

132nd TRIANNUAL AIRDROP REVIEW and MALFUNCTION SAFETY ANALYSIS

26-28 JANUARY 2010

**AERIAL DELIVERY AND FIELD SERVICES TRAINING FACILITY
AUDITORIUM (BLDG 6025, 710 “Adams” AVE).**



MALFUNCTIONS

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SL1_20092409_ADSFD_C-130_MC6_Broken_Control_Line_Updated

Airdrop Malfunction Report Type: Personnel Static Line Report

Unit Address: C Company, 262nd QM BN, Ft Lee, VA

Branch of Service: Army

Contact Email:

Type of Report: Malfunction

Type of Loss: Class N/A -- None of the Above

Departure Airfield: Langley AFB, VA

Type of Aircraft: C-130

Drop Zone Name - Location: Blackstone DZ, VA

Date of Airdrop: 09/24/2009

Aircraft Speed KIAS: 130

Aircraft Altitude AGL: 1250 ft

Surface Winds KTS: 2 kts

Visibility Feet - Miles: unlimited / unrestricted

Type of Parachute: MC-6

Type of Reserve: T-11R

Reserve Function Properly: N/A

Main Parachute Age: 3 yrs 5 mo

Main Parachute Placed in Service: November 2006

Main Parachute Date of Manufacture: April 2006

Main Parachute Repack Date: January 2009

Main Parachute Serial Number: 1630

Main Parachute Number of Jumps: 4

Type of Malfunction: Broken Suspension Lines

Type of Malfunction - Incident - Specify: Broken Control Line

Jumpers Name - Grade - Unit: E-8, C Company, 262nd QM BN

Jumpers Equipment Worn: ACH, LPU-10, MC-6 Troopback Parachute, T-11 Reserve Parachute

Jumpers Position - Pass - Stick - Position: 1st Pass / 1st Stick / 8th Jumper

Number of Jumps Jumper Has: over 100

Resulting Injury: No injury sustained.

Description of Suspected - Malfunction - Incident - Damaged Incurred: The jumper exited out of a C-130 aircraft conducting an over the ramp operation. The jumper had a successful exit, out of the aircraft. Upon his second point of performance, he noticed that he had twist in his risers. Once he cleared his twist in his risers, he reached up to gain canopy control; he then realized that his right control line was broken. The jumper checked his rate of descent with that of his fellow jumpers and did not feel the need to deploy his reserve. At approximately 50 feet AGL, he secured his rear risers and pulled them to his chest and then prepared to conduct a parachute landing fall (PLF). Once completing his PLF on to Blackstone DZ, he recovered all his equipment. He turned his equipment in to the parachute NCO and then notified airborne mission commander of the occurrence.

Suspected Cause of Malfunction - Incident: 100% Technical Rigger Inspection has been conducted. The middle control line is broken 24 1/2 inches from where it girth hitched to the right control lines. The left control line was measured at 276 inches, which is six inches shorter than the 282 inches required; information attained from TM 10-1670-327-23&P, page 0007-14, paragraph. 4. Upon completion of the inspection, two more observations were made: Gore 11, Section 4, has two small 1/8 inch burn holes and Gore 12, Section 4, has one small 1/4 inch burn hole.

SL2_20091022_ADFSD_C-130_MC-6_Broken_Control_Line

Airdrop Malfunction Report Type: Personnel Static Line Report

Unit Address: 710 A ave Fort Lee, VA

Branch of Service: Army

Contact Email:

Type of Report: Malfunction

Type of Loss: Class N/A -- None of the Above

Unit Being Airlifted: Aerial Delivery and Field Service Department

Departure Airfield: Blackstone Army Airfield

Type of Aircraft: C-130

Airlift Unit: 910th AW

Drop Zone Name - Location: Blackstone Army Airfield, Fort Pickett,
VA

Date of Airdrop: 10/22/2009

Aircraft Speed KIAS: 130

Aircraft Altitude AGL: 1250

Surface Winds KTS: 6 knots

Visibility Feet - Miles: 2 miles

Type of Parachute: MC-6

Type of Reserve: T-11R

Reserve Function Properly: N/A

Main Parachute Age: 3 years 6 months

Main Parachute Placed in Service: Feb 2007

Main Parachute Date of Manufacture: Apr 2006

Main Parachute Repack Date: 20 Oct 09

Main Parachute Serial Number: 1706

Main Parachute Number of Jumps: 8

Type of Malfunction: Broken Suspension Lines

Type of Malfunction - Incident - Specify: Left middle control line broke

Jumpers Name - Grade - Unit: ADFSD Fort Lee, VA

Jumpers Height and Weight: 5'4" /138

Jumpers Equipment Weight: n/a

Jumpers Equipment Worn: n/a

Jumpers Position - Pass - Stick - Position: 1/1/1

Number of Jumps Jumper Has: over 100

Resulting Injury: No Injury to jumper

Description of Suspected - Malfunction - Incident - Damaged Incurred: Broken Left middle control line (MCL). MCL broke 25" above the lower control line during deployment phase. The Broken lower control line wrapped around suspension lines causing a delay in removal of twists in the parachute. Parachutist did not need to activate his reserve parachute.

Suspected Cause of Malfunction - Incident: After inspecting 3 other MC-6 parachute 1 of the 3 had creases/pinched area in the MCL in the same general location of the break. It seemed to break under stress but slight burn marks were present. 100 percent TRI was conducted no other defects were found. We re-measured the control line for a total 281". The parachute was readjusted prior to last pack.

Cause of the Break: Unknown



SL3 20091024 MC1-1D Broken Control Line 123 STS

Airdrop Malfunction Report Type: Personnel Static Line Report
Unit Address: 123 STS, 1101 Grade Lane, Louisville, KY 40213
Branch of Service: Air Force
Contact Email:
Type of Report: Malfunction
Type of Loss: Class N/A -- None of the Above

Unit Being Airlifted: 123 STS
Departure Airfield: Standiford Field, Louisville International
Airport
Type of Aircraft: C-130
Aircraft Serial Number: 91-1235
Airlift Unit: 165 Airlift Squadron

Drop Zone Name - Location: Anderson DZ

Date of Airdrop: 10/24/2009

Aircraft Speed KIAS: 130 KIAS

Aircraft Altitude AGL: 1000ft AGL

Drop Zone Elevation Feet - MSL: 725ft MSL

Surface Winds KTS: 8KTS

Visibility Feet - Miles: 6NM

Type of Parachute: MC1-1D

Type of Reserve: MIRPS

Reserve Function Properly: YES

Main Parachute Age: 13.5 yrs

Main Parachute Placed in Service: 03/13/2004

Main Parachute Date of Manufacture: 05/1996

Main Parachute Repack Date: 10/15/2009

Main Parachute Serial Number: 29553

Main Parachute Number of Jumps: 21

Type of Malfunction: Broken Suspension Lines

Type of Malfunction - Incident - Specify: Right control line ripped

loose from the canopy at point of attachment upon opening shock. The control line then became entangled in many of the right side suspension lines, causing some loss of lift.

