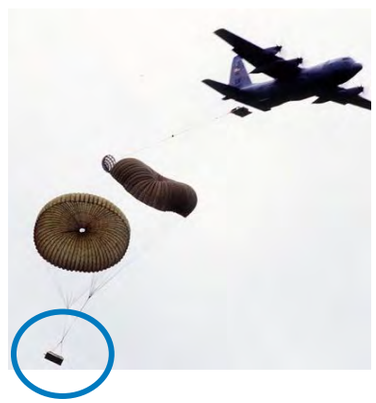
Benefits of
Replacing Current EDM & Plywood skid board
with
REAL & RUSB



Dr. Daryoush Allaei, PE
Chief Technology Officer
QRDC, Inc.
E: dallaei@qrdc.com, P: (952) 556-5205 or Mobile: (612) 380-4433

Website for more in formation:

1) https://www.qrdc.com/library/real-reusable-energy-absorbing-layer/
2) https://www.qrdc.com/

June 30, 2025

Mass Airdrop

Intermixing RUSB and Plywood in Mass Airdrop

1) **It is noted that CDS or LCLA bundles using RUSB exit aircraft faster than plywood bundles.**
2) **If RUSB and Plywood bundles are used in mixed mass airdrop, it is strongly recommended, RUSB bundles exit first (placed closest to the exit door).**
3) **When intermixing RUSB and plywood bundles in mass airdrop, lead RUSB bundle as after most bundle.**

AFSOC FCIF 25-112

UNCLASSIFIED
(When Filled In)

FLIGHT CREW INFORMATION FILE

AFSOC #	UNIT #	RELEASE DATE	UNIT POST DATE
A3V-25-112		14-Aug-25	

RESCIND DATE — UNTIL FURTHER NOTICE ☒

SUBJECT: Reusable Universal Skid Board Use on Unilateral CDS Training Loads

MDS	INDEX #	WING/GROUP	SQUADRON	SQUADRON	OTHER CMDS
MC-130J		1 SOW	1 SOS		ACC
		27 SOW	6 SOS		NGB
		193 SOG(G)	8 SOS		AFMC
		352 SOW	9 SOS		AETC
		353 SOW	14 WPS		
		492 SOW	15 SOS		
			18 SOTES		
			19 SOS		
			67 SOS		
			193 SOS(G)		

CREW POSITION

ALL ☒	P ☐	NAV ☐	EWO ☐	CSO ☐	FCO ☐	FE ☐	LM ☐	AG ☐	SO ☐	DSO ☐
TSO ☐	MCS ☐	AMSO ☐	MSO ☐	FSO ☐	SUAS ☐	SMA ☐	WSO ☐	SW ☐	☐	☐

AFSOC FORM 12, 20191003
Prescribed by: AFI11-202v2_AFSOCSUP

UNCLASSIFIED
(When Filled In)

Page 1 of 2

AFSOC FCIF 25-112

UNCLASSIFIED

(When Filled In)

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.

AFSOC FCIF 25-112

UNCLASSIFIED

(When Filled In)

Zoomed on the most important paragraph of this AFSOC FCIF 25-112

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.