

VERTICAL CASUALTY LIFT SYSTEM

RFI #2

Q1) Please provide more information on the location, capacity and intended original purpose of the attachment points as well as placement of the pole with the lift crank on it.

A1) There are tie-down rings on the floor to be used in stabilizing the lift system. Tie-down rings on each side of the floor and rings located behind the location the lift system will be placed, acting as stabilizers. The lift will be centered between the tie-down rings. The rings/connection points are integral to the floor system of the aircraft and are rated at five thousand pounds per ring.

Q2) Are the straps or tie-downs to these attachments supplied/already available in the KC-135 or will this effort need to supply them?

A2) Straps/Tie-downs are to be included with this requirement.

Q3) Will the cargo be on a pallet?

A3) The load can be lifted using connection points attached to the load any way the user sees fit. (i.e. – cargo net wrapped around luggage; pallet; etc.).

Q4) Will the VERTICAL CASUALTY LOADING SYSTEM FOR KC-135 need to provide an integral lifting means for setting the pallet/cargo off the lift system inside the KC-135? [And being able to pick it back up to set off later without additional equipment?]

A4) The lift system shall be able to lift/lower up to 1200 pounds from the cargo door. The lifting line will reach from the door, where the system will be anchored, to the ground.

Q5) Will the VERTICAL CASUALTY LOADING SYSTEM FOR KC-135 need to be mobilized on wheels after the cargo is securely resting on the Lift System at low and stable center-of-gravity for placing the cargo into intended location? If so, after the pallet or litter is resting on the proposed Lift System is there any concern of safety factor or just industrial practice sufficiency?

A5) No. The lift system does not need to be mobilized on wheels. There will be guide ropes to move the litter/cargo while on the lift system.