

135th TRIANNUAL AIRDROP REVIEW and MALFUNCTION SAFETY ANALYSIS BOARD

Feb 8-10, 2011

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



MALFUNCTIONS / INCIDENTS REPORTED

STATIC LINE.....15.....SL-1 – SL-30

FREE FALL.....11.....FF1 – FF-22

HEAVY EQUIPMENT.....3.....HE-1 – HE-4

CDS.....8.....CDS-1 – CDS-21

STATIC LINE REPORTS

15



SL1_20100514_NSW_LOGSU_Broken_Ankle_SH60

Airdrop Malfunction Report Type: Personnel Static Line Report

Unit Address: 1300 HELICOPTOR RD. BLD 3854, VIRGINIA BEACH, VA 23459

Branch of Service: Navy

Type of Report: Incident

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

Unit Being Airlifted: NSW LOGSU

Departure Airfield: UNK

Other Type of Aircraft: SH60

Aircraft Serial Number: UNK

Airlift Unit: UNK

Drop Zone Name - Location: KEYSTONE DZ

Date of Airdrop: 05/14/2010

Aircraft Speed KIAS: 90

Aircraft Altitude AGL: 1500

Drop Zone Elevation Feet - MSL: 196

Surface Winds KTS: 3 S

Visibility Feet - Miles: GOOD

Type of Parachute: Choose One

Type of Reserve: Choose One

Other Type of Reserve: N/A

Reserve Function Properly: N/A

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: IMPROPER PLF

Jumpers Name - Grade - Unit: E-7, LOGSU

Jumpers Height and Weight: 240, 75

Jumpers Equipment Weight: 55

Jumpers Equipment Worn: EXTRA GEAR

Jumpers Position - Pass - Stick - Position: UNK

Number of Jumps Jumper Has: 21

Resulting Injury: BROKEN ANKLE

Description of Suspected - Malfunction - Incident - Damaged Incurred: member performed PLF but landed on rock on DZ, breaking ankle.

Suspected Cause of Malfunction - Incident: large rock/s on DZ

SL2_20101001_3/75RR_T11_CornerVentEntanglement_C17

Airdrop Malfunction Report Type: Personnel Static Line Report

Unit Address: 3/75 Ranger Regiment Ft. Benning GA 31905

Branch of Service: Army

Type of Report: Incident

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

Unit Being Airlifted: 75th Ranger Regiment RSTB

Departure Airfield: Lawson Army Airfield Ft. Benning GA

Type of Aircraft: C-17

Airlift Unit: Charlestown

Drop Zone Name - Location: Fryer DZ FT. Benning

Date of Airdrop: 10/01/2010

Aircraft Speed KIAS: 130

Aircraft Altitude AGL: 1000

Drop Zone Elevation Feet - MSL: 310 ft

Surface Winds KTS: 10

Visibility Feet - Miles: Unlimited

Type of Parachute: T-11

Type of Reserve: T-11R

Main Parachute Age: N/A

Main Parachute Placed in Service: N/A

Main Parachute Date of Manufacture: N/A

Main Parachute Repack Date: N/A

Main Parachute Serial Number: N/A

Main Parachute Number of Jumps: N/A

Type of Malfunction: Choose One

Type of Malfunction - Incident - Specify: High Altitude Corner Vent Entanglement

Jumpers Name - Grade - Unit: Jumper 1, E-5, 75th Ranger RSTB / Jumper 2, E-4, 75th Ranger RSTB

Jumpers Height and Weight: 5'10 180/ 5'7 165

Jumpers Equipment Weight: N/A

Jumpers Equipment Worn: ACU'S Helmet

Jumpers Position - Pass - Stick - Position: 1st pass 3rd jumper L-Door/ 1st pass 4th jumper R- Door

Number of Jumps Jumper Has: Jumper 1 16 higher jumper/ Jumper 2 14 lower jumper

Resulting Injury: None

Description of Suspected - Malfunction - Incident - Damaged Incurred: Jumpers were conducting a daytime C-17 Mass Exit single ship airborne operation when the higher jumper was drifting towards lower jumpers canopy, higher jumper attempted to bounce off lower jumpers canopy and went through the corner vent of the lower jumper. No damage was present on either of the jumpers T-11 Main/Reserve canopies.

Suspected Cause of Malfunction - Incident: Both jumpers have not jumped for over six months, and neither have a lot of jump experience. Jumpers were also dealing with high wind conditions which contributed to both jumpers not maintaining appropriate separation.

SL3_20100820_4ANCLICO_MC7_TOWED_PARATROOPER_CH53D

Airdrop Malfunction Report Type: Personnel Static Line Report

Unit Address: 1226

Branch of Service: Marine Corps

Type of Report: Incident

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

Unit Being Airlifted: 4th ANGLICO 4th MARDIV

Departure Airfield: UNK

Type of Aircraft: CH-53 D

Other Type of Aircraft: N/A

Aircraft Serial Number: UNK

Airlift Unit: UNK

Drop Zone Name - Location: Circular DZ/Avon Park Fl.

Date of Airdrop: 08/20/2010

Aircraft Speed KIAS: UNK

Aircraft Altitude AGL: 2500

Drop Zone Elevation Feet - MSL: 65

Surface Winds KTS: 110 W

Visibility Feet - Miles: UNK

Type of Parachute: Choose One

Other Type of Parachute - Specify: MC7

Type of Reserve: Choose One

Other Type of Reserve: N/A

Reserve Function Properly: N/A

Main Parachute Placed in Service: 04/26/10

Main Parachute Date of Manufacture: 12/01/05

Main Parachute Repack Date: 05/13/10

Main Parachute Serial Number: SA-0992

Main Parachute Number of Jumps: 2

Type of Malfunction: Towed - Parachutist

Type of Malfunction - Incident - Specify: Towed Jumper

Jumpers Name - Grade - Unit: E4, MSCQ21628 4THANGLICO 4THMARDIV

Jumpers Height and Weight: UNK, 200LBS

Jumpers Equipment Weight: N/A

Jumpers Equipment Worn: all required jump equipment

Jumpers Position - Pass - Stick - Position: 3/3/4

Number of Jumps Jumper Has: 8

Resulting Injury: minor sprain to the right ankle.

Description of Suspected - Malfunction - Incident - Damaged Incurred: low speed of A/C allowed deployment bags to snap back into A/C allowing jumper to become entangled in static lines thus becoming a towed jumper.

Suspected Cause of Malfunction - Incident: A/C speed under 90 knots.

SL4_20101012_725BSB_T-10D_StaticLineInjury_C17

Airdrop Malfunction Report Type: Personnel Static Line Report

Unit Address: 725th Brigade Support Battalion, Ft. Richardson AK 99505

Branch of Service: Army

Type of Report: Incident

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

Unit Being Airlifted: 2/377 Parachute Field Artillery Regiment

Departure Airfield: PAED, Elmendorf AFB, AK 99505

Type of Aircraft: C-17

Airlift Unit: 517th Air Wing

Drop Zone Name - Location: Malemute DZ / Ft. Richardson, AK

Date of Airdrop: 10/12/2010

Aircraft Speed KIAS: 130

Aircraft Altitude AGL: 1,000ft.

Drop Zone Elevation Feet - MSL: 180

Surface Winds KTS: 0

Visibility Feet - Miles: Night

Type of Parachute: T-10D

Type of Reserve: SLCP MIRPS

Reserve Function Properly: N/A

Type of Malfunction: Choose One

Type of Malfunction - Incident - Specify: Static Line Injury

Jumpers Name - Grade - Unit: E-3, 3/509th PIR 4/25 ABCT

Jumpers Height and Weight: 68", 170lbs.

Jumpers Equipment Weight: 62lbs.

Jumpers Equipment Worn: MOLLE & M-1950 w/M4

Jumpers Position - Pass - Stick - Position: Left Door, 1st Pass, Jumper #22

Number of Jumps Jumper Has: 8

Resulting Injury: Bruising in the vicinity of the upper left arm and soft tissue damage at the bicep muscle.

Description of Suspected - Malfunction - Incident - Damaged Incurred: Statements were taken from the PJ and Safety on the left paratroop door as well as Jumper #21 and the injured Jumper #22. The PJ, Safety, and Jumper 22 all state that he did hand off his static line to the Safety prior to turning and making his exit from the aircraft. PFC jumper was unsure if the Safety had control of his static line because he failed to maintain eye to eye contact. PFC Jumper stated that he felt a "pull" near the shoulder of his left arm on exit but otherwise made his descent without incident, even being able to pull a slip into the wind for landing. Once he hit the DZ PFC Jumper secured his equipment and turned his parachute in at the assembly area before seeking medical aid. Once the medics on station examined him he was ground evacuated to the emergency room on Elmendorf AFB.

Suspected Cause of Malfunction - Incident: Jumper 21 was the jumper in front of PFC Jumper and could not remember if he made a good hand off of his static line to the Safety prior to exiting the aircraft. It is suspected that PFC Jumper's left arm hooked excess slack in Jumper 21's static line during his exit resulting in the injuries to his arm.



SL5_20100915_1MARSPECOPS_MC7_Towed_Paratrooper_UH-1H

Airdrop Malfunction Report Type: Personnel Static Line Report

Unit Address: M1MU20921 HQTRS 1ST MAR SPEC OPS BN MARFORSOC, BOX 555200, CAMP
PENDLETON, CA 92055-5200

Branch of Service: Marine Corps

Type of Report: Incident

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

Unit Being Airlifted: M1MU20921 HQTRS 1ST MAR SPEC OPS BN MARFORSOC

Departure Airfield: UNK

Type of Aircraft: UH-1H

Aircraft Serial Number: UNK

Airlift Unit: UNK

Drop Zone Name - Location: DZ BASILONE NUEVO/CAMP PENDLETON, CA

Date of Airdrop: 09/15/2010

Aircraft Speed KIAS: 90

Aircraft Altitude AGL: 1500

Drop Zone Elevation Feet - MSL: 220

Surface Winds KTS: 5 SW

Visibility Feet - Miles: GOOD

Type of Parachute - Specify: MC7

Type of Reserve: T-11R

Reserve Function Properly: N/A

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: Towed - Parachutist

Type of Malfunction - Incident - Specify: Towed Jumper

Jumpers Name - Grade - Unit: 0-3, M1MU20921 HQTRS 1ST MAR SPEC OPS BN MARFORSOC

Jumpers Height and Weight: 69, 160

Jumpers Equipment Weight: 35

Jumpers Equipment Worn: COMBAT EQUIP

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

Number of Jumps Jumper Has: 2

Resulting Injury: mild bruise to right cheek.

Description of Suspected - Malfunction - Incident - Damaged Incurred: jumper's combat equipment became entangled with the aircraft's skid causing a towed jumper.

Suspected Cause of Malfunction - Incident: loose shoulder strap on combat equipment.