Jumpers Name - Grade - Unit:

Jumpers Height and Weight: 71 in, 185lb

Jumpers Equipment Weight: N/A

Jumpers Equipment Worn: Helmet, gloves, goggles

Jumpers Position - Pass - Stick - Position: 1st pass/2nd jumper/Assistant Jump Master

Number of Jumps Jumper Has: Over 200

Resulting Injury: None

Description of Suspected - Malfunction - Incident - Damaged Incurred: Right control line ripped loose from canopy at attachment point. Thread that held line to canopy snapped. Control line then became entangled in suspension lines, causing some loss of lift/reserve used to slow decent but jumper did land on drop zone/no injury to personnel or damage to equipment. Cost of repairs is under \$10.00 and less than one man hour.

Suspected Cause of Malfunction - Incident: Unable to determine why thread failed upon opening shock. Aircraft speed was normal, jumper's body position was normal upon exit. Nothing abnormal can be found with the canopy, suspension lines, risers, container, etc. These MC1-1D are due to be replaced by MC-6 this year so this canopy will not be repaired or returned to service.



SL4_20091029_1_SFG_C-130_MC-6_DUAL_DEPLOYMENT

Airdrop Malfunction Report Type: Personnel Static Line Report

Unit Address: 1st SFG (A), FT Lewis, WA 98433

Branch of Service: Army

Contact Email:

Type of Report: Incident

Type of Loss: Class N/A -- None of the Above

Unit Being Airlifted: 1st SFG (A) 3rd BN, FT Lewis, WA 98433

Departure Airfield: McChord Air Force Base

Type of Aircraft: C-130

Airlift Unit: 133rd Airlift wing

Drop Zone Name - Location: Rogers DZ/FT Lewis, WA

Date of Airdrop: 10/29/2009

Aircraft Speed KIAS: 130 kts

Aircraft Altitude AGL: 1250 AGL

Drop Zone Elevation Feet - MSL: 999

Surface Winds KTS: 3 kts

Visibility Feet - Miles: 1000

Type of Parachute: MC-6

Type of Reserve: T-11R

Reserve Function Properly: YES

Main Parachute Age: 4 yrs

Main Parachute Placed in Service: April 06

Main Parachute Date of Manufacture: November 05

Main Parachute Repack Date: 2 September 2009

Main Parachute Serial Number: 372

Main Parachute Number of Jumps: 17

Type of Malfunction: Reserve Activation

Type of Malfunction - Incident - Specify: Main and Reserve deployed upon exit

Jumpers Name - Grade - Unit: SPC, 3rd BN 1st SFG (A)

Jumpers Height and Weight: 74" (6' 2") 248 LBS

Jumpers Equipment Weight: 30 lbs

Jumpers Equipment Worn: ACH/Parachute

Jumpers Position - Pass - Stick - Position: 2nd Plane/pass 2/stick 3/ 4 jumper

Number of Jumps Jumper Has: 25

Resulting Injury: NO

Description of Suspected - Malfunction - Incident - Damaged Incurred: As the jumper exited the aircraft he secured his T11 R, counted to 4 and went to his second point of performance check canopy and gain canopy control. At this point he realized that both his main and reserve parachutes were deployed. He continued his jump with both canopies deployed and performed a proper PLF. The jumper behind him did not see anything wrong with the jumpers exit of the aircraft.

Suspected Cause of Malfunction - Incident: The jumper may have inadvertently deployed his reserve on opening shock. His hands could have slid from bottom to top on his reserve pack tray and caught the soft handle deploying his reserve.

SL5_20091116_38RQS_C-130_MC1-1D

Airdrop Malfunction Report Type: Personnel Static Line Report

Unit Address: 7196B Savannah St Moody AFB Ga 31699

Branch of Service: Air Force

Contact Email:

Type of Report: Malfunction

Type of Loss: Class N/A -- None of the Above

Unit Being Airlifted: 38 RQS

Departure Airfield: Moody AFB

Type of Aircraft: C-130

Aircraft Serial Number: Unknown

Airlift Unit: 71 RQS

Drop Zone Name - Location: Maltz DZ St. Marks Fl

Date of Airdrop: 11/16/2009

Aircraft Speed KIAS: 130KIAS

Aircraft Altitude AGL: 1500ft AWL

Drop Zone Elevation Feet - MSL: sea level

Surface Winds KTS: 6-8kts

Visibility Feet - Miles: unlimited

Type of Parachute: MC1-1D

Type of Reserve: MIRPS

Reserve Function Properly: N/A

Main Parachute Age: 5 yrs

Main Parachute Placed in Service: Jun 2007

Main Parachute Date of Manufacture: Jul 2004

Main Parachute Repack Date: 11/12/2009

Main Parachute Serial Number: 5983

Main Parachute Number of Jumps: 7

Type of Malfunction: Broken Suspension Lines

Type of Malfunction - Incident - Specify: Broken left control line

Jumpers Name - Grade - Unit: E-4, 38 RQS

Jumpers Height and Weight: 69", 190lbs

Jumpers Equipment Weight: 50lbs

Jumpers Equipment Worn: Ruck, Fins, Dry suit

Jumpers Position - Pass - Stick - Position: 1st lift, 1st pass,
2nd man

Number of Jumps Jumper Has: 10 on MC1-1D

Resulting Injury: None

Description of Suspected - Malfunction - Incident - Damaged
Incurred: Left control line stitching separated at canopy
attachment point

Suspected Cause of Malfunction - Incident: Possible extreme shock
load to left side line group.

FREE FALL REPORTS

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FF1_20090110_3_SF_C-212_MC4

Airdrop Malfunction Report Type: Military Free Fall Personnel Report

Unit Address: GSSC, GSB, 3RD SFG(A) FT. BRAGG NC 28310

Branch of Service: Army

Contact Email:

Type of Report: Malfunction

Type of Loss: Class D -- Loss of 2,000 to 20,000 Dollars, No Loss Time Injury

Unit Being Airlifted: USAFC

Departure Airfield: ST MERE EGLISE

Type of Aircraft: C-212 Casa

Aircraft Serial Number: ARMY-168

Airlift Unit: USASOC

Drop Zone Name - Location: ST MERE EGLISE

Date of Airdrop: 10/01/2009

Aircraft Speed KIAS: 90-100 KIAS

Aircraft Altitude AGL: 12000 FEET

Drop Zone Elevation Feet - MSL: 430 FEET/MSL

Surface Winds KTS: 0-5 KTS

Visibility Feet - Miles: UNLIMITED

Type of Parachute: Choose One

Other Type of Parachute - Specify: MC4

Type of Reserve: Choose One

Other Type of Reserve: MC4 RESERVE

Reserve Function Properly: YES

Main Parachute Age: 5 YEARS 0 MONTHS

Main Parachute Placed in Service: JUNE 2008

Main Parachute Date of Manufacture: OCTOBER 2004

Main Parachute Repack Date: 10/01/2009

Main Parachute Serial Number: 11165

Main Parachute Number of Jumps: 43

Type of Malfunction: Reserve Activation

Type of Malfunction - Incident - Specify: UNCONTROLLED SPIN,
CUTAWAY/ACTIVATION OF RESERVE

Jumpers Name - Grade - Unit: E7, USAFC

Jumpers Height and Weight: 69 INCHES 215 LBS

Jumpers Equipment Weight: APPROXIMATELY 10 LBS

Jumpers Equipment Worn: HELMET, GOGGLES, ALTIMETER, FLIGHT SUIT

Jumpers Position - Pass - Stick - Position: 3RD JUMPER

Number of Jumps Jumper Has: 200

Resulting Injury: NONE

Description of Suspected - Malfunction - Incident - Damaged
Incurred: Jumper exited aircraft at 12000 ft AGL. He cleared
airspace at 5000 ft AGL and performed main activation procedures at
4000 ft AGL. Upon opening shock jumper found himself in an
uncontrolled spin. He performed proper post opening procedures but
failed to correct the problem. He then performed emergency
procedures and activated his reserve canopy while above 2000 ft
AGL.

