

137th TRIANNUAL AIRDROP REVIEW and MALFUNCTION SAFETY ANALYSIS BOARD

Oct 25 - 27, 2011

AERIAL DELIVERY AND FIELD SERVICES TRAINING FACILITY
AUDITORIUM (BLDG 6025, 710 "Adams" Ave).



MALFUNCTIONS / INCIDENTS REPORTED

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STATIC LINE REPORTS

18



SL1_20110511_EOD1_MC6_TangledSteeringLine_C2

Airdrop Malfunction Report Type: Personnel Static Line Report

Unit Address: EOD TEU-1 Nixie Way Bldg 50 suite 245 San Diego, Ca 92147

Branch of Service: Navy

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: Explosive Ord Disposal & Training Eval Unit 1

Departure Airfield: Brown

Type of Aircraft: C-2

Aircraft Serial Number: 162162

Airlift Unit: VRC-30

Drop Zone Name - Location: Trident, San Diego Ca

Date of Airdrop: 5/11/2011

Aircraft Speed KIAS: 120

Aircraft Altitude AGL: 2000

Drop Zone Elevation Feet - MSL: 580 MSL

Surface Winds KTS: 3

Visibility Feet - Miles: 10 miles

Type of Parachute: MC-6

Type of Reserve: T-11R

Main Parachute Age: 2 yrs

Main Parachute Placed in Service: 1 APRIL 2011

Main Parachute Date of Manufacture: 1 JUNE 2009

Main Parachute Repack Date: 18 APRIL 2011

Main Parachute Serial Number: MC6C-22195

Main Parachute Number of Jumps: 1

Type of Malfunction - Incident - Specify: MC-6 right steering line tangled around risers

Jumpers Name - Grade - Unit: PR2, EOD TEU-1

Jumpers Height and Weight: 5'9, 170

Jumpers Equipment Weight: 70lbs

Jumpers Equipment Worn: MC6-, T-11

Jumpers Position - Pass - Stick - Position: 2/2/3

Number of Jumps Jumper Has: 100

Resulting Injury: None

Description of Suspected - Malfunction - Incident - damaged incurred: unit was conducting combat equipment jumps as part of MC-6 transition training. Jumper executed a normal ramp exit from a C-2 aircraft travelling at 120 KIAS. While checking canopy jumper noticed his right steering line was wrapped around both right risers and the toggle had become trapped between the riser and exposed portion of steering line between the upper and lower steering line guide channels. Jumper steered canopy with left steering line and landed without further incident.

Suspected Cause of Malfunction - Incident: undetermined due to insufficient facts.

SL1_20110511_EODTEU1_MC6_TangledSteeringLine_C2



MC-6 Steering Line tangled around risers. (Re-created in the loft)

SL2_20110511_EODTEU1_MC6_BlownSections_C2

Airdrop Malfunction Report Type: Personnel Static Line Report

Unit Address: EOD TEU-1 Nixie Way Bldg 50 suite 245 San Diego, Ca 92147

Branch of Service: Navy

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: EOD TEU-1

Departure Airfield: Brown

Type of Aircraft: C-2

Other Type of Aircraft: N/A

Aircraft Serial Number: 162162

Airlift Unit: VRC-30

Drop Zone Name - Location: Trident, San Diego Ca

Date of Airdrop: 5/11/2011

Aircraft Speed KIAS: 120

Aircraft Altitude AGL: 2000

Drop Zone Elevation Feet - MSL: 580 MSL

Surface Winds KTS: 3

Visibility Feet - Miles: 10 miles

Type of Parachute: MC-6

Type of Reserve: T-11R

Main Parachute Age: Less than a year

Main Parachute Placed in Service: Apr-2011

Main Parachute Date of Manufacture: DEC 2010

Main Parachute Repack Date: 10 May 2011

Main Parachute Serial Number: MC6C-13064

Main Parachute Number of Jumps: 1

Type of Malfunction: Blown Sections or Gores

Type of Malfunction - Incident - Specify: 2 adjoining gores (19 & 20) blew out during opening

Jumpers Name - Grade - Unit: PR2 EOD TEU-1

Jumpers Height and Weight: 5'9, 170

Jumpers Equipment Weight: 70lbs

Jumpers Equipment Worn: MC6-, T-11

Jumpers Position - Pass - Stick - Position: 1/1/3

Number of Jumps Jumper Has: 100

Resulting Injury: None

Description of Suspected - Malfunction - Incident - Damaged Incurred: Jumper executed a normal ramp exit from a C-2 aircraft travelling at 120 KIAS. Assumed normal body position and counted to 4, checked his canopy and gained canopy control. While checking his canopy noticed that there were holes next to the apex. He checked his rate of descent with other jumpers which appeared to be normal. Continued to monitor his rate of descent and landed parachute with a proper PLF without incident.

The following is a more detailed description of the damage to the canopy:

- Canopy material near the apex on two adjoining gores (19 & 20) blew out during opening
- Both holes start near the upper lateral band and run more or less down the center of each gore
- One hole is approximately 11 inches long and the other hole is approximately 5 inches long
- There is additional minor damage (small tears less than an inch long) to two other gores (17 & 18) in the same area.

Suspected Cause of Malfunction - Incident: Unknown at this time.

SL2_20110511_EODTEU1_MC6_BlownSections_C2



Gores 19 & 20



Gores 17 & 18

- In addition to the small holes there are what appear to be friction burns running horizontally across both gores.

SL2_20110511_EODTEU1_MC6_BlownSections_C2

SL3-20110602_4MISG_MC6_GuideRingBinding_UH-60

Airdrop Malfunction Report Type: Personnel Static Line Report

Unit Address: HHC 4th MISG (A)

Branch of Service: Army

Contact Email:

Type of Report: Malfunction

Type of Loss: Choose One

Unit Being Airlifted: 3rd Military Information Support Battalion

Departure Airfield: Sicily

Type of Aircraft: UH-60

Aircraft Serial Number: FD 100177

Airlift Unit: USASOC Flight Det

Drop Zone Name - Location: Sicily DZ, Fort Bragg, NC

Date of Airdrop: 06/02/2011

Aircraft Speed KIAS: 90

Aircraft Altitude AGL: 1250

Drop Zone Elevation Feet - MSL: 407 MSL

Surface Winds KTS: 5

Visibility Feet - Miles: unlimited

Type of Parachute: MC-6

Type of Reserve: T-11R

Reserve Function Properly: N/A

Main Parachute Age: 7 months

Main Parachute Placed in Service: Apr 2011

Main Parachute Date of Manufacture: Nov 2010

Main Parachute Repack Date: 05 May 2011

Main Parachute Serial Number: 6635

Main Parachute Number of Jumps: 1

Type of Malfunction: Holes in Canopy

Type of Malfunction - Incident - Specify: Middle and Upper control did not run freely through guide ring in canopy

Jumpers Name - Grade - Unit: MAJ, HHC 3rd SFG

Jumpers Height and Weight: 72" 205 lbs

Jumpers Equipment Weight: 35lbs

Jumpers Equipment Worn: Alice Pack

Jumpers Position - Pass - Stick - Position: Stick 9, 1 Jumper

Number of Jumps Jumper Has: 29

Resulting Injury: Jammed back and spasms.

Description of Suspected - Malfunction - Incident - Damaged Incurred: Upon exiting the aircraft the jumper was falling slightly faster than his fellow jumpers. SM lowered his equipment and landed. When I arrived on the scene I found a hole in gore 23. SM stated he had no control of canopy but didn't feel he was falling that much faster until he hit the ground. Once the parachute was laid out on the table at the rigger facility it was found that a piece of canopy was in line twenty fours guide ring with middle and upper control lines not running freely through the guide ring. It was than determined that the piece of canopy found in guide ring was not from the hole in gore 23. It was a piece of canopy that the manufacture places on some of the guide rings during the sewing of the middle and upper control lines.

Suspected Cause of Malfunction - Incident: The suspected cause is the piece of canopy placed on the guide rings by the manufacture that was not removed during their QC phase and was not caught by the parachute rigger during the in processing/packing of the parachute.

SL3-20110602_4MISG_MC6_GuideRingBinding_UH-60

SL4-20110607_38RQS_MC1-1D_MIRPSPins_C130

Airdrop Malfunction Report Type: Personnel Static Line Report

Unit Address: 38 RQS, 7196B Savannah St, Valdosta, 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: Kentucky ANG

Type of Aircraft: C-130

Aircraft Serial Number: 11237

Airlift Unit: 123rd KY ANG

Drop Zone Name - Location: Larkins Circular/ Atterburry Field, IN

Date of Airdrop: 06/07/2011

Aircraft Speed KIAS: 130 KIAS

Aircraft Altitude AGL: 1500 AGL

Drop Zone Elevation Feet - MSL: 672 Ft

Surface Winds KTS: 3-4 KTS

Visibility Feet - Miles: Unlimited

Type of Parachute: MC1-1D

Type of Reserve: SLCP MIRPS

Reserve Function Properly: YES

Main Parachute Age: Unable to pin point the Main that was used

Type of Malfunction: Choose One

Type of Malfunction - Incident - Specify: MIRPS side flap opened

Jumpers Name - Grade - Unit: E7, 38 RQS

Jumpers Height and Weight: 5ft 10in / 180lbs

Jumpers Equipment Weight: No Equipment

Jumpers Equipment Worn: N/A

Jumpers Position - Pass - Stick - Position: 3rd Pass / 1st Stick / 1st Position

Number of Jumps Jumper Has: About 30

Resulting Injury: None

Description of Suspected - Malfunction - Incident - Damaged Incurred: Jumper received two JMPI's prior to jumping. Jumper was not wearing any equipment. Jumper performed standard RJM procedures in the left door of aircraft locating point of exit. Exit was good. As the main parachute inflated, the jumper noticed that one end of the MIRPS side closing flap was opened. Jumper placed one hand over the side of the MIRPS that was exposed, ensuring no dual canopy deployment. Jumper found no twist in the main parachute risers. Jumper landed safely with both parachutes on Drop Zone.

Suspected Cause of Malfunction - Incident: While jumper was performing RJM procedures, MIRPS ripcord pins may have been pushed up from the jumper bending over in the aircraft performing RJM procedures. The opening shock caused one of the MIRPS ripcord pin to pull out of the closing loop. MIRPS was investigated and found no signs of damages of parachutes or broken closing loops.

SL4-20110607_38RQS_MC1-1D_MIRPSPins_C130

SL5_20110607_38RQS_MC1-1D_MIRPActivation_C130

Airdrop Malfunction Report Type: Personnel Static Line Report

Unit Address: 38 RQS, 7196B Savannah St, Valdosta 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: Kentucky ANG

Type of Aircraft: C-130

Aircraft Serial Number: 11236

Airlift Unit: 123rd KY ANG

Drop Zone Name - Location: Larkins Circular/ Atterbury Field, IN

Date of Airdrop: 06/09/2011

Aircraft Speed KIAS: 130 KTS

Aircraft Altitude AGL: 1500 AGL

Drop Zone Elevation Feet - MSL: 672 Ft

Surface Winds KTS: 3-4 KTS

Visibility Feet - Miles: Unlimited

Type of Parachute: MC1-1D

Type of Reserve: SLCP MIRPS

Reserve Function Properly: YES

Main Parachute Age: Unable to pin point the Main that was used

Type of Malfunction: MIRPS Activation

Jumpers Name - Grade - Unit: E5, 38 RQS

Jumpers Height and Weight: 5ft 8in/ 155lbs

Jumpers Equipment Weight: 40lb

Jumpers Equipment Worn: Front Low Mounted Ruck

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

Number of Jumps Jumper Has: About 50

Resulting Injury: None

Description of Suspected - Malfunction - Incident - Damaged Incurred: Jumper received two JMPI's prior to jumping. Jumper was wearing 40lb ruck, front low mounted equipment. Jumper performed standard RJM procedures in the left door of aircraft locating point of exit. Exit was good. As the main parachute inflated, the MIRPS parachute was deploying. Both parachutes are inflated. Jumper found no twist in the main parachute risers. Jumper ensured that the two parachutes did not become tangled. Jumper landed safely with both parachutes on Drop Zone.

Suspected Cause of Malfunction - Incident: While jumper was performing RJM procedures, MIRPS ripcord pins may have been pushed up from the jumper bending over in the aircraft performing RJM procedures. The opening shock caused the MIRPS to activate. MIRPS was investigated and found no signs of damages of parachutes or broken closing loops.

SL5_20110607_38RQS_MC1-1D_MIRPSActivation_C130

SL6_20110624_160SOAR_MC6_BrokenControlLine_Unknown

Airdrop Malfunction Report Type: Personnel Static Line Report

Unit Address: 160th SOAR(A) Fort Campbell, KY 42223

Branch of Service: Army

Contact Email:

Type of Report: Malfunction

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

Unit Being Airlifted: 160th SOAR(A)

Departure Airfield: CAAF

Type of Aircraft: Choose One

Other Type of Aircraft: Unknown

Aircraft Serial Number: Unknown

Airlift Unit: Unknown

Drop Zone Name - Location: Unknown

Date of Airdrop: Unknown

Aircraft Speed KIAS: Unknown

Aircraft Altitude AGL: Unknown

Drop Zone Elevation Feet - MSL: Unknown

Surface Winds KTS: Unknown

Visibility Feet - Miles: Unknown

Type of Parachute: MC-6

Type of Reserve: T-11R

Reserve Function Properly: N/A

Main Parachute Age: 1 year 4 months

Main Parachute Placed in Service: Dec 10

Main Parachute Date of Manufacture: Feb 10

Main Parachute Repack Date: April 2011

Main Parachute Serial Number: MC6C 5060

Main Parachute Number of Jumps: 2

Type of Malfunction: Choose One

Type of Malfunction - Incident - Specify: Broken Right Aft Middle Control Line

Jumpers Name - Grade - Unit: Unknown

Jumpers Height and Weight: Unknown

Jumpers Equipment Weight: Unknown

Jumpers Equipment Worn: Unknown

Jumpers Position - Pass - Stick - Position: Unknown

Number of Jumps Jumper Has: Unknown

Resulting Injury: None

Description of Suspected - Malfunction - Incident - Damaged Incurred: Broken Right Aft Middle control line. About 2 inches from where the middle control line has the cascade to the middle control line (upper) sewn in, is where the break occurred. It was found on the pack table on 24 June 11. Approx. 53 days after it was packed.

Suspected Cause of Malfunction - Incident: Unknown due to no information from the jumper or malfunction NCO. When there is a broken middle control line and only the aft or forward portion is broken, the jumper will never know he/she would have a malfunction. The canopy will still respond with the forward portion of the right side in this case. It will just respond a little slower than the usual 5 second 360 degree turn due to only one of the extended gores responding.

SL6_20110624_160SOAR_MC6_BrokenControlLine_Unknown

SL7_20110621_160SOAR_MC6_BrokenControlLine_C130J

Airdrop Malfunction Report Type: Personnel Static Line Report

Unit Address: 160th SOAR(A) Fort Cambell, KY 42223

Branch of Service: Army

Contact Email:

Type of Report: Malfunction

Type of Loss: Choose One

Unit Being Airlifted: 160th SOAR

Departure Airfield: Laguna Army Airfield

Type of Aircraft: C-130J

Airlift Unit: 403rd AW

Drop Zone Name - Location: Coral DZ, Yuma Arizona

Date of Airdrop: 21 June 2011

Aircraft Speed KIAS: 130kts

Aircraft Altitude AGL: 1500

Surface Winds KTS: 5-10

Visibility Feet - Miles: clear

Type of Parachute: MC-6

Type of Reserve: T-11R

Reserve Function Properly: N/A

Main Parachute Age: >2 years

Main Parachute Placed in Service: July 2010

Main Parachute Date of Manufacture: Jan 2010

Main Parachute Repack Date: April 2011

Main Parachute Serial Number: MC6C 12237

Main Parachute Number of Jumps: 5

Type of Malfunction: Choose One

Type of Malfunction - Incident - Specify: Broken Left Middle Control Line Forward and Aft

Jumpers Name - Grade - Unit: Withheld

Jumpers Height and Weight: 67inches 185lbs

Jumpers Equipment Weight: Hollywood

Jumpers Equipment Worn: Helmet, ACU's,

Jumpers Position - Pass - Stick - Position: 1st Pass, 8 of 10

Number of Jumps Jumper Has: 20 to 25

Resulting Injury: No injury sustained

Description of Suspected - Malfunction - Incident - Damaged Incurred: Broken Left Middle Control Line (Forward and Aft)

Suspected Cause of Malfunction - Incident: Unknown at this time as to why it broke. Jumper was hollywood out of a C-130J from the ramp. Aircraft speed was 130kts. Jumpers stated he had a good exit, no twists, and after checking canopy pulled on both toggles. The left side did not respond. Jumper controlled the canopy by pulling on the good toggle and remained facing into the wind all the way to landing. No injury or issues were reported.

SL7_2011000621_160SOAR_MC6_BrokenControlLine_C130J

SL8_201100517_EODTEU_MC6_BrokenControlLine_C212

Airdrop Malfunction Report Type: Personnel Static Line Report

Unit Address: 821 BLASTERS COVE, FORT STORY, VA 23459

Branch of Service: Navy

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: N43505 Explosive Ord Disposal & Training Eval Unit 2

Departure Airfield: WEST POINT

Type of Aircraft: C-212 Casa

Other Type of Aircraft: N/A

Aircraft Serial Number: EADS CASA C-212-200

Airlift Unit: RAMPART AVIATION

Drop Zone Name - Location: West Point, Mattaponi , VA

Date of Airdrop: 5/17/2011

Aircraft Speed KIAS: 120

Aircraft Altitude AGL: 2000

Drop Zone Elevation Feet - MSL: 18

Surface Winds KTS: 5

Visibility Feet - Miles: 5MILES

Type of Parachute: MC-6

Other Type of Parachute - Specify: N/A

Type of Reserve: T-11R

Main Parachute Age: 1YR

Main Parachute Placed in Service: 01/01/2010

Main Parachute Date of Manufacture: 07/01/2010

Main Parachute Repack Date: 04/27/2011

Main Parachute Serial Number: MC6C-7728

Main Parachute Number of Jumps: 3

Type of Malfunction: Broken Suspension Lines

Type of Malfunction - Incident - Specify: RIGHT CONTROL LINE BREAK

Jumpers Name - Grade - Unit:, EOD3 E4, N43973 Explosive Ordnance Disposal Mobile Unit 12

Jumpers Height and Weight: 70", 180LBS

Jumpers Equipment Weight: 70

Jumpers Equipment Worn: MC-6, RESERVE

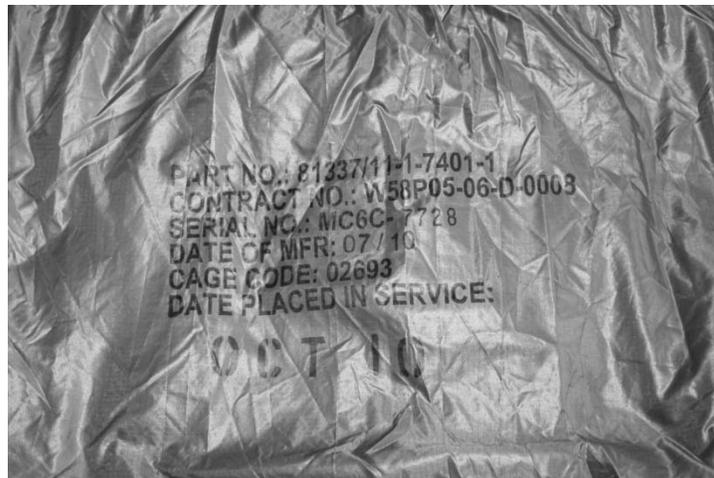
Jumpers Position - Pass - Stick - Position: 2/1/4

Number of Jumps Jumper Has: UNK

Resulting Injury: N/A

Description of Suspected - Malfunction - Incident - Damaged Incurred: Jumper executed a normal ramp exit from a Casa-212 aircraft traveling at 120 KIAS. Assumed normal Airborne body position and counted to 4, checked his canopy and gained canopy control. While checking his canopy he noticed that his right control line had broken. He checked his rate of descent with other jumper, which appeared to be normal. Continued to monitor his rate of descent and landed parachute with a proper PLF without incident.

Suspected Cause of Malfunction - Incident: undetermined due to insufficient facts.



SL8_20110621_EODTEU_MC6_BrokenControlLine_C212



NOMENCLATURE	SERIAL NUMBER	CONTRACT NO./MFG	PART NUMBER	DOM	DPIS	FSD
MAIN CANOPY	MC6C-7728	W58P05-06-D-0008	11-1-7401-1	JUL10	OCT10	
RISER ASSEMBLY		W58P05-06-D-0008	11-1-7716-1	JUL10	OCT10	
HARNESS ASSEMBLY		W58P05-06-D-0008	11-1-2722-1	JUL10	OCT10	
PACK TRAY ASSEMBLY		W58P05-06-D-0008	11-1-7717-1	JUL10	OCT10	
COMMENTS: c/w INTERIM CHANGE Z 4-18-11						
D-BAG S/N: 29280 DOM: JUL10 DPIS: OCT10						
Hartman 27 APR DA TONY.						
CANOPY SERIAL NUMBER	TYPE CONTAINER		FIELD NUMBER			
MC6C-7728	MC-6		19.			

SL8_20110621_EODTEU_MC6_BrokenControlLine_C212

SL9_20110517_EODTEU_MC6_BrokenControlLine_C212

Airdrop Malfunction Report Type: Personnel Static Line Report

Unit Address: 821 Blasters Cove, Fort Story, VA 23459

Branch of Service: Navy

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: N43505 Explosive Ord Disposal & Training Eval Unit 2

Departure Airfield: WEST POINT

Type of Aircraft: C-212 Casa

Aircraft Serial Number: EADS CASA C-212-200

Airlift Unit: RAMPART AVIATION

Drop Zone Name - Location: West Point, Mattaponi , VA

Date of Airdrop: 5/17/2011

Aircraft Speed KIAS: 120

Aircraft Altitude AGL: 2000

Drop Zone Elevation Feet - MSL: 18

Surface Winds KTS: 5

Visibility Feet - Miles: 5 MILES

Type of Parachute: MC-6

Type of Reserve: T-11R

Reserve Function Properly: N/A

Main Parachute Age: 1YR

Main Parachute Placed in Service: 03/02/2011

Main Parachute Date of Manufacture: 07/01/2010

Main Parachute Repack Date: 03/02/2011

Main Parachute Serial Number: MC6C-7695

Main Parachute Number of Jumps: 3

Type of Malfunction: Holes in Canopy

Type of Malfunction - Incident - Specify: broken left control line & holes in canopy found post jump.

Jumpers Name - Grade - Unit:

Jumpers Height and Weight: 71, 170

Jumpers Equipment Weight: 70

Jumpers Equipment Worn: MC6, RESERVE

Jumpers Position - Pass - Stick - Position: 2/1/3

Number of Jumps Jumper Has: UNK

Resulting Injury: N/A

Description of Suspected - Malfunction - Incident - Damaged Incurred: Jumper executed a normal ramp exit from a Casa-212 aircraft traveling at 120 KIAS. Assumed normal airborne body position and counted to 4, checked his canopy and gained canopy control. While checking his canopy he noticed that there were holes in various sections of his canopy and a broken left control line. He checked his rate of descent with other jumper, which appeared to be normal. Continued to monitor his rate of descent and landed parachute with a proper PLF without incident.

Suspected Cause of Malfunction - Incident: undetermined due to insufficient facts

SL9_20110517_EODTEU_MC6_BrokenControlLine_C212



Gore 10 Panel B Corner Burn



Left Control Line Broken

NOMENCLATURE	SERIAL NUMBER	CONTRACT NO./MFG	PART NUMBER	DOM	DPIS	FSD
MAIN CANOPY	MC6 7695	W58P05-06-D-0008	11-1-7401-1	JUL 10	MAR 11	
RISER ASSEMBLY		W58P05-06-D-0008	11-1-7716-1	JUN 10	MAR 11	
HARNESS ASSEMBLY		W58P05-06-D-0008	11-1-2722-1	JUL 10	OCT 10	
PACK TRAY ASSEMBLY		W58P05-06-D-0008	11-1-7717-1	JUL 10	OCT 10	
need main info SN:						
COMMENTS:						
DBAG 29247 WIKFUE7H						
QA Jason.						
CANOPY SERIAL NUMBER	TYPE CONTAINER		FIELD NUMBER			
7695	MC-6		54			



Gore 13 Panel C Various Holes

SL9_20110517_EODTEU_MC6_BrokenControlLine_C212



Gore 13 Panel B Burns and Tears



Gore 11 Panel B three holes

SL9_20110517_EODTEU_MC6_BrokenControlLine_C212



Gore 10 Panel C burn



Gore 10 panel B tear in vertical seam

SL9_20110517_EODTEU_MC6_BrokenControlLine_C212

SL10_20110517_38RQS_MC1-1D_ReserveActivation_HH60

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: Incident

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

Unit Being Airlifted: 38 Rescue Squadron

Departure Airfield: Moody AFB

Type of Aircraft: Choose One

Other Type of Aircraft: HH-60G

Aircraft Serial Number: 92-6460

Airlift Unit: 41 Rescue Squadron

Drop Zone Name - Location: Azalea DZ/ Valdosta Regional Airport

Date of Airdrop: 07-27-2011

Aircraft Speed KIAS: 100

Aircraft Altitude AGL: 2000

Drop Zone Elevation Feet - MSL: 200

Surface Winds KTS: 5

Visibility Feet - Miles: Unlimited

Type of Parachute: MC1-1D

Type of Reserve: MIRPS

Reserve Function Properly: YES

Main Parachute Age: 7 years

Main Parachute Placed in Service: September 2008

Main Parachute Date of Manufacture: August 2004

Main Parachute Repack Date: 14 Apr 2011

Main Parachute Serial Number: 11934

Main Parachute Number of Jumps: 14

Type of Malfunction: MIRPS Activation

Type of Malfunction - Incident - Specify: Jumper knocked reserve ripcord handle out of pocket

Jumpers Name - Grade - Unit: O-3, 23d Wing

Jumpers Height and Weight: 73", 195lbs

Jumpers Equipment Weight: 25lbs

Jumpers Equipment Worn: Rucksack

Jumpers Position - Pass - Stick - Position: 2/2/1

Number of Jumps Jumper Has: 150

Resulting Injury: None

Description of Suspected - Malfunction - Incident - Damaged Incurred: Upon exiting aircraft jumper went to place his hands on his reserve, at which time his left hand slipped across the top of the reserve and knocked the handle out of the pocket.

Suspected Cause of Malfunction - Incident: Left hand was brought up higher than the right.

SL10_20110517_38RQS_MC1-1D_ReserveActivation_HH60

SL11_20110814_421QM_MC1-1D_BrokenControlLine_C130

Airdrop Malfunction Report Type: Personnel Static Line Report

Unit Address: 421st QMCO LAS 602 Bluebird Blvd. Ft. Valley, GA 31030

Branch of Service: Army

Contact Email

Type of Report: Malfunction

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

Unit Being Airlifted: 426th CA

Departure Airfield: Brown Municipal Airfield Chula Vista, CA

Type of Aircraft: C-130

Other Type of Aircraft: N/A

Aircraft Serial Number: 90477

Airlift Unit: 152nd Airlift Wing

Drop Zone Name - Location: Trident DZ Chula Vista, CA

Date of Airdrop: 08/14/2011

Aircraft Speed KIAS: 130 KTS

Aircraft Altitude AGL: 1250L

Drop Zone Elevation Feet - MSL: 200

Surface Winds KTS: 5

Visibility Feet - Miles: 5 miles

Type of Parachute: MC1-1D

Type of Reserve: SLCP MIRPS

Reserve Function Properly: YES

Main Parachute Age: 7 years 3 months

Main Parachute Placed in Service: February 2007

Main Parachute Date of Manufacture: April 2004

Main Parachute Repack Date: 10 July 2011

Main Parachute Serial Number: 5478

Main Parachute Number of Jumps: 10

Type of Malfunction: Holes in Canopy

Type of Malfunction - Incident - Specify: Holes in canopy with broken control lines and one fully blown gore

Jumpers Name - Grade - Unit: E-5, 426th CA

Jumpers Height and Weight: 68 inches 175

Jumpers Equipment Weight: N/A

Jumpers Equipment Worn: None

Jumpers Position - Pass - Stick - Position: Pass/ Stick 6 and last jumper of 3

Number of Jumps Jumper Has: Unknown

Resulting Injury: None

Description of Suspected - Malfunction - Incident - Damaged Incurred: Jumper exited left door. ADEPT 1. Canopy deployed damaged and missing one full gore. Jumper activated reserve parachute within 10 seconds. Reserve parachute performed as designed.

Suspected Cause of Malfunction - Incident: Upon inspection myself and SSG (NCOIC) observed broken control lines to both risers. Holes in multiple gore sections appearing to be caused by nylon on nylon burning. One full gore (#25) completely blown out by force. We believe caused by some type of line over. There was no evidence of any problems with the risers, pack tray, or harness assemblies. The d-bag has been pulled and inspected as well. No residue present on static line.

