

TRAINING SUPPORT PACKAGE (TSP)

TSP Number / Title	0001 / Malfunction Investigating and Reporting
Effective Date	10 Jun 2008
Supersedes TSP(s) / Lesson(s)	None
TSP Users	DOD Airdrop Organizations
Proponent	The proponent for this document is the Quartermaster Center and School.
Improvement Comments	Users are invited to send comments and suggested improvements on DA Form 2028, <i>Recommended Changes to Publications and Blank Forms</i> . Completed forms, or equivalent response, will be mailed or attached to electronic e-mail and transmitted to: UNITED STATES ARMY COMBINED ARMS SUPPORT COMMAND TRAINING DIRECTORATE 401 1st St., Suite 101A FORT LEE, VA 23801-1511 e-mail: asat-lee@lee.army.mil
Security Clearance / Access	Unclassified
Foreign Disclosure Restrictions	FD5. This product/publication has been reviewed by the product developers in coordination with the Fort Lee, Virginia foreign disclosure authority. This product is releasable to students from all requesting foreign countries without restrictions.

PREFACE

Purpose

This Training Support Package provides the services with a standardized lesson plan for presenting instruction for:

Task Number

Task Title

0001

Malfunction Investigating and Reporting

This TSP
Contains

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Malfunction Investigating & and Reporting 001

10 Jun 2008

SECTION I. ADMINISTRATIVE DATA

All Courses Including This Lesson	<u>Course Number</u>	<u>Version</u>	<u>Course Title</u>
	0001	001	Malfunction Investigation and Reporting

Task(s) Taught(*) or Supported	<u>Task Number</u>	<u>Task Title</u>
		<u>INDIVIDUAL</u>

Reinforced Task(s)	<u>Task Number</u>	<u>Task Title</u>

Academic Hours The academic hours required to teach this lesson are as follows:

	<u>Resident Hours/Methods</u>	
	4 hrs	/ Conference / Discussion
Test	0 hrs	
Test Review	0 hrs	
Total Hours:	4 hrs	

Test Lesson Number	<u>Hours</u>	<u>Lesson No.</u>
	Testing (to include test review) 0	N/A

Prerequisite Lesson(s)	<u>Lesson Number</u>	<u>Lesson Title</u>
	None	N/A

Clearance Access Security Level: Unclassified
Requirements: There are no clearance or access requirements for the lesson.

Foreign Disclosure Restrictions FD5. This product/publication has been reviewed by the product developers in coordination with the Fort Lee, Virginia foreign disclosure authority. This product is releasable to students from all requesting foreign countries without restrictions.

References

<u>Number</u>	<u>Title</u>	<u>Date</u>	<u>Additional Information</u>
AR 59-4/OPNAVINST 4630.24D/AFJ 13-210(I)/MCO 13480.1C	Joint Airdrop Inspection Records, Malfunction Investigations and Activity Reporting	8 Apr 2008	All
FM 3-21.220/MCWP 3-15.7/AFMAN 11-420/NAVSEA SS400-AF-MMO-010	Static Line Parachuting Techniques and Training	Sep 2003	Chapter 23
FM 4-20.102/MCRP 4-11.3J/NAVSEA SS400-AB-MMO-010/TO 137C7-1-5	Airdrop Platforms	June 2006	All
AR 750-32	Airdrop, Parachute Recovery, and Aircraft Personnel Escape Systems	5 Sep 2003	All

Student Study Assignments

None

Instructor Requirements

One Instructor

Additional Support Personnel Requirements

<u>Name</u>	<u>Student Ratio</u>	<u>Qty</u>	<u>Man Hours</u>
None			

Equipment Required for Instruction

<u>Id Name</u>	<u>Student Ratio</u>	<u>Instr Ratio</u>	<u>Spt</u>	<u>Qty</u>	<u>Exp</u>
P16312 Light PRO Projector	1:10		No	1	No

Materials Required

Instructor Materials:
View graphs and a Lesson Plan

Student Materials:
Notebook/Pen/Pencil

Classroom, Training Area, and Range Requirements

General Instruction Building

Ammunition Requirements

<u>Id</u>	<u>Name</u>	<u>Exp</u>	<u>Student Ratio</u>	<u>Instr Ratio</u>	<u>Spt Qty</u>
None					

Instructional Guidance

NOTE: Before presenting this lesson, instructors must thoroughly prepare by studying this lesson and identified reference material.

None

**Proponent
Lesson Plan
Approvals**

<u>Name</u>	<u>Rank</u>	<u>Position</u>	<u>Date</u>
Theodore Dlugos	YC2	Director	10 Jun 2008

SECTION II. INTRODUCTION

Method of Instruction: Conference / Discussion
 Instructor to Student Ratio is: 1:10
 Time of Instruction: 5 mins
 Media: Small Group Instruction (SGI)

Motivator

SHOW VGT 1 MALFUNCTION INVESTIGATION AND REPORTING

As a Malfunction Officer it is extremely important that you know how to investigate and report malfunctions. It is also extremely important that you ensure that all your service members who perform duties as a Malfunction Officer know how to investigate and report malfunctions.

SHOW VGT 2- 3 TERMINAL LEARNING OBJECTIVE

In a class room environment each student must know the qualifications, duties, and responsibilities of a Malfunction Officer/NCO IAW AR-59-4/AFJ 13-210(I)OPNAVINST 4630.24.C/MCO 13480.1B.

(next-3)

In a class room environment each student will be able to perform the duties, and responsibilities of a Malfunction Officer/NCO IAW AR-59-4/AFJ 13-210(I)/OPNAVINST 4630.24C/MCO 13480.1B

Terminal Learning Objective

NOTE: Inform the students of the following Terminal Learning Objective requirements.

At the completion of this lesson, you [the student] will:

Action:	Know the qualifications, duties, and responsibilities of a Malfunction Officer.
Conditions:	Given the necessary equipment and references
Standards:	<p>The student must complete the action IAW instructions given and procedures in AR 59-4/OPNAVINST 4630.24D/AFJ 13-210(I)/MCO 13480.1C, FM 4.20-102/MCRP 4-11.3J/NAVSEA SS400-AB-MMO-010/TO 137C7-1-5, AR 750-32, and FM 3.21-220/MCWP 3-15.7/AFMAN 11-420/NAVSEA SS400-AF-MMO-010.</p> <p>SHOW VGT 4 REFERENCES</p> <p>References</p> <p>AR 59-4/AFJ 13-210(I)/OPNAVINST 4630.24D/MCO 13480.1C: Joint Airdrop Inspection Records, Malfunction Investigations, and Activity Reporting</p> <p>FM 4-20.102/MCRP 4-11.3J/NAVSEA SS400-AB- MMO-010/TO 137C7-1-5 : Airdrop Platforms</p> <p>AR 750-32: Airdrop, Parachute Recovery, and Aircraft Personnel Escape Systems</p> <p>FM 3-21.220/MCWP 3-15.7/AFMAN 11-420/NAVSEA SS400-AF-MMO-010 : Static Line Parachuting Techniques and Training</p>

SHOW VGT 5**SAFETY REQUIREMENTS**

Safety Requirements

Students should be aware of safety hazards within the classroom, including electrical cords, fans and instructor aids. Emergency exits should also be indicated.

