

CHAPTER 16

SUITABLE SINGLE-POINT RIGGING PROCEDURES FOR TRAILERS

16-1. Introduction

This chapter contains rigging procedures for single-point lift of trailers that are suitable for sling load. Each rigging procedure is found in a paragraph that includes a description of the load, materials required for rigging, and steps to complete the procedure. An applicability paragraph is also a part of each paragraph and identifies the suitable loads. The suitable single-point rigging procedures for trailers are in this section. Paragraphs 16-2 through 16-13

give detailed instructions for rigging loads.

NOTE: Reach Pendants may be used on all single point loads. A static discharge person is not required when using a Reach Pendant.

16-2. M105 1 1/2-Ton Trailer

a. Applicability. The following item in Table 16-1 is suitable for sling load by all ARMY helicopters with suitable lift capacity:

Table 16-1. M105 1 1/2-Ton Trailer

NOMENCLATURE	MAX WEIGHT (POUNDS)	SLING SET	LINK COUNT FRONT/REAR	RECOMMENDED AIRSPEED (KNOTS)
Trailer, Cargo, 1 1/2-ton, M105 series	5,750	10K	4/30	45

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

- (1) Sling set (10,000-pound capacity).
- (2) Tape, adhesive, pressure-sensitive, 2-inch wide roll.
- (3) Cord, nylon, Type III, 550-pound breaking strength.
- (4) Webbing, cotton, 1/4-inch, 80-pound breaking strength.
- (5) Tie-down, cargo, CGU-1/B (as required).

c. Personnel. Two persons can prepare and rig this load in 25 minutes.

d. Procedures. The following procedures apply to this

load:

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

- (a) Remove the top tarpaulin and bows.
- (b) Remove the front and rear racks, stow in the slots provided on each side of the trailer, and secure them in place with Type III nylon cord.
- (c) Stow the bows and tarpaulin in the trailer bed and secure them with Type III nylon cord.
- (d) Fasten the tailgate in the open position with the chains on each side hooked through the keepers.
- (e) Secure the cargo in the bed using the CGU-1/B cargo straps.

(f) Secure the light cable to the drawbar with tape or Type III nylon cord.

(g) Engage the parking brake.

(h) If the trailer has modified lift provisions, remove the push pin and rotate the provisions downward.

(2) **Rigging.** Rig the load according to the steps in Figure 16-1.

(3) **Hookup.** The hookup team stands in the cargo bed of the trailer. The static wand person discharges the static electricity with the static wand. The hookup person places the apex fitting onto the aircraft cargo hook. The hookup team then moves clear of the load but remains close to the load as the helicopter removes slack from the sling legs. When successful hookup is assured, the hookup team quickly exits 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).

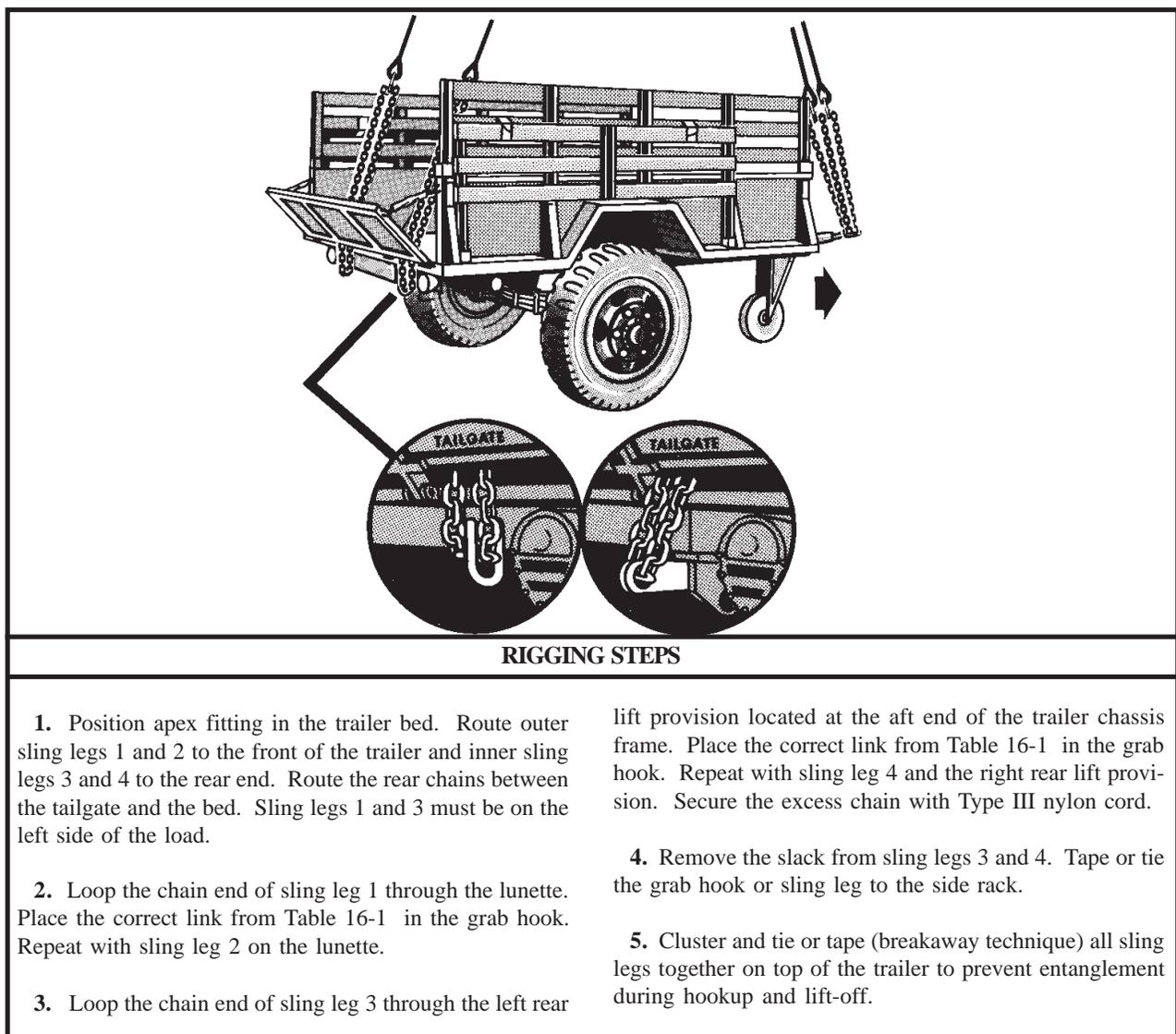


Figure 16-1. M105 1 1/2-Ton Trailer

16-3. M270A1 Semitrailer, Wrecker

a. Applicability. The following item in Table 16-2 is suitable for sling load by all **ARMY** helicopters with suitable lift capacity:

WARNING

DO NOT LIFT THIS LOAD WITH THE ORIGINAL VEHICLE LIFT PROVISION

Table 16-2. M270A1 Semitrailer, Wrecker

NOMENCLATURE	MAX WEIGHT (POUNDS)	SLING SET	LINK COUNT FRONT/REAR	RECOMMENDED AIRSPEED (KNOTS)
Semitrailer, Lowbed, Wrecker, 12-ton, 4-wheel	17,500	25K	55/3	80

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

- (1) Sling set (25,000-pound capacity).
- (2) Tape, adhesive, pressure-sensitive, 2-inch wide roll.
- (3) Cord, nylon, Type III, 550-pound breaking strength.
- (4) Webbing, cotton, 1/4-inch, 80-pound breaking strength.

c. Personnel. One person can prepare and rig this load in 10 minutes.

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

(1) **Preparation.** None required.

(2) **Rigging.** Rig the load according to the steps in Figure 16-2.

(3) **Hookup.** The hookup team stands on the trailer. The static wand person discharges the static electricity with the static wand. The hookup person places the apex fitting onto the aircraft cargo hook. The hookup team then moves clear of the load but remains close to the load as the helicopter removes slack from the sling legs. When successful hookup is assured, the hookup team quickly exits the area underneath the helicopter to the designated rendezvous point.

(4) **Derigging.** Derigging is the reverse of the rigging procedures in step d (2).

