



DEPARTMENT OF THE AIR FORCE

HEADQUARTERS AERONAUTICAL SYSTEMS CENTER (AFMC)
WRIGHT-PATTERSON AIR FORCE BASE, OHIO

14 Aug

2003

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MEMORAN 126 ARW (MSgt P. Miller)
DUM FOR 2210 East Drive
Scott AFB IL 62225

FROM: ASC/ENFC (ATTLA)
2530 Loop Road West
Wright-Patterson AFB OH 45433-7101

SUBJECT: WFI-C10, WFI-C130, WFI-C135, WFI-C141, WFI-C10-SL4, WFI-C130-SL4, WFI-C135-SL4, and WFI-C141-SL4
Collapsible Containers with Movement Wheels (Wel-Fab, Inc.)

Note: This memo supersedes previous memos of 28 Jan 2003, subject: "WFI-C10, WFI-C130, WFI-C135, and WFI-C141 Collapsible Containers (Wel-Fab, Inc)," and 8 Aug 2003, similar subject, which should be discarded.

1. Subject containers are described to be aluminum box assemblies with the following physical characteristics without wheels: WFI-C10 is 103" L x 41.5" W x 44" H when erected and tare weight is 360 lbs. WFI-C130 is 84.5" L x 48" W x 48" H when erected and tare weight is 370 lbs. WFI-C135 is 84.5" L x 51" W x 52" H when erected and tare weight is 380 lbs. WFI-C141 is 84.5" L x 51" W x 48" H when erected and tare weight is 380 lbs. The foregoing are 2-way forkliftable. WFI-C10-SL4, WFI-C130-SL4, WFI-C135-SL4, and WFI-C141-SL4 are reportedly the same (except are 4-way forkliftable) and also collapse down to 9.5" tall. Dimensions increase depending upon which caster wheel sets are attached.
2. Subject containers may be fitted with caster wheel sets for roll-on loading. The WFI-MW and WFI-UMW both have hard rubber wheels. The WFI-PMW uses a pneumatic tire inflated to 50 psi.
3. Based on information provided by the manufacturer, the subject containers identified above may be airlifted as palletized cargo or on their movement wheel sets on USAF C-130, C-141, C-5, C-17, KC-10, and C/KC-135 aircraft with the following provisions:

a. Erected containers shall only be carried on HCU-6/E pallets with restraint provided via HCU-7/E and HCU-15/C cargo nets, or with restraint bridle and either chains or straps. Utilizing their integral locking pins, erected containers (of the same type) may be stacked not more than two high, with restraint bridles on upper and lower containers alike. Doors and lids must be closed and latched. Castors shall not be installed when stacked. Pallet loading limitations shall apply. Collapsed containers may be stacked, pinned, and palletized as standard bulk cargo. Containers shall not be transported (either collapsed or erected) without cargo nets or restraint bridles properly applied. Carrying erected stacked WFI-C135 containers on the C-130 is not recommended due to minimal top clearance: height from the C-130 floor to the "D-bolt" brackets protruding above the top surface may be over 108".

b. Stacked containers must be pinned together with "D-bolts" engaged and prevented from disengaging. Supplementary restraint straps may be employed, but the 463L pallet nets (or, alternatively, the bridle arrangement) must furnish the required restraint. The containers will be loaded to allow, as needed, in-flight inspection and access to the contents.

c. Containers are limited to a maximum loaded gross weight of 2,900 lbs each. Maximum container load placed on a 463L pallet shall not exceed 10,000 lbs and may be further restricted by the transport aircraft capabilities. One container and other cargo may be loaded on a pallet (up to the pallet limit of 10,000 lbs) depending upon the T.O.1C-XX-9 loading limits for that particular aircraft. Containers riding on either WFI-UMW or WFI-MW movement wheels shall not be airlifted without a sufficient thickness of rolling and parking shoring (per respective aircraft T.O.1C-XX-9 Loading Manual) corresponding to the shipping weight, to protect the ramp and floor from the hard rubber wheels. Containers on WFI-PMW pneumatic movement wheels are further limited to a 2500 lb gross weight. Floor protection shoring is recommended even when rolling/parking shoring is not required by the T.O.1C-XX-9.

d. Shipper shall supply all needed shoring.

e.Containers shall be restrained to withstand minimum loads of 3g forward, 2g up, and 1.5g laterally & aft. The shipper shall ensure that container and contents can withstand these forces in addition to a potential 4.5g down load.

f.The container will self-ventilate in the event of an in-flight rapid decompression of up to 8.3 psi within ½ second, thus contents should be packaged with this in mind.

g.Any hazardous cargo involved shall be in compliance with AFMAN 24-204 (I) / TM 38-250. This air transportability memorandum is not to be considered as approval for shipment of hazardous materials. That approval must be obtained separately from AFMC LSO/LOT; the servicing Air Terminal Operations Center can assist in this regard.

4. A copy of this memo should accompany the item when presented for airlift. Point of contact (ref file code 99.08.12) is the undersigned at DSN 785-1821 or (937) 255-1821.



JON LAY
Aerial Delivery Group

cc:
HQ AMC/DOV
Wel-Fab, Inc (P. Elstone)