correct

This unit is easier to see from outside the cockpit.

Flight Log Data Card	Inserted
<i>An SD card needs to be present if flight data recording is required.</i>	

Fuel Tester / Dip Stick	Retrieve
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If required

Carry out the following optional items if FLAPS are not DOWN or a light test is required.

BAT Switch	ON
Battery Volts	Check
FLAPS	LANDING

Flaps are best fully down to make wing walkway access easier.

Cockpit Lights	Check
External Lights	Check
Fuel Quantity	Gross Check
BAT Switch	OFF



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External Checks

The external checks begin at the left wing root, move in a clockwise direction around the aeroplane, and finish at the left wing root.

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

The bolts are best viewed under the leading edge of the wing.

Wing Root Fairings	Secure
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Upper and lower screws.

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

Check exhausts have not descended onto the cowling exits.

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



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External Checks

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

Right Wing

Wing Root Fairings <i>Upper and lower screws.</i>	Secure
Flap Hinge Bolts <i>The bolts are best viewed under the leading edge of the wing.</i>	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 <i>Upper and lower screws.</i>	Secure
Right Elevator Horn Access Panel	Secure
Right Elevator Hinges	Secure



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External Checks

Rear Fuselage, Tailplane and Fin cont'd

Right Rudder Horn & Cable	Secure
Right Rudder Stop	Secure
Nav/Strobe Lights	Condition
Tailwheel Springs	Secure
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 <i>Upper and lower screws.</i>	Secure
Lower FLARM Antenna	Secure
Left Static Vent	Clear
GTN 650Xi GPS Antenna	Secure

Before Entering Cockpit

Walk-round	Complete
<i>Anti-embarrassment checks!</i>	
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
Canopy Cover, Toolkit, Aircraft Documents**

All items packed and bag tied down in baggage bay.

See the G-STRV Maintenance Manual for suggested toolkit contents.



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Before Start

Scan flow from left to right.

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

The above ensures unnecessary items are OFF prior to selecting the BAT master switch ON.

Throttle	Full & Free / CLOSED
Propeller	Full & Free / MAX
Mixture	Full & Free / ICO
COWL	Full & Free / As required

OPEN for maximum cooling keeps cowl temperatures as low as possible, preventing fuel vaporising in the lines, especially during an extended taxi. However, consider CLOSED if warming up ready for run-up.

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
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Starting on the lowest quality tank, and running up on the opposite tank, checks the fuel feed from both tanks.

BAT	ON
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Bat ON initiates the PFD and G5 boot up sequence.

Harnesses	Fasten
Flight Controls	Full / Free / Correct

Strap in and check flying controls during PFD boot up sequence.



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Before Start

Set Up

Cockpit Lighting As required

PFD & G5 Powering up
VPX No errors
Eng Page > Main No errors

Check for no red flags on all engine and electrical monitoring instruments.

Eng Page > Fuel Calc Update fuel

Update the total fuel on board and fuel used as required.

Weight & Balance Check

IBBS Test

Eng Page > Main Display
AVNCS 1 OFF CAS Displayed

Confirmation the GTN 650Xi and other back-up power supplies are not powered by the VPX.

IBBS ON
IBBS Volts GREEN

Confirmation the IBBS is charged.

GTN 650Xi Powers up

Confirmation the IBBS is powering the GTN 650Xi and other back-up power supplies.

AVNCS 1 ON
IBBS Volts Increase
AVNCS 1 OFF CAS Not displayed

Confirmation the VPX is powering the GTN 650Xi and other back-up power supplies, and that it is charging the IBBS.

GTN 650Xi Self test / Frequencies

In order for the self test outputs to be confirmed on the PFD, the G3X FPL Source > External must be selected. External is the default at start up.

Flight Plan Load / Check

Flight plan may be loaded manually or from Garmin Pilot. NB Device running Garmin Pilot must be connected to the PFD via bluetooth.



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Before Start

PFD & G5 Scan

A scan flow from top left to bottom left can be adopted to check the following items on the PFD.

COM 1 & NAV Set
The GTX 45R Transponder and Trig Radio are not powered until after start.

IAS Check
IAS Needle vertical on analogue display, or pointer at the bottom of the scale on vertical tape.

ADAHRS Erect
Altimeter/VSI Check
Reference Altitude Set
QNH / QFE Set
HSI Check / Pointers as required
*Heading displayed with no red cross confirms magnetometer function.
Pointer source easily set on PFD Option page, accessed by pressing the MENU button once or touching the HSI.
When FPL Source > External is selected the GTN 650Xi CDI Key is used to switch the G3X Touch HSI between GPS and VOR/ILS.*

Selected Heading Bug Set
Course Set
Info Boxes As required
Set on PFD Option page, accessed by pressing the MENU button once or touching the HSI.

