CHAPTER 3

PROCEDURAL INFORMATION

Section I

PLATFORM AND HONEYCOMB PREPARATION

3-1. Inspecting Platforms

Platforms must be inspected as outlined below.

a. Type V Platform. Inspect, or assemble and inspect, the type V airdrop platform as outlined in TM 10-1670-268-20&P/TO 13C7-52-22.

b. Type II and LAPE Platform. Inspect, or assemble and inspect, the type II and LAPE airdrop modular platforms as outlined in TM 10-1670-208-20&P/TO 13C3-4-12.

3-2. Suspending Platform Loads

Platform loads must be suspended as outlined below.

a. Type V Platform. The suspension points for a platform-suspended load on a type V platform are the suspension link holes. The tandem link has been modified as shown in Figure 3-1, to allow for emergency restraint. The suspension link as shown in Figure 3-1, can be positioned at

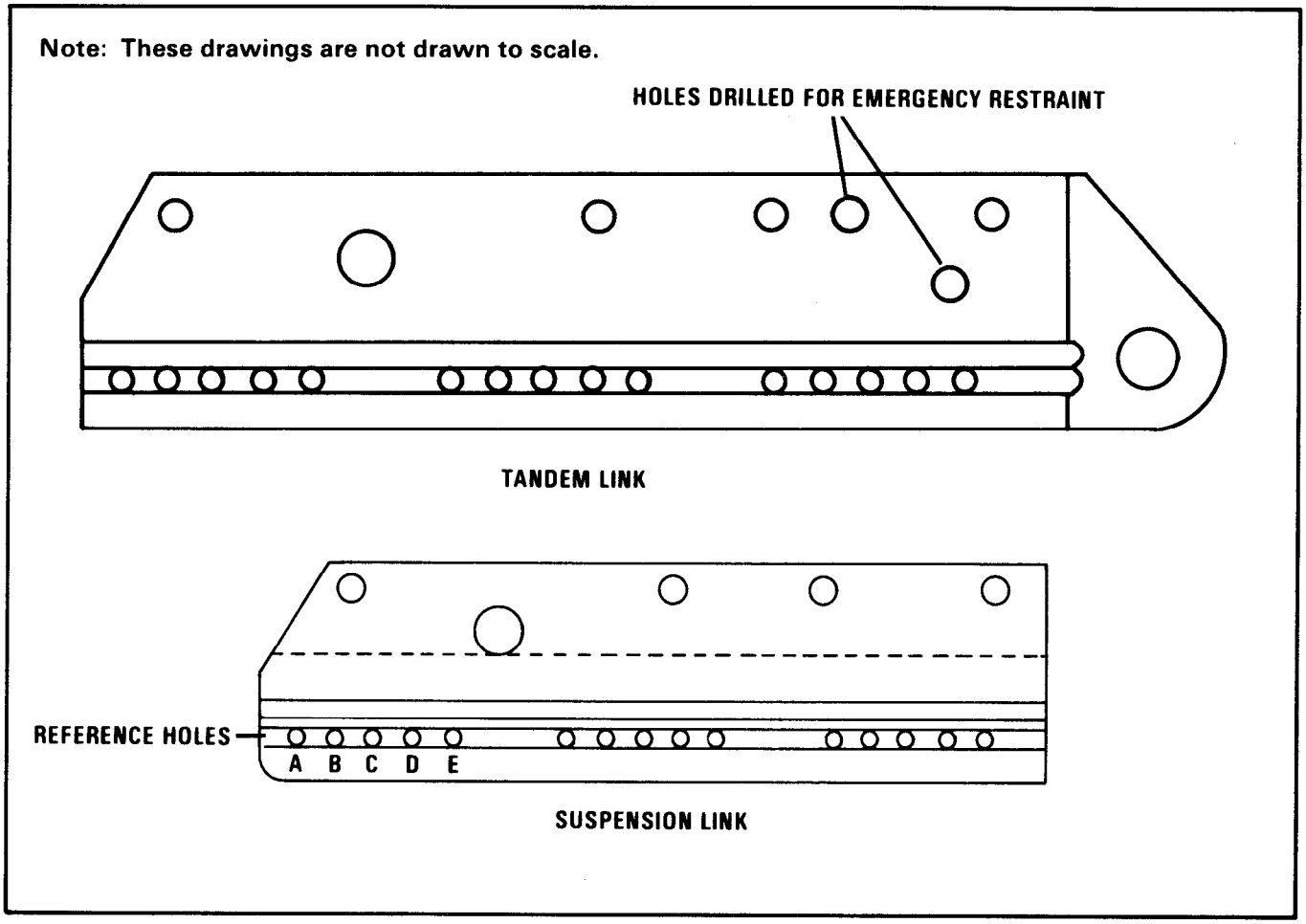


Figure 3-1. Tandem link and suspension link

various points along a platform rail. However, their positioning is limited by the fact that the bolt hole configuration of the platform side rails only allows the suspension link to be secured within the 2-foot panels of the platform. Every panel assembly has a four-bolt configuration on each side. These four bolts are designated as platform clevis points. The suspension link can be positioned within the bolt configuration of a panel as shown in Figure 3-2. A reference hole "B" is used to show the appropriate position of the suspension link as shown in Figures 3-1 and 3-2. The direction of the suspension link is determined by matching the hole "B" with the prescribed platform clevis number and placing the suspension link in the direction where it can be secured within the same panel bolt configuration. Figure 3-3 shows the suspension links installed. Table 3-1 shows the maximum allowable suspended weights for the four-point and centerline suspension systems. Figure 3-4 details the centerline suspension system.

