

8-27. Ribbon Bridge Erection Boat, MK2

a. Applicability. The following item in Table 8-26 is certified for the helicopter(s) listed in the following table by the US Army Soldier Systems Center:

Table 8-26. Ribbon Bridge Erection Boat, MK2

NOMENCLATURE	MAX WEIGHT (POUNDS)	SLING SET	LINK COUNT FRONT/ REAR	TYPE OF AIRCRAFT	RECOMMENDED AIRSPEED (KNOTS)
Ribbon Bridge Erection Boat, MK2	9,040	10K 15K	10/5	CH-47 CH-53	130 70

b. Materials. The following materials are required to rig this load:

- (1) Sling set (15,000-pound capacity) (2 each).

OR

(2) Sling set (10,000-pound capacity) with one additional apex fitting.

(3) Tape, adhesive, pressure-sensitive, 2-inch wide roll.

(4) Cord, nylon, Type III, 550-pound breaking strength.

(5) Webbing, cotton, 1/4-inch, 80-pound breaking strength.

(6) Clevis assembly, medium, MS70087-2, or clevis assembly, large, MS70087-3 (4 each).

c. Personnel. Two persons can prepare and rig this load in 20 minutes.

d. Procedures. The following procedures apply to this load:

(1) **Preparation.** Prepare the load using the following steps:

(a) Lower and secure the antenna.

(b) Remove the cab.

NOTE: Do not sling load the boat with the cab installed.

(c) Secure all loose equipment with tape or Type III nylon cord.

(d) Secure all hatches and panels with padlocks or a double length of Type III nylon cord. Secure the jet hatches with padlocks or a double length of Type III nylon cord and anchor cleats.

(e) Tape the mast assembly upper stowage pin.

(f) Attach four clevises to the four boat lifting points (triangular structures with holes) mounted on the boat side rails. The front lifting points are approximately 8.5 feet from the front of the boat. The rear lifting points are approximately 7.5 feet from the rear of the boat.

(2) **Rigging.** Rig the load according to the steps in Figure 8-26.

NOTE: When using the 15,000-pound capacity multileg sling set, tie or tape the inner sling legs to the outer sling legs.

(3) **Hookup.** Two hookup teams are required for this load. The static discharge person discharges the static electricity. The forward hookup person stands in the bow of the boat and places apex fitting 1 onto the forward cargo hook. The aft hookup person stands in the stern of the boat and places apex fitting 2 onto the aft cargo hook. The hookup teams then carefully dismount the load and remain close to the load as the helicopter removes slack from the sling legs. When successful hookup is assured, the hookup teams quickly exit the area underneath the helicopter to the designated rendezvous point.

(4) **Derigging.** Derigging is the reverse of the preparation and rigging procedures in steps d (1) and d (2).

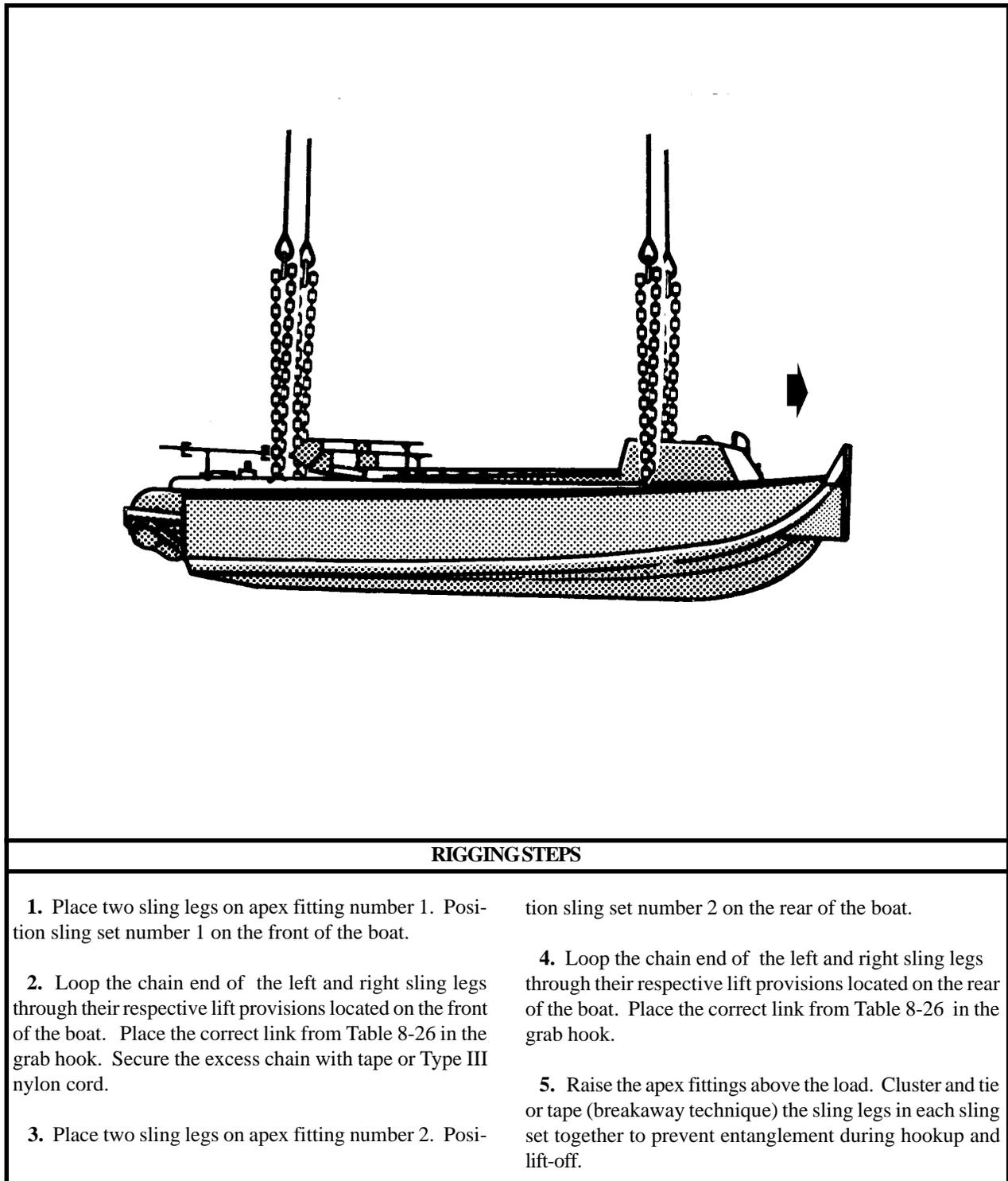


Figure 8-26. Ribbon Bridge Erection Boat, MK2