

## CHAPTER 2

### RIGGING M151 TRUCK FOR LOW-VELOCITY AIRDROP

#### Section I

#### RIGGING TRUCK WITHOUT ACCOMPANYING LOAD

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##### 2-1. Description of Load

a. The M151, 1/4-ton truck is rigged on an 8-foot, type II modular platform for low-velocity airdrop. The load requires one G-11A, one G-11B, or three G-12D cargo parachutes and other items of airdrop equipment. The unrigged truck shown in this section weighs 2,400 pounds. Its height is 71 inches (reducible to 52 inches). Its length is 133 inches, and its width is 64 inches.

b. The truck shown in this section is equipped with a radio and an antenna. Your truck may not be so equipped. If not, omit steps dealing with those items when preparing the truck. However, any radio mounts or antenna mounts or brackets must be padded with cellulose wadding or other suitable material, and the padding must be taped in place.

c. This section also shows and tells how to install the vehicle drive-off aid kit on the truck.

**Note:** Other loads shown in this manual may not show the vehicle drive-off aid. However, when required, install the drive-off aid kit as outlined in this section.

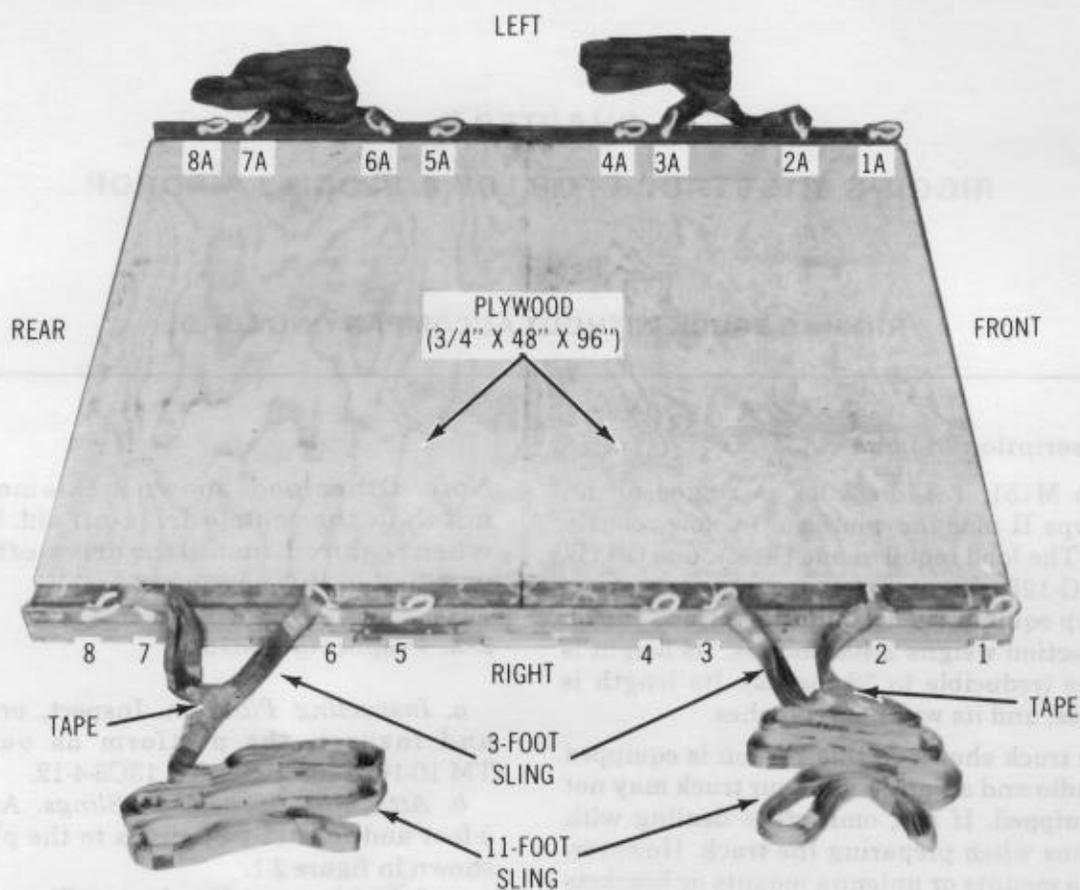
##### 2-2. Preparing Platform

a. *Inspecting Platform.* Inspect, or assemble and inspect, the platform as outlined in TM 10-1670-208-20&P/TO 13C3-4-12.

b. *Attaching Suspension Slings.* Attach four 3-foot and four 11-foot slings to the platform as shown in figure 2-1.

c. *Attaching and Numbering Clevises.* Attach eight load tiedown clevises as shown in figure 2-1. Number the clevises as shown in figure 2-1.

d. *Positioning Load Spreaders.* Place two plywood load spreaders on the platform as shown in figure 2-1.



**STEPS:**

1. Using four 3-foot and four 11-foot slings, pass each 3-foot sling through the loop of an 11-foot sling. Place a tiedown clevis on each end of the 3-foot slings.

**Note:** Type X (3-loop) or type XXVI (2-loop) nylon webbing slings may be used. However, all slings **MUST** be made from the same type of material.

2. Center the 11-foot slings on the 3-foot slings, and tape the slings in place.
3. Bolt the clevises to the 3d and 6th clevis holes for the front slings and the 12th and 15th clevis holes for the rear slings.
4. Bolt a load tiedown clevis to the 1st, 7th, 11th, and 16th clevis holes according to FM 10-500/TO 13C7-1-5.
5. Number the clevises bolted to the right rail from 1 through 8 and those bolted to the left rail from 1A through 8A according to FM 10-500/TO 13C7-1-5.
6. Place a 3/4- by 48- by 96-inch piece of plywood (load spreader) on each platform panel.

Figure 2-1. Platform prepared.

**2-3. Building and Placing Honeycomb Stacks**

Build three honeycomb stacks according to FM 10-500/TO 13C7-1-5 and as shown in figure 2-2. Position the stacks on the load spreaders as shown in figures 2-3 and 2-4.

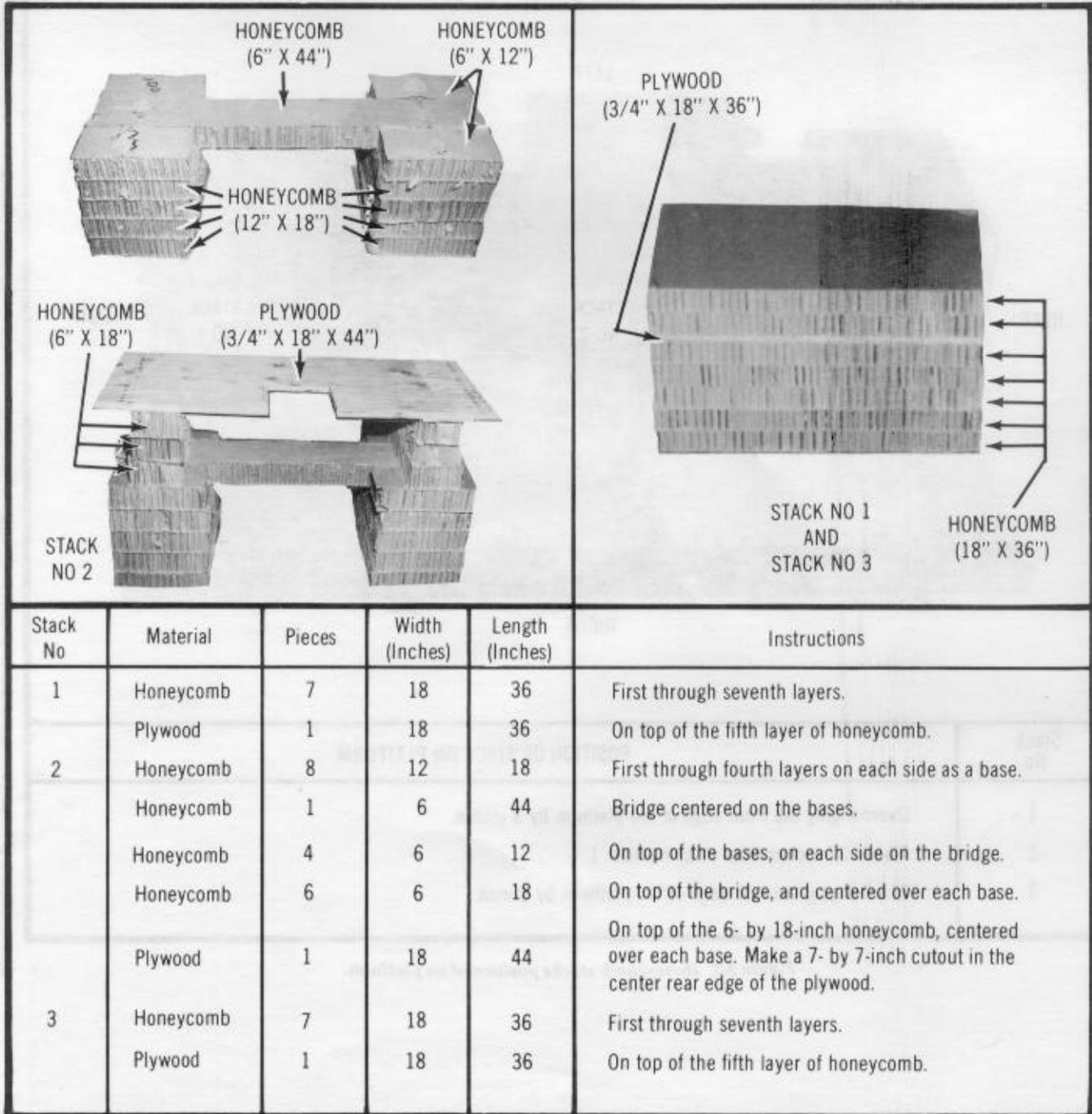
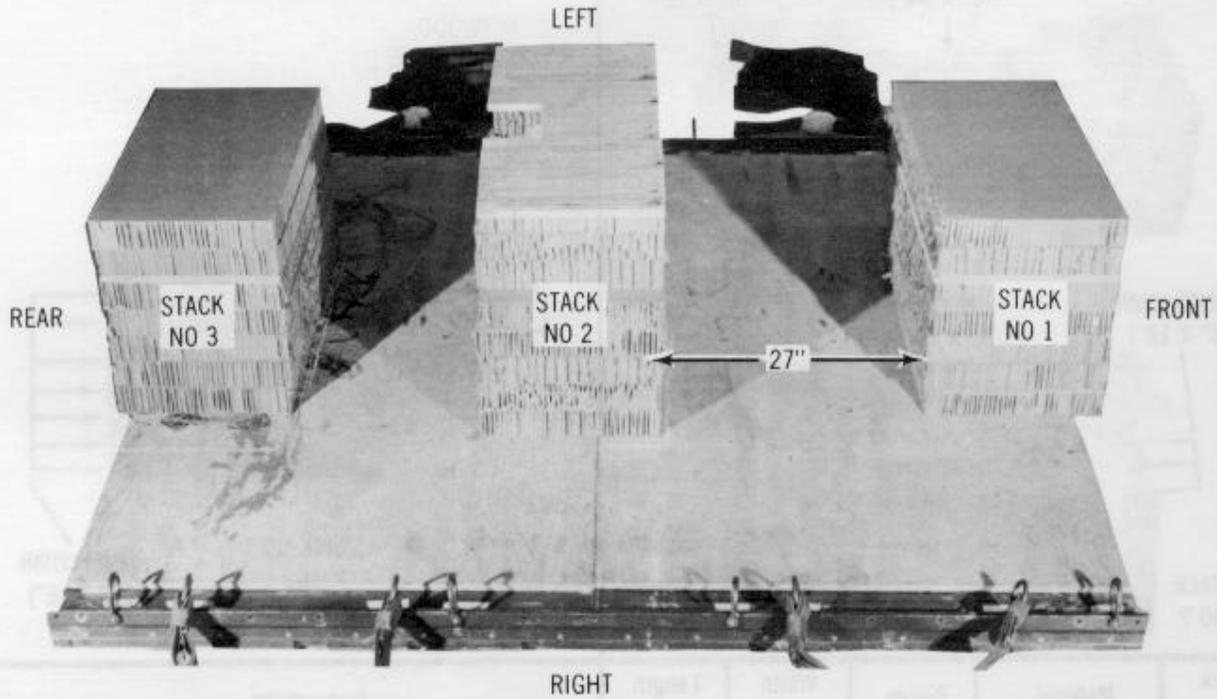