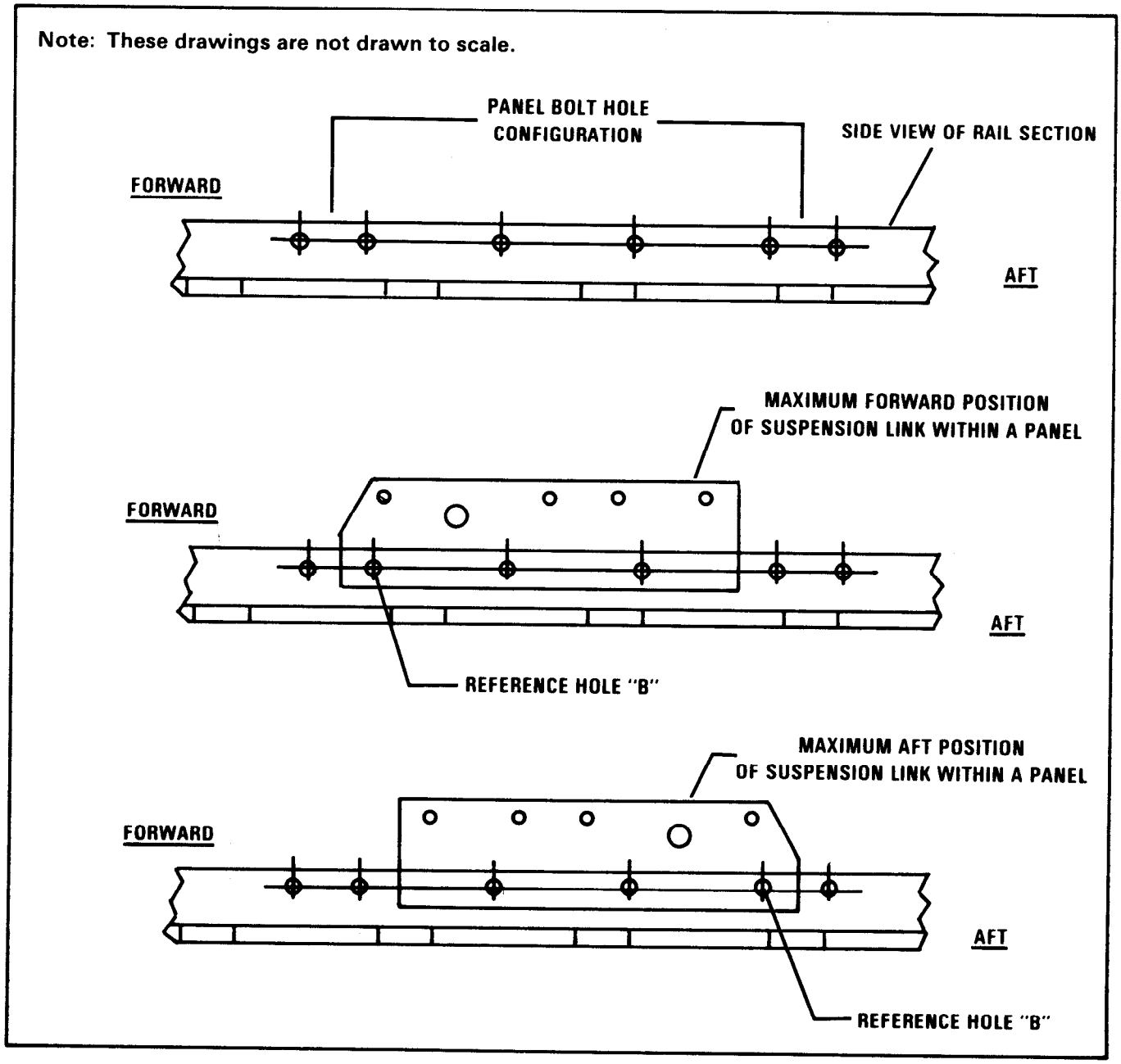
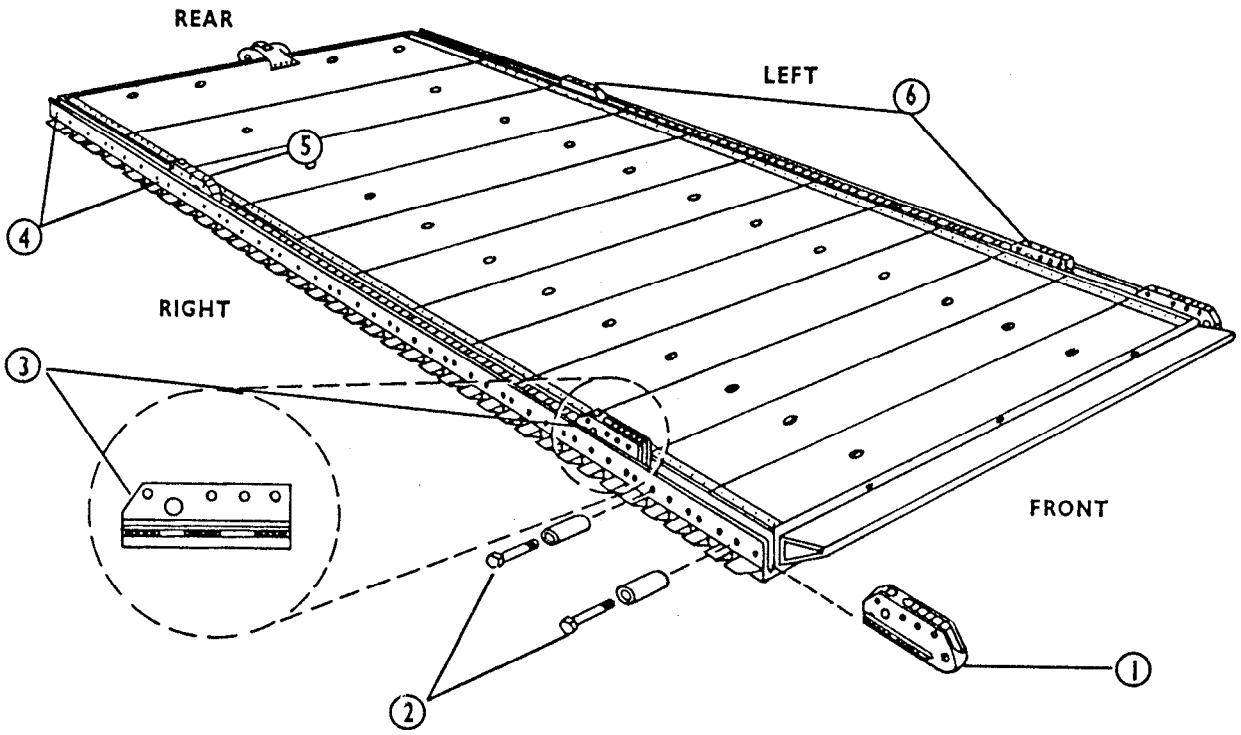


Figure 3-2. Bolt configurations of a panel

Note: This drawing is not drawn to scale.



1. Remove the tandem link on the front of the right platform rail.
2. Remove the required bushings, as given in the rigging manual, from the bushing holes in the right rail.
3. Insert a suspension link on the front end of the right rail. Slide the link along the rail until the holes in the link align with the required rail holes. Bolt the link in place with the bushing bolts. Reinstall the required bushings and bolts.
4. Remove the required bushings, as given in the rigging manual, from the bushing holes in the right rail.
5. Insert a suspension link on the rear of the right rail. Slide the link along the rail until the holes in the link align with the required rail holes. Bolt the link in place with the bushing bolts. Reinstall the required bushings and bolts.
6. Install two suspension links on the left rail, adapting the procedures in steps 1 through 5 above.

