

CHAPTER 4

**RIGGING THE MOBILE OVER SNOW TRANSPORT (MOST)  
ON A 16-FOOT, TYPE V AIRDROP PLATFORM  
FOR LOW-VELOCITY AIRDROP (LVAD)**

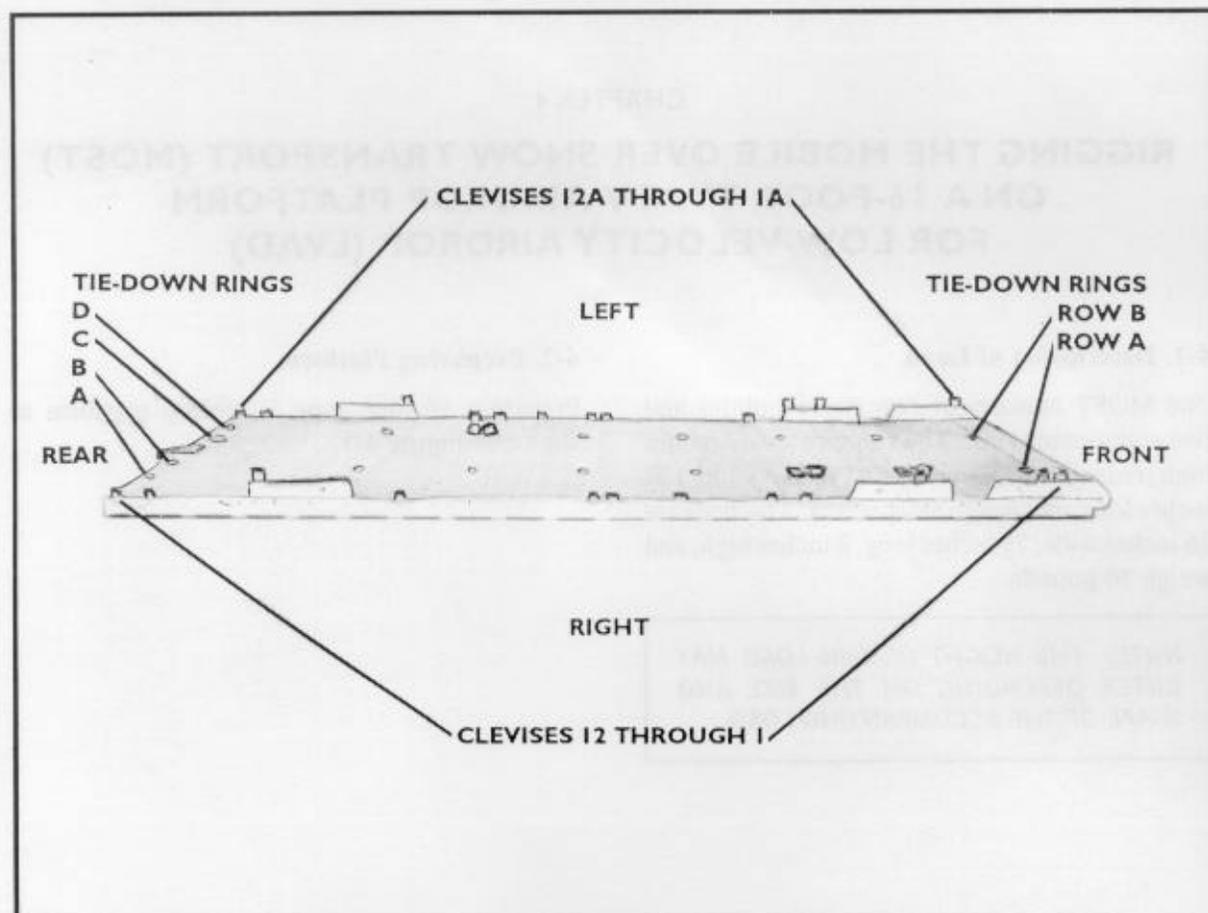
**4-1. Description of Load**

The MOST consists of two snow mobiles and two equipment sleds. The vehicles are 49 inches high (reducible to 39 inches), 41 inches wide, 122 inches long, and weigh 580 pounds. The sleds are 26 inches wide, 79 inches long, 8 inches high, and weigh 50 pounds.

*NOTE: THE HEIGHT OF THIS LOAD MAY DIFFER DEPENDING ON THE SIZE AND SHAPE OF THE ACCOMPANYING LOAD.*

**4-2. Preparing Platform**

Prepare a 16-foot, type V airdrop platform as shown in Figure 4-1.



Step:

1. Inspect or assemble and inspect a 16-foot, type V airdrop platform according to TM 10-1670-268-20&P/TO 13-C7-52-22.

*NOTE: THE NOSE BUMPER MAY OR MAY NOT BE INSTALLED.*

2. Install a tandem link to the front of each platform side rail using bushings 1, 2, and 3.
3. Install the first set of suspension links to bushings 6, 7, and 8.
4. Install the second set of suspension links to bushings 25, 26, and 27.
5. Install tie-down clevises to the front tandem link using bushings 2 and 3 on the right rail and bushing 1 on the left rail.
6. Install tie-down clevises to the first suspension links using bushing 2 on the right rail and bushings 3 and 4 on the left rail.
7. Install a tie-down clevis to the second suspension links using bushing 4 on the right rail and bushing 1 on the left rail.

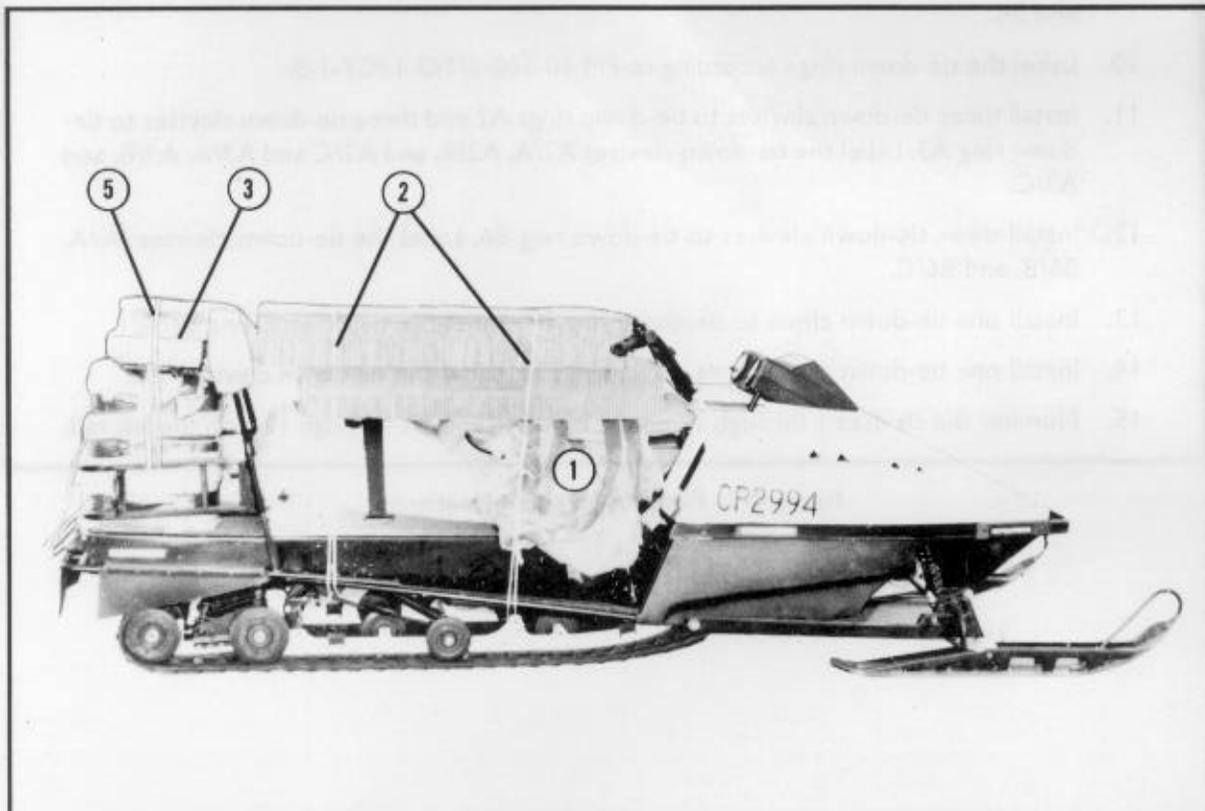
Figure 4-1. Platform prepared

8. Install tie-down clevises to the right rail using bushings 10, 11, 14, 16, 17, 23, 31, and 32.
9. Install tie-down clevises to the left rail using bushings 9, 16, 17, 19, 21, 22, 31, 32, 33, and 34.
10. Label the tie-down rings according to FM 10-500-2/TO 13C7-1-5.
11. Install three tie-down clevises to tie-down rings A2 and three tie-down clevises to tie-down ring A3. Label the tie-down clevises A2/A, A2/B, and A2/C and A3/A, A3/B, and A3/C.
12. Install three tie-down clevises to tie-down ring B6. Label the tie-down clevises B6/A, B6/B, and B6/C.
13. Install one tie-down clevis to tie-down ring B7. Label the tie-down clevis B7/A.
14. Install one tie-down clevis to tie-down ring C8. Label the tie-down clevis C8/A.
15. Number the clevises 1 through 12 on the right rail and 1A through 12A on the left rail.

*Figure 4-1. Platform prepared (continued)*

### 4-3. Preparing Load

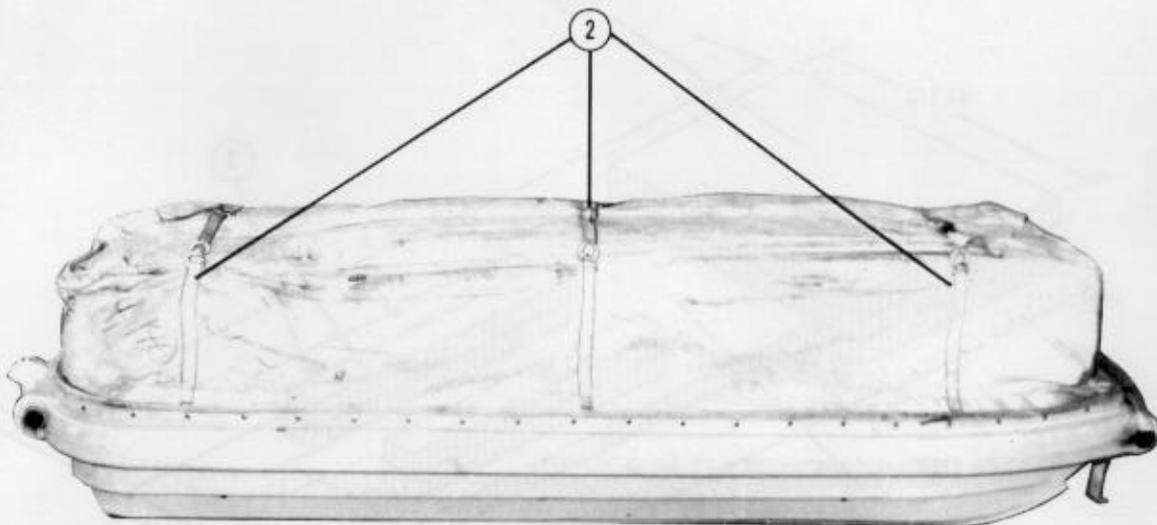
Prepare the snow mobiles as shown in Figure 4-2. Prepare the sleds as shown in Figure 4-3.



