

ELECTRICAL FAILURES

(For an Aircraft Equipped With Dual Generators)

1.) Excessive Discharge:

**** NOTE ****

Generators produce no charging output when engines are operated below 1200 rpm.

An excessive rate of discharge at normal operating rpm indicates a defective generator or voltage regulator.

Ammeter Indicates Battery Discharge
Generator Circuit Breakers Check and Reset as Required

**** NOTE ****

Before attempting to reset any circuit breaker, allow for a two to five minute cooling off period. Reset only once.

If circuit breaker is reset (closed):

Electrical Load Reduce to a Minimum

If at least one generator output cannot be maintained with electrical load reduced to a minimum:

Generator Circuit Breaker (Defective Generator) Pull

Maintain minimum electrical load and land as soon as practical.

**** NOTE ****

With both generators inoperative, the battery is the only remaining source of power. If the battery is depleted:

Land without wing flaps. ($V_{APP} = 100$ mph or 87 kt)

Initiate **Manual Gear Extension** Procedure @ Part 3. (Page 3-12)

2.) Battery Overcharge:

**** NOTE ****

A high rate of charge is normal for the first few minutes of flight.

An excessive rate of charge after several minutes at normal operating rpm indicates a defective battery or voltage regulator.

Ammeter Indicates Excessive Charge
Generator Circuit Breaker (Defective Generator) Pull
Electrical Load Reduce to a Minimum

Anticipate complete electrical failure. Land as soon as practical.

**** NOTE ****

The battery (which may be defective) is the only remaining source of power.