PITCH & ROLL TRIM Test & set for TAKE OFF
Align position arrows with centre index marks for take off.

FLAPS Check indicator
Check flap indicator matches flap position.

Warning / Caution LIGHT **RED & YELLOW ON**
CAS **FUEL PRESS, OIL PRESS, ALT AMPS**
CANOPY OPEN, CO FAIL

G5 No errors / Synchronised / Battery charged
Check erect and QNH / QFE / Altimeter reading match the PFD.



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Engine Start

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

Check CANOPY OPEN CAS is not displayed after locking the canopy. This confirms the canopy microswitch is set correctly.



On a hot day it is tempting to leave the canopy ajar resting on the lock pins, but it will bounce slightly in the slipstream, possibly causing damage.

Prime

THROTTLE	FULLY OPEN
FUEL PUMP	ON
MIXTURE	FULLY RICH
<i>Until fuel flow seen (3 -4 secs, 15-22 litres/hr)</i>	
MIXTURE	ICO
FUEL PUMP	OFF

Cold/Warm

THROTTLE	3/16" OPEN
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Throttle movement is very sensitive at low power, so 3/16" is enough to set 1200 RPM.

Hot (0-30 mins)

THROTTLE	No prime 1/2" OPEN
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If flooded consider a start attempt with more throttle up to FULL, being ready to set the THROTTLE back to the 1200 RPM position at the instant of a successful start.

Audio Panel / Trig Radio

	OFF
--	-----

Confirm selected OFF in case they have been used previously during set up. The audio panel and Trig radio are left off to avoid possible power interruptions during engine start.



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Engine Start

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

The starting duration guide above is a combination which satisfies the limitations published for the PPS and Skytec starter. See [Section 6 Limitations > Starter / Propeller page 6 - 7.](#)

START Button PRESS
MIXTURE Slowly FULLY RICH - 3/4"

The engine idle is smoother when the mixture is leaned to max RPM, approximately 3/4" back from FULLY RICH.

OIL PRESS INCREASE within 10 secs
START Button Blue Light OUT
CAS STARTER & OIL PRESS OUT

The START button blue light and the STARTER CAS indicate that a voltage is present on the PPS starter output stud.

THROTTLE 1200 RPM

The engine runs smoother when idling at 1200 RPM.



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After Start / Before Taxi

Audio Panel ON, AUX ON, MUSIC ON

The audio panel is left off before start to avoid power interruptions. The audio panel is required to be ON / AUX selected to hear the CO Monitor self test once AVNCS 2 is selected ON. MUSIC ON required to hear SkyDemon audio via a device connected to the audio panel via bluetooth.

ALT PRIM
Volts / Amps CHECK

When the PRIM ALT is selected ON, the bus voltage should rise to approx 14.6V. The ALT AMPS will show a rise to about 55A, mirrored by a BATT AMPS charge of 50A. This should reduce to ALT AMPS indicating approx 7A within 2 mins and a minimal battery charge rate.

AVNCS 2 ON

This powers up the MFD, GTX 45R Transponder, CO detector and LEMO jacks.

CO MONITOR "Carbon Monoxide Detector Test OK"

This audio is heard when the GMA 245 audio panel is ON and AUX selected.

NAV LTS As required

FLAPS ZERO

FLAPS ZERO for taxi will help prevent stone chips on the lower surface of the flaps.

AP POWER ON



AP Power is required to allow the G3X system to adjust the pitch and roll trim motor speed based on the current aircraft airspeed.

STAB MODE OFF

ACAS POWER ON

ACAS MUTE ON

ACAS MUTE ON is advised to avoid nuisance and distracting traffic audio alerts from circuit traffic and taxiing aircraft.

Trig Radio ON, frequencies set

The Trig radio is left off before start to avoid power interruptions.

MFD Display As required



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After Start / Before Taxi

STBY ALT Test

Carry out on the first flight of the day to confirm correct operation of the STBY ALT.

ALT	STBY
Volts / Amps	CHECK

When the STBY ALT is selected ON, the bus voltage should remain at approx 14.6V.

ALT	PRIM
Volts / Amps	CHECK

Confirm PRIM ALT power is restored.

Before Taxi

MIXTURE	Lean to max RPM
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The engine idle is smoother when the mixture is leaned to max RPM, approximately 3/4" back from FULLY RICH.

Taxi Lts	As required
PARK BRAKE	OFF

Brakes	CHECK
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Engine Run Up

Aircraft Into wind
This provides optimum engine cooling.

Park Brake On
Canopy Closed & locked



With joystick fully back and up to 2100 RPM set there is no tendency for the tail to lift. Beware setting higher power with the Park Brake ON.