Suspected Cause of Malfunction - Incident: Broken control line at
finger trapped loop

FF2_20091029_123_STS_C-130_VECTOR

Airdrop Malfunction Report Type: Military Free Fall Personnel Report

Unit Address: 123 STS Louisville, Ky

Branch of Service: Air Force

Contact Email:

Type of Report: Incident

Type of Loss: Class N/A -- None of the Above

Unit Being Airlifted: 123 STS

Departure Airfield: SDF

Type of Aircraft: C-130

Airlift Unit: 165 AW

Drop Zone Name - Location: Zoomer DZ, Ft. Knox, KY

Date of Airdrop: 10/29/2009

Aircraft Speed KIAS: 130 Kts.

Aircraft Altitude AGL: 9,999

Drop Zone Elevation Feet - MSL: 718

Surface Winds KTS: Calm

Visibility Feet - Miles: 25 Miles

Type of Parachute: Choose One

Other Type of Parachute - Specify: Special Operations Vector

Type of Reserve: Choose One

Other Type of Reserve: Special Operations Vector

Reserve Function Properly: YES

Main Parachute Age: 5 years

Main Parachute Placed in Service: 2004

Main Parachute Date of Manufacture: 2004

Main Parachute Repack Date: 10/28/2009

Main Parachute Serial Number: n/a

Main Parachute Number of Jumps: 63

Type of Malfunction: Choose One

Type of Malfunction - Incident - Specify: Half pull of BOC.

Jumpers Name - Grade - Unit: E-6, 123 STS

Jumpers Height and Weight: 6'1" 215lbs

Jumpers Equipment Weight: 0

Jumpers Equipment Worn: none

Jumpers Position - Pass - Stick - Position: Pass 1 stick 1

Number of Jumps Jumper Has: 257

Resulting Injury: None

Description of Suspected - Malfunction - Incident - Damaged
Incurred: Member didn't get a solid pull on the BOC, which resulted in a half deployed pilot chute. After a failed second attempt to find the half deployed pilot chute (still in the pocket) he reached cutaway decision altitude and chose to deploy his reserve before the Cypress fired. Member did land safely on the DZ.

Suspected Cause of Malfunction - Incident: Member did not do any practice pulls (handle check) in freefall.

FF3_20091029_123_STS_C-130_VECTOR

Airdrop Malfunction Report Type: Military Free Fall Personnel Report

Unit Address: 123 STS, Louisville, KY

Branch of Service: Air Force

Contact Email:

Type of Report: Malfunction

Type of Loss: Class N/A -- None of the Above

Unit Being Airlifted: 123 STS

Departure Airfield: Fort Knox, KY

Type of Aircraft: C-130

Airlift Unit: 165 AW

Drop Zone Name - Location: Zoomer DZ, Ft. Knox, KY

Date of Airdrop: 10/29/2009

Aircraft Speed KIAS: 130 Kts

Aircraft Altitude AGL: 9,999

Drop Zone Elevation Feet - MSL: 718

Surface Winds KTS: 5 Kts

Visibility Feet - Miles: 25 Miles

Type of Parachute: Choose One

Other Type of Parachute - Specify: Vector III PD-210

Type of Reserve: Choose One

Other Type of Reserve: PD-193

Reserve Function Properly: YES

Main Parachute Age: 4 years

Main Parachute Placed in Service: 2005

Main Parachute Date of Manufacture: 2005

Main Parachute Repack Date: 10/29/2009

Main Parachute Serial Number: N/A

Main Parachute Number of Jumps: 153

Type of Malfunction: Choose One

Type of Malfunction - Incident - Specify: Line over

Jumpers Name - Grade - Unit: E-8, 123 STS

Jumpers Height and Weight: 187

Jumpers Equipment Weight: 0

Jumpers Equipment Worn: None

Jumpers Position - Pass - Stick - Position: JM. 2nd Pass. 2nd Stick. Last out.

Number of Jumps Jumper Has: 569

Resulting Injury: None

Description of Suspected - Malfunction - Incident - Damaged
Incurred: Line over. Right side to approximately 3rd cell of canopy. Canopy opened in a slow turbulent left hand turn. Member attempted to perform right and left rear riser turns in attempt to clear main canopy, which was unsuccessful. Member continued to attempt to clear main malfunction by unstowing brakes and performing left and right hand toggle turns. As suspected by the jumper, this induced a more sever left turn. Member proceeded to perform successful cut-away procedures. Jumper landed 10 meters from DZ PI.

Suspected Cause of Malfunction - Incident: Jumper packed his own Main canopy. Member was current in Pro-packing. Pro-packing is the recommended packing method by the parachute manufacturer.

FF4_20091112_123STS_C-130_PD-Spectre

Airdrop Malfunction Report Type: Military Free Fall Personnel Report
Unit Address: 123 STS Louisville KY
Branch of Service: Air Force
Type of Report: Malfunction
Type of Loss: Class D Loss of 2,000 to 20,000 Dollars, No Loss Time Injury
Unit Being Airlifted: 123 STS
Departure Airfield: Schoonover Airstrip
Type of Aircraft: C-130
Aircraft Serial Number: Tail = 91431
Airlift Unit: 143 AW
Drop Zone Name - Location: Schoonover DZ / Hunter-Ligget, CA
Date of Airdrop: 11/12/2009
Aircraft Speed KIAS: 130 KIAS
Aircraft Altitude AGL: 10,000 AGL
Drop Zone Elevation Feet - MSL: 980 MSL
Surface Winds KTS: Calm
Visibility Feet - Miles: 12 Miles
Type of Parachute - Specify: PD - Spectre
Type of Reserve: PD Reserve
Reserve Function Properly: YES
Main Parachute Age: 1.5 years
Main Parachute Placed in Service: Aug 2008
Main Parachute Date of Manufacture: May 2008
Main Parachute Repack Date: Was packed 11 Nov 2009
Main Parachute Serial Number: SP190-08872
Main Parachute Number of Jumps: 110
Type of Malfunction: Distorted Canopy
Type of Malfunction - Incident: Twisted Risers - Possible tension knots
Jumpers Name - Grade - Unit:
Jumpers Height and Weight: 72 inch / 172 pounds
Jumpers Equipment Weight: 0
Jumpers Equipment Worn: Required personal safety equipment. No additional equipment worn.
Jumpers Position / Pass - Stick - Position: 1st Pass, 1st Stick, 3rd
Number of Jumps Jumper Has: 347
Resulting Injury: None. Jumper landed safely on the PI of the DZ without further incident.