- ① Remove the windshields, and prepare them with cellulose wadding and tape. Place the windshields on the driver's seat.
- ② Cut four 15- by 42-inch pieces of honeycomb. Tape the edges on the top layers. Secure the honeycomb on top of the windshield and seats with two pieces of type III nylon cord.
- ③ Wrap and tape cellulose wadding around two fuel cans. Cut two 10- by 19-inch pieces of honeycomb, and tape the edges with pressure sensitive tape. Place the honeycomb on top of the fuel cans.
- ④ Cut two 14 1/2- by 16 1/2-inch pieces of honeycomb. Place the honeycomb between the fuel cans (not shown).
- ⑤ Secure the fuel cans with 1/2-inch tubular nylon webbing and type III nylon cord.

**NOTE:** TO PREVENT DAMAGE TO THE VEHICLE, A 15 1/2- BY 22-INCH PIECE OF PLYWOOD MAY BE USED UNDERNEATH THE FUEL CANS. (OPTIONAL)

Figure 4-2. Snow mobiles prepared



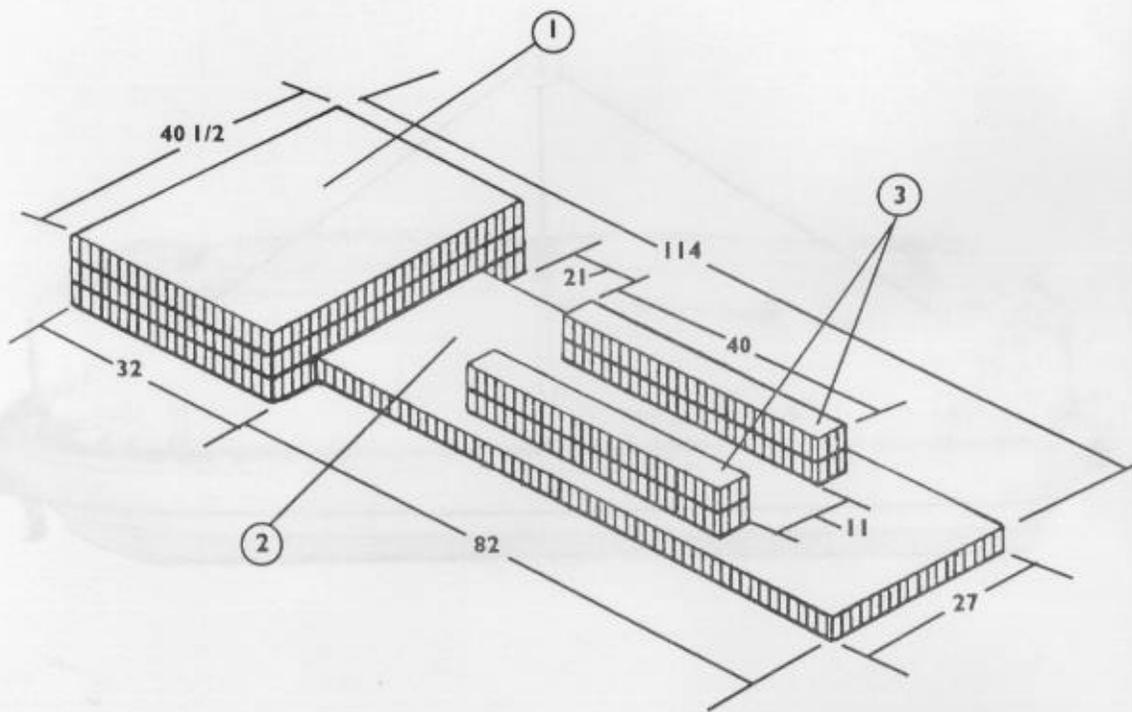
- ① Pad the inside of the sled with cellulose wadding. Place all miscellaneous supplies and equipment in the sled according to AFR 71-4/TM 38-250. Secure with a piece of 1/2-inch tubular nylon webbing. Secure the inner straps of the sled (not shown).
- ② Close the outer cover and secure the straps.

Figure 4-3. Sleds prepared

#### 4-4. Building And Positioning Honeycomb Stacks On Platform

Build honeycomb stacks 1 through 4 as shown in Figures 4-4 and 4-5. Place the honeycomb stacks on the platform as shown in Figure 4-6.

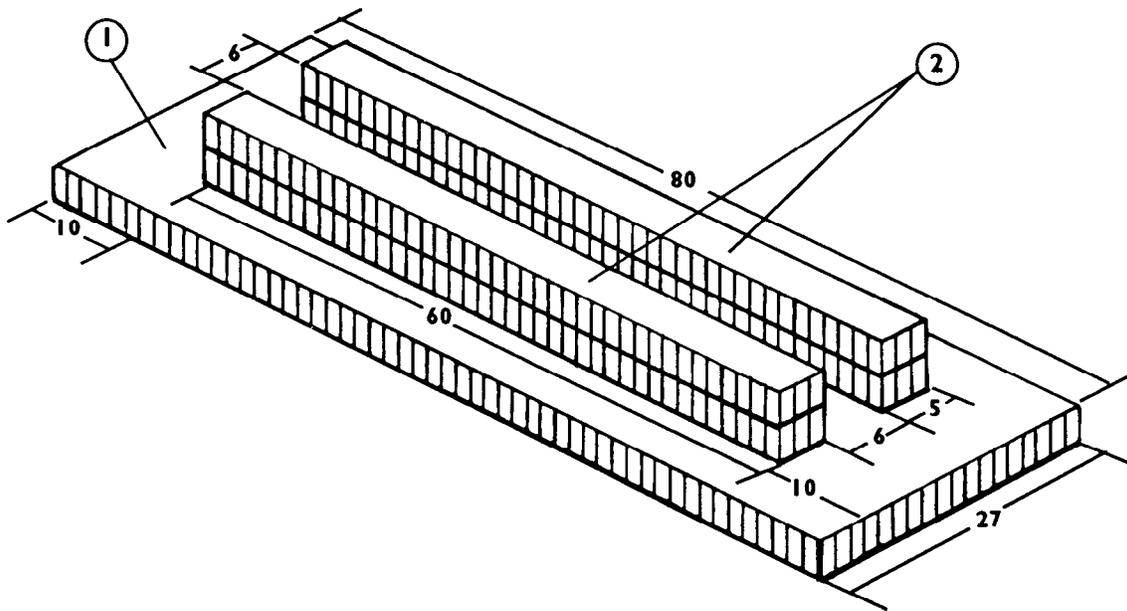
- NOTES: 1. ALL MEASUREMENTS ARE IN INCHES.  
2. THIS DRAWING IS NOT DRAWN TO SCALE.



- ① Construct a stack of three pieces of 40 1/2- by 32-inch honeycomb.
- ② Center a piece of 82- by 27-inch honeycomb next to the three pieces in step 1.
- ③ Construct two stacks of honeycomb, each having two layers of 40- by 4 1/2-inch honeycomb, and place them on the 82- by 27-inch piece of honeycomb.

Figure 4-4. Stacks 1 and 3 prepared

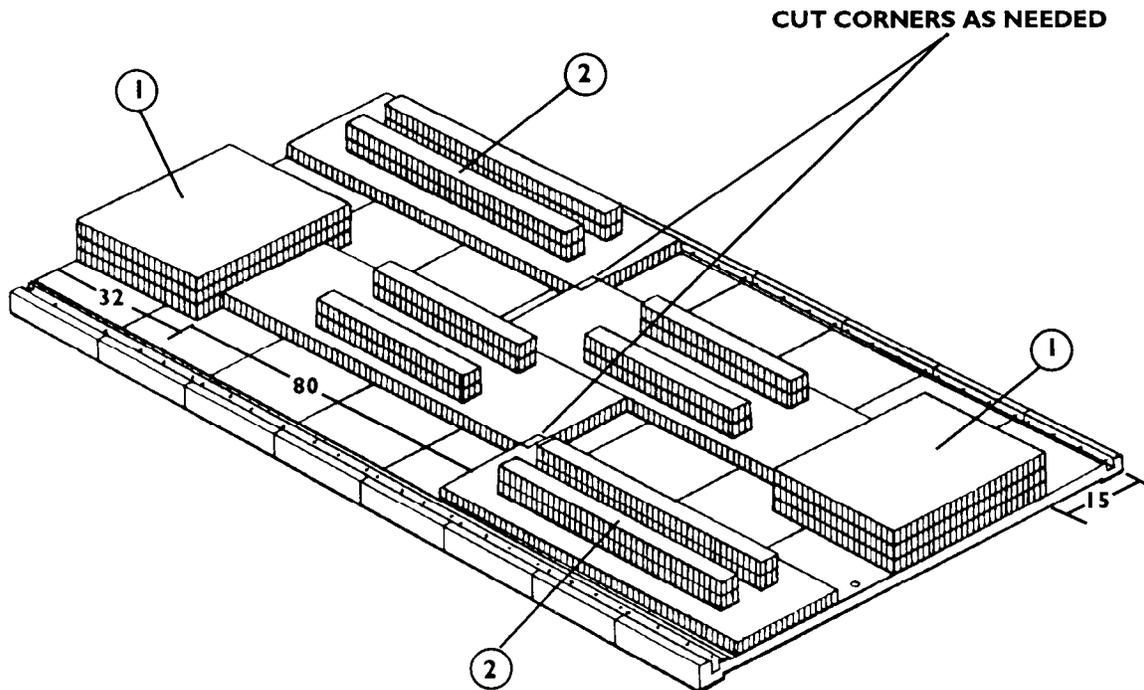
- NOTES: 1. ALL MEASUREMENTS ARE IN INCHES.  
2. THIS DRAWING IS NOT DRAWN TO SCALE.



