

140th TRIANNUAL AIRDROP REVIEW and MALFUNCTION SAFETY ANALYSIS BOARD

Feb 26- 27, 2013

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



MALFUNCTIONS / INCIDENTS REPORTED

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STATIC LINE REPORTS

40



SL1_20120427_4/1SFG_MC6_JMReserveActivationInDoor_C17

Unit: 1st SFG (A)

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

Branch of Service: Army

Contact Email:

Type of Report: Incident

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

Unit Being Airlifted: HSC, 4th BN, 1st SFG (A)

Departure Airfield: McCord Field

Type of Aircraft: C-17

Aircraft Serial Number: 900532

Airlift Unit: 62nd/446 AW

Drop Zone Name - Location: Merrill DZ

Date of Airdrop: 04/27/2012

Aircraft Speed KIAS: 167

Aircraft Altitude AGL: 1200

Drop Zone Elevation Feet - MSL: 520

Surface Winds KTS: 11

Visibility Feet - Miles: UNRESTRICTED

Type of Parachute: MC-6

Type of Reserve: T-11R

Reserve Function Properly: NO

Main Parachute Age: 7 years

Main Parachute Placed in Service: MAY 2006

Main Parachute Date of Manufacture: OCTOBER 2005

Main Parachute Repack Date: 20/ 03/2012

Main Parachute Serial Number: MC6C177

Main Parachute Number of Jumps: 18

Type of Malfunction: Reserve Activation

Type of Malfunction - Incident - Specify: Reserve activation while Jumpmaster was in standing in the door conducting safety checks

Jumpers Name - Grade - Unit; E-8; MID, GSB, 1st SFG(A)

Jumpers Height and Weight: 5' 11"; 195 lb

Jumpers Equipment Weight: 35 lb

Jumpers Equipment Worn: Ruck Sack

Jumpers Position - Pass - Stick - Position: Pass 4/JM/Right door

Number of Jumps Jumper Has: 48

Resulting Injury: Bruised right shoulder and bicep.

Description of Suspected - Malfunction - Incident - Damaged Incurred: Jumpmaster was given the door and conducting safety checks on base leg of flight at unsafe speeds. Aircraft speed was 167 knots and while Jumpmaster was positioned in doorway with both feet planted at the threshold, instead of trail leg forward, the T11-R activated pulling the Jumpmaster from aircraft. Jumpmaster suspects his shoulder hit trail edge of door and rode both canopies safely to the ground. No other injuries were seen or reported.

Suspected Cause of Malfunction - Incident: Jumpmaster was given his door by the Load Master at speeds unsafe for conditions. Jumpmaster was leaning out of aircraft at, a reported 167 knots, exposing the T-11R to high wind conditions causing the rip-cord handle to be pulled from placement and causing the activation.

Name - Grade - MOS - NEC - AFSC - Unit of Reporting Officer and DSN - Commercial Phone Number;; E-5; 92R; GSSC, GSB, 1st SFG (A)/ (253) 967-8893

SL2_20120502_16MP/BN_T10D_Entanglement_C130J

Airdrop Malfunction Report Type: Personnel Static Line Report

Unit Address: 647th QM Company FORT BRAGG, NC

Branch of Service: Army

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: 16th MP BN

Departure Airfield: Sicily FLS

Type of Aircraft: C-130

Airlift Unit: 19th AW

Drop Zone Name - Location: SICILY DROP ZONE

Date of Airdrop: 05/02/2012

Aircraft Speed KIAS: 130

Aircraft Altitude AGL: 800'

Drop Zone Elevation Feet - MSL: 300'

Surface Winds KTS: 6-9

Visibility Feet - Miles: unlimited

Type of Parachute: T-10D

Type of Reserve: SLCP MIRPS

Reserve Function Properly: NO

Main Parachute Age: 12 years

Main Parachute Placed in Service: FEBRUARY 2003

Main Parachute Date of Manufacture: JULY 2000

Main Parachute Repack Date: 13 April 2012

Main Parachute Serial Number: 36398

Main Parachute Number of Jumps: 35

Type of Malfunction: Choose One

Type of Malfunction - Incident - Specify: Mid-Air Entanglement

Jumpers Name - Grade - Unit:, CW2, 16th MP BN

Jumpers Equipment Weight: Hollywood

Jumpers Equipment Worn: ACU/ACH

Jumpers Position - Pass - Stick - Position: Pass 1

Number of Jumps Jumper Has: 7

Resulting Injury: Broken back 3 locations Part of pelvis fractured Both feet and ankles broken Minor rib fractures

Description of Suspected - Malfunction - Incident - Damaged Incurred: Daytime (1800L) MASS EXIT Airborne Assault Hollywood Jump from a C130J on Sicily Drop Zone 2 May 2012. Moderate surface winds; 6-9 kts. +/- 15 kts @ 800' AGL.

Jumper #7 with seven jumps became entangled with a fellow jumper almost immediately after his main canopy deployed. His anti-inversion net eventually became caught on the other jumper's leg strap ejector snap area. Approximately 40' AGL the jumper became free from the other parachutist and activated his reserve. The reserve parachute did not fully deploy. The main canopy was provided no lift capability. The jumper in fact fell with zero lift capability from 40' AGL. Where he was treated by medics and transported to Womack Army Hospital, Fort Bragg for treatment to injuries sustained.

Suspected Cause of Malfunction - Incident: Incident caused by jumper not maintaining 50' separation or by "keeping a sharp look out during your entire descent" Also, jumper did not follow emergency procedures during the entanglement. He did not attempt to lower himself to the lower jumper nor did he clear an unobstructed path and deploy his reserve parachute.

Damage to parachute:

Gore 11,12: burns and small holes approximately 1" in diameter on sections 2,3,4 Left Riser Burned/seared most likely caused by either his suspension line or the other parachutist's suspension line.

Name - Grade - MOS - NEC - AFSC - Unit of Reporting Officer and DSN - Commercial Phone Number:, WO1, 921A, COMMERCIAL: 910.432.5767

SL3_20120507_STTS_MC6_BrokenControlLine_C130EH

Unit: Special Tactics Training Squadron

Unit Address: 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

Type of Aircraft: C-130E/H

Aircraft Serial Number: 74133

Airlift Unit: 53 AS

Drop Zone Name - Location: Field Six / Florida

Date of Airdrop: 05/07/2012

Aircraft Speed KIAS: 130 KIAS

Aircraft Altitude AGL: 1000 feet

Drop Zone Elevation Feet - MSL: 164 feet

Surface Winds KTS: 6.4 KTS

Visibility Feet - Miles: unlimited

Type of Parachute: MC-6

Type of Reserve: T-11R

Reserve Function Properly: YES

Main Parachute Age: 10 months

Main Parachute Placed in Service: March 2012

Main Parachute Date of Manufacture: June 2011

Main Parachute Repack Date: 16 March 2012

Main Parachute Serial Number: 29097

Main Parachute Number of Jumps: 1

Type of Malfunction: Broken Control Line

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

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

Jumpers Height and Weight: 72 inches 205 LBS

Jumpers Equipment Weight: 40 LBS

Jumpers Equipment Worn: Kitted LBE, Ruck Sack, Weapon, Mich Helmet, Multicam uniform, Rocky boots, goggles, and peltor

Jumpers Position - Pass - Stick - Position: 1/1/7

Number of Jumps Jumper Has: 10

Resulting Injury: None

Description of Suspected - Malfunction - Incident - Damaged Incurred: Jumper stated he stood up in air craft, jumper continued to follow the instructions of the Jump Master. Jumper hooked up at the command of "Hook up" then checked to make sure jumpers static line was serviceable. Jumper's static line was good and over jumpers shoulder. Jumper stated when given the command he followed the first six jumpers exiting the air craft. Jumper exited the air craft with proper body position, aggressively stepping from the ramp, both hands on either side of reserve, fingers spread, chin in chest and slight bend in the waist. Jumper stated after counting four-thousands and feeling the opening shock jumper looked up to check jumper's canopy. This is when jumper saw the right toggle line in a mass, hanging above jumpers head. Jumper stated that the canopy appeared to be in good condition. Jumper stated he attempted to perform a controllability check. Jumper stated this is when he discovered that the he was unable to control the canopy with right toggle. Jumper then attempted to turn into the wind using risers. Jumper stated he was unsuccessful and continued down wind. Jumper then pulled reserve lowered equipment and prepared for a parachute landing fall. Jumper completed landing and pulled riser release as parachute began to drag jumper across the field.

Suspected Cause of Malfunction - Incident: During first pass Malfunction officer (MO) observed the air craft air speed appeared to be a little high and confirmed with drop zone controller that air crafted stated air speed to be 130 knots. MO observed 50% of jumpers spinning during exit and body leaning left or right during parachute deployment. MO observed 1st jumper on the 1st pass flipped through risers and right leg was entangled with riser. During his decent several grounds personnel informed him to pull his reserve. Due to this command from grounds personnel the above jumper took the command as being meant for him due to his main canopy having a broken control line. The jumper then executed reserve deployment procedures and landed safely on the DZ. Upon the MO inspection of the parachute system I observed that the right riser control line was separated from the canopy. Upon closer inspection the control line showed signs of snapping/breaking approximately 8-10 inches above the lower control line girth hitch to the middle control lines. Upon continued inspection of the parachute system no other damage was observed or noted.

Name - Grade - MOS - NEC - AFSC - Unit of Reporting Officer and DSN - Commercial Phone Number:
WG09 1P071 Special Tactics Training Squadron, DSN 641-4583 / 850-884-4583

SL4_20120507_STTS_MC6_BrokenControlLine_C130EH

Unit: Special Tactics Training Squadron

Unit Address: 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

Type of Aircraft: C-130E/H

Aircraft Serial Number: 74133

Airlift Unit: 53 AS

Drop Zone Name - Location: Field Six / Florida

Date of Airdrop: 05/07/2012

Aircraft Speed KIAS: 130 KIAS

Aircraft Altitude AGL: 1000 AGL

Drop Zone Elevation Feet - MSL: 164 feet

Surface Winds KTS: 6.4 KTS

Visibility Feet - Miles: unlimited

Type of Parachute: MC-6

Type of Reserve: T-11R

Reserve Function Properly: YES

Main Parachute Age: 10 months

Main Parachute Placed in Service: January 2012

Main Parachute Date of Manufacture: June 2011

Main Parachute Repack Date: 11 April 2012

Main Parachute Serial Number: 29101

Main Parachute Number of Jumps: 2

Type of Malfunction: Broken Control Line

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

Jumpers Name - Grade - Unit: E-5, Special Tactics Training Squadron

Jumpers Height and Weight: 5' 10" 175 LBS

Jumpers Equipment Weight: 40 LBS

Jumpers Equipment Worn: Kitted LBE, Ruck Sack, Weapon, Mich Helmet, Multicam uniform, Rocky boots, goggles, and peltor

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

Number of Jumps Jumper Has: 11

Resulting Injury: None

Description of Suspected - Malfunction - Incident - Damaged Incurred: Jumper stated after exiting aircraft ramp, jumpers left toggle appeared to be not stowed and it had wrapped itself around the left front riser behind jumpers head around right rear riser. Jumper stated that when he attempted to pull the risers to steer it acted as a chocker putting pressure on jumper's neck due to this jumper collided with another jumper. Jumper stated he became entangled as it was a near head on collusion. Jumper stated both jumpers started too descend faster and both jumpers were unable to untangle. Both jumpers executed reserve deployment procedures and accomplished PLF landing. Jumper stated he was unable to release ruck sack prior to PLF.

Suspected Cause of Malfunction - Incident: During first pass Malfunction officer (MO) observed multiple jumpers spinning during exit and body leaning left or right during parachute deployment. MO observed jumper collusion and reserve deployment. When MO inspected parachute system of above jumper it was observed that a control line had separated from the canopy. During closer inspection the right riser control line showed signs of snapping/breaking approximately 8-10 inches above the lower control line girth hitch to the middle control lines. Upon continued inspection of the parachute system no other damage was observed or noted.

Name - Grade - MOS - NEC - AFSC - Unit of Reporting Officer and DSN - Commercial Phone Number:
WG09 1P071 Special Tactics Training Squadron, DSN 641-4583 / 850-884-4583

SL5_20120507_STTS_MC6_Entanglement_C130EH

Unit: Special Tactics Training Squadron

Unit Address: 100 Servais Way Hurlburt Field, FL 32544

Branch of Service: Air Force

Contact Email:

Type of Report: Incident

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

Unit Being Airlifted: Special Tactics Training Squadron

Departure Airfield: Hurlburt Field Florida

Type of Aircraft: C-130E/H

Aircraft Serial Number: 74133

Airlift Unit: 53 AS

Drop Zone Name - Location: Location: Field Six / Florida

Date of Airdrop: 05/07/2012

Aircraft Speed KIAS: 130 KIAS

Aircraft Altitude AGL: 1000 AGL

Drop Zone Elevation Feet - MSL: 164 feet

Surface Winds KTS: 6.4 KTS

Visibility Feet - Miles: unlimited

Type of Parachute: MC-6

Type of Reserve: T-11R

Reserve Function Properly: YES

Main Parachute Age: 10 months

Main Parachute Placed in Service: February 2012

Main Parachute Date of Manufacture: June 2011

Main Parachute Repack Date: 22 April 2012

Main Parachute Serial Number: 19356

Main Parachute Number of Jumps: 3

Type of Malfunction: Reserve Activation

Type of Malfunction - Incident - Specify: entangled jumpers

Jumpers Name - Grade - Unit A1C Special Tactics Training Squadron

Jumpers Height and Weight: 5' 10" 175 LBS

Jumpers Equipment Weight: 40 LBS

Jumpers Equipment Worn: LBE, Ruck Sack, Weapon, Mich Helmet, Multicam uniform, Rocky boots, goggles, and peltor

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

Number of Jumps Jumper Has: 11

Resulting Injury: sprained knee no missed work

Description of Suspected - Malfunction - Incident - Damaged Incurred: Jumper stated at green light jumper moved to ramp, left air craft. Jumper stated left arm caught prop blast spinning the jumper. Jumper stated when he checked canopy/gore control the jumper could not lift his head. Jumper proceeded to grab risers pulling them out and started to bicycle kick. Jumper stated after a few seconds the twist came out and jumper gained canopy control. Jumper stated he did a 360 look and pulled left toggle, another jumper fell into the jumper's sight. Jumper stated he let go of right toggle and pulled left toggle to drive away from other jumper. Jumper stated both jumpers were too close to avoid a collision. Jumper stated the other jumper was inside his risers and he thought that his decent was at a safe rate due to that he observed that he wasn't falling faster than other jumpers so he did not pull reserve. Jumper then located release straps for ruck sack system to lower the system. Jumper stated he had a difficult locating release straps. Jumper stated he heard over the team radio and ground personnel giving the command of pull reserve. Jumper stated he executed reserve deployment procedure. After reserve deployment jumper stated he proceeded to locate ruck sack release handles. Jumper stated he was too close to the ground and went into to landing position and executed a PLF.

Suspected Cause of Malfunction - Incident: During first pass Malfunction officer (MO) observed multiple jumpers spinning during exit and body leaning left or right during parachute deployment. MO observed jumper collusion and reserve deployment. When MO inspected parachute system of above jumper it was observed that no equipment malfunction had incurred and that jumper deployed reserve due to jumper entanglement. During MO equipment inspect no damage to parachute system was found.

Name - Grade - MOS - NEC - AFSC - Unit of Reporting Officer and DSN - Commercial Phone Number:
WG09 1P071 Special Tactics Training Squadron, DSN 641-4583 / 850-884-4583

SL6_20120507_STTS_MC6_DeployedReserve_C130EH

Unit: Special Tactics Training Squadron

Unit Address: 100 Servais Way Hurlburt Field, FL 32544

Branch of Service: Air Force

Contact Email:

Type of Report: Incident

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

Unit Being Airlifted: Special Tactics Training Squadron

Departure Airfield: Hurlburt Field Florida

Type of Aircraft: C-130E/H

Aircraft Serial Number: 74133

Airlift Unit: 53 AS

Drop Zone Name - Location: Field Six / Florida

Date of Airdrop: 05/07/2012

Aircraft Speed KIAS: 130 KIAS

Aircraft Altitude AGL: 1000 AGL

Drop Zone Elevation Feet - MSL: 164 feet

Surface Winds KTS: 6.4 KTS

Visibility Feet - Miles: unlimited

Type of Parachute: MC-6

Type of Reserve: T-11R

Reserve Function Properly: YES

Main Parachute Age: 10 months

Main Parachute Placed in Service: December 2011

Main Parachute Date of Manufacture: June 2011

Main Parachute Repack Date: 8 March 2012

Main Parachute Serial Number: 29104

Main Parachute Number of Jumps: 2

Type of Malfunction: Reserve Activation

Type of Malfunction - Incident - Specify: Deployed reserve

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

Jumpers Height and Weight: 75 inches 212 lbs

Jumpers Equipment Weight: 40 lbs

Jumpers Equipment Worn: Kitted LBE, Ruck Sack, Weapon, Mich Helmet, Multicam uniform, Rocky boots, goggles, and peltor

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

Number of Jumps Jumper Has: 10

Resulting Injury: None

Description of Suspected - Malfunction - Incident - Damaged Incurred: Jumper stated upon exiting air craft jumpers risers were heavily twisted, while accomplishing untwisting procedures jumper stated he heard the command to "pull reserve". Jumper stated after untangling twists jumper observed the he was roughly 300 feet below other jumpers and still descending rapidly. Jumper stated the pull reserve command was still being repeated over the team radio. Jumper stated at this point he executed reserve deployment procedures to slow his decent. Jumper stated his decent slowed dramatically and jumper had a safe landing.