Description of Suspected - Malfunction - Incident - Damaged
Incurred: Risers twisted - possible tension knots - canopy distorted, and Jumper determined main canopy was uncontrollable and performed Cut-Away procedures by 3,300 AGL.

Suspected Cause of Malfunction - Incident: Undetermined. Jumper packed his own parachute. Jumper received a Quality Control Check on packing his main parachute. No problems or issues noted.

FF5_20091114_5thSFG_C-7_MC-4

Airdrop Malfunction Report Type: Military Free Fall Personnel Report

Unit Address: 5th Special Forces Group

Branch of Service: Army

Contact Email:

Type of Report: Malfunction

Type of Loss: Class D -- Loss of 2,000 to 20,000 Dollars, No Loss Time

Unit Being Airlifted: 5th SFG

Departure Airfield: Eloy, AZ

Type of Aircraft: C-7 Skyvan

Aircraft Serial Number: NA

Airlift Unit: Civilian

Drop Zone Name - Location: Eloy DZ

Date of Airdrop: 11/14/2009

Aircraft Speed KIAS: 110kts

Aircraft Altitude AGL: 6,000 AGL

Drop Zone Elevation Feet - MSL: 1513ft MSL

Surface Winds KTS: 6kts

Visibility Feet - Miles: clear

Type of Parachute - Specify: MC-4

Type of Reserve: MC-4

Reserve Function Properly: YES

Main Parachute Age: 6 years 5 months

Main Parachute Placed in Service: July 2006

Main Parachute Date of Manufacture: June 2003

Main Parachute Repack Date: 11/13/2009

Main Parachute Serial Number: 10606

Main Parachute Number of Jumps: unknown

Type of Malfunction: Choose One

Type of Malfunction - Incident - Specify: Horseshoe

Jumpers Name - Grade - Unit: SFC

Jumpers Height and Weight: 70' 240lbs

Jumpers Equipment Weight: 50lbs

Jumpers Equipment Worn: Combat equipment front mount, weapon

Jumpers Position - Pass - Stick - Position: #7 off the ramp

Number of Jumps Jumper Has: 30

Resulting Injury: There were no injuries on this malfunction

Description of Suspected - Malfunction - Incident - Damaged
Incurred: The jumper exited the aircraft at 6000 feet AGL and entered a stable body position waved off at 5500 AGL and pulled at 5000 AGL. As the jumper pulled at 5000 AGL he felt himself dip forward which caused his pilot chute to rout under his right leg. He felt suspension lines in his face and then went in to cut away procedures. The reserve parachute deployed immediately and landed on the intended drop zone. Recovered main parachute off drop zone. Main parachute was still in deployment bag.

Suspected Cause of Malfunction - Incident: Based on the jumpers statement and from seeing the main parachute it is believed that the jumper entered a less than stable body position during his pull sequence. The jumper and his equipment created enough of a burble based on body position to allow the pilot parachute to not deploy as it should and wrapped around his leg creating the horseshoe malfunction. Jumper was retrained on correct body position during freefall and spent some extra time in the wind tunnel.

FF6_20091120_38RQS_C-130_Special_Operations_Vector_III(SOVIII)

Airdrop Malfunction Report Type: Military Free Fall Personnel Report

Unit Address: 7196B Savannah St Moody AFB Ga 31699

Branch of Service: Air Force

Contact Email:

Type of Report: Incident

Type of Loss: Class N/A -- None of the Above

Unit Being Airlifted: 38 RQS

Departure Airfield: Moody AFB

Type of Aircraft: C-130

Aircraft Serial Number: Unknown

Airlift Unit: 71 RQS

Drop Zone Name - Location: Bemiss DZ

Date of Airdrop: 11/20/2009

Aircraft Speed KIAS: 130KIAS

Aircraft Altitude AGL: 12,999

Drop Zone Elevation Feet - MSL: 500ft above sea level

Surface Winds KTS: 2kts

Visibility Feet - Miles: unlimited

Type of Parachute: Choose One

Other Type of Parachute - Specify: Special Operations Vector III (SOV III)

Type of Reserve: Choose One

Other Type of Reserve: TR-375

Reserve Function Properly: YES

Main Parachute Age: 4 years

Main Parachute Placed in Service: 10/31/2005

Main Parachute Date of Manufacture: 04/2005

Main Parachute Repack Date: 11/04/2009

Main Parachute Serial Number: 001518

Main Parachute Number of Jumps: 15

Type of Malfunction: Reserve Activation

Type of Malfunction - Incident - Specify: Jumper was unable to locate main ripcord

Jumpers Name - Grade - Unit: 1Lt, 38 RQS

Jumpers Height and Weight: 72", 215lbs

Jumpers Equipment Weight: 100lbs

Jumpers Equipment Worn: LBE, ruck, rifle

Jumpers Position - Pass - Stick - Position: 1st pass, 1st stick, 3rd position

Number of Jumps Jumper Has: 43 total, 5 with SOV III

Resulting Injury: None

Description of Suspected - Malfunction - Incident - Damaged
Incurred: Jumper initially was unable to locate main ripcord, once located he was at such a low altitude that he was travelling faster than 62mph through 1500 ft (activation altitude) his main fully inflated and his CYPRES fired. His reserve did not leave the free bag and his main opened as advertised.

Suspected Cause of Malfunction - Incident: Poor harness fitting led to high ripcord placement and delayed deployment altitude.

FF7_20091203_7SFG_MH-60_MC-4

Airdrop Malfunction Report Type: Military Free Fall Personnel Report

Unit Address: 7TH SFG(A), Dt. Bragg, NC 28310

Branch of Service: Army

Contact Email:

Type of Report: Malfunction

Type of Loss: Class N/A -- None of the Above

Unit Being Airlifted: 1st BN 7th SFG(A)

Departure Airfield: Laurinburg, NC

Other Type of Aircraft: MH-60L

Aircraft Serial Number: 26286

Airlift Unit: 160th SOR

Drop Zone Name - Location: Laurinburg/Maxton

Date of Airdrop: 12/03/2009

Aircraft Speed KIAS: 85 kts

Aircraft Altitude AGL: 12,500 ft AGL

Drop Zone Elevation Feet - MSL: 219 ft MSL

Surface Winds KTS: 8 kts

Visibility Feet - Miles: unlimited

Type of Parachute - Specify: MC-4

Type of Reserve: MC-4

Reserve Function Properly: YES

Main Parachute Age: 4 years 5 months

Main Parachute Placed in Service: OCT 2005

Main Parachute Date of Manufacture: JULY 2005

Main Parachute Repack Date: 02 DEC 2009

Main Parachute Serial Number: 19287

Main Parachute Number of Jumps: 76

Type of Malfunction: Choose One

Type of Malfunction - Incident: Main parachute did not deploy

Jumpers Name - Grade - Unit: E-7, B Co. 1st BN 7th SFG(A)

Jumpers Height and Weight: 66" 180lbs

Jumpers Equipment Weight: 45 lbs

Jumpers Equipment Worn: Parachutist drop bag and SCAR long rifle

Jumpers Position - Pass - Stick - Position: 2nd lift 4th jumper out

Number of Jumps Jumper Has: 32

Resulting Injury: none

Description of Suspected - Malfunction - Incident - Damaged
Incurred: On 3 December 2009, while conducting multiple lift at Laurinburg DZ, a jumper performed cutaway procedures. The jumper stated he exited A/C and got stable within 500' of freefall and at 6000' cleared airspace, 5000' waived off, and at 4000' traced ripcord cable housing and noticed he had a floating ripcord and traced again. Then he pulled to full arm extension and checked over right shoulder and did not see a parachute, so checked again and still nothing. Then the jumper went into cut away procedures. Jumper stated he was under reserve canopy at 3000' AGL. Then at approximately 1500' AGL his main parachute fell free from the container. The jumper landed with his main ripcord grip and his red cutaway pillow. Jumper did not have the reserve ripcord grip.