- ① Cut an 80- by 27-inch piece of honeycomb.  
② Construct two stacks of honeycomb, each having two layers of 60- by 5-inch honeycomb. Place them on top of the 80- by 27-inch piece of honeycomb.

Figure 4-5. Stacks 2 and 4 prepared

NOTES: 1. ALL MEASUREMENTS ARE IN INCHES.  
2. THIS DRAWING IS NOT DRAWN TO SCALE.

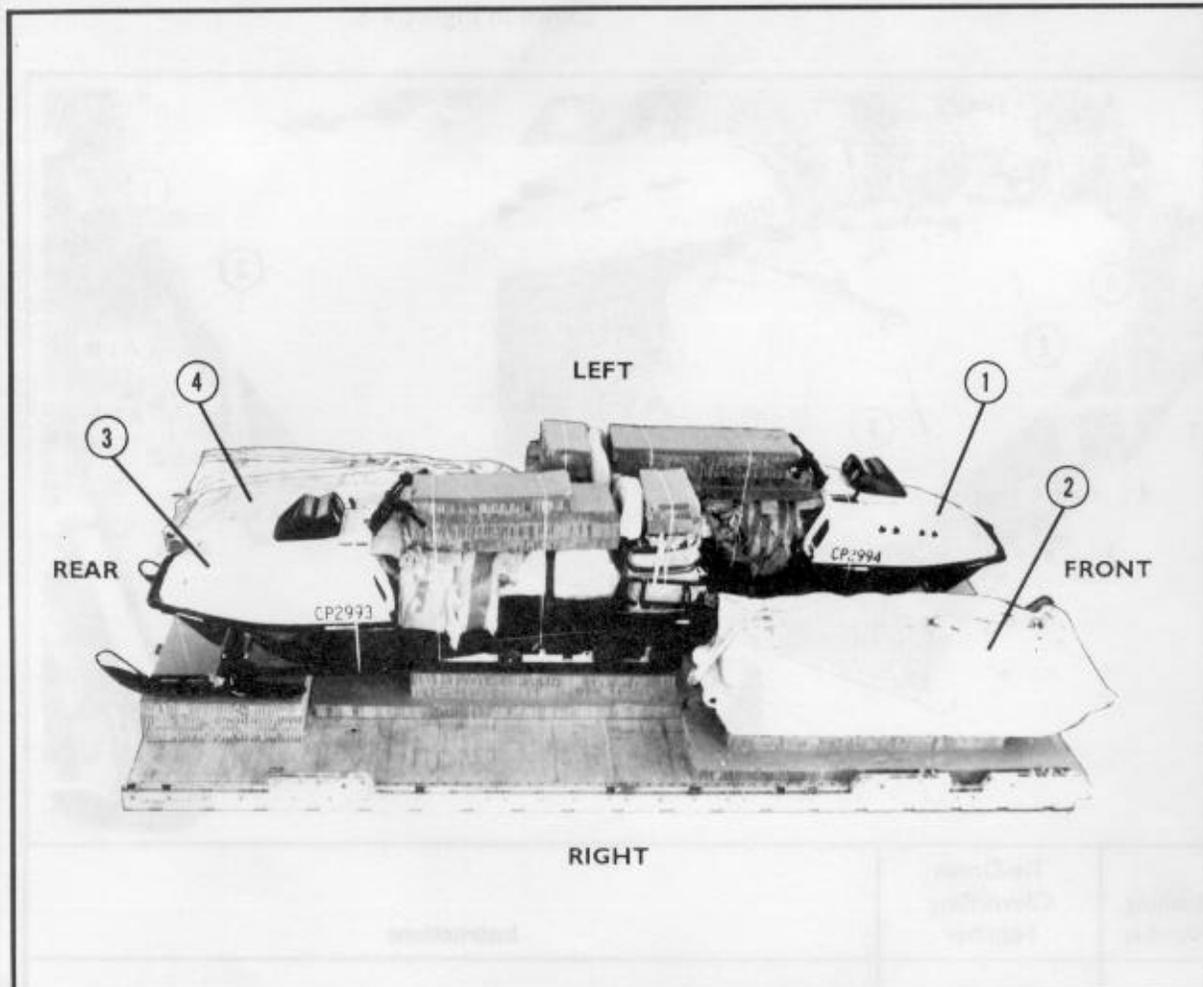


- ① Position honeycomb stacks 1 and 3 on the platform.
- ② Position honeycomb stacks 2 and 4 on the platform.

Figure 4-6. Honeycomb stacks placed on platform

#### 4-5. Positioning Load

Position the load on the platform as shown in Figure 4-7.



① Position one snow mobile on the left front side of the platform.

② Position one sled on the right front side of the platform.

*NOTE: POSITION BOTH PIECES OF EQUIPMENT WITH A 9 1/2-INCH OVERHANG AT THE FRONT OF THE PLATFORM, NOT THE NOSE BUMPER.*

③ Position the other snow mobile on the right rear side of the platform.

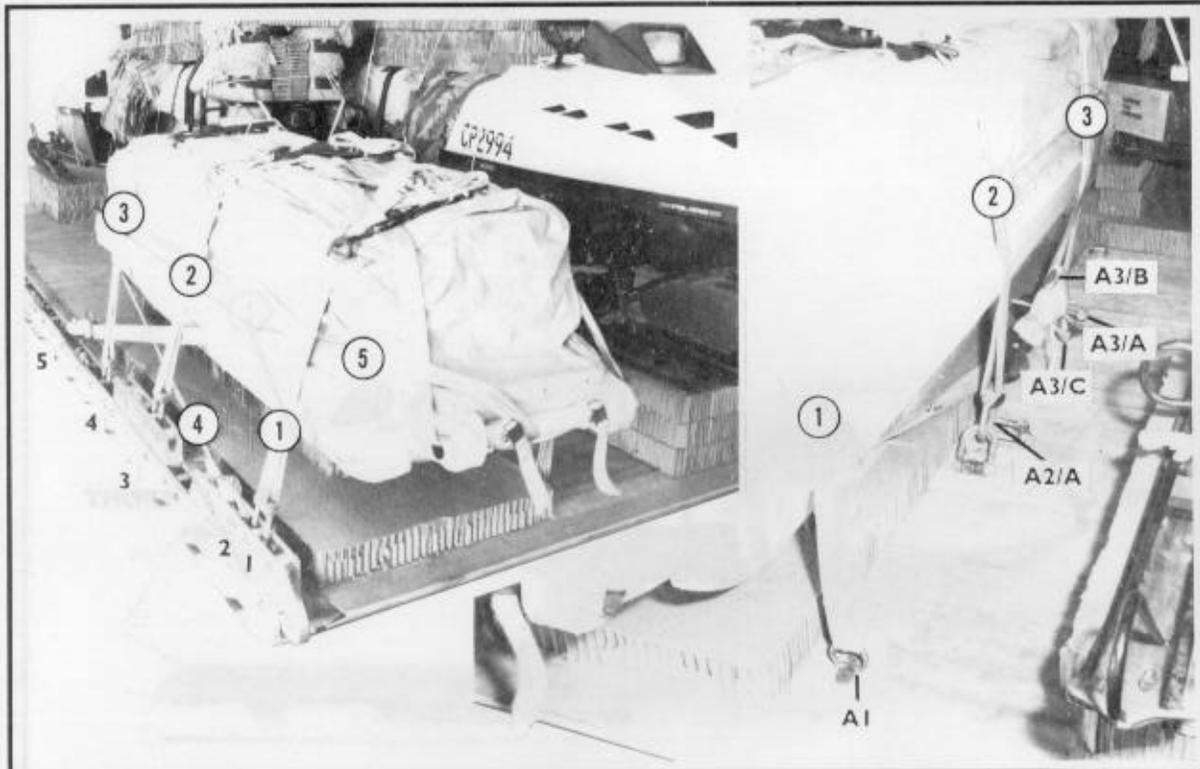
④ Position the other sled on the left rear side of the platform.

*NOTE: POSITION BOTH PIECES OF EQUIPMENT WITH A 9 1/2-INCH OVERHANG AT THE REAR OF THE PLATFORM.*

Figure 4-7. Load positioned

**4-6. Lashing Snow Mobiles and Sleds to Platform**

Lash the snow mobiles and sleds to the platform according to FM 10-500-2/TO 13C7-1-5 and as shown in Figure 4-8.



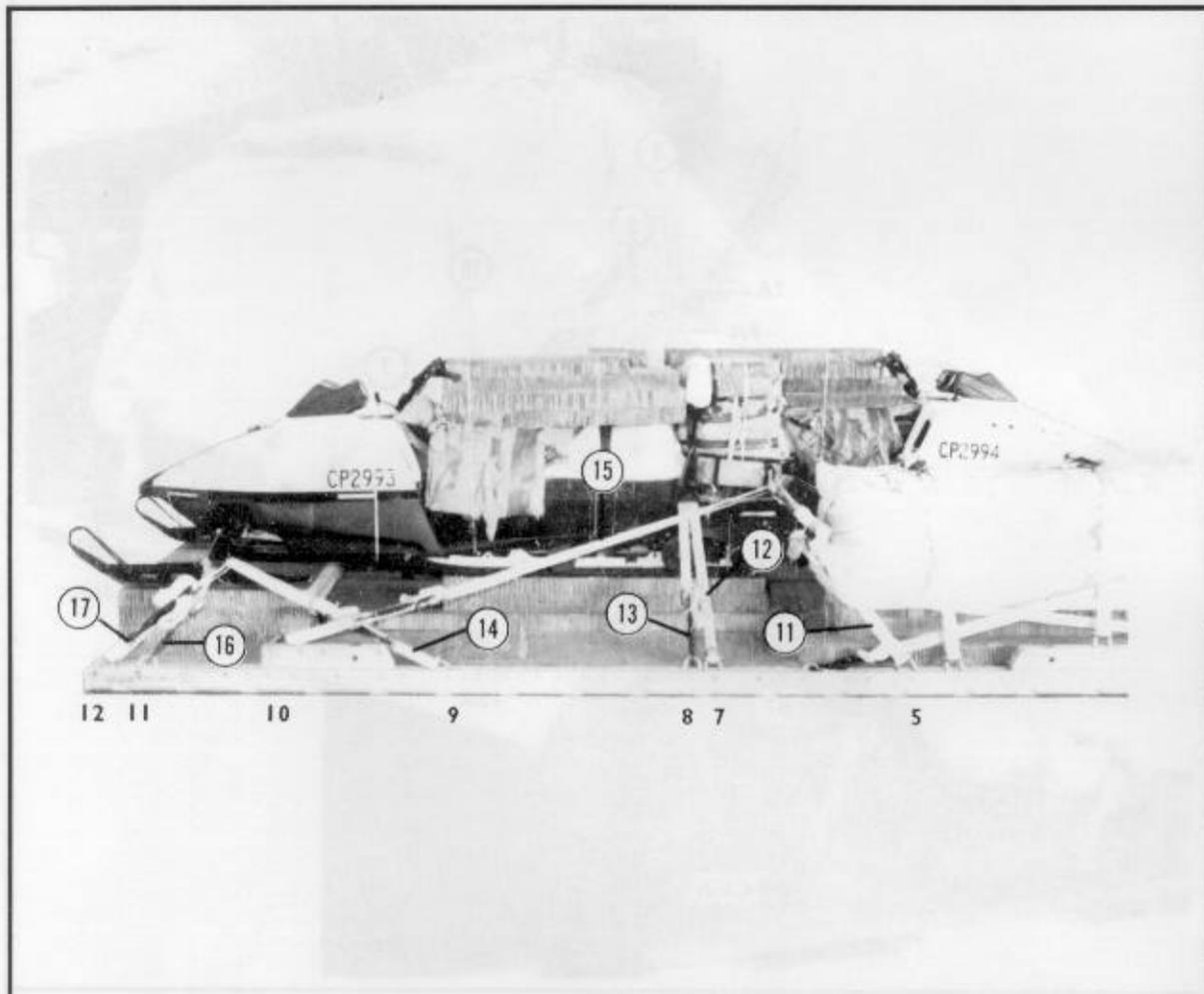
Lashing Number	Tie-Down Clevis/Ring Number	Instructions
1	1 and A1	Pass lashing: Through clevis and over the top front of sled 1. Secure with load binder on top of sled.
2	3 and A2/A	Through clevis and over the top middle of sled 1. Secure with load binder on top of sled.
3	4 and A3/A	Through clevis and over the top rear of sled 1. Secure with load binder on top of sled.
4	2 and A3/B	Through clevis and through its own D-ring, around and over the rear of the sled. Secure to tie-down ring A3/B.
5	5 and A3/C	Through tie-down ring A3/C and through its own D-ring, around and over the front of the sled. Secure to clevis with a D-ring and a load binder.

