

CHANGE
No. 1

HEADQUARTERS
DEPARTMENT OF THE ARMY
UNITED STATES MARINE CORPS
DEPARTMENT OF THE AIR FORCE
Washington, DC, 26 September 1996

**AIRDROP OF SUPPLIES AND EQUIPMENT:
RIGGING CONTAINERS**

This change updates various technical information concerning the rigging of airdrop containers and provides specific information on rigging of loads for C-17 aircraft. Also with this change, there are procedures for rigging the stretch A-22 cargo bag and for modifying the T-10 parachute for cargo airdrop.

FM 10-500-3, 8 December 1992, is changed as follows:

1. New or changed material is identified by a vertical bar in the margin opposite the changed material.
2. File this transmittal sheet in front of publication for reference purposes.
3. Remove old pages and insert new pages as indicated below:

Remove old pages

Insert new pages

i through ix.....	i through ix
1-1 through 1-6.....	1-1 through 1-6
2-1 through 2-3.....	2-1 through 2-5
3-1 and 3-2.....	3-1 and 3-2
3-9 and 3-10.....	3-9 and 3-10
	3-19 through 3-25
4-5 through 4-8.....	4-5 through 4-8
4-13 and 4-14.....	4-13 and 4-14
4-17 and 4-18.....	4-17 and 4-18
4-25 and 4-26.....	4-25 and 4-26
5-1 and 5-2.....	5-1 and 5-2
6-5 and 6-6.....	6-5 and 6-6
6-9 and 6-10.....	6-9 and 6-10
6-13 and 6-14.....	6-13 and 6-14
6-17 and 6-18.....	6-17 and 6-18
7-1 and 7-2.....	7-1 and 7-2
7-9 and 7-10.....	7-9 and 7-10
7-21 and 7-22.....	7-21 and 7-22
8-1 through 8-4.....	8-1 through 8-4
8-7 and 8-8.....	8-7 and 8-8

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Insert new pages

8-11 and 8-12.....	8-11 and 8-12
8-15 and 8-16	
9-1 through 9-16.....	9-1 through 9-16
9-27 and 9-28.....	9-27 and 9-28
	9-29 through 9-41
10-1 through 10-6.....	10-1 and 10-6
10-17 through 10-20.....	10-17 through 10-20
10-25 and 10-26.....	10-25 and 10-26
11-9 and 11-10.....	11-9 and 11-10
11-13 and 11-14.....	11-13 and 11-14
12-7 through 12-9.....	12-7 through 12-9
Glossary-1	Glossary-1
References-1 and References-2	References-1 and References-2

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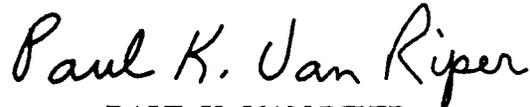
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HEADQUARTERS
DEPARTMENT OF THE ARMY
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Washington, DC, 8 December 1992

AIRDROP OF SUPPLIES AND EQUIPMENT: RIGGING CONTAINERS

TABLE OF CONTENTS

	Paragraph	Page
PREFACE		viii
PART ONE	GENERAL INFORMATION	
CHAPTER 1	GENERAL RIGGING INFORMATION FOR CONTAINER LOADS	
Section I	RIGGING INFORMATION	
	Description of Container Loads	1-1 1-1
	Types of Airdrop	1-2 1-2
	Commonly Used Items	1-3 1-2
	Parachute Requirements	1-4 1-3
	Data Tag for Rigged Loads	1-5 1-3
	Computation of Minimum Weight for Container Loads	1-6 1-4
	Special Considerations	1-7 1-4
	Safety Precautions	1-8 1-4
	Rigging Precautions	1-9 1-4
	Loads Dropped in Frigid Climates	1-10 1-5
	Final Inspection	1-11 1-5
	Release Gate	1-12 1-5
	Knots Used	1-13 1-6
	Securing of Straps and Webbing	1-14 1-7
Section II	HIGH-ALTITUDE AIRDROP RESUPPLY SYSTEM	
	Description of HAARS	1-15 1-9
	Altitude Sensor Parachute Staging Unit	1-16 1-9

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	Paragraph	Page
CHAPTER 2	AIRCRAFT INFORMATION	
	Army Aircraft	2-1 2-1
	Air Force Aircraft	2-2 2-2
	CVRS	2-3 2-2
	Inboard Logistics Rail	2-4 2-3
	Release Gate Load Spreader	2-5 2-4
	Capabilities of Non-CVRS Loads	2-6 2-5
PART TWO	RIGGING A-7A CONTAINER LOADS	
CHAPTER 3	GENERAL INFORMATION AND PROCEDURES	
	A-7A Airdrop Cargo Sling Assembly	3-1 3-1
	Weight Limits	3-2 3-2
	A-7A Container Loads	3-3 3-2
	Parachutes for A-7A Loads	3-4 3-2
	Modifying the T-10 Parachute	3-5 3-19
CHAPTER 4	RIGGING TYPICAL A-7A CONTAINERS	
Section I	LOW-VELOCITY AIRDROP FROM PARATROOP DOOR	
	Description of Load	4-1 4-1
	Positioning Straps	4-2 4-1
	Positioning Load and Securing Straps	4-3 4-2
	Installing Parachute	4-4 4-5
	Marking Rigged Load	4-5 4-5
	Equipment Required	4-6 4-5
Section II	LOW-VELOCITY AIRDROP FROM RAMP	
	Description of Load	4-7 4-8
	Preparing Skid Board	4-8 4-8
	Placing Honeycomb and Positioning Straps	4-9 4-8
	Positioning Load and Securing Straps	4-10 4-8
	Securing Skid Board	4-11 4-8
	Installing Parachute	4-12 4-13
	Marking Rigged Load	4-13 4-13
	Equipment Required	4-14 4-13
Section III	HIGH-VELOCITY AIRDROP	
	Description of Load	4-15 4-15
	Preparing Drop Items	4-16 4-15
	Preparing Skid Board	4-17 4-15
	Positioning Straps	4-18 4-15
	Placing Honeycomb	4-19 4-15
	Securing Straps	4-20 4-17
	Securing Skid Board	4-21 4-17
	Installing Parachute	4-22 4-17
	Marking Rigged Load	4-23 4-17
	Equipment Required	4-24 4-17

	Paragraph	Page
Section IV	HAARS	
	Description of Load	4-25 4-20
	Rigging Load	4-26 4-20
	Preparing and Installing Parachute	4-27 4-20
	Installing Altitude Sensor Parachute Staging Unit and Pilot Parachute	4-28 4-20
	Marking Rigged Load	4-29 4-25
	Equipment Required	4-30 4-25
PART THREE RIGGING A-21 CONTAINER LOADS		
CHAPTER 5	GENERAL INFORMATION AND PROCEDURES	
	A-21 Cargo Bag Assembly	5-1 5-1
	Capabilities of A-21 Bag	5-2 5-2
	Parachutes Used for A-21 Containers	5-3 5-2
	Installation of Parachutes on A-21 Containers	5-4 5-2
CHAPTER 6	RIGGING TYPICAL A-21 LOADS	
Section I	LOW-VELOCITY AIRDROP FROM PARATROOP DOOR	
	Description of load	6-1 6-1
	Preparing Drop Items	6-2 6-1
	Positioning Container and Load	6-3 6-1
	Rigging Container	6-4 6-3
	Installing Parachute	6-5 6-5
	Marking Rigged Load	6-6 6-5
	Equipment Required	6-7 6-5
Section II	LOW-VELOCITY AIRDROP FROM RAMP	
	Description of Load	6-8 6-7
	Preparing Drop Items	6-9 6-7
	Preparing Skid Board	6-10 6-7
	Positioning Container and Load	6-11 6-7
	Rigging Container	6-12 6-7
	Securing Skid Board	6-13 6-7
	Installing Parachute	6-14 6-10
	Marking Rigged Load	6-15 6-10
	Equipment Required	6-16 6-10
Section III	HIGH-VELOCITY AIRDROP	
	Description of Load	6-17 6-12
	Preparing Drop Items	6-18 6-12
	Preparing Skid Board	6-19 6-12
	Positioning Honeycomb	6-20 6-12
	Positioning Container and Load	6-21 6-13
	Rigging Container	6-22 6-13
	Securing Skid Board	6-23 6-13

	Paragraph	Page
Installing Parachute	6-24	6-13
Marking Rigged Load	6-25	6-13
Equipment Required	6-26	6-13
Section IV		
HAARS		
Description of Load	6-27	6-16
Rigging Container	6-28	6-16
Preparing and Installing Cargo Parachute	6-29	6-16
Installing Altitude Sensor Parachute Staging Unit and Pilot Parachute	6-30	6-16
Marking Rigged Load	6-31	6-16
Equipment Required	6-32	6-16
CHAPTER 7		
RIGGING SPECIFIC A-21 LOADS		
Section I		
RIGGING GLLD FOR LOW-VELOCITY AIRDROP		
Description of Load	7-1	7-1
Preparing Skid Boards	7-2	7-1
Placing Honeycomb and Top Skid Board	7-3	7-1
Rigging GLLD	7-4	7-1
Installing Parachute	7-5	7-1
Marking Rigged Load	7-6	7-10
Equipment Required	7-7	7-10
Section II		
RIGGING AIR TRAFFIC CONTROL FACILITY AN/TSQ-97A FOR LOW-VELOCITY AIRDROP		
Description of Load	7-8	7-12
Preparing Load	7-9	7-12
Preparing Skid Board	7-10	7-15
Positioning Honeycomb	7-11	7-16
Placing Container	7-12	7-17
Positioning Load	7-13	7-17
Rigging Container	7-14	7-21
Installing Parachute	7-15	7-21
Marking Rigged Load	7-16	7-21
Equipment Required	7-17	7-21
PART FOUR		
RIGGING A-22 CONTAINER LOADS		
CHAPTER 8		
GENERAL INFORMATION FOR A-22 LOADS		
A-22 Cargo Bag Assembly	8-1	8-1
A-22 Skid Board	8-2	8-1
A-22 Container Limitations	8-3	8-1
Double A-22 Cargo Bag	8-4	8-1
Stretch A-22 Cargo Bag	8-5	8-1
Assembly Line Rigging	8-6	8-1
Inspection of Load	8-7	8-1
Parachutes Used	8-8	8-1
Installation of Parachutes	8-9	8-3

	Paragraph	Page
CHAPTER 9	RIGGING TYPICAL A-22 LOADS	
Section I	RIGGING A-22 LOADS FOR LOW-VELOCITY AIRDROP	
	Description of Load	9-1 9-1
	Preparing Drop Items	9-2 9-1
	Preparing Skid Board	9-3 9-1
	Positioning Honeycomb	9-4 9-3
	Positioning A-22 Cargo Bag Sling, Cover, and Load	9-5 9-4
	Securing A-22 Cargo Bag Cover	9-6 9-5
	Securing A-22 Cargo Bag Sling	9-7 9-6
	Securing Skid Board to A-22 Cargo Bag	9-8 9-7
	Attaching Suspension Webs	9-9 9-8
	Installing Parachute	9-10 9-9
	Marking Rigged Load	9-11 9-9
	Equipment Required	9-12 9-9
Section II	RIGGING A-22 LOADS FOR HIGH-VELOCITY AIRDROP	
	Description of Load	9-13 9-11
	Preparing Items and Skid Board	9-14 9-11
	Positioning Honeycomb	9-15 9-11
	Rigging Container	9-16 9-11
	Installing Parachute	9-17 9-11
	Marking Rigged Load	9-18 9-14
	Equipment Required	9-19 9-14
Section III	RIGGING DOUBLE A-22 CARGO BAG LOADS FOR LOW-VELOCITY AIRDROP	
	Description of Load	9-20 9-16
	Preparing Skid Board	9-21 9-16
	Preparing Skid Board Ties and Positioning Honeycomb	9-22 9-17
	Positioning A-22 Sling Assemblies	9-23 9-18
	Positioning Covers and Honeycomb	9-24 9-20
	Positioning Load and Closing Bag Covers	9-25 9-21
	Securing Tie-Down Straps	9-26 9-22
	Securing Lateral Straps	9-27 9-23
	Securing Skid Board Ties	9-28 9-24
	Installing Suspension Slings	9-29 9-25
	Installing Parachute	9-30 9-26
	Marking Rigged Load	9-31 9-27
	Equipment Required	9-32 9-27

	Paragraph	Page
Section IV	RIGGING STRETCH A-22 CARGO BAG LOADS FOR LOW-VELOCITY AIRDROP	
	Description of Load	9-33 9-29
	Preparing Skid Board	9-34 9-29
	Preparing Skid Board Ties and Positioning Honeycomb	9-35 9-30
	Positioning A-22 Sling Assemblies	9-36 9-31
	Positioning Covers and Honeycomb	9-37 9-33
	Positioning Load and Closing Bag Covers	9-38 9-34
	Securing Tie-Down Straps	9-39 9-35
	Securing Lateral Straps	9-40 9-36
	Securing Skid Board Ties	9-41 9-37
	Installing Suspension Slings	9-42 9-38
	Installing Parachute	9-43 9-39
	Marking Rigged Load	9-44 9-40
	Equipment Required	9-45 9-40
CHAPTER 10	RIGGING SPECIFIC SINGLE A-22 LOADS	
Section I	RIGGING TRAY-PACK RATIONS FOR LOW-VELOCITY AIRDROP	
	Description of Load	10-1 10-1
	Preparing Load	10-2 10-1
	Preparing Skid Board	10-3 10-1
	Positioning Honeycomb	10-4 10-1
	Rigging Load	10-5 10-1
	Installing Parachute	10-6 10-1
	Marking Rigged Load	10-7 10-1
	Equipment Required	10-8 10-3
Section II	RIGGING COMPANY-LEVEL FIELD FEEDING KITCHEN FOR LOW-VELOCITY AIRDROP	
	Description of Load	10-9 10-5
	Preparing Skid Board	10-10 10-6
	Positioning Honeycomb	10-11 10-6
	Positioning Container, Base, and Leg Braces	10-12 10-7
	Preparing Heater Cabinet	10-13 10-8
	Preparing Pot Assembly	10-14 10-12
	Positioning Load	10-15 10-13
	Closing Container	10-16 10-19
	Completing Rigged Load and Installing Parachute	10-17 10-19
	Marking Rigged Load	10-18 10-20
	Equipment Required	10-19 10-20
Section III	RIGGING PETROLEUM PRODUCTS	
	Description of Load	10-20 10-23
	Preparing Skid Board and Positioning Honeycomb	10-21 10-23
	Positioning Container	10-22 10-23
	Positioning Load	10-23 10-23
	Securing Container and Installing Parachute	10-24 10-23
	Equipment Required	10-25 10-23

	Paragraph	Page
CHAPTER 11	RIGGING SPECIFIC DOUBLE A-22 LOADS FOR LOW-VELOCITY AIRDROP	
Section I	RIGGING SNOWMOBILE	
	Description of Load	11-1 11-1
	Preparing Skid Board	11-2 11-1
	Positioning Container	11-3 11-1
	Positioning Honeycomb	11-4 11-1
	Preparing Snowmobile	11-5 11-4
	Positioning Load	11-6 11-6
	Completing Rigged Load	11-7 11-8
	Marking Rigged Load	11-8 11-8
	Equipment Required	11-9 11-8
Section II	RIGGING AHKIO SLEDS	
	Description of Load	11-10 11-11
	Preparing Skid Board and Positioning Honeycomb and Container	11-11 11-11
	Positioning Load	11-12 11-11
	Completing Rigged Load	11-13 11-11
	Marking Rigged Load	11-14 11-13
	Equipment Required	11-15 11-13
PART FIVE	RIGGING SPECIALIZED LOADS AND EQUIPMENT	
CHAPTER 12	RIGGING A-23 CONTAINERS	
	Description of Load	12-1 12-1
	Modifying 68-Inch Pilot Parachute	12-2 12-2
	Rigging Container	12-3 12-4
	Completing Rigged Load	12-4 12-4
	Marking Rigged Load	12-5 12-8
	Equipment Required	12-6 12-8
CHAPTER 13	FABRICATING AIR FORCE AIRDROP EQUIPMENT	
Section I	AIR FORCE UNILATERAL TRAINING	
	Description of SATB	13-1 13-1
	Preparing Sandbag	13-2 13-1
	Fabricating SATB	13-3 13-2
	Attaching Pendulum Line	13-4 13-5
	Packing and Installing Pilot Parachute	13-5 13-7
	Attaching Marker Light	13-6 13-8
	Using Extraction Parachute Deployment Bag	13-7 13-8
	Equipment Required	13-8 13-8
Section II	FABRICATING OF C-130 CDS PULLEY STRAP	
	Description of C-130 CDS Pulley Strap	13-9 13-10
	Preparing C-130 CDS Pulley Strap	13-10 13-10
GLOSSARY		Glossary-1
REFERENCES		References-1

PREFACE

PURPOSE

This manual gives the latest approved doctrine for rigging airdrop containers. It is written for use by a parachute rigger or jumpmaster. It consists of five parts.

- Part One contains general information for containers and aircraft.
- Part Two contains procedures for rigging A-7A container loads.
- Part Three contains procedures for rigging A-21 container loads.
- Part Four contains procedures for rigging A-22 container loads.
- Part Five contains procedures for rigging specialized loads and equipment.

NOTICE OF EXCEPTION

When an item of airdrop equipment is replaced or a rigging procedure is changed, it will be impossible to change all manuals in the field at one time. Therefore, FM 10-500-3/TO 13C7-1-11/FMFM 7-47 will be changed, when necessary, and will take precedence over the procedures in an individual rigging manual. There may be times, however, when the procedures in an individual rigging manual must be followed even though they are different from those in this manual. When this occurs, a notice of exception will be printed at the beginning of each paragraph where the exception is authorized. The notice of exception will look like the following:

NOTICE OF EXCEPTION

The procedures in this paragraph are different from those in FM 10-500-3/TO 13C7-1-11/FMFM 7-47. An exception to FM 10-500-3/TO 13C7-1-11/FMFM 7-47 is granted. The procedures in this paragraph must be followed.

Manuals which have currently been granted exceptions are FM 10-550/TO 13C7-22-71 and FM 10-500-53/TO 13C7-18-41/MCRP 4-3.8.

REFERENCE INFORMATION

To avoid repeating certain information and procedures, it is often necessary to reference other FMs and TMs. For example, this manual often references FM 10-500-2/TO 13C7-1-5. This may seem to be contradictory in that this manual, FM 10-500-3/TO 13C7-1-11/FMFM 7-47, deals with rigging container loads and FM 10-500-2/TO 13C7-1-5 deals with rigging platform loads. However, FM 10-500-2/TO 13C7-1-5 also provides general information and general procedures. Where information is the same or only minor differences exist, it is permissible to state that the information is provided in FM 10-500-2/TO 13C7-1-5. Where procedures are the same or only minor differences exist, it is permissible to state that the procedure is done according to or by adapting the procedures in FM 10-500-2/TO 13C7-1-5.

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PART ONE GENERAL INFORMATION

CHAPTER 1 GENERAL RIGGING INFORMATION FOR CONTAINER LOADS

Section I RIGGING INFORMATION

1-1. Description of Container Loads

Container loads are loads that are rigged for airdrop in airdrop containers such as the A-7A airdrop cargo sling assembly, the A-21 cargo bag assembly, the A-22 cargo bag assembly, and the A-23 cargo bag assembly. These containers are packed with supplies, disassembled equipment, or small items of ready-to-use equipment prepared for airdrop. Loads may be required to be cushioned with honeycomb, felt, or cellulose wadding depending on the load requirements and the method of airdrop. The number and types of parachutes required to stabilize the load and slow its descent depend on the type of container used, the weight of the load, and the type of airdrop.

a. A-7A Airdrop Cargo Sling Assembly. The A-7A airdrop cargo sling assembly consists of four identical sling straps. The length of each strap is 188 inches. Each sling strap is fitted with a parachute harness adapter (commonly called a friction adapter) and a floating D-ring. Loads weighing up to 500 pounds may be airdropped with an A-7A airdrop cargo sling assembly. Each A-7A cargo sling strap weighs 1 1/2 pounds. Part Two of this manual covers rigging the A-7A container for airdrop.

b. A-21 Cargo Bag Assembly. The A-21 cargo bag assembly is an adjustable container. It consists of a sling assembly with scuff pad, fixed quick-release strap and assembly, two O-ring straps, three quick-release straps, and a 97- by 115-inch canvas cover. The A-21 cargo bag assembly has a 500-pound load capacity. Part Three of this manual covers rigging an A-21 container for airdrop.

c. A-22 Cargo Bag Assembly. The A-22 cargo bag

assembly is an adjustable cotton duck cloth/nylon and nylon webbing container. It consists of a sling assembly, a cover, and four suspension webs. The container weight is about 41 pounds. The load may be rigged with or without a cover. The weight capacity for the container is 501 to 2,200 pounds without the weight of the parachute. The height will vary, but will not exceed 83 inches with parachute unless specific rigging procedure authorizes it. Part Four of this manual covers rigging the A-22 container.

d. Stretch A-22 Cargo Bag. The stretch A-22 cargo bag consists of two A-22 cargo bag assemblies. The covers may or may not be used. Only six of the suspension webs are used. Nylon and cotton sling assemblies must not be mixed. The weight capacity of the load is 900 to 2,200 pounds without the weight of the parachute. Part Four of this manual covers rigging the stretch A-22 container.

e. Double A-22 Cargo Bag. The double A-22 cargo bag consists of two A-22 cargo bag assemblies. The covers may or may not be used. Only six of the suspension webs are used. Nylon and cotton sling assemblies must not be mixed. The weight capacity of the load is 900 to 2,200 pounds without the weight of the parachute. Part Four of this manual covers rigging the double A-22 container.

f. A-23 Cargo Bag. The A-23 sling assembly is similar to the A-22 sling assembly, but it has additional support webs on all four sides with an additional D-ring on each side. The weight capacity of the load is 501 to 2,200 pounds without the weight of the parachute. The A-23 container assembly is used for HAARS drops, but may be used for A-22 drops. Part Five of this manual covers rigging the A-23 container.

1-2. Types of Airdrop

The three types of airdrop by which container loads can be delivered are low-velocity airdrop, high-velocity airdrop, and free drop. These are described below.

a. Low-Velocity Airdrop. Low-velocity airdrop is the delivery of supplies and equipment from an aircraft in flight using cargo parachutes. The items are usually rigged with honeycomb under them. The cargo parachutes are attached to the top of the load. The parachutes slow the descent of the load and ensure minimum shock when the load hits the ground.

b. High-Velocity Airdrop. High-velocity airdrop is the delivery of supplies and equipment from an aircraft in flight using a stabilizing parachute. The items are rigged with honeycomb under them. The stabilizing parachute is attached to the top of the load to maintain it in an upright position.

c. Free Drop. Free drop is the delivery of certain nonfragile items of supply from an aircraft in flight without the use of the parachutes or other retarding devices. No specific instructions are given in this manual for this type of airdrop.

1-3. Commonly Used Items

Items commonly used for rigging container loads are described below. An equipment required table is included for each load in this manual as a part of the section describing that load. This table lists the items and quantity of each item needed to prepare and rig the load covered in that section. Standard airdrop hardware, straps, and canvas items are described in FM 10-500-2/TO 13C7-1-5. Canvas, metal, webbing, and wood items are inspected according to TM 10-1670-298-20&P. Strength ratings for the items in this section and for other airdrop items are listed in FM 10-516/TO 13C7-1-13. Some textile, wood, and miscellaneous items are described below. The proper use of these items will be covered in this manual or in other manuals of the FM 10-500/TO 13C7 series.

a. Textile Items. Textile items which may be used when a container load is being rigged are described below.

NOTE: Lengths will vary. Lengths specified are only typical and may be changed.

(1) Type III nylon cord is used to make safety ties and to hold items in place. It has a tensile strength of 550 pounds.

(2) One-half-inch (or 5/8-inch) tubular nylon webbing is used as a primary skid board tie. It is also used to secure items during a drop. It has a tensile strength of 1,000 pounds.

NOTE: When the 1/2-inch (or 5/8-inch) tubular nylon webbing is not available for the skid board tie, type IV (coreless) braided nylon cord can be used. When the type IV (coreless) braided nylon cord is not available, double length of type III nylon cord can be used.

(3) Type I, 1/4-inch cotton webbing is used to make many of the needed safety ties. It has a tensile strength of 80 pounds.

(4) Ticket number 8/4 and 8/7 cotton thread are used to make various ties.

b. Wood Items. Wood items used on container loads, with the exception of the A-22 skid, are made locally using details found in the rigging manual for the particular load. The 48- by 48-inch skid for the A-22 cargo bag may be ordered precut or prepared locally. When the skid is prepared locally, AC grade plywood must be used.

c. Miscellaneous Items. Miscellaneous items which may be used when a container load is being rigged are described below.

(1) Two-inch masking tape is used to secure the folds of excess webbing, to prevent honeycomb from being cut by type III nylon cord, and to hold padding in place.

(2) Cellulose wadding and felt sheets may be used to pad fragile items, to prevent sharp edges from cutting, and to protect slings during deployment.

(3) Honeycomb is used to spread the landing shock. Honeycomb is also used to fill empty spaces and to level and pad the load. The number of layers used depends on the item being airdropped and the method of airdrop. Honeycomb is issued in 3- by 36- by 96-inch sheets.

(4) Steel strapping may be used for rigging airdrop items. The standard strapping used is 1/50 inch thick and 5/8 inch wide with a breaking strength of 1,000 pounds. It can be used to bind items together or form containers on A-7A and A-21 loads. When strapping is used to form containers, it will be doubled and the maximum weight of the load will not exceed 250 pounds without parachute weight. When strapping is used on A-22 or A-23 loads, it will not be bound around the skid board unless specific rigging procedures authorize it.

1-4. Parachute Requirements

The parachute requirements for low-velocity and high-velocity airdrop are as described below.

a. Low-Velocity Airdrop. The 68-inch pilot, T-10 modified cargo, and G-14 cargo parachutes are used singularly with A-7A cargo sling loads and A-21 cargo bag loads being rigged for low-velocity airdrop. Three 68-inch pilot parachutes may also be used only on A-7A cargo sling loads. The G-14 in cluster of two or three parachutes or a G-12 cargo parachute is used with A-22 cargo bag loads. The minimum required weight and the maximum allowable weight for cargo parachutes used on loads rigged for low-velocity airdrop are listed in Table 1-1.

b. High-Velocity Airdrop. A 68-inch pilot parachute is the primary parachute used for a 75- to 150-pound load without parachute weight being prepared for high-velocity airdrop. For loads over 150 pounds, the 12- or 26-foot, high-velocity cargo parachute is the primary parachute and should be used whenever possible. See Table 1-1 for weight ranges. If a 12-foot, high-velocity cargo parachute is not available, a 15-foot cargo extraction parachute packed specifically for use as a high-velocity parachute may be used. If a 26-foot, high-

velocity cargo parachute is not available, a 22-foot cargo extraction parachute packed specifically for use as a high-velocity parachute may be used. Special packing procedures for the 15- and 22-foot cargo extraction parachutes consist of attaching the static lines and replacing the extraction line with a 20-foot cargo sling (see TM 10-1670-278-23&P/TO 13C5-26-2 for 15-foot and TM 10-1670-279-23&P/TO 13C5-27-2 for 22-foot cargo extraction parachute).

1-5. Data Tag for Rigged Loads

A data tag is prepared and secured to each container load so that it can be easily seen. Entries on the tag are used by the Army and Air Force in making inspections and in finding causes for malfunctions. The entries are also used to help the loadmaster determine where to place the loads in the aircraft. Use a ballpoint pen or other waterproof marker to record the following information on the tag:

- Total rigged weight.
- Height, including parachutes.
- Width.
- Overall length.
- Type of parachute/breakaway or nonbreakaway.

Table 1-1. Parachute requirements

Parachutes	Suspended Weight (Pounds)	
	Minimum	Maximum
Low-velocity		
One 68-inch pilot	30	50
Three 68-inch pilot	51	200
One T-10 modified cargo	90	500
One G-14 cargo	200	500
* Two G-14 cargo	501	1,000
* Three G-14 cargo	1,001	1,500
* One G-12E	501	2,200
High-velocity		
** One 68-inch pilot	75	150
Three 68-inch pilot	151	500
** One 12-foot, high-velocity cargo	151	500
One 15-foot cargo extraction	151	500
** One 26-foot, high-velocity cargo	501	2,200
One 22-foot cargo extraction	501	2,200
* On an A-22 load, a G-14 cargo parachute should be used ONLY when a G-12 cargo parachute is not available.		
** Primary parachute.		
<i>Note: Loads with three G-14 cargo parachutes must be dropped one at a time.</i>		

1-6. Computation of Minimum Weight for Container Loads

a. Container loads may be dropped from the paratroop doors or the ramp. The following minimum weight requirements apply.

(1) **Paratroop Door Loads.** Containers dropped from the paratroop doors require a minimum weight of 11 pounds per square foot.

(2) **Ramp loads.** Containers dropped from the ramp require a minimum weight of 28 pounds per square foot.

b. The following information can be used to determine the minimum weight required for a container load. Measure the length, width, and height (without parachute) of each container. Multiply the two largest dimensions (in inches). Divide the answer by 144. Multiply that answer by 28 (or 11 for paratroop door loads). The answer is the minimum allowable weight. See the example in Table 1-2.

Table 1-2. Example of determining minimum allowable weight for ramp container loads

Example	
Height (without parachute)	27 inches
Length	44 inches
Width	21 inches
44 inches x 27 inches = 1,188 square inches	
1,188 ÷ 144 = 8.25 square feet	
8.25 x 28 = 231 pounds	
<i>The minimum allowable weight for this container is 231 pounds, without parachute.</i>	

1-7. Special Considerations

Special considerations for this manual are described below.

CAUTION: Only ammunition listed in FM 10-500-53/TO 13C7-18-41/MCRP 4-3.8 may be airdropped.

a. The loads covered in this manual may include hazardous materials as defined in AFJMAN 24-204/TM 38-250. If included, the hazardous material must be packaged, marked, and labeled as required by AFJMAN 24-204/TM 38-250.

b. A copy of FM 10-500-3/TO 13C7-1-11 must be available to the joint airdrop inspectors during the before- and after-loading inspections.

1-8. Safety Precautions

CAUTION: Package, mark, and label hazardous materials according to AFJMAN 24-204/TM 38-250.

Safety precautions must be closely followed when airdrop container loads are rigged. Failure to follow the precautions could result in serious injury to the rigger or damage to the drop item or aircraft. Take the following safety precautions when rigging an item.

a. Make sure that a lifting device has a rated lifting capacity that exceeds the weight of the item to be lifted.

b. Be sure that items being lifted are secured to the lifting device.

c. Do not work under equipment that is suspended above an airdrop container unless absolutely necessary.

d. Cover all wet cell batteries in service with plastic or nonflammable material.

e. Check the fuel tanks of engines to ensure that they are drained. Check fuel cans to make sure they are POP approved. When stowing fuel containers, use cellulose wadding or other suitable material to prevent metal-to-metal contact.

1-9. Rigging Precautions

The following precautions must be taken when a container load is being rigged.

a. Assemblies. When components of assemblies are being rigged, make sure that all items needed to operate the assembly are packed in the same airdrop container whenever possible. For example, a radio and its battery should be packed in the same container.

b. Items. When items such as radio equipment are rigged, they should be individually wrapped. Padding or honeycomb should be placed under each item being prepared and inserted between items of the load to prevent contact. Cellulose wadding, felt, or other suitable material must be used to avoid metal-to-metal or metal-to-wood contact.

c. Webbing. All excess lengths of webbing must be folded and taped or tied with type I, 1/4-inch cotton webbing. This reduces the danger of containers becoming snagged as they are ejected or released from the aircraft.

d. Hazardous Materials. Hazardous materials must be packed and the rigged load labeled or marked according to AFJMAN 24-204/TM 38-250. Gasoline cans and drums must be padded and rigged to prevent metal-to-metal contact.

1-10. Loads Dropped in Frigid Climates

When loads are dropped in frigid climates, special procedures or precautions may need to be followed.

a. Modification to Drop Items. Some drop items may have been modified for use in frigid climates by the installation of extra equipment such as heaters. Special rigging procedures may be needed when a drop item has been modified.

b. Special Rigging Requirements. When loads are to be dropped in frigid climates, all excess webbing of suspension slings and tie-down straps must be folded and tied with type I, 1/4-inch cotton webbing.

CAUTION: Masking tape **MUST** not be used in frigid climates to secure folds or excess webbing.

1-11. Final Inspection

After the data tag has been attached, the rigged load must be given a complete and final inspection by a qualified person. A-7A and A-21 loads may be inspected by either the jumpmaster or parachute rigger. If the load is rigged for HAARS, it must be inspected by a parachute rigger. All A-22 and A-23 loads will be

inspected by a parachute rigger. The inspection must include the following:

- Check for serviceability of webbing, straps, and covers.
- Make sure the load is rigged according to procedures.
- Make sure the loads containing hazardous materials comply with AFJMAN 24-204/TM 38-250 and are labeled accordingly.
- Make sure the proper size parachute has been used, and check its condition.
- Inspect the log record book.
- Make sure that the parachute is correctly connected to the load.

1-12. Release Gate

A release gate is installed in the aircraft to restrain the load during flight. It is also used to prevent premature exit of container loads from the aircraft. The gate is installed according to procedures in the technical order for the particular aircraft used. The components of the type XXVI nylon webbing release gate, with the exception of the webbing to be severed, are furnished by the US Air Force. The type XXVI nylon webbing is furnished by the user.

See Table 1-3 for release gate requirements.

Table 1-3. Release gate requirements

		Rigged Weight (Pounds)	Lengths of Type XXVI Nylon Webbing Required
C-130 and C-141 aircraft	Non-CVRS	501 - 13,000	One 20-foot
		13,001 - 25,000	Two 20-foot
		25,001 - 40,000	Three 20-foot
C-130 and C-141 aircraft	CVRS	501 - 13,000	One 15-foot per stick
		13,001 - 25,000	Two 15-foot per stick
C-17 aircraft	Inboard Logistics Rail	501 - 18,800	20-foot single stick
		18,801 - 37,600	40-foot double stick

Note: For multiple deliveries, provide a release gate based on the weight of each group of containers to be airdropped at one time.