SL6_20101016_197STC_SF10A_Broken_Control_Line_C130

Airdrop Malfunction Report Type: Personnel Static Line Report

Unit Address: 197th STC (SO)(A) 625 East 5300 South Ogden, UT 84405

Branch of Service: Army

Contact Email:

Type of Report: Malfunction

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

Unit Being Airlifted: 197th STC

Departure Airfield: Ogden Hinckley Regional Airport

Type of Aircraft: C-130

Aircraft Serial Number: 94-7319

Airlift Unit: 731st AS

Drop Zone Name - Location: Global One DZ / UT

Date of Airdrop: 10/16/2010

Aircraft Speed KIAS: 125-130

Aircraft Altitude AGL: 1250

Drop Zone Elevation Feet - MSL: 4970

Surface Winds KTS: 0

Visibility Feet - Miles: 30 Ft (night jump)

Type of Parachute: SF10A

Type of Reserve: SLCP MIRPS

Reserve Function Properly: N/A

Main Parachute Age: 8 yrs 9 mos

Main Parachute Placed in Service: Jan 04

Main Parachute Date of Manufacture: Jan 02

Main Parachute Repack Date: 27 Jul 10

Main Parachute Serial Number: SA332

Main Parachute Number of Jumps: 24

Type of Malfunction: Broken Suspension Lines

Type of Malfunction - Incident - Specify: Right middle control line broken

Jumpers Name - Grade - Unit: E-5, 197th STC

Jumpers Height and Weight: 5' 9" 153lbs

Jumpers Equipment Weight: N/A

Jumpers Equipment Worn: N/A

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

Number of Jumps Jumper Has: 17

Resulting Injury: N/A

Description of Suspected - Malfunction - Incident - Damaged Incurred: After exiting aircraft and checking canopy, jumper noticed his right control line had broken. It also appeared to him that a suspension line had broken. Jumper determined rate of descent was not excessive and did not deploy his reserve. Jumper landed safely and without injury. Jumper notified Malfunction NCO of damage at turn in point.

Suspected Cause of Malfunction - Incident: Upon inspection of the parachute it was determined that the right middle control line bridle had broken approximately 6 inches from the point of attachment to the lower control line. There was no evidence of burns, fraying or any other damage to the lower control line, or any adjacent suspension lines. It was noted during the TRI that the Mesh Panel Assembly on gore 26 was torn. It appeared to be torn from the force of the middle control line whipping through as it broke. The right lower control line measured 22' 2" from the toggle to the girth hitch without tension. The left lower control line measured 22' 2.5" from the toggle to the girth hitch without tension. The suspected cause of malfunction is a known issue with SF10A series parachutes failing at the middle control line when jumped from a ramp.

SL7_20101017_507_PIR_MC6_Broken_Control_Line_C130

Airdrop Malfunction Report Type: Personnel Static Line Report

Unit Address: 1/507th PIR Fort Benning Ga 31907

Branch of Service: Army

Type of Report: Malfunction

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

Unit Being Airlifted: 1/507th PIR

Departure Airfield: Dobbins Airfield

Type of Aircraft: C-130

Aircraft Serial Number: 40204

Drop Zone Name - Location: Dobbins Bravo DZ

Date of Airdrop: 17 OCT 2010

Aircraft Speed KIAS: 130 knots

Aircraft Altitude AGL: 1000 Ft

Drop Zone Elevation Feet - MSL: 1066

Surface Winds KTS: 0 - 4 knots

Visibility Feet - Miles: clear

Type of Parachute: MC-6

Type of Reserve: T-11R

Reserve Function Properly: N/A

Main Parachute Age: 1 year 6 months

Main Parachute Placed in Service: JUL 09

Main Parachute Date of Manufacture: MAY 09

Main Parachute Repack Date: 28 SEP 10

Main Parachute Serial Number: 21299

Main Parachute Number of Jumps: 7

Type of Malfunction: Choose One

Type of Malfunction - Incident - Specify: Broken Control Line

Jumpers Name - Grade - Unit: O-5, HHC, 1/507th PIR

Jumpers Height and Weight: 72"/195 pounds

Jumpers Equipment Weight: 3.6 pounds

Jumpers Equipment Worn: ACH

Jumpers Position - Pass - Stick - Position: 1st jumper right door

Number of Jumps Jumper Has: 65+

Resulting Injury: Slight bruising to thigh, elbow (left side)

Description of Suspected - Malfunction - Incident - Damaged Incurred: Jumper exited the A/C finished his 4 thousand count, went into his 2nd point of performance but was not able to check his canopy because of twist, he cleared his twist and gained canopy control. He noticed the slack of his left control line was unstowed and wrapped around the guide ring and riser & his right control line was broken and hanging free. He did notice small holes in his canopy which was confirmed through the on-site inspection. His canopy was unresponsive to the control line that was intact. He compared his rate of decent with his fellow jumpers and did not need to pull his reserve. The jumper reported trying the pull a single riser to turn his canopy but the system was unresponsive, at about 150ft above the ground he pulled a right two riser slip which did slow his lateral drift.

Suspected Cause of Malfunction - Incident: PM still working the broken control line issue.

SL8_20101103_103RQS_MC1-1D_Towed_Paratrooper_C130

Airdrop Malfunction Report Type: Personnel Static Line Report

Unit Address: 106th RQW/ 103rd RQS 150 Riverhead Road Westhampton Beach NY 11978

Branch of Service: Air Force

Type of Report: Incident

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

Unit Being Airlifted: 103rd RQS

Departure Airfield: F.S. Gabreski Airport, KFOK Westhampton Beach, NY

Type of Aircraft: C-130

Aircraft Serial Number: 65-0974

Airlift Unit: 102 RQS

Drop Zone Name - Location: METZ DZ

Date of Airdrop: 0100Z 11/3/2010

Aircraft Speed KIAS: 130

Aircraft Altitude AGL: 1500' AGL

Drop Zone Elevation Feet - MSL: 55' MSL

Surface Winds KTS: calm

Visibility Feet - Miles: clear

Type of Parachute: MC1-1D

Type of Reserve: T-10 RESERVE

Reserve Function Properly: YES

Main Parachute Age: 6 year

Main Parachute Placed in Service: Aug. 2006

Main Parachute Date of Manufacture: Nov. 2004

Main Parachute Repack Date: 11 Sep 2010

Main Parachute Serial Number: 7433

Main Parachute Number of Jumps: 40

Type of Malfunction: Towed - Parachutist

Type of Malfunction - Incident - Specify: Towed by static line

Jumpers Name - Grade - Unit: SSgt 103 RQS

Jumpers Height and Weight: 68" 180 lbs

Jumpers Equipment Weight: N/A

Jumpers Equipment Worn: N/A

Jumpers Position - Pass - Stick - Position: 2nd Pass, 2nd Stick, #2 of 3 jumpers

Number of Jumps Jumper Has: 24 Static Line

Resulting Injury: Fracture to left arm (radius and ulna.)

Description of Suspected - Malfunction - Incident - Damaged Incurred: Upon exiting the left paratroop door, jumper was entangled with the static line which resulted in the jumper being towed.

Suspected Cause of Malfunction - Incident: Suspected causes of the incident are in review and final determinations are pending the investigation.

SL9_20101108_507PIR_T-10D_Canopy_Release_Assembly_Activation_C130

Airdrop Malfunction Report Type: Personnel Static Line Report

Unit Address: 1/507th Fort Benning Ga. 31905

Branch of Service: Army

Type of Report: Malfunction

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

Unit Being Airlifted: Basic Airborne Course

Departure Airfield: Lawson Army Airfield

Type of Aircraft: C-130

Aircraft Serial Number: 21823

Drop Zone Name - Location: Fryar

Date of Airdrop: 8 NOV 2010

Aircraft Speed KIAS: 130

Aircraft Altitude AGL: 1250

Drop Zone Elevation Feet - MSL: 321'

Surface Winds KTS: 5-6 knots

Visibility Feet - Miles: clear

Type of Parachute: T-10D

Type of Reserve: SLCP MIRPS

Reserve Function Properly: N/A

Main Parachute Age: 6 years

Main Parachute Placed in Service: JUL 2006

Main Parachute Date of Manufacture: OCT 2004

Main Parachute Repack Date: 4 NOV 2010

Main Parachute Serial Number: 22654

Main Parachute Number of Jumps: 35

Type of Malfunction: Choose One

Type of Malfunction - Incident - Specify: Canopy Release Assembly Disconnect

Jumpers Name - Grade - Unit:

Jumpers Height and Weight: 5'10"/160

Jumpers Equipment Weight: 3.6 pounds

Jumpers Equipment Worn: ACH

Jumpers Position - Pass - Stick - Position: 12th Jumper Right Door Stick of 15

Number of Jumps Jumper Has: 2

Resulting Injury: Lower Back Injury

Description of Suspected - Malfunction - Incident - Damaged Incurred: Inadvertent activation of the Left Canopy Release Assembly with activation of the reserve canopy.

Suspected Cause of Malfunction - Incident: The jumper had a normal exit with full lift capability with his main parachute going through its normal deployment sequence. The last ten jumpers were fairly close to each other and had to make several slips to maintain separation. During these series of slips, roster # A801 made contact twice with the jumper beneath him. During the second instance of contact is where roster # A801 loses lift capability. A801 reports physically trying to push off the "side" of the lower jumper's canopy. The lower jumper's canopy tips or bows as if it was caught on something as A801 drops past his canopy at a high rate of descent. As soon as the A801 is aware that he is falling faster than his fellow jumpers he activates his reserve at approximately 300 - 250 ft AGL. His SLCP reserve does activate however the pilot chute and bridle line goes through his right set of suspension lines and never fully inflates. The jumper had very limited lift capability from either his main or reserve parachute canopy. A field inspection was conducted and it was determined that the left canopy release assembly was activated causing the jumper to lose lift capability. The ground coach did report activating the right canopy release assembly to assist the jumper in getting out of the harness assembly however the left assembly was already disassembled; this is supported by the video coverage. Possible causes: CRA not properly assembled/seated, safety clip activated during exit exposing the cable loop, anti-inversion net or suspension lines catching exposed cable loop, and jumper inadvertently activating during exit. A TRI was conducted and all components functioned properly.

