

136th TRIANNUAL AIRDROP REVIEW and MALFUNCTION SAFETY ANALYSIS BOARD

June 21-23, 2011

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



MALFUNCTIONS / INCIDENTS REPORTED

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STATIC LINE REPORTS

8



SL1_20110202_507PIR_Broken_USL_C130

Airdrop Malfunction Report Type: Personnel Static Line Report

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

Branch of Service: Army

Contact Email:

Type of Report: Malfunction

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

Departure Airfield: Lawson AAF

Type of Aircraft: C-130

Airlift Unit: 1/507th BAC

Drop Zone Name - Location: Fryar Drop Zone

Date of Airdrop: 2 FEB 2011

Aircraft Speed KIAS: 130 knots

Aircraft Altitude AGL: 1250

Drop Zone Elevation Feet - MSL: 321'

Surface Winds KTS: 8-12

Visibility Feet - Miles: 2 miles

Type of Parachute: T-10D

Type of Reserve: SLCP MIRPS

Reserve Function Properly: YES

Main Parachute Placed in Service: APR 05

Main Parachute Date of Manufacture: MAR 04

Main Parachute Repack Date: 25 JAN 11

Main Parachute Serial Number: 14048

Main Parachute Number of Jumps: 22+

Type of Malfunction: Towed - Parachutist

Jumpers Name - Grade - Unit: E-4, 14th ASOS Pope Airfield NC

Jumpers Height and Weight: 5'7" 165 pounds

Jumpers Equipment Worn: ACH

Jumpers Position - Pass - Stick - Position: 1st Jumper in a chalk of 13

Number of Jumps Jumper Has: 3

Resulting Injury: Displaced fracture of the 2nd metacarpal on the right forearm. Abrasions on his right forearm and a contusion on his right hip. Cuts on his left middle finger.

Description of Suspected - Malfunction - Incident - Damaged Incurred: He is the #1 jumper on Chalk eight of 13 jumpers. The jumper leaves the jump platform leading off with his left foot just as his right foot clears the platform he experiences a violent jerking, pulling and turning him back towards his right side now facing the aircraft. The deployment process of his T-10D main never gets past the 13th and 14th stows (seven and seven). The pack closing and connector link ties were broken. His body is being thrown both vertically and horizontally and he is rotating counter clock wise around the point of attachment which is the universal static line snap hook at its point of attachment inside the A/C. Approximately 16 seconds after he exits he pulls his reserve parachute. As the A/C begins its left hand pattern turn, the pilot accelerates, the right door safety begins to retrieve the D-bags and the jumper's static line breaks. He does land on the surveyed Drop Zone.

Extensive burns on the right set of risers (rear outside) width of USL from the Male Fitting Canopy release extending to 9 1/2 inches down the risers

Burns on the right rear outside & right front inside

USL broke approximately 21 inches from the girth hitch of the USL Snap Hook

Left connector snap has USL routed through it

SLCP left connector snap tie is broken, the retaining strap is not assembled and the slot has extensive damage, Static line sleeve is shredded; Cotton buffer is also extensively damaged

Four spots of blood on the USL & blood on the right triangle link

Right Main lift web has burns and searing between the CRA and equipment D-ring

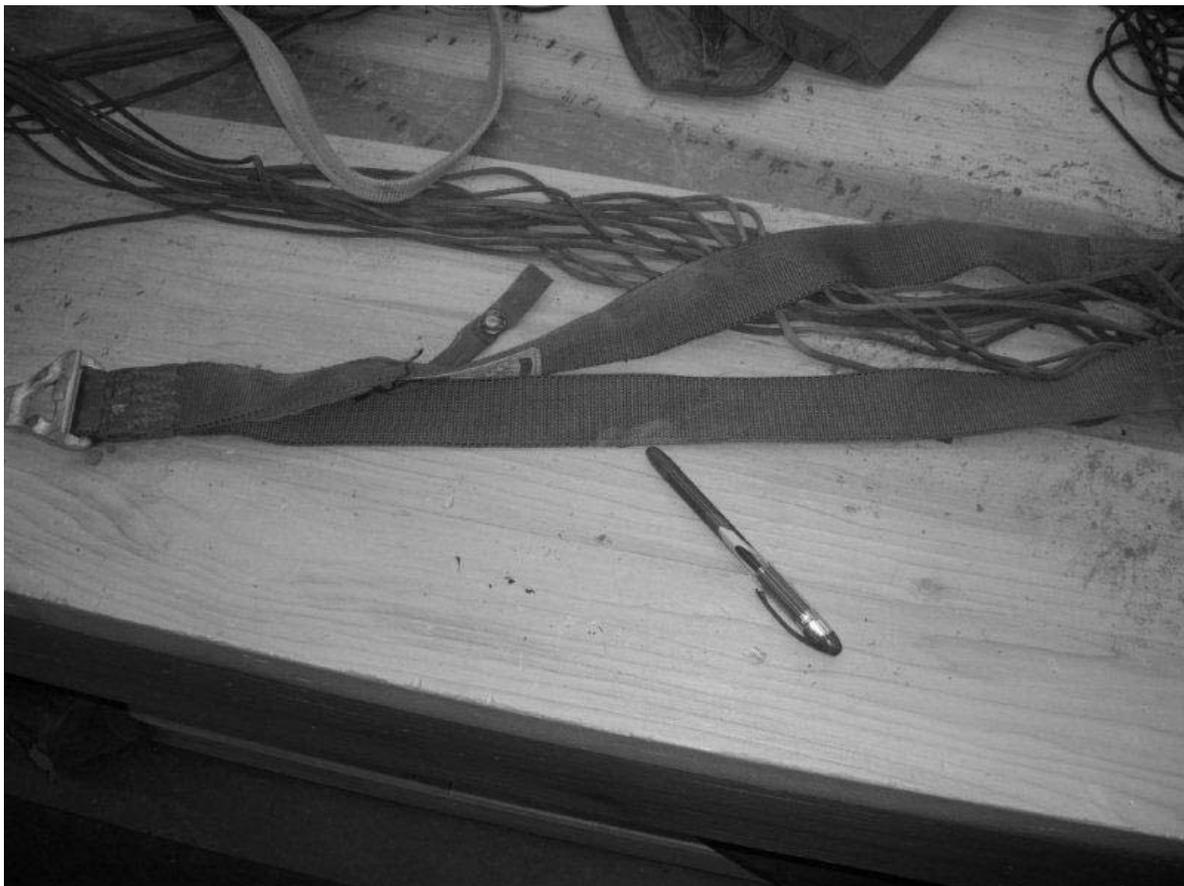
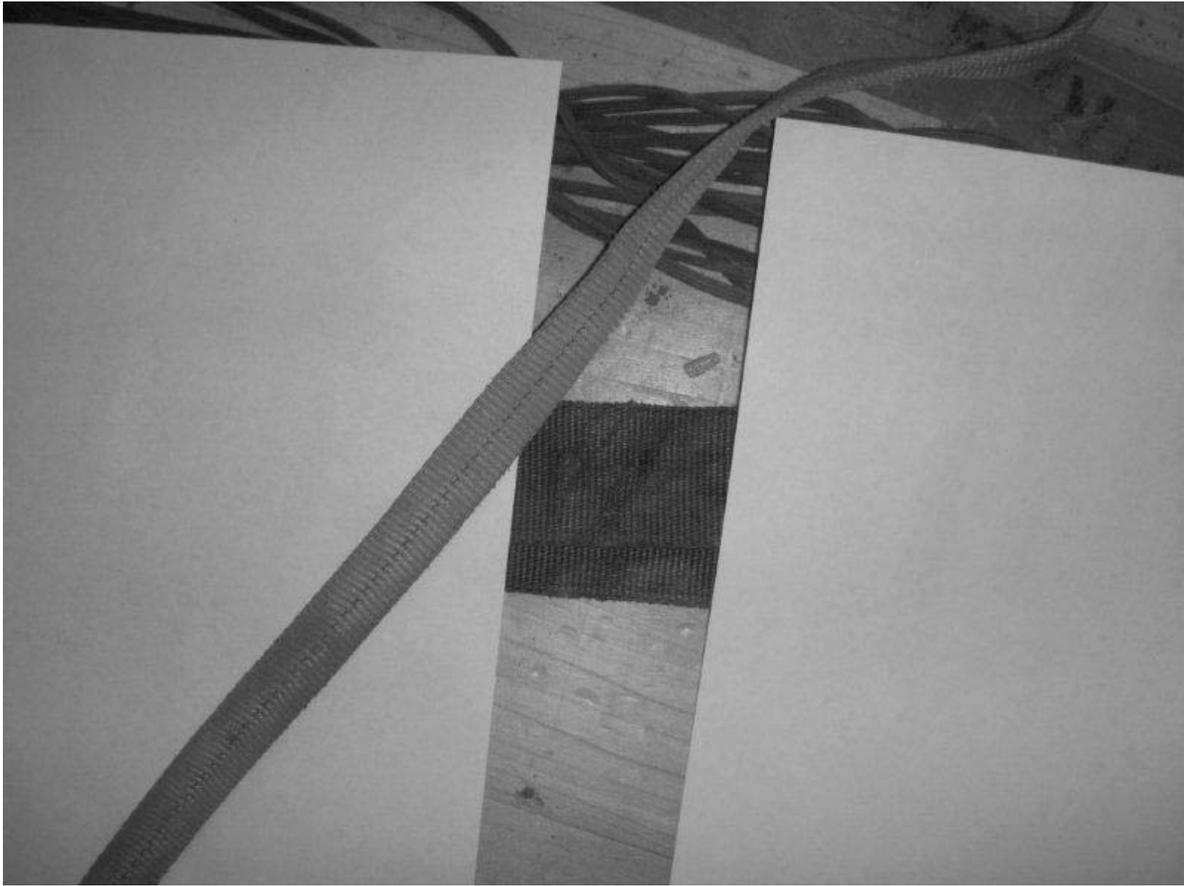
Waist band has burns approx 5 inches from the pack tray behind the SLCP Left waistband retainer

A portion of the crown of the pilot parachute is torn away from the netting, the center line and reinforced webbing tab is ripped away from the pilot chute. There were rips/holes at every attachment point (six) where the radial tape and marquisette netting meet the nylon portion of the pilot chute.

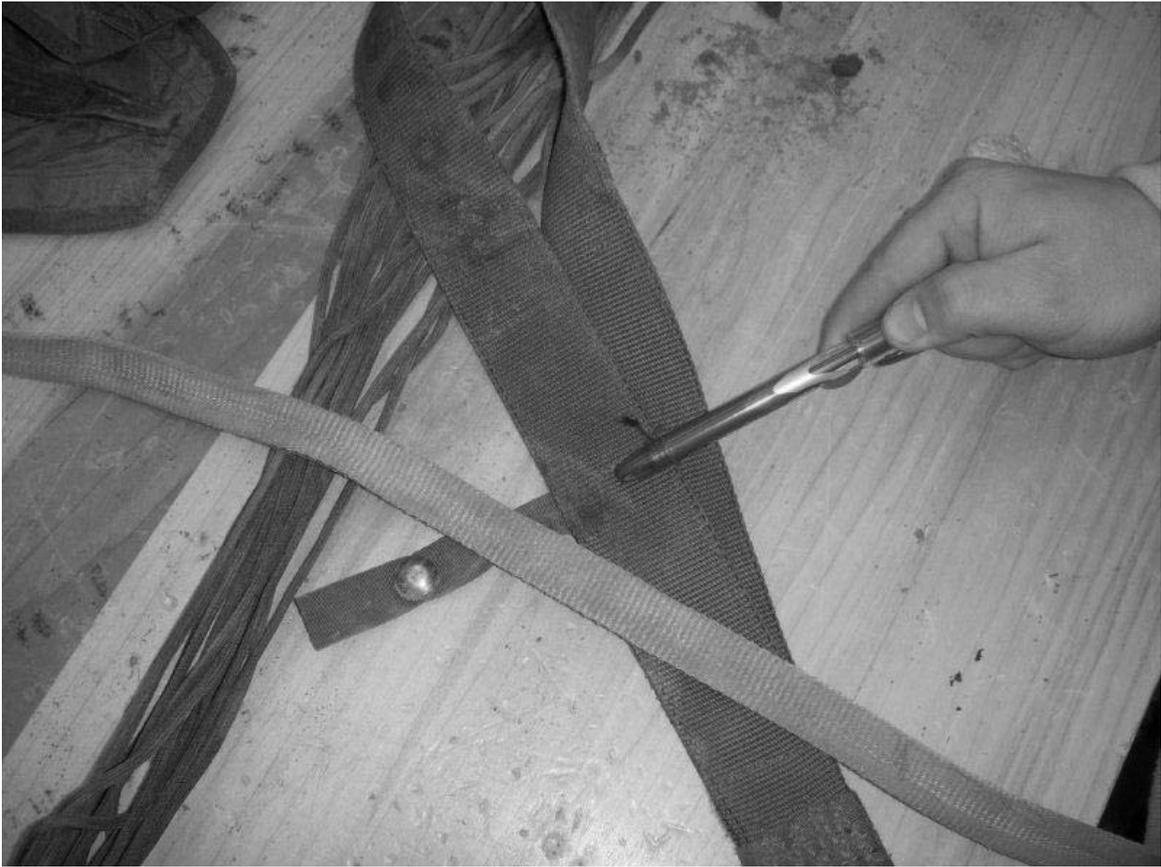
The Apex of the reserve canopy has multiple stress points in the fabric.

Suspected Cause of Malfunction - Incident: The Universal Static Line was misrouted under the right set of risers. As the jumper exits, this is what causes the initial violent jerk to the jumpers right as the jumper begins to be towed by his USL which is misrouted under/behind his right set of risers, he is being thrown vertical and horizontal which causes his USL to become routed through his left connector snap.

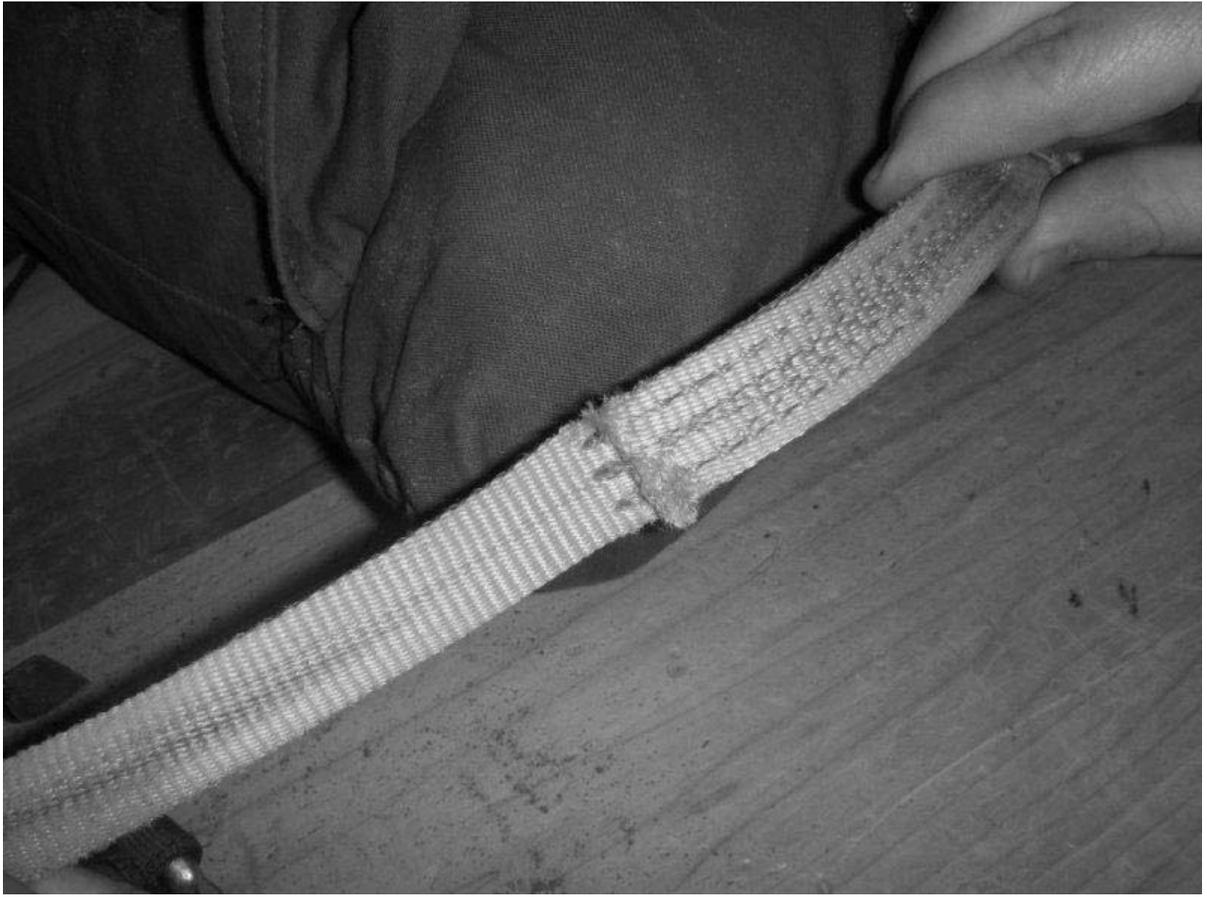
SL1_20110202_507PIR_Broken_USL_C130



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SL1_20110202_507PIR_Broken_USL_C130



SL1_20110202_507PIR_Broken_USL_C130



SL1_20110202_507PIR_Broken_USL_C130

SL2_20110203_10SF_MC6_Broken_Control_Line

Airdrop Malfunction Report Type: Personnel Static Line 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: GSB, 10th SFG (A) Fort Carson Colorado 80913

Departure Airfield: Peterson AFB, Colorado

Type of Aircraft: C-130

Aircraft Serial Number: NA

Airlift Unit: 302nd AW

Drop Zone Name - Location: Gultch DZ

Date of Airdrop: 02/03/2011

Aircraft Speed KIAS: 130

Aircraft Altitude AGL: 1500

Drop Zone Elevation Feet - MSL: 5700 ft/MSL

Surface Winds KTS: 6kts

Visibility Feet - Miles: unlimited

Type of Parachute: MC-6

Type of Reserve: T-11R

Main Parachute Age: 1 year

Main Parachute Placed in Service: Feb 10

Main Parachute Date of Manufacture: Nov 08

Main Parachute Repack Date: 06 Jan 11

Main Parachute Serial Number: 17977

Main Parachute Number of Jumps: 7

Type of Malfunction: Choose One

Type of Malfunction - Incident - Specify: broken control line

Jumpers Name - Grade - Unit: SPC, GSB 10th SFG (A)

Jumpers Height and Weight: 68'/165

Jumpers Equipment Weight: NA

Jumpers Equipment Worn: Mitch, ACU, Boots

Jumpers Position - Pass - Stick - Position: Lift 1/pass 2/4th jumper

Number of Jumps Jumper Has: 8

Resulting Injury: None

Description of Suspected - Malfunction - Incident - Damaged Incurred: Right control line broken. 4 inches below finger trap lower cascade. The left side control line was measured to 281.5 inches. No damage to canopy was found.