Suspected Cause of Malfunction - Incident: During the pass Malfunction officer (MO) observed multiple jumpers spinning during exit and body leaning left or right during parachute deployment. MO observed jumper reserve deployments. When MO inspected parachute system of above jumper it was observed that no equipment malfunction had incurred and that jumper deployed reserve due to hearing the deploy reserve command. During MO equipment inspect no damage to parachute system was found.

Name - Grade - MOS - NEC - AFSC - Unit of Reporting Officer and DSN - Commercial Phone Number:
WG09 1P071 Special Tactics Training Squadron, DSN 641-4583 / 850-884-4583

SL7_20120511_3/75RR_T11_DeployedReserve(2)_C17

Unit: 3/75th Ranger Regiment

Unit Address: Fort Benning, GA

Branch of Service: Army

Contact Email:

Type of Report: Incident

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

Unit Being Airlifted: 3/75th Ranger Regiment

Departure Airfield: Lawson Army Airfield

Type of Aircraft: C-17

Aircraft Serial Number: 88191

Airlift Unit: 437th

Drop Zone Name - Location: Fryar DZ

Date of Airdrop: 05/11/2012

Aircraft Speed KIAS: 130 KIAS

Aircraft Altitude AGL: 1000 AGL

Drop Zone Elevation Feet - MSL: 302'

Surface Winds KTS: 2-4 KTS

Visibility Feet - Miles: Clear

Type of Parachute: T-11

Type of Reserve: T-11R

Reserve Function Properly: YES

Main Parachute Age: N/A

Main Parachute Placed in Service: N/A

Main Parachute Date of Manufacture: N/A

Main Parachute Repack Date: N/A

Main Parachute Serial Number: N/A

Main Parachute Number of Jumps: N/A

Type of Malfunction: Choose One

Type of Malfunction - Incident - Specify: T-11R Activation

Jumpers Name - Grade - Unit: SGT / Smentek, Michael CPL

Jumpers Height and Weight: N/A

Jumpers Equipment Weight: N/A

Jumpers Equipment Worn: N/A

Jumpers Position - Pass - Stick - Position: Jumper #1: 5/1/4 Jumper #2 4/1/8

Number of Jumps Jumper Has: Jumper #1 (15) / Jumper #2 (20)

Resulting Injury: None

Description of Suspected - Malfunction - Incident - Damaged Incurred: During a C-17 hollywood mass exit jump, Jumpers 1 and 2 activated their T-11 R parachute. Jumper 1 experienced suspension line twists and activated his T-11 R with a fully inflated T-11 main canopy at approximately 400' AGL on Lift 1. Jumper 1's T-11 R canopy elongated out of the pack tray, but did not inflate due to a fully inflated T-11 main canopy. Jumper 2 experienced suspension line twists and deployed his T-11 R with a fully inflated T-11 main canopy at approximately 600' AGL on Lift 3. Jumper 2's T-11 R canopy fully inflated at around 400' AGL. Both jumpers landed safely without incident or damage to equipment.

Suspected Cause of Malfunction - Incident: Both jumpers conducted weak exits which contributed to their suspension lines being twisted during mass exit procedures. While comparing their rate of descent, both jumpers determined they were falling faster than their fellow jumpers and activated their T-11 R canopies. Jumper's 1 and 2 were novice jumpers and conducting their first proficiency jump after returning from deployment.

Name - Grade - MOS - NEC - AFSC - Unit of Reporting Officer and DSN - Commercial Phone Number: W-2, 921A, E CO, 3/75th Ranger Regiment, 835-7093, 706-545-7093

SL8_20120427_1SF_MC6_Reserve_Activation_in_Aircraft_C17

Unit: 1st SFG (A)

Unit Address: 1st SFG (A); JBLM, WA 98433

Branch of Service: Army

Contact Email: jason.nash1@us.army.mil

Type of Report: Incident

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

Unit Being Airlifted: HSC, 4th BN, 1st SFG (A)

Departure Airfield: McCord Field

Type of Aircraft: C-17

Other Type of Aircraft: NONE

Aircraft Serial Number: 900532

Airlift Unit: 62nd/446 AW

Drop Zone Name - Location: Merrill DZ

Date of Airdrop: 04/27/2012

Aircraft Speed KIAS: 167

Aircraft Altitude AGL: 1200

Drop Zone Elevation Feet - MSL: 520

Surface Winds KTS: 8

Visibility Feet - Miles: unrestricted

Type of Parachute: MC-6

Other Type of Parachute - Specify: NONE

Type of Reserve: T-11R

Other Type of Reserve: NONE

Reserve Function Properly: NO

Main Parachute Age: 7 YRS

Main Parachute Placed in Service: May 2006

Main Parachute Date of Manufacture: October 2005

Main Parachute Repack Date: 20 MAR 12

Main Parachute Serial Number: MC6C177

Main Parachute Number of Jumps: 18

Type of Malfunction: Reserve Activation

Type of Malfunction - Incident - Specify: Reserve activation in aircraft

Jumpers Name - Grade - Unit: MSG; MID, GSB, 1st SFG (A)

Jumpers Height and Weight: 5 11; 195lbs

Jumpers Equipment Weight: 35lbs

Jumpers Equipment Worn: MC-6; T-11R; ALICE PACK

Jumpers Position - Pass - Stick - Position: 4/JM/Right door

Number of Jumps Jumper Has: 48

Resulting Injury: Bruising to right shoulder and right arm.

Description of Suspected - Malfunction - Incident - Damaged Incurred: The jumpmaster was given the door and was conducting safety checks on base leg of the flight during slow down; the aircraft speed was 167 knots. Approximately two minutes prior to the last turn onto the Final Approach the Jumpmasters' T-11R activated as he was leaning out of the aircraft.

Suspected Cause of Malfunction - Incident: During the more than two hour flight the Jumpmaster stated that he had to reinsert his side tuck tab three to four times; however, he never mentioned this to anyone and there were two extra T-11Rs on the aircraft. The safety recalls performing JMPI for him and stated that his reserve had no issue at that time.

Prior to the airborne operation the JM crew requested that the Air Force turn the door over to the Army as soon as possible, to allow them more time in the door. The Loadmaster recalls giving the door to the Army after the Six Minute Slowdown. The aircraft (A/C) was still on base leg at that time and the A/C speed was reported to be going 160-167 knts.

IAW FM 3-21.220, Ch. 16-24 d. states: 6-Minute Time Warning and Aircraft Slowdown. The aircrew completes their 6-minute slowdown check: aircraft deck is set between 6 and 7 degrees, aircraft slows to a drop speed of 130 knots (plus or minus 3 knots indicated airspeed), air deflectors are deployed, and troop doors opened. The load master takes a position between both jump doors and gives control of the doors to the JMs.

IAW USASOC Reg. 350-2, Ch. 19-7 d. states: Six minute warning and aircraft slowdown: The aircrew completes their 6-minute slowdown check, aircraft set at a deck angle between 6 and 7 degrees, aircraft slows to a drop speed of 130 KCAS (+/- 3 knots), air deflectors deployed to the full open position, and paratroop doors opened. Once completed the Loadmaster takes a position between both jump doors and gives control of the doors to the JMs.

NOTE: The Air Force crew stated that their regulation does not state that the A/C must be at 130 KCAS (+/-3). THIS SHOULD BE ADDRESSED SO THAT BOTH ARMY AND AIR FORCE ARE ON THE SAME NOTE.

When the JM was given the door and begun his Outside Air Safety Check. His feet were not in the proper position IAW FM 3-21.220, 16-26 d. He did not have a foot in the center of the platform nor was his trail foot behind him. Both feet were spread and placed in the corner of the threshold. This cause the jumpmaster, wearing combat equipment and using the handhold on the lead edge of the door to lean out of the aircraft excessively, while at a high speed, for an excessive amount of time; resulting in the T-11Rs ripcord grip/assembly to catch air and activate while in the door.

Name - Grade - MOS - NEC - AFSC - Unit of Reporting Officer and DSN - Commercial Phone Number: E-5, 92R, 1st SFG (A); 253-967-8631

SL9_20120517_JRTC_MC6_Broken_Control_Line_C23

Unit: Airdrop Branch (Riggers)

Unit Address: 2883 B. Ave, Fort Polk, LA 71459

Branch of Service: Army

Contact Email:

Type of Report: Malfunction

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

Unit Being Airlifted: Special Operations Training Detachment

Departure Airfield: Deridder Airport , Louisiana

Type of Aircraft: C-23 Sherpa

Aircraft Serial Number: UNKNOWN

Airlift Unit: H Company, 171 AVN (TA)

Drop Zone Name - Location: Brown-Swank DZ

Date of Airdrop: 05/15/2012

Aircraft Speed KIAS: 105 KN

Aircraft Altitude AGL: 1250

Drop Zone Elevation Feet - MSL: 200 ft

Surface Winds KTS: 0-2 KN

Visibility Feet - Miles: Unlimited

Type of Parachute: MC-6

Type of Reserve: T-11R

Reserve Function Properly: N/A

Main Parachute Age: 2 Yrs

Main Parachute Placed in Service: September 2010

Main Parachute Date of Manufacture: March 2010

Main Parachute Repack Date: 7 May 2012 (Packed)

Main Parachute Serial Number: 12522

Main Parachute Number of Jumps: 6

Type of Malfunction: Broken Control Line

Type of Malfunction - Incident - Specify: Broken Control Line

Jumpers Name - Grade - Unit: Williams, E-7/SFC, SOTD

Jumpers Height and Weight: 73 in/230 lbs

Jumpers Equipment Weight: NA

Jumpers Equipment Worn: NA

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

Number of Jumps Jumper Has: 100

Resulting Injury: N/A

Description of Suspected - Malfunction - Incident - Damaged Incurred: On 15 May 2012 the jumper exited the aircraft, upon checking canopy he had approximately two feet of twists. After bicycling the twists out he rechecked his canopy. He noticed his left control line was broken and hanging free. Jumper used the right control line to steer the canopy, jumper landed without further incident.

Suspected Cause of Malfunction - Incident: When the jumper exited, the two feet of twists caused the two control lines to become twisted with the suspension lines resulting in a tension knot. The stress caused from the opening shock which forced the parachute upward and the jumper's weight, pulling the parachute downward, added additional stress to the middle control lines. Since the control line excess could not be pulled free, it caused the middle control lines (line 42) made of type IIA nylon to break (which is only rated at 225 lbs). The jumper stated that he is pretty sure his control line excess was still stowed in the retainer band after he saw his broken control line, but this cannot be confirmed.

Name - Grade - MOS - NEC - AFSC - Unit of Reporting Officer and DSN - Commercial Phone Number:,
Airdrop Systems Technician, Airdrop Branch (Riggers), 337-531-5543/DSN: 863-5543

SL10_20120516_3/75_T11_RR_Entanglement_MC130

Unit: E CO, 3/75th Ranger Regiment

Unit Address: Fort Benning, GA 31905

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: HHC, 3/75th Ranger Regiment, Fort Benning, GA 31905

Departure Airfield: Lawson Army Airfield

Type of Aircraft: MC-130

Aircraft Serial Number: 90283

Airlift Unit: 1st SOW

Drop Zone Name - Location: Fryar DZ

Date of Airdrop: 05/16/2012

Aircraft Speed KIAS: 135 KIAS

Aircraft Altitude AGL: 1000 AGL

Drop Zone Elevation Feet - MSL: 302'

Surface Winds KTS: 0-4 KTS

Visibility Feet - Miles: Unlimited

Type of Parachute: T-11

Type of Reserve: T-11R

Reserve Function Properly: N/A

Main Parachute Age: 3 years / 3 years

Main Parachute Placed in Service: APR 09 / JUL 09

Main Parachute Date of Manufacture: MAR 09 / APR 09

Main Parachute Repack Date: 27 FEB 12 / 28 FEB 12

Main Parachute Serial Number: 1618 / 02102

Main Parachute Number of Jumps: 8 / 6

Type of Malfunction: Choose One

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

Jumpers Name - Grade - Unit: Benjamin Bowman, SPC, HHC, 3/75th / Michael Thomas, CPT, HHC, 3/75th

Jumpers Height and Weight: 5' 10" 180 lbs / 6' 185 lbs

Jumpers Equipment Weight: N/A

Jumpers Equipment Worn: N/A

Jumpers Position - Pass - Stick - Position: Left Door/ 2nd Pass/1st Jumper and Right Door/2nd Pass/2nd Jumper

Number of Jumps Jumper Has: 16 / 8

Resulting Injury: SPC Bowman suffered a 2nd degree sprain of his Right Ankle and lacerated chin from hitting his knees during the PLF. Lacerated chin did not require any stitches. CPT Thomas did not sustain any injuries. SPC Bowman was returned back to duty after treatment IAW limitations of his profile.

Description of Suspected - Malfunction - Incident - Damaged Incurred: SPC Bowman (Higher Jumper) was preparing to pull a front riser slip at approximately 50' AGL when he became engulfed in the T-11 main canopy of CPT Thomas (Lower Jumper). As the lower jumper prepared to conduct his PLF, the higher jumper's T-11 main canopy lost lift capability causing the higher jumper to slide down to and through the lower jumper's T-11 main canopy corner vent. As the higher jumper passed through the T-11 main canopy corner vent of the lower jumper, the higher jumper began a free drop of approximately 20-30' AGL pulling the T-11 main canopy suspension lines through the corner vent until conducting a PLF within seconds of the lower jumper.

Suspected Cause of Malfunction - Incident: Both jumpers lost situational awareness of each other while preparing to land. As a result, the higher jumper drifted over the lower jumper's T-11 main canopy at approximately 50' AGL causing the higher jumper's T-11 main canopy to lose lift capability. Once the higher jumper's T-11 main canopy lost lift capability, he slid to and through the lower jumper's T-11 main corner vent causing the Low Altitude Corner Vent Entanglement.

Name - Grade - MOS - NEC - AFSC - Unit of Reporting Officer and DSN - Commercial Phone Number: CW2, 921A, E CO, 3/75th Ranger Regiment, Fort Benning, GA 31905, DSN 835, 706-545-7093

SL11_20120516_10SFG_MC6_Reserve_Activation_C130J

Unit: GSB 10th SFG(A)

Unit Address: BLDG 7438 Bad Toelz Rd.

Branch of Service: Army

Contact Email:

Type of Report: Incident

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

Unit Being Airlifted: 3rd BN SFG(A)

Departure Airfield: Colorado Springs, CO, ADAG

Type of Aircraft: C130J

Aircraft Serial Number: PITT 08

Airlift Unit: Pennsylvania Air National Guard

Drop Zone Name - Location: Pinion Canyon

Date of Airdrop: 05/16/2012

Aircraft Speed KIAS: 130

Aircraft Altitude AGL: 2000

Drop Zone Elevation Feet - MSL: 6,000

Surface Winds KTS: 6

Visibility Feet - Miles: 20 miles

Type of Parachute: MC-6

Type of Reserve: T-11R

Reserve Function Properly: YES

Main Parachute Age: 3 1/2 years

Main Parachute Placed in Service: oct 09

Main Parachute Date of Manufacture: sep 08

Main Parachute Repack Date: 13 Mar 2012

Main Parachute Serial Number: 17834

Main Parachute Number of Jumps: 60

Type of Malfunction: Reserve Activation

Type of Malfunction - Incident - Specify: Weak exit led to twist in suspension lines

Jumpers Name - Grade - Unit: E-6, 3rd BN 10th SFG(A)

Jumpers Height and Weight: 6'1, 215

Jumpers Equipment Weight: N/A

Jumpers Equipment Worn: ACU's, ACH

Jumpers Position - Pass - Stick - Position: Lift , Pass 3, Jumpmaster

Number of Jumps Jumper Has: 32

Resulting Injury: NONE

Description of Suspected - Malfunction - Incident - Damaged Incurred: NONE

Suspected Cause of Malfunction - Incident: When jumpmaster exited the aircraft did not have strong exit, and began to spin upon exiting causing twist in the suspension lines. Leading to the activation of the reserve parachute.