SL10_20101121_507PIR_T-11R_Reserve_Activation_C130

Airdrop Malfunction Report Type: Personnel Static Line Report

Unit Address: 1/507th PIR Fort Benning Ga. 31905

Branch of Service: Army

Type of Report: Malfunction

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

Unit Being Airlifted: Charlie Company 1/507th PIR

Departure Airfield: LAAF

Type of Aircraft: C-130

Aircraft Serial Number: 4166

Drop Zone Name - Location: Fryar Drop Zone

Date of Airdrop: 21 NOV 10

Aircraft Speed KIAS: 130 knots

Aircraft Altitude AGL: 1250 AGL

Drop Zone Elevation Feet - MSL: 321'

Surface Winds KTS: 2 - 4 knots

Visibility Feet - Miles: clear/partly cloudy

Type of Parachute: T-11

Type of Reserve: T-11R

Reserve Function Properly: YES

Main Parachute Age: 1 year

Main Parachute Placed in Service: MAR 10

Main Parachute Date of Manufacture: Oct 09

Main Parachute Repack Date: 15 SEP 10

Main Parachute Serial Number: 04223

Main Parachute Number of Jumps: 3

Type of Malfunction: Reserve Activation

Type of Malfunction - Incident - Specify: Sleeve Never Pulled off Main Canopy due to Reserve Activation

Jumpers Name - Grade - Unit: O-1

Jumpers Height and Weight: 5'10"/ 210 LBS

Jumpers Equipment Weight: 3.6 pounds

Jumpers Equipment Worn: ACH

Jumpers Position - Pass - Stick - Position: 9th jumper, stick of 10 left Door

Number of Jumps Jumper Has: 1

Resulting Injury: No injuries

Description of Suspected - Malfunction - Incident - Damaged Incurred: Jumper has T-11R reserve activation immediately upon exit (high speed). The full lift capability provided by the reserve canopy prevented the main from completing its deployment process. The T-11 main suspension lines were extracted from their stow loops; however the main canopy was still inside of the canopy sleeve. The sleeve Drogue Parachute kept the still encased main canopy in a raised posture even with the jumper's feet.

The inspection revealed no major deficiencies to the main canopy. Some markings were on the left rear barrel nut. (in servicing) Slider was in the correct orientation. The reserve extractor was completely shredded consistent with a high speed deployment. Spreader bar tie, connector snap ties, scoop ties, and canopy ties were all broken. The skirt assist ties were all still intact. The reserve will be removed from service.

Suspected Cause of Malfunction - Incident: Jumper stated that on the command of stand-up he "bumped" into another jumper and his equipment was momentarily caught on the preceding jumper's equipment. He then noticed that the top tuck tab was not stowed properly. The jumper does not notify anyone on the Jumpmaster Team and "tries" to fix it. During exit the now improperly stowed ripcord assembly with possible receding curved pin(s) was either activated by improper hand placement or the entire assembly was caught in the wind stream and was activated inadvertently.

SL11_20101110_507PIR_T11_Slow_Opening_C130

Airdrop Malfunction Report Type: Personnel Static Line Report

Unit Address: Echo Company 1/507th PIR

Branch of Service: Army

Type of Report: Malfunction

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

Unit Being Airlifted: Charlie Company 1/507th PIR Basic Airborne Course

Departure Airfield: LAAF

Type of Aircraft: C-130

Aircraft Serial Number: 44135

Airlift Unit: McGuire

Drop Zone Name - Location: Fryar

Date of Airdrop: 21 NOV 10

Aircraft Speed KIAS: 130 Knots

Aircraft Altitude AGL: 1250 AGL

Drop Zone Elevation Feet - MSL: 321'

Surface Winds KTS: 5 - 7 Knots

Visibility Feet - Miles: cloudy

Type of Parachute: T-11

Type of Reserve: T-11R

Reserve Function Properly: N/A

Main Parachute Age: 11 months

Main Parachute Placed in Service: MAR 10

Main Parachute Date of Manufacture: DEC 09

Main Parachute Repack Date: 3 NOV 10

Main Parachute Serial Number: 04625

Main Parachute Number of Jumps: 9

Type of Malfunction: Choose One

Type of Malfunction - Incident - Specify: T-11 Slow Opening

Jumpers Name - Grade - Unit: E-3

Jumpers Height and Weight: 5'5"/171 pounds

Jumpers Equipment Weight: 3.6 pounds

Jumpers Equipment Worn: ACH

Jumpers Position - Pass - Stick - Position: 3rd jumper Left Door

Number of Jumps Jumper Has: 1

Resulting Injury: No injuries

Description of Suspected - Malfunction - Incident - Damaged Incurred: The jumper can be seen exiting from the aircraft and appears to have a violent experience due to possible aircraft speed and poor body posture and exiting technique. The preceding jumpers all appear to have a violent exit but recover and have a normal deployment sequence. This jumper appears to either become parallel with the aircraft and possibly momentarily very close to being upside down. He is extremely twisted and is seen bicycling majority of his descent. Approximately about 16 seconds into this slow opening his main canopy fully opens and his slider is in its terminal position. After interviewing the jumper, he was convinced he could bicycle his way out of the twist as taught, but lost situational awareness with respect to his rate of descent when compared to surrounding jumpers. The T-11R was not deployed and there was no damage to the main canopy. A complete TRI was conducted and the riser tacks on the right side were broken.

Suspected Cause of Malfunction - Incident: As a result of the jumper's violent exit, possibly due to aircraft speed, he has very weak body posture and a violent opening. He has extreme twist and has to bicycle them out the majority of his descent. The twists involved were extreme enough to hold the slider in place and prevent the main canopy from fully opening. As the jumper removes the twist, the slider is free to reach its terminal position and main canopy functions as normal.

SL12_20101110_507PIR_T11_Slow_Opening_C130

Airdrop Malfunction Report Type: Personnel Static Line Report

Unit Address: Echo Company 1/507th PIR

Branch of Service: Army

Type of Report: Malfunction

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

Unit Being Airlifted: Charlie Company 1/507th PIR Basic Airborne Course

Departure Airfield: LAAF

Type of Aircraft: C-130

Aircraft Serial Number: 44135

Airlift Unit: McGuire

Drop Zone Name - Location: Fryar

Date of Airdrop: 21 NOV 10

Aircraft Speed KIAS: 130 knots

Aircraft Altitude AGL: 1250 AGL

Drop Zone Elevation Feet - MSL: 321'

Surface Winds KTS: 4 - 6 knots

Visibility Feet - Miles: cloudy

Type of Parachute: T-11

Type of Reserve: T-11R

Reserve Function Properly: YES

Main Parachute Age: 1 year 3 months

Main Parachute Placed in Service: FEB 10

Main Parachute Date of Manufacture: AUG 09

Main Parachute Repack Date: 26 OCT 10

Main Parachute Serial Number: 03581

Main Parachute Number of Jumps: 13

Type of Malfunction: Choose One

Type of Malfunction - Incident - Specify: T-11 Slow Opening

Jumpers Name - Grade - Unit: E-5 (Airforce)

Jumpers Height and Weight: 71"/228 lbs

Jumpers Equipment Weight: 3.6 lbs

Jumpers Equipment Worn: ACH

Jumpers Position - Pass - Stick - Position: 9th jumper right door

Number of Jumps Jumper Has: 1

Resulting Injury: No injuries

Description of Suspected - Malfunction - Incident - Damaged Incurred: The jumper has extreme twist from exit. He also notes his exit experience from the C-17 was more violent and he was not able to keep his feet together after a failed attempt. The jumper reports his body orientation to be completely different from his previous jump from the C-130. During the second point of performance the jumper noticed twist and that his main canopy was not "fully" inflated; he began an attempt to bicycle them out, and was not successful and did activate his T-11R. Upon activating his reserve enough twist were removed to allow his slider to descend enough for the main to completely inflate. Now under a fully inflated main his reserve struggles to fully inflate but does reach full inflation at about 23 seconds into the incident. He never completely removes 100% of his twist and some are still present during the field inspection. The main parachute had no noted deficiencies. The reserve had two scoop ties broken during deployment but all skirt assist ties were intact. Two of the skirt assist lines had a 1/4 twist.

Suspected Cause of Malfunction - Incident: Poor jumper posture and weak exit. Possible excessive aircraft speed.

SL13_20101208_5_SFG_MC1-1C_SLC_MIRPS_Activation_C130

Airdrop Malfunction Report Type: Personnel Static Line Report

Unit Address: 6102 Tennessee Ave. Ft. Campbell, KY 42223

Branch of Service: Army

Type of Report: Incident

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

Unit Being Airlifted: GSB 5th SFG(A)

Departure Airfield: Campbell Army Airfield

Type of Aircraft: C-130

Aircraft Serial Number: Unknown

Airlift Unit: 911th Air Wing

Drop Zone Name - Location: Suckchon/Ft. Campbell, KY

Date of Airdrop: 12/08/2010

Aircraft Speed KIAS: 130

Aircraft Altitude AGL: 1,500

Drop Zone Elevation Feet - MSL: 690

Surface Winds KTS: 4 KTS

Visibility Feet - Miles: 10 Miles

Type of Parachute: MC1-1C

Type of Reserve: SLCP MIRPS

Reserve Function Properly: YES

Main Parachute Age: 14 yrs 6 months

Main Parachute Placed in Service: October 2000

Main Parachute Date of Manufacture: June 1996

Main Parachute Repack Date: October 28, 2010

Main Parachute Serial Number: 10009

Main Parachute Number of Jumps: 39

Type of Malfunction: MIRPS Activation

Jumpers Name - Grade - Unit: E-4, GSSC GSB 5th SFG(A)

Jumpers Height and Weight: 69"/174 lbs.

Jumpers Equipment Weight: NONE

Jumpers Equipment Worn: NONE

Jumpers Position - Pass - Stick - Position: 5/1/3

Number of Jumps Jumper Has: 8

Resulting Injury: NONE

Description of Suspected - Malfunction - Incident - Damaged Incurred: Jumper exited aircraft and checked canopy to find "holes" in his parachute and activated his reserve parachute. Jumper safely landed on the DZ and parachutes were turned into the Malfunction NCO on the DZ.

Suspected Cause of Malfunction - Incident: The jumper was not experienced enough to know of the modifications in the MC1-1C Parachute. He thought the modifications were actually holes in the canopy. Canopy was inspected to find no significant damage. No loss of equipment or injuries resulted from this incident.

SL14_20101202_11_QM_T11R_Activation_C17

Airdrop Malfunction Report Type: Personnel Static Line Report

Unit Address: 11th QM, 264th CSSB, 82nd SB

Branch of Service: Army

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 Air Field

Type of Aircraft: C-17

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

Date of Airdrop: 12/02/2010

Aircraft Altitude AGL: 1000

Surface Winds KTS: 0-5 knots

Visibility Feet - Miles: unlimited

Type of Parachute: T-11

Type of Reserve: T-11R

Reserve Function Properly: YES

Main Parachute Age: 7-8 months

Main Parachute Placed in Service: 07/10 and 04/10

Main Parachute Date of Manufacture: 05/10 and 06/10

Main Parachute Repack Date: Oct 10

Main Parachute Serial Number: 05772 and 05824

Main Parachute Number of Jumps: 0

Type of Malfunction: Reserve Activation

Type of Malfunction - Incident - Specify: High Altitude entanglement

Jumpers Name - Grade - Unit: SGT Jumper 1 and PFC Jumper 2 3BCT

Jumpers Height and Weight: 74"/180 pounds and 67"/195 pounds

Jumpers Equipment Weight: no equipment

Jumpers Equipment Worn: none

Jumpers Position - Pass - Stick - Position: SGT-left door #15, PFC-right door #13

Number of Jumps Jumper Has: SGT-13, PFC-9

Resulting Injury: No injuries

Description of Suspected - Malfunction - Incident - Damaged Incurred: Jumper #15 (left door) and jumper #13 (right door) jumped out of C17 simultaneously, higher jumper immediately was entangled within the suspension lines of the lower jumper. After approximately 5-7 seconds, lower jumper pulled his reserve. The reserve deployed fully, jumpers landed safely. The jumpers were slightly lower than the rest of the stick, however both jumpers stated that they felt that they were falling faster. The lower jumper (SGT/13 jumps/74" tall/180 pounds) pulled his reserve. The higher jumper (PFC/9 jumps/67" tall/195 pounds) did not pull his reserve. The two jumpers landed with 3 full canopies.