Risk Assessment Level

Low

SHOW VGT 6 ENVIRONMENTAL CONSIDERATIONS

Environmental Considerations

NOTE: It is the responsibility of all Soldiers and DA civilians to protect the environment from damage. AR 200-1 Delineates Training and Doctrinal Command (TRADOC) responsibilities to integrate environmental requirements across Doctrine, Training Leader Development, Organization, material and Soldier (DTLOMS), and ensure all training procedures, material and doctrine include sound environmental practices and considerations. The Army's environmental vision is to be a national leader in environmental and natural resource stewardship for present and future generations as an integral part of all Army missions. This Training Support Package (TSP) meets this standard.

Evaluation

N/A

Instructional Lead-In

None

SECTION III. PRESENTATION

1. Learning Step / Activity 1. AR 59-4/AFJ 13-210(I)/OPNAVINST 4630.24D/MCO 13480.1C Joint Airdrop Inspection Records, Malfunction/Incident Investigations, and Activity Reporting.

Method of Instruction: Conference / Discussion

Instructor to Student Ratio: 1:10

Time of Instruction: 4 hrs

Media: Small Group Instruction (SGI)

SHOW VGT 7 PURPOSE OF MALFUNCTION OFFICER/NCO

In all incidents or malfunctions the Malfunction Officer/NCO will immediately conduct an on-site investigation to determine, if possible, the cause(s) and to protect the physical evidence which is extremely perishable

SHOW VGT 8 PRIORITY OF A MALFUNCTION

1. The investigation of personnel parachute and equipment malfunctions/incidents shall receive the highest priority, secondary only to medical aid for the injured. It shall supersede all other aspects of the operation, including any tactical exercise planned in conjunction with the airborne operation

***NOTES:** The medical attention that a person may need is more vital than the investigation, do not interfere.

Note any areas of the equipment that were cut by medical personnel versus what may have been caused by the malfunction/incident. When taking pictures of the area cut (by medical personnel) place a piece of paper or denote those areas in the photo.

Investigations should supersede all other aspects of the operation, including ground tactical play.

SHOW VGT 9 THE MALFUNCTION OFFICER/NCO

SHOW VGT 10 QUALIFICATIONS OF THE MALFUNCTION OFFICER/NCO (ARMY)

2. Army Qualification Requirements

Malfunction Officer/NCO shall be:

(a) An Officer, Warrant Officer or NCO (minimum grade of E-5)

(b) A trained Parachute Rigger (92R, 921A or 92AR9) IAW AR 750-32

(c) Familiar with the airdrop equipment being utilized

***NOTES:** All three of these qualifications are necessary.

Familiarization of equipment is a key to a successful investigation. Although a 92D is a trained parachute rigger, would that officer be familiar enough with the equipment to be able to successfully conduct an on-site investigation or would an NCO that has just PCS'd to a heavy drop facility from a parachute pack facility be familiar enough?

Exception: The Malfunction Officer qualifications may be waived to a 92R1P (E-4 only) when recommended by the Parachute Rigger Warrant Officer (921A) in charge of that organization or other authorized unit supervisors IAW AR 750-32. Qualified and authorized E-4 Malfunction Officers should be limited to single ship missions only. Army National Guard and U.S. Army Reserve personnel meeting the above requirements are considered qualified Malfunction Officers as parachute rigger civilian technicians.

SHOW VGT 11 - 14 QUALIFICATIONS OF THE MALFUNCTION OFFICER/NCO (ARMY)

3. Army Qualification Requirements (cont)

Malfunction Officer/NCO must be qualified for:

Static line personnel parachutes not including Ram Air Personnel Parachute System (RAPPS)

- (a) Pack-in-process inspector certified
- (b) Malfunction Officer trained and certified

(next-12)

RAPPS (to include static line deployed RAPPS if applicable)

- (a) Pack-in-process inspector certified
- (b) Malfunction Officer trained and certified

(next-13)

Ram air cargo (RAC) airdrop

- (a) Pack-in-process inspector certified
- (b) Malfunction Officer trained and certified
- (c) RAC trained and certified (if applicable)

(next-14)

Cargo Airdrop

- (a) JAI trained and certified (not required for door bundles)
- (b) Malfunction Officer trained and certified

SHOW VGT 15 QUALIFICATIONS OF THE MALFUNCTION OFFICER/NCO (ARMY)

4. Army Qualification Requirements (cont)

- (a) Malfunction Officers will be trained and certified in accordance with the power point presentation and lesson plans provided by the USAQMC&S
- (b) Individuals will be retrained and recertified annually
- (c) Training/certification records will be maintained on file at the unit level
- (d) The organization that provides the parachutes will provide the Malfunction Officer

SHOW VGT 16 QUALIFICATIONS OF THE MALFUNCTION OFFICER/NCO (ARMY)

5. Army Qualification Requirements (cont)

Exception:

- (a) The MO qualifications may be waived to an MOS 92R1P (E-4 only) when recommended by the parachute rigger warrant officer (MOS 921A) in charge of that organization or other authorized unit supervisors in accordance with AR 750-32.
- (b) Qualified and authorized E-4 MOs will be limited to single ship missions only
- (c) Army National Guard and U.S. Army Reserve personnel meeting above requirements are considered qualified MOs as civilian technicians

SHOW VGT 17 - 18 QUALIFICATIONS OF THE MALFUNCTION OFFICER/NCO (AIR FORCE)

6. Air Force Qualification Requirements

Malfunction Officer/NCO shall be:

- (a) Minimum grade of E-4 and hold an Air Force Specialty Code (AFSC) of 1A2X1, 2T2X1 or 2A7X4
- (b) Attended the Airdrop Load Inspector Certification Course

- (c) Attend a Joint Airdrop Inspector (JAI) refresher course annually and be designated, in writing, by the unit commander
(next-18)
- (d) For Air National Guard units, AFSC 1C2X1 and 1T2X1 personnel may also perform duties
- (e) For Air Force Special Operations Command, Special Tactics Squadron, Parachute Rescue, Special Operations Weather Team unilateral operations, the drop zone (DZ) controller may be designated as the Malfunction Officer if an Air Force JAI is not available