Suspected Cause of Malfunction - Incident: After all equipment was inspected and no deficiencies found, main soft loop was within tolerance and pull test was conducted. The suspected cause of malfunction was that jumper never found his "floating" main ripcord grip and decided to cutaway after the second attempt. After the jumper was under reserve canopy he then pulled the main ripcord grip and it separated from the container at approximately 1500' AGL.

FF8 20091216_HC130_103RQS_SABREIII90

Airdrop Malfunction Report Type: Military Free Fall Personnel Report

Unit Address: 150 Riverhead Rd Westhampton Beach NY
Branch of Service: Air Force
Type of Report: Incident
Type of Loss: Class D -- Loss of 2,000 to 20,000 Dollars, No Loss
Time Injury
Unit Being Airlifted: 103 RQS
Departure Airfield: F.S. Gabreski
Type of Aircraft: HC-130
Aircraft Serial Number: 88-2102
Airlift Unit: 102 RQS
Drop Zone Name - Location: Metz DZ
Date of Airdrop: 12/16/2009
Aircraft Speed KIAS: 130
Aircraft Altitude AGL: 10000
Drop Zone Elevation Feet - MSL: 55
Surface Winds KTS: 10
Visibility Feet - Miles: unrestricted
Type of Parachute - Specify: Sabre II/190
Other Type of Reserve: PDR 193
Main Parachute Age: 1 year 3 months
Main Parachute Placed in Service: June 2009
Main Parachute Date of Manufacture: Sep 2008
Main Parachute Repack Date: 10 Nov 09
Main Parachute Serial Number: SA-190010707
Main Parachute Number of Jumps: 40
Type of Malfunction: Miss Drop Zone
Type of Malfunction / Incident: Steering toggle entanglement
Jumpers Name - Grade - Unit:
Jumpers Height and Weight: 5'-11"
Jumpers Equipment Weight: 190
Jumpers Equipment Worn: Vector three
Jumpers Position - Pass - Stick - Position: 1 of 5
Number of Jumps Jumper Has: 5400+
Resulting Injury: None

Description of Suspected - Malfunction - Incident - Damaged

Incurred: Right steering toggles stuck at 50% brake upon opening. Jumper initially unable to free toggle. Jumper able to clear malfunction at approximately 2200 AGL but unable to reach drop zone due to initial track away from DZ caused by malfunction.

Suspected Cause of Malfunction - Incident: Parachute anomaly caused by opening action. Neither procedures nor equipment rigging was found to be causal.

HEAVY EQUIPMENT REPORTS

5



**HE1_20091021_314_AW_C-130_15_Ft_Extraction_Parachute_Suspension
_Lines_Broke**

Airdrop Malfunction Report Type: Equipment Report
Unit Address: 380 Chief Williams Dr. Little Rock AFB, AR 72099
Branch of Service: Air Force
Type of Report: Malfunction
Unit Being Airlifted: 62nd AS (314th AW)
Departure Airfield: KLRF
Type of Aircraft: C-130
Aircraft Serial Number: 2372

Airlift Unit: 62nd AS

Drop Zone Name - Location: Blackjack, Arkansas

Date of Airdrop: 21 SEP 09

Aircraft Speed KIAS: 140 KIAS

Aircraft Altitude AGL: 996 AGL / 1550 MSL

Drop Zone Elevation Feet - MSL: 1535

Surface Winds KTS: 180/3

Visibility Feet - Miles: 5 Miles

Type of Load: 8ft platform unilateral training load (plywood) No damage to the Load

Type of Extraction chute: 15ft extraction chute with 21 drops

Other Type of Parachute - Specify: 2x G12E

Type of malfunction: 15ft. extraction chute broke lines 15,2,5,6,7,9 causing the chute to deflate and create a slow extraction of the load, the right hand locks were pulled by the crew. Damage incurred was isolated to the extraction chute. G-12E cargo parachutes deployed normally.

Description of Suspected - Malfunction - Incident - Damaged
Incurred: Lines # 15,2,5,6,7,9 broke after inflation of the main extraction chute causing the chute to deflate after the started moving.

Suspected Cause of Malfunction - Incident: Malfunction occurred due to the lines breaking on the extraction parachute.

HE2_20091023_314_AW_C-130_15_Foot_Drogue_Parachute_Failure

Airdrop Malfunction Report Type: Equipment Report
Unit Address: building 380, Little Rock Air Force Base, 72099
Branch of Service: Air Force
Contact Email:
Type of Report: Malfunction
Unit Being Airlifted: 314 AW
Departure Airfield: KLRF
Type of Aircraft: C-130
Aircraft Serial Number: 3146
Airlift Unit: 48th AS
Drop Zone Name - Location: Black Jack DZ

Date of Airdrop: 10/23/2009

Aircraft Speed KIAS: 140 IAS

Aircraft Altitude AGL: 602 AGL

Drop Zone Elevation Feet - MSL: 590 MSL

Surface Winds KTS: 10 KTS

Visibility Feet - Miles: >10 miles

Type of Parachute: Choose One

Type of Reserve: Choose One

Reserve Function Properly: Choose One

Type of Malfunction: Choose One

Description of Suspected - Malfunction - Incident - Damaged
Incurred: Drop aircraft was a C130J, the drogue chute deployed normally, and at approx. 2 seconds prior to green light, tore apart. The tow-plate released the extraction chute, but it did not deploy. The loadmaster cut the extraction system away, it has not been recovered.

Suspected Cause of Malfunction - Incident: Until the extraction system is recovered, the cause will not be able to be determined. We currently suspect a material failure on the chute, but it is unknown if it was the lines or the panels. The drop was not video taped. That situation is being resolved.

HE3_20091113_19_LRS_C-130_G-12E_Mid_Air_Release

Airdrop Malfunction Report Type: Equipment Report

Unit Address: Bld 380 Little Rock Air Force Base

Branch of Service: Air Force

Contact Email:

Type of Report: Malfunction

Type of Loss: Class D -- Loss of 2,000 to 20,000 Dollars, No Loss
Time Injury

Unit Being Airlifted: 19th LRS

Departure Airfield: LRAFB

Type of Aircraft: C-130

Aircraft Serial Number: 63-7796

Airlift Unit: 62nd AS

Drop Zone Name - Location: Black Jack DZ, AR

Date of Airdrop: 13 Nov 09

Aircraft Speed KIAS: 140 KAIS

Aircraft Altitude AGL: 896 AGL

Drop Zone Elevation Feet - MSL: 1535 MSL

Surface Winds KTS: Calm

Other Type of Parachute - Specify: 15ft Ext/ 2 G12E cargo

Reserve Function Properly: Choose One

Type of Malfunction: Choose One

Description of Suspected - Malfunction - Incident - Damaged
Incurred: M-1 Release released early, cargo chutes separated from
the load.