Figure 2-2. Honeycomb stacks prepared.

- Notes: a. Center the honeycomb stacks between the side rails.  
 b. Glue the layers of honeycomb and plywood together, and glue the stacks to the load spreaders.



Stack No	POSITION OF STACK ON PLATFORM
1	Overhanging the front edge of the platform by 3 inches.
2	Placed 27 inches from stack number 1.
3	Overhanging the rear edge of the platform by 1 inch.

Figure 2-3. Honeycomb stacks positioned on platform.

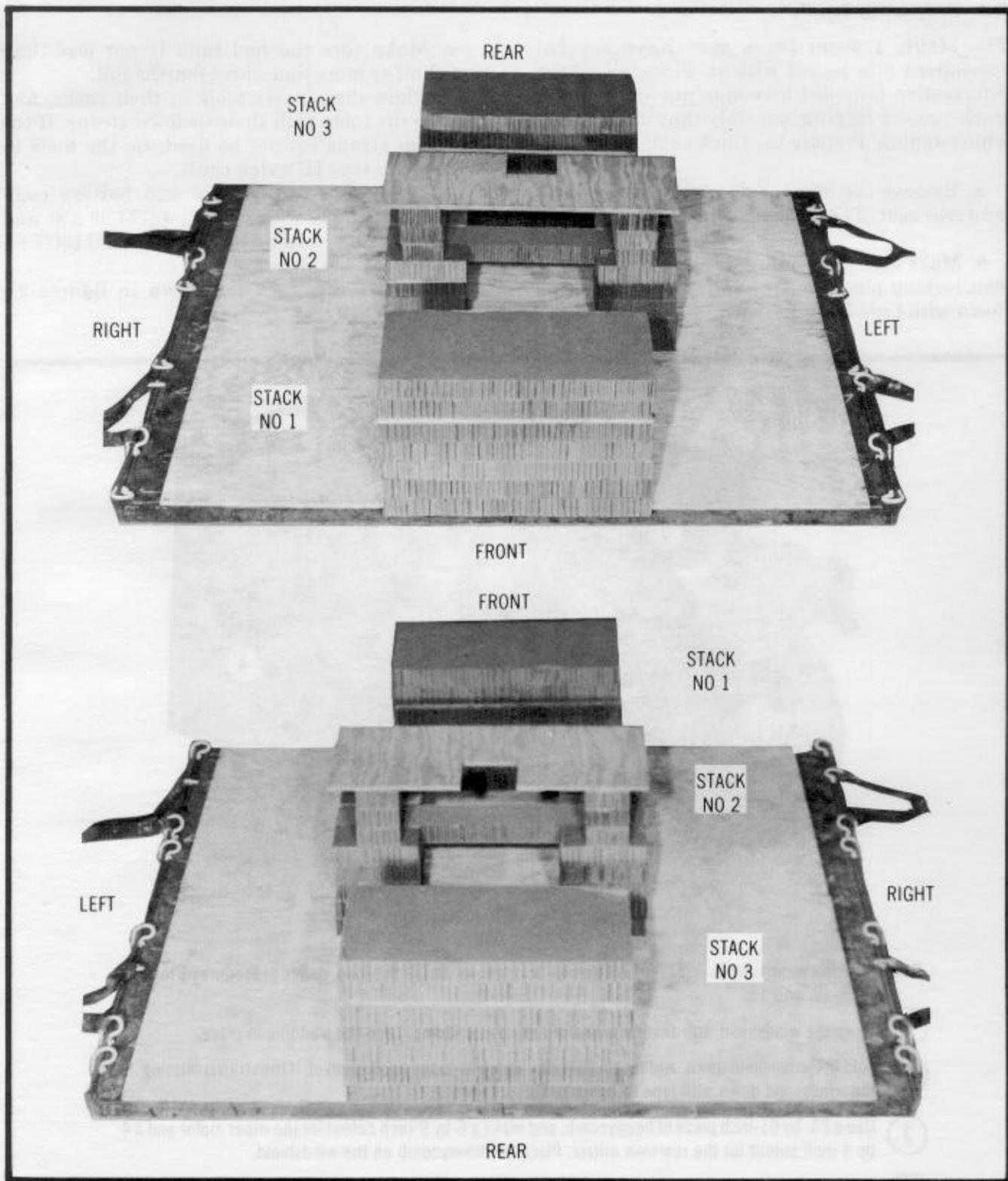


Figure 2-4. Front and rear views of honeycomb stacks positioned on platform.

## 2-4. Preparing Truck

The M151, 1/4-ton truck may have several specialized kits issued with it. Since all of the information provided here may not apply to the truck you are rigging, use only that information which applies. Prepare the truck as follows:

- a. Remove the doors, side curtains, top cover, and rear seat. These items will be stowed later.
- b. Make sure the front seats are secured. If the seat locking pins are not available, tie the seats down with type III nylon cord.

c. Make sure the fuel tank is not less than one-half or more than three-fourths full.

d. Place the pioneer tools in their racks, and secure the tools with their tiedown straps. If the tiedown straps cannot be used, tie the tools in place with type III nylon cord.

e. Make sure the battery and battery compartment comply with AFR 71-4/TM 38-250, and prepare them according to FM 10-500/TO 13C7-1-5 and AFR 71-4/TM 38-250.

