

# VAN'S AIRCRAFT

TOTAL PERFORMANCE

14401 Keil Road NE, Aurora, Oregon, USA 97002

PHONE 503-678-6545 • FAX 503-678-6560 • [www.vansaircraft.com](http://www.vansaircraft.com) • [info@vansaircraft.com](mailto:info@vansaircraft.com)

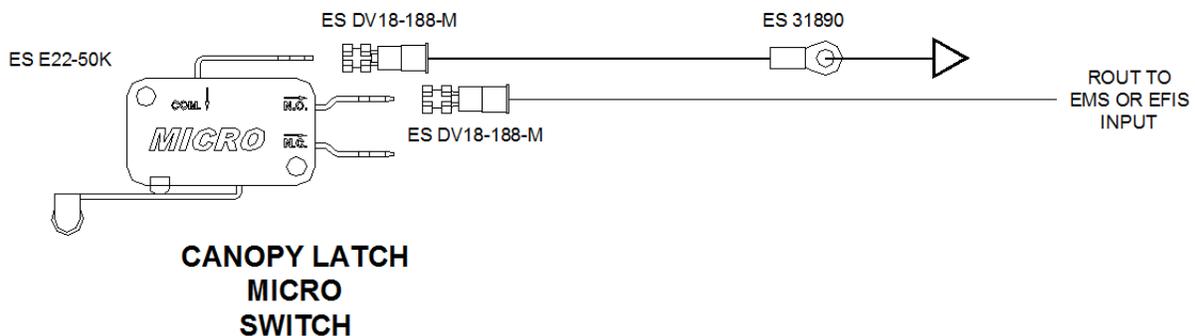
Service Letters and Bulletins: [www.vansaircraft.com/public/service.htm](http://www.vansaircraft.com/public/service.htm)

## SkyView Canopy Warning Read-Me

01/20/17

Although this read-me file is written in the context of the RV-14 it also is a starting point for application on other RV's as well. A switch may be installed in the canopy latch system that is normally open when the canopy is open. When the canopy is closed and latched the switch should make a connection to ground. See the example circuit in Figure 1.

Setting up the canopy warning enables the switch installed on RV-14 Page 38-32 to report through the EFIS when the canopy is not closed and latched. Above 1500 rpm if the canopy latch is open (see caution statement below) both a visual and audible warning will be given on the EFIS screen.



**NOTE:** WH-00125 available from the downloads page of the Van's Aircraft Web site may be a useful reference.

Step 1: Install the WH-00126 Left Dash Mount Harness provided in the RV-14 Canopy Wiring Harness Kit.

Step 2: Install a wire from Pin 12 of the C414J 12 position Molex connector (that connects the canopy harness to the airframe harness) to a SkyView EMS module GP input.

Step 3: Download the latest configuration file "Canopy Warning MM-DD-YY.dfg" from Van's web site and place the file on a USB drive. Load the file into the PFD.

# VAN'S AIRCRAFT

TOTAL PERFORMANCE

14401 Keil Road NE, Aurora, Oregon, USA 97002

PHONE 503-678-6545 • FAX 503-678-6560 • [www.vansaircraft.com](http://www.vansaircraft.com) • [info@vansaircraft.com](mailto:info@vansaircraft.com)  
Service Letters and Bulletins: [www.vansaircraft.com/public/service.htm](http://www.vansaircraft.com/public/service.htm)

Step 4: Inside the Setup Menu navigate to EMS SETUP > SENSOR INPUT MAPPING

For the GP input used set the:

FUNCTION	CONTACT
SENSOR	CONTACT
NAME	CANOPY

Step 5: Navigate to EMS SETUP > SCREEN LAYOUT EDITOR and place the warning visual indicator in a location that will be visible during run-up and takeoff.

Step 6: Navigate to EMS SETUP > SENSOR SETUP > CANOPY CONTACT

Set the following parameters:

ALARM	OFF
MAXIMUM GRAPHICAL DISPLAY	5.0 VOLTS
MINIMUM GRAPHICAL DISPLAY	0.0 VOLTS
RANGE 1	
ENABLE	YES
NAME	OPEN
COLOR	RED
TOP	5.0 VOLTS
BOTTOM	2.5 VOLTS
RANGE 2	
ENABLE	YES
NAME	CLSD
COLOR	GREEN
TOP	2.5 VOLTS
BOTTOM	0.0 VOLTS
RANGE 3	
ENABLE	NO
RANGE 4	
ENABLE	NO
RANGE 5	
ENABLE	NO

Step 7: Exit the setup menu.

# ***VAN'S AIRCRAFT***

**TOTAL PERFORMANCE**

14401 Keil Road NE, Aurora, Oregon, USA 97002

PHONE 503-678-6545 • FAX 503-678-6560 • [www.vansaircraft.com](http://www.vansaircraft.com) • [info@vansaircraft.com](mailto:info@vansaircraft.com)  
Service Letters and Bulletins: [www.vansaircraft.com/public/service.htm](http://www.vansaircraft.com/public/service.htm)

Step 8: Place the aircraft in a safe run-up area. Apply brakes and if required chock the aircraft. With the engine at idle unlatch the canopy. While holding the canopy handle located at the top of the canopy bow (use a helper) increase the RPM above 1500 RPM. Check that the canopy latch visual and audio warnings are given.

Pull the throttle to idle. Latch the canopy and again increase the RPM above 1500 RPM. Check that the canopy warnings are not given. If necessary adjust the switch installed in Section 38.

Check that C-01453 and C-01454 have been installed. These parts were not available for early kits. See RV-14 Page 38-37 and 38-38.

When the aircraft is flying, test at speeds up to  $V_{ne}$  that the canopy warning does not come on inadvertently. Aerodynamic pressure in flight will cause the canopy to distort slightly and may cause the switch to become disengaged by the latch pin. Adjust the switch as necessary.

# ***VAN'S AIRCRAFT***

**TOTAL PERFORMANCE**

14401 Keil Road NE, Aurora, Oregon, USA 97002

PHONE 503-678-6545 • FAX 503-678-6560 • [www.vansaircraft.com](http://www.vansaircraft.com) • [info@vansaircraft.com](mailto:info@vansaircraft.com)  
Service Letters and Bulletins: [www.vansaircraft.com/public/service.htm](http://www.vansaircraft.com/public/service.htm)

## **CAUTION!**

**In all installations the canopy warning should not be the only means of checking that canopy is latched. A visual inspection of the canopy latch is still required.**

The following pertains to RV-14 canopy latch systems. As mentioned above, the in flight the canopy switch may become disengaged and cause a false canopy warning. Final canopy switch adjustment to prevent disengagement of the canopy switch in flight may result in the canopy latch handle not being fully closed when the canopy switch engages (see Figure 1 below). This should be noted in any checklists.



**FIGURE 1: CANOPY LATCH PRE ENGAGEMENT OF CANOPY SWITCH**



**FIGURE 2: CANOPY SWITCH**