Suspected Cause of Malfunction - Incident: Timer block was
inspected and only ran for approx 4 seconds. Lot #3L266

HE4_20091121_302AW_C-130_G-12E

Airdrop Malfunction Report Type: Equipment Report

Unit Address: 302 AW (AFRC), Peterson AFB, CO

Branch of Service: Air Force

Contact Email:

Type of Report: Malfunction

Type of Loss: Class N/A -- None of the Above

Unit Being Airlifted: N/A

Departure Airfield: KCOS

Type of Aircraft: C-130

Aircraft Serial Number: 947319

Airlift Unit: 731 AS

Drop Zone Name - Location: Kelly DZ, Rush, CO

Date of Airdrop: 21 Nov 09

Aircraft Speed KIAS: 140

Aircraft Altitude AGL: 810

Drop Zone Elevation Feet - MSL: 5450

Surface Winds KTS: 290/8

Visibility Feet - Miles: UNLIMITED

Type of Parachute: Choose One

Other Type of Parachute - Specify: G-12E

Type of Reserve: Choose One

Reserve Function Properly: N/A

Main Parachute Age: 54

Main Parachute Placed in Service: Jul 1955

Main Parachute Date of Manufacture: Jul 1955

Main Parachute Repack Date: 15 Sep 2009

Main Parachute Serial Number: 32648

Main Parachute Number of Jumps: UNKNOWN

Type of Malfunction: Choose One

Resulting Injury: NONE

Description of Suspected - Malfunction - Incident - Damaged

Incurred: Airdrop mission to Kelly DZ. The crew flew a SKE route to a HE drop. The HE exited the aircraft normally. The main cargo chutes extended but did not inflate. The load landed on the drop zone. The DZO informed the crew of the malfunction and the crew returned to base and impounded the aircraft. There was minimal damage to the airdrop platform. There were no injuries nor was there damage to the aircraft.

Suspected Cause of Malfunction - Incident: After examining the HE load, aerial port/JAI could find nothing abnormal with the HE load. The DZ ground crew saw nothing unusual about the extraction or deployment other than the failure of the chutes to inflate. No cause for the airdrop malfunction has been found as a result of the investigation.

HE5_20091211_39AS_C130_G12_Mid_Air_Release

Airdrop Malfunction Report Type: Equipment Report
Unit Address: 1000 Herk Dr Dyess AFB TX
Branch of Service: Air Force
Contact Email:
Type of Report: Malfunction
Type of Loss: Class C -- Loss of 20,000 to 200,000 Dollars, Loss
Time Injury
Unit Being Airlifted: 39th AS
Departure Airfield: Dyess AFB
Type of Aircraft: C-130
Other Type of Aircraft: C-130H
Aircraft Serial Number: 74-1675
Airlift Unit: 39th AS
Drop Zone Name - Location: Bronte DZ/TX
Date of Airdrop: 12/11/2009
Aircraft Speed KIAS: 140KIAS
Aircraft Altitude AGL: 850AGL
Drop Zone Elevation Feet - MSL: 1737ft
Surface Winds KTS: 140/7KTS
Visibility Feet - Miles: 5+
Other Type of Parachute - Specify: 2xG-12E
Main Parachute Age: 36, 40
Main Parachute Placed in Service: 8NOV08, 13FEB09
Main Parachute Date of Manufacture: SEP1973, OCT1969
Main Parachute Serial Number: 97197, 2336

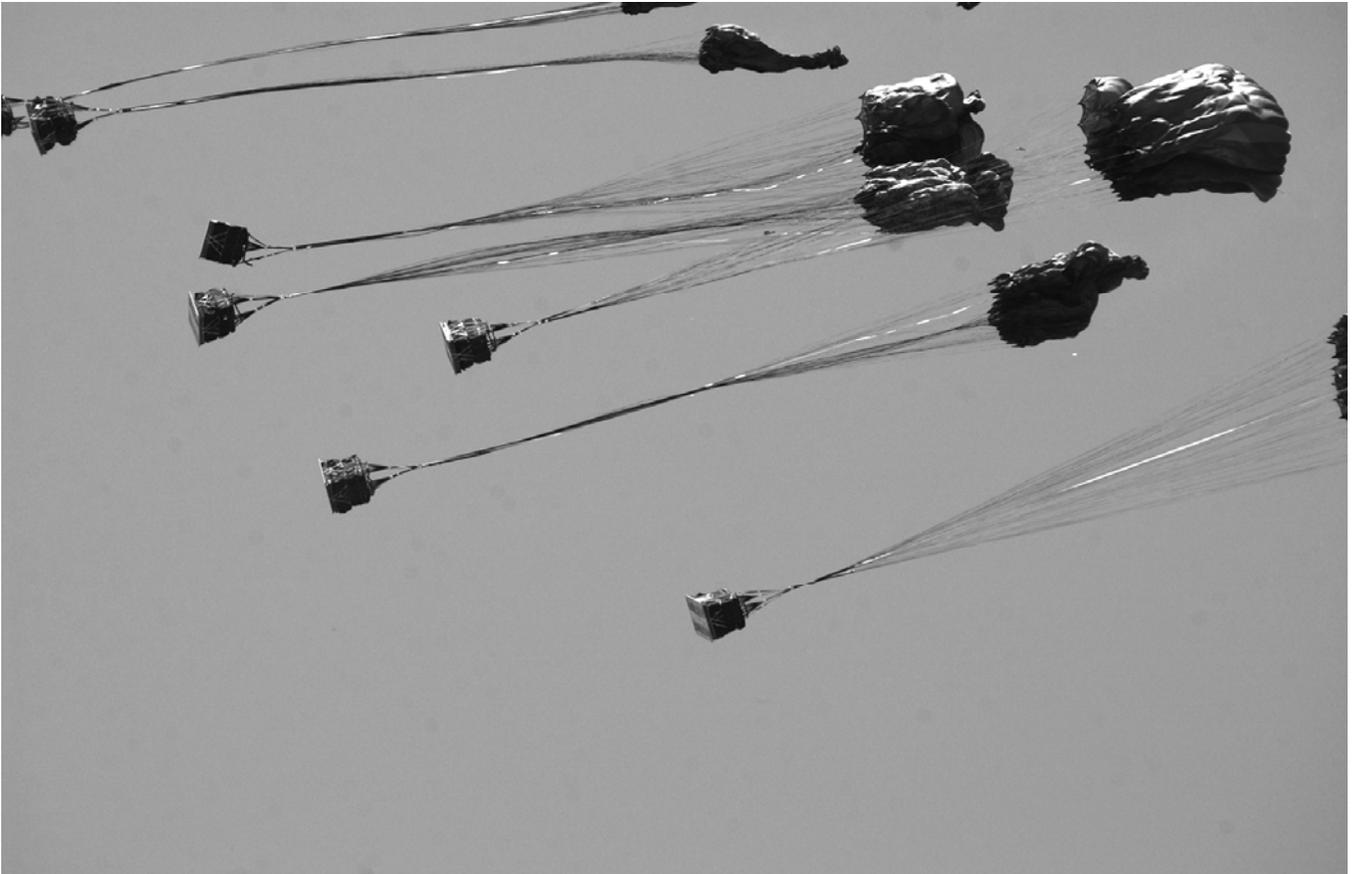
Description of Suspected - Malfunction - Incident - Damaged