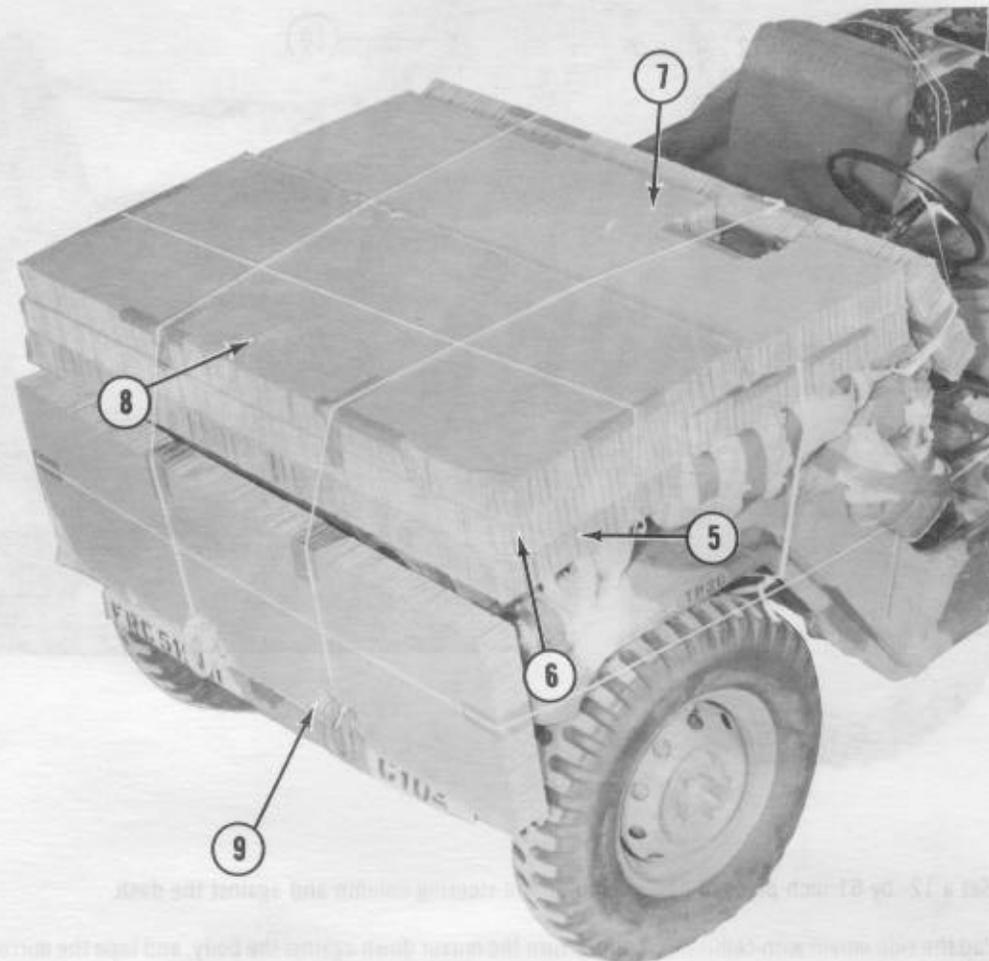
f. Prepare the truck as shown in figures 2-5 through 2-9.



**Note:** If the windshield is removed and will not be rigged as part of this load, delete procedures 1 through 8, 12, and 13.

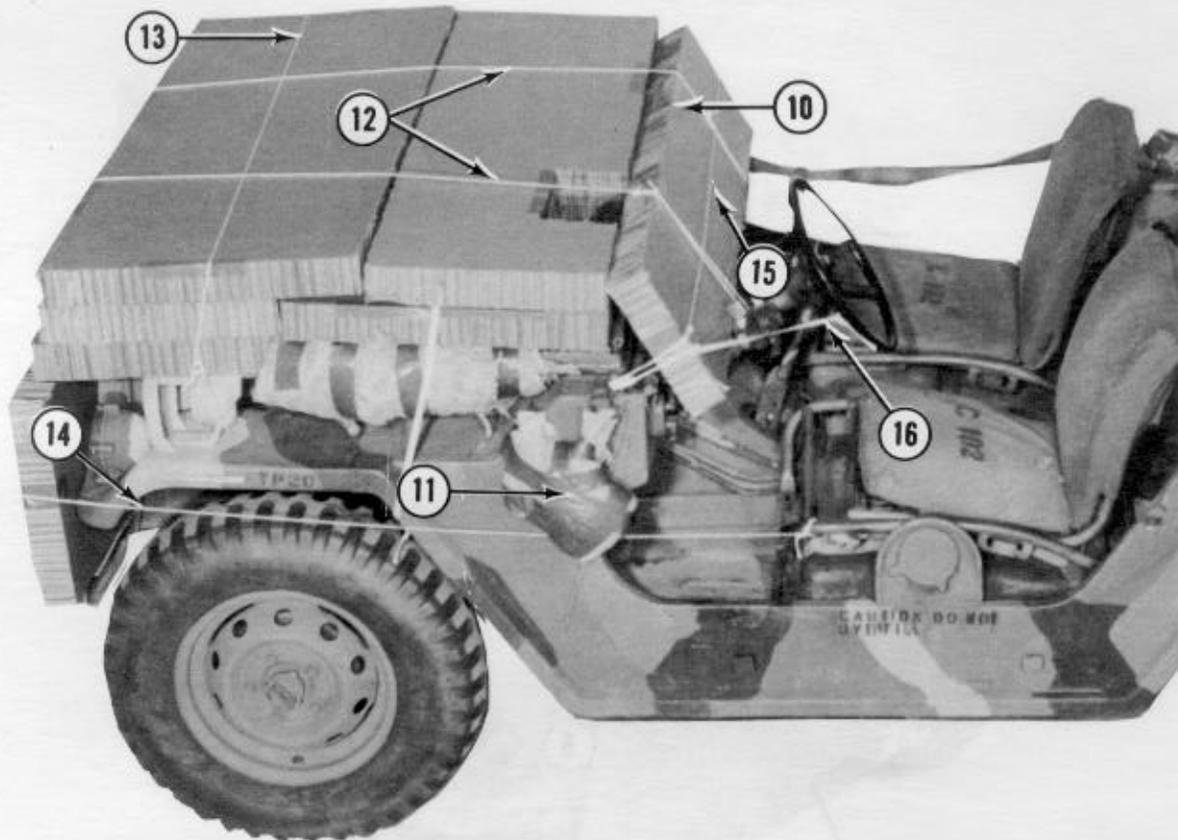
- 1 Wrap the windshield with several layers of cellulose wadding. Tape the wadding in place.
- 2 Fold the windshield down, and fasten the retaining strap to the hood bracket. If the strap is missing, tie the windshield down with type III nylon cord.
- 3 Use a 24- by 61-inch piece of honeycomb, and make a 6- by 9-inch cutout for the wiper motor and a 4- by 4-inch cutout for the rearview mirror. Place the honeycomb on the windshield.
- 4 Pass a length of 1/2-inch tubular nylon webbing over the honeycomb from the left mainframe to the right mainframe. Tie the 1/2-inch webbing in place.

Figure 2-5. Windshield padded and secured.



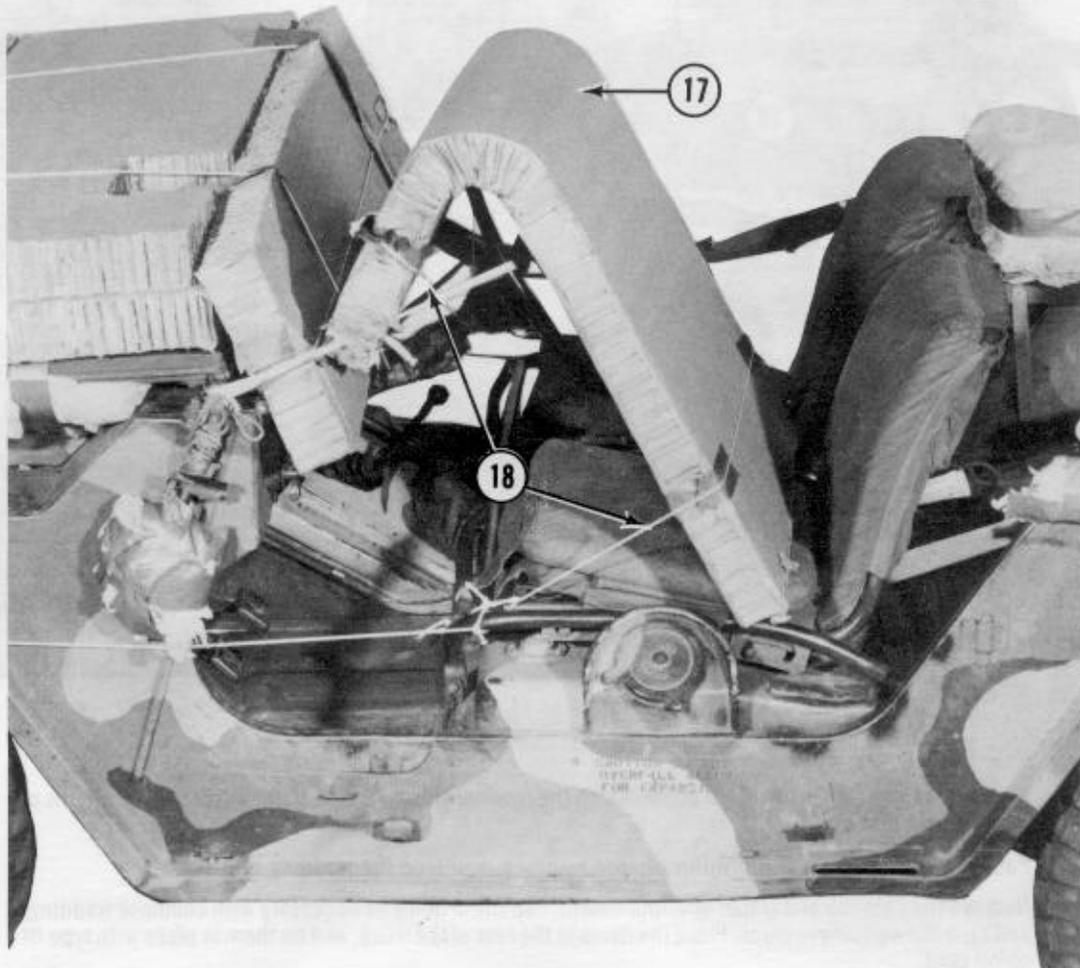
- 5 Lay an 18- by 61-inch piece of honeycomb on the hood of the truck.
- 6 Lay an 18- by 61-inch piece of honeycomb on the honeycomb positioned in procedure 5 above.
- 7 Make a 6- by 9-inch cutout in an 18- by 61-inch piece of honeycomb to match the 6- by 9-inch cutout in procedure 3 of figure 2-5. Lay the honeycomb on the honeycomb placed in procedure 3 of figure 2-5.
- 8 If honeycomb needs to be leveled, lay a 24- by 61-inch piece of honeycomb on the honeycomb placed in procedure 3 of figure 2-5 and procedure 6 above.
- 9 Make two 4- by 7-inch cutouts in an 18- by 61-inch piece of honeycomb for the front lifting shackles. Place the honeycomb on the front bumper.