Suspected Cause of Malfunction - Incident: Neither jumper had exited a C-17 prior to this operation, also this was both paratroopers first time jumping the T-11 parachute systems. The final suspected cause is that both Jumpers exited the aircraft at the same time.

Fatality_SL15_20101020_412CA_T10D_Fatality(PLF)_C130

Airdrop Malfunction Report Type: Personnel Static Line Report

Unit Address: 160 White Bridge Rd. Nashville, TN 37209

Branch of Service: Army

Type of Report: Incident

Type of Loss: Class A -- Loss of 1 Million Dollars or More, Fatality or Permanent Disability

Unit Being Airlifted: 412th CA, 346 POG

Departure Airfield: Rickenbacker Airfield, Columbus Ohio

Type of Aircraft: C-130

Other Type of Aircraft: N/A

Aircraft Serial Number: N/A

Airlift Unit: 911 Air Wing PA

Drop Zone Name - Location: walnut /Rickenbacker airfield, Columbus Ohio

Date of Airdrop: 10/20/2010

Aircraft Speed KIAS: 130 kts

Aircraft Altitude AGL: 1250 AGL

Drop Zone Elevation Feet - MSL: 735 MSL

Surface Winds KTS: 8 - 18kts

Visibility Feet - Miles: 10 miles

Type of Parachute: T-10D

Type of Reserve: SLCP MIRPS

Reserve Function Properly: N/A

Main Parachute Age: 9 yrs.

Main Parachute Placed in Service: JUL 03

Main Parachute Date of Manufacture: JAN 01

Main Parachute Repack Date: 09/11/2010

Main Parachute Serial Number: 37920

Main Parachute Number of Jumps: 8

Type of Malfunction: Choose One

Type of Malfunction - Incident - Specify: Incident / PLF injury

Jumpers Name - Grade - Unit: /CW3 / 19th SFG/ attached to 73rd Troop Command

Jumpers Height and Weight: 75" 279 lbs

Jumpers Equipment Weight: N/A

Jumpers Equipment Worn: No Equipment

Jumpers Position - Pass - Stick - Position: 1st pass / 2nd Aircraft/ 1st stick/ Assistant Jumpmaster

Number of Jumps Jumper Has: well over 100

Resulting Injury: Jumper struck the back of head on the runway pavement during PLF causing contusion, excessive bleeding, unconsciousness, and four days later **fatality**.

Description of Suspected - Malfunction - Incident - Damaged Incurred: Incident occurred when Jumper landed on runway pavement with a possible gust of wind, causing PLF with injury to the back of head. Jumper landed without Helmet. Helmet was found approx. 62 feet south west of the initial impact point and 76 feet from the west edge of runway. Unable to activate canopy releases, jumper dragged northeast on runway 293 feet and then 72 feet into the grass parallel with the runway 33 feet from the east edge , wind slowed enough the canopy collapsed on it own, and the jumper was found in this location and treated by medical personnel and transported to local hospital.

There were 53 mains and reserves utilized on this airborne op all canopies functioned as designed and no reserves were deployed. The main parachute received heavy damage to the pack tray and harness from the dragging on the pavement. SLCP reserve has damage to the pack tray on the upper right corner. A hole worn thru the material allowing the canopy to be exposed.

Suspected Cause of Malfunction - Incident: The suspected cause of the incident was wind gust during decent and landing causing the physically damaging PLF The helmet chin strap buckle broke resulting in jumper landing without helmet ,striking the back of head on the runway.

FREE FALL REPORTS

11



FF1_20100504_NSW-ATC_MT2-XX_Ripcord_Casa_Skyvan

Airdrop Malfunction Report Type: Military Free Fall Personnel Report

Unit Address: NSW-ATC: 1 Hooper Blvd, Imperial Beach, Ca 91932

Branch of Service: Navy

Type of Report: Incident

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

Unit Being Airlifted: NSW-ATC

Departure Airfield: MONSOOR

Type of Aircraft: OTHER

Other Type of Aircraft: CASA SKYVAN TWIN OTTER

Aircraft Serial Number: UNK

Airlift Unit: SQT

Drop Zone Name - Location: UNK

Date of Airdrop: 05/04/2010

Aircraft Speed KIAS: 100

Aircraft Altitude AGL: UNK

Drop Zone Elevation Feet - MSL: UNK

Surface Winds KTS: 8 SW

Visibility Feet - Miles: GOOD

Type of Parachute - Specify: MT2-XX

Other Type of Reserve: N/A

Reserve Function Properly: YES

Main Parachute Age: UNK

Main Parachute Placed in Service: UNK

Main Parachute Date of Manufacture: MARCH 08

Main Parachute Repack Date: 05/01/2010

Main Parachute Serial Number: 39

Main Parachute Number of Jumps: UNK

Type of Malfunction: Choose One

Type of Malfunction - Incident - Specify: JUMPER COULD NOT LOCATE MAIN RIPCORD

Jumpers Name - Grade - Unit: E-5, EOD2

Jumpers Height and Weight: UNK

Jumpers Equipment Weight: N/A

Jumpers Equipment Worn: ALL REQUIRED GEAR

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

Number of Jumps Jumper Has: UNK

Resulting Injury: NONE

Description of Suspected - Malfunction - Incident - Damaged Incurred: JUMPER COULD NOT LOCATE MAIN RIPCORD AND HAD TO DEPLOY RESERVE CHUTE.

Suspected Cause of Malfunction - Incident: JUMPER WAS INEXPERIENCE

FF2_20100514_NSW_Group_Two_MT2_Broken_Ankle_SH60

Airdrop Malfunction Report Type: Military Free Fall Personnel Report

Unit Address: 1300 HELICOPTER RD, BLD 3854, VIRGINIA BEACH, VA 23459

Branch of Service: Navy

Type of Report: Incident

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

Unit Being Airlifted: NSW GROUP TWO, LOGSU

Departure Airfield: UNK

Type of Aircraft: OTHER

Other Type of Aircraft: SH60

Aircraft Serial Number: UNK

Airlift Unit: UNK

Drop Zone Name - Location: KEYSTONE DZ

Date of Airdrop: 05/14/2010

Aircraft Speed KIAS: 60

Aircraft Altitude AGL: 9500

Drop Zone Elevation Feet - MSL: 196

Surface Winds KTS: 3 S

Visibility Feet - Miles: GOOD

Type of Parachute: Choose One

Other Type of Parachute - Specify: MT-2

Type of Reserve: Choose One

Other Type of Reserve: N/A

Reserve Function Properly: N/A

Main Parachute Placed in Service: 10/18/2000

Main Parachute Date of Manufacture: 01/12/2000

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: IMPROPER PLF

Jumpers Name - Grade - Unit: CASAMASSA, NICHOLAS, E-5,PR2/ LOGSU

Jumpers Height and Weight: 75/220

Jumpers Equipment Weight: 61

Jumpers Equipment Worn: EXTRA GEAR

Jumpers Position - Pass - Stick - Position: 3

Number of Jumps Jumper Has: 28 FF

Resulting Injury: MEMBER SUSTAINED A FRACTURED RIGHT ANKLE.

Description of Suspected - Malfunction - Incident - Damaged Incurred: member was not able to properly judge speed and altitude to enable landing safely and perform a proper plf.

Suspected Cause of Malfunction - Incident: personnel/human factors : inexperienced personnel

FF3_20101212_304RQS_SOVIII_Leg_Strap_Disconnected_C130

Airdrop Malfunction Report Type: Military Free Fall Personnel Report

Unit Address: 6801 NE Cornfoot Rd, Portland IAP, OR 97212

Branch of Service: Choose One

Type of Report: Incident

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

Unit Being Airlifted: 304RQS, Portland IAP, OR

Departure Airfield: PDX

Type of Aircraft: C-130

Other Type of Aircraft: N/A

Aircraft Serial Number: N/A

Airlift Unit: 152nd AW Reno ANG, NV

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

Date of Airdrop: 12/12/2010

Aircraft Speed KIAS: 125

Aircraft Altitude AGL: 3,000

Drop Zone Elevation Feet - MSL: 1,444

Surface Winds KTS: 3

Visibility Feet - Miles: Unlimited

Type of Parachute - Specify: SOV III/HH MS 360 (S/L)

Type of Reserve: SOV III/HH TR 375

Main Parachute Age: May 2007

Main Parachute Placed in Service: May 2009

Main Parachute Date of Manufacture: May 2007

Main Parachute Repack Date: 09/08/2010

Main Parachute Serial Number: 2542

Main Parachute Number of Jumps: 3

Type of Malfunction: Choose One

Type of Malfunction - Incident - Specify: Right Leg Quick Ejector Snap Released

Jumpers Name - Grade - Unit: 304RQS

Jumpers Height and Weight: 69", 185 Lbs

Jumpers Equipment Weight: N/A

Jumpers Equipment Worn: N/A

Jumpers Position - Pass - Stick - Position: 4/3/4

Number of Jumps Jumper Has: 235

Resulting Injury: N/A

Description of Suspected - Malfunction - Incident - Damaged Incurred: On 12 October 2010, a parachutist utilizing a Special Operations Vector III (SOV III) double bag static-line parachute experienced a malfunction when his right leg strap disconnected upon opening. Although the parachute wanted to turn due to most of the parachutist's weight being focused on one riser, the parachutist was able to control the parachute and land safely. Video of the parachutist clearly shows the leg strap connected during exit, but does not reveal the condition of the quick ejector snap.

The parachutist donned the parachute in accordance with FCIF 09-30B. Parachutist was inspected by a current and qualified jumpmaster, and the parachutist is himself a current and qualified jumper and jumpmaster. This was the second deployment by this jumper with the SOV III static-line that day.

Suspected Cause of Malfunction - Incident: The cause is uncertain. The quick ejector snap and quick fit V-ring of incident parachute was inspected by squadron AFE personnel and found to not be defective. AFE determined this type of buckle had not been recalled. This type of quick ejector snap and quick fit V-ring is in use by a wide variety of mission parachute systems in the military inventory. It is not likely the design is faulty. However, it is possible to manipulate this type of buckle and force the quick fit V-ring against the gate and force the quick ejector snap open, releasing the buckle. Ground personnel were able to recreate quick ejector snap opening by hand manipulation. On some parachutists, the fit of the SOV III parachute causes there to be an overlap of fabric padding on the leg strap underneath the nylon webbing. It is possible that this padding slipped during deployment and caught the quick ejector snap. It is possible that at some point during the deployment, the quick ejector snap became unseated and became completely disconnected during opening shock. Manufacturer's recommendation for proper exit position is knees shoulder width apart, knees bent 90 deg, legs bent 90 deg at the waist, back straight/eyes on the horizon, arms out/forward 45 deg. The body position of the parachutist during exit shows him vigorously bringing his knees to his chest. It is possible that doing this released tension on the buckle, and forced the quick fit V-ring against the gate and forced the quick ejector snap open and released the buckle.