Figure 4-8. Snow mobiles and sleds lashed to platform



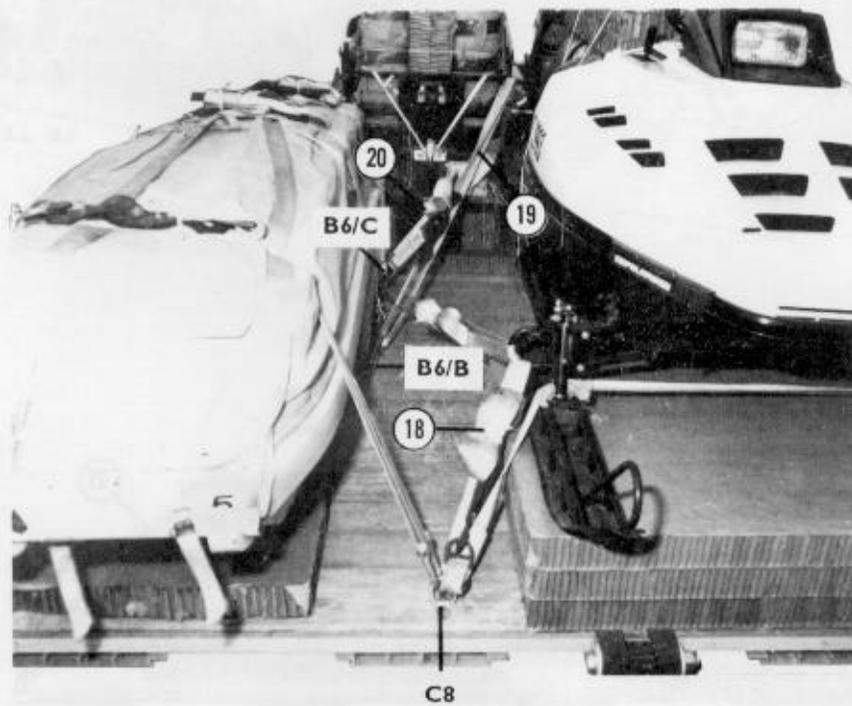
Lashing Number	Tie-Down Clevis/Ring Number	Instructions
6	12A and B6	Pass lashing: Through clevis and through its own D-ring, around and over the front of the sled. Secure to tie-down ring B6.
7	7A and B6	Through tie-down ring B6 and through its own D-ring, around and over the aft end of sled 2. Secure to tie-down clevis 7A with a D-ring and a load binder.
8	9A and B6/A	Through clevis and over the top front of sled 2. Secure with load binder on the top of sled.
9	10A and B7	Through clevis and over the top middle of sled 2. Secure with load binder on the top of sled.
10	11A and C8/A	Through clevis and over the top rear of sled 2. Secure with load binder on the top of sled.

Figure 4-8. Snow mobiles and sleds lashed to platform (continued)



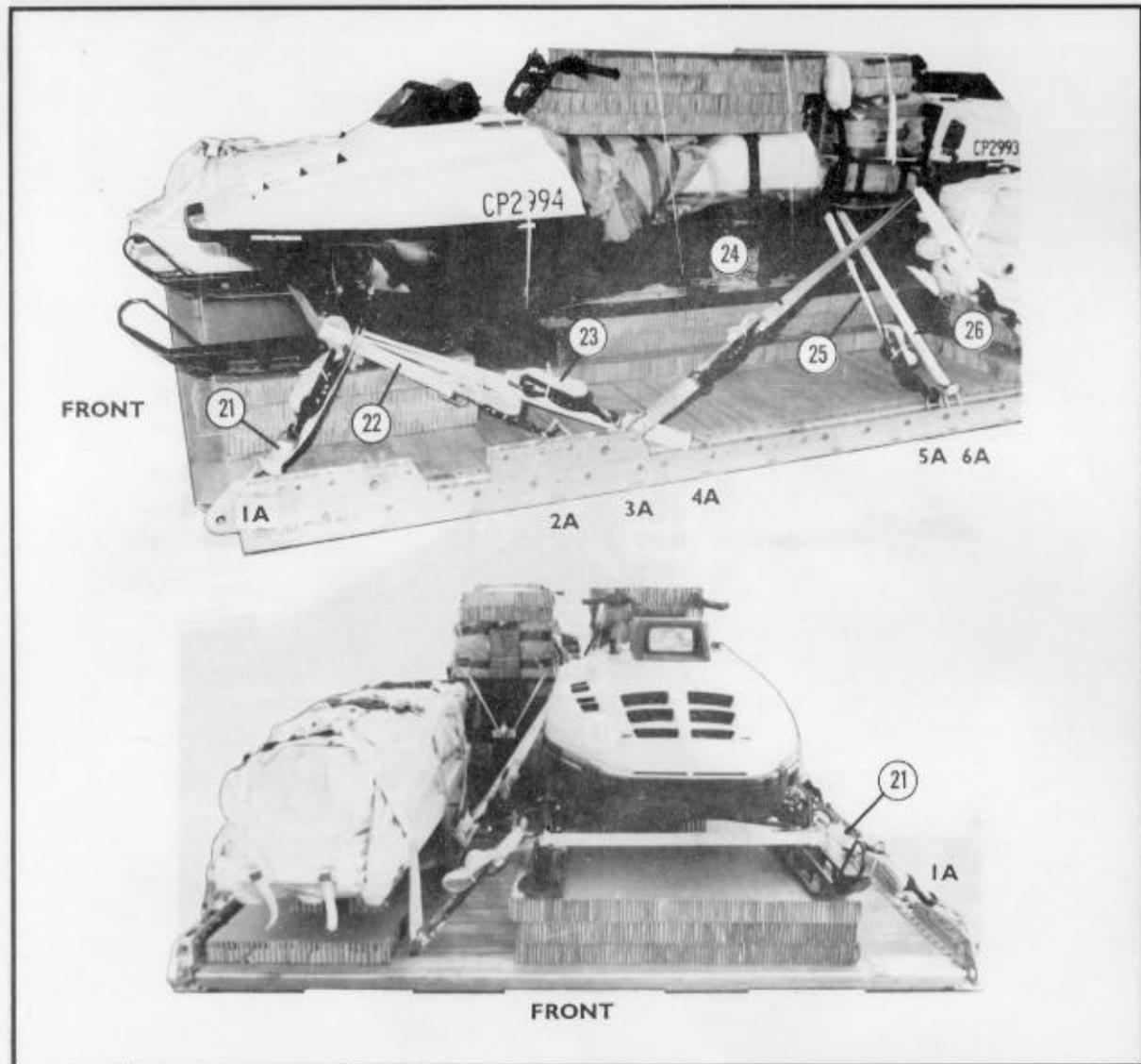
Lashing Number	Tie-Down Clevis/Ring Number	Instructions
11	5	Pass lashing: Through clevis and lifting provision, right front side.
12	7 and 5A	Through clevis and through its own D-ring and through the rear frame of both vehicles. Secure to clevis 5A with a D-ring and a load binder.
13	8 and 6A	Through clevis 6A and its own D-ring and through the rear frame of both vehicles. Secure to clevis 8 with a D-ring and load binder.
14	9	Through clevis and lifting provision, right rear side.
15	10	Through clevis and lifting provision, right front side.
16	C8 and 11	Through tie-down ring C8 and through its own D-ring and across the skids of the rear snow mobile. Secure lashing on clevis 11 with a D-ring and a load binder.
17	12	Through clevis and lifting provision, right rear side.

Figure 4-8. Snow mobiles and sleds lashed to platform (continued)



Lashing Number	Tie-Down Clevis/Ring Number	Instructions
18	C8	Pass lashing: Through D-ring and lifting provision, left rear side.
19	B6/B	Through clevis and lifting provision, left rear side.
20	B6/C	Through clevis and lifting provision, left front side.