SHOW VGT 19 QUALIFICATIONS OF THE MALFUNCTION OFFICER/NCO (NAVY)

7. Navy Qualification Requirements

Malfunction Officer/NCO shall be:

- (a) A Parachute Rigger NCO, (E4) or above, or a Jumpmaster qualified E-5 or above, and will be appointed, in writing, by the Commanding Officer

SHOW VGT 20 QUALIFICATIONS OF THE MALFUNCTION OFFICER/NCO (MARINES)

8. Marine Corps Qualification Requirements

Malfunction Officer/NCO shall be:

- (a) A Parachute Rigger NCO, E4 or above, or Jumpmaster qualified E5 or above, and must be appointed, in writing, by the Commanding Officer
- (b) Must receive unit level refresher training annually
- (c) Will be from the organization that provides the air items

SHOW VGT 21 - 22 DUTIES AND RESPONSIBILITIES

9. Routine Procedures:

- (a) Receive a briefing from the Parachute Rigging Facility (PRF) before assuming duties as the Malfunction Officer/NCO
- (b) Review AR 59-4/AFJ 13-210(I)/OPNAVINST 4630.24D/MCO 13480.1C and unit Standard Operating Procedures prior to conducting duties
(next-22)
- (c) Coordinate with the DZ party
- (d) Check malfunction kit for minimum required equipment
- (e) Coordinate transportation and communication requirements

***NOTES:** All five of these qualifications are necessary.

Familiarization of equipment is a key to a successful investigation. Although a 92D is a trained parachute rigger, would that officer be familiar enough with the equipment to be able to successfully conduct an on-site investigation or would an NCO that has just PCS'd to a heavy drop facility from a parachute pack facility be familiar enough?

SHOW VGT 23 - 24 MINIMUM REQUIRED EQUIPMENT

10. Minimum Required Equipment IAW 59-4/AFJ 13-210(I)/OPNAVINST 4630.24D/MCO 13480C

- (a) Communication capability with the DZ Control Party
- (b) Binoculars or night vision devices
- (c) Transportation to move around the DZ
- (d) A good quality camera (video camera preferred)

- (e) Clerical supplies necessary for tagging equipment, taking statements, and initiating reports

***NOTES:** Shop SOPs can have some, all, or none of the communication, transportation, camera, and binoculars or NVG's as part of their malfunction kit but it is still the using units responsibility to provide the minimum requirement.

Communication is usually the use of the DZSOs radio as Malfunction Officers are usually co-located with the DZSO party or you may be issued a hand-held radio. Cell phones would be adequate as long as there is reliable and consistent coverage in the area of the DZ but is best used as a back-up system.

This regulation can be cited as the justification to purchase of a digital camera which has better picture quality and is easier to send or upload pictures used in the investigation or to brief at the MRB. AR 59-4 Chapter 3-1 b.(2) Remember to take into account the number of pictures that can be taken on the memory card to also justify a purchasing a larger memory card. Clerical supplies, like manila shoe-tags or some other convenient way to mark each item and a notepad for sketching the impact site.

(next-24)

- (f) An approved wind meter
- (g) Applicable DZ survey

SHOW VGT 25 - 26 MALFUNCTION OFFICER/NCO KIT

11. Malfunction Officer/NCO Kit

- (a) A copy of AR 59-4/AFJ 13-210(I)/OPNAVINST/4630.24D/MCO 13480.1C
- (b) DD Form 1748-2 (Airdrop Malfunction Report)
- (c) DA Form 3161 (Temporary Hand Receipt)
 - Joint Services use equivalent forms
- (d) DA Form 2823 (Sworn Statement Form)
 - Joint Services use equivalent forms
- (e) Latex gloves, plastic bags, plastic tarps

***NOTES:** Although these recommendations are not mandated per the AR they will be useful in order to perform a thorough investigation.

The most current copy of the AR 59-4/ AFJ 13-210(I)/OPNAVINST/4630.24D/MCO 13480.1C is the 1998 version; however, a newer version has been submitted and is awaiting approval.

Temporary hand receipts are used for the chain of custody. Since these items are hand receipted to the using unit, to gain custody of these items, they must be hand receipted to you, the Malfunctions Officer/NCO from that using unit.

In the event of a fatality, disposable latex gloves will be necessary to do the on-site inspection of items and plastic bags to put those items in. A plastic tarp may be needed to cover and protect air items from the elements.

(next-26)

- (f) Engineer tape with stakes
- (g) Measuring tape

***NOTES:** Engineer tape with stakes to cordon off the area.

Measuring tape to measure distances for the impact site sketch.

SHOW VGT 27 DEFINITION OF A MALFUNCTION

12. A malfunction is defined as "the failure of an airdrop item or component of an airdrop system to function as it was intended or designed", whether the equipment failed due to human error, material failure or emergency procedures used

***NOTES:** Definition is per the Glossary, Section II, Special Abbreviations and Terms

SHOW VGT 28 - 29 KEY TERMS

13. Key Terms

- (a) **Partial Malfunction**: The failure of an airdrop system to function properly to the point that the load or parachutist is subject to damage or injury
- (b) **Total Malfunction**: The complete failure of the airdrop system to function as designed
- (c) **Airdrop Incident**: Procedure which prevented the successful completion of any planned airdrop operation
(next-29)
- (d) **Chain-of-Custody**: A chronological written record of people who have had custody of evidence from the initial acquisition until final disposition
- (e) **On-site Investigation**: Performed by the Malfunction Officer to collect data used to determine the cause of the malfunction
- (f) **Follow-On Investigation**: Normally conducted by a board appointed under the appropriate regulation of the service involved

***NOTES:** Definition is per the Glossary, Section II, Special Abbreviations and Terms. PLF related injuries are not considered an incident and are not required to be reported to the USAQMC&S at Fort Lee, VA.

SHOW VGT 30 CHECK ON LEARNING

SHOW VGT 31 - 32 QUESTIONS

Question: What is the minimum required equipment IAW AR 59-4/AFJ 13-210(I)/OPNAVINST 4630.24D/MCO 13480.1C?

- 1. Communication capability with the DZ Control Party
- 2. Binoculars or night vision devices
- 3. Transportation to move on the DZ
- 4. A good quality camera (video camera preferred)
- 5. Clerical supplies
- 6. Approved wind meter
- 7. Applicable DZ survey

***NOTES:** Only the question will show until you click again for the answer to appear:
Communication capability with the DZ Control Party
Binoculars or night vision devices
Transportation to move on the DZ
A good quality camera (video camera preferred)
Clerical supplies

**Approved wind meter
Applicable DZ survey**

(next-32)

Question: What is the definition of a malfunction?