FF4_2010090827_Navy_Parachute_Team_Javelin_Sabre_Twist

Airdrop Malfunction Report Type: Military Free Fall Personnel Report

Unit Address: 2000 Trident Way, San Diego, CA 92155

Branch of Service: Navy

Type of Report: Incident

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

Unit Being Airlifted: N49770 NAVSPECWARCEN Det Navy Parachute Team

Departure Airfield: UNK

Type of Aircraft: OTHER

Other Type of Aircraft: CIV

Aircraft Serial Number: UNK

Airlift Unit: CIV

Drop Zone Name - Location: Boise Fairgrounds/ Boise, Idaho

Date of Airdrop: 08/27/2010

Aircraft Speed KIAS: 90

Aircraft Altitude AGL: 9500

Drop Zone Elevation Feet - MSL: 2700

Surface Winds KTS: 4 NW

Visibility Feet - Miles: GOOD

Type of Parachute - Specify: Non-Standard -Javelin Sabre

Type of Reserve: PR160

Reserve Function Properly: YES

Main Parachute Placed in Service: 01/15/2010

Main Parachute Date of Manufacture: 11/02/2009

Main Parachute Repack Date: 08/26/2010

Main Parachute Serial Number: 011892

Main Parachute Number of Jumps: 100

Type of Malfunction: Choose One

Type of Malfunction - Incident - Specify: LINE TWISTS

Jumpers Name - Grade - Unit: Civ/GS12, N49770 NAVSPECWARCEN Det Navy Parachute Team

Jumpers Height and Weight: 75, 195

Jumpers Equipment Weight: 20

Jumpers Equipment Worn: MISC EQUIPMENT

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

Resulting Injury: NONE

Description of Suspected - Malfunction - Incident - Damaged Incurred: jumper experienced line twists which caused the canopy to enter into a left hand spiral. The jumper was unable to successfully remove the line twist prior to required decision altitude for initiating emergency procedures

Suspected Cause of Malfunction - Incident: UNKNOWN

FF5_20100622_LOGSUPPU1_MT-2XX_Cypress_Fire_UV18

Airdrop Malfunction Report Type: Military Free Fall Personnel Report

Unit Address: LOGSUPPU-1, 3632 GUADALCANAL RD, BLDG 165, SAN DIEGO, CA 92155

Branch of Service: Navy

Type of Report: Malfunction

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

Unit Being Airlifted: NSWG1 LOGSU-1

Departure Airfield: Skydive San Diego

Type of Aircraft: UV-18 Twin Otter

Aircraft Serial Number: N300DZ

Airlift Unit: N/A

Drop Zone Name - Location: Monsoor

Date of Airdrop: 06/22/2010

Aircraft Speed KIAS: 90

Aircraft Altitude AGL: 12,500

Drop Zone Elevation Feet - MSL: 480'

Surface Winds KTS: light and variable

Visibility Feet - Miles: UNRESTRICTED

Type of Parachute - Specify: MT-2XX

Type of Reserve: MT-2XX

Reserve Function Properly: YES

Main Parachute Age: 8 YEARS

Main Parachute Placed in Service: August 2004

Main Parachute Date of Manufacture: October 2002

Main Parachute Repack Date: 22 Jun 2010

Main Parachute Serial Number: SLX28926

Main Parachute Number of Jumps: 40

Type of Malfunction: Choose One

Type of Malfunction - Incident - Specify: Cypres fired/reserve pilot chute deployed

Jumpers Name - Grade - Unit:

Jumpers Height and Weight: 72", 198lb

Jumpers Equipment Weight: N/A

Jumpers Equipment Worn: SLICK

Jumpers Position - Pass - Stick - Position: 1st STICK / 4th OUT

Number of Jumps Jumper Has: 31FF / 5SL

Resulting Injury: None

Description of Suspected - Malfunction - Incident - Damaged Incurred: Checked altitude at 5000ft then looked for jumpers, then proceeded to track East. Checked altimeter again at approximately 3600-3700 ft and started pull sequence. Waved off, arched, looked, then reached to pull and rip cord handle was lower than where I reached. I then grabbed my shoulder strap and traced to handle and pulled. My main parachute opened with no malfunction. Upon checking my chute, I noticed that my reserve pilot-chute was out. I turned my parachute West and pulled in the reserve and landed with no injuries.

Suspected Cause of Malfunction - Incident: Jumper opened low, resulting in the Cypres to fire. Only reserve pilot-chute deployed. After first inspection of gear, no noticeable damage. Jumper was also able to land safely on DZ.

FF6_20101018_SWTG_Specter_230_Cypress_Fire_C212

Airdrop Malfunction Report Type: Military Free Fall Personnel Report

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

Branch of Service: Army

Type of Report: Incident

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

Unit Being Airlifted: B Co. 2nd BN 1st SWTG (A)

Departure Airfield: Laguna Army Airfield

Type of Aircraft: C-212 Casa

Aircraft Serial Number: 00169

Airlift Unit: SEA AIR

Drop Zone Name - Location: Phillips, AZ.

Date of Airdrop: 10/18/2010

Aircraft Speed KIAS: 90knots

Aircraft Altitude AGL: 12500

Drop Zone Elevation Feet - MSL: 429

Surface Winds KTS: 6knots

Visibility Feet - Miles: unlimited

Type of Parachute - Specify: Specter 230

Type of Reserve: Raven 3

Reserve Function Properly: YES

Main Parachute Age: 2 Years

Main Parachute Placed in Service: Feb 2009

Main Parachute Date of Manufacture: Dec 2008

Main Parachute Repack Date: 10/18/2010

Main Parachute Serial Number: SP230-009097

Main Parachute Number of Jumps: 125

Type of Malfunction: Choose One

Type of Malfunction - Incident - Specify: Cypress Activation/ Dual Canopy

Jumpers Name - Grade - Unit: E-7, B Co. 2nd BN 1st SWTG (A)

Jumpers Height and Weight: 63" , 204lbs.

Jumpers Equipment Weight: 28 lbs.

Jumpers Equipment Worn: Javelin Container

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

Number of Jumps Jumper Has: 618

Resulting Injury: None

Description of Suspected - Malfunction - Incident - Damaged Incurred: The jumper was conducting an Accelerated Free fall Instructor Course. He was jumping with a student and a videographer. After the student pulled his main parachute the jumper noticed he was too close to the videographer so he turned and tracked away from the videographer. The jumper stated that he pulled his main parachute by 2,500' AGL and his main parachute had taken a long time to open. In which caused the Cypress to activate. The main parachute opened completely and the pilot chute and bridle of the free bag began to elongate. The reserve came out of the free bag and opened. The jumper had two parachutes above his head. The jumper then cut his main parachute away and landed his reserve safely on the Drop zone.

Suspected Cause of Malfunction - Incident: The jumper lost altitude awareness and a visual of the videographer. The jumper pulled his parachute to low and the parachute took too long to open. In which his Cypress activated causing the reserve parachute to deploy and have a dual canopy deployment.

Course of Action:

100% TRI was conducted on the entire parachute system and found no issues.

The Cypress was sent to SSK for jump profile.

The Packer was given a pack refresher class and upon completion of that repacked his main canopy with no issues.

FF7_20101102_5SFG_MC-4_Failed_to_fully_Develop_C23

Airdrop Malfunction Report Type: Military Free Fall Personnel Report

Unit Address: 6102 Tennessee Ave. Ft. Campbell, KY 42223

Branch of Service: Army

Type of Report: Malfunction

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

Unit Being Airlifted: A co. 1st BN 5th SFG(A)

Departure Airfield: Outlaw airfield

Type of Aircraft: C-23 Sherpa

Aircraft Serial Number: Unknown

Airlift Unit: Unknown

Drop Zone Name - Location: Outlaw airfield/Clarksville, TN

Date of Airdrop: 11/02/2010

Aircraft Speed KIAS: Unknown

Aircraft Altitude AGL: 10000 ft.

Drop Zone Elevation Feet - MSL: 1001 ft/MSL

Surface Winds KTS: 8 kts

Visibility Feet - Miles: 10 miles

Type of Parachute: Choose One

Other Type of Parachute - Specify: MC4

Type of Reserve: Choose One

Other Type of Reserve: MC4

Reserve Function Properly: YES

Main Parachute Age: 7 yrs.

Main Parachute Placed in Service: Mar 2005

Main Parachute Date of Manufacture: May 2003

Main Parachute Repack Date: 09/30/2010

Main Parachute Serial Number: 10562

Main Parachute Number of Jumps: 82

Type of Malfunction: Distorted Canopy

Type of Malfunction - Incident - Specify: Closed end cells

Jumpers Name - Grade - Unit: CW2, B co. 1st BN 5th SFG(A)

Jumpers Height and Weight: 70" 190lbs

Jumpers Equipment Weight: 42lbs

Jumpers Equipment Worn: LBAV/PDB/MICH

Jumpers Position - Pass - Stick - Position: 4th of 4 (JM)

Number of Jumps Jumper Has: 120

Resulting Injury: None

Description of Suspected - Malfunction - Incident - Damaged Incurred: Closed end cells resulting in cutaway on main canopy.

Suspected Cause of Malfunction - Incident: Jumper was unstable during pull sequence not allowing all cells to properly pressurize. Jumper also had twisted lines contributing to the problem and could not get cells to inflate. Conducting HAHP operations and could not afford to lose altitude so he immediately performed cutaway.