Figure 2-6. Honeycomb positioned on the front of the truck.



- ⑩ Set a 12- by 61-inch piece of honeycomb on the steering column and against the dash.
  - ⑪ Pad the side mirror with cellulose wadding, turn the mirror down against the body, and tape the mirror in place.
- Note:** Tape the edges of the honeycomb that will touch the cord, and tie the honeycomb mentioned above in place with lengths of type III nylon cord according to procedures 12 through 15 below.
- ⑫ Run one tie from the steering column and one from the dashboard handle in front of the passenger seat, over the hood, and to the bolts of the front lifting shackles.
  - ⑬ Run a tie from the left front signal light, over the honeycomb on the hood, and to the right front signal light.
  - ⑭ Run a tie from the passenger seat frame, around the honeycomb on the front bumper, and to the frame of the driver's seat.
  - ⑮ Run a tie from the left windshield hinge bracket, over the 12- by 61-inch piece of honeycomb against the dash, and to the right windshield hinge bracket.
  - ⑯ Tie the steering wheel to the left windshield hinge bracket with a doubled length of type III nylon cord or 1/2-inch tubular nylon webbing.

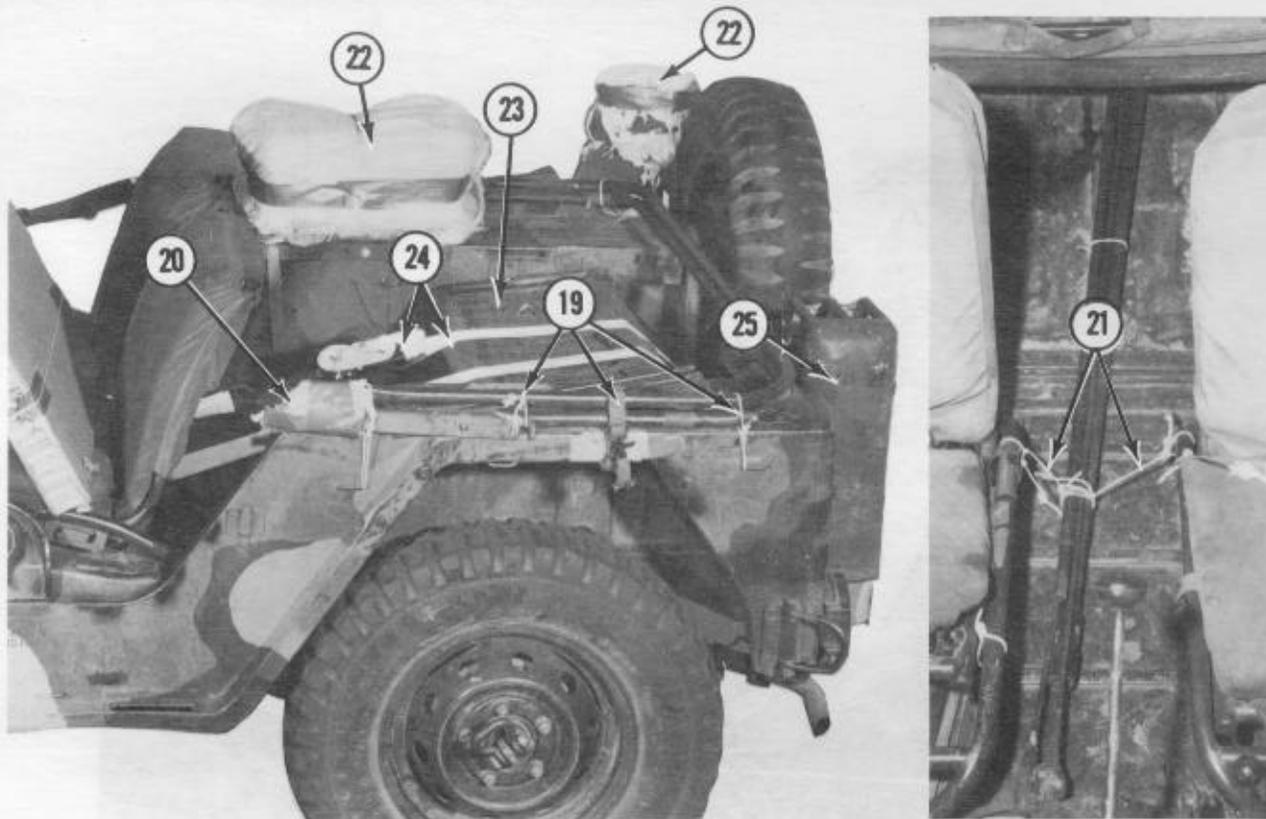
Figure 2-7. Mirror padded, and honeycomb and steering wheel secured.



- 17** Place the 36-inch side of a 36- by 47-inch piece of honeycomb (steering wheel protector) against the driver's seat and the steering wheel. Make several knife cuts across the honeycomb on the underside at the top of the steering wheel to make the honeycomb bend. Fold the top of the honeycomb down against the steering wheel column and the honeycomb on the dash.
- 18** Tie the steering wheel protector in place with two lengths of type III nylon cord.

**Note:** Tape the edges of the honeycomb where it touches the type III nylon cord.

*Figure 2-8. Steering wheel protector positioned and secured.*



- 19 Secure the top frame in the down position with the retainer straps. Tie the frame in place with lengths of type III nylon cord.
- 20 Pad all sharp pieces of metal with cellulose wadding, and tape the wadding in place.
- 21 Remove the antenna and upper antenna mount. Pad these items as necessary with cellulose wadding, and tape the wadding in place. Place the items in the rear of the truck, and tie them in place with type III nylon cord.
- 22 Pad the radio and lower antenna mount with cellulose wadding, and tape the wadding in place.
- 23 Place the doors and side curtains in the rear of the truck. Wrap any small loose items in cellulose wadding, and tape the wadding in place. Place the wrapped items in the top cover, and fold the cover to fit in the rear of the truck. Place the rear seat across the top of these items.
- 24 Pass a 15-foot tiedown strap around the frames of the driver's seat and the passenger seat, over the rear seat, and under the towing pintle. Hook the ends of the strap together according to FM 10-500/TO 13C7-1-5.
- 25 Fill the gasoline can according to FM 10-500/TO 13C7-1-5. Secure the can in its bracket on the rear of the truck with the retainer straps. If the straps are missing, use 1/2-inch tubular nylon webbing, and tie the can in place.

Figure 2-9. Rear of truck prepared.

### 2-5. Installing Load Cover

Use a 9- by 9-foot piece of duck cloth as a load cover. Tie the load cover on the load as shown in figure 2-10.

### 2-6. Positioning Truck

a. Using four type X (3-loop) or type XXVI (2-loop) nylon webbing slings, fit one small suspension clevis on one end of each sling (lifting sling). Bolt one of the clevises to each wheel suspension point.

b. Lift the truck by the four 9-foot slings, and position the truck on the honeycomb stacks with

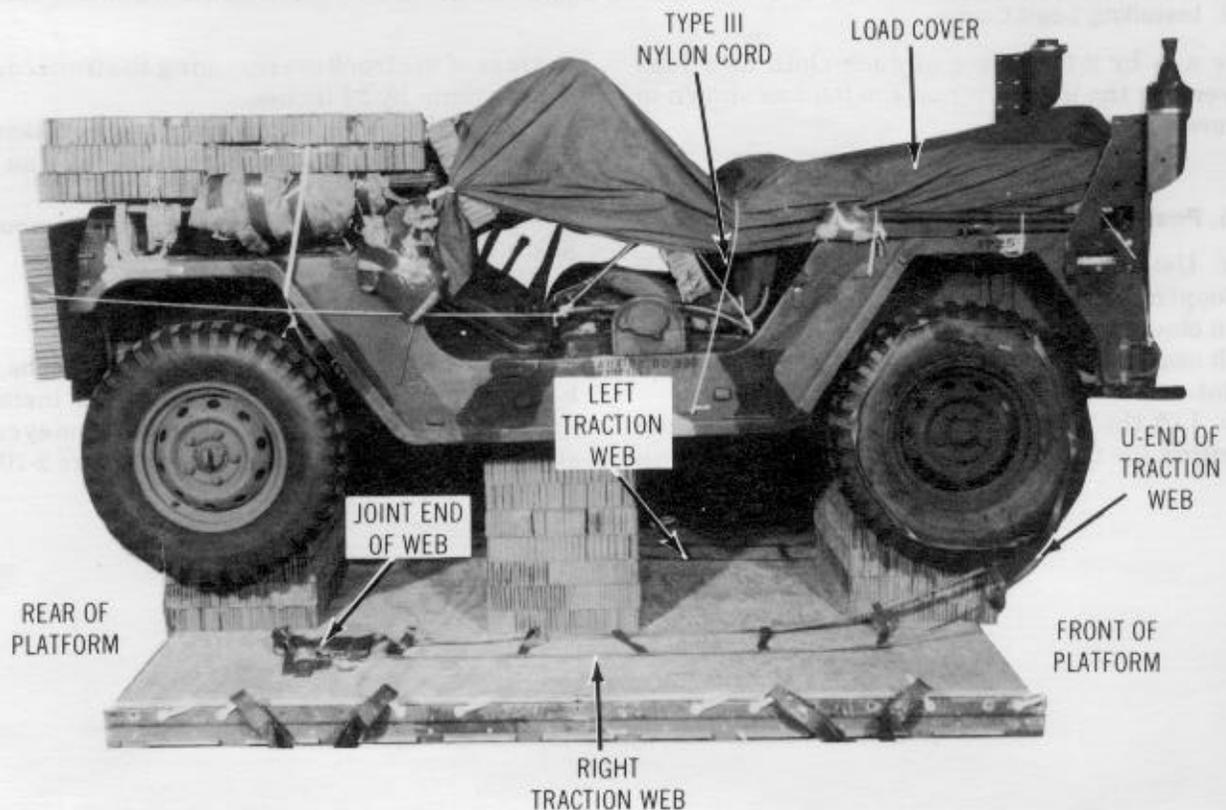
the rear of the truck overhanging the front edge of the platform by 24 inches.

c. Crush the honeycomb where it is necessary to make sure that the truck rests evenly on the stacks.

d. Place the gearshift lever in the neutral position, and release the brakes.