1-13. Knots Used

Some of the knots used for rigging container loads are shown in Figure 1-1.

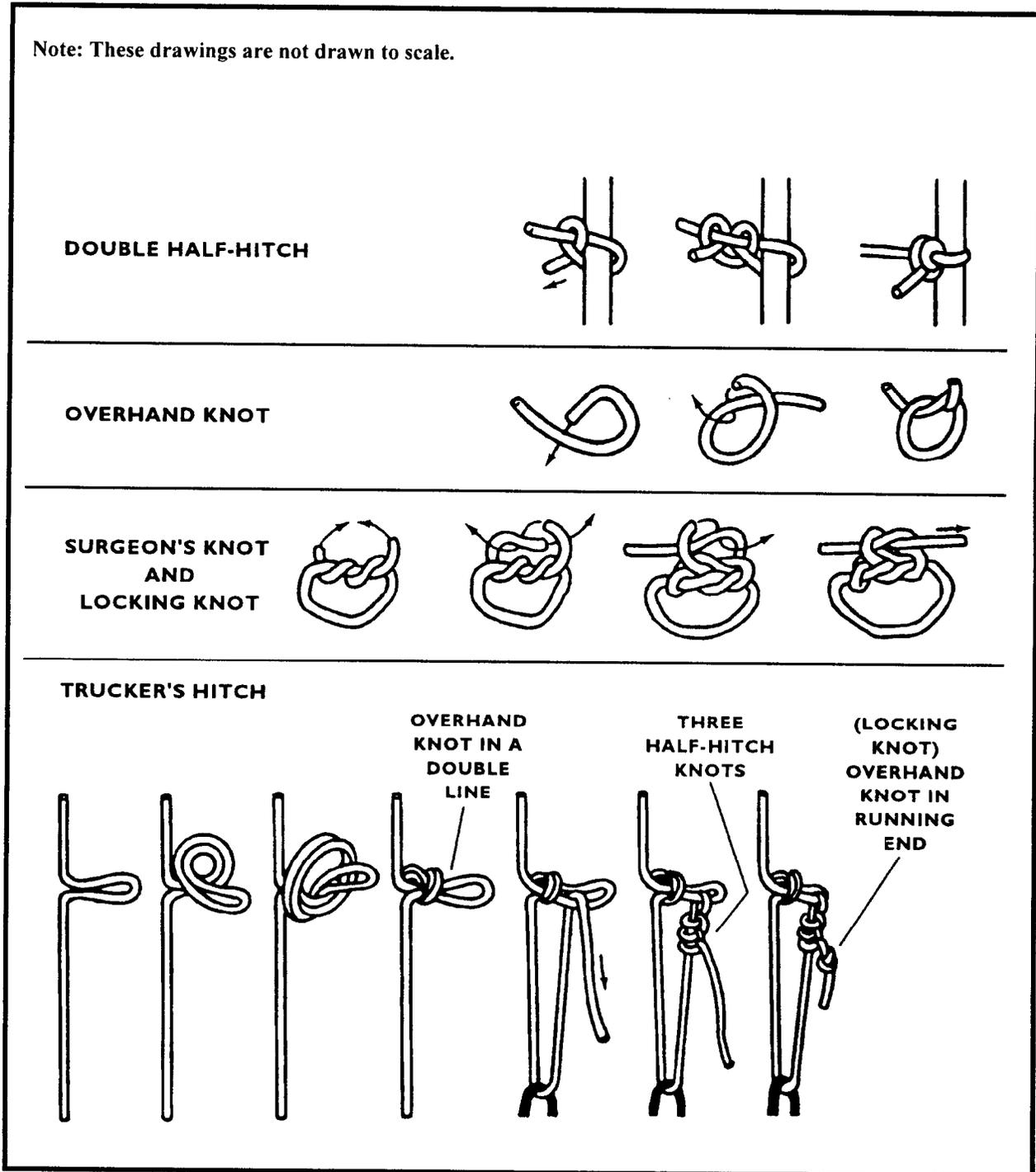


Figure 1-1. Knots used

CHAPTER 2 AIRCRAFT INFORMATION

2-1. Army Aircraft

CAUTION: Container loads that are to be airdropped from helicopter doors and doors of utility aircraft must be rigged with parachutes equipped with breakaway static lines.

The following Army aircraft are used to airdrop loads.

a. UH-1 (Iroquois) Helicopter. The UH-1 helicopter can carry supplies both internally (door loads) and externally (cargo hook loads). The allowable weight of the total cargo load is determined by responsible aviation personnel using weight limitation data provided in TM 55-1520-210-10. The weight and dimensional limits for both the door loads and the cargo hook loads are listed in Table 2-1.

b. UH-60 (Blackhawk) Helicopter. The UH-60 helicopter can carry supplies both internally (door loads) and externally (cargo hook loads). The allowable weight of the total cargo load is determined by responsible aviation personnel using weight limitation data provided in TM 55-1520-237-10. The weight and dimensional limits for both door loads and cargo hook loads are listed in Table 2-1.

c. CH-47 (Chinook) Helicopter. The CH-47 helicopter can deliver supplies as ramp loads and as cargo hook loads. The weight allowance of the total cargo load is determined by responsible aviation personnel using weight limitation data provided in TM 55-1520-240-10. Any standard A-7A cargo sling, A-21 cargo bag, or A-22 cargo bag load may be dropped from the cargo ramp. The maximum size of the load dropped from the external cargo hook is limited only by the maximum dimensions of the container.

Table 2-1. Load limitations for UH-1D and UH-60 helicopters

Door Load Data	UH-1D	UH-60
Weight (without parachutes)		
Maximum for A-7A or A-21	500 lb	500 lb
Minimum for each container	*	*
Dimensions (including parachutes)		
Length	48 in	48 in
Width	30 in	30 in
Height	42 in	42 in
* See Table 1-1 for the minimum weight requirements which are based on type of parachute used.		
Cargo Hook Load Data		
Weight. The maximum weight of the load is limited by the rated weight capability of the container and the maximum weight restrictions on the cargo hook.		
Dimensions. The maximum size of the load is limited only by the dimensions of the container.		

2-2. Air Force Aircraft

The C-130, C-141, and C-17 aircraft can deliver container loads from the paratroop door or from the cargo ramp.

a. Paratroop Door Loads. The maximum weight limit for the paratroop door load is 500 pounds excluding the weight of the parachute. However, if the load weighs more than 350 pounds, three trained designated pushers must assist the jumpmaster in pushing the load from the aircraft. The dimensions including the parachute must not exceed 48 by 30 by 66 inches. Loads are dropped before parachutists. Loads followed immediately by parachutists are rigged with parachutes having breakaway static lines. When the load is dropped from the paratroop door, the largest dimension will be placed in the upright position. The parachute must be placed on top of the load, or toward the inside of the aircraft.

b. Ramp Loads. A-7A and A-21 loads may be dropped off the ramp if a 42-inch skid board is attached. A-22 containers are dropped from the cargo ramp in a single or double stick. The number of containers dropped will vary depending on the type of aircraft and the skid board size (see Table 2-2 or 2-3). The maximum height of a container must not exceed 83 inches; the width of the container must not exceed 48 inches.

NOTE 1: Loads to be followed immediately by parachutists must be rigged, unless specified, with parachutes having breakaway static lines.

NOTE 2: High-velocity CDS must be rigged with breakaway static lines.

2-3. CVRS

The centerline vertical restraint system was designed to restrain container loads vertically in Air Force aircraft.

a. Description. The CVRS is designed to work with the dual rail system in an Air Force aircraft. It adds a rail in the center of the cargo area. The rail runs from the front of the cargo area of the aircraft to the rear and is bolted in place. Aircraft without the CVRS in place may be loaded with containers in a single stick formation in the center of the cargo area of the aircraft. Aircraft equipped with the CVRS in place may be loaded with A-22 containers positioned in a right stick formation, left stick formation, or both. On aircraft with the CVRS in place, when an A-22 container is being positioned in the right stick, the right edge of the skid is positioned in the right rail of the aircraft dual rail system and the left edge of the skid is positioned in the center rail. The left stick is loaded in a similar manner. On aircraft with the CVRS in place, each stick of containers is independent of the other.

NOTE: Any overhang must be placed lengthwise in the aircraft. If the container load has an overhang on three or four sides, the load must be dropped in a centerline configuration (non-CVRS).

b. Capabilities. Air Force aircraft equipped with the CVRS can drop single or double A-22 container loads in a single or double stick formation. Both sticks may be released simultaneously, or each stick can be dropped separately. All containers in a stick may be dropped on the same drop zone, or any combination of containers may be dropped on different drop zones. A separate release gate is required for each container or group of containers in each stick to be dropped on a separate drop zone. See Table 1-3 for release gate requirements.

Table 2-2. C-130 and C-141 aircraft CDS capabilities

Aircraft	Non-CVRS	CVRS
C-130		
48- by 48-inch skid	Only single stick, 1-8 containers.	Single or double stick, 1-16 containers. Must be dropped in even numbers when dropping double stick.
48- by 72-inch stretch container	Only single stick, 1-6 stretch containers.	Single or double stick, 1-12 stretch containers. Must be dropped in even numbers when dropping double stick.
48- by 96-inch double A-22 container	Only single stick, 1-4 double containers.	Single or double stick, 1-8 double containers. Must be dropped in even numbers when dropping double stick.
Number of separate drop zones capable of dropping to	Limited to number of drop zones.	Limited to number of bundles. Must be dropped in even numbers when dropping double stick.
C-141		
48- by 48-inch skid	Only single stick, 1-20 containers.	Single or double stick, 1-40 containers. Must be dropped in even numbers when dropping double stick.
48- by 72-inch stretch A-22 container	Only single stick, 1-15 stretch containers.	Single or double stick, 1-30 stretch containers. Must be dropped in even numbers when dropping double stick.
48- by 96-inch double A-22 container	Only single stick, 1-10 containers.	Single or double stick, 1-20 double containers. Must be dropped in even numbers when dropping double stick.
Number of separate drop zones capable of dropping to	Limited to number of drop zones.	Limited to number of bundles. Must be dropped in even numbers when dropping double stick.
<i>Note: If the loads have a front or rear overhang, the number of container loads will be reduced.</i>		

2-4. Inboard Logistics Rail

The inboard logistics rail was designed to restrain container loads vertically in the C-17 aircraft.

a. Description. The inboard logistics rail is a permanent rail in the center of the C-17 aircraft cargo area. It runs from the front of the cargo area to the rear and folds down when not in use. The aircraft may be loaded with A-22 containers positioned in the right stick formation, left stick formation, or both. When

A-22 containers are being positioned in the right stick, the right edge of the skid is positioned in the right rail of the aircraft air delivery system rail and the left edge of the skid is positioned in the inboard logistics rail. The left stick is loaded in a similar manner. Each stick of containers is independent of the other.

NOTE: The width of the container load **MUST NOT** exceed 48 inches.

b. Capabilities. The C-17 aircraft can drop single or double A-22 cargo bag loads in either a single or double stick configuration, but double sticks must have an even number of containers. Both sticks may be released simultaneously, or each stick can be dropped separately. All containers in a stick may be dropped on

the same drop zone, or any combination of containers may be dropped on different drop zones. A separate release gate is required for each container or group of containers in each stick to be dropped on a separate drop zone. See Table 1-3 for release gate requirements.

Table 2-3. C-17 aircraft CDS capabilities

Aircraft	Inboard Logistics Rail
<p>C-17</p> <p>48- by 48-inch skid</p> <p>48- by 72-inch stretch A-22 container</p> <p>48- by 96-inch double A-22 container</p> <p>Number of separate drop zones capable of dropping to</p>	<p>Single or double stick, 1-30 containers. Must be dropped in even numbers when dropping double stick.</p> <p>Single or double stick, 1-20 stretch containers. Must be dropped in even numbers when dropping double stick.</p> <p>Single or double stick, 1-14 double containers. Must be dropped in even numbers when dropping double stick.</p> <p>Six for single stick and up to five for double stick. Must be dropped in even numbers when dropping double stick.</p>
<p><i>Note: If the loads have a front or rear overhang, the number of containers will be reduced.</i></p>	

2-5. Release Gate Load Spreader

Anytime a container is rigged for CDS and offered as the aft-most container but cannot firmly support the release gate to prevent excessive load shift, it must have a release gate load spreader. When the total weight of containers being dropped from the C-17 and C-141 exceeds 38,000 pounds, a release gate load spreader is needed for each aft-most container. Construct and secure it as given below.

- a.** Nail two 3/4- by 24- by 48-inch pieces of plywood together using eightpenny nails.
- b.** Drill a 1/2-inch hole 2 inches from each corner.

c. Place the spreader between the sling assembly and cover or load so that the 48-inch side is parallel to the top and bottom of the container. Center the spreader on the release gate.

d. Secure the corners of the spreader to the load with type III nylon cord routed through the 1/2-inch holes.

NOTE 1: The user is responsible for offering a gate load spreader to prevent excessive load shift.

NOTE 2: The number of JAI Forms will be determined by the number of gate release plans.

2-6. Capabilities of Non-CVRS Loads

The CVRS was designed to restrain the load vertically during the aircraft flight. When the load is not restrained to CVRS standards, it must be vertically restrained for flight. These restraints will be removed up to 30 minutes before airdrop. After the restraints are

removed, the aircraft will have reduced maneuverability for threat avoidance. Table 2-4 states the limitations that will occur if non-CVRS loads are used.

NOTE: When using the 48- by 53 1/2-inch skid board, drill sixteen 1/2-inch holes as shown in Figure 9-1. Then secure the skid board to the load as shown in Figure 9-6.

Table 2-4. Capability reduction of non-CVRS loads

Item	Limitations
Steel strapping	When steel strapping is used on the skid board, the load becomes non-CVRS compatible. The CVRS must be removed from the aircraft and vertical restraints must be installed.
53 1/2- by 48-inch skid board (CVRS installed)	When dropped with the CVRS, the 48-inch sides become the front and rear. The load can be dropped in either a double or single stick, but double sticks must have an even number of containers. The aircraft capabilities are C-130--1 to 14 containers; C-141--1 to 36 containers.
53 1/2- by 48-inch skid board (CVRS removed)	When the CVRS is removed, the 53 1/2-inch sides remain the front and rear. The load can be dropped in either a double or single stick, but double sticks must have an even number of containers. The load must be vertically restrained. The aircraft capabilities are C-130--1 to 16 containers; C-141--1 to 40 containers.
53 1/2- by 48-inch skid board (Inboard Logistics Rail)	When dropped with the inboard logistics rail, the 48-inch sides become the front and rear. The load can be dropped in either a double or single stick, but double sticks must have an even number of containers. The aircraft capability is C-17--1 to 26 containers.
53 1/2- by 96-inch skid board	This container is not CVRS-compatible. The system must be removed. Vertical restraints must be installed. The 53 1/2 -inch sides are the front and rear.

Note: If the loads have a front or rear overhang, the number of containers will be reduced.

PART TWO RIGGING A-7A CONTAINER LOADS

CHAPTER 3 GENERAL INFORMATION AND PROCEDURES

3-1. A-7A Airdrop Cargo Sling Assembly

The A-7A airdrop cargo sling assembly consists of four D-rings and four identical sling straps. Each strap is 188 inches long and has a parachute harness

adapter (friction adapter) attached at one end. If needed, more than four straps may be used to secure loads. Figure 3-1 shows an A-7A airdrop cargo sling assembly.

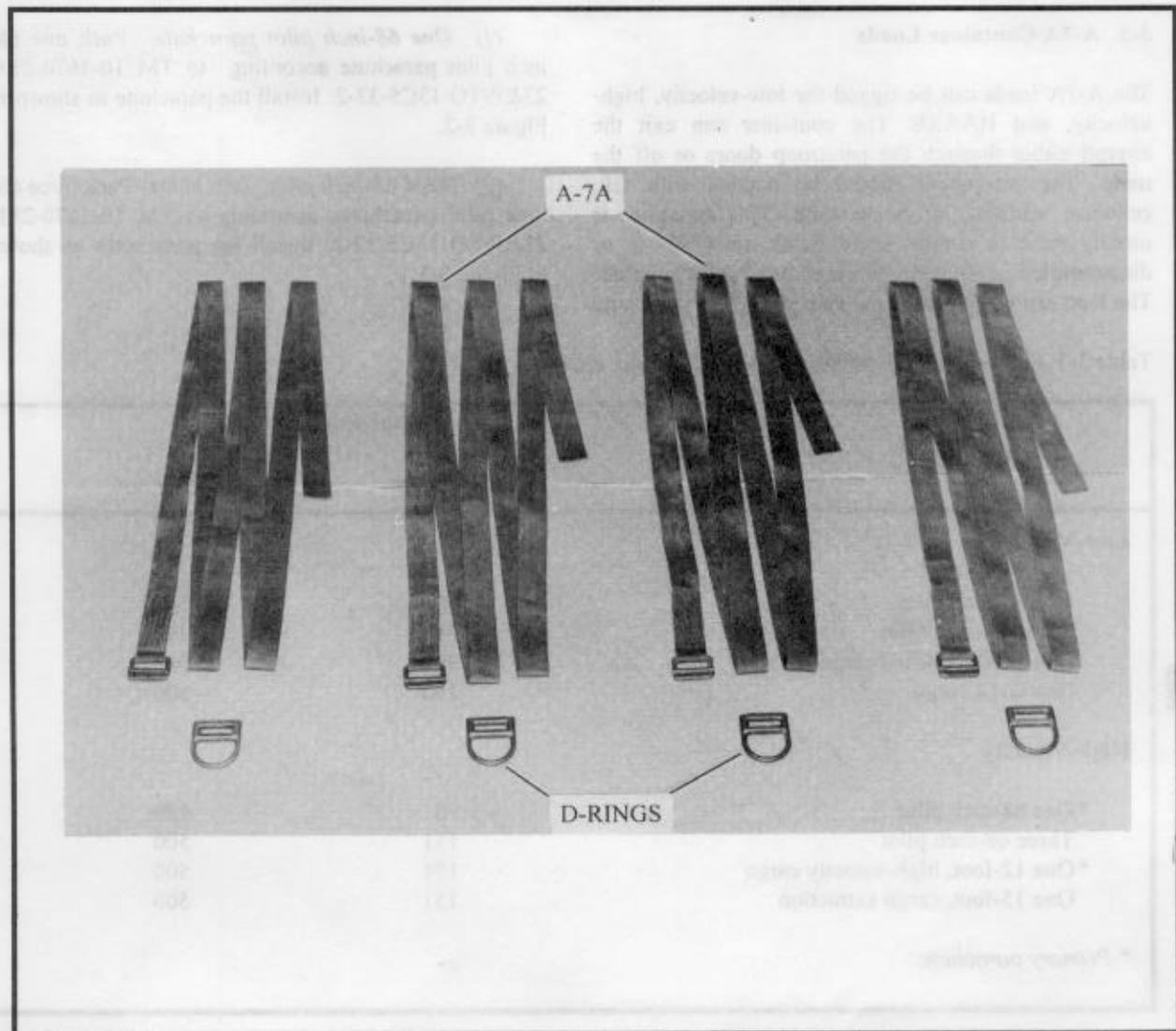


Figure 3-1. A-7A airdrop cargo sling assembly

3-2. Weight Limits

The maximum weight of this container will vary according to the number of straps, but must not exceed 500 pounds. When two straps are used, 300 pounds is the maximum weight. With three straps, 400 pounds is the maximum weight. When four or more straps are used, the maximum weight must not exceed 500 pounds. The minimum weight will vary according to the parachute used. When dropped from the paratroop doors, the load must weigh a minimum of 11 pounds per square foot. When dropped from the ramp, the load must weigh a minimum of 28 pounds per square foot. Table 3-1 lists parachutes used with this container and the weight restriction.

3-3. A-7A Container Loads

The A-7A loads can be rigged for low-velocity, high-velocity, and HAARS. The container can exit the aircraft either through the paratroop doors or off the ramp. The equipment should be padded with felt, cellulose wadding, or honeycomb. This container is usually used to supply small items, ready-to-use or disassembled equipment, or other nonfragile supplies. The load can be rigged by the using unit. The parachute

must be packed by a parachute rigger. It is only required to be inspected by a jumpmaster or parachute rigger. The HAARS must be rigged and inspected by a parachute rigger.

3-4. Parachutes for A-7A Loads

To select a parachute for an A-7A load, consider the type of airdrop (low-velocity or high-velocity) and the weight of the rigged container (Table 3-1). Pack and install the parachute as described below.

a. Low-Velocity Loads. The parachutes that can be used to rig an A-7A load for low-velocity airdrop are given below.

(1) *One 68-inch pilot parachute.* Pack one 68-inch pilot parachute according to TM 10-1670-281-23&P/TO 13C5-32-2. Install the parachute as shown in Figure 3-2.

(2) *Three 68-inch pilot parachutes.* Pack three 68-inch pilot parachutes according to TM 10-1670-281-23&P/TO 13C5-32-2. Install the parachutes as shown in Figure 3-3.

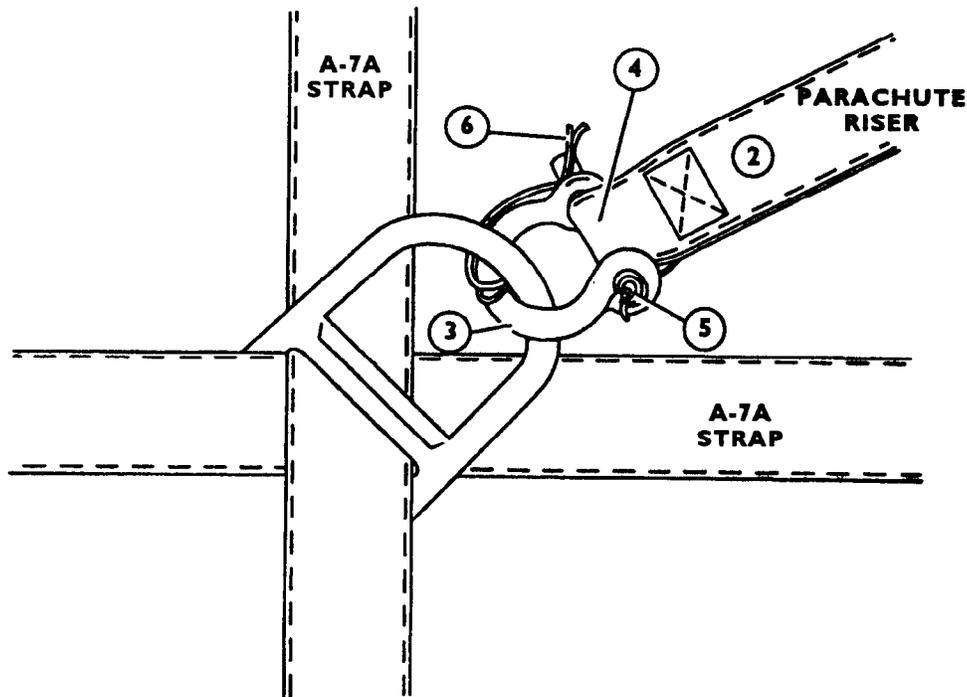
Table 3-1. Parachute requirements for A-7A container loads

Parachutes	Suspended Weight (Pounds)	
	Minimum	Maximum
Low-Velocity		
One 68-inch pilot	30	50
Three 68-inch pilot	51	200
One T-10 modified cargo	90	500
One G-14 cargo	200	500
High-Velocity		
* One 68-inch pilot	75	150
Three 68-inch pilot	151	500
* One 12-foot, high-velocity cargo	151	500
One 15-foot, cargo extraction	151	500
* <i>Primary parachute</i>		

(3) *One T-10 modified cargo parachute.*
 Modify one T-10 parachute according to Paragraph 3-5 and as shown in Figure 3-8. Pack the parachute according to TM 10-1670-293-23&P/TO 14D1-2-467-2. Steps similar to the G-14 cargo parachute installation are used when installing the T-10 modified cargo parachute.

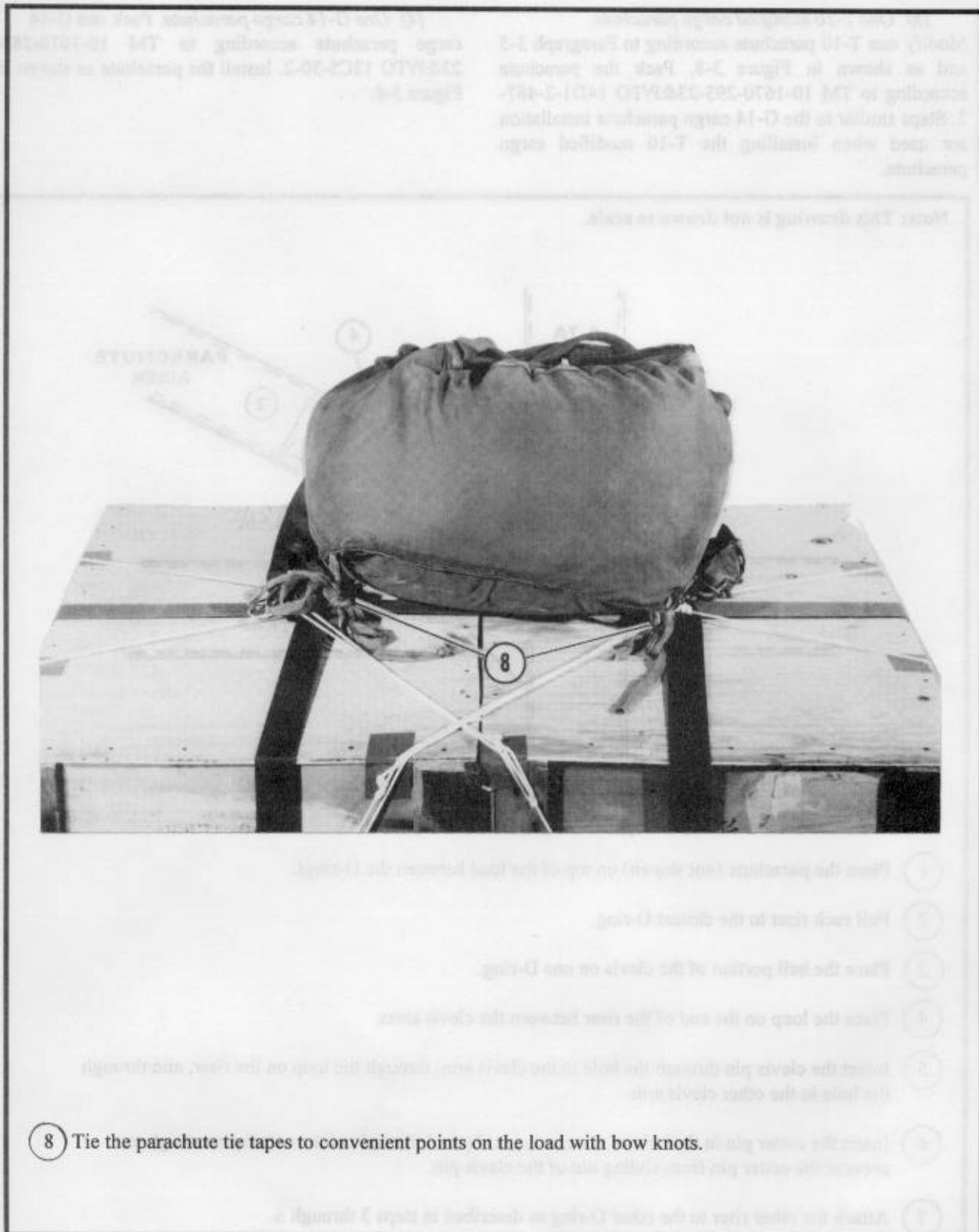
(4) *One G-14 cargo parachute.* Pack one G-14 cargo parachute according to TM 10-1670-282-23&P/TO 13C5-30-2. Install the parachute as shown in Figure 3-4.

Note: This drawing is not drawn to scale.



- 1 Place the parachute (not shown) on top of the load between the D-rings.
- 2 Pull each riser to the closest D-ring.
- 3 Place the bell portion of the clevis on one D-ring.
- 4 Place the loop on the end of the riser between the clevis arms.
- 5 Insert the clevis pin through the hole in the clevis arm, through the loop on the riser, and through the hole in the other clevis arm.
- 6 Insert the cotter pin in the hole of the clevis pin. Spread the ends of the cotter pin enough to prevent the cotter pin from sliding out of the clevis pin.
- 7 Attach the other riser to the other D-ring as described in steps 3 through 6.

Figure 3-4. G-14 cargo parachute installed



8 Tie the parachute tie tapes to convenient points on the load with bow knots.

Figure 3-4. One G-14 cargo parachute installed (continued)

3-5. Modifying the T-10 Parachute

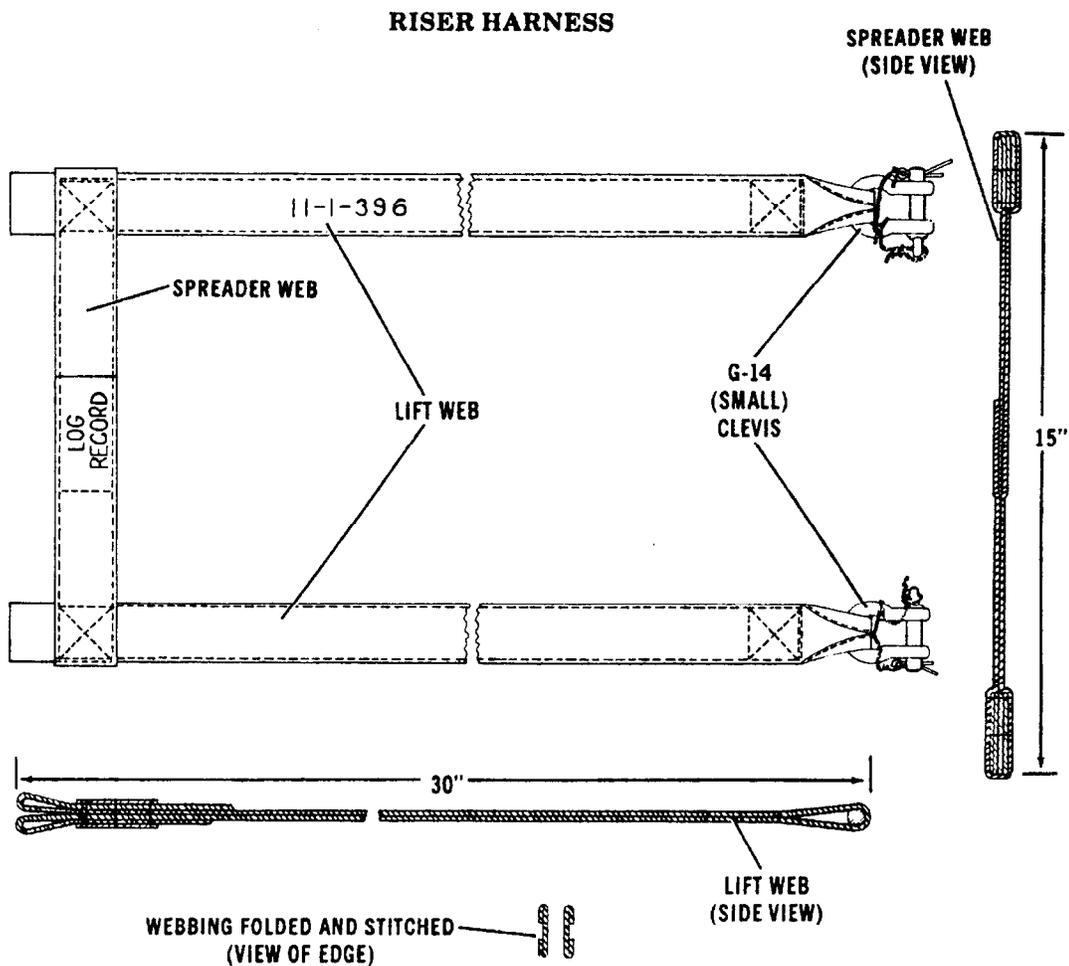
CAUTION

T-10 parachutes or components thereof that have been converted for cargo use must not be used for personnel parachutes.

The T-10 personnel parachute may be used as the recovery parachute on container loads weighing at least 90 pounds but not more than 500 pounds. However, the T-10 parachute must be modified to be used on container loads. Prepare the T-10 parachute as described below:

- a. Inspect the parachute according to TM 10-1670-293-23&P/TO 14D1-2-467-2.
- b. Construct the riser harness as shown in Figure 3-8, steps 1 through 6.
- c. Modify the deployment bag as shown in Figure 3-8, steps 7, 12, and 13.
- d. Remove the static line snap assembly as shown in Figure 3-8, step 8.
- e. Modify the static line as shown in Figure 3-8, steps 9 and 10.
- f. Modify the canopy as shown in Figure 3-8, steps 14 and 15.
- g. Attach the riser harness as shown in Figure 3-8, step 16.
- h. Pack the parachute according to TM 10-1670-293-23&P/TO 14D1-2-467-2.
- i. Fold and secure the static line as shown in Figure 3-8, steps 17, 18, and 19.

Note: This drawing is not drawn to scale.

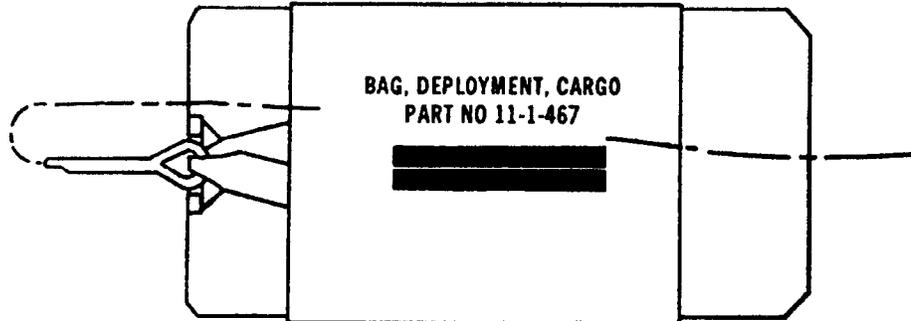


Step:

1. Use type VIII nylon webbing.
2. Use size 3, nylon thread.
3. Follow TM 10-1670-298-20&P for stitching instructions.
4. Form the T-10 cargo parachute riser harness as shown in the diagram above.
5. Form a pocket in the center of the spreader web as shown in the diagram above. Attach the prepared log record book to the spreader web pocket.
6. Attach the two G-14 clevises.