Name - Grade - MOS - NEC - AFSC - Unit of Reporting Officer and DSN - Commercial Phone Number: E-5, 92R, GSB 10th SFG(A), 524-1161

SL12_20120602_USSOCOM_MC6_Broken_Femu_C130E/H

Unit: USSOCOM

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

Branch of Service: Army

Contact Email:

Type of Report: Incident

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

Unit Being Airlifted: JCSE (CSD)

Departure Airfield: Macdill AFB

Type of Aircraft: C-130E/H

Other Type of Aircraft: N/A

Aircraft Serial Number: N/A

Airlift Unit: N/A

Drop Zone Name - Location: Macdill DZ ,Tampa, FL

Date of Airdrop: 2 June, 2012

Aircraft Speed KIAS: 130 knots

Aircraft Altitude AGL: 1,500AGL

Drop Zone Elevation Feet - MSL: N/A

Surface Winds KTS: 6 knots

Visibility Feet - Miles: N/A

Type of Parachute: MC-6

Other Type of Parachute - Specify: N/A

Type of Reserve: T-11R

Other Type of Reserve: N/A

Reserve Function Properly: N/A

Main Parachute Age: 4 months old

Main Parachute Placed in Service: Feb 2012

Main Parachute Date of Manufacture: Aug 2012

Main Parachute Repack Date: 17 July 2012

Main Parachute Serial Number: MC6C 20391

Main Parachute Number of Jumps: 1

Type of Malfunction: Choose One

Type of Malfunction - Incident - Specify: Incident

Jumpers Name - Grade - Unit:

Jumpers Height and Weight: 5ft 11inch

Jumpers Equipment Weight: 205lbs.

Jumpers Equipment Worn: none

Jumpers Position - Pass - Stick - Position: 2nd pass, 2nd stick, 3rd jumper

Number of Jumps Jumper Has: 6

Resulting Injury: Broken Femur bone.

Description of Suspected - Malfunction - Incident - Damaged Incurred: The jumper was running with the wind all the way to the ground.

Suspected Cause of Malfunction - Incident: Jumper being inexperienced (only had 6 jumps).

Name - Grade - MOS - NEC - AFSC - Unit of Reporting Officer and DSN - Commercial Phone Number: E-6, 92R3P, USSOCOM, 813-826-3098

SL13_20120618_3/75RR_T11_Hung_Slider_C17

Unit: 3/75 Ranger Regiment

Unit Address: E CO, 3/75 Ranger Regiment, Fort Benning, GA 31905

Branch of Service: Army

Contact Email:

Type of Report: Malfunction

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

Unit Being Airlifted: 3rd Ranger Battalion

Departure Airfield: Lawson Army Airfield

Type of Aircraft: C-17

Other Type of Aircraft: N/A

Aircraft Serial Number: 9207

Airlift Unit: 437th Air Wing

Drop Zone Name - Location: Fryar DZ, FBGA

Date of Airdrop: 06/18/2012

Aircraft Speed KIAS: 130 KIAS

Aircraft Altitude AGL: 1000' AGL

Drop Zone Elevation Feet - MSL: 302' MSL

Surface Winds KTS: 0 KTS

Visibility Feet - Miles: Night drop

Type of Parachute: T-11

Other Type of Parachute - Specify: N/A

Type of Reserve: T-11R

Other Type of Reserve: N/A

Reserve Function Properly: YES

Main Parachute Age: 4 Years

Main Parachute Placed in Service: June 2009

Main Parachute Date of Manufacture: October 2008

Main Parachute Repack Date: 19 July 2012

Main Parachute Serial Number: 0095

Main Parachute Number of Jumps: 8

Type of Malfunction: Squid

Jumpers Name - Grade - Unit: E-7, HHC, 3/75 Ranger Regiment

Jumpers Height and Weight: 5'10" 180 Lbs.

Jumpers Equipment Weight: 50 Lbs.

Jumpers Equipment Worn: 1950 weapons case/assault pack/ballistic helmet

Jumpers Position - Pass - Stick - Position: 1st Pass, chalk 5, right door, 2nd to last jumper

Number of Jumps Jumper Has: 40 jumps

Resulting Injury: Jumper not injured.

Description of Suspected - Malfunction - Incident - Damaged Incurred: At approximately 2245, 18 June 2012, two C-17 aircraft in welded wing formation were conducting a mass tactical airborne operation. During chalk number fives drop, the second to last jumper exited the aircraft and had restricted lift capability on the main parachute. As the jumper was falling, I noticed under NVG's that the jumper was twisting in the air. At or about 500' AGL the jumper had activated his T-11 reserve parachute and had landed safely on the ground without injury.

Suspected Cause of Malfunction - Incident: After interviewing the jumper, he said that his legs and feet came over the top of his head and that his feet hit something as he flipped through his risers. After inspecting the main parachute system, it was determined that the left riser and suspension lines had passed through the right side suspension line group which caused a twisting type restriction in the suspension lines at the lower lateral band. Due to the twists in the suspension lines the slider was restricted from sliding down the suspension lines.

Name - Grade - MOS - NEC - AFSC - Unit of Reporting Officer and DSN - Commercial Phone Number: E-7, 92R, ECO. 3/75 Ranger Regiment, FT. Benning GA. DSN 835, 706-545-7096

SL14_20120626_27 EN_BN_T11_Main_Failed_Deployment_C130H

Unit: 11th Quartermaster Company

Unit Address: 11th Quartermaster Company, Fort Bragg, North Carolina

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: 27th EN BN

Departure Airfield: Pope Army Air Field

Type of Aircraft: C-130E/H

Other Type of Aircraft: NA

Aircraft Serial Number: Unknown

Airlift Unit: 19th AW

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

Date of Airdrop: 06/26/2012

Aircraft Speed KIAS: 130

Aircraft Altitude AGL: 1250 AGL

Drop Zone Elevation Feet - MSL: 407MSL

Surface Winds KTS: 5 KTS

Visibility Feet - Miles: Unlimited

Type of Parachute: T-11

Type of Reserve: T-11R

Reserve Function Properly: YES

Main Parachute Age: 2YRS

Main Parachute Placed in Service: AUG10

Main Parachute Date of Manufacture: APR10

Main Parachute Repack Date: 4 JUNE 12

Main Parachute Serial Number: 05792

Main Parachute Number of Jumps: 2

Type of Malfunction: Cigarette Roll

Type of Malfunction - Incident - Specify: Complete malfunction providing no lift capability from main canopy.

Jumpers Name - Grade - Unit: /E-7/20TH ENG

Jumpers Height and Weight: 6'2/240LBS

Jumpers Equipment Weight: 35LB

Jumpers Equipment Worn: 332LBS

Jumpers Position - Pass - Stick - Position: 2ND Pass/Left Door/Last Man

Number of Jumps Jumper Has: 35+

Description of Suspected - Malfunction - Incident - Damaged Incurred: On 26 June 2012 at approximately 1000-1300hrs on Sicily DZ a C-130H aircraft exited paratroopers from 27th ENG BN during a T-11 proficiency jump. Paratroopers were given the green light at approximately 1250ft above ground level. The jumper exited the aircraft and counted to six thousand. The deployment sleeve and drogue chute acted as they were designed. Main canopy failed to properly inflate during the second phase of deployment. Jumper looked up and observed twists from his risers through his main canopy. Jumper then activated his T-11R. His reserve parachute activated as designed. The jumper continued to spin which resulted in the main canopy having twists as the reserve parachute deployed. After the reserve was fully deployed, the main canopy continued to spin. A fellow Paratrooper stated that the jumper's reserve parachute fully deployed at approximately 300ft. The jumper performed the appropriate PLF. Jumper was then pulled a short distance by his reserve parachute prior to the canopy deflating. Jumper then felt pain in growing.

Suspected Cause of Malfunction - Incident: Currently unknown. On-going investigation is being conducted by the Sustainment Brigade and 921A SME

Name - Grade - MOS - NEC - AFSC - Unit of Reporting Officer and DSN - Commercial Phone Number:
/W2/921A/11th QM Co, 82nd SB/432-1785

SL15_20120712_1/507PIR_T10D_Anti_Inversion_Net_C130J

Unit: E CO 1/507th PIR

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

Branch of Service: Army

Contact Email:

Type of Report: Malfunction

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

Unit Being Airlifted: A CO 1/507th PIR

Departure Airfield: Lawson Army Airfield

Type of Aircraft: C130J

Airlift Unit: 19th Air Wing Little Rock, AR

Drop Zone Name - Location: Fryar DZ

Date of Airdrop: 07/12/ 2012

Aircraft Speed KIAS: 130 KIAS

Aircraft Altitude AGL: 1250

Drop Zone Elevation Feet - MSL: 281

Surface Winds KTS: 0-5

Visibility Feet - Miles: Unlimited

Type of Parachute: T-10D

Type of Reserve: SLCP MIRPS

Reserve Function Properly: YES

Main Parachute Age: 7 years 7 months

Main Parachute Placed in Service: Sep 2005

Main Parachute Date of Manufacture: Dec 2004

Main Parachute Repack Date: 25 June 2012

Main Parachute Serial Number: 9034

Main Parachute Number of Jumps: unknown

Type of Malfunction: Distorted Canopy

Type of Malfunction - Incident - Specify: Anti-Inversion net lock

Jumpers Name - Grade - Unit:

Jumpers Height and Weight: 55 inches

Jumpers Equipment Weight: 140 pounds

Jumpers Equipment Worn: Helmet, Uniform, Boots

Jumpers Position - Pass - Stick - Position: 1st Pass / Chaulk 7 / Jumper #1

Number of Jumps Jumper Has: 5

Resulting Injury: No Injury

Description of Suspected - Malfunction - Incident - Damaged Incurred: On 11 July 2012 at approximately 1320 hours a student in the Basic Airborne School exited C-130J equipped with a T-10D and a MIRPS SLCP and continued his jump sequence until his 2nd point of performance. He was the first jumper on the right door, second pass (5th jump); upon exiting the aircraft the jumper stated that his parachute had a "jerky feel" upon opening. During his second point of performance he noticed that his canopy was distorted and that he was falling faster than his fellow jumpers. The jumper then activated his reserve parachute and landed without injury. The Malfunction NCO instructed the jumper to stay in place and took pictures of the anti-inversion net and suspension lines. After a technical rigger type inspection was conducted of the main parachute, the following discrepancies were found: anti-inversion net manufactured running ends measured one and a quarter inch in excess (trimming on the anti-inversion net was not trimmed to a 1/4 of an inch). After analyzing the video of the malfunction combined with the inspection of the parachute the following results were found: the distortion of the T-10 canopy (video); increased rate of decent (video); anti-inversion net was not trimmed as prescribed in the TM. It was also observed that the canopy was distorted on the left side (jumper's perspective) of the canopy which is consistent with the untrimmed netting between lines 18 and 19. There were minor burn of the canopy on Gore 28, Section 2. This damage may/may not have been caused by the parachute mishap, and the damage was very minor in that it did not penetrate the canopy.

Suspected Cause of Malfunction - Incident: The T-10D's anti-inversion net running ends were not trimmed to 1/4" as per TM 10-1670-293-23&P standards causing several suspension lines and the anti-inversion net to bind. The main canopy was distorted and enough of the air channel was restricted to increase the jumper's rate of decent.

The trimming of the T-10 anti-inversion net was not completed during in-processing, and it was not caught during the pack process either. Mitigating factors have already been put into place.

Name - Grade - MOS - NEC - AFSC - Unit of Reporting Officer and DSN - Commercial Phone Number: W2, 921A E Co 1-507th PIR Fort Benning, GA 31905 (706)545-4651 DSN 835

SL15_20120712_1/507PIR_T10D_Anti_Inversion_Net_C130J

SL15_20120712_1/507PIR_T10D_Anti_Inversion_Net_C130J



SL15_20120712_1/507PIR_T10D_Anti_Inversion_Net_C130J



SL15_20120712_1507PIR_T10D_Anti_Inversion_Net_C130J 2.MPG

SL16_20120726_7SFG_SF10A_Broken_Control_Line_C130

Unit: 7th SFG(A)

Unit Address: 77th Special Forces way

Branch of Service: Army

Contact Email:

Type of Report: Choose One

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

Unit Being Airlifted: 7th SFG(A)

Departure Airfield: Duke field pad B13

Type of Aircraft: Choose One

Other Type of Aircraft: C-130

Drop Zone Name - Location: Santa DZ/ camp rudder/FL

Date of Airdrop: 07/26/2012

Aircraft Speed KIAS: 130

Aircraft Altitude AGL: 1250

Surface Winds KTS: 0-5 KTS

Visibility Feet - Miles: Unlimited

Type of Parachute: SF10A

Type of Reserve: SLCP MIRPS

Reserve Function Properly: YES

Main Parachute Age: 9

Main Parachute Placed in Service: DEC 03

Main Parachute Date of Manufacture: JUN 03

Main Parachute Repack Date: 12/6/12

Main Parachute Serial Number: SA 1744

Main Parachute Number of Jumps: 8

Type of Malfunction: Broken Control Line

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

Jumpers Name - Grade - Unit: E-5, 7th SFG (A)

Jumpers Equipment Weight: None

Jumpers Equipment Worn: None

Resulting Injury: None

Description of Suspected - Malfunction - Incident - Damaged Incurred: Control line broke during decent.

Suspected Cause of Malfunction - Incident: mid control lines were probably over stretched on opening

Name - Grade - MOS - NEC - AFSC - Unit of Reporting Officer and DSN - Commercial Phone Number: E-5
92R 7th SFG (A)

SL17_20120719_75RR_T11_Hung_Slider_C130J

Unit: RSTB, 75th Ranger Regiment

Unit Address: 6350 Ashley Ave. Bldg 2852

Branch of Service: Army

Contact Email:

Type of Report: Malfunction

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

Unit Being Airlifted: RSTB, 75th Ranger Regiment

Departure Airfield: Lawson AAF

Type of Aircraft: C130J

Aircraft Serial Number: Unknown

Airlift Unit: 136th AW

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

Date of Airdrop: 07/19/2012

Aircraft Speed KIAS: 130

Aircraft Altitude AGL: 1000

Drop Zone Elevation Feet - MSL: 280

Surface Winds KTS: 0-5

Visibility Feet - Miles: Unlimited

Type of Parachute: T-11

Other Type of Parachute - Specify: None

Type of Reserve: T-11R

Other Type of Reserve: None

Reserve Function Properly: N/A

Main Parachute Age: 3 yrs 8 mths

Main Parachute Placed in Service: 05/09

Main Parachute Date of Manufacture: 12/08

Main Parachute Repack Date: 04/12

Main Parachute Serial Number: 00461

Main Parachute Number of Jumps: 7

Type of Malfunction: Distorted Canopy

Type of Malfunction - Incident - Specify: Line twists, Canopy did not completely inflate

Jumpers Name - Grade - Unit: E-8, HHC, RSTB, 75th Ranger Regiment

Jumpers Height and Weight: 70", 195 lbs

Jumpers Equipment Weight: N/A

Jumpers Equipment Worn: N/A

Jumpers Position - Pass - Stick - Position: 2/2/8 of 9

Number of Jumps Jumper Has: 75

Resulting Injury: None

Description of Suspected - Malfunction - Incident - Damaged Incurred: The second to last jumper on the right door experienced a malfunction/incident upon exiting the aircraft. It is clear in the video that the opening sequence was different than all other jumpers (see video). The jumper experienced severe twist and was noticeably falling faster than his fellow jumpers. The jumper stated that he had noticed he was falling faster than fellow jumper but elected to not deploy his reserve because his canopy started to deploy. The jumper began removing the twists by bicycling, once the twists were removed the slider was still hung up by what looked like "tangled" lines below the slider with clear lines above the slider although the canopy was not fully inflated. The jumper landed without injury and immediately popped both canopy release assemblies and began bagging the parachute prior to the MO arriving. Therefore the tangled lines below the slider were unable to be confirmed.

It appears as though the second to last jumper left door had a similar deployment sequence, however his canopy fully inflated in less than 6 seconds. It appears as though these two jumpers may have possibly collided under the aircraft upon exit, unconfirmed possibility. (See video)

A 100% TRI was conducted revealing three small holes on Panel 14 ranging 4 - 8 inches from the lateral band as well as other marks that look like the canopy was pinched/pulled, a 1/2" melted score on the lateral band and several noticeable damage marks on panel 13, but not enough to cause a hole. The slider also had 3 small holes approximately 1/8" in diameter. It is possible that the damage to the slider and panel 13 may have been damaged during recovery or even on another airborne operation. Due to the location of the damage on Panel 14, it is believed that it was caused during the deployment sequence. No other damage was found on the parachute system.

Suspected Cause of Malfunction - Incident: It is believed that the canopy did not fully inflate due to the excessive twists in the suspension line which did not allow the slider to slide down the suspension line. The jumper noted and eyewitnesses in the immediate area confirmed that it looked as if the slider was impeded by numerous twists in the suspension lines. The cause of the twists is unknown at this time. It is possible the twists came from a poor exit or the jumper collided with the jumper on the opposite door during the deployment sequence.

It is undetermined on what caused the damage to the canopy.

Video and photos will be uploaded or email to ADFSD.