SL11_20110814_421QM_MC1-1D_BrokenControlLine_C130

SL12_20110814_C1SWTG_MC6_BrokenControlLine_C212

Airdrop Malfunction Report Type: Personnel Static Line Report

Unit Address: C co SPT BN 1st SWTG (A) Fort Bragg, NC, 28307

Branch of Service: Army

Contact Email:

Type of Report: Malfunction

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

Unit Being Airlifted: 3rd BN 1st SWTG (A)

Departure Airfield: St. Mere, Fort Bragg NC

Type of Aircraft: C-212 Casa

Other Type of Aircraft: NA

Aircraft Serial Number: 0017

Drop Zone Name - Location: ST. Mere, Fort Bragg NC

Date of Airdrop: 08/11/20011

Aircraft Speed KIAS: 100k

Aircraft Altitude AGL: 1250

Drop Zone Elevation Feet - MSL: 252ft

Surface Winds KTS: 3k

Visibility Feet - Miles: unlimited

Type of Parachute: MC-6

Type of Reserve: T-11R

Reserve Function Properly: Choose One

Main Parachute Age: 4 years

Main Parachute Placed in Service: MARCH 2010

Main Parachute Date of Manufacture: February 2007

Main Parachute Repack Date: 14 June 2011

Main Parachute Serial Number: 9215

Main Parachute Number of Jumps: 15

Type of Malfunction: Choose One

Type of Malfunction - Incident - Specify: Broken control line

Jumpers Name - Grade - Unit: E7, HHD, 3rd BN, 1st SWTG (A)

Jumpers Height and Weight: 5'9" 150lbs

Jumpers Equipment Weight: na

Jumpers Equipment Worn: na

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

Number of Jumps Jumper Has: Aprox 30

Resulting Injury: na

Description of Suspected - Malfunction - Incident - Damaged Incurred: On the 11th of August, 2011 at 1411, 3rd BN 1st Special Warfare Training group was conducting airborne operations on St. Mere Drop Zone from a Casa. The aircraft was traveling at 100 knots and was flying at approximately: 1250 ft AGL. The 3rd jumper in the 1st pass weighed 150lbs. After exiting the aircraft, during her second point of performance the jumper grabbed both toggles and discovered that the right control line was broken. The jumper used her risers to pull a slip and landed without injury.

Suspected Cause of Malfunction - Incident: Faulty material used in the production of parachute is causing material to snap in the same place on control lines as previous malfunctions in the same parachute systems have indicated.

SL12_20110814_C1SWTG_MC6_BrokenControlLine_C212

SL13_20110511_EODTU1_MC6_CanopyDamage_C2

Airdrop Malfunction Report Type: Personnel Static Line Report

Unit Address: 33000 Nixie Way, Bldg 50, Ste 245, San Diego, CA 92147

Branch of Service: Navy

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: N30202 Explosive Ord Disposal & Training Eval Unit 1

Departure Airfield: Brown Field

Type of Aircraft: C-2

Other Type of Aircraft: N/A

Aircraft Serial Number: UNK

Airlift Unit: VRC-30, USN

Drop Zone Name - Location: Trident DZ, San Diego, Ca

Date of Airdrop: 05/11/2011

Aircraft Speed KIAS: 120

Aircraft Altitude AGL: 2000

Drop Zone Elevation Feet - MSL: 580

Surface Winds KTS: 3

Visibility Feet - Miles: Unlimited

Type of Parachute: MC-6

Type of Reserve: T-11R

Reserve Function Properly: N/A

Main Parachute Age: 5 MONTHS

Main Parachute Placed in Service: 04/01/2011

Main Parachute Date of Manufacture: 12/01/2010

Main Parachute Repack Date: 05/10/2011

Main Parachute Serial Number: MC6C-13064

Main Parachute Number of Jumps: 1

Type of Malfunction: Holes in Canopy

Type of Malfunction - Incident - Specify: canopy damage appears to have occurred during opening.

Jumpers Name - Grade - Unit: E-5/EOD2, N30202 Explosive Ord Disposal & Training Eval Unit 1

Jumpers Height and Weight: 71/170

Jumpers Equipment Weight: 40

Jumpers Equipment Worn: Protec Helmet, MC-6, T-11R

Jumpers Position - Pass - Stick - Position: 2/2/3

Number of Jumps Jumper Has: 20

Resulting Injury: NONE

Description of Suspected - Malfunction - Incident - damaged incurred: unit was conducting slick jumps as part of mc-6 transition training. Jumper executed a normal ramp exit. While checking canopy jumper noticed holes next to the apex. He checked his rate of descent and decided not to deploy his reserve. On landing he executed a proper PLF without incident. The following is a more detailed description of the damage to the canopy: canopy material near apex on two adjoining gores (19 & 20) blew out during opening. Both holes start near upper lateral band and run down the center of each gore. One hole is approximately 11 inches long and the other approximately 5 inches long and there is additional minor damage (small tears less than an inch long) to two other gores (17 & 18) in the same area.

Suspected Cause of Malfunction - Incident: undetermined due to insufficient facts

SL13_20110511_EODTU1_MC6_CanopyDamage_C2

SL14_20110809_1SWTG_MC6_BrokenControlLine_C212

Airdrop Malfunction Report Type: Personnel Static Line Report

Unit Address: 1st SWTG (A) Ft. Bragg, NC 28310

Branch of Service: Army

Contact Email: j

Type of Report: Malfunction

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

Unit Being Airlifted: 1st SWTG (A)

Departure Airfield: St. Mere DZ

Type of Aircraft: C-212 Casa

Airlift Unit: USASOC Flight Det

Drop Zone Name - Location: St. Mere DZ / Ft. Bragg

Date of Airdrop: 9 Aug 2011

Aircraft Speed KIAS: 90

Aircraft Altitude AGL: 1500 AGL

Surface Winds KTS: 7

Visibility Feet - Miles: unlimited

Type of Parachute: MC-6

Type of Reserve: T-11R

Reserve Function Properly: N/A

Main Parachute Age: 2 years old

Main Parachute Placed in Service: March 2010

Main Parachute Date of Manufacture: Oct 2009

Main Parachute Repack Date: 20110507

Main Parachute Serial Number: 19893

Main Parachute Number of Jumps: 17

Type of Malfunction: Choose One

Type of Malfunction - Incident - Specify: Broken Control lines (both)

Jumpers Name - Grade - Unit: 03, B co Student 1st SWTG (A)

Jumpers Height and Weight: 72", 200 lbs

Jumpers Equipment Weight: 0

Jumpers Equipment Worn: none

Jumpers Position - Pass - Stick - Position: Lift 7, jumper #11

Number of Jumps Jumper Has: 12

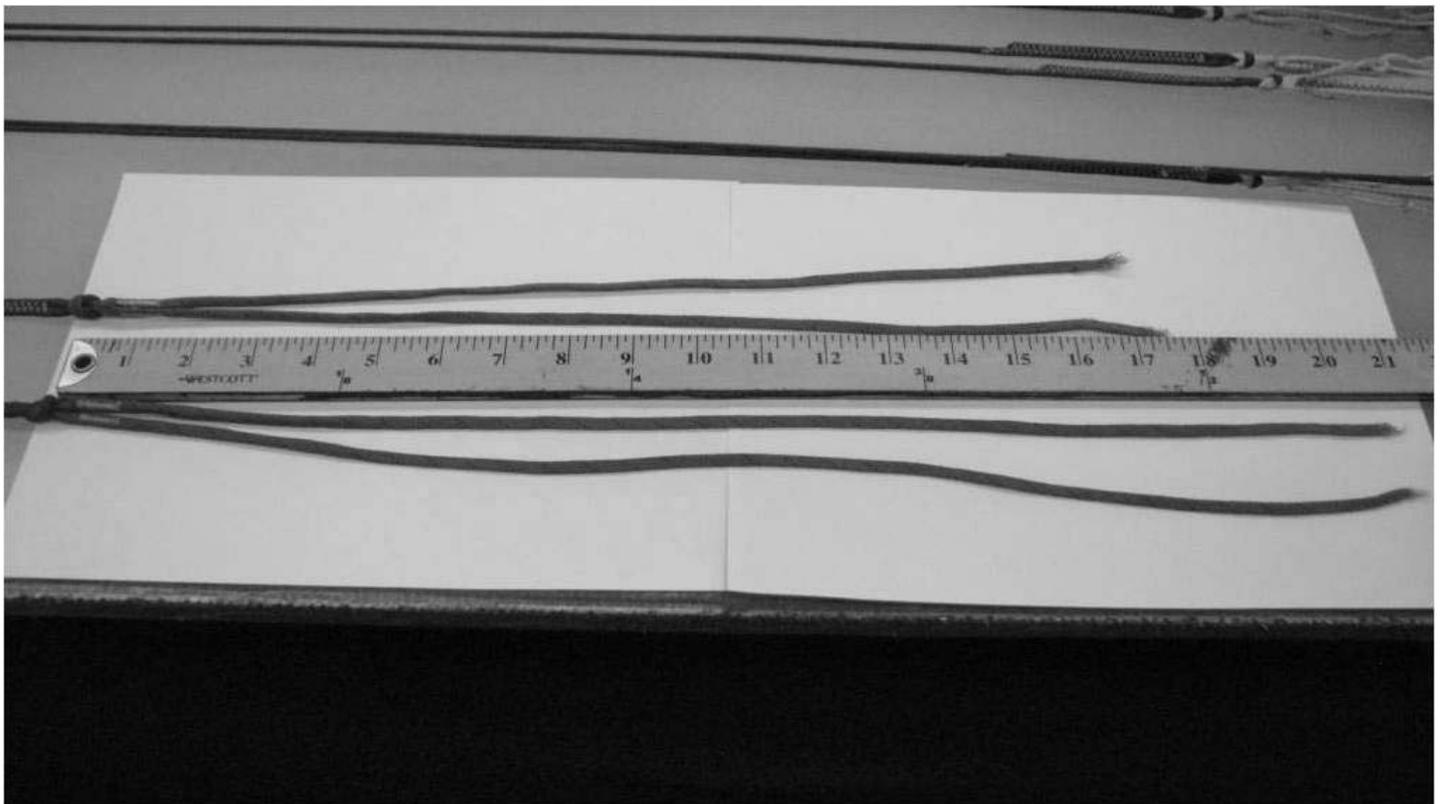
Resulting Injury: none

Description of Suspected - Malfunction - Incident - Damaged Incurred: On 9 Aug 2001, on the 7th lift of the day the 11th jumper stated he exited the aircraft normally and upon checking his canopy noticed his control lines were crossed, he also stated that his canopy was backwards. Part of his statement said he had no twist then later in his statement he said he had twist. Jumper said he did not disconnect his canopy release. When parachute was inspected the canopy was still connected to harness and no twist were found and parachute 4 line was correct. Both left and right control lines were broken in the exact same position. Attached will be pictures of canopy damage and schematic of parachute, along with jumper statement.

Suspected Cause of Malfunction - Incident: Possibly packing error, based off jumpers statement it would appear that parachute was backwards but after inspection it was found to be assembled correctly. This was one of two parachutes on the same day with both control lines broken. Jumpers, height / weight / equipment / aircraft / and exit all seem to be the same. It was two different packers, packed on different days, with different IP's. There was a QA/QC pull down done of 4 random parachutes packed by these packers with no deficiency found during pull down. All packers were retrained and special attention was made to clearing middle control line assembly during pack up.

After looking at damage to canopy it seems as if the middle control lines are becoming wrapped around canopy during deployment and causing burn/holes to canopy and creating enough tension to break the gutted type II used in the middle control line assembly.

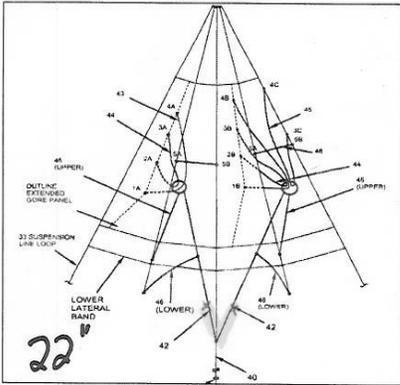
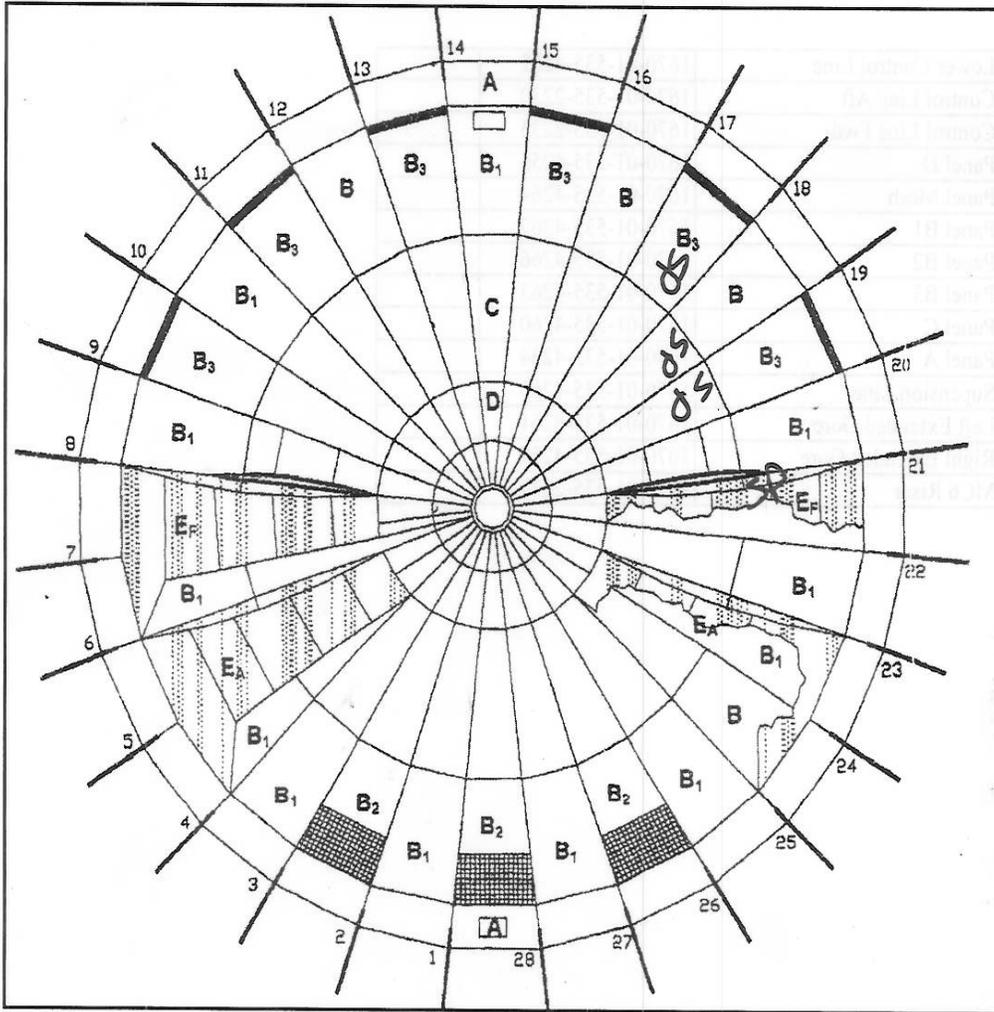
This parachute's lower control lines were rebased line to 290" at 14 lbs tension. This is the 2nd jump sense rebase line.



MC6 Serial # 19893 Control Lines

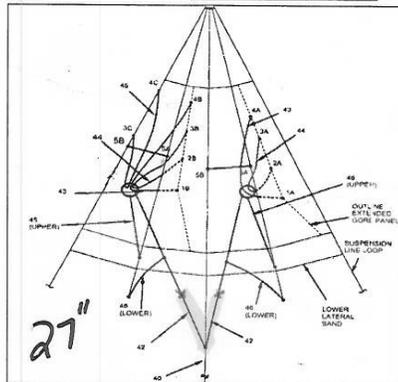
SL14_20110809_1SWTG_MC6_BrokenControlLine_C212

MC6 PARACHUTE SCHEMATIC



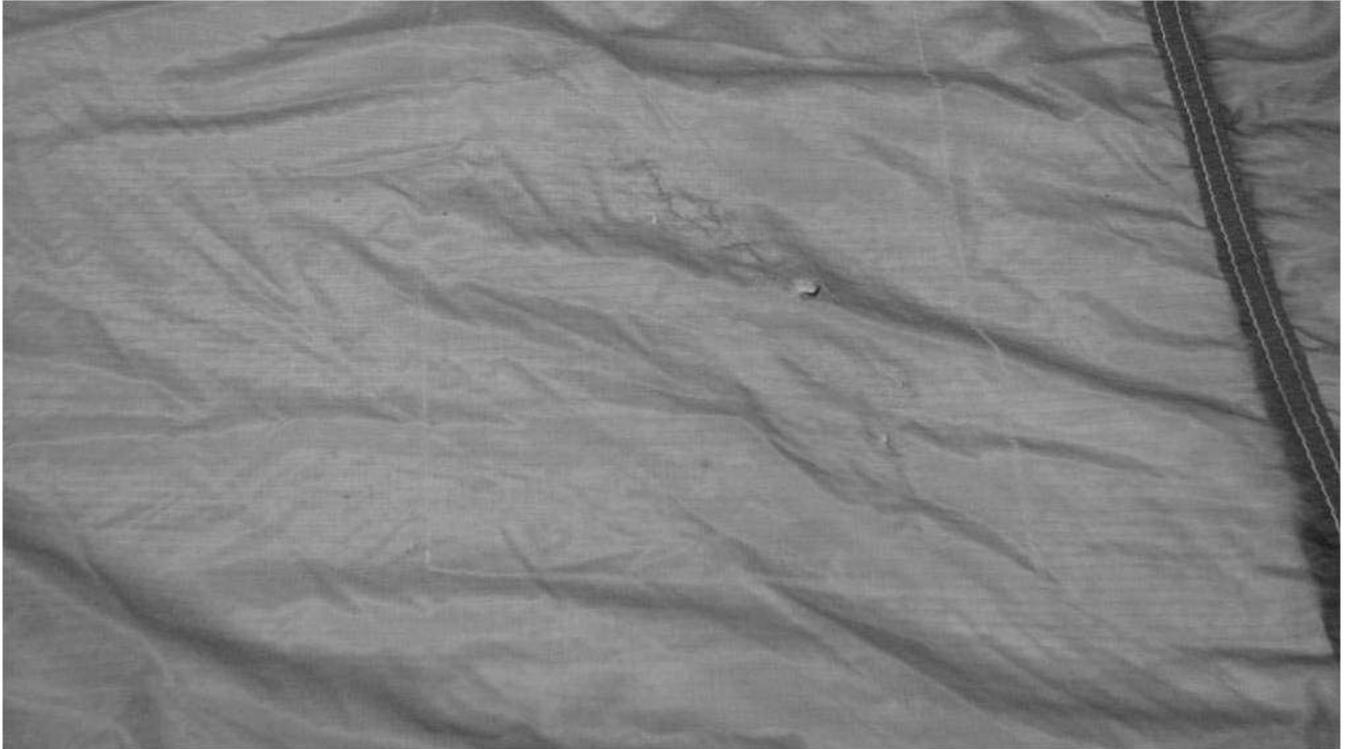
Burn 17 SEC 2
 Burn 18 SEC 3
 Burn 19 SEC 3
 RCL 292 1/2 / 14
 LCL 292 / 14
 Burn 21 SEC 2

Cage Code
 49816



ALLOCATION			AMT	HRS	PARACHUTE DATA	REPAIR DATA	
ACL	ADJUST CONTROL LINES	.10 x			<u>SERIAL #</u> 19893	<u>CANOPY REPAIR</u>	
RCL	REPLACE CONTROL LINE	.40 x			<u>DOM:</u> OCT 09	NAME	DATE
RE	RETESTENCIL	.20 x			<u>PIS:</u> mAr 10	<u>LINE REPAIR</u>	
REG	REPLACE EXTEND GORE	2.00 x			INITIAL INSPECTOR	NAME	DATE
RGP	REPLACE GORE PANEL	2.00 x					
RMP	REPLACE MESH PANEL	1.00 x					
RN	REPLACE ANTI-INVER NET	.80 x					

SL14_20110809_1SWTG_MC6_BrokenControlLine_C212

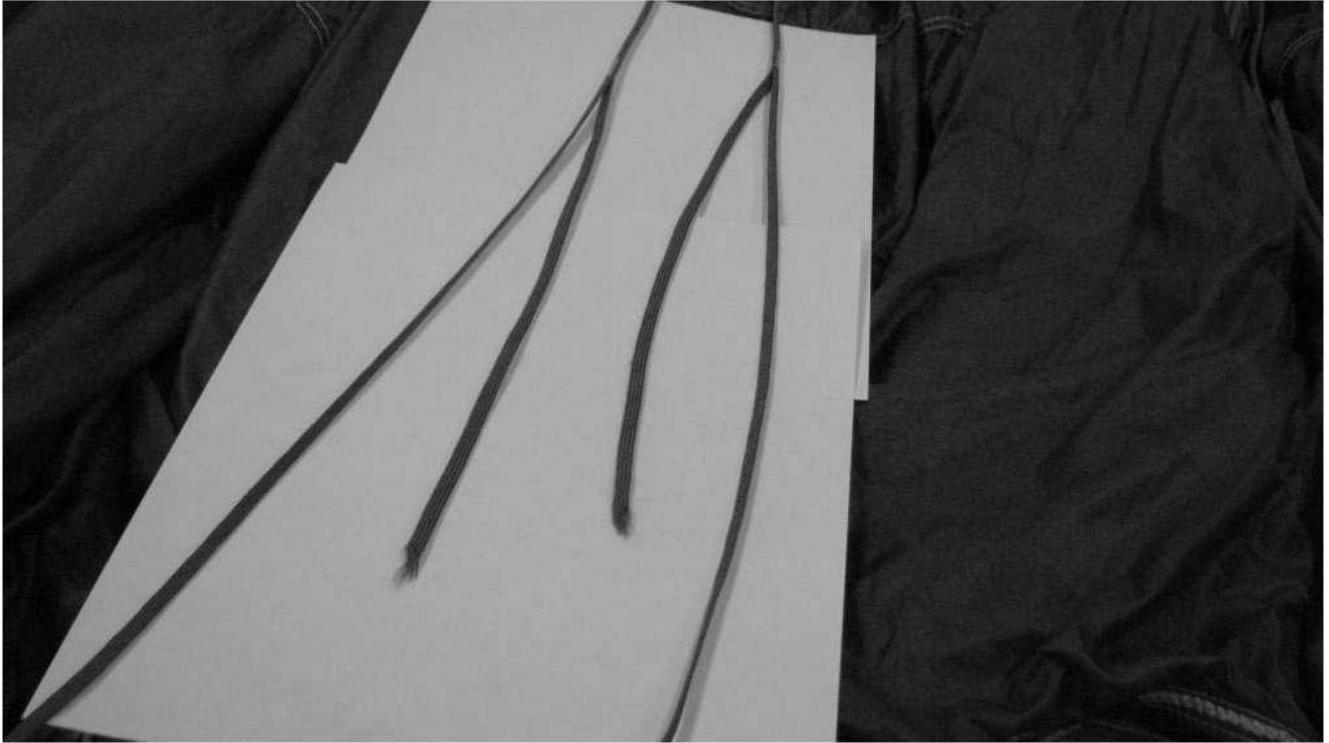


MC-6 Serial# 19893 Gore 17, Section 2 Burns

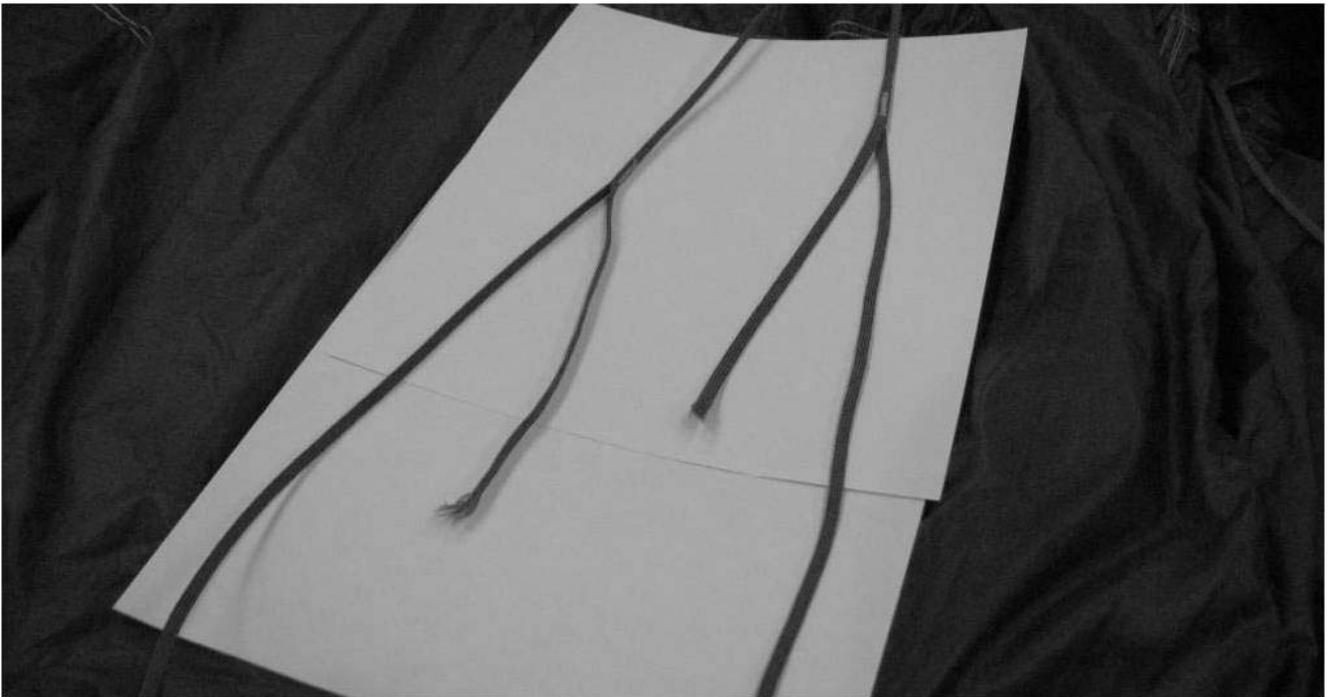


MC-6 Serial# 19893 Gore 19, Section 3 Burns

SL14_20110809_1SWTG_MC6_BrokenControlLine_C212



MC6 Serial # 19893 Left Mid Control Line



MC6 Serial # 19893 Right Mid Control Line

SL14_20110809_1SWTG_MC6_BrokenControlLine_C212

SL15_20110809_1SWTG_MC6_BrokenControlLine_C212

Airdrop Malfunction Report Type: Personnel Static Line Report

Unit Address: 1st SWTG (A) Ft. 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 SWTG (A)

Departure Airfield: St Mere DZ

Type of Aircraft: C-212 Casa

Airlift Unit: USASOC Flight Det

Drop Zone Name - Location: St Mere DZ

Date of Airdrop: 08/09/2011

Aircraft Speed KIAS: 90 knots

Aircraft Altitude AGL: 1500 AGL

Drop Zone Elevation Feet - MSL: 250' MSL

Surface Winds KTS: 7 knots

Visibility Feet - Miles: unlimited

Type of Parachute: MC-6

Type of Reserve: T-11R

Reserve Function Properly: N/A

Main Parachute Age: 2 years

Main Parachute Placed in Service: May 2010

Main Parachute Date of Manufacture: Sept 2009

Main Parachute Repack Date: 20110608

Main Parachute Serial Number: 11450

Main Parachute Number of Jumps: 14

Type of Malfunction: Choose One

Type of Malfunction - Incident - Specify: Broken lower control lines (both)

Jumpers Name - Grade - Unit: Spc B Co (student) 1st SWTG (A)

Jumpers Height and Weight: 72 " 180 lbs

Jumpers Equipment Weight: none

Jumpers Equipment Worn: none

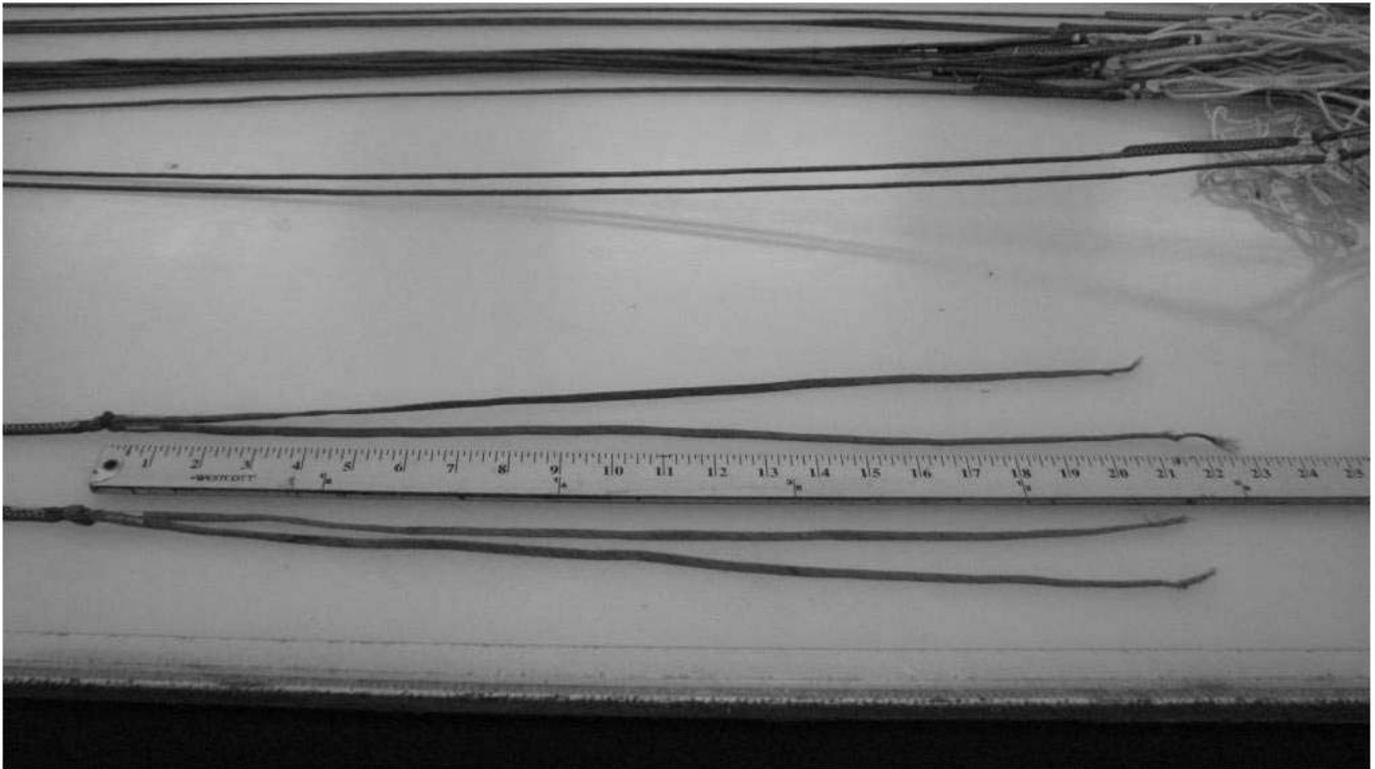
Jumpers Position - Pass - Stick - Position: lift 15 jumper # 4

Number of Jumps Jumper Has: 12

Resulting Injury: none

Description of Suspected - Malfunction - Incident - Damaged Incurred: On 09 Aug 2011, jumping tailgate from a casa 212, jumper stated that he had a normal exit and when he looked up to check his canopy noticed that lower control lines were not connected to the canopy. He stated he used riser input to control canopy and landed with not problem doing a proper PLF. Attached will be pictures of canopy damage and schematic of parachute, along with jumper statement.