Figure 3-8. T-10 parachute modified

Note: These drawings are not drawn to scale.

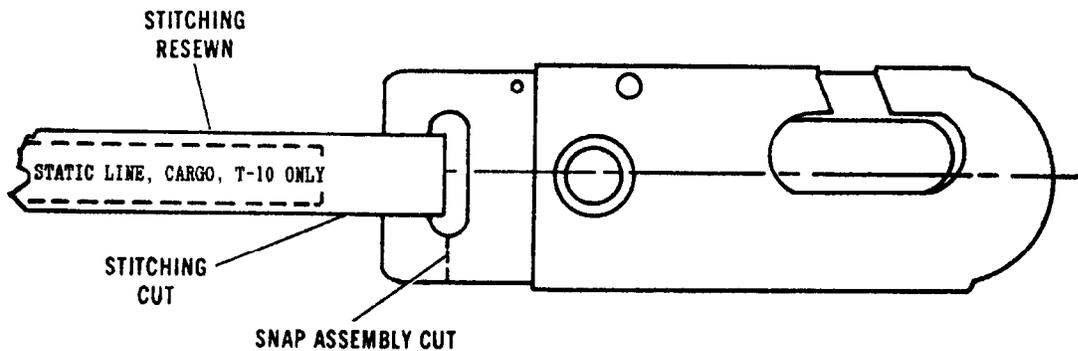


Step:

7. Cover or black out the data block on the deployment bag flap. Stencil on the bag flap with ink (color number 15102, MIL-I-6903C) as close as possible to the original lettering the following:

BAG, DEPLOYMENT, CARGO
PART NO 11-1-467

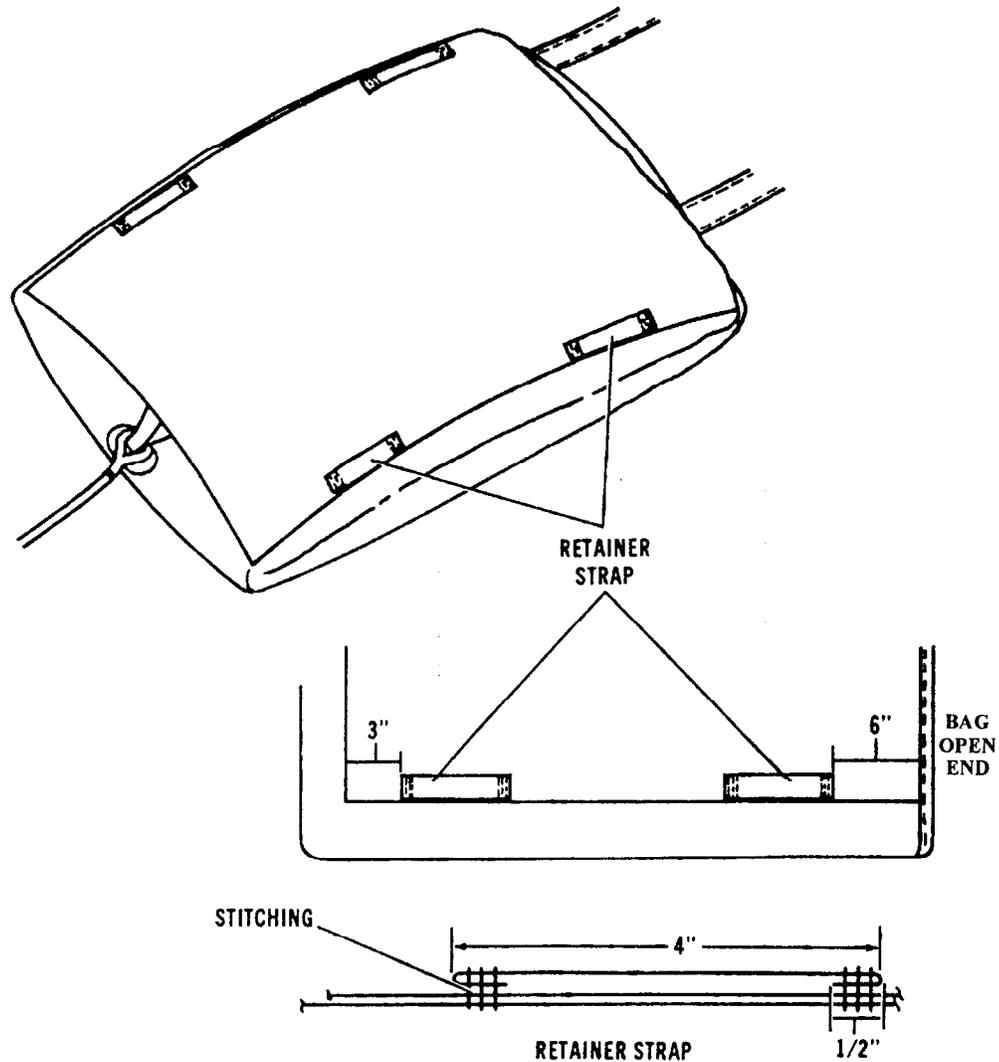
Note: The lettering must be at least 1/2-inch high.



8. Remove the static line snap assembly from the static line with bolt cutters.
9. Cut the stitching on the inside of the static line loop back 1/2 inch from the end. Start 2 inches below the cut stitching, and sew the edge of the static line 2 inches toward the cut stitching and across the static line. Sew the edge of the static line 2 inches on the other side.
10. Attach a G-14 clevis to the loop formed in step 9.
11. Using 1/2-inch high lettering, stencil the following words 1 inch below the G-14 clevis attaching loop: STATIC LINE, CARGO, T-10 ONLY. The lettering must be done with strata blue parachute ink.

Figure 3-8. T-10 parachute modified (continued)

Note: These drawings are not drawn to scale.



Step:

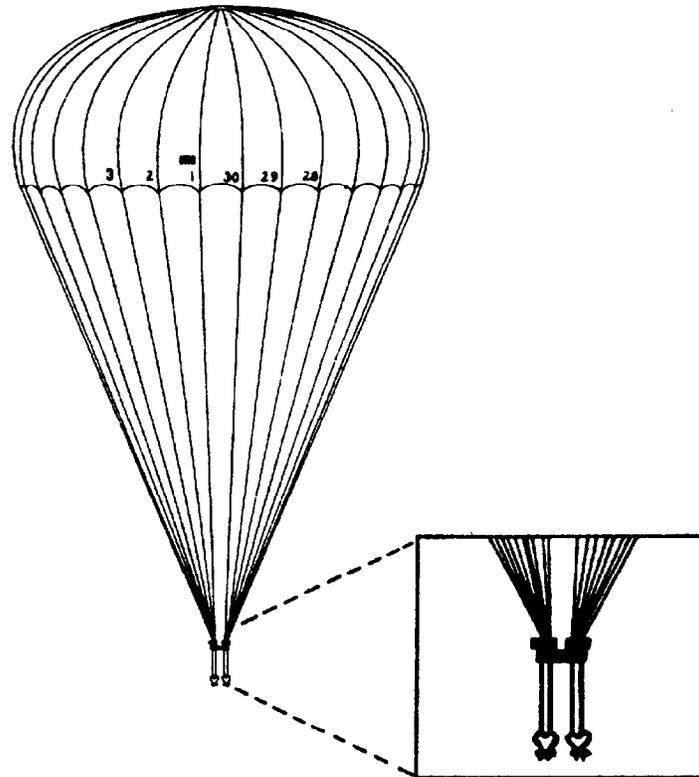
12. Cut a 5 inch length of 1-inch, type II cotton webbing, and wax the ends.

Note: If 1-inch, type II cotton webbing is not available, 1-inch, type III nylon webbing may be substituted.

13. Make a 1/2-inch turn-under on each end of the webbing, and position the webbing as shown with the turn-unders facing down. Secure the strap by making three rows of stitching across each strap end according to TM 10-1670-276-23&P/TO 13C5-29-2 and TM 10-1670-201-23/TO 13C-1-41.

Figure 3-8. T-10 parachute modified (continued)

Note: This drawing is not drawn to scale.



Step:

14. Cover or black out the data block (except serial number) on number 1 gore and 15 gore of the parachute canopy. Stencil on the canopy (as close as possible to the original lettering) the following:

CANOPY, CARGO, NYLON
PART NUMBER 11-1-466

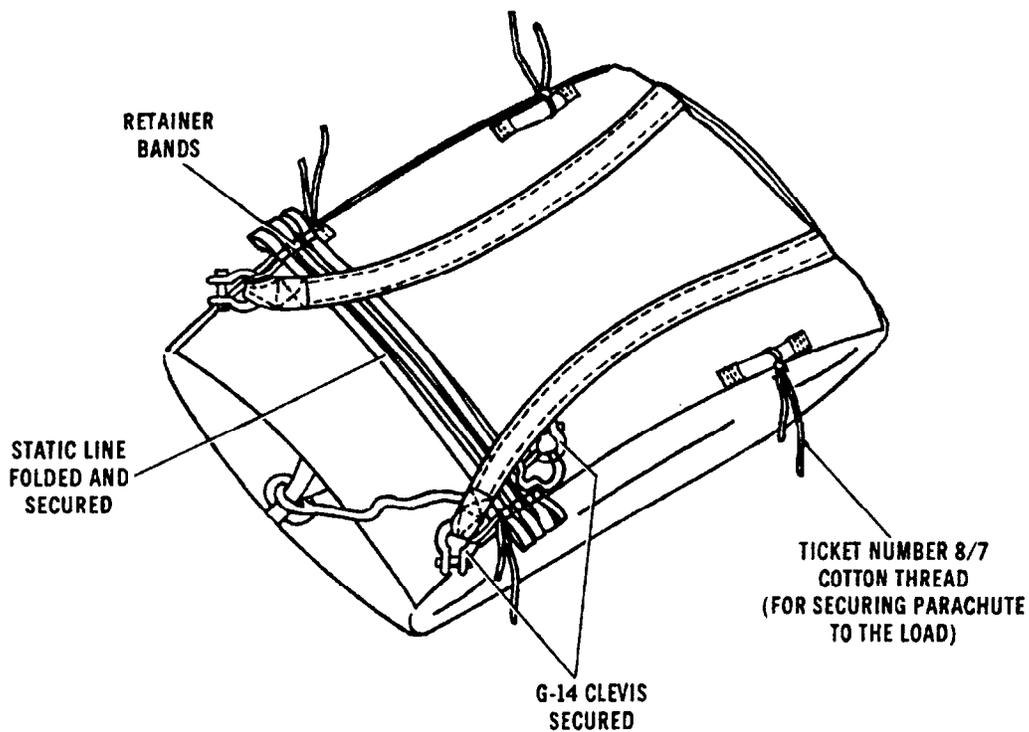
15. Remove the personnel harness from the T-10 parachute.

16. Install the riser harness as follows:

- a. Attach suspension lines 1 through 8 to the left front riser loop with an L-bar connector link.
- b. Attach suspension lines 9 through 15 to the left rear riser loop with an L-bar connector link.
- c. Attach suspension lines 16 through 22 to the right rear riser loop with an L-bar connector link.
- d. Attach suspension lines 23 through 30 to the right front riser loop with an L-bar connector link.

Figure 3-8. T-10 parachute modified (continued)

Note: This drawing is not drawn to scale.



Step:

17. Fold the static line across the deployment bag. Secure the folds to the top retainer straps with retainer bands.
18. Secure the static line clevis with a retainer band or ticket number 8/4 cotton thread.
19. Secure each G-14 clevis attached to the riser harness to the retainer straps with ticket number 8/4 cotton thread to store the parachute.

Note: When installing the parachute on the load, secure the parachute to convenient points on the load with ticket number 8/7 cotton thread attached to each retainer strap.

Figure 3-8. T-10 parachute modified (continued)

Table 3-2. Equipment required for modifying the T-10 parachute

National Stock Number	Item	Quantity
1670-00-590-9909	Bag, deployment	1
1670-01-247-7151	Canopy, 35-ft diam, T-10C	1
1670-00-568-0323	Band, retainer	As required
4030-00-678-8560	Shackle, 3/8-in diam (G-14 clevis)	2
8310-00-917-3944	Thread, cotton, ticket number 8/4	As required
8310-00-917-3945	Thread, cotton, ticket number 8/7	As required
8310-00-267-3027	Thread, nylon, size 3, OD	As required
	or	
8310-00-248-9714	Thread, nylon, size 3, NT	As required
	Webbing:	
8305-00-268-2411	Cotton, 1/4-in, type I	As required
8305-00-281-3315	Cotton, 1-in, type II	As required
	or	
8305-01-062-7050	Nylon, 1-in, type III	As required
8305-00-261-8585	Nylon, type VIII, OD	As required
	or	
8305-00-263-3591	Nylon, type VIII, NT	As required

4-4. Installing Parachute

Install a 68-inch pilot parachute, a T-10 modified cargo, or a G-14 cargo parachute on the load according to Chapter 3.

4-5. Marking Rigged Load

Mark the rigged load according to Chapter 1. Compute the rigged load data. See Figure 4-5 for rigged load data for two-, three-, and four-strap loads.

4-6. Equipment Required

Use the equipment listed in Table 4-1 to rig a four-strap load for low-velocity airdrop as shown in Figure 4-5.

CAUTION

Make the final inspection required by Chapter 1 before the load leaves the rigging site. If the load includes hazardous material as defined in AFJMAN 24-204/TM 38-250, complete Shipper's Declaration for Dangerous Goods form.



RIGGED LOAD DATA

Container	Parachute	Weight (without parachute)
A-7A (two strap)	One 68-inch	30 - 50 pounds
	Three 68-inch	51 - 200 pounds
	T-10 modified	90 - 300 pounds
	G-14	200 - 300 pounds
A-7A (three strap)	One 68-inch	30 - 50 pounds
	Three 68-inch	51 - 200 pounds
	T-10 modified	90 - 400 pounds
	G-14	200 - 400 pounds
A-7A (four strap) (shown)	One 68-inch	30 - 50 pounds
	Three 68-inch	51 - 200 pounds
	T-10 modified	90 - 500 pounds
	G-14	200 - 500 pounds

Figure 4-5. Typical four-strap load rigged for low-velocity paratroop door airdrop

Table 4-1. Equipment required for rigging the four-strap A-7A load for low-velocity paratroop door airdrop

National Stock Number	Item	Quantity
4020-00-240-2146 8135-00-664-6958	Cord, nylon, type III, 550-lb Cushioning material, packaging, cellulose wadding	As required As required
1670-00-753-3928	Pad, energy-dissipating, honeycomb	As required
1670-00-999-2658	Parachute, cargo, G-14	1
1670-00-251-1153	Sling assembly, cargo, airdrop, A-7A	1
7510-00-266-6710	Tape, masking, 2-in	As required
	Webbing:	
8305-00-268-2411	Cotton, 1/4-in, type I	As required
8305-00-082-5752	Nylon, tubular, 1/2-in	As required

Section II

LOW-VELOCITY AIRDROP FROM RAMP

4-7. Description of Load

A-7A containers are rigged for drop off the ramp of an aircraft. The load is rigged the same as paratroop door drops but it must have a skid board attached. The skid board must be 2 inches wider than the roller conveyors. On Air Force aircraft, the minimum width of the skid board is 42 inches. The weight range for ramp drops is 200 to 500 pounds without the weight of the parachute. The T-10 modified cargo or G-14 cargo parachute is the only parachute used on low-velocity ramp drops. Table 3-1 gives the weight ranges.

4-8. Preparing Skid Board

Prepare a skid board as shown in Figure 4-6.

4-9. Placing Honeycomb and Positioning Straps

Place the honeycomb on the skid board as shown in Figure 4-7. Position the straps the same as shown in Section I of this chapter.

4-10. Positioning Load and Securing Straps

Position the load and secure the straps as shown in Section I of this chapter.

4-11. Securing Skid Board

Secure the skid board to a three-strap load as shown in Figure 4-8. Adapt the procedures in Figure 4-8 for a two-strap load. Secure the skid board to a four-strap load as shown in Figure 4-9.

4-12. Installing Parachute

Install a T-10 modified cargo or a G-14 cargo parachute on the load according to Chapter 3.

4-13. Marking Rigged Load

Mark the rigged load according to Chapter 1. Compute the rigged load data.

4-14. Equipment Required

Use the equipment listed in Table 4-2 to rig a four-strap load for low-velocity ramp airdrop as shown in Figure 4-10.

CAUTION

Make the final inspection required by Chapter 1 before the load leaves the rigging site. If the load includes hazardous material as defined in AFJMAN 24-204/TM 38-250, complete Shipper's Declaration for Dangerous Goods form.

**RIGGED LOAD DATA**

Weight (without parachute)	200 - 500 pounds
Parachute	G-14

Figure 4-10. Four-strap A-7A load rigged for low-velocity ramp airdrop

Table 4-2. Equipment required for rigging the four-strap A-7A load for low-velocity ramp airdrop

National Stock Number	Item	Quantity
4020-00-240-2146	Cord, nylon, type III, 550-lb	As required
8135-00-664-6958	Cushioning material, packaging, cellulose wadding	As required
1670-00-753-3928	Pad, energy-dissipating, honeycomb	As required
1670-00-999-2658	Parachute, cargo, G-14	1
5530-00-129-7777	Plywood: 1/2- by 48- by 96-in	1 sheet
5530-00-128-4981	<u>or</u> 3/4- by 48- by 96-in	1 sheet
1670-00-251-1153	Sling assembly, cargo, airdrop, A-7A	1
7510-00-266-6710	Tape, masking, 2-in	As required
8305-00-268-2411	Webbing: Cotton, 1/4-in, type I	As required
8305-00-082-5752	Nylon, tubular, 1/2-in	As required

4-20. Securing Straps

Secure the straps according to Section I of this chapter.

4-21. Securing Skid Board

Secure the skid board to the load as shown in Section II of this chapter.

4-22. Installing Parachute

Install the parachute on the load according to Chapter 3.

4-23. Marking Rigged Load

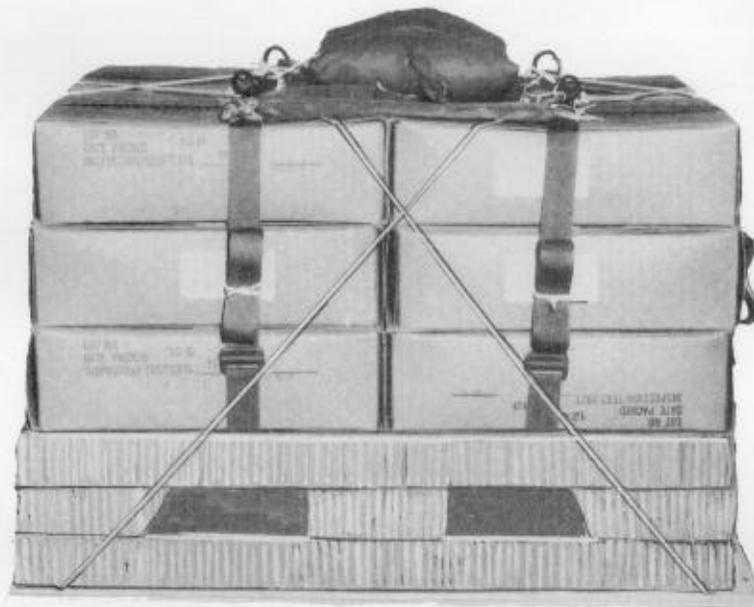
Mark the rigged load according to Chapter 1. Compute the rigged load data.

4-24. Equipment Required

Use the equipment listed in Table 4-3 to rig a four-strap load for high-velocity airdrop as shown in Figure 4-12. ■

CAUTION

Make the final inspection required by Chapter 1 before the load leaves the rigging site. If the load includes hazardous material as defined in AFJMAN 24-204/TM 38-250, complete Shipper's Declaration for Dangerous Goods form.



RIGGED LOAD DATA

Parachute	Weight (without parachute)
* One 68-inch	75 - 150 pounds
Three 68-inch	151 - 500 pounds
* 12-foot, high-velocity cargo (shown)	151 - 500 pounds
15-foot (modified for high-velocity)	151 - 500 pounds
* Primary parachute	

Figure 4-12. Four-strap A-7A load rigged for high-velocity ramp airdrop

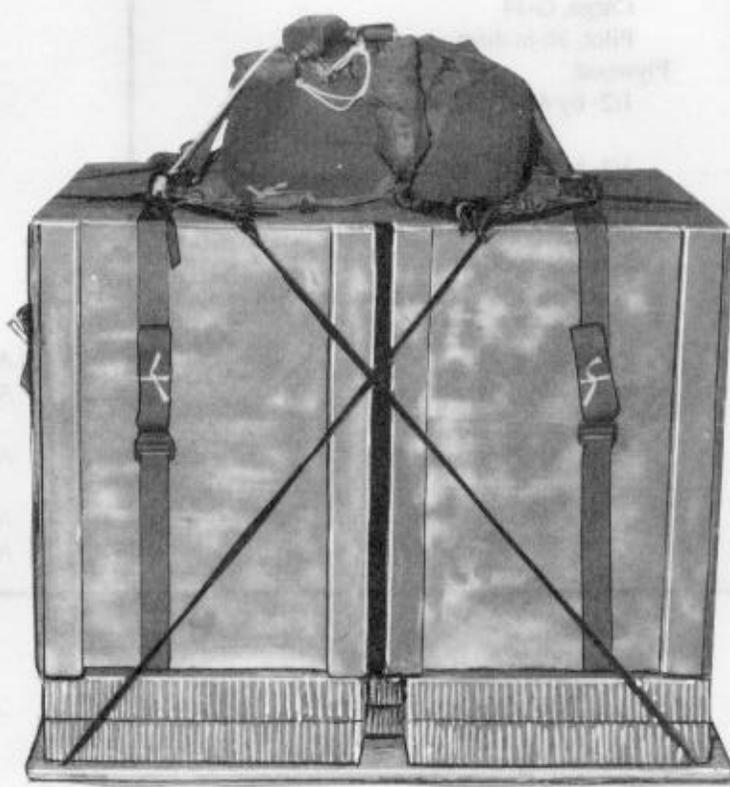
4-29. Marking Rigged Load

Mark the rigged load according to Chapter 1. Compute the rigged load data.

4-30. Equipment Required

Use the equipment listed in Table 4-4 to rig the load as shown in Figure 4-14.

CAUTION
 Make the final inspection required by Chapter 1 before the load leaves the rigging site. If the load includes hazardous material as defined in AFJMAN 24-204/TM 38-250, complete Shipper's Declaration for Dangerous Goods form.



RIGGED LOAD DATA	
Weight (without parachute)	200 - 500 pounds
Parachute	G-14

Figure 4-14. A-7A container load rigged for HAARS

Table 4-4. Equipment required for rigging an A-7A container load for HAARS

National Stock Number	Item	Quantity
1670-01-071-5022	Altitude sensor, parachute unit;	1
1377-01-064-4927	Cutter assembly	(1)
1670-01-064-4926	Sensor w retention line	(1)
1670-01-121-0954	Bag, deployment w static line (HAARS) (for 30-inch parachute)	1
4020-00-240-2146	Cord, nylon, type III, 550-lb	As required
1670-01-121-0766	Line, deployment (HAARS), 53-in	1
1670-00-217-2421	Link assembly, L-bar type	5
1670-00-753-3928	Pad, energy-dissipating, honeycomb Parachute:	As required
1670-00-999-2658	Cargo, G-14	1
1670-01-121-5819	Pilot, 30-in diam	1
5530-00-129-7777	Plywood: 1/2- by 48- by 96-in	1 sheet
5530-00-128-4981	or 3/4- by 48- by 96-in	1 sheet
1670-00-251-1153	Sling assembly, cargo, airdrop, A-7A	1
1670-00-738-5878	Strap: Connector, 60-in	2
1670-01-121-0767	Webbing, nylon (shear strap), 70-in (HAARS)	1
7510-00-266-6710	Tape, masking, 2-in	As required
8310-01-102-4478	Thread, cotton, ticket number 8/7	As required
8305-00-268-2411	Webbing: Cotton, 1/4-in, type I	As required
8305-00-082-5752	Nylon, tubular: 1/2-in	As required
8305-00-268-2455	1-in	As required

PART THREE RIGGING A-21 CONTAINER LOADS

CHAPTER 5 GENERAL INFORMATION AND PROCEDURES

5-1. A-21 Cargo Bag Assembly

The A-21 cargo bag assembly is an adjustable airdrop container. It consists of a sling assembly and a 97- by 115-inch canvas cover. The sling assembly consists of the sling portion with a scuff pad attached, two O-ring

straps, three quick-release straps, and one quick-release strap with a quick-release assembly attached. Figure 5-1 shows an A-21 cargo bag assembly.

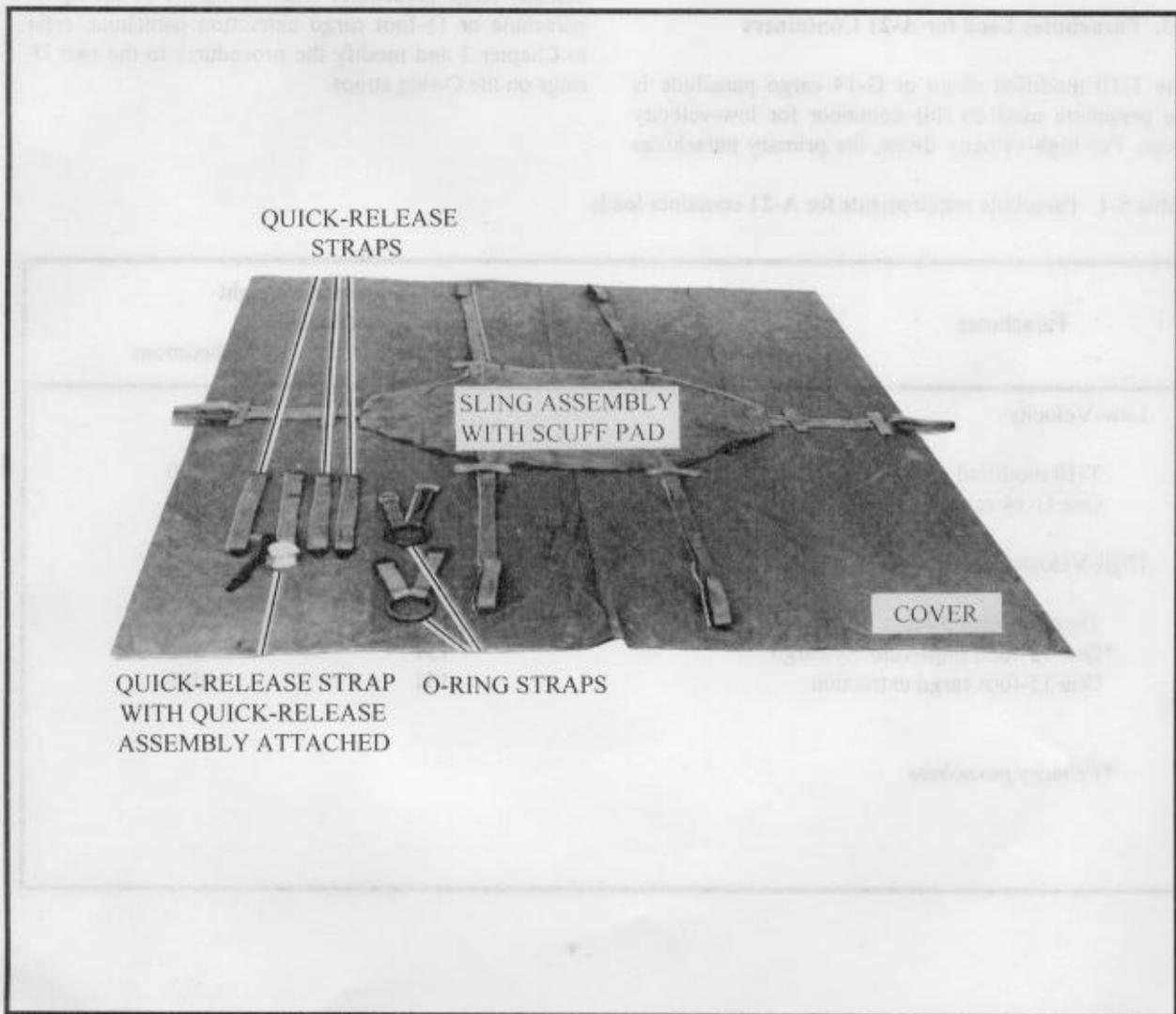


Figure 5-1. A-21 cargo bag assembly

5-2. Capabilities of A-21 Bag

The A-21 container can be dropped from Army and Air Force aircraft. It can exit either through paratroop doors or off the ramp. The container can be rigged for low velocity, high velocity, or HAARS. The container is capable of dropping loads up to 500 pounds of rigged weight, excluding the weight of the parachute. When dropped from the paratroop doors, the load must weigh a minimum of 11 pounds per square foot. When dropped from the ramp, the load must weigh a minimum of 28 pounds per square foot. Table 5-1 lists parachutes used with this container and the weight restriction.

5-3. Parachutes Used for A-21 Containers

The T-10 modified cargo or G-14 cargo parachute is the parachute used on this container for low-velocity drops. For high-velocity drops, the primary parachutes

are three 68-inch pilot parachutes or one 12-foot, high-velocity cargo parachute. If a 12-foot, high-velocity cargo parachute is not available, a 15-foot, cargo extraction parachute may be used. Table 5-1 gives the weight ranges.

5-4. Installation of Parachutes on A-21 Containers

All parachutes used on A-21 loads are installed to the two D-rings located on the O-ring straps. Figure 5-2 shows how to install the G-14 cargo parachute. Steps similar to the G-14 cargo parachute installation are used when installing the T-10 modified cargo parachute. Figure 5-3 shows how to install the 12-foot, high-velocity cargo parachute. When using the 68-inch pilot parachute or 15-foot cargo extraction parachute, refer to Chapter 3 and modify the procedures to the two D-rings on the O-ring straps.

Table 5-1. Parachute requirements for A-21 container loads

Parachutes	Suspended Weight (Pounds)	
	Minimum	Maximum
Low-Velocity		
T-10 modified cargo	90	500
One G-14 cargo	200	500
High-Velocity		
Three 68-inch pilot	151	500
*One 12-foot, high-velocity cargo	151	500
One 15-foot cargo extraction	151	500
*Primary parachute		

6-5. Installing Parachute

Install the T-10 modified cargo or the G-14 cargo parachute according to Paragraph 5-4.

6-7. Equipment Required

Use the equipment listed in Table 6-1 to rig the load as shown in Figure 6-3.

6-6. Marking Rigged Load

Marked the rigged load according to Chapter 1. Compute the rigged load data.

CAUTION

Make the final inspection required by Chapter 1 before the load leaves the rigging site. If the load includes hazardous material as defined in AFJMAN 24-204/TM 38-250, complete Shipper's Declaration for Dangerous Goods form.



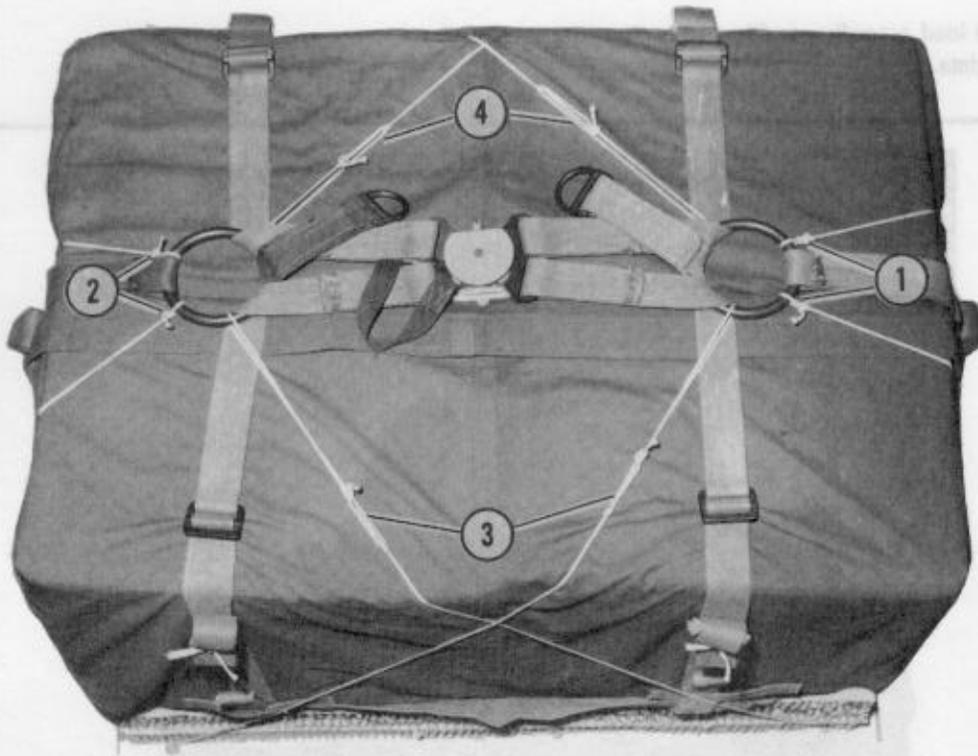
RIGGED LOAD DATA

Weight (without parachute)	200 - 500 pounds
Parachute	G-14

Figure 6-3. A-21 container load rigged for low-velocity paratroop door airdrop

Table 6-1. Equipment required for rigging the A-21 container load for low-velocity paratroop door airdrop

National Stock Number	Item	Quantity
1670-00-242-9173 8135-00-664-6958	Bag, cargo, A-21 Cushioning material, packaging, cellulose wadding	1 As required
1670-00-999-2658 8105-00-285-4744 8305-00-268-2411	Parachute, cargo, G-14 Sandbag Webbing, cotton, 1/4-in, type I	1 As required As required



- ① Tie the two lengths of type III nylon cord on the right side of the load to the top right O-ring with three half-hitch knots and a knot in the running end. These ties will not cross each other.
- ② Repeat step 1 using the lengths on the left side.
- ③ Using the front right length of cord, cross it over the load and tie it to the left O-ring with a trucker's hitch knot and an overhand knot in the running end. Repeat with the left front length of cord to the right O-ring. Ties should form an "X."
- ④ Repeat step 3 using the lengths on the rear.