Fuel Selector Change Tank
*Run Up On The Opposite Tank From That Used During Initial Taxi Checks
The Fuel Feed From Both Tanks.*



When Adjusting The Fuel Selector After Engine Start Do Not Raise The Knob. This Ensures That Fuel Is Not Inadvertently Selected Off.

Cowl Flap Open
Once Oil Temp/CHT satisfactory for run up, open in readiness for take off

Mixture Leave Leaned

Oil Pressure GREEN
Oil Temp > Green Tick 85°F

There is no Lycoming limitation for when to increase engine power, apart from advice to wait 3 mins after start. Checking that the oil temperature is greater than 85°F is best practice to ensure compliance and that the engine is ready for run up.

CHT > 220°F
Bottom of scale is 220°F, hence white CHT bars above bottom of scale.

THROTTLE Set 2000 RPM

L IGN OFF / ON
R IGN OFF / ON

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

To prevent spark plug fouling, do not operate on a single PMag for too long. A few seconds is usually sufficient for the check.



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Engine Run Up

PMag Self Power Test

L IGN

TEST / ON

R IGN

TEST / ON

ZERO drop, no EGT Increase

On the first flight of the day carry out a PMag self power test. Switching the IGN switch to TEST removes aircraft power from the PMag, and no RPM drop or EGT increase confirms the internal alternator is powering the unit.

PROPELLER

CYCLE

First flight of day 3 times, max drop 500RPM. This is to ensure the pitch change mechanism is full of oil.

On subsequent flights the propeller will still be full of oil, and only one cycle is necessary to check correct operation.

THROTTLE

Check IDLE

Approx 750 RPM

THROTTLE

Set 1200 RPM



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Before Take Off

Canopy	CLOSED & LOCKED
Harness	TIGHT
Flying Controls	FULL / FREE / CORRECT

FUEL SELECTOR Same as used for run up
High fuel flow has been checked during the run up and should be the fullest tank.

Fuel Quantity Sufficient

COWL FLAP CHECK OPEN
Ensures adequate cooling during climb.

PROPELLER MAX

FLAPS As required ZERO / TAKE OFF
FLAPS ZERO or TAKE OFF may be selected for take off. TAKE OFF recommended for short field operations.

PITOT HEAT As required
TAXI LTS OFF
LDG LTS ON
The Landing Lights are the AeroLED AeroSun VX units in each wingtip. They are configured to "wig-wag" above an IAS of 80 kts to enhance conspicuity. This function can be disabled via a menu accessed by pressing the PFD MENU button with the VPX page selected.

STROBE LTS ON
FUEL PUMP ON
*Power to the fuel pump is confirmed by CAS **FUEL PUMP**. Actual operation is confirmed by a fuel pressure rise.*

IGN L & R ON
PITCH TRIM Take Off
The middle index mark indicates the recommended take off setting.



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Before Take Off

Departure clearance
PFD

Obtained
Update / Scan

This can be completed with a left to right, top to bottom scan. This provides a robust method to ensure the radio frequencies are configured, the transponder code is set, and any last minute air traffic instructions have been set up on the selected altitude / heading boxes. NB the transponder will automatically transition from GND mode to ALT mode when airborne.

Temperatures & Pressures
Warning / Caution LIGHT
CAS Info

Check
Not illuminated

**FUEL PUMP, ACAS MUTE
(PITOT HEAT, DEMIST FANS)**

Take Off Brief

Complete

HDG

Crosscheck runway QDM

MIXTURE

FULLY RICH



Leaving the mixture leaned during taxi ensures smoother running at low power settings. It is important that it is set to FULLY RICH for take off and climb.



During initial take off roll check:

RPM

2700 RPM

MAP

Approx 1" less than ambient

Fuel Flow

Approx 70 LPH

These values indicate normal engine performance.



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After Take Off / Climb / Cruise

After take off

FLAPS ZERO
PROPELLER 2500 RPM

FULL THROTTLE (max MAP) / 2500 RPM is climb power, being a good compromise between climb performance, engine stress and noise.

FUEL PUMP Above 1000 ft OFF
ACAS MUTE OFF

If the ACAS MUTE has been selected ON during ground operations and for take off, ensure it is turned OFF to receive traffic audio alerts.



NB the Audio Panel AUX button must be selected ON to receive alerts from the Air Traffic AT1. The MUSIC button must be selected ON to receive alerts from a device running SkyDemon, paired by bluetooth to the GMA 245 Audio Panel.

DEMIST FANS OFF

The fans are easily forgotten and left running, so including in the after take off procedure acts as trigger to remember.

Temperatures, Pressures. Volts / Amps Check

Climb

CHT Monitor
Oil Temp Monitor
COWL FLAP As required
MIXTURE Lean ROP above 3000ft



Leaning during climb is dependent on the CHT / Oil Temperature remaining below limits.