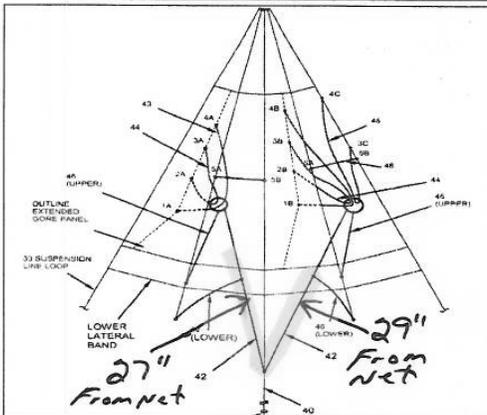
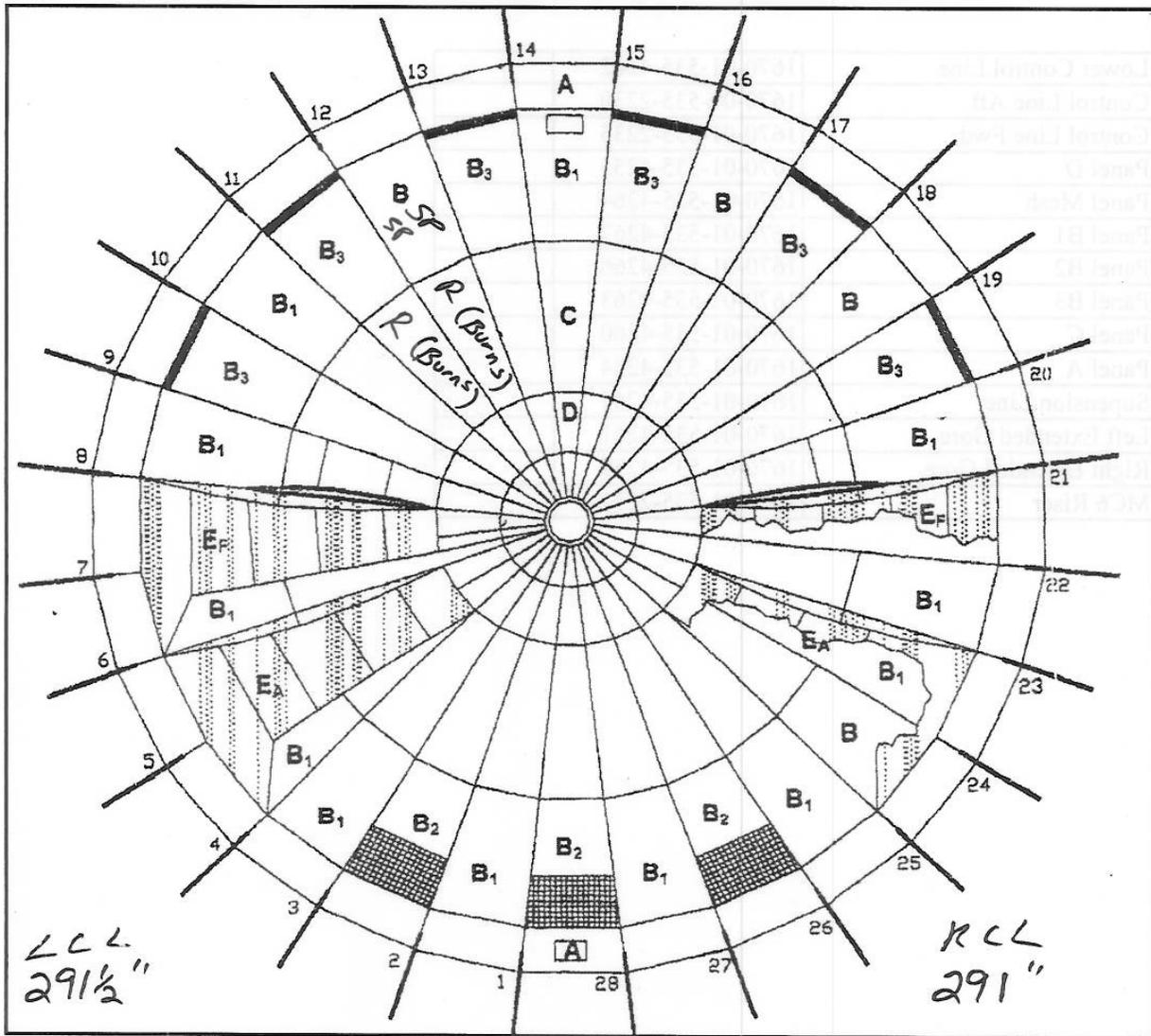
Suspected Cause of Malfunction - Incident: This was one of two parachutes on the same day with both control lines broken. Jumpers, height / weight / equipment / aircraft / and exit all seem to be the same. It was two different packers, packed on different days, with different IP's. There was a QA/QC pull down done of 4 random parachutes packed by these packers with no deficiency found during pull down. All packers were retrained and special attention was made to clearing middle control line assembly during pack up. After looking at damage to canopy it seems as if the middle control lines are becoming wrapped around canopy during deployment and causing burn/holes to canopy and creating enough tension to break the gutted type II used in the middle control line assembly. This parachute's lower control lines were rebased line to 290" at 14lbs tension. This is the 3rd jump sense rebase line.



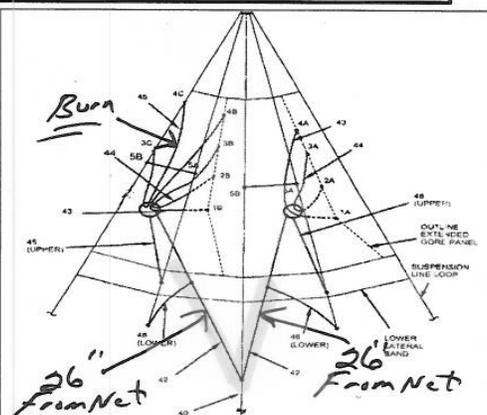
MC6 Serial # 11450 Control Line

SL15_20110809_1SWTG_MC6_BrokenControlLine_C212

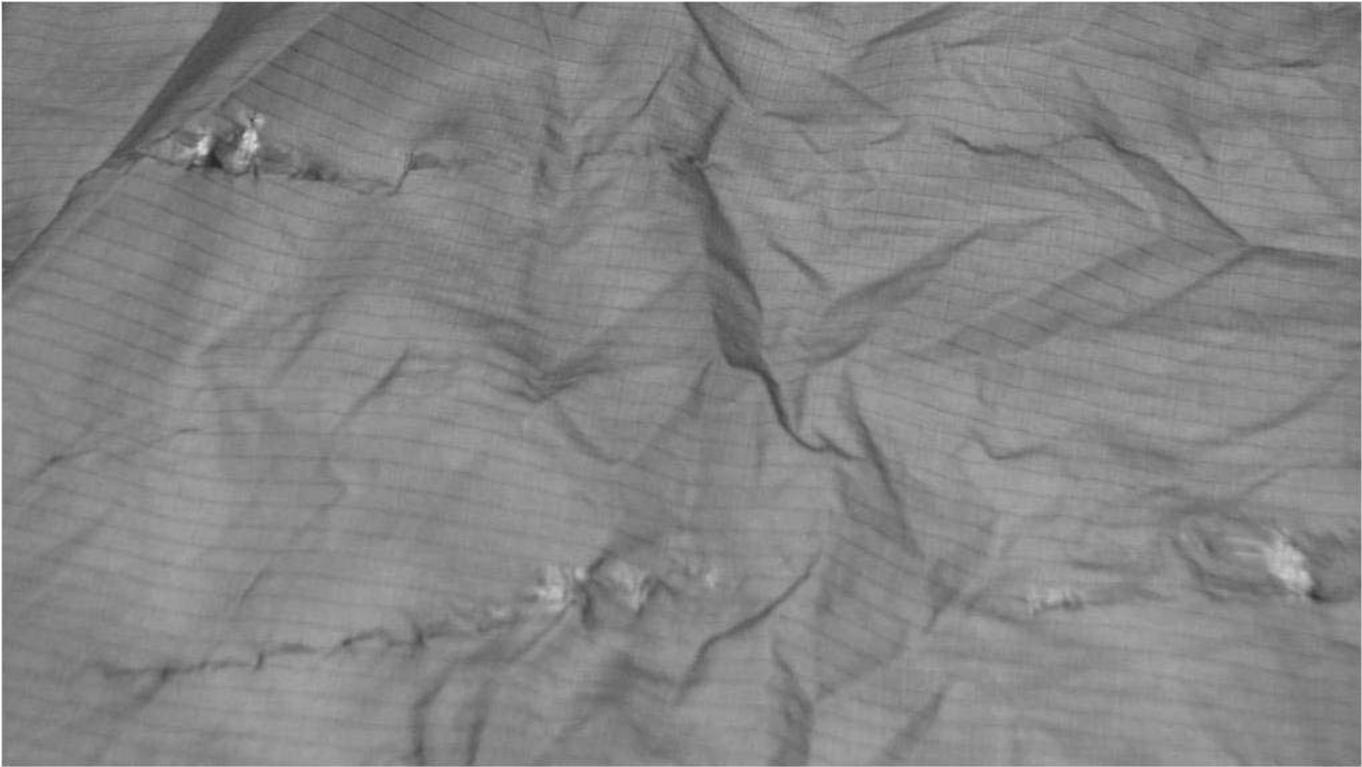
MC6 PARACHUTE SCHEMATIC



Burn 11 sec 3
 Burn 12 sec 2/3
 cage code
 02693



ALLOCATION			AMT	HRS	PARACHUTE DATA	REPAIR DATA	
ACL	ADJUST CONTROL LINES	.10 x			<u>SERIAL #</u> 11450	<u>CANOPY REPAIR</u>	
RCL	REPLACE CONTROL LINE	.40 x				NAME	DATE
RE	RESTENCIL	.20 x			<u>DOM:</u> Sept 09		
REG	REPLACE EXTEND GORE	2.00 x			<u>PIS:</u> May 10	<u>LINE REPAIR</u>	
RGP	REPLACE GORE PANEL	2.00 x				NAME	DATE
RMP	REPLACE MESH PANEL	1.00 x			<u>INITIAL INSPECTOR</u>		
RN	REPLACE ANTI-INVERT NET	80 x					

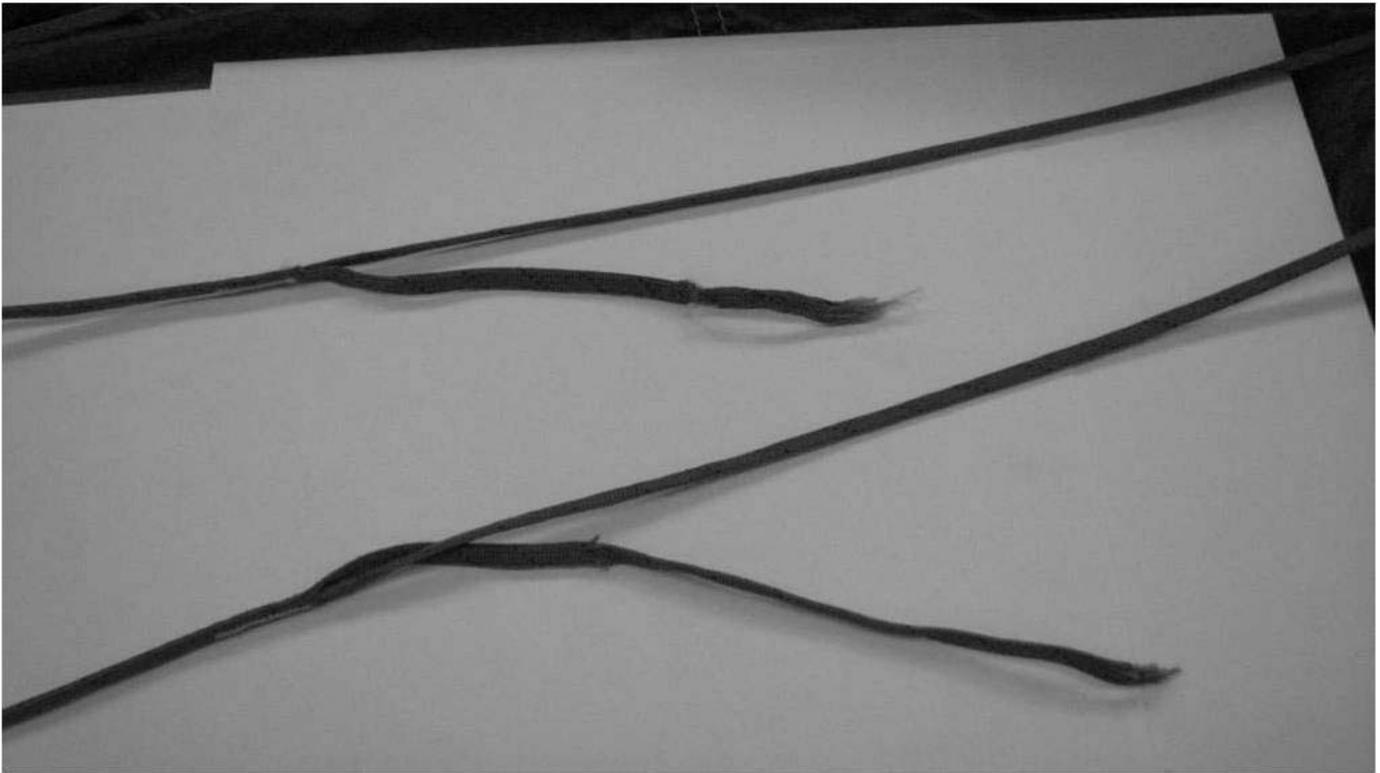


MC6 Serial # 11450 Gore 11, Section 3 Burns and Holes

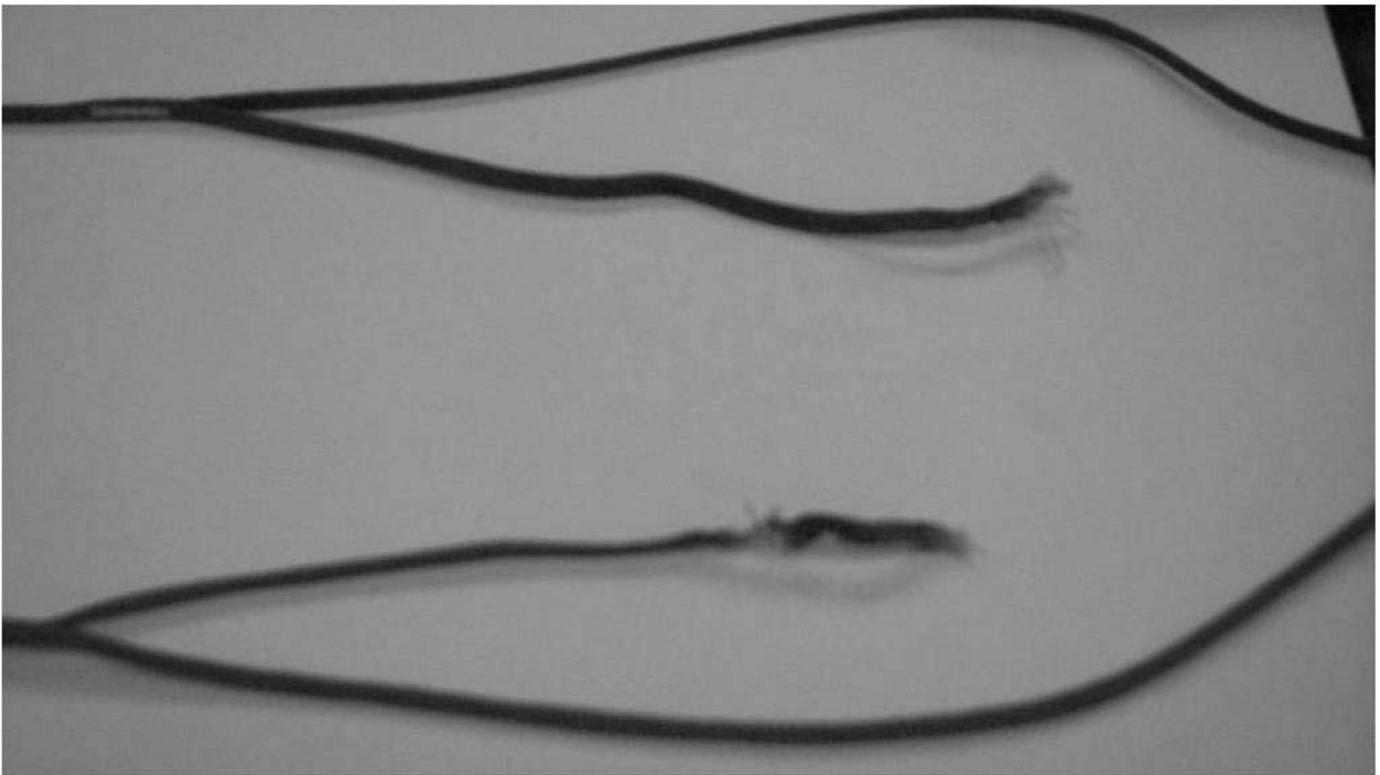


MC6 Serial # 11450 Gore 12, Section Burns and Holes

SL15_20110809_1SWTG_MC6_BrokenControlLine_C212



MC6 Serial # 11450 Left Mid Control Lines



MC6 Serial # 11450 Right Mid Control Lines

SL15_20110809_1SWTG_MC6_BrokenControlLine_C212

SL16_20110816_9MISB_MC6_Entanglement_C212

Airdrop Malfunction Report Type: Personnel Static Line Report

Unit Address: Military Information's Support Operations Command

Branch of Service: Army

Contact Email:

Type of Report: Incident

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

Unit Being Airlifted: 9th MISB (A)

Departure Airfield: MacKall Army Airfield

Type of Aircraft: C-212 Casa

Other Type of Aircraft: N/A

Aircraft Serial Number: Army 168

Airlift Unit: USASOC Flight Det.

Drop Zone Name - Location: Luzon DZ, MacKall, NC

Date of Airdrop: 08/16/2011

Aircraft Speed KIAS: 90

Aircraft Altitude AGL: 1250

Drop Zone Elevation Feet - MSL: 420 ft

Surface Winds KTS: 8

Visibility Feet - Miles: unlimited

Type of Parachute: MC-6

Other Type of Parachute - Specify: N/A

Type of Reserve: T-11R

Other Type of Reserve: N/A

Reserve Function Properly: YES

Main Parachute Age: 2 yrs 2 months / 2yrs 3 months

Main Parachute Placed in Service: Apr 2011 / Apr 2011

Main Parachute Date of Manufacture: Jun 2009 / May 2009

Main Parachute Repack Date: 9 Jun 2011 / 21 Jun 2011

Main Parachute Serial Number: 4488 / 21374

Main Parachute Number of Jumps: 2 / 2

Type of Malfunction: Reserve Activation

Type of Malfunction - Incident - Specify: Mid air entanglement

Jumpers Name - Grade - Unit: E-4, 9th MISB /, E-5, 9th MISB

Jumpers Height and Weight: 71" 270lbs / 68" 160lbs

Jumpers Equipment Weight: N/A

Jumpers Equipment Worn: N/A

Jumpers Position - Pass - Stick - Position: (1/7/7) (1/7/6)

Number of Jumps Jumper Has: 30 / 20

Resulting Injury: (None) (Burned hands)

Description of Suspected - Malfunction - Incident - Damaged Incurred: Upon exiting the aircraft both jumpers had a good tight body position, however there was not the necessary one second interval between them. During the second point of performance of check canopy and gain canopy control is when the number 7 jumper became entangled with the number 6 jumper's suspension lines. Jumper 7 made the attempt to weave back out and was unsuccessful also sustaining burns on his hand. Both jumpers still had significant lift capability however approximately 500ft/AGL jumper 7 canopy collapsed briefly so both jumpers turn away and activated their reserve parachutes. Both jumpers conducted PLFs.

Suspected Cause of Malfunction - Incident: The suspected cause is since the jumpers did not have proper intervals upon exiting the jumpers canopies opened to close to each other.

SL16_20110816_9MISB_MC6_Entanglement_C212

SL17_20110614_9MISB_MC6_BrokenControlLine_C212

Airdrop Malfunction Report Type: Personnel Static Line Report

Unit Address: Military Information Support Operations Command

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: 9th Military Information Support Battalion (A)

Departure Airfield: St. Mere Fort Bragg, NC

Type of Aircraft: C-212 Casa

Other Type of Aircraft: N/A

Airlift Unit: USASOC Flight Det

Drop Zone Name - Location: St. Mere Fort Bragg, NC

Date of Airdrop: 06/14/2011

Aircraft Speed KIAS: 90

Aircraft Altitude AGL: 1250

Drop Zone Elevation Feet - MSL: 302MSL

Surface Winds KTS: 6

Visibility Feet - Miles: unlimited

Type of Parachute: MC-6

Type of Reserve: T-11R

Main Parachute Age: 8 months

Main Parachute Placed in Service: APR 2011

Main Parachute Date of Manufacture: Nov 2010

Main Parachute Repack Date: 7 Jun 2011

Main Parachute Serial Number: 6695

Main Parachute Number of Jumps: 2

Type of Malfunction: Choose One

Type of Malfunction - Incident - Specify: Broken control line

Jumpers Name - Grade - Unit: SGT, B/9th MISB

Jumpers Height and Weight: 70" 190lbs

Jumpers Equipment Weight: N/A

Jumpers Equipment Worn: N/A

Jumpers Position - Pass - Stick - Position: 1/12/4

Number of Jumps Jumper Has: 16

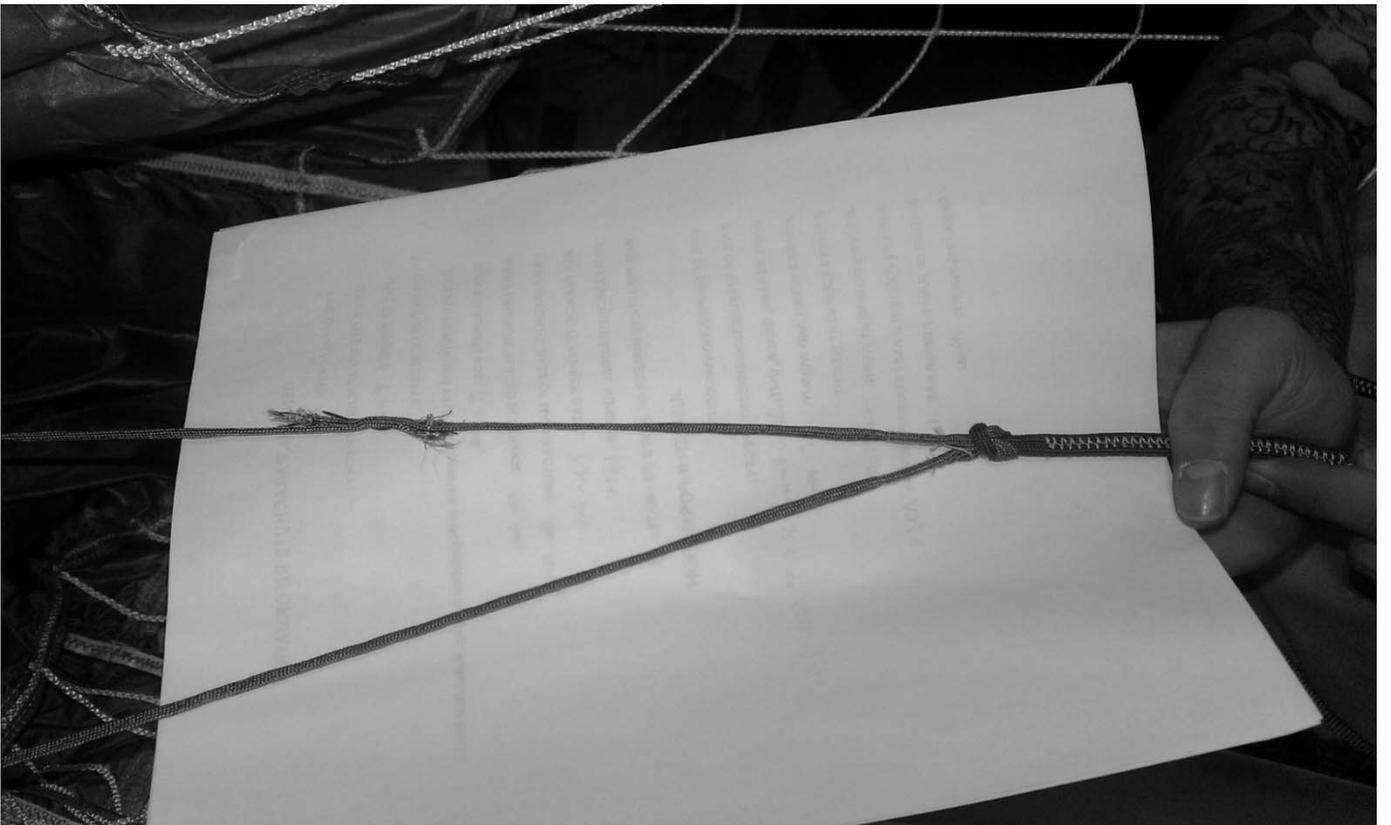
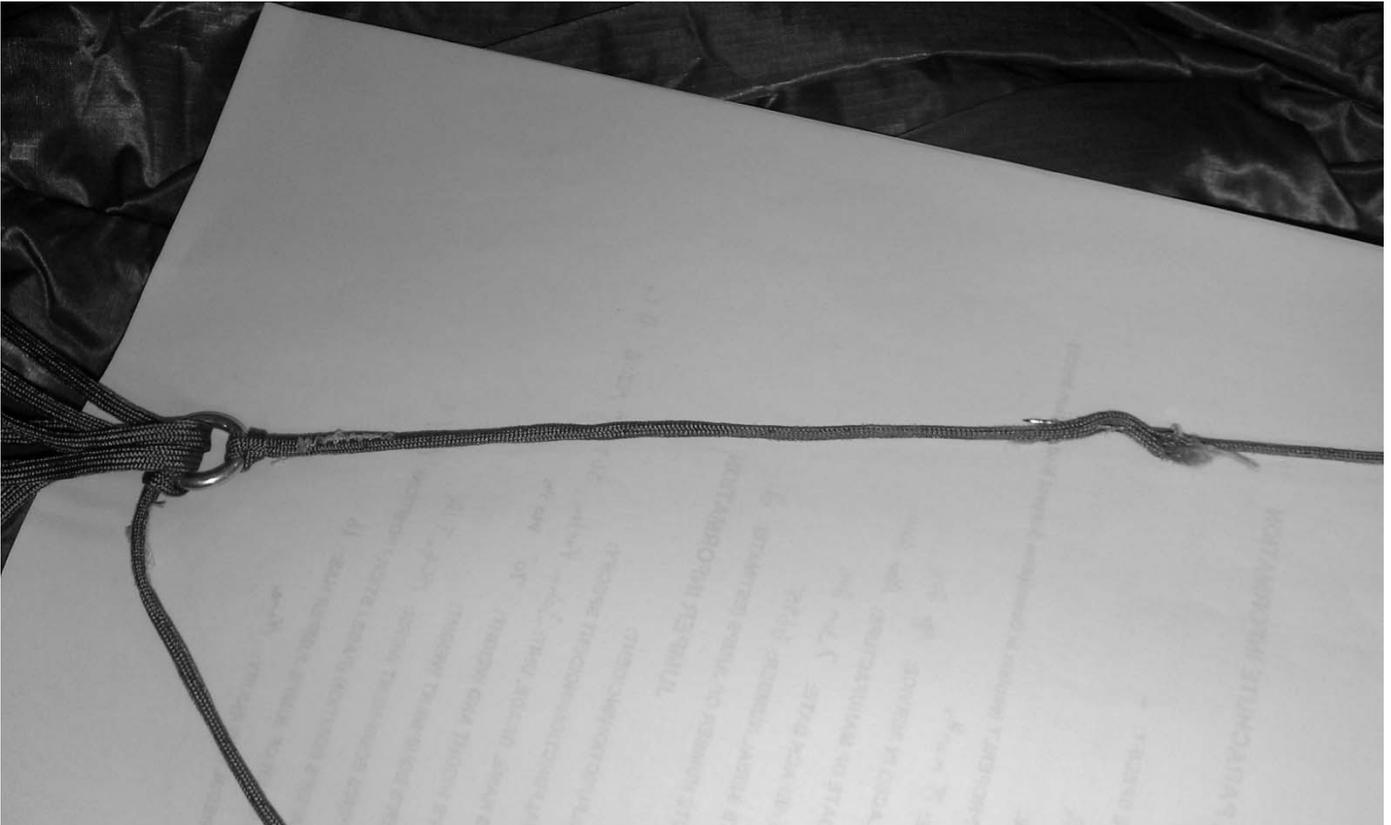
Resulting Injury: No injury.