### 2-7. Installing Drive-Off Aid

The drive-off aid consists of two traction webs, two hooks, and two hook pockets. The aid is installed just before the truck touches the honeycomb stacks. Install the aid as shown in figure 2-10.



STEPS:

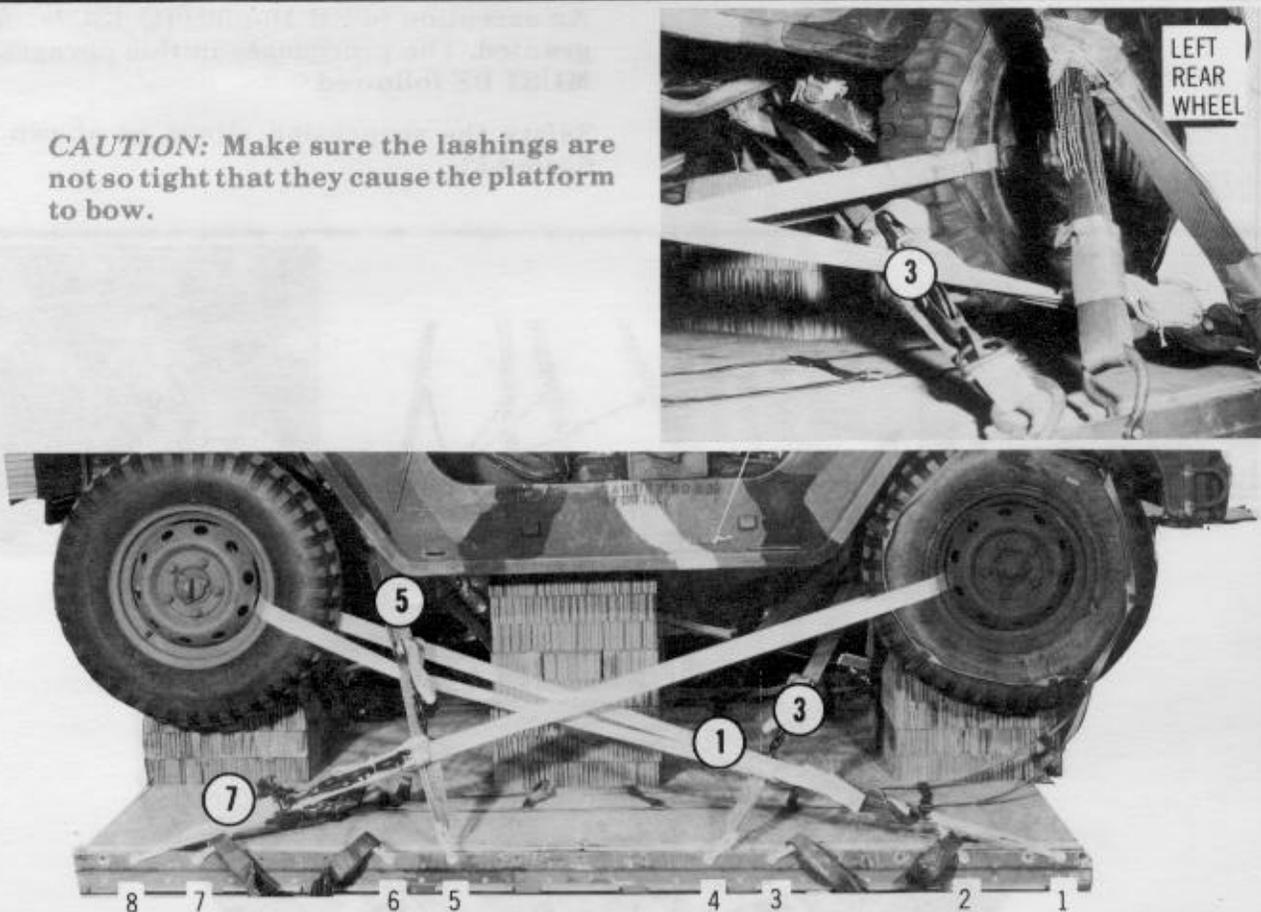
1. Tie a 9- by 9-foot piece of cotton duck cloth over the load with six lengths of type III nylon cord.
2. Wrap a traction web around the left rear wheel in a clockwise direction with the U-end to the rear of the wheel.
3. Pass the joint end through the U-end of the web, and run the joint end rearward along the platform. Pull on the joint end until all of the slack has been removed from the traction web. If the joint end of the traction web extends past the rear end of the platform, wrap more web around the rear wheel.
4. Lace the hook pocket to the traction web at a place near the joint end.
5. Place a hook on the rear end of the platform with the beveled edge under the platform. Hook the joint end of the traction web to this hook. Make any adjustments needed to make the traction web run in a straight line from the wheel to the hook.
6. Attach a second traction web to the right rear wheel in the same manner.
7. Remove the hooks from the platform, and place them in their pockets. Fold the pockets and the joint end of the traction webs to a place on the platform just to the rear of the front wheels. Tape the ends of the traction webs, hooks, and hook pockets to the platform.
8. Lower the truck onto the honeycomb stacks, and remove the lifting slings.

Figure 2-10. Load cover and drive-off aids installed.

## 2-8. Installing Lashings

Use eight 15-foot tiedown straps, eight D-rings, and eight load binders to lash the truck to the platform as shown in figure 2-11.

**CAUTION:** Make sure the lashings are not so tight that they cause the platform to bow.



Lashing No	Clevis No	Instructions
1	1	Through the left front wheel
2	1A	Through the right front wheel
3	4	Around the left inside suspension arm
4	4A	Around the right inside suspension arm
5	5	Around the left mainframe
6	5A	Around the right mainframe
7	8	Through the left rear wheel
8	8A	Through the right rear wheel

**Note:** Pad all sharp edges that may come in contact with the lashings. Fold the excess lashings. Tape the folds to the load binders, or tie the folds with 80-pound cotton webbing.

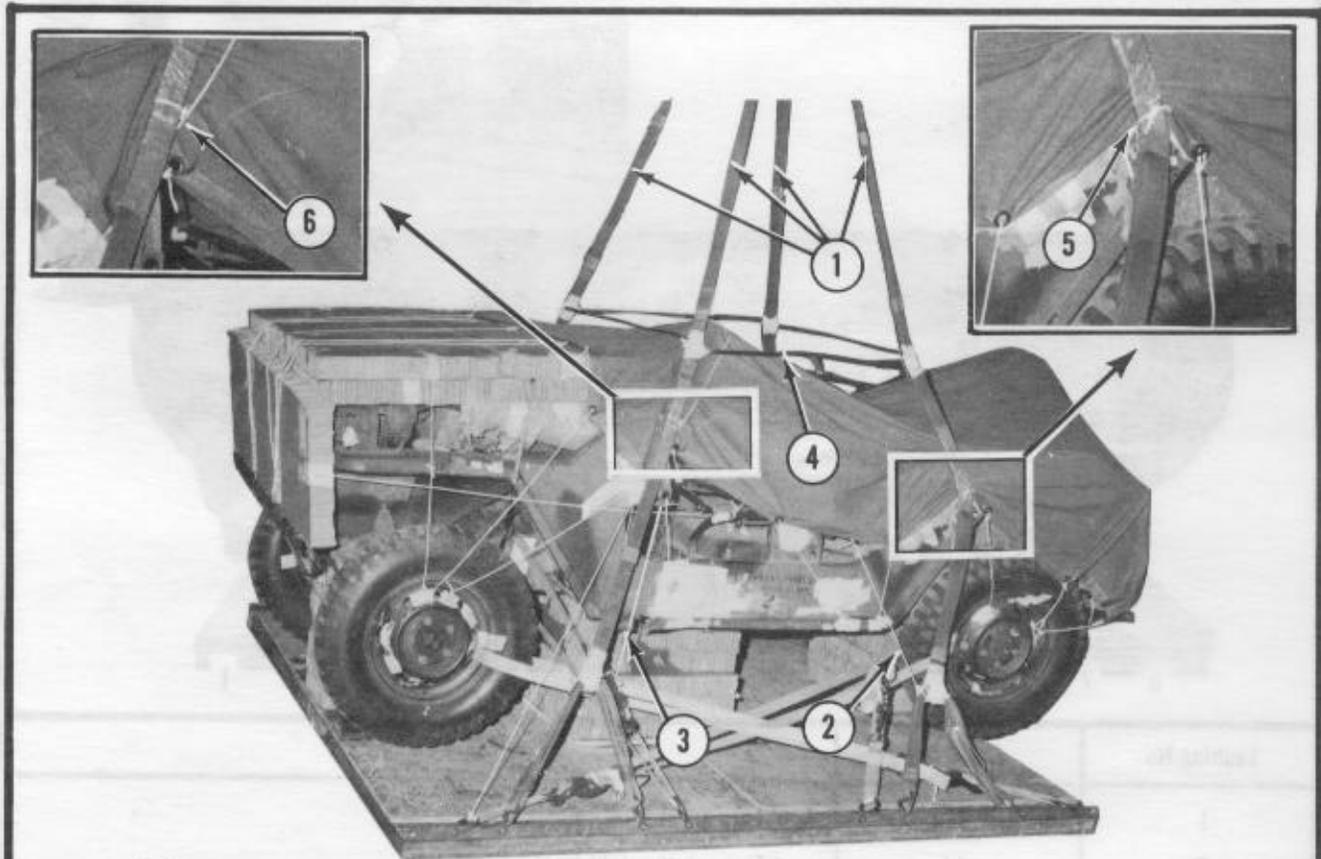
Figure 2-11. Lashings installed.