Incurred: A single 8ft airdrop platform weighting 2629lbs with a 15ft extraction chute and 2 G-12E parachutes used for deployment. The platform extracted without incident. During the deployment phase the 2 G-12E parachutes separated from the platform possibly due to the parachute connectors not being properly seated in the retaining clamp. The platform impacted the DZ inverted and bounced back to proper resting position. The entire training load was destroyed to include lashings, load binders, M-1 timer block and EFTC system.

Suspected Cause of Malfunction - Incident: The suspected cause of the malfunction was the Parachute Connectors not properly seated in Retainer Clamp. The timer keys were fully retracted upon inspection but the timer block was too damaged for proper testing to verify the delay time. The drag line was snapped off the Upper Suspension Link and the securing tie around the Lower Spacer was still intact. The G-12E parachutes L-bars were still secured with the 80lb tie leading us to believe that the Parachute Connectors were not fully seated and separated at the onset of the deployment phase.

CONTAINER DELIVERY SYSTEM REPORTS

4



CDS1_20091509_774_EAS_C-130_Failed_to_exit

Airdrop Malfunction Report Type: Equipment Report

Unit Address: 774 EAS Bagram Air Base

Branch of Service: Air Force

Type of Report: Malfunction

Unit Being Airlifted: CDS dropped to 82nd

Departure Airfield: OAIX

Type of Aircraft: C-130

Aircraft Serial Number: 60-410

Airlift Unit: 774 EAS

Drop Zone Name - Location: Jackson DZ

Date of Airdrop: 09/15/09

Aircraft Speed KIAS: 140

Aircraft Altitude AGL: 3000

Drop Zone Elevation Feet - MSL: 4841

Surface Winds KTS: 180/04

Visibility Feet - Miles: 5 Miles

Type of Parachute: Choose One

Other Type of Parachute - Specify: 26' RS HVCDS

Resulting Injury: None

Description of Suspected - Malfunction - Incident - Damaged Incurred:

On the second pass at Jackson DZ an A-22 bundle harness wrapped around static line retriever cable and stopped release of last 3 bundles on the left side of the aircraft. The 4 CDS from the right and the first CDS from the left exited the aircraft without incident for a good drop.

Suspected Cause of Malfunction - Incident: Broken 80lb tie down strap.

CDS2_20091113_34CTS_C-130_26FT_HV

Airdrop Malfunction Report Type: Equipment Report

Unit Address: G-4 Airdrop Branch, 2883 B Avenue, Bldg 7029, Fort Polk, LA 71459

Branch of Service: Army

Contact Email:

Type of Report: Incident

Type of Loss: Class D - Loss of 2,000 to 20,000 Dollars, No Loss Time Injury

Unit Being Airlifted: 34th CTS (USAF), Little Rock, AFB

Departure Airfield: Alexandria International Airport, Alexandria, LA

Type of Aircraft: C-130

Aircraft Serial Number: 41862

Airlift Unit: 34th CTS (USAF) Little Rock, AFB

Drop Zone Name - Location: Strike DZ, Fort Polk, LA (15R VQ 90945 45052)

Date of Airdrop: 11/13/2009

Aircraft Speed KIAS: 130

Aircraft Altitude AGL: 750

Drop Zone Elevation Feet - MSL: 393ft

Surface Winds KTS: 1-2

Visibility Feet - Miles: unlimited

Type of Parachute: Choose One

Other Type of Parachute - Specify: 26-Foot Diameter, High-Velocity Cargo

Main Parachute Age: 34

Main Parachute Placed in Service: 13 Dec 1999

Main Parachute Date of Manufacture: April 1975

Main Parachute Repack Date: 1 May 2008

Main Parachute Serial Number: 22724

Main Parachute Number of Jumps: 11

Type of Malfunction: Choose One

Type of Malfunction - Incident - Specify: Entanglement

Height and Weight: 48 X 48 x 68, 1120 lbs

Description of Suspected - Malfunction - Incident - Damaged Incurred:
During a 4 bundle, single stick, centerline CDS drop, bundles #1 and #2 became entangled in the air during the deployment phase. Bundle #2's parachute became entangled with bundle #1's parachute, causing damage to bundle #2's suspension lines. When the two bundles finally separated, bundle #1's parachute opened as intended, but because of damage to the suspension lines, bundle #2's parachute did not completely inflate. These were training bundles loaded with simulated ammunition weighing 1,120 pounds. All four bundles weighed the same. The aircraft deck angle was 7 degrees.

Suspected Cause of Malfunction - Incident: It is suspected that the bundles exited the aircraft too close together causing the entanglement. This may be caused by the combination of aircraft speed and deck angle.

CDS3_20091119_38RQS_C-130_T-10C_Cargo

Airdrop Malfunction Report Type: Equipment Report

Unit Address: 7196B Savannah St. Moody AFB Ga 31699

Branch of Service: Air Force

Contact Email:

Type of Report: Malfunction

Type of Loss: Class D -- Loss of 2,000 to 20,000 Dollars, No Loss
Time Injury

Unit Being Airlifted: 38 RQS

Departure Airfield: Moody AFB

Type of Aircraft: C-130

Aircraft Serial Number: 65-0987

Airlift Unit: 71 RQS

Drop Zone Name - Location: Maltz DZ/St Marks Fl

Date of Airdrop: 11/19/2009

Aircraft Speed KIAS: 130KIAS

Aircraft Altitude AGL: 3500ft AWL

Drop Zone Elevation Feet - MSL: sea level

Surface Winds KTS: 9kts

Visibility Feet - Miles: 6000ft

Type of Parachute: T-10C

Type of Reserve: Choose One

Reserve Function Properly: N/A

Main Parachute Age: 3 years

Main Parachute Placed in Service: 10/26/2007

Main Parachute Repack Date: 10/06/2009

Main Parachute Serial Number: 29728

Main Parachute Number of Jumps: unknown

Type of Malfunction: Choose One

Description of Suspected - Malfunction - Incident - Damaged Incurred:
On 19 Nov 2009 we were conducting water operations at Maltz DZ St. Marks Florida. This training consisted of 5 MFF jumpers and one Rigging Alternate Method Zodiac (RAMZ) package. The TOT was 1935hrs at that time the green light came on and the jumpmaster gave the signal to cut the gate material and release the package. The package exited the aircraft and both D-bags were pulled into the aircraft. Upon exit the boat party witnessed two canopies over the package, the package fell short of intended PI. When the boat party recovered the package they discovered the missing T-10C and its 120inch riser.