Description of Suspected - Malfunction - Incident - Damaged Incurred: Upon exiting the aircraft, the jumper had minor twist. As the jumper reached for their control lines they realized that the left toggle was dagging about eye level and had no tension. He held the right toggle and began to wrap the left toggle to get tension and that is when he began to spin until he landed.

The damage was on the left side of the middle control lines. The damage was the middle control line that is attached to suspension Line 7 and it was broken in two places on control line 42.

Suspected Cause of Malfunction - Incident: Jumper had twists that possibly caused tension on the middle control lines and cause it to break in two places.

SL17_20110614_9MISB_MC6_BrokenControlLine_C212



SL17_20110614_9MISB_MC6_BrokenControlLine_C212

SL18_20110616_9MISB_MC6_PartialOpening_C212

Airdrop Malfunction Report Type: Personnel Static Line Report

Unit Address: Military Information Support Operations Command

Branch of Service: Army

Contact Email:

Type of Report: Malfunction

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

Unit Being Airlifted: 9th Military Information Support Battalion

Departure Airfield: MacKall Army Airfield

Type of Aircraft: C-212 Casa

Other Type of Aircraft: N/A

Aircraft Serial Number: Army 168

Airlift Unit: USASOC Flight Det.

Drop Zone Name - Location: Luzon DZ, Camp Mackall, NC

Date of Airdrop: 08/16/2011

Aircraft Speed KIAS: 90

Aircraft Altitude AGL: 1250

Drop Zone Elevation Feet - MSL: 420 MSL

Surface Winds KTS: 8

Visibility Feet - Miles: unlimited

Type of Parachute: MC-6

Type of Reserve: T-11R

Main Parachute Age: 9 months

Main Parachute Placed in Service: April 2011

Main Parachute Date of Manufacture: Nov 2010

Main Parachute Repack Date: 23 Jun 2011

Main Parachute Serial Number: 6725

Main Parachute Number of Jumps: 3

Type of Malfunction: Holes in Canopy

Type of Malfunction - Incident - Specify: Partial opening of canopy.

Jumpers Name - Grade - Unit: O-3, 9th MISB

Jumpers Height and Weight: 62" 110lbs

Jumpers Equipment Weight: N/A

Jumpers Equipment Worn: N/A

Jumpers Position - Pass - Stick - Position: 1/10/11

Number of Jumps Jumper Has: 11

Resulting Injury: At the moment there was no injury. Senior NCOs suggested Jumper go to hospital and the jumper received 10 day profile.

Description of Suspected - Malfunction - Incident - Damaged Incurred: SM was jumper 11 on lift 10. SM had a weak exit which created twists in her canopy. The friction on the canopy and the upper control lines caused the lines to tear two holes on one panel and burn the canopy in another. SM had twists almost all the way to the ground which prevented the canopy from properly inflating. SM did not activate their reserve parachute because by the time the SM figured they needed to pull their reserve the ground was approaching so the SM just braced for impact.

Suspected Cause of Malfunction - Incident: Since the SM had a great amount of twists it prevented the canopy from fully inflating and also causing stress tears on the canopy in two places as well as a burn.

SL18_20110616_9MISB_MC6_PartialOpening_C212



SL18_20110616_9MISB_MC6_PartialOpening_C212



SL18_20110616_9MISB_MC6_PartialOpening_C212

FREE FALL REPORTS

27



FF1_20110511_7SF_MC4_FloatingRipcord_SC7

Airdrop Malfunction Report Type: Military Free Fall Personnel Report

Unit Address: GSSC, GSB, 7TH SFG (A) Fort Bragg, NC 28310

Branch of Service: Army

Contact Email:

Type of Report: Incident

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

Unit Being Airlifted: C/2/7

Departure Airfield: Eloy, AZ- Skydive Arizona

Other Type of Aircraft: SC-7 Skyvan

Aircraft Serial Number: N26LH

Airlift Unit: Skydive Arizona

Drop Zone Name - Location: Skydive Arizona , Eloy, Arizona

Date of Airdrop: 11 May 2011

Aircraft Speed KIAS: 110 kts

Aircraft Altitude AGL: 8,000 ft AGL

Drop Zone Elevation Feet - MSL: 1513

Surface Winds KTS: 3 kts

Visibility Feet - Miles: Night

Type of Parachute - Specify: MC4

Type of Reserve: MC4

Reserve Function Properly: YES

Main Parachute Age: 7yrs 3 months

Main Parachute Placed in Service: June 2008

Main Parachute Date of Manufacture: Feb 2004

Main Parachute Repack Date: 11 May 2011

Main Parachute Serial Number: 763

Main Parachute Number of Jumps: 78

Type of Malfunction: Miss Drop Zone

Type of Malfunction - Incident - Specify: Floating rip cord

Jumpers Name - Grade - Unit: SSG, C/2/7

Jumpers Height and Weight: 70" / 190

Jumpers Equipment Weight: 15 lbs

Jumpers Equipment Worn: Body Armor/ night vision goggles

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

Number of Jumps Jumper Has: 110

Resulting Injury: NONE

Description of Suspected - Malfunction - Incident - Damaged Incurred: SM exited aircraft and had a collision on exit creating a floating rip cord. SM attempted to locate the rip cord or cable 2x's. After 2nd attempt SM went into emergency cutaway procedures as prescribed by training. Reserve activated and SM landed off drop zone. No injury or damage to equipment occurred.

Suspected Cause of Malfunction - Incident: Due to the bulkiness of body armor used in training SM was unable to visibly see or locate physically the ripcord grip or housing.

FF1_20110511_7SF_MC4_FloatingRipcord_SC7

FF2_20110524_125STS_MC4_Altimeter_C130

Airdrop Malfunction Report Type: Military Free Fall Personnel Report

Unit Address: 125th Special Tactics Squadron 6801 NE Cornfoot Rd. Portland, OR 97218

Branch of Service: Air Force

Contact Email:

Type of Report: Incident

Type of Loss: Choose One

Unit Being Airlifted: 125th STS

Departure Airfield: PDT

Type of Aircraft: C-130

Other Type of Aircraft: None

Aircraft Serial Number: Unk

Airlift Unit: 731st ALS, Peterson AFB, CO

Drop Zone Name - Location: Doolittle DZ, Pendleton, OR

Date of Airdrop: 5/24/2011

Aircraft Speed KIAS: 130

Aircraft Altitude AGL: 7000

Drop Zone Elevation Feet - MSL: 1480

Surface Winds KTS: 10

Visibility Feet - Miles: unrestricted

Type of Parachute: Choose One

Other Type of Parachute - Specify: MC-4

Other Type of Reserve: MC-4

Reserve Function Properly: YES

Main Parachute Age: 9 years

Main Parachute Placed in Service: Feb 07

Main Parachute Date of Manufacture: Jun 02

Main Parachute Repack Date: 2 May 2011

Main Parachute Serial Number: 9985

Main Parachute Number of Jumps: 11

Type of Malfunction: Choose One

Type of Malfunction - Incident - Specify: Dual Main/Reserve Deployment

Jumpers Name - Grade - Unit: SSgt, 125th STS

Jumpers Height and Weight: 5'7" 160

Jumpers Equipment Weight: MC-4- 50lbs

Jumpers Equipment Worn: None

Jumpers Position - Pass - Stick - Position: pass-1, position-5

Number of Jumps Jumper Has: 50 MFF

Resulting Injury: None

Description of Suspected - Malfunction - Incident - Damaged Incurred: Parachutist statement-

On 24 May 2011 I exited #5 with Jumpmaster to my left from the C-130 at 7k AGL. I had a clean exit and turned to my right to track away from the other jumpers. I looked at my altimeter at 6500 then looked over my left shoulder to ensure I was a safe distance from others, I was. At that point I checked my altimeter again and was at 6000 so I checked the ground, looked around again for people then checked my altimeter again, 5500. I continued looking around and over my shoulder again for other jumpers but I did not see any. I checked my altimeter again and it said 5000, I waved off, looked at my altimeter again and it still said 5000. I looked around for a moment to see if I could see anyone around me then I looked at the ground and realized things were getting big fast. I immediately pulled my main ripcord and that must have been just before my CYPRES fired because I looked for my canopy and I had one over my head and the reserve inflating straight behind me. At this point I attempted to reel in my reserve but it inflated. Then my main started to collapse so I tried to pull it in by the control line but it re-inflated at that point and spun twisting my main risers in front of me. This is when I realized the only option was to cut away my main so I found the cutaway pillow under all the riser twists and pulled it. My main canopy fell away. I checked my control lines to make sure I could steer then tried to fly toward the DZ but quickly figured out I could not make it. At 500 ft I turned into the wind and made a stand up landing in a dirt field a short distance off the DZ without injury.

Suspected Cause of Malfunction - Incident: Jumper stated that his altimeter was stuck at 5000 feet. His altimeter was inspected and chambered. Upon inspection, there was a small piece of broken plastic from the inside of the protective cover floating loose in the altimeter. The altimeter was chambered and was found within TO specifications. However, when the loose plastic piece was placed in the path of the indication needle during decent the needle did in fact stop when it came in contact with the plastic. This is a recurring problem with the MA-2-30. Careful inspections should be made by AFE personnel and JM's to insure that the MA-2-30 is free of any foreign debris. Additionally, the jumper did not follow proper procedures for altimeter failure. When a jumper has a failed altimeter he should observe other jumpers and pull when they do. If no other jumpers can be seen they should immediately clear their airspace, waive off and pull. The jumper stated that he did not think he was at pull altitude and had lost altitude awareness. It is estimated that Sgt Plank did not pull his main until about 2000' AGL. The MC-4 he was jumping had a 1500' CYPRES on it. Once under canopy, he noticed he had a main and a reserve deployed. He tried to pull the reserve in but it was already out of the deployment bag. Proper procedures for dual main/reserve deployment: is to ensure main/reserve canopies are not tangled and separated with rear risers. Once separated, the jumper should cut away from the main canopy. SSgt Plank released the right control of the reserve canopy to separate the two canopies, this caused the reserve canopy to spin causing line twists. At a very low altitude (approx 700' ALG) he cut away the main. He had three twists in his reserve risers which were cleared prior to landing. He performed a stand up landing off the DZ about 1 KM from the PI with no injuries.

FF2_20110524_SOCCENT_MC4_Altimeter_C130

FF3_20110526_125STS_MC4_PilotChute_C23

Airdrop Malfunction Report Type: Military Free Fall Personnel Report

Unit Address: 7701 Tampa Point BLVD MacDill AFB, FL 33621

Branch of Service: Army

Contact Email:

Type of Report: Malfunction

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

Unit Being Airlifted: SOCCENT / SOCOM

Departure Airfield: MacDill AFB

Type of Aircraft: C-23 Sherpa

Airlift Unit: DET 1 Co H 171 Aviation

Drop Zone Name - Location: MacDill DZ MacDill AFB, FL

Date of Airdrop: 05/26/2011

Aircraft Speed KIAS: 130

Aircraft Altitude AGL: 12,500

Drop Zone Elevation Feet - MSL: 200 feet

Surface Winds KTS: 6 knots

Visibility Feet - Miles: Unlimited

Type of Parachute - Specify: MC-4

Type of Reserve: MC-4

Reserve Function Properly: YES

Main Parachute Age: 9 years

Main Parachute Placed in Service: September 2004

Main Parachute Date of Manufacture: September 2002

Main Parachute Repack Date: 24 may 2011

Main Parachute Serial Number: 10160

Main Parachute Number of Jumps: 53

Type of Malfunction: Distorted Canopy

Type of Malfunction - Incident - Specify: Pilot Chute Over the Nose

Jumpers Name - Grade - Unit: SSG HQ SOCCENT

Jumpers Height and Weight: 74 inches / 210lbs

Jumpers Equipment Weight: 60lbs

Jumpers Equipment Worn: Hollywood (parachute system only)

Jumpers Position - Pass - Stick - Position: 1st Lift / 2nd pass / 8 of 8

Number of Jumps Jumper Has: 80

Resulting Injury: None

Description of Suspected - Malfunction - Incident - Damaged Incurred: On the 1st lift, 2nd pass, SM performed a military free fall jump from 12,500 AGL. Free Fall was uneventful and at the prescribed “pull” altitude of 4,000 feet AGL SM experienced a malfunction commonly known as “pilot chute over the nose”. Emergency procedures were initiated for that type of malfunction (pulling down twice and only twice on the control lines) but the pilot chute remained over the nose. SM then conducted a “controllability check” to determine if he was able to “fly” the canopy but this was also unsuccessful (canopy began to deflate in the center). As prescribed in emergency procedures, SM determined the canopy was uncontrollable and at 2500 feet AGL initiated “cut away” procedures. SM landed safely on the intended DZ (MacDill AFB) under his reserve canopy.

Suspected Cause of Malfunction - Incident: Back sliding during pull sequence.

FF3_20110526_125STS_MC4_PilotChute_C23

FF4_20110527_82ERQS_MC4_Horseshoe_C130

Airdrop Malfunction Report Type: Military Free Fall Personnel Report

Unit Address: Camp Lemmonier, Djibouti, Africa

Branch of Service: Air Force

Contact Email:

Type of Report: Incident

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

Unit Being Airlifted: 82nd ERQS

Departure Airfield: HDAM, Djibouti, Africa

Type of Aircraft: C-130

Aircraft Serial Number: 86

Airlift Unit: 81 ERQS

Drop Zone Name - Location: Beach DZ

Date of Airdrop: 05/27/2011

Aircraft Speed KIAS: 130 KIAS

Aircraft Altitude AGL: 3500 AWL

Drop Zone Elevation Feet - MSL: 0

Surface Winds KTS: 8 KTS

Visibility Feet - Miles: Unlimited

Type of Parachute: Choose One

Other Type of Parachute - Specify: MC-4

Type of Reserve: Choose One

Other Type of Reserve: MC-4

Reserve Function Properly: YES

Main Parachute Age: 5 years 9 months

Main Parachute Placed in Service: Jun 2008

Main Parachute Date of Manufacture: Aug 2005

Main Parachute Repack Date: 6 May 2011

Main Parachute Serial Number: 19314

Main Parachute Number of Jumps: 13

Type of Malfunction: Choose One

Type of Malfunction - Incident - Specify: Horseshoe - Canopy lines entangled around jumper's feet/fins

Jumpers Name - Grade - Unit: E-5, 82nd ERQS

Jumpers Height and Weight: 5'10" 180lbs

Jumpers Equipment Weight: 3lbs

Jumpers Equipment Worn: Belly bag with 3 pounds of gear attached to waist

Jumpers Position - Pass - Stick - Position: 1st pass/ 1st stick/ Second jumper stick of three

Number of Jumps Jumper Has: 100

Resulting Injury: No Injury

Description of Suspected - Malfunction - Incident - Damaged Incurred: Horseshoe suspected to have occurred as jumper exited, fins were on feet, and feet were tucked in close to the body. Jumpmaster witnessed the jumper's exit, and it appeared to be a good exit with great freefall position. When stable, the jumper pulled the ripcord, the main parachute lines wrapped around the jumper's foot and fins, creating a horseshoe. Jumper immediately cut away the main parachute, and the reserve opened up instantaneously. The jumper then continued to fly to the target with no further issues.

Suspected Cause of Malfunction - Incident: Horseshoe suspected to have occurred as jumper exited, fins were on feet, and feet were tucked in close to the body. When stable, the jumper pulled the ripcord, the main parachute lines wrapped around the jumper's foot and fins, creating a horseshoe. Jumper immediately cut away the main parachute, and the reserve opened up instantaneously. The jumper then continued to fly to the target with no further issue.

FF4_20110527_82ERQS_MC4_Horseshoe_C130

FF5_20110614_NSWG-2_MT-2XX_CutAway_C130

Airdrop Malfunction Report Type: Military Free Fall Personnel Report

Unit Address: 1300 Helicopter Road, Va Beach, Va 23459

Branch of Service: Navy

Contact Email:

Type of Report: Malfunction

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

Unit Being Airlifted: NSWG-2

Departure Airfield: Blackstone Army Airfield

Type of Aircraft: C-130

Aircraft Serial Number: 50966

Airlift Unit: 118th Air National Guard

Drop Zone Name - Location: Blackstone DZ

Date of Airdrop: 06/14/2011

Aircraft Speed KIAS: 130

Aircraft Altitude AGL: 12,500

Drop Zone Elevation Feet - MSL: 415

Surface Winds KTS: 4-8

Visibility Feet - Miles: Unlimited

Type of Parachute: Choose One

Other Type of Parachute - Specify: MT2-XX

Type of Reserve: Choose One

Other Type of Reserve: MT2-XX

Reserve Function Properly: YES

Main Parachute Age: 11 years, 6 months

Main Parachute Placed in Service: December 1999

Main Parachute Date of Manufacture: April 1999

Main Parachute Repack Date: 03/21/2011

Main Parachute Serial Number: SLX23649

Main Parachute Number of Jumps: 20

Type of Malfunction - Incident - Specify: Flip Through

Jumpers Name - Grade - Unit: E-5, NSWG-2

Jumpers Height and Weight: 75"; 225 lbs.

Jumpers Equipment Weight: N/A

Jumpers Equipment Worn: None

Jumpers Position - Pass - Stick - Position: Pass 2/ Stick 1/ Position 11

Number of Jumps Jumper Has: 130

Resulting Injury: None

Description of Suspected - Malfunction - Incident - Damaged Incurred: Jumper's Statement: On 14 June 11, I had to cut away my main parachute because the risers were flipped around. I know I didn't flip through them on opening and determined it was packed incorrectly which caused the problem. My altitude was approx. 3500 feet and cut away the parachute before the 2500 decision altitude.

Suspected Cause of Malfunction - Incident: After investigation, it was determined that the jumper packed his main parachute without receiving the proper "rigger checks" as evident by the pack log installed in the parachute system. This determination was reached by the jumper's statement used in conjunction with the parachute pack log.

FF5_20110614_NSWG-2_MT-2XX_CutAway_C130

FF6_20110623_EODTEU2_MC5_BagLock_C130

Airdrop Malfunction Report Type: Military Free Fall Personnel Report

Unit Address: 821 Blasters Cove, Virginia Beach, VA 23459

Branch of Service: Navy

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: EOD Training Evaluation Unit 2

Departure Airfield: Blasters DZ, Fort Story, VA

Type of Aircraft: CH-47

Aircraft Serial Number: UNK

Drop Zone Name - Location: Wysoki, Fort Story, VA

Date of Airdrop: 06/23/2011

Aircraft Speed KIAS: 90

Aircraft Altitude AGL: 5000

Drop Zone Elevation Feet - MSL: 0

Surface Winds KTS: 7

Visibility Feet - Miles: 7 miles

Type of Parachute - Specify: MC-5

Type of Reserve: MC-5

Reserve Function Properly: YES

Main Parachute Age: 8 years

Main Parachute Placed in Service: April 2004

Main Parachute Date of Manufacture: December 2003

Main Parachute Repack Date: 17 June 2011

Main Parachute Serial Number: SLX31394

Main Parachute Number of Jumps: 3

Type of Malfunction: Choose One

Type of Malfunction - Incident - Specify: Bag Lock with Line twists

Jumpers Name - Grade - Unit: EODCS, Mobile Unit 6

Jumpers Height and Weight: 5' 10", 185

Jumpers Equipment Weight: 60 lbs

Jumpers Equipment Worn: None

Jumpers Position - Pass - Stick - Position: Pass 5, stick 1, jumper 1

Number of Jumps Jumper Has: 63

Resulting Injury: None

Description of Suspected - Malfunction - Incident - Damaged Incurred: Water MFF Operation. Witnessed jumper leave aircraft, pull ripcord, pilot chute deployment and main canopy never withdrew from deployment bag. Jumper cut away and successfully deployed reserve canopy without injury or incident. Main canopy, still inside deployment bag hit the water and immediately sank. Unrecoverable.

Suspected Cause of Malfunction - Incident: Suspect bag twisted on opening and created bag lock. Jumper stated the chute "felt funny" when it opened and when he checked over his shoulder the bag was locked with twists in the lines.

FF6_20110623_EODTEU2_MC5_BagLock_C130

FF7_20110614_10SFG_MC4_BagLock_Skyvan

Airdrop Malfunction Report Type: Military Free Fall Personnel Report

Unit Address: 10th SFG(A) Fort Carson, CO 80913

Branch of Service: Army

Contact Email:

Type of Report: Malfunction

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

Unit Being Airlifted: ODA 0424 4th bn 10th SFG (A) Fort Carson, Co 80913

Departure Airfield: Skydive Arizona

Type of Aircraft: Skyvan

Aircraft Serial Number: unk

Airlift Unit: Skydive Arizona

Drop Zone Name - Location: Eloy Drop zone

Date of Airdrop: 06/14/2011

Aircraft Speed KIAS: 110

Aircraft Altitude AGL: 7000ft

Drop Zone Elevation Feet - MSL: 1325msl

Surface Winds KTS: 3 knots

Visibility Feet - Miles: 2 miles

Type of Parachute - Specify: MC4

Type of Reserve: MC4

Reserve Function Properly: YES

Main Parachute Age: 5yrs 1 month

Main Parachute Placed in Service: Nov 2008

Main Parachute Date of Manufacture: May 2006

Main Parachute Repack Date: 06/13/2011

Main Parachute Serial Number: M4C2247

Main Parachute Number of Jumps: 71

Type of Malfunction - Incident - Specify: Bag Lock

Jumpers Name - Grade - Unit: /E6/ODA 0424 4th Bn 10th SFG(A)

Jumpers Height and Weight: 71'/200 lbs

Jumpers Equipment Weight: 60lbs

Jumpers Equipment Worn: PDB, NVG's, IBA, MBTIR, POM and T50's

Jumpers Position - Pass - Stick - Position: 1st Pass/ 1st Stick/3rd Jumper

Number of Jumps Jumper Has: 50

Resulting Injury: NONE

Description of Suspected - Malfunction - Incident - Damaged Incurred: Bag lock due to suspension line cascade being jammed at the grommet on number 4 locking stow along with possible pilot chute hesitation. SM was conducting a 7000ft HAHO with deployment after a 4 second delay from exit. The SM exited the aircraft conducted a right 90 degree turn and began pull sequence. SM stated he looked over his shoulder and did not see deployment (NVG's worn) and then conduct second check. SM stated he was in a standing position but didn't not see canopy outside of the deployment bag. SM correctly executed cutaway procedures for a bag lock situation. SM radioed the group leader and then landed on the drop zone without further incident.

Suspected Cause of Malfunction - Incident: The cause of this malfunction was a packing error. The cascaded suspension lines were stowed in the retainer band causing the bar tacked portion of the cascade to t-bar and lock itself against the retainer band and grommet on the deployment bag. SM was retrained on proper packing procedures and continued to train.

FF7_20110614_10SFG_MC4_BagLock_Skyvan

FF8_20110611_1SWTG_MC4_Collision_C130

Airdrop Malfunction Report Type: Military Free Fall Personnel Report

Unit Address: B Co 2nd BN 1st SWTG (A), Yuma Proving Ground, AZ 85365

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: B Co 2nd BN 1st SWTG (A)

Departure Airfield: Laguna Army Airfield

Type of Aircraft: C-130

Aircraft Serial Number: 90478

Airlift Unit: 152 AW

Drop Zone Name - Location: Phillips

Date of Airdrop: 28 Jun 11

Aircraft Speed KIAS: 130

Aircraft Altitude AGL: 12500

Drop Zone Elevation Feet - MSL: MSL 493

Surface Winds KTS: 3

Visibility Feet - Miles: NIGHT

Type of Parachute: Choose One

Other Type of Parachute - Specify: MC-4

Type of Reserve: Choose One

Other Type of Reserve: MC-4

Reserve Function Properly: YES

Main Parachute Age: 9

Main Parachute Placed in Service: OCT 2009

Main Parachute Date of Manufacture: AUG 2002

Main Parachute Repack Date: 27 JUN 2011

Main Parachute Serial Number: 12318

Main Parachute Number of Jumps: 500

Type of Malfunction: Choose One

Type of Malfunction - Incident - Specify: Collision

Jumpers Name - Grade - Unit: B 2/10 SFG (A) MFF Student

Jumpers Height and Weight: 72"/185 lbs

Jumpers Equipment Worn: MC-4/Combat equipment

Jumpers Position - Pass - Stick - Position: 3 lift, 2 pass, 5th jumper

Number of Jumps Jumper Has: 24

Resulting Injury: Jumper had suspension line burns on right side of face about 4 inches long.

Description of Suspected - Malfunction - Incident - Damaged Incurred: Description of Suspected Malfunction/Incident/Damaged Incurred:

On 28 June 2011 the Military Free Fall School Basic Course, was conducting Grouping Night time Combat Equipment Free Fall operations. On lift 3 pass 2 nine jumpers exited the aircraft in a line out formation. At 7500 Ft AGL roster # 24 turned 180 degrees out went into his forward movement and noticed he was above roster number # 19. At this time he said he turned out "more south" and started his tracking again. When roster number #24 came out of his track for the second time he again looked down and noticed he was still above roster number #19. Roster # 24 again tried to achieve forward movement at the same time he was checking his altimeter, which was reading 4000 ft. AGL. At this time roster number # 24 saw's canopy open under him and strikes the right side of roster number # 19's parachute.

After Free Fall R#19 turned out and tracked away. R# 19 went into his bottom end sequence and pulled at 4000Ft AGL. R#19 had a good canopy went to grab his rear riser when his parachute had a complete failure of left. He immediately went into cut away procedures and lands under a reserve without further incident.

R# 24: After striking roster number # 19 main parachute roster number # 24 bounces off and immediately pulls his main rip cord and lands under his main canopy without further incident.

R#19: Container: Line burns were all throughout the lower portion of the container centralized on the lower flap of the main. Left leg strap was found to have suspension line burns, Lower left portion of harness had line burns Riser, Slider, & Suspension lines: Left brake was found to be still stowed in the Velcro with the brake handles outside of the pocket. Right brake was un-stowed. The following suspension lines broke from attaching points at canopy: 4B, 5A, 5B, 7B, 8B. Suspension lines 6A, 6B, 7A, 8A, all broke somewhere in the line. All of the above suspension lines had burns somewhere on the line. Right front slider grommet was ripped free of material from slider. Right front slider grommet was found below the french links.

Canopy: All damage to canopy was contained in the following sections, Top skin: From rib 9 to right side stabilizer from D line seam to nose. bottom skin: From rib 5 to right stabilizer from C line seam to nose.

Altimeter: was tested and no issues. Rucksack & weapon: No damage evident

R#24: Container: Small burns were found on the left main flap and on the left leg strap padding. Altimeter: was tested and no issues. Rucksack & weapon: No damage evident. R#24 had suspension line burns on right side of face about 4inches long.

Suspected Cause of Malfunction - Incident: It is suspected that the cause of the incident was that Roster number # 24 failed to achieve separation from the lower jumper. Lower jumper always has the right away. He also was not altitude aware which caused him to lose track of his altitude causing him to strike roster number # 19's main parachute causing it to lose lift, causing roster number # 19 to cut away his main parachute. R# 24 was safety on board. He did not achieve separation from lower jumper and he tracked in the wrong direction. He was not altitude aware. R#24 was dropped from the course. This was jump number 24 for R#24.