Suspected Cause of Malfunction - Incident: Jumper stated that he had a good exit from the aircraft with no twists. Upon opening and checking canopy noticed that right control line was below him. Jumper stated he panicked and deployed his reserve. Jumper landed safely on DZ. Jumper has been retrained on procedures for broken control line as stated in Sustained Airborne Training.

SL2_20110203_10SF_MC6_Broken_Control_Line

SL3_20110203_ADFSD_MC6_Twisted_Lines_and_Risers_C130

Airdrop Malfunction Report Type: Personnel Static Line Report

Unit Address: ADFSD, Ft Lee, VA

Branch of Service: Army

Contact Email:

Type of Report: Incident

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

Unit Being Airlifted: ADFSD

Departure Airfield: Blackstone Army Airfield

Type of Aircraft: C-130

Airlift Unit: 910th

Drop Zone Name - Location: Blackstone

Date of Airdrop: 3/17/2011

Aircraft Speed KIAS: 130

Aircraft Altitude AGL: 1250

Drop Zone Elevation Feet - MSL: 415

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: 4yrs 10 months

Main Parachute Placed in Service: Jul 06

Main Parachute Date of Manufacture: May 06

Main Parachute Repack Date: 3/10/2011

Main Parachute Serial Number: 1694

Main Parachute Number of Jumps: 25

Type of Malfunction: Choose One

Type of Malfunction - Incident - Specify: Twist in suspension lines and risers

Jumpers Name - Grade - Unit:

Jumpers Height and Weight: 68 inches/245 lbs

Jumpers Equipment Worn: ACU, ACH, LPU-10

Jumpers Position - Pass - Stick - Position: 2nd Pass/ 6th Jumper

Number of Jumps Jumper Has: 85

Resulting Injury: Sprain left knee and groin pain

Description of Suspected - Malfunction - Incident - Damaged Incurred: Upon exit the jumper over bent and rotated through his risers. Jumper stated that his "risers had been twisted all the way down to the canopy release assemblies." This prevented him from having full control of his canopy and was unable to turn into the wind during his fifth point of performance. Jumper landed on the unimproved runway. The canopy release assemblies were still attached and there was one complete twist in each riser in the same direction.

Suspected Cause of Malfunction - Incident: Poor body position on exit and possible rolling through risers during PLF. Jumpers exit and PLF are on video.

SL3_20110203_ADFSD_MC6_Twisted_Lines_and_Risers_C130

SL4_20110317_ADFSD_MC6_Broken_Control_Line_C130

Airdrop Malfunction Report Type: Personnel Static Line Report

Unit Address: ADFSD

Branch of Service: Army

Contact Email:

Type of Report: Malfunction

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

Unit Being Airlifted: ADFSD

Departure Airfield: Blackstone Army Airfield

Type of Aircraft: C-130

Airlift Unit: 910th

Drop Zone Name - Location: Blackstone, Blackstone AAF

Date of Airdrop: 3/17/2011

Aircraft Speed KIAS: 130

Aircraft Altitude AGL: 1250

Drop Zone Elevation Feet - MSL: 415

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 Years

Main Parachute Placed in Service: Mar 07

Main Parachute Date of Manufacture: Apr 06

Main Parachute Repack Date: 3/10/2011

Main Parachute Serial Number: 1644

Main Parachute Number of Jumps: 8

Type of Malfunction: Choose One

Type of Malfunction - Incident - Specify: Broken control line

Jumpers Name - Grade - Unit:

Jumpers Height and Weight: 74in / 210 lbs

Jumpers Equipment Weight: 70 lbs

Jumpers Equipment Worn: ACU, ACH, LPU-10

Jumpers Position - Pass - Stick - Position: 5th Pass/2nd Jumper

Number of Jumps Jumper Has: 6

Resulting Injury: None

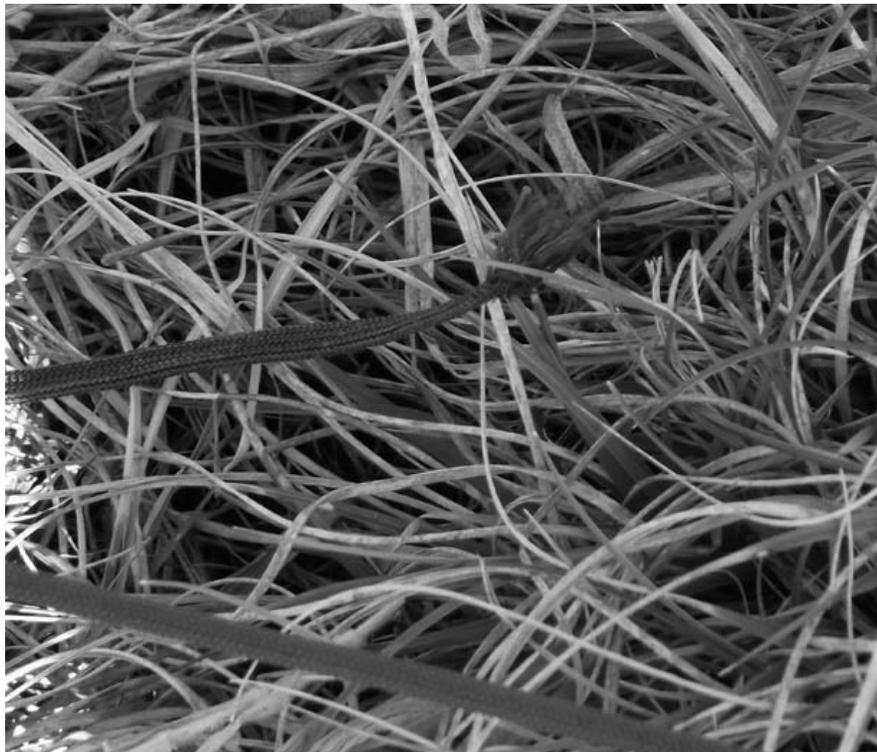
Description of Suspected - Malfunction - Incident - Damaged Incurred: After exiting the aircraft, during his second point of performance when he checked canopy he had one full twist which he bicycled out of then re-checked his canopy and grasped his toggles. The right control line had no tension it and the jumper followed it up and seen that it had broken. He used his right rear riser and left control line to maintain a holding descent to the ground. There was not visible damage to the canopy material from the broken control line. The damage was to the middle control line that broke.

Suspected Cause of Malfunction - Incident: Improper clearing of the middle control lines and placement in the air channel on lines 23 and 25. This caused the middle control lines to have excess friction on the lower control line which lead to the middle control line to burn and break. Pictures of the damage are available.

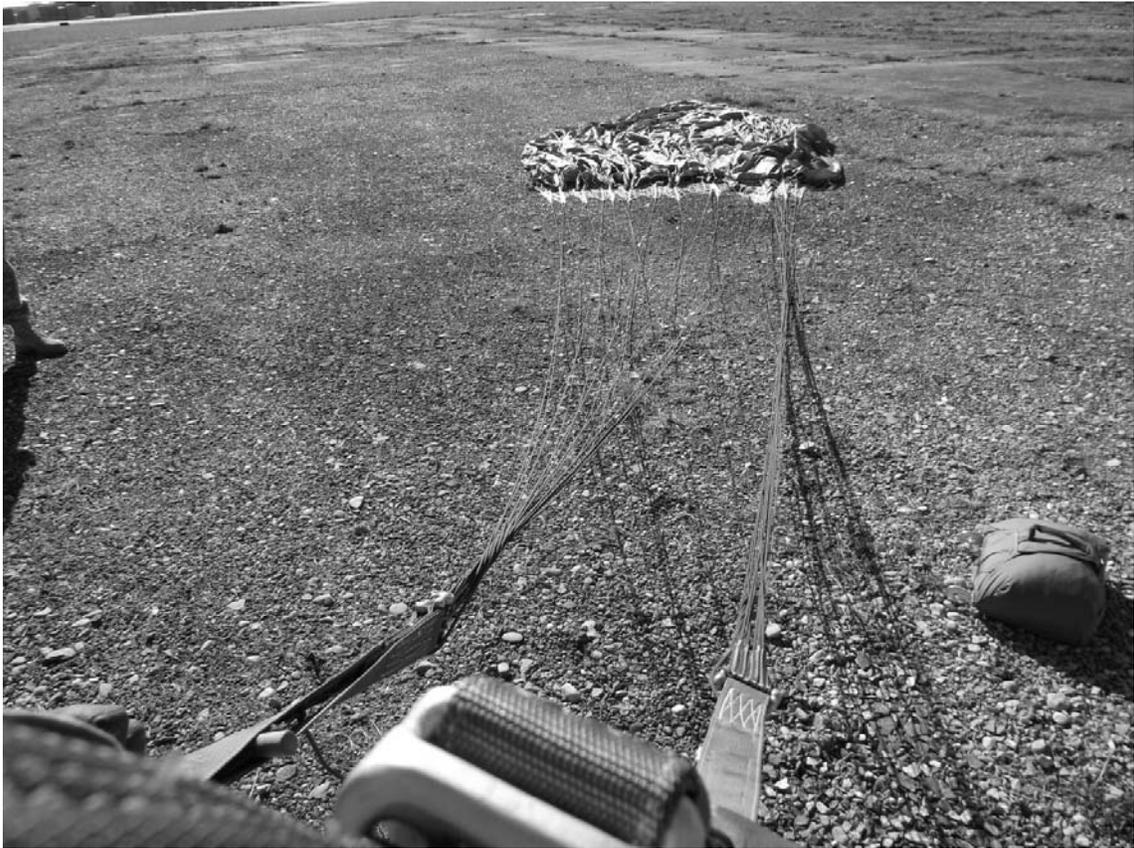
SL4_20110317_ADFSD_MC6_Broken_Control_Line_C130



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SL4_20110317_ADFSD_MC6_Broken_Control_Line_C130



SL4_20110317_ADFSD_MC6_Broken_Control_Line_C130

SL5_20110323_3SFG_MC6_BROKEN_CONTROL_LINE_C212

Airdrop Malfunction Report Type: Personnel Static Line Report

Unit Address: GSB, 3D SFG(A), FORT 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: GSB, 3D SFG(A), FT. BRAGG, NC 28310

Departure Airfield: ST. MERE DROP ZONE, FT BRAGG, NC

Type of Aircraft: C-212 Casa

Other Type of Aircraft: NONE

Aircraft Serial Number: N/A

Airlift Unit: USASOC FLIGHT DET.

Drop Zone Name - Location: ST. MERE DZ, FT. BRAGG, NC

Date of Airdrop: 23 MAR 11

Aircraft Speed KIAS: 110 KT

Aircraft Altitude AGL: 1250 FT

Drop Zone Elevation Feet - MSL: 300 FT

Surface Winds KTS: 2-5 KT

Visibility Feet - Miles: UNLIMITED

Type of Parachute: MC-6

Type of Reserve: T-11R

Reserve Function Properly: N/A

Main Parachute Age: 3 1/2 YEARS

Main Parachute Placed in Service: MAY 2009

Main Parachute Date of Manufacture: SEP 2007

Main Parachute Repack Date: 14 DEC 2010

Main Parachute Serial Number: 2662

Main Parachute Number of Jumps: 10

Type of Malfunction - Incident - Specify: BROKEN CONTROL LINE

Jumpers Name - Grade - Unit: 1LT/GSB, 3D SFG(A)

Jumpers Height and Weight: 69 IN/ 205 LBS

Jumpers Equipment Weight: N/A

Jumpers Equipment Worn: NO EQUIP.

Jumpers Position - Pass - Stick - Position: JUMPER #5/1ST STICK

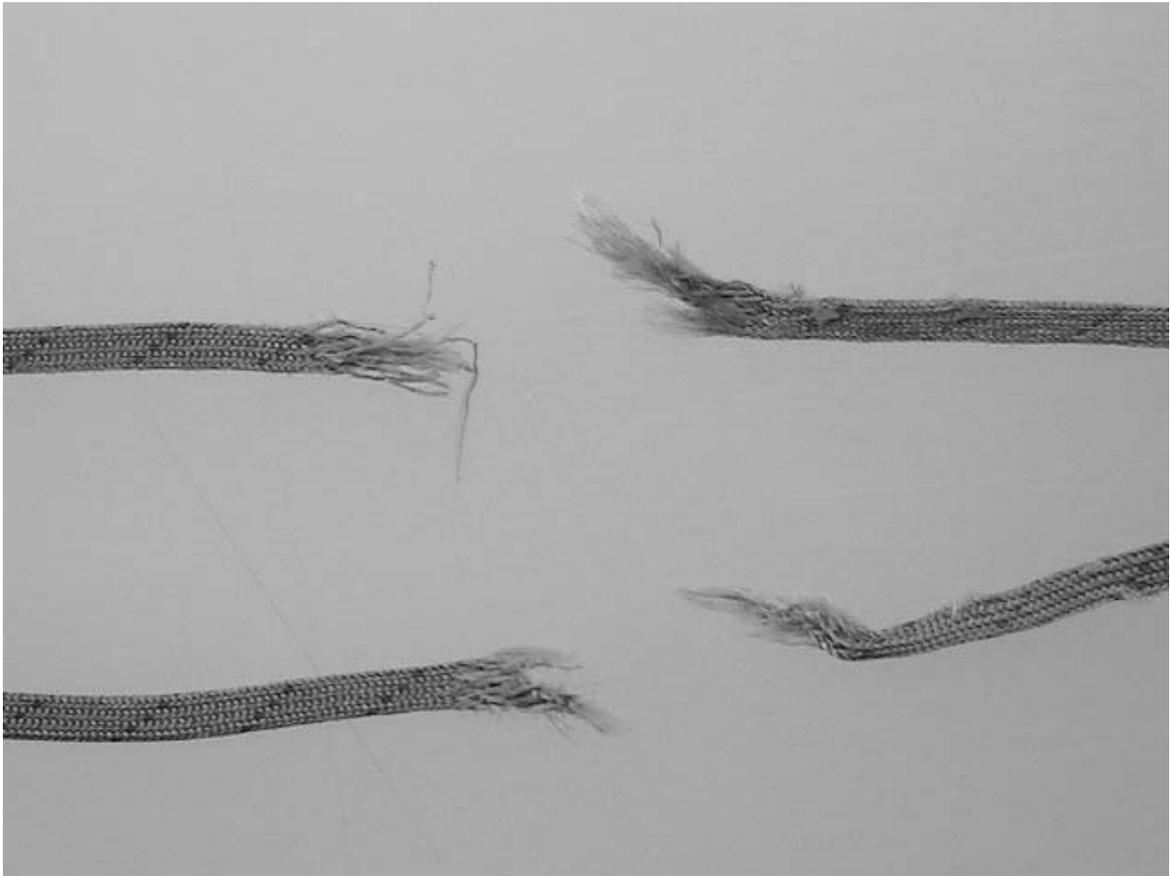
Number of Jumps Jumper Has: 85

Resulting Injury: SM injured his shoulder during PLF portion of jump. He had a broken control line on his main parachute. He did not report injury to medics or anyone on the JM team. He later sought medical attention from Clark TMC.

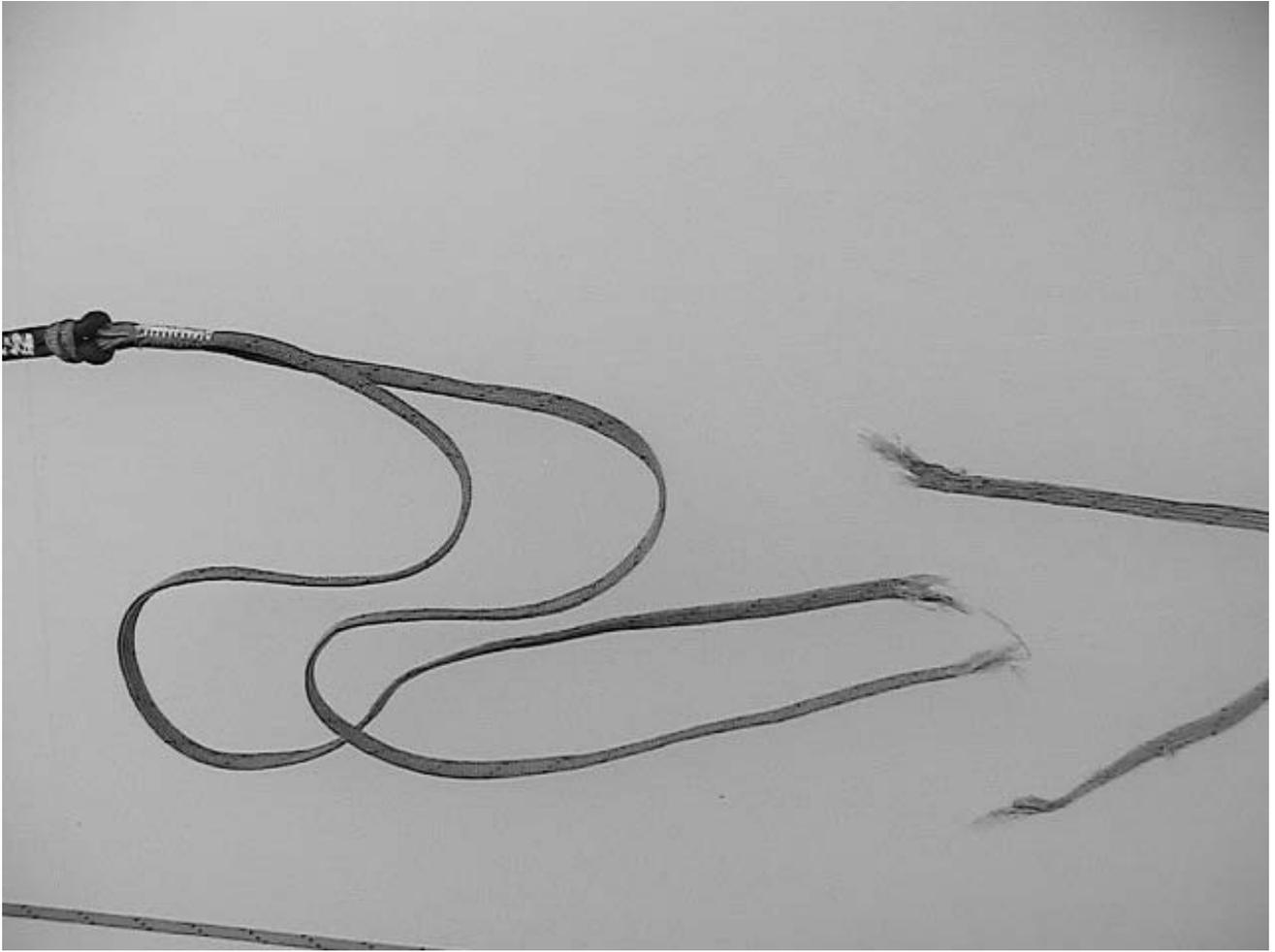
Description of Suspected - Malfunction - Incident - Damaged Incurred: SM did not notify to anyone he had a broken control line until 24 hrs after the jump. a parachute was found with a left broken control line at the lower section. TRI was performed and no further damage was found. control line measurement is 286 in, 4 in longer than the requirement.