Figure 3-3. Suspension links installed

Table 3-1. Maximum allowable suspended weights for the four-point and centerline suspension systems

FOUR-POINT SUSPENSION SYSTEM

The following table lists the maximum allowable suspended weights along with the suspension link and/or tandem link positions. All links positioned along the most forward and aft panels will be tandem links. All other positions along the platform side rail will use the suspension link.

Platform Length (feet)	Suspension/Tandem Link Positions (platform clevis numbers)	Maximum Suspended Weight (pounds)
8	3, 3A, 14, 14A	16,000
12	3, 3A, 22, 22A	14,000
16	3, 3A, 30, 30A	9,300
16	8, 8A, 25, 25A	26,000
20	8, 8A, 33, 33A	19,000

CENTERLINE SUSPENSION SYSTEM

The centerline suspension system consists of eight suspension links, four of which form a bridge on each side of the platform in the center, and six suspension slings which rise to the release. Figure 3-4 details the configuration. The following table lists the maximum suspended weights along with the position of the suspension links on the platform rails.

Platform Length (feet)	Suspension/Tandem Link Positions (platform clevis number)	Maximum Suspended Weight (pounds)
20	5, 5A, 36, 36A 17, 17A, 24, 24A	25,000
24	8, 8A, 41, 41A 20, 20A, 29, 29A	40,000
28	8, 8A, 49, 49A 24, 24A, 33, 33A	36,000
32	8, 8A, 57, 57A 28, 28A, 37, 37A	23,000

Note: All maximum suspended weights can be higher with specific loads which increase the rigidity of the platform. Methods that differ from the suspension systems described above are given in the specific rigging manuals.

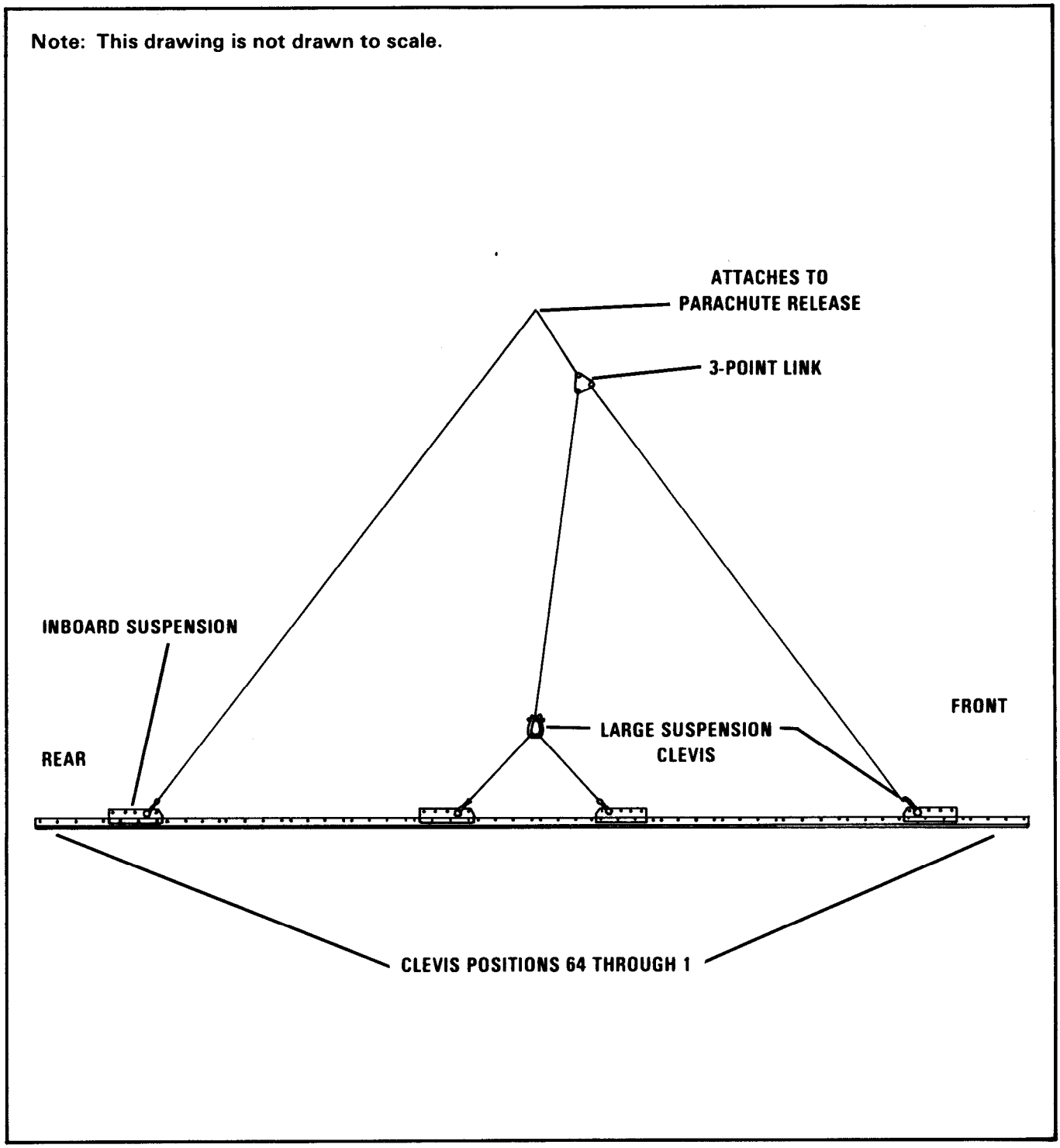


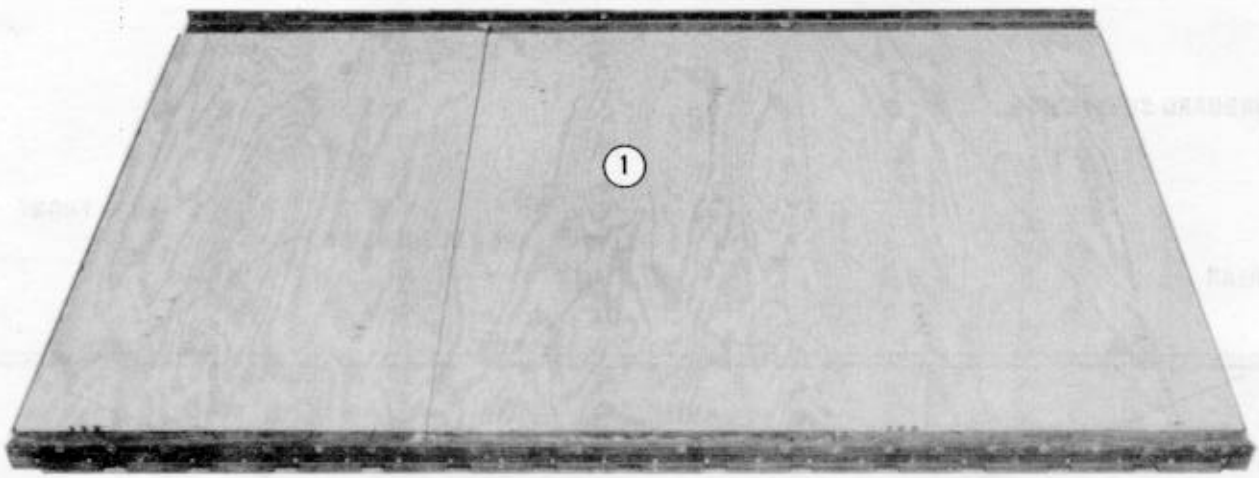
Figure 3-4. Centerline suspension system shown on a 32-foot platform

b. Type II Platform. When the type II platform is used to suspend loads, the weight must be spread to all the platform panels using either load spreaders (as shown in Figure 3-5) or strongbacks (as shown in Figure 3-6).

