

APPENDIX A

AERIAL TRANSPORT OF MLRS AMMUNITION AND EQUIPMENT**Aerial Ammunition Resupply**

Ammunition resupply of MLRS units is a critical operation. A technique or capability available to support resupply of the 5,005 pound LPC or the 4,609 pound GMLA is the use of the CH-47D helicopter. This appendix supplements the discussion of Class V operations in Chapter 6.

The CH-47D has a load-carrying capacity of 25,000 pounds. Loads can be carried internally or externally by using TOE equipment except for required external load slings.

Internal Load

The CH-47D can carry up to four LPCs or GMLAs internally for a total of 24 rockets or four missiles. Atmospheric or weather conditions in the area will dictate the load-carrying capacity of the CH-47D.

Equipment. The LPCs or GMLAs can be loaded by use of the following equipment:

- CH-47D on-board winch.
- Four (1,000) conveyor rollers, NSN 3910-0-903-1303.
- Twelve sheets of 3/4 inch plywood.

Concept. The LPCs or GMLAs can be loaded two at a time stacked on top of each other. They should be pre-positioned (by using the HEMTT crane) on top of conveyor rollers and one sheet of plywood. The on-board winch can then be used to pull the load into the aircraft. Plywood shoring should be placed down in the deck of the aircraft for the conveyor rollers to travel. The identical procedures are used to load the second two pods. Then all LPCs or GMLAs are tied down with standard 10,000-pound cargo straps.

Off-Loading. Four soldiers can push the load down the ramp and use the on-board winch to help brake the load.

Loading Considerations. The following should be considered:

- On- or off-loading requires about 30 minutes.
- A level landing zone is required to ensure the plywood shoring remains level.
- The winch should be hooked onto the aft end of the load to facilitate loading of the second LPCs or G/MLAs.

External Load

Current procedures permit only one LPC to be carried. Four 25 ton slings are required. The front two are 10 feet in length, and the rear two are 12 feet in length. Procedures to carry four LPCs will substantially expedite helicopter resupply when developed. The GMLA no-tolerance drop restrictions preclude external transport.

Movement of Ammunition

Aerial movement of MLRS ammunition is feasible and, given the limited assets of the COSCOM to move LPCs or GMLAs to the ASP, this is a potential solution. Availability of aircraft and the criticality of the mission will be the determinants in the execution of this operation.

Transportation of MLRS Equipment on United States Air Force Aircraft

The following procedures will aid MLRS units deploying by C141-B aircraft.

M985 HEMTT

Loading and off-loading operations require a wood block ramp brace 20 by 11 by 10.5 inches and stair-stepped plywood approach shoring, seven pieces on each side. Air Force publications state and expand on these requirements. Wood should be pre-cut and on hand for each vehicle.

The HEMTT must be backed into the aircraft. Minimal clearance requires skilled and experienced drivers in the HEMTTs.

All LPCs or GMLAs and the HEMTT spare tire must be removed for up-loading.

FM 6-60

M270 Launcher

The M270 hatch cover and antennas must be removed, and the driver's louver must be down over the windshield.

The launcher is driven forward onto the aircraft with C141B winch assistance.

Plywood matting is required on the tarmac (approach to aircraft) and within the aircraft.

Note: A DD Form 2133 (Joint Airlift Inspection Record) must be completed for each aircraft. (See Figure A-1, page A-3.)

Each type of transport aircraft has a specific manifest form which must be completed for transporting MLRS cargo. (See the sample MAC Form 749 [C-5A Passenger/Cargo Manifest] Figure A-2, page A-4.)

JOINT AIRLIFT INSPECTION RECORD										
1. UNIT BEING AIRLIFTED			2. DEPARTURE AIRFIELD			3. DATE				
4. TYPE ACFT AND SERIAL NO.		5. MISSION NO.		6. LOAD/CHALK NO.		7. TIME COMPLETED		8. ALCE		
LEGEND (Mark blank after each item as follows) <input checked="" type="checkbox"/> = Satisfactory X = Unsatisfactory N/A = Not Applicable			INCREMENT/SERIAL/BUMPER NUMBER AND TYPE							
A. PREPARATION										
9. Clean (No dirt, trash, pests)										
10. No fluid leaks										
11. Scale weight (Both sides)										
12. Center of balance (Both sides)										
13. Fuel tanks 1/4 to 3/4 (1/2 aircraft ramp)										
14. Fuel tank caps (As required)										
15. Jerry cans secured (Maximum 5 gallons)										
16. Size reduction—antennas, bows										
17. Dimensions (Fits aircraft envelope)										
18. Battery secured										
19. Vehicle equipment secured										
(a) Axe, shovel, pick										
(b) Spare wheel, tools, bow										
20. Mechanical condition										
(a) Engine runs										
(b) Brakes										
21. Tire pressure (Maximum 100 PSI)										
22. Tie down points										
23. Pins for pinning hooks and sleeves										
24. Tankers (Drained and purged)										
25. DD Form 1382-2 (As required)										
26. Manifests/number of copies										
B. ACCOMPANYING LOAD										
27. Secured to vehicle 1 Os, 3 Os										
28. Within rated capacity										
29. Compatible cargo (IAW AFR 71-d)										
30. DD Form 1387-2 (As required)										
C. SPECIAL REQUIREMENTS										
31. Shoring - rolling, parking										
32. Ramp										
D. PALLETS										
33. Dimensions - width, height										
34. DD Form 1387-2 (As required)										
35. Compatible with other cargo										
36. Cargo properly secured										
(a) Nailed										
(b) Chained										
37. Inventory list of dangerous materials on the pallet - signed by the shipper										
E. HELICOPTERS (Flyaway)										
38. Battery disconnected										
39. Fuel quantity - 1/4 to 3/4 full										
40. Scale weight (Both sides)										
41. Center of balance (Both sides)										
F. CORRECTED ITEMS			43. REMARKS							
42. BLOCK NO.	LEGEND	42. (Cont)								LEGEND
A.		F.								
B.		G.								
C.		H.								
D.		I.								
E.		J.								
44. TRANSPORTED FORCE INSPECTOR SIGNATURE					45. AIR FORCE INSPECTOR SIGNATURE					