Figure 6-5. Skid board secured

6-14. Installing Parachute

Install the T-10 modified cargo or the G-14 cargo parachute to the load according to Paragraph 5-4.

6-16. Equipment Required

Use the equipment listed in Table 6-2 to rig the load shown in Figure 6-6.

6-15. Marking Rigged Load

Mark the rigged load according to Chapter 1. Compute the rigged load data.

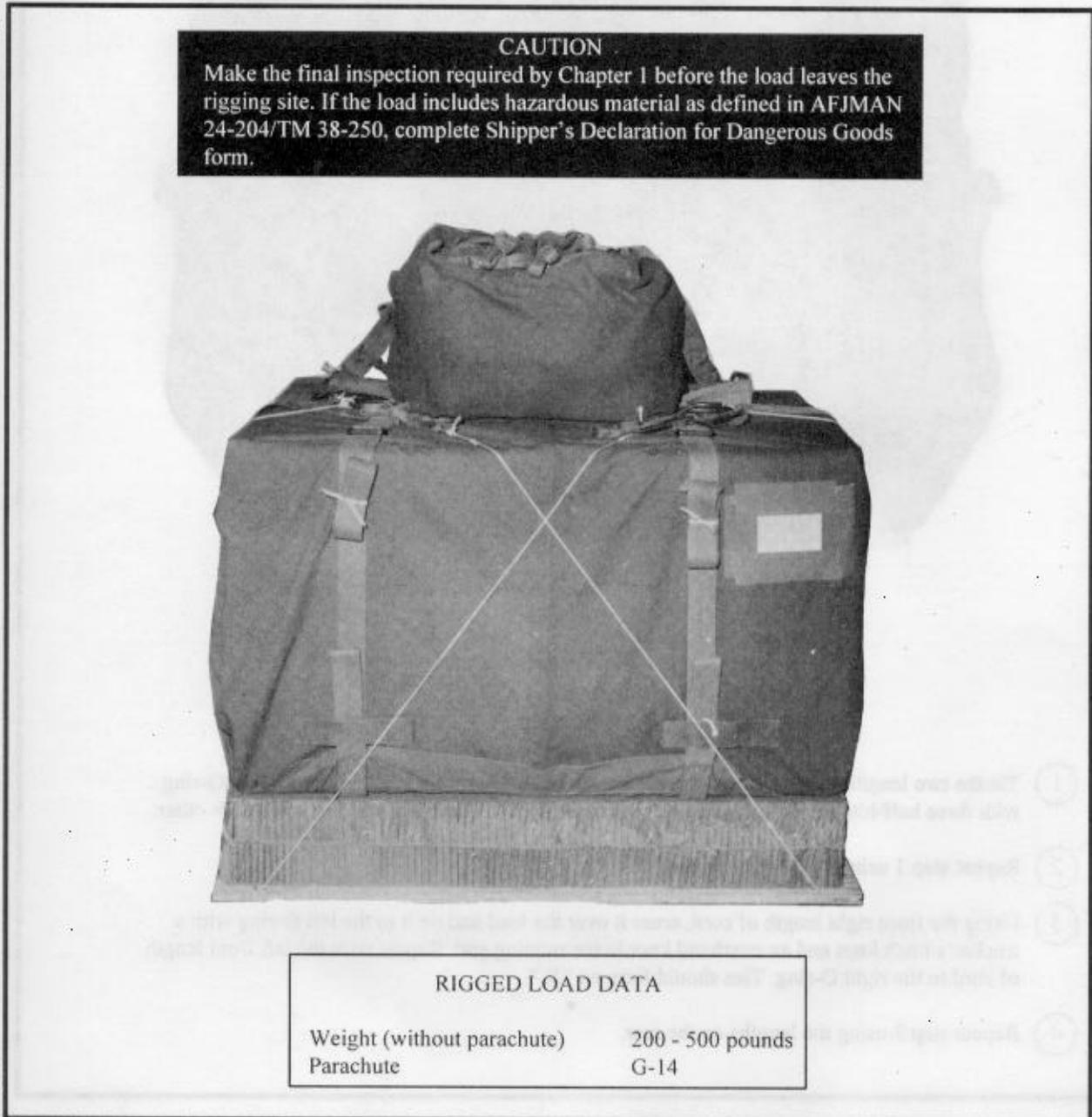
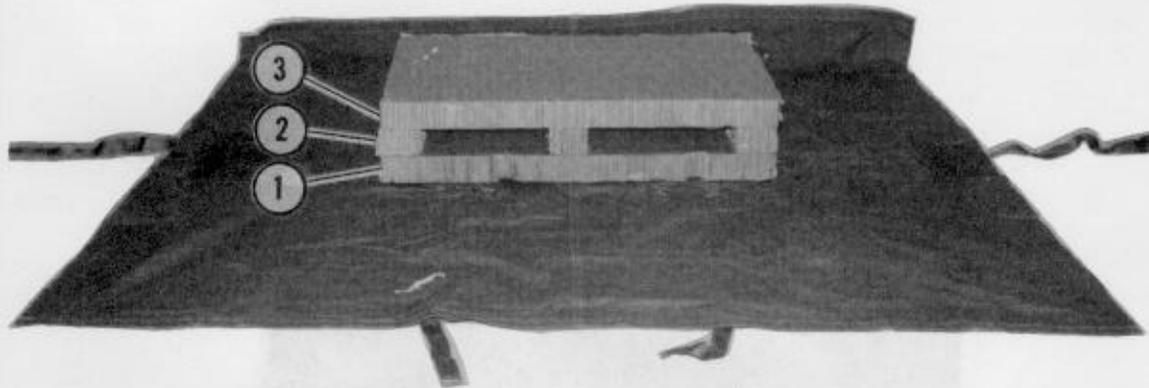


Figure 6-6. A-21 container load rigged for low-velocity ramp airdrop

Note: Glue the stack together.



- 1 Cut one piece of honeycomb at least the size of the base of the load. Center it on the container. Glue it to the container if desired.
- 2 Cut three pieces of honeycomb 3 inches wide and the length of the honeycomb cut in step 1. Center one piece on top of the first layer of honeycomb. Place one piece of honeycomb even with each side edge.
- 3 Cut another piece of honeycomb the same size as in step 1, and place it on top of the second layer of honeycomb.

Figure 6-7. Honeycomb prepared and positioned

6-21. Positioning Container and Load

Position the container and load according to paragraph 6-3.

6-22. Rigging Container

Rig the container according to paragraph 6-4.

6-23. Securing Skid Board

Secure the skid board according to paragraph 6-13.

6-24. Installing Parachute

Install the parachute according to Chapters 3 and 5.

6-25. Marking Rigged Load

Mark the rigged load according to Chapter 1. Compute the rigged load data.

6-26. Equipment Required

Use the equipment listed in Table 6-3 to rig the load shown in Figure 6-8.

CAUTION

Make the final inspection required by Chapter 1 before the load leaves the rigging site. If the load includes hazardous material as defined in AFJMAN 24-204/TM 38-250, complete Shipper's Declaration for Dangerous Goods form.



RIGGED LOAD DATA

Parachute	Weight (without parachute)
Three 68-inch	151 - 500 pounds
* 12-foot, high-velocity cargo (shown)	151 - 500 pounds
15-foot (modified for high-velocity)	151 - 500 pounds
* Primary parachute	

Figure 6-8. A-21 container load rigged for high-velocity airdrop

CAUTION

Make the final inspection required by Chapter 1 before the load leaves the rigging site. If the load includes hazardous material as defined in AFJMAN 24-204/TM 38-250, complete Shipper's Declaration for Dangerous Goods form.

**RIGGED LOAD DATA**

Weight (without parachute)	200 - 500 pounds
Height (with parachute)	41 inches
Width	27 inches
Length	42 inches
Parachute	G-14

Figure 6-9. A-21 container load rigged for HAARS

Table 6-4. Equipment required for rigging an A-21 container load for HAARS

National Stock Number	Item	Quantity
1670-01-071-5022	Altitude sensor, parachute unit:	1
1377-01-064-4927	Cutter assembly	(1)
1670-01-064-4926	Sensor w retention line	(1)
	Bag:	
1670-00-242-9173	Cargo, A-21	1
1670-01-121-0954	Deployment w static line (HAARS) (for 30-inch parachute)	1
4020-00-240-2146	Cord, nylon, type III, 550-lb	As required
1670-01-121-0766	Line, deployment (HAARS)	1
1670-00-217-2421	Link assembly, link, L-bar type	5
1670-00-753-3928	Pad, energy-dissipating, honeycomb	As required
	Parachute:	
1670-00-999-2658	Cargo, G-14	1
1670-01-121-5819	Pilot, 30-in diam	1
5530-00-128-4981	Plywood, 3/4- by 48- by 96-in	1 sheet
	Strap:	
1670-00-738-5878	Connector, 60-in	2
1670-01-121-0767	Webbing, nylon (shear strap), 70-in (HAARS)	1
7510-00-266-6710	Tape, masking, 2-in	As required
8310-01-102-4478	Thread, cotton, ticket number 8/7	As required
	Webbing:	
8305-00-268-2411	Cotton, 1/4-in, type I	As required
	Nylon, tubular:	
8305-00-082-5752	1/2-in	As required
8305-00-268-2455	1-in	As required

CHAPTER 7 RIGGING SPECIFIC A-21 LOADS

Section I RIGGING GLLD FOR LOW-VELOCITY AIRDROP

7-1. Description of Load

The Ground Laser Location Designator (GLLD) is rigged in an A-21 cargo bag with one G-14 parachute. Three A-7A straps are also needed to secure equipment within the container to the skid board. The GLLD components are the tripod, night vision sight and battery, laser designator in a backpack, batteries, traversing unit and batteries, vehicle power conditioner, cables, and collimator. Four cases of rations are dropped with the GLLD.

7-2. Preparing Skid Boards

Prepare two skid boards as shown in Figure 7-1.

7-3. Placing Honeycomb and Top Skid Board

Place honeycomb and top skid board as shown in Figure 7-2.

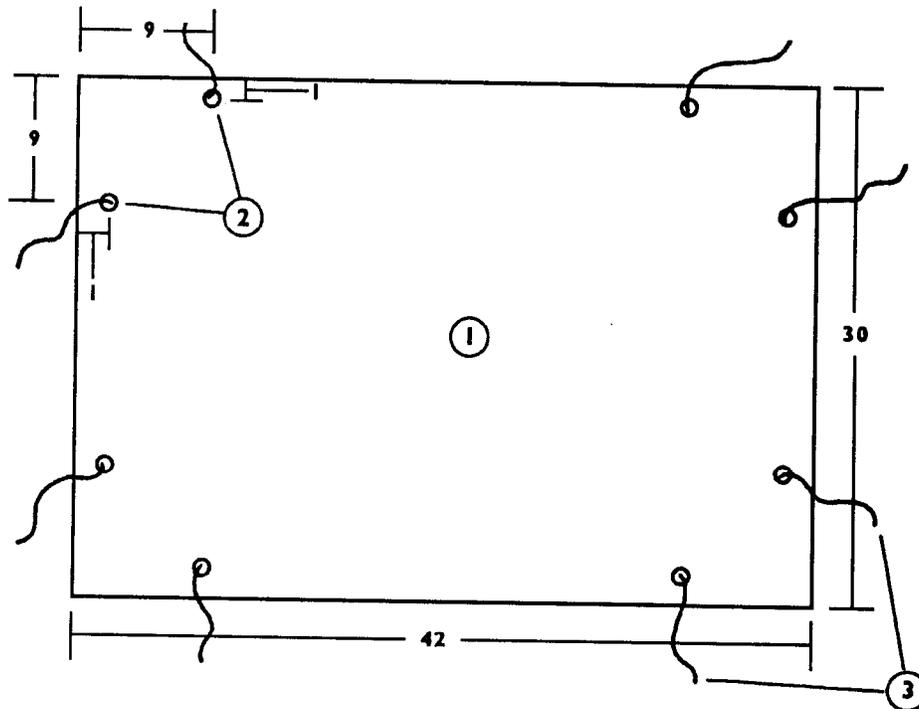
7-4. Rigging GLLD

Rig the GLLD according to Figure 7-3.

7-5. Installing Parachute

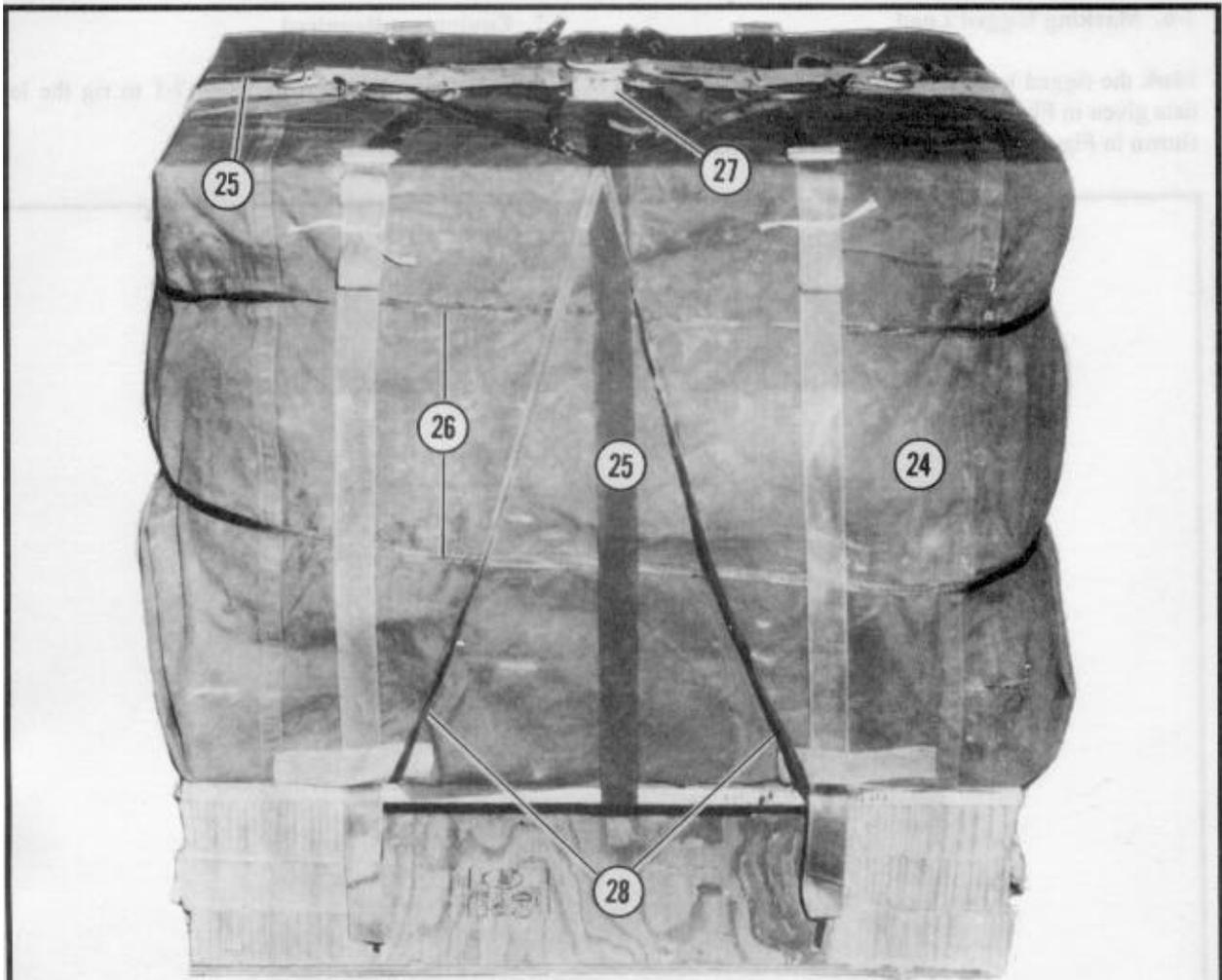
Install the G-14 cargo parachute according to Chapter 5.

- Notes:**
1. This drawing is not drawn to scale.
 2. All dimensions are given in inches.
 3. The skid board is ramp-compatible, NOT CVRS-compatible.



- 1 Cut two 3/4- by 30- by 42-inch pieces of plywood.
- 2 Drill eight 1/2-inch holes in each piece of plywood as shown above.
- 3 Place one piece of plywood on a flat surface. Cut four 13-foot lengths of 1/2-inch tubular nylon webbing. Pass a length of webbing through each set of holes in the plywood.

Figure 7-1. Skid boards prepared



- ②3 Using scrap pieces of honeycomb and other padding material, square off the top of the load. Place a 3/4- by 30- by 42-inch piece of plywood (not shown) on top of the load.
- ②4 Fold the cover over the load. Fold under the excess cover.
- ②5 Using two A-7A straps, route one of the straps between the skid board and the second piece of plywood from front to rear. Bring the strap over the load and secure it. Repeat step for the other strap, but route it from left to right.
- ②6 Using two 14-foot lengths of 1/2-inch tubular nylon webbing, route one length around the load about one-third of the way up the load. Secure it tight with a trucker's hitch knot. Repeat step for second length two-thirds of the way up the load.
- ②7 Finish closing the container according to Figure 6-2.
- ②8 Secure the skid board to the load according to Figure 6-5.

Figure 7-3. GLLD rigged (continued)

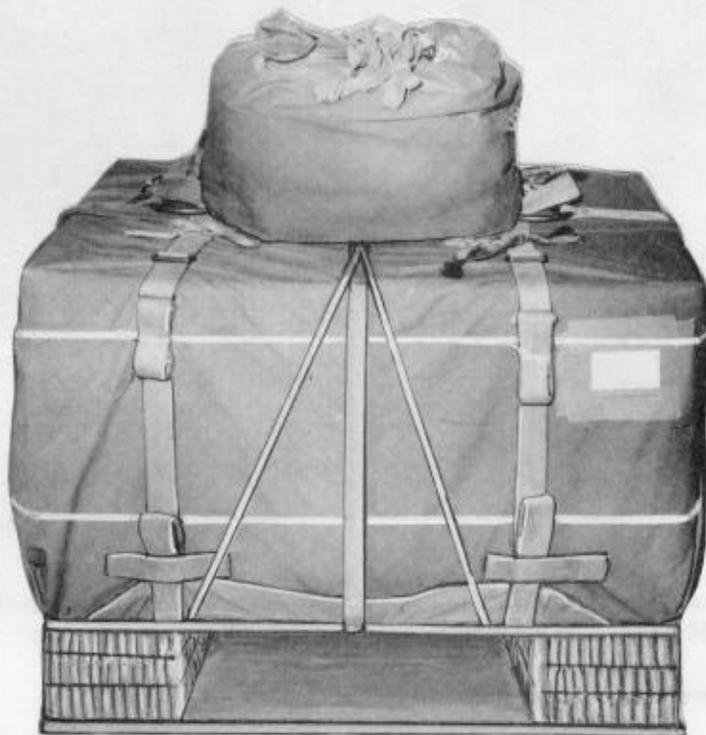
7-6. Marking Rigged Load

Mark the rigged load according to Chapter 1 using the data given in Figure 7-4. If the load varies from the one shown in Figure 7-4, recompute the rigged load data.

7-7. Equipment Required

Use the equipment listed in Table 7-1 to rig the load shown in Figure 7-4.

CAUTION
 Make the final inspection required by Chapter 1 before the load leaves the rigging site. If the load includes hazardous material as defined in AFJMAN 24-204/TM 38-250, complete Shipper's Declaration for Dangerous Goods form.



RIGGED LOAD DATA	
Weight (with parachute)	395 pounds
Height (with parachute)	42 inches
Width	42 inches
Length	30 inches
Parachute	G-14

Figure 7-4. GLLD rigged in an A-21 cargo bag for low-velocity airdrop

7-14. Rigging Container

Rig the container according to Figure 6-2. Place the container on the honeycomb prepared in Figure 7-7. Secure the skid board to the container as shown in Figure 6-5.

7-15. Installing Parachute

Install the G-14 cargo parachute according to Chapter 5.

7-16. Marking Rigged Load

Mark the rigged load according to Chapter 1 using the data given in Figure 7-9. If the load varies from the one shown in Figure 7-9, recompute the rigged load data.

7-17. Equipment Required

Use the equipment listed in Table 7-2 to rig the load shown in Figure 7-9.

CAUTION

Make the final inspection required by Chapter 1 before the load leaves the rigging site. If the load includes hazardous material as defined in AFJMAN24-204/TM 38-250, complete Shipper's Declaration for Dangerous Goods form.

**RIGGED LOAD DATA**

Weight (with parachute)	292 pounds
Height (with parachute)	55 inches
Width	24 inches
Length	34 inches
Parachute	G-14

Figure 7-9. ATCF rigged for low-velocity airdrop

Table 7-1. Equipment required for rigging the ATCF for low-velocity airdrop

National Stock Number	Item	Quantity
8040-00-273-8713	Adhesive, paste, 1-gal	As required
1670-00-242-9173	Bag, cargo, A-21	1
8135-00-664-6958	Cushioning material, packaging,	
	cellulose wadding	As required
8305-00-958-3685	Felt, 1/2-in thick	As required
1670-00-753-3928	Pad, energy-dissipating, honeycomb,	
	3- by 36- by 96-in:	2 sheets
	3- by 12-in	(4)
	3- by 24-in	(6)
	9- by 18-in	(2)
	12- by 4-in	(2)
	24- by 34-in	(5)
1670-00-999-2658	Parachute, cargo, G-14	1
5530-00-128-4981	Plywood, 3/4- by 48- by 96-in	1 sheet
8305-00-074-5124	Tape, adhesive, 2-in	As required
	Webbing:	
8305-00-268-2411	Cotton, 1/4-in, type I	As required
8305-00-082-5752	Nylon, tubular, 1/2-in	As required

PART FOUR RIGGING A-22 CONTAINER LOADS

CHAPTER 8 GENERAL INFORMATION FOR A-22 LOADS

8-1. A-22 Cargo Bag Assembly

The A-22 cargo bag assembly, shown in Figure 8-1, is an adjustable cotton duck cloth/nylon and nylon webbing container. It consists of a sling assembly, a cover, and four suspension webs. The load may be rigged with or without the cover.

8-2. A-22 Skid Board

CAUTION: When the skid board is locally fabricated, AC grade plywood must be used. Make sure the smooth side is facing down on the rollers.

The standard skid board is 1 by 48 by 48 inches for both low- and high-velocity drops. When dropping low-velocity loads weighing 501 to 1,600 pounds, the 3/4-inch thick skid board may be used. The skid board has sixteen 1/2-inch holes (four in each side), which are used to secure the skid board to the load. The skid board ties are made of 1/2-inch (or 5/8-inch) tubular nylon webbing. The length will vary according to the layers of honeycomb. Steel strapping will not be used to secure the skid board to the load unless specific rigging procedures authorize it.

NOTE 1: The steel strapping must not touch the aircraft's rollers.

NOTE 2: For loads using a 48- by 53 1/2-inch skid board, 53 1/2- by 96-inch skid board, or steel strapping on skid board, see paragraph 2-6 and Table 2-4.

8-3. A-22 Container Limitations

The A-22 load has a weight restriction of 501 to 2,200 pounds, excluding the weight of the parachute. Ensure the load weighs the minimum of 28 pounds per square foot. The height of the load will not exceed 83 inches unless specific rigging procedure authorizes it. The width of the load must not exceed 48 inches.

NOTE : If the load is smaller than the length of the skid board, place honeycomb filler sheets vertically inside the A-22 container. The length of the A-22 container should equal the length of the skid board. This prevents the A-22 containers from shifting when the loads are restrained in the aircraft.

NOTE : Any overhang must be placed lengthwise in the aircraft.

8-4. Double A-22 Cargo Bag

The double A-22 cargo bag is made using two A-22 cargo bags. The skid board is constructed of a 1- by 48- by 96-inch piece of plywood. When dropping loads weighing 900 to 1,600 pounds, the 3/4-inch thick skid board may be used. The skid board has twenty-four 1/2-inch holes used for skid board ties. Ensure the load weighs the minimum of 28 pounds per square foot. This load will also be rigged with the double "X" skid board ties.

CAUTION: When rigging double A-22 loads, make sure cotton and nylon sling assemblies are NOT mixed.

8-5. Stretch A-22 Cargo Bag

The stretch A-22 cargo bag is made using two A-22 cargo bags. The skid board is constructed of a 1- by 48- by 72-inch piece of plywood. When dropping loads weighing 900 to 1,600 pounds, the 3/4-inch thick skid board may be used. The skid board has twenty-four 1/2-inch holes used for skid board ties. Ensure the load weighs the minimum of 28 pounds per square foot. This load will also be rigged with the double "X" skid board ties.

8-6. Assembly Line Rigging

When assembly line rigging is used for A-22 loads, only five stations are needed. FM 10-500-9 covers setting up the rigging line and stations. The five stations are laying out containers and preparing base, positioning load, rigging load, installing parachute, and inspecting the rigged load.

8-7. Inspection of Load

The A-22 load must be inspected by a qualified rigger. While being rigged, this load should be supervised or rigged by a parachute rigger. DD Form 1748-1 must be completed before airdrop.

8-8. Parachutes Used

There are two types of parachutes used for A-22 loads, depending on whether the load is being dropped for low or high velocity. Each category has a primary and alternate parachute. The alternate should be used only when the primary is not available.

a. Low-Velocity Drops.

(1) *Primary Parachute.* The G-12E cargo parachute is the primary parachute for A-22 loads dropped at low velocity. It is rated for 501 to 2,200 pounds of suspended weight. A 68-inch pilot parachute is installed on the G-12E cargo parachute to deploy it. Other parachutes may be used to deploy the G-12E cargo parachute; however, the specific manual must give the procedures. TM 10-1670-281-23&P/TO 13C5-32-2 covers the inspection and packing of the G-12E cargo parachute and its 68-inch pilot parachute.

NOTE: Suspended weight is the total weight of the load without the parachute attached.

(2) *Alternate Parachute.* The G-14 cargo parachute is the alternate parachute for A-22 loads dropped for low velocity. It is used in a two or three cluster. The two cluster is for loads 501 to 1,000 pounds of suspended weight and the three cluster is for loads 1,001 to 1,500 pounds of suspended weight. TM 10-1670-282-23&P/TO 13C5-30-2 covers the inspection and packing of the G-14 cargo parachute.

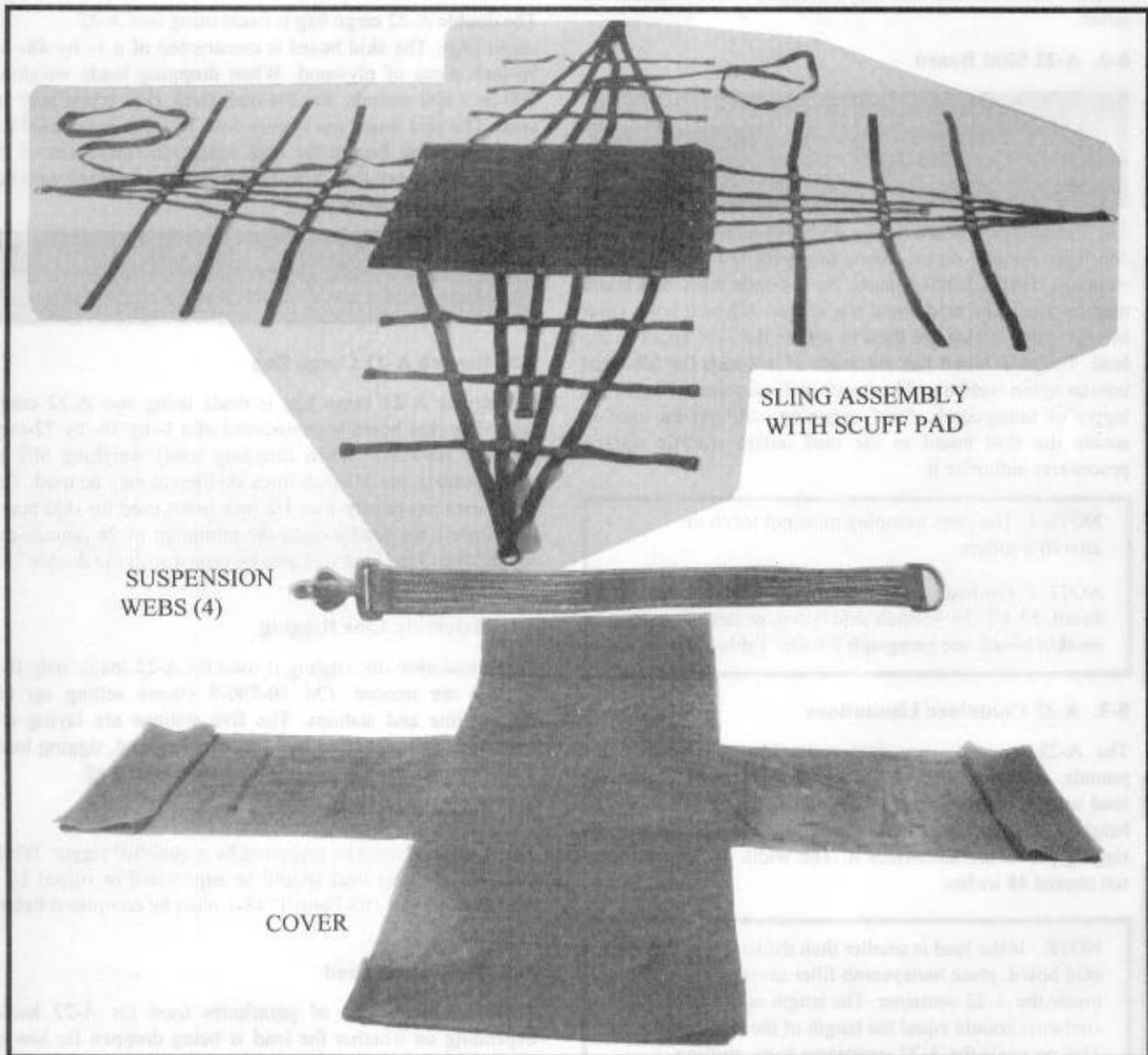


Figure 8-1. A-22 cargo bag

b. High-Velocity Drops.

NOTE: High-velocity CDS must be rigged with breakaway static lines.

(1) *Primary Parachute.* The 26-foot, high-velocity cargo parachute is the primary parachute for high-velocity A-22 load drops. The parachute is rated from 501 to 2,200 pounds. TM 10-1670-276-23&P/TO 13C5-29-2 covers the inspection and packing of the parachute.

(2) *Alternate Parachute.* The 22-foot cargo extraction parachute is the alternate parachute for A-22 high-velocity drop loads. It is rated for 501 to 2,200 pounds of suspended weight. TM 10-1670-279-23&P/TO 13C5-27-2 covers the inspection and packing of the parachute.

8-9. Installation of Parachutes

Parachutes should be installed as follows:

a. To install the G-12E cargo parachute, refer to Figure 8-2.

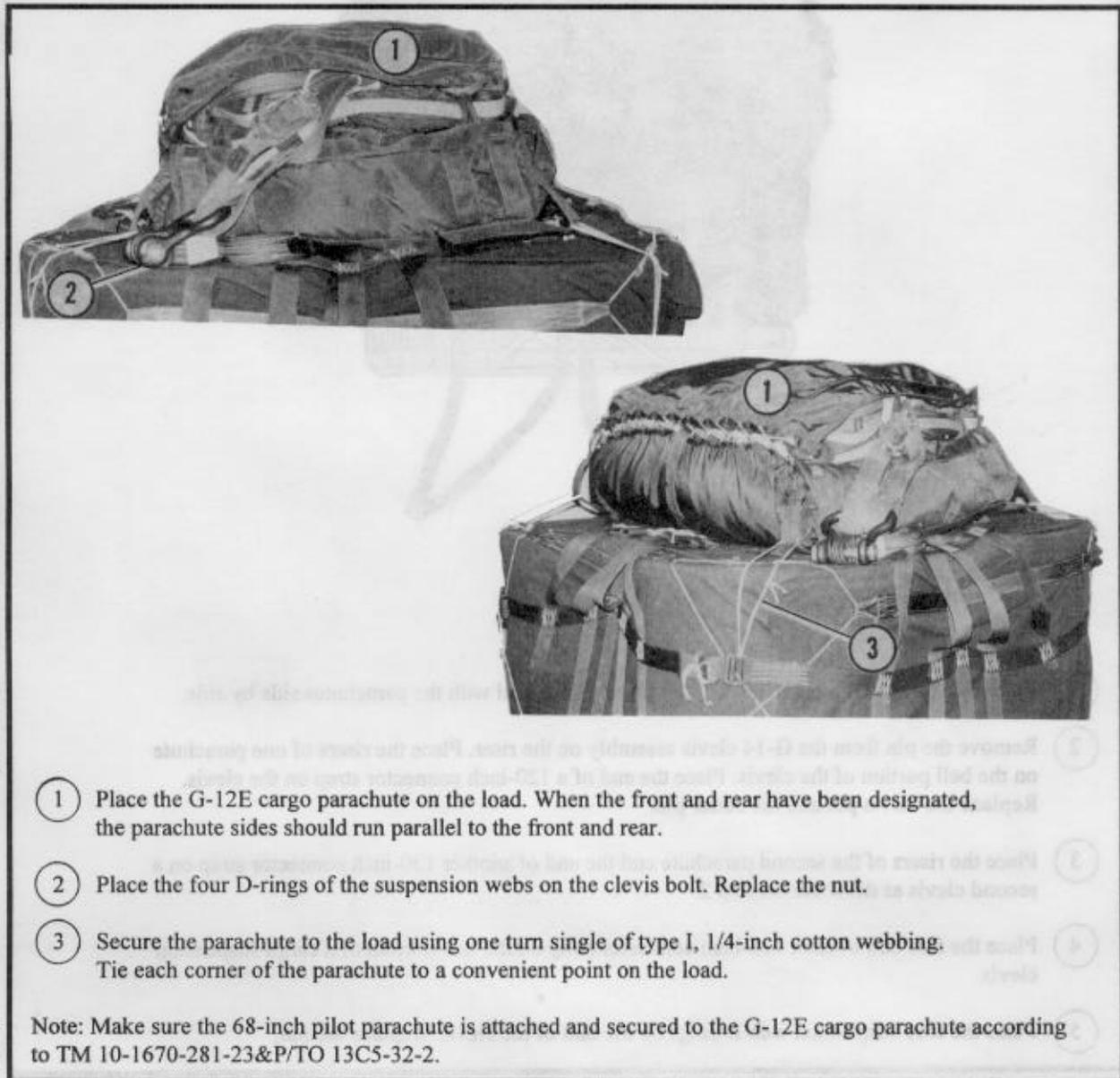
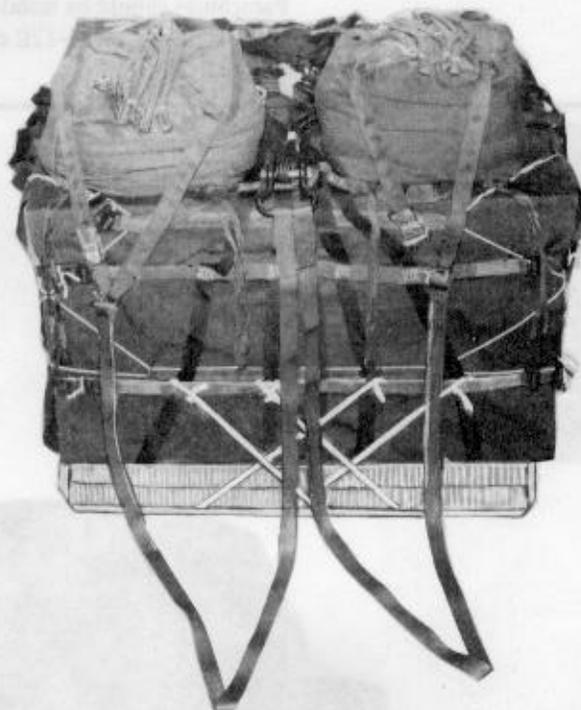


Figure 8-2. G-12E cargo parachute installed

b. To install two G-14 cargo parachutes, refer to Figure 8-3.



