



AIR  
MOBILITY

## LOCK WIRE FOR BATTERIES

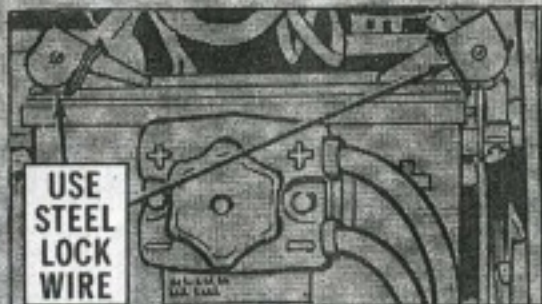
HOW 'BOUT  
A LITTLE  
SHEAR WIRE,  
OL' BUDDY?

NO DEAL...  
HAS TO BE  
STEEL, PAL!

Dear Windy,

In PS Magazine 284 you recommend aircraft batteries be secured with shear wire for easy removal in case of an emergency.

Para 12-40 in TM 55-1520-220-20 (Apr 73), on our C/M Model Huey, says that lockwiring the battery is not required because a camlock self-locking device is used.



Is any type of wire restraint really necessary, Windy?

SP6 K.L.M.

Dear Specialist K.L.M.,

Yes! Shear wire was OK'ed by the engineer-types as an additional safety in case the camlock was not secured.

But the winds have shifted direction at the big hangar (AVSCOM). The engineers now want all bird batteries secured with steel lock wire in case you get a boilover.

The idea is to stay clear of overheated batteries until they cool down. Making the trip for a pair of dykes could keep you from getting your hide burned by the electrolyte.

By the way, Ch 14 (May 76) to TM 55-1520-210-10 added emergency steps to be taken in the event of an overheated battery.

YOUR C/M MODEL HUEY  
MANUAL IS BEING UPDATED  
TO REQUIRE THE  
LOCK WIRE!

