CORRIGENDUM

AAIB Bulletin No 5/91, page 12

Accident to Jodel DR 1050, G-AXVS on 17 February 1991

The final paragraph should have said that the pilot stated that he <u>had</u> selected the forward tank (as is usual for take-off and landing in this type) but that it was this forward tank which was almost empty and the aft tank which had fuel.

If an alternator fulls for any reason to charge the battery, the battery will discharge at a rate determined by the electrical load demanded of it. If no action is taken to remove load from the DC bus then symptoms of the type experience d by this pilot will typically occur as the battery voltage falls due to progressive discharge, leading initially to erranc aviouses read out or radios "dropping off line", with additional complications arising if electrically actuated landing gears or flaps are operated, causing

Monitoring of the electrical systems to ensure that bus voltages are being maintained is essential, perticularly in angle engined (single generator) about in IMC conditions when a failure to detect generator problem. Total shed and recover VMC in good time has caused a number of accidents in the