1. A malfunction is defined as “the failure of an airdrop item or component of an airdrop system to function as it was intended or designed, whether the equipment failed due to human error, material failure or emergency procedures used

***NOTES:** Only the question will show until you click again for the answer to appear

A malfunction is defined as “the failure of an airdrop item or component of an airdrop system to function as it was intended or designed, whether the equipment failed due to human error, material failure or emergency procedures used

SHOW VGT 33 BREAK

SHOW VGT 34 PROCEDURES FOR MALFUNCTION INVESTIGATION INVOLVING NO SERIOUS INJURIES IAW AR 59-4/AFJ 13-210(I)/OPNAVINST 4360.24D/MCO 13480.1C

SHOW VGT 35 MALFUNCTION INVESTIGATION NO SERIOUS INJURIES

14. Conduct a complete on-site investigation of the malfunction IAW AR-59-4/AFJ 13-210(I)OPNAVINST 4360.24D/MCO 13480.1C Chapter 3-2b. and Appendix B, Section B-4a

***NOTES:** Investigating is the same as the procedures for Investigations Involving No Serious Injury except as the next slides show.

SHOW VGT 36 - 37 MALFUNCTION INVESTIGATION NO SERIOUS INJURIES (CONT)

15. *Malfunction Investigation Procedures No serious Injuries (Cont)*
 - (a) Notify the PRF that provided the parachutes
 - (b) Ensure the Subject Matter Expert (SME) is asked for to assist the Malfunction Officer/NCO

(next-37)

 - (c) Secure the impact site
 - (d) Photograph all equipment and obvious defects, to include any damage caused by impact
 - (e) Sketch the impact site and show equipment relationships and exact location of impact site in relation to the DZ

***NOTES:** Securing of the impact site allows only for medical personnel to enter. When appropriate, post guards to secure the site and brief them on not to allow anyone except medical personnel into the area and to direct all other personnel requesting entry to you. Securing the impact site might require you to attempt to keep higher ranking personnel out of the area. Be tactful as you explain to that individual that entry of that individual into the site may cause valuable information to be lost, thus impeding the investigation. Remind them that the overall purpose of the investigation is to gather information so that any incident or malfunction of this sort may, in the future, be prevented.

Film containing photographs of malfunctions will not be developed where security is not assured (another justification for a digital camera).

Obtaining names and units will include personnel on the aircraft, whether Army or Air Force, as they may be witnesses. These people are also the ones that can give you the most information during an investigation for what occurred during a CDS or Platform malfunction, i.e. lock numbers, did the winch system function correctly, if the extraction and/or drogue parachutes performed correctly, etc.

SHOW VGT 38 MALFUNCTION INVESTIGATION NO SERIOUS INJURIES (CONT)

16. DZ Sketch Information

- (a) DZSO - name, rank, location on the DZ
- (b) Assistant DZSO – name, rank, location on the DZ
- (c) Malfunction Officer – name, rank, location on the DZ
- (d) Assistant Malfunction Officer – name, rank, location on the DZ
- (e) Impact point using grid coordinates
- (f) Direction of flight
- (g) Wind direction and speed

SHOW VGT 39 EXAMPLE OF DROP ZONE SKETCH

***NOTES:** Show where the jumper landed and where parachute was found in relation to a nearby point of reference and the intended PI.

SHOW VGT 40 MALFUNCTION INVESTIGATION NO SERIOUS INJURIES (CONT)

17. Obtain statements from:

- (a) Preceding jumpers
- (b) Subsequent jumpers
- (c) Jumpmasters
- (d) Safeties
- (e) Ground observers, DZ party, other jumpers, etc
- (f) Aircraft personnel (if possible)

***NOTES:** Obtaining names and units will include personnel on the aircraft, whether Army or Air Force, as they may be witnesses. These people are also the ones that can give you the most information during an investigation for what actually occurred during actions in the aircraft.

SHOW VGT 41 - 43 MALFUNCTION INVESTIGATION NO SERIOUS INJURIES (CONT)

18. Procedures:

- (a) Gather equipment, air items, and personal property involved in the malfunction. In addition gather all necessary clothing as soon as possible
- (b) A hand receipt may be needed for accountability of confiscated equipment

***NOTES:** Gathering of clothing may require someone to go to the hospital where the person was evacuated to. Gather all clothing necessary to aid in the investigation (minus undergarments unless it was determined they may have played a role).

This clothing is vital to information as there may be burns or other marks on the clothing that will assist in the investigation. Do not release any sensitive items involved in a fatality until the investigating agency (Combat Readiness Center/Naval Safety Center, AF equivalent, military investigative agency, etc) authorizes it unless it is obvious that the equipment did not cause the malfunction/incident. For example, if a combat equipment jumper is involved in the investigation, a weapon's guard from the using unit may be required to escort the weapon (inside the weapon's case) to the rigger facility if removal of that weapon would cause loss of evidence if it is the cause or suspected cause of the malfunction.

(next-42)

- (c) Tag all items with date, time, location, type of incident, name, and unit of person involved
- (d) The Malfunction Officer/NCO is responsible for maintaining the "chain of custody" for evidence
- (d) Examine equipment component-by-component
- (e) Conduct a TM 10-1670/TO 14D1-2 series/NAVAIR/NAVSEA series/rigger-type inspection in an appropriate area on all air items

***NOTES:** Chain of custody means that the Malfunctions Officer/NCO shall maintain physical custody of all items to include responsibility for transport of items to the inspection facility unless those items have been handed over to the SME appointed to assist in the investigation or a CID agent. In other words, do not assign another individual to bring the items to the facility that is your responsibility and cannot be delegated.

Gathering of clothing may require someone to go to the place a person was med-evaced to. This clothing may be vital to information as there may be burns or other marks on the clothing that assist in the investigation.

Do not release any sensitive items involved in a fatality until the investigating agency (Safety Center, CID) authorizes it unless it is obvious that the equipment did not cause the malfunction/ incident. For example, if a combat equipment jumper is involved in the investigation, a weapon's guard from the using unit may be required to escort the weapon (inside the weapon's case) to the rigger facility if removal of that weapon would cause loss of evidence if it is the cause or suspected cause of the malfunction.