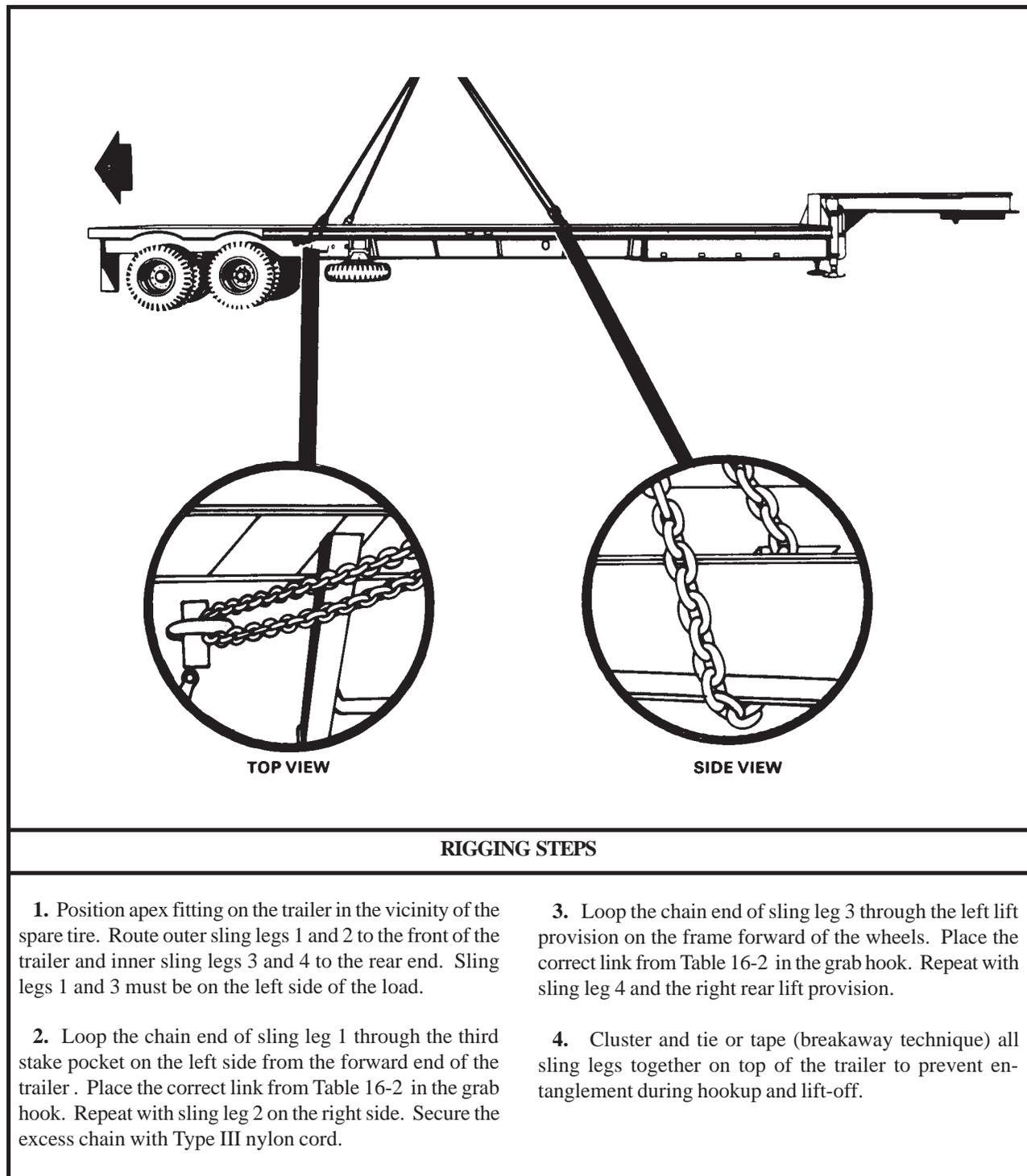


Figure 16-2. M270A1 Semitrailer, Wrecker

16-4. M172A1 Semitrailer, Lowbed

a. Applicability. The following item in Table 16-3 is suitable for sling load by all **ARMY** helicopters with suitable lift capacity:

WARNING

DO NOT LIFT THIS LOAD WITH THE ORIGINAL VEHICLE LIFT PROVISION

Table 16-3. M172A1 Semitrailer, Lowbed

NOMENCLATURE	MAX WEIGHT (POUNDS)	SLING SET	LINK COUNT FRONT/REAR	RECOMMENDED AIRSPEED (KNOTS)
Semitrailer, Lowbed, M172A1, 25-ton	16,500	25K	3/60	80

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

- (1) Sling set (25,000-pound capacity).
- (2) Tape, adhesive, pressure-sensitive, 2-inch wide roll.
- (3) Cord, nylon, Type III, 550-pound breaking strength.
- (4) Webbing, cotton, 1/4-inch, 80-pound breaking strength.

c. Personnel. One person can prepare and rig this load in 10 minutes.

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

(1) **Preparation.** None required.

(2) **Rigging.** Rig the load according to the steps in Figure 16-3.

(3) **Hookup.** The hookup team stands on the trailer. The static wand person discharges the static electricity with the static wand. The hookup person places the apex fitting onto the aircraft cargo hook. The hookup team then moves clear of the load but remains close to the load as the helicopter removes slack from the sling legs. When successful hookup is assured, the hookup team quickly exits 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).

1. Position apex fitting on the trailer in the vicinity of the spare tire. Route outer sling legs 1 and 2 to the front of the trailer and inner sling legs 3 and 4 to the rear end. Sling legs 1 and 3 must be on the left side of the load.

2. Loop the chain end of sling leg 1 through the forward lift provision on the left side of the trailer. Place the correct link from Table 16-3 in the grab hook. Repeat with sling leg 2 on the right side.

3. Loop the chain end of sling leg 3 through the aft lift provision located on the left side of the trailer forward of the wheels. Place the correct link from Table 16-3 in the grab hook. Repeat with sling leg 4 and the right rear lift provision. Secure the excess chain with Type III nylon cord.

4. Cluster and tie or tape (breakaway technique) all sling legs together on top of the trailer to prevent en-

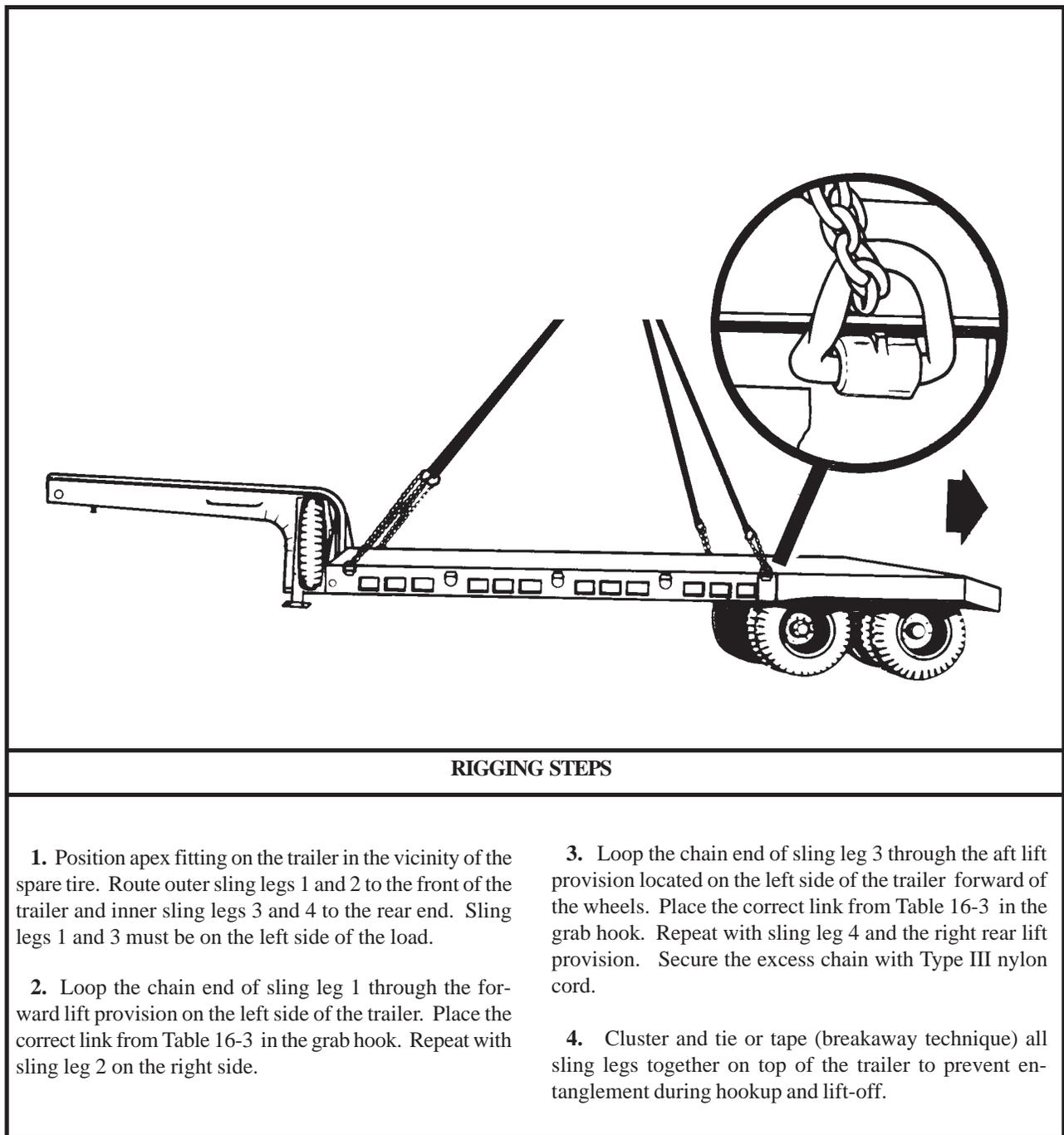


Figure 16-3. M172A1 Semitrailer, Lowbed

16-5. Trailer, Flatbed, Tilt Deck, 15-Ton, 8-Wheel

a. Applicability. The following item in Table 16-4 is suitable for sling load by all **ARMY** helicopters with suitable lift capacity:

WARNING
DO NOT LIFT THIS LOAD WITH THE ORIGINAL VEHICLE LIFT PROVISION

Table 16-4. Trailer, Flatbed, Tilt Deck, 15-Ton, 8-Wheel

NOMENCLATURE	MAX WEIGHT (POUNDS)	SLING SET	LINK COUNT FRONT/REAR	RECOMMENDED AIRSPEED (KNOTS)
Trailer, Flatbed, Tilt Deck, 15-ton, 8-Wheel	9,000	10K	50/30	70

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

- (1) Sling set (10,000-pound capacity).
- (2) Tape, adhesive, pressure-sensitive, 2-inch wide roll.
- (3) Cord, nylon, Type III, 550-pound breaking strength.
- (4) Webbing, cotton, 1/4-inch, 80-pound breaking strength.

c. Personnel. Two persons can prepare and rig this load in 10 minutes.