Suspected Cause of Malfunction - Incident: after unit analysis it was determined that control line broke due to faulty design

SL5_20110323_3SFG_MC6_BROKEN_CONTROL_LINE_C212



SL5_20110323_3SFG_MC6_BROKEN_CONTROL_LINE_C212



SL5_20110323_3SFG_MC6_BROKEN_CONTROL_LINE_C212

SL6_20110323_1SWTG_MC6_BROKEN_CONTROL_LINE_C17

Airdrop Malfunction Report Type: Personnel Static Line Report

Unit Address: C Co Support Battalion 1st Special Warfare Training Group Fort 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: JFKSWCS-NCOA

Departure Airfield: Mackall Army Airfield, Camp McCall, NC

Type of Aircraft: C-17

Drop Zone Name - Location: Luzon/Camp McCall, Fort Bragg, NC

Date of Airdrop: 3/24/2011

Aircraft Speed KIAS: 130 knots

Aircraft Altitude AGL: 1500ft

Drop Zone Elevation Feet - MSL: 360

Surface Winds KTS: 8-10

Visibility Feet - Miles: unlimited

Type of Parachute: MC-6

Type of Reserve: T-11R

Reserve Function Properly: N/A

Main Parachute Age: 4yrs

Main Parachute Placed in Service: MAR 10

Main Parachute Date of Manufacture: APR 07

Main Parachute Repack Date: 3/21/2011

Main Parachute Serial Number: 1871

Main Parachute Number of Jumps: 17

Type of Malfunction: Broken Suspension Lines

Type of Malfunction - Incident - Specify: Broken control line

Jumpers Name - Grade - Unit: E-7, USAJFKSWCS NCOA

Jumpers Height and Weight: 6', 190lbs

Jumpers Equipment Weight: 35lbs

Jumpers Equipment Worn: molly

Jumpers Position - Pass - Stick - Position: 1st pass, 15th jumper

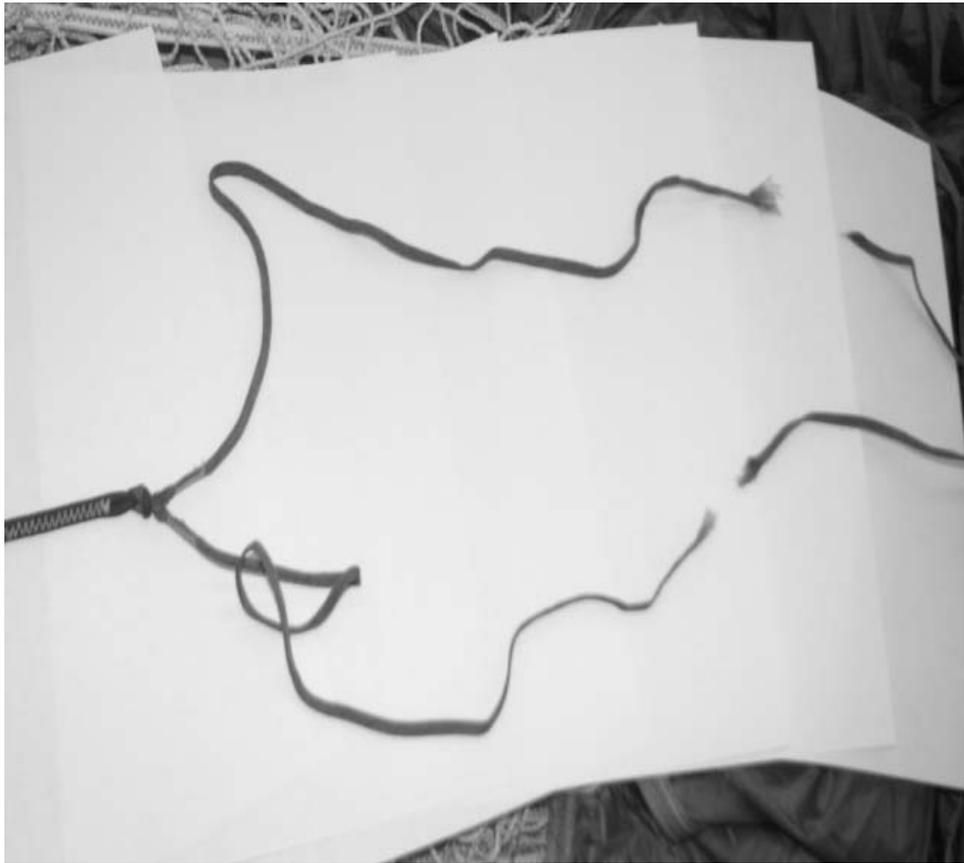
Number of Jumps Jumper Has: 41

Resulting Injury: N/A

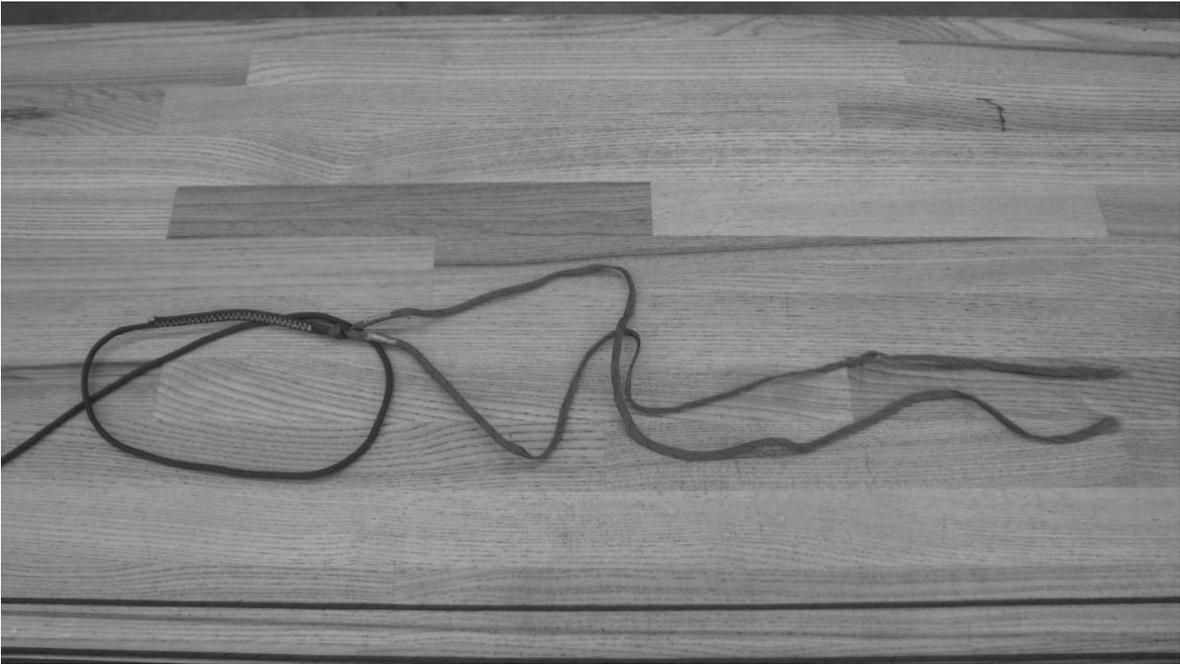
Description of Suspected - Malfunction - Incident - Damaged Incurred: On the 24th of March, 2011 at 1100, JFKSWCS-NCOA was conducting airborne operation on Luzon Drop Zone from a C-17. The aircraft was traveling at 130 knots and was flying at approximately: 1500 ft AGL. The 15th jumper in the 1st pass weighed 190lbs and was wearing a 35lb ruck sack. After exiting the right side of the aircraft the jumper observed twist in his risers during his second point of performance. After grabbing both sets of risers and cycling out of the twists the jumper discovered that his right control line was broken. The same malfunction happened to the 5th jumper in the same stick with the opposite control line. Both jumpers used their risers to pull a slip and landed without injury.

Suspected Cause of Malfunction - Incident: Excessive twists in the suspension lines and risers prohibited the control line to move freely and fully extend causing it to snap.

SL6_20110323_1SWTG_MC6_BROKEN_CONTROL_LINE_C17



SL6_20110323_1SWTG_MC6_BROKEN_CONTROL_LINE_C17



SL6_20110323_1SWTG_MC6_BROKEN_CONTROL_LINE_C17

SL7_20110511_1SWTGM_C6_BrokenControlLine_C212

Airdrop Malfunction Report Type: Personnel Static Line Report

Unit Address: C co Support Battalion 1st Special Warfare Training Group Fort 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: Support Battalion 1st Special Warfare Training Group Fort Bragg, NC 28310

Departure Airfield: St. Mere Drop Zone

Type of Aircraft: C-212 Casa

Aircraft Serial Number: 00148

Airlift Unit: USASOC Flight Detachment

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

Date of Airdrop: 11/05/2011

Aircraft Speed KIAS: 90k

Aircraft Altitude AGL: 1250

Drop Zone Elevation Feet - MSL: 236

Surface Winds KTS: 2

Visibility Feet - Miles: Unlimited

Type of Parachute: MC-6

Type of Reserve: T-11R

Reserve Function Properly: Choose One

Main Parachute Age: 4 years old

Main Parachute Placed in Service: March 2010

Main Parachute Date of Manufacture: April 2007

Main Parachute Repack Date: 09/03/2011

Main Parachute Serial Number: 1879

Main Parachute Number of Jumps: 13

Type of Malfunction - Incident - Specify: Broken Control line

Jumpers Name - Grade - Unit: R, E-3, C co Support Battalion 1st Special Warfare Training group

Jumpers Height and Weight: 6'4", 215lbs

Jumpers Equipment Weight: 0

Jumpers Equipment Worn: n/a

Jumpers Position - Pass - Stick - Position: 1st pass, 4th stick, 3rd out

Number of Jumps Jumper Has: 9

Description of Suspected - Malfunction - Incident - Damaged Incurred: On the 11th of March, 2011 at 0900, C co Support Battalion 1st Special Warfare Training group was conducting airborne operations on St. Mere Drop Zone from a Casa. The aircraft was traveling at 90 knots and was flying at approximately: 1250 ft AGL. The 3rd jumper on the 4th lift weighed 215lbs. After exiting the aircraft the jumper observed twist in his risers during his second point of performance. After grabbing both sets of risers and cycling out of the twists the jumper discovered that his left control line was broken. The jumper used his risers to pull a slip and landed without injury.

Suspected Cause of Malfunction - Incident: Excessive twists in the suspension lines and risers prohibited the control line to move freely and fully extend causing it to snap.

SL7_20110511_1SWTG_MC6_BrokenControlLine_C212

SL8_20110428_507PIR_T11_CornerVent_C130

Airdrop Malfunction Report Type: Personnel Static Line Report

Unit Address: E CO 1/507th PIR, Fort Benning, GA 31905

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: A CO 1/507th PIR

Departure Airfield: Lawson Army Airfield

Type of Aircraft: C-130

Other Type of Aircraft: N/A

Aircraft Serial Number: 961006

Airlift Unit: Minnesota

Drop Zone Name - Location: Fryar DZ, Ft. Benning

Date of Airdrop: 04/28/2011

Aircraft Speed KIAS: 130 KTS

Aircraft Altitude AGL: 1250 AGL

Drop Zone Elevation Feet - MSL: 380 feet

Surface Winds KTS: 10 KTS

Visibility Feet - Miles: Unlimited

Type of Parachute: T-11

Type of Reserve: T-11R

Reserve Function Properly: YES

Main Parachute Age: 18 months

Main Parachute Placed in Service: Jan 2010

Main Parachute Date of Manufacture: Oct 2009

Main Parachute Repack Date: 04/26/2011

Main Parachute Serial Number: 04288

Main Parachute Number of Jumps: 12

Type of Malfunction: Choose One

Type of Malfunction - Incident - Specify: Slow Opening

Jumpers Name - Grade - Unit: 0-3, a Co 1/507th PIR

Jumpers Height and Weight: 5'10" / 193

Jumpers Equipment Weight: 13 lbs

Jumpers Equipment Worn: Helmet and LBE

Jumpers Position - Pass - Stick - Position: 1st Pass / 12th Jumper Right side

Number of Jumps Jumper Has: 4

Resulting Injury: None

Description of Suspected - Malfunction - Incident - Damaged Incurred: Jumper weakly exited the aircraft by account of sworn statements. By accounts of personnel on the ground, jumper, and the T-11 video, the main chute never fully deployed. The slider never came down from the skirt of the canopy. From the review of the video, the twist occurred because of the weak exit, and never allowed the slider to deploy. The canopy also never fully inflated to help push the slider against the twist to deploy in the correct position. Jumper deployed his reserve parachute and safely landed on the intended DZ with no injuries.

Suspected Cause of Malfunction - Incident: After the inspection of the equipment there was nothing to report. Two pin holes at the apex on the reinforced portion of the canopy were observed. The parachute was in serviced properly, the parachute was in proper layout by the best account (both risers activated), and slider was not inverted. An inspection was done on the drop zone, and recorded by video camera and slider moved freely after jumper landed up and down the lines. A complete TRI was conducted at the parachute pack facility which included the same results mentioned above. It is believed that there may have been a corner vent not properly cleared from the air channel combined with twist from a bad exit to create this "Slow Opening". If the jumper had not pulled his reserve the T-11 may not have never fully deployed. After the QA/QC of more of the riggers parachutes, it was discovered that one of the three pulled down displayed improperly folded corner vents on both sides of the canopy. The results of this action caused the packer to be decertified, all of the packers T-11s pulled from inventory, retraining, and an auxiliary rigger check to be incorporated. The auxiliary rigger check is to ensure that the four (4) corner vents are folded IAW the TM.

SL8_20110428_507PIR_T11_CornerVent_C130

FREE FALL REPORTS

10



FF1_20100504_NSW-ATC_MT2-XX_Ripcord_Casa_Skyvan

Airdrop Malfunction Report Type: Military Free Fall Personnel Report

Unit Address: 17800 Camp Williams Road Riverton, Utah 84065

Branch of Service: Army

Contact Email:

Type of Report: Malfunction

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

Unit Being Airlifted: C/1/19 SFGA ODA 9134

Departure Airfield: Camp Bullis, Texas

Type of Aircraft: UH-60

Airlift Unit: Texas Army Aviation

Drop Zone Name - Location: Hall DZ Camp Bullis, Texas

Date of Airdrop: 1/21/2011

Aircraft Speed KIAS: 90 KTS

Aircraft Altitude AGL: 12,999

Drop Zone Elevation Feet - MSL: 1200 feet MSL

Surface Winds KTS: 2 KTS

Visibility Feet - Miles: 10miles+

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: 6 Yrs

Main Parachute Placed in Service: 17 March 2008

Main Parachute Date of Manufacture: Feb 2005

Main Parachute Repack Date: 21 Jan 2011

Main Parachute Serial Number: 11306

Main Parachute Number of Jumps: 41

Type of Malfunction: Reserve Activation

Type of Malfunction - Incident - Specify: Low pull dual parachute deployment

Jumpers Name - Grade - Unit: SFC C/1/19 SFGA

Jumpers Height and Weight: 71"

Jumpers Equipment Weight: 200 Lbs

Jumpers Equipment Worn: MBU-12P Oxygen mask, Protec helmet with approved

liner, Combat equipment, M4 Weapon

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

Number of Jumps Jumper Has: 119 Approx

Resulting Injury: Chipped bones in right ankle, swollen sprained left foot, spinal stress

Description of Suspected - Malfunction - Incident - Damaged Incurred: On ascent to altitude the oxygen masks of all the jumpers were not seated at the left side. At altitude, the command to mask was given by the JM. The parachutists all seated their masks at the left side bayonet. The JM received OK thumbs up from all the jumpers. All jumpers exited the aircraft with no apparent problems. Sometime during the freefall, SFC Harless' mask detached from the left side bayonet mount and blew over to the right side of his face. The detached mask caused the jumper problems finding the main ripcord handle at pull elevation. The jumper reached across with his left hand and pulled the oxygen mask out of the way of the main ripcord handle and pulled the main ripcord with his right hand. Before the main canopy fully inflated, the Cypress on the reserve fired, causing a dual canopy deployment at approximately 1500' AGL. Both canopies separated and fully deployed. The jumper landed with both canopies. The jumper stated he was not sure if his reserve had fully inflated so he did not cut his main canopy away. The jumper sustained sprains to his ankles and stress to his spine due to a hard impact landing. The jumper had not unstowed the brake lines on the main parachute. Jumper had just unstowed the brake lines of the reserve canopy when he impacted the ground.

Suspected Cause of Malfunction - Incident: The jumper's oxygen mask came detached on the left side during freefall and caused blocked vision on the right side of the jumper. The jumper was not able to locate the main rip cord handle until at an altitude just above Cypress activation altitude. The Cypress fired on the reserve parachute due to the low activation of the main parachute. The bayonet fittings on the jumpers mask and helmet were checked afterward, they connected/functioned properly. It is suspected that the jumper failed to fully seat the oxygen mask bayonet into the helmet receivers when the command to mask was given in the aircraft. It is unknown whether the mask was bumped during exit or freefall causing the disconnection of the mask bayonet.

FF1_20100504_NSW-ATC_MT2-XX_Ripcord_Casa_Skyvan

FF2_20100209_STTS_MC4_Main_Deployment_C130

Airdrop Malfunction Report Type: Military Free Fall Personnel Report

Unit Address: STTS, 100 Servays Way, Bldg 90531, Hurlburt Field, FL 32544

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: STTS

Departure Airfield: Hurlburt Field Air Force Base, FL

Type of Aircraft: C-130

Aircraft Serial Number: 7321

Airlift Unit: 302 Air Wing

Drop Zone Name - Location: Pino DZ, Eglin Air Force FL

Date of Airdrop: 02/09/2011

Aircraft Speed KIAS: 130 KIAS

Aircraft Altitude AGL: 8,000

Drop Zone Elevation Feet - MSL: 180 Feet

Surface Winds KTS: 05 KTS

Visibility Feet - Miles: Ceiling 8500 Feet

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: 7 Years

Main Parachute Placed in Service: Feb 2009

Main Parachute Date of Manufacture: May 2004

Main Parachute Repack Date: 04 Feb 2011

Main Parachute Serial Number: M4C10885

Main Parachute Number of Jumps: 32

Type of Malfunction: Reserve Activation

Type of Malfunction - Incident - Specify: Line over canopy

Jumpers Name - Grade - Unit: E-3, STTS

Jumpers Height and Weight: 75", 180

Jumpers Equipment Weight: 20LBS

Jumpers Equipment Worn: Mitch Helmet, goggles, gloves, BDU's uniform, LBV, Peltors, boots

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

Number of Jumps Jumper Has: 32

Resulting Injury: None

Description of Suspected - Malfunction - Incident - Damaged Incurred: Dive exit, turned right, tracked to SE corner of Pino DZ. I waved off at 5K. I was clear of all jumpers and I pulled at 4K. My main parachute opened and my main risers were twisted about half way up and about a 1/3 of the right side of my parachute was collapsed. I immediately tried to kick out my twist, but then I began to enter a violent right hand spin. I noticed my parachute was totally uncontrollable. At this time I initiated my cutaway procedures. I got under canopy and joined my teams stack than landed with my reserve.

