

CHAPTER 9 RIGGING TYPICAL A-22 LOADS

Section I RIGGING A-22 LOADS FOR LOW-VELOCITY AIRDROP

9-1. Description of Load

A typical load is rigged for low-velocity airdrop using an A-22 cargo bag. Typical loads include rations, repair parts, water cans, and other small items. Items to be dropped may be rigged in their original shipping containers or may be repacked for airdrop. A-22 container loads must weigh at least 501 pounds but not exceed 2,200 pounds, excluding the weight of the parachute. The load is rigged with one G-12E cargo parachute with a 68-inch diameter pilot parachute. See Chapter 2 for aircraft capabilities and limitations.

9-2. Preparing Drop Items

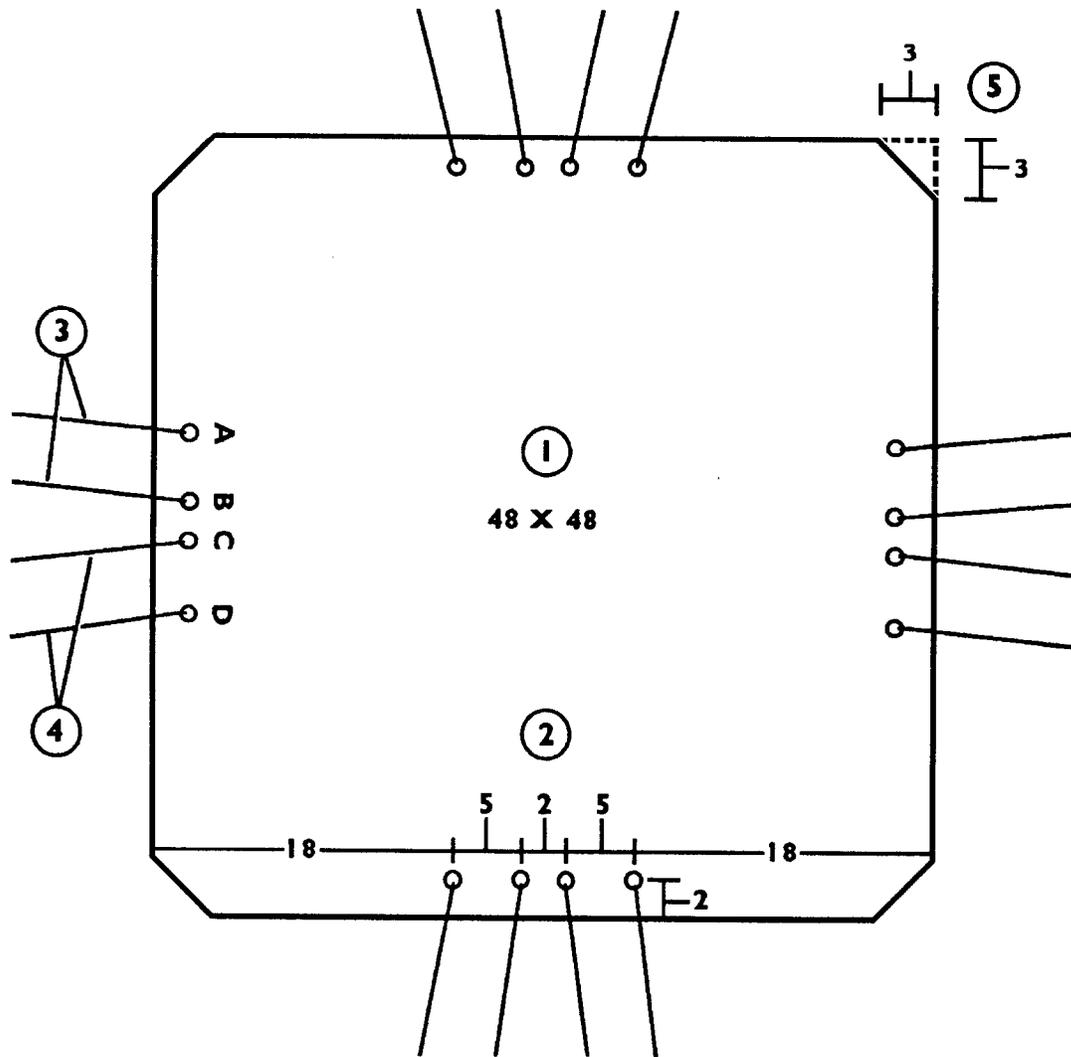
Prepare the drop items according to the load's sensitivity. Items must be well padded to prevent damage during airdrop. Items must also be padded or containerized to prevent them from falling out of the container during airdrop.

9-3. Preparing Skid Board

Prepare a locally fabricated skid board as shown in Figure 9-1.

Note: Precut skid boards ordered by National Stock Number DO NOT require the preparation shown in Figure 9-1.

- Notes:** 1. This drawing is not drawn to scale.
 2. All dimensions are given in inches.
 3. Use only AC grade plywood for skid board.



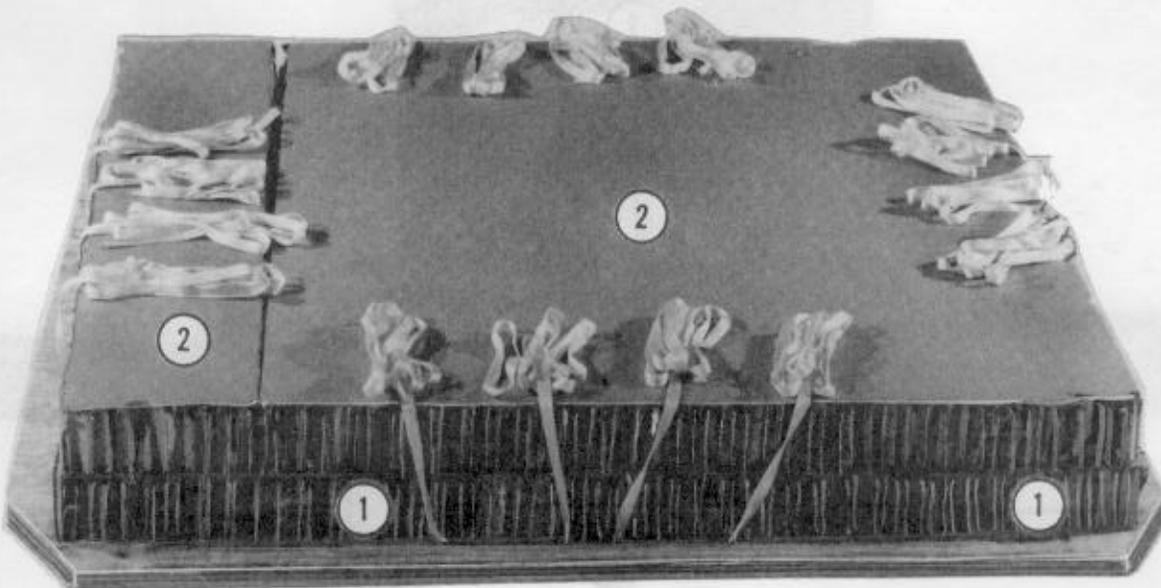
- 1 Place a 3/4- or 1- by 48- by 48-inch piece of plywood on a flat surface.
- 2 Drill four 1/2-inch holes on each side as shown above.
- 3 Cut eight 8-foot lengths of 1/2-inch tubular nylon webbing. Route one length through hole A from the bottom and the other end through hole B from the bottom. Even the ends.
- 4 Repeat step 3 for holes C and D and remaining sides.
- 5 Measure 3 inches in from each corner of the skid board and make a cut diagonally.

Figure 9-1. Locally fabricated skid board prepared for single A-22 load

9-4. Positioning Honeycomb

Position honeycomb as shown in Figure 9-2. Glue the pieces of honeycomb together; however, the stack does not have to be glued to the skid board.

CAUTION
The honeycomb must be 2 inches from all sides to allow proper operation of the CVRS.



- ① Center a 36- by 44-inch and an 8- by 44-inch piece of honeycomb side by side on the skid board.
- ② Repeat step 1 for a second layer of honeycomb; however, alternate the pieces of honeycomb.

Figure 9-2. Honeycomb positioned on skid board

9-5. Positioning A-22 Cargo Bag Sling, Cover, and Load

Position the A-22 cargo bag sling, cover, and load as shown in Figure 9-3.

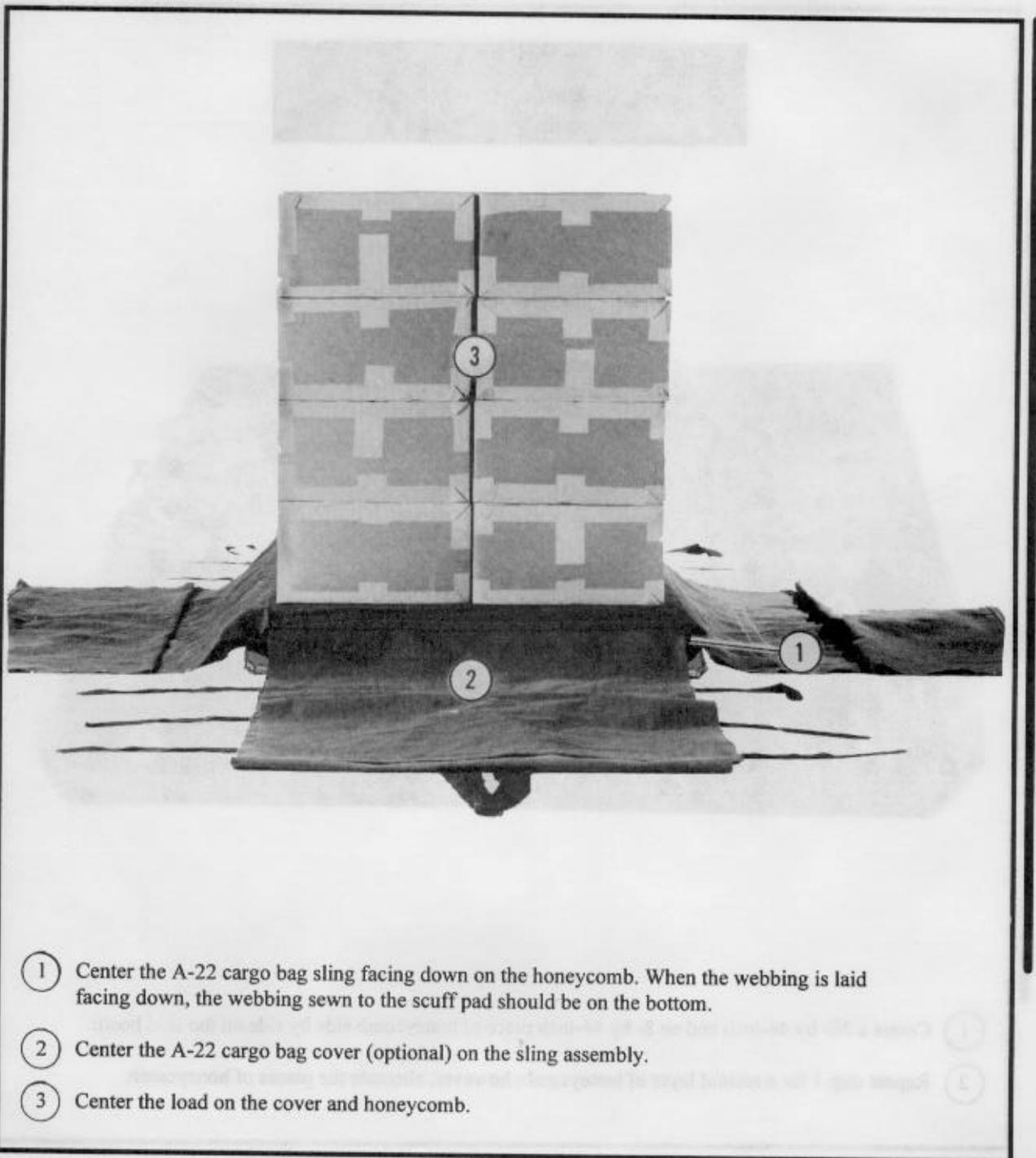
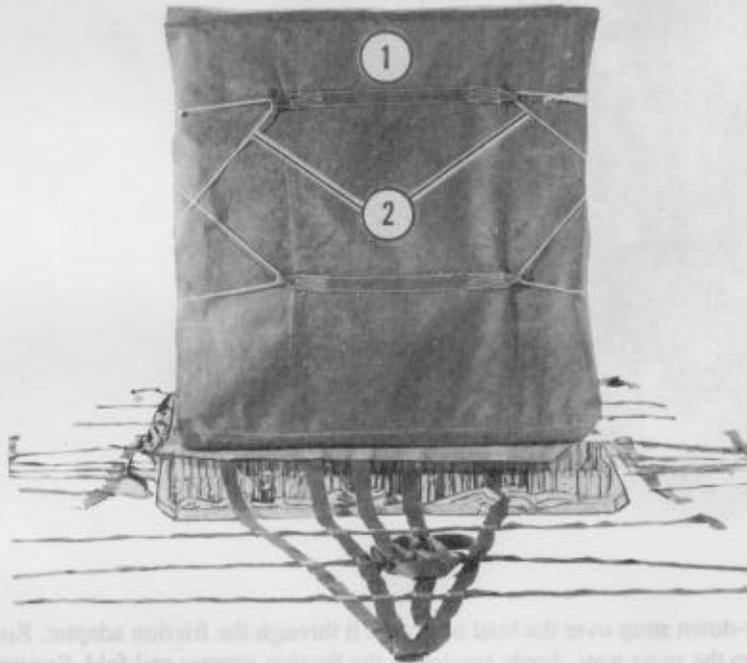
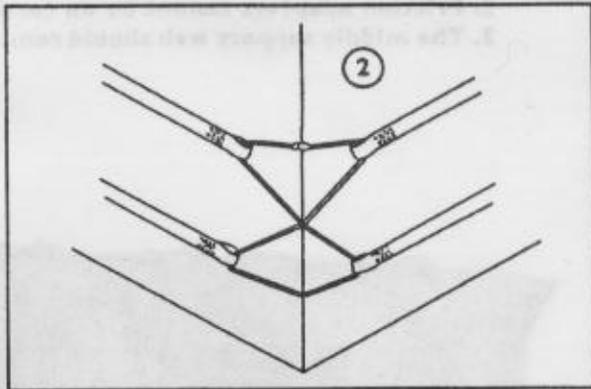
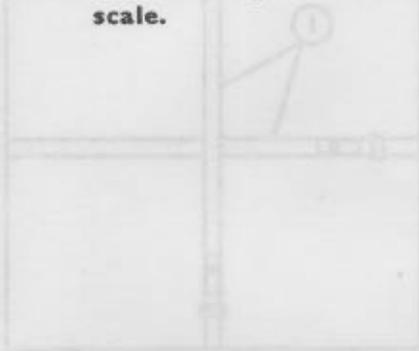


Figure 9-3. A-22 cargo bag sling, cover, and load positioned

9-6. Securing A-22 Cargo Bag Cover

Secure the A-22 cargo bag cover over the load as shown in Figure 9-4.