FF8_20101203_66 TRS_Det2_MC-4_Off_DZ_MC130

Airdrop Malfunction Report Type: Military Free Fall Personnel Report

Unit Address: 201 W. Audette Drive, Bldg 3107 Rm 146, Eglin AFB Fld 3, FL 32542-6622

Branch of Service: Air Force

Contact Email: brent.murrell@eglin.af.mil

Type of Report: Incident

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

Unit Being Airlifted: 66 TRS Det 2

Departure Airfield: Eglin AFB

Type of Aircraft: OTHER

Other Type of Aircraft: MC-130

Aircraft Serial Number: 64-0559

Airlift Unit: 711 SOS

Drop Zone Name - Location: Stennis One DZ, Stennis, Mississippi

Date of Airdrop: 3 Dec 2010

Aircraft Speed KIAS: 130KIAS

Aircraft Altitude AGL: 12,500A

Drop Zone Elevation Feet - MSL: 10 FT MSL

Surface Winds KTS: Light and Variable

Visibility Feet - Miles: Unrestricted

Type of Parachute - Specify: MC-4

Type of Reserve: Choose One

Reserve Function Properly: Choose One

Type of Malfunction: Miss Drop Zone

Type of Malfunction - Incident - Specify: Off Drop Zone

Resulting Injury: No injuries reported

Description of Suspected - Malfunction - Incident - Damaged Incurred: Aircraft position at Green Light was well short and right of the intended release point resulting in 12/12 personnel landing off the surveyed DZ. There were no reported injuries or damage to equipment

Suspected Cause of Malfunction - Incident: It was determined through the investigation that the aircraft CANS system had a position error that caused the aircraft to be significantly right of the intended run in course. The planned aircraft HARP was 383 meters North (long) and 703 meters West (left) of the PI. The approximate actual position at release based upon the independent GPS (independent from the aircraft mission computer [MC] solution) trail recorded on the laptop placed the airplane approximately 995 meters South (short) and 850 meters East (right) of the PI, on a heading consistent with the winds and planned course, and at drop altitude. The IP and HARP points in the CANS reflect the preflight HARP, and the heading and altitude are consistent with the planned run in course and drop altitude. This position error was not found to have been introduced by the crew. The combination of a significant navigational position error and the failure of the crew and jumpmaster to realize this error using other internal and external information available resulted in the 12 jumpers landing off of the surveyed DZ. While the investigation was unable to determine or replicate the specific anomaly that would have caused the navigation system to drift that far off course, the ADRP documented numerous electrical problems on aircraft 64-0559 that were discovered by the crew on its next scheduled flight and recommended additional maintenance actions prior to next tactical event.

FF9_20101203_5_SFG_MC-4_Floating_Rip_Cord_C23

Airdrop Malfunction Report Type: Military Free Fall Personnel Report

Unit Address: 6102 Tennessee Ave. Ft. Campbell, KY 42223

Branch of Service: Army

Type of Report: Incident

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

Unit Being Airlifted: 4th BN 5th SFG(A)

Departure Airfield: Outlaw Airfield

Type of Aircraft: C-23 Sherpa

Aircraft Serial Number: Unknown

Airlift Unit: Unknown

Drop Zone Name - Location: Outlaw Airfield/Clarksville, TN

Date of Airdrop: 12/03/2010

Aircraft Speed KIAS: Unknown

Aircraft Altitude AGL: 12,000

Drop Zone Elevation Feet - MSL: Unknown

Surface Winds KTS: 3 KTS

Visibility Feet - Miles: 10 Miles

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 yrs.

Main Parachute Placed in Service: July 2007

Main Parachute Date of Manufacture: June 2005

Main Parachute Repack Date: December 12, 2010

Main Parachute Serial Number: 19226

Main Parachute Number of Jumps: 43

Type of Malfunction: Choose One

Jumpers Name - Grade - Unit: E-7, B co 4th BN 5th SFG(A)

Jumpers Height and Weight: 67", 170 lbs.

Jumpers Equipment Weight: Unknown

Jumpers Equipment Worn: Combat Equipment

Jumpers Position - Pass - Stick - Position: Unknown

Number of Jumps Jumper Has: 35

Resulting Injury: NONE

Description of Suspected - Malfunction - Incident - Damaged Incurred: Floating Rip Cord / Weak pull attempt of the main rip cord handle resulting in reserve activation.

Suspected Cause of Malfunction - Incident: Jumper stated that during attempt of initial pull, the ripcord handle slipped out of his hand and jumper was unable to relocate so he immediately activated his reserve parachute. Jump was from an altitude of 12000 feet and air temp at altitude was around -5 F and may have played a role in the weak grip on the ripcord handle. After inspection of the parachute, no problems were found that would prevent the main ripcord from being pulled to deploy the main parachute. No injuries or loss of equipment resulted from this incident.

FF10_20101207_5_SFG_MC-4_Floating_Rip_Cord_C23

Airdrop Malfunction Report Type: Military Free Fall Personnel Report

Unit Address: 6102 Tennessee Ave. Ft. Campbell, KY 42223

Branch of Service: Army

Type of Report: Incident

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

Unit Being Airlifted: 2nd BN 5th SFG(A)

Departure Airfield: Campbell Army Airfield

Type of Aircraft: C-130

Aircraft Serial Number: Unknown

Airlift Unit: Unknown

Drop Zone Name - Location: Suckchon/ Ft. Campbell, KY

Date of Airdrop: 12/07/2010

Aircraft Speed KIAS: Unknown

Aircraft Altitude AGL: 10,000

Drop Zone Elevation Feet - MSL: Unknown

Surface Winds KTS: Unknown

Visibility Feet - Miles: 10 Miles

Type of Parachute - Specify: MC-4

Type of Reserve: MC-4

Reserve Function Properly: YES

Main Parachute Age: 7 yrs.

Main Parachute Placed in Service: March 2006

Main Parachute Date of Manufacture: May 2003

Main Parachute Repack Date: October 10, 2010

Main Parachute Serial Number: 10583

Main Parachute Number of Jumps: 68

Type of Malfunction: Choose One

Type of Malfunction - Incident - Specify: Floating Ripcord

Jumpers Name - Grade - Unit: E-8, C co. 2nd BN 5th SFG(A)

Jumpers Height and Weight: Unknown

Jumpers Equipment Weight: None

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

Number of Jumps Jumper Has: Unknown

Resulting Injury: NONE

Description of Suspected - Malfunction - Incident - Damaged Incurred: Floating ripcord grip resulting in Cypress activation

Suspected Cause of Malfunction - Incident: Jumper stated that he could not locate his main ripcord handle and after multiple attempts he activated his reserve parachute. It is believed that he activated his reserve just prior to the activation of the cypress and failed to slow his decent enough to prevent cypress activation. Reserve loops were not cut leading us to believe the canopy was out of the container when the cypress fired. Cypress is being sent off for activation report.

FF11_20101214_10_CWS_MC4_Hard_Pull_C130

Airdrop Malfunction Report Type: Military Free Fall Personnel Report

Unit Address: 345 Tully St, Hurlburt Field, FL 32544

Branch of Service: Air Force

Type of Report: Incident

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

Unit Being Airlifted: 10th Combat Weather Squadron

Departure Airfield: Hurlburt Field, FL

Type of Aircraft: C-130

Airlift Unit: Wyoming ANG

Drop Zone Name - Location: Field 6 DZ, FL

Date of Airdrop: 12/14/2010

Aircraft Speed KIAS: 130

Aircraft Altitude AGL: 10,000'

Drop Zone Elevation Feet - MSL: 100 ft/MSL

Surface Winds KTS: 32002kt

Visibility Feet - Miles: unrestricted

Type of Parachute: Choose One

Type of Parachute - Specify: MC4

Other Type of Reserve: MC4

Reserve Function Properly: YES

Main Parachute Age: 4 months

Main Parachute Placed in Service: 24 Aug 2010

Main Parachute Repack Date: 09 Dec 2010

Main Parachute Serial Number: 11221

Main Parachute Number of Jumps: 3

Type of Malfunction: Choose One

Type of Malfunction - Incident - Specify: Hard Pull-Jumper grabbed d-ring vs main rip cord. (speculated)

Jumpers Name - Grade - Unit: E-5, 10th Combat Weather Squadron

Jumpers Height and Weight: 68", 170lbs

Jumpers Equipment Weight: 170 + MC4

Jumpers Equipment Worn: None

Jumpers Position - Pass - Stick - Position: 1st lift, 2nd pass, 3rd jumper in stick

Number of Jumps Jumper Has: 52

Resulting Injury: None

Description of Suspected - Malfunction - Incident - Damaged Incurred: Jumper is speculated to have grabbed the d-ring vs main rip cord resulting in an suspected hard pull. Jumper made second attempt with punching motion then properly performed cut away procedure. No damage occurred or loss of equipment.

Suspected Cause of Malfunction - Incident: Jumper is speculated to have grabbed d-ring vs main rip cord resulting in an suspected hard pull. Malfunction NCO checked the chute. There was no reason for hard pull due to equipment. Rip cord stow pocket in good working order. Main rip cord in good working order (no bent pin nor was it shouldered or bent).

HEAVY EQUIPMENT REPORTS

3



Korea 1950's



HE1_20101005_62AW_G-12E_Failed_to_Deploy_C17

Airdrop Malfunction Report Type: Equipment Report

Unit Address: 62 APS 1302 Union Ave JB Lewis-McChord Wa 98438

Branch of Service: Air Force

Type of Report: Malfunction

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

Unit Being Airlifted: 62 AW JB Lewis-McChord

Departure Airfield: McChord field

Type of Aircraft: C-17

Aircraft Serial Number: COHO 52/ 60003

Airlift Unit: 62 AW

Drop Zone Name - Location: Rainer DZ / Moses Lake WA

Date of Airdrop: 10/5/2010

Aircraft Altitude AGL: 1219

Surface Winds KTS: 7.3

Visibility Feet - Miles: 5 miles

Type of Parachute: Choose One

Other Type of Parachute - Specify: G-12 E

Type of Reserve: Choose One

Reserve Function Properly: Choose One

Type of Malfunction: Choose One

Resulting Injury: No injuries

Description of Suspected - Malfunction - Incident - Damaged Incurred: COHO 52 was middle jet of a 3 ship drop. The 3 ship performed their first drop of heavies without any incident when they came around for the second drop of heavies. The second ship COHO 52 released his drogue it opened stayed out for 5-8 seconds then fell away releasing the extraction chute it opened correctly. As soon as the extraction chute opened the heavy came out of COHO 52 and nosed into the ground. As the heavy was heading to the ground you could see that the 3 point was released from EFTC system like its suppose to but the 1/4 inch cotton webbing just wouldn't break the large clevis free. Inspected the 15 ft drogue and extraction chute no broken lines or blown out panels. There was damage to the platform and the 12x12 railroad ties we use but all the other rigging material survived.

Suspected Cause of Malfunction - Incident: The only thing I could come up with that there wasn't enough force exerted onto the extraction 15ft chute to pop the 1 turn double pieces of 1/4 inch cotton webbing breaking free the large clevis in-turn cutting the type VIII letting the G12E chutes to free up and inflate. I also think that the heavy was released or it might of popped the locks before any true force could of been applied to the 15 ft extraction chute and without that force gravity took over and sent the heavy into the ground and the 15 ft extraction chute was just fluttering in the wind as it came down unable to do its part in the sequence.

HE2_20101207_19_LRS_G12E_No_Drop_Extraction_C130

Airdrop Malfunction Report Type: Equipment Report

Unit Address: 380 CMSgt Williams Dr

Branch of Service: Air Force

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: 7845

Airlift Unit: 62 AS

Drop Zone Name - Location: Blackjack DZ Romance, AR

Date of Airdrop: 12/07/2010

Aircraft Speed KIAS: 145

Aircraft Altitude AGL: 830

Drop Zone Elevation Feet - MSL: 475

Surface Winds KTS: calm

Type of Parachute: Choose One

Type of Reserve: Choose One

Reserve Function Properly: Choose One

Type of Malfunction: Choose One

Description of Suspected - Malfunction - Incident - Damaged Incurred: HE platform exited aircraft after no drop was called. IP, IN, IL all say no buttons pushed or T-handle pulled.