Suspected Cause of Malfunction - Incident: Based on the parachutist's comments, the observations of the DZ ground party, and the investigation of the parachute. It appeared that one or more of the canopy lines past over the tail prior to inflation.

FF2_20100209_STTS_MC4_Main_Deployment_C130

FF3_20100211_STTS_MC4_MaindidnotDeploy_C130

Airdrop Malfunction Report Type: Military Free Fall Personnel Report

Unit Address: Special Tactics Training Squadron, 100 Servais Way, Hurlburt Field, FL 32544

Branch of Service: Air Force

Contact Email:

Type of Report: Malfunction

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

Unit Being Airlifted: Special Tactics Training Squadron

Departure Airfield: Hurlburt Field Air Force Base, Florida

Type of Aircraft: C-130

Aircraft Serial Number: 7321

Airlift Unit: 302 Air Wing AF Reserves

Drop Zone Name - Location: Field Six drop zone / Eglin AFB, Florida

Date of Airdrop: 02/11/2011

Aircraft Speed KIAS: 130 KIAS

Aircraft Altitude AGL: 12,900 AGL

Drop Zone Elevation Feet - MSL: 126 Feet

Surface Winds KTS: 8 KTS

Visibility Feet - Miles: Unlimited

Type of Reserve: MC-4 Military Free Fall system

Reserve Function Properly: YES

Main Parachute Age: 8 years 5 months

Main Parachute Placed in Service: Nov. 2003

Main Parachute Date of Manufacture: Sep. 2002

Main Parachute Repack Date: 28 Jan 2011

Main Parachute Serial Number: 10114

Main Parachute Number of Jumps: 23

Type of Malfunction: Reserve Activation

Type of Malfunction - Incident - Specify: Burble with main deployment system

Jumpers Name - Grade - Unit: A1C, Special Tactics Training Squadron

Jumpers Height and Weight: 69 in. and 210 lbs.

Jumpers Equipment Weight: 80 lbs.

Jumpers Equipment Worn: Protec, goggles, O2 mask, O2 bottle, wrist Altimeter, LBE, Ruck, rubber nug, gloves

Jumpers Position - Pass - Stick - Position: 3rd pass / 2nd Stick / 5th position

Number of Jumps Jumper Has: 30

Resulting Injury: None

Description of Suspected - Malfunction - Incident - Damaged Incurred: At the one minute call, jumper unplugged the console and took the position in the 2nd stick. Jumper followed everyone out and had a uneventful exit. After jumper was stable the jumper turned toward the formation and checked the position of the other jumpers. At 7500 AGL the jumper turned out and tracked away. At 5000 AGL the jumper waved off and at 4250 the jumper looked at rip cord cable housing, traced it to main ripcord and pulled. As the jumper pulled, the ripcord stopped a few inches from the stow pocket and stuck. The jumper reached with left hand and hit right hand to free the handle. After it pulled I turned and saw nothing. I immediately pulled my reserve system and the reserve opened fully. The main did not fully disconnect and hung from my harness until landing. The chute was still in the bag and pilot chute dangling from that. After landing instructors met me on site.

Suspected Cause of Malfunction - Incident: After inspection of equipment the main left riser was still connected to the harness via the RSL system. It appeared that the pilot chute never had enough of a wind drag to separate it from the harness. During observation during in flight it appeared that the main canopy never exited from the deployment bag. Upon closer inspection it appeared the jumper may have had a burble that was not properly cleared. Reason is that it appeared that the D-bag dropped below the jumper during in-flight under the reserve and the pilot chute never obtained the proper wind drag to separate the D-bag from the main canopy.

Cause of deployed reserve; it is suspected that a burble was not given proper procedure to be cleared correctly and enough time was not provided to ensure proper main deployment prior to executing reserve deployment sequence.

FF3_20100211_STTS_MC4_MaindidnotDeploy_C130

FF4_20110217_1SWTG_MC4_Ripcord_C130

Airdrop Malfunction Report Type: Military Free Fall Personnel Report

Unit Address: B Co. 2nd Bn 1st SWTG(a) Yuma Proving Ground, AZ 85365193

Branch of Service: Army

Contact Email:

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-130

Other Type of Aircraft: none

Aircraft Serial Number: NG5014

Airlift Unit: 193rd SOW

Drop Zone Name - Location: Phillips / yuma proving grounds

Date of Airdrop: 02/17/2011

Aircraft Speed KIAS: 130

Aircraft Altitude AGL: 12,500

Drop Zone Elevation Feet - MSL: 100

Surface Winds KTS: 6

Visibility Feet - Miles: unlimited

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: Nov 08

Main Parachute Date of Manufacture: May 04

Main Parachute Repack Date: 02/16/2011

Main Parachute Serial Number: M4CM1308

Main Parachute Number of Jumps: 200

Type of Malfunction: Choose One

Type of Malfunction - Incident - Specify: Floating Ripcord

Jumpers Name - Grade - Unit: E-6 B Co. 2nd Bn 1st SWTG(A)

Jumpers Height and Weight: 65" 172 lbs.

Jumpers Equipment Weight: 90 lbs.

Jumpers Equipment Worn: MC-4, PDB, MA-230, PM HALO, KRUPS GOOGLES

Jumpers Position - Pass - Stick - Position: 1st pass/ 2nd stick/ 4th jumper

Number of Jumps Jumper Has: 9

Resulting Injury: NONE

Description of Suspected - Malfunction - Incident - Damaged Incurred: Jumper lost control of ripcord during pull procedures could not re-gain control of main ripcord , so he preformed cut-away procedures. There was no injury to the jumper all equipment was inspected and no damage was found.

Suspected Cause of Malfunction - Incident: Jumper gripped main ripcord improperly during pull procedures, which caused the jumper to lose positive control of the ripcord. The jumper could not regain control of the ripcord so preformed cut-away procedures.

FF4_20110217_1SWTG_MC4_Ripcord_C130

FF5_20110323_10CWS_MC4_Altimeter_C130

Airdrop Malfunction Report Type: Military Free Fall Personnel Report

Unit Address: 10 CWS, 345 Tully St BLDG 90505, Hurlburt Field, FL 32544

Branch of Service: Air Force

Contact Email:

Type of Report: Malfunction

Type of Loss: Choose One

Unit Being Airlifted: 10 CWS

Departure Airfield: Hurlburt Field, FL

Type of Aircraft: C-130

Airlift Unit: 182 AW

Drop Zone Name - Location: Field 6 DZ, FL

Date of Airdrop: 03/23/2011

Aircraft Speed KIAS: 130

Aircraft Altitude AGL: 9999

Drop Zone Elevation Feet - MSL: 100

Surface Winds KTS: 24010G16KT

Visibility Feet - Miles: 9999

Type of Parachute - Specify: MC4

Type of Reserve: MC4

Reserve Function Properly: YES

Main Parachute Age: UNKN Packed and inspected on 21 Mar 2011

Main Parachute Placed in Service: UNKN

Main Parachute Date of Manufacture: 23 Mar 2011

Main Parachute Repack Date: 21 Mar 2011

Main Parachute Serial Number: 2188

Main Parachute Number of Jumps: UNKN

Type of Malfunction - Incident - Specify: Altimeter malfunction

Jumpers Name - Grade - Unit: SSgt

Jumpers Height and Weight: 68" 170

Jumpers Equipment Weight: No equipment

Jumpers Equipment Worn: Helmet, Goggles, Gloves, Altimeter

Jumpers Position - Pass - Stick - Position: 1st pass, 2nd in stick off ramp

Number of Jumps Jumper Has: 27

Resulting Injury: None

Description of Suspected - Malfunction - Incident - Damaged Incurred: Altimeter locked at 4700'. Jumper pulled chute at approximately same time the Cypress fired. Reserve parachute did not deploy from bag and the bag did not leave the pack tray - the pack tray did open. The reserve pilot chute did not deploy the reserve due to low speed (it only tailed behind). Jumper landed on DZ.

Suspected Cause of Malfunction - Incident: Unknown. Altimeter was within required date of calibration. Parachute and altimeter were pulled aside for inspection.

FF5_20110323_10CWS_MC4_Altimeter_C130

FF6_20110323_10CWS_MC4_Hard_Landing_C130

Airdrop Malfunction Report Type: Military Free Fall Personnel Report

Unit Address: 10 CWS, 345 Tully St BLDG 90505, Hurlburt Field, FL 32544

Branch of Service: Air Force

Contact Email:

Type of Report: Incident

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

Unit Being Airlifted: 10 CWS

Departure Airfield: Hurlburt Field, FL

Type of Aircraft: C-130

Airlift Unit: 182 AW

Drop Zone Name - Location: Field 6 DZ, FL

Date of Airdrop: 03/23/2011

Aircraft Speed KIAS: 130KT

Aircraft Altitude AGL: 9999

Drop Zone Elevation Feet - MSL: 100

Surface Winds KTS: 24010G16KT

Visibility Feet - Miles: 9999

Type of Parachute: Choose One

Other Type of Parachute - Specify: MC4

Other Type of Reserve: MC4

Reserve Function Properly: Choose One

Main Parachute Age: Jan 04

Main Parachute Placed in Service: Apr 09

Main Parachute Date of Manufacture: 23 Mar 2011

Main Parachute Repack Date: 21Mar 2011

Main Parachute Serial Number: 10765

Main Parachute Number of Jumps: 12

Type of Malfunction: Choose One

Type of Malfunction - Incident - Specify: Hard landing/high drop onto airstrip

Jumpers Name - Grade - Unit: MSgt, 10 CWS

Jumpers Height and Weight: estimated 70", 180 pounds

Jumpers Equipment Weight: NA

Jumpers Equipment Worn: Helmet, Goggles, Gloves, Altimeter

Jumpers Position - Pass - Stick - Position: 1st pass, 3rd in stick off ramp

Number of Jumps Jumper Has: estimated 30-40

Resulting Injury: Broken femur

Description of Suspected - Malfunction - Incident - Damaged Incurred: Parachutist was facing into the wind and not getting forward movement. At approximately 50' parachutist flared canopy and fell straight down onto airstrip.

Suspected Cause of Malfunction - Incident: See above

FF6_20110323_10CWS_MC4_Hard_Landing_C130

FF7_20110217_SBT20_MT2FF_PLF_C130

Airdrop Malfunction Report Type: Military Free Fall Personnel Report

Unit Address: SPECIAL BOAT TEAM 20, 2220 SCHOFIELD RD., SUITE 200, VA BEACH, VA 23459

Branch of Service: Navy

Contact Email:

Type of Report: Incident

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

Unit Being Airlifted: SBT-20

Departure Airfield: STENNIS 1

Type of Aircraft: C-130

Other Type of Aircraft: N/A

Aircraft Serial Number: UNK

Airlift Unit: 153RD

Drop Zone Name - Location: STENNIS 1, STENNIS MISSISSIPPI

Date of Airdrop: 02/17/2011

Aircraft Speed KIAS: 130

Aircraft Altitude AGL: 3500

Drop Zone Elevation Feet - MSL: 13

Surface Winds KTS: 8

Visibility Feet - Miles: 3MLS

Type of Parachute - Specify: MT-2 FF

Main Parachute Age: 7YRS

Main Parachute Placed in Service: 1 JUNE 2004

Main Parachute Date of Manufacture: 1 JUNE 2004

Main Parachute Repack Date: 11 JAN 2011

Main Parachute Serial Number: SLX-27215

Main Parachute Number of Jumps: 139

Type of Malfunction - Incident - Specify: UNEVEN TERRAIN

Jumpers Name - Grade - Unit: E-6/SB1, SBT20

Jumpers Height and Weight: 68"/165LBS

Jumpers Equipment Weight: 50

Jumpers Equipment Worn: MFF PARACHUTE

Jumpers Position - Pass - Stick - Position: 1/1/6

Number of Jumps Jumper Has: 55

Resulting Injury: BROKEN RIGHT FIBULA

Description of Suspected - Malfunction - Incident - Damaged Incurred: upon landing, members right foot twisted into a hole in the DZ and broke members fibula

Suspected Cause of Malfunction - Incident: uneven terrain

FF7_20110217_SBT20_MT2FF_PLF_C130

FF8_20110323_304RQS_MC4_Line_Over_Cessna182

Airdrop Malfunction Report Type: Military Free Fall Personnel Report

Unit Address: 6801 NE Cornfoot RD Portland IAP, OR 97218

Branch of Service: Air Force

Contact Email:

Type of Report: Malfunction

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

Unit Being Airlifted: 304 RQS

Departure Airfield: Beaver Oaks

Type of Aircraft: OTHER

Other Type of Aircraft: Cessna 182

Drop Zone Name - Location: Beaver Oaks DZ, Oregon

Date of Airdrop: 03/23/2011

Aircraft Speed KIAS: 80

Aircraft Altitude AGL: 8000

Drop Zone Elevation Feet - MSL: 372'

Surface Winds KTS: 7

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: 7 years 11 months

Main Parachute Placed in Service: Jan 2006

Main Parachute Date of Manufacture: Apr 2003

Main Parachute Repack Date: 1 Dec 2010

Main Parachute Serial Number: M4C-10502, 30

Main Parachute Number of Jumps: 30

Type of Malfunction: Distorted Canopy

Type of Malfunction - Incident - Specify: Suspension Line over canopy (May West)

Jumpers Name - Grade - Unit: Capt, 304 RQS

Jumpers Height and Weight: 73", 175 lbs

Jumpers Equipment Weight: 5 lbs

Jumpers Equipment Worn: fanny pack

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

Number of Jumps Jumper Has: 182 freefall / 146 static line

Resulting Injury: None

Description of Suspected - Malfunction - Incident - Damaged Incurred: Incident parachutist was primary jumpmaster. Upon exiting the aircraft he entered a stable freefall position. At 5500 ft, he tracked away from other jumpers, 4500 ft he waived off, and pulled the main ripcord at 4000 ft. Jumper watched the pilot chute come off his back, and after feeling a quick "snap" he looked up to see the parachute struggling to get out of the deployment bag. While the parachute was opening, it began to turn to the right. Jumper noticed that most of his weight was being suspended on the right main riser and the suspension lines were twisted. The parachutist then kicked out of the line twists to see if that would correct the malfunction. Once out of the line twists, the jumper made the determination that he had a "line over" malfunction and cut-away procedures were initiated at 3000 ft. The reserve parachute was fully deployed by 2500 ft. Jumper landed safely at the primary DZ. A second parachutist who witnessed the malfunction from above said he immediately identified the malfunction as a suspension line over the canopy.

Suspected Cause of Malfunction - Incident: Suspension line over canopy (May West)

FF8_20110323_304RQS_MC4_Line_Over_Cessna182

FF9_20110220_SBT20_MT2FF_Dual_Canopy_C130

Airdrop Malfunction Report Type: Military Free Fall Personnel Report

Unit Address: Special Boat Team 20, 2220 Schofield Rd, Suite 200, 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: SBT-20

Departure Airfield: STENNIS 1

Type of Aircraft: C-130

Other Type of Aircraft: N/A

Aircraft Serial Number: UNK

Airlift Unit: 153RD

Drop Zone Name - Location: Stennis 1, Stennis, Mississippi

Date of Airdrop: 02/20/11

Aircraft Speed KIAS: 130

Aircraft Altitude AGL: 3500

Drop Zone Elevation Feet - MSL: 13

Surface Winds KTS: 7

Visibility Feet - Miles: 3MILES

Type of Parachute - Specify: MT-2 FF

Type of Reserve: N/A

Main Parachute Age: 7YRS

Main Parachute Placed in Service: 1 JULY 2005

Main Parachute Date of Manufacture: 1 NOVEMBER 2004

Main Parachute Repack Date: 31 JANUARY 2011

Main Parachute Serial Number: SLX-33202

Main Parachute Number of Jumps: 123

Type of Malfunction: Choose One

Type of Malfunction - Incident - Specify: Dual Canopy Deployment

Jumpers Name - Grade - Unit: E-5/SB2, SBT-20

Jumpers Height and Weight: 71/175LBS

Jumpers Equipment Weight: 50

Jumpers Equipment Worn: MFF PARACHUTE

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

Number of Jumps Jumper Has: 75

Resulting Injury: NONE

Description of Suspected - Malfunction - Incident - Damaged Incurred: Exit Altitude was 3500'. SB2 was the last guy out in the Detachment. As the AJM he exited last and began his 5 sec count and pull sequence. As soon as he pulled he looked over his shoulder and saw no pilot chute or deployment bag and still felt the sensation of freefall. After another vigorous check and elbowing the pack tray he saw nothing. He then took immediate action to initiate emergency procedures. He looked and grabbed his cut away handle and looked at and grabbed his reserve rip cord. While starting to pull his cut away handle his main opened with force and dislodged his reserve rip cord handle. This activated his reserve with the main still attached. The cut away handle had been pulled far enough to be out of the pocket and pulled approximately 1 inch. SB2 noticed the reserve out and concluded that the main was still good. He re-stowed his cutaway handle and gathered up the hanging reserve in between his legs. He continued to monitor the security of attachment of his main and maintained control of the reserve. He landed on the target without injury.

As a JM he knows that once you commit to Emergency Procedures you are to continue until completion. He spoke about this incident to all parachutists being trained and lessons were learned.

With the Cut away handle partially pulled it became very likely that riser separation or partial release of the main could happen during the remaining decent. With the reserve balled up in between his legs the likely hood that he could get the reserve inflated if the main released would have been slim.

Lesson learned: Once you commit to Emergency Procedures you are to continue until completion.

Suspected Cause of Malfunction - Incident: delayed main deployment during emergency procedures

FF9_20110220_SBT20_MT2FF_Dual_Canopy_C130

FF10_20110405_Yuma_MC4_Entanglement_C212

Airdrop Malfunction Report Type: Military Free Fall Personnel Report

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

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

Departure Airfield: Laguna Army Airfield

Type of Aircraft: C-212 Casa

Aircraft Serial Number: Solar 23

Airlift Unit: Sea Air

Drop Zone Name - Location: Phillips DZ Yuma Proving Grounds, AZ

Date of Airdrop: 04/05/2011

Aircraft Speed KIAS: 130

Aircraft Altitude AGL: 12500

Drop Zone Elevation Feet - MSL: 493

Surface Winds KTS: 3

Visibility Feet - Miles: Unlimited

Type of Parachute - Specify: MC-4

Type of Reserve: MC-4

Main Parachute Age: 9 yrs

Main Parachute Placed in Service: Jul 2010

Main Parachute Date of Manufacture: Aug 2002

Main Parachute Repack Date: 21 Mar 2011

Main Parachute Serial Number: M4C10104

Main Parachute Number of Jumps: 160

Type of Malfunction - Incident - Specify: Entanglement

Jumpers Name - Grade - Unit: 0-3, B Co 2nd BN 1st SWTG(A)

Jumpers Height and Weight: 69" 180lbs

Jumpers Equipment Weight: 75lbs

Jumpers Equipment Worn: MC-4, Parachutist Drop Bag, O2

Jumpers Position - Pass - Stick - Position: Grouping jump, # 1 student

Number of Jumps Jumper Has: 22

Resulting Injury: Dislocated right shoulder of student 1.