- ① Place two G-14 cargo parachutes on the front of the load with the parachutes side by side.
- ② Remove the pin from the G-14 clevis assembly on the riser. Place the risers of one parachute on the bell portion of the clevis. Place the end of a 120-inch connector strap on the clevis. Replace the clevis pin and the cotter pin.
- ③ Place the risers of the second parachute and the end of another 120-inch connector strap on a second clevis as described in step 2.
- ④ Place the free end of each 120-inch connector strap on the bell portion of a cargo suspension clevis.
- ⑤ Place the four suspension web D-rings on the bolt of the clevis. Replace the nut.

Figure 8-3. Two G-14 cargo parachutes installed

c. To install three G-14 cargo parachutes, refer to Figure 8-4.

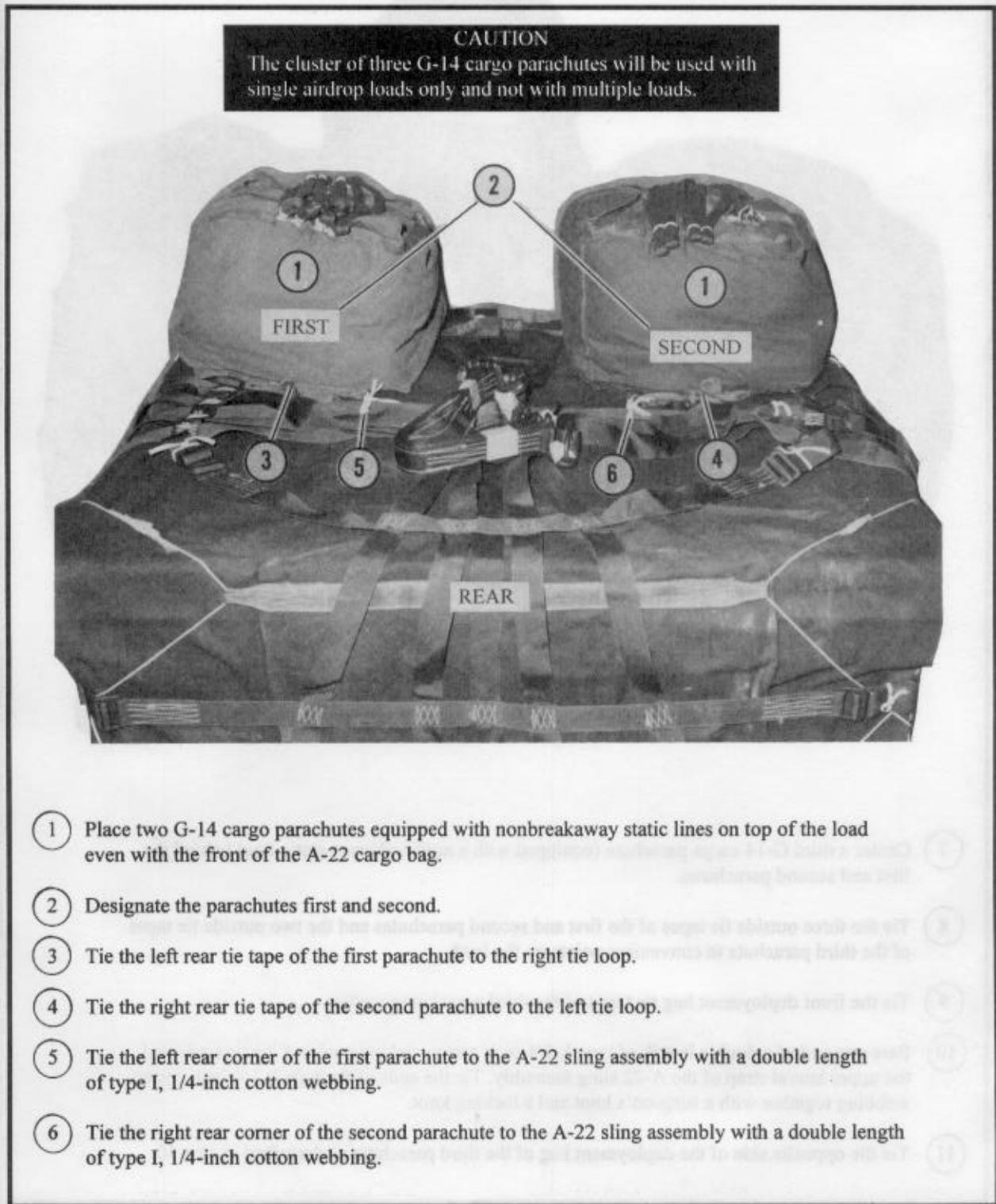
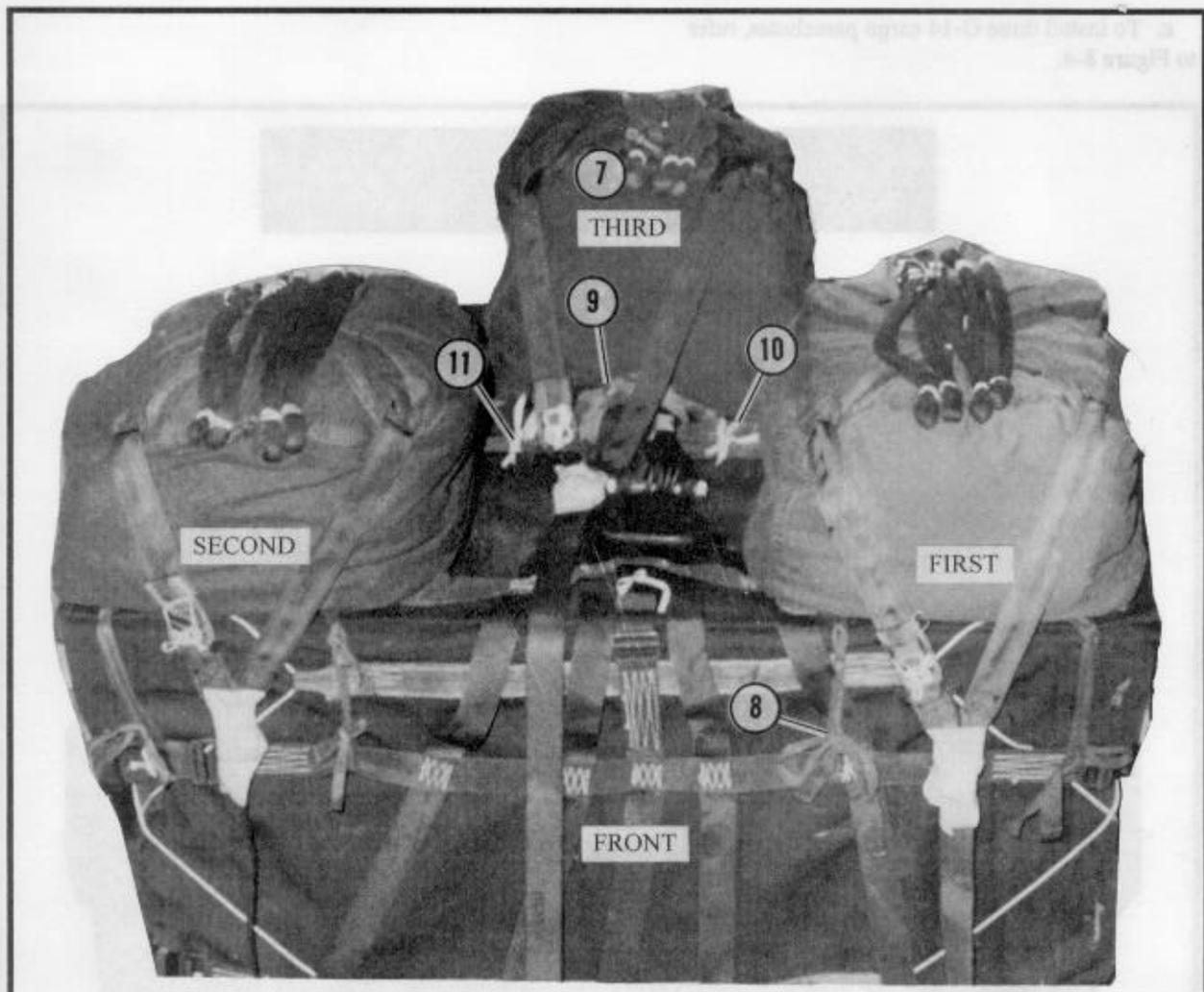
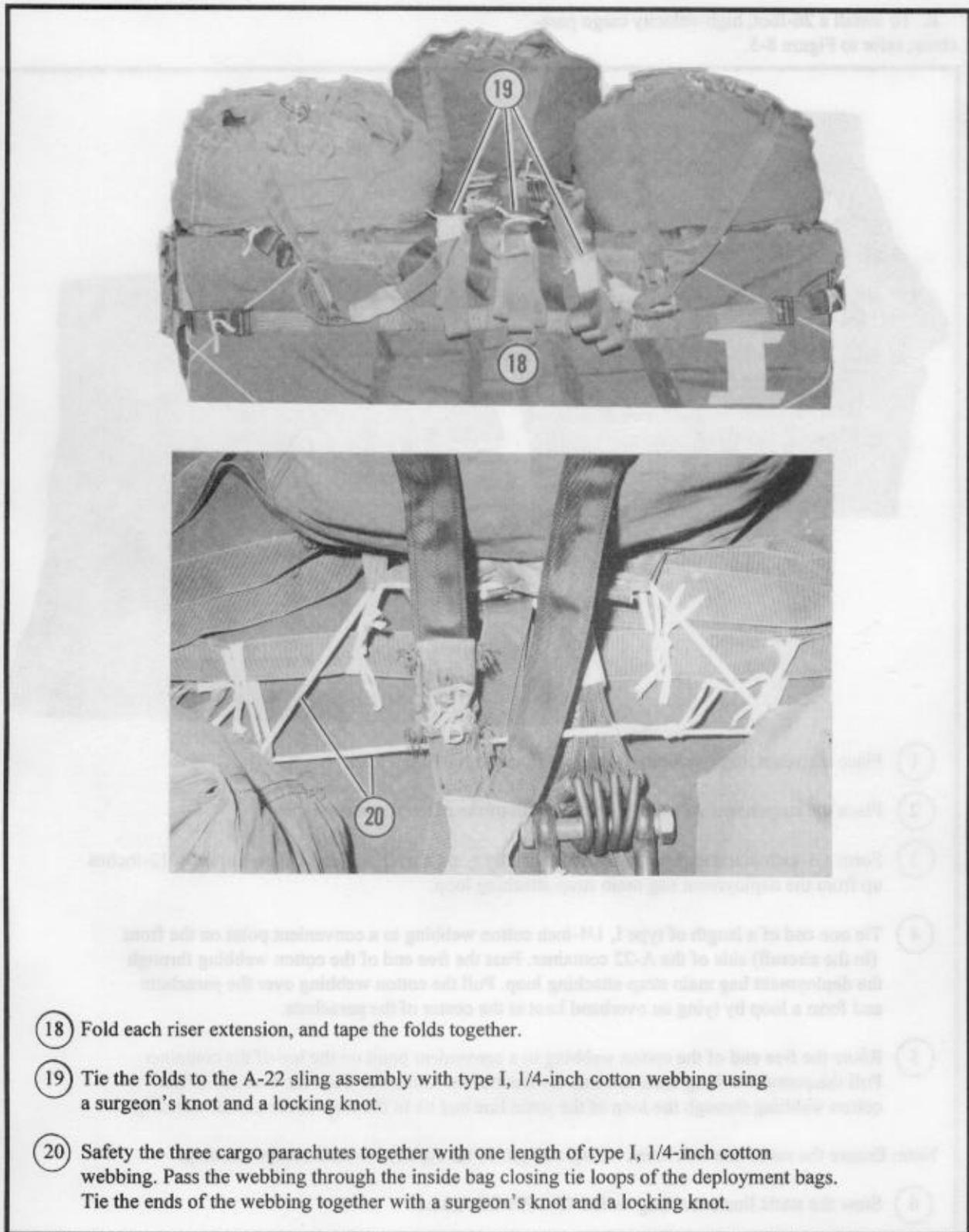


Figure 8-4. Three G-14 cargo parachutes installed



- ⑦ Center a third G-14 cargo parachute (equipped with a nonbreakaway static line) behind the first and second parachutes.
- ⑧ Tie the three outside tie tapes of the first and second parachutes and the two outside tie tapes of the third parachute to convenient points on the load.
- ⑨ Tie the front deployment bag tie tapes of the third parachute together.
- ⑩ Pass one end of a double length of type I, 1/4-inch cotton webbing around the tie tapes and the upper lateral strap of the A-22 sling assembly. Tie the ends of the type I, 1/4-inch cotton webbing together with a surgeon's knot and a locking knot.
- ⑪ Tie the opposite side of the deployment bag of the third parachute as described in step 10.

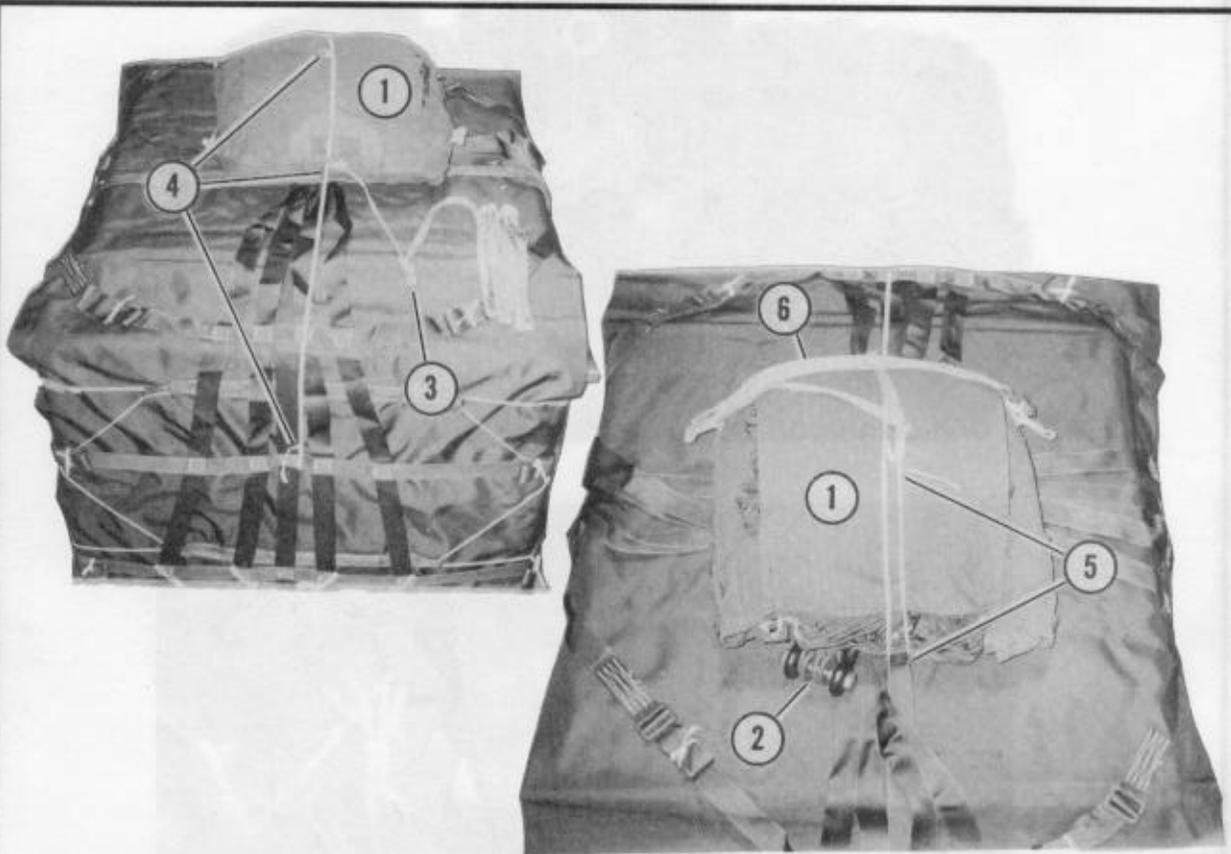
Figure 8-4. Three G-14 cargo parachutes installed (continued)



- 18 Fold each riser extension, and tape the folds together.
- 19 Tie the folds to the A-22 sling assembly with type I, 1/4-inch cotton webbing using a surgeon's knot and a locking knot.
- 20 Safety the three cargo parachutes together with one length of type I, 1/4-inch cotton webbing. Pass the webbing through the inside bag closing tie loops of the deployment bags. Tie the ends of the webbing together with a surgeon's knot and a locking knot.

Figure 8-4. Three G-14 cargo parachutes installed (continued)

d. To install a 26-foot, high-velocity cargo parachute, refer to Figure 8-5.



- ① Place a 26-foot, high-velocity cargo parachute on top of the load.
- ② Place the suspension web D-rings on the bolt of the cargo suspension clevis .
- ③ Form a 3-inch diameter loop in the static line by tying a overhand knot approximately 12-inches up from the deployment bag main strap attaching loop.
- ④ Tie one end of a length of type I, 1/4-inch cotton webbing to a convenient point on the front (in the aircraft) side of the A-22 container. Pass the free end of the cotton webbing through the deployment bag main strap attaching loop. Pull the cotton webbing over the parachute and form a loop by tying an overhand knot at the center of the parachute.
- ⑤ Route the free end of the cotton webbing to a convenient point on the top of the container. Pull the cotton webbing back towards the front of the container. Pass the free end of the cotton webbing through the loop of the static line and tie to the loop of the cotton webbing.

Note: Ensure the static line will break a single length of the type I, 1/4-inch cotton webbing.

- ⑥ Stow the static line according to TM 10-1670-276-23&P.

Figure 8-5. One 26-foot, high-velocity cargo parachute installed

CHAPTER 9 RIGGING TYPICAL A-22 LOADS

Section I RIGGING A-22 LOADS FOR LOW-VELOCITY AIRDROP

9-1. Description of Load

A typical load is rigged for low-velocity airdrop using an A-22 cargo bag. Typical loads include rations, repair parts, water cans, and other small items. Items to be dropped may be rigged in their original shipping containers or may be repacked for airdrop. A-22 container loads must weigh at least 501 pounds but not exceed 2,200 pounds, excluding the weight of the parachute. The load is rigged with one G-12E cargo parachute with a 68-inch diameter pilot parachute. See Chapter 2 for aircraft capabilities and limitations.

9-2. Preparing Drop Items

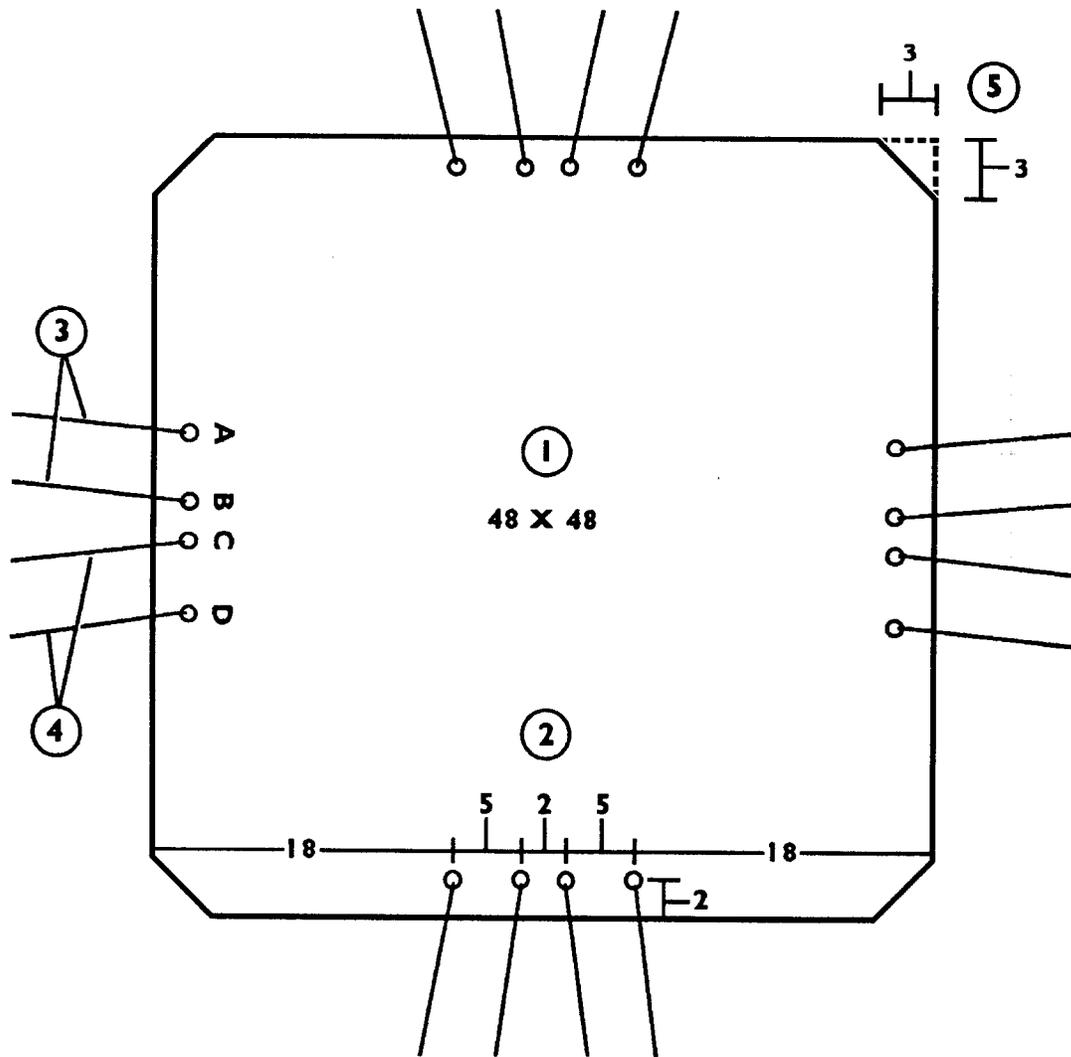
Prepare the drop items according to the load's sensitivity. Items must be well padded to prevent damage during airdrop. Items must also be padded or containerized to prevent them from falling out of the container during airdrop.

9-3. Preparing Skid Board

Prepare a locally fabricated skid board as shown in Figure 9-1.

Note: Precut skid boards ordered by National Stock Number DO NOT require the preparation shown in Figure 9-1.

- Notes:** 1. This drawing is not drawn to scale.
 2. All dimensions are given in inches.
 3. Use only AC grade plywood for skid board.



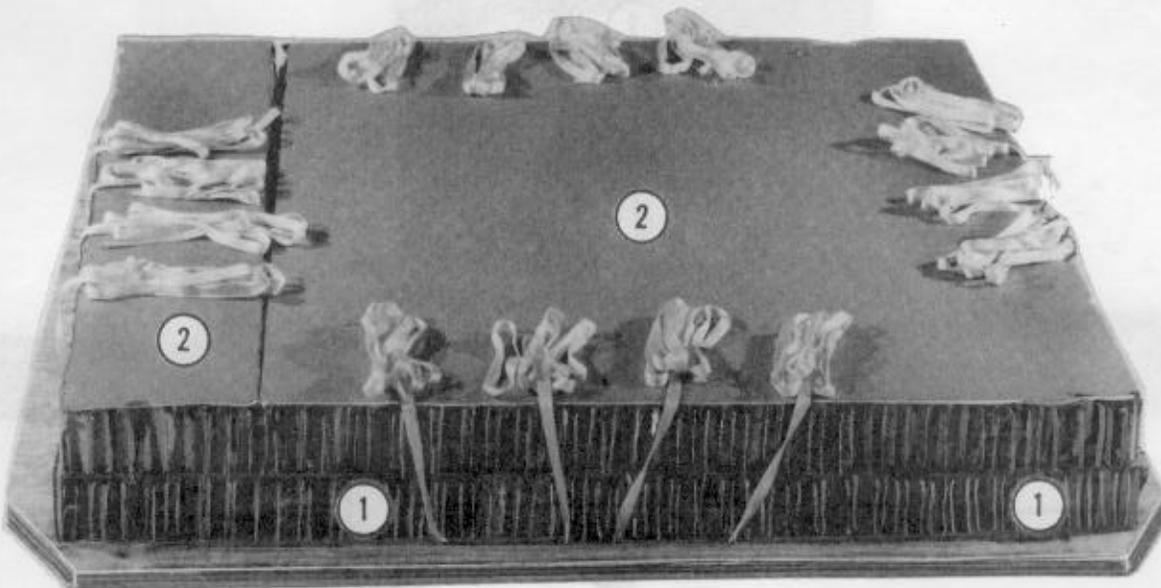
- 1 Place a 3/4- or 1- by 48- by 48-inch piece of plywood on a flat surface.
- 2 Drill four 1/2-inch holes on each side as shown above.
- 3 Cut eight 8-foot lengths of 1/2-inch tubular nylon webbing. Route one length through hole A from the bottom and the other end through hole B from the bottom. Even the ends.
- 4 Repeat step 3 for holes C and D and remaining sides.
- 5 Measure 3 inches in from each corner of the skid board and make a cut diagonally.

Figure 9-1. Locally fabricated skid board prepared for single A-22 load

9-4. Positioning Honeycomb

Position honeycomb as shown in Figure 9-2. Glue the pieces of honeycomb together; however, the stack does not have to be glued to the skid board.

CAUTION
The honeycomb must be 2 inches from all sides to allow proper operation of the CVRS.

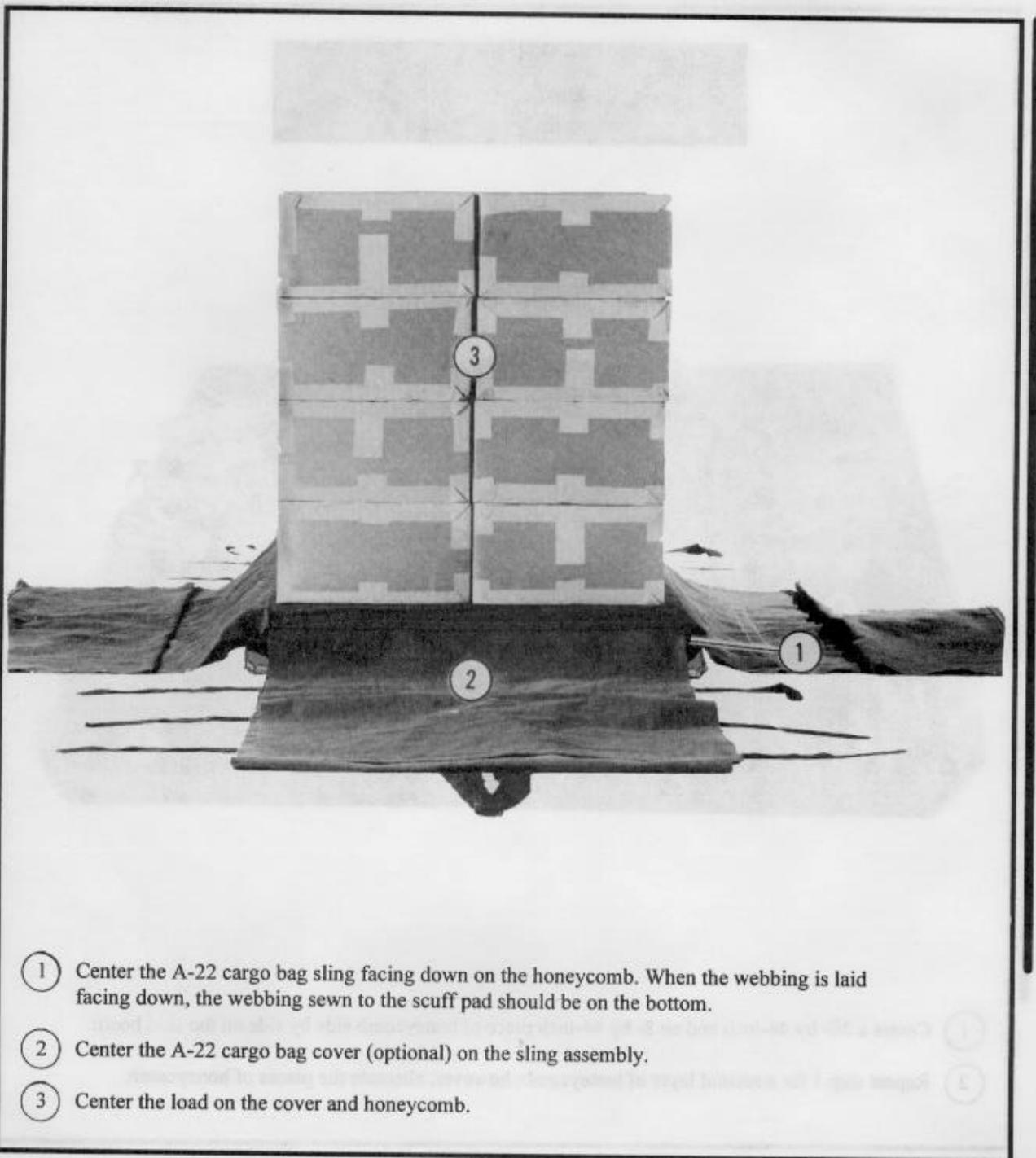


- ① Center a 36- by 44-inch and an 8- by 44-inch piece of honeycomb side by side on the skid board.
- ② Repeat step 1 for a second layer of honeycomb; however, alternate the pieces of honeycomb.

Figure 9-2. Honeycomb positioned on skid board

9-5. Positioning A-22 Cargo Bag Sling, Cover, and Load

Position the A-22 cargo bag sling, cover, and load as shown in Figure 9-3.



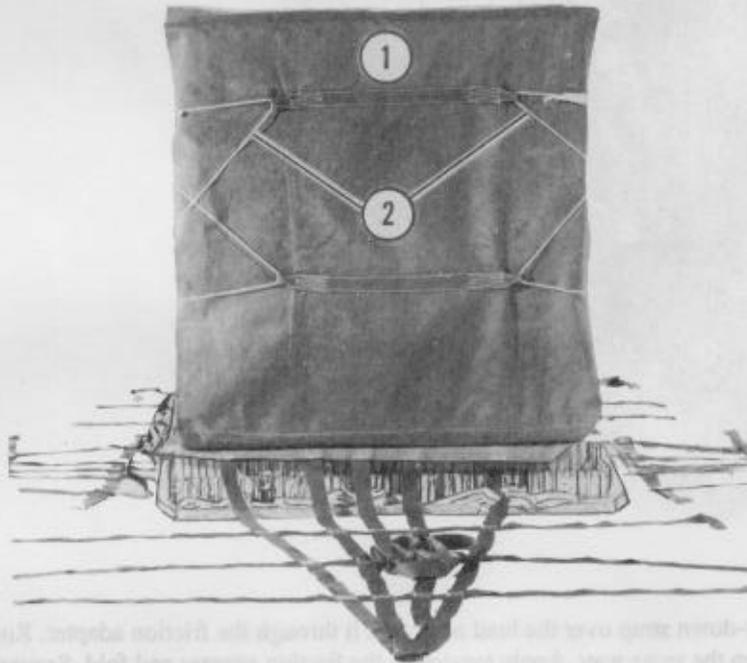
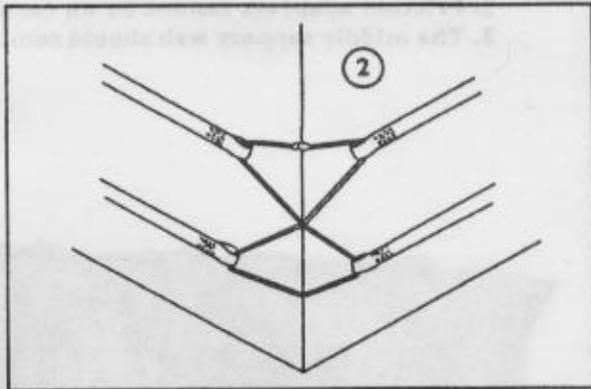
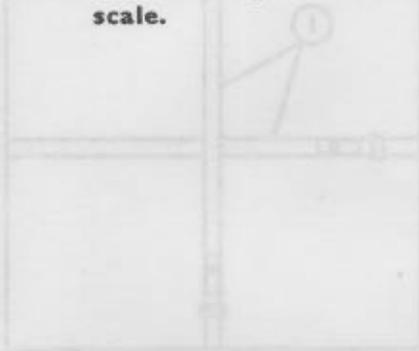
- ① Center the A-22 cargo bag sling facing down on the honeycomb. When the webbing is laid facing down, the webbing sewn to the scuff pad should be on the bottom.
- ② Center the A-22 cargo bag cover (optional) on the sling assembly.
- ③ Center the load on the cover and honeycomb.