(next-43)

- (f) Ensure all air items and evidence is retained until the investigating authority releases them
- (g) Release equipment not required for further investigation

SHOW VGT 44 MALFUNCTION INVESTIGATION NO SERIOUS INJURIES (CONT)

19. *During an investigation for personnel parachute jumps if intentional acts of tampering or sabotage is suspected*

- (a) The DZSO will immediately notify the Military Law Enforcement Authorities
- (b) When Law Enforcement arrives the Malfunction Officer/NCO will brief them on actions already taken and release all evidence into their custody

SHOW VGT 45 APPENDIX B

20. Appendix B of AR 59-4/AFJ 13-210(I)/OPNAVINST 4630.24D/MCO 13480.1C is a checklist for personnel parachute malfunction investigations and contains guidelines for component inspection procedures

SHOW VGT 46 CHECK ON LEARNING

SHOW VGT 47 - 48 QUESTIONS

Question: Who is responsible for maintaining the “chain of custody” during a malfunction investigation?

1. The Malfunction Officer/NCO

***NOTES:** Only the question will show until you click again for the answer to appear:

The Malfunction Officer/NCO

(next-48)

Question: What does Appendix B cover?

1. Appendix B is a checklist for Personnel Parachute Malfunctions Investigations

***NOTES:** Only the question will show until you click again for the answer to appear:

Appendix B is a checklist for Personnel Parachute Malfunctions Investigations contains guidelines for component inspection procedures

SHOW VGT 49 BREAK

SHOW VGT 50 PROCEDURES FOR MALFUNCTION INVESTIGATIONS INVOLVING SERIOUS INJURIES OR DEATH IAW: 59-4/AFJ 13-210(I)OPNAVINST 4630.24d/MCO 13480.1C

SHOW VGT 51 - 52 MALFUNCTION INVESTIGATION PROCEDURES SERIOUS INJURIES OR DEATH

21. *Conduct a complete on-site investigation of the malfunction IAW:*
 - (a) AR-59-4/ AFJ 13-210(I)OPNAVINST 4630.24d/MCO 13480.1C
 - (b) Chapter 3-2c. and Appendix B, Section B-4b

***NOTES:** Investigating is the same as the procedures for Investigations Involving No Serious Injury except as the next slide show.

(next-52)

- (h) Notify the Rigger Facility SME to assist the Malfunction Officer /NCO
- (i) Ensure the DZSO immediately notifies the Military Law Enforcement Authorities
- (j) Ensure the DZSO notifies the aircraft involved
- (k) Immediately impound the Parachute Log Record

***NOTES:** Ensuring the aircraft is notified allows for the Air Crew to inspect, upon landing, for any defects or damage that may have contributed to or caused the malfunction. Also request the aircraft segregate the deployment bag (obtain the serial number from impounded Parachute Log Record). Do not untangle the D-Bags.

Immediately impound the Parachute Log Record, DA form 3912, upon arrival to the scene. Limit access to this document to the appointed investigators such as the SME or military law enforcement personnel. The names of the individuals contained within are considered to be a part of the investigation and those names should not be revealed to anyone outside of the investigating authorities (to include those personnel named within).

SHOW VGT 53 MALFUNCTION INVESTIGATION PROCEDURES SERIOUS INJURIES OR DEATH (CONT)

22. Access to the Accident Scene:

- (a) Restricted to the Malfunction Officer, the advising SME, responding Military Law Enforcement Authorities, DZSO and medical personnel
- (b) Attempt to limit Command Personnel present and disperse on-lookers
- (c) The Malfunction Officer will immediately initiate an on-site investigation

***NOTES:** Securing of the impact site allows only for medical personnel to enter. When appropriate, post guards to secure the site brief them on not to allow anyone except medical personnel into the area and to direct all other personnel requesting entry to you. Securing the impact site might require you to attempt to keep higher ranking personnel out of the area. Be tactful as you explain to that individual that entry of that individual into the site may cause valuable information to be lost, thus impeding the investigation. Remind them that the overall purpose of the investigation is to gather information so that any incident or malfunction of this sort may, in the future, be prevented.

Film containing photographs of malfunctions will not be developed where security is not assured (another justification for a digital camera).

Obtaining names and units will include personnel on the aircraft, whether Army or Air Force, as they may be witnesses. These people are also the ones that can give you the most information during an investigation for what occurred during a CDS or Platform malfunction, i.e. lock numbers, did the winch system function correctly, if the extraction and/or drogue parachutes performed correctly, etc

SHOW VGT 54 MALFUNCTION INVESTIGATION PROCEDURES SERIOUS INJURIES OR DEATH (CONT)

23. On-Site Actions:

These Are The First Critical Steps

- (a) Immediately place the impact site off-limits
- (b) Posts guards to ensure the integrity of the accident scene; ensure site remains undisturbed
- (c) Investigation will not interfere with any required medical support

***NOTES:** Securing the impact site allows only medical personnel to enter. When appropriate, post guards to secure the site and brief them on not allowing anyone except medical personnel into the area and to direct all other personnel requesting entry to you.

Securing the impact site might require you to attempt to keep higher ranking personnel out of the area. Be tactful as you explain to that individual that entry of that individual into the site may cause valuable information to be lost, thus impeding the investigation. Remind them that the overall purpose of the investigation is to gather information so that any incident or malfunction of this sort may, in the future, be prevented.

Film containing photographs of malfunctions will not be developed where security is not assured (another justification for a digital camera).

SHOW VGT 55 MALFUNCTION INVESTIGATION PROCEDURES SERIOUS INJURIES OR DEATH (CONT)

24. *Obtain statements from:*

- (a) Preceding jumpers
- (b) Subsequent jumpers
- (c) Jumpmasters
- (d) Safeties
- (e) Ground observers, DZ party, other jumpers, etc
- (f) Aircraft personnel (if possible)

***NOTES:** Obtaining names and units will include personnel on the aircraft, whether Army or Air Force, as they may be witnesses. These people are also the ones that can give you the most information during an investigation for what occurred during an CDS or Platform malfunction, i.e. lock numbers, did the winch system function correctly, if the extraction and/or drogue parachutes performed correctly, etc.

SHOW VGT 56 - 63 MALFUNCTION INVESTIGATION PROCEDURES SERIOUS INJURIES OR DEATH (CONT)

25. *On-site Actions (cont)*

- (a) Ensure statements include: Name, Unit and POC
- (b) Photograph all equipment, parachutist, impact site and any obvious defects in the equipment
- (c) Sketch the impact site
(next-57)
- (d) Gather and secure all clothing, equipment, air items, and personal property involved in the malfunction. Record with hand receipt for accountability and release only to the appropriate SME
- (e) Tag all items with time, date, location, type of incident, name, and unit of person involved.
(next-58)
- (f) Impound the parachute log record book ASAP limiting access to appointed investigative authorities
- (g) Conduct a detailed component-by-component examination of all equipment after the parachutist has been evacuated
(next-59)
- (h) Do not remove entanglements
- (i) Ensure equipment is tagged, parachutes are loosely rolled and bagged when the on-site investigation is complete
- (j) Secure and release only to assigned investigating SME
- (k) Request D-bags be segregated and undisturbed and advise Safeties- Do not untangle the D-bags

***NOTES:** The investigating SME is different than the SME of the parachute loft where the equipment came from. This SME will be assigned by a higher authority.