Description of Suspected - Malfunction - Incident - Damaged Incurred: Two instructors and three students were performing grouping jump, exit alt 12,500' AGL, pull alt at 4000'. Jumping MC-4 w/ruck & O2

Freefall and the initial canopy ride went as planned.

A landing pattern was established by the two instructors. At approximately 500' AGL, the students lowered their Parachutist Drop Bag.

At approximately 200' AGL Student 1 veered right toward the higher jumper (student 2 in the stack). Student 1 canopy entangled and collapsed around student 2 PDB. Student 2 canopy was fully inflated and sustained both jumpers to the ground.

Medical attention was initiated to both jumpers.

Suspected Cause of Malfunction - Incident: Midair entanglement between student 1 & 2.

Student 1 did not follow traffic pattern on final approach.



Canopy_Wrap_Apr'11.mov

FF10_20110405_Yuma_MC4_Entanglement_C212

HEAVY EQUIPMENT REPORTS

9



Korea 1950's



HE1_20101227_133AW_G12E_M1MidAirSeperation_C130

Airdrop Malfunction Report Type: Equipment Report

Unit Address: 641 Spitfire Ave, St Paul, MN 55111

Branch of Service: US 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: Deployment Recovery Phase

Unit Being Airlifted: 133 LRS/LGRDA (133APS) MNANG

Departure Airfield: KMSP

Type of Aircraft: C-130

Aircraft Serial Number: 96-1003

Airlift Unit: 109th Airlift Squadron

Drop Zone Name – ARNO DZ, Ray S. Miller AAF, Camp Ripley, MN

Date of Airdrop: 12/27/2010

Aircraft Speed KIAS: 140 KTS

Aircraft Altitude AGL: 827

Drop Zone Elevation (Feet/MSL): 1357

Surface Winds KTS: 190 @ 5 knots

Visibility (Feet/Miles): Unrestricted

Type of Parachute: G-12E

Number of Parachutes: 2

Type of Extraction Parachute: 15 Foot Extraction

Cargo Parachute Age: 25/18 years

Cargo Parachute Number of Drops: 17/5

Cargo Parachute Date of Manufacture: Feb 85/Apr 92

Cargo Parachute Repack Date: Apr 10/ Apr 10

Type of Airdrop Load: Bulk Load of Lumber

Airdrop Load Total Rigged Weight: 3625

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

Aerial Delivery System Used: Low Velocity

Type of Platform: Type V

Size of Platform: 8 Foot

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

Position of Load in Aircraft: FS 640

Number of Locks/Setting: 1 @ 2.5 (lock #9)

Type of Malfunction - Incident - Specify:

Description of Suspected - Malfunction - Incident - Damaged Incurred: During deployment phase the two G-12E cargo parachutes released from the M1 prematurely. The platform free fell to the ground. During a night drop the platform extracted from the aircraft without incident, the EFTC transferred from extraction to deployment phase without incident. During deployment phase after the cargo parachutes were fully extended from the platform, the parachute connectors released from the M1 device. The parachutes floated to the ground and the equipment platform free fell, Drop score; parachutes 177@ 6 and platform 160 @ 11.

Suspected Cause of Malfunction - Incident: Faulty M1 device / timer. The M1 was tested and worked as advertised. During Pre-slowdown checklist the Instructor Loadmaster visually checked the M1 and timer block and the keys were extended.





HE1_20101227_133AW_G12E_M1MidAirSeperation_C130

HE2_ 20110208_62AW_G12_Failed_to_Deploy

Unit Address: 1302 Union Ave, JB Lewis-McChord, WA 98438

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: 62 AW JB Lewis-McChord

Departure Airfield: McChord Field

Type of Aircraft: C-17

Airlift Unit: 62 AW JB Lewis-McChord

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

Date of Airdrop: 2/8/2011

Aircraft Altitude AGL: 1200

Surface Winds KTS: 10/10

Visibility Feet - Miles: 2 MILE

Type of Parachute: Choose One

Other Type of Parachute - Specify: G-12E

Type of Malfunction: Choose One

Description of Suspected - Malfunction - Incident - Damaged Incurred: C-17 COHO 53 came over the drop zone released his drogue 12 seconds later the extraction chute came out inflated then extracted the heavy. After the heavy left the C-17 it just took a nose dive into the ground. The heavy creamed into the ground destroying the platform.

Suspected Cause of Malfunction - Incident: From our initial assessment sometime happened with the locks on the jet again because the 2 pieces of 1/4 inch cotton webbing holding the clevis to the chute bag didn't break in turn letting the knife to cut the type VIII to release the chutes again. We had this same incident a few months back in October. After further review and looking at the video tape we got this time we noticed that the EFTC system didn't release. We talked to the JAI guys and it appears that they tighten down all three bolts on the latch connector assembly causing the latch to be able to swing around freely and causing it to bind up on the coupling link assembly. We also found that the same JAI individual did the jet in October also. There is a message that came out in 19999 telling loadmasters to tighten the bolts but then back off 1/2 turn so it can move freely.

HE3_20110315_11QM_M2-Release_Failed_C17

Airdrop Malfunction Report Type: Equipment Report

Unit Address: 11th QM Co Ft. 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: 18 Fires Brigade

Departure Airfield: Pope Field

Type of Aircraft: C-17

Drop Zone Name - Location: Normandy/ Ft. Bragg

Date of Airdrop: 03/15/2011

Aircraft Speed KIAS: 150knts

Aircraft Altitude AGL: 1100ft AGL

Surface Winds KTS: 5knts

Type of Malfunction: Choose One

Description of Suspected - Malfunction - Incident - Damaged Incurred: On 15 Mar11 the 3rd 32' platform of a 4x32' platform HVY Drop flipped after landing. Upon exiting the A/C the platform (Gun/HMMV combo) was observed slightly oscillating. Upon landing the platform then began to roll to its right side (direction of flight) and flipped onto the equipment.

Suspected Cause of Malfunction - Incident: After reviewing the video and talking with the Malfunction Officer it was determine that all equipment function properly. The M2 Release bell did not reach its critical angle which allows the fingers of the release to disengage causing the parachutes to release from the load. Once the Malfunction Officer inspected the load he checked the released and noticed that the timer had dropped and once he moved the release the fingers then fell out. The Howitzer sustained minimum damage to the sight bracket. The HMMV sustained damage cosmetic damage to the windshield, seats, middle support bracket and frame.

HE4_20110421_353SOG_15FT_Extraction_MC130H

Airdrop Malfunction Report Type: Equipment Report

Unit Address: 353 Special Operation Group, Kadena AF, Japan

Branch of Service: Air Force

Email Address:

Type of Report: Malfunction

Type of Loss: None

Airdrop Load Malfunction Category: Extraction Phase

Unit Being Airlifted: 353 Special Operation Group, Kadena AF, Japan

Departure Airfield: RODN

Aircraft Serial Number: 88-0191

Airlift Unit: 1st SOS

Drop Zone Location: Ie Shima DZ, Okinawa, Japan

Date of Airdrop: 04/21/2011

Aircraft Speed: 140 KTS

Aircraft Altitude (AGL): 550

Drop Zone Elevation (Feet/MSL): 168

Surface Winds (KTS) 150/5G7

Visibility (Feet/Miles): Unrestricted

General Parachute Information

Type of Parachute: G-12E

Number of Parachutes: 2

Type of Extraction Parachute: 15 Ft Extraction

Number of Extraction Parachutes: Single

Cargo Parachute Age: 24 Nov 2008

Cargo Parachute number of Drops: 4

Cargo Parachute Repack Date: 14 Feb 11

Airdrop Equipment Information

Type of Airdrop Load: Heavy Equipment

Airdrop Load Total Rigged Weight: 3500lbs

Rigged IAW (FM/TO/Nav) TO 13C7-1-5

Aerial Delivery System Used: Low Velocity

Type of Platform: Type V

Size of platform: 8'

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

Position of Lad in Aircraft: 497

Number of Locks/Setting: Number 5 at 2.5

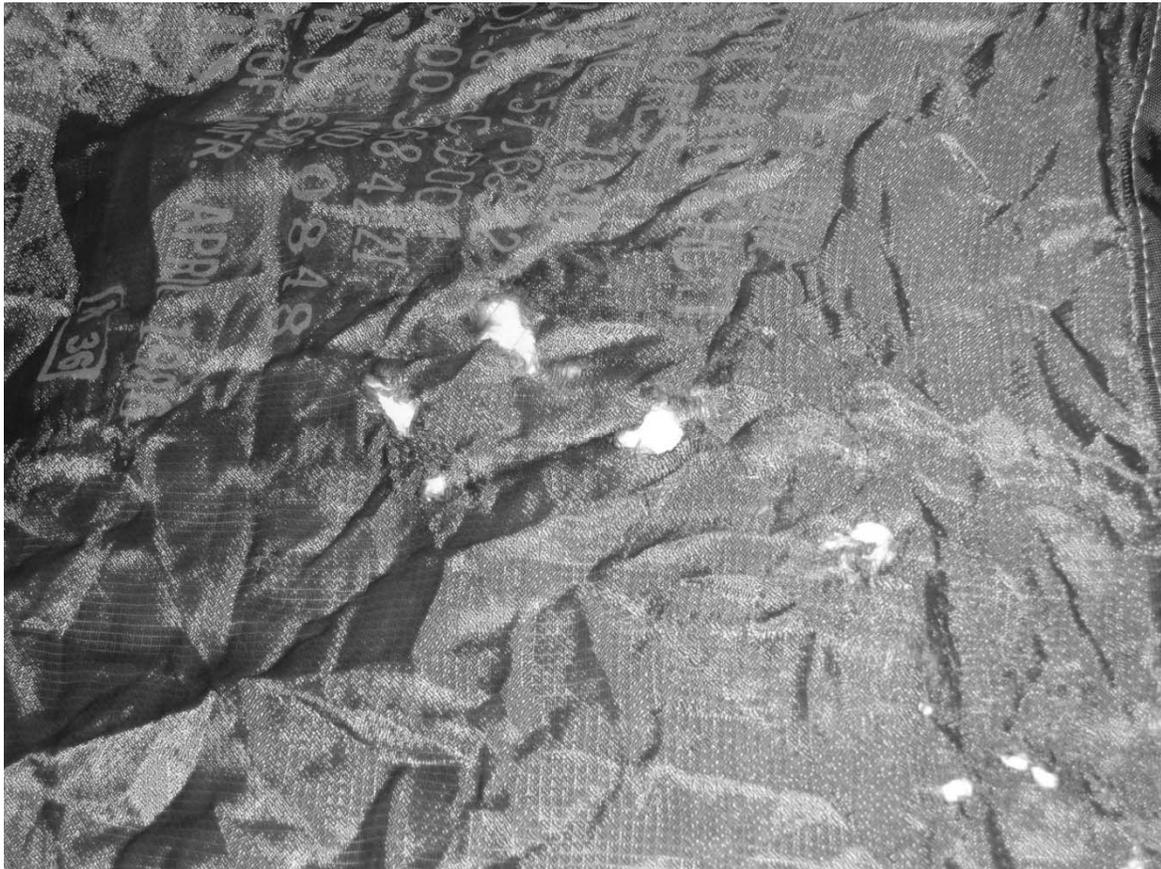
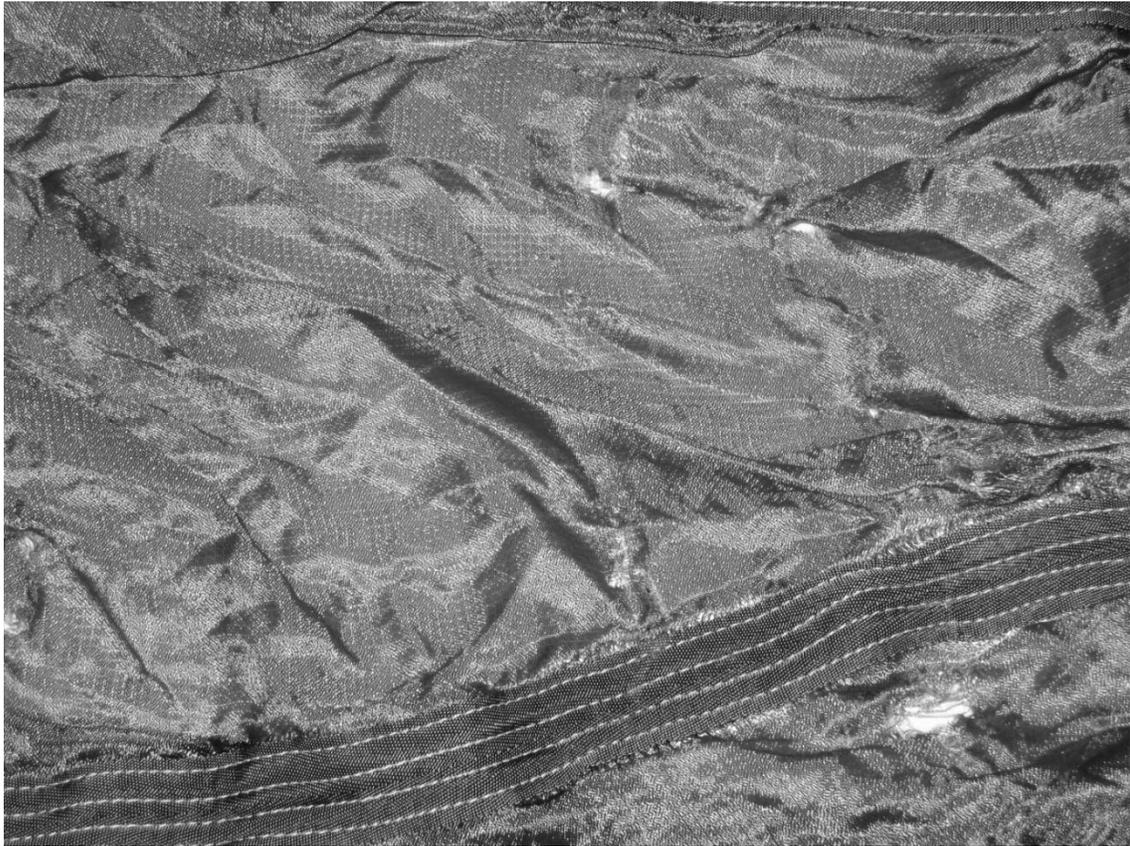
Description of Suspected Malfunction/Incident/Damaged Incurred: At “green light” during the heavy equipment airdrop, the 15’ extraction parachute entered the slipstream normally but failed to achieve proper inflation. Crew members in the cargo compartment claimed that the extraction parachute appeared twisted and half inverted giving it a “figure 8” appearance. The load failed to release from right hand dual rail lock. As a result the secondary loadmaster called a “Malfunction”, and the crew began to run the proper malfunction checklist. As both loadmasters prepared to simultaneously place the emergency restraints on the load, the heavy equipment platform released from the right hand dual rail lock and the load exited the aircraft. The malfunction lasted approximately 7-10 seconds. The deployment and release phases of the drop went as normal. The load landed long, but on the DZ and no damage was caused to the aircraft or personnel.

Suspected Cause Of Malfunction/Incident: Improper packing of the 15’ extraction parachute was most likely the cause of the malfunction. Upon inspection of the extraction parachute, multiple gores between parachute lines 1 & 16 and 8 & 9 had rips and tears most likely from friction caused by parachute lines wrapping around the canopy. These tears support eye witness claims of a twisted looking extraction parachute. In addition, the right hand dual rail lock being used was properly configured I.A.W. T.O. 1C-130A-9. Upon RTB, the lock used was pulled from the aircraft and bench tested to ensure lock release was achieved under correct pressure. The test found that the lock was working properly.

HE4_20110421_353SOG_15FT_Extraction_MC130H



HE4_20110421_353SOG_15FT_Extraction_MC130H



HE4_20110421_353SOG_15FT_Extraction_MC130H

HE5_20101013_97OSS_15FT_Extraction_Failure_C17

Airdrop Malfunction Report Type: Equipment Report

Unit Address: 97OSS/OSK - Bldg 424 Ordinance Rd Altus AFB, OK

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: 97th LRS

Departure Airfield: Altus AFB

Type of Aircraft: C-17

Aircraft Serial Number: 990063

Airlift Unit: 58 AS

Drop Zone Name - Location: Sooner DZ

Date of Airdrop: 10/13/2010

Aircraft Speed KIAS: 145

Aircraft Altitude AGL: 798ft

Drop Zone Elevation Feet - MSL: 1532

Surface Winds KTS: 17

Visibility Feet - Miles: clear, unrestricted

Type of Parachute: Choose One

Other Type of Parachute - Specify: G-12E

Main Parachute Age: #33/#132 8yrs each

Main Parachute Placed in Service: Jan 10/Apr 09

Main Parachute Date of Manufacture: Feb 03/July 03

Main Parachute Repack Date: 6 Oct 10/6 Oct 10

Main Parachute Serial Number: 1051/572

Main Parachute Number of Drops: 11/14

Type of Malfunction: Choose One

Resulting Injury: None

Description of Suspected - Malfunction - Incident - Damaged Incurred: Sequential extraction line snapped/broke after first platform exited. Platform was destroyed, dunnage reused. All actions from crew and JAIs deemed appropriate. No jagged edges found on ramp edge cover.

Suspected Cause of Malfunction - Incident: Material failure, extraction line snapping outside the aircraft. Single ply broke and fed through 3 point, no extraction force after locks released to extract platform. This initiated a slow roller which resulted in the main cargo chutes never deploying.

HE5_20101013_97OSS_15FT_Extraction_Failure_C17

HE6_20110428_910AW_M1_FailtoRelease_C130

Airdrop Malfunction Report Type: Equipment Report

Unit Address: 910 AW YARS, Vienna, Ohio 44473

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: 910 AW

Departure Airfield: Youngstown, ARS Vienna, Ohio

Type of Aircraft: C-130

Aircraft Serial Number: 92-3021

Airlift Unit: 910 AW

Drop Zone Name - Location: Slagle DZ Ravenna, Ohio

Date of Airdrop: 04/28/2011

Aircraft Speed KIAS: 140kts

Aircraft Altitude AGL: 510FT

Drop Zone Elevation Feet - MSL: 1109FT

Surface Winds KTS: 240 at 8kts gust 13kts

Visibility Feet - Miles: 10 mi.

Type of Parachute - Specify: G12E

Main Parachute Placed in Service: 10/10/2007-03/01/2007

Main Parachute Repack Date: 04/04/2011-04/04/2011

Type of Malfunction: Choose One

Description of Suspected - Malfunction - Incident - Damaged Incurred: 300# heavy equipment load with 2 G12E parachutes dropped at Slagle DZ. Extraction and deployment stages were normal, but release did not occur. Winds were 240 at 8g13 on the surface. The load landed 252yds at 1:00. The recovery team started to approach the load when the G12's started dragging the load. The load

was pulled 92 yards at which time the parachutes contacted a DZ support vehicle and started to move it. The DZO cut the riser extensions to collapse the chutes. The DZ vehicle received damage to front fender and antenna.

