



**DEPARTMENT OF THE AIR FORCE
XXX AERIAL PORT SQUADRON**

MEMORANDUM FOR XXX AW CONTRACTING

18 June 2012

FROM: XXX

SUBJECT: Sole Source Purchase

1. The XXX Aerial Port Squadron requires the purchase of six heavy equipment (AD-4 Heavy), three combat offload (COP-A12) and 2 ballast (COP-A14) assemblies manufactured by Rumber Inc. These assemblies are critical to accomplishing over 200 yearly training requirements of the XXX AW flying mission.
2. The Rumber assemblies are proprietary equipment manufactured by Rumber Inc, located at 621 W. Division St. Muenster, TX 76252. These assemblies are made from 100% recycled materials that will not crack or splinter, are impervious to water, oil and insects, and are UV resistant. Rumber Inc is the only contractor that utilizes this unique material bolted together in constructing assemblies designed for military tactical applications to include tie-down rings that meet restraint criteria for airlift.
3. The Rumber (6) AD-4 Heavy and (3) COP-A12 assemblies would replace the current wooden version. These assemblies are utilized for airdrop from up to 1000' into all types of ground conditions, dropped from the back of a moving aircraft onto hardened surfaces and are subject to all forms of weather. Under these rigorous parameters, the current wood assemblies continually crack, splinter, shift and rot. The daily maintenance and repair of the wooden assemblies requires additional man-hours, lumber, nails, etc. which increase cost while decreasing overall shop productivity. The wood assemblies also create a substantial foreign-object-damage (FOD) risk from a safety perspective. Splintered wood and nails loosened on impact with the hardened surface could result in damage to the tires and engines of all aircraft and vehicles operating on the flightline. Rumber assemblies would eliminate the costly repair of the wooden assemblies and substantially lessen the potential FOD risk.
4. The (2) Rumber COP-A14 ballast assemblies would replace the single @8000 lb piece of concrete currently used to allow pilots to meet their heavy-weight landing requirements. This single piece of concrete is unwieldy and a safety concern to load. During onload/offload of this ballast, additional manpower is required to avoid damaging the aircraft or injury to personnel. By utilizing 2 @4000 lb Rumber ballasts, a safer onload/offload is achieved with less manpower. The Rumber ballasts are also designed to be dropped from a moving aircraft onto a hardened surface. This unique ability of the Rumber ballast provides flexibility in meeting mission requirements that the current concrete ballast does not.