Figure 4-8. Snow mobiles and sleds lashed to platform (continued)

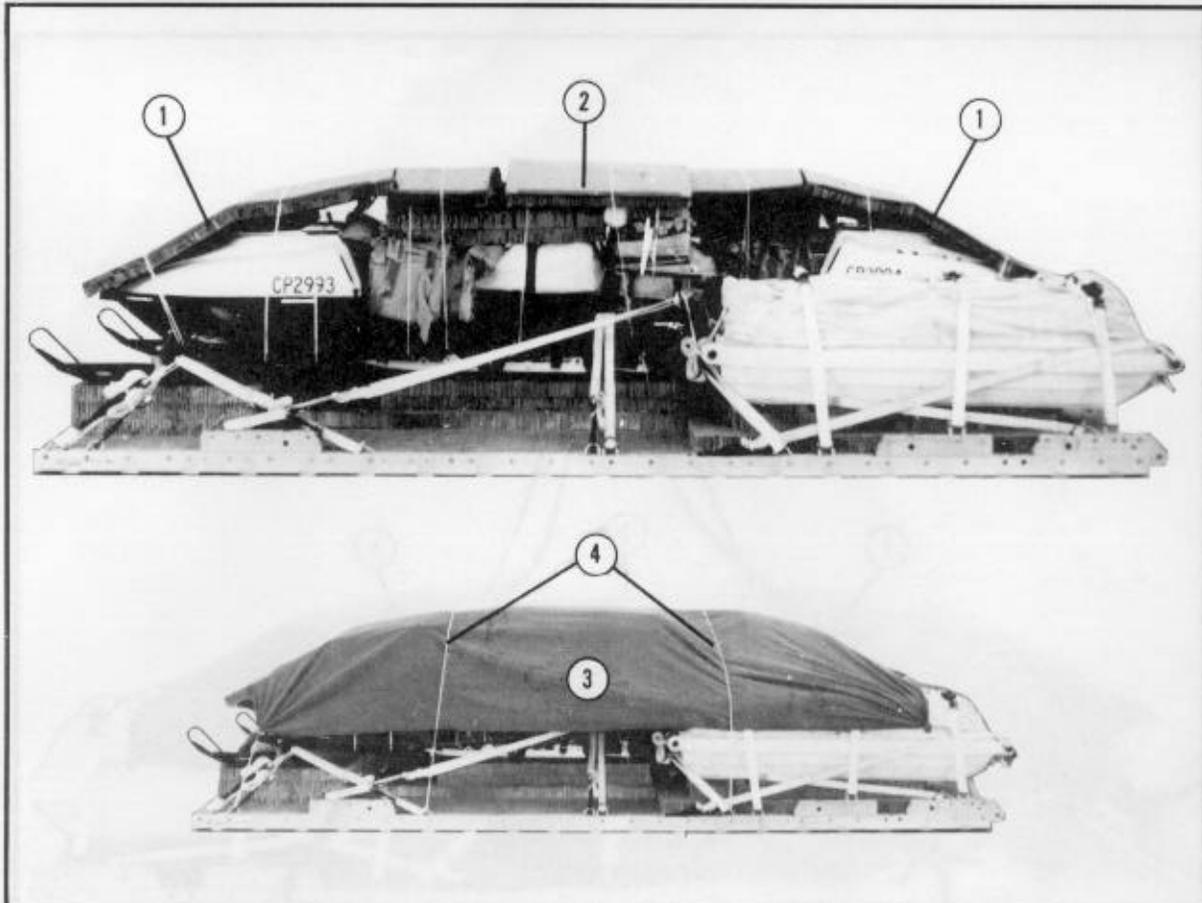


Lashing Number	Tie-Down Clevis/Ring Number	Instructions
21	1A	Pass lashing: Through clevis and lifting provision, left front side.
22	A2/B and 2A	Through clevis, through its own D-ring, and across the skids of snow mobile. Secure lashing to clevis 2A with a D-ring and a load binder.
23	4A	Through clevis and lifting provision, left rear side.
24	3A	Through clevis and lifting provision, left front side.
25	5A	Through clevis and lifting provision, left rear side.
26	6A	Through clevis and lifting provision, right rear side.

Figure 4-8. Snow mobiles and sleds lashed to platform (continued)

#### 4-7. Installing Honeycomb, Release Tray, and Load Cover

Install honeycomb, the release tray, and the load cover as shown in Figure 4-9.

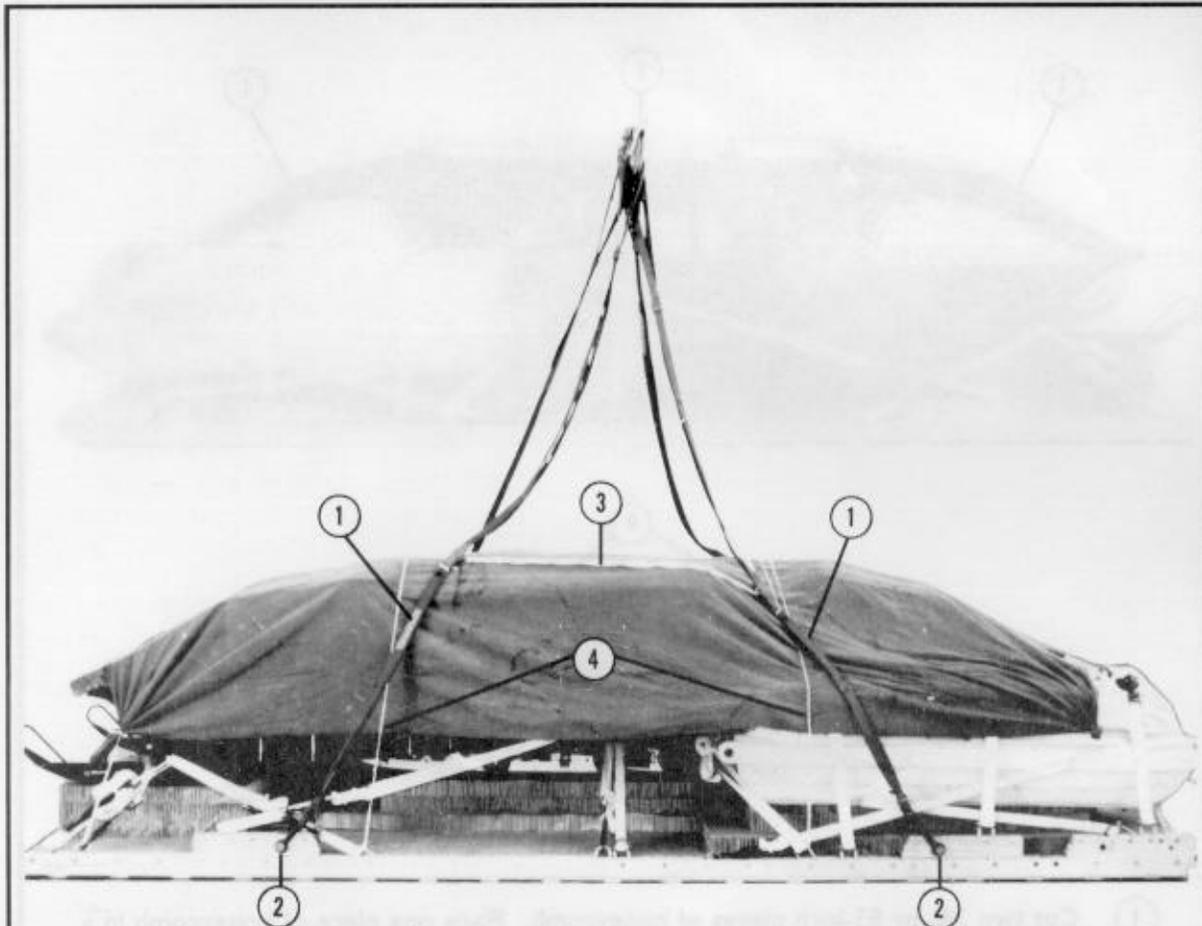


- ① Cut two 36- by 83-inch pieces of honeycomb. Place one piece of honeycomb in a vertical position over the top of each snow mobile. Tape the edges with pressure sensitive tape. Secure the honeycomb to the vehicles with type III nylon cord.
- ② Cut a 36- by 64-inch piece of honeycomb. Tape the edges with pressure sensitive tape. Place the honeycomb horizontally over the rear of both vehicles. Secure the honeycomb with type III nylon cord. Tie the cord to convenient points on the platform.
- ③ Prepare a 10- by 16-foot piece of cotton duck cloth to be used as a load cover. Place the cover over the load.
- ④ Secure the load cover at the corners and across the top with type III nylon cord. Tie the cord to convenient points on the platform.

Figure 4-9. Honeycomb, release tray, and load cover installed

#### 4-8. Installing Suspension Slings and Deadman's Tie

Install the suspension slings and deadman's tie according to FM 10-500-2/TO 13C7-1-5 and as shown in Figure 4-10.

