IDENTIFIED BY T. O. No. 83-1-57

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MAN PICKUP

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Area B — TSEPL-3H3

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INTRODUCTION

An Arabian Sailor named Sinbad started the idea. His mythological fortunes had placed him in a predicament. He was in a valley with a floor of diamonds but with walls so sheer he could not hope to climb them.

He noted, however, that Diamond Hunters on the cliffs above threw down pieces of meat which the eagles carried aloft to their nests. Then the hunters frightened the eagles away and collected the small diamonds which had adhered to the meat. Seeing this, the crafty Sinbad, after collecting a bagfull of diamonds, tied a choice cut on his back, and a hungry eagle lugged him home.

The A. A. F. man pick-up kit takes the place of that meat. When you find yourself in a situation from which escape can only be negotiated through the air, this kit makes it possible for the old eagle, or a reasonably exact facsimile thereof, to pick you up whole, hale and hearty and whisk you to greener fields.

The man pick-up kit is designed for use by marooned personnel in inaccessible areas where time, terrain, or enemy encirclement makes rescue by land impractical and where aircraft cannot be safely landed. The following pages are prepared to instruct you in the part which the stranded person plays in the operation.

The remainder of this book will follow the presumption that you are the marooned person to be rescued, that you have just removed this book from the drop kit and are prepared to use it erecting the pick-up station.

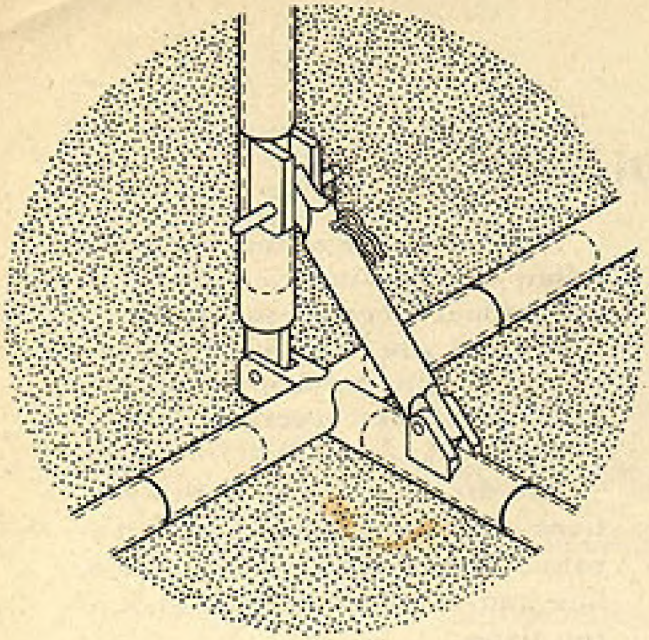
The drop kit is one of two sections comprising the pick-up apparatus. The other is the pick-up arm, line and windlass carried aboard the plane.

The purpose of this mechanism: first—to catch and hold the nylon rope to which your harness is fastened, second—to distribute the shock by playing out line at the time of contact, and third—to reel you into the plane.

The kit contains merely a framework, or standard upon which the 90 foot loop can be stretched and erected, and made an easy mark for the pick-up plane. It also provides a special harness which holds the body in a position to absorb the shock most easily.

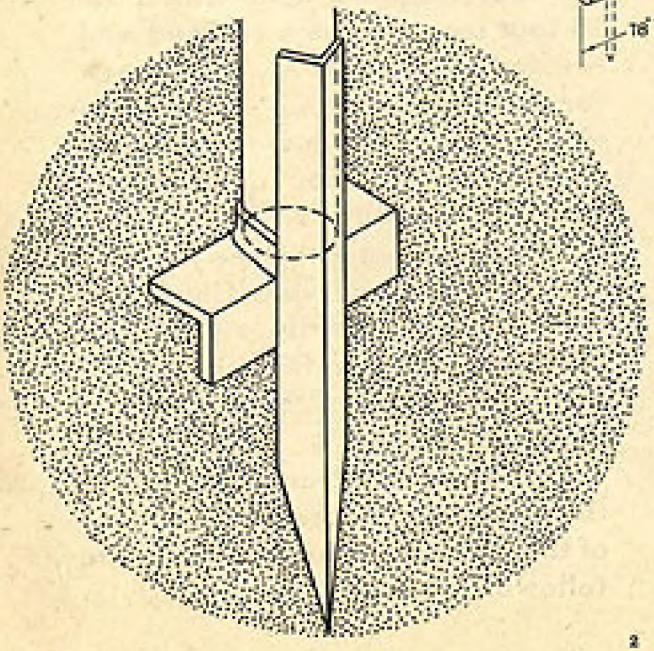
Tests conducted by the A. A. F. Air Technical Service Command have been uniformly successful. No injury or harmful after-effect has been sustained by any of the volunteer subjects.