FF8_20110611_1SWTG_MC4_Collision_C130

FF9_20110708_38RQS_SOV3_CutAway_C130

Airdrop Malfunction Report Type: Military Free Fall Personnel Report

Unit Address: 38 RQS, 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

Airlift Unit: 71 RQS

Drop Zone Name - Location: Azalea DZ, Valdosta Regional Arpt

Date of Airdrop: 07/08/2011

Aircraft Speed KIAS: 130

Aircraft Altitude AGL: 10000

Drop Zone Elevation Feet - MSL: 184 ft

Surface Winds KTS: 2 kts

Visibility Feet - Miles: unlimited

Type of Parachute - Specify: SOV3

Type of Reserve: 375

Reserve Function Properly: YES

Type of Malfunction: Reserve Activation

Type of Malfunction - Incident - Specify: Reserve Activation due to inability to locate main ripcord, EP's followed

Jumpers Name - Grade - Unit: Capt, 38 RQS

Jumpers Height and Weight: 5'9", 220lb.

Jumpers Position - Pass - Stick - Position: 2nd lift, 2nd pass, 8th of 9 jumpers

Number of Jumps Jumper Has: 60

Resulting Injury: none

Description of Suspected - Malfunction - Incident - Damaged Incurred: Jumped out at 10,000 ft from a C-130 at 5,000ft tracked away from all other jumpers and cleared my airspace at 4,000ft. I went through my pull sequence, tracing my main ripcord cable and could not locate the main ripcord handle. I then repeated the same procedures again and still could not locate my ripcord. At this time due the amount of time that went by and altitude I was at, I decided to cut away. I went through my cut away EPs and the reserve parachute deployed.

Suspected Cause of Malfunction - Incident: Improper fitting of parachute system

FF9_20110708_38RQS_SOV3_CutAway_C130

FF10_20110722_22STS_MC4_Entanglement_C130

Airdrop Malfunction Report Type: Military Free Fall Personnel Report

Unit Address: 304 Pitsenbarger Blvd McChord AFB, WA 98438

Branch of Service: Air Force

Contact Email:

Type of Report: Incident

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

Unit Being Airlifted: 22ND Special Tactics Squadron

Departure Airfield: McChord AFB

Type of Aircraft: C-17

Airlift Unit: 62 AW

Drop Zone Name - Location: Farmers DZ

Date of Airdrop: 07/22/11

Aircraft Speed KIAS: 120

Aircraft Altitude AGL: 10000

Drop Zone Elevation Feet - MSL: 312

Surface Winds KTS: CALM

Visibility Feet - Miles: Unlimited

Type of Parachute: Choose One

Other Type of Parachute - Specify: MC-4

Type of Reserve: Choose One

Other Type of Reserve: MC-4

Reserve Function Properly: Yes

Main Parachute Age: 10 Years

Main Parachute Placed in Service: May 2002

Main Parachute Date of Manufacture: November 2001

Main Parachute Repack Date: 29 June 2011

Main Parachute Serial Number: 9551 / 9650

Main Parachute Number of Jumps: 36 /

Type of Malfunction: Reserve Activation

Type of Malfunction - Incident - Specify: jumper entanglement leading to reserve activation following cutaway

Jumpers Name - Grade - Unit: E5 / 22nd STS

Jumpers Height and Weight: 6'0 190LB

Jumpers Equipment Weight: N/A

Jumpers Equipment Worn: NONE

Jumpers Position - Pass - Stick - Position: 2/1/5 and 2/1/2

Number of Jumps Jumper Has: 78 / 57

Resulting Injury: NO INJURY

Description of Suspected - Malfunction - Incident - Damaged Incurred: following opening, jumpers canopies became entangled. Jumpers followed emergency procedure. Each jumper cutaway from their main sequentially due to entanglement, without issue.

Suspected Cause of Malfunction - Incident: proximity of jumpers upon opening of main canopies may have contributed to the incident. No equipment failure was noted.

FF10_20110722_22STS_MC4_Entanglement_C130

FF11_20110729_306RQS_MT2XX_BlownGores_UV18

Airdrop Malfunction Report Type: Military Free Fall Personnel Report

Unit Address: 306 Rescue Squadron, 5020 E Arizola Rd, Building 1631, Davis-Monthan AFB, AZ 85707

Branch of Service: Air Force

Contact Email:

Type of Report: Malfunction

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

Unit Being Airlifted: 306 RQS

Departure Airfield: Eloy Municipal Airport, Eloy Arizona

Type of Aircraft: OTHER

Other Type of Aircraft: UV-18

Aircraft Serial Number: 194

Airlift Unit: Sky Dive Arizona, Eloy AZ

Drop Zone Name - Location: Eloy MFF Circular DZ

Date of Airdrop: 07/29/2011

Aircraft Speed KIAS: 85 KIAS

Aircraft Altitude AGL: 10,500'

Drop Zone Elevation Feet - MSL: 1512'

Surface Winds KTS: 3-6

Visibility Feet - Miles: Unlimited

Type of Parachute - Specify: MT-2XX

Type of Reserve: Paraflite

Reserve Function Properly: YES

Main Parachute Age: 4 years 10 months

Main Parachute Placed in Service: April 2008

Main Parachute Date of Manufacture: September 2006

Main Parachute Repack Date: 03/05/2011

Main Parachute Serial Number: SLX-34024

Main Parachute Number of Jumps: 24

Type of Malfunction: Blown Sections or Gores

Type of Malfunction - Incident - Specify: Pilot-chute hesitation followed by line twists, rip to top skin of canopy, and control lines on front of rear risers (should be on rear of rear risers).

Jumpers Name - Grade - Unit: E-5, 306 RQS

Jumpers Height and Weight: 6'0" and 225lbs

Jumpers Equipment Weight: N/A

Jumpers Equipment Worn: N/A

Jumpers Position - Pass - Stick - Position: 1st pass/1st stick/1st jumper (AJM)

Number of Jumps Jumper Has: 52

Resulting Injury: None

Description of Suspected - Malfunction - Incident - Damaged Incurred: 33 x 23 inch tear to 2nd cell from jumpers left top skin of main canopy, friction burns to bridle and outside of deployment bag, and stitching ripped at bridle attachment point to main canopy, causing it to separate from the parachute. Upon further examination, found additional burns along canopy leading edge on top skin of gore 2 section 1, as well as lines 7A, 7B, 6A, 6B, 5A, and 5B.

Suspected Cause of Malfunction - Incident: It is possible that pilot chute may have then lost lift and passed through and/or wrapped around suspension lines, prior to main canopy opening. This would explain why there are burns on the bridle line, main canopy and the suspension lines. The force of the main canopy opening with the pilot chute caught in lines could have caused the bridle line to be ripped from the main canopy. The 33 x 23 inch tear in the 2nd cell of the main canopy was most likely the result of: a portion of the canopy caught in the backside of bridle line knot around interior ring (which would not have been visible during IPI check and impossible to catch).

FF11_20110729_306RQS_MT2XX_BlownGores_UV18

FF12_20110526_EODTU1_MT2XX_Baglock_SC7

Airdrop Malfunction Report Type: Military Free Fall Personnel Report

Unit Address: 33000 Nixie Way, Bldg 50, Ste 245, San Diego, CA 92147

Branch of Service: Navy

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: N30202 Explosive Ord Disposal & Training Eval Unit 1

Departure Airfield: Eloy Municipal Airfield

Type of Aircraft: OTHER

Other Type of Aircraft: SC-7 SKYVAN

Aircraft Serial Number: UNK

Airlift Unit: SKYDIVE ARIZONA

Drop Zone Name - Location: ELOY CIRCULAR 02 DZ

Date of Airdrop: 05/26/2011

Aircraft Speed KIAS: 120

Aircraft Altitude AGL: 10000

Drop Zone Elevation Feet - MSL: 1512

Surface Winds KTS: 3

Visibility Feet - Miles: UNLIMITED

Type of Parachute - Specify: MT-2XX

Type of Reserve: MT-2XX

Reserve Function Properly: YES

Main Parachute Age: UNK

Main Parachute Placed in Service: UNK

Main Parachute Date of Manufacture: UNK

Main Parachute Repack Date: UNK

Main Parachute Serial Number: UNK

Main Parachute Number of Jumps: UNK

Type of Malfunction: Choose One

Type of Malfunction - Incident - Specify: Momentary Bag-Lock Caused Severe Line Twists and Subsequent Uncontrollable Canopy

Jumpers Name - Grade - Unit: E-5/EOD2, N30202 Explosive Ord Disposal & Training Eval Unit 1

Jumpers Height and Weight: 70, 170

Jumpers Equipment Weight: UNK

Jumpers Equipment Worn: PROTEC HELMET, PARACHUTE

Jumpers Position - Pass - Stick - Position: UNK

Number of Jumps Jumper Has: UNK

Resulting Injury: NONE

Description of Suspected - Malfunction - Incident - Damaged Incurred: momentary bag-lock caused severe line twists and subsequent uncontrollable canopy. Cause of bag- lock could not be determined. Jumper performed what appeared to be a well executed ramp exit a/c. After a 4 second delay the jumper actuated his main parachute. After line stretch the deployment bag failed to open for a few seconds and the deployment bag began to spin. When the deployment bag did open the canopy inflated but was uncontrollable due to severe line twists. Jumper followed procedures for line twists and attempted to "bicycle" out of them but the parachute never became fully controllable. Jumper executed cutaway procedures and was under a good reserve parachute at approximately 7500' AGL. Jumper made an uneventful landing on the dz.

Suspected Cause of Malfunction - Incident: unknown, cause of bag-lock could not be determined.

FF12_20110526_EODTU1_MT2XX_Baglock_SC7

FF13_20110816_3SFG_MC4_CutAway_C130

Airdrop Malfunction Report Type: Military Free Fall Personnel Report

Unit Address: GSSC, GSB, 3rd SFG(A) Fort 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: ODA 3414, 4th BN, 3rd SFG(A) Fort Bragg, NC

Departure Airfield: Mackall Army Airfield, Camp Mackall, NC

Type of Aircraft: C-130

Other Type of Aircraft: N/A

Aircraft Serial Number: 326

Airlift Unit: 165th Airlift Wing

Drop Zone Name - Location: Luzon DZ, Camp Mackall, NC

Date of Airdrop: 08/16/2011

Aircraft Speed KIAS: 110 KIAS

Aircraft Altitude AGL: 12,500 ft AGL

Drop Zone Elevation Feet - MSL: 109 ft MSL

Surface Winds KTS: 0 KTS

Visibility Feet - Miles: 10 Miles

Type of Parachute - Specify: MC-4

Type of Reserve: MC-4

Reserve Function Properly: YES

Main Parachute Age: 6 yrs 10mths

Main Parachute Placed in Service: JAN 08

Main Parachute Date of Manufacture: OCT 04

Main Parachute Repack Date: 16 AUG 2011

Main Parachute Serial Number: 18807

Main Parachute Number of Jumps: 115

Type of Malfunction - Incident - Specify: Pilot Chute Hesitation

Jumpers Name - Grade - Unit: SFC

Jumpers Height and Weight: 6' 190lbs

Jumpers Equipment Weight: 55lbs

Jumpers Equipment Worn: PDB, Twin 53, MBU 12, ACH, M4 Training Rifle

Jumpers Position - Pass - Stick - Position: Pass 7, 1st Stick, Jumper 3

Number of Jumps Jumper Has: 40

Resulting Injury: No injury

Description of Suspected - Malfunction - Incident - Damaged Incurred: Jumper started his pull sequence at 4,500 ft AGL and deployed his main canopy at 4,000 ft AGL. He checked over his shoulder twice and didn't see his main pilot chute deploying and immediately went into cut away procedures.

Suspected Cause of Malfunction - Incident: The suspected cause of the malfunction was the main pilot chute was caught in the partial vacuum on the jumpers back and the jumper was unable to disrupt it.

FF13_20110816_3SFG_MC4_CutAway_C130

FF14_20110817_306RQS_SOVIII_CutAway_UV18

Airdrop Malfunction Report Type: Military Free Fall Personnel Report

Unit Address: 306 RQS, 5020 E Arizola, ST, DMAFB 85707

Branch of Service: Air Force

Contact Email:

Type of Report: Malfunction

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

Unit Being Airlifted: 306 RQS

Departure Airfield: Zephyrhills Airfield

Type of Aircraft: OTHER

Other Type of Aircraft: UV-18

Aircraft Serial Number: 176

Airlift Unit: Skydive City

Drop Zone Name - Location: Matos, DZ, FL

Date of Airdrop: 08/17/2011

Aircraft Speed KIAS: 90 KIAS

Aircraft Altitude AGL: 6,000

Drop Zone Elevation Feet - MSL: 90

Surface Winds KTS: 1

Visibility Feet - Miles: 7,000ft Scattered/4 miles

Type of Parachute - Specify: SOV III, Main MS360

Other Type of Reserve: SOV III, Reserve TR375

Reserve Function Properly: YES

Main Parachute Age: 2 years, 8 months

Main Parachute Placed in Service: May 2009

Main Parachute Date of Manufacture: January 2009

Main Parachute Repack Date: 08/16/2011

Main Parachute Serial Number: 002955

Main Parachute Number of Jumps: 15

Type of Malfunction: Choose One

Type of Malfunction - Incident - Specify: Spinning Main Parachute, not rectangular in shape

Jumpers Name - Grade - Unit: E-8, 306 RQS

Jumpers Height and Weight: 73" 225lbs

Jumpers Equipment Weight: 0

Jumpers Equipment Worn: slick

Jumpers Position - Pass - Stick - Position: 2nd pass, 1st stick, 1st out

Number of Jumps Jumper Has: 400

Resulting Injury: none

Description of Suspected - Malfunction - Incident - Damaged Incurred: Main Parachute opened up in left turn, and was not rectangular in shape. Parachutists executed emergency procedures. Reserve deployed normally. Parachutist landed on the DZ without further incident.

Suspected Cause of Malfunction - Incident: Tension knots

FF14_20110817_306RQS_SOVIII_CutAway_UV18

FF15_20110420_SealTeam8_MT2FF_CutAway_C2

Airdrop Malfunction Report Type: Military Free Fall Personnel Report

Unit Address: 1300 Helicopter Rd., Bld 3854, Virginia Beach, VA 23459

Branch of Service: Navy

Contact Email:

Type of Report: Malfunction

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

Unit Being Airlifted: N46985 SEAL TEAM 8

Departure Airfield: UNK

Type of Aircraft: C-2

Other Type of Aircraft: N/A

Aircraft Serial Number: UNK

Airlift Unit: VRC-40

Drop Zone Name - Location: Fentress

Date of Airdrop: 04/20/2011

Aircraft Speed KIAS: 130

Aircraft Altitude AGL: 12500

Drop Zone Elevation Feet - MSL: 15

Surface Winds KTS: 12

Visibility Feet - Miles: UNRESTRICTED

Type of Parachute - Specify: MT-2 FF

Other Type of Reserve: MT-2

Reserve Function Properly: YES

Main Parachute Age: 10 YRS

Main Parachute Placed in Service: 10/20/2004

Main Parachute Date of Manufacture: 06/14/2001

Main Parachute Repack Date: 04/18/2011

Main Parachute Serial Number: SLX27138

Main Parachute Number of Jumps: 95

Type of Malfunction: Distorted Canopy

Type of Malfunction - Incident - Specify: member had to cut-away main chute due to improperly inflated cells.

Jumpers Name - Grade - Unit: E-4/OS3, SEAL TEAM 8

Jumpers Height and Weight: 70/ 190

Jumpers Equipment Weight: 45

Jumpers Equipment Worn: MT-2 PARRACHUTE, HELMET

Jumpers Position - Pass - Stick - Position: N/A

Number of Jumps Jumper Has: 37

Resulting Injury: NONE

Description of Suspected - Malfunction - Incident - Damaged Incurred: member was conducting military free fall training. He conducted a diving exit from the ramp of C2 airframe at 12,500 feet AGL. At 4,500 feet he began his wave off procedures, and deployed his main parachute at 4,000 feet as briefed. Upon opening he conducted a visual check of his canopy and noticed closed end cells on the left side of the canopy and stated that he began spinning to the right. He unstowed his brake lines and attempted a canopy controllability check which did not alleviate the right hand spin. The spin caused his body to go into a horizontal position and he determined that his fall rate was greater than the other jumpers so he performed cut-away procedures. The reserve parachute deployed normally and he was able to land without injury.

Suspected Cause of Malfunction - Incident: improper packing procedures are possibly the cause of this mishap. Personnel should ensure all packing procedures and riggers checks are made throughout the packing process.

FF15_20110420_SealTeam8_MT2FF_CutAway_C2

FF16_20110712_SealTeam8_MT2FF_BaglockCutAway_CH53E

Airdrop Malfunction Report Type: Military Free Fall Personnel Report

Unit Address: 1300 Helicopter Rd., Bld 3854, Virginia Beach, VA 23459

Branch of Service: Navy

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: N46985 SEAL TEAM 8

Departure Airfield: EMPORIA

Type of Aircraft: OTHER

Other Type of Aircraft: CH-53E

Aircraft Serial Number: 10

Airlift Unit: HM-15, USN

Drop Zone Name - Location: EMPORIA DZ, VIRGINIA

Date of Airdrop: 07/12/2011

Aircraft Speed KIAS: 90

Aircraft Altitude AGL: 10000

Drop Zone Elevation Feet - MSL: 128

Surface Winds KTS: 5

Visibility Feet - Miles: UNRESTRICTED

Type of Parachute - Specify: MT-2 FF

Type of Reserve: MT-2

Reserve Function Properly: YES

Main Parachute Age: 8 YRS

Main Parachute Placed in Service: 10/18/2006

Main Parachute Date of Manufacture: 08/12/2003

Main Parachute Repack Date: 07/11/2011

Main Parachute Serial Number: SLX 30466

Main Parachute Number of Jumps: 200

Type of Malfunction - Incident - Specify: main canopy did not deploy due to pack closure malfunction

Jumpers Name - Grade - Unit:, E-6/SO1, SEAL TEAM 8

Jumpers Height and Weight: 70/ 200

Jumpers Equipment Weight: 45

Jumpers Equipment Worn: MT-2 Parachute, Helmet

Jumpers Position - Pass - Stick - Position: 2/1/3

Number of Jumps Jumper Has: 35

Resulting Injury: NONE

Description of Suspected - Malfunction - Incident - Damaged Incurred: I packed my main parachute myself the day before the jump; after attending freefall refresher training utilizing proper rigger checks. The next day I entered the helicopter at the lift off point. After taking my seat I fastened my seatbelt and checked my gear. My equipment was all in good working order at this point. At the four minute warning before the jump, I received a buddy check. Once directed to exit the plane I did so. My exit was at 10,000 feet and was stable and satisfactory. At 6,000 I turned right and tracked away as planned. At 4,000 I pulled my ripcord and checked my burble. After pulling my ripcord and waiting four seconds to allow my chute time to deploy, my decent rate had not slowed and I did not have a parachute overhead. I re-checked my burble and tried to deploy my parachute to no effect. My altitude was now within 2,500 feet of the ground. At this point I decided to cut away my main parachute and deploy my reserve. My reserve deployed successfully and I made my way to the landing area. Upon landing I gathered my chute and checked in with the drop zone safety officer. The ground crew could not locate the missing main.

Suspected Cause of Malfunction - Incident: the jumper had a pack closure malfunction and cutaway his main and deployed his reserve. The jumper utilized one of the two methods for correcting this malfunction. The "checking your burble" technique was the method used. The other technique is the "elbow pack tray" technique that was not used. The jumper did not utilize both corrective actions for this incident. Had both techniques been used, it is possible this cutaway could have been avoided.

FF16_20110712_SealTeam8_MT2FF_BaglockCutAway_CH53E

FF17_20110727_SealTeam8_MT2FF_CutAway_C130

Airdrop Malfunction Report Type: Military Free Fall Personnel Report

Unit Address: 1300 Helicopter Rd., Bld 3854, Virginia Beach, VA 23459

Branch of Service: Navy

Contact Email:

Type of Report: Malfunction

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

Unit Being Airlifted: N46985 SEAL TEAM 8

Departure Airfield: OCEANA

Type of Aircraft: C-130

Other Type of Aircraft: N/A

Aircraft Serial Number: 23

Airlift Unit: 910TH Air Wing, USAF

Drop Zone Name - Location: Blackstone DZ, Virginia

Date of Airdrop: 07/27/2011

Aircraft Speed KIAS: 130

Aircraft Altitude AGL: 12500

Drop Zone Elevation Feet - MSL: 415

Surface Winds KTS: 5

Visibility Feet - Miles: UNRESTRICTED

Type of Parachute - Specify: MT-2 FF

Other Type of Reserve: MT-2

Reserve Function Properly: YES

Main Parachute Age: 4 YRS

Main Parachute Placed in Service: 10/18/2006

Main Parachute Date of Manufacture: 07/15/2003

Main Parachute Repack Date: 07/27/2011

Main Parachute Serial Number: SLX 30462

Main Parachute Number of Jumps: 250

Type of Malfunction: Cigarette Roll

Type of Malfunction - Incident - Specify: jumper experienced a streamer malfunction.

Jumpers Name - Grade - Unit: E-5/SO2, SEAL TEAM 8

Jumpers Height and Weight: 75, 250

Jumpers Equipment Weight: 47

Jumpers Equipment Worn: MT-2 PARACHUTE, HELMET

Jumpers Position - Pass - Stick - Position: 2/2/3

Number of Jumps Jumper Has: 47

Resulting Injury: NONE

Description of Suspected - Malfunction - Incident - Damaged Incurred: I packed my main parachute myself after our free fall refresher training utilizing proper rigger checks. I had a stable exit and proceeded to freefall. At my pull altitude of 5,000ft, I waved off and pulled my rip cord. I looked up at my canopy and realized I had a streamer. I gave it about 800 ft to open in case it was a slow opening. I realized that I needed to cut away and so I cut away my main canopy and deployed my reserve. Under my reserve I did a canopy controllability check and performed a safe landing.

Suspected Cause of Malfunction - Incident: lack of attention to detail and poor packing of the main parachute.

FF17_20110727_SealTeam8_MT2FF_CutAway_C130

FF18_20110713_SealTeam8_MT2FF_CutAway_C130

Airdrop Malfunction Report Type: Military Free Fall Personnel Report

Unit Address: 1300 Helicopter Rd., Bld 3854, Virginia Beach, VA 23459

Branch of Service: Navy

Contact Email:

Type of Report: Malfunction

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

Unit Being Airlifted: N46985 SEAL TEAM 8

Departure Airfield: NAB OCEANA

Type of Aircraft: C-130

Other Type of Aircraft: N/A

Aircraft Serial Number: BATAN 91

Airlift Unit: 193RD SOW

Drop Zone Name - Location: Wysocki, Virginia Beach, VA

Date of Airdrop: 07/13/2011

Aircraft Speed KIAS: 120

Aircraft Altitude AGL: 5000

Drop Zone Elevation Feet - MSL: 0

Surface Winds KTS: 5

Visibility Feet - Miles: UNRESTRICTED

Type of Parachute - Specify: MT-2 FF

Type of Reserve: MT-2

Reserve Function Properly: YES

Main Parachute Age: 10 YRS

Main Parachute Placed in Service: 08/15/2001

Main Parachute Date of Manufacture: 05/22/2001

Main Parachute Repack Date: 07/11/2011

Main Parachute Serial Number: WX 013/P18503

Main Parachute Number of Jumps: UNK

Type of Malfunction: Choose One

Type of Malfunction - Incident - Specify: Unknown Canopy Malfunction

Jumpers Name - Grade - Unit: E-6/SO1, SEAL TEAM 8

Jumpers Height and Weight: 70/ 180

Jumpers Equipment Weight: 45

Jumpers Equipment Worn: MT-2 Parachute, Helmet, Flotation

Jumpers Position - Pass - Stick - Position: 3/1/2

Number of Jumps Jumper Has: 45

Resulting Injury: NONE

Description of Suspected - Malfunction - Incident - Damaged Incurred: I packed my main parachute the day before the parachute drop and after receiving refresher training utilizing proper rigger checks. The next day we arrived at the airport to conduct military free fall water and boat drops; donned our equipment and received our two JMPT's, and loaded the bird. Shortly after loading the bird and taking our seats. I was the second one out of the plane, I had a stable exit, I did my 4-count and pulled, my canopy opened without incident. I performed a canopy controllability check, consisting of a left turn, right turn, and a dynamic flare. My canopy was stable and above my head. As soon as I released the toggles to release my waist strap, my canopy flew in front of me, and I felt like I was falling fast. It appeared to be fully inflated, except it was in front of me. I started my EP's, I thought the cells had collapsed. I performed two rigorous dynamic stalls to see if it would move back to its proper position, then I tried to perform another canopy control check to see if I could control the canopy. After that failed, I made the call to cut away. I was at about 1,200ft, I pulled the cut away handle and the reserve ripcord, my main cut away and my reserve deployed. I performed another control check and landed safely in the water near to a support boat. I swam to the boat and checked in.

Suspected Cause of Malfunction - Incident: undetermined due to insufficient facts. The jumper cutaway his main parachute on a night water stacked duck drop. During the night jump the conditions were such that when the jumper realized that he was falling faster than the other jumpers, he could not see, nor identify his specific malfunction. The jumper utilized proper emergency procedures and cutaway his main and deployed his reserve.

FF18_20110713_SealTeam8_MT2FF_CutAway_C130

FF19_201100815_B/2/1SWTG_Unstable_C130

Airdrop Malfunction Report Type: Military Free Fall Personnel Report

Unit Address: 301 C STREET YUMA, AZ 85365

Branch of Service: Army

Contact Email:

Type of Report: Malfunction

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

Unit Being Airlifted: B/2/1 SWTG(A)

Departure Airfield: LAGUNA

Type of Aircraft: C-130

Aircraft Serial Number: 11237

Airlift Unit: KENTUCKY ANG

Drop Zone Name - Location: PHILLIPS DZ/YPG

Date of Airdrop: 08/15/2011

Aircraft Speed KIAS: 130

Aircraft Altitude AGL: 12,500

Drop Zone Elevation Feet - MSL: 494

Surface Winds KTS: 10-17

Visibility Feet - Miles: UNLIMITED

Type of Parachute - Specify: NON-STANDARD

Type of Reserve: RMAX 208

Reserve Function Properly: YES

Main Parachute Age: 1 YR

Main Parachute Placed in Service: MAY 2010

Main Parachute Date of Manufacture: MAR 2010

Main Parachute Repack Date: 15 AUG 2010

Main Parachute Serial Number: 009379

Main Parachute Number of Jumps: 400

Type of Malfunction: Choose One

Type of Malfunction - Incident - Specify: Pilot chute went through Bravo & Charlie suspension lines

Jumpers Name - Grade - Unit: E-6, B/2/1 SWTG(A)

Jumpers Height and Weight: 73" 190LBS

Jumpers Equipment Weight: 5LBS

Jumpers Equipment Worn: VIDEO CAMERA

Jumpers Position - Pass - Stick - Position: 3/3

Number of Jumps Jumper Has: 888

Resulting Injury: NO INJURIES OCCURED

Description of Suspected - Malfunction - Incident - Damaged Incurred: Jumper was third out of a 3 man group exiting a C-130, tailgate at 12,500, Jumping a video camera. After exiting the A/C, the jumper had an uneventful free fall and deployed his main parachute at approximately 3,000 ft AGL. When the canopy inflated, it started to make a rigorous right turn. The jumper then saw his pilot chute wrapped around suspension line set B & C on the right side of the canopy. He then determined the canopy uncontrollable and then cut-away his main canopy @ 2,500 FT AGL. His reserved opened without any issues and landed safely on DZ. After conducting a 100% TRI, there were no issues with this equipment.

Suspected Cause of Malfunction - Incident: The jumper was in a poor body position when he deployed his main parachute @ 3000ft AGL. Instead of having a good body position that would be, "Belly to Earth". The jumper was at downward angle when he threw out his BOC (Bottom of Container) and because of that angle, it is suspected that pilot chute then went through his suspension lines causing the canopy not to probably inflate. The jumper cut-away his main @ 2,500 ft AGL.

FF19_201100815_B/2/1SWTG_NonStandard_Unstable_C130

FF20_201100523_4RECON_MulitMission_DualDeployment_C130

Airdrop Malfunction Report Type: Military Free Fall Personnel Report

Unit Address: Co D 4th Recon BN, Kirtland AFB, 8810 South Street S.E., ABQ, NM 87117

Branch of Service: Marine Corps

Contact Email:

Type of Report: Malfunction

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

Unit Being Airlifted: M14705 RECON CO D 4TH RECON BN 4TH MARDIV

Departure Airfield: UNK

Type of Aircraft: C-130

Other Type of Aircraft: N/A

Aircraft Serial Number: UNK

Airlift Unit: 550TH Special Ops Training Squadron

Drop Zone Name - Location: FAHZAH

Date of Airdrop: 05/23/2011

Aircraft Speed KIAS: 125

Aircraft Altitude AGL: 9999

Drop Zone Elevation Feet - MSL: 3428

Surface Winds KTS: 4

Visibility Feet - Miles: UNRESTRICTED

Type of Parachute - Specify: Multi-Mission

Type of Reserve: Choose One

Other Type of Reserve: Multi-Mission Hr-360

Reserve Function Properly: YES

Main Parachute Age: 5YRS

Main Parachute Placed in Service: 02/19/2009

Main Parachute Date of Manufacture: 10/03/2006

Main Parachute Repack Date: 05/19/2011

Main Parachute Serial Number: 594

Main Parachute Number of Jumps: 23

Type of Malfunction: Reserve Activation

Type of Malfunction - Incident - Specify: Cypress II AAD fired at too high an altitude causing both the main and reserve canopies to be open at the same time.