Note: The maximum rigged weight of a 24-foot, type II platform may be increased to 35,765 pounds when authorized in the specific rigging manual.

c. LAPE Platform. All low-velocity loads rigged on the LAPE platform are item-suspended except Air Force loads.

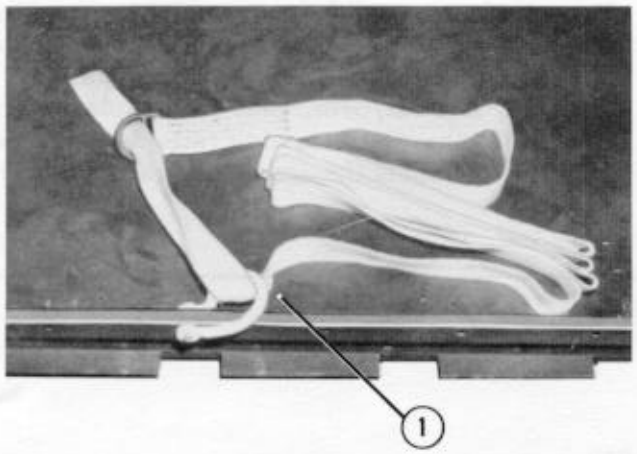
Note: The maximum rigged weight of a LAPE airdrop platform may be increased to 37,175 pounds when authorized in the specific rigging manual.

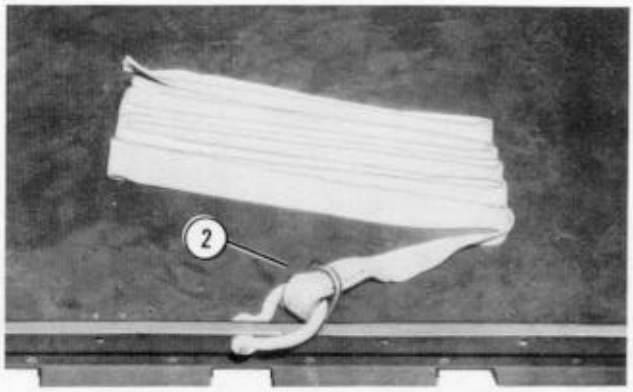


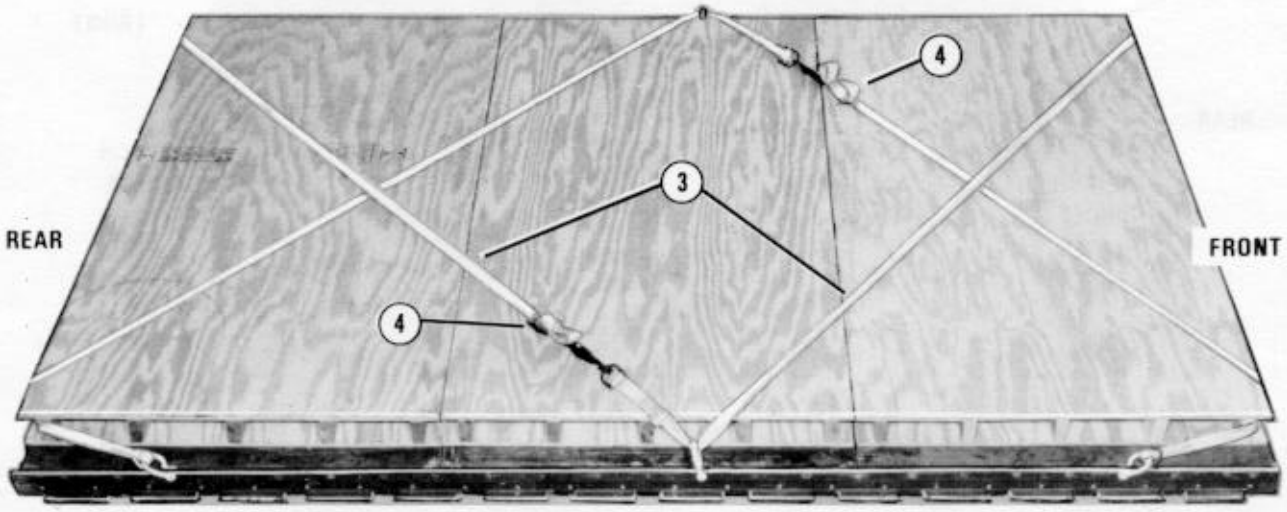
(1) On platform-suspended loads weighing up to 4,000 pounds which need load spreaders, lay a 3/4-inch sheet of plywood on each platform panel.

Note: Center the plywood between the side rails with the long sides of the plywood parallel with the long sides of the panels.

Figure 3-5. Plywood load spreaders on a type II platform







(1) Run a tiedown strap through the indicated clevis and through its own D-ring.

Note: The number of straps and clevises used is indicated in the specific rigging manual for a particular load.

(2) Pull strap taut.

Note: Build as many strongbacks as needed according to details given in TM 10-1670-208-20&P/TO 13C3-4-12.

(3) Set a strongback on each platform panel. Center strongbacks between the side rails.

(4) Lash the strongbacks to the platform as indicated in the specific rigging manual.