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

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

- (a) Secure the air hoses and safety chains to the

drawbar with Type III nylon cord.

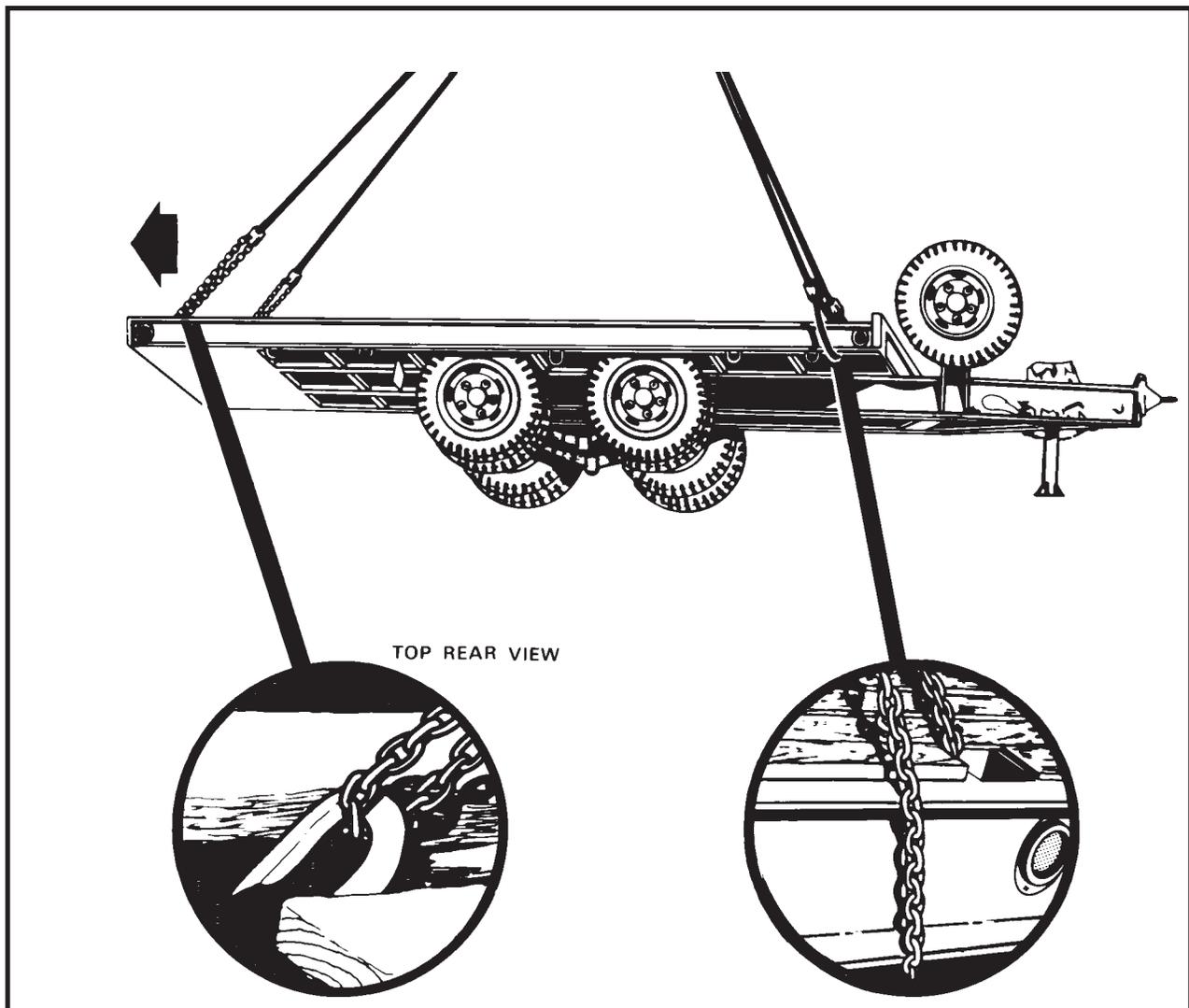
- (b) Ensure the spare tire is securely attached.

- (c) Engage the parking brake.

(2) **Rigging.** Rig the load according to the steps in Figure 16-4.

(3) **Hookup.** The hookup team stands on the trailer. The static wand person discharges the static electricity with the static wand. The hookup person places the apex fitting onto the aircraft cargo hook. The hookup team then moves clear of the load but remains close to the load as the helicopter removes slack from the sling legs. When successful hookup is assured, the hookup team quickly exits 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).



TOP REAR VIEW

RIGGING STEPS

1. Position apex fitting on the trailer bed. Route outer sling legs 1 and 2 to the front of the trailer and inner sling legs 3 and 4 to the rear end. Sling legs 1 and 3 must be on the left side of the load.

2. Loop the chain end of sling leg 1 through the first hole on the side of the trailer on the left front corner. Place the correct link from Table 16-4 in the grab hook. Repeat with sling leg 2 on the right side. Secure the excess chain with Type III nylon cord.

3. Loop the chain end of sling leg 3 through the lift ring located on top of the trailer in the left rear corner. Place the correct link from Table 16-4 in the grab hook. Repeat with sling leg 4 and the right rear lift provision. Secure the excess chain with Type III nylon cord.

4. Cluster and tie or tape (breakaway technique) all sling legs together on top of the trailer to prevent entanglement during hookup and lift-off.

Figure 16-4. Trailer, Flatbed, Tilt Deck, 15-Ton, 8-Wheel

16-6. Trailer-Mounted Welding Shop

a. Applicability. The following item in Table 16-5 is suitable for sling load by all **ARMY** helicopters with suitable lift capacity:

Table 16-5. Trailer-Mounted Welding Shop

NOMENCLATURE	MAX WEIGHT (POUNDS)	SLING SET	LINK COUNT FRONT/REAR	RECOMMENDED AIRSPEED (KNOTS)
Welding Shop, Trailer Mounted	2,960	10K	10/65	110

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

- (1) Sling set (10,000-pound capacity).
- (2) Tape, adhesive, pressure-sensitive, 2-inch wide roll.
- (3) Cord, nylon, Type III, 550-pound breaking strength.
- (4) Webbing, cotton, 1/4-inch, 80-pound breaking strength.

c. Personnel. Two persons can prepare and rig this load in 15 minutes.

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

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

- (a) Secure all tie-down handles on tanks with Type

III nylon cord. Secure the safety chains and intervehicular cable to the trailer tongue with tape or Type III nylon cord.

(b) Ensure all covers, doors, lids, and latches are securely fastened.

(c) Engage the parking brake.

(2) **Rigging.** Rig the load according to the steps in Figure 16-5.

(3) **Hookup.** The hookup team stands on the platform to the rear of the trailer near the vise. The static wand person discharges the static electricity with the static wand. The hookup person places the apex fitting onto the aircraft cargo hook. The hookup team then moves clear of the load but remains close to the load as the helicopter removes slack from the sling legs. When successful hookup is assured, the hookup team quickly exits 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).

