

DEPARTMENT OF THE ARMY TECHNICAL MANUAL

Air Transportability Guidance

EXTERNAL TRANSPORT OF THE 106-MM RECOILLESS RIFLE

MOUNTED ON THE M151A1C 1/4-TON TRUCK

BY UH-1B HELICOPTER

Headquarters, Department of the Army, Washington, D.C.

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1. Purpose and Scope

- a. This manual provides transportability guidance for the external transport of the 106mm recoilless rifle mounted on the M151A1C 1/4 ton truck (hereinafter referred to as "item") by UH-1B helicopter. The test prescribes procedures, materials, and manpower to prepare the item for external transport.
- b. Users of this manual are encouraged to submit recommended changes or comments to improve the document. Comments should be keyed to the specific page, paragraph, and line of the text in which a change is recommended. Reasons should be provided for each comment to insure understanding and complete evaluation. Comments should be forwarded direct to

- Commanding Officer, U.S. Army Transportation Engineering Agency, ATTN: TCTEA-TG, Fort Eustis, Va. 23604.
2. Applicability
- These instructions apply when the item is to be transported externally by UH-1B helicopter. The UH-1B helicopter, powered by the L-9 Lycoming engine, can transport this item.
3. Responsibilities
- Commanders of the transported and transporting units are responsible for the following:
- a. Transported Unit.
- (1) Preparing unit equipment for air transport, with supervision and assistance

as required from appropriate field support units.

- (2) Effecting advance coordination with the transporting unit. This coordination will include a request for the cargo slings required.
- (3) Providing manpower and the necessary materials, not including slings, required to prepare the item for transport.
- (4) Providing guidance to the helicopter commander relative to safety and to any technical peculiarities of the item which may affect its safe and reliable air transport.

*b. Transporting Unit.*

- (1) Supplying the cargo slings requested.
- (2) Operating helicopter-associated equipment.
- (3) Inspecting the helicopter for serviceability appropriate to the mission and complying with pertinent aviation directives.

#### 4. Load Description

The approximate dimensions and weight of the item follow:

Length ..... 148 inches

Width ..... 72 inches

Height ..... 64 inches

Weight ..... 3,310 pounds (includes 3 boxes of 106-mm recoilless rifle ammunition and 3/4 tank of gasoline, 14 gallons, in 18-gallon fuel tank)

#### 5. Preparation and Rigging

*a. Materials.*

- (1) Eight 8-foot slings (FSN 3940-6755003).
- (2) Four 4-foot slings (FSN 3940-6755002).
- (3) One 10-inch sling (ring) (FSN 3940675-5001).
- (4) Four small clevis assemblies (FSN 1670-360-0304).

- (5) Two-inch pressure-sensitive tape (FSN 8135-266-5016).
- (6) Cellulose wadding cushioning material (FSN 8135-558-0823).
- (7) Cord, nylon, natural, type III, 550 pound (FSN 4020-240-2146).
- (8) Three 15-foot webbed straps (A1A tiedown devices).

*b. Procedures.*

- (1) Lower and lock windshield.
- (2) Position and strap down 3 boxes of ammunition (fig. 1).
- (3) Secure rifle on mount.
- (4) Pad and tape rifle barrel projections (fig. 2).
- (5) Secure ramrod sections for rifle barrel across seats with 550-pound nylon cord.
- (6) Inspect slings for serviceability.
- (7) Attach small clevis assembly to the hub of each wheel.
- (8) Basket-hitch (fig. 3) two 8-foot slings (one to another) from each wheel clevis; basket hitch one 4-foot sling to each of the four sling legs. Tape above and below hitches.
- (9) Combine the free ends of the front sling legs to form a single loop and reverse chocker hitch (fig. 4) this loop to the 10-inch ring; attach rear legs in the same manner.
- (10) Cluster and tape the sling legs (breakaway technique) to prevent fouling of the cargo sling during lift-off.
- (11) Tape left front sling (breakaway technique) to top of steering wheel to prevent fouling during lift-off.
- (12) Pad the sling legs with cellulose wadding and tape the wadding in place where the slings contact the truck body.
- (13) Insure that the truck brakes are released and that the transmission is in neutral before the hookup operation begins.
- (14) Four men can prepare and rig the item for transport in approximately 30 minutes.