Proper procedures for the use of this equipment in the correct order of their execution are shown on the following pages.



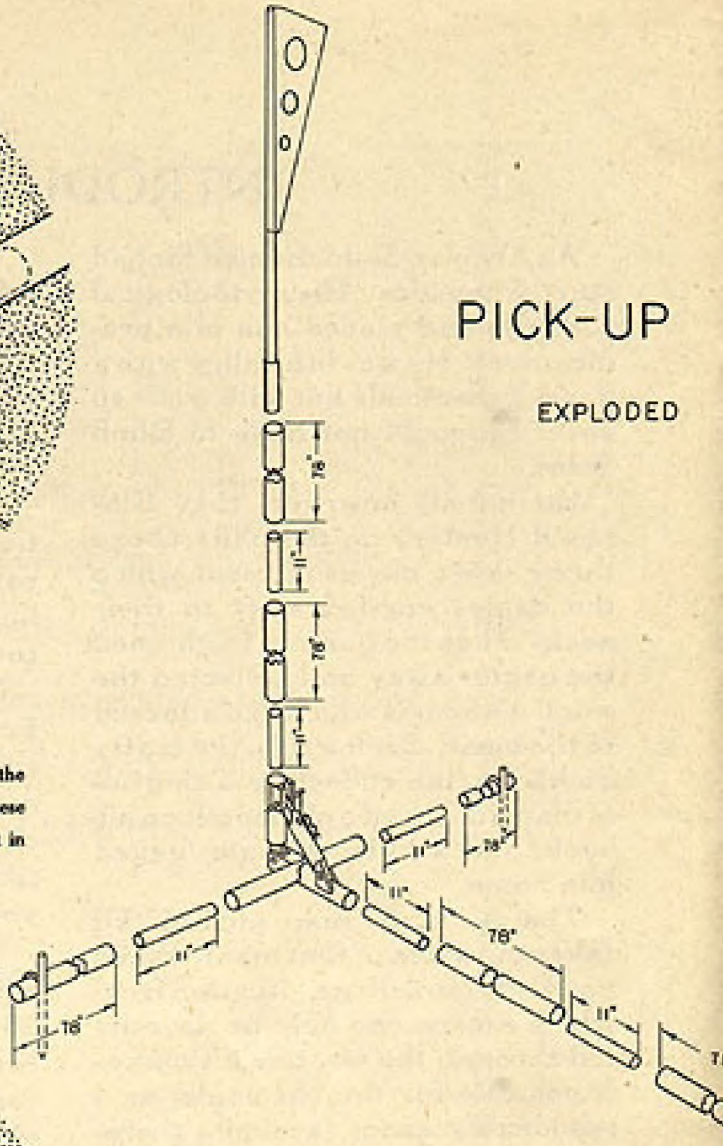
BASE ASSEMBLY CLUSTER

The base assembly cluster is used to join the cross piece to the stabilizing members which balance the standard. Assemble these as shown and enter the insert pin to hold the vertical socket in position.



