

CORRIGENDUM TO BULLETIN 3/85

REF: ACCIDENT TO PIPER PA-24-250 COMANCHE G-ARXG
ON 24 OCTOBER 1984, 2 MILES NORTH WEST OF DAVENTRY

Page 16 — Last paragraph should read:

G-ARXG was not fitted with any form of generator low voltage or failure warning light. The location of the ammeter was on the far side of the right hand instrument panel, making the instrument difficult to read accurately from the left hand seat, and tending to bias the apparent reading in the 'positive' charge direction. The only other visual indication that the charging system was not operating was the visual appearance of the circuit breaker itself. However, the main circuit breakers are located on a horizontal panel, mounted underneath the main instrument panel above the pilot's legs, where they are completely hidden from all normal eye positions. These breakers are identified by labels on the lower edge of the instrument panel, but the spacing of the labels did not match the spacing of the circuit breakers, and the only means of identification was by counting the circuit breakers from one end. A subsidiary set of circuit breakers, covering the avionics equipment, was prominently mounted on the front face of the pilot's instrument panel at the lower left corner. G-ARXG was not uncommon in having no clear warning system to alert the crew to a failure of the charging system. This shortcoming has contributed to previous accidents and was highlighted in AIB Bulletin No 15/81.