Figure 9-3. A-22 cargo bag sling, cover, and load positioned

9-6. Securing A-22 Cargo Bag Cover

Secure the A-22 cargo bag cover over the load as shown in Figure 9-4.

Note: This drawing is not drawn to scale.



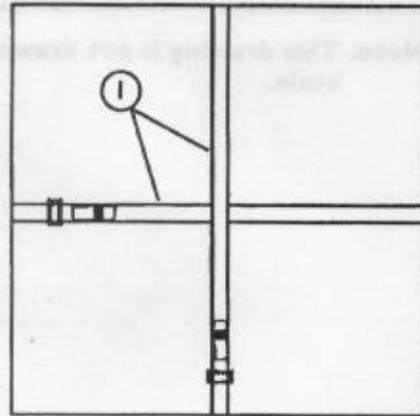
- ① Bring up sides to cover the load. Fold under any side that will obstruct the bag cover securing ties.
- ② Using a length of type III nylon cord, route the cord as shown. Pull it tight and make a surgeon's knot and bow knot. Secure the knot and excess with masking tape. Make sure one running end is exposed.

Figure 9-4. A-22 cargo bag cover secured

9-7. Securing A-22 Cargo Bag Sling

Secure the sling assembly according to Figure 9-5.

- Notes:**
1. This drawing is not drawn to scale.
 2. Friction adapters cannot be on corners.
 3. The middle support web should remain vertical.



- 1 Bring the short tie-down strap over the load and route it through the friction adapter. Route the long tie-down strap the same way. Apply tension to the friction adapter and fold. Secure the excess as shown in Figure 1-3.
- 2 Route the two lower lateral straps through the friction adapters. Apply uniform tension, and secure the excess as shown in Figure 1-3.
- 3 If the top lateral strap is higher than the load, tighten the strap loosely on top of the load as shown above. If the load is higher than the lateral strap, place the strap over the corner and tighten it. If the strap cannot be placed over the corner, fasten the strap around the load sides. Pass a length of type I, 1/4-inch cotton webbing through each rectangle portion of the suspension web D-rings and tie the ends together with a surgeon's knot and locking knot.

Figure 9-5. A-22 cargo bag sling secured

9-8. Securing Skid Board to A-22 Cargo Bag

Secure the skid board to the A-22 cargo bag as shown in Figure 9-6. When tightening straps, make sure excess tension is not applied causing the sewn portion at the

intersection of lateral straps and support web to separate.

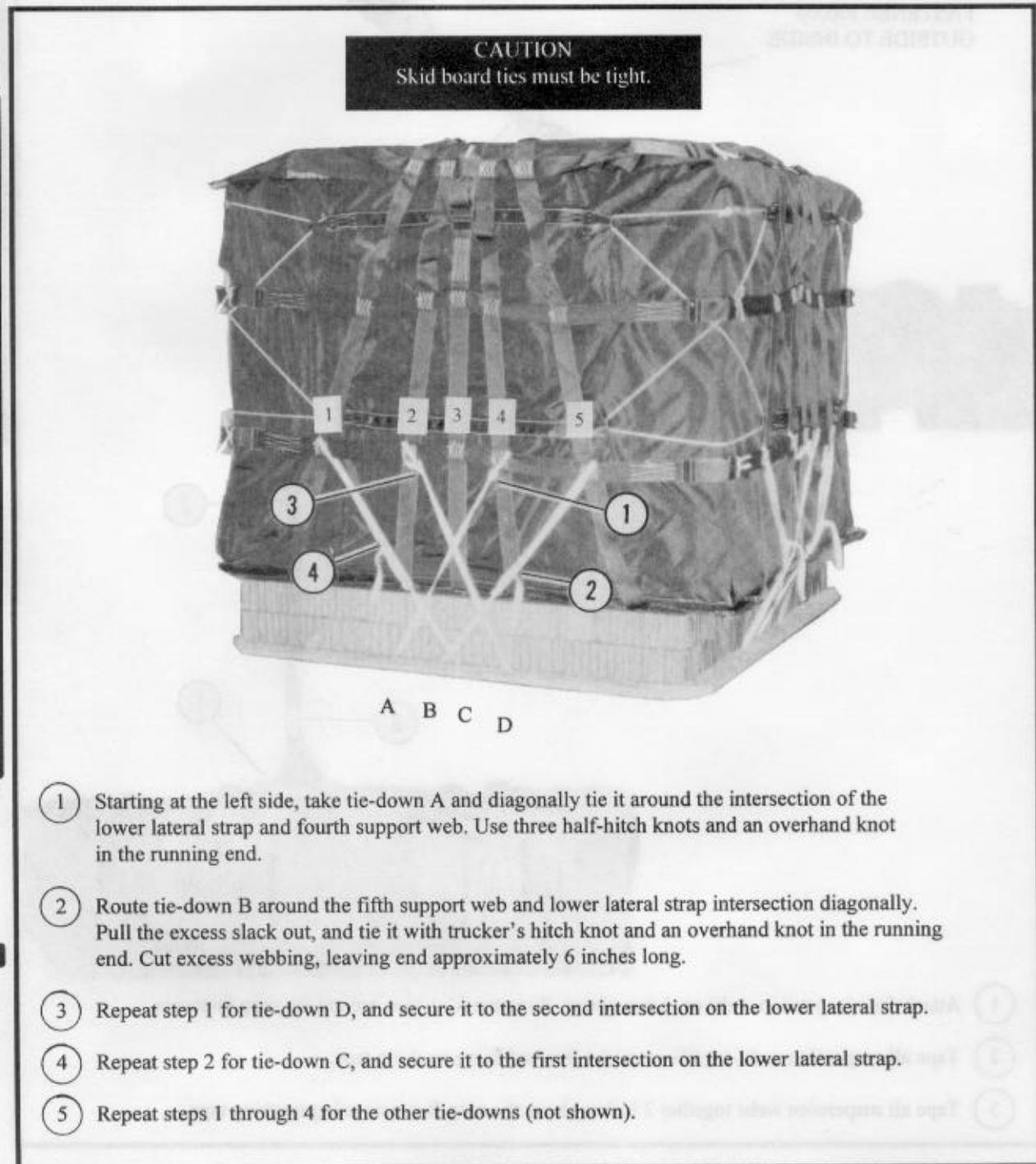


Figure 9-6. Skid board secured to A-22 cargo bag

9-9. Attaching Suspension Webs

Attach four suspension webs as shown in Figure 9-7.

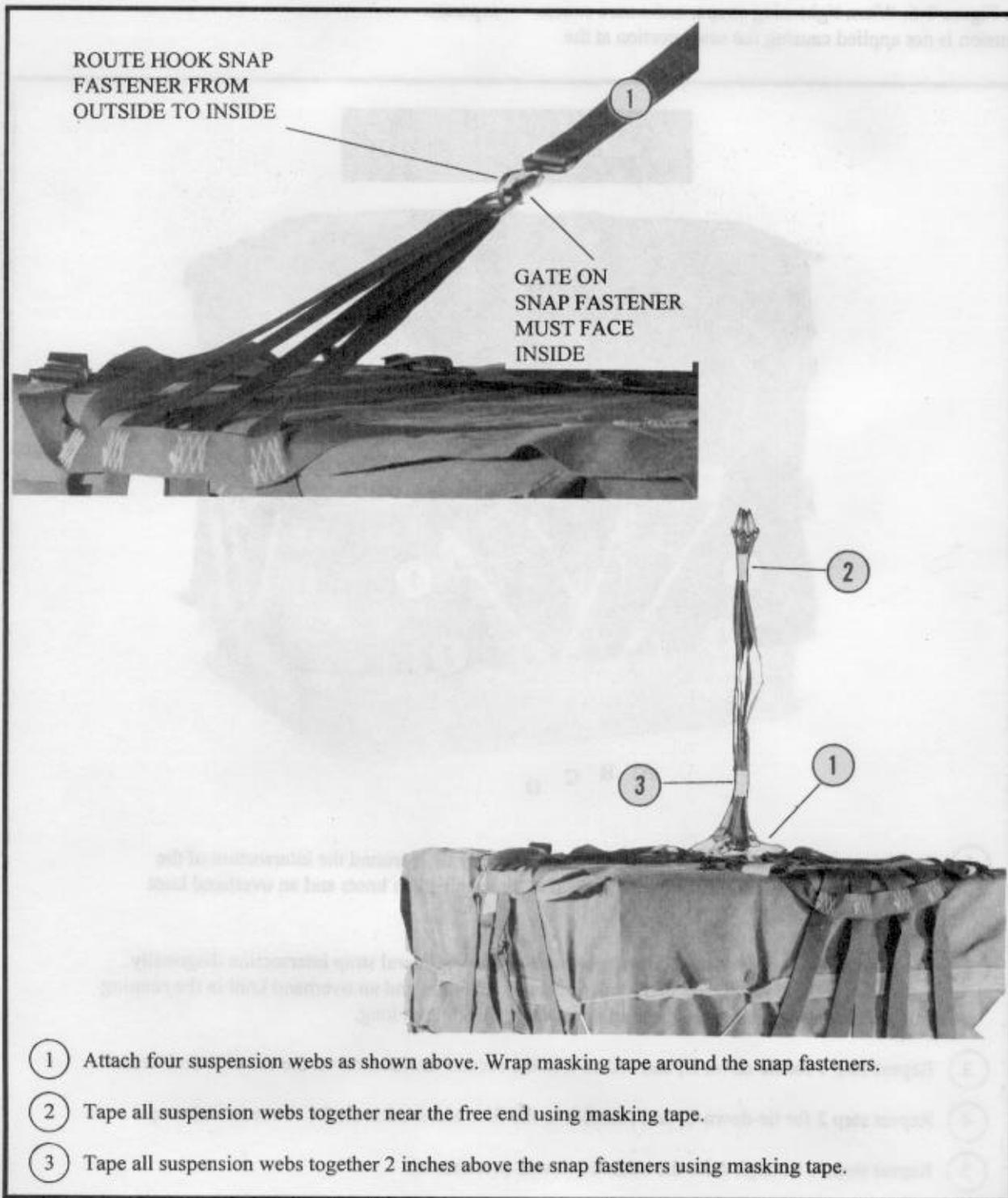


Figure 9-7. Suspension webs attached

9-10. Installing Parachute

Install the G-12E cargo parachute according to Chapter 8.

9-12. Equipment Required

Use the equipment listed in Table 9-1 to rig the load shown in Figure 9-8.

9-11. Marking Rigged Load

Mark the rigged load according to Chapter 1. Compute the rigged load data.

CAUTION

Make the final inspection required by Chapter 1 before the load leaves the rigging site. If the load includes hazardous material as defined in AFJMAN 24-204/TM 38-250, complete Shipper's Declaration for Dangerous Goods form.

**RIGGED LOAD DATA**

Weight (without parachute)	501 - 2,200 pounds
Parachute	G-12E

Figure 9-8. A-22 container load rigged with CVRS for low-velocity airdrop

Table 9-1. Equipment required for rigging an A-22 container load with CVRS for low-velocity airdrop

National Stock Number	Item	Quantity
8040-00-273-8713	Adhesive, paste, 1-gal	As required
1670-00-587-3421	Bag, cargo, A-22	1
4030-00-678-8562	Clevis, suspension, 3/4-in (medium)	1
4020-00-240-2146	Cord, nylon, type III, 550-lb	As required
1670-00-753-3928	Pad, energy-dissipating, honeycomb, 3- by 36- by 96-in: 8- by 44-in 36- by 44-in	2 sheets (2) (2)
1670-01-065-3755	Parachute, cargo, G-12E	1
5530-00-128-4981	Plywood, 3/4- by 48- by 96-in (locally fabricated skid board) <u>or</u>	1 sheet
5530-00-914-5118	Plywood, 1- by 48- by 48-in	1 sheet
7510-00-266-6710	Tape, masking, 2-in	As required
8310-01-102-4478	Thread, cotton, ticket number 8/7	As required
	Webbing:	
8305-00-268-2411	Cotton, 1/4-in, type I	As required
8305-00-082-5752	Nylon, tubular, 1/2-in	As required

Section II RIGGING A-22 LOADS FOR HIGH-VELOCITY AIRDROP

9-13. Description of Load

A typical load is rigged for high-velocity airdrop using the A-22 cargo bag. Typical loads include rations, repair parts, water cans, and other small items. Items may be dropped in their original package or repacked for greater protection. See Chapter 2 for aircraft capabilities and limitations.

together; however, the stack does not have to be glued to the skid board. See Figure 9-9 for loads weighing less than 1,100 pounds. See Figure 9-10 for loads weighing more than 1,100 pounds.

Note: The maximum width of the top three layers of honeycomb is 48 inches.

9-14. Preparing Items and Skid Board

Refer to Paragraph 9-2 to prepare the items. Use 1-inch thick plywood to prepare a skid board according to Paragraph 9-3.

9-16. Rigging Container

Rig the container according to Paragraphs 9-5 through 9-9.

9-15. Positioning Honeycomb

Use Table 9-2 to determine the number and size of honeycomb layers. Honeycomb layers should be glued

9-17. Installing Parachute

Installing the 26-foot, high-velocity parachute according to Chapter 8.

Table 9-2. Honeycomb sizes for high-velocity A-22 loads

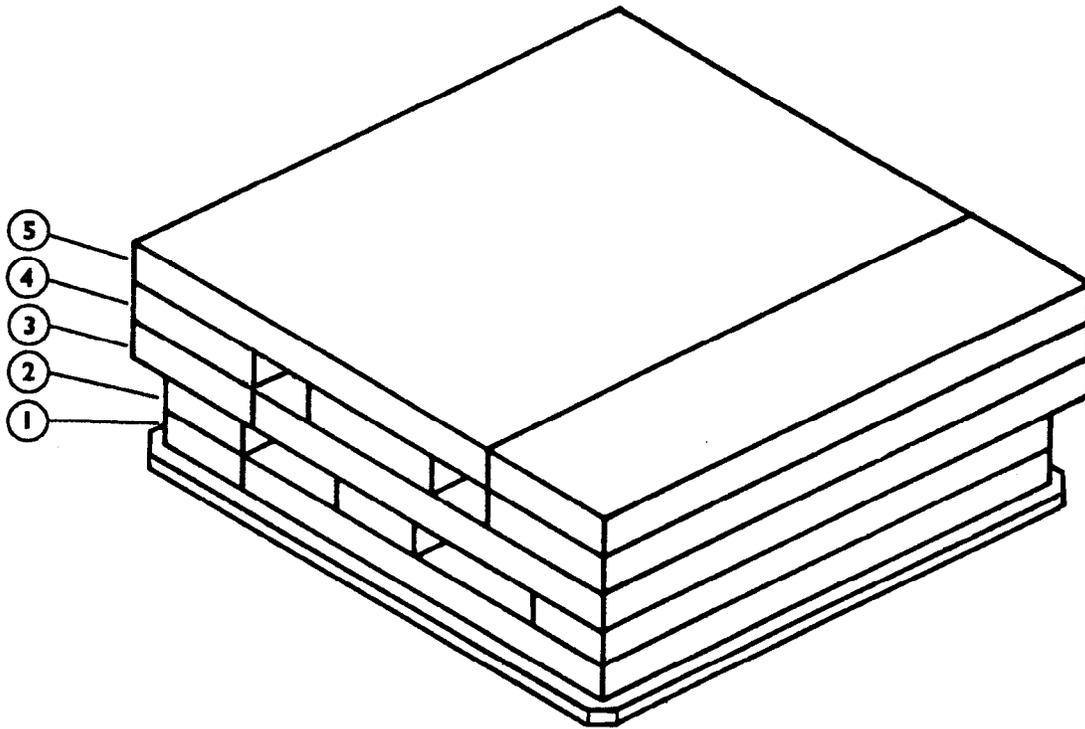
Weight of Load (Pounds)	Layer Number	Pieces	Length (Inches)	Width (Inches)	
501 - 1,100	1	1	44	36	
		1	44	8	
	2	3	44	8	
		3	1	48	36
	4	1	48	12	
		3	48	8	
	5	1	48	36	
		1	48	12	
	1,100 - 2,200	1	1	44	36
			1	44	8
2		1	44	36	
		1	44	8	
3		1	48	36	
		1	48	12	
4		1	48	36	
		1	48	12	
5		1	48	36	
		1	48	12	

Note: On loads weighing 1,000 to 1,100 pounds, either stack formation may be used.

CAUTION

Loads over 1,300 pounds will not have full energy absorption on impact.

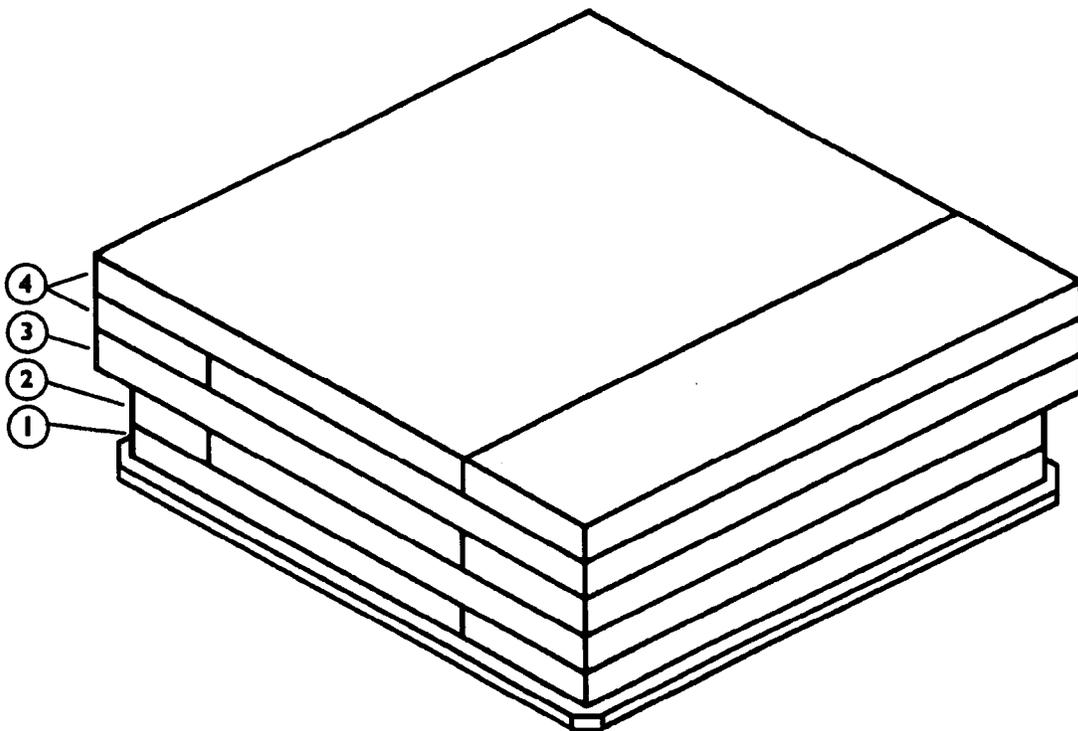
Note: This drawing is not drawn to scale.



- ① Center a 36- by 44-inch and an 8- by 44-inch piece of honeycomb side by side on the skid board. Make sure the layer is 2 inches in from all sides.
- ② Cut three 8- by 44-inch pieces of honeycomb. Center one piece on top of the first layer of honeycomb. Place one piece of honeycomb even with each side edge.
- ③ Center a 36- by 48-inch and a 12- by 48-inch piece of honeycomb side by side on top of the second layer of honeycomb.
- ④ Cut three 12- by 48-inch pieces of honeycomb. Center one piece on top of the third layer of honeycomb. Place one piece of honeycomb even with each side edge.
- ⑤ Repeat step 3 for the fifth layer of honeycomb.

Figure 9-9. Honeycomb positioned for load weighing less than 1,100 pounds

Note: This drawing is not drawn to scale.



- ① Center a 36- by 44-inch and an 8- by 44-inch piece of honeycomb side by side on the skid board. Make sure the layer is 2 inches in from all sides.
- ② Repeat step 1 and alternate the pieces of honeycomb for the second layer of honeycomb.
- ③ Center a 36- by 48-inch and a 12- by 48-inch piece of honeycomb side by side on top of the second layer of honeycomb.
- ④ Repeat step 3 and alternate the pieces of honeycomb for the fourth and fifth layers of honeycomb.

Figure 9-10. Honeycomb positioned for load weighing more than 1,100 pounds

9-18. Marking Rigged Load

Mark the rigged load according to Chapter 1. Compute the rigged load data.

9-19. Equipment Required

Use the equipment listed in Table 9-3 to rig the load shown in Figure 9-11.

CAUTION

Make the final inspection required by Chapter 1 before the load leaves the rigging site. If the load includes hazardous material as defined in AFJMAN 24-204/TM 38-250, complete Shipper's Declaration for Dangerous Goods form.



RIGGED LOAD DATA

- * Weight (without parachute) 501 - 1,100 pounds
- Parachute 26-foot, high-velocity
- * This container may weigh up to 2,200 pounds using the honeycomb stack formation given in Figure 9-10.

Figure 9-11. A-22 container load weighing less than 1,100 pounds rigged with CVRS for high-velocity airdrop

Table 9-3. Equipment required for rigging an A-22 container load weighing less than 1,100 pounds with CVRS for high-velocity airdrop

National Stock Number	Item	Quantity
8040-00-273-8713	Adhesive, paste, 1-gal	As required
1670-00-587-3421	Bag, cargo, A-22	1
4030-00-678-8562	Clevis, suspension, 3/4-in (medium)	1
4020-00-240-2146	Cord, nylon, type III, 550-lb	As required
1670-00-753-3928	Pad, energy-dissipating, honeycomb,	
	3- by 36- by 96-in:	3 sheets
	8- by 44-in	(9)
	12- by 48-in	(5)
	36- by 44-in	(3)
	36- by 48-in	(2)
1670-00-872-6109	Parachute, cargo, high-velocity, 26-ft	1
5530-00-128-4981	Plywood, 3/4- by 48- by 96-in	
	(locally fabricated skid board)	1 sheet
	or	
5530-00-914-5118	Plywood, 1- by 48- by 48-in	1 sheet
8305-00-074-5124	Tape, adhesive, 2-in	As required
8310-01-102-4478	Thread, cotton, ticket number 8/7	As required
	Webbing:	
8305-00-268-2411	Cotton, 1/4-in, type I	As required
8305-00-082-5752	Nylon, tubular, 1/2-in	As required

Section III

RIGGING DOUBLE A-22 CARGO BAG LOADS FOR LOW-VELOCITY AIRDROP

9-20. Description of Load

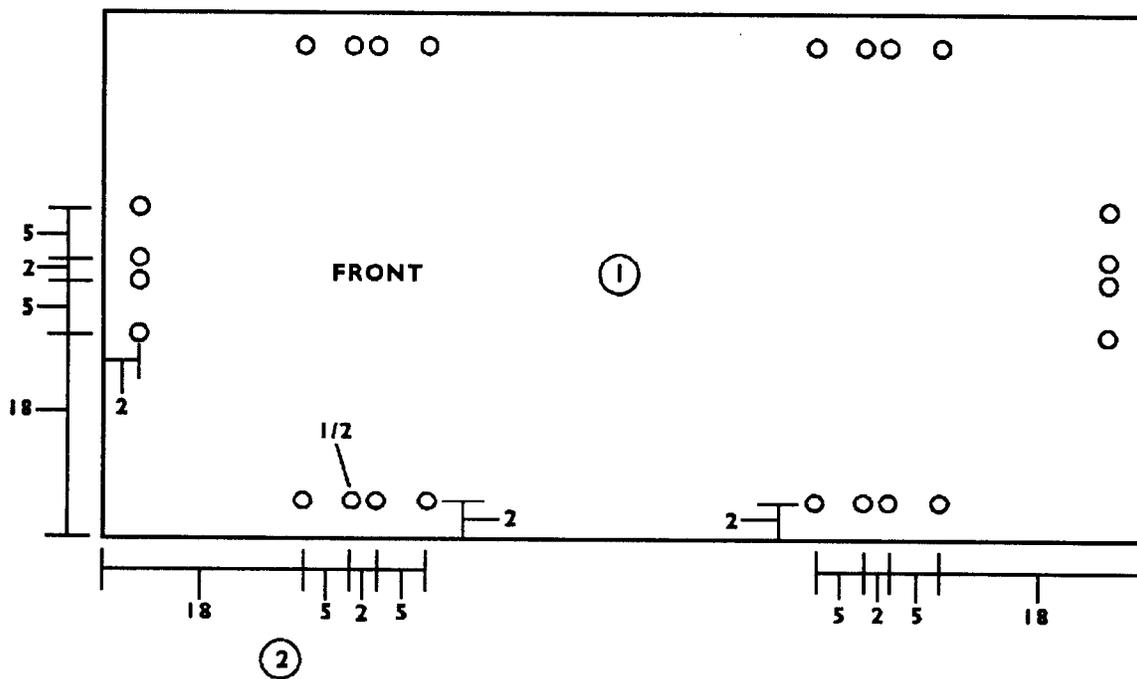
A typical load is rigged for low-velocity airdrop using a double A-22 container. The double container is made by using two A-22 cargo bags. The cover is optional. The weight limitation of the load is 900 to 2,200 pounds, excluding the weight of the parachute. The

load is rigged with one G-12E cargo parachute with a 68-inch diameter pilot parachute. See Chapter 2 for aircraft capabilities and limitations.

9-21. Preparing Skid Board

Prepare a skid board as shown in Figure 9-12.

- Notes:**
1. This drawing is not drawn to scale.
 2. All dimensions are given in inches.
 3. Use only AC grade plywood for skid board.



- 1 Place a 3/4- or 1- by 48- by 96-inch sheet of plywood on a flat surface.
- 2 Drill twenty-four 1/2-inch holes as shown above.

Figure 9-12. Skid board prepared for double A-22 load

9-31. Marking Rigged Load

Mark the rigged load according to Chapter 1. Compute the rigged load data.

9-32. Equipment Required

Use the equipment listed in Table 9-4 to rig the load shown in Figure 9-22.

CAUTION

Make the final inspection required by Chapter 1 before the load leaves the rigging site. If the load includes hazardous material as defined in AFJMAN 24-204/TM 38-250, complete Shipper's Declaration for Dangerous Goods form.



RIGGED LOAD DATA

Weight (without parachute)	900 - 2,200 pounds
Parachute	G-12E

Figure 9-22. Double A-22 cargo bag rigged for low-velocity airdrop

Table 9-4. Equipment required for rigging double A-22 cargo bag for low-velocity airdrop

National Stock Number	Item	Quantity
1670-00-587-3421	Bag, cargo, A-22	2
4030-00-678-8562	Clevis, suspension, 3/4-in (medium)	2
1670-00-753-3928	Pad, energy-dissipating, honeycomb, 3- by 36- by 96-in: 36- by 92-in	2 sheets (2)
1670-01-065-3755	Parachute: Cargo, G-12E	1
1670-00-216-7297	Pilot, 68-in diam	1
5530-00-128-4981	Plywood, 3/4- by 48- by 96-in	1 sheet
No NSN	or Plywood, 1- by 48- by 96-in	1 sheet
1670-01-062-6301	Sling, cargo, airdrop, 3-ft (2-loop), type XXVI nylon webbing	2
1670-00-368-7486	Strap, webbing, restraint (shear strap), 60-in	1
7510-00-266-6710	Tape, masking, 2-in	As required
8305-00-268-2411	Webbing: Cotton, 1/4-in, type I	As required
8305-00-082-5752	Nylon: Tubular, 1/2-in	As required
8305-00-263-3591	Type VIII	As required

Section IV

RIGGING STRETCH A-22 CARGO BAG LOADS FOR LOW-VELOCITY AIRDROP

9-33. Description of Load

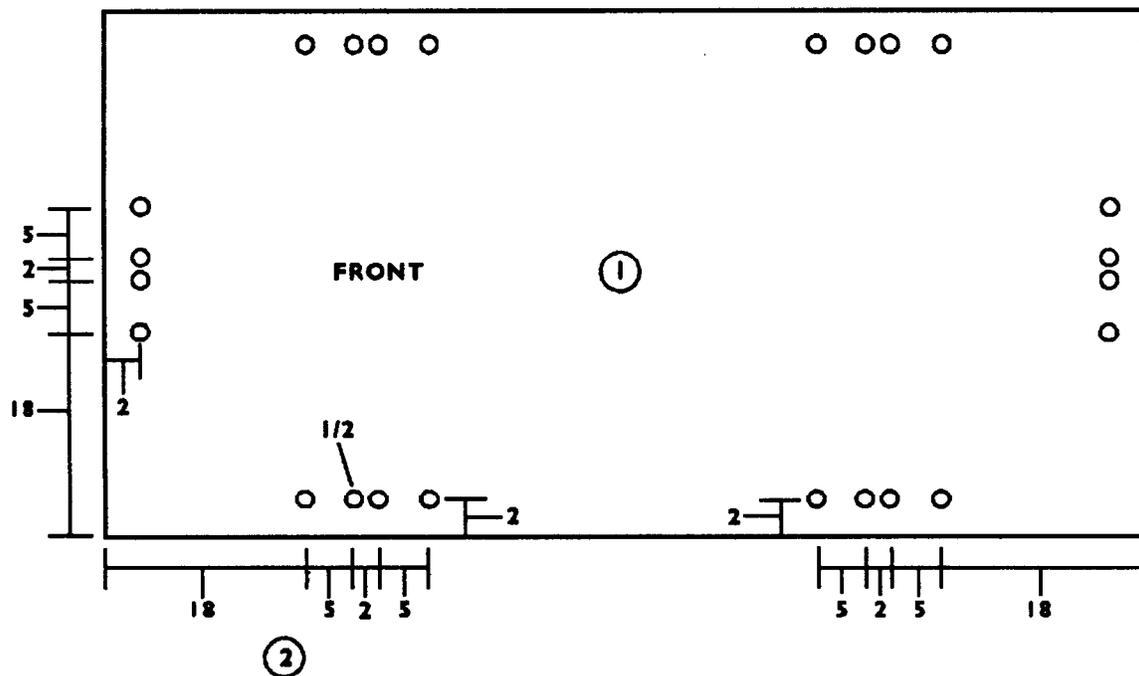
A typical load is rigged for low-velocity airdrop using a stretch A-22 container. The stretch container is made by using two A-22 cargo bags. The cover is optional. The weight limitation of the load is 900 to 2,200 pounds, excluding the weight of the parachute. The

G-12E cargo parachute can be used. See Chapter 1 for aircraft capabilities and limitations.

9-34. Preparing Skid Board

Prepare a skid board as shown in Figure 9-23.

- Notes:**
1. This drawing is not drawn to scale.
 2. All dimensions are given in inches.
 3. Use only AC grade plywood for skid board.



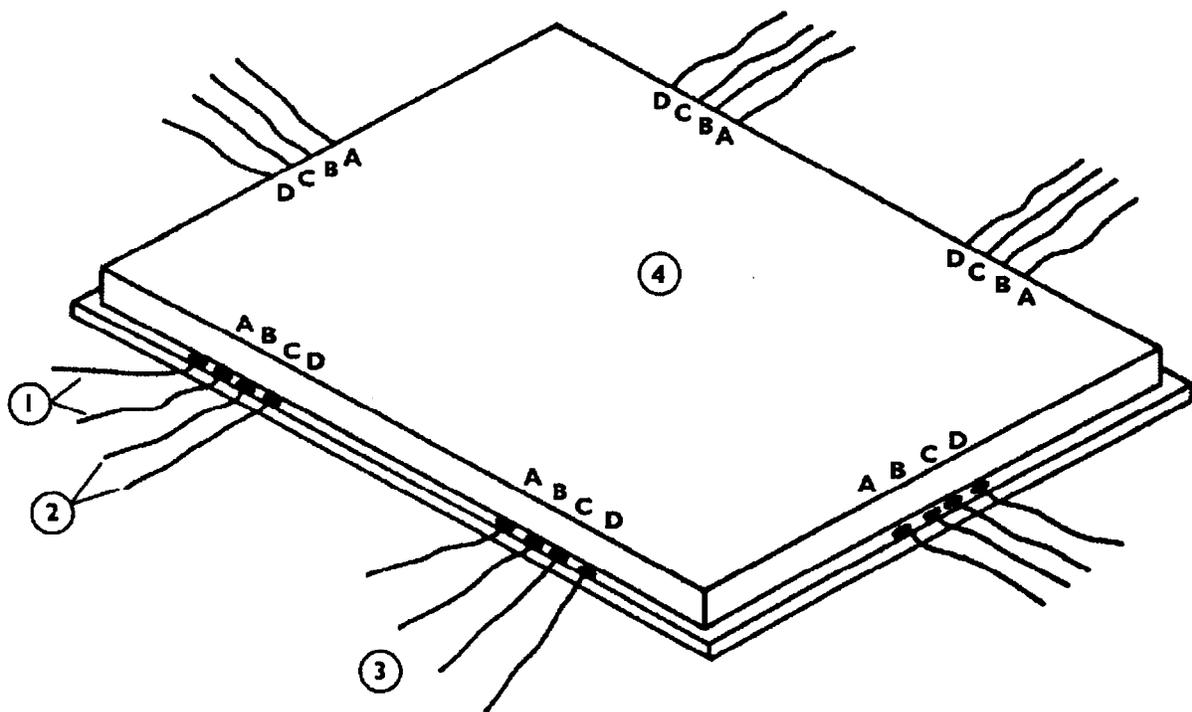
- ① Place a 3/4- or 1- by 48- by 72-inch sheet of plywood on a flat surface.
- ② Drill twenty-four 1/2-inch holes as shown above.

Figure 9-23. Skid board prepared for stretch A-22 load

9-35. Preparing Skid Board Ties and Positioning Honeycomb

Prepare the skid board ties and position the honeycomb on the skid board as shown in Figure 9-24.

Note: This drawing is not drawn to scale.

