

DON'T SET

**THAT'S DONE!
NOW LET'S GO
BEHIND THE MAIN
ROTOR AND CHECK
OUT THE FIRE
EXTINGUISHER
SYSTEM.**

**WE'LL DO IT
JUST LIKE THE
TM SAYS... WE
DON'T WANT TO
SET OFF THE
CARTRIDGES.**

Black Hawk electricians and mechanics, easy does it when you troubleshoot a bird's engine fire extinguisher system, or replace expired containers or cartridges. Otherwise, you could discharge the whole system.

If that happens, you'll not only have a mess to clean up, you could injure yourself and damage the extinguisher system.

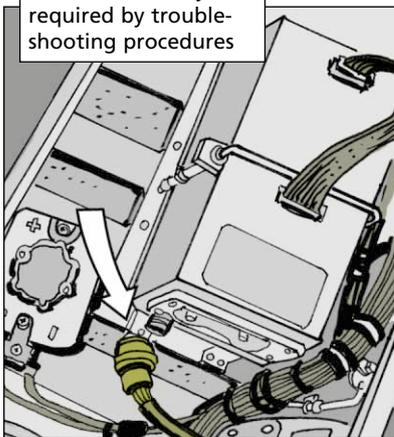
When you change the containers or cartridges, don't skip any steps and follow **all** of the WARNINGS and CAUTIONS in Paras 12-4-1 and 12-4-2 of TM 1-1520-237-23-7. You must:

- ➔ Turn off aircraft electrical power to lessen the possibility of accidentally discharging the cartridge.
- ➔ Always connect the shorting jumper to the container cartridge terminals before removing the container's wires or you could detonate the system or injure yourself.

When you do the continuity checks in Para 12-2-2 of TM 1-1520-237-23, make sure you:

- ➔ Disconnect the battery behind the pilot seat before you test or troubleshoot. Even with aircraft power turned off, the battery has enough residual power to detonate the system.

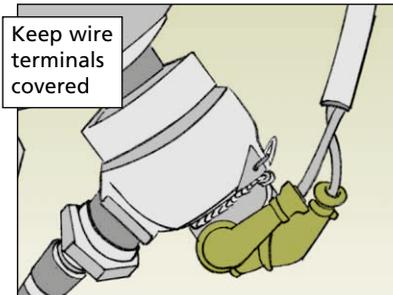
Always disconnect and reconnect battery as required by troubleshooting procedures



IT OFF

- ➔ Keep the multimeter leads away from the fire extinguisher cartridge terminals. Even the small amount of multimeter voltage can set off the cartridges.
- ➔ Keep the cartridges' eight wire terminals inside their rubber boots. If the wires hit the airframe, static electricity could ignite the cartridges.
- ➔ Always ground the containers or the cartridges when you change them.

Keep wire terminals covered



AH-64A/D...

BATTEN DOWN THE HATCHES

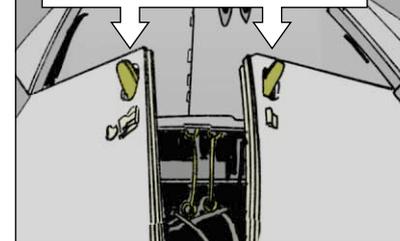
Crew chiefs and mechanics, if you forget the quick release pins after you close your topside engine access doors, your Apache could sprout wings during flight.

Sure, the doors have latches, but the pins secure them.

Always use quick release pins when you close doors



Latches hold the doors, but quick release pins secure them



Flying an aircraft with loose doors can break hinges, mounting hardware, latches and shims. That damage could work the latches loose and let the doors open. That could cause major structural and engine damage.

So, when you're on the catwalk and finish an inspection or doing other maintenance on your bird, put the pins back where they belong and secure the doors.