

## CHAPTER 21

### SUITABLE SINGLE-POINT RIGGING PROCEDURES FOR CONTAINERS

#### 21-1. Introduction

This chapter contains rigging procedures for single-point lift of containers that are suitable for sling load. Each rigging procedure is found in a paragraph that includes a description of the load, materials required for rigging, and steps to complete the procedure. An applicability paragraph is also a part of each paragraph and identifies the suitable loads. The suitable single-point rigging procedures for containers are in this section.

Paragraphs 21-2 and 21-3 give detailed instructions for rigging loads.

**NOTE: Reach Pendants may be used on all single point loads. A static discharge person is not required when using a Reach Pendant.**

#### 21-2. One CONEX Container

**a. Applicability.** The following items in Table 21-1 are suitable for sling load by all **ARMY** helicopters with suitable lift capacity:

**Table 21-1. One CONEX Container**

NOMENCLATURE	MAX WEIGHT (POUNDS)	SLING SET	LINK COUNT FRONT/REAR	RECOMMENDED AIRSPEED (KNOTS)
Box, Metal, Shipping, CONEX, 270 cubic feet	1,560	10K	3/3	60
Box, Metal, Shipping, CONEX, 295 cubic feet	2,140	10K	3/3	60

**b. Materials.** The following materials are required to rig this load:

- (1) Sling set (10,000-pound capacity).
- (2) Tape, adhesive, pressure-sensitive, 2-inch wide roll.
- (3) Cord, nylon, Type III, 550-pound breaking strength.
- (4) Webbing, cotton, 1/4-inch, 80-pound breaking strength.
- (5) Tie-down strap CGU-1/B.

**c. Personnel.** One person can prepare and rig this load in 10 minutes.

**d. Procedures.** The following procedures apply to this load:

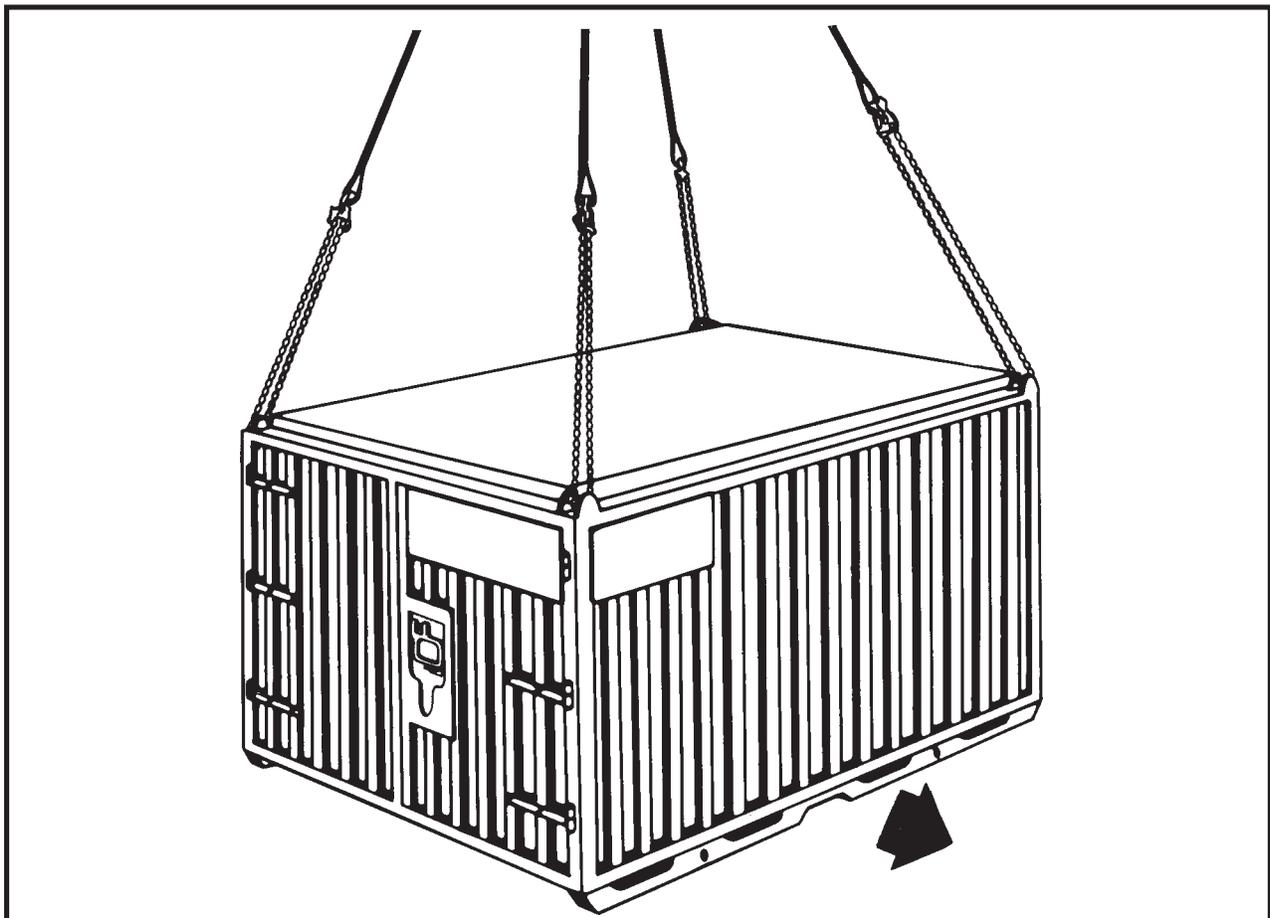
- (1) **Preparation.** Prepare the load using the following steps:
  - (a) Close the doors.
  - (b) Secure the doors by routing CGU-1/Bs around the entire container.
- (2) **Rigging.** Rig the load according to the steps in Figure 21-1.