Suspected Cause of Malfunction - Incident: aircraft grounded for airdrop system inspection, and if aircraft clears inspection looking at possible crew error, most likely student LM pulled T-handle but no proof.

HE3_20101213_19 LRS_G12E_M-1_Release_Fail_C130

Airdrop Malfunction Report Type: Equipment Report

Unit Address: 380 CMSgt Williams Dr Little Rock AFB, AR 72099

Branch of Service: Air Force

Type of Report: Malfunction

Type of Loss: Choose One

Unit Being Airlifted: 19 LRS

Departure Airfield: KLRF

Type of Aircraft: C-130

Aircraft Serial Number: 7848

Airlift Unit: 62 AS

Drop Zone Name - Location: Blackjack DZ Romance,AR

Date of Airdrop: 12/13/2010

Aircraft Speed KIAS: 135

Aircraft Altitude AGL: 950

Surface Winds KTS: 310/05

Type of Parachute: G-12E

Type of Malfunction - Incident - Specify: HE free fall

Description of Suspected - Malfunction - Incident - Damaged Incurred: Acft was dropping a 8ft HE wt 2588lbs, HE left acft without incident. During main chute deployment both the LM and DZ crew saw the chutes only inflate approx 75% then release from the load. The HE free fell and impacted the DZ. HE looks to be a complete loss, chutes are ok.

Suspected Cause of Malfunction - Incident: After inspection, Tactics LMs and AD took apart suspect M-1 and timer block. M-1 looked good but when opening timer block there was a noticeable rattle within the block itself. Upon opening the timer block assembly there was a cog loose, and it appears that it was the one that controls how fast the tension is released. This timer block was initially timed at 16 sec by AD, but the loss of this part caused the early release of the mains.



CONTAINER DELIVERY SYSTEM REPORTS
8



CDS1_20100830_711SOS_26ftHV_ButterflySnapFailure_C130

Airdrop Malfunction Report Type: Equipment Report

Unit Address: 201 W Audette Drive, Bldg 3107 Rm 146, Eglin AFB Fld 3, FL 32542

Branch of Service: Air Force

Type of Report: Malfunction

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

Departure Airfield: KVPS

Type of Aircraft: C-130

Other Type of Aircraft: MC-130E

Aircraft Serial Number: 62-1843

Airlift Unit: 711 SOS

Drop Zone Name - Location: Pino DZ

Date of Airdrop: 8/30/2010

Aircraft Speed KIAS: 140KIAS

Aircraft Altitude AGL: 600AGL

Drop Zone Elevation Feet - MSL: 216MSL

Surface Winds KTS: CALM

Visibility Feet - Miles: 8 miles

Type of Parachute: 26' Ring Slot

Main Parachute Placed in Service: Sept 2005

Main Parachute Date of Manufacture: Nov 1994

Main Parachute Serial Number: 19415

Main Parachute Number of Drops: 9

Description of Suspected: Malfunction - Incident - Damaged Incurred: HVCDS dropped from 600' AGL. At "green light," the bundle gate was cut by the loadmaster, the load exited the aircraft normally according to all onboard witnesses, and the 26ft HV chute began to open and appeared normal when the crew lost sight of the bundle. As the bundle began its descent the ground party and DZO noticed the chute did not fully inflate on one side and began to "streamer." The bundle landed at approximately 20 yards at 11 O'clock from the intended point of impact and the drop was scored on the DZ as a "PI." Upon investigation of the bundle the DZO impounded the load and notified the crew that a malfunction had occurred and there was slight damage to the suspension web snap links, at which time the crew terminated the mission, returned to base and impounded the aircraft. There was no aircraft damage or damage to the actual load. Goose 72 was also scheduled to drop a HVCDS rigged identically to the load

in question and elected to cancel the HVCDS drop until such time as a determination could be made as to the cause of the drop malfunction.

The incident was investigated by the 919 OSS Tactics Officer with assistance from 919 OGV. Crew procedures and the aircraft were examined with no findings. The airdrop rigging and bundle rigging were inspected and both rigged IAW with regulations. The bundle was inspected with the only damage to the A-22 suspension web snap links. The spring loaded snap portion of the snap link connecting two sides of the suspension web to the A-22 container had been sheared off leaving just the hook portion remaining and the other two snap links on the other two sides had experienced a force that caused them to be disfigured, but still maintain their integrity. The chute itself and its suspension lines were inspected and found to be undamaged as well as the bottom bundle skidboard that contacted the ground, and the A-22 container and metal cage. The sheared snap link pieces were not found on or near the load and were not recovered.

Suspected Cause of Malfunction - Incident: It was determined through the investigation that the snap link with the sheared spring loaded gate was tangled or oriented in a direction upon load exit that caused the full force of chute deployment to be directed on the weakest portion of the snap link gates. This could have been caused by a shift in the original orientation due to aircraft motion between initial inspection and the actual airdrop or a reorientation of the bundle during deployment that redirected the force of extraction onto the snap links. The resulting deployment force of the chute opening on this weak point caused the snap link portion to be sheared allowing the suspension web on that side to come off the hook causing the bundle to fall lopsided preventing the chute from fully inflating. The observers reported a partial chute development that resulted in a “streamer”, which lends credibility to this plausible scenario. This scenario is almost identical to a previous AD incident on 21 July 2010, involving a HVCDS rigged the same manner. It was our determination at that time that the failure of the chute to fully deploy was caused by an extraction force applied to the snap link on one of the four lines and the resulting high rate of descent placed additional stress on the remaining snap links during the descent and subsequent impact with the ground, causing damage to the remaining snap links. Based upon the similar nature of this event, and subsequent findings, it is our determination that all 4 snap links were damaged during extraction prior to impact with the ground due to the non-linear application of the extraction force. The investigation team then attempted to identify the extraction and deployment dynamic that could have caused the aforementioned damage. The following reenactment was performed:

After careful inspection on 31 August 2010, Aerial Delivery and the inspection team re-enacted the process of the load exiting the aircraft (using a CDS load, rigged to be airdropped). We simulated the CDS load exiting the aircraft and found that the routing of the medium clevis from the parachute to the suspension webs was causing multiple twists between the load and the parachute. It is believed that this twisting moment would apply force to the snap links in a manner consistent with the damage seen. We then ran a second test. On the second test we routed the medium clevis from the parachute to the suspension webs straight out and under the parachute. A second re-enactment of the load exiting the aircraft was run. We found that re-routing the lines out and under the parachute eliminated the multiple twists and produced a smoother line extraction from the load.

CDS2_20101012_11QM_ ChutefailedtoOpen_G12E_C17

Airdrop Malfunction Report Type: Equipment Report

Unit Address: 43D Operational Support Sq. 1182 Hurst Dr. Pope AFB NC

Branch of Service: Air Force

Type of Report: Incident

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

Unit Being Airlifted: 11 QM/ FT. Bragg NC

Departure Airfield: Pope AFB NC

Type of Aircraft: C-17

Other Type of Aircraft: n/a

Aircraft Serial Number: 89-1189

Airlift Unit: 437AW/17AS ,Charleston AFB

Drop Zone Name - Location: Holland/Ft. Bragg NC

Date of Airdrop: 10/12/2010

Aircraft Speed KIAS: 130

Aircraft Altitude AGL: 800

Drop Zone Elevation Feet - MSL: 440 MSL

Surface Winds KTS: calm

Visibility Feet - Miles: clear

Type of Parachute - Specify: G-12E/68 inch pilot parachute

Description of Suspected - Malfunction - Incident - Damaged Incurred: A C-17 from Charleston AFB experienced a CDS Malfunction over Holland Drop Zone on Ft. Bragg at approximately 2050 local time. All Pre-Slowdown and Slowdown Checklists were completed by crew. At green light, all eight CDS bundles exit the aircraft ramp normally and no discrepancies were noted by the aircraft loadmasters. As the eight CDS bundles descended on the drop zone, the DZNCO only counted seven bundles in the air. Shortly after confirming seven parachutes, he reported hearing a loud boom near his position. He walked over to where the loud boom emanated from and found a damaged CDS bundle. He discovered that the G-12E parachute had not deployed. Upon further inspection of the G-12E, the 68 inch pilot parachute was not attached to the G-12E. An exhaustive search was conducted on the drop zone for the pilot parachute, but was unrecoverable. When the C-17 returned to Pope AFB from the

drop, ALCE personnel checked with the aircrew to see if the pilot parachute was still on the airplane. None of the eight static lines contained any portion of the 68 inch pilot parachute. The L-Bar was still connected to the G12E, all screws were tight and no damage was noted.

Suspected Cause of Malfunction - Incident: Based off the evidence collected, the suspected cause of this malfunction is that the 68 Pilot parachute was not connected to the L-bar that is also connects to the G12E. A slim possibility could be material failure on the loop that is connected to the L-bar from the 68 inch pilot parachute. Without being able to examine the 68 inch parachute for this type damage, I believe the original suspected cause to be the most accurate. Recommendations are as follows:

- Ensure Air Force JAI's are retrained on Pre-Inspection procedures with emphasis on 68 inch pilot parachute rigging.

- Ensure Army Riggers are retrained on said procedure.

CDS3_20101026_19LRS_26_Foot_High_Velocity_Failed_to_Deploy_C130

Airdrop Malfunction Report Type: Equipment Report

Unit Address: 380 CMSgt Williams Dr Little Rock AFB, AR 72099

Branch of Service: Air Force

Type of Report: Malfunction

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

Unit Being Airlifted: 19 LRS

Departure Airfield: KLRF

Type of Aircraft: C-130

Aircraft Serial Number: 63-7845

Airlift Unit: 62 AS

Drop Zone Name - Location: All American DZ Camp Robinson ANG, AR

Date of Airdrop: 10/26/2010

Aircraft Speed KIAS: 130

Aircraft Altitude AGL: 650

Drop Zone Elevation Feet - MSL: 400

Surface Winds KTS: Calm

Visibility Feet - Miles: unlimited

Type of Parachute: Choose One

Other Type of Parachute - Specify: 26ft Ring Slot

Type of Reserve: Choose One

Reserve Function Properly: Choose One

Type of Malfunction: Choose One

Type of Malfunction - Incident - Specify: CDS Chute did not deploy correctly

Description of Suspected - Malfunction - Incident - Damaged Incurred: The CDS deployed from aircraft with no incident. On chute deployment, the chute failed to properly inflate and cigar rolled, causing high speed impact. CDS cage bounced approx 28yds from initial impact point destroying the gorilla cage.

Suspected Cause of Malfunction - Incident: The suspected cause could not be fully determined due to LRS Drop Zone de-rigging the chute and preparing it for transport. This being the first CDS bundle out the ramp on a centerline 4 mass drop we suspect a rigging error since the LRS kept saying it was "air starvation". We are continuing our investigation.



