

Kelly Aerospace  
Willoughby, OH  
NC-08-091, Rev. A


FAA APPROVED  
AIRPLANE FLIGHT MANUAL SUPPLEMENT  
FOR  
CESSNA 182T AND T182T WITHOUT G1000  
BACK-UP ALTERNATOR SYSTEM

Aircraft SN: \_\_\_\_\_

Aircraft Registration Number: \_\_\_\_\_

This supplement must be attached to the FAA approved flight manual when the Kelly Aerospace backup alternator system is installed in accordance with **STC SA02605CH**. The information contained in this document supplements or supersedes the basic manual only in those areas listed. For limitations, procedures, performance, and loading information not contained in this supplement, consult the basic FAA airplane flight manual.

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*for*   
FAA-Approved  
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**SECTION 1  
GENERAL**

This supplement supplies information necessary for the operation of the airplane when the optional Backup Alternator System is installed in accordance with FAA Approved Data, either STC or Original Equipment.

**SECTION 2  
LIMITATIONS**

Back-up Alternator cannot be operated in conjunction with Primary Alternator

**SECTION 3  
EMERGENCY PROCEDURES**

BACK-UP ALTERNATOR IN FLIGHT OPERATION with LOW VOLTAGE ANNUNCIATOR (VOLTS) ILLUMINATES DURING FLIGHT from PRIMARY ALTERNATOR

- 1) Should Primary Alternator Fail, as described in Section 3 – Emergency Procedures of the POH, move Primary Alternator Master Switch to OFF position. This is identical to Step 7 of the Low Voltage section of the POH. Proceed with these emergency procedures prior to returning to the main POH emergency procedures.
- 2) Move Back-Up Alternator Switch to Full Up (ON) Position.
- 3) Verify battery charge shown positive and Low Volts Annunciator not shown.
- 4) If low voltage annunciation continues move Back-Up Alternator Switch to Full Down (OFF) Position

**CAUTION !!**

**With both alternators off Compass Deviations as much as 25° may occur**

- 5) Non-Essential Radio and Electrical Equipment – OFF
- 6) Flight – TERMINATE as soon as practical.

BACK-UP ALTERNATOR IN FLIGHT OPERATION with AMMETER SHOWS EXCESSIVE RATE OF CHARGE from PRIMARY ALTERNATOR

- 1) Should Primary Alternator Fail, as described in Section 3 – Emergency Procedures of the POH, move Primary Alternator Master Switch to OFF position. This is identical to Step 1 of the Ammeter Excessive Rate of Charge section of the POH. Proceed with these emergency procedures prior to returning to the main POH emergency procedures.
- 2) Move Back-Up Alternator Switch to Full Up (ON) Position.

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- 3) Verify battery charge is shown positive and excessive rate of charge (Full Scale Deflection) has been removed.
- 4) Should excessive rate of charge (Full Scale Deflection) still occur Move Back-Up Alternator Switch to Full Down (OFF) Position

**CAUTION !!**

**With both alternators off Compass Deviations as much as 25° may occur**

- 5) Nonessential Electrical Equipment – OFF
- 6) Flight – TERMINATE as soon as practical.

**SECTION 4  
NORMAL PROCEDURES**

**BACK-UP ALTERNATOR BEFORE FLIGHT CHECKLIST**

- 1) Start aircraft as normal with Back-Up Alternator Toggle Switch in the Full Down (OFF) Position. When normal checklist is complete proceed to Back-Up Alternator checklist.
- 2) Move Primary Alternator Master Switch to OFF position
- 3) Verify battery charge shown negative
- 4) Move Back-Up Alternator Switch to Full Up (ON) Position
- 5) Verify battery charge shown positive and Low Volts Annunciator not shown
- 6) Move Back-Up Alternator Switch to Full Down (OFF) Position and Close Switch Guard
- 7) Move Primary Alternator Master Switch to ON position

**SECTION 5  
PERFORMANCE**

The performance of the aircraft is not affected with the Back-Up Alternator System Installed

**SECTION 6  
LOADING INFORMATION**

Factory installed or aftermarket installed optional equipment is listed in the weight and balance section of this Pilots Operating Handbook, or Aircraft Flight Manual.

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**SECTION 7**  
**DESCRIPTION AND OPERATION OF THE**  
**BACK-UP ALTERNATOR SYSTEM**

**Description**

The Back-Up Alternator System consists of 95 Amp Alternator, 2 relays, drive system, voltage regulator, and switches. The 95 Amp Alternator is mounted to the front pilot side of the engine is identical to the primary 95 Amp Alternator. The alternator is belt driven. The drive pulley is mounted to the starter gear flywheel on the front of the engine.

The 95 Amp Back-Up alternator can be utilized to power the main aircraft bus in the event of a primary alternator failure.

**Operation**

The Back-Up alternator is always regulated even when it is not in use. The system is setup in a manner that will not allow both alternators to be on the main bus at the same time. To switch the Back-Up alternator onto the main bus the Back-Up alternator switch must be toggled to the Full-Up (ON) position. This in itself will not put the Back-Up alternator on the main bus. The Primary Alternator Master Switch must be toggled to the OFF position to allow the relays to close and move the Back-Up alternator to the Main Bus. Refer to Section 3 for the checklist to operate the Back-Up alternator correctly. There are two fuses in the system, they are mounted in the engine compartment. The 5 amp fuse controls the power to the voltage regulator and the 2 amp fuse controls the power to the change over relay.