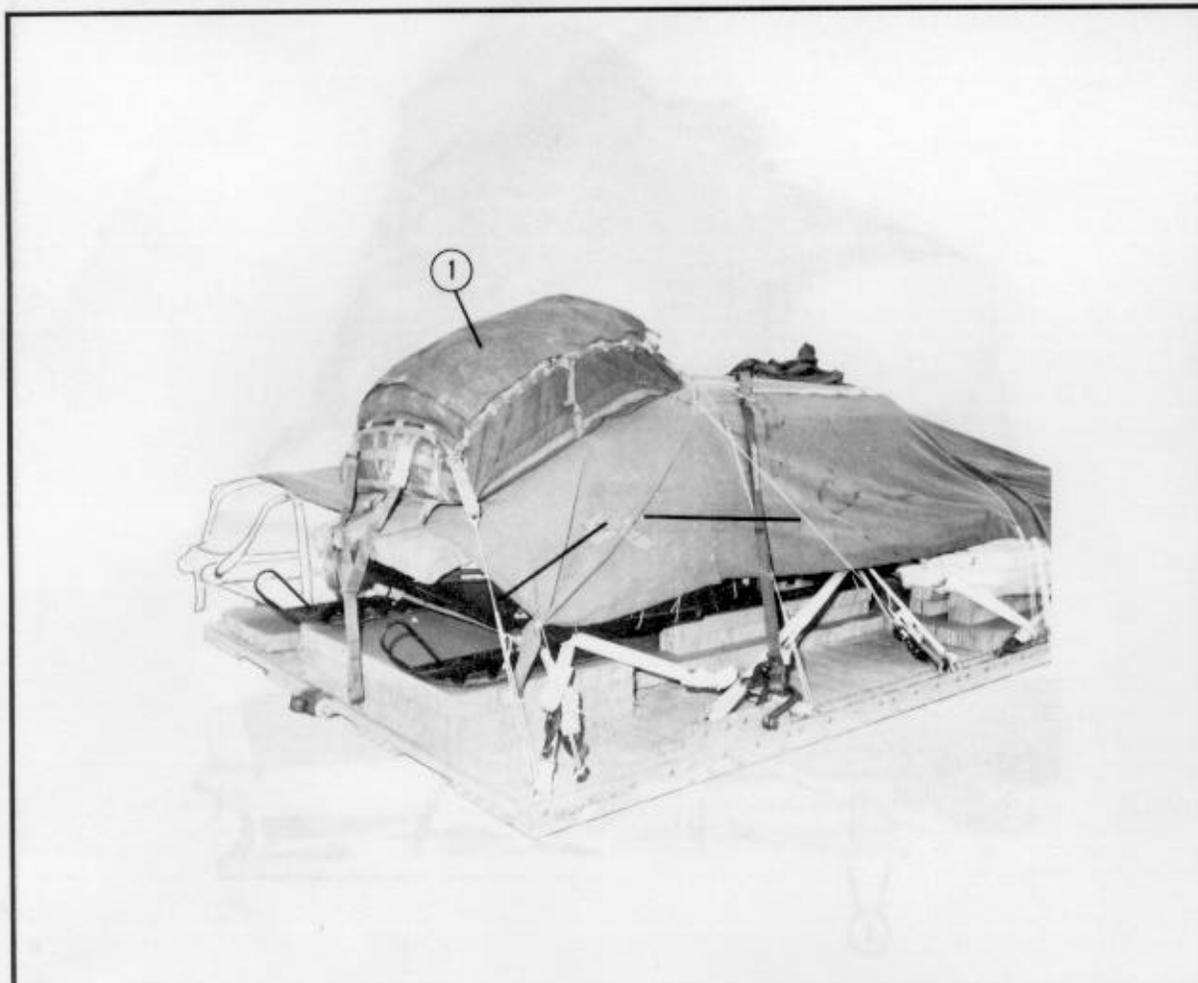


- ① Use four 12-foot (2-loop), type XXVI nylon slings for suspension.
- ② Use four large cargo clevises, and attach each suspension sling to each of the four suspension links.
- ③ Install a deadman's tie according to FM 10-500-2/TO 13C7-1-5.
- ④ Safety tie the front and rear suspension slings from left to right with type III nylon cord. Tie the cord to the platform at convenient places.

Figure 4-10. Suspension slings and deadman's tie installed

#### 4-9. Stowing Cargo Parachute

Stow the cargo parachute according to FM 10-500-2/TO 13C7-1-5 and as shown in Figure 4-11.

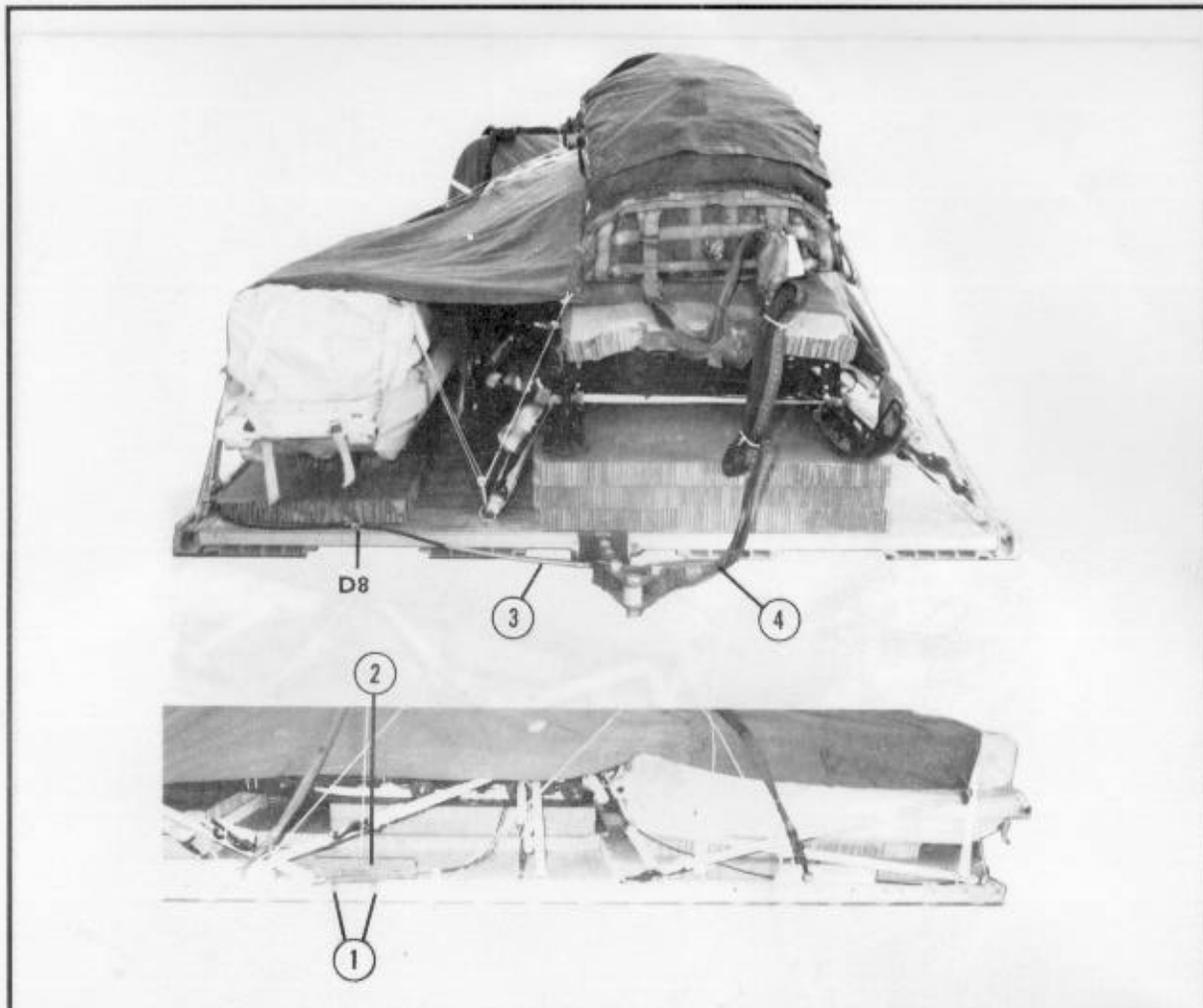


- ① Place one G-11B cargo parachute on the hood of the rear snow mobile.
- ② Restrain the parachute to the platform, using tie-down clevises 8, 8A, 12, and 12A with type III nylon cord.
- ③ Attach a 9-foot (2-loop), type XXVI nylon sling to be used as a deployment line (not shown).

Figure 4-11. Cargo parachute stowed

#### 4-10. Installing Extraction System

Attach the EFTC to the load according to FM 10-500-2/TO 13C7-1-5 and as shown in Figure 4-12.



- ① Install the EFTC mounting brackets to the aft set of holes on the left platform side rail.
- ② Install the actuator according to FM 10-500-2/TO 13C7-1-5
- ③ Install a 16-foot cable according to FM 10-500-2/TO 13C7-1-5. Safety the cable to tie-down ring D8 with 1/4-inch cotton webbing.
- ④ Install a 9-foot (2-loop), type XXVI nylon deployment sling on the load, and bolt it to the latch assembly on the right spacer. S-fold the slack, and tie the folds with 1/4-inch cotton webbing.

Figure 4-12. EFTC installed

#### 4-11. Installing Parachute Release System

Install the M-1 cargo parachute release system according to FM 10-500-2/TO 13C7-1-5 and as shown in Figure 4-13.

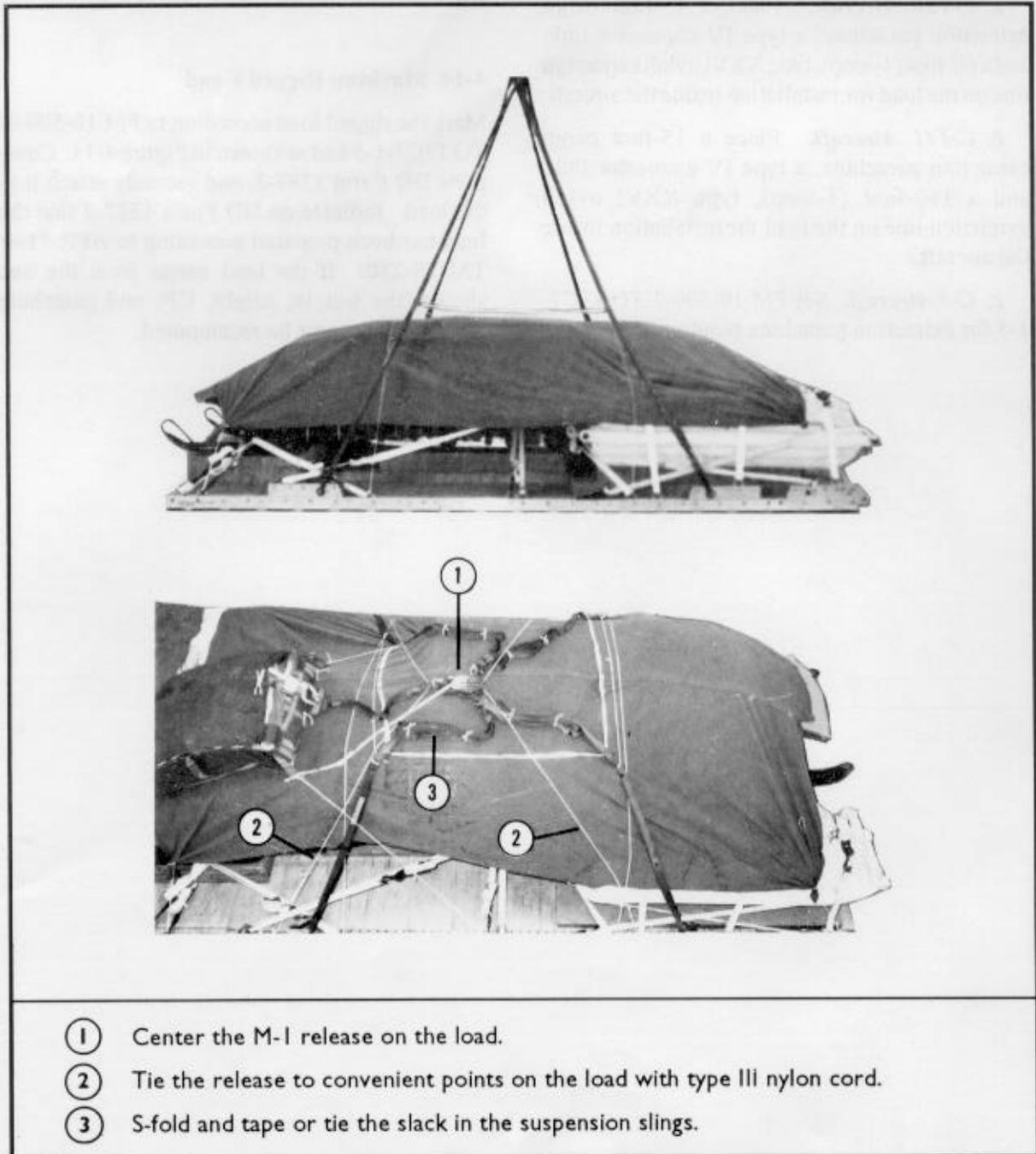


Figure 4-13. Parachute release system installed

#### 4-12. Placing Extraction Parachute

Place the extraction parachute as described below.