Note: This drawing is not drawn to scale.



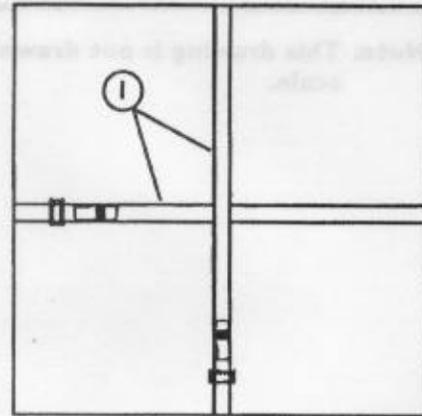
- ① Bring up sides to cover the load. Fold under any side that will obstruct the bag cover securing ties.
- ② Using a length of type III nylon cord, route the cord as shown. Pull it tight and make a surgeon's knot and bow knot. Secure the knot and excess with masking tape. Make sure one running end is exposed.

Figure 9-4. A-22 cargo bag cover secured

9-7. Securing A-22 Cargo Bag Sling

Secure the sling assembly according to Figure 9-5.

- Notes:**
1. This drawing is not drawn to scale.
 2. Friction adapters cannot be on corners.
 3. The middle support web should remain vertical.



- 1 Bring the short tie-down strap over the load and route it through the friction adapter. Route the long tie-down strap the same way. Apply tension to the friction adapter and fold. Secure the excess as shown in Figure 1-3.
- 2 Route the two lower lateral straps through the friction adapters. Apply uniform tension, and secure the excess as shown in Figure 1-3.
- 3 If the top lateral strap is higher than the load, tighten the strap loosely on top of the load as shown above. If the load is higher than the lateral strap, place the strap over the corner and tighten it. If the strap cannot be placed over the corner, fasten the strap around the load sides. Pass a length of type I, 1/4-inch cotton webbing through each rectangle portion of the suspension web D-rings and tie the ends together with a surgeon's knot and locking knot.

Figure 9-5. A-22 cargo bag sling secured

9-8. Securing Skid Board to A-22 Cargo Bag

Secure the skid board to the A-22 cargo bag as shown in Figure 9-6. When tightening straps, make sure excess tension is not applied causing the sewn portion at the

intersection of lateral straps and support web to separate.

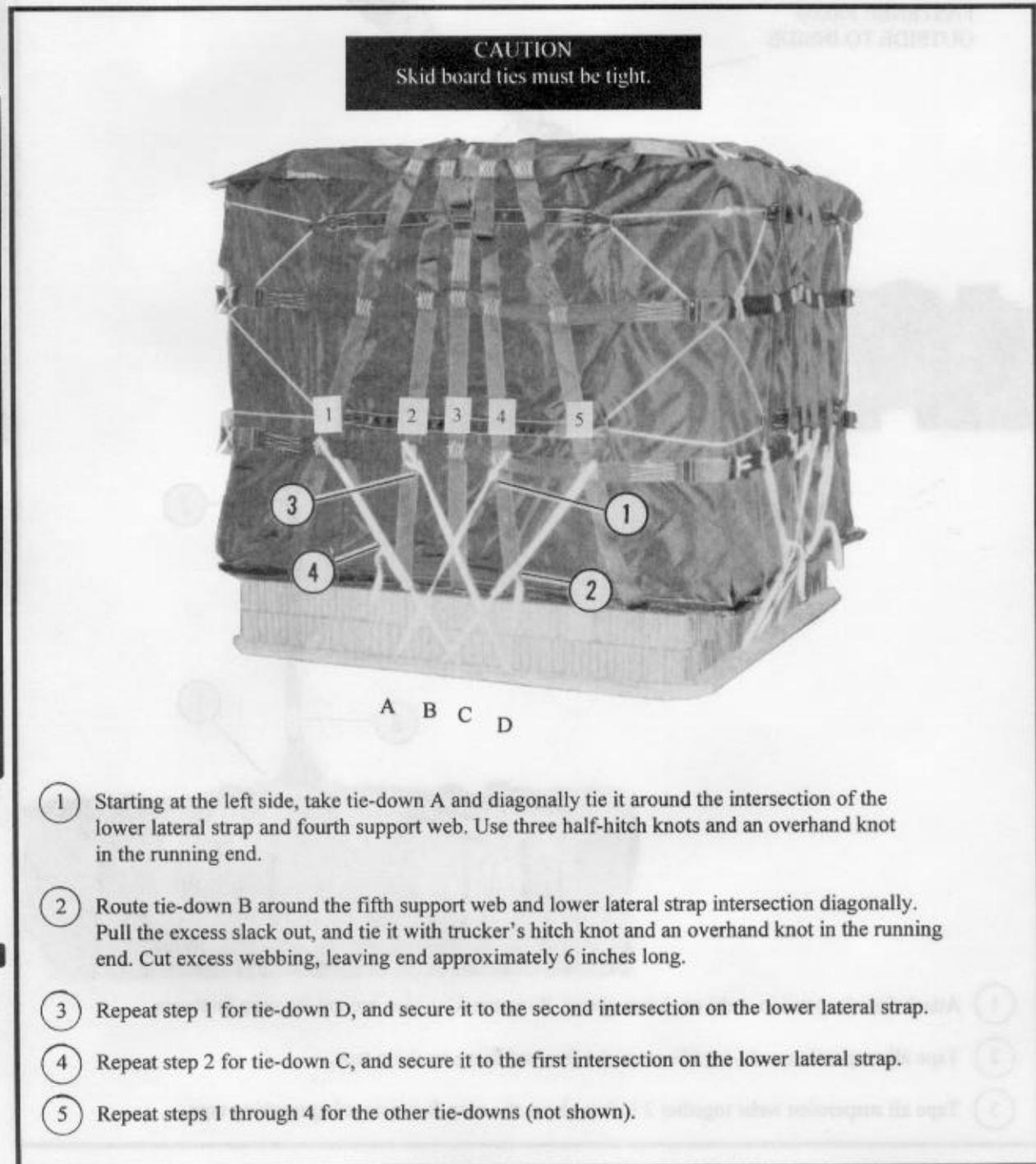


Figure 9-6. Skid board secured to A-22 cargo bag

9-9. Attaching Suspension Webs

Attach four suspension webs as shown in Figure 9-7.

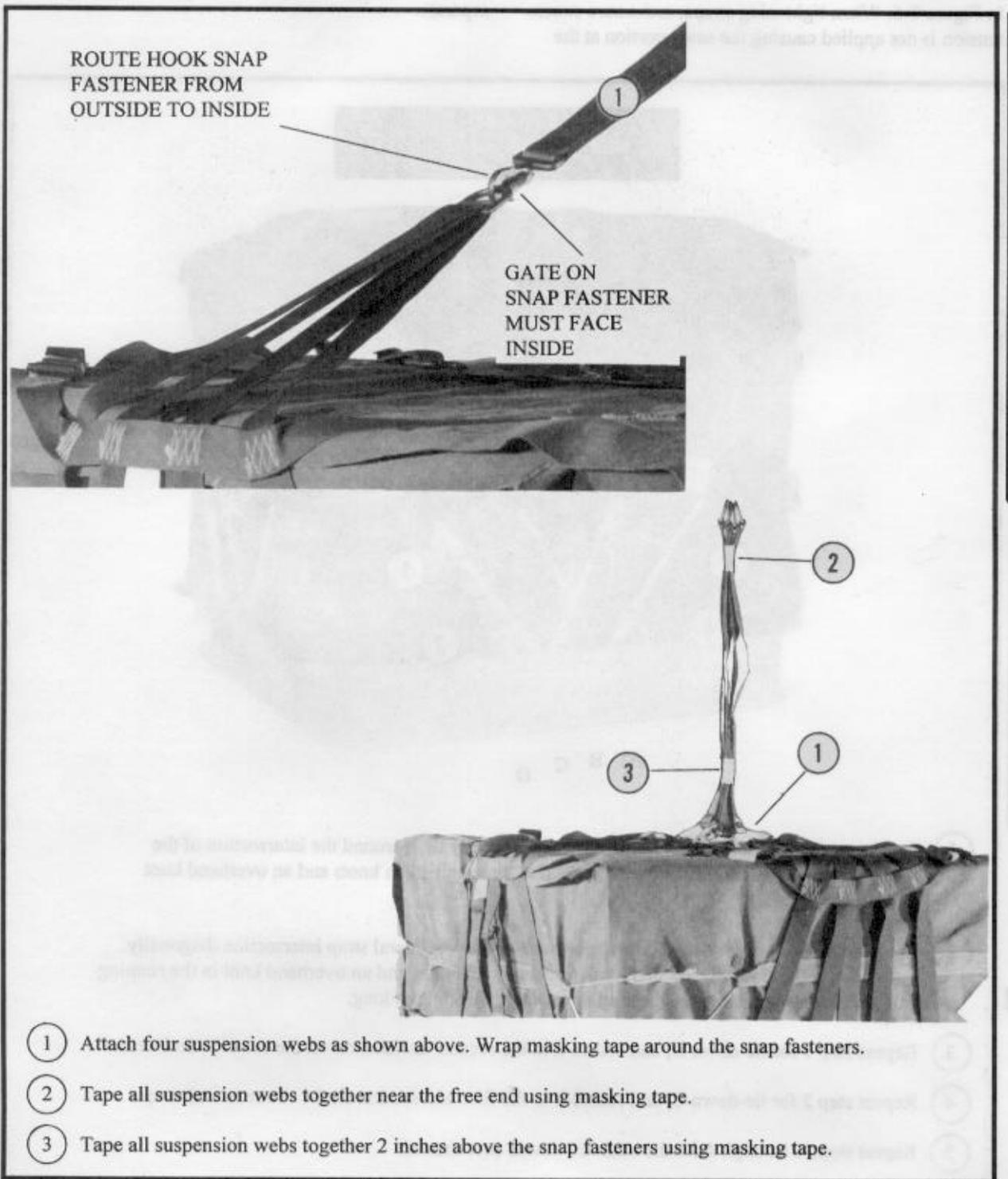


Figure 9-7. Suspension webs attached

9-10. Installing Parachute

Install the G-12E cargo parachute according to Chapter 8.

9-12. Equipment Required

Use the equipment listed in Table 9-1 to rig the load shown in Figure 9-8.

9-11. Marking Rigged Load

Mark the rigged load according to Chapter 1. Compute the rigged load data.

CAUTION
 Make the final inspection required by Chapter 1 before the load leaves the rigging site. If the load includes hazardous material as defined in AFJMAN 24-204/TM 38-250, complete Shipper's Declaration for Dangerous Goods form.



RIGGED LOAD DATA	
Weight (without parachute)	501 - 2,200 pounds
Parachute	G-12E

Figure 9-8. A-22 container load rigged with CVRS for low-velocity airdrop

Table 9-1. Equipment required for rigging an A-22 container load with CVRS for low-velocity airdrop

National Stock Number	Item	Quantity
8040-00-273-8713	Adhesive, paste, 1-gal	As required
1670-00-587-3421	Bag, cargo, A-22	1
4030-00-678-8562	Clevis, suspension, 3/4-in (medium)	1
4020-00-240-2146	Cord, nylon, type III, 550-lb	As required
1670-00-753-3928	Pad, energy-dissipating, honeycomb, 3- by 36- by 96-in: 8- by 44-in 36- by 44-in	2 sheets (2) (2)
1670-01-065-3755	Parachute, cargo, G-12E	1
5530-00-128-4981	Plywood, 3/4- by 48- by 96-in (locally fabricated skid board) <u>or</u>	1 sheet
5530-00-914-5118	Plywood, 1- by 48- by 48-in	1 sheet
7510-00-266-6710	Tape, masking, 2-in	As required
8310-01-102-4478	Thread, cotton, ticket number 8/7	As required
	Webbing:	
8305-00-268-2411	Cotton, 1/4-in, type I	As required
8305-00-082-5752	Nylon, tubular, 1/2-in	As required

Section II

RIGGING A-22 LOADS FOR HIGH-VELOCITY AIRDROP

9-13. Description of Load

A typical load is rigged for high-velocity airdrop using the A-22 cargo bag. Typical loads include rations, repair parts, water cans, and other small items. Items may be dropped in their original package or repacked for greater protection. See Chapter 2 for aircraft capabilities and limitations.

together; however, the stack does not have to be glued to the skid board. See Figure 9-9 for loads weighing less than 1,100 pounds. See Figure 9-10 for loads weighing more than 1,100 pounds.

Note: The maximum width of the top three layers of honeycomb is 48 inches.