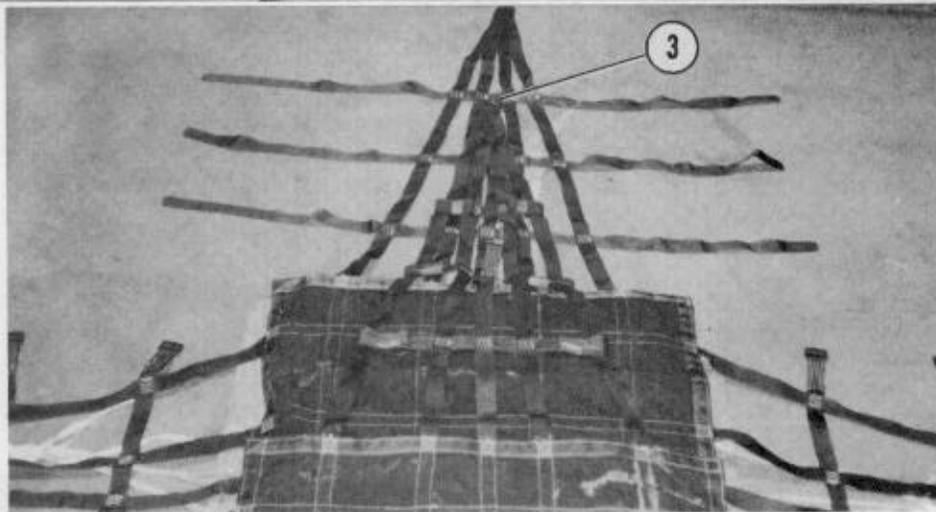
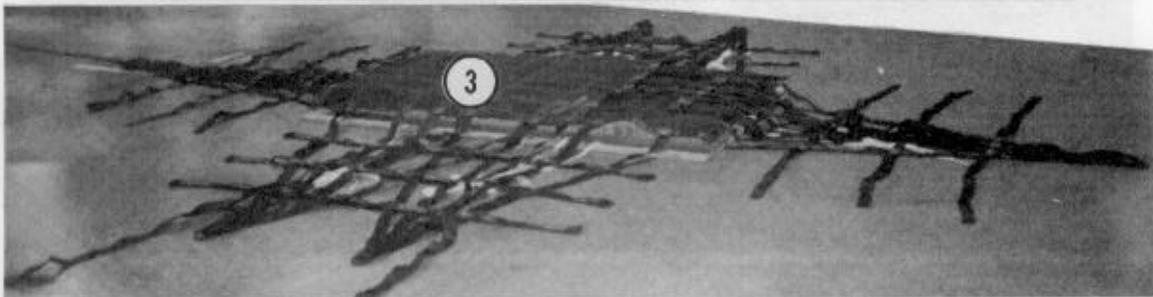
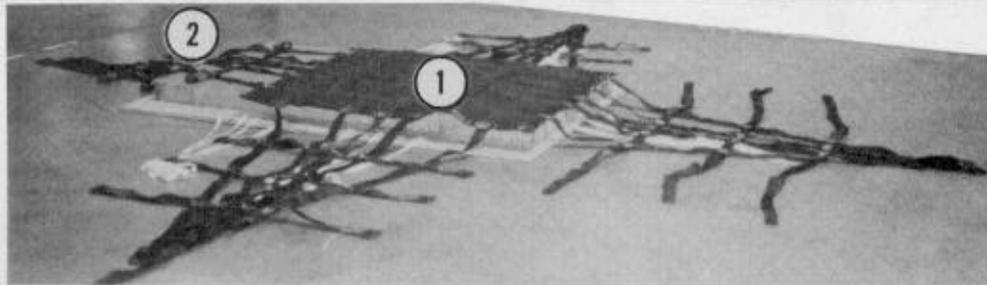


- ① Cut twelve 8-foot lengths of 1/2-inch tubular nylon webbing. Route one end through hole A and the other through hole B, from bottom to top.
- ② Repeat step 1 for holes C and D.
- ③ Repeat steps 1 and 2 for the other five sets of holes.
- ④ Determine the size of honeycomb needed according to the size of the load. Cut and center the honeycomb on the skid board. Make sure the honeycomb is 2 inches in from all sides.

Figure 9-24. Skid board ties prepared and honeycomb positioned

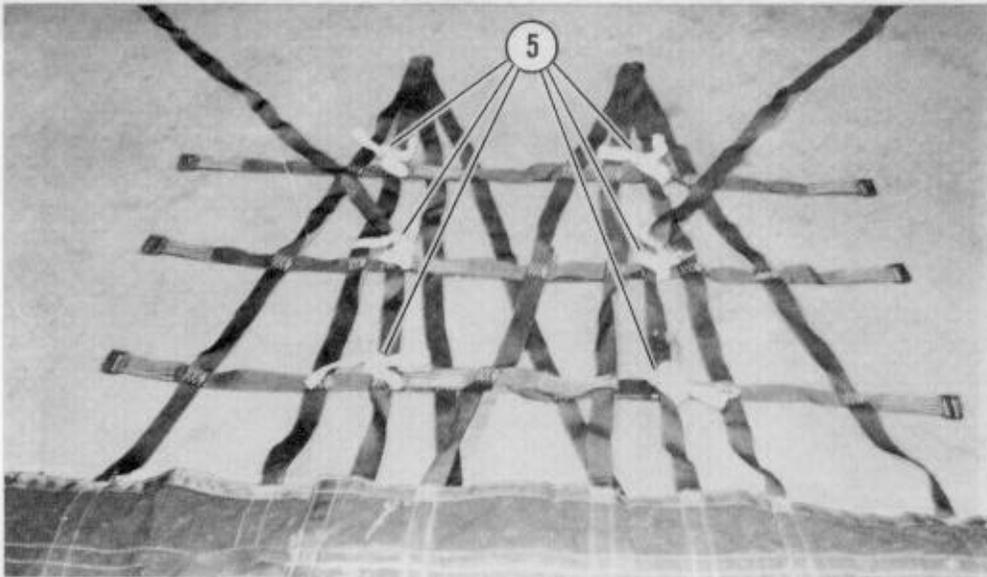
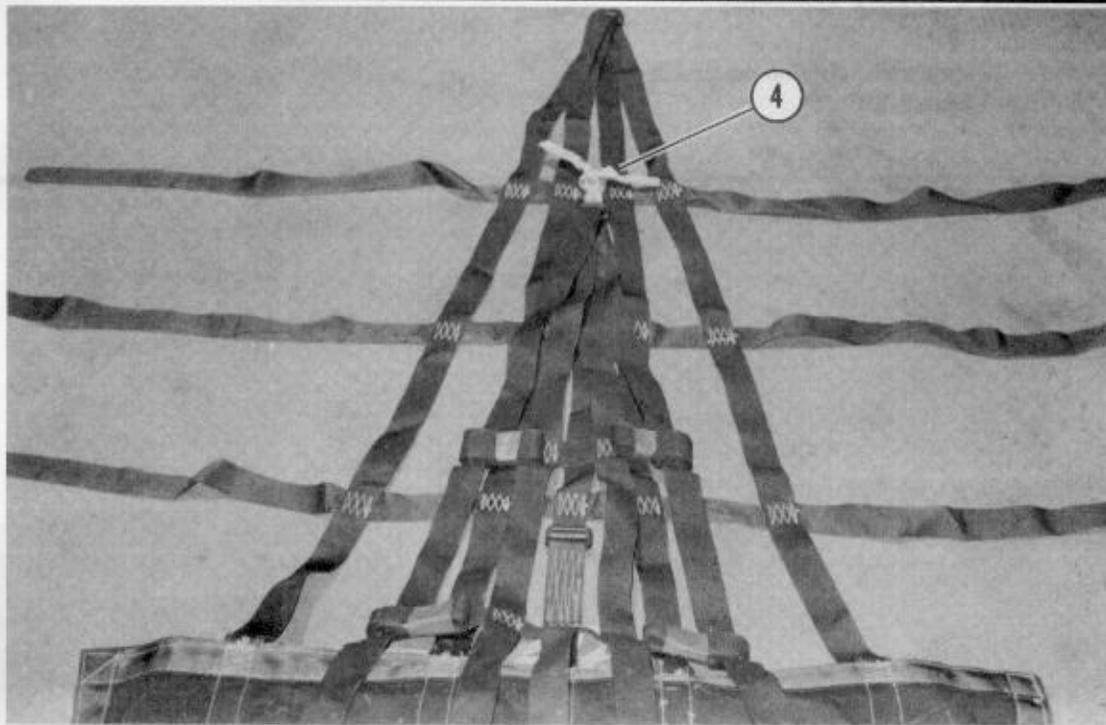
9-36. Positioning A-22 Sling Assemblies

Position two A-22 sling assemblies on the stretch A-22 load as shown in Figure 9-25.



- ① Place one A-22 sling assembly toward the front of the layer of honeycomb. Extend all lateral straps and support webbing. Make sure the support web D-ring at the rear extends off the load.
- ② Fold and place all lateral straps on top of the rear support web.
- ③ Place the second A-22 sling assembly to the rear. Position it in the same manner as the front assembly. Make sure the D-ring on the front support web extends off the load and reaches the front top lateral strap of the other A-22 sling assembly as shown.

Figure 9-25. A-22 sling assemblies positioned



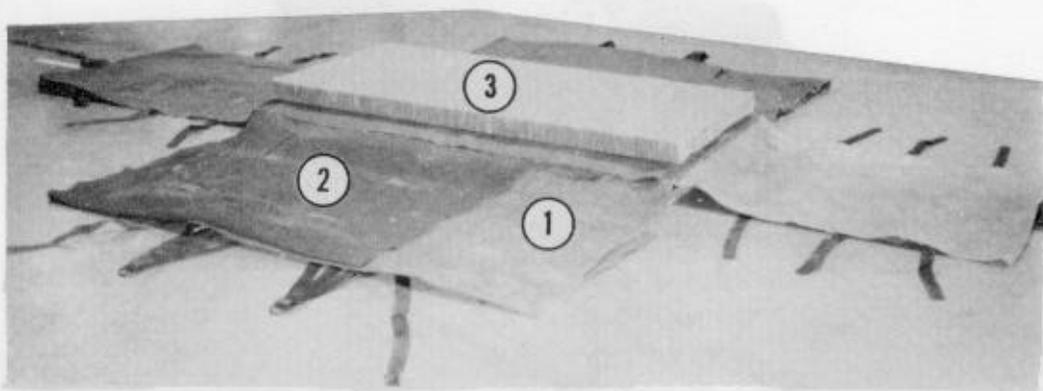
- 4 Use a length of type VIII nylon webbing or two turns of 1-inch tubular nylon webbing to tie the support web D-rings exposed at the front and rear of the load to the top lateral strap of the other A-22 sling assembly as shown.
- 5 Use a length of type VIII nylon webbing or two turns of 1-inch tubular nylon webbing to tie the friction adapters diagonally around the intersection of the short tie-down strap and the corresponding lateral strap of the other sling assembly as shown.

Figure 9-25. A-22 sling assemblies positioned (continued)

9-37. Positioning Covers and Honeycomb

Use two A-22 cargo bag covers when rigging this load, if needed. Position the covers as shown in Figure 9-26.

Position another layer of honeycomb on the covers as shown in Figure 9-26.



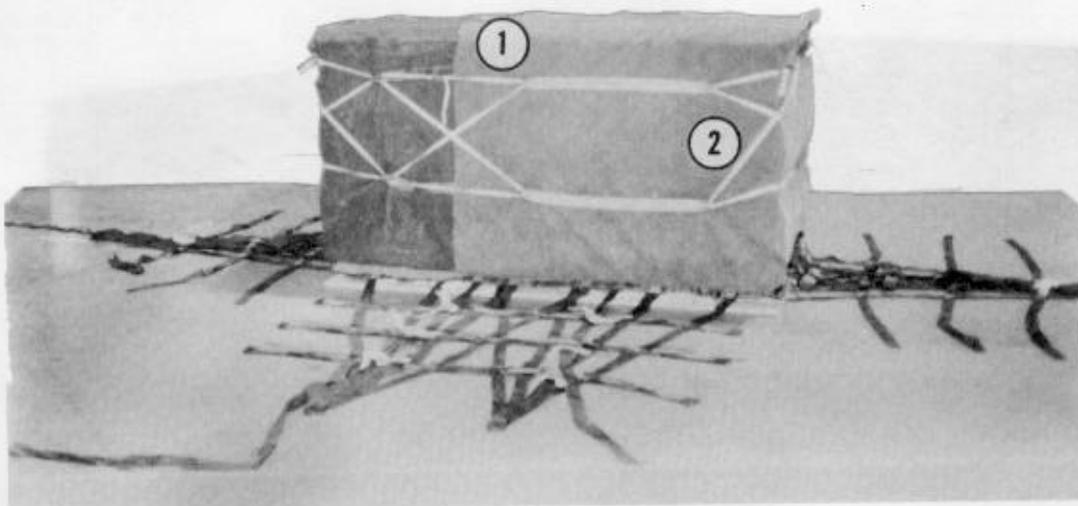
- 1 Place the first cover to the front in the same manner as sling assemblies. Fold the rear excess even with the layer of honeycomb.
- 2 Repeat step 1 for the second cover but position the cover to the rear of the skid board.
- 3 Center the second layer of honeycomb on the covers and in the same position as the first layer.

Figure 9-26. Covers and honeycomb positioned

9-38. Positioning Load and Closing Bag Covers

Center the load so that the weight of the load is evenly distributed. Use honeycomb and cellulose

wadding to protect the items. Use cord, rope, or steel strapping to keep the load from shifting. Close the bag as shown in Figure 9-27.

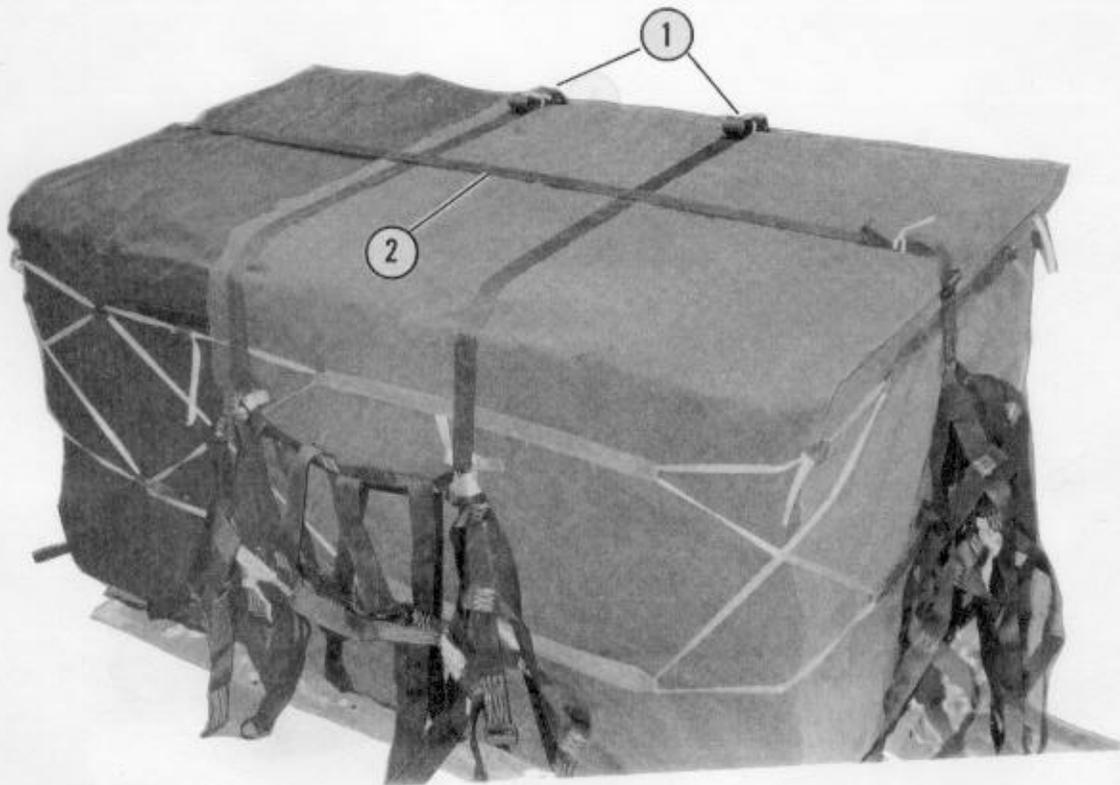


- ① Fold the bag covers over the front and rear first, then the sides over the top. Fold under the excess side covers.
- ② Use six lengths of 1/2-inch tubular nylon webbing to lace the bag closed. Pull the webbing tight and tie the running ends in a surgeon's knot and bow knot. Tape the excess and knot. Leave one running end slightly exposed to allow rapid derigging.

Figure 9-27. A-22 cargo bag covers closed

9-39. Securing Tie-Down Straps

Secure the tie-down straps as shown in Figure 9-28.



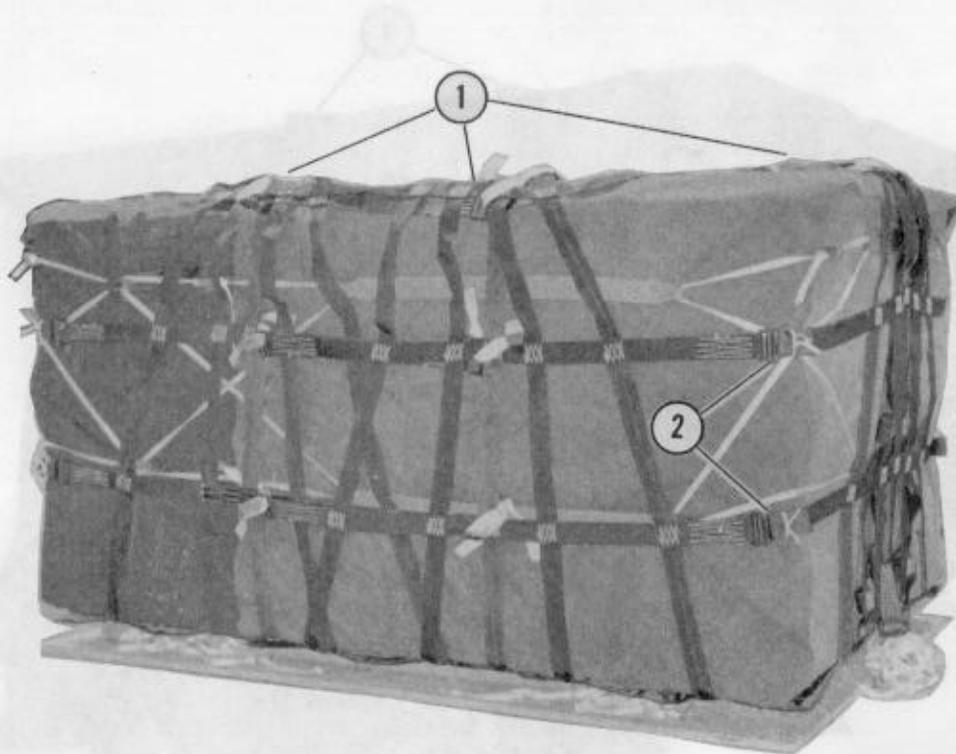
- ① Run the side short tie-down straps through the friction adapters. Apply tension to the straps.
- ② If necessary, attach a 60-inch nylon webbing strap to either the front or rear long tie-down strap. Route the running end through the friction adapter on the opposite end.
- ③ Fold the excess on the tie-down straps. Tape or tie it as shown in Figure 1-3.

Figure 9-28. Tie-down straps secured

9-40. Securing Lateral Straps

Secure the lateral straps as shown in Figure 9-29.

Note: If top lateral straps are on top of the load, make sure they are tightened loosely.

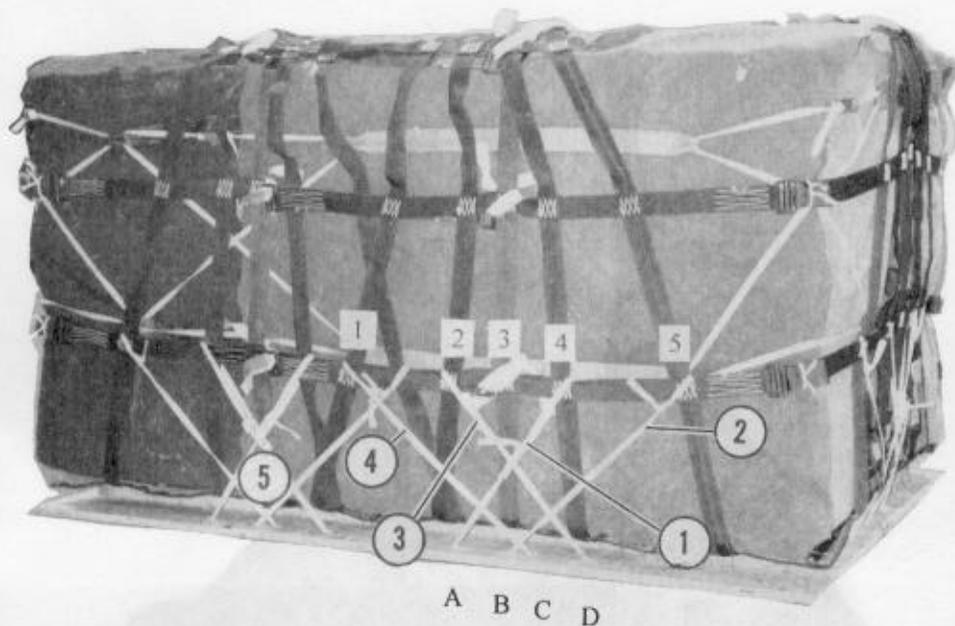


- 1 Lay the remaining portions of the sling assemblies over the load.
- 2 Route the lateral straps through the friction adapters and apply equal tension. Fold the excess and tape or tie it in place as shown in Figure 1-3.

Figure 9-29. Lateral straps secured

9-41. Securing Skid Board Ties

Secure the skid board ties as shown in Figure 9-30.

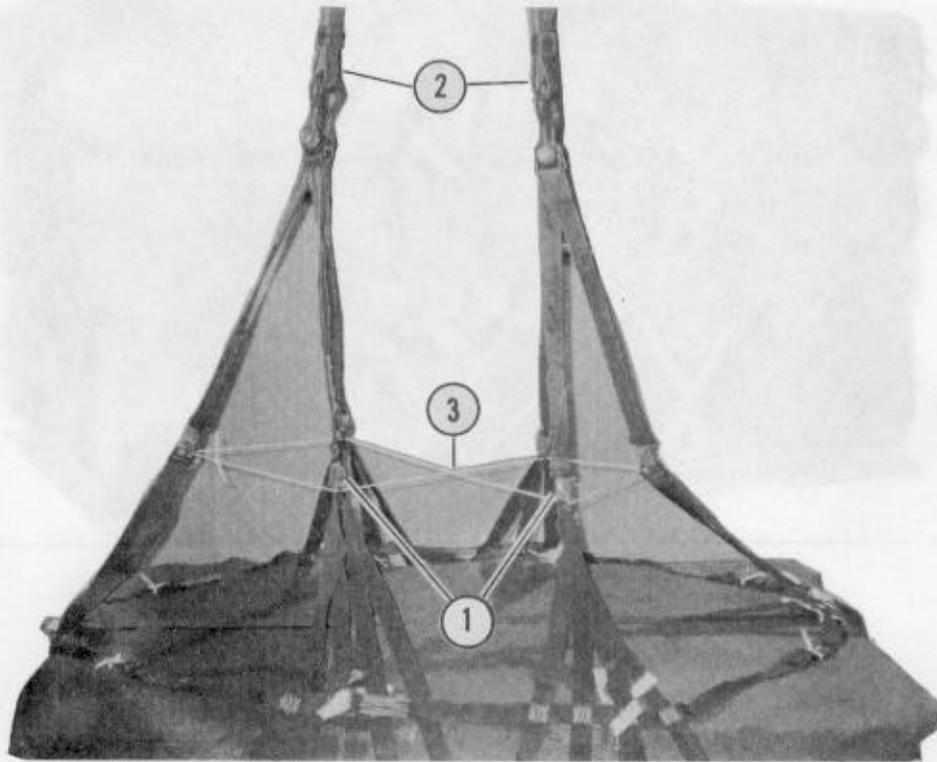


- ① Starting at the front right side, take tie-down A and diagonally tie it around the intersection of the lower lateral strap and fourth support web. Use three half-hitch knots and an overhand knot in the running end.
- ② Route tie-down B around the fifth support web and lower lateral strap intersection diagonally. Pull the excess slack out, and tie it with trucker's hitch knot and an overhand knot in the running end.
- ③ Repeat step 1 for tie-down D and secure it to the second intersection on the lower lateral strap.
- ④ Repeat step 2 for tie-down C and secure it to the first intersection on the lower lateral strap.
- ⑤ Repeat steps 1 through 4 for the other five sets of tie-downs.

Figure 9-30. Skid board ties secured

9-42. Installing Suspension Slings

Install suspension slings using six suspension webs, two 3/4-inch cargo suspension clevises, and two 3-foot (2-loop), type XXVI nylon webbing slings as shown in Figure 9-31.



- ① Attach one suspension web to each of the six D-rings. Route the snap hook from outside to inside. Wrap each hook with masking tape.
- ② Place a 3-foot sling on each clevis. Bolt the three suspension webs at the front of the load to one clevis. Repeat step for the rear set.
- ③ Route a length of type III nylon cord through the six D-rings as shown above. Tie the ends together. Make sure the tie has excess to allow suspension sling movement.

Note: After positioning the type III nylon cord, fold and tape the excess with masking tape (not shown).

Figure 9-31. Suspension slings installed

9-43. Installing Parachute

Install a G-12E cargo parachute as shown in Figure 9-32.



- ① Place a G-12E cargo parachute on the load with the riser compartment up and the bridle toward the front of the load. Position the parachute on the front of the load.
- ② Tie each corner of the parachute to the sling assembly using type I, 1/4-inch cotton webbing.
- ③ Bolt the two 3-foot slings to the parachute's cargo suspension clevis. Make sure the risers from the parachute are not removed from the clevis.
- ④ Fold and tape the excess sling with masking tape (not shown).

Figure 9-32. G-12E cargo parachute installed

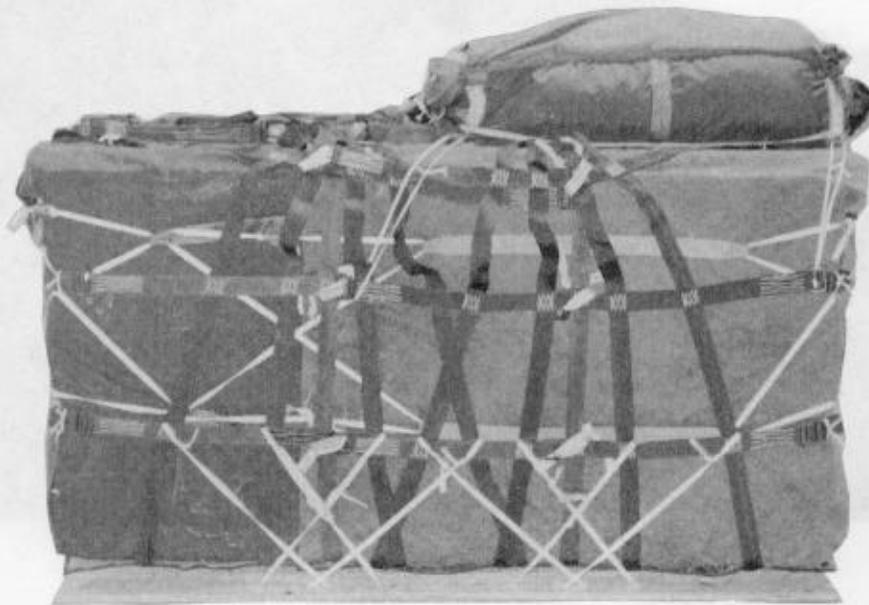
9-44. Marking Rigged Load

Mark the rigged load according to Chapter 1. Compute the rigged load data.

9-45. Equipment Required

Use the equipment listed in Table 9-5 to rig the load shown in Figure 9-33.

CAUTION
Make the final inspection required by Chapter 1 before the load leaves the rigging site. If the load includes hazardous material as defined in AFJMAN 24-204/TM 38-250, complete Shipper's Declaration for Dangerous Goods form.



RIGGED LOAD DATA	
Weight (without parachute)	900 - 2,200 pounds
Parachute	G-12E

Figure 9-33. Stretch A-22 cargo bag rigged for low-velocity airdrop

Table 9-5. Equipment required for rigging stretch A-22 cargo bag for low-velocity airdrop

National Stock Number	Item	Quantity
1670-00-587-3421	Bag, cargo, A-22	2
4030-00-678-8562	Clevis, suspension, 3/4-in (medium)	3
1670-00-753-3928	Pad, energy-dissipating, honeycomb,	2 sheets
	3- by 36- by 96-in:	(2)
	36- by 68-in	
	Parachute:	
1670-01-065-3755	Cargo, G-12E	1
1670-00-216-7297	Pilot, 68-in diam	1
5530-00-128-4981	Plywood, 3/4- by 48- by 96-in	1 sheet
	or	
No NSN	Plywood, 1- by 48- by 96-in	1 sheet
1670-01-062-6301	Sling, cargo, airdrop, 3-ft (2-loop),	
	type XXVI nylon webbing	2
1670-00-368-7486	Strap, webbing, nylon (shear strap),	
	60-in	1
7510-00-266-6710	Tape, masking, 2-in	As required
	Webbing:	
8305-00-268-2411	Cotton, 1/4-in, type I	As required
	Nylon:	
8305-00-082-5752	Tubular, 1/2-in	As required
8305-00-263-3591	Type VIII	As required
	or	
8305-00-268-2455	Tubular, 1-in, OD	As required

CHAPTER 10 RIGGING SPECIFIC SINGLE A-22 LOADS

Section I RIGGING TRAY-PACK RATIONS FOR LOW-VELOCITY AIRDROP

10-1. Description of Load

This load consists of 48 cases of tray-pack rations. Each case contains four rations. The case measures 9 by 13 by 11 inches and weighs about 28 pounds. This load is rigged in an A-22 cargo bag for low-velocity airdrop.

10-2. Preparing Load

Stack 48 cases of rations on a pallet in a square formation.

10-3. Preparing Skid Board

Prepare a 48- by 48-inch skid board as shown in Figure 9-1.

10-4. Positioning Honeycomb

Cut and position the honeycomb as shown in Figure 10-1.

10-5. Rigging Load

Rig the load according to Figures 9-3 through 9-7.

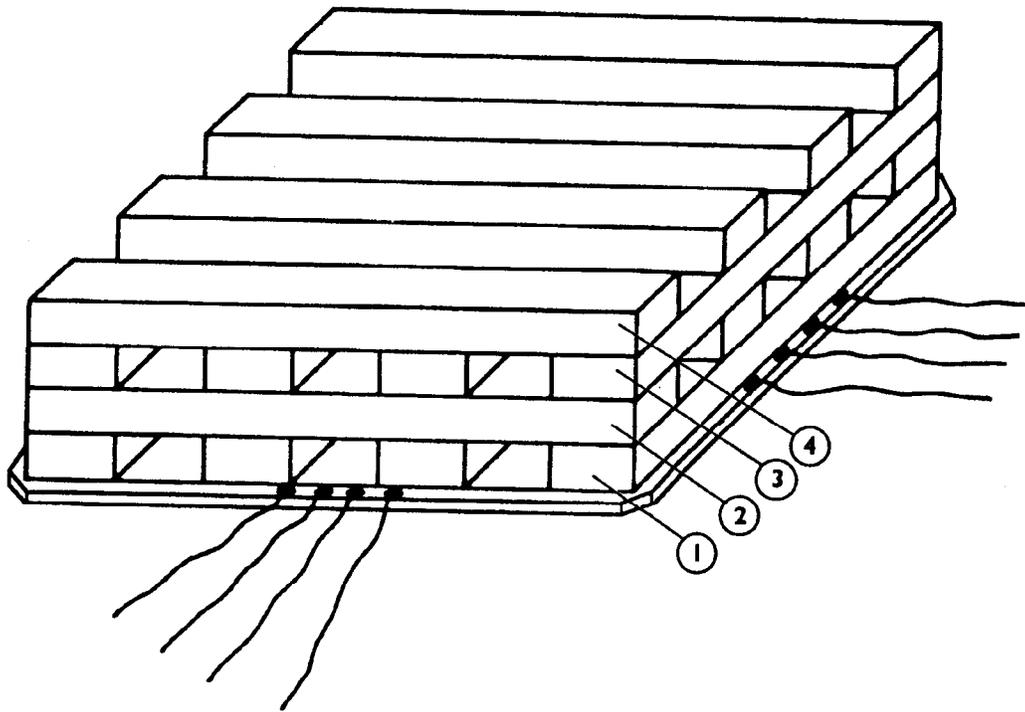
10-6. Installing Parachute

Install a G-12E cargo parachute according to Chapter 8.

10-7. Marking Rigged Load

Mark the rigged load according to Chapter 1 using the data given in Figure 10-2. If the load varies from the one shown in Figure 10-2, recompute the rigged load data.

Note: This drawing is not drawn to scale.



- ① Cut sixteen 6- by 44-inch pieces of honeycomb (not shown).
- ② Evenly space four honeycomb pieces on the platform. Make sure the honeycomb pieces are 2 inches from all sides.
- ③ Repeat step 2 except alternate the honeycomb pieces in the second layer of honeycomb.
- ④ Repeat step 3 for the third layer of honeycomb.
- ⑤ Repeat step 3 for the fourth layer of honeycomb.

Figure 10-1. Honeycomb positioned

10-8. Equipment Required

Use the equipment listed in Table 10-1 to rig the load shown in Figure 10-2.

CAUTION

Make the final inspection required by Chapter 1 before the load leaves the rigging site. If the load includes hazardous material as defined in AFJMAN 24-204/TM 38-250, complete Shipper's Declaration for Dangerous Goods form.



