



VIRGINIA FLIGHT SCHOOL SAFETY ARTICLE – NO 05/09

THE OVER VOLTAGE WARNING SYSTEM

INTRODUCTION

The C 152 electrical system is equipped with an over voltage sensor that turns off the alternator system and illuminates the red over voltage warning light situated below the ammeter on the instrument panel when an over voltage situation occurs.



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PURPOSE OF THE SYSTEM

When there is a generating system malfunction, typically voltage regulator failure, the system isolates the alternator so as to prevent too high a voltage being supplied to electrical accessories (radios, etc) and “blowing” them.

All electrical accessories that were “on”, radios, etc will remain operable.

TAKE NOTE! The battery ALONE will now be supplying power to the electrical accessories. You have about ONE Hour's flying time left before the battery is drained and electrical accessories become inoperable.

PILOT ACTIONS

1. On Ground : Turn off both sections of the Master Switch and then turn both sections back on. If the condition was transient i.e. a one off occurrence, the normal alternator charging will resume i.e. over voltage light will go out and ammeter will show charge and no further action is required – every one happy!
2. If the trip off recurs i.e. the over voltage light comes back on and the ammeter shows a discharge there is a system malfunction. Shut aircraft down and report situation.
3. Airborne. **DO NOT RECYCLE SYSTEM DO NOT EVEN THINK OF TOUCHING MASTER SWITCH.** Continue flight and land as soon as possible. Remember all electrical systems will remain on and be powered by the battery for about an hour.

Consult your aircraft type approved POH for aircraft specific actions.