9-14. Preparing Items and Skid Board

Refer to Paragraph 9-2 to prepare the items. Use 1-inch thick plywood to prepare a skid board according to Paragraph 9-3.

9-16. Rigging Container

Rig the container according to Paragraphs 9-5 through 9-9.

9-15. Positioning Honeycomb

Use Table 9-2 to determine the number and size of honeycomb layers. Honeycomb layers should be glued

9-17. Installing Parachute

Installing the 26-foot, high-velocity parachute according to Chapter 8.

Table 9-2. Honeycomb sizes for high-velocity A-22 loads

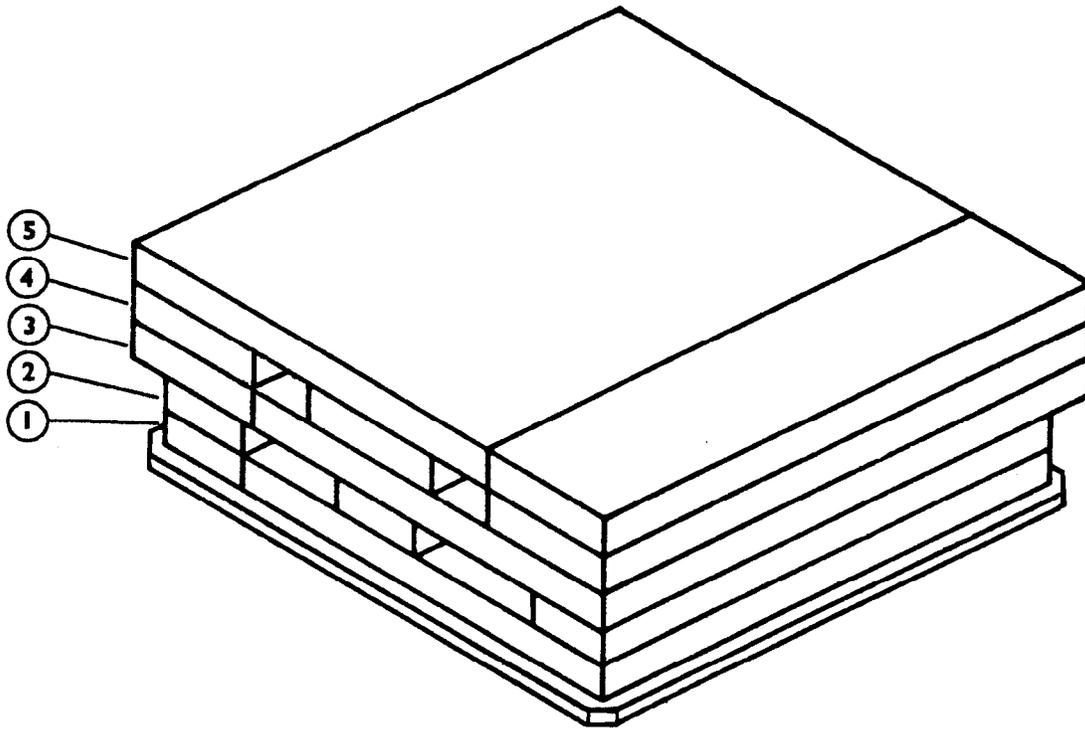
Weight of Load (Pounds)	Layer Number	Pieces	Length (Inches)	Width (Inches)	
501 - 1,100	1	1	44	36	
		1	44	8	
	2	3	44	8	
		3	1	48	36
	4	1	48	12	
		3	48	8	
	5	1	48	36	
		1	48	12	
	1,100 - 2,200	1	1	44	36
			1	44	8
2		1	44	36	
		1	44	8	
3		1	48	36	
		1	48	12	
4		1	48	36	
		1	48	12	
5		1	48	36	
		1	48	12	

Note: On loads weighing 1,000 to 1,100 pounds, either stack formation may be used.

CAUTION

Loads over 1,300 pounds will not have full energy absorption on impact.

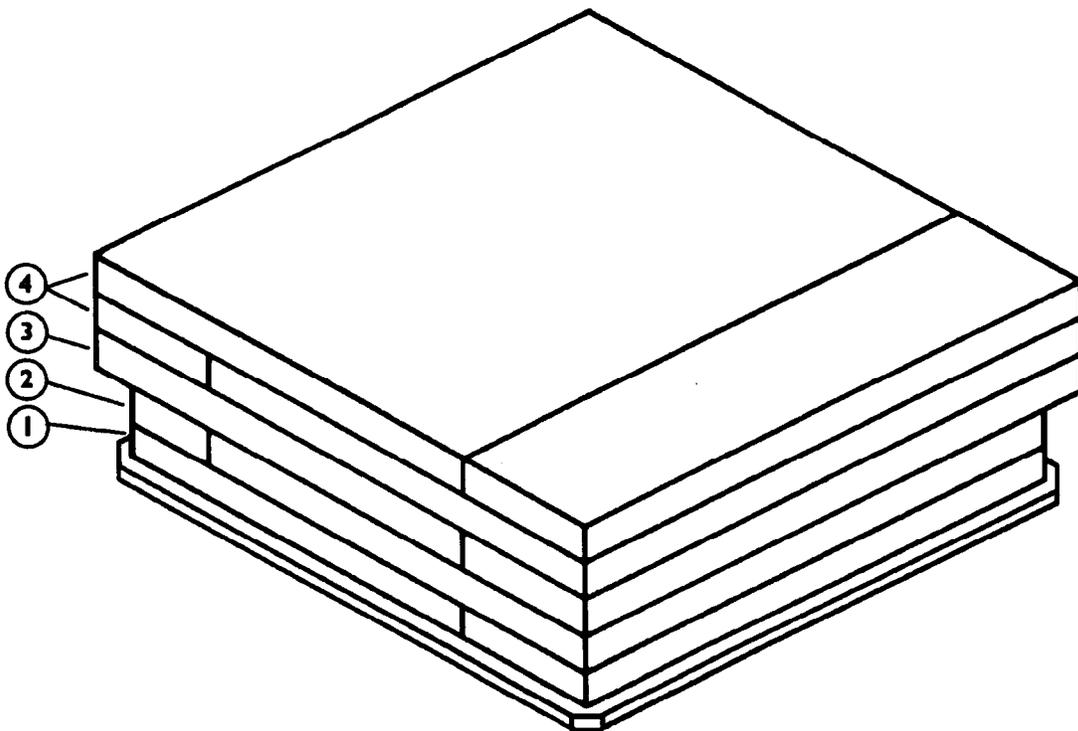
Note: This drawing is not drawn to scale.



- ① Center a 36- by 44-inch and an 8- by 44-inch piece of honeycomb side by side on the skid board. Make sure the layer is 2 inches in from all sides.
- ② Cut three 8- by 44-inch pieces of honeycomb. Center one piece on top of the first layer of honeycomb. Place one piece of honeycomb even with each side edge.
- ③ Center a 36- by 48-inch and a 12- by 48-inch piece of honeycomb side by side on top of the second layer of honeycomb.
- ④ Cut three 12- by 48-inch pieces of honeycomb. Center one piece on top of the third layer of honeycomb. Place one piece of honeycomb even with each side edge.
- ⑤ Repeat step 3 for the fifth layer of honeycomb.

Figure 9-9. Honeycomb positioned for load weighing less than 1,100 pounds

Note: This drawing is not drawn to scale.



- ① Center a 36- by 44-inch and an 8- by 44-inch piece of honeycomb side by side on the skid board. Make sure the layer is 2 inches in from all sides.
- ② Repeat step 1 and alternate the pieces of honeycomb for the second layer of honeycomb.
- ③ Center a 36- by 48-inch and a 12- by 48-inch piece of honeycomb side by side on top of the second layer of honeycomb.
- ④ Repeat step 3 and alternate the pieces of honeycomb for the fourth and fifth layers of honeycomb.

Figure 9-10. Honeycomb positioned for load weighing more than 1,100 pounds

9-18. Marking Rigged Load

Mark the rigged load according to Chapter 1. Compute the rigged load data.

9-19. Equipment Required

Use the equipment listed in Table 9-3 to rig the load shown in Figure 9-11.

CAUTION

Make the final inspection required by Chapter 1 before the load leaves the rigging site. If the load includes hazardous material as defined in AFJMAN 24-204/TM 38-250, complete Shipper's Declaration for Dangerous Goods form.



RIGGED LOAD DATA

- * Weight (without parachute) 501 - 1,100 pounds
Parachute 26-foot, high-velocity
- * This container may weigh up to 2,200 pounds using the honeycomb stack formation given in Figure 9-10.

Figure 9-11. A-22 container load weighing less than 1,100 pounds rigged with CVRS for high-velocity airdrop

Table 9-3. Equipment required for rigging an A-22 container load weighing less than 1,100 pounds with CVRS for high-velocity airdrop

National Stock Number	Item	Quantity
8040-00-273-8713	Adhesive, paste, 1-gal	As required
1670-00-587-3421	Bag, cargo, A-22	1
4030-00-678-8562	Clevis, suspension, 3/4-in (medium)	1
4020-00-240-2146	Cord, nylon, type III, 550-lb	As required
1670-00-753-3928	Pad, energy-dissipating, honeycomb, 3- by 36- by 96-in: 8- by 44-in 12- by 48-in 36- by 44-in 36- by 48-in	3 sheets (9) (5) (3) (2)
1670-00-872-6109	Parachute, cargo, high-velocity, 26-ft	1
5530-00-128-4981	Plywood, 3/4- by 48- by 96-in (locally fabricated skid board)	1 sheet
5530-00-914-5118	or Plywood, 1- by 48- by 48-in	1 sheet
8305-00-074-5124	Tape, adhesive, 2-in	As required
8310-01-102-4478	Thread, cotton, ticket number 8/7	As required
	Webbing:	
8305-00-268-2411	Cotton, 1/4-in, type I	As required
8305-00-082-5752	Nylon, tubular, 1/2-in	As required

Section III

RIGGING DOUBLE A-22 CARGO BAG LOADS FOR LOW-VELOCITY AIRDROP

9-20. Description of Load

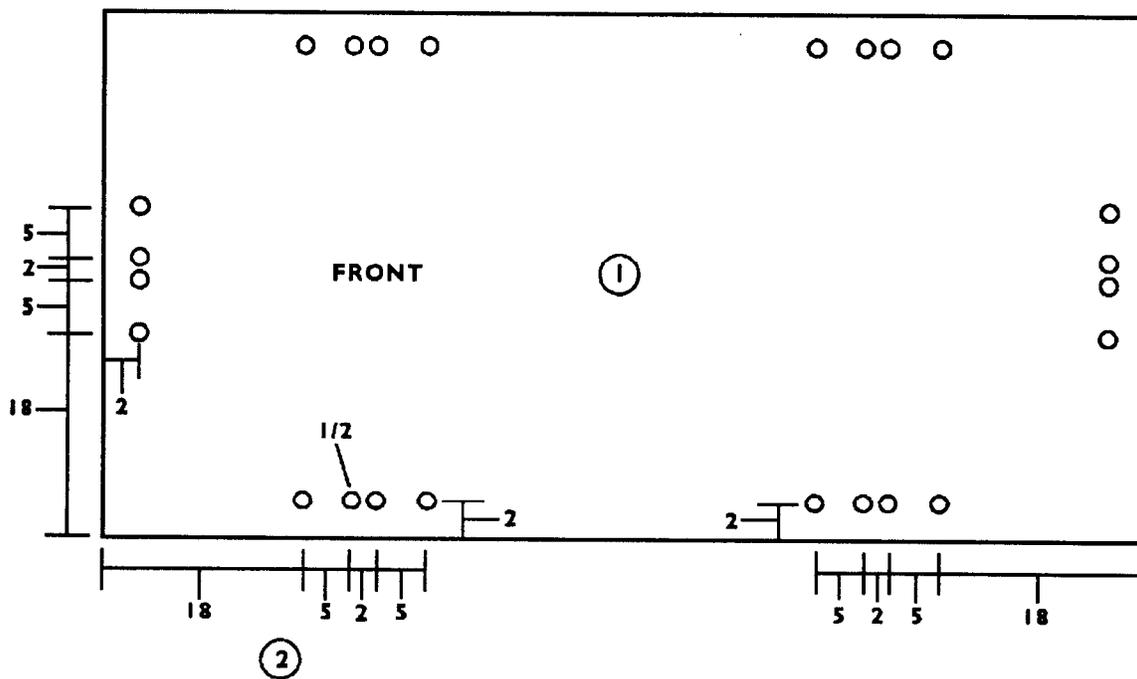
A typical load is rigged for low-velocity airdrop using a double A-22 container. The double container is made by using two A-22 cargo bags. The cover is optional. The weight limitation of the load is 900 to 2,200 pounds, excluding the weight of the parachute. The

load is rigged with one G-12E cargo parachute with a 68-inch diameter pilot parachute. See Chapter 2 for aircraft capabilities and limitations.

9-21. Preparing Skid Board

Prepare a skid board as shown in Figure 9-12.

- Notes:**
1. This drawing is not drawn to scale.
 2. All dimensions are given in inches.
 3. Use only AC grade plywood for skid board.