(next-60)

(l) Ensure the aircraft involved is notified as soon as possible for inspection before being reconfigured

(m) Secure a copy of the manifest and reconstruct the stick from manifests if needed

(n) Obtain the D-bag serial number from log record book and validate the D-bag by serial number

(next-61)

(o) Conduct a TM 10-1670/TO 14D1-2 series/NAVAIR/NAVSEA series rigger-type inspection in an appropriate area on all air items

(p) Complete on-site investigation IAW AR 59-4/AFJ 13-210(I)/OPNAVINST 4630.24D/MCO 13480.1C App B

(next-62)

(q) If medical support determines jumper must be cut from parachute system the Malfunction Officer will assist if requested

(r) Record/Tag all areas of parachute system that are cut by medical personnel to distinguish from incident related damage

(s) Medical personnel secure/preserve all clothing and equipment from impact site

***NOTES:** If medical personnel must cut any part of the parachute system, it is imperative that it be annotated and if possible pictures are taken to show exact location of cut. This will ensure that there are no discrepancies as the investigation unfolds.

(next-63)

(t) If suspected tampering/sabotage notify Military Law Enforcement Authorities

(u) Be prepared to brief Authorities

(v) If tampering/sabotage is evident – investigation ceases and all findings are turned over to investigating agency

(w) If agency accepts findings of no tampering Malfunction Officer investigation continues

SHOW VGT 64 MALFUNCTION INVESTIGATION PROCEDURES SERIOUS INJURIES OR DEATH (CONT)

All air items involved in a fatality must be secured until 90 days after completion of the investigation and submission of all reports IAW applicable regulations

-This is done should there be any inquiries pertaining to the investigation or if for any reason any part of the investigation needs to be reopened

***NOTES:** After the 90 days the supply sergeant will prepare documentation to remove these items from accountability; these items shall be destroyed IAW TM 10-1670-201-32 Ch 2-10 c.

SHOW VGT 65 CHECK ON LEARNING

SHOW VGT 66 - 67 QUESTIONS

Question: In a malfunction involving serious death or injury or death, what should the Malfunction Officer/NCO do with the Parachute Log Record?

1. The Malfunction Officer/NCO should impound it

***NOTES:** Only the question will show until you click again for the answer to appear:

The Malfunction Officer / NCO should impound it

(next-67)

Question: All air items involved in a fatality must be secured for how many days after completion of the investigation and submission of all reports and why?

1. 90 days
2. In case of any inquiries or any part of the investigation needs to be reopened

***NOTES:** Only the question will show until you click again for the answer to appear:

90 days

In case of inquiries or any part of the investigation needs to be reopened

SHOW VGT 68 BREAK

SHOW VGT 69 PROCEDURES FOR MALFUNCTION INVESTIGATIONS INVOLVING AIRDROP LOADS IAW: AR-59-4/AFJ 13-210(I)/OPNAVINST 4630.24D/MCO 13480.1C

SHOW VGT 70 MALFUNCTION INVESTIGATION PROCEDURES INVOLVING AIRDROP LOADS

26. Conduct a complete on-site investigation of the malfunction IAW AR-59-4/AFJ 13-210(I)/OPNAVINST 4630.1C Chapter 3 and Appendix B-16

NOTES: Investigating is the same as the procedures for Investigations Involving No Serious Injury except as the next slide show.

SHOW VGT 71 MALFUNCTION INVESTIGATION PROCEDURES INVOLVING AIRDROP LOADS (CONT)

27. Appendix B

Appendix B of AR 59-4/OPNAVINST 4630.24D/AFJ 13-210(I)/MCO 13480.1C is a checklist for Airdrop Load Malfunctions Investigations which contains guidelines for component inspection procedures

SHOW VGT 72 MALFUNCTION INVESTIGATION PROCEDURES INVOLVING AIRDROP LOADS (CONT)

28. The malfunction officer will categorize malfunctions by the phase in which they occur and also restrict the investigations to factors that could have caused or contributed to the malfunction to save time and resources

SHOW VGT 73 MALFUNCTION INVESTIGATION PROCEDURES INVOLVING AIRDROP LOADS (CONT)

29. Phases of Airdrop:

- (a) Extraction Phase
- (b) Deployment/Recovery Phase
- (c) Release Phase

SHOW VGT 74 MALFUNCTION INVESTIGATION PROCEDURES INVOLVING AIRDROP LOADS (CONT)

30. *Phases of Airdrop (cont):*

Extraction Phase:

- (a) The period of time that begins with the activation of the aerial delivery system and continues until the extraction force transfers to recovery parachute deployment

SHOW VGT 75 MALFUNCTION INVESTIGATION PROCEDURES INVOLVING AIRDROP LOADS (CONT)

31. *Phases of Airdrop (cont):*

Deployment/Recovery Phase:

- (a) The period of time that begins with the transfer of force extraction to recovery parachute deployment and continues until load impact

SHOW VGT 76 MALFUNCTION INVESTIGATION PROCEDURES INVOLVING AIRDROP LOADS (CONT)

32. *Phases of Airdrop (cont):*

Release Phase:

- (a) This phase overlaps the deployment/recovery phase, but concerns only the functioning of the release assembly
 - Starts when timer actuates
 - Continues until the load impacts the ground and parachute release occurs

SHOW VGT 77 MALFUNCTION INVESTIGATION PROCEDURES INVOLVING AIRDROP LOADS (CONT)

33. Low Velocity Airdrop Loads

Failure of the Extraction Parachute to Deploy or Inflate:

- (a) Did the aircraft extraction parachute release mechanism function properly?
- (b) Were bag closing ties correctly made and pendulum lines properly installed?
- (c) Was the parachute safety loop free from the bent V-ring?

SHOW VGT 78 - 79 MALFUNCTION INVESTIGATION PROCEDURES INVOLVING AIRDROP LOADS (CONT)

34. Low Velocity Airdrop Loads (cont)

Failure or Delay in the Load Extraction:

- (a) Did the extraction parachute appear to fully inflate?
- (b) Was positive aft restraint removed?
- (c) Was the correct number of detents and restraints settings used for the load?