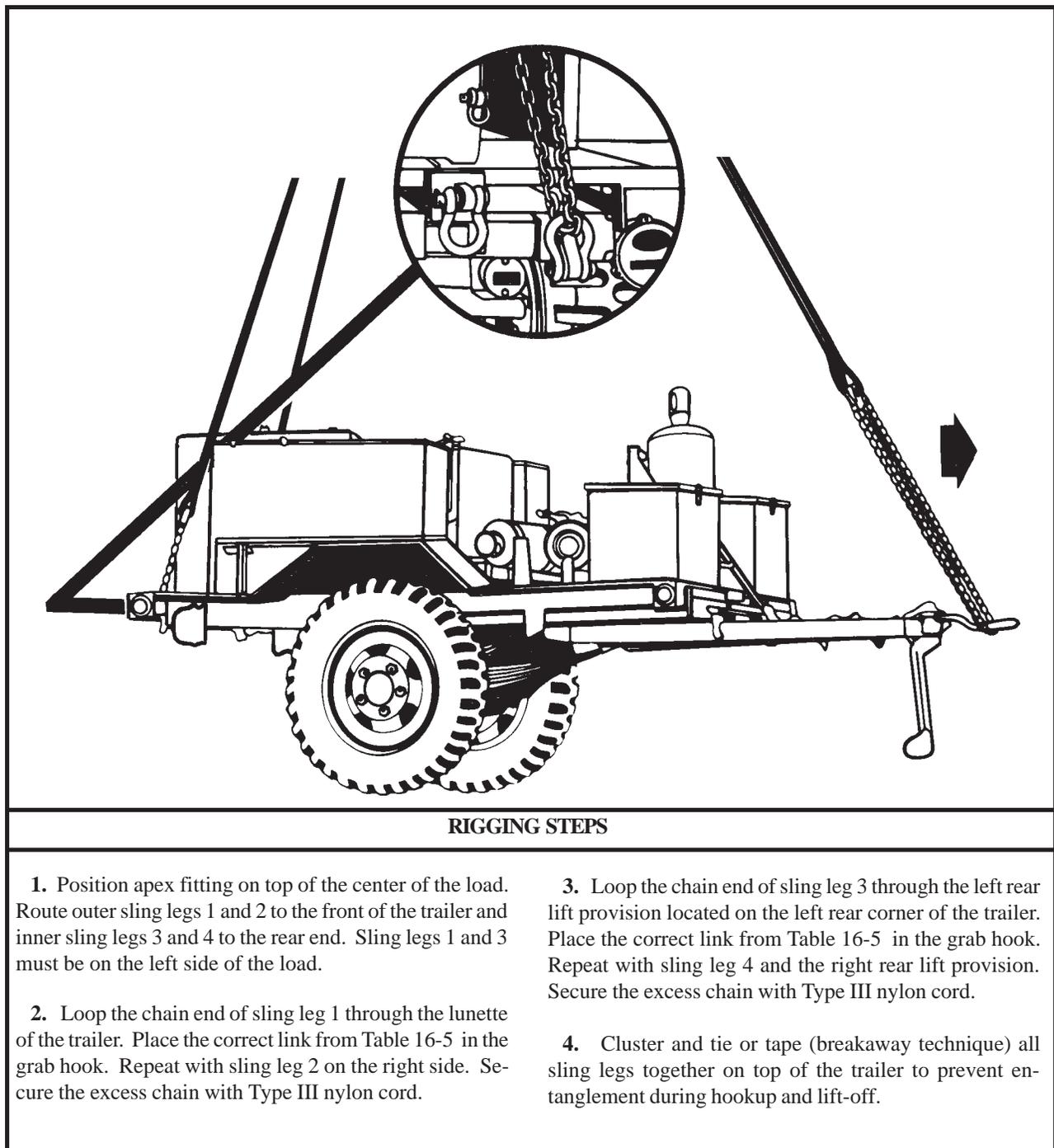


Figure 16-5. Trailer-Mounted Welding Shop

16-7. LEB 300 Welding Machine on 2 1/2-ton Trailer Chassis

a. Applicability. The following item in Table 16-6 is suitable for sling load by all **ARMY** helicopters with suitable lift capacity:

Table 16-6. LEB 300 Welding Machine on 2 1/2-ton Trailer Chassis

NOMENCLATURE	MAX WEIGHT (POUNDS)	SLING SET	LINK COUNT FRONT/REAR	RECOMMENDED AIRSPEED (KNOTS)
Welding Machine, Arc, LEB 300, on 2 1/2-ton Trailer	5,310	10K	28/3	100

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

- (1) Sling set (10,000-pound capacity).
- (2) Tape, adhesive, pressure-sensitive, 2-inch wide roll.
- (3) Cord, nylon, Type III, 550-pound breaking strength.
- (4) Webbing, cotton, 1/4-inch, 80-pound breaking strength.
- (5) Chock blocks (2 each) (addition to OVE blocks).

c. Personnel. One person can prepare and rig this load in 10 minutes.

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

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

- (a) Place chock blocks in front and behind the wheels.

(b) Secure the brake hoses, safety hoses, and chains to the trailer tongue with tape or Type III nylon cord.

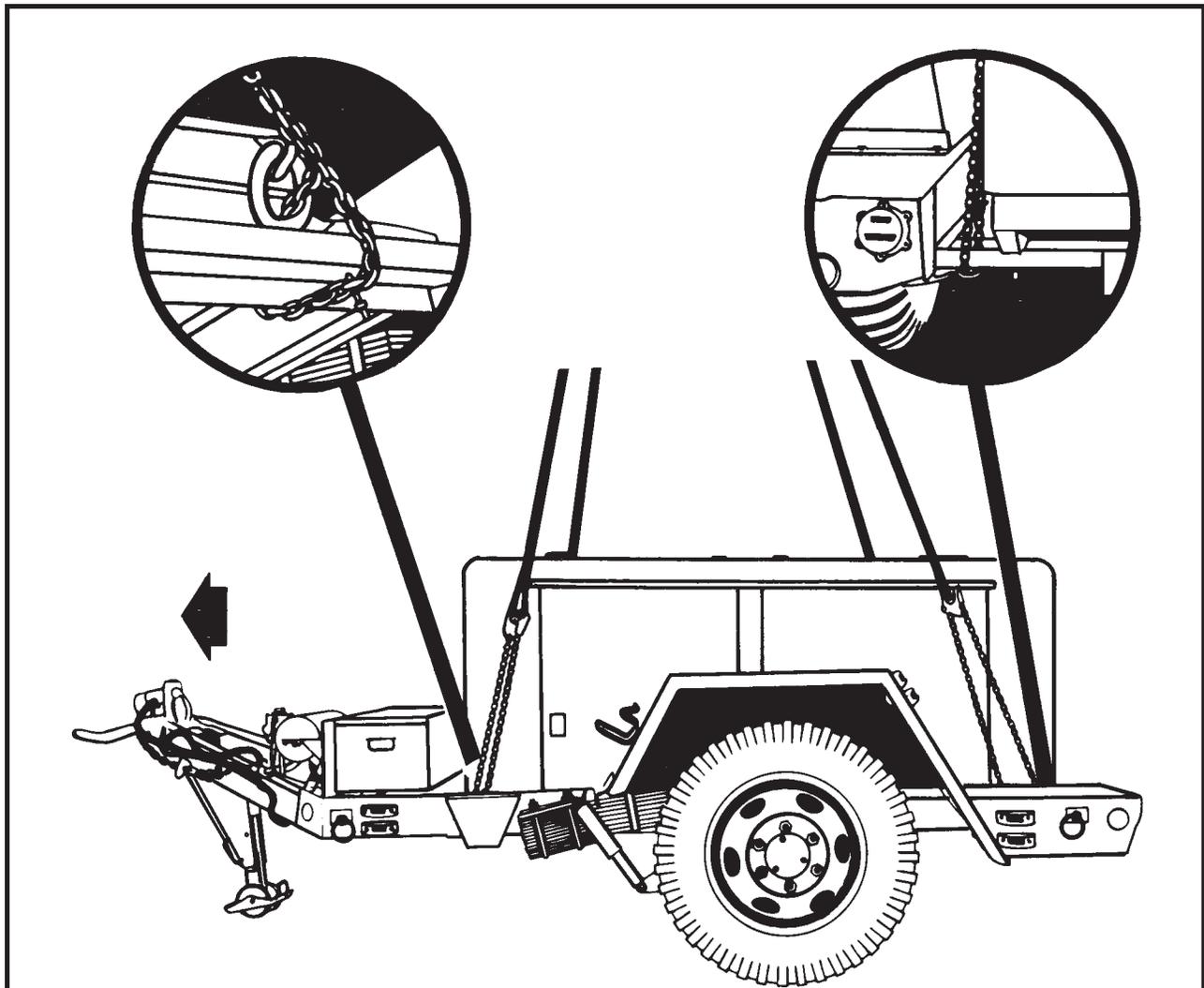
(c) Secure the OVE chock blocks on the trailer racks with Type III nylon cord.

(d) Close and secure all lids, doors, and caps.

(2) **Rigging.** Rig the load according to the steps in Figure 16-6.

(3) **Hookup.** The hookup team stands on the platform to the rear of the trailer near the vise. The static wand person discharges the static electricity with the static wand. The hookup person places the apex fitting onto the aircraft cargo hook. The hookup team then moves clear of the load but remains close to the load as the helicopter removes slack from the sling legs. When successful hookup is assured, the hookup team quickly exits 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).



RIGGING STEPS

1. Position apex fitting on top of the welding machine. Route outer sling legs 1 and 2 to the front of the trailer and inner sling legs 3 and 4 to the rear. Sling legs 1 and 3 must be on the left side of the load.