Suspected Cause of Malfunction - Incident: Since there were no remnants of the 120inch riser on the bell housing of the clevis but the bolt/nut and release fitting as well as the second T-10C and its 120inch riser were all still attached to the clevis my opinion is during opening the stitching on the 120inch riser separated causing the complete loss of the riser and parachute. The possibility of the riser not being connected always exists however prior to this particular package's before load JAI the rigger thought they saw a twist in one of the 120inch risers. Upon inspection of both riser's no twists were found and both risers were connected to the clevis. The before load JAI carried through without issue as did the after load JAI.

CDS4_200091203_3LRSCME_C17_26FTHV

UNIT ADDRESS: 3rd Operations Support Squadron, Elmendorf AFB, AK, 99506

BRANCH OF SERVICE: Air Force

E-MAIL ADDRESS: john.metzger@elmendorf.af.mil

TYPE OF REPORT: Incident

AIRDROP LOAD MALFUNCTION CATEGORY: Release Phase

UNIT BEING AIRLIFTED: 3rd LRS/CME

DEPARTURE AIRFIELD: Elmendorf AFB, AK

TYPE OF AIRCRAFT: C-17

AIRCRAFT SERIAL NUMBER: 990169

AIRLIFT UNIT: 517 AS

DROP ZONE LOCATION: Donnelly DZ

DATE OF AIRDROP: 12/03/2009

TYPE OF PARACHUTE: 26 HV

NUMBER OF PARACHUTES: 1

TYPE OF AIRDROP LOAD: A-22 Container/Water Barrel

AIRDROP LOAD TOTAL RIGGED WEIGHT: 780

RIGGED IAW (FM/TO/NAV): 13C7-1-11, CH 9

AERIAL DELIVERY SYSTEM USED: CDS

TYPE OF PLATFORM: SKID BOARD

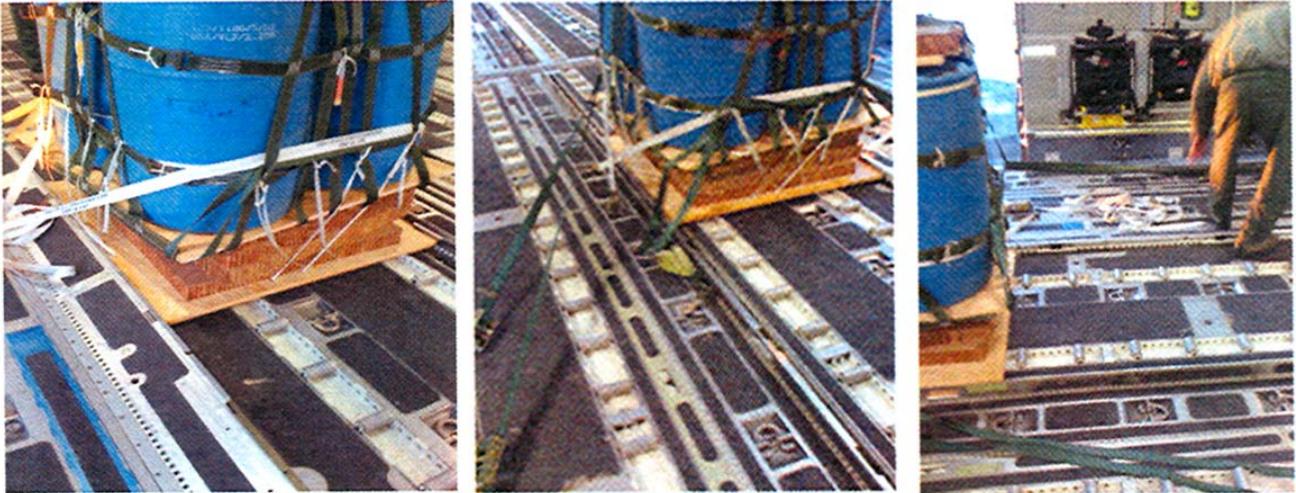
SIZE OF PLATFORM: 48X48

POSITION OF LOAD IN AIRCRAFT: FS 1010

DESCRIPTION OF SUSPECTED MALFUNCTION/INCIDENT/DAMAGED INCURRED: This was a single drop consisting of 1 A-22 container rigged with water barrels. The container was rigged IAW 13C7-1-11 CH 9 and 10. The container was loaded and rigged on aircraft left side. After the Gate Release Mechanism released, the container failed to exit due to the

aft restraint gate catching the aft left corner of plywood base support for the barrels. Also, during investigation at the aircraft for malfunction findings, even if the aft gate would have released properly, the CDS bundle would have eventually rolled aft and the forward release gate would have caught the forward right hand corner of the plywood base support for the water barrels causing a malfunction (see 13C7-1-11 page 10-6 figure 10-5 for reference) No loss/damage to equipment or aircraft.

This is the second incident of this nature, the first was reported in Aug.



We would suggest a change to 13C7-1-11 and have the plywood base support corners rounded or trimmed 45 degrees. Please refer to our first CDS/Water Barrel malfunction report dated 21 Aug 2009.

Current: 13C7-1-11, pg 10-6, fig 10-5

Suggested: 13C7-1-11, pg 10-6, fig 10-5

FM 4-20.103MCRP 4-11.3C/TO 13C7-1-11

FM 4-20.103MCRP 4-11.3C/TO 13C7-1-11

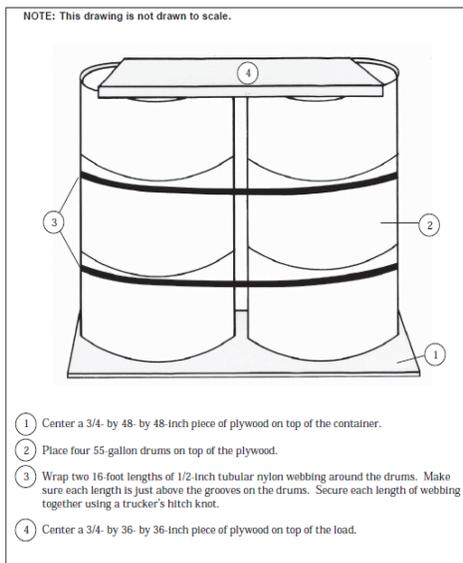


Figure 10-5. Fifty-Five Gallon Drums Rigged

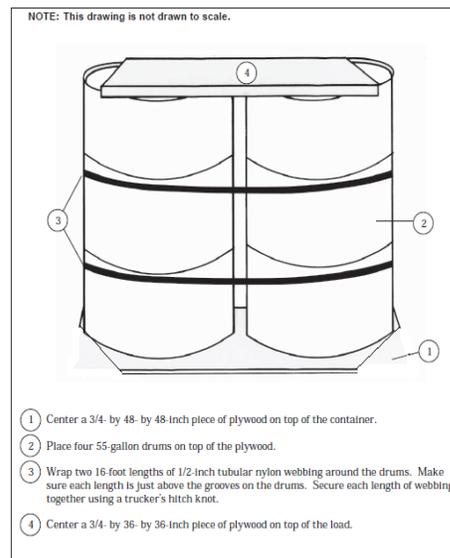


Figure 10-5. Fifty-Five Gallon Drums Rigged