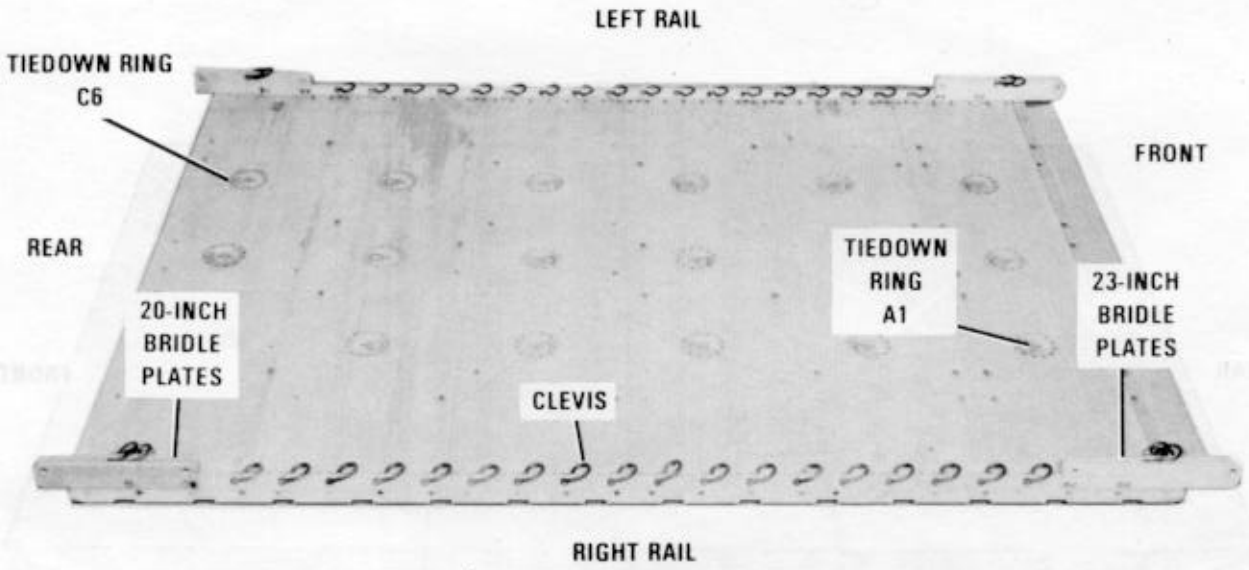
Note: Be sure that the load binders are placed so that they will not interfere with the honeycomb stacks when the stacks are set on the strongbacks.

Figure 3-6. Strongbacks lashed to a type II platform

3-3. Preparing Platform

The platform must be prepared by attaching clevises, bridle plates, and tandem or suspension links according to the specific rigging manual.

a. LAPE Platform. Bolt bridle plates and clevises to the platform side rails as shown in Figure 3-7. Number the tiedown rings as shown in Figure 3-7.



Step:

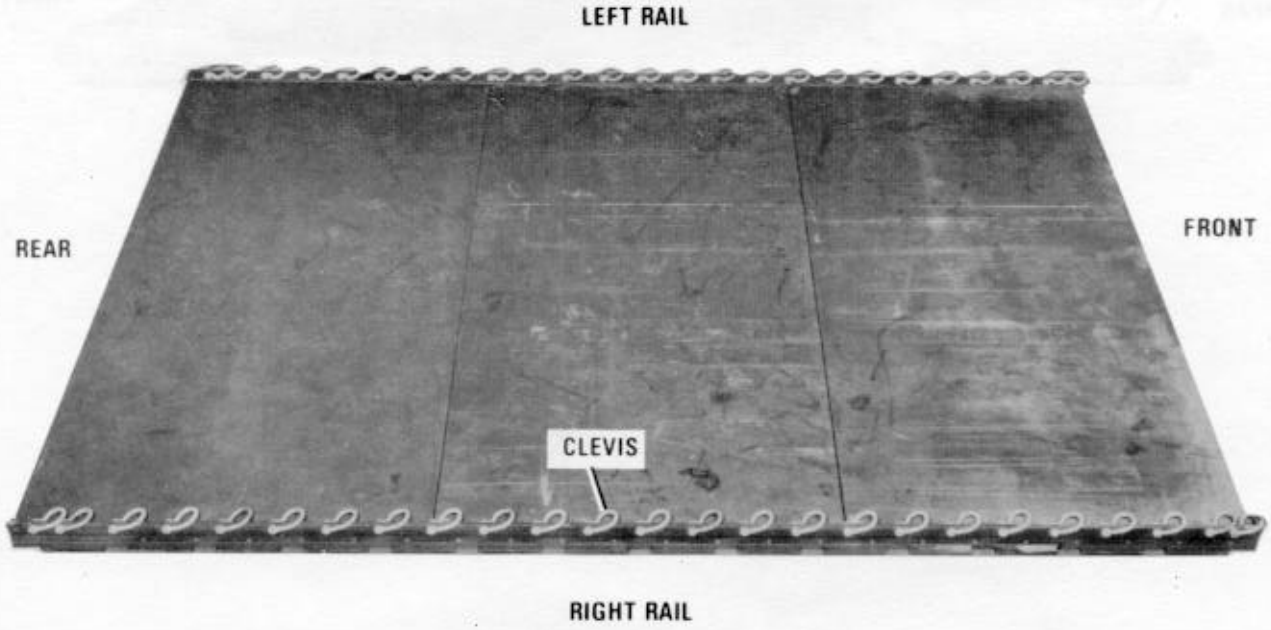
1. Bolt bridle plates to the platform side rails, if needed.
2. Bolt clevises to the clevis holes of each side rail as shown in the specific rigging manual.

   Note: Bolt clevises (when needed) to the inside bridle plate only. When bridle plates are not used, bolt clevises to the regularly spaced clevis holes as shown in Figure 2-1.
3. Starting at the front of the platform, number the clevises bolted to the right side beginning with 1 and those bolted to the left side beginning with 1A.
4. Starting at the front of the platform, label the three tiedown rings in each panel A, B, and C from right to left. Starting with the first panel, number the tiedown rings beginning with 1 from front to rear.

   Note: When the platform is used for a low-velocity airdrop, the skids are removed.

Figure 3-7. LAPE platform prepared

b. Type II Platform. Bolt the clevises to the platform side rails, and number the clevises as shown in Figure 3-8.



Step:

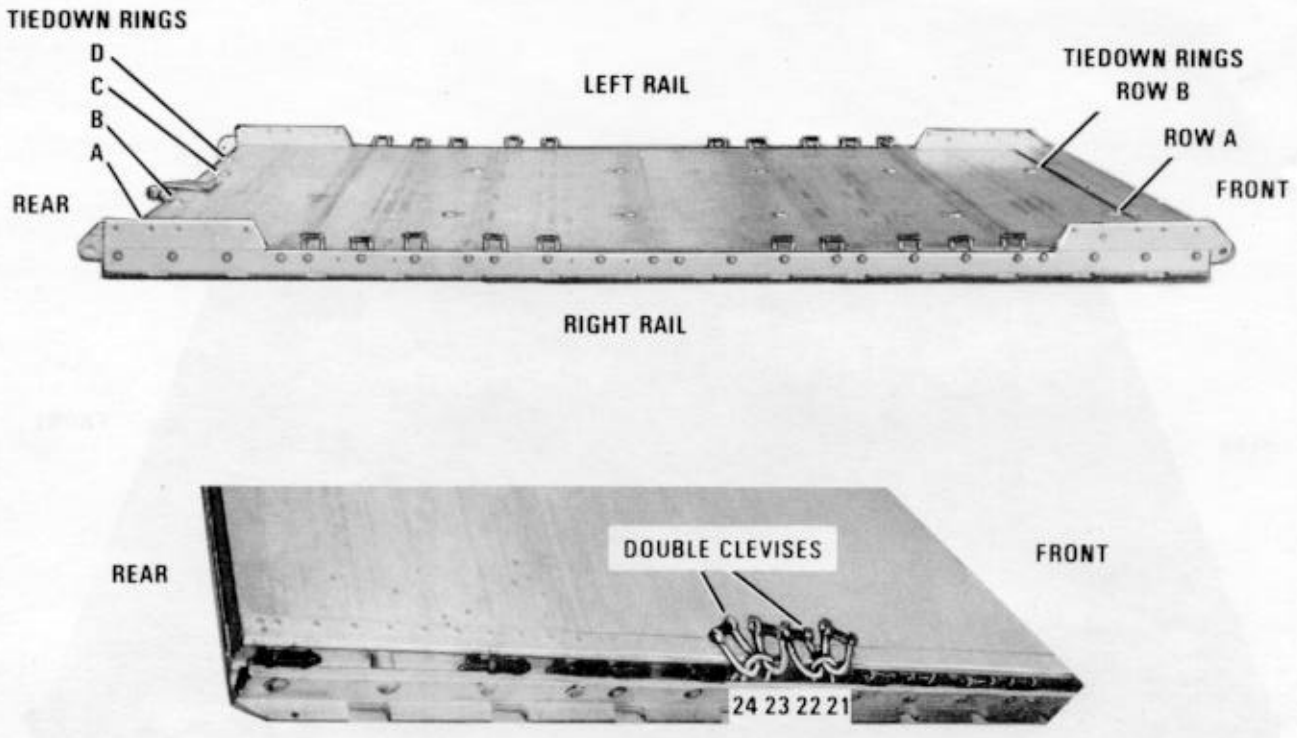
1. Bolt the clevises to the clevis holes as shown in the specific rigging manual.

   Note: Do not use the holes located 1 inch from the ends of the platform side rail as shown in Figure 2-1.

2. Starting at the front of the platform, number the clevises bolted to the right side beginning with 1 and those bolted to the left side beginning with 1A.

Figure 3-8. Type II platform prepared

c. Type V Platform. Bolt the clevises to the bushings in the platform side rails and number them as shown in Figure 3-9.



Step:

1. Bolt tandem links and suspension links to the platform side rails, if needed.
2. Bolt the clevises to the bushings in the platform rails as shown in the specific rigging manual.

   Note: Bolt clevises (when needed) to the bushings in the tandem links and suspension links.
3. Starting at the front of the platform, number the clevises bolted to the right side beginning with 1 and those bolted to the left side beginning with 1A.

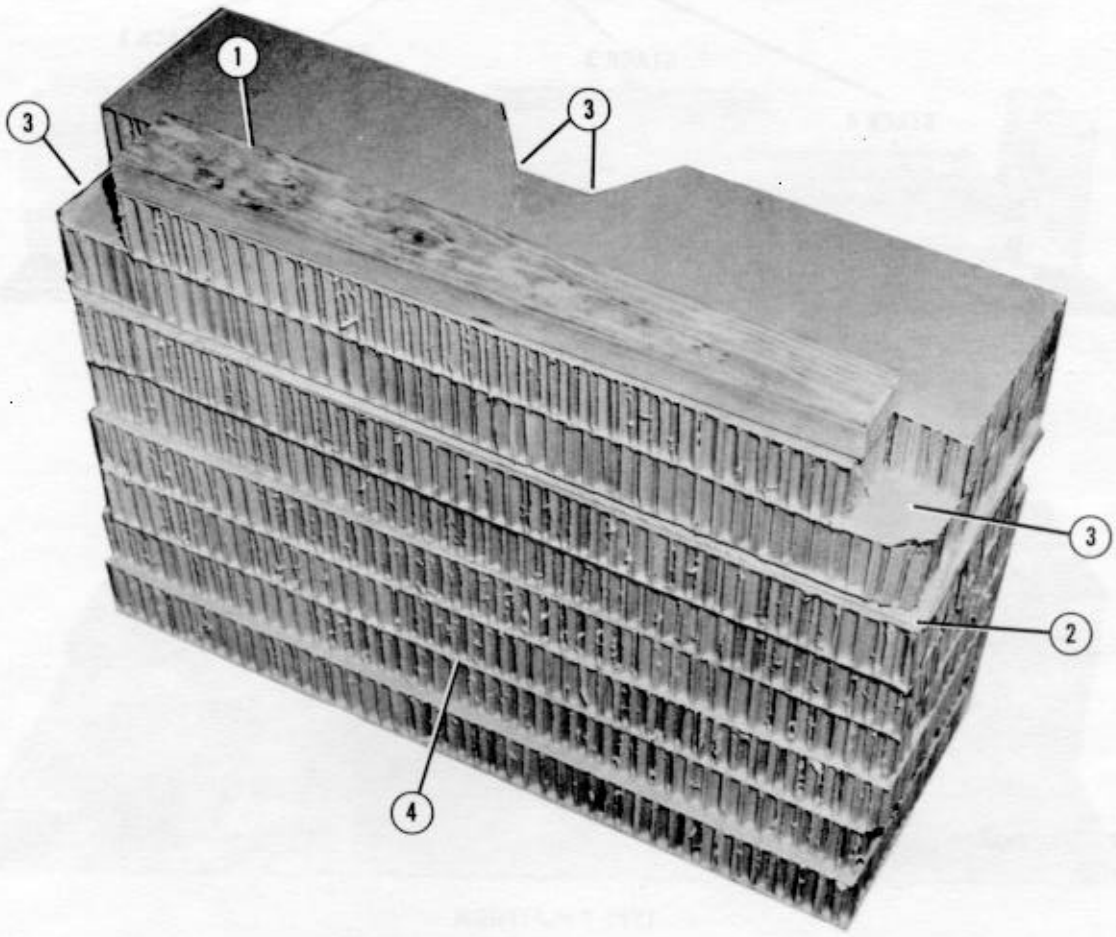
   Note: Two clevises installed to an inverted clevis will be numbered as two separate clevises as in clevises 21, 22, 23, and 24 above. Do not number the inverted clevis.
4. Starting at the front of the platform, label the two tiedown rings in the panels A and B from right to left. Label the four tiedown rings in the last panel A, B, C, and D from right to left. Starting with the first panel, number the tiedown rings beginning with 1 from front to rear.

