

## CHAPTER 20

### SUITABLE SINGLE-POINT RIGGING PROCEDURES FOR SHELTERS

#### 20-1. Introduction

This chapter contains rigging procedures for single-point lift of shelters 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 shelters are in this section.

Paragraphs 20-2 and 20-3 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.**

#### 20-2. Tool Set, Aviation Maintenance, SE 1, Airmobile

**a. Applicability.** The following item in Table 20-1 is suitable for sling load by all ARMY helicopters with suitable lift capacity:

**Table 20-1. Tool Set, Aviation Maintenance, SE 1, Airmobile**

NOMENCLATURE	MAX WEIGHT (POUNDS)	SLING SET	LINK COUNT FRONT/REAR	RECOMMENDED AIRSPEED (KNOTS)
Tool Set, Aviation Maintenance, SE 1, Airmobile	3,030	10K	30/30	90

**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) Felt sheet, cattle hair, Type IV, 1/2-inch or suitable substitute.

**c. Personnel.** Two persons can prepare and rig this load in 15 minutes.

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

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

(a) Secure the tongue in the UP position with Type III nylon cord. Secure the safety chains and hoses to the tongue with tape or Type III nylon cord. Secure the jack handles in position with tape or Type III nylon cord.

(b) Pad the rear axle on each side of the towing pintle and secure the padding with tape or Type III nylon cord.

(2) **Rigging.** Rig the load according to the steps in Figure 20-1.

(3) **Hookup.** The hookup team stands on top of the tool set. 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).

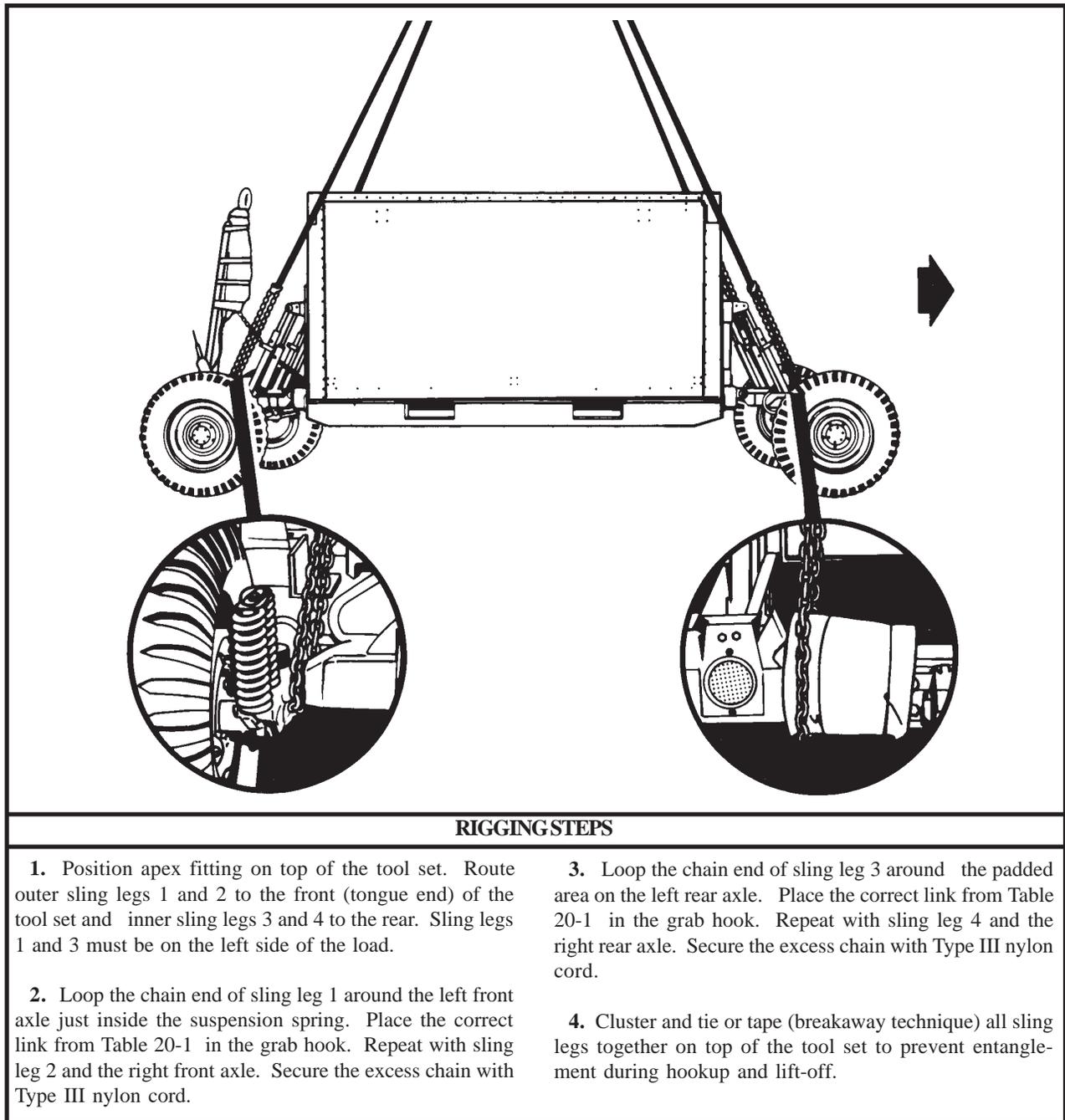


Figure 20-1. Tool Set, Aviation Maintenance, SE 1, Airmobile

### 20-3. Shop, Portable, Aircraft Maintenance (SPAM)

**a. Applicability.** The following item in Table 20-2 is suitable for sling load by all **ARMY** helicopters with suitable lift capacity:

**Table 20-2. Shop, Portable, Aircraft Maintenance (SPAM)**

NOMENCLATURE	MAX WEIGHT (POUNDS)	SLING SET	LINK COUNT FRONT/REAR	RECOMMENDED AIRSPEED (KNOTS)
Shop, Portable, Aircraft Maintenance	5,425	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.

**c. Personnel.** Two persons can prepare and rig this load in 5 minutes.

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

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

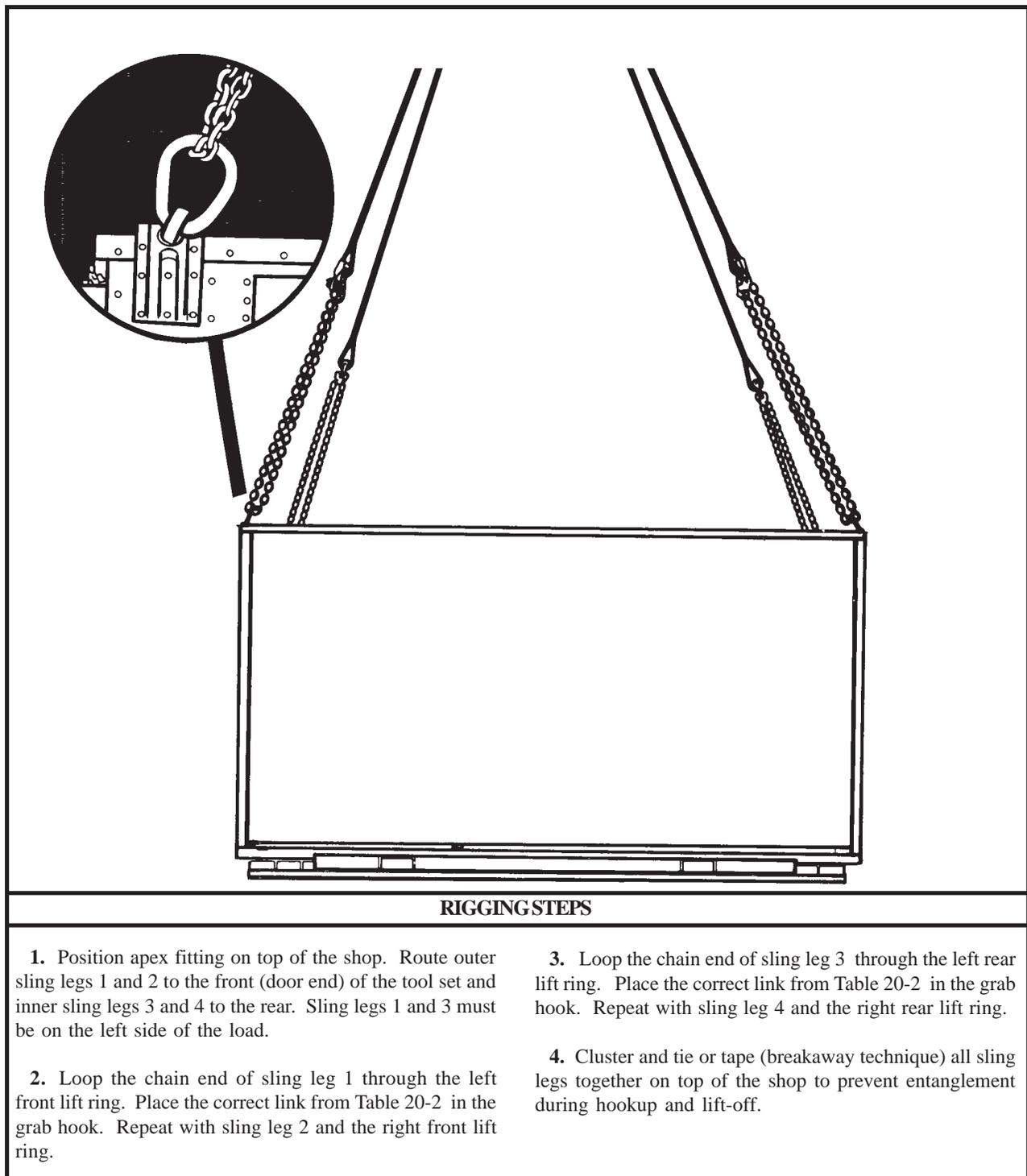
(a) Secure all vents and doors with tape or Type III nylon cord.

(b) Secure the fold-out safety cable with tape or Type III nylon cord.

(2) **Rigging.** Rig the load according to the steps in Figure 20-2.

(3) **Hookup.** The hookup team stands on top of the SPAM. 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).



*Figure 20-2. Shop, Portable, Aircraft Maintenance (SPAM)*