**Caution:** Hookup personnel should wear goggles and hard hats.

**Warning:** A charge of static electricity is nearly always present on the helicopter. Use of some type of discharge apparatus to ground the hook and discharge electricity is necessary to prevent shock when the hook is touched. After discharge of electricity, the hook is grasped quickly and firmly and held, if possible, until the hookup is completed. If contact with the hook is lost after initial grounding, the hook must be grounded again before it is touched. Do not use the item as a ground contact.

**Note.** It is emphasized that times given for the operations described in this manual are for guidance purposes only and may vary, dependent upon existing conditions.

#### 6. Flight

Recommended maximum airspeed for transporting this load is 120 knots indicated airspeed at 1,500 feet. Higher speeds tend to induce load instability.

#### 7. Derigging

Reverse the procedures used in rigging. Two men can derig the item in approximately 10 minutes.

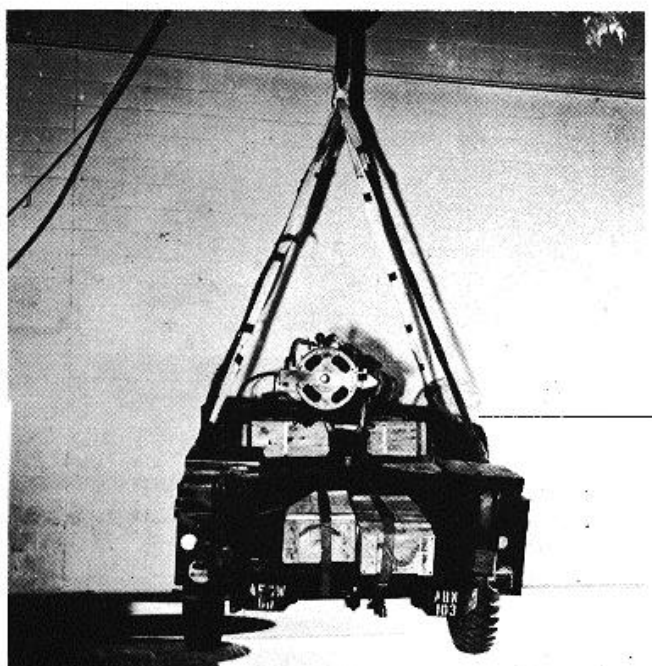


Figure 1. Rear view of the M151A1C 1/4-ton truck with mounted 106-mm recoilless rifle. Note tape at hitches.

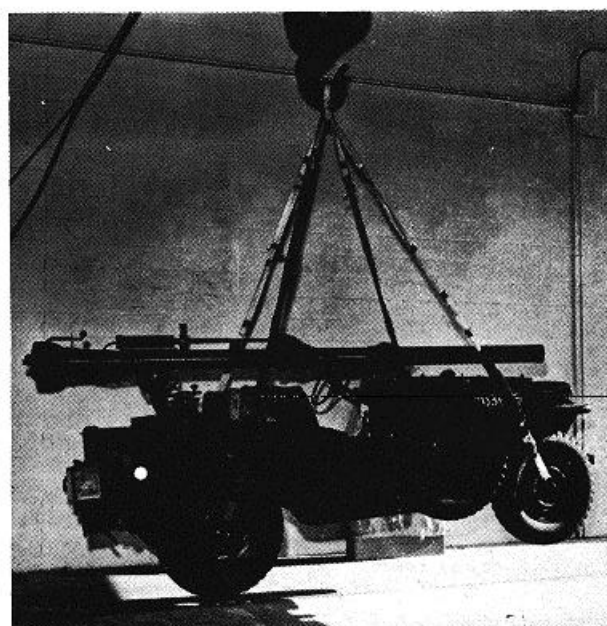


Figure 2. Side view of the M151A1C 1/4-ton truck with mounted 106-mm recoilless rifle. Note padding protecting the rifle projections