CDS4_20101026_19LRS_26_Foot_High_Velocity_Failed_to_Deploy_C130

Airdrop Malfunction Report Type: Equipment Report

Unit Address: 380 CMSgt Williams Dr Little Rock AFB, AR 72099

Branch of Service: Air Force

Type of Report: Malfunction

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

Unit Being Airlifted: 19 LRS

Departure Airfield: KLRF

Type of Aircraft: C-130

Aircraft Serial Number: 05-3145

Airlift Unit: 48 AS

Drop Zone Name - Location: Blackjack DZ Romance, AR

Date of Airdrop: 10/26/2010

Aircraft Speed KIAS: 132

Aircraft Altitude AGL: 650

Drop Zone Elevation Feet - MSL: 128

Surface Winds KTS: Calm

Visibility Feet - Miles: Unlimited

Type of Parachute: Choose One

Other Type of Parachute - Specify: 26ft Ring Slot

Type of Malfunction: Choose One

Type of Malfunction - Incident - Specify: CDS

Description of Suspected - Malfunction - Incident - Damaged Incurred: First CDS bundle on stick of 4 centerline loaded and the chute failed to open properly, resulting in a cigar roll and high speed impact on DZ. This was a night drop so no video evidence to show details. CDS cage total loss as well as CDS sling.

Suspected Cause of Malfunction - Incident: This was the second CDS malfunction of the day and again suspected cause was possible rigger error.



CDS5_20101028_19LRS_26_Foot_High_Velocity_Failed_to_Deploy_C130

Airdrop Malfunction Report Type: Equipment Report

Unit Address: 380 CMSgt Williams Dr

Branch of Service: Air Force

Type of Report: Malfunction

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

Unit Being Airlifted: 19 LRS

Departure Airfield: KLRF

Type of Aircraft: C-130

Aircraft Serial Number: 1677

Airlift Unit: 61 AS

Drop Zone Name - Location: Blackjack DZ Romance, AR

Date of Airdrop: 10/28/2010

Aircraft Speed KIAS: 133

Aircraft Altitude AGL: 1500

Drop Zone Elevation Feet - MSL: 128

Surface Winds KTS: 19 @ 305

Visibility Feet - Miles: Unlimited

Type of Parachute - Specify: 26ft Ring Slot

Type of Malfunction: Choose One

Type of Malfunction - Incident - Specify: CDS

Description of Suspected - Malfunction - Incident - Damaged Incurred: This was a single night CDS drop with no indicated crew errors. This CDS chute again failed to deploy properly and was in a cigar roll condition causing a high speed impact with the DZ. The CDS cage and CDS sling were total losses.

Suspected Cause of Malfunction - Incident: This was third CDS malfunction in 36 hours and again with the cigar roll chute it is a suspected rigger caused malfunction. AD was alerted again to this issue and still was stating no rigger error it was "air starvation"



CDS6_20101109_ Double Zodiac_2 G-12E_Parachute_Seperated_C-130

Airdrop Malfunction Report Type: Equipment Report

Unit Address: Co. C Spt Bn. 1st SWTG(A) Rigger Facility

Branch of Service: Army

Type of Report: Malfunction

Airlift Unit: 815th AS Keesler AFB, Biloxi, MS.

Departure Airfield: Boca Chica Airfield, Key West, FL.

Type of Aircraft: C-130-J-30

Aircraft Serial Number: 8154

Drop Zone: Shark Drop Zone, Key West, Florida

Date of Drop: 11/09/2010

Aircraft Speed KIAS: 140

Aircraft Altitude AGL:

Drop Zone Elevation Feet – MSL: 0

Surface Winds KTS: 8

Visibility Feet – Miles: Night Drop

Type of Parachute: (2) G-12E

Type of extraction Parachute: 15 ft. Extraction

Type of Platform: Combat Expendable Platform (CEP)

Size of Platform: 75 by 144 inch

Type of Airdrop Load: Double Zodiac F470U Boat

Airdrop load total rigged weight: 2,665 lbs

Main Parachute Age: 11, 21

Main Parachute Placed in Service: 03/00, 08/95

Main Parachute Repack Date: 26/10/10, 26/10/10

Main Parachute Serial Number: 23621, 70699

Main Parachute Number of Jumps: 10,11

Description of Suspected Malfunction or Incident & Damage Incurred:

The load exited the aircraft. The 15' extraction parachute opened and elongated the G12's. The extraction parachute and deployment bags separated from the load after elongating the G-12's. During the deployment phase, one G-12 completely inflated and the second was still in the deployment phase (partial inflation); the load was transitioning, when it seemed as if the load over rotated and then the cargo parachutes separated from the load. The load flipped almost completely upside down and transitioned upright prior to impact with the water. Upon impact the platform was completely destroyed. The lower zodiac was still inflated and the top zodiac was deflated. Due to limited visibility during the night drop no video was taken during the drop. The parachutes and equipment was recovered that night and brought back to shore for investigation. (Pictures attached)

The load was rigged IAW FM 4-20.142 from Platform Prep to leveling, lashing the boats and accompanying load by CDQC (Combat Diver Qualification Course) students under the direct supervision of the Cadre as per POI. When the Riggers arrived in Key West an inspection of the load was conducted and the rigging of the load was completed by the parachute riggers. The basic accompany load was rigged on the load: 2 x 35 horsepower outboard engines with full fuel tanks, 12 x paddles, and 2 x sets of air pumps. Prior to movement to the airfield a final inspection was conducted. Once at departure airfield the load was positioned inside the aircraft and a joint inspection was

conducted by the Air Force and Army JAI. The platform was loaded in pallet position 6/7@ load station 925. The joint airdrop inspection was conducted as per check list on joint airdrop inspection record DD Form 1748-1. Because of problems in the past across the Army with this type of load, special attention was given to the M-1 release and orientation of the load to ensure it was positioned correctly and release properly secured to the load. The parachute connectors were properly seated and the release timer keys extended, arming wire lanyard wire was seated and safety tied.

After recovery of the platform the release timer was in the down position and the keys fully retracted. A timer test was conducted (after being submerged in water for over an hour) and test result average 16 seconds. One of the G12 parachutes showed the last suspension line tie and connector link tie still intact; parachute did not reached full deployment sequence. Load Master said that nothing out of the ordinary was noticed during gate release and exit.

Suspected Cause of Malfunction or Incident: Upon exiting the aircraft the boats tipped off normal and on the upward swing went to an extreme angle before first vertical, the M-1 release lanyard could have been pulled free prior to exit and started the timer count down and once the fingers of the timer retracted and timer block fell, the release disengaged and released the load from the parachutes during the deployment prior to the boat being suspended vertically.

Categorize this as Malfunction

Either faulty equipment (M1 release) or training/rigging, that in the AC after JAI that the lanyard was pulled out prematurely.

Send results to USASOC, and QM school to look at the .142





CDS7_20101228_19LRS_26_Foot_High_Velocity_Failed_to_Deploy_C130

Airdrop Malfunction Report Type: Equipment Report

Unit Address: 380 CMSgt Williams Dr Little Rock AFB AR 72099

Branch of Service: Air Force

Type of Report: Malfunction

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

Unit Being Airlifted: 19 LRS

Departure Airfield: KLRF

Type of Aircraft: C-130

Aircraft Serial Number: 7796

Airlift Unit: 62 AS

Drop Zone Name - Location: All American DZ Camp Robinson ANG AR

Date of Airdrop: 12/08/2010

Aircraft Speed KIAS: 140

Aircraft Altitude AGL: 650

Drop Zone Elevation Feet - MSL: 400

Surface Winds KTS: Calm

Visibility Feet - Miles: Clear

Type of Parachute: 26-foot High Velocity

Type of Malfunction: Choose One

Description of Suspected - Malfunction - Incident - Damaged Incurred: A single stick of 4 CDS each wt 950lbs had #3 CDS 26ft HV chute fail open upon leaving acft, but opened approx 100ft from ground. After inspection it was found this bundles static line was also snapped at connection point to D-bag. CDS bundle had numerous weld breaks and suspension sling was torn in multiple places.

Suspected Cause of Malfunction - Incident: Cause determined to be either improper rigging causing the chute not to inflate properly or a combination of the static line getting caught on another bundle and snapping the line in addition to possible rigging error.

CDS8_20101123_19LRS_26_Foot_High_Velocity_Failed_to_Deploy_C130

Airdrop Malfunction Report Type: Equipment Report

Unit Address: 380 CMSgt Williams Dr Little Rock AFB AR 72099

Branch of Service: Air Force

Type of Report: Malfunction

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

Unit Being Airlifted: 19 LRS

Departure Airfield: KLRF

Type of Aircraft: C-130

Aircraft Serial Number: 7848

Airlift Unit: 62 AS

Drop Zone Name - Location: All-American DZ Camp Robinson ANG, AR

Date of Airdrop: 11/23/2010

Aircraft Speed KIAS: 135

Aircraft Altitude AGL: 1000

Drop Zone Elevation Feet - MSL: 400 MSL

Surface Winds KTS: calm

Visibility Feet - Miles: Clear

Type of Parachute: Choose One

Other Type of Parachute - Specify: 26ft HV

Description of Suspected - Malfunction - Incident - Damaged Incurred: Single CDS bundle wt 950lbs left acft without incident. Chute only partially deployed resulting in high speed impact of DZ. CDS had numerous cracked welds and warping.

Suspected Cause of Malfunction - Incident: Rigger error in gore fold is suspected and likely cause





CDS8_20100212_ADFSD_24-foot_LCLA_Strap_failure_C23

Airdrop Malfunction Report Type: Equipment Report

Unit Address: 710 Adams Ave, Fort Lee, VA

Branch of Service: Army

Type of Report: Malfunction

Type of Loss: No Loss Time Injury

Unit Being Airlifted: ADFSD

Departure Airfield: KBKT, Allen C Perkinson Airport/Blackstone Army Airfield

Type of Aircraft: C-23

Aircraft Serial Number: 07015

Airlift Unit: PANG

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

Date of Airdrop: 12/02/10

Aircraft Speed KIAS: 110

Aircraft Altitude AGL: 300

Drop Zone Elevation Feet - MSL: 415

Surface Winds: 2-4

Visibility Feet - Miles: Clear

Type of Parachute: 24-foot, T-10R

Description of Suspected - Malfunction - Incident - Damaged Incurred: A strap on a LCLA load weighing 207 lbs off the load scattering the contents of MRE's and ballast along the flight path. The main part of the load landed 360 feet north of the PI and the parachute landed 42 feet north of the PI 120 feet from the load. There was no loss of equipment or to personnel waiting for resupply. There was no damage to the parachute or the straps holding the load.

Suspected Cause of Malfunction - Incident: One piece of ¾- by 18- by 24-inch plywood had a broken square in it where the strap should have been running, we do not know if it was top or bottom piece and this could be why the strap was loose. The strap may have not been tight or came loose during transportation to the airfield.