Jumpers Name - Grade - Unit: E-5, Co D 4th Recon BN

Jumpers Height and Weight: 72, 200

Jumpers Equipment Weight: 65

Jumpers Equipment Worn: MM PARACHUTE, HELMET

Jumpers Position - Pass - Stick - Position: 2/1/1

Number of Jumps Jumper Has: 25

Resulting Injury: NONE

Description of Suspected - Malfunction - Incident - Damaged Incurred: member exited the C-130 performing a dive exit. He gained his heading and free-fell to 4500 ft AGL at which time he deployed his main parachute. At the same time he was deploying his main his Cypress II AAD fired causing him to have both his main and reserve open at the time. He conducted his emergency procedures by cutting away his main safely and landed safely on the DZ at the desired impact point.

Suspected Cause of Malfunction - Incident: CYPRES II AAD fired at too high of an altitude causing both the main and reserve canopies to be open at the same time.

FF20_201100523_4RECON_MultiMission_DualDeployment_C130

FF21_201100812_SEALTEAM1_MT2XX_DualDeployment_MH60

Airdrop Malfunction Report Type: Military Free Fall Personnel Report

Unit Address: 2424 RENDOVA RD STE 156

Branch of Service: Navy

Contact Email:

Type of Report: Incident

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

Unit Being Airlifted: SEAL TEAM 1

Departure Airfield: NORTH ISLAND

Type of Aircraft: OTHER

Other Type of Aircraft: MH-60

Aircraft Serial Number: 91

Airlift Unit: Air National Guard

Drop Zone Name - Location: LEON DZ

Date of Airdrop: 08/12/2011

Aircraft Speed KIAS: 90

Aircraft Altitude AGL: 6000

Drop Zone Elevation Feet - MSL: 0

Surface Winds KTS: 5

Visibility Feet - Miles: UNRESTRICTED

Type of Parachute - Specify: MT2-XX,3 70

Type of Reserve: MT2-XX, 370

Reserve Function Properly: YES

Main Parachute Age: 1 YEAR FROM DPIS

Main Parachute Placed in Service: SEP 2010

Main Parachute Date of Manufacture: OCT 2001

Main Parachute Repack Date: 11AUG 2011

Main Parachute Serial Number: SLX27522

Main Parachute Number of Jumps: 150

Type of Malfunction: Reserve Activation

Type of Malfunction - Incident - Specify: Reserve Deployed With Main Parachute

Jumpers Name - Grade - Unit: SO3

Jumpers Height and Weight: 6FT 185

Jumpers Equipment Weight: 40LB MT2XX

Jumpers Equipment Worn: Parachute, Fins, TFSS, Protec, Goggles,

Jumpers Position - Pass - Stick - Position: 1ST PASS 5TH IN STICK

Number of Jumps Jumper Has: 80

Resulting Injury: NONE

Description of Suspected - Malfunction - Incident - Damaged Incurred: helo jump from 5000 ft I jumped and pulled stable my main came over my head shortly after my reserve deployed, inflated within 2 seconds I cut away and landed fine.

Suspected Cause of Malfunction - Incident: suspected cause of incident is ripcord pins being dislodged before exit causing the reserve to deploy from the jolt of the main deploying, there was no cypress installed in this rig as it was a water rig. The main was recovered complete inspection performed on container and both canopies no defects with equipment.

FF21_201100812_SEALTEAM1_MT2XX_DualDeployment_MH60

FF22_201100812_4RECON_MMPS_HungSlider_DHC6

Airdrop Malfunction Report Type: Military Free Fall Personnel Report

Unit Address: Co D 4th Recon BN, Kirtland AFB 8810 South Street S.E., ABQ, NM 87117

Branch of Service: Marine Corps

Contact Email:

Type of Report: Malfunction

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

Unit Being Airlifted: M14705 RECON CO D 4TH RECON BN 4TH MARDIV

Departure Airfield: Skydive Arizona

Type of Aircraft: Twin Otter

Aircraft Serial Number: Unk

Airlift Unit: Skydive Arizona Military Div.

Drop Zone Name - Location: Skydive Arizona DZ, Eloy, AZ

Date of Airdrop: 06/06/2011

Aircraft Speed KIAS: 90

Aircraft Altitude AGL: 12999

Drop Zone Elevation Feet - MSL: 1513

Surface Winds KTS: 8

Visibility Feet - Miles: UNRESTRICTED

Type of Parachute - Specify: MMPS

Type of Reserve: MMPS

Reserve Function Properly: YES

Main Parachute Age: 5 YRS

Main Parachute Placed in Service: 02/21/2009

Main Parachute Date of Manufacture: 10/18/2006

Main Parachute Repack Date: 06/04/2011

Main Parachute Serial Number: 000573

Main Parachute Number of Jumps: 29

Type of Malfunction: Choose One

Type of Malfunction - Incident - Specify: Hung Slider Malfunction

Jumpers Name - Grade - Unit: E-6, M14705 Recon Co D 4th Recon BN 4TH MARDIV

Jumpers Height and Weight: 66/ 160

Jumpers Equipment Weight: 30

Jumpers Equipment Worn: Parachute, Helmet

Jumpers Position - Pass - Stick - Position: 1/1/2

Number of Jumps Jumper Has: 203

Resulting Injury: NONE

Description of Suspected - Malfunction - Incident - Damaged Incurred: Marine had his slider not come down on his main canopy upon opening. Marine executed emergency procedures to correct the slider. Marine was not able to get his slider to come down so he initiated his cut-away procedures.

Suspected Cause of Malfunction - Incident: undetermined due to insufficient facts.

Name - Grade - MOS - NEC - AFSC - Unit of Reporting Officer and DSN - Commercial Phone Number: BAN, JOSEPH, MSGT, RECON CO D 4TH RECON BN 4TH MARDIV, 619-916-8772

FF22_201100812_4RECON_MMPS_HungSlider_DHC6

FF23_20110909_WestPoint_NAV340_CutAway_UH72

Airdrop Malfunction Report Type: Military Free Fall Personnel Report

Unit Address: 667 A/B Ruger road, West Point New York 10996

Branch of Service: Army

Contact Email:

Type of Report: Malfunction

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

Unit Being Airlifted: West Parachute Team

Departure Airfield: North Dock Heli-pad, West Point New York

Type of Aircraft: OTHER

Other Type of Aircraft: UH 72

Aircraft Serial Number: 72042

Airlift Unit: 2nd Aviation

Drop Zone Name - Location: The Plain, West Point New York

Date of Airdrop: 09/09/2011

Aircraft Speed KIAS: 60 knots

Aircraft Altitude AGL: 4,500FT AGL

Drop Zone Elevation Feet - MSL: 300FT MSL

Surface Winds KTS: 0-5knots

Visibility Feet - Miles: 20 miles

Type of Parachute - Specify: Performance Design Navigator 240

Type of Reserve: Precision Raven 3

Reserve Function Properly: YES

Main Parachute Age: 2 years 10 months

Main Parachute Placed in Service: May 2010

Main Parachute Date of Manufacture: Nov 2008

Main Parachute Repack Date: 09/09/2011

Main Parachute Serial Number: 003138

Main Parachute Number of Jumps: 100

Type of Malfunction: Choose One

Type of Malfunction - Incident - Specify: Line twist on main canopy suspension lines

Jumpers Name - Grade - Unit: Cadet, A3 Company, Corps of Cadet. West Point

Jumpers Height and Weight: 70" / 155 lbs

Jumpers Equipment Weight: 25lbs

Jumpers Equipment Worn: Mamba full-face hard helmet with visor, Altimaster 2 altimeter, double zipper jumpsuit, gloves, boots, type V inflatable life vest.

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

Number of Jumps Jumper Has: 17

Resulting Injury: None

Description of Suspected - Malfunction - Incident - Damaged Incurred: Main Parachute cutaway, Reserve activation. No damages to personnel or equipment.

Suspected Cause of Malfunction - Incident: Jumper and Jumpmaster stated that he had a proper exit and stable body position. As the main parachute began to deploy, the jumper observed line twists. He attempted to correct the line twist while maintaining altitude awareness but was not successful and initiated cut away procedures and activated reserve. The jumpmaster observed proper exit with good body position. The jumpmaster also observed the jumper pull in a stable position and noticed some line twist during opening and the jumper's momentum put more twists in the lines until the jumper cutaway. Suspected cause of malfunction came from minor line twists resulting from slow opening and jumper twisting in the harness while checking canopy. Jumper's reserve deployed properly and the jumper landed safely on the drop zone. All equipment was recovered and after technical rigger inspection of the equipment was conducted all equipment was 100% serviceable.

FF23_20110909_WestPoint_NAV340_CutAway_UH72

FF24_20110904_56RQS_SOV3BOC_CutAway_UV18

Airdrop Malfunction Report Type: Military Free Fall Personnel Report

Unit Address: 56th Rescue Squadron, Unit 5060 Box 5060, APO AE 09461

Branch of Service: Air Force

Contact Email:

Type of Report: Malfunction

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

Unit Being Airlifted: 56th RQS, Pararescue Team

Departure Airfield: Perris Valley, CA

Type of Aircraft: Twin Otter

Airlift Unit: N/A

Drop Zone Name - Location: Perris Valley, CA

Date of Airdrop: 4 September 2011

Aircraft Speed KIAS: 90 KTS

Aircraft Altitude AGL: 10,200 AGL

Drop Zone Elevation Feet - MSL: 1,200 AGL

Surface Winds KTS: 10 KTS

Visibility Feet - Miles: Unlimited

Type of Parachute - Specify: SOV-3 BOC

Type of Reserve: SOV-3 BOC

Reserve Function Properly: YES

Main Parachute Age: Unavailable

Main Parachute Placed in Service: Unavailable

Main Parachute Date of Manufacture: 4 September 2011

Main Parachute Repack Date: 3 September 2011

Main Parachute Serial Number: Unavailable

Main Parachute Number of Jumps: 200

Type of Malfunction: Choose One

Type of Malfunction - Incident - Specify: Line over/right side

Jumpers Name - Grade - Unit:

Jumpers Height and Weight: 68' /195lbs

Jumpers Equipment Weight: 195lbs

Jumpers Equipment Worn: slick

Jumpers Position - Pass - Stick - Position: 2nd pass/4th jumper

Number of Jumps Jumper Has: 150

Resulting Injury: None

Description of Suspected - Malfunction - Incident - Damaged Incurred: Line over right side of main canopy, place jumper in an uncontrollable right hand spin, with rapid decent. After altitude check, jumper cut away main parachute at 3500ft AGL and had a fully functioning reserve parachute by 3200ft AGL.

Suspected Cause of Malfunction - Incident: Packing error

FF24_20110904_56RQS_SOV3BOC_CutAway_UV18

FF25_20110902_56RQS_SOV3_ReserveActivation_UV18

Airdrop Malfunction Report Type: Military Free Fall Personnel Report

Unit Address: 56th Rescue Squadron, Unit 5060 Box 5060, APO AE 09461

Branch of Service: Air Force

Contact Email:

Type of Report: Malfunction

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

Unit Being Airlifted: 56th Rescue Squadron, Pararescue Team

Departure Airfield: Perris Valley Skydiving, Perris, CA

Type of Aircraft: Twin Otter

Aircraft Serial Number: N/A

Airlift Unit: N/A

Drop Zone Name - Location: Perris Valley Skydiving center, CA

Date of Airdrop: 2 September 2011

Aircraft Speed KIAS: 90 KIAS

Aircraft Altitude AGL: 10,200 AGL

Drop Zone Elevation Feet - MSL: 1,200 MSL

Surface Winds KTS: 10 KTS

Visibility Feet - Miles: Unlimited

Type of Parachute - Specify: SOV-3

Type of Reserve: SOV-3

Reserve Function Properly: YES

Main Parachute Age: Unavailable

Main Parachute Placed in Service: March 2011

Main Parachute Date of Manufacture: 2 September 2011

Main Parachute Repack Date: Unavailable

Main Parachute Serial Number: Unavailable

Main Parachute Number of Jumps: 200

Type of Malfunction: Choose One

Type of Malfunction - Incident - Specify: jumper error

Jumpers Name - Grade - Unit:

Jumpers Height and Weight: 71 Inches

Jumpers Equipment Weight: 195lbs

Jumpers Equipment Worn: slick

Jumpers Position - Pass - Stick - Position: 1st pass/8th jumper/AMFF course of instruction

Number of Jumps Jumper Has: 100

Resulting Injury: None

Description of Suspected - Malfunction - Incident - Damaged Incurred: Jumper was jumping a new parachute system (SOV-3 BOC). When the jump came to pull altitude (5,000ft AGL), he reverted back to his ripcord, and pulled his reserve handle. Jumper was provided in depth throw out transition ground training prior to jump.

Suspected Cause of Malfunction - Incident: jumper error

FF25_20110902_56RQS_SOV3_ReserveActivation_UV18

FF26_20110918_WestPoint_SigmaTandem_CutAway_Cessna208

Airdrop Malfunction Report Type: Military Free Fall Personnel Report

Unit Address: 667 A/B Ruger Rd. West Point, NY. 10996

Branch of Service: Army

Contact Email:

Type of Report: Incident

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

Unit Being Airlifted: West Point Parachute Team

Departure Airfield: East Stroudsburg Airstrip

Type of Aircraft: Choose One

Other Type of Aircraft: Cessna Caravan

Aircraft Serial Number: 9479b

Airlift Unit: Contractor "Sky the Limit PA"

Drop Zone Name - Location: "Sky the limit PA" / 7 Airstrip lane, East Stroudsburg Pa.

Date of Airdrop: 09/18/2011

Aircraft Speed KIAS: 100knots

Aircraft Altitude AGL: 12,000ft AGL

Drop Zone Elevation Feet - MSL: 300ft MSL

Surface Winds KTS: 8-10 Knots

Visibility Feet - Miles: 20 miles

Type of Parachute - Specify: United Parachute Technologies Sigma Tandem

Type of Reserve: Performance Design VR 360

Reserve Function Properly: YES

Main Parachute Age: 1 year 11 months

Main Parachute Placed in Service: 1 November 2009

Main Parachute Date of Manufacture: 1 October 2009

Main Parachute Repack Date: 09/18/2011

Main Parachute Serial Number: 84215168

Main Parachute Number of Jumps: 200

Type of Malfunction: Reserve Activation

Type of Malfunction - Incident - Specify: Line Twists

Jumpers Name - Grade - Unit: Tandem Master- GS-11, West Point Parachute Team, United States Military Academy at West Point/ Tandem Passenger Cadet, West Point Parachute Team, United States Military Academy at West Point

Jumpers Height and Weight: Tandem Master 74in 220lbs/ Tandem Passenger 70in 150lbs

Jumpers Equipment Weight: 70lbs

Jumpers Equipment Worn: Tandem Master's-EG Sky helmet, goggles, gloves, Altimaster Altimeter, Double zipper jumpsuit, boots/ Tandem passenger-EG Sky Helmet, goggles, gloves, Altimaster Altimeter, Double zipper jumpsuit, boots

Jumpers Position - Pass - Stick - Position: 1/1/20

Number of Jumps Jumper Has: Tandem Master-12,000 Tandem Passenger-3

Resulting Injury: None

Description of Suspected - Malfunction - Incident - Damaged Incurred: Cutaway Main parachute that had line twist followed by Reserve activation and deployment without injuries or loss.

Suspected Cause of Malfunction - Incident: The tandem master stated that following an uneventful exit and initial freefall, the tandem passenger was given the signal to open the parachute. The passenger executed the pull sequence out of order by first reaching for the main parachute release handle, going back to freefall position, waving off and then returning to pull the main parachute release handle. While reaching for the main parachute release handle the second time the tandem passenger had an uneven body position which caused the pair to turn during the activation of the main parachute. The turn put line twist into the main parachute. The tandem pair began post opening processes by having the Tandem master pull the risers apart while the pair kicked to get the line twists out. At first this was seemed successful but the canopy was tilted and continued to put more line twists into the lines. The tandem pair stayed altitude aware and the tandem master made the decision to cutaway the main parachute and activates the reserve parachute. The reserve activated properly and the tandem pair successful flew the reserve to the intended landing area without injuries. All items were recovered without damage.

FF26_20110918_WestPoint_SigmaTandem_CutAway_Cessna208

FF27_20110912_56RQS_SOV3_CutAway_SC7

Airdrop Malfunction Report Type: Military Free Fall Personnel Report

Unit Address: 56th RQS, Unit 5060 Box 5060, APO AE, 09464

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: 56th RQS Pararescue section

Departure Airfield: Perris Valley, CA

Type of Aircraft: SC7

Aircraft Serial Number: Unavailable

Airlift Unit: N/A

Drop Zone Name - Location: Perris Valley, CA

Date of Airdrop: 12 September 2011

Aircraft Speed KIAS: 90 KTS

Aircraft Altitude AGL: 5000ft AGL

Drop Zone Elevation Feet - MSL: 1200ft MSL

Surface Winds KTS: 0-3 KTS

Visibility Feet - Miles: Unlimited

Type of Parachute: Choose One

Other Type of Parachute - Specify: SOV-3

Type of Reserve: Choose One

Other Type of Reserve: SOV-3

Reserve Function Properly: Choose One

Main Parachute Age: Unavailable

Main Parachute Placed in Service: Unavailable

Main Parachute Date of Manufacture: Unavailable

Main Parachute Repack Date: 12 September 2011

Main Parachute Serial Number: Unavailable

Main Parachute Number of Jumps: 200

Type of Malfunction: Choose One

Type of Malfunction - Incident - Specify: Line over/right side of canopy

Jumpers Name - Grade - Unit: SrA, 56th RQS

Jumpers Height and Weight: 6'4/215lbs

Jumpers Equipment Weight: 215lbs

Jumpers Equipment Worn: Full combat equipment

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

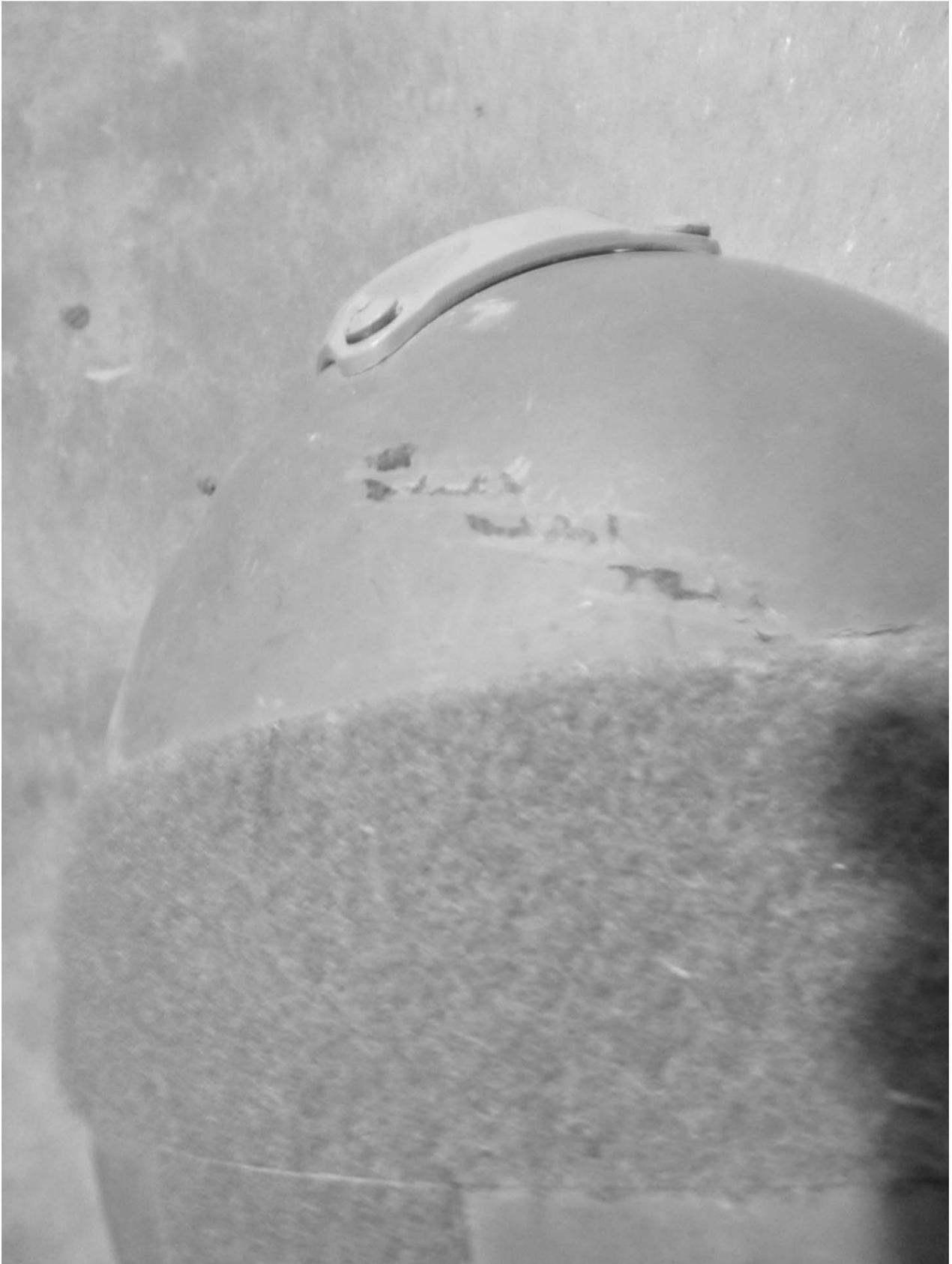
Number of Jumps Jumper Has: 95

Resulting Injury: No injury to jumper

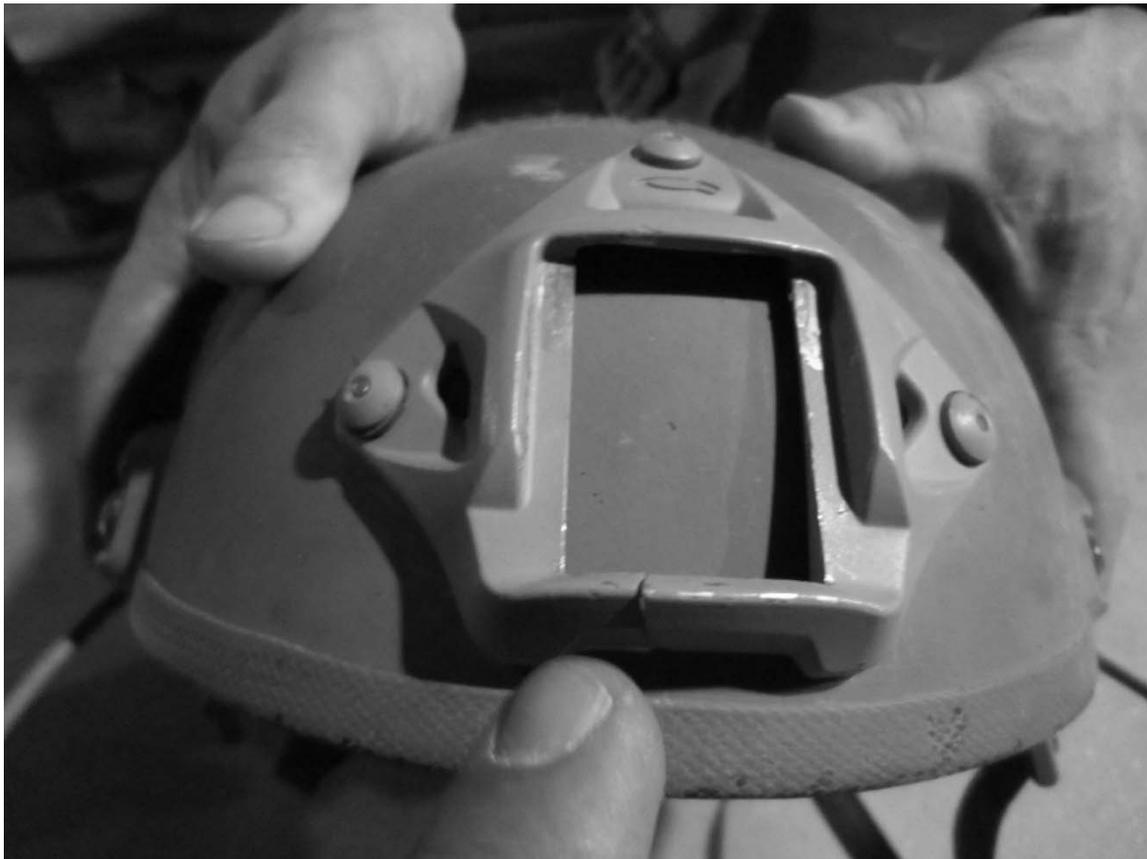
Description of Suspected - Malfunction - Incident - Damaged Incurred: Night Jump profile: Night vision device w/full combat equipment, clear and pull from 5000ft AGL. Jumper made a stable poised exit, and deployed main parachute. Upon canopy check, jumper encountered a line over on the right side of the canopy. Jumper followed NVD cut-away procedures; which are to cut-away the helmet, then execute main parachute cut-away. Reserve parachute deployed as advertised and jumper made it safely to the ground. Equipment damaged was: PVS-15 NVGs, FAST helmet, and Wilcox NVG mount.

Suspected Cause of Malfunction - Incident: Packing error

FF27_20110912_56RQS_SOV3_CutAway_SC7



FF27_20110912_56RQS_SOV3_CutAway_SC7



FF27_20110912_56RQS_SOV3_CutAway_SC7

HEAVY EQUIPMENT REPORTS

8



Korea 1950's



HE1_20110401_107AW_G12E_M1FailedtoRelease_C130

Date of Incident: 01 April 2010, Fuzzy 34
Type of Aircraft: C-130H
Unit:107AW/136AS
Type Load: Heavy Equipment
DZ Name: Mushroom
Type Drop: Visual
Drop Altitude: 550AGL/1190MSL
Formation Position: Lead in a two ship formation
Drop Score: Measured, 70yds @ 12 o'clock
Surface Winds: DZC measured 10 knots
Altitude Winds: 140/14
Ballistic Wing Used: 150/10
GS: 155
Drift: 4 right
Weather: VMC

Description of Suspected - Malfunction - Incident - Damaged Incurred: A 107AW Weapons and Tactics Officer and a 107AW Malfunction Officer collected verbal statements from the crew, riggers, and DZC. Also, a copy of the squadron flying schedule, AF 4327a (aircrew orders), -1 weather report, AF Form 4304(DZ Control Log), CARP, and AF1748-2(JAI) were collected. This was a two-ship Tactical Airdrop mission with two planned Heavy Equipment Drops. The crew was basic with an additional Pilot, Loadmaster and Instructor Navigator. The route, airdrop, and aircraft recovery were uneventful. From the aircrew perspective, everything worked as advertised. Verbal testimony from the loadmasters confirmed that the Heavy Equipment extracted as designed. The drop score was 70 yards long at 12 o'clock. The aircraft continued the mission and returned to KIAG for a full stop landing. Upon the Heavy Equipment Load (3600lbs training platform) landing on the Drop Zone, the M1 timer failed to release the parachute retainers, noticed by Aerial Port personnel and confirmed by the Malfunction Officer. Two G-12E parachutes remained inflated.

Suspected Cause of Malfunction - Incident: Upon disassembly of the M-1 it was found that the unit was correctly assembled. It had been bench tested prior to installation on the load timing out at 15 seconds. It was noted that the arming wire had been pulled from the timer assembly; however, the timer had failed to run preventing the keys from retracting. The timer was removed from the assembly and still failed to rotate.

RECOMMENDATIONS

In an attempt to prevent every possible malfunction the Aerial Delivery section will continue to perform 100% inspections on every M-1 Release as outlined in FM 4-20.102/T.O. 13C7-1-5. In addition a PQDR will be submitted on the timer.