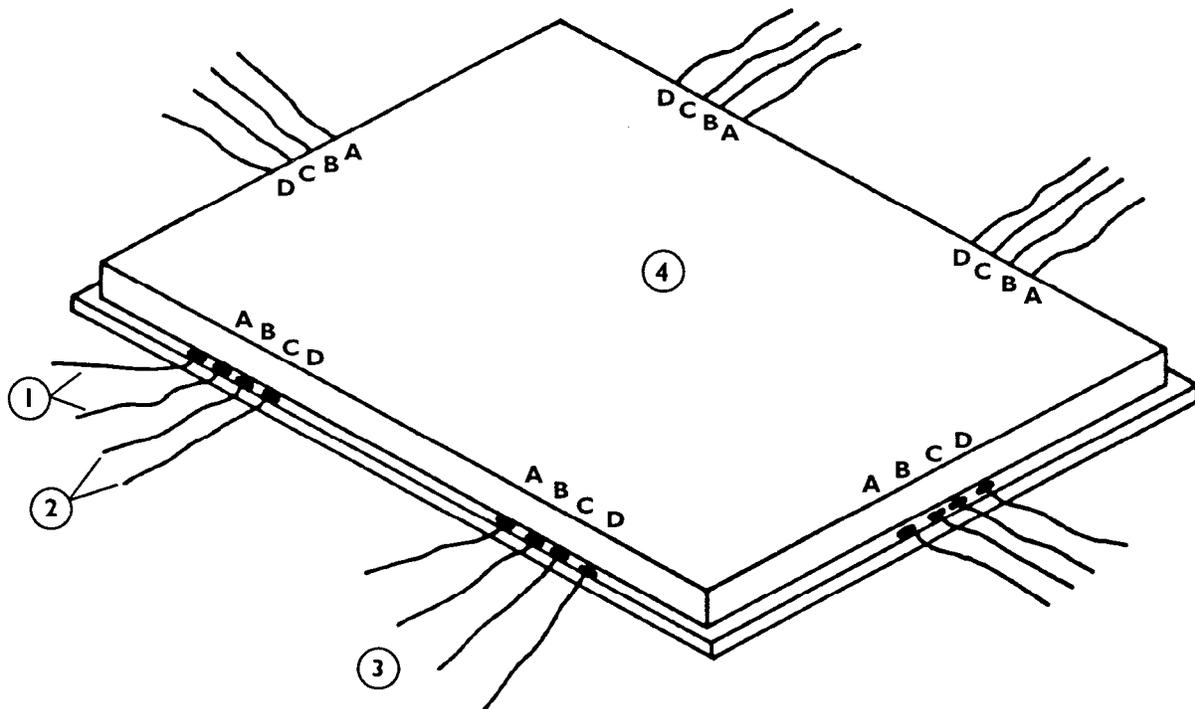
- ① Place a 3/4- or 1- by 48- by 96-inch sheet of plywood on a flat surface.
- ② Drill twenty-four 1/2-inch holes as shown above.

Figure 9-12. Skid board prepared for double A-22 load

9-22. Prepare Skid Board Ties and Positioning Honeycomb

Prepare the skid board ties and position the honeycomb on the skid board as shown in Figure 9-13.

Note: This drawing is not drawn to scale.



- ① Cut twelve 8-foot lengths of 1/2-inch tubular nylon webbing. Route one end through hole A and the other through hole B, from bottom to top.
- ② Repeat step 1 for holes C and D.
- ③ Repeats steps 1 and 2 for the other five sets of holes.
- ④ Determine the size of honeycomb needed according to the size of the load. Cut and center the honeycomb on the skid board. Make sure the honeycomb is 2 inches in from all sides.

Figure 9-13. Skid board ties prepared and honeycomb positioned

9-23. Positioning A-22 Sling Assemblies

Position two A-22 sling assemblies on the double A-22 load as shown in Figure 9-14.

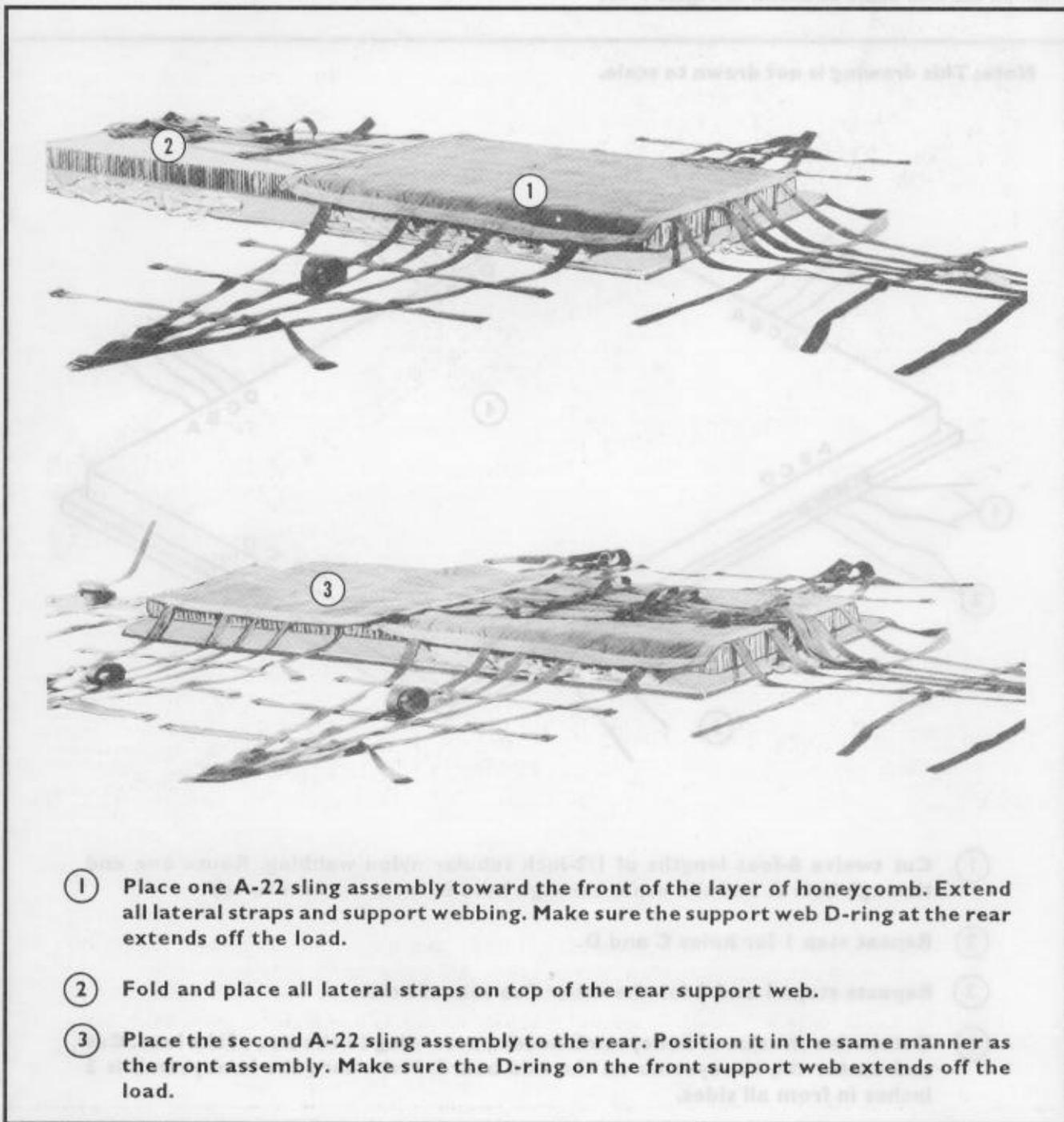
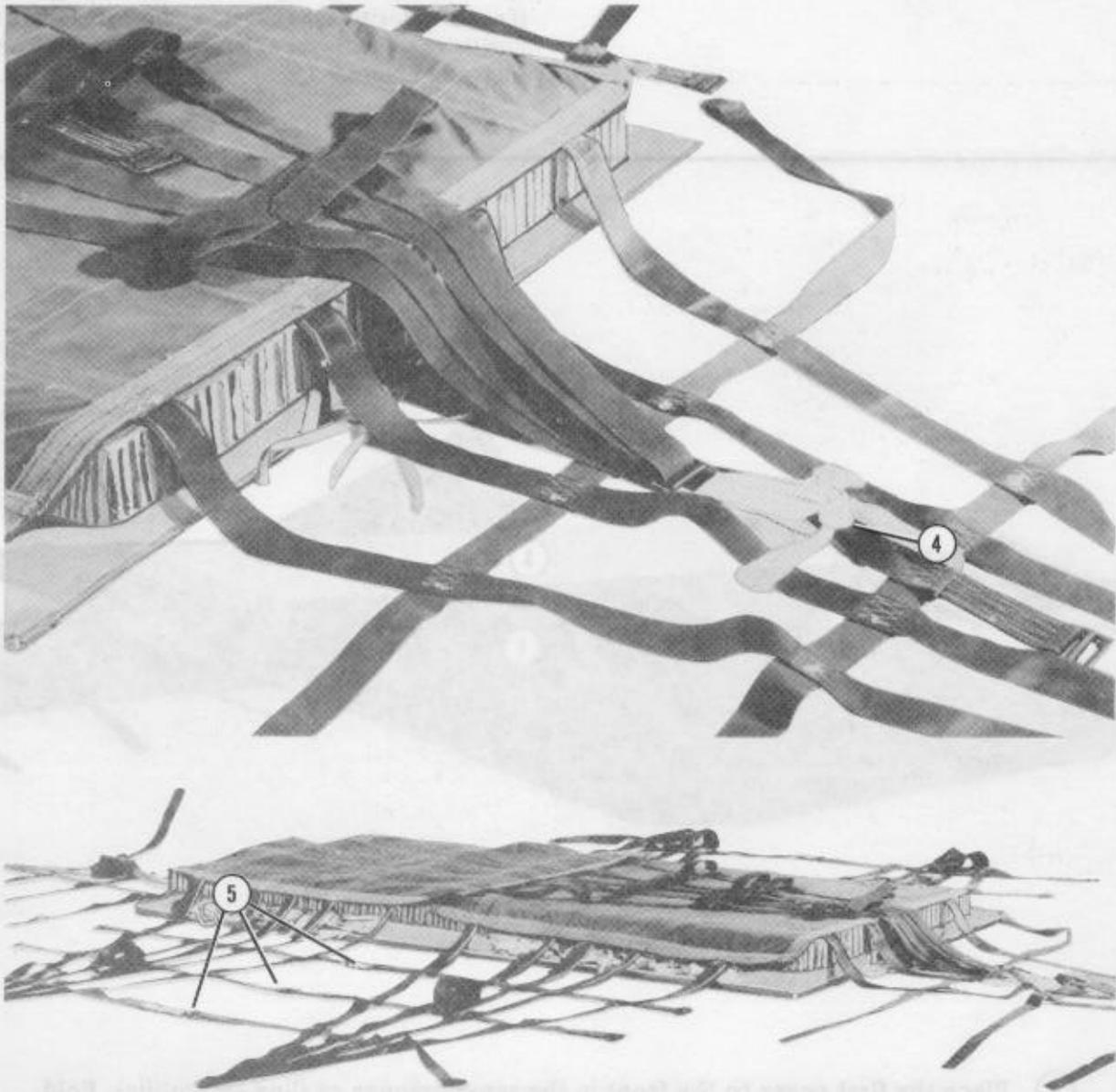


Figure 9-14. A-22 sling assemblies positioned

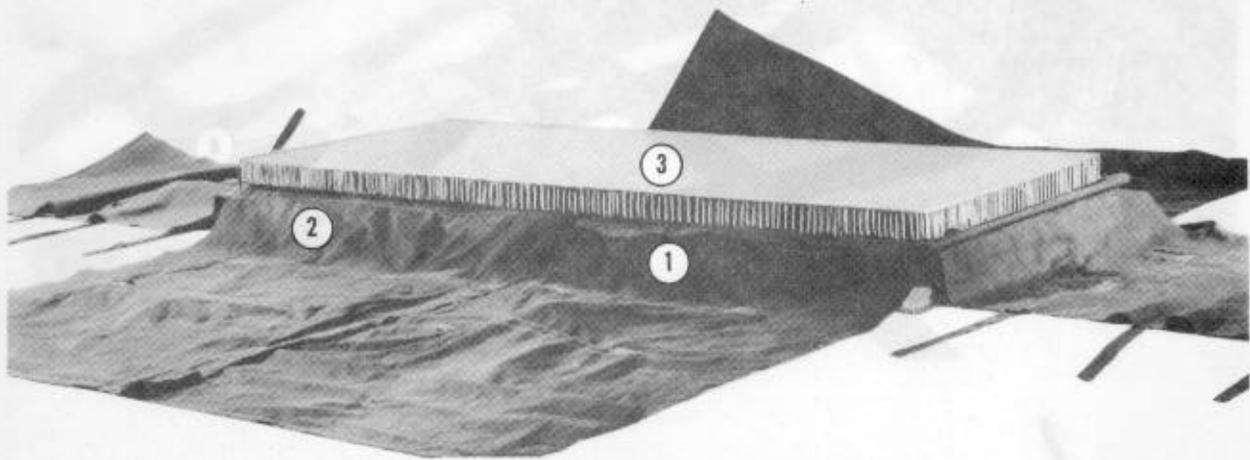


- ④ Use a length of type VIII nylon webbing to tie the support web D-rings exposed at the front and rear of the load to the other A-22 sling assembly as shown.
- ⑤ Cut six lengths of type VIII nylon webbing. Route one length through each set of friction adapters at the midsection of the load as shown. Do not apply tension at this time.

Figure 9-14. A-22 sling assemblies positioned (continued)

9-24. Positioning Covers and Honeycomb

Use two A-22 cargo bag covers when rigging this load, if needed. Position the covers as shown in Figure 9-15. Position another layer of honeycomb on the covers as shown in Figure 9-15.