(next-79)

- (d) Was the correct extraction line used and connected?
- (e) Was the platform damaged (answer only when a load did not exit)?

SHOW VGT 80 - 81 MALFUNCTION INVESTIGATION PROCEDURES INVOLVING AIRDROP LOADS (CONT)

35. Low Velocity Airdrop Loads (cont)

Failure to Transfer the Extraction Force to Deployment:

- (a) Were actuators installed in the correct platform rail position (check the arm and foot to indent clearances)?
- (b) Were actuator arm safety pins removed and correctly stowed?
(next-81)
- (c) Was the EFTC cable secured or attached to the actuator and latch assembly with cable clevis pins installed?
- (d) Was the EFTC cable the correct length and properly routed and secured?

SHOW VGT 82 MALFUNCTION INVESTIGATION PROCEDURES INVOLVING AIRDROP LOADS (CONT)

36. Low Velocity Airdrop Loads (cont)

Failure of Recovery Parachutes to Deploy:

- (a) Was the deployment line attached to the extraction system and the parachutes?
- (b) Was the deployment line misrouted?
- (c) Were the parachute restraint and release straps properly attached?
- (d) What was the condition of the release knives?

SHOW VGT 83 MALFUNCTION INVESTIGATION PROCEDURES INVOLVING AIRDROP LOADS (CONT)

37. Low Velocity Airdrop Loads (cont)

Static and or Release Line Systems. (Dual Row Airdrop System [DRAS], Enhanced Container Delivery System [ECDS], and Door Bundles):

- (a) Was the static line properly rigged and connected to the anchor cable?
- (b) Was the static line properly rigged and connected to the parachute?
- (c) Was the release line rigged and connected correctly?

SHOW VGT 84 - 85 MALFUNCTION INVESTIGATION PROCEDURES INVOLVING AIRDROP LOADS (CONT)

38. Low Velocity Airdrop Loads (cont)

Failure of the Suspension System:

- (a) Did the load suspension points fail?
- (b) Did the suspension slings or attaching hardware fail?
- (c) Were the correct slings used?
(next-85)
- (d) Were the slings correctly attached to the parachute release and the load or platform?
- (e) Were slings correctly routed to the suspension points?
- (f) Was protective padding used where it was required?

SHOW VGT 86 - 87 MALFUNCTION INVESTIGATION PROCEDURES INVOLVING AIRDROP LOADS (CONT)

39. Low Velocity Airdrop Loads (cont)

Failure of Recovery Parachute(s) to Fully Inflate:

- (a) Were reefing line cutters armed and cotter pins removed?
- (b) Did the cutters fire?
- (c) Did the cutters cut the reefing line?
(next-87)
- (d) Was the reefing line the proper length?
- (e) Was the reefing line entangled in the reefing rings or suspension lines?

- (f) Were the canopy, suspension lines, and connector link ties correctly made?

SHOW VGT 88 - 89 MALFUNCTION INVESTIGATION PROCEDURES INVOLVING AIRDROP LOADS (CONT)

40. Low Velocity Airdrop Loads (cont)

Midair Release (check hydraulic releases IAW FM 4-20.102):

- (a) At what point did the midair separation occur?
- (b) Did the release activate prior to the load stabilizing?
- (c) Were the releases attached to the parachutes and the load?
(next-89)
- (d) Were the releases properly rigged?
- (e) Was the timer serviceable when tested after the drop? What deficiencies were noted (specify part, M-1 or M-2 release)?

SHOW VGT 90 - 91 MALFUNCTION INVESTIGATION PROCEDURES INVOLVING AIRDROP LOADS (CONT)

41. Low Velocity Airdrop Loads (cont)

Failure to disconnect for M-1 or M-2 Parachute Releases:

- (a) Did a no-load condition occur on impact?
- (b) Did the release upper-suspension link rotate to the release position?
(next-91)
- (c) Was the arming wire lanyard the correct length and was the arming wire pulled from the timer?
- (d) Did the timer keys retract and the timer fall in the guide block?
- (e) Was the timer serviceable when it was tested after the drop?

SHOW VGT 92 MALFUNCTION INVESTIGATION PROCEDURES INVOLVING AIRDROP LOADS (CONT)

42. Container Delivery Systems

Failure of the Containers to Exit the Aircraft:

- (a) Was the release gate properly rigged?
- (b) Was the knife sharp and attached?
- (c) Did the aircraft release system function properly?
- (d) Condition of the rollers and skid board if the containers were jammed in the aircraft?

SHOW VGT 93 - 94 MALFUNCTION INVESTIGATION PROCEDURES INVOLVING AIRDROP LOADS (CONT)

43. Container Delivery Systems

Failure of the Recovery Parachutes to Deploy and Inflate:

- (a) Were the parachute static lines attached to the anchor cables and were the anchor cable stops installed at the prescribed location?
- (b) Were the parachutes attached to the containers?
(next-94)
- (c) Were the pilot chutes attached to the cargo parachutes?
- (d) Were the bag closing ties made with prescribed materials?
- (e) Were the canopy and suspension line ties properly installed with prescribed material?

SHOW VGT 95 CHECK ON LEARNING

SHOW VGT 96 - 97 QUESTIONS

Question: What are the three phases involved in a low velocity airdrop?

1. Extraction
2. Deployment/Recovery
3. Release

***NOTES:** Only the question will show until you click again for the answer to appear:

Extraction
Deployment/Recovery
Release

(next-97)

Question: Where do you find the checklist for an airdrop load malfunction?

1. AR 59-4/AFJ 13-210(I)/Air Force/OPNAVINST 4630.24D/MCO 13480.1C Appendix B

***NOTES:** Only the question will show until you click again for the answer to appear:

AR 59-4/AFJ 13-210(I)/Air
Force/OPNAVINST 4630.24D/MCO
13480.1C Appendix B

SHOW VGT 98 BREAK

SHOW VGT 99 REPORTING PROCEDURES FOR MALFUNCTION INVESTIGATIONS IAW: AR-59-4/AFJ 13-210(I)/OPNAVINST 4630.24D/MCO 13480.1C - APPENDIX B (SEC I)

SHOW VGT 100 INITIAL SERIOUS INJURY/DEATH REPORTING

44. If serious injury or death results from a malfunction, an electronic mail message or telephonic message will be sent within 12 hours of the malfunction to the Director, Aerial Delivery and Field Services Department, Fort Lee, VA

***NOTES:** Report will include sufficient facts, insights, and tentative ideas on the cause and mechanics of the malfunction in order for the Commander, USAQMC&S, to request grounding of the affected equipment, if required.