Cruise

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

See Section 5 Performance - Cruise for further information on engine set up during cruise.

COWL FLAP As required



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Rejoin / Landing / After Landing

Descent / Rejoin

FUEL SELECTOR Highest quantity tank
MIXTURE Richen to prevent rough running
The engine seems to prefer FULLY RICH for descent, otherwise occasional uneven running can occur.

PROPELLER 2400 RPM
This RPM is a compromise between noise and braking effect.

Radios SET
QNH / QFE SET
Course SET
VFR arrivals consider HSI mode VOR/LOC and setting course to runway QDM to aid orientation.

Landing

FLAPS (if required) TAKE OFF
The FLAPS switch is disabled above 100 kts or flap extension from REFLEX to ZERO and ZERO to TAKE OFF.

LDG LTS ON
The Landing light "wig wag" function is disabled below 80 kts, ensuring static light during approach and landing.

FUEL PUMP ON
PARK BRAKE OFF
Harness Tight

Finals

MIXTURE FULLY RICH
PROPELLER MAX
To configure for a possible Go Around. Leaving this action until finals means the power is low enough such that the actual RPM will not increase.

FLAPS (if required) LANDING
The FLAPS switch is disabled above 90 kts for flap extension from TAKE OFF to LANDING.

Brakes Toes clear
Clearance Obtained



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Rejoin / Landing / After Landing

Go Around

THROTTLE FULL
PITCH 10°
TOGA (if required) Press

Pressing the TOGA button commands a constant pitch angle of 10° and wings level. In addition it activates any go around procedure loaded into the GTN 650Xi.

FLAPS UP
Flipping the FLAPS switch UP twice will command the flaps to move to ZERO.

After Landing

COWL FLAP OPEN
Maximum cooling keeps cowl temperatures as low as possible to prevent fuel vaporising in the lines, especially during an extended taxi.

MIXTURE Lean
The engine idle is smoother when the mixture is leaned to max RPM, approximately 3/4" back from FULLY RICH.

FLAPS ZERO
FLAPS ZERO for taxi will help prevent stone chips on the lower surface of the flaps.

PITOT HEAT OFF
TAXI LTS As required
LDG LTS OFF
STROBE LTS OFF
FUEL PUMP OFF



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Shutdown

THROTTLE 1200 RPM
FLAPS LANDING

Flaps positioned fully down aids access to and from the wing walkway.

PARK BRAKE ON / As required

Trig Radio OFF
ACAS MUTE OFF
ACAS POWER OFF
STAB MODE OFF
AP POWER OFF
NAV LTS OFF
TAXI LTS OFF
ANTI COL OFF
AVNCS 2 OFF

Switching off unnecessary services reduces the battery load after shutdown.

Engine Temperatures Stable
EGT < 1200 °F

Keep the engine speed between 1000 to 1200 RPM, until the operating temperatures are stable, and ideally the EGT's are approximately 1100°F.

MIXTURE ICO
THROTTLE OPEN/CLOSE

Opening the THROTTLE as the engine RPM decays helps to ensure a smooth shutdown.

IGN L & R OFF

Selecting the IGN switches OFF as the engine RPM decays will help prevent a "kick back".

AVNCS 1 OFF

Do not select AVNCS 1 OFF until the RPM has decayed to zero. The ignitions log valuable data at the conclusion of each flight. The PMags are powered by this bus, and if you cut off power before the ignition senses less than 200 RPM, then the valuable data log will be lost.



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Shutdown

AVNCS 1 OFF CAS Displayed
This confirms that aircraft power to the GTN and other back up power supplies is OFF.

GTN Remain powered
This confirms the IBBS is correctly providing power to the GTN 650Xi and other back up power supplies.

IBBS OFF
GTN Unpowered
This confirms that the IBBS power supply is OFF.

ALT OFF

Engine Hours Record
This reading can be obtained at the bottom of the Eng > Main page.

Fuel used / Remaining Record
These readings can be obtained from the Eng > Fuel Calc page.

Flight time Record
Press the PFD MENU Key twice to display the Main Menu. Touch the Flight Log Button, then select the relevant flight to see flight time details.

COCKPIT LIGHTS OFF
Audio Panel OFF
BAT OFF
PFD Unpowered
G5 Counting down - OFF

FUEL SELECTOR OFF



Raise the knob on the Fuel Selector to move it into the OFF position. This action should be left until exiting the aircraft to reduce "muscle memory", which may increase the chance of inadvertently selecting fuel OFF during flight.

Cowling Oil Door OPEN
Opening the oil door, combined with leaving the COWL FLAP open, helps to reduce high temperatures inside the cowling after shutdown.