2-9. Safetying Suspension Slings

NOTICE OF EXCEPTION

The procedures in this paragraph are different from those in FM 10-500/TO 13C7-1-5. An exception to FM 10-500/TO 13C7-1-5 is granted. The procedures in this paragraph **MUST BE** followed.

Safety the suspension slings as shown in figure 2-12.



- ① Extend the suspension slings above the truck.
- ② Tie each front 3-foot sling to the front seat rail with a length of type III nylon cord.
- ③ Tie each rear 3-foot sling to the windshield hinge with a length of type III nylon cord.
- ④ Adapt the procedures outlined in FM 10-500/TO 13C7-1-5 and make the deadman's tie. Make sure the deadman's tie is lowered and tied even with the top of the load.
- ⑤ Tie each front suspension sling to the top frame with a length of type III nylon cord.
- ⑥ Tie each rear suspension sling to the windshield hinge with a length of type III nylon cord.

**Note:** Tape a 12-inch length of each sling with cloth-backed adhesive tape where the ties are to be made.

Figure 2-12. Suspension slings safetied, and deadman's tie installed.

## 2-10. Stowing Cargo Parachutes

One G-11A, one G-11B, or three G-12D cargo parachutes may be used with this load. Select the parachute or parachutes, and stow as follows:

a. Stow one G-11A or G-11B cargo parachute as shown in figure 2-13.

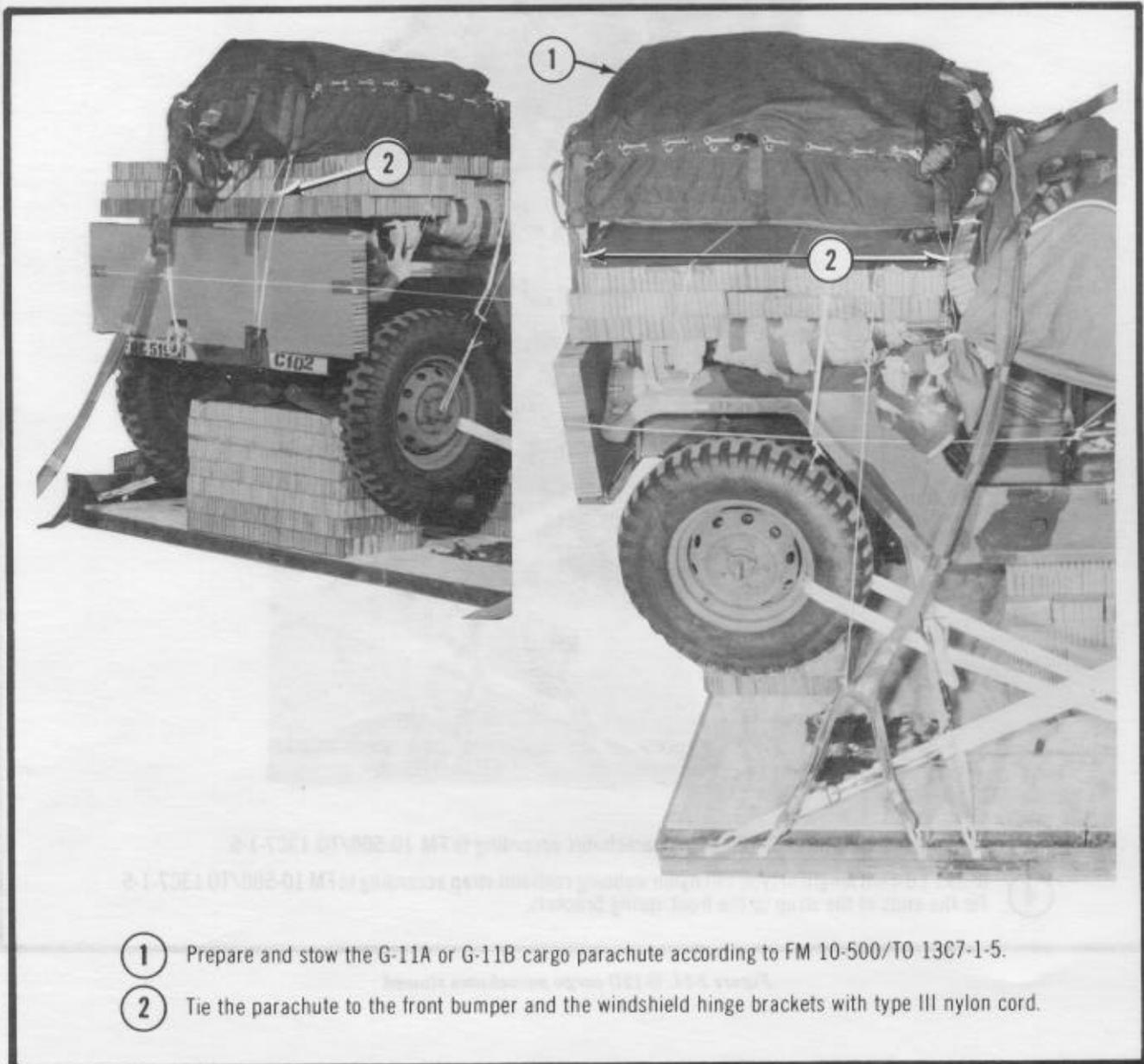
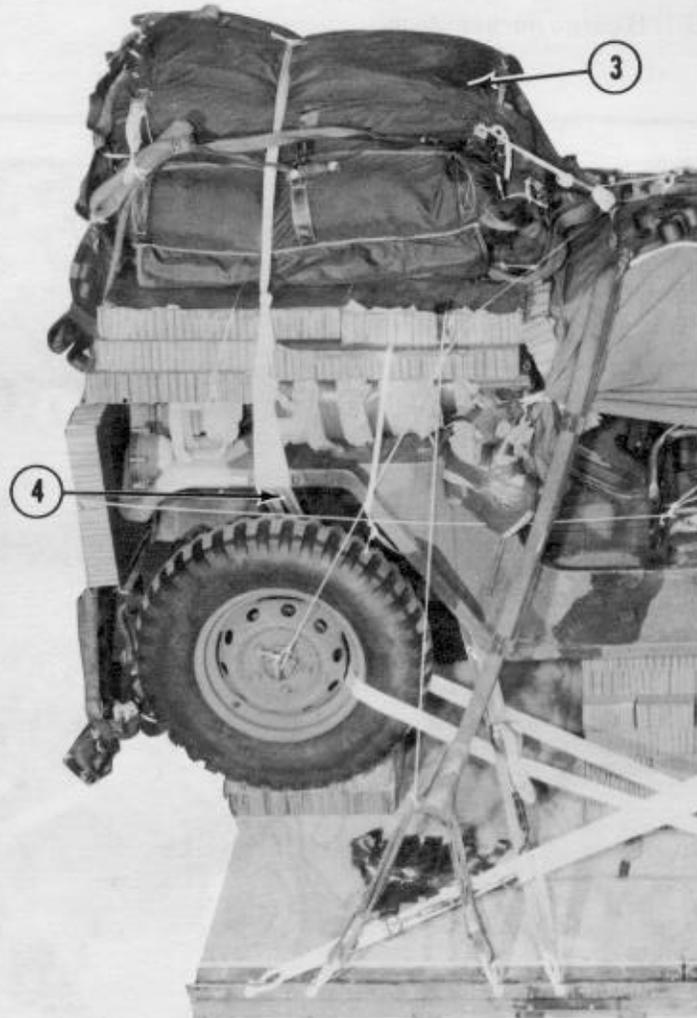


Figure 2-13. G-11A or G-11B cargo parachute stowed.

b. Stow three G-12D cargo parachutes as shown in figure 2-14.



- 3 Prepare and stow three G-12D cargo parachutes according to FM 10-500/TO 13C7-1-5.
- 4 Install a 6-yard length of type VIII nylon webbing restraint strap according to FM 10-500/TO 13C7-1-5. Tie the ends of the strap to the front spring brackets.

Figure 2-14. G-12D cargo parachutes stowed.

## 2-11. Installing Extraction System

Two extraction systems are now authorized for use when this load is rigged. They are the extraction force transfer coupling (platform) (PEFTC) and the static line/connector strap (SL/CS) extraction systems. Install either the PEFTC or the SL/CS extraction system as follows:

*a. Installing PEFTC.* Install the PEFTC according to FM 10-500/TO 13C7-1-5 and as shown in figure 2-15.