2. Loop the chain end of sling leg 1 down through the left front lift provision on the LEB 300 arc welder, around the trailer frame, and back up by the welder. Place the correct link from Table 16-6 in the grab hook. Repeat with sling leg 2 on the right side. Secure the excess chain with Type III nylon cord.

3. Loop the chain end of sling leg 3 around the rear crossmember and back up by the welder on the left rear corner of the trailer. Place the correct link from Table 16-6 in the grab hook. Repeat with sling leg 4 and the right rear corner of the trailer.

4. Cluster and tie or tape (breakaway technique) all sling legs together on top of the welder to prevent entanglement during hookup and lift-off.

Figure 16-6. LEB 300 Welding Machine on 2 1/2-ton Trailer Chassis

16-8. Trailer-Mounted Compressor, Reciprocating

a. Applicability. The following item in Table 16-7 is suitable for sling load by all **ARMY** helicopters with suitable lift capacity:

Table 16-7. Trailer-Mounted Compressor, Reciprocating

NOMENCLATURE	MAX WEIGHT (POUNDS)	SLING SET	LINK COUNT FRONT/REAR	RECOMMENDED AIRSPEED (KNOTS)
Trailer-Mounted Compressor, Reciprocating	900	10K	10/15	90

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

- (1) Sling set (10,000-pound capacity).
- (2) Tape, adhesive, pressure-sensitive, 2-inch wide roll.
- (3) Cord, nylon, Type III, 550-pound breaking strength.
- (4) Webbing, cotton, 1/4-inch, 80-pound breaking strength.

c. Personnel. Two persons can prepare and rig this load in 10 minutes.

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

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

- (a) Secure the front leg in the down position.

(b) Secure the brake hoses, safety hoses, and chains to the trailer tongue with tape or Type III nylon cord.

(c) Close and secure all lids, doors, and caps.

(d) Engage parking brake.

(2) **Rigging.** Rig the load according to the steps in Figure 16-7.

(3) **Hookup.** The hookup team stands along side the trailer. The static wand person discharges the static electricity with the static wand. The hookup person places the apex fitting onto the aircraft cargo hook. The hookup team then moves clear of the load but remains close to the load as the helicopter removes slack from the sling legs. When successful hookup is assured, the hookup team quickly exits 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).

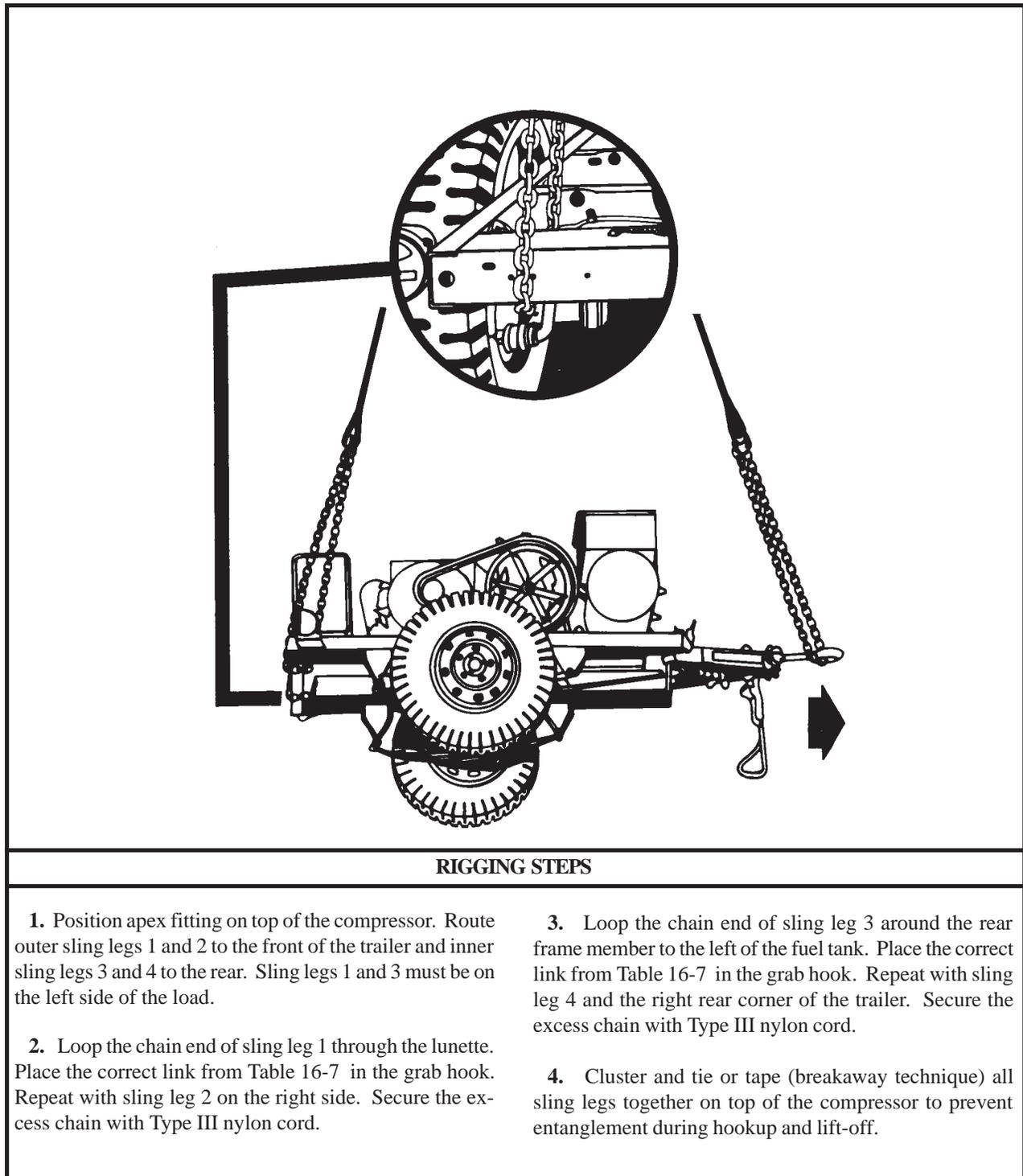


Figure 16-7. Trailer-Mounted Compressor, Reciprocating

16-9. Trailer-Mounted AN/MTC-10

a. Applicability. The following item in Table 16-8 is suitable for sling load by all **ARMY** helicopters with suitable lift capacity:

Table 16-8. Trailer-Mounted AN/MTC-10

NOMENCLATURE	MAX WEIGHT (POUNDS)	SLING SET	LINK COUNT FRONT/REAR	RECOMMENDED AIRSPEED (KNOTS)
AN/MTC-10, Telephone Control Office Group on M416 Trailer	1,800	10K	3/3	70

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

- (1) Sling set (10,000-pound capacity).
- (2) Tape, adhesive, pressure-sensitive, 2-inch wide roll.
- (3) Cord, nylon, Type III, 550-pound breaking strength.
- (4) Webbing, cotton, 1/4-inch, 80-pound breaking strength.

c. Personnel. Two persons can prepare and rig this load in 30 minutes.

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

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

- (a) Remove the tarpaulin and all external items; stow in the bed of the trailer.

(b) Stow the accompanying load in the trailer bed and secure with Type III nylon cord.