DD FORM 2133
1 SEP 77

Figure A-1. Joint Airlift Inspection Record.

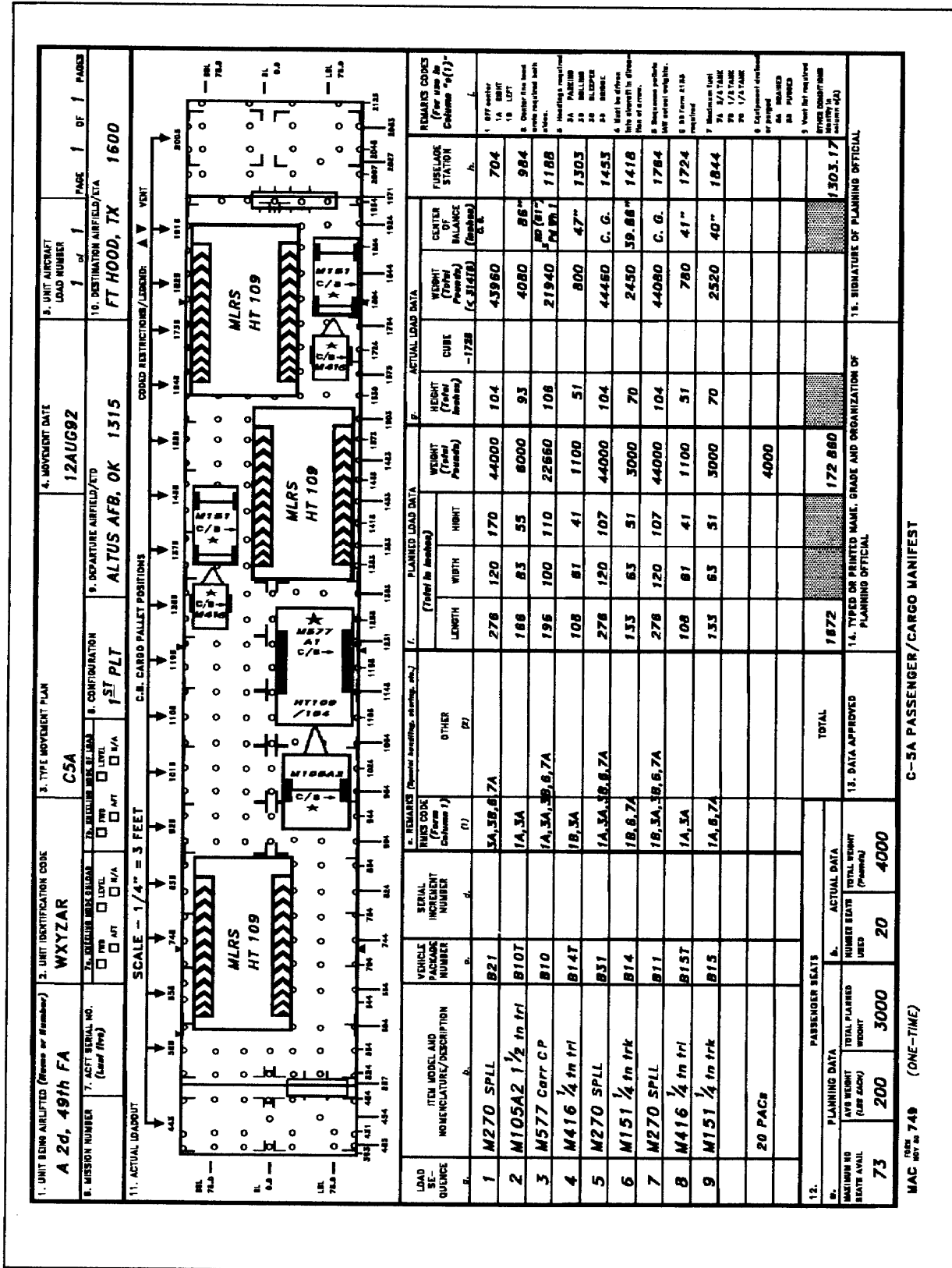


Figure A-2. C-5A Passenger/Cargo Manifest.