Figure 3-9. Type V platform prepared

3-4. Building Honeycomb Stacks

Honeycomb stacks must be prepared according to the specific rigging manual. This honeycomb is used to absorb the landing shock. Figure 3-10 shows a typical honeycomb stack.

Note: When honeycomb stacks are longer than 96 inches or wider than 36 inches, alternate the layers to build a solid, cohesive stack.



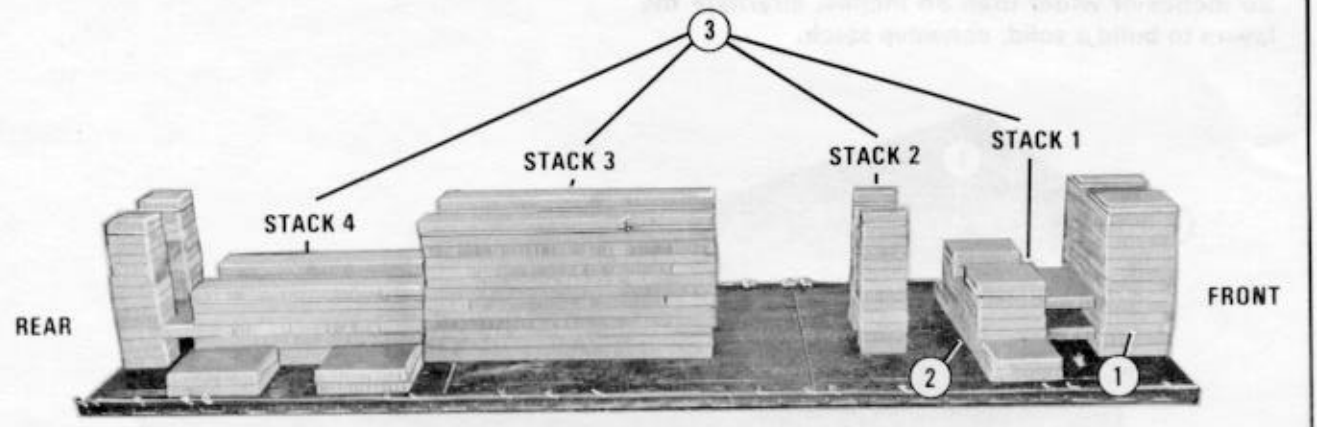
1. Lumber
2. Plywood
3. Cutouts or notches
4. Layers of honeycomb

Note: Glue the layers of the stack together.

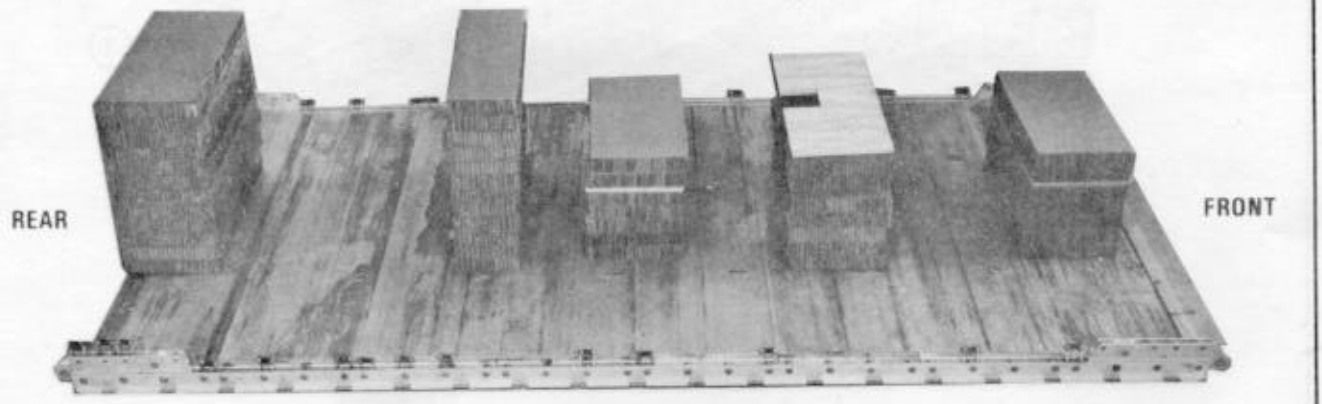
Figure 3-10. Typical honeycomb stack

3-5. Placing Honeycomb Stacks

The honeycomb stacks must be set on the platform according to instructions in the specific rigging manual. Figure 3-11 shows a typical placement of honeycomb stacks on a type II and type V platform.



TYPE II MODULAR PLATFORM



TYPE V PLATFORM

(1) Place the honeycomb stacks on the platform according to instructions in the specific rigging manual.

(2) Glue the stacks together and to a load spreader, a strongback, or to the type II platform.

Notes:

1. Unless specified in the specific rigging manual, do NOT glue the honeycomb stacks to a LAPE platform.

2. Do NOT glue stacks to the type V platform.

(3) Number the stacks from front to rear in a numerical sequence with 1 at the front of the platform.

Figure 3-11. Typical placement of honeycomb stacks on platform

3-5.1. Heavy Drop Derigging System (HDDS)

The HDDS is an upgraded version of the drive-off aid. This can be used with the HMMWV 2 1/2-ton truck and the 5-ton, 900-series truck. The HDDS, as shown in Figure 3-11.1, consists of a fabric track constructed of type X webbing sewn into a ladder-type configuration. The system is placed on two of the identified vehicle's tires and attached to the type V platform deck rings with a type V clevis or type V webbing. There are two tracks to each system. Each track is 30 feet long and 22 inches wide and weighs 21 pounds. The vehicle (with tie-down assemblies removed) when powered up will progressively wrap the webbed ladder around the two tires (using the platform for leverage) and pull itself clear of the honeycomb and platform.

Note: When attaching the HDDS to the type V platform using type V webbing, tie the free ends with a ring bend (water knot, overhand bend) knot as shown in Figure 3-11.2.