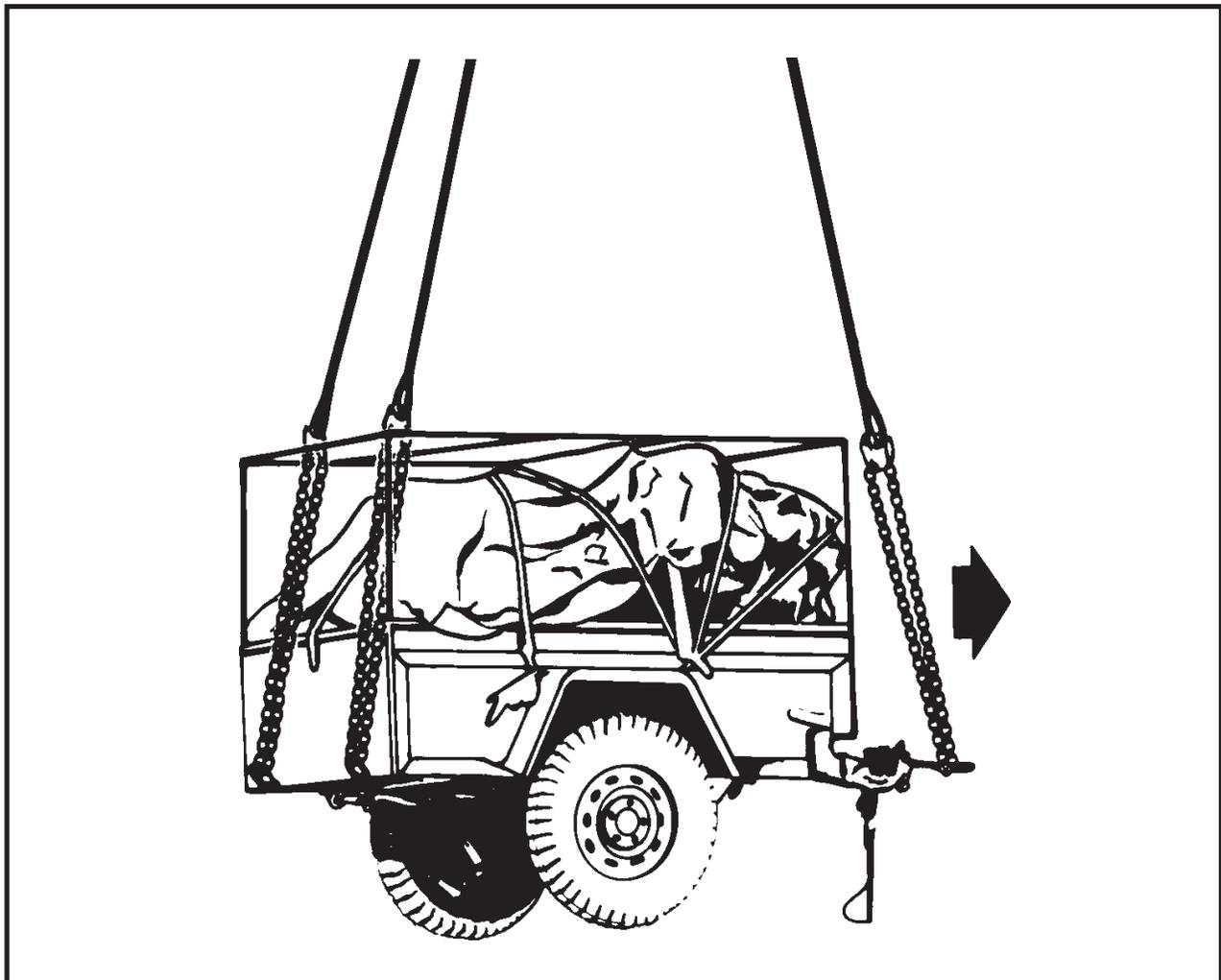
(c) Tape all fittings on the trailer and tongue.

(d) Fold rear stand before hookup to helicopter.

(2) **Rigging.** Rig the load according to the steps in Figure 16-8.

(3) **Hookup.** The hookup team stands on top of the load. The static wand person discharges the static electricity with the static wand. The hookup person places the apex fitting onto the aircraft cargo hook. The hookup team then moves clear of the load but remains close to the load as the helicopter removes slack from the sling legs. When successful hookup is assured, the hookup team quickly exits 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).



RIGGING STEPS

1. Position apex fitting on top of the trailer. Route outer sling legs 1 and 2 to the front of the trailer and inner sling legs 3 and 4 to the rear ensuring they are forward of the aft top frame. Sling legs 1 and 3 must be on the left side of the load.

2. Loop the chain end of sling leg 1 through the lunette. Place the correct link from Table 16-8 in the grab hook. Repeat with sling leg 2 on the right side.

3. Loop the chain end of sling leg 3 under the left rear corner of the trailer and around the left rear spring shackle. Place the correct link from Table 16-8 in the grab hook. Repeat with sling leg 4 and the right rear corner of the trailer.

4. Cluster and tie or tape (breakaway technique) all sling legs to the upper frame to prevent entanglement during hookup and lift-off.

Figure 16-8. Trailer-Mounted AN/MTC-10

16-10. Trailer-Mounted Tool Outfit

a. Applicability. The following item in Table 16-9 is suitable for sling load by all **ARMY** helicopters with suitable lift capacity:

Table 16-9. Trailer-Mounted Tool Outfit

NOMENCLATURE	MAX WEIGHT (POUNDS)	SLING SET	LINK COUNT FRONT/REAR	RECOMMENDED AIRSPEED (KNOTS)
Trailer-Mounted Tool Outfit	2,450	10K	5/35	70

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

- (1) Sling set (10,000-pound capacity).
- (2) Tape, adhesive, pressure-sensitive, 2-inch wide roll.
- (3) Cord, nylon, Type III, 550-pound breaking strength.
- (4) Webbing, cotton, 1/4-inch, 80-pound breaking strength.

c. Personnel. Two persons can prepare and rig this load in 15 minutes.

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

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

- (a) Secure the covers and doors with tape or Type III

nylon cord.

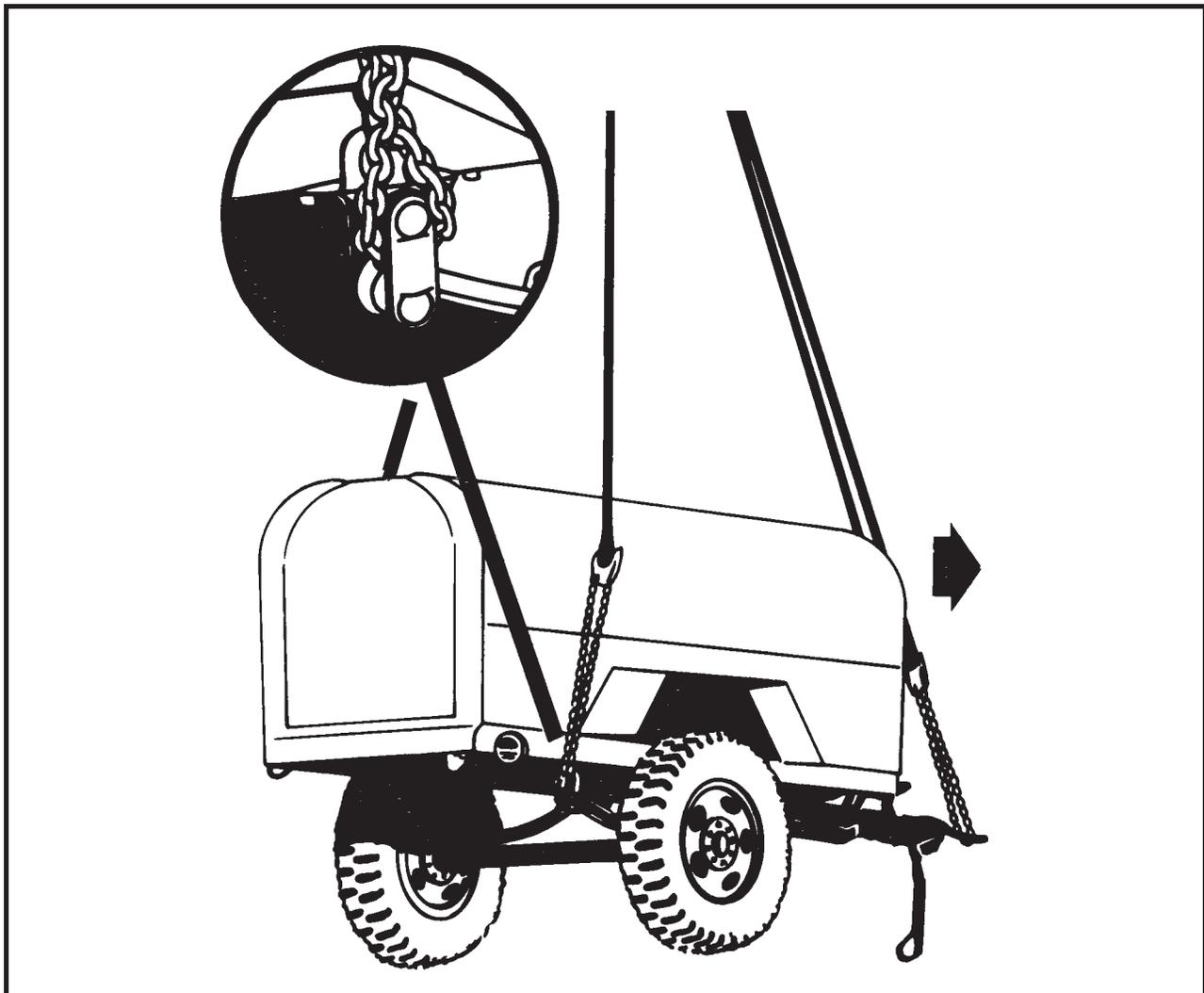
(b) Secure the intervehicular cable and safety chains to the trailer tongue with tape or Type III nylon cord.

(c) Engage the parking brake.

(2) **Rigging.** Rig the load according to the steps in Figure 16-9.

(3) **Hookup.** The hookup team stands on top of the load. The static wand person discharges the static electricity with the static wand. The hookup person places the apex fitting onto the aircraft cargo hook. The hookup team then moves clear of the load but remains close to the load as the helicopter removes slack from the sling legs. When successful hookup is assured, the hookup team quickly exits 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).



RIGGING STEPS

1. Position apex fitting on top of the tool outfit cover. Route outer sling legs 1 and 2 to the front of the trailer and inner sling legs 3 and 4 to the rear. Sling legs 1 and 3 must be on the left side of the load.

2. Loop the chain end of sling leg 1 through the lunette. Place the correct link from Table 16-9 in the grab hook. Repeat with sling leg 2 on the right side.