Suspected Cause of Malfunction - Incident: M-1 release. Investigation found that the timer had rotated but did not pull the fingers to let the timer block fall and release. Further investigation, after opening the timer block 81337ASSY11-1-894-1, found the return spring was not attached to the return lever. It was lying in the bottom of the timer block. This would result in the fingers not being withdrawn. The timer was functionally checked 11 Feb 2011.

HE6_20110428_910AW_M1_FailtoRelease_C130

HE7_20110105_328AS_M1_FailedToRelease_C130

Airdrop Malfunction Report Type: Equipment Report

Unit Address: 328th Airlift Squadron, 10460 Wagner Drive, Niagara Falls, NY 14304

Contact Email:

Type of Report: Malfunction

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

Unit Being Airlifted: 30th APS

Departure Airfield: Niagara Falls ARS (KIAG)

Type of Aircraft: C-130

Aircraft Serial Number: 91-9144

Airlift Unit: 328th Airlift Squadron

Drop Zone Name - Location: Sabre/Niagara Falls ARS

Date of Airdrop: 05/01/2011

Aircraft Speed KIAS: 140

Aircraft Altitude AGL: 650

Drop Zone Elevation Feet - MSL: 590

Surface Winds KTS: 9

Description of Suspected - Malfunction - Incident - Damaged Incurred: Two G-12 parachutes failed to release from the M-1 after landing on the drop zone. Parachute release connectors remained in upper suspension link. Arming wire was still installed in the M-1 and the arming wire lanyard was not connected to the parachute carrying handle.

Suspected Cause of Malfunction - Incident: Found the arming wire lanyard was either not tied to the G-12 carrying handle or it was not tied properly and did not pull out the arming wire from the M-1.

HE7_20110105_328AS_M1_FailedToRelease_C130



HE7_20110105_328AS_M1_FailedToRelease_C130

HE8 20110505_5QM_15'Extraction_Chute_Failure_C130J

Date and Time of Airdrop: 1730 TOT 05 May 2011

Airdrop Malfunction Report Type: Equipment Malfunction

Unit Address: 5th QM DET, CMR 422 APO AE 09067

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

United Being Airlifted: 5th QM Det.

Departure Airfield: Ramstein Air Force Base, Germany

Type of Aircraft: C-130J

Aircraft Serial Number: 8606

Airlift Unit: 5th QM Det.

Drop Zone Name / Location: Bunker DZ, Grafenwoehr, Germany

Aircraft Speed: 130 Knots

Aircraft Altitude: 500 Feet Above Ground Level

Drop Zone Elevation: 1509 Feet Above Mean Sea Level

Surface Winds: 0-2 Knots

Visibility: Unlimited

Type of Parachute: 15 Foot Extraction Parachute

Description of Suspected Malfunction / Incident/ Damaged Incurred:

Two 8 foot mass supply loads were rigged for a sequential drop. The first excited the aircraft and deployed the extraction parachute of the second platform. The extraction parachute of the second platform fully elongated but did not inflate. The air crew installed the aft restraints on the platform and proceeded to cut away the extraction parachute. Just prior to cutting the extraction line, the airflow from the aircraft caused the extraction parachute to rise up towards the tail section of the aircraft and then violently snapped back down to ramp level. When this occurred the extraction parachute fully inflated. The load master then cut the extraction line. The extraction parachute was not recovered due to location when cut away.

Suspected Cause of Malfunction / Incident:

Since the extraction parachute was not recovered, it is hard to determine the exact cause of this malfunction. After analyzing video shot from inside the aircraft, it appears as though during the deployment phase, a tension knot was created approximately six to eight inches from the lower lateral band of the extraction parachute not allowing the canopy to inflate. A 100 percent quality control inspection was conducted on all packed 15 foot extraction parachutes in an effort to determine the root cause of the malfunction. Minor deficiencies were noted during the pull downs, but no major deficiencies were noted.

Recommendations:

Recommend that the Airdrop Systems Technician for the Aerial Delivery Platoon give refresher training to his Section Chief to ensure the packing procedures for the 15 foot extraction parachute are clear and understood. The Section Chief will then train the remainder of the NCO's and Soldier's ensuring they fully understand the proper packing procedures and Inspector duties.

Damage to Equipment:

The 15 Foot Extraction Parachute and the 60 Foot 2 Loop Deployment Line were both lost during the operation. No damage to the load itself or the other air items.

HE9_20111205_19LRS_15'Extraction_Chute_Failure_C130J

Airdrop Malfunction Report Type: Equipment Report

Unit Address: 262 Cannon Dr.

Branch of Service: Air Force

Contact Email:

Type of Report: Malfunction

Type of Loss: Choose One

Unit Being Airlifted: 19 LRS

Departure Airfield: Little Rock AFB (ETAR)

Type of Aircraft: C-130

Aircraft Serial Number: 98-1355

Airlift Unit: 48 Airlift Squadron

Drop Zone Name - Location: All American Drop Zone

Date of Airdrop: 05/12/2011

Aircraft Speed KIAS: 140

Aircraft Altitude AGL: 550

Drop Zone Elevation Feet - MSL: 650

Surface Winds KTS: 10

Visibility Feet - Miles: CLEAR

Type of Parachute - Specify: 15 ft. Drogue/15 ft. Extraction Chute

Description of Suspected - Malfunction - Incident - Damaged Incurred: During the drop, the Drogue Parachute released and inflated normally. At approximately 5 seconds to Green Light time, the Drogue Chute collapsed blowing a panel and several suspension lines. The green light activated and the collapsed drogue chute still had enough force to extract the Towplate from the block, therefore releasing the 15ft extraction parachute. Due to the lack of force that it requires to break the ties on the extraction chute, the chute did not properly open and inflate as advertised. Prior to the extraction line being cut, the Ramp and Door was closed. The platform was secured (chains applied) and the extraction line was cut. The last several inches were still wedged between the ramp and door; the crew race tracked over the drop zone during this time and opened up the Ramp and Door, freeing the extraction line. The extraction line created minor seal damage around the Cargo Door and minor paint peeling and dings were found above the Cargo Door. No serious monetary value was assessed.

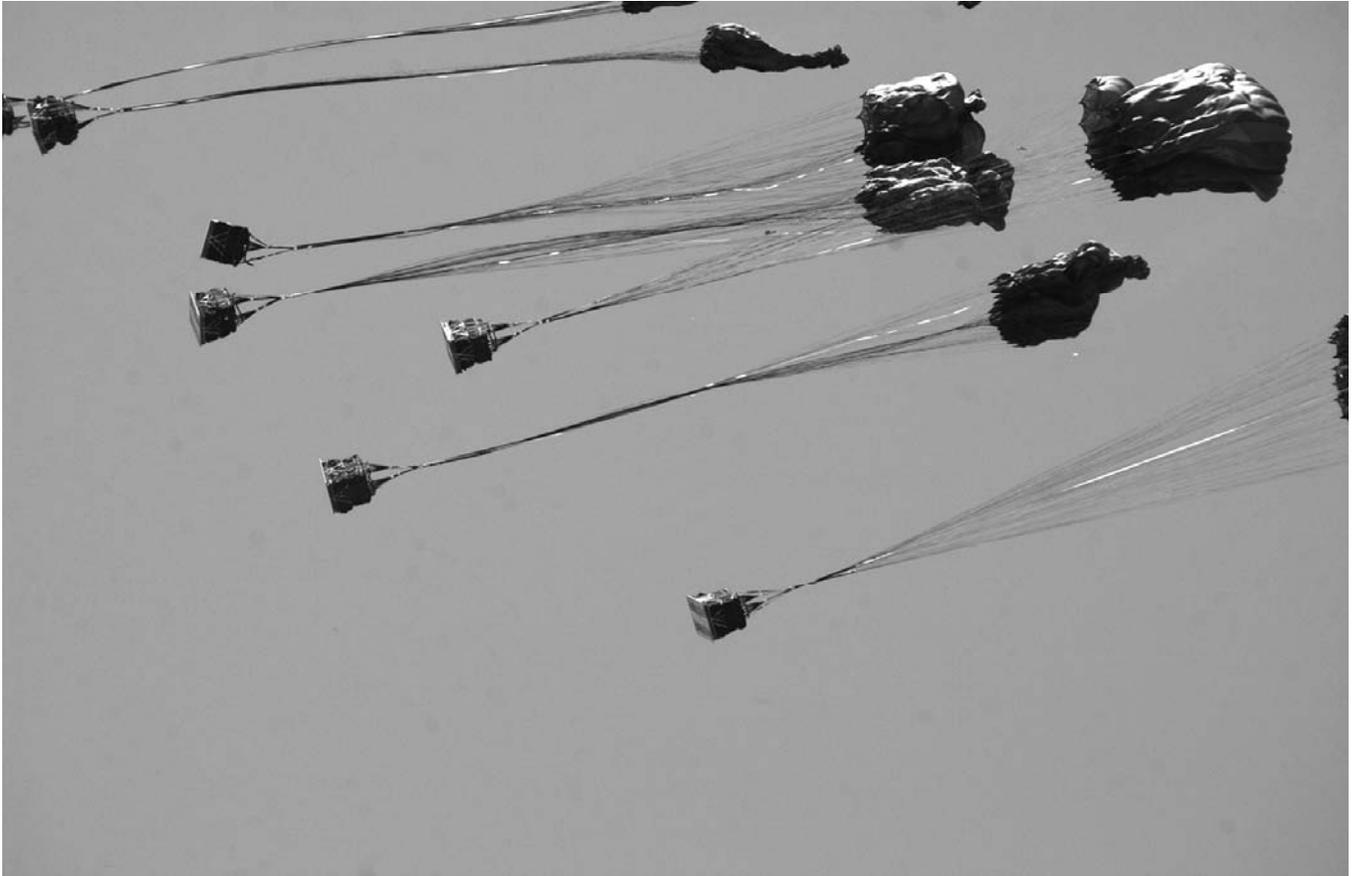
Suspected Cause of Malfunction - Incident: During the drop, the drogue chute released as advertised. The crew stated that the drogue chute collapsed around 5 seconds prior to Green Light. It seemed as if the Student Loadmaster hesitated on the switches, when finally making a determination on what he should do, he made the inappropriate decision to activate the Drogue "Jettison" switch a little too late as opposed to running the Heavy Equipment Drop Malfunction Procedures. If the student had decided to run the EP's as stated in the C-130J-1/Sec 2C/Page 2C-51/Note-For a drogue malfunction, the loadmaster will notify the pilot of a malfunction, give a brief description, and initiate the Heavy Equipment Malfunction Checklist, this would simply be a blown drogue call. The Students decision to activate the Drogue Jettison switch led to a sequence of events that could have been

avoided. He simply could have activated the Airdrop Hold Switch, suspending the computer operation preventing the green light sequence from acting and preventing the blown drogue from pulling the extraction chute out of the aircraft. The Instructor stepped in and activated the Airdrop Hold and Locks All Switch after the towplate released, but before any more movement of the pallet could have taken place. Believing that the drogue chute failed to separate from the H block, he proceeded to follow procedures in the -1/Page 2C-54/Caution-If drogue fails to release, close ramp and door, then manually cut drogue line aft of the towplate, he then attempted to close the ramp and door. The Evaluator then realized that the towplate indeed did release prior to the Ramp and Door closing. The chains were then applied and the Extraction line was cut. The Extraction line did not fully separate from between the ramp and door, causing minor seal damage and dings on top of the cargo door. The door was eventually opened as they came around over the DZ and freed the extraction line from between the ramp and door.

HE9_20111205_19LRS_15'Extraction_Chute_Failure_C130J

**CONTAINER DELIVERY SYSTEM REPORTS
LOW COST LOW ALTITUDE
DOOR BUNDLES**

8



CDS1_20100108_1/507PIR__68”_Pilot_Chute_C130

Airdrop Malfunction Report Type: Equipment Report

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

Branch of Service: Army

Contact Email:

Type of Report: Malfunction

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

Unit Being Airlifted: Path Finder Branch 1/507th PIR

Departure Airfield: Lawson AAF

Type of Aircraft: UH-60

Aircraft Serial Number: Raven

Drop Zone Name - Location: Arkman/Liberty

Date of Airdrop: 01/08/2011

Aircraft Speed KIAS: 70 knots

Aircraft Altitude AGL: 500 ft AGL

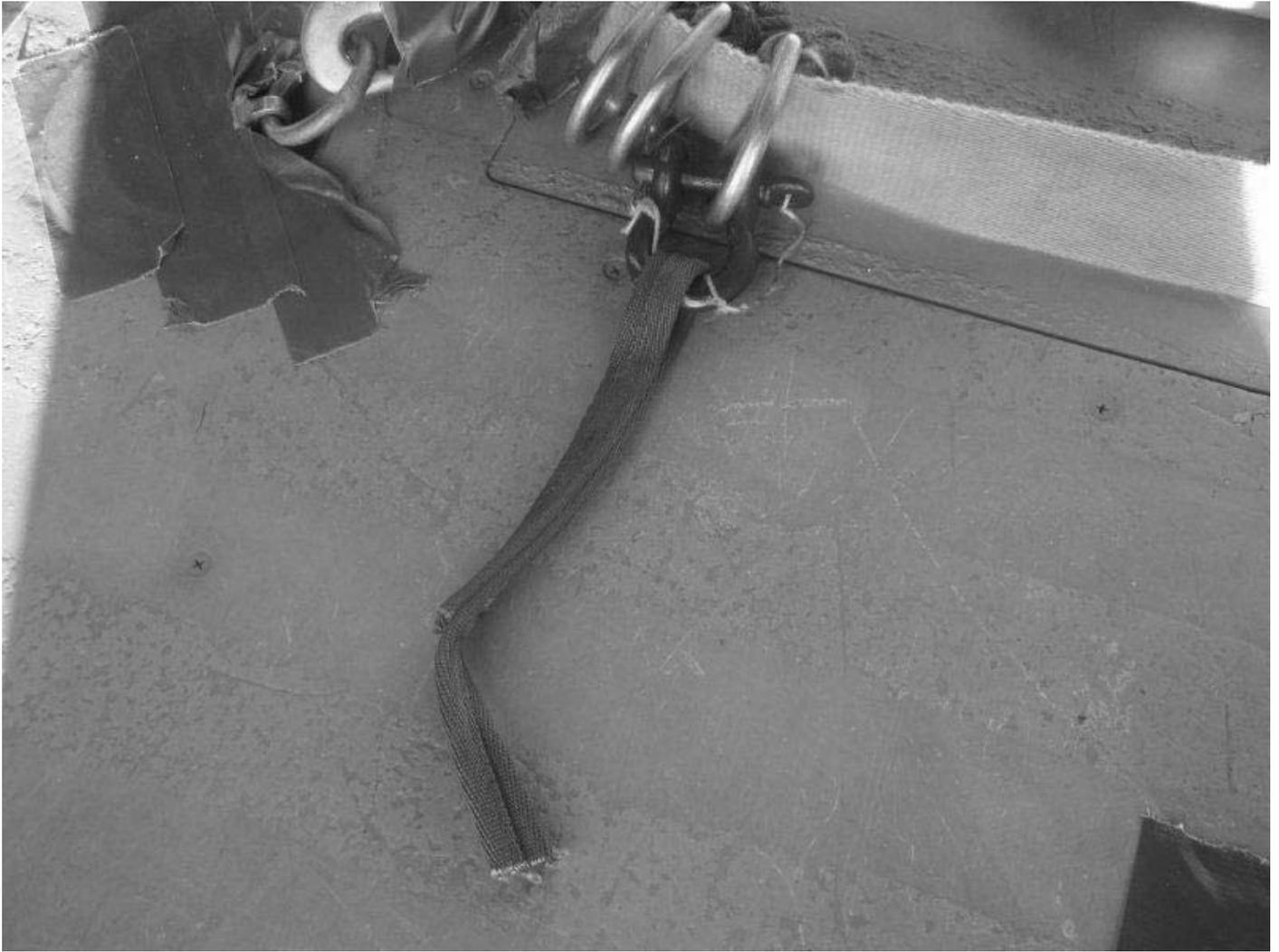
Surface Winds KTS: 1-5 knots

Visibility Feet - Miles: clear

Type of Parachute - Specify: 68 Inch

Description of Suspected - Malfunction - Incident - Damaged Incurred: 1 A7A (3) strap load was built by Pathfinder Branch cadre to be dropped for their night insertion operation. They requested a non-break away pilot parachute for the load, and the 68 inch pilot they drew was marked as such. Over the third pass over Liberty Drop zone the JM attempted to draw the deployment bag back in the aircraft and noticed resistance, he then did a clear to the rear and observed the door bundle riding up the side of the aircraft door with the parachute extracted and the bundle being towed. The bundle began to make its way up in the direction of the rotor, so he immediately cut the bundle free. The 68 inch opened with the deployment bag still attached landed approximately 150 meters off the trail edge of the drop zone. The bundle was towed less than 2-5 seconds before it was cut free.

Suspected Cause of Malfunction - Incident: The inspection of the pilot parachute revealed it was marked for non-breakaway however it was internally rigged for break away. Where ticket number 5 should have been used to form the break cord tie, the pilot chute bridle was use to attach to the deployment bag attaching loop causing the load to be towed upon exit.



CDS1_20100108_1/507PIR_68" Pilot Chute_C130

CDS2_20100205_294QM_26HV_Breakway_Failure_C130

Airdrop Malfunction Report Type: Equipment Report

Unit Address: 2200 West 35th Street, Austin TX .

Branch of Service: Army

Contact Email:

Type of Report: Malfunction

Type of Loss: Class N/A -- None

Unit Being Airlifted:

Departure Airfield:

Type of Aircraft:

Aircraft Serial Number:

Drop Zone Name - Location:

Date of Airdrop:

Aircraft Speed KIAS:

Aircraft Altitude AGL:

Surface Winds KTS:

Visibility Feet - Miles:

Type of Parachute - Specify:

Description of Malfunction: While conducting a 2 pass C-130J (stretch) AF ICDS drop with 2 x 614lb. A-22's with 26ft HV's rigged for breakaway, we experienced a malfunction. On the first single CDS pass the CDS came out of the AC with the parachute still attached to the top of the A-22. Immediately the parachute came free of the load and suspension lines deployed to the bag closing tie. The canopy remained in the deployment bag with the static line attached. The load fell to the ground as the not fully deployed 26ft stabilized the A-22's fall vertically. The AC was informed of the malfunction by the DSZO the stated the load ejected without incident and nothing wrong was found with the anchor line cable. 30 minutes prior to this airdrop we had dropped 2 other 26ft HV CDS loads without incident on the same DZ.

Suspected Cause of Malfunction - Incident: The AD section was aware of the ADFS Department's concerns when dropping breakaway 26ft HV's. All CDS and parachutes were rigged and packed in accordance with appropriate 1670's TM's. Aircrew and Jumpmasters were briefed on drop speed and drop altitude, which was 3,500ft AGL. Before/After JAI's were conducted thoroughly, special attention was paid to the ensure that the parachute was secured to the load properly, breakaway ties were the correct material, anti-oscillation ties were taut, and the loops of the static lines were taped to protect the Type III breakaways. The onsite investigation and inspection confirmed what was viewed by the Malfunction Officer. The parachute was found deployed up to the bag closing tie. The Bag Closing Tie was made of the correct material, 1 Turn Single of 1/4 Cotton Webbing. The static line was correctly attached to the deployment bag, the top loop was intact and there was no wear to the cloth tape used to protect the breakaway tie.

