

CHAPTER 22

SUITABLE SINGLE-POINT RIGGING PROCEDURES FOR RADAR EQUIPMENT

22-1. Introduction

This chapter contains rigging procedures for single-point lift of radar equipment that is 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 radar equipment is in this section.

Paragraph 22-2 gives detailed instructions for rigging the load.

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

22-2. AN/MPQ-4A Radar Set

a. Applicability. The following items in Table 22-1 are suitable for sling load by all **ARMY** helicopters with suitable lift capacity:

Table 22-1. AN/MPQ-4A Radar Set

NOMENCLATURE	MAX WEIGHT (POUNDS)	SLING SET	LINK COUNT FRONT/REAR	RECOMMENDED AIRSPEED (KNOTS)
Radar Set, Trailer-Mounted, AN/MPQ-4A without 55-Gallon Drum of Fuel	6,290	10K	3/55	80
Radar Set, Trailer-Mounted, AN/MPQ-4A with 55-Gallon Drum of Fuel	6,690	10K	3/55	80

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) Webbing, nylon, tubular, 1/2-inch.
- (6) Padding, felt, 1/2- x 24- x 60-inch (2 sheets), 1/2- x 30- x 36 (1 sheet).

c. Personnel. Two persons can prepare and rig this load in 30 minutes.

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

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

(a) Place the radar set in the travel mode. Secure the safety chains and the air hoses to the trailer tongue with tape or Type III nylon cord.

(b) Secure the handles of the rear outriggers and all pins with tape.

(c) Place a 24- x 48-inch sheet of felt padding over the receiver-transmission group and secure with tape.

(d) Place two sheets of felt side by side on top of the reflector, tape the centerline, and secure in place with Type III nylon cord routed from one step over the receiver-transmission group and reflector to the other step.

(e) Secure the fuel drum with 1/2-inch tubular nylon to the step.

(2) **Rigging.** Rig the load according to the steps in Figure 22-1.

(3) **Hookup.** The hookup team stands on the trailer fenders. 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).

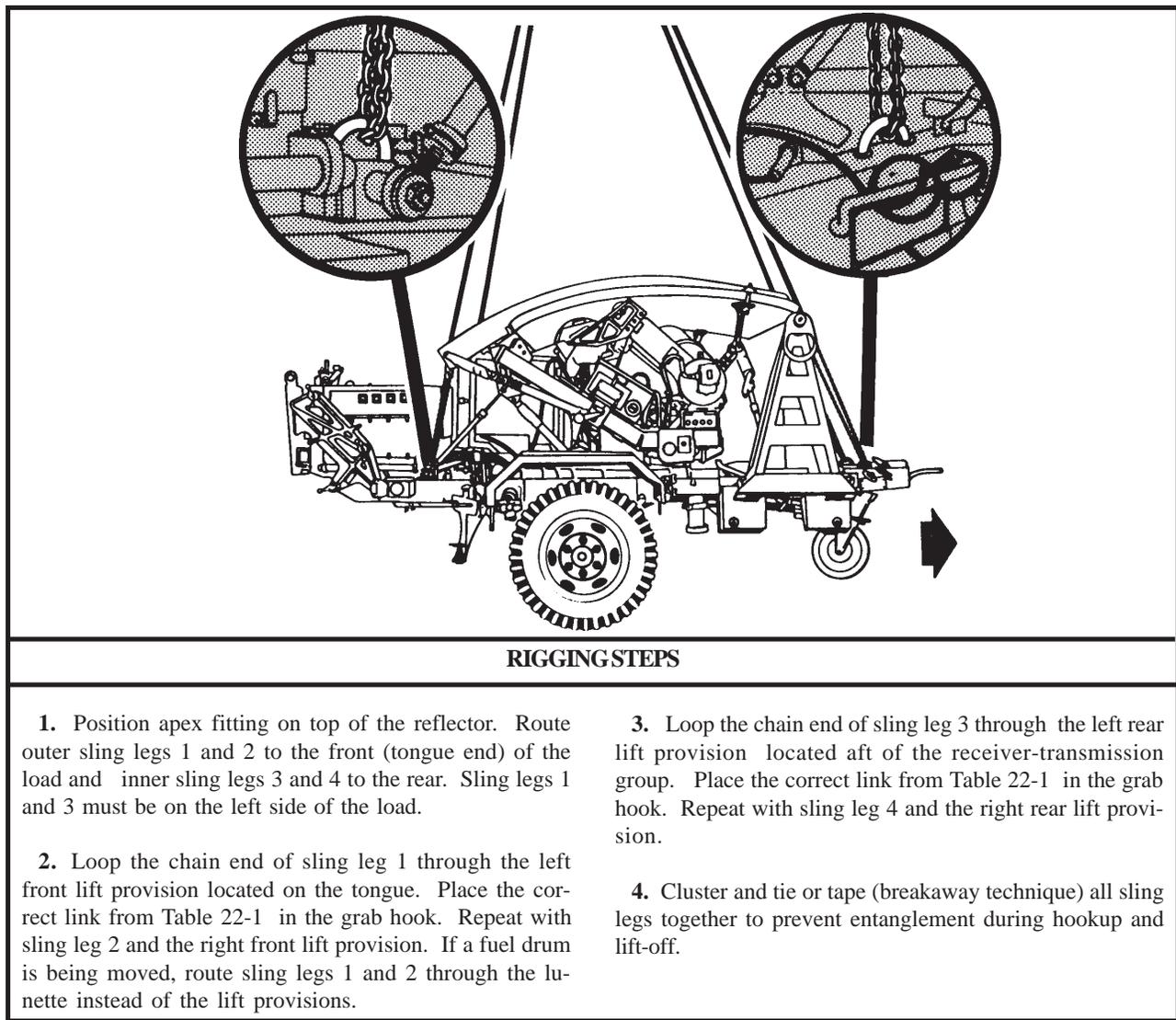


Figure 22-1. AN/MPQ-4A Radar Set