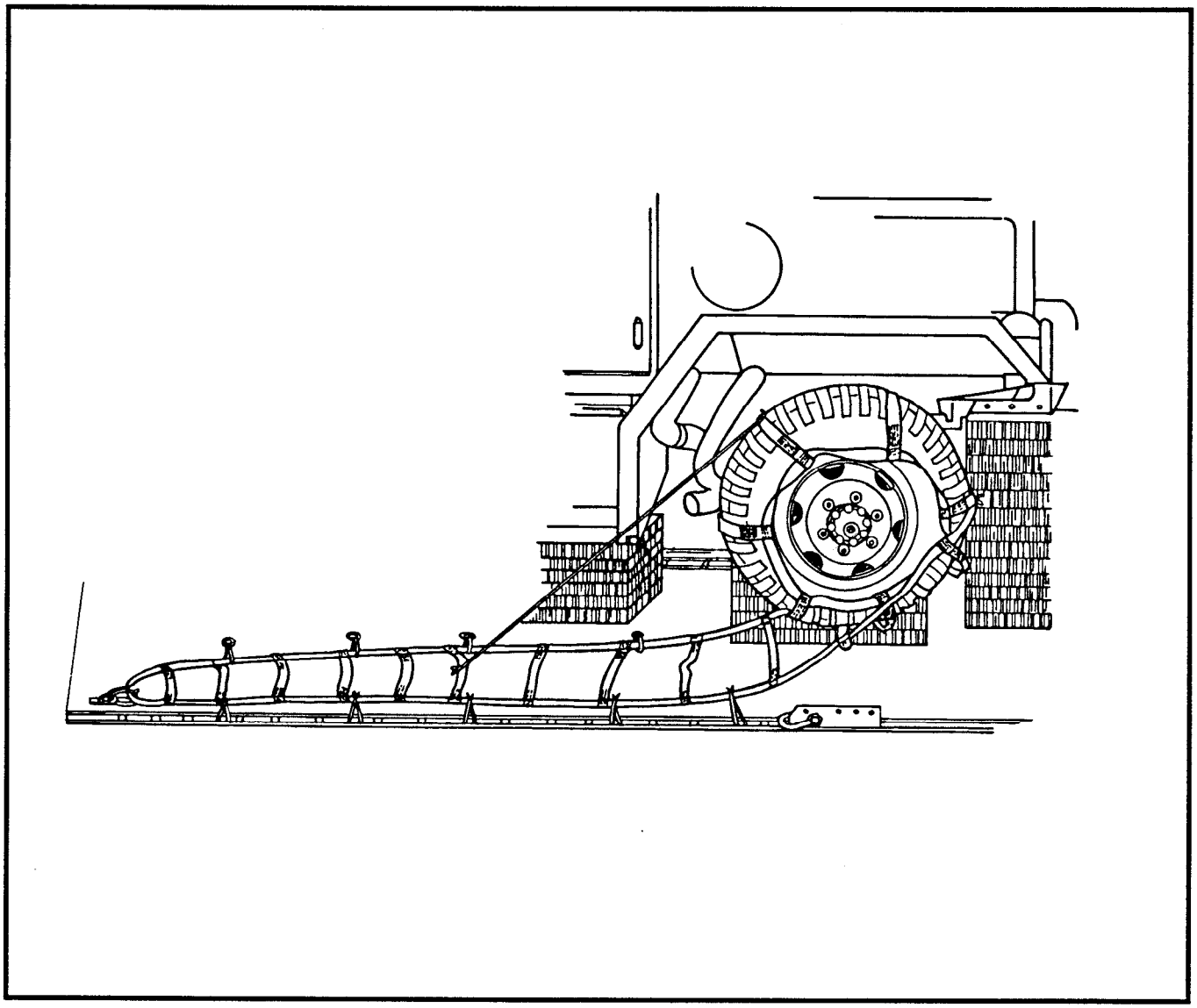
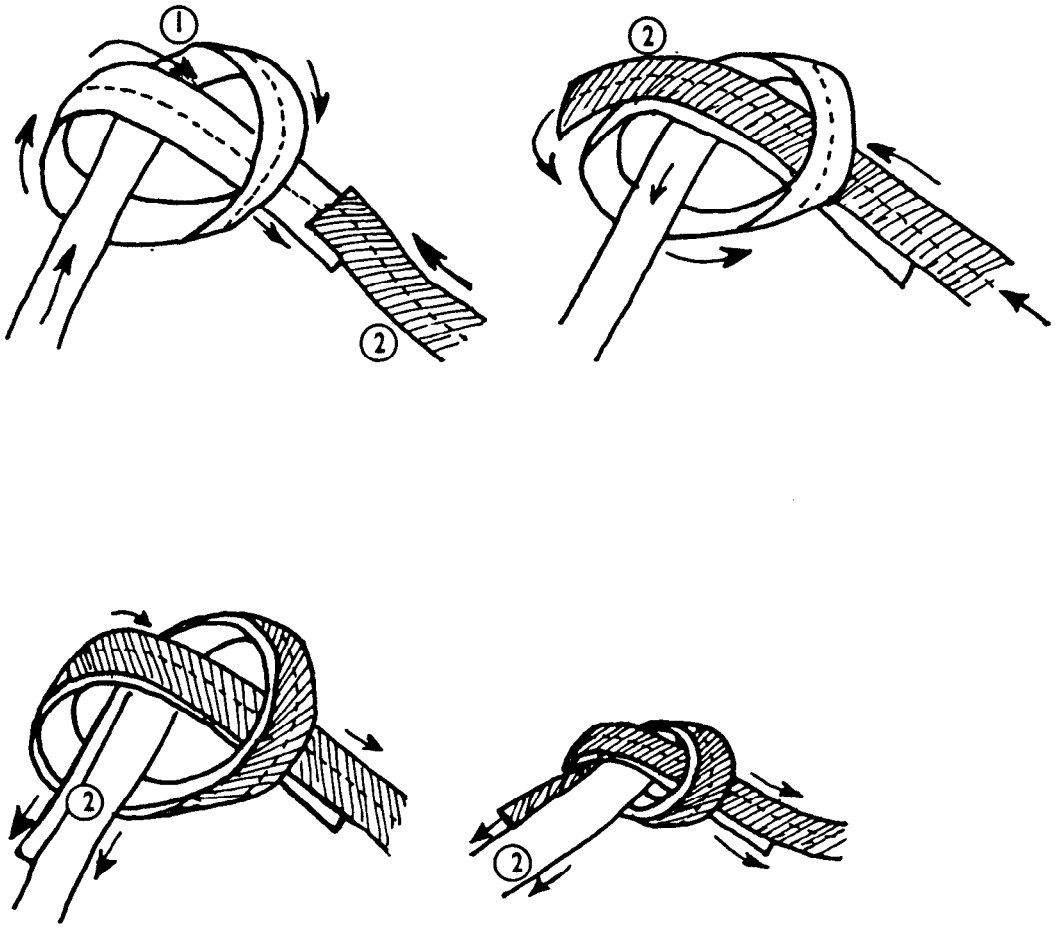


Figure 3-11.1. HDDS



1. Make an overhand knot in one end.
2. Follow the curve back in the reverse direction with the other end.

Notes:
1. There is no need to safety tie the ends when webbing is used.
2. Be sure the knot is neat, so as to tell if it is tied correctly.
3. This knot will jam after heavy loading.

Figure 3-11.2. Ring bend knot used on the HDDS