*a. C-130 Aircraft.* Place a 15-foot cargo extraction parachute, a type IV connector link, and a 60-foot (1-loop), type XXVI nylon extraction line on the load for installation inside the aircraft.

*b. C-141 Aircraft.* Place a 15-foot cargo extraction parachute, a type IV connector link, and a 160-foot (1-loop), type XXVI nylon extraction line on the load for installation inside the aircraft.

*c. C-5 Aircraft.* See FM 10-500-2/TO 13C7-1-5 for extraction parachute requirements.

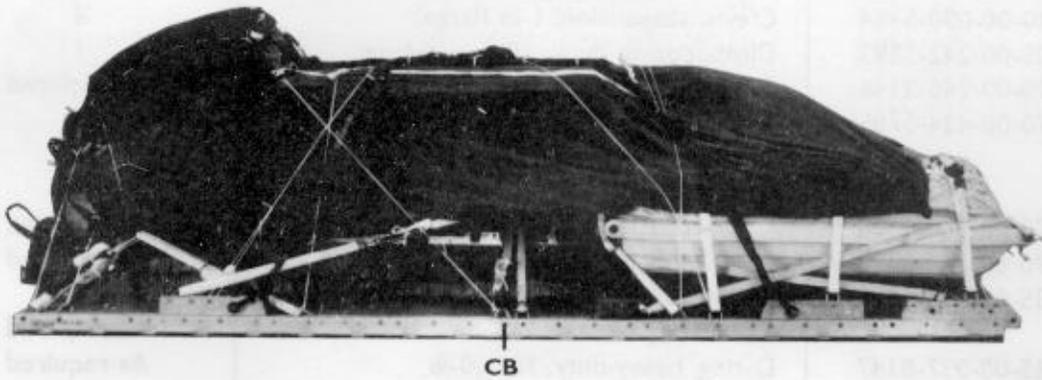
#### 4-13. Installing Provisions for Emergency Restraints

Install the provisions for emergency restraints on the platform as outlined in FM 10-500-2/TO 13C7-1-5, tables 3-3, 3-4, and 3-5.

#### 4-14. Marking Rigged Load

Mark the rigged load according to FM 10-500-2/TO 13C7-1-5 and as shown in Figure 4-14. Complete DD Form 1387-2, and securely attach it to the load. Indicate on DD Form 1387-2 that the load has been prepared according to AFR 71-4/TM 38-250. If the load varies from the one shown, the weight, height, CB, and parachute requirements must be recomputed.

**CAUTION: MAKE THE FINAL RIGGER INSPECTION REQUIRED BY FM 10-500-2/ TO 13C7-1-5 BEFORE THE LOAD LEAVES THE RIGGING SITE.**



**RIGGED LOAD DATA**

Weight:	Load shown .....	4,460 pounds
	Maximum load allowed .....	5,000 pounds
Height	.....	66 inches
Width	.....	108 inches
Length	.....	210 inches
Overhang:	Front .....	9 1/2 inches
	Rear .....	9 1/2 inches
CB (from front edge of platform)	.....	100 inches
Extraction system	.....	EFTC

Figure 4-14. MOST rigged on platform

## 4-15. Equipment Required

Use the equipment listed in Table 4-1 to rig this load.

Table 4-1. Equipment required for rigging the MOST on a type V platform for low-velocity airdrop

National Stock Number	Item	Quantity
8040-00-273-8713	Adhesive, paste, 1-gal	As required
4030-00-090-5354	Clevis, suspension, 1-in (large)	4
8305-00-242-3593	Cloth, cotton duck, 10- by 16-foot	1
4020-00-240-2146	Cord, nylon, type III, 550-lb	As required
1670-00-434-5785	Coupling, airdrop, extraction force transfer w/16-ft cable	1
	Cover:	
1670-00-360-0328	Clevis, large	As required
1670-00-360-0329	Link assembly, type IV	As required
8135-00-664-6958	Cushioning material, packaging, cellulose wadding	As required
5365-00-937-0147	D-ring, heavy-duty, 10,000-lb	As required
1670-00-783-5988	Link assembly, type IV (for extraction line)	1
1670-00-753-3928	Pad, energy-dissipating, honeycomb, 3- by 36- by 96-in: 10- by 19-in 15- by 42-in 14 1/2- by 16 1/2-in 36- by 64-in 36- by 83-in 40- by 4 1/2-in 40 1/2- by 32-in 60- by 5-in 80- by 27-in 82- by 27-in	15 sheets (2) (4) (2) (1) (2) (4) (3) (8) (1) (1)
1670-01-016-7841	Parachute: Cargo, G-11B	1
1670-01-063-3715	Cargo extraction: 15-ft (C-130)/(C-141)	1

Table 4-1. Equipment required for rigging the MOST on a type V platform for low-velocity airdrop (continued)

National Stock Number	Item	Quantity
	Platform, AD, type V, 16-ft:	1
	Bracket:	
1670-01-162-2375	Inside EFTA	(1)
1670-01-162-2374	Outside EFTA	(1)
1670-01-162-2372	Clevis assembly (type V)	(37)
1670-01-162-2376	Extraction bracket assembly	(1)
1670-01-247-2389	Suspension link	(4)
1670-01-162-2381	Tandem link (multi-purpose)	(2)
5530-00-128-4981	Plywood, 3/4-in:	
	15 1/2- by 22-in (optional)	(1)
1670-01-097-8816	Release, cargo parachute, M-1	1
	Sling, cargo airdrop, type XXVI nylon webbing:	
	For line, extraction:	
1670-01-064-4452	60-ft (1-loop), drogue	1
1670-01-107-7652	160-ft (1-loop) (C-141)	1
	For deployment line:	
1670-01-062-6304	9-ft (2-loop)	1
	For lifting and for suspension:	
1670-01-062-6303	12-ft (2-loop)	4
	Tape, adhesive:	
7510-00-266-6710	Masking, 2-in	As required
7510-00-266-5016	PSA, cloth back, 2-in	As required
1670-00-937-0271	Tie-down assembly, 15-ft	26
	Webbing:	
8305-00-268-2411	Cotton, 1/4-in, type I	As required
	Nylon:	
	Tubular:	
8305-00-082-5752	1/2-in, natural <u>or</u>	As required
8305-00-268-2453	1/2-in, olive drab	As required
8305-00-261-8584	Type X, olive drab <u>or</u>	As required
8305-00-260-6890	Type X	As required

APPENDIX A

**REPRODUCIBLE CHECKLISTS**

This appendix provides blank copies of Joint Airdrop Inspection Record checklists. These checklists are not available through normal supply channels. You may reproduce them locally.

JOINT AIRDROP INSPECTION RECORD (CRRC) ( See reverse for instructions )						
1. UNIT BEING AIRFIELD			2. DEPARTURE AIRFIELD (Onload)			
3. TYPE AIRCRAFT	4. ACFT SERIAL	5. ITEM DESCRIPTION		6. RIGGED IAW FM TO NO CHAPTER	7. LOAD POSITION OF	
LOAD DATA TAG INFORMATION		8. WEIGHT	9. LENGTH	10. WIDTH	11. HEIGHT	
12. CARGO PARACHUTE SYSTEM		LOADING INSPECTION		J KNIFE INSTALLED ON RELEASE GATE OF THE NEXT FORWARD PLATFORM AND SAFETIED		
		BEFORE	AFTER	G (MC 130 ONLY) MA 4A-4A BOMB RACK (SINGLE CRRC ONLY)		
A. CORRECT NUMBER OF PARACHUTES (D Bags clustered)				I D RINGS ATTACHED TO RELEASE GATE		
B. PARACHUTE SECURED TO LOAD, CONNECTED TO RELEASE WITH THREE FOOT SLING (Single parachute) (Remove left bag tie)				2 BOMB RACK AND SAFETY CHAINS CONNECTED, SAFETY PIN INSTALLED		
C. RELEASE STRAPS ATTACHED TO CLURVIS AT PARACHUTE BRIDLES				3 SEDS ELECTRICAL CABLE CONNECTED		
D. RESTRAINT STRAPS PROPERLY SECURING PARACHUTES AND ROUTED THROUGH RELEASE KNIVES				4 5000 LB NYLON FORWARD RESTRAINT STRAP ROUTED AND SECURED TO FORWARD LOAD ONLY		
E. RELEASE KNIVES PROPERLY SAFETIED				5 1000 LB NYLON FORWARD RESTRAINT STRAP ROUTED AND SECURED TO AFT LOAD		
F. RISER EXTENSIONS CORRECT LENGTH, ATTACHED TO PARACHUTE(S)				H PREPARED IAW TM 38 250 APR 71 I		
G. 15 FOOT PILOT CHUTE ATTACHED TO G-12 (When applicable)				I EMERGENCY RESTRAINT PROVISIONS ON LOAD		
H. STATIC LINES CONNECTED TO ANCHOR CABLE				19. BEFORE LOADING INSPECTION CERTIFICATION		
I. ANCHOR CABLE STOPS PROPERLY POSITIONED AND TAPED				DATE AND TIME COMP		
CHECK ONLY ITEMS APPLICABLE TO YOUR PARTICULAR LOAD				A. TRANSPORTATION FORCE INSPECTOR		
13. M-1				UNIT (Print)	LAST NAME (PRINT)	INITIALS
A. RELEASE POSITIONED CORRECTLY AND SECURED TO LOAD				SIGNATURE		
B. PARACHUTE CONNECTOR(S) SEATED IN RETAINER CLAMP						
C. RELEASE TIMER KEYS EXTENDED ARMING LANYARD WIRE SEATED, AND LANYARD SAFETIED						
D. ARMING						
14. FXC RELEASE				B. AERIAL PORT INSPECTOR		
A. RELEASE POSITIONED CORRECTLY AND SECURED TO LOAD				UNIT (Print)	LAST NAME (Print)	INITIALS
B. UPPER RELEASE ASSEMBLY ATTACHED TO SHACKLE ASSEMBLY				SIGNATURE		
15. 5,000 POUND PARACHUTE RELEASE ASSEMBLY						
A. RELEASE LINK IN CORRECT SLOT YOKE SAFETIED						
B. SPINNER PROPERLY SEATED						
C. SAFETY PIN IN COCKING LEVER				20. AFTER LOADING INSPECTION CERTIFICATION		
D. MULTIPLE RELEASES CLUSTERED				DATE AND TIME COMP		
E. SAFETIED TO PARACHUTE				A. TRANSPORTATION FORCE INSPECTOR		
F. ATTACHED TO COUPLER CLEVIS ON LOAD				UNIT	LAST	INITIALS
16. SUSPENSION SLINGS				SIGNATURE		
A. ATTACHED TO COUPLER CLEVIS LINKS						
B. CORRECT LENGTH, LOOP AND NUMBER						
C. ATTACHED TO LOAD OR PLATFORM						
D. PROPERLY PADED ROUTED AND SECURED				B. AERIAL PORT INSPECTOR		
17. GENERAL ITEMS				UNIT (Print)	LAST NAME (Print)	INITIALS
A. LASHINGS UNIFORM TENSION				SIGNATURE		
B. ACCOMPANYING LOAD SECURED						
C. HONETCOMB FLUSH AGAINST LOAD GOOD CONDITION PROPERLY ARRANGED						
D. PLATFORM NOT DAMAGED OR BOWED BOTTOM CHECKED FOR CONDITION (Check before or when loading).						
18. TYPE VIII NYLON SHEAR STRAP				C. AIRCREW LOADMASTER		
A. CORRECT LENGTH				UNIT	LAST NAME (Print)	INITIALS
B. PROPERLY RPTED THROUGH PLATFORM(S) AND AIRCRAFT TIEWDOWN RINGS				SIGNATURE		
C. SINGLE OR KNIFE SHARP AND SECURELY ATTACHED TO CABLE ADAPTER						
D. AFT MOST CRRC KNIFE INSTALLED CORRECTLY AND SAFETIED						
E. ONLY 5000 LB NYLON FORWARD RESTRAINT STRAP ROUTED AND SECURED						
F. (C-141 ONLY) MULTIPLE CRRC				21. REMARKS		
1. RELEASE LANYARD (A7A OR DOUBLE LENGTH TYPE VIII NYLON) CORRECT LENGTH						
2. KNIFE SHARP AND ATTACHED TO RELEASE LANYARD						