3. Loop the chain end of sling leg 3 under the left rear corner of the trailer and around the left rear spring shackle. Place the correct link from Table 16-9 in the grab hook. Repeat with sling leg 4 and the right rear corner of the trailer. Secure the excess chain with Type III nylon cord.

4. Cluster and tie or tape (breakaway technique) all sling legs together on top of the tool outfit to prevent entanglement during hookup and lift-off.

Figure 16-9. Trailer-Mounted Tool Outfit

16-11. Trailer-Mounted, Lube, Service Unit

a. Applicability. The following item in Table 16-10 is suitable for sling load by all **ARMY** helicopters with suitable lift capacity:

Table 16-10. Trailer-Mounted, Lube, Service Unit

NOMENCLATURE	MAX WEIGHT (POUNDS)	SLING SET	LINK COUNT FRONT/REAR	RECOMMENDED AIRSPEED (KNOTS)
Semitrailer, Lowbed, Wrecker, 12-ton, 4-wheel	17,500	25K	55/3	80

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

- (1) Sling set (10,000-pound capacity).
- (2) Tape, adhesive, pressure-sensitive, 2-inch wide roll.
- (3) Cord, nylon, Type III, 550-pound breaking strength.
- (4) Webbing, cotton, 1/4-inch, 80-pound breaking strength.
- (5) Tie-down, cargo, CGU-1B (2 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) Ensure the batteries and loose equipment under the cover are secure.

- (b) Secure the doors with Type III nylon cord.

- (c) Secure the box to the frame with the CGU-1/Bs.

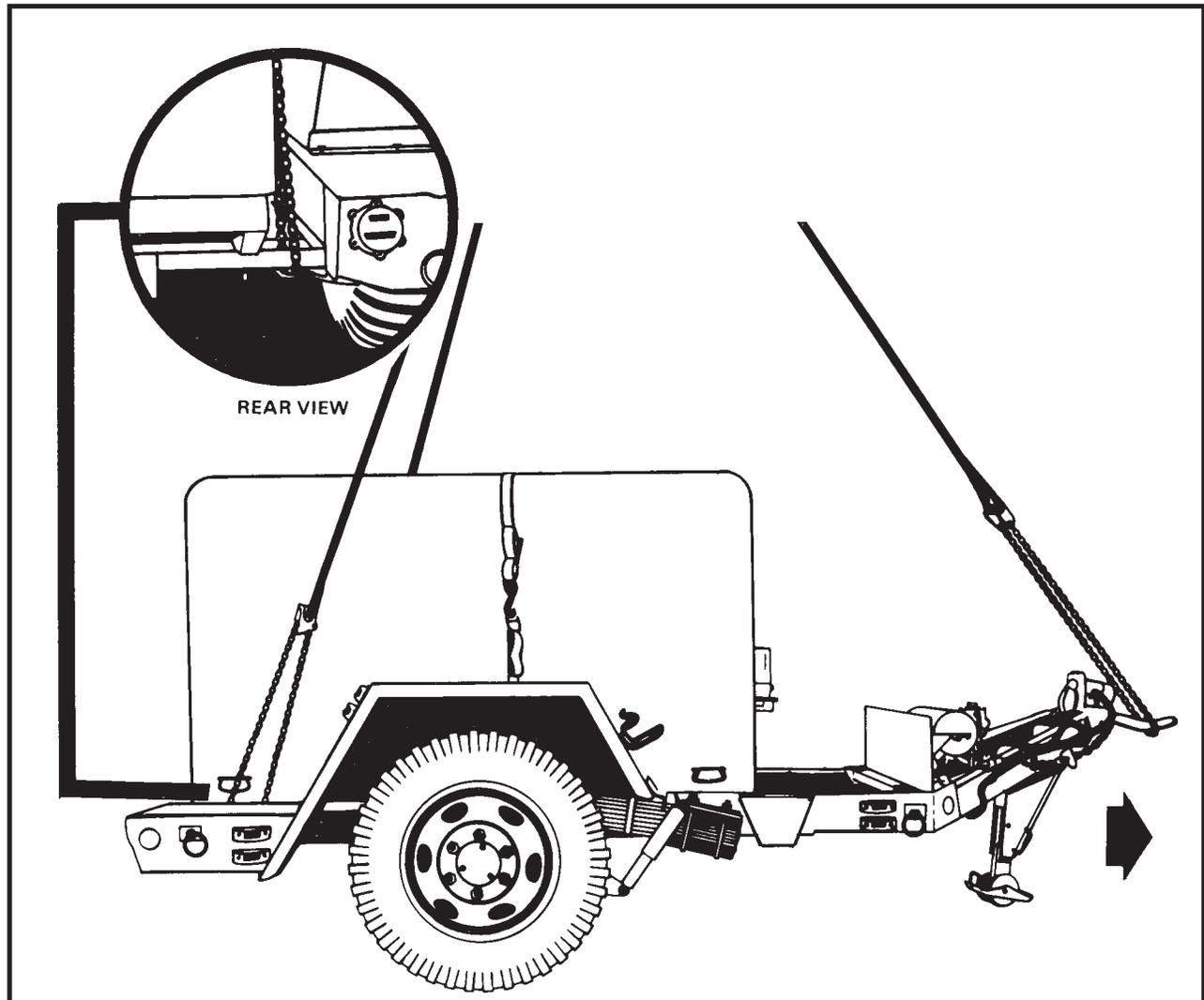
- (d) Secure the brake hoses and safety chains to the tongue of the trailer with Type III nylon cord.

- (e) Engage the parking brake.

(2) **Rigging.** Rig the load according to the steps in Figure 16-10.

(3) **Hookup.** The hookup team stands on top of the load. The static wand person discharges the static electricity with the static wand. The hookup person places the apex fitting onto the aircraft cargo hook. The hookup team then moves clear of the load but remains close to the load as the helicopter removes slack from the sling legs. When successful hookup is assured, the hookup team quickly exits 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).



RIGGING STEPS

1. Position apex fitting on top of the lube service unit. Route outer sling legs 1 and 2 to the front of the trailer and inner sling legs 3 and 4 to the rear. Sling legs 1 and 3 must be on the left side of the load.

2. Loop the chain end of sling leg 1 through the lunette. Place the correct link from Table 16-10 in the grab hook. Repeat with sling leg 2 on the right side.

3. Loop the chain end of sling leg 3 around the frame member between the left rear side of the service unit and work platform. Place the correct link from Table 16-10 in the grab hook. Repeat with sling leg 4 and the right rear corner of the trailer. Secure the excess chain with Type III nylon cord.

4. Cluster and tie or tape (breakaway technique) all sling legs together on top of the lube service unit to prevent entanglement during hookup and lift-off.

Figure 16-10. Trailer-Mounted Lube Service Unit

16-12. Trailer, Bolster, M796

a. Applicability. The following item in Table 16-11 is suitable for sling load by all **ARMY** helicopters with suitable lift capacity:

Table 16-11. M796 Trailer Bolster

NOMENCLATURE	MAX WEIGHT (POUNDS)	SLING SET	LINK COUNT FRONT/REAR	RECOMMENDED AIRSPEED (KNOTS)
Trailer, Bolster, 4-ton, 4-Wheel, M796	6,340	10K	100/8	110

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

- (1) Sling set (10,000-pound capacity).
- (2) Tape, adhesive, pressure-sensitive, 2-inch wide roll.
- (3) Cord, nylon, Type III, 550-pound breaking strength.
- (4) Webbing, cotton, 1/4-inch, 80-pound breaking strength.

c. Personnel. Two persons can prepare and rig this load in 15 minutes.

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

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

(a) Secure the front leg in the down position.

(b) Secure the brake hoses and safety chains to the tongue of the trailer with Type III nylon cord.

(c) Engage the parking brake.

(2) **Rigging.** Rig the load according to the steps in Figure 16-11.

(3) **Hookup.** The hookup team stands on top of the trailer. The static wand person discharges the static electricity with the static wand. The hookup person places the apex fitting onto the aircraft cargo hook. The hookup team then moves clear of the load but remains close to the load as the helicopter removes slack from the sling legs. When successful hookup is assured, the hookup team quickly exits 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).