PICK-UP

EXPLODED

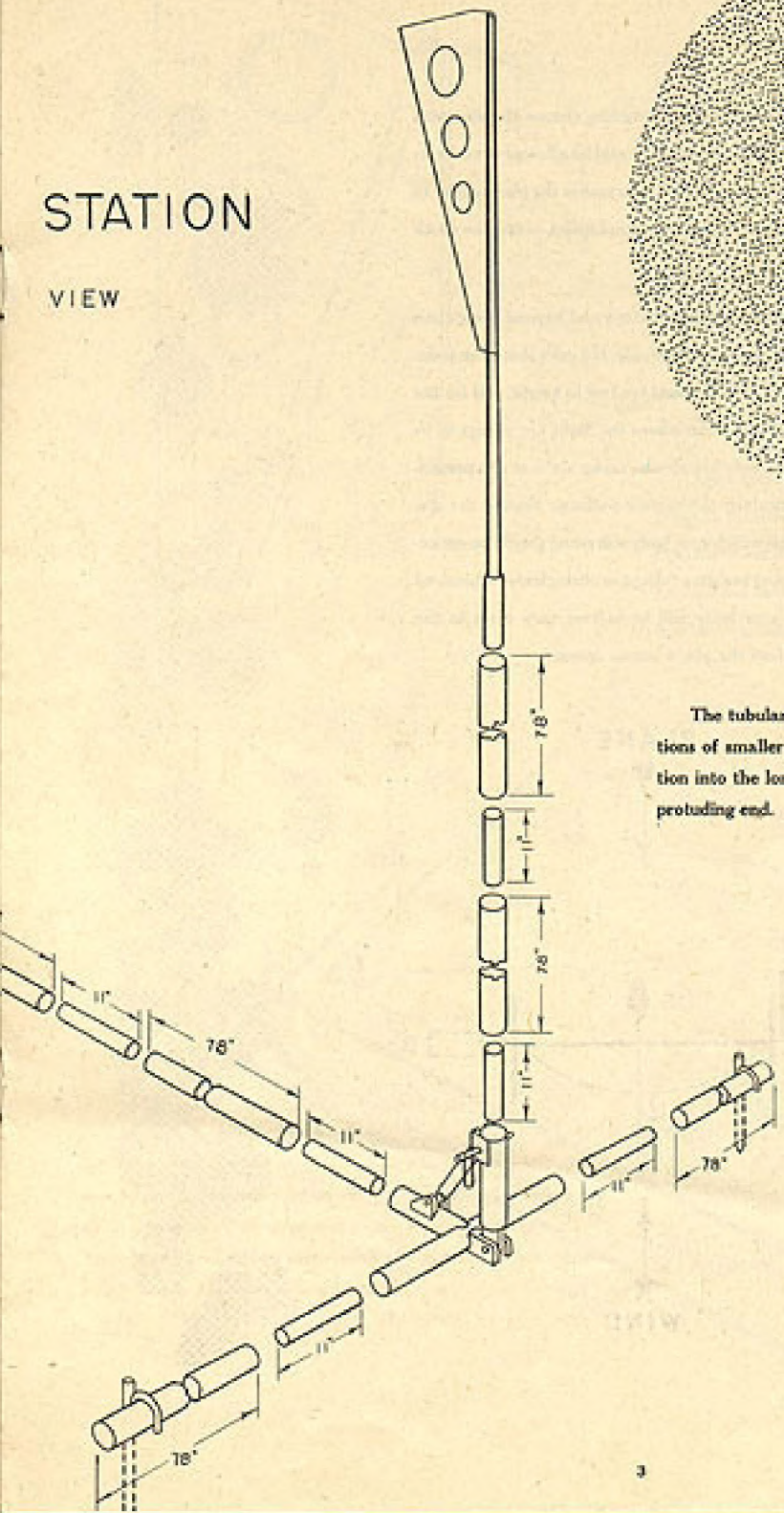


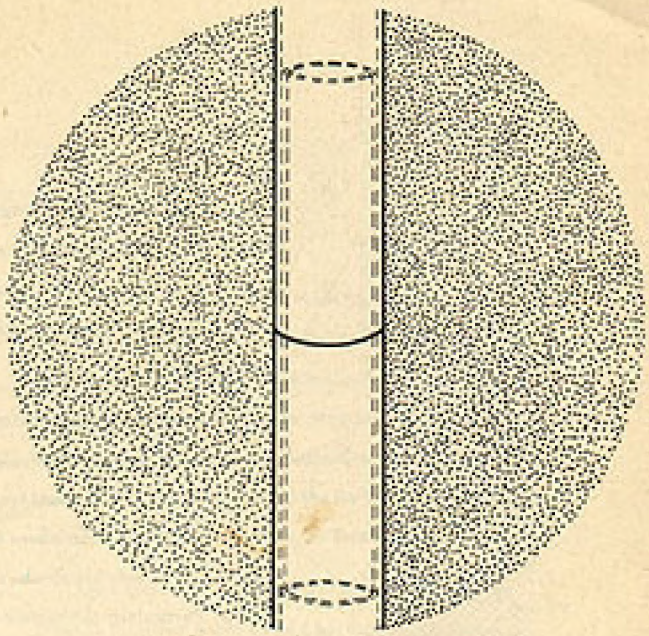
GROUND STAKE

The ground stake is an alternate method for supporting the vertical members. It is used where obstacles, or roughness of the ground prevent the stabilizing arms from lying flat. In this case, the stakes are driven into the ground twenty feet apart. The open side of the angle iron should be outward and slant outward at about 5°.

STATION

VIEW



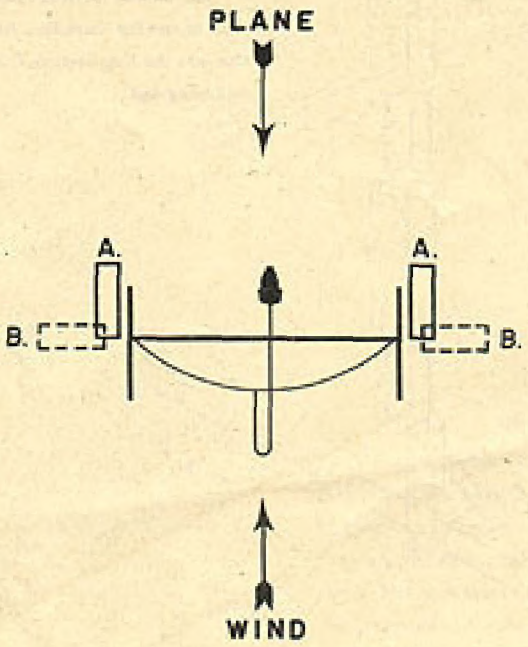