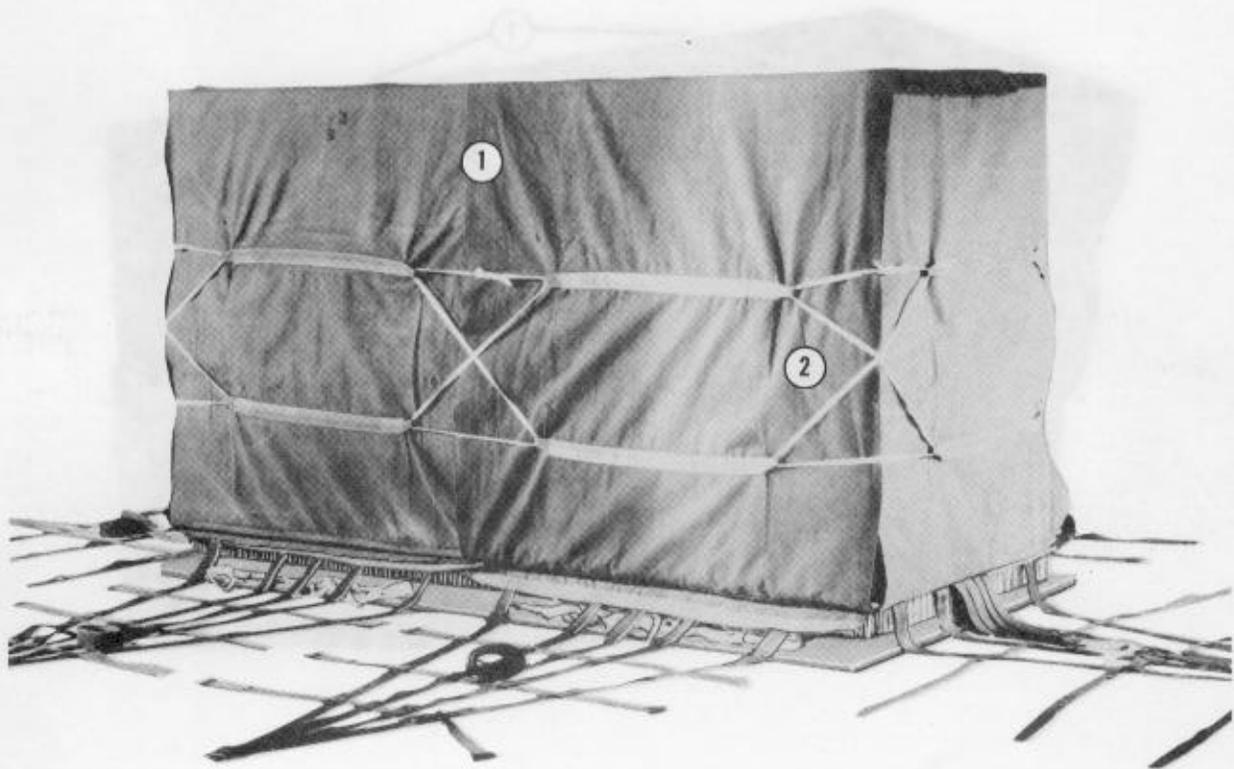


- ① Place the first cover to the front in the same manner as sling assemblies. Fold the rear excess even with the layer of honeycomb.
- ② Repeat step 1 for the second cover but position the cover to the rear of the skid board.
- ③ Center the second layer of honeycomb on the covers and in the same position as the first layer.

Figure 9-15. Covers and honeycomb positioned

9-25. Positioning Load and Closing Bag Covers

Center the load so that the weight of the load is evenly distributed. Use honeycomb and cellulose wadding to protect the items. Use cord, rope, or steel strapping to keep the load from shifting. Close the bag as shown in Figure 9-16.

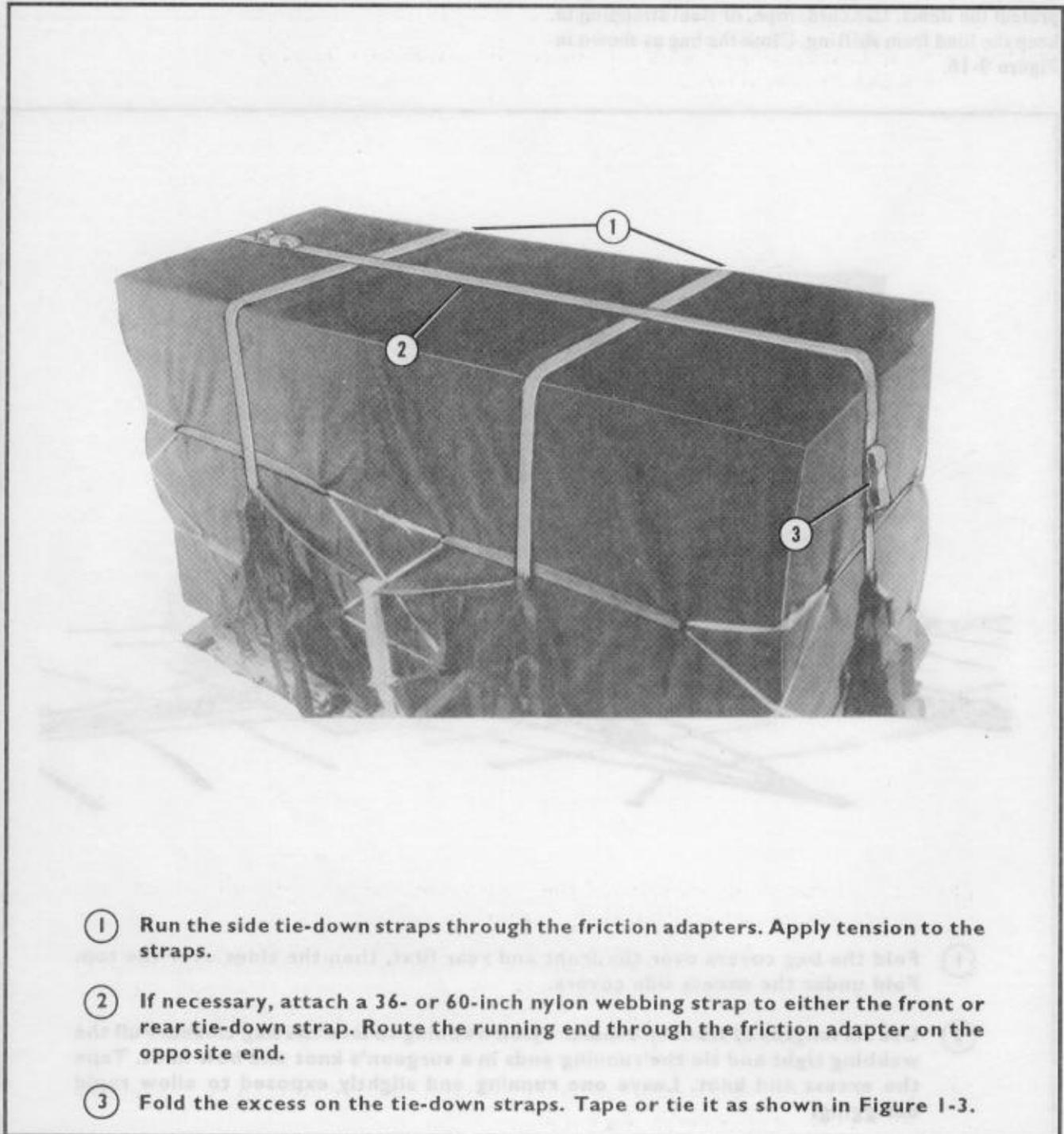


- ① Fold the bag covers over the front and rear first, then the sides over the top. Fold under the excess side covers.
- ② Use six lengths of 1/2-inch tubular nylon webbing to lace the bag closed. Pull the webbing tight and tie the running ends in a surgeon's knot and bow knot. Tape the excess and knot. Leave one running end slightly exposed to allow rapid derigging.

Figure 9-16. A-22 cargo bag covers closed

9-26. Securing Tie-Down Straps

Secure the tie-down straps as shown in Figure 9-17.



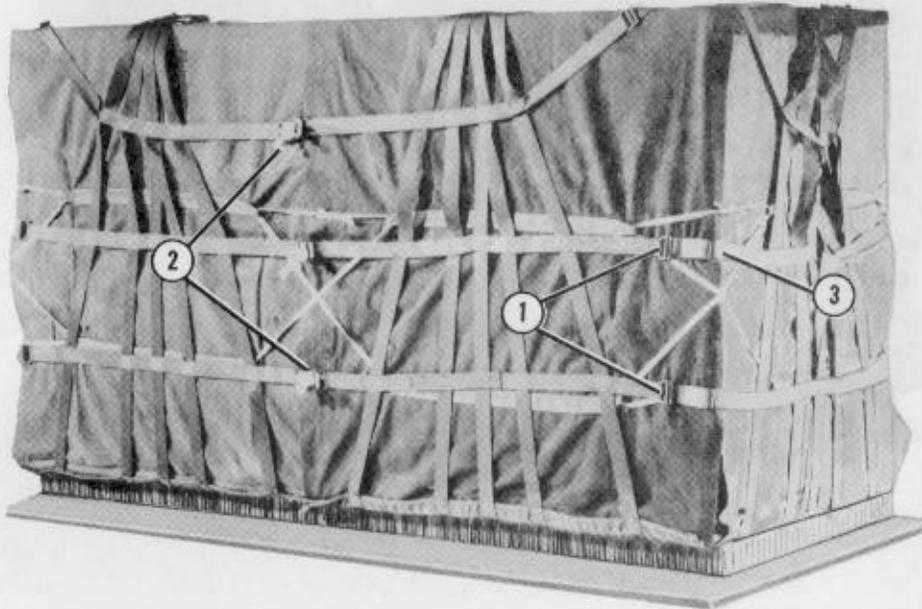
- ① Run the side tie-down straps through the friction adapters. Apply tension to the straps.
- ② If necessary, attach a 36- or 60-inch nylon webbing strap to either the front or rear tie-down strap. Route the running end through the friction adapter on the opposite end.
- ③ Fold the excess on the tie-down straps. Tape or tie it as shown in Figure I-3.

Figure 9-17. Tie-down straps secured

9-27. Securing Lateral Straps

Secure the lateral straps as shown in Figure 9-18.

Note: If top lateral straps are on the top of the load, make sure they are tightened loosely.

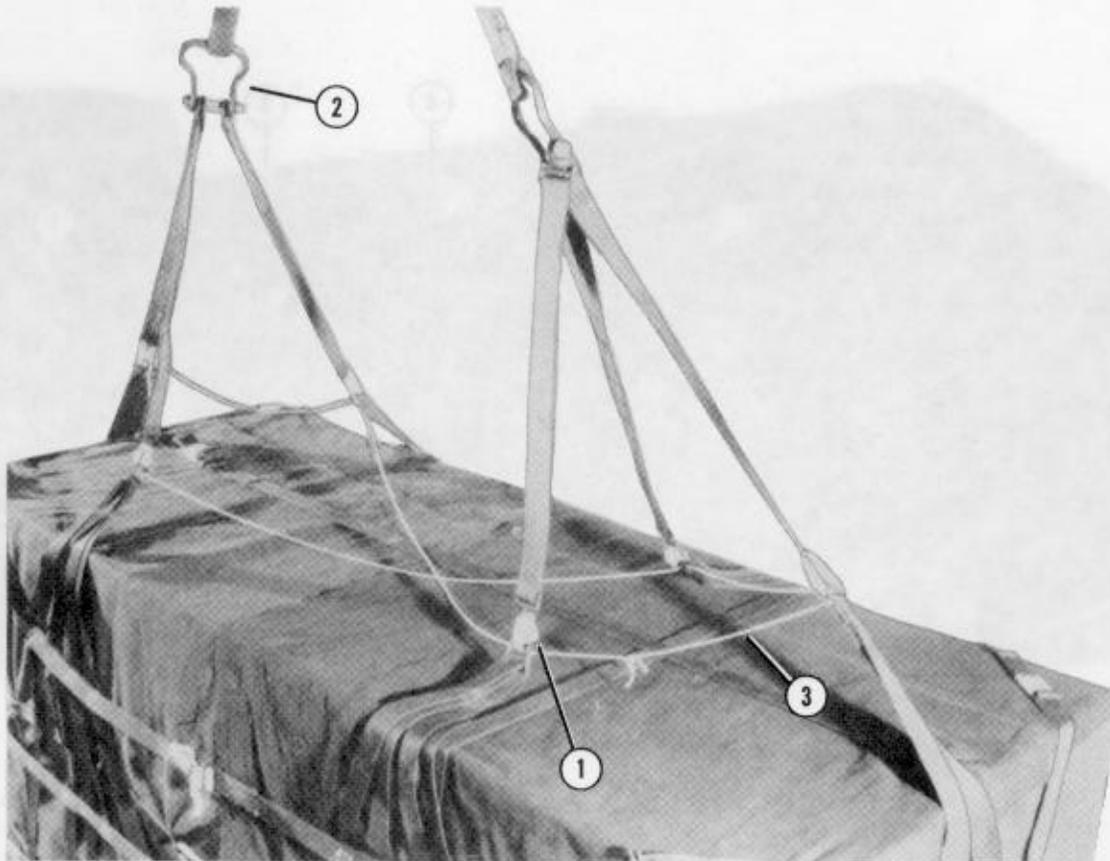


- ① Lay the remaining portions of the sling assemblies over the load. Route the lateral straps through the friction adapters.
- ② Tighten the center friction adapters and type VIII nylon webbing (Figure 9-13) so that the middle suspension web on each container is vertical. Install a knot in the running ends of the type VIII nylon webbing about 3 inches from the friction adapters.
- ③ Apply equal tension on the remaining lateral straps. Fold the excess and tape or tie it in place as shown in Figure 1-3.

Figure 9-18. Lateral straps secured

9-29. Installing Suspension Slings

Install suspension slings using six suspension webs, two 3/4-inch cargo suspension clevises, and two 3-foot (2-loop), type XXVI nylon webbing slings as shown in Figure 9-20.