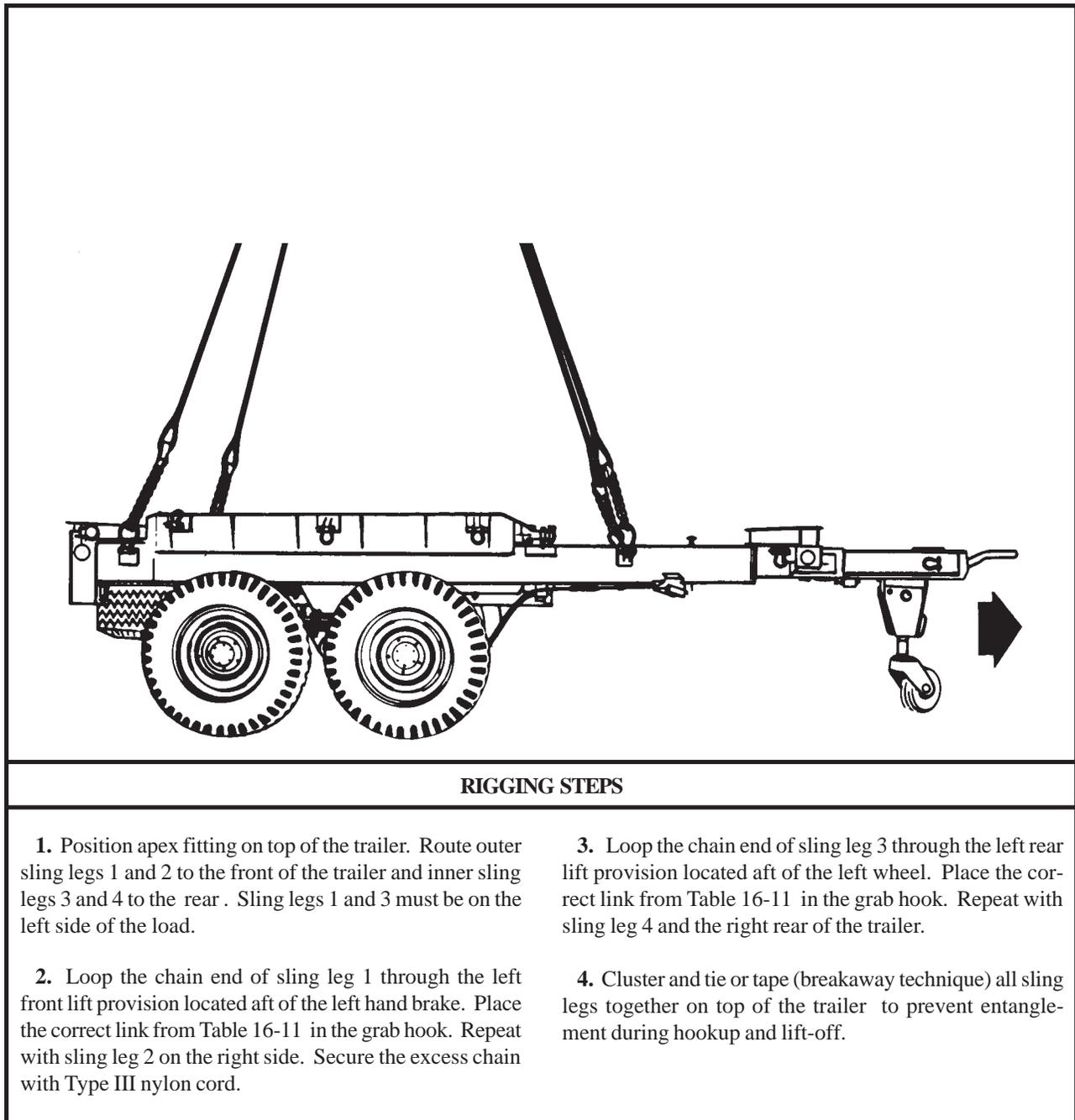


Figure 16-11. M796 Trailer Bolster

16-13. M149 Series Water Trailers

a. Applicability. The following items in Table 16-12 are suitable for sling load by all **ARMY** helicopters with suitable lift capacity:

Table 16-12. M149 Series Water Trailers

NOMENCLATURE	MAX WEIGHT (POUNDS)	SLING SET	LINK COUNT FRONT/REAR	RECOMMENDED AIRSPEED (KNOTS)
Trailer, Water, M149	6,060	10K	75/90	80
Trailer, Water, M149A1	6,060	10K	75/90	80
Trailer, Water, M149A2	6,320	10K	75/90	80

WARNING

THE M149, M149A1, AND M149A2 WATER TRAILERS, WITHOUT THE MODIFIED CLEVIS-TYPE LIFT PROVISIONS, ARE NOT CURRENTLY CERTIFIED FOR SLING LOADING DUE TO INADEQUATE LIFT PROVISION STRENGTH WHEN THE TRAILER IS LOADED.

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

- (1) Sling set (10,000-pound capacity).
- (2) Tape, adhesive, pressure-sensitive, 2-inch wide roll.
- (3) Cord, nylon, Type III, 550-pound breaking strength.
- (4) Webbing, cotton, 1/4-inch, 80-pound breaking strength.

c. Personnel. Two persons can prepare and rig this load in 10 minutes.

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

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

(a) Secure the brake hoses and safety chains to the tongue of the trailer with Type III nylon cord.

(b) Place the support leg and wheel in the DOWN position.

(c) Tape the top edge of the aft end of the water tank to prevent the sling legs from chafing on the top of the tank.

(d) Engage both hand brakes.

(e) Ensure the fill port is securely closed. Tape if necessary.

(2) **Rigging.** Rig the load according to the steps in Figure 16-12.

(3) **Hookup.** The hookup team stands on each wheel fender. The static wand person discharges the static electricity with the static wand. The hookup person places the apex fitting onto the aircraft cargo hook. The hookup team then moves clear of the load but remains close to the load as the helicopter removes slack from the sling legs. When successful hookup is assured, the hookup team quickly exits 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).

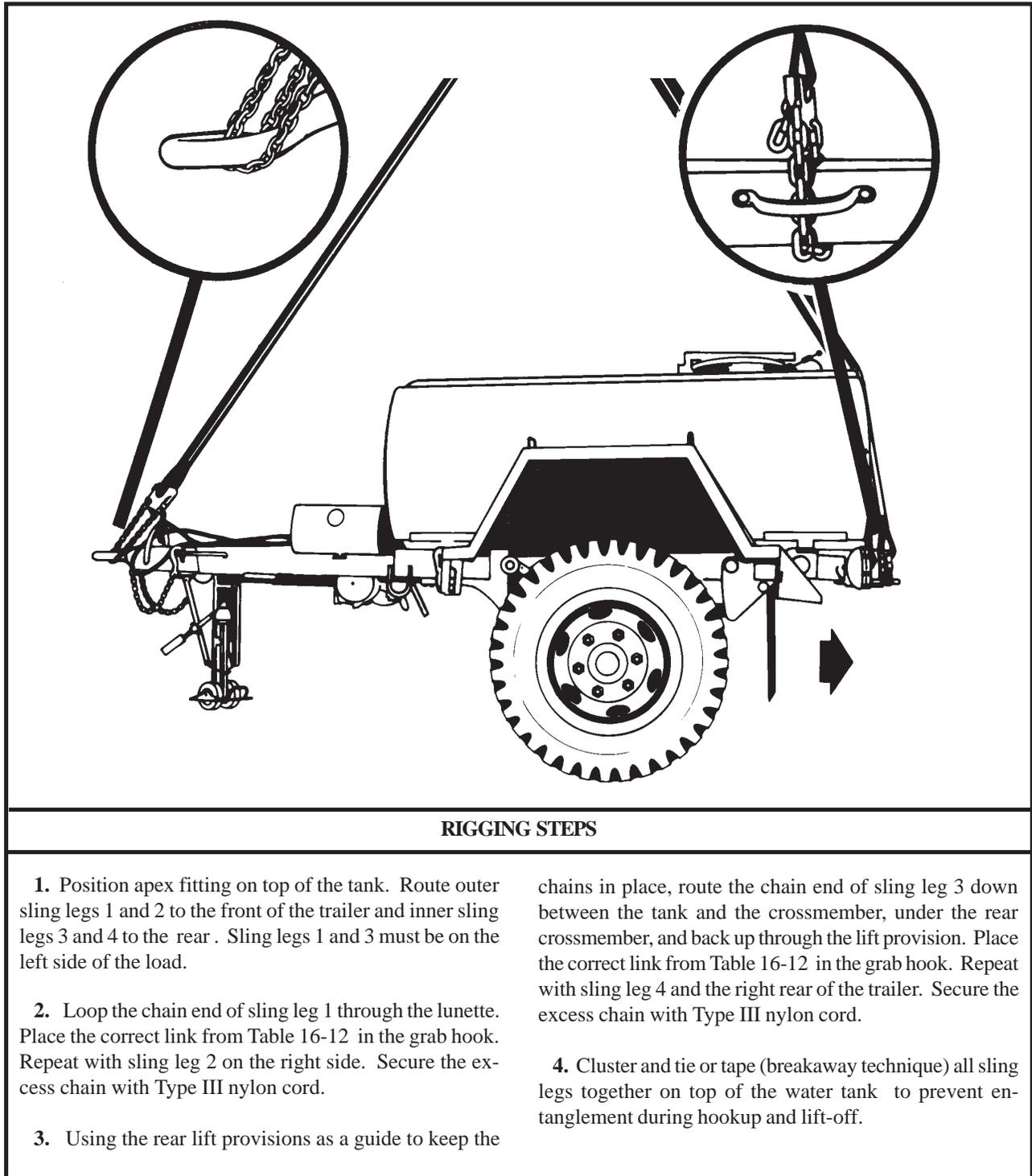


Figure 16-12. M149 Series Water Trailers