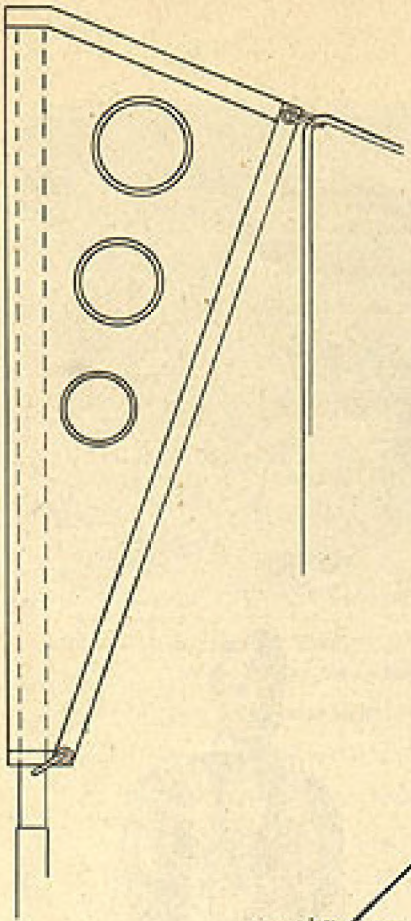
JOINING OF SECTIONS

The tubular sections come in 6' 6" lengths joined by 11 inch sections of smaller diameter. At each joint, insert the short 11 inch section into the long section, then slip a second long section over the protuding end.

Before assembling the station, choose the site with care. If possible, the plane should be allowed to make its pick-up run into the wind. This makes the plane easier to handle and diminishes its ground speed, easing the shock of contact.