Name - Grade - MOS - NEC - AFSC - Unit of Reporting Officer and DSN - Commercial Phone Number:, W-2, 921A, RSTB, 75th Ranger Regiment 706-626-2755

SL17_20120719_75RR_T11_Hung_Slider_C130J

Video and Pics waiting

SL18_20120712_ADFSD_MC6_Broken_Control_Line_C130J

Unit: ADFSD

Unit Address: 700 ADAMS Ave Fort Lee, VA 23801

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 AIRFIELD

Type of Aircraft: C130J

Drop Zone Name - Location: BLACKSTONE DZ

Date of Airdrop: 07/12/2012

Aircraft Speed KIAS: 130KIAS

Aircraft Altitude AGL: 1250 AGL

Surface Winds KTS: 5 KTS

Visibility Feet - Miles: 20 MILES

Type of Parachute: MC-6

Type of Reserve: T-11R

Reserve Function Properly: N/A

Main Parachute Age: 6 Years

Main Parachute Placed in Service: JUNE 2006

Main Parachute Date of Manufacture: APR 2006

Main Parachute Repack Date: 10 July 12

Main Parachute Serial Number:MC6C 1641

Main Parachute Number of Jumps: N/A

Type of Malfunction: Choose One

Type of Malfunction – Incident – Specify: Broken Left Control Line

Jumpers Name: LTC Childress

Jumpers Height and Weight: 72” 200 lbs

Jumpers Equipment Weight: N/A

Jumpers Position: 2nd Pass, 2nd Jumper on the Right Door

Number of Jumps Jumper has: 8

Resulting Injury: NONE

Type of Malfunction: Broken Control Line

Resulting Injury: NONE

Description of Suspected - Malfunction - Incident - Damaged Incurred: On 12 July 2012 at 1225hrs on Blackstone DZ a jumper exited the Left Door and had twists. The jumper began bicycling to remove the twists. However, the jumper did not grab his risers (IAW SAT) but was observed pulling both the left and right toggles down at the full brake position. As the Jumper came out of the twist his left control line was broken. Nonetheless, the Jumper spiraled all the way down to the ground without pulling on the left rear risers as explained during SAT. There were no injuries to the jumper.

Suspected Cause of Malfunction- Incident: During inspection of the Canopy the following damages were found: Gore 3 section 2 has hole, Gore 1 section 2 Snags, Gore 2 section 2 snags. Left Control line broken.

Name - Grade - MOS - NEC - AFSC - Unit of Reporting Officer and DSN - Commercial Phone Number: E-6, 92 R/ ADFSD

Parachute is in Pack Branch for inspection

SL19_20120712_ADFSD_MC6_Broken_Control_Line_C130J

Unit: ADFSD

Unit Address: 700 Adams Ave Fort Lee, VA 23801

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 Air Field

Type of Aircraft: C130J

Other Type of Aircraft: N/A

Drop Zone Name - Location: Blackstone DZ

Date of Airdrop: 07/12/2012

Aircraft Speed KIAS: 130 KTS

Aircraft Altitude AGL: 1250 AGL

Surface Winds KTS: 5 KTS

Visibility Feet - Miles: 20 Miles

Type of Parachute: MC-6

Type of Reserve: T-11R

Reserve Function Properly: N/A

Main Parachute Age: 6 years

Main Parachute Placed in Serviced: FEB 2007

Main Parachute Date of Manufacture: FEB 2006

Main Parachute Repack Date: N/A

Main Parachute Serial Number: MC6C 1203

Main Parachute Number of Jumps: N/A

Type of Malfunction: Choose one

Type of Malfunction – Incident – Specify: Broken Left Control Line

Jumpers Name – PVT Taylor, C.CO, 262 QM BN, Ft Lee VA

Jumpers Height and Weight: 66” 160 lbs

Jumpers Equipment Weight: N/A

Jumpers Position – Pass- Stick – Position: 5th Pass, 3rd Jumper Right Door

Number of Jumps Jumper Has: 5

Resulting Injury: NONE

Description of Suspected - Malfunction - Incident - Damaged Incurred: On 12 July 2012 at 1245hrs on Blackstone DZ a jumper stated he exited the left door and spun 360 degrees. As he “checked Canopy and gained Canopy Control” he noticed he had twists and began bicycling. Once he came out of the twists he noticed his left control line was broken. He performed a PLF by using his rear left riser and his right control toggle. Jumper stated he landed (perfectly) and had no injuries. Jumper has 5 Jumps.

Suspected Cause of Malfunction – incident: During inspection of the Canopy the following damages were found: Gore 17 section 2 burns, Gore 18 Section 2 burns, Gore 18 section 1 hole, Left Control Line Broken.

Name - Grade - MOS - NEC - AFSC - Unit of Reporting Officer and DSN - Commercial Phone Number:, SSG, 92R, ADFSD

Parachute is in Pack Branch for inspection

SL20_20120910_STTS_MC-1D_ReserveActivation_C130

Unit: STTS

Unit Address: 100 Servais way Hurlburt Field FL

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: STTS

Departure Airfield: Field 1 pino2 DZ

Type of Aircraft: C130J

Airlift Unit: 50th airlift SQ

Drop Zone Name - Location: Pino2 DZ

Date of Airdrop: 9/10/2012

Aircraft Speed KIAS: 130

Aircraft Altitude AGL: 1000

Surface Winds KTS: calm

Visibility Feet - Miles: night/ zero LUM

Type of Parachute: Choose One

Other Type of Parachute - Specify: MC1-1D

Type of Reserve: T-10 RESERVE

Reserve Function Properly: YES

Main Parachute Age: 9 yrs

Main Parachute Placed in Service: July 2007

Main Parachute Date of Manufacture: April 2003

Main Parachute Repack Date: 30 July 12

Main Parachute Serial Number: 35420

Main Parachute Number of Jumps: 60

Type of Malfunction: Reserve Activation

Type of Malfunction - Incident - Specify: reserve deployed by jumper after a bad exit

Jumpers Name - Grade - Unit: STTS

Jumpers Height and Weight: 5'10 / 184lbs

Jumpers Equipment Weight: 50lbs

Jumpers Equipment Worn: Ruck, weapon, combat equipment

Jumpers Position - Pass - Stick - Position: lift 2, pass 1, 3rd position

Number of Jumps Jumper Has: 11

Resulting Injury: zero injury

Description of Suspected - Malfunction - Incident - Damaged Incurred: jumper was on the second lift, 1st pass, 3rd stick. he was waiting on the ramp and on the JM's command of "go", he exited the aircraft. he stepped out and began to count to 4 by thousands, after he counted 1000 he felt his feet coming up towards the sky and his head was moving opposite of his feet as if he were about to go upside down. he did not flip completely over and his body position began to correct with his feet moving back toward the ground. simultaneously and beyond his explanation he felt his right leg being pulled back behind him. there was a lot of pain in his leg and groin as his leg was being vigorously pulled back. to the best of his understanding the main parachute was fully deployed and he believed his leg was caught when it deployed. due to the way his leg was being pulled he couldn't lift his head to check if there was a canopy or not. at that point he decided to deploy his reserve as he was uncertain as to the nature and function ability of the main canopy with the reserve canopy deployed, he was able to obtain a better body position and raised himself up and he could see that his leg was caught in the main canopy lines. he successfully untangled his leg and proceeded to lower his ruck and made a safe landing.

Suspected Cause of Malfunction - Incident: jumper had a poor exit off the ramp, which resulted in unstable body position.

Name - Grade - MOS - NEC - AFSC - Unit of Reporting Officer and DSN - Commercial Phone Number: SSgt, 1P071, 579-4583 / 884-4583

SL21_20120926_1SFGGSB_MC-6_ReserveActivation_C17

Unit: 1st SFG (A) GSB, GSSC

Unit Address: JBLM WA

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: NONE

Departure Airfield: Mchord AFB

Type of Aircraft: C-17

Aircraft Serial Number: 00184

Airlift Unit: 446th Squadron

Drop Zone Name - Location: Rogers DZ Wa

Date of Airdrop: 26-Sept-2012

Aircraft Speed KIAS: 130 knots

Aircraft Altitude AGL: 1250 ft

Drop Zone Elevation Feet - MSL: 430 ft

Surface Winds KTS: 2 knots

Visibility Feet - Miles: clear

Type of Parachute: MC-6

Type of Reserve: T-11R

Reserve Function Properly: YES

Type of Malfunction: Reserve Activation

Type of Malfunction - Incident - Specify: Jumpers reserve deployed upon exit

Jumpers Name - Grade - Unit: 1st SFG

Jumpers Height and Weight: 5'7"/170 LBS

Jumpers Equipment Weight: 58 LBS

Jumpers Equipment Worn: MC-6 and T-11R

Jumpers Position - Pass - Stick - Position: 1st

Number of Jumps Jumper Has: 7 jumps

Resulting Injury: NONE

Description of Suspected - Malfunction - Incident - Damaged Incurred: I suspect the jumper pulled his reserve upon exiting of the aircraft. Improper placement of his hands on the tuck tabs. The jumper was not harmed but the skirt assist line 9 tie broke & the extractor lines snapped away from the bridle lines.

Suspected Cause of Malfunction - Incident: Jumper had his hands on the sides of his reserve and not over the tuck tabs. The jumper was scared and pulled his reserve upon exiting the aircraft. The jumper accidentally raked his rip cord handle and deployed his reserve

Name - Grade - MOS - NEC - AFSC - Unit of Reporting Officer and DSN - Commercial Phone Number: SGT 92R 1st SFG (A) GSB JBLM WA 253 967-8893 or 253 468-2002

SL22_20121009_11QM_T10D_Towed_Jumper_C17

Unit: 82nd SB, 11th QM Company

Unit Address: Fort Bragg, NC

Branch of Service: Army

Contact Email

Type of Report: Malfunction

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

Unit Being Airlifted: 82nd ABNDIV, 2nd Brigade Combat Team

Departure Airfield: Pope Army Airfield

Type of Aircraft: C-17

Aircraft Serial Number: 60008

Airlift Unit: 97th Air mobility Wing (58th Airlift Squadron) Altus AFB, OK

Drop Zone Name - Location: Geronimo DZ, Ft Polk LA

Date of Airdrop: 10/09/2012

Aircraft Speed KIAS: 130 KTS

Aircraft Altitude AGL: 800' AGL

Drop Zone Elevation Feet - MSL: 347' MSL

Surface Winds KTS: 1-3 KTS

Visibility Feet - Miles: Unlimited

Type of Parachute: T-10D

Type of Reserve: SLCP MIRPS

Reserve Function Properly: YES

Main Parachute Age: 3 years and 2 months

Main Parachute Placed in Service: OCT 2009

Main Parachute Date of Manufacture: AUG 2009

Main Parachute Repack Date: 10 SEP 2012

Main Parachute Serial Number: 27015

Main Parachute Number of Jumps: 9

Type of Malfunction: Towed - Parachutist

Type of Malfunction - Incident - Specify: Jumper was towed by his individual item of equipment.

Jumpers Name - Grade - Unit: 2-BCT

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

Jumpers Equipment Weight: 90lbs MOLLE

Jumpers Equipment Worn: AT4 jump pack

Jumpers Position - Pass - Stick - Position: # 23 on the right door

Number of Jumps Jumper Has: 12

Resulting Injury: Minor injuries to Jumper's hips and groin area

Description of Suspected - Malfunction - Incident - Damaged Incurred: On 9 October 2012, 2 BCT was conducting an airborne operation into Geronimo DZ at Fort Polk Louisiana during JOAX. He was Jumper number 23 on the right door of a C-17. He was carrying a 90+ pounds MOLLE, and an AT-4. During an interview with the jumper he stated that he noticed some slack in his HPT lowering line. He exited the door head first. Upon exiting the right paratroop door the green attaching loops separated from the Harness Single Point Release. The lowering line traveled between the saddle and the main lift web, ripping the stitching of the main lift web all the way to the canopy release assembly. As his body was spinning causing twists, his MOLLE made contact with and tore the deployment bag. The lowering line then wrapped around the suspension line stopping the deployment sequence causing the jumper to be towed for approximately 3-4 seconds. The force was then transferred to the suspension lines, and the pack tray. This action caused both of the diagonal back strap keepers to become detached from the pack tray. The combination of the body spinning and the lowering line being wrapped around the suspension lines creation friction caused the suspension lines to burn and break away. The HPT lowering line broke; the MOLLE then became entangled with the deployment bags outside of the aircraft. The Safety identified the static line at the bottom of the door and assumed that they had a towed jumper because the static line was been held low. Upon retrieving the d-bags, the MOLLE and the T-10 main parachute was brought back into the aircraft the canopy was still inside the deployment back and a few suspension lines out of the bag with the right side locking stow still in place. The jumper counted to 4 thousand and when he tries to reach for the risers and check canopy, he noticed that there was no risers and he pulled his reserve. The jumper was found in the woods which was a part of the surveyed DZ. He was checked for injuries and MEDEVAC to the hospital.

Suspected Cause of Malfunction - Incident: The suspected cause of the incident is a combination of the 90lbs MOLLE and the jumper's weak exit from the aircraft. Once the green attaching loops separated from the HSPR the MOLLE was lowered by the lowering line which traveled in an upward motion making contact with the suspension lines and the D-bag. There were no deficiencies noted in the aircraft. The following damage was noted from the jumper's equipment. The green attaching loops on the HPT lowering line were missing. The lowering line was burned and ripped approximately 12 inches from the ejector snap. All suspension lines had burns and were seared approximately 5-6 feet from the parachute connector link. There was a hole in the deployment bag that appears to be caused by the MOLLE getting stuck between the suspension lines. The diagonal back strap keepers were ripped from the pack tray.

Name - Grade - MOS - NEC - AFSC - Unit of Reporting Officer and DSN - Commercial Phone Number:
/W3/921A/11th QM Co, 82nd SB/396-9804.





SL23_20120913_1509INF_T10D_Static_Line_Injury_C130H

SL24_20120913_1509INF_T10D_Static_Line_Injury_C130H

SL25_20120913_1509INF_T10D_Static_Line_Injury_C130H

Unit: HHC 1-509th INF BN (A)

Branch of Service: Army

Contact Email: dennis.scott4@us.army.mil

Type of Report: Malfunction

Type of Loss: Choose One

Unit Being Airlifted: 1-509th INF BN (A)

Departure Airfield: AEX

Type of Aircraft: C-130E/H

Other Type of Aircraft: N/A

Aircraft Serial Number: Unknown

Airlift Unit: 19th Air Wing

Drop Zone Name - Location: Geronimo

Date of Airdrop: 09/13/2012

Aircraft Speed KIAS: 130

Aircraft Altitude AGL: 800

Surface Winds KTS: 2

Visibility Feet - Miles: Night

Type of Parachute: T-10D

Other Type of Parachute - Specify: N/A

Type of Reserve: SLCP MIRPS

Other Type of Reserve: N/A

Reserve Function Properly: N/A

Main Parachute Age: UNKNOWN

Main Parachute Placed in Service: UNKNOWN

Main Parachute Date of Manufacture: UNKNOWN

Main Parachute Repack Date: UNKNOWN

Main Parachute Serial Number: UNKNOWN

Main Parachute Number of Jumps: UNKNOWN

Type of Malfunction: Choose One

Type of Malfunction - Incident - Specify: Static Line Injury

Jumpers Name - Grade - Unit: Ziegler, Travis A., HHC Co 1-509th INF BN (A)

Jumpers Height and Weight: 72 / 170

Jumpers Equipment Weight: 30 lbs

Jumpers Equipment Worn: Talon Jump Pack, M-4

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

Number of Jumps Jumper Has: 7

Resulting Injury: Static Line Injury to left arm above the elbow

Description of Suspected - Malfunction - Incident - Damaged Incurred: Upon exit, jumper's USL wrapped around his left arm causing the jumper injury stated above.

Suspected Cause of Malfunction - Incident: After Jumper handed his Static Line off to the Safety, going into his tight body position his arm was over his Static Line causing the Static Line to wrap around his arm just below the shoulder. As he exited the static line slid to his elbow, causing injury and line twists.

By the time the injury was identified the D-Bags were already off the A/C and the parachutes were scattered across the DZ waiting to be policed by the parachute detail.

SL24_20120913_1509INF_T10D_Static_Line_Injury_C130H

Resulting Injury: Injury to the Jumper's Left Arm

Description of Suspected - Malfunction - Incident - Damaged Incurred: Jumper's Static Line wrapped around the Jumper's Left arm causing injury stated above

Suspected Cause of Malfunction - Incident: Prior to exiting, the preceding jumper tripped at the door, causing a bad hand off to the safety and a poor exit. The injured jumper's arm was caught in the preceding jumper's static line, causing the injury.

By the time the injury was identified the D-Bags were already off the A/C and the parachutes were scattered across the DZ waiting to be policed by the parachute detail.

SL25_20120913_1509INF_T10D_Static_Line_Injury_C130H

Resulting Injury: Broken Left arm above the elbow

Description of Suspected - Malfunction - Incident - Damaged Incurred: Jumper's Static Line wrapped around the Jumper's Left arm causing injury stated above

Suspected Cause of Malfunction - Incident: Prior to exiting, the jumper stated that his leg strap on his Talon Jump pack was around his leg, below his knee above his ankle. He also stated that upon exit he rolled across the outside of the A/C and felt a D-Bag hit him in the face. It is believed that his poor exit caused his to arm to be snagged by one of the other Static Lines outside of the A/C

By the time the injury was identified the D-Bags were already off the A/C and the parachutes were scattered across the DZ waiting to be policed by the parachute detail.