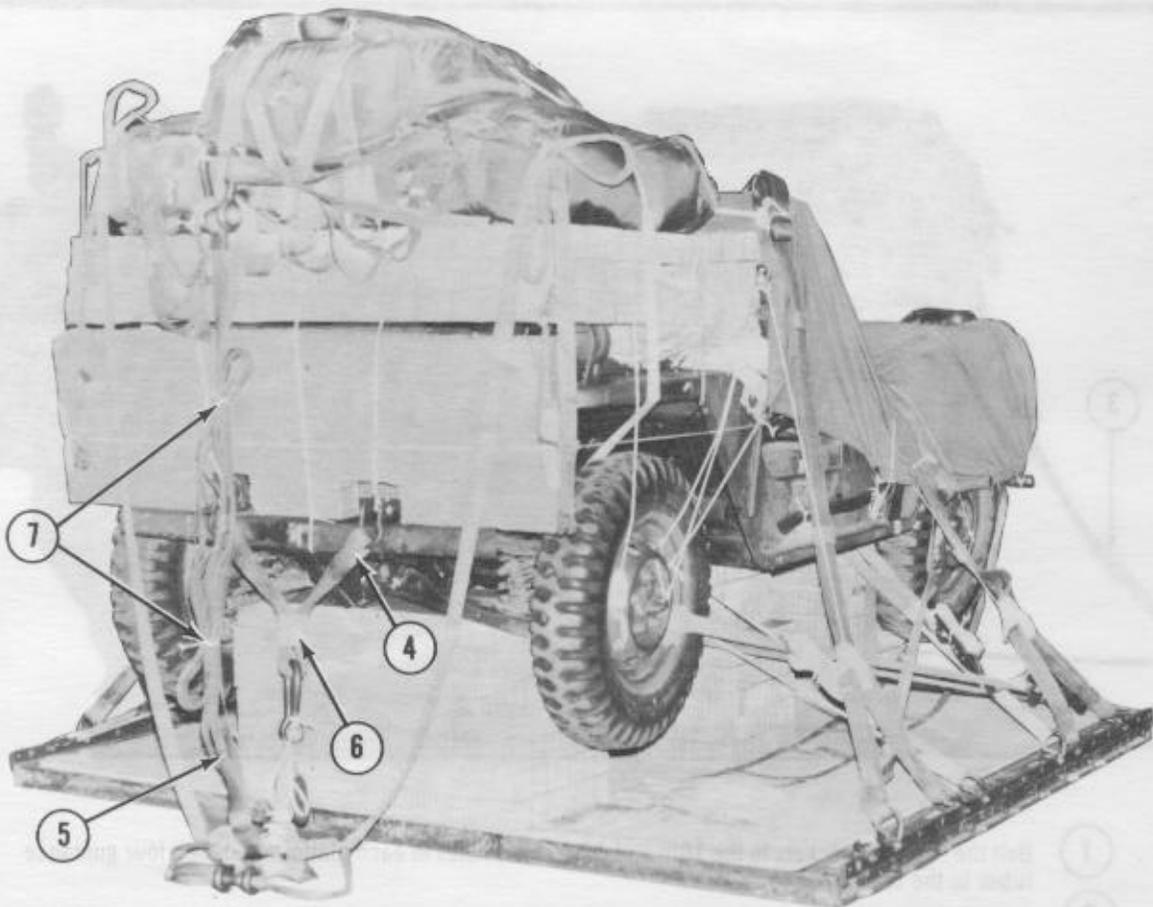
- 1 Bolt the support brackets to the 10th and 17th clevis holes in each platform rail. Bolt four guidance tubes to the brackets.
- 2 Use the A mounting holes in the actuators to bolt the actuators to the 8th and 9th clevis holes.
- 3 Use a 16-foot (3-loop) sling as a deployment line, and install the PEFTC according to FM 10-500/TO 13C7-1-5.

Figure 2-15. PEFTC extraction system installed.

b. *Installing SL/CS.* Install the SL/CS extraction system according to FM 10-500/TO 13C7-1-5 and as shown in figure 2-16.

**CAUTION:** a. After placing a lifting shackle on each end of a 3-foot sling, make sure each lifting shackle is fastened securely to the front bumper.

b. Make sure each shackle pin is in place.  
c. Make sure a safety pin is installed securely in each shackle pin.



- 4 Remove the front lifting shackles. Place one lifting shackle on each end of a 3-foot sling. Place the shackles back on the bumper. Fasten each shackle to the bumper with a shackle pin and a safety pin.
- 5 Use a 12-foot sling as a deployment line and a 60-inch connector strap, and install the SL/CS extraction system according to FM 10-500/TO 13C7-1-5.
- 6 Tape the 3-foot sling together.
- 7 Fold the deployment line, and tape the folds together with adhesive tape, or tie the folds together with 80-pound cotton webbing.

Figure 2-16. SL/CS extraction system installed.

## 2-12. Installing Release System

Prepare and install an M-1 cargo parachute release assembly as shown in figure 2-17. If an M-1 cargo parachute release assembly is not available, prepare and install one 5,000-pound-capacity cargo parachute release assembly according to FM 10-500/TO 13C7-1-5. Place the release assembly on top of the load, and safety it according to FM 10-500/TO 13C7-1-5.

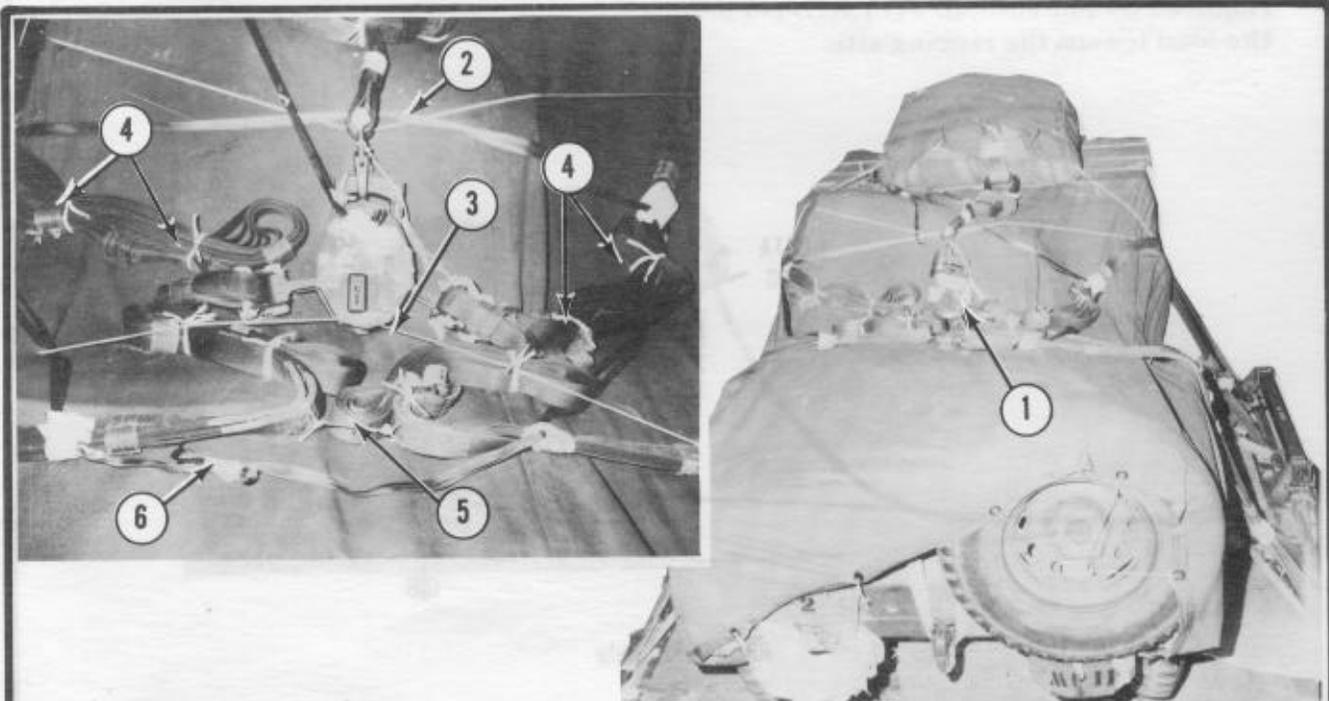
**Note:** The 5,000-pound-capacity release assembly **MUST NOT** be used when a G-11B cargo parachute is rigged as part of this load.

## 2-13. Positioning Extraction Parachute

a. *C-130 Aircraft.* Place a reefed 15-foot cargo extraction parachute on the load for installation in the aircraft.

b. *C-141B Aircraft.* Place a reefed 15-foot cargo extraction parachute with an adapter web and a continuous 160-foot (1-loop) type XXVI nylon webbing extraction line on the load for installation in the aircraft.

**Note:** The extraction line **MUST** be a continuous 160-foot type XXVI nylon webbing extraction line. Shorter lines **WILL NOT** be used to form the 160-foot extraction line.



- ① Prepare and install the M-1 cargo parachute release assembly according to FM 10-500/TO 13C7-1-5. Place the release on top of the load.
- ② Make one safety tie to one front wheel, through the top of the release assembly, and to the other front wheel, according to FM 10-500/TO 13C7-1-5.
- ③ Make a second safety tie to one rear wheel, through the bottom of the release assembly, and to the other rear wheel, according to FM 10-500/TO 13C7-1-5.
- ④ Fold the slings, and secure the folds with tape or 80-pound cotton webbing.
- ⑤ Tape a 12-inch length of each front suspension sling with cloth-backed adhesive tape at the end of the folds. Tie the slings together with a length of type III nylon cord.
- ⑥ Fold the excess deadman's tie, and tape the folds together.

Figure 2-17. M-1 cargo parachute release assembly installed.