SHOW VGT 101 WEBSITE

45. DD Form 1748-2
-Airdrop Malfunction Report
-Website and Use of Forms:
www.quartermaster.army.mil/adfsd

SHOW VGT 102 FATALITY MALFUNCTION REPORT

46. Once electronically/telephonically reported: One copy of the final investigation report and DD Form 1748-2 will be forwarded to Fort Lee within 10 calendar days after completion of the fatality investigation

SHOW VGT 103 REPORTING SUMMARY

47. *Reporting Requirements Summary:*

- (a) Command channel report (CDR, USAQMC&S, Ft Lee, VA)
- (b) Electronic or telephone report (serious injury or death/12 hours)
- (c) Quality deficiency report
- (d) Lost time
- (e) DD Form 1748-2, Airdrop Malfunction Report (personnel/cargo-5 days)

***NOTES:** Always inform your chain of command with necessary information and remind them that names should be kept at the lowest level.

A quality deficiency report may be necessary if a defect in equipment was found during your 100% TRI

The injured jumper's unit will need to file a lost time report, for that jumper to the Safety Center.

SHOW VGT 104 AERIAL DELIVERY AND FIELD SERVICES DEPARTMENT POCS

48. E-mail: atsmadfsd@lee.army.mil

If e-mail capability is not available call:

DSN 687-5370/3178 or commercial (804) 734-5370/3178

SHOW VGT 105 COMPLETED MALFUNCTION REPORT

49. Other than for a fatality, one copy of the completed report will be forwarded through appropriate channels to the Director, Aerial Delivery and Field Services Department, ATTN: ATSM-ADFSD, 710 A Avenue Fort Lee, VA 23801-1502 within 5 working days after the malfunction occurs

SHOW VGT 106 – 116 MALFUNCTION REPORTING VIA WEB SITE EXAMPLES

***NOTES: Slide 106-** Once at the website look for the electronic DD form 1748-2 drop-down menu at the bottom of the page.

***NOTES: Slide 108-** Choose the applicable malfunction/ incident – personnel static line, military freefall, or equipment.

***NOTES: Slide 109-** Don't forget to use the drop-down menus, do not just pass over them. If they don't apply there may be an N/A or other in the menu. If not, leave it as the default of choose one – for instance in the type of report if you are unsure whether it was a malfunction or incident then just leave it as "choose one".

***NOTES: Slide 111-** Ensure you give as much information as possible. Accurate points of contact as well as aircraft information may help with the analysis determination.

***NOTES: Slide 112-** It is an MC6 when paired with a T11-R (reserve) but it is an SF10A when paired with the MIRPS. Currently there is no option for the MC6 so use the SF10A option until it can be implemented into the computer program.

If you can estimate the number of jumps on the parachute then do so as this may help to determine if the material was degraded over time or if it is new perhaps a PQDR may be necessary.

Main parachute repack date is the date that parachute was last repacked NOT when it is due to be repacked.

***NOTES: Slide 113-** It cannot be stressed enough that the more information you have written onto this report the better. There can never be too much information. Information on what the aircrew might have seen, fellow jumpers, the weather, etc.

***NOTES: Slide 114-** If this submission is a follow-up to another report then in the Description of Suspected Malfunction... box:

- Skip a few lines after the description leaving a blank space.
- In CAPITAL letters put that this is a follow-up report to one submitted on XXX date.
- Put an asterisk or two at the start and end of the info to help this information stand out.

This area allows you to print the form out with the information on it to verify with the Warrant Officer or other leadership, before you submit it to the database at Ft. Lee. Leadership is the key to monitoring these forms.

This is your last chance to re-read the information you have entered. This report is analyzed at the Malfunction Review Board and though personal information is stripped off the report for the MRB, your submission will be made fun of your spelling, grammar, and explanation. For example 26 Foot HV parachute malfunction was written as the suspected cause of malfunction being that the parachute was starved for air. Also do not be the unit that has submitted with so little information that no useful determination can be made.

***NOTES: Slide 115-** Once your report has been submitted you will see that this is the confirmation page. Notice how the boxes for the information are gone and it is listed as a confirmation page towards the top.

***NOTES: Slide 116-** This allows you to print this report for your records with the confirmation.

SHOW VGT 117 - 119 CHECK ON LEARNING (see below)

SECTION IV. SUMMARY

Method of Instruction: <u>Conference / Discussion</u>
Instructor to Student Ratio is: <u>1:10</u>
Time of Instruction: <u>5 mins</u>
Media: <u>Small Group Instruction (SGI)</u>

Check on Learning

Determine if the students have learned the material presented by soliciting student questions and explanations. Ask the students questions and correct misunderstandings

Question: What is the name and number of the form used for reporting malfunctions to Fort Lee?

- DD Form 1748-2 (Airdrop Malfunction Report)

***NOTES:** Only the question will show until you click again for the answer to appear:

Airdrop Malfunction Report, DD Form 1748-2

Question: What is the timeline for a malfunction report due to Fort Lee for:

- A malfunction other than fatality?
 - An initial report of a serious injury or death?
 - A fatality investigation?
- 5 workdays after the malfunction occurs
 - Within 12 hours of the malfunction
 - 10 calendar days after completion of the fatality investigation

***NOTES:** Only the question will show until you click again for the answer to appear:

Other than for a fatality, one copy of the completed report will be forwarded through appropriate channels to the Director, Aerial Delivery and Field Services Department, Fort Lee, VA within 5 workdays after the malfunction occurs.

If serious injury or death results from a malfunction, an electronic mail message will be sent within 12 hours of the malfunction to the Director, Aerial Delivery and Field Services Department, Fort Lee, VA

For a fatality one copy of the final investigation report and DD Form 1748-2 will be forwarded to Fort Lee within 10 calendar days after completion of the fatality investigation

Review / Summarize Lesson

SHOW VGT 120 SUMMARY

During this block of instruction we have:

- a. Discussed Duties of Malfunction Officer/NCO
 - b. Discussed procedures for Malfunction Investigation - No Serious injuries
 - c. Discussed procedures for Malfunction Investigation - Serious Injury or Death
 - d. Discussed investigation of Low Velocity Airdrop loads
 - e. Discussed Reporting Procedures
-

SHOW VGT 121 QUESTIONS

SECTION V. STUDENT EVALUATION

Testing Requirements

NOTE: Describe how the student must demonstrate accomplishment of the TLO. Refer student to the Student Evaluation Plan.

Written examination N/A

Feedback Requirements

NOTE: Feedback is essential to effective learning. Schedule and provide feedback on the evaluation and any information to help answer students' questions about the test. Provide remedial training as needed.

Provide remedial Training as needed.