Name - Grade - MOS - NEC - AFSC - Unit of Reporting Officer and DSN - Commercial Phone Number: Scott, Dennis D., E6, 92R, HHC 1-509th INF BN (A) 337-531-5446

SL26_20120921_4QM_T10D_Static_Line_Injury_C17

Unit: 4TH QM DET (ABN)

Unit Address: Warehouse Loop Door Number 13, Fort Richardson, Alaska

Branch of Service: Army

Contact Email:

Type of Report: Incident

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

Unit Being Airlifted: 4/25 ABCT Rear Detachment

Departure Airfield: Joint Base Elmendorf Richardson Airfield

Type of Aircraft: C-17

Other Type of Aircraft: N/A

Aircraft Serial Number: N/A

Airlift Unit: 537TH ALW

Drop Zone Name - Location: Donnelly Flats Dz

Date of Airdrop: 09/21/2012

Aircraft Speed KIAS: 130

Aircraft Altitude AGL: 1250

Drop Zone Elevation Feet - MSL: 1777

Surface Winds KTS: 8 GUSTING TO 10

Visibility Feet - Miles: CLEAR

Type of Parachute: T-10D

Other Type of Parachute - Specify: N/A

Type of Reserve: SLCP MIRPS

Other Type of Reserve: N/A

Reserve Function Properly: N/A

Main Parachute Age: 7 YEARS 11 MONTHS

Main Parachute Placed in Service: JAN 2008

Main Parachute Date of Manufacture: OCT 2004

Main Parachute Repack Date: 09 AUG 2012

Main Parachute Serial Number: 8025

Main Parachute Number of Jumps: 400 +

Type of Malfunction: Choose One

Type of Malfunction - Incident - Specify: Incident: Static Line Injury

Jumpers Name - Grade - Unit:, 4/25 ABCT

Jumpers Height and Weight: 170

Jumpers Equipment Weight: 35

Jumpers Equipment Worn: 1950 Weapon Case, And Ruck Sack

Jumpers Position - Pass - Stick - Position: 1ST Pass 1st Lift, Jumper Number 31 Right Door

Number of Jumps Jumper Has: 17

Resulting Injury: Broken Arm

Description of Suspected - Malfunction - Incident - Damaged Incurred: The combination of Jumper having excess static line slack and him not properly handing off his static line off to the safety led to the jumper reaching over the static line and wrapping the static line around his right arm as he got into a good tight body position prior to exiting the Aircraft.

Suspected Cause of Malfunction - Incident: Static line wrapped around jumpers right arm and cause his arm to pull / break upon exiting the aircraft.

Name - Grade - MOS - NEC - AFSC - Unit of Reporting Officer and DSN - Commercial Phone Number:
CW2,, 921A, 4TH QM DET (ABN), 907-384-6914



SL27_20121017_1SFG_MC6_Entanglement_CH47

Unit: 1st SFG

Unit Address: JBLM

Branch of Service: Army

Contact Email:

Type of Report: Incident

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

Departure Airfield: Gray Army Airfield

Type of Aircraft: CH-47

Aircraft Serial Number: 213

Airlift Unit: B Com 1st 214 Aviation

Drop Zone Name - Location: Rogers DZ

Date of Airdrop: 10/17/2012

Aircraft Speed KIAS: 90 knots

Aircraft Altitude AGL: 1500 agl

Drop Zone Elevation Feet - MSL: 430ft / msl

Surface Winds KTS: 3 knots

Visibility Feet - Miles: clear

Type of Parachute: Choose One

Other Type of Parachute - Specify: MC-6

Type of Reserve: T-11R

Reserve Function Properly: YES

Main Parachute Age: 7 years

Main Parachute Placed in Service: Dec 05

Main Parachute Date of Manufacture: May 06

Main Parachute Repack Date: 17-Sept-2012

Main Parachute Serial Number: 763

Main Parachute Number of Jumps: 48

Type of Malfunction: Choose One

Type of Malfunction - Incident - Specify: Entanglement

Jumpers Name - Grade - Unit: /E-5/1st SFG

Jumpers Height and Weight: 69' 196lbs

Jumpers Equipment Weight: 14 LBS

Jumpers Equipment Worn: Main & reserve

Jumpers Position - Pass - Stick - Position: 6th pass/last stick/3rd Jumper

Number of Jumps Jumper Has: 20

Resulting Injury: none

Description of Suspected - Malfunction - Incident - Damaged Incurred: When the 4th jumpers canopy was headed straight towards the 3rd jumpers canopy and suspension lines. The jumper passed through the suspension lines, but was unable to get clear of the suspension lines. I heard someone yelling in the air for the 4th jumper to pull his reserve. He activated his T-11R and started leap frogging his canopies all the way to the ground. Both jumpers landed safely on the ground doing PLF's

Suspected Cause of Malfunction - Incident: Both jumpers exited the CH47 to close to each other and didn't turn right to avoid collision. The 4th jumper prematurely activated his T-11R. which caused the MC-6 to deflate causing the canopies to leapfrog

Name - Grade - MOS - NEC - AFSC - Unit of Reporting Officer and DSN - Commercial Phone Number: / E-5/
92R2pw8/ 1st SFG GSB JBLM 253-967-8893

SL28_20120821_11QM_T10D_Towed_Paratrooper_C130

Unit Address: 11th Quartermaster Company, Fort Bragg, North Carolina

Branch Of Service: Army

E-Mail Address (.mil):

Type Of Report: Incident

Type Of Loss: None

Unit Being Airlifted: 2 BSTB, A Co. 82nd ABN DIV

Departure Airfield: Pope Army Air Field

Type Of Aircraft: C-130

Airdrop Load Malfunction Category: N/A

Aircraft Serial Number: 410

Airlift Unit: 440th AW

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

Date Of Airdrop: 08/21/2012

Aircraft Speed (KIAS): 130

Aircraft Altitude (AGL): 800 AGL

Drop Zone Elevation: 440' MSL

Surface Winds: 4-8 KTS

Visibility: Unlimited

Type Of Parachute: T-10D/60 lbs Alice Pack

Date Of Manufacture: August 2005

Placed In Service: October 2005

Paratrooper Number Of Jumps: 12

Type Of Incident Specify: Jumper was towed by his individual equipment.

Packed IAW: TM 10-1670-293-23&P

Resulting Damage: Minor injuries to Jumper's fore head

Description Of Suspected Incident/Damaged Incurred:

On 21 August 2012 2 BCT was conducting a rehearsal jump for the OCT JOAX. PFC Hurliman, Gregory was on Lift 1 chalk 2, Right door number 22 jumper. Upon exiting the aircraft the Jumper became a towed parachutist by a personal item of equipment. When the safety approached the door to conduct his clear to the rear, he identified a jumper being towed. Jumper was then retrieved back inside the aircraft. Upon landing at POPE Army Airfield PAX Shed 3, the jumper was MEDEVAC to Womack.

Suspected Cause Of Malfunction/Incident:

Upon conducting a complete technical rigger inspection, there were no deficiencies identified during the pull-down that would have resulted in the paratrooper being towed. It was however annotated that the left leg strap of the Harness Single Point Release had a burn that was caused by a combination of friction and tension. The male and female plastic portion of the connector snaps on the left side of the HSPR rigged on the Alice Pack was also broken. The suspected cause of the damage to the harness single point release is that the slack in the jumpers leg strap was entangled on a miniature light located at the lower edge of the right paratroop door. As a result of the leg strap binding up with the light at the lower edge of the door, the jumper had a weak exit which led him into a spinning motion. The main parachute attempted to deploy up to the break cord tie, but there was not enough force to break the connector link ties due to the jumper being wrapped around the static line and deployment bags. This is evident because the Safety identified the risers being fully extended, but still secured at the connector link and the protector flap loops.

Recommendations: During pre-jump have Jumpmaster team emphasize the importance of properly wearing combat equipment. Ensure that upon seating jumpers, the safety checks that the leg straps are properly secured with minimum slack.

Name, Grade, Mos/Nec/Afsc, Unit Of Reporting Officer And Dsn/Commercial Phone Number: /W3/921A/11th QM Co, 82nd SB/908-3649.

SL29_20121018_11QM_T11_Hung_Slider_C130H

Unit: 11th QM CO

Unit Address: Bldg# A-2537 Taylor Rd, Fort Bragg, North Carolina 28310

Branch of Service: Army

Contact Email:

Type of Report: Malfunction

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

Unit Being Airlifted: 82nd ABN DIV, 3/4 ADAR

Departure Airfield: : Pope Army Air Field

Type of Aircraft: C-130E/H

Aircraft Serial Number: 46702

Airlift Unit: 182nd Airlift Wing

Drop Zone Name - Location: St Mere Eglise, Fort Bragg, NC 28310

Date of Airdrop: 10/18/2012

Aircraft Speed KIAS: 130

Aircraft Altitude AGL: 1250

Drop Zone Elevation Feet - MSL: UNK

Surface Winds KTS: 4

Visibility Feet - Miles: Unlimited

Type of Parachute: T-11

Type of Reserve: T-11R

Reserve Function Properly: YES

Main Parachute Age: 2 YRS 2 MTHS

Main Parachute Placed in Service: AUG 2010

Main Parachute Date of Manufacture: JAN 2011

Main Parachute Repack Date: 10/09/2012

Main Parachute Serial Number: 10730

Main Parachute Number of Jumps: 4

Type of Malfunction: Distorted Canopy

Type of Malfunction - Incident - Specify: hung slider/distorted canopy

Jumpers Name - Grade - Unit: E-9, 18th ABN Corps G-3 Fort Bragg, NC 28310

Jumpers Height and Weight: 70"/198 lbs

Jumpers Equipment Weight: 35 pounds

Jumpers Equipment Worn: ACH and Molle

Jumpers Position - Pass - Stick - Position: 2 pass/jumper #1/ Left door

Number of Jumps Jumper Has: 198

Resulting Injury: NONE

Description of Suspected - Malfunction - Incident - Damaged Incurred: On 18 October 2012 paratroopers from approximately 1250' AGL. On 18 Oct 2012 at 1120 hours the number one jumper on the left door exited a C-130 onto St Mere Eglise DZ. According to the jumpers statement he had twists upon exiting the AC. The jumper went through his 6 thousand counts, during his second point of performance he checked canopy and determined he did not have a fully inflated canopy the slider was hung and he had a distorted canopy which increased his rate of descent. His reserve parachute did not snap open because he was under partial canopy. The jumper landed safely to the ground with no injuries. The jumper activated his canopy release assemblies and started to police up his equipment until the malfunction officer halted him.

The Paratrooper jumped combat equipment during his decent he released his equipment and it fell free as if it was jettisoned his lowering line was still stowed. Jumper number 2 stated he saw nothing, the Jumpmaster stated he observed a proper exit.

The Malfunctions officer took photos and video noted that the slider was still at the lower lateral band. The canopy release assemblies were activated.

Suspected Cause of Malfunction - Incident: Possible poor body position resulting in severe twists upon exiting the AC, due to the twists the slider remained hung causing a mushroom affect. After analysis of the canopy the damage area was located on panel 6, 7, 8, 10. The slider was hung by the left group causing the left side of the parachute to become distorted to the point of loss of lift capability. We suspect that the grouping of the of slider grommets at lines 6, 7, 8 causing friction burns resulting in holes in the canopy. It is also possible some tension knots may have been present.

Name - Grade - MOS - NEC - AFSC - Unit of Reporting Officer and DSN - Commercial Phone Number:
Robert I. Schwarz, 921A, 11th QM CO Fort Bragg, NC 28310/ (910) 908-3649







SL30_20121023_38_CAV_MC6_Pin_Dislodged_CH47

Unit: 201st QM Det.

Unit Address: JBLM, WA 98433

Branch of Service: Army

Contact Email:

Type of Report: Incident

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

Unit Being Airlifted: C Co. 3/38th CAV SQN (LRS) (ABN)

Departure Airfield: Pacemaker FLS

Type of Aircraft: CH-47

Aircraft Serial Number: N/A

Airlift Unit: B 2/214 GSAB

Drop Zone Name - Location: Rogers DZ JBLM, WA 98433

Date of Airdrop: 10/23/2012

Drop Zone Elevation Feet - MSL: 410

Surface Winds KTS: 8

Visibility Feet - Miles: N/A

Type of Parachute: MC-6

Type of Reserve: T-11R

Type of Malfunction - Incident - Specify: Main Curved Pin Dislodged

Resulting Injury: No Injury incurred.

Description of Suspected - Malfunction - Incident - Damaged Incurred: MC-6 Main Curved Pin was dislodged during JMPI procedures. The jumpmaster stated that he "popped" the Main Curved Pin when he bumped it while checking the static line and Main Curved Pin.

Suspected Cause of Malfunction - Incident: The jumpmaster dislodged the Main Curved Pin during the JMPI Inspection. Detailed information regarding the parachute, jumper or aircraft was not recorded at the time of the incident as it occurred prior to boarding the aircraft.

Name - Grade - MOS - NEC - AFSC - Unit of Reporting Officer and DSN - Commercial Phone Number: WO1 921AP4X 201st QM Det. (253) 967-9845

SL31_20121025_38_CAV_MC6_Pin_Dislodged_CH47

Unit: 201st QM Det.

Unit Address: JBLM, WA 98433

Branch of Service: Army

Contact Email

Type of Report: Incident

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

Unit Being Airlifted: C Co. 3/38th CAV SQN (ABN) (LRS)

Departure Airfield: Pacemaker FLS JBLM, WA 98433

Type of Aircraft: CH-47

Aircraft Serial Number: N/A

Airlift Unit: B 1/214th GSAB

Drop Zone Name - Location: Rogers DZ JBLM

Date of Airdrop: 10/25/2012

Aircraft Speed KIAS: N/A

Aircraft Altitude AGL: N/A

Drop Zone Elevation Feet - MSL: 410

Surface Winds KTS: 2

Visibility Feet - Miles: 10 miles

Type of Parachute: MC-6

Type of Reserve: T-11R

Type of Malfunction - Incident - Specify: Main Curved Pin Dislodged

Resulting Injury: No injury incurred.

Description of Suspected - Malfunction - Incident - Damaged Incurred: Malfunction - Incident - Damaged Incurred: MC-6 Main Curved Pin was dislodged during JMPI procedures. The jumpmaster stated that he "popped" the Main Curved Pin when he bumped it while checking the static line and Main Curved Pin.

Suspected Cause of Malfunction - Incident: The jumpmaster dislodged the Main Curved Pin during the JMPI Inspection. Detailed information regarding the parachute, jumper or aircraft was not recorded at the time of the incident as it occurred prior to boarding the aircraft.

Name - Grade - MOS - NEC - AFSC - Unit of Reporting Officer and DSN - Commercial Phone Number: WO1 921AP4X 201st QM Det. (253) 967-9845

SL32_201211103_165_QM_T10D_Collision_CH47

Unit: Det 2, 165th QM UIC:WPAXA2

Unit Address: 201 N 8th St., Seward NE 68434

Branch of Service: Army

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: Troop C 1-134th CAV UIC:PXDC0

Departure Airfield: Husker DZ

Type of Aircraft: CH-47

Aircraft Serial Number: 87-00098

Airlift Unit: B Co 2-135th GSAB UIC:VBDB0

Drop Zone Name - Location: Husker DZ, Meade NE

Date of Airdrop: 11/03/2012

Aircraft Speed KIAS: 90 knts

Aircraft Altitude AGL: 1500 AGL

Drop Zone Elevation Feet - MSL: 8.846ft

Surface Winds KTS: 3 knts

Visibility Feet - Miles: 10 miles

Type of Parachute: T-10D

Type of Reserve: SLCP MIRPS

Reserve Function Properly: N/A

Main Parachute Age: N/A

Main Parachute Placed in Service: N/A

Main Parachute Date of Manufacture: N/A

Main Parachute Repack Date: N/A

Main Parachute Serial Number: N/A

Main Parachute Number of Jumps: N/A

Type of Malfunction: Choose One

Type of Malfunction - Incident - Specify: Collision

Jumpers Name - Grade - Unit: #5 SPC E-4, #6 SPC Brian Houser E-4, Troop C 1-134th CAV IC:PXDC0

Jumpers Height and Weight: N/A

Jumpers Equipment Weight: 50-60lbs

Jumpers Equipment Worn: Rucksack and M1950's Case w/M4

Jumpers Position - Pass - Stick - Position: Lift 1, pass 2, position 5 and 6

Number of Jumps Jumper Has: #5-13/ #6-6

Resulting Injury: #5-stress fracture rt ankle #6-crushed vertebrae and hospitalization

Description of Suspected - Malfunction - Incident - Damaged Incurred: Jumper #6 struck Jumper #5's canopy around 25-50ft AGL causing the canopy to partially collapse as Jumper #5's canopy stole the air from Jumper #6's canopy causing him to do the same. Causing both jumpers to fall at a faster rate with no time to activate MIRPS SLCP.

