

AMPLIFYING INFORMATION:

1. This AFSOC FCIF applies to units operating the MC-130J; all others take for information only.
2. The Reusable Universal Skid Board (RUSB) is a composite, reusable Container Delivery System (CDS) skid board with the potential to significantly reduce the cost of conventional plywood skid boards. Additionally, RUSB is designed to be utilized with Reusable Honeycomb (REAL/REAP), but can be used with traditional Energy Dissipating Material (EDM) honeycomb.
3. RUSB is approved for use for unilateral training airdrops; however, a full restraint evaluation of the RUSB is pending and has not been completed. Until a full restraint evaluation is completed, vertical restraint will be applied utilizing aircraft CGU 1/B straps to all CDS bundles rigged with the RUSB. This includes bundles restrained by the Center Vertical Restraint (CVR). Straps used as additional restraint will be placed and secured in a manner that does not interfere with the parachute and/or bundle rigging.
4. User reports indicate the RUSB exits faster than a plywood skid board. To prevent malfunctions caused by bundle interaction among mixed RUSB and plywood skid boards, all bundles rigged with RUSB in a mass configuration will be loaded to exit the aircraft before any bundles rigged with plywood boards exit. If a bundle rigged with RUSB is the first to exit the aircraft--and until RUSB exit times have been fully evaluated and published--aircrews will subtract one second from the calculated CDS exit time to correct for faster exit. This corrected exit time will be overwritten into the aircraft's CARP computer or manually computed CARP.
5. Aircrews will report any problems encountered when using the RUSB to AFSOC/A3FW/A3V.
6. The FCIF will remain in effect until the TO 13C7-1-11 is revised/published and additional guidance is incorporated.
7. Post this FCIF within 2 days of receipt to Volume 1, Part B of the FCIF. AFSOC/A3V is the POC, DSN 579-4880.