Loadmaster video showed the static line "whipped" itself off the anchor line cable as soon as it came off the ramp. The deployment bag's drag from the fall deployed the parachute to the bag closing tie. It is suspected the lightness of the CDS (614lbs) may have contributed to the bag closing tie not breaking after the initial breakaway loop failure. In this specific instance, it appears that adhering to the 2000ft AGL minimum drop altitude did not increase the chances of the parachute opening after its initial failure.



CDS Drop 5 Feb
11.3gp



CDS2_20100205_294QM_26HV_Breakway_Failure_C130



CDS2_20100205_294QM_26HV_Breakway_Failure_C130



CDS2_20100205_294QM_26HV_Breakway_Failure_C130



CDS2_20100205_294QM_26HV_Breakway_Failure_C130

CDS3_20110222_58OSS_HSSLADS_BROKE_APART_C130

Unit address: 58 OSS/OSK Kirtland AFB, nm

Branch of service: USAF

E-mail address:

Type of report: malfunction

Type of loss: class – n/a

Airdrop load malfunction category: high speed low level aerial delivery system (hsslads)

Unit being airlifted: 58 OSS/OSD

Departure airfield: KIRTLAND AFB (KABQ)

Type of aircraft: other

Other type of aircraft: MC-130H

Aircraft serial number: 88-0194

Airlift unit: 550 SOS

Drop zone location: Isleta Dz/ New Mexico

Date of airdrop (example 10/31/2001): 02/22/2011

Aircraft speed: 239 KIAS

Aircraft altitude (AGL): 300' AGL

Drop zone elevation (feet/MSL): 5610' MSL

Surface winds (KTS): calm

Visibility (feet/miles): unrestricted

Type of parachute specify: 22' extraction parachute (modified)

Cargo parachute age: unknown

Cargo parachute number of jumps: unknown

Cargo parachute date of manufacture: unknown

Cargo parachute repack date: 01/28/2011

Type of airdrop load: HSSLADS

Airdrop load total rigged weight: 380

Rigged IAW (FM/TO/NAV): 13c7-51-21

Aerial delivery system used: HSSLADS with secondary release system (srs)

Position of load in aircraft: FS 737 (ramp hinge)

Description of suspected malfunction/incident/damaged incurred: On 22 Feb 2011, at 2048 hours, an MC-130H from Kirtland AFB was conducting unilateral High Speed Aerial Delivery System (HSSLADS) airdrops on Isleta DZ. The 380 pound bundle exited the aircraft normally, but upon cargo parachute deployment, the load according to DZ personnel "broke apart", and descended to the drop zone in numerous pieces. Upon arrival at the DZ, I noticed a strewn field that measured approximately 194 yards in length, with the PI directly in the center. After conducting my field investigation, all parts of the load was moved to AD for further inspection. This malfunction was captured on video utilizing a night vision lens.

Suspected Cause Of Malfunction/Incident: Upon closer inspection of the load, a friction adapter (stock number AN6517) was found broken, with the middle slide bar missing. Furthermore, FM/T.O 13C7-51-21 calls for the use of Friction Adapters with a stock number of MS20440-2. These adapters are sewn into a 10 inch strap that is locally manufactured, and prescribed by the rigging manual. The modified A-21 container experienced a catastrophic failure upon failure, during opening shock, due to the use, and failure, of unauthorized hardware. Fabrication personnel are, at this time, being retrained in the proper fabrication of critical parts.

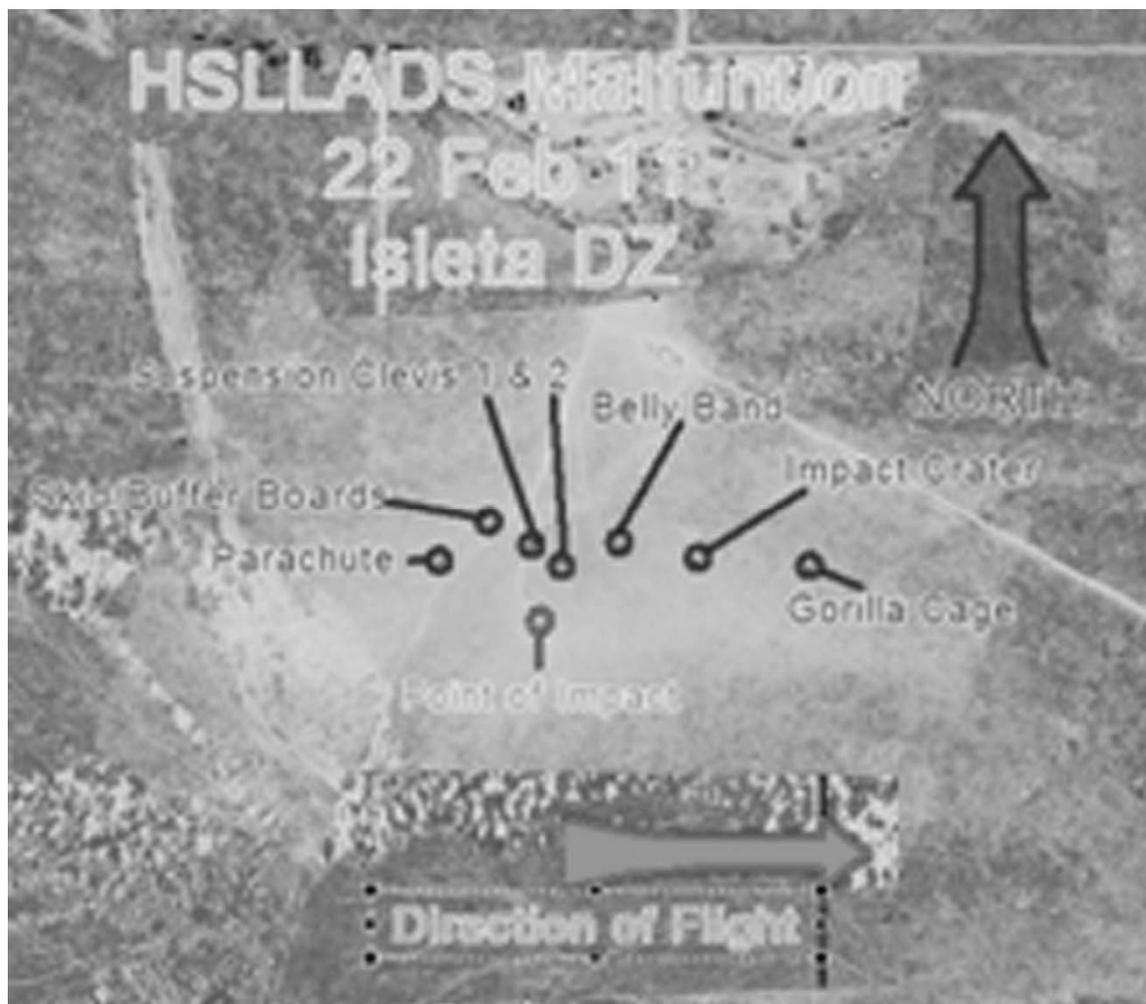
CDS3_20110222_58OSS_HSSLADS_BROKE_APART_C130



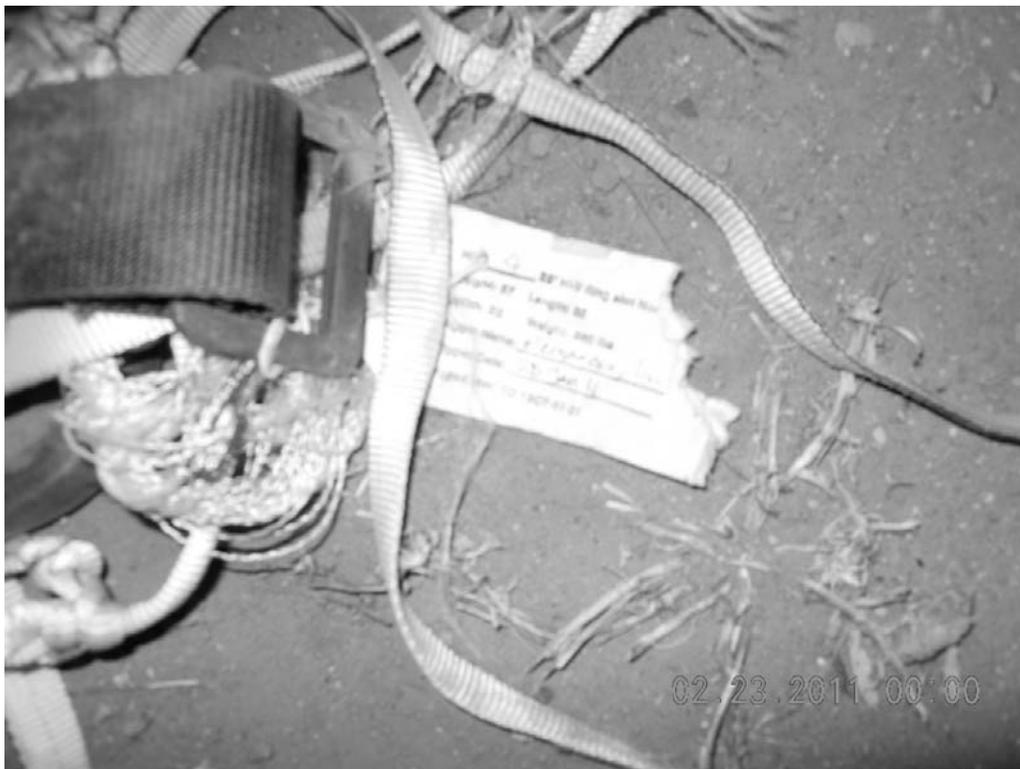
CDS3_20110222_58OSS_HSLLADS_BROKE_APART_C130



CDS3_20110222_58OSS_HSSLADS_BROKE_APART_C130



CDS3_20110222_58OSS_HSSLADS_BROKE_APART_C130



CDS3_20110222_58OSS_HSSLADS_BROKE_APART_C130



Kirtland HSSLADS_Malfunction_22_Feb_11.MPG

CDS3_20110222_58OSS_HSSLADS_BROKE_APART_C130

CDS4_20110301_815AS_GATE_FAILED_TO_CUT_C130

Airdrop Malfunction Report Type: Equipment Report

Unit Address: 815 AS, 701 Fisher St, Keesler AFB, MS 39534

Branch of Service: Air Force

Contact Email:

Type of Report: Malfunction

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

Unit Being Airlifted: N/A

Departure Airfield: KBIX

Type of Aircraft: C-130

Other Type of Aircraft: C-130J

Aircraft Serial Number: 03-8154

Airlift Unit: 815 AS

Drop Zone Name - Location: Sten2 DZ

Date of Airdrop: 03/01/2011

Aircraft Speed KIAS: 130

Aircraft Altitude AGL: 688

Drop Zone Elevation Feet - MSL: 12

Surface Winds KTS: 350/6

Visibility Feet - Miles: 20

Type of Parachute: Choose One

Other Type of Parachute - Specify: 26' Ring Slot

Type of Reserve: Choose One

Reserve Function Properly: Choose One

Type of Malfunction: Choose One

Description of Suspected - Malfunction - Incident - Damaged Incurred: Training load consisting of 2 CDS bundles weighing 800# each, rigged as double-stick with Y-knife. At green light, static line retriever retracted as advertised, but only the right gate cut. After the right hand bundle was clear, loadmaster called "malfunction" and complied with malfunction procedures. Left CDS bundle did not move; barrels on the forward side of the bundle showed evidence of collapsing under pressure of the chain gate. Aircraft RTB with no further incident.

Suspected Cause of Malfunction - Incident: Dull knife, possible fatigue in barrel wall allowed barrel to collapse on static line retraction.



CDS4_20110301_815AS_GATE_FAILED_TO_CUT_C130



CDS4_20110301_815AS_GATE_FAILED_TO_CUT_C130



CDS4_20110301_815AS_GATE_FAILED_TO_CUT_C130

CDS5_20110202_19LRS_Mid_Air_C130

Airdrop Malfunction Report Type: Equipment Report

Unit Address: 380 Cannon Dr Little Rock AFB, AR 72099

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: 62-1801

Airlift Unit: 62 AS

Drop Zone Name - Location: Blackjack DZ

Date of Airdrop: 02/02/2011

Aircraft Speed KIAS: 130 KIAS

Aircraft Altitude AGL: 800 ft

Drop Zone Elevation Feet - MSL: 475 ft

Surface Winds KTS: 6 kts

Type of Parachute - Specify: 26 ft ring slot

Description of Suspected - Malfunction - Incident - Damaged Incurred: 2 CDS bundles contacted in air, parachute did not recover, both bundles burned in.

Suspected Cause of Malfunction - Incident: 1st bundle exited and parachute deployed as expected. The next bundle's parachute started to deploy, and during the deployment phase the 2 bundles collided allowing the suspension lines to intertwine. This condition caused the un-slowed descent of both bundles.

CDS5_20110202_19LRS_Mid_Air_C130

CDS6_20110331_5QM_Static_Line_C130

Date of Airdrop: 31 March 2011
Airdrop Malfunction Report Type: Equipment Malfunction
Unit Address: 5th QM DET, CMR 422 APO AE 09067
Type of Loss: Class D – Loss of 2,000 to 20,000 Dollars, No Loss Time Injury
United Being Airlifted: 172nd SIB
Departure Airfield: Ramstein Air Force Base
Type of Aircraft: C-130J
Aircraft Serial Number: 8614
Airlift Unit: 37th AS
Drop Zone Name / Location: Hohenburg
Aircraft Speed: 130 Knots
Aircraft Altitude: 600 Feet Above Ground Level
Drop Zone Elevation: 1792 Feet Above Mean Sea Level
Surface Winds: 2-3 Knots
Visibility: 600 Feet
Type of Parachute: G-12E / 68” Pilot Parachute

Description of Suspected Malfunction / Incident/ Damaged Incurred:

The Container Delivery System (CDS) exited the aircraft and the parachute never provided any lift capability. The CDS bundle consisted of 48 cases of MRE's and weighed 1,256 pounds. All MRE's were destroyed upon impact. Upon arrival at the impact site, the 68” pilot parachute was still attached to the G-12 parachute, and the static line to include the clevis assembly was present.

Suspected Cause of Malfunction / Incident:

During the investigation, it was noted that the cotter pin on the clevis assembly was not bent. The bundle was the last bundle on the second pass. The first pass dropped without incident; however the shaking of the anchor line cable caused the cotter pin to come free of its retaining hole on the clevis pin. This allowed the clevis pin to come free enabling the clevis assembly to completely separate from the anchor line cable causing the malfunction on the second pass. The CDS bundle exited the aircraft as if it was never attached to the anchor line resulting in a complete malfunction with no lift capability. The Joint Airdrop Inspection Sheet, signed by both the Army and Air Force JAI's indicated that the CDS bundles were in fact attached to the anchor line cable prior to take off. CW2 Bockelman interviewed the Load Masters, and the Joint Airdrop Inspectors (JAI's) with all in agreement the static line was connected to the anchor line cable prior to take off. After the second pass exited the aircraft, the aircraft was scheduled to conduct a third pass. Due to weather, the aircraft did not drop and returned to Ramstein with ten additional CDS bundles still inside the aircraft. An inspection was conducted on those bundles and two additional bundles were found with the cotter pin not bent.

Recommendations:

It is the responsibility of the Army and the Air Force to conduct a Joint Airdrop Inspection to ensure that the loads are properly rigged and the CDS bundles are properly attached to the anchor line cable. Due to the cotter pin not being bent, the recommendation is that the Army JAI is counseled and refresher training is conducted on a quarterly basis for all 5th QM DET JAI's.

Damage to Equipment:

There was minor damage to the G-12 deployment bag, no damage to the G-12 parachute and 68” pilot parachute. The A-22 container is BER.



CDS6_20110231_5QM_Static_Line_C130



CDS6_20110231_5QM_Static_Line_C130



CDS6_20110231_5QM_Static_Line_C130

CDS7_20110202_1SOG_Quad_CEP_Failed_to_Extract_MC130

Airdrop Malfunction Report Type: Equipment Report

Unit Address: 1 SOG, Hurlburt Field, FL 32544

Branch of Service: Air Force

Contact Email:

Type of Report: Malfunction

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

Departure Airfield: Hunter AAF

Type of Aircraft: OTHER

Other Type of Aircraft: MC-130H

Aircraft Serial Number: 88-0264

Airlift Unit: 15 SOS

Drop Zone Name - Location: Moody Runway 36 DZ

Date of Airdrop: 02/02/2011

Aircraft Speed KIAS: 130

Aircraft Altitude AGL: 1000A

Type of Malfunction: Choose One

Description of Suspected - Malfunction - Incident - Damaged Incurred: On 2 February 2011, while TDY to Hunter AAF, the aircrew planned to airdrop a QUAD rigged on a Combat Expendable Platform (CEP) on the right side of the ramp and secured with a Type VIII release gate on Moody Runway 36 DZ. Once the green light was activated the primary loadmaster cut the type VIII (below the knot). Despite the lack of aft restraint and the secondary's loadmaster's application of pressure to assist the bundle's exit, the load remained stationary. The loadmaster's immediately initiated malfunction procedures and called for the ramp and door to be closed. The flight engineer began closing action but abruptly stopped due to the primary loadmaster's command to stop closing action, as the cargo door contacted the extraction parachute on top of the load. The cargo door broke two of the four lengths of Type 1, ¼ inch cotton webbing that were used to secured the G-12E to the front of the load. (NOTE: The front of the load i.e. handlebars of the QUAD were facing aft in the aircraft.) These two ties were oriented forward in the aircraft. This resulted in the G-12E shifting and coming to rest in between the cargo door and the top edge of the bundle. Contact with the cargo door also caused the 15 foot cargo extraction parachute to deploy and depart the aircraft with the medium clevis ripping the G-12E bridle. The bundle did not depart the aircraft.

Suspected Cause of Malfunction - Incident: Once the aircraft returned to Hunter AAF an investigation was conducted by AFJAI, home station ramp coordinator (previously assigned JAI) and army riggers it was determined that no abnormalities existed with the bundle, aircraft cargo compartment, or roller conveyors. Due to a lack of available evidence suggesting improper procedures were a cause. It was determined that the failure of the load to exit was most likely due to the bundle shifting laterally sometime after the loadmasters removed the restraints and/or during the ramp and door opening sequence. Once the aircrew returned to home station an additional investigation was initiated, during this investigation it was discovered that TO 13C7-55-1 was used to inspect the airdrop bundle. Further investigation revealed that TO 13C7-55-1 was rescinded by TO 13C7-2-491 dated 10 September 2007. No pictures were taken.