Suspected Cause of Malfunction - Incident: Jumper errors-not slipping away, not keeping a look out for fellow jumpers, not keeping proper interval between jumpers and novice experience of jumper #6

Name - Grade - MOS - NEC - AFSC - Unit of Reporting Officer and DSN - Commercial Phone Number: SSG, E-6, 92R3P, Det 2, 165th QM Co, DSN: 279.8769, Comm: 402.309.8769

SL33_20121128_JCSE_MC6_Dual_Deployment_C-130

Unit: JCSE

Unit Address: 7701 Tampa Point BLVD Tampa Fl. 33621

Branch of Service: Army

Contact Email: robert.little@socom.mil

Type of Report: Incident

Type of Loss: Choose One

Unit Being Airlifted: JCSE

Departure Airfield: Macdill

Type of Aircraft: C-130E/H

Aircraft Serial Number: Unknown

Airlift Unit: 156th Air Wing

Drop Zone Name - Location: Macdill DZ

Date of Airdrop: 11/28/2012

Aircraft Speed KIAS: 130

Aircraft Altitude AGL: 1500

Drop Zone Elevation Feet - MSL: 6 ft

Surface Winds KTS: 6-11

Visibility Feet - Miles: 10 Miles

Type of Parachute: MC-6

Type of Reserve: T-11R

Reserve Function Properly: YES

Main Parachute Age: 1 year and 1 month

Main Parachute Placed in Service: Mar 12

Main Parachute Date of Manufacture: Oct 11

Main Parachute Repack Date: Jan 13

Main Parachute Serial Number: 20682

Main Parachute Number of Jumps: 3

Type of Malfunction: Reserve Activation

Type of Malfunction - Incident - Specify: Upon exit reserve was deployed. Main had successfully deployed. Jumper had dual deployment.

Jumpers Name - Grade - Unit: CW3, JCSE

Jumpers Height and Weight: 6'3" 250

Jumpers Equipment Weight: 35

Jumpers Equipment Worn: Alice Pack and M 1950 weapons case

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

Number of Jumps Jumper Has: 37

Resulting Injury: N/A

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

Suspected Cause of Malfunction - Incident: Suspect failure to protect reserve ripcord handle. Jumper indicated that he thought his weapons case contacted the reserve handle and caused his reserve to deploy.

Name - Grade - MOS - NEC - AFSC - Unit of Reporting Officer and DSN - Commercial Phone Number: E-6, 92R, USSOCOM (813) 826-3098

SL34_20121205_7SFG_MC6_Broken_Control_Line_C-130

Unit: GSB, 7TH SFG (A)

Unit Address: GSB, 7TH SFG (A), EGLIN AFB, FL 32542

Branch of Service: Army

Contact Email:

Type of Report: Incident

Type of Loss: Choose One

Unit Being Airlifted: GSB, 7TH SFG (A)

Departure Airfield: Camp Rudder, Eglin AFB, FL

Type of Aircraft: C-130E/H

Other Type of Aircraft: N/A

Airlift Unit: 123rd AW KY ANG

Drop Zone Name - Location: Sontay DZ, Camp Rudder, Eglin AFB, FL

Date of Airdrop: 12/05/2012

Aircraft Speed KIAS: 130 KIAS

Aircraft Altitude AGL: 1,250' AGL

Drop Zone Elevation Feet - MSL: 113' MSL

Surface Winds KTS: 3 KTS

Visibility Feet - Miles: UNLIMITED

Type of Parachute: MC-6

Other Type of Parachute - Specify: N/A

Type of Reserve: T-11R

Other Type of Reserve: N/A

Reserve Function Properly: Choose One

Main Parachute Age: Less than 1 Year

Main Parachute Placed in Service: OCT 12

Main Parachute Date of Manufacture: FEB 12

Main Parachute Repack Date: 6 NOV 12

Main Parachute Serial Number: 26980

Main Parachute Number of Jumps: 1

Type of Malfunction: Broken Control Line

Type of Malfunction - Incident - Specify: Left Control broke upon canopy deployment.

Jumpers Name - Grade - Unit: E-5, GSSC, GSB, 7TH SFG (A)

Jumpers Height and Weight: 69" / 135lbs

Jumpers Equipment Weight: 35lbs

Jumpers Equipment Worn: ALICE Pack, NO Weapons Case

Jumpers Position - Pass - Stick - Position: 2nd Pass/ 1st stick/ 2nd Jumper

Number of Jumps Jumper Has: 63

Resulting Injury: N/A

Description of Suspected - Malfunction - Incident - Damaged Incurred: Left control line broke upon canopy deployment, 5 small holes were burned in gore 17 section 3, as a result of the broken control line.

Suspected Cause of Malfunction - Incident: Due to parachute being brand new, the 45 degree fold in Gore 14 could have possibly come undone, due to lack of fabric memory, during the placement of the canopy in the deployment bag causing a false apex resulting in said damage.

Name - Grade - MOS - NEC - AFSC - Unit of Reporting Officer and DSN - Commercial Phone Number:./ E-6 / 92R, GSSC, GSB, 7th SFG (A), EGLIN AFB, FL 32542, DSN: 755-2570, Comm: (850) 885-2570

SL35_20121206_7SFG_MC6_Broken_Control_Line_C-130

Unit: GSB, 7TH SFG (A)

Unit Address: GSB, 7TH SFG (A), EGLIN AFB, FL 32542

Branch of Service: Army

Contact Email:

Type of Report: Incident

Type of Loss: Choose One

Unit Being Airlifted: GSB, 7TH SFG (A)

Departure Airfield: Camp Rudder, Eglin AFB, FL

Type of Aircraft: C-130E/H

Other Type of Aircraft: N/A

Airlift Unit: 123rd AW KY ANG

Drop Zone Name - Location: Sontay DZ, Camp Rudder, Eglin AFB, FL

Date of Airdrop: 12/06/2012

Aircraft Speed KIAS: 130 KIAS

Aircraft Altitude AGL: 1,250' AGL

Drop Zone Elevation Feet - MSL: 113' MSL

Surface Winds KTS: 5 KTS

Visibility Feet - Miles: UNLIMITED

Type of Parachute: MC-6

Type of Reserve: T-11R

Main Parachute Age: Less than 2 years

Main Parachute Placed in Service: OCT 12

Main Parachute Date of Manufacture: DEC 10

Main Parachute Repack Date: 7 NOV 12

Main Parachute Serial Number: 26794

Main Parachute Number of Jumps: 1

Type of Malfunction: Broken Control Line

Type of Malfunction - Incident - Specify: Both Control Lines Broken

Jumpers Name - Grade - Unit./ O-3/ GSB Chaplain

Jumpers Height and Weight: 70" / 170 LBS

Jumpers Equipment Weight: N/A

Jumpers Equipment Worn: N/A

Jumpers Position - Pass - Stick - Position: 4th LIFT/ 3rd Pass/ 3rd Jumper

Number of Jumps Jumper Has: 91

Resulting Injury: N/a

Description of Suspected - Malfunction - Incident - Damaged Incurred: Both control lines broken upon deployment.

Suspected Cause of Malfunction - Incident: Jumper stated multiple twists and multiple twists were seen from the ground, the twists could have possibly constricted control line excess from unstowing at the risers causing breaks in the lines at 19 inches from the girth hitch.

A measurement was taken of the control lines at 5 pounds of tension and was found to meet the required 290 inches plus or minus one inch.

Name - Grade - MOS - NEC - AFSC - Unit of Reporting Officer and DSN - Commercial Phone Number: E-6 / 92R, GSSC, GSB, 7th SFG (A), EGLIN AFB, FL 32542 DSN: 755-2570 Comm: (850) 885-2570

SL36_20121211_SOCCENT_MC6_Broken_Control_Line_C-130

Unit: SOCCENT

Unit Address: 7115 Southbound Blvd, Tampa, Fl 33621

Branch of Service: Army

Contact Email:

Type of Report: Incident

Type of Loss: Choose One

Unit Being Airlifted: SOCCENT

Departure Airfield: Macdill, AFB

Type of Aircraft: C-130E/H

Airlift Unit: 910th Air Wing

Drop Zone Name - Location: Macdill DZ, Tampa, FL

Date of Airdrop: 12/11/2012

Aircraft Speed KIAS: 130 knots

Aircraft Altitude AGL: 1250

Surface Winds KTS: 6 knots

Type of Parachute: MC-6

Type of Reserve: T-11R

Main Parachute Age: 1yr and 2 months

Main Parachute Placed in Service: Mar 12

Main Parachute Date of Manufacture: Oct 11

Main Parachute Repack Date: 22 Feb 13

Main Parachute Serial Number: 20643

Main Parachute Number of Jumps: 3

Type of Malfunction: Broken Control Line

Type of Malfunction - Incident - Specify: control line broke on jumper's left side.

Jumpers Name - Grade - Unit:

Jumpers Height and Weight: 6ft 200lbs

Jumpers Equipment Weight: n/a

Jumpers Equipment Worn: n/a

Jumpers Position - Pass - Stick - Position: pass 3 stick 2 position 5

Number of Jumps Jumper Has: 40

Resulting Injury: no injuries

Description of Suspected - Malfunction - Incident - Damaged Incurred: Control line on jumper's left broke at the cascade for the extended panels. Damage occurred to canopy on gore 18 section 2.

Suspected Cause of Malfunction - Incident: possible hard opening causing the control line to snap resulting in canopy damage from the upper control lines.

Name - Grade - MOS - NEC - AFSC - Unit of Reporting Officer and DSN - Commercial Phone Number: E-6, 92R, USSOCOM 813-826-3098

SL37_20121219_MC1-1D_Hung_In_Tree_C27

Airdrop Malfunction Report Type: Personnel Static Line Report

Unit Address: 158th Rigger Support Team, 158 CAV

Branch of Service: Army

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: C-Trp (LRS), 1-158th CAV, 158th Rigger Support Team, HHT 158th CAV

Departure Airfield: Hagerstown Regional Airport

Type of Aircraft: OTHER

Other Type of Aircraft: C-27

Airlift Unit: 135 OSF/CC

Drop Zone Name - Location: Bitner DZ, Little Orleans, MD

Date of Airdrop: 12/19/2012

Aircraft Speed KIAS: 130

Aircraft Altitude AGL: 1250 ft

Drop Zone Elevation Feet - MSL: 1062

Surface Winds KTS: 7-11 knts

Visibility Feet - Miles: clear (10,000 AGL, 10 Miles)

Type of Parachute: MC1-1D

Type of Reserve: SLCP MIRPS

Reserve Function Properly: N/A

Main Parachute Age: 9 years

Main Parachute Placed in Service: MAR 2004

Main Parachute Date of Manufacture: APR 2002

Main Parachute Repack Date: 3/10/12

Main Parachute Serial Number: 10954

Main Parachute Number of Jumps: 12

Type of Malfunction: Tree Landing

Type of Malfunction - Incident - Specify: Soldier landed in trees and hung himself while getting out of harness.

Jumpers Name - Grade - Unit, PFC, C Trp (LRSC), 158th CAV

Jumpers Height and Weight: 69" / 175 lbs

Jumpers Equipment Weight: N/A

Jumpers Equipment Worn: A/NT

Jumpers Position - Pass - Stick - Position: 4th pass/ 5th jumper

Number of Jumps Jumper Has: 9

Resulting Injury: Soldier hung himself on his harness, CPR had to be performed on him. He was resuscitated and flown to local hospital.

Description of Suspected - Malfunction - Incident - Damaged Incurred: Soldier landed on trail edge of DZ in the tree line. He was only about 6-8 feet of the ground so he tried to drop to the ground. He did not follow proper procedures for getting out of the harness for a tree landing. he released his leg straps before he either released his chest strap and waistband. He tried to pull his self up but ended up choking himself out. He lost consciousness. Two Soldiers found him hanging and got him down out of the trees and gave him CPR. He was resuscitated by them and was flown by Medevac to the local hospital. He was kept in the hospital for one night for observations. Was released the following day.

Suspected Cause of Malfunction - Incident: Soldier did not follow proper procedures for a tree landing. Did not exit his harness in the proper order. Soldier never released his reserve to climb down it.

Name - Grade - MOS - NEC - AFSC - Unit of Reporting Officer and DSN - Commercial Phone Number:,
SFC/E-7, 92R4P, 158th Rigger Support Team, COM-301-241-5064

SL38_20121219_1/75RR_T11_Main_Curve_Pin_Dislodged_MC130

Unit: 1st Battalion, 75th Ranger Regiment

Unit Address: 248 Stephen Douglas St. Bldg 405, Hunter Army Airfield, GA 31409-5120

Branch of Service: Army

Contact Email:

Type of Report: Incident

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

Unit Being Airlifted: 1/75 Rangers

Departure Airfield: Hunter Army Airfield

Type of Aircraft: OTHER

Other Type of Aircraft: MC-130

Airlift Unit: 1st SOW

Drop Zone Name - Location: Taylor's Creek DZ, Ft. Stewart, GA

Date of Airdrop: 12/19/2012

Aircraft Speed KIAS: N/A

Aircraft Altitude AGL: N/A

Drop Zone Elevation Feet - MSL: N/A

Surface Winds KTS: N/A

Visibility Feet - Miles: unlimited

Type of Parachute: T-11

Other Type of Parachute - Specify: N/A

Type of Reserve: T-11R

Other Type of Reserve: N/A

Reserve Function Properly: N/A

Main Parachute Age: 20 Months

Main Parachute Placed in Service: September 2010

Main Parachute Date of Manufacture: April 2010

Main Parachute Repack Date: 17 October 2012

Main Parachute Serial Number: 09845

Main Parachute Number of Jumps: 8

Type of Malfunction: Choose One

Type of Malfunction - Incident - Specify: Main Curve Pin Dislodged

Jumpers Equipment Worn: Hollywood

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

Number of Jumps Jumper Has: 14

Resulting Injury: N/A

Description of Suspected - Malfunction - Incident - Damaged Incurred: Main curve pin "dislodged", causing pre-mature main parachute deployment.

Suspected Cause of Malfunction - Incident: During initial loading / seating of the jumpers; the main curve pin protector flap was dislodged, or was not properly seated after JMPI. The Jumpmaster (Safety) reported that when the 20 min time warning was issued he leaned the jumper forward to check Main curve pin (unit SOP), the Universal Static Line was snagged by the Troop seat netting and dislodged the main curve pin, resulting in pre mature main parachute deployment. The jumper was de-rigged, received a new main parachute, re-JMPI'd in-flight, and performed the airborne operation without further incident. The jumping unit is not accustomed to jumping with troop seats installed in the MC-130 aircraft, after the incident, Jumpmaster teams took greater caution, when seating jumpers and conducting "pin checks".

Name - Grade - MOS - NEC - AFSC - Unit of Reporting Officer and DSN - Commercial Phone Number: CW2, 921A, 1/75 Rangers, Battalion Airdrop Technician (912) 315-3734

SL39_20121219_1/75RR_T11_Main_Curved_Pin_Dislodged_MC130

Unit: 1st Battalion, 75th Ranger Regiment

Unit Address: 248 Stephen Douglas St., Bldg. 405, Hunter Army Airfield, GA 31409-5102

Branch of Service: Army

Contact Email:

Type of Report: Incident

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

Unit Being Airlifted: 1st Battalion, 75th Ranger Regiment

Departure Airfield: Hunter Army Airfield

Other Type of Aircraft: MC-130

Airlift Unit: 1st SOW

Drop Zone Name - Location: Taylor's Creek DZ, Fort Stewart, GA

Date of Airdrop: 12/19/2012

Aircraft Speed KIAS: N/A

Aircraft Altitude AGL: N/A

Drop Zone Elevation Feet - MSL: N/A

Surface Winds KTS: N/A

Visibility Feet - Miles: Unlimited

Type of Parachute: T-11

Other Type of Parachute - Specify: N/A

Type of Reserve: T-11R

Other Type of Reserve: N/A

Reserve Function Properly: N/A

Main Parachute Age: 30 Months

Main Parachute Placed in Service: September 2010

Main Parachute Date of Manufacture: June 2010

Main Parachute Repack Date: 09 October 2012

Main Parachute Serial Number: 06645

Main Parachute Number of Jumps: 9

Type of Malfunction: Choose One

Type of Malfunction - Incident - Specify: Main Curve Pin dislodged

Jumpers Equipment Worn: Hollywood

Jumpers Position - Pass - Stick - Position: 2nd Lift / Stick 3 / 2nd Pass / Position 8

Number of Jumps Jumper Has: 26

Resulting Injury: N/A

Description of Suspected - Malfunction - Incident - Damaged Incurred: Main Curve Pin dislodged, resulting in pre-mature main parachute deployment.

Suspected Cause of Malfunction - Incident: During initial loading / seating of the jumpers; the main curve pin protector flap was dislodged, or was not properly seated after JMPI. The Jumpmaster (Safety) reported that when the 20 min time warning was issued he leaned the jumper forward to check Main curve pin (unit SOP), the Universal Static Line was snagged by the Troop seat netting and dislodged the main curve pin, resulting in pre mature main parachute deployment. The jumper was de-rigged, received a new main parachute, re-JMPI'd in-flight, and performed the airborne operation without further incident. The jumping unit is not accustomed to jumping with troop seats installed in the MC-130 aircraft, after the incident, Jumpmaster teams took greater caution, when seating jumpers and conducting "pin checks".