CONTINUED ON BACK

Suggested format for reproducible checklist

21. ADDITIONAL REMARKS

INSTRUCTIONS

Complete Join Airdrop Inspection Record (CRRIC) as detailed below:

Item 1. Enter the designation and geographic location of the military unit responsible for the equipment being tendered for airdrop. (Example: 612th Quartermaster Company, Fort Bragg, NC)

Item 2. Enter the designation of the locality from which the unit being airlifted is departing. (Example: Bravo LZ, Elgin AFB, FL)

Item 3. Enter the model and series of aircraft that will airlift the equipment to be airdropped. (Example: C-130E)

Item 4. Enter the complete serial number (tail number) of the aircraft on which the equipment is loaded. (Complete during afterloading inspections)

Item 5. Enter the nomenclature of the equipment tendered for airdrop. If additional space is required, enter "see remarks" and describe the entire load in item 21. (Example: ammunition, petroleum)

Item 6. Enter the FM/TO number and specific chapter utilized in rigging the equipment tendered for airdrop.

Item 7. Enter the number of containers onloaded and the number of drops to be accomplished.

Item 8. Enter the total rigged weight of the item.

Item 9. Enter the length of the item.

Item 10. Enter the width of the item.

Item 11. Enter the height of the item.

Items 12 through 18. Enter a check mark for each applicable item. Enter "NA" for non-applicable items. NOTE: If an entire major area is not applicable, it may be crossed out (X).

Item 19. Enter local time and date of inspections. All entries, including signatures, must be complete and legible. Both the Transported Force and Aerial Port inspectors certify completion of the inspection. When the load is delivered to the aircraft, the aircrew loadmaster will insure all items 1 through 11 are entered and correct, and insure all checks in the before loading column (Items 12 through 18) are entered. Insure 19A and B are completed.

Item 20. Enter local time and date of inspections. All entries including signature, must be complete and legible. Both inspectors must certify completion.

NOTE: After all inspections are completed, the aircrew loadmaster insures that all applicable columns have been checked, and affixes his signature certifying completion of all inspection requirements.

Item 21. Enter any comments pertaining to the load, loading difficulties encountered or reasons for rejection of the load. Also include any other pertinent facts concerning the load of delays. When inflight rigging is required, those items to be completed inflight will be annotated.

Suggested format for reproducible checklist (continued)

JOINT AIRDROP INSPECTION RECORD (HSLLA/DCRS) (SPECIAL OPERATIONS)						
1. UNIT BEING AIRLIFTED				2. DEPARTURE AIRFIELD (ONLOAD)		
3. TYPE AIRCRAFT	4. ACFT SERIAL NO.	5. ITEM DESCRIPTION		6. RIGGED IAW FM/TO NO., CHAP	7. NO. CONTAINERS/DROPS	
LOAD DATA TAG INFORMATION				8. WEIGHT	9. LENGTH	10. WIDTH
					11. HEIGHT	
CHECK ONLY ITEMS APPLICABLE TO YOUR SPECIFIC LOAD				LOADING INSPECTION		18. AFTER LOADING INSPECTION CERTIFICATION
				BEFORE	AFTER	DATE AND TIME COMP
12. CARGO PARACHUTE SYSTEM A. CORRECT SIZE, NUMBER, BAG CLOSING TIES CORRECT B. PILOT CHUTE ATTACHED TO G-12 (WHEN APPLICABLE) C. CLUSTER TIES NOT SECURED TO LOAD D. DEPLOYMENT BAG SECURED TO LOAD E. PARACHUTE CLEVIS SECURED TO LOAD F. STATIC LINE(S) PROPERLY ATTACHED TO DEPLOYMENT BAG (BREAKAWAY OR NON-BREAKAWAY) G. STATIC LINE(S) CONNECTED TO ANCHOR CABLE H. ANCHOR CABLE STOP PROPERLY POSITIONED AND TAPED						A. TRANSPORTATION FORCE INSPECTOR
						UNIT (PRINT)
13. CONTAINERS A. SUSPENSION WEBS ATTACHED TO CONTAINER AND TAPED B. CONDITION OF WEBBING AND COVER C. HONEYCOMB CONDITION (HIGH VELOCITY; CORRECT AMOUNT) D. SKID BOARD CONDITION AND SKID BOARD TIES (HIGH VELOCITY/HSLLA/DCRS; STEEL BANDS ROUTED FORWARD AND AFT E. TYPE XXVI NYLON/DACROM STRAP BELLY BAND INSTALLED WITH D-RINGS AND ROUTED CORRECTLY (SINGLE CONTAINER DROP) F. EXCESS TYPE XXVI NYLON/DACROM STRAP FOLDED AND SECURED AND LOAD BINDER FACING AFT AND SAFETIED (SINGLE CONTAINER DROP ONLY)						SIGNATURE
						B. AERIAL PORT INSPECTOR
14. MULTIPLE CONTAINER RIGGING A. TYPE XXVI NYLON SAFETIED TO AFT CONTAINER WITH TYPE III NYLON B. TYPE XXVI NYLON SAFETIED TO FORWARD CONTAINERS WITH 80 LB COTTON WEBBING C. D-RINGS SAFETIED WITH 80 LB COTTON WEBBING						UNIT (PRINT)
						LAST NAME (PRINT)
15. RELEASE SYSTEM AND AIRCRAFT RIGGING A. CONTAINER(S) PROPERLY POSITIONED B. SEDS PROPERLY ROUTED AROUND CONTAINER(S) WITH PULLEY ASSEMBLY CONNECTED TO TIEDOWN RINGS 30B AND 30F C. BOMB RACK AND SAFETY CHAINS CONNECTED, CHAINS TAPED, AND SAFETY PIN INSTALLED D. SEDS ELECTRICAL CABLE CONNECTED E. SEDS RETENTION LINE ATTACHED TO TIEDOWN ROWS B AND F F. 5000 LB NYLON FORWARD RESTRAINT STRAP PROPERLY ROUTED, CONNECTED, AND EXCESS SECURED						SIGNATURE
						C. AIRCREW LOADMASTER
16. HAZARDOUS MATERIAL PREPARED IAW TM 38-250/ AFR 71-4						UNIT (PRINT)
						LAST NAME (PRINT)
						SIGNATURE
						19. REMARKS
17. BEFORE LOADING INSPECTION CERTIFICATION				DATE AND TIME COMP		
A. TRANSPORTATION FORCE INSPECTOR						
UNIT (PRINT)		LAST NAME (PRINT)		INITIALS		
SIGNATURE						
B. AERIAL PORT INSPECTOR						
UNIT (PRINT)		LAST NAME (PRINT)		INITIALS		
SIGNATURE						

Suggested format for reproducible checklist

## GLOSSARY

<b>AFB</b> Air Force base	<b>LPU</b> life preserver, underarm
<b>AFR</b> Air Force regulation	<b>LVAD</b> low-velocity airdrop
<b>AFTO</b> Air Force technical order	<b>MARS</b> military amphibious reconnaissance system
<b>ALC</b> Air Logistics Center	<b>mm</b> millimeter
<b>AMC</b> Air Mobility Command	<b>MOST</b> Mobile Over Snow Transport
<b>ARNG</b> Army National Guard	<b>N<sub>2</sub></b> nitrogen
<b>attn</b> attention	<b>NAVAIR</b> Naval Air Systems Command
<b>c</b> change	<b>NAVSEA</b> Naval Sea Command
<b>CB</b> center of balance	<b>no</b> number
<b>CO<sub>2</sub></b> carbon dioxide	<b>NSN</b> national stock number
<b>d</b> penny	<b>Qty</b> quantity
<b>DA</b> Department of the Army	<b>rqr</b> requirement
<b>DC</b> District of Columbia	<b>sec</b> second
<b>DD</b> Department of Defense	<b>SOCEP</b> special operations combat-expendable platform
<b>diam</b> diameter	<b>SOP</b> standing operating procedure
<b>FM</b> field manual	<b>TM</b> technical manual
<b>FMFM</b> fleet Marine force manual	<b>TO</b> technical order
<b>ft</b> foot/feet	<b>TRADOC</b> United States Army Training and Doctrine Command
<b>gal</b> gallon	<b>typ</b> typical
<b>HQ</b> headquarters	<b>US</b> United States
<b>HSELLADS</b> high-speed, low-level airdrop system	<b>USAR</b> United States Army Reserve
<b>IBS</b> inflatable boat, small	<b>w</b> with
<b>in</b> inch	<b>wo</b> without
<b>LAW</b> light antitank weapon	<b>yd</b> yard
<b>lb</b> pound	

## REFERENCES

These documents must be available to the intended users of this publication.

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By Order of the Secretaries of the Army and the Air Force:

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