CDS7_20110202_1SOG_Quad_CEP_Failed_to_Extract_MC130

Airdrop Malfunction / Incident Report

CDS8_5QM_LCADS_Parachute_Excessive_Twists_C17

Date of Airdrop: 18 Apr 11

Airdrop Malfunction Report Type: Equipment Incident

Unit Address: 5th QM DET, CMR 422 APO AE 09067

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

United Being Airlifted: Utah National Guard

Departure Airfield: Uganda

Type of Aircraft: C-17

Aircraft Serial Number:

Airlift Unit:

Drop Zone Name / Location: Uganda DZ / Africa

Aircraft Speed: 130 Knots

Aircraft Altitude:

Drop Zone Elevation:

Surface Winds:

Visibility:

Type of Parachute: LCADS

Description of Suspected Malfunction / Incident/ Damaged Incurred:

The second bundle on the second pass, the LCADS parachute had excessive twists in one line group. The extent of the damage and the cause of the incident are yet to be determined. More to follow when the mission is complete.

Suspected Cause of Malfunction / Incident:

Recommendations:

Damage to Equipment:

CDS8_5QM_LCADS_Parachute_Excessive_Twists_C17

AIRCRAFT REPORTS

5



ACFT1_20101229_437AW_FAILED_TO_EXTRACT_C17

Airdrop Malfunction Report Type: Equipment Report

Unit Address: 437 OSS/OSK 203 S. Davis Dr, Charleston AFB, SC 29404

Branch of Service: Air Force

Contact Email:

Type of Report: Malfunction

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

Unit Being Airlifted: 17 AS

Departure Airfield: Charleston AFB, SC

Type of Aircraft: C-17

Aircraft Serial Number: 02-1101

Airlift Unit: 17 AS

Drop Zone Name - Location: North Field E-W DZ, North Auxiliary Airfield, SC

Date of Airdrop: 12/29/2010

Aircraft Speed KIAS: 145

Aircraft Altitude AGL: 1019

Surface Winds KTS: 0

Visibility Feet - Miles: 7 miles

Type of Parachute: Choose One

Other Type of Parachute - Specify: G-12E

Type of Reserve: Choose One

Reserve Function Properly: Choose One

Type of Malfunction: Choose One

Resulting Injury: None

Description of Suspected - Malfunction - Incident - Damaged Incurred: On 29 Dec 10, a C-17A flew a local training mission on tail number 02-1101 call sign Moose 13. They took off at 1645L (2145Z) from Charleston AFB in VMC conditions. Winds were light on the surface and at drop altitude in the vicinity of North Field. After a dry pass for the first TOT, the crew prepared for an actual drop of a single heavy equipment platform. They were second element lead, with no wingmen, for a 1739L (2239Z) TOT and were using a drop altitude of 1,042' AGL. The run-in was uneventful, and they were stable on drop altitude and airspeed, with autopilot and auto throttles engaged, two minutes prior to the drop. At fifteen seconds remaining, the co-pilot pressed the ready/drogue switch and the drogue deployed ok. The co-pilot then manually actuated the green/release light, the Tow Release Mechanism released, the extraction package left the aircraft and fully inflated, but the platform failed to move. The platform was a single 8 ft training platform weighing 2,680 lbs loaded in FS 1105 with ADS locks 19 & 20 set at 1,500 each. The extraction chute was a 15 ft ring slot. The loadmaster released the right locks, but the platform still failed to move. The loadmaster then called "malfunction", engaged the left locks and then activated the gang lock backup switch. The pilots engaged the red light and maintained deck angle, drop altitude, and airspeed. The loadmaster requested permission to cut the extraction line and moved to the back of the aircraft. A second loadmaster became the relay between the pilots and the primary loadmaster. He signaled to the primary loadmaster to cut on the pilot's command. When the line was cut the crew could feel the aircraft surge forward, and the platform slowly rolled aft until it stopped against locks 21 left and right side. The platform was secured with chains and the aircraft return to base without incident.

Note: The extraction line was cut at 1740.6L (2240.6Z), approximately three miles west of the drop zone (N33 36 20.9 W081 08 45.7). The extraction package was searched for the next day but was never found.

Suspected Cause of Malfunction - Incident: No conclusive evidence was found to explain this malfunction. We determined the crew accomplished all checklist items and was not at fault. Maintenance impounded the aircraft. Maintenance personnel, along with a Boeing engineer, tested and inspected the locks and rails. No FOD or evidence of anything on the aircraft was found that would have prevented the platform from moving once the extraction package entered the wind stream behind the aircraft. The platform was inspected, to include underneath, and once again, nothing was found that would have prevented the platform from departing the aircraft. The force from the extraction chute is estimated to be 6,000 pounds, which should have overridden the two right locks that were set at 1,500 pounds each. The left locks were released, per the checklist, throughout the airdrop sequence until the initiation of the malfunction checklist. Post-flight testing with locks 19 and 20 armed at 3,000 pounds (1,500 pounds each, as it was during the malfunction) showed no failure to release. The backup release function also tested successfully, so we could not duplicate a scenario that would have prevented the platform from exiting the aircraft. Although, maintenance did find a condition with the right ADS lock #20 Load Equalization cylinder that allowed the Variable Restraint Assembly (VRA) arming hooks to rotate into the path of the Lock Rack assembly. This prevented the lock from arming intermittently during post-malfunction testing, but prior to the flight the locks passed a maintenance inspection and showed no signs of inoperability. This is a possible causal factor, but it cannot be definitively attributed to the locks failing to release. Again, the problem found with the cylinder and VRA prevented the lock from arming, not from releasing.

ACFT1_20101229_437AW_FAILED_T0_EXTRACT_C17

ACFT2_20110224_911AW_LOOSE_PLATFORM_C130

Airdrop Malfunction Report Type: Equipment Report

Unit Address: 911 AW / 758 AS GTR PITTSBURGH JRB PA 15108

Branch of Service: Air Force

Contact Email:

Type of Report: Incident

Type of Loss: Choose One

Unit Being Airlifted: USAQMS ADFSD

Departure Airfield: KLF1

Type of Aircraft: C-130

Aircraft Serial Number: 780811

Airlift Unit: 911 AW / 758 AS

Drop Zone Name - Location: BLACKSTONE DZ, VA

Date of Airdrop: 02/24/2011

Aircraft Speed KIAS: 242

Aircraft Altitude AGL: APPROX 2000'

Drop Zone Elevation Feet - MSL: 415' (HE PI)

Surface Winds KTS: CALM

Resulting Injury: N / A

Description of Suspected - Malfunction - Incident - Damaged Incurred: This was an off-station airdrop training mission for supporting the US Quartermasters School to Blackstone DZ, Virginia. The mission profile included a single-ship flight to Blackstone DZ using a routine low-level VFR route and recovery to Blackstone Army Air Field followed by multiple personnel lifts. An 8400 pound heavy equipment load was scheduled to be dropped first followed by a 1450 pound container delivery system load with a guided GPS (Firefly) system. The crew prepositioned to Langley AFB, VA on 23 Feb and uploaded the heavy equipment and CDS loads as planned. A joint airdrop inspection was completed at this time (attached). On 24 Feb, the aircrew reported for the airdrop mission and briefed the route and drop sequence. The aircraft took off at 1318 Zulu (0818 local) from Langley AFB and flew towards Blackstone DZ. Due to a late takeoff; the crew proceeded directly to the transition point at 240 KIAS. Planned slowdown was 10 miles from the drop zone. The pre slow down checklist was started at 15 minutes out from the drop. The left hand locks were removed and within 5 seconds, the platform

released from the right hand locks and rolled back to the ramp hinge. Loose platform emergency procedures were stated by the Loadmaster. The crew maintained heading 270M and airspeed until the load was secured. The malfunction aircraft returned to Langley AFB due to the length of runway and support available and the aircraft was impounded for further investigation. A one-time flight waiver was granted by the 911 MXG/CC back to Pittsburgh. Upon landing at KPIT, the aircraft was again impounded and the rails and locks were inspected. An Aerial Delivery Review Panel was then scheduled for the next day.

- a. Lock numbers 9 and 10 were set correctly with required tension for a 22 foot extraction chute IAW TO 1C-130A-9. Due to the high profile of the load, two locks were engaged at 2.75.
- b. The heavy equipment platform rolled back approximately 45 inches before striking the ramp hinge. No damage to the aircraft occurred due to the load striking the extraction chute bundle bag prior to impacting the ramp.
- c. The aircraft was in straight-and-level, un-accelerated flight

Suspected Cause of Malfunction:

- a. Number 9 right hand lock failed tests performed by maintenance personnel. The lock failed at approximately 3000 pounds according to the test device. A crack in the back side of the lock was noted, which upon discovery, warrants a TO modification to the lock.
- b. As number 9 lock failed and the load began to move aft, it likely overcame the aft resistance setting provided by the number 10 lock, which was unable to hold the significant weight of the platform.
- c. Number 10 right hand lock passed all tests. This lock had previously been replaced within a month after it failed on 25 Jan 2011 during a routine local airdrop mission with heavy equipment load.
- d. Maintenance also tested right hand lock number 8, which passed the first time pressure was exerted on the lock, however, failed subsequent testing. No crack was noted on the back side of lock number 8.

ACFT2_20110224_911AW_LOOSE_PLATFORM_C130

ACFT3_20110125_911AW_LOOSE_PLATFORM_C130

Airdrop Malfunction Report Type: Equipment Report

Unit Address: 911 AW / 758 AS GTR PITTSBURGH IAP JRB, CORAOPOLIS PA 15108

Branch of Service: Air Force

Contact Email:

Type of Report: Incident

Type of Loss: Choose One

Unit Being Airlifted: 911 AW / 758 AS

Departure Airfield: KPIT

Type of Aircraft: C-130

Aircraft Serial Number: 780811

Airlift Unit: 758 AS

Drop Zone Name - Location: STARVAGGI DZ, PA

Date of Airdrop: 01/25/2011

Aircraft Speed KIAS: 210

Aircraft Altitude AGL: 1800

Drop Zone Elevation Feet - MSL: 1201

Surface Winds KTS: 330 @ 3

Resulting Injury: N / A

Description of Suspected - Malfunction - Incident - Damaged Incurred:

This was a local area airdrop training mission for SKE and low level formation proficiency to Starvaggi DZ. The mission profile included a SKE formation flight to Starvaggi DZ using the local STAR-SKE route. A SKE recovery to Wheeling airport followed by a low level and visual recovery back at Pittsburgh was planned. A 3250 pound heavy equipment load was scheduled to be dropped for the SKE route followed by a 770 pound container delivery system load for the low level route. The crew departed KPIT at 1930 local flying the STAR-SKRE route as planned. All checklist items were run correct and on time. The pre slow down was started at 15 minutes out from the drop. The formation transitioned the Initial Point (IP) at 3000 MSL at 210 KIAS on time for a 1810 drop time. Planned slowdown was 12 miles from the drop zone. At 14 miles from the drop zone the Loadmaster informed the crew of a loose platform. The left hand locks had been removed approximately 2 minutes before the platform release and rolled back to the ramp hinge. Loose platform emergency procedures were stated by the Loadmaster. The second ship of the formation was informed of the loose platform. The formation maintained heading and airspeed until the load was secured and clearance back to Pittsburgh was received. The second aircraft continued with the mission. The malfunction aircraft returned to Pittsburgh and the aircraft was impounded for further investigation. An Aerial Delivery Review Panel was then scheduled for the next day. Lock number 10 was set correctly with required tension for a 15 foot extraction chute. The heavy equipment platform rolled back approximately 40 inches back before striking the ramp hinge. Pilot adjusted the throttles about 30 seconds before the platform was released. This was found not to be a factor.

Suspected Cause of Malfunction - Incident: Number 10 right hand lock failed tests performed by maintenance personnel. A new right lock was installed to replace it.

ACFT3_20110125_911AW_LOOSE_PLATFORM_C130

ACFT4_20110215_156AW_Failure_to_Extract_C130

Airdrop Malfunction Report Type: Equipment Report

Unit Address: 200 Jose A (Tony) Santana Ave, Carolina, PR 00979-1502

Branch of Service: Air Force

Contact Email:

Type of Report: Malfunction

Type of Loss: Choose One

Airdrop Load Malfunction Category: Extraction Phase

Unit Being Airlifted: 156 AS

Departure Airfield: Luis Munoz Marin International Airport, PR

Type of Aircraft: C-130

Aircraft Serial Number: 64-0510

Airlift Unit: 198 AS

Drop Zone Name - Location: Tension DZ, Camp Santiago, Salinas, PR

Date of Airdrop: 20110215

Aircraft Speed KIAS: 140 KTS

Aircraft Altitude AGL: 550 AGL

Drop Zone Elevation Feet - MSL: 125 Feet

Surface Winds KTS: 150@13

Type of Parachute: G12E

Type of Load: Heavy Equipment Training Load

Airdrop Load Total Rigged Weight: 3700 LBs

Other Aerial Delivery System Used: EFTC

Type Platform: Type V

Size of Platform: 8 Foot

Extraction Force Transfer Coupler Cable Length (EFTC):

Position of Load in Aircraft: 1 of 1 FS: 640

Number of Locks/Setting: #9 @ 2.50

Type of Malfunction: Choose One

Resulting Injury: N / A

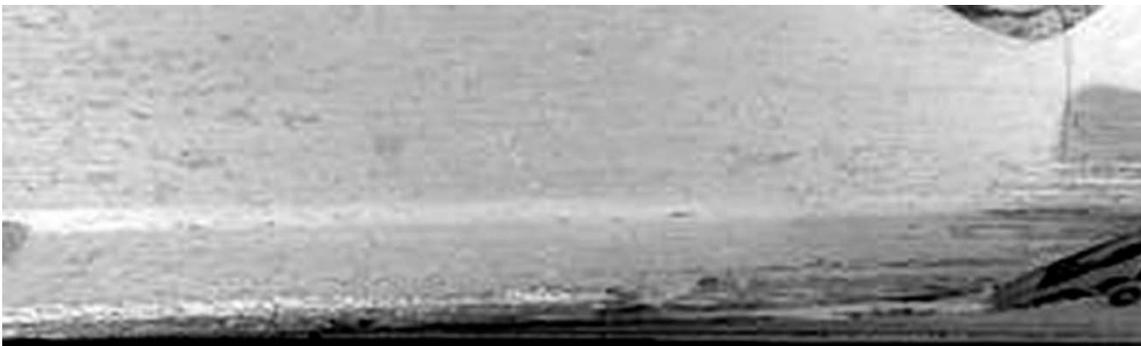
Description of Suspected - Malfunction - Incident - Damaged Incurred: On 15 February 2011, the incident crew (IC) was accomplishing a local daytime airdrop, consisting of unilateral training loads of a Heavy Equipment (HVY), a High Velocity Container Delivery System (CDS) followed by a Standard Airdrop Training Bundle (SATB), to Tension DZ, Camp Santiago, Salinas PR. The loadmasters accomplished the required preflight checklist. The Palletized Airdrop Cargo Handling System Pre-flight was performed IAW current T.O. 1C-130A-9CL1 without incident. All loading of the HVY and the CDS were accomplished without incidents. Aerial Port was interviewed and they confirmed all loading phase went uneventful with the airdrop cargo. According to the Joint Airdrop Inspector (JAI), the Before Loading Inspection Certification and the After Loading Inspection Certification, of both the HVY and the CDS were accomplished without incidents. The IC completed the pre-slowdown and slowdown checklist on time prior to the Release Point of the HVY. The loadmasters stated that "Upon removal of the left hand locks one extra lock was removed forward of the platform but was placed back to lock # 8 and a visual check was accomplished to verify lock numbers 9,10 and 11 were disengaged on the left hand side". At green light, the 15 Foot Extraction Chute Released from the bomb

rack and fully inflated outside the aircraft, but the load failed to extract. Both the IC and DZ party stated the extraction chute was fully inflated. The IC performed the Load Fail to Extract (With Single Extraction Parachute) Outside the Airplane Emergency Procedures. The secondary loadmaster stated he had a little difficulty placing the emergency restraint chain on the right hand side, before going aft to cut the extraction chute over the salvo area. After completion of the Malfunction Checklist, the IC returned to base safely and the aircraft was impounded. On several; occasions, an attempt was made to recover the extraction chute with no success. Statements were taken from the IC and DZ team. Pictures at the aircraft were taken to include a video to confirm that the extraction chute was fully inflated.

Suspected Cause of Malfunction - Incident: During the investigation, a test was made on Right Hand Lock # 9, which was set at 2.5 by a maintenance specialist. With the test the lock disengaged at 2,350 lbs of force. An inspection of the right hand locks was accomplished to ensure all locks aft of the platform were pinned out and that lock #8 was not engaged into the platform. An inspection was made on the bottom of the platform inside the aircraft, to verify that there was no obstruction to prevent the platform from moving aft. An inspection was made to ensure that the tie-down rings on the Left Hand Dual Rail Cover, were all facing AFT. At this point it was observed the left hand lock #9 that the Simul Control Rod was bent and making contact with the lock. We then to proceeded to retract the left hand locks and found the left side was getting jammed between left hand lock number 9 and 10. When all left hand locks were retracted and indicated fully retracted as yellow showing on the detent body and the lock was not visible in the platform. Upon removal of the dual rail cover left hand lock #9 was getting jammed with the control tube assembly, and not allowing left lock #9 to fully disengaged. While downloading the platform with all locks fully retracted, the platform was offloaded with no problems. Upon further investigation of the platform, it was noted on the left hand side had minor damage to the side and bottom of the platform.

Possible cause is the left hand lock # 9 was not fully disengaged causing the platform from exiting the aircraft. With the force of the extraction chute fully inflated the platform shifted diagonally and possible on top of lock #9 causing it to get jammed on the left side. The Malfunction Review Board Panel was unable to determine, who could have step on the simul control rod bending it into lock #9.

ACFT4_20110215_156AW_Failure_to_Extract_C130





ACFT5_20110311_95AS_Western_Gear_C130

Airdrop Malfunction Report Type: Equipment Report

Unit Address: 95 AS, Pope AAF, NC 28308

Branch of Service: Air Force

Contact Email:

Type of Report: Malfunction

Type of Loss: Choose One

Airdrop Load Malfunction Category: Release Phase

Unit Being Airlifted: 95 AS

Departure Airfield: Pope AAF NC

Type of Aircraft: C-130

Aircraft Serial Number: 86-0418

Airlift Unit: 95 AS

Drop Zone Name - Location: Luzon DZ, NC

Date of Airdrop: 20110311

Aircraft Speed KIAS: 140 KTS

Aircraft Altitude AGL: 1113 AGL

Drop Zone Elevation Feet - MSL: 376 Feet

Surface Winds KTS: 210/8G12

Type of Parachute: 26HV

Type of Load: CDS

Airdrop Load Total Rigged Weight: 1070 lbs

Other Aerial Delivery System Used: Static Line Retriever

Type Platform: Skidboard

Position of Load in Aircraft: 500

Description of suspected malfunction/incident .damaged incurred:

Static line retriever failed to cut release gate on green light.

Suspected Cause of Malfunction/Incident:

Bad Western Gear Static line Retriever. The relay switch gap on the right western gear static line retriever was set to minimum setting. With no tension on the static line, the retriever ran for three seconds during preflight. However, with an angle and tension on the gate the retriever ran for one second before shutting off.

ACFT5_20110311_95AS_Western_Gear_C130