HE1_20110401_107AW_G12E_M1FailedtoRelease_C130

HE2_20110715_19AW_G12E_FailedtoDeploy_C130

Airdrop Malfunction Report Type: Equipment Report

Unit Address: 19 OSS Bldg 380, CMS Williams Dr, Little Rock AFB, AR 72099-5000

Branch of Service: Air Force

Contact Email:

Type of Report: Malfunction

Departure Airfield: KLRF

Type of Aircraft: C-130

Aircraft Serial Number: 05-1347

Airlift Unit: 41 AS

Drop Zone Name - Location: AADZ

Date of Airdrop: 15 July 2011

Aircraft Speed KIAS: 140

Aircraft Altitude AGL: 600

Surface Winds KTS: calm 060/1

Visibility Feet - Miles: unlimited

Type of Parachute - Specify: G-12E

Resulting Injury: None

Description of Suspected - Malfunction - Incident - Damaged Incurred: One G-12E cargo parachute failed to inflate during deployment phase. No damage to platform or aircraft. At approximately 1025 tactics was notified by command post of an airdrop malfunction on PUMA 82 Tail# 05-3147. Secondary loadmaster stated he observed only one cargo parachute deployed above the platform after the platform exited the aircraft. DZ ground personnel notified aircrew via radio of the malfunction immediately after exiting the aircraft. Tactics responded to the aircraft and took statements from the aircrew. After reading the statements and ensured no damage occurred to the aircraft, tactics notified Command post that the crew was at no fault. Tactics notified command post that our investigation was complete at the aircraft, and to get clearance for the crew to finish scheduled training. 19 OG/OGV was notified about the findings of the malfunction which concurred of the findings. During the investigation of the platform tactics found one riser extension line to be under the platform and the G-12E cargo parachute balled up on the aft right side of the platform. The airdrop was video-taped by DZ personnel which stated that the platform landed normally under one cargo parachute and no damage was found.

Update 20110927: After reviewing the video, a full deployment phase of both of the cargo parachutes is evident. One parachute immediately inflates with the malfunctioning parachute slightly below the deployed parachute. During descent, the malfunction parachute continued to fall down to the M-1 release, where it stays until ground impact. The riser extension line moved down as the malfunctioned parachute rests near the M-1, which allowed the riser extension line to fall below and under the platform.

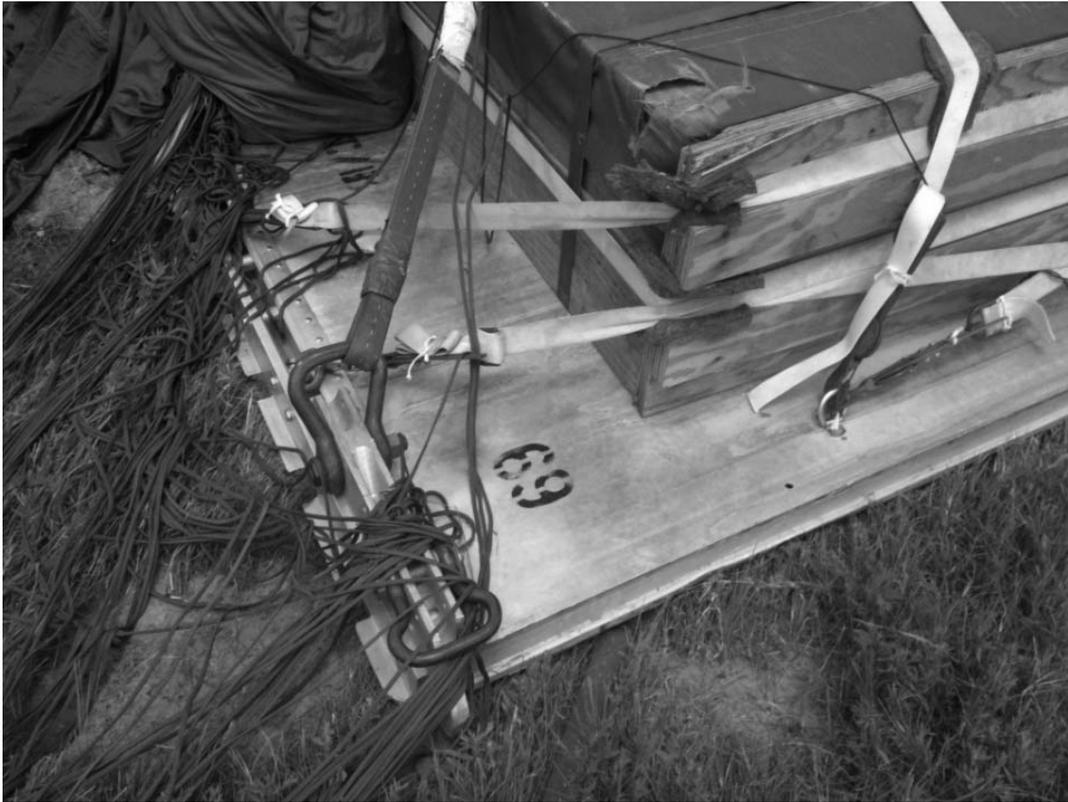
Suspected Cause of Malfunction - Incident: While looking at the malfunctioned parachute at fabrication, the number 1 riser was found to be cut due to nylon to nylon friction cut/burn. No panels were blown or ripped. My personal opinion this was air starvation caused by a cigar roll effect and subsequent entanglement of the parachute during its deployment.

I will send the video with the MRB team member for Little Rock since the video is too large to send via email.

HE2_20110715_19AW_G12E_FailedtoDeploy_C130



HE2_20110715_19AW_G12E_FailedtoDeploy_C130



HE2_20110715_19AW_G12E_FailedtoDeploy_C130

HE3_20110616_19AW_15Foot_DrogueCollapsed_C130

Airdrop Malfunction Report Type: Equipment Report

Unit Address: Bldg 380 Chief Williams Dr. Little Rock AFB 72099-5000

Branch of Service: Air Force

Contact Email:

Type of Report: Malfunction

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

Unit Being Airlifted: 19 LRS

Departure Airfield: KLRF

Type of Aircraft: C-130

Aircraft Serial Number: 04-3142

Airlift Unit: 48th AS

Drop Zone Name - Location: All American DZ

Date of Airdrop: 16/06/2011

Aircraft Speed KIAS: 140

Aircraft Altitude AGL: 700

Drop Zone Elevation Feet - MSL: 372/PI

Surface Winds KTS: calm

Visibility Feet - Miles: Clear

Type of Parachute: Choose One

Other Type of Parachute - Specify: 15-ft drogue/15-ft extract/2xG12E deploy

Type of Malfunction: Choose One

Description of Suspected - Malfunction - Incident - Damaged Incurred: At approximately 7 seconds to Green Light the drogue parachute collapsed. The student loadmaster called "No-Drop" and the pilots acknowledged, the student then corrected himself and called "Malfunction." Before he reached the Airdrop Hold and Locks All switches the towplate released and the load exited the aircraft. The blown out drogue was still enough to pull out the extraction parachute but not enough to inflate it. The platform released from the locks and very slowly exited the aircraft. The deployment parachutes were able to open and right the load before it landed 340 ft. long but still on the DZ.

Suspected Cause of Malfunction - Incident: The student's failure to properly identify the situation as well as his hesitation to correct the situation once properly identified was found to be the cause of this malfunction.

HE4_20110813_437AW_15Foot_DrogueBlown_C130

Airdrop Malfunction Report Type: Equipment Report

Unit Address: 437th AW Joint Base Charleston

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: 82 ABN

Departure Airfield: Pope Field, NC

Type of Aircraft: C-17

Aircraft Serial Number: 92-1100

Airlift Unit: 15th AS, Charleston, SC

Drop Zone Name - Location: Sicily DZ, Ft Bragg, NC

Date of Airdrop: 08/03/2011

Aircraft Speed KIAS: 145 knots Indicated

Aircraft Altitude AGL: 1100

Drop Zone Elevation Feet - MSL: 1430 MSL

Surface Winds KTS: 4

Visibility Feet - Miles: 7 miles

Other Type of Parachute - Specify: 15 Ft Ringslot, DROGUE

Type of Malfunction: Choose One

Resulting Injury: NONE

Description of Suspected - Malfunction - Incident - Damaged Incurred: At amber light the drogue deployed. the Loadmaster stated "drogue OK", at approx. 10 seconds to release, the Loadmaster saw the drogue blow out and stated "malfunction" and jettisoned the drogue.

HE5_20110813_11QM_G11B_SuspensionSlingCaught_C130

Airdrop Malfunction Report Type: Equipment Report

Unit Address: 11th QM Company Ft. Bragg, NC 28310

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: 3BCT

Departure Airfield: Pope Field

Type of Aircraft: C-130

Drop Zone Name - Location: Luzon

Date of Airdrop: 07/28/2011

Aircraft Speed KIAS: 150kts

Aircraft Altitude AGL: 800ft AGL

Surface Winds KTS: 2kts

Visibility Feet - Miles: limitless

Type of Parachute - Specify: G-11B

Description of Suspected - Malfunction - Incident - Damaged Incurred: On 28 July 2011, 2xHMMV on a 16ft Type V platforms rigged as a sequential load was air dropped on Line Number 3165 out of a C-130 Air Craft (A/C) on Luzon DZ. During the Heavy Drop the Malfunction Officer observed the 2nd HMMV became inverted during the deployment phase causing the load to land on the left rear panel and rest upside down.

Suspected Cause of Malfunction - Incident: The second platform's front left multi loop suspension sling became routed between the hood and the brush guard of the HMMV during the deployment phase. This force caused the load to turn and invert itself with the platform facing somewhat skyward. Both canopies fully deployed, though the attitude of the load exposed the left rear quarter panel of the HMMV in a position to absorb most of the impact of the landing.

HE6_20110815_314AW_G12E_FailedtoDeploy_C130

Airdrop Malfunction Report Type: Equipment Report

Unit Address: 314 OG/OGK, Bldg 380, CMS Williams Dr, Little Rock AFB, AR 72076-5000

Branch of Service: Air Force

Contact Email:

Type of Report: Malfunction

Type of Loss: Choose One

Unit Being Airlifted: 62nd Airlift Squadron

Departure Airfield: KLRF

Type of Aircraft: Choose One

Other Type of Aircraft: C-130

Aircraft Serial Number: 62-1811

Airlift Unit: 62 Airlift Squadron

Drop Zone Name - Location: Black Jack

Surface Winds KTS: 090/8

Visibility Feet - Miles: clear

Type of Parachute - Specify: 15 ft Extraction w/ G-12E

Resulting Injury: None

Description of Suspected - Malfunction - Incident - Damaged Incurred: After extraction phase the main cargo parachutes failed to deploy

Suspected Cause of Malfunction - Incident: Faulty EFTC actuator cable and latch failed to release

HE6_20110815_314AW_G12E_FailedtoDeploy_C130



HE6_20110815_314AW_G12E_FailedtoDeploy_C130



HE6_20110815_314AW_G12E_FailedtoDeploy_C130

HE7_20110815_156AW_G12E_M1Fail_C130

Airdrop Malfunction Report Type: Equipment Report

Unit Address: 2001 Jose A Santana Ave. Carolina, PR 00979-1502

Branch of Service: Air Force

Contact Email:

Type of Report: Malfunction

Type of Loss: Class D, Loss of 2,000 to 20,000 Dollars

Airdrop Load Malfunction Category: Release Phase

Unit Being Airlifted: 156 AW

Departure Airfield: TJSJ

Type of Aircraft: C-130

Aircraft Serial Number: 63-0510

Airlift Unit: 198AS

Drop Zone Name - Location: Camp Santiago, Salinas PR

Date of Airdrop: 09/10/2011

Aircraft Speed: 140 KTS

Aircraft Altitude: 550 AGL

Drop Zone Elevation: 125 KTS

Surface Winds KTS: 030 @ 6 gust to 12

Visibility Feet - Miles: clear

Type of Parachute - Specify: 15 ft Extraction w/ G-12E

Number of Parachutes: 2

Cargo Parachute Age: 33 years

Cargo parachute number of drops: 10

Cargo parachute date of manufacture 10/1978

Type of Load: Heavy Equipment training Load

Airdrop Load Total Rigged Weight: 3700lbs

Rigged IAW (FM/TO/NAV): TO. 13C7-1-5/8

Type of Platform: Type V

Size of Platform: 8 FT

Extraction Force Transfer Coupler Cable Length (EFTC): 12 Foot

Position of Load In Aircraft: 1 of 1 @ F.S. 640

Number of Locks/Setting: 1 @#10/2.5

Resulting Injury: None

Description of Suspected - Malfunction - Incident - Damaged Incurred: The incident crew (IC) was tasked to do a local training profile of heavy equipment, CDS and SATB. All checklists, loading, JAI both before and after loading were accomplished without incident. The second loadmaster stated the load exited in a forward downward position and it took a long time for the cargo chute to deploy. He also stated he couldn't see the load because it appeared to be caught in one of the parachutes and the other parachute was partially open. I, the malfunction officer saw a good extraction and the cargo parachutes deploy on one partially open and the other was a streamer and then both of them separated from the load. The load impacted the ground at a 45 degree angle on the DZ and was a complete loss. The crew was notified of the malfunction and returned to base. All chutes and equipment was recovered for the investigation.

The Suspected Cause: Mid air separation of the cargo parachutes from the release. Separation occurred during the deployment phase prior to the load stabilizing. The releases were properly attached and rigged IAW the proper rigging TO. Upon arriving at the Load, it was noticed that it impacted the ground at a 45 degree angle and buried itself about two feet with a eleven feet length. The forward end of the load had an indentation. There was no evidence of the load striking the aircraft. The load and all equipment were gathered after photos and the preliminary investigation was conducted at the DZ. A further investigation was conducted in a secure area of Aerial Port with the Aerial Deliver Review Panel (ADRP). It was noted the M-1 was inoperative after the malfunction. This could be as being damaged from the impact, as it was not conclusive that it could have struck the platform. The ADRP inspected the M-1 and noticed scrapes aware on the release and the upper sling. The M-1 timer components were completely was broken. The ADRP determined the suspected cause was a faulty M-1 release as all procedures were accomplished by the JAI's and Riggers. As a precaution all JAI's and Riggers were emphasized to properly check the M-1 Release System.

HE7_20110815_156AW_G12E_M1Fail_C130



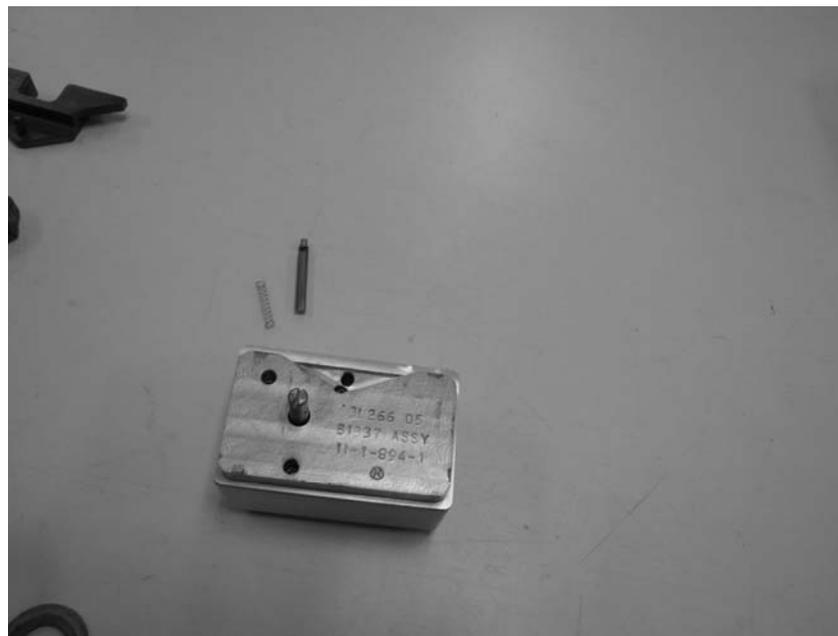
HE7_20110815_156AW_G12E_M1Fail_C130



HE7_20110815_156AW_G12E_M1Fail_C130



HE7_20110815_156AW_G12E_M1Fail_C130



HE7_20110815_156AW_G12E_M1Fail_C130



HE7_20110815_156AW_G12E_M1Fail_C130



HE7_20110815_156AW_G12E_M1Fail_C130

HE8_20110911_919OG_G12E_LoosePlatfom_C130

Airdrop Malfunction Report Type: Equipment Report

Unit Address: 919 OG 201 W. Audette Dr Bld 3107 RM 146 Eglin AFB Fld 3, FL 32542-6622

Branch of Service: Air Force

Contact Email:

Type of Report: Malfunction

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

Unit Being Airlifted: NA

Departure Airfield: Duke Field, FL

Type of Aircraft: C-130

Aircraft Serial Number: 64-0559

Airlift Unit: 711 SOS

Drop Zone Name - Location: Pino

Date of Airdrop: 09/11/2011

Aircraft Speed KIAS: 200

Aircraft Altitude AGL: 1200

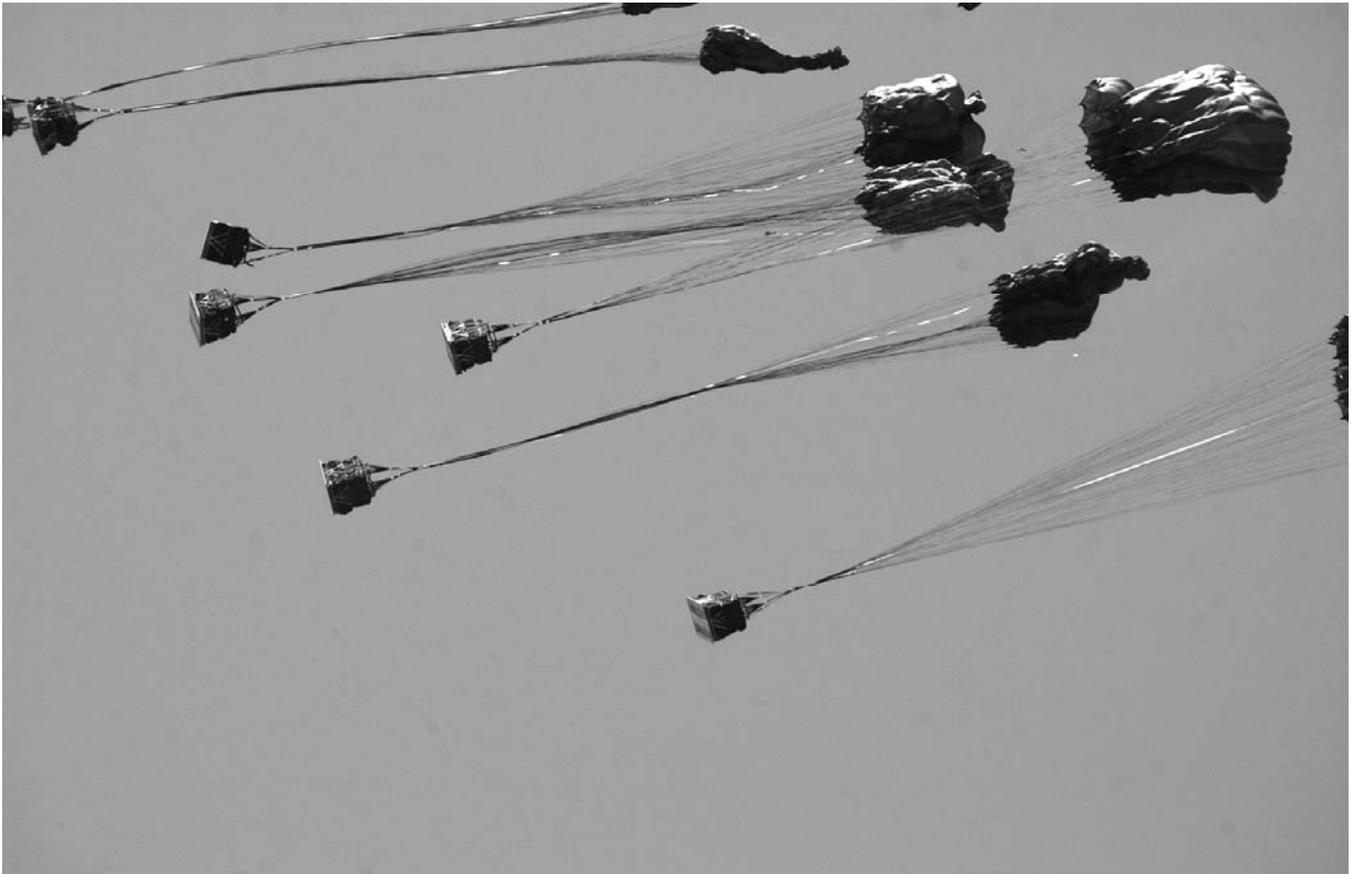
Drop Zone Elevation Feet - MSL: 168

Surface Winds KTS: NA

Description of Suspected - Malfunction - Incident - Damaged Incurred: This incident was a loose heavy equipment platform when the left hand locks were removed at the 10 minute warning as part of the normal checklist. Loadmasters promptly called "loose platform" and performed the emergency procedures for securing the platform. The crew cancelled the rest of the mission and brought the plane back to Duke. No damage was incurred to the platform or the aircraft. No crewmembers were injured during the incident.

Suspected Cause of Malfunction - Incident: Cause of the malfunction was the finger for the #9 lock was not in place to keep the platform locked. The lock was visually checked during the loading, JAI, and during the 20 minute warning by the loadmasters and the JAI during the JAI inspection and the finger was observed to be in and engaged. -21 maintenance inspected the lock and tested it 3 times after the plane returned with lock testing okay the first time and then high the second 2 times indicating it would be harder than normal to override the lock. The investigation could not pinpoint when or how that the finger came out of the #9 lock. Testimony of both loadmasters and the JAI indicated that all loading and drop procedures were run correctly. This was the second heavy equipment platform dropped from the aircraft with the first going flawlessly so the lock performed correctly the first time. A possibility indicated by one of the evaluator loadmasters that was part of the investigation was that the #9 finger was bumped in some way after the first drop and even though it was showing in place on the second drop it was not actually in place. The ADRP recommended to have all fingers checked and the engagement lines repainted on the locks and fingers by -21 maintenance to make it easier to confirm proper engagement. ADRP also recommended to brief the incident at the next UTA to all loadmasters to emphasize checking lock engagement.

CONTAINER DELIVERY SYSTEM REPORTS
Dual Row Airdrop System
LOW COST LOW ALTITUDE
DOOR BUNDLES
12



CDS1_20110503_97LRS_G12E_DeploymentChuteFailed_C130

Airdrop Malfunction Report Type: Equipment Report

Unit Address: BLDG 424 RM 100A ORDINANCE RD ALTUS AFB, OK

Branch of Service: Air Force

Contact Email:

Type of Report: Choose One

Type of Loss: Class C -- Loss of 20,000 to 200,000 Dollars, Loss Time Injury

Unit Being Airlifted: 97 LRS

Departure Airfield: ALTUS AFB

Type of Aircraft: C-17

Aircraft Serial Number: 99-0166

Airlift Unit: 58 AS

Drop Zone Name - Location: SOONER DZ

Date of Airdrop: 5/3/2011

Aircraft Speed KIAS: 145

Aircraft Altitude AGL: 982

Drop Zone Elevation Feet - MSL: 1532

Surface Winds KTS: 11

Visibility Feet - Miles: CLEAR, UNRESTRICTED

Type of Parachute: Choose One

Other Type of Parachute - Specify: G-12E

Type of Reserve: Choose One

Reserve Function Properly: Choose One

Main Parachute Age: 8yrs/1yr

Main Parachute Placed in Service: Apr 09 /Feb 11

Main Parachute Date of Manufacture: Jul 03 / Nov 10

Main Parachute Repack Date: 26 Apr 11 / 5 May 11

Main Parachute Serial Number: 572 / 2801

Main Parachute Number of Jumps: 19 / 3

Type of Malfunction: Choose One

Resulting Injury: NONE.

Description of Suspected - Malfunction - Incident - Damaged Incurred: The DRAS platform was dropped on the first pass from position 3. The locks were released and the platform exited the aircraft normally. However, upon exiting the deployment parachute failed to deploy which led to the main parachutes not deploying. The platform landed on DZ and was completely destroyed.

Suspected Cause of Malfunction - Incident: After examining the photos, expert testimony, and crew statements, the cause of this malfunction was undetermined. To preclude any possibility of aircraft or ADS anomalies, tail 99-0166 was flown on a DRAS sortie May 9, 2011 completing two actual passes. All four platforms were dropped without incident.

CDS1_20110503_97LRS_G12E_DeploymentChuteFailed_C130

CDS2_20110613_19LRS_26'HV_JKnifeFail_C130

Airdrop Malfunction Report Type: Equipment Report

Unit Address: 380 Chief Williams Dr., LRAFB,AR 72099

Branch of Service: Air Force

Contact Email:

Type of Report: Malfunction

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

Unit Being Airlifted: 19 LRS

Departure Airfield: KLRFB(Little Rock AFB)

Type of Aircraft: C-130

Aircraft Serial Number: 85-0041

Airlift Unit: 62nd Airlift Squadron

Drop Zone Name - Location: Blackjack DZ

Date of Airdrop: 06/13/2011

Aircraft Speed KIAS: 130

Aircraft Altitude AGL: 650

Surface Winds KTS: 180/5

Visibility Feet - Miles: 10

Type of Parachute - Specify: 26ft. High Velocity

Type of Malfunction: Choose One

Description of Suspected - Malfunction - Incident - Damaged Incurred: The mission was a scheduled Mass CDS (4 bundles) airdrop utilizing a J-Knife to manually cut the Type VIII nylon release gate. During the airdrop, the Student Loadmaster attempted to cut the release gate with the J-knife, only to have the razor blade inside the J-Knife assemble snap in half. The loadmaster nicked the release gate during the attempted cut and did not cut the gate at any point. The crew ran the appropriate Malfunction checklist and informed the appropriate support agencies of the Malfunction.

Suspected Cause of Malfunction - Incident: The cause of the malfunction was due to a faulty J-Knife during the airdrop. The overdue stress on the knife led to the housing screw on the razor from separating and the razor that is within the J-knife snapping in half.

CDS2_20110613_19LRS_26'HV_JKnifeFail_C130

CDS3_20110622_302AW_26HV_FailedToOpen_C130

Airdrop Malfunction Report Type: Equipment Report

Unit Address: 450 W. Hamilton Ave, Ste 171, Peterson AFB, CO 80914

Branch of Service: Air Force

Contact Email:

Type of Report: Malfunction

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

Unit Being Airlifted: 39 APS

Departure Airfield: KCOS

Type of Aircraft: C-130

Aircraft Serial Number: 94-7315

Airlift Unit: 302 AW

Drop Zone Name - Location: Moss DZ, Camp Guernsey, WY

Date of Airdrop: 06/22/2011

Aircraft Speed KIAS: 130

Aircraft Altitude AGL: 4425

Drop Zone Elevation Feet - MSL: 5075

Surface Winds KTS: 10

Visibility Feet - Miles: 100

Type of Parachute - Specify: 26' Hi-Velocity

Other Type of Reserve: NA

Reserve Function Properly: N/A

Main Parachute Age: 7 years

Main Parachute Placed in Service: Aug 2006

Main Parachute Date of Manufacture: May 2004

Main Parachute Repack Date: 7 Feb 2011

Main Parachute Serial Number: 2243

Main Parachute Number of Jumps: 13

Type of Malfunction: Choose One

Resulting Injury: None.

Description of Suspected - Malfunction - Incident - Damaged Incurred: CDS main cargo parachute failed to fully open on training load. No injuries were caused. Slight damage to training load.

Suspected Cause of Malfunction - Incident: Breakaway static line gutted 550 cord prematurely broke during extraction, causing main parachute to not fully deploy.

CDS3_20110622_302AW_26HV_FailedToOpen_C130



CDS3_20110622_302AW_26HV_FailedToOpen_C130

CDS-5

CDS4_20110622_535AW_26HV_G14Clevis_C130

Airdrop Malfunction Report Type: Equipment Report

Unit Address: Hickam AFB, HI 535 AW

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: 535AW

Departure Airfield: McChord AFB. Wa

Type of Aircraft: C-17

Airlift Unit: 62 AW

Drop Zone Name - Location: Larson DZ Moses Lake, Wa

Date of Airdrop: 06/23/2011

Aircraft Altitude AGL: 1200ft

Surface Winds KTS: 7

Visibility Feet - Miles: 1 mile

Type of Parachute - Specify: 26ft Ring Slot

Main Parachute Age: Nov 1994

Main Parachute Placed in Service: May 2009

Main Parachute Date of Manufacture: Nov 1994

Main Parachute Repack Date: 31 May 2001

Main Parachute Serial Number: 18486

Main Parachute Number of Jumps: 8

Description of Suspected - Malfunction - Incident - Damaged Incurred: Non-Break away HV CDS exited the aircraft and the 26ft ring slot never deployed. The CDS was completely destroyed on impact. Chute was still in deployment bag on the ground. The static line and static line loop still intact with no damage and the G14 clevis was missing.

Video and pictures are available.

Suspected Cause of Malfunction - Incident: The cotter pin on the G14 clevis pin came out; so the static line never extracted the deployment bag off the load. The G14 clevis was still on the aircraft after the drop. The static line loop was not damaged in anyway.

CDS5_20110623_11QM_G12E_Breakaway_C130

Airdrop Malfunction Report Type: Equipment Report

Unit Address: 11th QM Company Ft. Bragg, NC 28310

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: 4BCT

Departure Airfield: Pope Air Field

Type of Aircraft: C-130

Drop Zone Name - Location: Nijmegen

Date of Airdrop: 06/23/2011

Aircraft Speed KIAS: 150KTS

Aircraft Altitude AGL: 1000ft AGL

Surface Winds KTS: 5KTS

Visibility Feet - Miles: Unlimited

Type of Parachute - Specify: G-12E

Description of Suspected - Malfunction - Incident - Damaged Incurred: On 23 June 2011, 6 Container Delivery Systems (CDS) were air dropped on Line Number 4018 out of a C-130 aircraft (A/C) on Nijmegen DZ. During the heavy drop the Malfunction Officer observed the 1st bundle from the 2nd A/C exiting, but was not going through the proper deployment phases. Once the drop was complete the Malfunction Officer immediately notified the Air Drop Systems Tech for the HDRS who then went to Nijmegen DZ to continue the investigation to receive a more detail.