Name - Grade - MOS - NEC - AFSC - Unit of Reporting Officer and DSN - Commercial Phone Number: CW2, 921A, 1/75 Rangers, Battalion Airdrop Technician- Comm: (912) 315-3734

SL40_20130109_201QM_MC6_Reserve_Activation_C17

Unit: 201st Quartermaster Detachment

Unit Address: Joint Base Lewis-McChord, WA 98433

Branch of Service: Army

Contact Email

Type of Report: Incident

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

Unit Being Airlifted: C Co. 3/38 CAV (LRS)

Departure Airfield: McChord Field, JBLM, WA 98433

Type of Aircraft: C-17

Aircraft Serial Number: 891190

Airlift Unit: 7th Airlift Squadron

Drop Zone Name - Location: Rogers DZ JBLM, WA 98433

Date of Airdrop: 01/09/2013

Aircraft Speed KIAS: 130

Aircraft Altitude AGL: 1250

Drop Zone Elevation Feet - MSL: 410

Surface Winds KTS: 3

Visibility Feet - Miles: 7

Type of Parachute: MC-6

Type of Reserve: T-11R

Reserve Function Properly: YES

Main Parachute Age: 9 months

Main Parachute Placed in Service: 08/12

Main Parachute Date of Manufacture: 12/08

Main Parachute Repack Date: 10/16/2012

Main Parachute Serial Number: 18320

Main Parachute Number of Jumps: 3

Type of Malfunction: Reserve Activation

Type of Malfunction - Incident - Specify: Low Speed, Low Altitude Reserve Activation

Jumpers Name - Grade - Unit: E4 C Co. 3/38 CAV (LRS)

Jumpers Height and Weight: 71" 226 lbs

Jumpers Equipment Weight: N/A

Jumpers Equipment Worn: ACH, Chem Lights

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

Number of Jumps Jumper Has: 7

Resulting Injury: No injuries reported

Description of Suspected - Malfunction - Incident - Damaged Incurred: Jumper was first to exit on the fifth pass from C-17 for a night jump with initial TOT of 1900. This was the jumper's 7th jump. Jumper stated he had no issues during exit and the MC-6 Main parachute functioned properly. The jumper stated before landing, at approximately 150 feet AGL, he felt as though he was falling faster than fellow jumpers and that he "feared for his life". The jumper then activated his T-11 Reserve parachute prior to landing. He reported no injuries.

The Malfunction NCO reported that the #1 Jumper was running with the wind throughout descent. All other jumpers on the pass turned to face into the wind after exit and the #1 jumper was near the #4 jumper when the reserve was activated. Initially the Malfunction NCO thought that the jumper was lowering combat equipment until the pilot parachute inflated and slowly raised the reserve parachute.

The Malfunction NCO was approximately 75 meters from where the jumper landed and immediately moved to his location to begin the investigation. By the time the Malfunction NCO reached the jumper the jumper was out of the harness and was recovering his parachutes.

Suspected Cause of Malfunction - Incident: 100% TRI was conducted on the MC-6 main and reserve parachutes. No deficiencies or damage was found on the main parachute. Only one scoop tie on the reserve was broken. The other three scoop ties, the apex tie and all of the skirt assist ties were intact and showed no evidence of strain/tension due to opening.

The jumper was first to exit and was lower than all other jumpers. Due to his level of experience he assumed he was falling faster than fellow jumpers because he was lower than the rest of the jumpers. The jumper activated his reserve in response to his perceived fall rate and ground speed while running with the wind.

Name - Grade - MOS - NEC - AFSC - Unit of Reporting Officer and DSN - Commercial Phone Number:, W2, 921A, 201st Quartermaster Detachment, 253-967-9845

FREE FALL REPORTS

33



FF1_20111001_NavyParachuteTeam_PD218_TensionKnot_C130

Airdrop Malfunction Report Type: Military Free Fall Personnel Report

Unit Address: Navy Parachute Team, 2000 Trident Way, San Diego, CA 92155

Branch of Service: Navy

Contact Email:

Type of Report: Malfunction

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

Unit Being Airlifted: Navy Parachute Team

Departure Airfield: Air Station, Miramar CA

Type of Aircraft: C-130

Other Type of Aircraft: N/A

Aircraft Serial Number: UNK

Airlift Unit: Blue Angles USN

Drop Zone Name - Location: Miramar Air Show, Miramar CA

Date of Airdrop: 10/01/2011

Aircraft Speed KIAS: 130

Aircraft Altitude AGL: 6500

Drop Zone Elevation Feet - MSL: 478

Surface Winds KTS: 120

Visibility Feet - Miles: Unrestricted

Type of Parachute: Choose One

Other Type of Parachute - Specify: Javelin - PD218 PE Lightning

Type of Reserve: Choose One

Other Type of Reserve: Non Standard

Reserve Function Properly: YES

Main Parachute Age: 3yrs, 10mo

Main Parachute Placed in Service: 07/01/2008

Main Parachute Date of Manufacture: 12/01/2007

Main Parachute Repack Date: 10/01/2011

Main Parachute Serial Number: PE218-021597

Main Parachute Number of Jumps: 800

Type of Malfunction: Reserve Activation

Type of Malfunction - Incident - Specify: Tension knots on "A" lines of main canopy

Jumpers Name - Grade - Unit: E-6, PR1, Navy Parachute Team

Jumpers Height and Weight: 69, 185

Jumpers Equipment Weight: 31 lbs

Jumpers Equipment Worn: Chute, Helmet, Goggles

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

Number of Jumps Jumper Has: 800

Resulting Injury: None

Description of Suspected - Malfunction - Incident - Damaged Incurred: during a parachute jump on 01 October at approximately 1900L. A jumper experienced tension knots on the "a" lines of his main canopy after opening. After properly attempting to clear the issue, the jumper responded properly by initiating emergency procedures releasing his main canopy and deploying his reserve canopy. The jumper landed safely, uneventfully and without injury.

Suspected Cause of Malfunction - Incident: pd lightning pe218 canopies are designed to open quickly and remain open during med/high risk performance. All measures are taken to promote acceptable openings with consistent flight performance. Line twists, tension knots, hung sliders, etc. Although rare, are always a possibility.

-solutions: there are no solutions to this inherent malfunction, the jumper performed his trained response under a malfunctioning main canopy. This response would have been no different under the same circumstances day or night. Proper training and adherence to specified malfunction plans prevented this minor inconvenience from becoming a major accident investigation.

Name - Grade - MOS - NEC - AFSC - Unit of Reporting Officer and DSN - Commercial Phone Number: / CIV /Navy Parachute Team/ 619-537-2027

FF2_20120412_ADFSD_MC4_CutAway_C130

Unit: Aerial Delivery and Field Services Dept

Unit Address: 710 Adams Ave, Fort Lee VA 23801

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

Type of Aircraft: C-130E/H

Airlift Unit: 911 AW

Drop Zone Name - Location: Blackstone DZ, VA

Date of Airdrop: 20120412

Aircraft Speed KIAS: 130

Aircraft Altitude AGL: 13,000

Drop Zone Elevation Feet - MSL: 427

Surface Winds KTS: 10

Visibility Feet - Miles: UNL

Type of Parachute: MC4

Type of Reserve: Choose One

Other Type of Reserve: MC-4

Reserve Function Properly: YES

Main Parachute Age: 1 Oct 2005

Main Parachute Placed in Service: 1 June 2008

Main Parachute Date of Manufacture: 1 Oct 2005

Main Parachute Repack Date: 23 March 2012

Main Parachute Serial Number: 11640

Type of Malfunction: Choose One

Type of Malfunction - Incident - Specify: Cut Away

Jumpers Name - Grade - Unit: O4, ADSFD

Jumpers Height and Weight: 72" 195lbs

Jumpers Equipment Weight: 0

Jumpers Equipment Worn: ACU, Helmet

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

Number of Jumps Jumper Has: 33

Resulting Injury: None

Description of Suspected - Malfunction - Incident - Damaged Incurred: Jumper could not point the canopy in the direction of the group using his left toggle. Parachute responded normally turning to the right. SM went to full brakes to check canopy and then performed EP's for closed end cells. MO observed jumpers canopy right tail corner in brake and assumed he was turning. MO observed other canopies and came back to SM and he had cut away.

Suspected Cause of Malfunction - Incident: During TRI of the main canopy we noticed the right toggle was..... SM inadvertently forced the control line finger trapped loop to seat over the top sewn portion of the control line attachment ring while pushing the excess back inside the keeper causing the finger trapped loop to stay secured to control line toggle and not fully release resulting in the canopy to break right. SM did not recognize the situation and unable to correct it and performed EPs.

Name - Grade - MOS - NEC - AFSC - Unit of Reporting Officer and DSN - Commercial Phone Number: 921A, ADFSD, Army Logistics College, 804-734-4782

FF3_20120512_321STS_MC-4_Dual_Deployment

FF4_20120512_321STS_MC-4_Dual_Deployment

FF5_20120512_321STS_MC-4_Dual_Deployment

FF6_20120512_321STS_MC-4_Dual_Deployment

FF7_20120512_321STS_MC-4_Dual_Deployment

Airdrop Malfunction Report Type: Military Free Fall Personnel Report

Unit Address: 321 STS/ Unit 8835 Box 270 APO AE 09459-5270

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: 321st STS

Departure Airfield: Fairford

Type of Aircraft: C-130

Aircraft Serial Number: 644854

Airlift Unit: 67 SOS

Drop Zone Name - Location: Tain DZ

Date of Airdrop: 05/12/2012

Aircraft Speed KIAS: 130

Aircraft Altitude AGL: 9,999 AGL

Drop Zone Elevation Feet - MSL: 37' MSL

Surface Winds KTS: 215 Degrees @ 8 Knots

Visibility Feet - Miles: Unrest

Type of Parachute - Specify: MC-4

Type of Reserve: MC-4

Reserve Function Properly: YES

Main Parachute Age: 8 years

Main Parachute Placed in Service: January 2007

Main Parachute Date of Manufacture: February 2004

Main Parachute Repack Date: 11 March 2012

Main Parachute Serial Number: M4C9610

Main Parachute Number of Jumps: 21

Type of Malfunction: Reserve Activation in Aircraft

Type of Malfunction - Incident - Specify: Dual Deployment

Jumpers Name - Grade - Unit: E5, 321 STS

Jumpers Height and Weight: 71", 195 pounds

Jumpers Equipment Weight: 105 Pounds

Jumpers Equipment Worn: LBV, PDB, M-4

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

Number of Jumps Jumper Has: 32

Resulting Injury: no resulting injuries

Description of Suspected - Malfunction - Incident - Damaged Incurred: dual deployment

Suspected Cause of Malfunction - Incident: incorrect Altimeter passed causing incorrect CYPRESS setting

This email covers the class C mishap for five jumpers from the 321st STS on the jump that took place at TAIN DZ in Scotland on 05/12/2012 off of a 67 SOS, C-130, Serial # 644854.

The drop was from 9999 AGL with unrestricted visibility @ 130 knots to TAIN DZ 37" MSL with winds from 215 degrees @ 8 knots All Jumpers jumped the MC4 with a MC4 reserve, Ruck sack inside a PDB, LBV, M-4 weapon, uniform boots and a mich helmet.

Every individual had their Military Cypress fire Suspected cause of incident: Incorrect altimeter setting passed to JM causing incorrect Cypress setting

The grade of the jumpers, their names, number of jumps, equipment weight are as follows:

50, 105 pounds, E6 51, 105 pounds, E5 90+, 80 pounds, E4 37, 105 pounds, E5 32, 105 pounds

Jumper 1 contained reserve to prevent dual deployment Jumper 2 and 3 had dual deployment Jumper 4 had reserve stay in pack tray Jumper 5 Reserve wrapped around PDB and did not inflate

The only injury was Jumper 3 who separated his Left Shoulder

Jumpers height and weight:

Jumper 1, 65" 155 pounds,

Jumper 2 74" 180 pounds

Jumper 3 69" 173 pounds

Jumper 4 74" 180 pounds

Jumper 5 71" 195 pounds

The order of deployment:

1 lift, 1 pass,

Parachute data for each. Jumper, Parachute age, Date placed in service, Date Manufactured, Main repack, Serial #, # of times jumped

Jumper 1...8 years...September 2007...October 2004.....26 April 2012.....M4C16491...17

Jumper 2...8 years...January 2007.....February 2004.....11 March 2012.....M4C9610.....21

Jumper 3.7 years...April 2009.....August 2005.....22 March 2012.....M4C12038...14

Jumper 4.....6 years...April 2007.....August 2006.....23 April 2012.....M4C12033...9

Jumper 5.....7 years...April 2009.....November 2005.....25 April 2012.....11671.....15

Our JM received the altimeter setting from the aircrew, and we believe the correct setting was compromised somewhere between the original transmission to the aircrew and our JM getting it. We had 2 other JMs use the numbers the JM had and we all were within 3 of the original JMs setting.

Name - Grade - MOS - NEC - AFSC - Unit of Reporting Officer and DSN - Commercial Phone Number: E7, Pararescue/X1T271 321 STS/DSN 314 238 5225

FF8_20120503_USAPT_Stiletto_97_Spin_UV18

Unit: US Army Parachute Team

Unit Address: Bldg. 3-3327 Butner Rd., 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: USAPT

Departure Airfield: Laurinburg, NC

Type of Aircraft: OTHER

Other Type of Aircraft: UV-18 Twin Otter

Airlift Unit: USAPT

Drop Zone Name - Location: Laurinburg/Maxton Airport

Date of Airdrop: 5/3/2012

Aircraft Speed KIAS: 110

Aircraft Altitude AGL: 12,500

Surface Winds KTS: 4-6

Visibility Feet - Miles: 10

Type of Parachute - Specify: Stiletto 97

Type of Reserve: PD 113 R

Reserve Function Properly: YES

Main Parachute Age: 9 yrs

Main Parachute Placed in Service: July 2008

Main Parachute Date of Manufacture: Jan 2003

Main Parachute Repack Date: 3 May 2012

Main Parachute Serial Number: 012376

Main Parachute Number of Jumps: 800

Type of Malfunction: Choose One

Type of Malfunction - Incident - Specify: Line twists, spinning main

Jumpers Name - Grade - Unit: E-5 USAPT

Jumpers Height and Weight: 5'11" 165 Lbs.

Jumpers Equipment Weight: 20 lbs.

Jumpers Equipment Worn: parachute system, helmet, gloves, shoes, altimeter

Jumpers Position - Pass - Stick - Position: 8 way formation skydive

Number of Jumps Jumper Has: 1,800

Resulting Injury: None

Description of Suspected - Malfunction - Incident - Damaged Incurred: On opening, the main canopy began to spin creating line twists. Jumper was unable to correct the spin. Jumper executed emergency procedures and landed safely on DZ.

Suspected Cause of Malfunction - Incident: While spinning malfunctions are not common, they can occur on sub 100 sq. ft. parachutes. Jumpers need to fly the parachute thru the deployment phase. Cause cannot be determined.

Name - Grade - MOS - NEC - AFSC - Unit of Reporting Officer and DSN - Commercial Phone Number: / E-7 / 92R4SW8 / US Army Parachute Team / 910-396-8111

FF9_20120517_USASOCPT_Startrac_II_Improper_Packing_C212

Unit: USASOC Parachute Team

Unit Address: Ft Bragg, NC

Branch of Service: Army

Contact Email

Type of Report: Malfunction

Type of Loss: Choose One

Unit Being Airlifted: USASOC Parachute Team

Departure Airfield: Raeford

Type of Aircraft: Choose One

Other Type of Aircraft: Casa 212

Airlift Unit: USASOC Flight Detachment

Drop Zone Name - Location: Raeford Air Park/ Raeford, NC

Date of Airdrop: 5/17/2012

Aircraft Speed KIAS: 90kts

Aircraft Altitude AGL: 5000'

Drop Zone Elevation Feet - MSL: 300'

Surface Winds KTS: 0

Visibility Feet - Miles: Unlimited

Type of Parachute: Non Standard Tandem

Other Type of Parachute - Specify: Startrac II

Type of Reserve: Choose One

Other Type of Reserve: Fury

Reserve Function Properly: YES

Main Parachute Age: 2 Years

Main Parachute Placed in Service: May 2012

Main Parachute Repack Date: 6 May 2012

Main Parachute Number of Jumps: 12

Type of Malfunction: Complete Inversion

Jumpers Name - Grade - Unit: E-6, HHC USASOC

Jumpers Height and Weight: 5'8" 193lbs

Jumpers Equipment Weight: 35lbs

Jumpers Equipment Worn: None

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

Number of Jumps Jumper Has: 404

Resulting Injury: None

Description of Suspected - Malfunction - Incident - Damaged Incurred: Jumper exited and deployed main parachute at 2800' AGL, upon inspecting canopy jumper saw multiple twists in the risers and performed emergency procedures. No damage occurred.

Suspected Cause of Malfunction - Incident: Improper packing procedures.