(3) **Hookup.** The hookup team stands on top of the container. The static wand person discharges the static

electricity with the static wand. The hookup person places the apex fitting onto the aircraft cargo hook. The hookup team then moves clear of the load but remains close to the load as the helicopter removes slack from the sling legs. When successful hookup is assured, the hookup team

quickly exits the area underneath the helicopter to the designated rendezvous point.

(4) **Derigging.** Derigging is the reverse of the preparation and rigging procedures in steps d (1) and d (2).



#### RIGGING STEPS

1. Position apex fitting on top of the container. Route outer sling legs 1 and 2 to the front of the load and inner sling legs 3 and 4 to the rear. Sling legs 1 and 3 must be on the left side of the load.

2. Loop the chain end of sling leg 1 through the left front lift provision. Place the correct link from Table 21-1 in the grab hook. Repeat with sling leg 2 and the right front lift provision.

3. Loop the chain end of sling leg 3 through the left rear lift provision. Place the correct link from Table 21-1 in the grab hook. Repeat with sling leg 4 and the right rear lift provision.

4. Cluster and tie or tape (breakaway technique) all sling legs together on top of the container to prevent entanglement during hookup and lift-off.

*Figure 21-1. One CONEX Container*

### 21-3. Two CONEX Containers

**a. Applicability.** The following items in Table 21-2 are suitable for sling load by all **ARMY** helicopters with suitable lift capacity:

**Table 21-2. Two CONEX Containers**

NOMENCLATURE	MAX WEIGHT (POUNDS)	SLING SET	LINK COUNT FRONT/REAR	RECOMMENDED AIRSPEED (KNOTS)
Two Boxes, Metal, Shipping, CONEX, 270 cubic feet	10,000	10K	3/60/3	95
Two Boxes, Metal, Shipping, CONEX, 295 cubic feet	10,000	10K	3/60/3	95

**b. Materials.** The following materials are required to rig this load:

(1) Sling set (10,000-pound capacity) with two additional sling leg assemblies.

(2) Tape, adhesive, pressure-sensitive, 2-inch wide roll.

(3) Cord, nylon, Type III, 550-pound breaking strength.

(4) Webbing, cotton, 1/4-inch, 80-pound breaking strength.

(5) Tie-down strap CGU-1/B.

**c. Personnel.** Two persons can prepare and rig this load in 20 minutes.

**d. Procedures.** The following procedures apply to this load:

(1) **Preparation.** Prepare the load using the following steps:

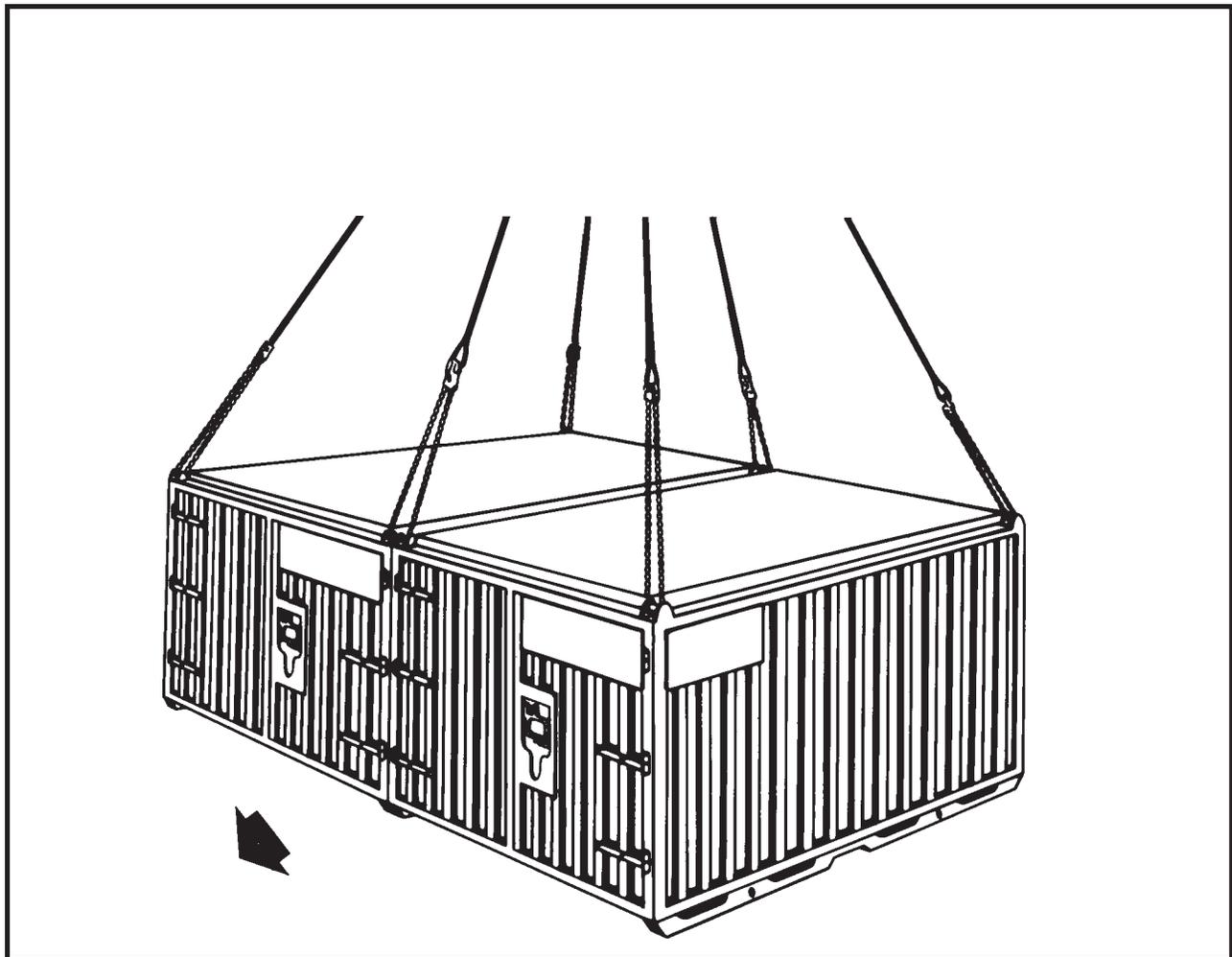
(a) Position the containers side by side with the doors facing the same direction.

(b) Close and secure the doors by routing CGU-1/Bs around the entire container.

(2) **Rigging.** Rig the load according to the steps in Figure 21-2.

(3) **Hookup.** The hookup team stands on top of the containers. The static wand person discharges the static electricity with the static wand. The hookup person places the apex fitting onto the aircraft cargo hook. The hookup team then moves clear of the load but remains close to the load as the helicopter removes slack from the sling legs. When successful hookup is assured, the hookup team quickly exits the area underneath the helicopter to the designated rendezvous point.

(4) **Derigging.** Derigging is the reverse of the preparation and rigging procedures in steps d (1) and d (2).



#### RIGGING STEPS

1. Configure a six-leg sling set by adding the two additional sling legs to the sling set.
2. Position apex fitting on top of the containers. Route outer sling legs 1 and 2 to the front (door end) of the containers, middle sling legs 3 and 4 to the rear, and inner sling legs 5 and 6 to the center of the containers. Sling legs 1, 3, and 5 must be on the left side of the load.
3. Loop the chain end of sling leg 1 through the left front lift provision of the left container. Place the correct link from Table 21-2 in the grab hook. Repeat with sling leg 2 and the right front lift provision.
4. Loop the chain end of sling leg 3 through the left rear lift provision on the left container. Place the correct link from Table 21-2 in the grab hook. Repeat with sling leg 4 and the right rear lift provision.
5. Loop the chain end of sling leg 5 through the front inboard lift provision of both containers. Place the correct link from Table 21-2 in the grab hook. Repeat with sling leg 6 and the rear inboard lift provisions. Secure the excess chain with Type III nylon cord.
6. Cluster and tie or tape (breakaway technique) all sling legs together on top of the containers to prevent entanglement during hookup and lift-off.

*Figure 21-2. Two CONEX Containers*