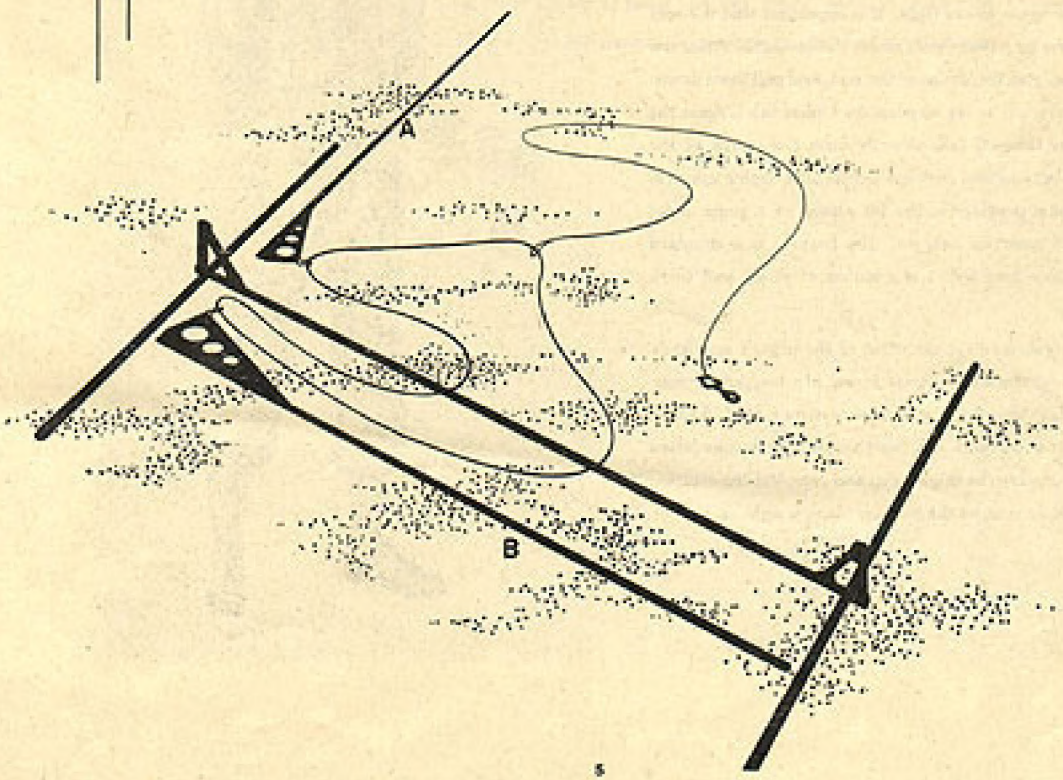
For a hundred yards before and beyond the station and twenty yards on either side, the pilot should encounter no obstacles more than ten feet in height, and for the middle half of the run where the flight arc swings to its lowest point, only low shrubs under six feet are permissible. Particularly the narrow pathway beyond the station through which your body will swing should be entirely clear of any resisting foliage or obstacles for a hundred yards, for your body will be carried very close to the ground before the plane zooms upward.