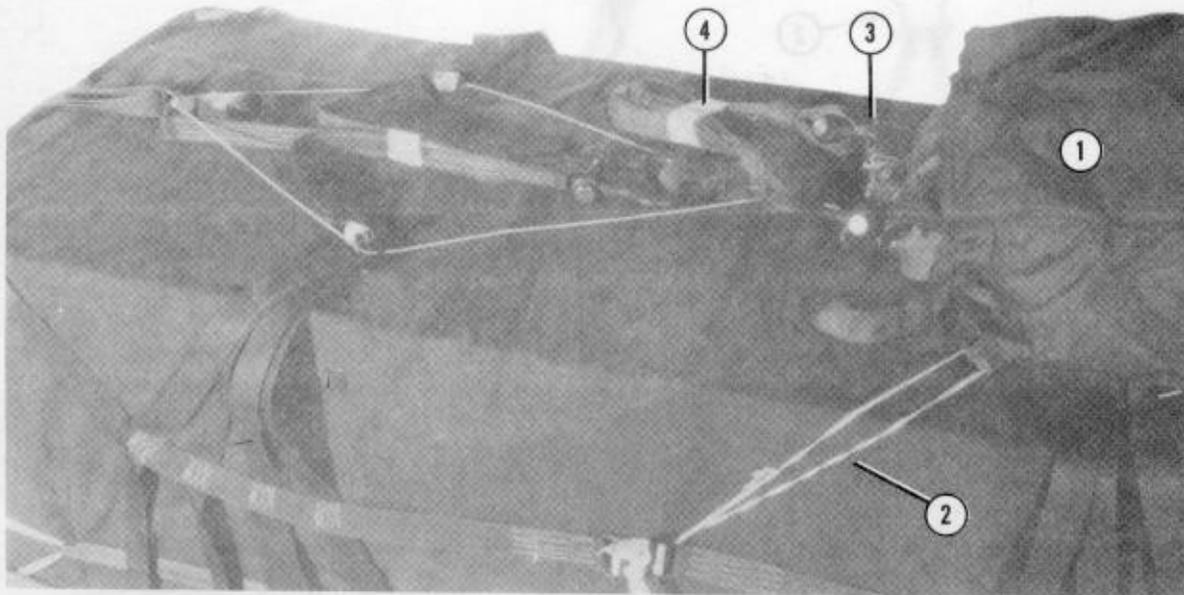


- ① Attach one suspension web to each of the six D-rings. Route the snap hook from outside to inside. Wrap each hook with masking tape.
- ② Place a 3-foot sling on each clevis. Bolt the three suspension webs at the front of the load to one clevis. Repeat step for the rear set.
- ③ Route a length of type III nylon cord through the six D-rings as shown above. Tie the ends together. Make sure the tie has excess to allow suspension sling movement.

Figure 9-20. Suspension slings installed

9-30. Installing Parachute

Install a G-12E cargo parachute as shown in Figure 9-21.



- ① Place a G-12E cargo parachute on the load with the riser compartment up and the bridle toward the front of the load. Position the parachute on the front of the load.
- ② Tie each corner of the parachute to the sling assembly using type I, 1/4-inch cotton webbing.
- ③ Bolt the two 3-foot slings to the parachute's cargo suspension clevis. Make sure the risers from the parachute are not removed from the clevis.
- ④ Fold and tape the excess sling with masking tape.

Figure 9-21. G-12E cargo parachute installed

9-31. Marking Rigged Load

Mark the rigged load according to Chapter 1. Compute the rigged load data.

9-32. Equipment Required

Use the equipment listed in Table 9-4 to rig the load shown in Figure 9-22.

CAUTION
 Make the final inspection required by Chapter 1 before the load leaves the rigging site. If the load includes hazardous material as defined in AFJMAN 24-204/TM 38-250, complete Shipper's Declaration for Dangerous Goods form.



RIGGED LOAD DATA	
Weight (without parachute)	900 - 2,200 pounds
Parachute	G-12E

Figure 9-22. Double A-22 cargo bag rigged for low-velocity airdrop

Table 9-4. Equipment required for rigging double A-22 cargo bag for low-velocity airdrop

National Stock Number	Item	Quantity
1670-00-587-3421	Bag, cargo, A-22	2
4030-00-678-8562	Clevis, suspension, 3/4-in (medium)	2
1670-00-753-3928	Pad, energy-dissipating, honeycomb, 3- by 36- by 96-in: 36- by 92-in	2 sheets (2)
	Parachute:	
1670-01-065-3755	Cargo, G-12E	1
1670-00-216-7297	Pilot, 68-in diam	1
5530-00-128-4981	Plywood, 3/4- by 48- by 96-in	1 sheet
	or	
No NSN	Plywood, 1- by 48- by 96-in	1 sheet
1670-01-062-6301	Sling, cargo, airdrop, 3-ft (2-loop), type XXVI nylon webbing	2
1670-00-368-7486	Strap, webbing, restraint (shear strap), 60-in	1
7510-00-266-6710	Tape, masking, 2-in	As required
	Webbing:	
8305-00-268-2411	Cotton, 1/4-in, type I	As required
	Nylon:	
8305-00-082-5752	Tubular, 1/2-in	As required
8305-00-263-3591	Type VIII	As required

Section IV
RIGGING STRETCH A-22 CARGO BAG LOADS FOR LOW-VELOCITY AIRDROP

9-33. Description of Load

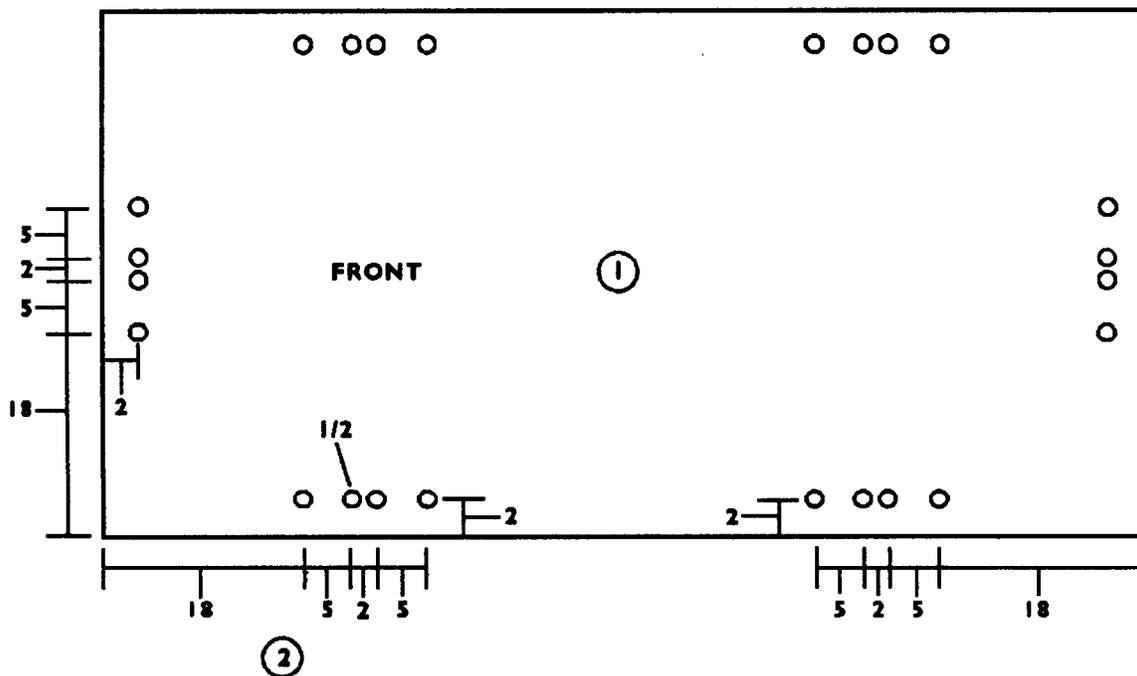
A typical load is rigged for low-velocity airdrop using a stretch A-22 container. The stretch container is made by using two A-22 cargo bags. The cover is optional. The weight limitation of the load is 900 to 2,200 pounds, excluding the weight of the parachute. The

G-12E cargo parachute can be used. See Chapter 1 for aircraft capabilities and limitations.

9-34. Preparing Skid Board

Prepare a skid board as shown in Figure 9-23.

- Notes:**
1. This drawing is not drawn to scale.
 2. All dimensions are given in inches.
 3. Use only AC grade plywood for skid board.



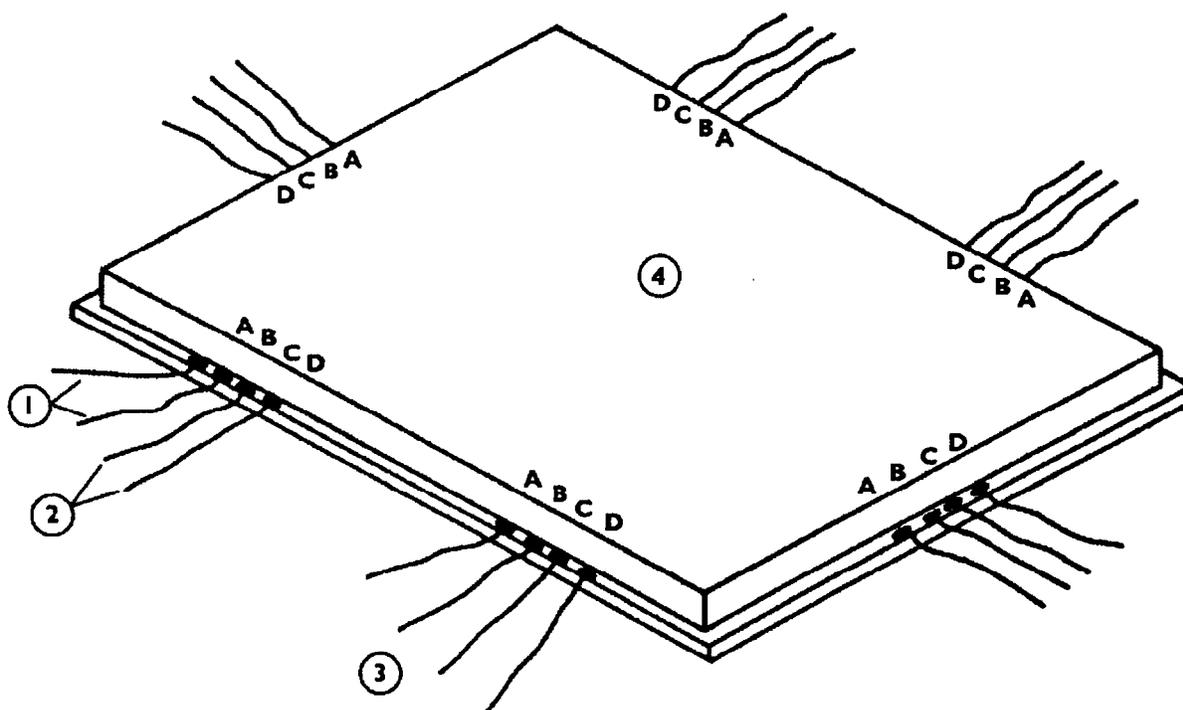
- ① Place a 3/4- or 1- by 48- by 72-inch sheet of plywood on a flat surface.
- ② Drill twenty-four 1/2-inch holes as shown above.

Figure 9-23. Skid board prepared for stretch A-22 load

9-35. Preparing Skid Board Ties and Positioning Honeycomb

Prepare the skid board ties and position the honeycomb on the skid board as shown in Figure 9-24.

Note: This drawing is not drawn to scale.

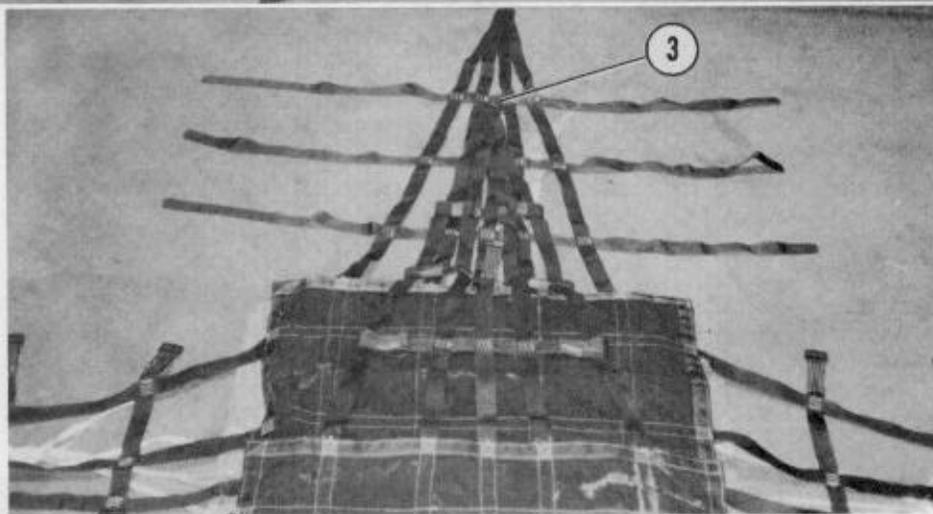
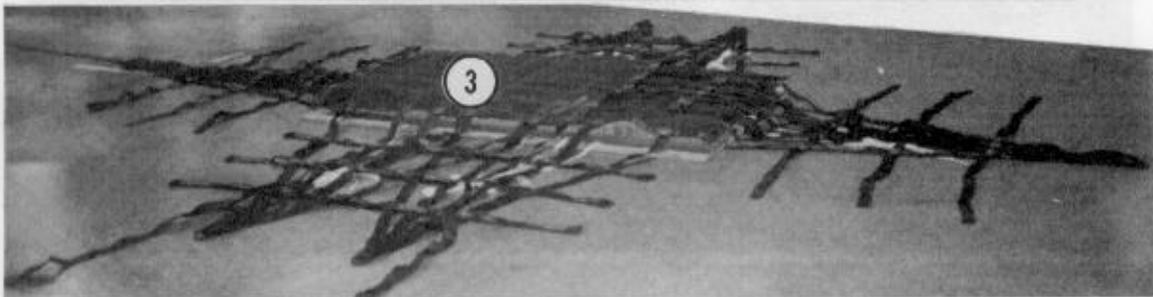
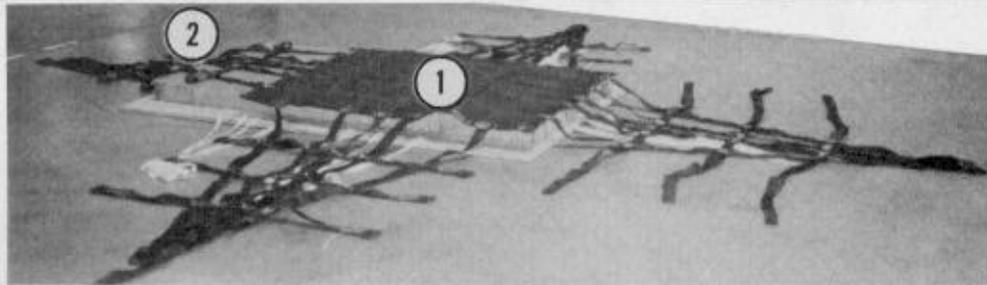


- ① Cut twelve 8-foot lengths of 1/2-inch tubular nylon webbing. Route one end through hole A and the other through hole B, from bottom to top.
- ② Repeat step 1 for holes C and D.
- ③ Repeat steps 1 and 2 for the other five sets of holes.
- ④ Determine the size of honeycomb needed according to the size of the load. Cut and center the honeycomb on the skid board. Make sure the honeycomb is 2 inches in from all sides.