**2-14. Marking Rigged Load**

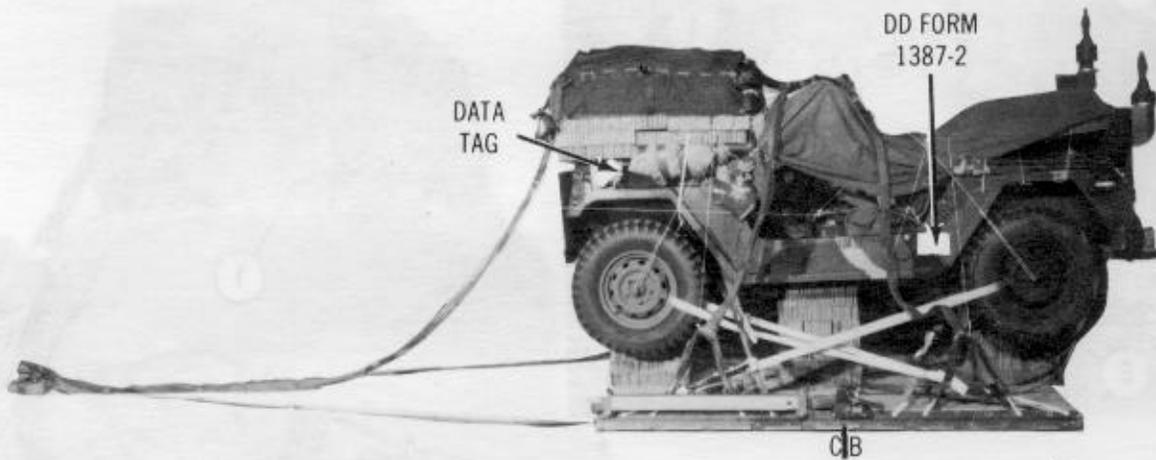
Mark the rigged load according to FM 10-500/TO 13C7-1-5 and as shown in figure 2-18. Complete DD Form 1387-2 (Special Handling Data/Certification), and securely attach it to the load. Indicate on DD Form 1387-2 that the fuel tank and the battery have been prepared according to AFR 71-4/TM 38-250. If the load varies, the weight, height, center of balance, and parachute requirements must be computed.

**Note:** When rigging this load for airdrop on a drop zone with ground elevation of 6,000 to 10,000 feet, add 3 inches to the height listed in figure 2-18.

**2-15. Equipment Required**

The equipment required for rigging this load is listed in table 2-1.

**CAUTION:** Make the final rigger inspection required by FM 10-500/TO 13C7-1-5 before the load leaves the rigging site.



Rigged Load Data

Weight .....	3,366 pounds
Height .....	89 inches
Width .....	108 inches
Length .....	133 inches
Overhang:	
Front .....	23 inches
Rear .....	14 inches
Center of Balance (from front edge of platform) .....	49 inches
Extraction System (shown) .....	PEFTC

Figure 2-18. Truck completely rigged for low-velocity airdrop.

Table 2-1. Equipment required for rigging the 1/4-ton truck.

National Stock No	Item	Quantity	
		G-11A or G-11B	G-12D
1670-00-040-8215	Adapter Web, 36-in (for C-141B aircraft) .....	1	1
8040-00-273-8713	Adhesive, paste, 1-gal .....	As required	As required
1377-00-958-1048	*Cartridge, time-delay, 20-second (for use w 5,000-lb release) .....	1	1
4030-00-090-5354	Clevis Assembly, suspension, large .....	1	3
4030-00-360-0304	Clevis Assembly, suspension, small.....	4	4
8305-00-242-3593	Cloth, cotton duck, 108-in .....	3 yd	3 yd
4020-00-240-2146	Cord, nylon, type III, 550-lb .....	As required	As required
1670-00-168-6068	**Coupling, extraction force transfer (platform) .....	1	1
8135-00-664-6958	Cushioning Material, packaging, cellulose wadding .....	As required	As required
8305-00-958-3685	Felt sheet, 1/2-in thick .....	As required	As required
1670-00-431-8486	Kit, drive-off aid, vehicle .....	1	1
1670-00-856-0265	Line, extraction, nylon webbing, 60-ft (1-loop) type X OR .....	1	1
1670-01-064-4452	Line, extraction, nylon webbing, 60-ft (1-loop) type XXVI (for C-130 aircraft) .....	1	1
1670-01-107-7652	Line, extraction, nylon webbing, 160-ft (1-loop) type XXVI (for C-141B aircraft) .....	1	1
1670-00-783-5988	Link Assembly, single, type IV (add one for C-141B).....	1	1
1670-00-753-3928	***Pad, energy-dissipating, honeycomb, 3- by 36- by 96-in:.....	5 sheets	5 sheets
	6- by 12-in .....	(4)	(4)
	6- by 18-in .....	(6)	(6)
	6- by 44-in .....	(1)	(1)
	12- by 18-in .....	(8)	(8)
	12- by 20-in .....	(14)	(14)
	12- by 61-in .....	(1)	(1)
	18- by 36-in .....	(1)	(1)
	18- by 61-in .....	(4)	(4)
	24- by 61-in .....	(2)	(2)
	36- by 47-in .....	(1)	(1)

Table 2-1. Continued

National Stock No	Item	Quantity	
		G-11A or G-11B	G-12D
	Parachute:		
1670-00-269-1107	Cargo, 100-ft, G-11A OR .....	1	0
1670-01-016-7841	Cargo, 100-ft, G-11B OR .....	1	0
1670-00-893-2371	Cargo, 64-ft, G-12D (DO NOT use on high elevation drop zone.) .....	0	3
1670-00-052-1548	****Cargo extraction, 15-ft .....	1	1
	Platform, airdrop, modular, 8-ft:		
1670-00-893-1631	Clevis, load tiedown .....	16	16
1670-00-893-1624	Panel .....	2	2
1670-00-893-1625	Rail, platform side, 8-ft .....	2	2
5320-00-893-1632	Rivet, blind-drive type, 1/4-in diam .....	32	32
5530-00-128-4981	Plywood:		
	3/4- by 18- by 36-in .....	2	2
	3/4- by 18- by 44-in .....	1	1
	3/4- by 48- by 96-in .....	2	2
1670-00-168-6070	Release, cargo parachute, M-1 OR .....	1	1
4030-00-799-8494	*Release, 5,000-lb-cap cargo parachute .....	1 or 2	1 or 2
	Slings, cargo, airdrop:		
	For 5,000-lb-cap releases:		
1670-00-753-3788	3-ft (3-loop) type X OR .....	1 or 2	1 or 2
1670-01-062-6301	3-ft (2-loop) type XXVI .....	1 or 2	1 or 2
	Lifting:		
1670-00-753-3790	9-ft (3-loop) type X OR .....	2	2
1670-01-062-6304	9-ft (2-loop) type XXVI .....	2	2
	Platform Suspension:		
1670-00-753-3788	3-ft (3-loop) type X OR .....	4	4
1670-01-062-6301	3-ft (2-loop) type XXVI .....	4	4
1670-00-823-5040	11-ft (3-loop) type X OR .....	4	4
1670-01-063-7760	11-ft (2-loop) type XXVI .....	4	4
	Deployment Line:		
1670-00-823-5042	16-ft (3-loop) type X OR .....	1	1
1670-01-063-7761	16-ft (2-loop) type XXVI .....	1	1
	Riser Extension:		
1670-00-753-3794	20-ft (2-loop) type X OR .....	0	3
1670-00-823-5043	20-ft (3-loop) type X OR .....	0	3
1670-01-062-6302	20-ft (2-loop) type XXVI .....	0	3

Table 2-1. Continued

National Stock No	Item	Quantity	
		G-11A or G-11B	G-12D
1670-00-998-0116	Strap, parachute release, w fastener and release knife .....	0	1
7510-00-266-5016	Tape, adhesive, 2-in .....	As required	As required
1670-00-937-0271	Tiedown Assembly, 15-ft .....	9	9
1670-00-040-8215	Web, adapter (required w 160-ft extraction line; see FM 10-500/TO 13C7-1-5) .....	1	1
8305-00-268-2411	Webbing, cotton, 80-lb .....	As required	As required
8305-00-082-5752	Webbing, nylon, tubular, 1/2-in .....	As required	As required
8305-00-263-3591	Webbing, nylon, type VIII (for parachute restraint strap) .....	0	6 yd
<p>*These items will not be used with the G-11B cargo parachute.</p> <p>**When this item is not available, the following items are required for the SL/CS:</p>			
4030-00-090-5354	Clevis Assembly, suspension, large .....	2	2
1670-00-783-5988	Link Assembly, single, type IV .....	1	1
Sling, cargo, airdrop:			
1670-00-753-3788	3-ft (3-loop) type X OR .....	1	1
1670-01-062-6301	3-ft (2-loop) type XXVI .....	1	1
1670-00-823-5041	12-ft (3-loop) type X OR .....	1	1
1670-01-062-6303	12-ft (2-loop) type XXVI .....	1	1
1670-00-998-0117	Static Line, cargo parachute, breakaway type, w release knife and clevis .....	2	2
1670-00-738-5878	Strap, connector, 60-in .....	1	1
<p>***When this load is rigged for drop on a drop zone with ground elevation between 6,000 and 10,000 feet, one additional piece of honeycomb is required.</p> <p>***Install the extraction parachute according to these types of aircraft:</p> <ol style="list-style-type: none"> <li>1. <i>C-130</i>. Use the reefed 15-foot extraction parachute on loads rigged for drop from a C-130 aircraft.</li> <li>2. <i>C-141B</i>. Use the reefed 15-foot extraction parachute on loads rigged for drop from a C-141B aircraft. In addition, the parachute needs a 36-inch adapter web and a continuous 160-foot (1-loop) type XXVI nylon webbing extraction line. Do NOT use shorter lines to form the 160-foot line.</li> </ol>			