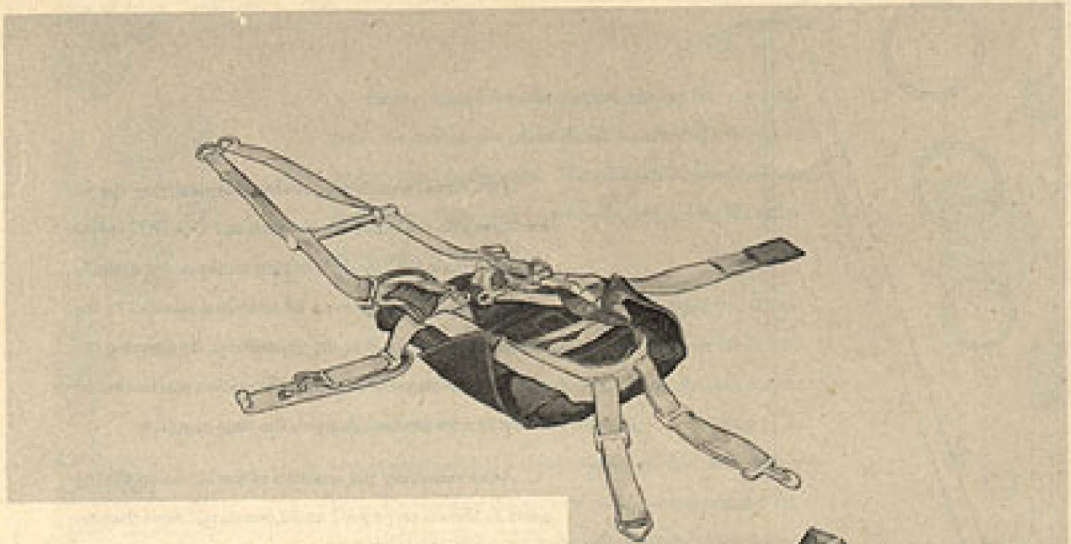




Two Signal panels are provided for notifying the pilot when you are ready for the pick-up. DO NOT place these panels in the "ready" position until you are actually ready. They may, however, be stretched parallel to the cross piece as in fig. B in the illustration. By securing the center of the panel end nearest the station you can swing it swiftly into position A when the time requires.

After removing the contents of the kit, assemble the parts as shown on pages 2 and 3, but do not erect the vertical members if any danger exists of enemy detection. Lay out the sections as shown below, then thread the loop into the flag clips as in the figure left.





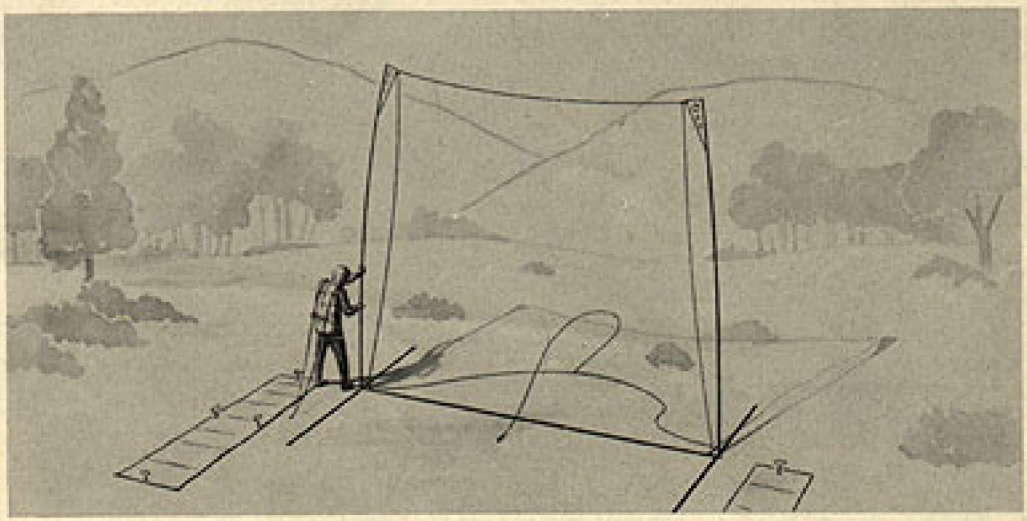
Before erecting the perpendicular sections of the standard, get into the harness, tighten and adjust it to the proper fit, and accustom yourself to getting into the take-off position as shown in the figure above right. It is important that the seat of the harness be pulled firmly under the buttocks. After the harness is on, grip the straps at the seat, and pull them downward and forward as far as possible. Unless this is done, the stress of the take-off falls directly onto the straps at the crotch, and serious and perhaps permanent injury may result. A blanket provided in the kit serves as a prop under your back to maintain balance. The harness is a standard back-type parachute with the addition of risers and thigh straps.

Note that you face the direction of the plane's approach. Your back is to the station, your knees are hugged to your chest, your feet are off the ground, your arms folded. As soon as you are familiar with this position and the manipulation of the gear, unclasp the thigh strap and complete the erection of the station as soon as the pick-up plane is sighted.

When the pick-up plane is sighted, quickly insert into their sockets first the vertical section "A", then "B" (see page 5), and remove the insert pins from the clusters.

Arrange the line so that the loop lies on top of the leader. The rope should be laid out in the simplest manner without knots or kinks.

When this is correctly done, move the signal panel into the "ready" position. Snap your risers onto the ring at the end of the rope and assume the position for the final pick-up, fastening the thigh straps.



After you are in the air and on your way, unfasten the thigh straps. As soon as you have safe altitude you will be reeled slowly in toward the plane. You may use the pick-up arm or step to assist you in entering. Follow the instructions of the operators at the door. Do not struggle. They can pull you in easily.

WF, Area E-1-16-45-500