Figure 9-24. Skid board ties prepared and honeycomb positioned

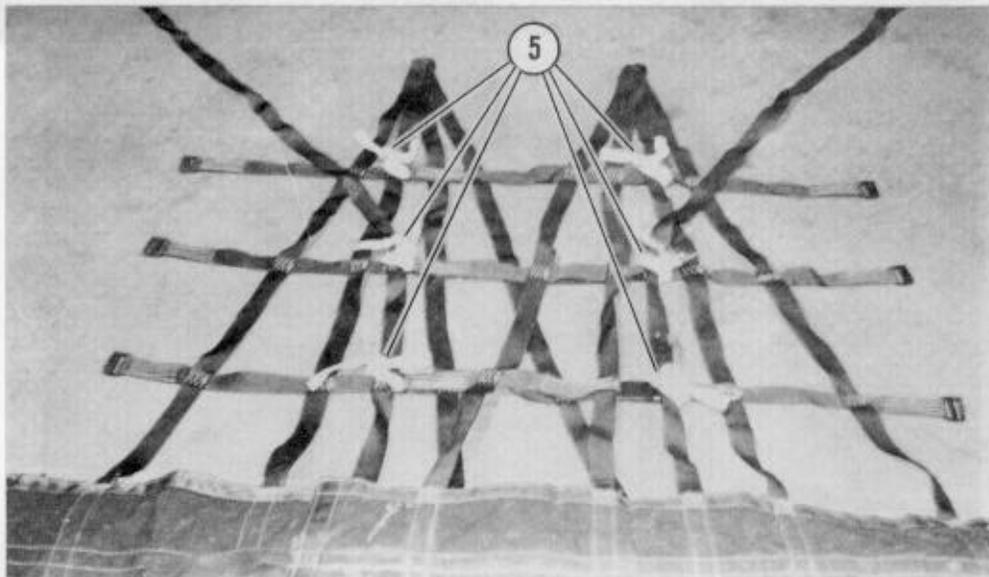
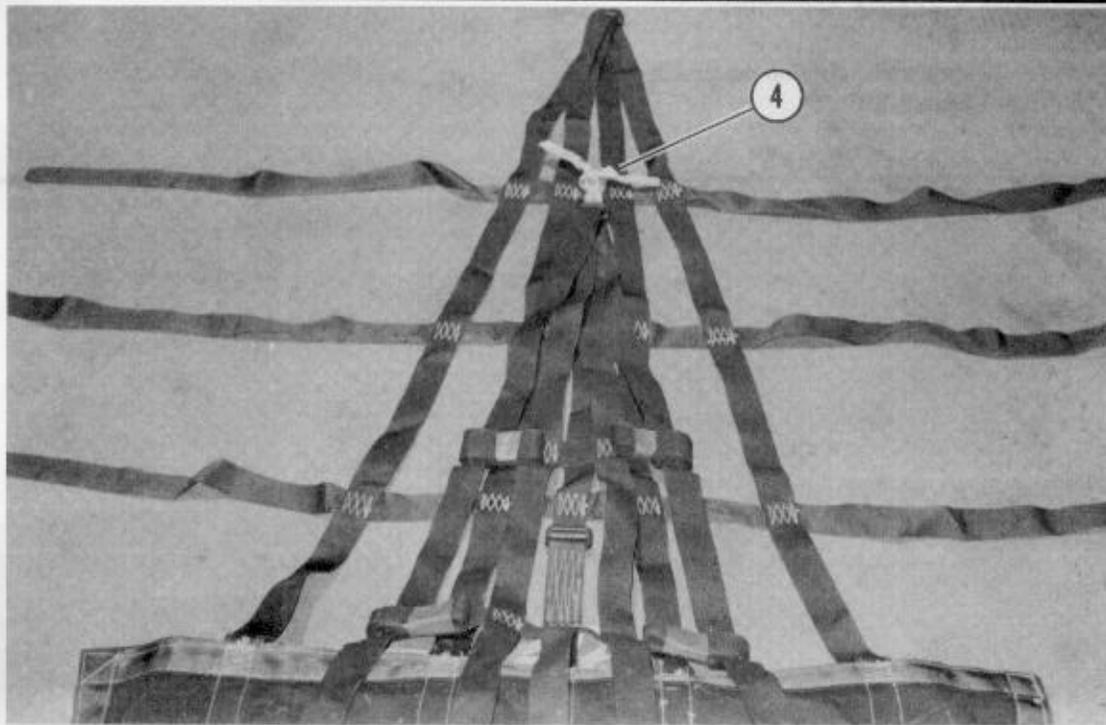
9-36. Positioning A-22 Sling Assemblies

Position two A-22 sling assemblies on the stretch A-22 load as shown in Figure 9-25.



- ① Place one A-22 sling assembly toward the front of the layer of honeycomb. Extend all lateral straps and support webbing. Make sure the support web D-ring at the rear extends off the load.
- ② Fold and place all lateral straps on top of the rear support web.
- ③ Place the second A-22 sling assembly to the rear. Position it in the same manner as the front assembly. Make sure the D-ring on the front support web extends off the load and reaches the front top lateral strap of the other A-22 sling assembly as shown.

Figure 9-25. A-22 sling assemblies positioned



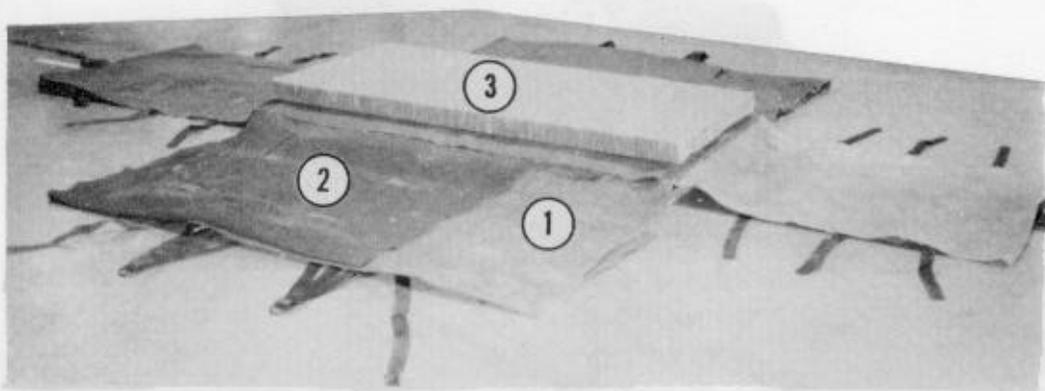
- 4 Use a length of type VIII nylon webbing or two turns of 1-inch tubular nylon webbing to tie the support web D-rings exposed at the front and rear of the load to the top lateral strap of the other A-22 sling assembly as shown.
- 5 Use a length of type VIII nylon webbing or two turns of 1-inch tubular nylon webbing to tie the friction adapters diagonally around the intersection of the short tie-down strap and the corresponding lateral strap of the other sling assembly as shown.

Figure 9-25. A-22 sling assemblies positioned (continued)

9-37. Positioning Covers and Honeycomb

Use two A-22 cargo bag covers when rigging this load, if needed. Position the covers as shown in Figure 9-26.

Position another layer of honeycomb on the covers as shown in Figure 9-26.



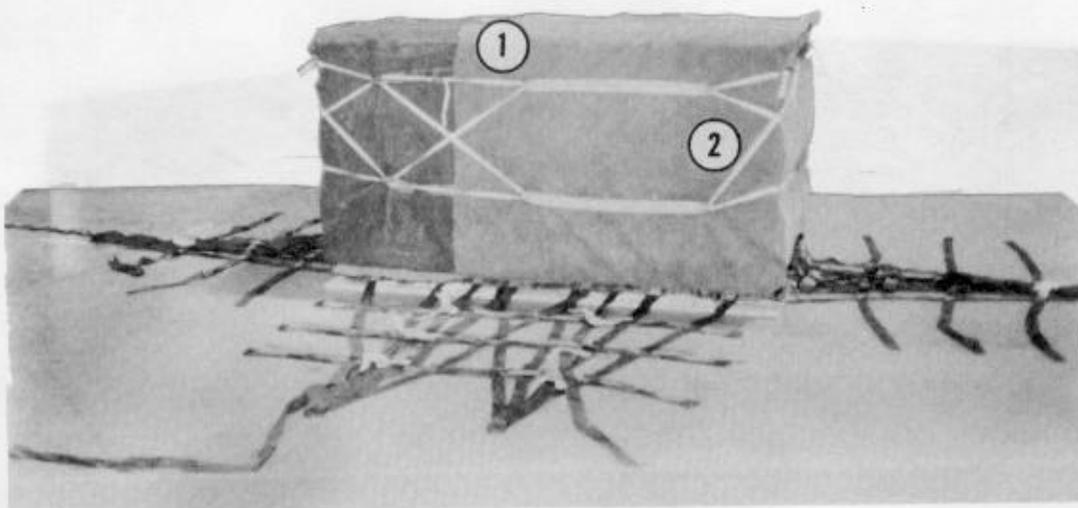
- ① Place the first cover to the front in the same manner as sling assemblies. Fold the rear excess even with the layer of honeycomb.
- ② Repeat step 1 for the second cover but position the cover to the rear of the skid board.
- ③ Center the second layer of honeycomb on the covers and in the same position as the first layer.

Figure 9-26. Covers and honeycomb positioned

9-38. Positioning Load and Closing Bag Covers

Center the load so that the weight of the load is evenly distributed. Use honeycomb and cellulose

wadding to protect the items. Use cord, rope, or steel strapping to keep the load from shifting. Close the bag as shown in Figure 9-27.

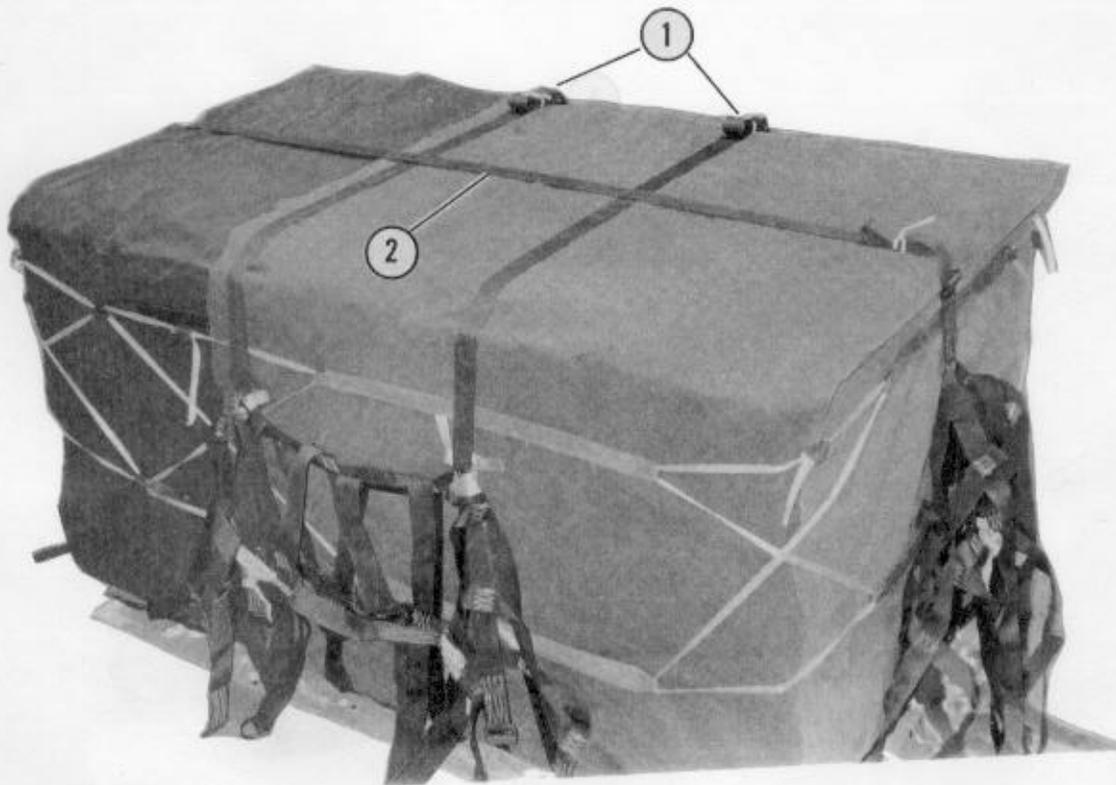


- ① Fold the bag covers over the front and rear first, then the sides over the top. Fold under the excess side covers.
- ② Use six lengths of 1/2-inch tubular nylon webbing to lace the bag closed. Pull the webbing tight and tie the running ends in a surgeon's knot and bow knot. Tape the excess and knot. Leave one running end slightly exposed to allow rapid derigging.

