

Date: 19 June 2018  
To: Thai Aviation Services Limited  
Attention: Grant Robinson  
Regarding: Child Case: Main Battery Hot - Acid Fumes In Cockpit And Cabin  
Technical Case #: C0092757

Analysis of batteries that were returned to supplier showed indication of undercharging and overcharging conditions. It has been determined that overcharging was the most dominant.

In regards to the Battery Hot concern, it has been prominent that the aircraft performs multiple short flights to platforms. With the unavailability of a power cart on the platforms, only battery power is used for starting the aircraft. This causes undercharging situations as the batteries do not have time to fully charge between flights. Sikorsky Engineering recommends TAS replace batteries at a shorter interval to compensate for this condition. Battery replacement interval may be set by the customer.

The higher temperature where customer operates and the power cart regulation used in hangar (Fox cart) and flight field (Scammer 300) deem that the operator charge battery at 28 VDC (power cart setting) to agree with Concorde CMM 5-0324.

Battery supplier and SAC both recommend that customer utilize 4165-CEC 24V 4amp Battery minder Model 244CEC1-AA-S5. This unit is inexpensive and will compensate for temperature and stop charging when battery is topped off.

Sikorsky Engineering recommends incorporating this feature on D63 at a minimum and monitor battery life.

Regards,



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