During the investigation it was identified that the 68in Pilot Parachute which was attached to the G12E Cargo Parachute Deployment Bag was torn on each gore in the center from the apex down through the first section.

Suspected Cause of Malfunction - Incident: Once the deployment bags were retrieved from the A/C it was determined that the CDS being investigated had a 68inch pilot parachute that was packed as Breakaway (BA) instead of Non-Breakaway (NBA) as it was labeled.

There was no loss to equipment or personnel.

CDS6_20110707_10SFG_T-10C_Breakaway_C130

Airdrop Malfunction Report Type: Equipment Report

Unit Address: 10th SFG (A) Fort Carson Colorado 80913

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: 3rd BN 10th SFG (A)

Departure Airfield: Peterson AFB Colorado Springs Colorado

Type of Aircraft: C-130

Aircraft Serial Number: 947315

Airlift Unit: 302nd

Drop Zone Name - Location: Sullivan Park DZ/Colorado

Date of Airdrop: 7/7/11

Aircraft Speed KIAS: 130 KIAS

Aircraft Altitude AGL: 500 AGL

Drop Zone Elevation Feet - MSL: 5938 MSL

Surface Winds KTS: 3 to 9 KTS

Visibility Feet - Miles: unlimited

Type of Parachute: Choose One

Type of Parachute - Specify: T10 cargo

Main Parachute Age: 23 years

Main Parachute Placed in Service: Nov 02

Main Parachute Date of Manufacture: Nov 88

Main Parachute Repack Date: 7/6/11

Main Parachute Serial Number: 687

Main Parachute Number of Jumps: NA

Type of Malfunction: Towed - Parachutist

Type of Malfunction - Incident - Specify: NA

Jumpers Name - Grade - Unit: NA

Jumpers Height and Weight: NA

Jumpers Equipment Weight: NA

Jumpers Equipment Worn: NA

Jumpers Position - Pass - Stick - Position: NA

Number of Jumps Jumper Has: NA

Resulting Injury: NA

Description of Suspected - Malfunction - Incident - Damaged Incurred: Dropping A21 door bundles, 5th bundle of 6 to be drop during this operation. The weight of this bundle was 246lbs. Dimensions was 24 x 36 x 30 using a T10 cargo parachute out the left door. The static line became tangled with the T10 D-bag upon exit from the A/C. The A/C began malfunction procedures for towed bundle, completed a left hand race track back to the Drop Zone and cut the static line just below the reinforced stitching on the universal static line modified. The A21 fell to the drop zone 400 yards at the 12 O clock position of the intended PI.

Suspected Cause of Malfunction - Incident: Upon inspection of the parachute and load on the Drop Zone, the parachute was still in the D-bag and did not have suspension line deployment and the right D-bag closing flap tie was still present. There were major rips and burns on the D-bag as well as the static line. During the course of written statements from the Jumpmasters, stated that all static line stows came out during the process of hooking the static line onto the anchor line cable and movement of the bundle into the position in the door. The Jumpmaster took all the excess static line and S folded it and layed in on top of the bundle before ejecting the bundle over the drop zone. Jumpmaster and loadmaster stated the ejection of the bundle difficult due to the weight and configuration of the bundle, also stating this was the 5th bundle thrown during the day, The cause for this malfunction was the excess static line not be properly stowed in retainers and the excess static line not being tight and pinned on the trail edge of the door and possible Jumpmaster fatigue due to repeated flight and bundle drops during this exercise.

Re-training for the Jumpmasters on proper procedures for handling door bundles and stowing excess static line to ensure there is not loose or floating static lines before dropping door bundles.

CDS6_20110707_10SFG_T-10C_Breakaway_C130

CDS7_20110706_23STS_T-10C_RAMZFailedToExit_C130

Airdrop Malfunction Report Type: Equipment Report

Branch of Service: Air Force

Contact Email:

Type of Report: Incident

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

Unit Being Airlifted: 23 STS

Departure Airfield: Hurlburt Fld, FL

Type of Aircraft: C-130

Aircraft Serial Number: 06-3171

Airlift Unit: 40 AS

Drop Zone Name - Location: Lance DZ / Eglin AFB Range

Date of Airdrop: 07/06/2011

Aircraft Speed KIAS: 130

Aircraft Altitude AGL: 1250

Drop Zone Elevation Feet - MSL: 0 - Seal Level

Surface Winds KTS: 112 / 9kts

Visibility Feet - Miles: VFR

Type of Parachute: T-10C

Main Parachute Serial Number: 2325/17586

Type of Malfunction: Choose One

Description of Suspected - Malfunction - Incident - Damaged Incurred: Item: RAMZ Bundle rigged on Ramp LH side. Gate rigged at Load Station 980, Chutes: 2ea T-10C attached to LH Anchor Cable

Weight: 730lbs, Aircraft: C-130J/30, Load Failed To Exit. RAMZ was rigged on the left side of the aircraft ramp with both T-10 static lines connected to the LH Anchor Cable. Following Gate Release, the bundle started to exit the aircraft. As the bundle proceeded aft, the outboard A-22 container webbing brushed the ADS Arm and subsequently caught the ramp lock "saddle" on the sloping longeron at load station 1090, stopping the exit of the bundle. No damage was incurred to the aircraft or the RAMZ package

Suspected Cause of Malfunction - Incident: It is suspected that the RAMZ contents shifted either prior to flight while applying restraint or during flight caused by flight conditions enroute to the DZ. One of the crewmembers recorded the drop on video and it is clearly seen that the bundle was overhanging the Dual Rail and obstructing the view of the ADS arm prior to Green Light.

CDS8_20110615_437AW_26FT_ParachuteCollapse_C17

Airdrop Malfunction Report Type: Equipment Report

Unit Address: 437 AW, Joint Base Charleston, SC

Branch of Service: Air Force

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: 437 AW

Departure Airfield: Charleston AFB

Type of Aircraft: C-17

Aircraft Serial Number: 94-0068

Airlift Unit: 437 AW

Drop Zone Name - Location: North Aux East-West DZ

Date of Airdrop: 6/15/2011

Aircraft Speed KIAS: 145 KIAS

Aircraft Altitude AGL: 3000' MSL

Drop Zone Elevation Feet - MSL: 265

Surface Winds KTS: Calm

Visibility Feet - Miles: Day/VMC

Type of Parachute - Specify: 1/26' ringslot

Type of Malfunction: Choose One

Resulting Injury: None

Description of Suspected - Malfunction - Incident - Damaged Incurred: This airdrop mission was planned and flown as a single-ship improved container delivery system (CDS) airdrop training mission to North East-West DZ, NAAF under day, VMC conditions. The aircrew conducted a sonde airdrop followed by an actual I-CDS airdrop of two high velocity (HV) CDS bundles. The bundles exited the aircraft uneventfully. Initially, both HV-CDS bundle parachutes opened normally. However, during the descent, the bundles interacted and one fell the remaining distance to the ground without an inflated

canopy. At that time, DZ control suspended all drop operations and informed the crew of the parachute malfunction. The aircrew notified command post of the malfunction, returned to Charleston and executed an uneventful landing where they were met by Tactics, Stan/Eval and Safety personnel.

Suspected Cause of Malfunction - Incident: Aircrew statements, drop zone video and expert opinion from panel members were the primary sources for incident analysis.

- a. FINDING 1: Planning and execution was IAW established guidelines and procedure.
- b. FINDING 2: CDS bundles exited the aircraft uneventfully at GREEN LIGHT.
- c. FINDING 3: CDS bundle parachutes inflated normally.
- d. FINDING 4 (CAUSAL-ROOT CAUSE): During descent, bundle #1 drifted below bundle #2 starving its parachute of air, causing bundle #2 to fall through bundle #1, causing damage to bundle #1 and collapsing the parachute. After falling through bundle #1, bundle #2's parachute re-inflated and descended normally. Bundle #1's parachute did not re-inflate causing the bundle to impact the ground at a high descent rate.
- e. FINDING 5: Bundle #1 impacted the DZ 500 yards at 12 o'clock from the PI.
- f. FINDING 6: Bundle #2 impacted the DZ 750 yards at 12 o'clock from the PI.
- g. FINDING 7 (CAUSAL): Inspection of bundle #1's parachute revealed 9 cut suspension lines and two fabric tears.
- h. FINDING 8: Inspection of bundle #2's parachute revealed one broken panel and 4 fabric tears.

CDS8_20110615_437AW_26FT_ParachuteCollapse_C17

CDS9_DRAS_20110217_437AW_15FootDeploymentParachute_StaticLineFail_C17

Airdrop Malfunction Report Type: Equipment Report

Unit Address: 437 AW Charleston AFB, SC

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: 437 AW

Departure Airfield: Charleston AFB, SC

Type of Aircraft: C-17

Aircraft Serial Number: 01-0197

Airlift Unit: 437 AW

Drop Zone Name - Location: Hammond/North Aux

Date of Airdrop: 02/17/2011

Aircraft Speed KIAS: 150KIAS

Aircraft Altitude AGL: 949

Drop Zone Elevation Feet - MSL: 272

Surface Winds KTS: 200/6

Visibility Feet - Miles: Day/VFR/Clear

Other Type of Parachute - Specify: 2/G-12E

Type of Malfunction: Choose One

Description of Suspected - Malfunction - Incident - Damaged Incurred: Lifter 41, a single C-17 from the 317th AS, Charleston AFB, SC. The profile was to depart Charleston AFB, SC and perform Dual Row Aerial Delivery System (DRAS) airdrop for pilot and loadmaster certification. The load consisted of four eight-foot training platforms. The first pass drop of two platforms was executed without incident on Hammond DZ. The aircraft landed and the loadmasters repositioned the remaining platforms IAW the AETC training syllabus and departed. A second pass was accomplished with a malfunction of the deployment parachute on the first platform to exit the aircraft. The platform was recovered without damage and all airdrop items were recovered for inspection. As the platform exited the aircraft the 15 ft deployment parachute d-bag was separated from the release away static line. Upon inspection of the static line it appeared that the ½ inch tubular nylon had failed to secure the release line loop to the 15 ft deployment parachute apex allowing for the activation of the release away static line from the aircraft anchor cable. The result was the entire static line (from anchor line clevis to the d-bag) remaining attached to the aircraft anchor line.

Suspected Cause of Malfunction - Incident: After a thorough investigation of all items from the malfunction platform, it is evident that the ½ inch tubular nylon that attaches the release-away static line release line loop to the deployment parachute, failed prior to the activation of the static line release resulting in the separation. No evidence was found that either the aircrew or JAI was at fault. It is believed that either the material failed or the knot became untied during the deployment sequence.

CDS10_20110815_11QM_FailedtoExit_C17

Airdrop Malfunction Report Type: Equipment Report

Unit Address: 772 EAS/OPS, APO AE 09355

Branch of Service: Air Force

Contact Email:

Type of Report: Malfunction

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

Unit Being Airlifted: 11th Quarter Master, Bagram AB, Afghanistan

Departure Airfield: Bagram AB, Afghanistan

Type of Aircraft: C-130

Other Type of Aircraft: J

Aircraft Serial Number: 4632

Airlift Unit: 772 EAS

Drop Zone Name - Location: Olivia DZ, Afghanistan

Date of Airdrop: 08/15/2011

Aircraft Altitude AGL: 1000

Drop Zone Elevation Feet - MSL: 6111

Surface Winds KTS: 180/5

Visibility Feet - Miles: unrestricted

Type of Parachute - Specify: LCAD LV

Main Parachute Age: LCAD unknown

Main Parachute Placed in Service: LCAD unknown

Main Parachute Date of Manufacture: LCAD unknown

Main Parachute Repack Date: LCAD unknown

Main Parachute Serial Number: LCAD unknown

Main Parachute Number of Jumps: 1

Type of Malfunction: Choose One

Resulting Injury: N/A

Description of Suspected - Malfunction - Incident - Damaged Incurred: Bundle hung in rail system due to suspected warped skid board, landed off DZ 350 yds 11 o'clock no injuries or damage, bundle recovered without incident

Suspected Cause of Malfunction - Incident: skid board warped due to inclement weather prior days in Bagram AB and no indoor storage facility to keep bundles dry

CDS11_20110810_772EAS_FailedtoExit_C130

Airdrop Malfunction Report Type: Equipment Report

Unit Address: 772 EAS/OPS APO AE 09355

Branch of Service: Air Force

Contact Email: jesse.kessler@kdab.afcent.af.mil

Type of Report: Malfunction

Unit Being Airlifted: CJSOTF

Departure Airfield: Kandahar Ab, Afghanistan

Type of Aircraft: C-130J

Aircraft Serial Number: 07-4637

Airlift Unit: 772 EAS

Drop Zone Name - Location: Mizan DZ

Date of Airdrop: 08/10/2011

Main Parachute Age: LCADs

Main Parachute Placed in Service: LCADs

Main Parachute Date of Manufacture: LCADs

Main Parachute Repack Date: LCADs

Main Parachute Serial Number: LCADs

Main Parachute Number of Jumps: 1

Resulting Injury: No injury or damage to the aircraft done

Description of Suspected - Malfunction - Incident - Damaged Incurred: Upon gate cut all bundles exited as advertised except for bundle #1 on left side started slowing at troop door then tipped over on ramp. no damage done to aircraft

Suspected Cause of Malfunction - Incident: 3 suspected causes skidboard damaged, debris on floor, type 26 got caught in rail. No exact answer

CDS12_20110913_314AW_BreakawayFailure_C130

Airdrop Malfunction Report Type: Equipment Report

Unit Address: 314 OG/OGK, Bldg 380 CMS Williams Dr, Little Rock AFB, AR 72076-5000

Branch of Service: Air Force

Contact Email:

Type of Report: Malfunction

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

Unit Being Airlifted: 19 LRS

Departure Airfield: Little Rock AFB, (KLRF)

Type of Aircraft: C-130

Airlift Unit: 29 WPS (ACC)

Drop Zone Name - Location: Arrowhead

Date of Airdrop: 13 Sep 2011

Aircraft Speed KIAS: 130

Aircraft Altitude AGL: 7200

Surface Winds KTS: 180 @ 6kts

Visibility Feet - Miles: 10 miles

Type of Parachute - Specify: 26 ft HV

Resulting Injury: None.

Description of Suspected - Malfunction - Incident - Damaged Incurred: This was two separate bundles from two different aircraft. The aircraft(s) were part of a 3-ship formation, in positions two and three. After a successful drop on the first pass the formation executed their second of four planned passes. Each aircraft's crew-members had similar statements; The loadmasters from each crew stated that the 26-foot ring slot parachute did not deploy and the CDS bundle impacted the drop zone. The static lines were rigged for breakaway and did in fact breakaway however, the breakaway phase of the airdrop took place prior to the deployment of the parachutes.

Suspected Cause of Malfunction - Incident: We suspect, considering this was the case for both airplanes, that the gutted 550 cord ties were 1. improperly tied or 2. sustained similar damage during deployment causing the 550 cord tie to be cut or broken prematurely. The anti-oscillation tie was rigged on both airplanes leaving improperly tied gutted 550 cord as the most probable cause. Furthermore, it has been determined that the parachutes, to include the 550 cord tie, was rigged by the same person.

AIRCRAFT REPORTS

6



ACFT-1

ACFT1_201100705_314OG_LoosePlatform_C130

Airdrop Malfunction Report Type: Equipment Report

Unit Address: 314 OG/OSK Bldg 380, Little Rock AFB 72099-5000

Branch of Service: Air Force

Contact Email:

Type of Report: Malfunction

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

Departure Airfield: LRAFB

Type of Aircraft: C-130

Aircraft Serial Number: 93-1041

Airlift Unit: 53 Airlift Squadron

Date of Airdrop: 07/05/2011

Type of Malfunction: Choose One

Description of Suspected - Malfunction - Incident - Damaged Incurred: Heavy Equipment airdrop platform pre-flighted, loaded and rigged at Flight Station CB 657. Dual rial lock # 9 right hand side was used and set to correct TO 1C-130A-9, section 7B lock setting of 2.50 IAW Figure 7B-20.

After removing the left hand locks during the in-flight portion of the pre-slowdown checklist, the flight crew noticed the platform move aft. Emergency restraint was applied to the platform by using aircraft tie down chains and left hand locks were engaged.

Suspected Cause of Malfunction - Incident: faulty lock and lock tension setting.



ACFT1_201100705_314OG_LoosePlatform_C130

ACFT2_201100718_314OG_TowPlateFail_C130J

Airdrop Malfunction Report Type: Equipment Report

Unit Address: 314 OG/OSK, Bldg 380 CMS Williams Dr, Little rock AFB 72099-5000

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: 19 LRS

Departure Airfield: KLRF

Type of Aircraft: C-130

Aircraft Serial Number: 97-1352

Airlift Unit: 48 Airlift Squadron

Drop Zone Name - Location: Black Jack

Date of Airdrop: 07/08/2011

Aircraft Speed KIAS: 140

Surface Winds KTS: 010/7

Resulting Injury: None

Description of Suspected - Malfunction - Incident - Damaged Incurred: Drogue extraction parachute failed to jettison. At approximately 1035, 8 July 2011 Tactics was notified of an airdrop malfunction. The malfunction was drogue parachute failed to release with damage to the aircraft, on ARROW 31 tail number 97-1352. The load consisted of a single Heavy Equipment (HE) weighing 2,926 pounds. The crew stated that a "No drop" approximately ten seconds before "green light". The "no drop" was initiated by the pilot after the student pilot failed to call "drogue release". The student loadmaster then performed "no drop" procedures. While the drogue was still fully inflated outside the aircraft, the student loadmaster followed all current procedures to jettison the drogue. After placing the jettison drogue switch to release the jettison link failed to release. The student loadmaster closed the cargo ramp and door at approximately 6 to 8 inches from being fully closed the jettison link then released. Once the jettison link released, it struck the aircraft door causing damage to the forward interior side of the aircraft cargo door, structural support on centerline, and pressurization seal area. After closing completely, the drogue extraction line was cut by the aircraft cargo door and ramp. Upon inspection of the cargo door area, damage was observed by the student loadmaster. Base operations was then notified and ARROW 31 returned to base for inspection. The crew followed all correct procedures. This is the second malfunction involving the tow plate on the same aircraft. Tactics recommended to maintenance for the tow plate to be replaced.

Suspected Cause of Malfunction - Incident: Drogue jettison strike pin.

Recommendations: replace enhanced tow plate



ACFT-4



ACFT2_201100718_314OG_TowPlateFail_C130J

ACFT3_20110607_437AW_G12E_FailToExit_C17

Airdrop Malfunction Report Type: Equipment Report

Unit Address: 437 AW Charleston AFB, SC

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: 437 AW Charleston AFB, SC

Departure Airfield: Charleston AFB, SC

Type of Aircraft: C-17

Aircraft Serial Number: 88-0266

Airlift Unit: 437 AW

Drop Zone Name - Location: North Aux/East-West

Date of Airdrop: 06/07/2011

Aircraft Speed KIAS: 145KIAS

Aircraft Altitude AGL: 916

Drop Zone Elevation Feet - MSL: 265

Surface Winds KTS: 150/3

Visibility Feet - Miles: Night/VMC

Type of Parachute - Specify: 2/G-12E

Description of Suspected - Malfunction - Incident - Damaged Incurred: This airdrop mission was planned and flown as the lead aircraft of a 3-ship, standard visual-in-trail formation conducting a heavy equipment (HE) airdrop on North East-West DZ, NAAF under night, VMC conditions while utilizing night vision goggles (NVG). During execution, the sortie was uneventful until the actuation of the GREEN LIGHT at which time the platform failed to move from its position at lock 17-19 under the force of a fully inflated 15-foot ring-slot extraction parachute on a 160-foot extraction line. The forward loadmaster (FLM) observed that the FLM panel lights still indicated the system was armed. Following HE malfunction procedures, the FLM actuated the R LOCK GANG RELEASE switch to release the right aerial delivery system (ADS) locks and observed the armed lights extinguish. Still the platform did not exit the aircraft. He again pressed the R LOCKS GANG RELEASE switch with no result. The FLM then actuated the DROGUE JETTISON switch quickly followed by the EMERG DROGUE JETTISON switch, resulting in the pyrotechnic backup being discharged. The platform failed to move. The FLM actuated the ADS LOCK GANG CONTR, L LOCKS LOCK switch to lock the left locks IAW then HE malfunction checklist. The instructor loadmaster (ILM) then moved from his observation position at the forward loadmaster station to the back of the aircraft with intent to cut the extraction parachute; however, before he was able to connect his harness to the floor, the platform exited the aircraft. The aircrew notified command post of the malfunction/off-DZ, returned to Charleston and executed an uneventful landing where they were met by Tactics and Maintenance personnel.

Suspected Cause of Malfunction - Incident: Aircrew statements, mission planning products, mission execution products, maintenance reports, and expert opinion from panel members were the primary sources for this section.

- a. FINDING 1: Planning and execution was IAW established guidelines and procedure through the execution of the Release Point Checklist. All HE malfunctions were thoroughly briefed and understood by all crew members during the aircrew brief conducted prior to takeoff.
- b. FINDING 2 (CAUSAL): Platform failed to extract at GREEN LIGHT.
- c. FINDING 3 (CAUSAL): Platform failed to extract following FLM actuation of the R LOCK GANG RELEASE switch with ADS LOCK GANG CONTR, L/R LOCK SELECT switch set to 17/18 IAW the HE Malfunction Checklist.
- d. FINDING 4 (CAUSAL): Platform failed to extract following the FLM's second actuation of the R LOCK GANG RELEASE switch. This step was not IAW the HE Malfunction Checklist.
- e. FINDING 5: FLM actuated the DROGUE JETTISON switch immediately followed by the EMERG DROGUE JETTISON switch. These steps were not IAW the HE Malfunction Checklist.
- f. FINDING 6: FLM actuated the ADS LOCK GANG CONTR, L LOCKS LOCK switch with ADS LOCK GANG CONTR, L/R LOCK SELECT switch set to 17/18.
- g. FINDING 7 (CAUSAL): Platform exited the aircraft as the FLM attempted to actuate the GANG LOCK BACKUP ADS LOCK switch and the ILM was positioning to cut the extraction line.
- h. FINDING 8: Platform landed under two full canopies approximately 2.9NM west of the intended point of impact on civilian property. Parachutes were entangled in 50-foot high trees, detached from the M-1 Release Mechanism.
- i. FINDING 9: Left-hand platform rails exhibited damage indicating left-hand ADS locks numbers 20-24 were engaged during platform extraction.
- j. FINDING 10: Inspection of the platform revealed it was not warped.
- k. FINDING 11: Metal shavings were present in the left-hand aircraft ADS rail lock assemblies confirming left-hand ADS lock engagement during platform extraction.
- l. FINDING 12 (CAUSAL – ROOT CAUSE): Right variable restraint assembly (VRA) numbers 17 and 18 were found defective by maintenance. These locks would not release under the maximum pressure setting (3480 psi) of the test equipment, regardless of VRA setting.

ACFT3_20110607_437AW_G12E_FailToExit_C17

ACFT4_20110817_314AW_G12E_FailToExit_C130J

Airdrop Malfunction Report Type: Equipment Report

Unit Address: 314 OG/OGK

Branch of Service: Air Force

Contact Email:

Type of Report: Malfunction

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

Unit Being Airlifted: 19 OSS

Departure Airfield: KLRF

Type of Aircraft: C-130

Aircraft Serial Number: 1566

Airlift Unit: 48 Airlift Squadron

Drop Zone Name - Location: BJDZ

Date of Airdrop: 17 Aug 2011

Aircraft Speed KIAS: 140

Surface Winds KTS: 130/04

Visibility Feet - Miles: unrestricted

Type of Parachute - Specify: 15 ft drogue

Main Parachute Age: G-12E

Description of Suspected - Malfunction - Incident - Damaged Incurred: At 15 seconds prior to "Green Light" the drogue parachute was released, shortly after inflating several riser lines broke causing the parachute to collapse. This situation caused a fouled drogue chute to pull out the extraction parachute however with not enough force to allow the extraction parachute to inflate. With the LOCK ALL switch in the Lock All position the platform remained in the aircraft. At this point both loadmasters installed the Emergency Aft Restraint Chains and proceeded behind the load to cut the parachutes away.

Suspected Cause of Malfunction - Incident: The student loadmaster made it all the way to step 4, however, it has been stated by a Lockheed Martin engineer that inside 5 seconds the airdrop hold switch may not inhibit the airdrop. I believe that although the Airdrop Hold switch was activated, it was activated inside 5 seconds and therefore the Mission Computer still commanded the towplate to release at Green Light just prior to the Drogue Jettison Pin from fully engaging the towplate and successfully jettisoning the fouled drogue parachute.

ACFT5_20110903_11QM_LCAD_GRMFail_C17

Airdrop Malfunction Report Type: Equipment Report

Unit Address: 772 EAS/OPS APO, AE 09355

Branch of Service: Air Force

Contact Email

Type of Report: Malfunction

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

Unit Being Airlifted: 11th QM

Departure Airfield: Bagram AB, Afghanistan

Type of Aircraft: C-17

Aircraft Serial Number: 03-3122

Airlift Unit: 816 EAS

Drop Zone Name - Location: Bayer Pit

Date of Airdrop: 09/03/2011

Aircraft Speed KIAS: 145

Aircraft Altitude AGL: 2341

Drop Zone Elevation Feet - MSL: unknown

Surface Winds KTS: 130@5

Visibility Feet - Miles: unrestricted

Type of Parachute: Choose One

Other Type of Parachute - Specify: LCAD LV

Main Parachute Age: LCAD

Main Parachute Placed in Service: LCAD

Main Parachute Date of Manufacture: LCAD

Main Parachute Repack Date: LCAD

Main Parachute Serial Number: LCAD

Main Parachute Number of Jumps: 1

Type of Malfunction: Choose One

Description of Suspected - Malfunction - Incident - Damaged Incurred: GRM 5 on left side did not release, backups were used and still did not release. DZ green light time was 5.8 sec so no time for manual cut. Restraint was applied crew flew to Kandahar for inspection.

Suspected Cause of Malfunction - Incident: Aircraft Female connector plug was broken free and hanging from sidewall. Without hands on inspection of sidewall connector one would not be able to tell it was broken, the connector was sitting in just a way to look perfectly fine. All wires seemed to be still in place just not functioning (connector was pulled out slightly to take picture of damage). Possible cause: load crew or riggers caught cable with foot and broke connector (pictures to be emailed later). Bundles were downloaded at KAF and upon download logic was not achieved and gate had to be manually released to offload bundles.

ACFT6_20110911_919OG_G12E_LoosePlatform_C130

Airdrop Malfunction Report Type: Equipment Report

Unit Address: 919 OG 201 W. Audette Dr Bld 3107 RM 146 Eglin AFB Fld 3, FL 32542-6622

Branch of Service: Air Force

Contact Email:

Type of Report: Malfunction

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

Unit Being Airlifted: NA

Departure Airfield: Duke Field, FL

Type of Aircraft: C-130

Aircraft Serial Number: 64-0559

Airlift Unit: 711 SOS

Drop Zone Name - Location: Pino

Date of Airdrop: 09/11/2011

Aircraft Speed KIAS: 200

Aircraft Altitude AGL: 1200

Drop Zone Elevation Feet - MSL: 168

Surface Winds KTS: NA

Description of Suspected - Malfunction - Incident - Damaged Incurred: This incident was a loose heavy equipment platform when the left hand locks were removed at the 10 minute warning as part of the normal checklist. Loadmasters promptly called "loose platform" and performed the emergency procedures for securing the platform. The crew cancelled the rest of the mission and brought the plane back to Duke. No damage was incurred to the platform or the aircraft. No crewmembers were injured during the incident.

Suspected Cause of Malfunction - Incident: Cause of the malfunction was the finger for the #9 lock was not in place to keep the platform locked. The lock was visually checked during the loading, JAI, and during the 20 minute warning by the loadmasters and the JAI during the JAI inspection and the finger was observed to be in and engaged. -21 maintenance inspected the lock and tested it 3 times after the plane returned with lock testing okay the first time and then high the second 2 times indicating it would be harder than normal to override the lock. The investigation could not pinpoint when or how that the finger came out of the #9 lock. Testimony of both loadmasters and the JAI indicated that all loading and drop procedures were run correctly. This was the second heavy equipment platform dropped from the aircraft with the first going flawlessly so the lock performed correctly the first time. A possibility indicated by one of the evaluator loadmasters that was part of the investigation was that the #9 finger was bumped in some way after the first drop and even though it was showing in place on the second drop it was not actually in place. The ADRP recommended having all fingers checked and the engagement lines repainted on the locks and fingers by -21 maintenance to make it easier to confirm proper engagement. ADRP also recommended briefing the incident at the next UTA to all loadmasters to emphasize checking lock engagement.