Figure 9-27. A-22 cargo bag covers closed

9-39. Securing Tie-Down Straps

Secure the tie-down straps as shown in Figure 9-28.



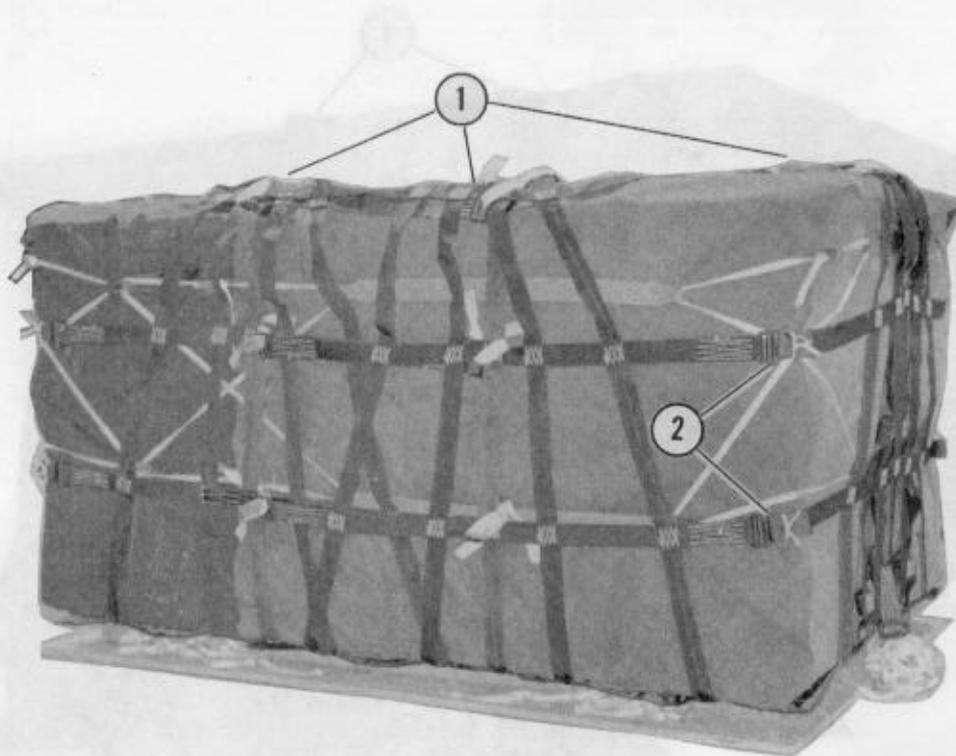
- ① Run the side short tie-down straps through the friction adapters. Apply tension to the straps.
- ② If necessary, attach a 60-inch nylon webbing strap to either the front or rear long tie-down strap. Route the running end through the friction adapter on the opposite end.
- ③ Fold the excess on the tie-down straps. Tape or tie it as shown in Figure 1-3.

Figure 9-28. Tie-down straps secured

9-40. Securing Lateral Straps

Secure the lateral straps as shown in Figure 9-29.

Note: If top lateral straps are on top of the load, make sure they are tightened loosely.

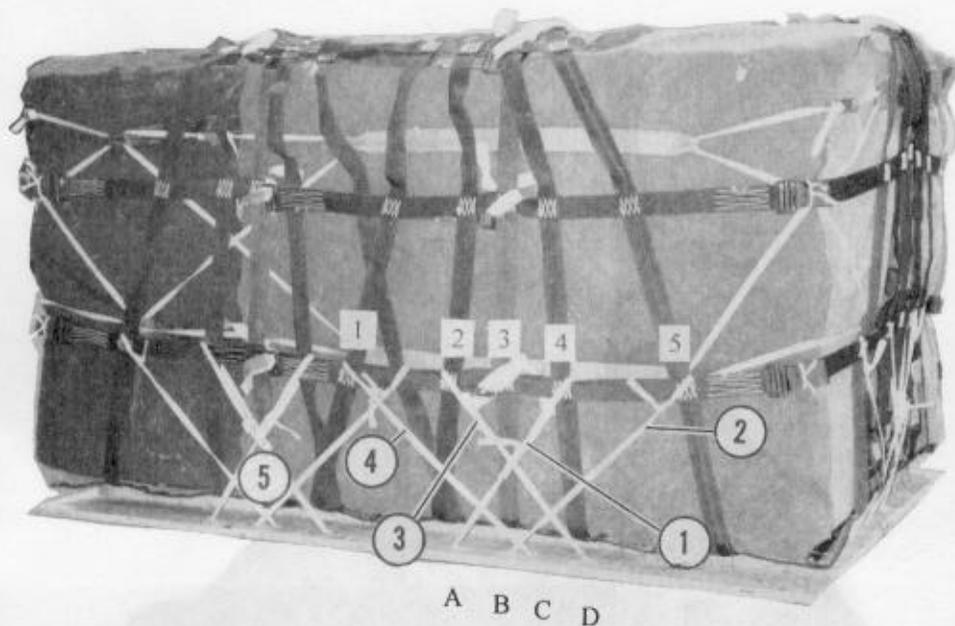


- 1 Lay the remaining portions of the sling assemblies over the load.
- 2 Route the lateral straps through the friction adapters and apply equal tension. Fold the excess and tape or tie it in place as shown in Figure 1-3.

Figure 9-29. Lateral straps secured

9-41. Securing Skid Board Ties

Secure the skid board ties as shown in Figure 9-30.

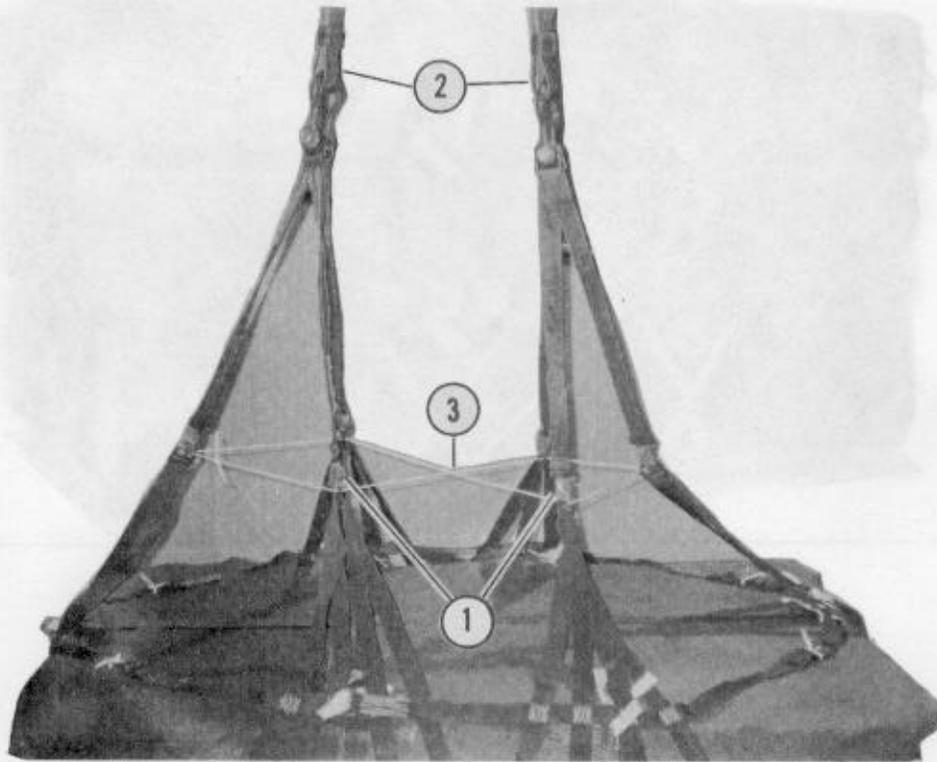


- ① Starting at the front right side, take tie-down A and diagonally tie it around the intersection of the lower lateral strap and fourth support web. Use three half-hitch knots and an overhand knot in the running end.
- ② Route tie-down B around the fifth support web and lower lateral strap intersection diagonally. Pull the excess slack out, and tie it with trucker's hitch knot and an overhand knot in the running end.
- ③ Repeat step 1 for tie-down D and secure it to the second intersection on the lower lateral strap.
- ④ Repeat step 2 for tie-down C and secure it to the first intersection on the lower lateral strap.
- ⑤ Repeat steps 1 through 4 for the other five sets of tie-downs.

Figure 9-30. Skid board ties secured

9-42. Installing Suspension Slings

Install suspension slings using six suspension webs, two 3/4-inch cargo suspension clevises, and two 3-foot (2-loop), type XXVI nylon webbing slings as shown in Figure 9-31.



- ① Attach one suspension web to each of the six D-rings. Route the snap hook from outside to inside. Wrap each hook with masking tape.
- ② Place a 3-foot sling on each clevis. Bolt the three suspension webs at the front of the load to one clevis. Repeat step for the rear set.
- ③ Route a length of type III nylon cord through the six D-rings as shown above. Tie the ends together. Make sure the tie has excess to allow suspension sling movement.

Note: After positioning the type III nylon cord, fold and tape the excess with masking tape (not shown).

Figure 9-31. Suspension slings installed

9-43. Installing Parachute

Install a G-12E cargo parachute as shown in Figure 9-32.



- ① Place a G-12E cargo parachute on the load with the riser compartment up and the bridle toward the front of the load. Position the parachute on the front of the load.
- ② Tie each corner of the parachute to the sling assembly using type I, 1/4-inch cotton webbing.
- ③ Bolt the two 3-foot slings to the parachute's cargo suspension clevis. Make sure the risers from the parachute are not removed from the clevis.
- ④ Fold and tape the excess sling with masking tape (not shown).

Figure 9-32. G-12E cargo parachute installed

9-44. Marking Rigged Load

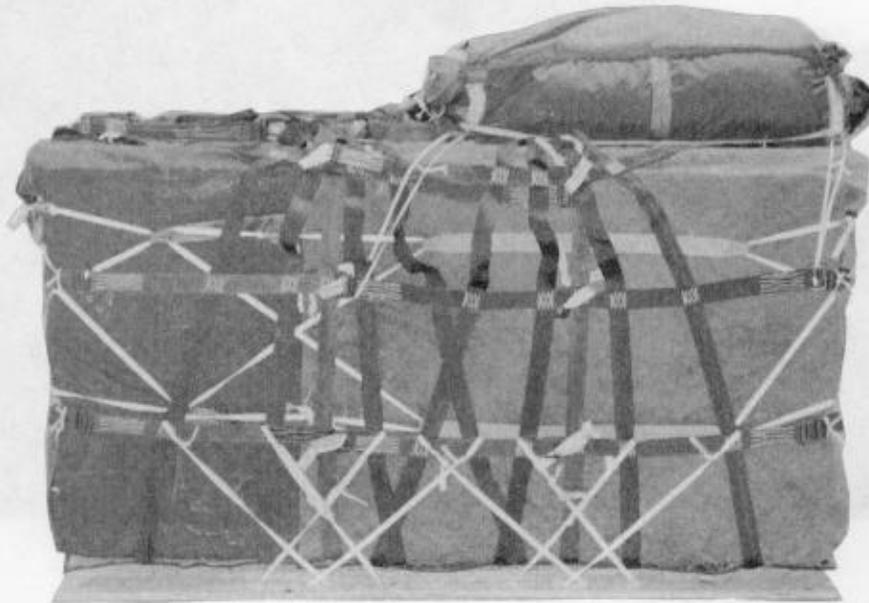
Mark the rigged load according to Chapter 1. Compute the rigged load data.

9-45. Equipment Required

Use the equipment listed in Table 9-5 to rig the load shown in Figure 9-33.

CAUTION

Make the final inspection required by Chapter 1 before the load leaves the rigging site. If the load includes hazardous material as defined in AFJMAN 24-204/TM 38-250, complete Shipper's Declaration for Dangerous Goods form.



RIGGED LOAD DATA

Weight (without parachute)	900 - 2,200 pounds
Parachute	G-12E

Figure 9-33. Stretch A-22 cargo bag rigged for low-velocity airdrop

Table 9-5. Equipment required for rigging stretch A-22 cargo bag for low-velocity airdrop

National Stock Number	Item	Quantity
1670-00-587-3421	Bag, cargo, A-22	2
4030-00-678-8562	Clevis, suspension, 3/4-in (medium)	3
1670-00-753-3928	Pad, energy-dissipating, honeycomb,	2 sheets
	3- by 36- by 96-in:	(2)
	36- by 68-in	
	Parachute:	
1670-01-065-3755	Cargo, G-12E	1
1670-00-216-7297	Pilot, 68-in diam	1
5530-00-128-4981	Plywood, 3/4- by 48- by 96-in	1 sheet
	or	
No NSN	Plywood, 1- by 48- by 96-in	1 sheet
1670-01-062-6301	Sling, cargo, airdrop, 3-ft (2-loop),	
	type XXVI nylon webbing	2
1670-00-368-7486	Strap, webbing, nylon (shear strap),	
	60-in	1
7510-00-266-6710	Tape, masking, 2-in	As required
	Webbing:	
8305-00-268-2411	Cotton, 1/4-in, type I	As required
	Nylon:	
8305-00-082-5752	Tubular, 1/2-in	As required
8305-00-263-3591	Type VIII	As required
	or	
8305-00-268-2455	Tubular, 1-in, OD	As required