RIGGED LOAD DATA

Weight (with parachute)	1,860 pounds
Height (with parachute)	64 inches
Width	48 inches
Length	48 inches
Parachute	G-12E

Figure 10-2. Forty-eight cases of tray-pack rations rigged in an A-22 container for low-velocity airdrop

Table 10-1. Equipment required for rigging tray-pack rations in an A-22 container for low-velocity airdrop

National Stock Number	Item	Quantity
8040-00-273-8713	Adhesive, paste, 1-gal	As required
1670-00-587-3421	Bag, cargo, A-22	1
4020-00-240-2146	Cord, nylon, type III, 550-lb	As required
1670-00-753-3928	Pad, energy-dissipating, honeycomb, 3- by 36- by 96-in: 6- by 44-in	1 sheet (16)
1670-01-065-3755	Parachute, cargo, G-12E	1
5530-00-914-5118	Plywood, 1- by 48- by 48-in	1 sheet
7510-00-266-6710	Tape, masking, 2-in	As required
8310-00-102-4478	Thread, cotton, ticket number 8/7	As required
	Webbing:	
8305-00-268-2411	Cotton, 1/4-in, type I	As required
8305-00-082-5752	Nylon, tubular, 1/2-in	As required

Section II
RIGGING COMPANY-LEVEL FIELD FEEDING KITCHEN
FOR LOW-VELOCITY AIRDROP

10-9. Description of Load

The company-level field feeding kitchen and eight boxes of tray packs are rigged in an A-22 cargo bag for low-velocity airdrop. Table 10-2 lists the

components and items that make up the kitchen. The unrigged kitchen weighs 876 pounds. The load requires one G-12E cargo parachute.

Table 10-2. Components and items of the company-level field feeding kitchen

COMPONENTS LIST	BASIC ISSUE ITEMS
<ul style="list-style-type: none"> 1 Heater cabinet 1 M2/M2A burner unit 1 Small beverage transporter 1 Large beverage transporter 2 Remote food transporters 1 Work and serving table 1 Complete pot-cradle assembly 	<ul style="list-style-type: none"> 1 Antiseize compound 3 Water-sterilizing bags 1 Cutting board 1 Wire brush 1 Friction top can 2 5-gallon gasoline cans 1 Hand can opener 1 Tray-pack can opener 2 5-gallon water cans 1 Burner slot cleaner 1 Fire extinguisher 1 First aid kit 1 Preheater generator 1 Drain hose 1 Inflating pump hose 1 Boning knife 1 Bread knife 1 Gasoline lantern 1 Tray-pack lifter 1 Tray-pack serving lifter 1 2-quart liquid measure 1 Gasoline can spout nozzle 1 10-gallon stock pot with cover 1 15-gallon stock pot with cover 1 Inflating pump 1 Flat screwdriver 1 Food serving basting spoon 1 15-inch slotted serving spoon 1 Tool kit 1 Food turner 1 Adjustable crescent wrench 1 Combination wrench

10-10. Preparing Skid Board

Prepare a skid board as shown in Figure 9-1.

10-11. Positioning Honeycomb

Position the honeycomb as shown in Figure 10-3.

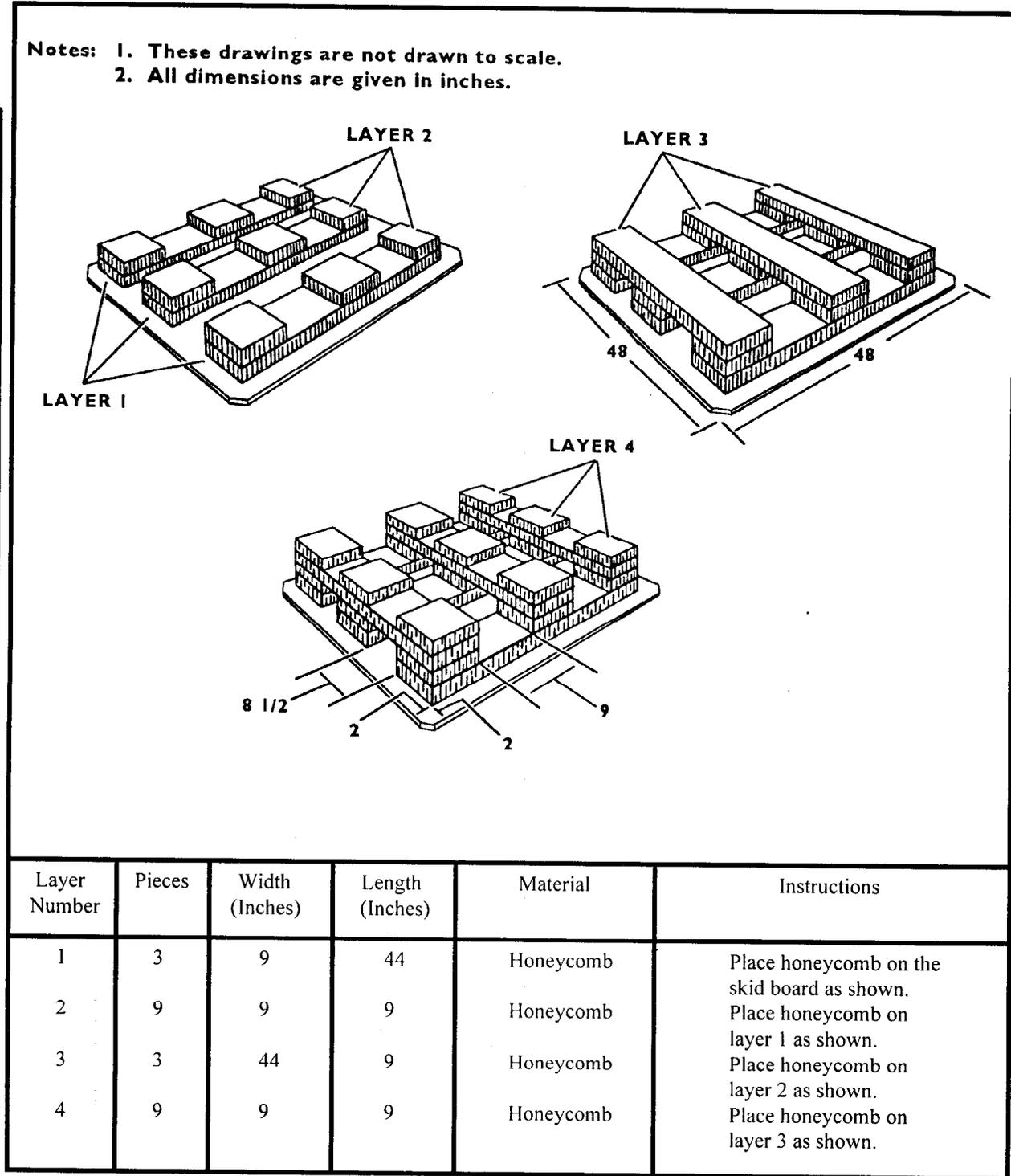
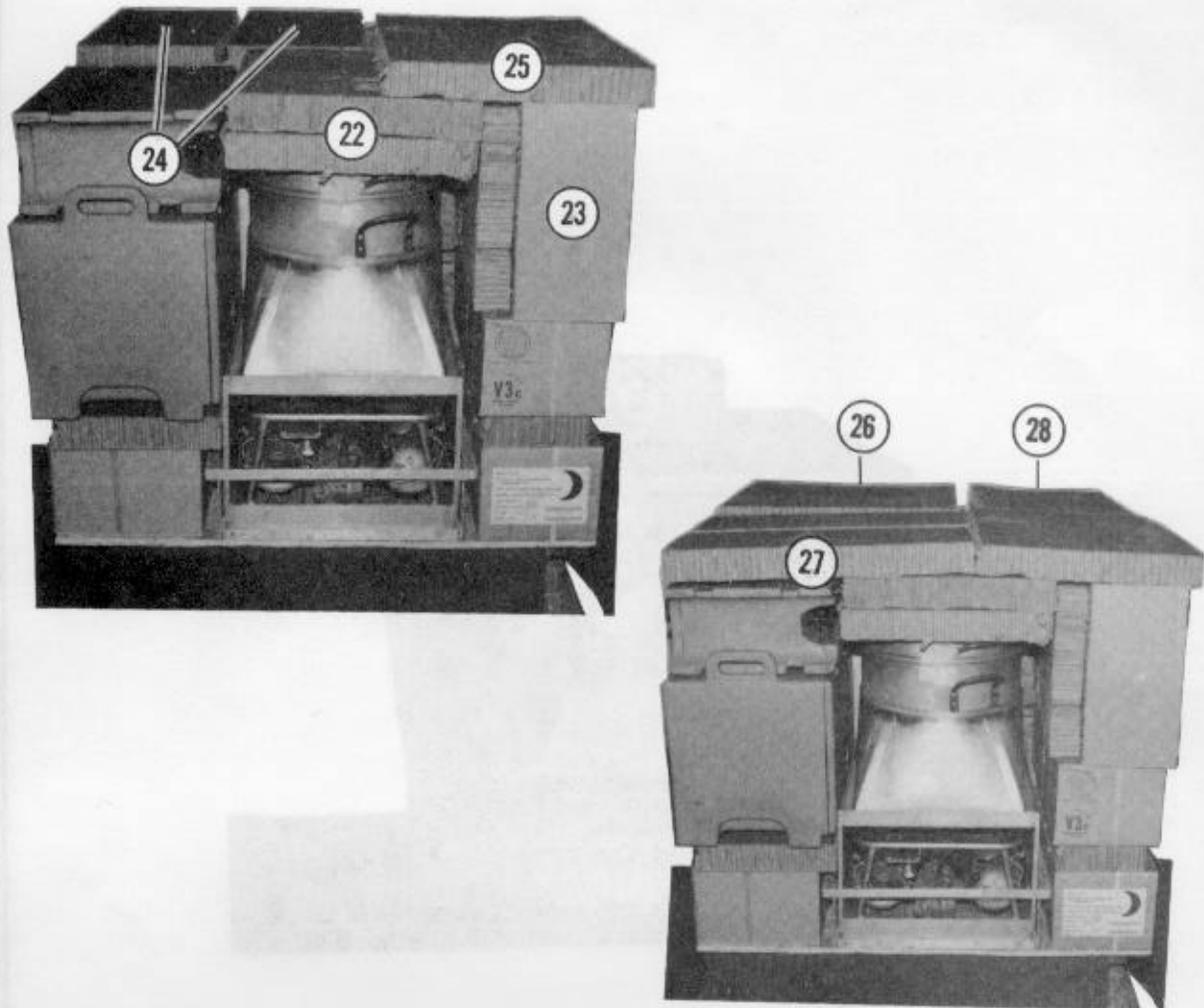
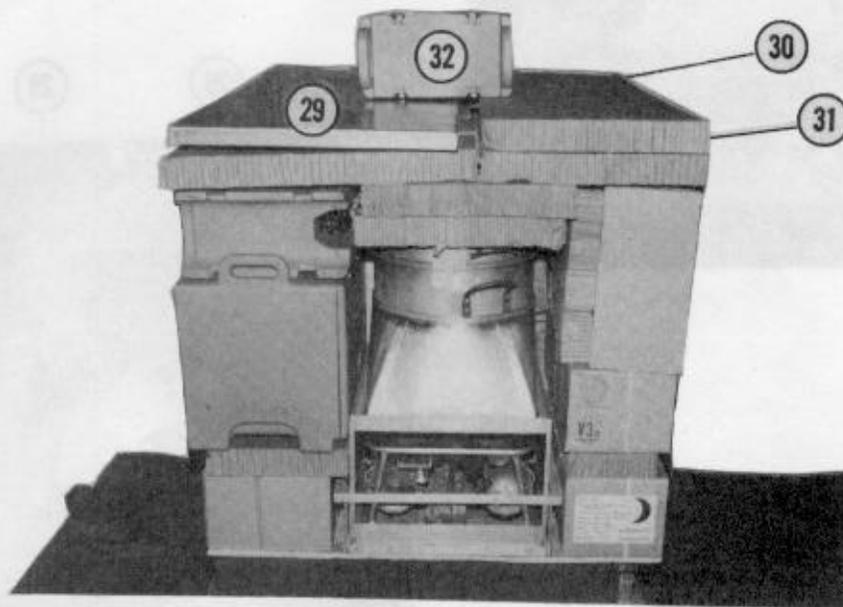


Figure 10-3. Honeycomb layers prepared and positioned



- ②② Two 20- by 24-inch pieces of honeycomb
- ②③ One 9- by 18-inch piece of honeycomb
- ②④ Two 13- by 27-inch pieces of honeycomb
- ②⑤ One 21- by 30-inch piece of honeycomb
- ②⑥ One 26- by 37-inch piece of honeycomb
- ②⑦ One 17- by 25-inch piece of honeycomb
- ②⑧ One 7- by 25-inch piece of honeycomb

Figure 10-7. Load positioned (continued)



- 29 Work and serving table
- 30 One 19- by 21-inch piece of honeycomb
- 31 One 21- by 36-inch piece of honeycomb
- 32 Small beverage transporter

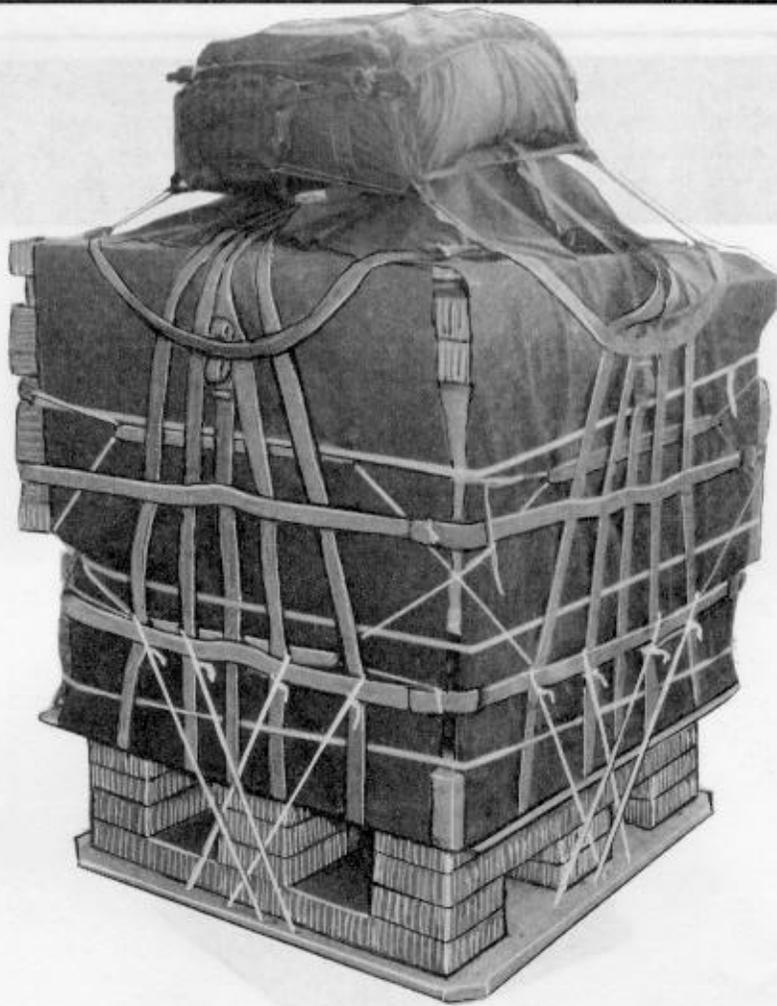
Figure 10-7. Load positioned (continued)

10-16. Closing Container

Close the container according to Figures 9-3 through 9-7.

10-17. Completing Rigged Load and Installing Parachute

Complete the rigging of the load and install a G-12E cargo parachute as shown in Figure 10-8.



- ① Pass a length of 1/2-inch tubular nylon webbing around the A-22 cargo bag. Run the webbing under the vertical straps between the upper and middle horizontal straps. Pull the ends of the webbing tight, and tie the ends together.
- ② Run two lengths of 1/2-inch tubular nylon webbing around the A-22 cargo bag and through the vertical straps. Run one length below the second horizontal strap and one below the third. Pull the ends of the webbing tight, and tie the ends together.
- ③ Secure the skid board ties to the load as shown in Figure 9-6.
- ④ Install a G-12E cargo parachute according to Chapter 8.

Figure 10-8. Rigged load completed and G-12E cargo parachute installed

10-18. Marking Rigged Load

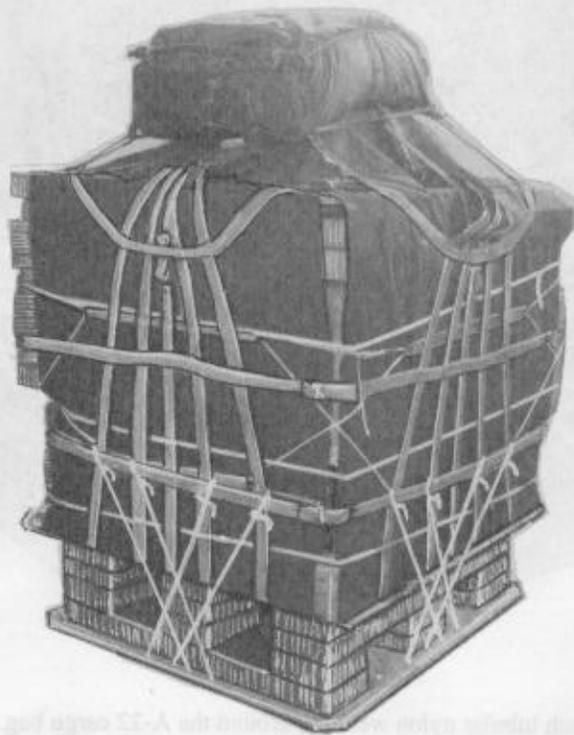
Mark the rigged load according to Chapter 1 using the data given in Figure 10-9. If the load varies from the one shown in Figure 10-9, recompute the rigged load data.

10-19. Equipment Required

Use the equipment listed in Table 10-3 to rig the load shown in Figure 10-9.

CAUTION

Make the final inspection required by Chapter 1 before the load leaves the rigging site. If the load includes hazardous material as defined in AFJMAN 24-204/TM 38-250, complete Shipper's Declaration for Dangerous Goods form.

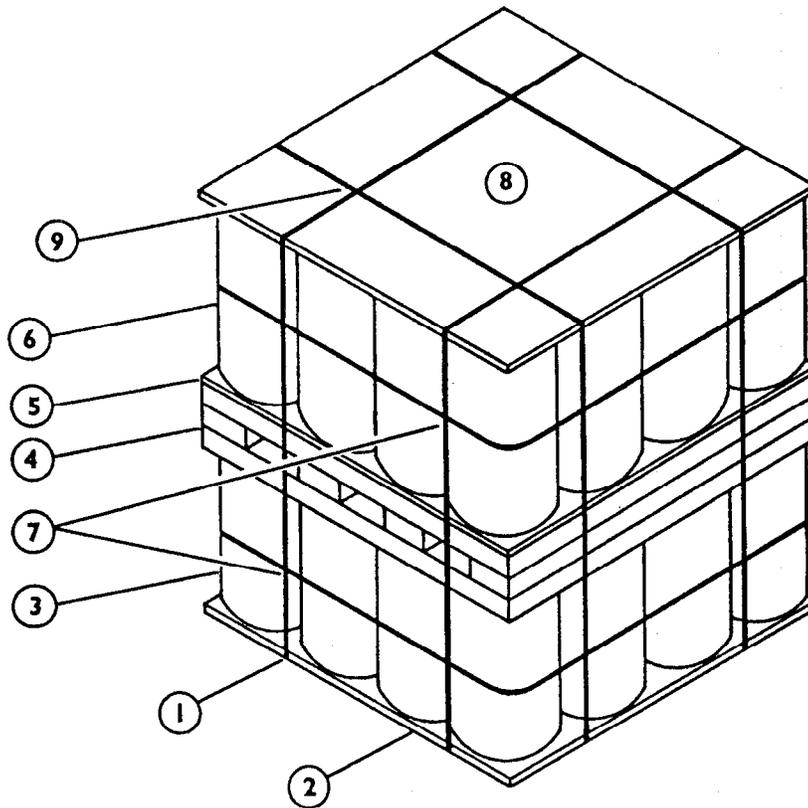


RIGGED LOAD DATA

Weight (with parachute)	1,270 pounds
Height (with parachute)	85 inches
Width	48 inches
Length	48 inches
Parachute	G-12E

Figure 10-9. Company-level field feeding kitchen rigged in an A-22 container for low-velocity airdrop

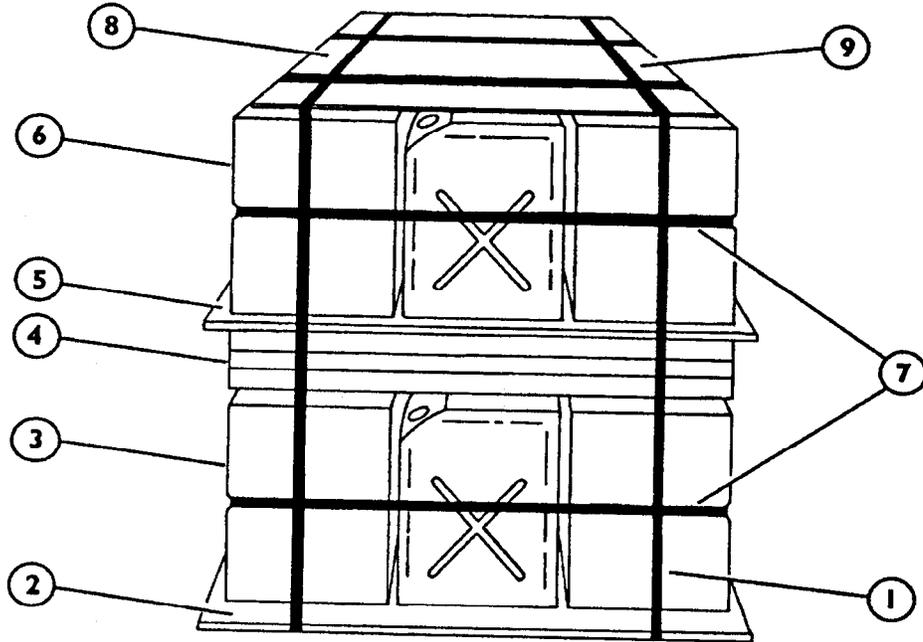
Note: This drawing is not drawn to scale.



- ① Repeat step 1 of Figure 10-10.
- ② Center a 3/4- by 48- by 48-inch piece of plywood on top of the container.
- ③ Place sixteen 5-gallon drums on top of the plywood.
- ④ Repeat steps 4 through 6 of Figure 10-10 to form three layers of honeycomb.
- ⑤ Place a 3/4- by 48- by 48-inch piece of plywood on top of the honeycomb.
- ⑥ Position sixteen 5-gallon drums on top of the plywood.
- ⑦ Wrap a length of steel strapping around each layer of drums. Bind the strapping in place.
- ⑧ Place a 3/4- by 45- by 45-inch piece of plywood on top of the load.
- ⑨ Bind the steel strapping over the top of the load. Use four seals to secure each piece of steel strapping. Cut off excess if necessary. Pad the 5-gallon drums as necessary.

Figure 10-11. Five-gallon drums rigged

Note: This drawing is not drawn to scale.



- ① Repeat step 1 of Figure 10-10.
- ② Center a 3/4- by 48- by 48-inch piece of plywood on top of the container.
- ③ Position 21 cans on top of the plywood (three rows wide and seven in each row). Wrap every other can with cellulose wadding or cardboard sheets.

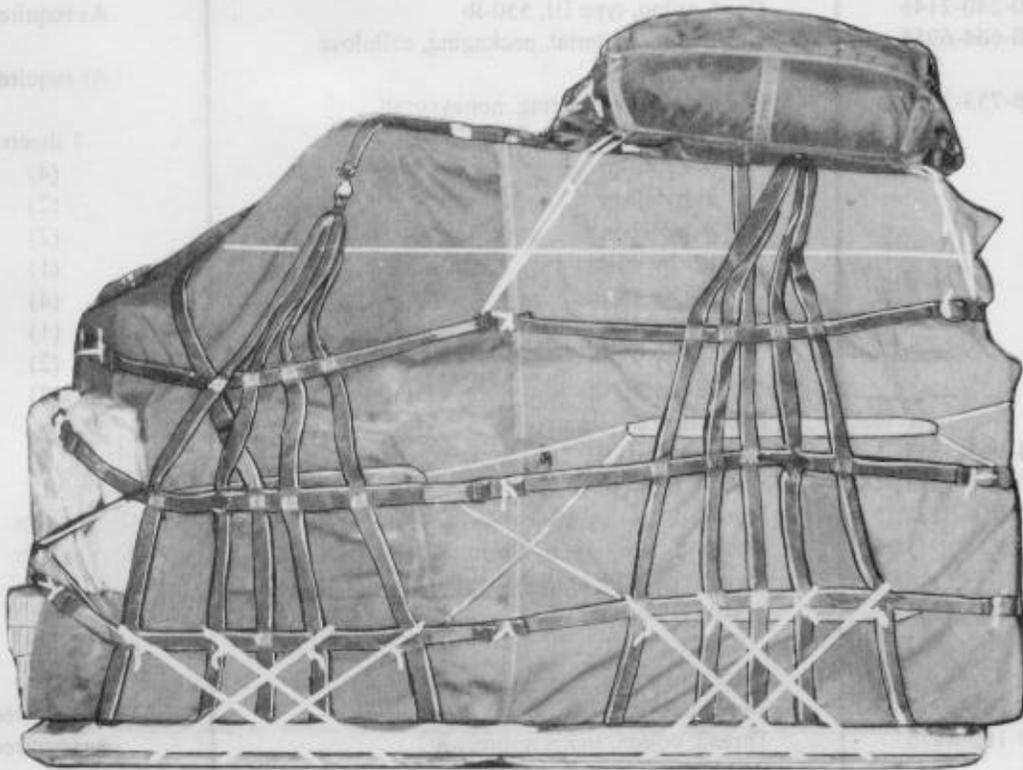
Note: Make sure the 5-gallon cans are not more than 3/4 full.

- ④ Position three layers of honeycomb. Use a 36- by 48-inch and a 12- by 48-inch piece of honeycomb in each layer. Alternate the pieces of honeycomb in each layer.
- ⑤ Lay a 3/4- by 48- by 48-inch piece of plywood on top of the honeycomb layers.
- ⑥ Repeat step 3.
- ⑦ Wrap a length of steel strapping around each layer of cans. Bind the strapping in place.
- ⑧ Place a 3/4- by 44- by 44-inch piece of plywood on top of the load.
- ⑨ Bind the steel strapping over the top of the load. Use four seals to secure each piece of steel strapping. Cut off excess if necessary. Pad the 5-gallon cans as necessary.

Figure 10-12. Five-gallon fuel cans rigged

CAUTION

Make the final inspection required by Chapter 1 before the load leaves the rigging site. If the load includes hazardous material as defined in AFJMAN 24-204/TM 38-250, complete Shipper's Declaration for Dangerous Goods form.

**RIGGED LOAD DATA**

Weight (with parachute)	1,654 pounds
Height (with parachute)	67 inches
Width	48 inches
Length	104 inches
Parachute	G-12E

Figure 11-5. Snowmobile rigged in a double A-22 cargo bag for low-velocity airdrop

Table 11-1. Equipment required for rigging the snowmobile in a double A-22 cargo bag for low-velocity airdrop

National Stock Number	Item	Quantity
8040-00-273-8713	Adhesive, paste, 1-gal	As required
1670-00-587-3421	Bag, cargo, A-22	2
	Clevis:	
4030-00-432-2516	Screw pin	3
4030-00-678-8562	Suspension, 3/4-in (medium)	2
4020-00-240-2146	Cord, nylon, type III, 550-lb	As required
8135-00-664-6958	Cushioning material, packaging, cellulose wadding	As required
1670-00-753-3928	Pad, energy-dissipating, honeycomb,	
	3- by 36- by 96-in:	7 sheets
	6- by 48-in	(4)
	8- by 60-in	(2)
	8- by 92-in	(2)
	12- by 96-in	(1)
	18- by 48-in	(4)
	30- by 48-in	(1)
	36- by 92-in	(2)
	36- by 96-in	(2)
	Parachute:	
1670-01-065-3755	Cargo, G-12E	1
1670-00-216-7297	Pilot, 68-in diam	1
5530-00-914-5118	Plywood, 3/4- by 48- by 96-in	1 sheet
No NSN	Plywood, 1- by 48- by 96-in	1 sheet
	Sling, type XXVI nylon webbing:	
1670-01-062-6301	3-ft (2-loop)	3
1670-00-432-2501	9-ft (4-loop)	1
1670-00-432-2505	16-ft (4-loop)	1
7510-00-266-6710	Tape, masking, 2-in	As required
8310-00-102-4478	Thread, cotton, ticket number 8/7	As required
	Webbing:	
8305-00-268-2411	Cotton, 1/4-in, type I	As required
	Nylon:	
8305-00-082-5752	Tubular, 1/2-in	As required
8305-00-263-3591	Type VIII	As required
8305-00-260-6890	Type X	As required

11-14. Marking Rigged Load

Mark the rigged load according to Chapter 1 using the data given in Figure 11-7. Each load must be computed due to varying accompanying loads. Make sure the load weighs at least 900 pounds.

11-15. Equipment Required

Use the equipment listed in Table 11-2 to rig the load shown in Figure 11-7.

CAUTION
 Make the final inspection required by Chapter 1 before the load leaves the rigging site. If the load includes hazardous material as defined in AFJMAN 24-204/TM 38-250, complete Shipper's Declaration for Dangerous Goods form.



RIGGED LOAD DATA	
Weight (without parachute)	900 - 2,200 pounds
Height (with parachute)	up to 83 inches
Width	48 inches
Length	96 inches
Parachute	G-12E

Figure 11-7. Ahkio sleds rigged in a double A-22 cargo bag for low-velocity airdrop

Table 11-2. Equipment required for rigging Ahkio sleds in a double A-22 cargo bag for low-velocity airdrop

National Stock Number	Item	Quantity
8040-00-273-8713	Adhesive, paste, 1-gal	As required
1670-00-587-3421	Bag, cargo, A-22	2
	Clevis:	
4030-00-432-2516	Screw pin	3
4030-00-678-8562	Suspension, 3/4-in (medium)	2
4020-00-240-2146	Cord, nylon, type III, 550-lb	As required
8135-00-664-6958	Cushioning material, packaging, cellulose wadding	As required
1670-00-753-3928	Pad, energy-dissipating, honeycomb,	
	3- by 36- by 96-in:	7 sheets
	8- by 92-in	(2)
	18- by 21-in	(8)
	21- by 94-in	(4)
	36- by 92-in	(2)
	Parachute:	
1670-01-065-3755	Cargo, G-12E	1
1670-00-216-7297	Pilot, 68-in diam	1
5530-00-128-4981	Plywood, 3/4- by 48- by 96-in	1 sheet
1670-01-062-6301	Sling, 3-ft (2-loop), type XXVI nylon webbing	3
7510-00-266-6710	Tape, masking, 2-in	As required
8310-00-102-4478	Thread, cotton, ticket number 8/7	As required
	Webbing:	
8305-00-268-2411	Cotton, 1/4-in, type I	As required
	Nylon:	
8305-00-082-5752	Tubular, 1/2-in	As required
8305-00-263-3591	Type VIII	As required
8305-00-260-6890	Type X	As required



- ⑫ Tie the pilot parachute to the load with ticket number 8/7 cotton thread.

Note: The pilot parachute should be secured to the side which will face the anchor line cable.

- ⑬ Use a double length of type III nylon cord. Pass the loop end through the firing pin lanyard. Pass the running ends of the cord through the loop and secure the running ends to the container.
- ⑭ Fold and tape all excess slack in the deployment line of the pilot parachute.
- ⑮ Use a single length of type III nylon cord to tie the connector link at the mouth of the pilot parachute bag to the L-bar on which the shear strap is secured.

Figure 12-3. Rigged load completed (continued)

12-5. Marking Rigged Load

Mark the rigged load according to Chapter 1 using the data given in Figure 12-4. If the load varies from the one shown in Figure 12-4, recompute the rigged load data.

12-6. Equipment Required

Use the equipment listed in Table 12-1 to rig the load shown in Figure 12-4.

CAUTION

Make the final inspection required by Chapter 1 before the load leaves the rigging site. If the load includes hazardous material as defined in AFJMAN 24-204/TM 38-250, complete Shipper's Declaration for Dangerous Goods form.



RIGGED LOAD DATA

Weight (without parachute)	501 - 2,200 pounds
Height (with parachute)	62 inches
Width	48 inches
Length	48 inches
Parachute	G-12E

Figure 12-4. A-23 container load rigged for HAARS

Table 12-1. Equipment required for rigging an A-23 container load for HAARS

National Stock Number	Item	Quantity
1670-01-071-5022	Altitude sensor, parachute unit:	1
1377-01-064-4927	Cutter assembly	(1)
1670-01-064-4926	Sensor w retention line	(1)
1670-01-065-3748	Bag cargo, A-23 (HAARS)	1
4020-00-240-2146	Cord, nylon, type III, 550-lb	As required
1670-00-836-2231	Knife, release (guillotine)	1
1670-00-217-2421	Link assembly, link, L-bar type	5
1670-00-753-3928	Pad, energy-dissipating, honeycomb	As required
	Parachute:	
1670-01-065-3755	Cargo, G-12E (HAARS)	1
1670-00-216-7297	Pilot, 68-in diam	1
5530-00-914-5118	Plywood, 1- by 48- by 48-in	1 sheet
	or	
5530-00-128-4981	Plywood, 3/4- by 48- by 96-in (localy fabricated skid board)	1 sheet
	Strap:	
	Connector: 60-in	
1670-00-738-5878	60-in	2
1670-00-738-5879	120-in	1
1670-01-067-6533	Shear, 31-in	1
7510-00-266-6710	Tape, masking, 2-in	As required
8310-01-102-4478	Thread, cotton, ticket number 8/7	As required
	Webbing:	
8305-00-268-2411	Cotton, 1/4-in, type I	As required
8305-00-082-5752	Nylon, tubular, 1/2-in	As required

GLOSSARY

AFB	Air Force base	ft	foot/feet
AFJMAN	Air Force joint manual	gal	gallon
AFR	Air Force regulation	GLLD	ground laser location designator
AFTO	Air Force technical order	HAARS	high-altitude airdrop resupply system
AMC	Air Mobility Command	HQ	headquarters
AR	Army regulation	in	inch
ATCF	air traffic control facility	lb	pound
attn	attention	MCRP	Marine Corps reference publication
CDS	container delivery system	no	number
CVRS	centerline vertical restraint system	POP	performance-oriented packaging
d	penny	SATB	standard airdrop training bundle
DA	Department of the Army	TM	technical manual
DD	Department of Defense	TO	technical order
diam	diameter	TRADOC	United States Army Training and Doctrine Command
FM	field manual	US	United States
FMFM	fleet Marine force manual	w	with

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