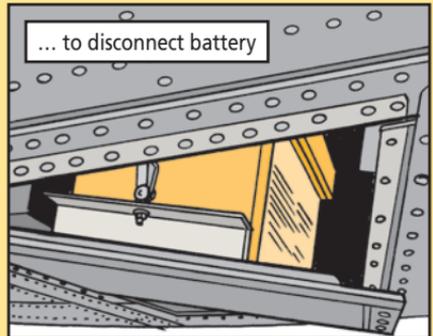
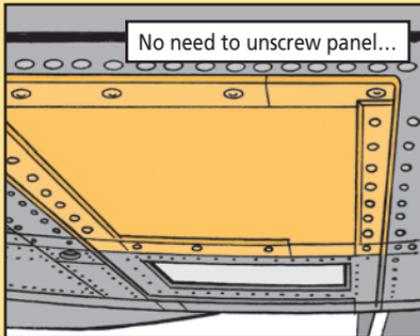


THE PAIN OF BATTERY DRAIN

Dear Sergeant Blade,

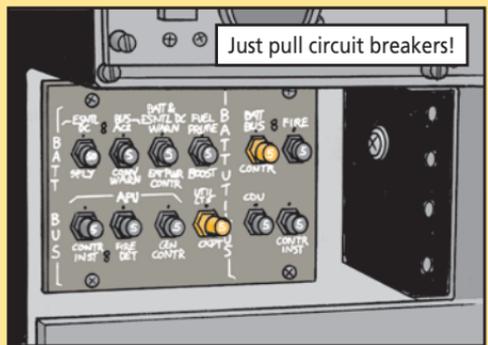
As you know, when maintenance is not taking place, we in the MEDEVAC Black Hawk community crawl underneath our bird to gain access to the sealed lead acid battery (SLAB), NSN 6140-01-286-6294, located behind the access panel.

When the bird is not in use, it's a headache to unscrew umpteen screws from the bottom access panel just to disconnect the battery connector to prevent a drained battery. It's even worse when we have to put the screws back in and then go back the next day to unscrew them again to reconnect the battery connector. That's a lot of time spent underneath the bird.



Here's our fix. Instead of going underneath the bird, we head to the cockpit center console and pull the BATT BUS and the UTIL LTS circuit breakers. This will prevent the SLAB battery from being drained without having to fool with the SLAB battery. We no longer need to spend all that extra time underneath the bird.

SGT J.J.
MAARNG



Dear Sergeant J.J.,

Looks like you've drained the battery drain problem. Before doing this procedure, make sure you get your commander's approval. Then include it in your unit's standard operating procedures (SOP).

'Rotor' Blade