Name - Grade - MOS - NEC - AFSC - Unit of Reporting Officer and DSN - Commercial Phone Number:, E-6, 92R, 910-723-4735

FF10_201121115_NSWATW_MT2-XX_Reserve_Activation_UV18

Airdrop Malfunction Report Type: Military Free Fall Personnel Report

Unit Address: 375 A STREET, NORFOLK, VA 23511

Branch of Service: Navy

Contact Email:

Type of Report: Malfunction

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

Unit Being Airlifted: N39584 Naval Special Warfare Advanced Training West

Departure Airfield: UNK

Type of Aircraft: OTHER

Other Type of Aircraft: TWIN OTTER

Aircraft Serial Number: UNK

Airlift Unit: CIVILIAN

Drop Zone Name - Location: MONSOOR DZ , Jamul, CA

Date of Airdrop: 11/15/2011

Aircraft Speed KIAS: 110

Aircraft Altitude AGL: 12500

Drop Zone Elevation Feet - MSL: UNK

Surface Winds KTS: 2

Visibility Feet - Miles: UNRESTRICTED

Type of Parachute - Specify: MT2-XX

Type of Reserve: MT2-XX

Reserve Function Properly: YES

Main Parachute Age: 2YRS

Main Parachute Placed in Service: UNK

Main Parachute Date of Manufacture: 02/2009

Main Parachute Repack Date: 11/15/2011

Main Parachute Serial Number: #54

Main Parachute Number of Jumps: UNK

Type of Malfunction: Reserve Activation

Type of Malfunction - Incident - Specify: student wrongfully activated reserve

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

Jumpers Height and Weight: UNK

Jumpers Equipment Weight: UNK

Jumpers Equipment Worn: Flotation

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

Number of Jumps Jumper Has: UNK

Resulting Injury: N/A

Description of Suspected - Malfunction - Incident - Damaged Incurred: after an uneventful free fall and waving off at 5000 ft, his main parachute deployed but put him into a right-hand spin. He could not snap the line group free to correct the spin so he performed cutaway procedures as briefed. Student conducted proper ep's for a malfunction and landed on DZ without further incident.

Suspected Cause of Malfunction - Incident: malfunction officer found no substantial findings. In this case, there were no tension knots or line over's. Student just got nervous and chopped the chute away.

Name - Grade - MOS - NEC - AFSC - Unit of Reporting Officer and DSN - Commercial Phone Number: / GS-12 / N68869 Naval Special Warfare Center Coronado CA/ 619-537-2215

FF11_201121114_NSWATW_MT2-XX_Horse_Shoe_UV18

Airdrop Malfunction Report Type: Military Free Fall Personnel Report

Unit Address: NAVAL SAFETY CENTER (ATC)- 375 A STREET, NORFOLK, VA 23511

Branch of Service: Navy

Contact Email:

Type of Report: Malfunction

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

Unit Being Airlifted: N39584 Naval Special Warfare Advanced Training West

Departure Airfield: UNK

Type of Aircraft: OTHER

Other Type of Aircraft: TWIN OTTER

Aircraft Serial Number: UNK

Airlift Unit: SKYDIVE SAN DIEGO

Drop Zone Name - Location: MONSOOR, JAMUL CA.

Date of Airdrop: 02/14/2012

Aircraft Speed KIAS: 110

Aircraft Altitude AGL: 12500

Drop Zone Elevation Feet - MSL: UNK

Surface Winds KTS: 6

Visibility Feet - Miles: UNRESTRICTED

Type of Parachute - Specify: MT2-FF

Type of Reserve: MT2

Reserve Function Properly: YES

Main Parachute Age: 4 YRS

Main Parachute Placed in Service: UNK

Main Parachute Date of Manufacture: 03/2008

Main Parachute Repack Date: 02/10/12

Main Parachute Serial Number: #10

Main Parachute Number of Jumps: UNK

Type of Malfunction: Choose One

Type of Malfunction - Incident - Specify: Pilot Chute Hesitation/ Horse Shoe Malfunction

Jumpers Name - Grade - Unit: A1C, USAF Student

Jumpers Height and Weight: UNK

Jumpers Equipment Weight: UNK

Jumpers Equipment Worn: FLOTATION

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

Number of Jumps Jumper Has: UNK

Resulting Injury: NONE

Description of Suspected - Malfunction - Incident - Damaged Incurred: this was students first night jump. After an uneventful exit and free fall, he claimed that after pulling his ripcord at 5000 ft, he experienced pilot chute hesitation. He then checked over his right shoulder as briefed but over rotated and then felt suspension lines around his right foot. He then performed emergency procedures for a horse shoe malfunction. After performing proper emergency procedures (eps), the student landed without incident. He was then verbally remediated on proper body position throughout entire pull sequence. Although proper ep's were performed, student learned valuable lesson on body position and to maintain situational awareness during a pilot chute hesitation.

Suspected Cause of Malfunction - Incident: initially the cause of malfunction was found to be pilot chute hesitation, caused by poor body position. By trying to remedy the first issue, the jumper caused a horse shoe malfunction. After retrieving his main parachute, it was discovered that the main never left the deployment bag which could have been the result of a half hitch around the pilot chute.

Name - Grade - MOS - NEC - AFSC - Unit of Reporting Officer and DSN - Commercial Phone Number: GS-12 /N68869- Naval Special Warfare Center Coronado CA/ 619-537-2215

FF12_20120622_38RS_SOVIII_Cut_Away_Cessna_208

Airdrop Malfunction Report Type: Military Free Fall Personnel Report

Branch of Service: Air Force

Contact Email:

Type of Report: Malfunction

Type of Loss: Choose One

Unit Being Airlifted: 38th Rescue Squadron

Departure Airfield: Sebastian Airfield, FL

Type of Aircraft: OTHER

Other Type of Aircraft: Cessna Grand Caravan

Aircraft Serial Number: N220EA

Airlift Unit: Skydive Sebastian

Drop Zone Name - Location: Skydive Sebastian, FL

Date of Airdrop: 06/22/2012

Aircraft Speed KIAS: 90

Aircraft Altitude AGL: 5500 AGL

Drop Zone Elevation Feet - MSL: 0 MSL

Surface Winds KTS: 18

Visibility Feet - Miles: clear

Type of Parachute - Specify: SOV III

Type of Reserve: Choose One

Reserve Function Properly: YES

Main Parachute Age: Sept 06

Main Parachute Placed in Service: Sept 06

Main Parachute Date of Manufacture: Sept 06

Main Parachute Repack Date: 22 June 2012

Main Parachute Serial Number: 002192

Type of Malfunction: Choose One

Type of Malfunction - Incident - Specify: Main Deployment bag lock

Jumpers Name - Grade - Unit:, E-4, 38th Rescue Squadron

Jumpers Height and Weight: 69 inches, 169 lbs

Jumpers Equipment Weight: 45 pounds

Jumpers Equipment Worn: SOV III parachute container

Jumpers Position - Pass - Stick - Position: first pass/ first stick/ fourth jumper

Number of Jumps Jumper Has: 100

Resulting Injury: N/A

Description of Suspected - Malfunction - Incident - Damaged Incurred: Jumper pulled main rip cord at briefed altitude 5000ft AGL. Jumper continued to fall and noticed that the deployment bag was above him and his chute was not deploying. He conducted the proper emergency procedure and cut away the main and deployed his. Reserve at approx. 4000ft AGL. Both main risers separated at the three ring symbol but the RSL did not separate from the harness. The jumper landed under a good reserve canopy.

Suspected Cause of Malfunction - Incident: The lines that were still stowed were double wrapped with a heavy rubber band.

Name - Grade - MOS - NEC - AFSC - Unit of Reporting Officer and DSN - Commercial Phone Number: MSgt, Pararescueman, USAF, 1T2x1, 38th Rescue Squadron/229-257-5144

FF13_20120709_23STS_MC4_Cut_Away_C130E/H

Unit: 23rd Special Tactics Squadron

Unit Address: 601 Independence Rd. Hurlburt Field, FL. 32544

Branch of Service: Air Force

Contact Email:

Type of Report: Malfunction

Type of Loss: Choose One

Unit Being Airlifted: 23rd Special Tactics Squadron

Departure Airfield: Hurlburt Field

Type of Aircraft: C-130E/H

Aircraft Serial Number: 2070

Airlift Unit: 19th Air Wing

Drop Zone Name - Location: Aux Field 6, Eglin Range

Date of Airdrop: 09 Jul 2012

Aircraft Speed KIAS: 130

Aircraft Altitude AGL: 12,900

Drop Zone Elevation Feet - MSL: 170ft

Surface Winds KTS: 15

Type of Parachute: MC4

Other Type of Reserve: MC-4

Reserve Function Properly: YES

Main Parachute Age: 10yrs 6mo

Main Parachute Placed in Service: August 2002

Main Parachute Date of Manufacture: January 2002

Main Parachute Repack Date: 02 Jul 2012

Main Parachute Serial Number: 9599

Main Parachute Number of Jumps: 22

Type of Malfunction: Choose One

Type of Malfunction - Incident - Specify: Bag Lock

Jumpers Name - Grade - Unit: SrA, 23rd Special Tactics Squadron

Jumpers Height and Weight: 69" / 170lbs

Jumpers Equipment Weight: 50lbs

Jumpers Equipment Worn: Goggles, Gloves, Ops Core Helmet

Jumpers Position - Pass - Stick - Position: First Pass, Fourth Jumper

Number of Jumps Jumper Has: 38

Resulting Injury: None

Description of Suspected - Malfunction - Incident - Damaged Incurred: On 09 July 2012, jumper was conducting military free fall he was on the first pass and the fourth jumper out at an exit altitude of 12,900 feet. Jumper cleared airspace at 5,000 feet, and waved off at 4,500 feet. Jumper pulled main rip-cord at 3,500 feet and checked over both shoulders. A second or two went by and did not feel the chute open so he checked over his shoulder again and the chute had not yet deployed from the bag. Jumper grabbed the cut away handle and the reserve rip-cord handle, pulled the reserve rip-cord and dropped it. Jumper arched and checked over both shoulders, and the reserve chute deployed. Jumper was under the good canopy by 1800 feet and the main parachute, still in the bag, was being drug behind him. Jumper steered back toward the drop zone and landed 100 yards south of the PI. When jumper took the chute off, the red cut away handle was still attached to my chute and the Velcro on the left shoulder strap had kept the main chute from completely cutting away.

Suspected Cause of Malfunction - Incident: Exact cause Unknown. After chute was looked at the Main deployment bag still contained the main parachute canopy. All suspension line stows were pulled with the exception of the last stow with approximately ½ in of suspension lines left in the retainer band. Suspected cause is Main Pilot Chute was stuck in burble preventing proper inflation of the pilot chute. Suspected cause of Main canopy not being complete cutaway from harness is due to lack of drag on main pilot chute in order to pull canopy from harness. This may have been due to reserve canopy being inflated as well.

Name - Grade - MOS - NEC - AFSC - Unit of Reporting Officer and DSN - Commercial Phone Number:, MSgt/E-7, 1P071, 23rd Special Tactics Squadron, DSN: 641-2275/2219, Commercial: 850-881-2275/2219

FF14_20120611_10CWS_MC4_Cut_Away_C130

Airdrop Malfunction Report Type: Military Free Fall Personnel Report

Unit Address: 10th Combat Weather Squadron

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: 10th Combat Weather Squadron

Departure Airfield: Stennis International Airport

Type of Aircraft: C-130

Aircraft Serial Number: 84404

Airlift Unit: 700th Airlift Squadron, Dobbins GA

Drop Zone Name - Location: Stennis 1

Date of Airdrop: 06/11/2012

Aircraft Speed KIAS: 130

Aircraft Altitude AGL: 13,000

Drop Zone Elevation Feet - MSL: 07

Surface Winds KTS: Calm

Visibility Feet - Miles: Unrestricted

Other Type of Parachute - Specify: MC-4

Type of Reserve: MC-4

Reserve Function Properly: YES

Main Parachute Age: New

Main Parachute Placed in Service: May 2012

Main Parachute Date of Manufacture: Jan 2005

Main Parachute Repack Date: 02 July 2012

Main Parachute Serial Number: 18012

Main Parachute Number of Jumps: 1

Type of Malfunction: Semi-Inversion

Type of Malfunction - Incident - Specify: Partial malfunction, twisted risers

Jumpers Name - Grade - Unit: 10th Combat Weather Squadron

Jumpers Height and Weight: 5'10, 185lb

Jumpers Equipment Weight: 40

Jumpers Equipment Worn: LBE with inter-team radio (148), MICH, Peltor, PTT, Tie-in, Multicams, Asolo Boots, Gloves

Jumpers Position - Pass - Stick - Position: 1st pass/1st stick/2nd Jumper

Number of Jumps Jumper Has: ~100

Resulting Injury: None

Description of Suspected - Malfunction - Incident - Damaged Incurred: Exit altitude of 13,000 ft. I was freefalling fine. Opened at 3,500 ft. Checked canopy and saw a twist. Tried to fix the twist, with no success. Conducted controllability check with no success, checked altimeter, saw 2400 ft and decided to cut-away. Reserve parachute deployed by 1500 ft. Got back on the stack and landed by the wind arrow.

Name - Grade - MOS - NEC - AFSC - Unit of Reporting Officer and DSN - Commercial Phone Number:, 1W072, 10th Combat Weather Squadron, 579-8046/850-884-8046

FF15_20120714_USSOCOM_COTS-PD_253_MidAir_Entanglement_UV18

Airdrop Malfunction Report Type: Equipment Report

Unit Address: 7701 Tampa Point Blvd

Branch of Service: Navy

Contact Email:

Type of Report: Incident

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

Unit Being Airlifted: USSOCOM

Departure Airfield: ZPHR

Type of Aircraft: OTHER

Other Type of Aircraft: Twin Otter

Airlift Unit: civilian

Drop Zone Name - Location: civilian

Date of Airdrop: 14 Jul 12

Aircraft Speed KIAS: unk

Aircraft Altitude AGL: 6500 agl

Drop Zone Elevation Feet - MSL: 10m

Surface Winds KTS: 3

Visibility Feet - Miles: unlimited

Type of Parachute: Choose One

Other Type of Parachute - Specify: COTS-PD 253

Type of Reserve: Choose One

Other Type of Reserve: COTS - PD 235

Reserve Function Properly: YES

Main Parachute Age: 5 yr

Main Parachute Placed in Service: Feb 08

Main Parachute Date of Manufacture: Nov 07

Main Parachute Repack Date: Jul 12

Main Parachute Serial Number: PD253-587

Main Parachute Number of Jumps: 250

Type of Malfunction: Choose One

Type of Malfunction - Incident - Specify: Midair Entanglement

Jumpers Name - Grade - Unit:

Jumpers Height and Weight: 72 / 190

Jumpers Equipment Weight: 25

Number of Jumps Jumper Has: 5000 plus

Resulting Injury: none

Description of Suspected - Malfunction - Incident - Damaged Incurred: Canopy entanglement occurring from Canopy Relative Work (CRW) training.

Suspected Cause of Malfunction - Incident: First jumper attempted to dock his canopy on the pilot (higher jumper) following deployment of his main canopy. As the first jumper approached the dock, his canopy wrapped around the higher jumpers suspension lines causing the higher jumper to swing through the jumpers suspension lines. Once the higher jumper passed completely through the lines, the main parachutes then twisted around each other causing both main parachutes to lose inflation. Both jumpers assessed the situation and determined the corrective action was to perform emergency procedures. First jumper cut away his main first followed by the pilot. Both main parachutes remained entangled and were freed upon the second cutaway. Both jumpers landed safely in the target area under good reserve parachutes.

Name - Grade - MOS - NEC - AFSC - Unit of Reporting Officer and DSN - Commercial Phone Number: GS, TL, SOCOM Parachute Team, 813 826 7714

FF16_20120725_1SFG_MC4_Reserve_Activation_C23

Unit: 1-1(A) SFG Bravo Company

Unit Address: 1st Battalion, 1st Special Forces Group(ABN) BLDG 100, APO AP 96376

Branch of Service: Army

Contact Email:

Type of Report: Malfunction

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

Unit Being Airlifted: 1-1(A) SFG Bravo Company

Departure Airfield: Playas Air Field

Type of Aircraft: OTHER

Other Type of Aircraft: Sky Van

Aircraft Serial Number: N39LH

Airlift Unit: Skydive Arizona

Drop Zone Name - Location: Playas West

Date of Airdrop: 07/25/2012

Aircraft Speed KIAS: 120

Aircraft Altitude AGL: 14.500

Drop Zone Elevation Feet - MSL: 4,630

Surface Winds KTS: 0

Visibility Feet - Miles: Night

Type of Parachute: MC4

Other Type of Reserve: MC-4

Reserve Function Properly: YES

Main Parachute Age: 8 Yrs

Main Parachute Placed in Service: May 06

Main Parachute Date of Manufacture: jun 04

Main Parachute Repack Date: 07/24/2012

Main Parachute Serial Number: 18602

Main Parachute Number of Jumps: 38

Type of Malfunction: Reserve Activation

Type of Malfunction - Incident - Specify: Cypess Fired

Jumpers Name - Grade - Unit: SSG 1-1(A) SFG Bravo Company

Jumpers Height and Weight: 6'2"

Jumpers Equipment Weight: 245

Jumpers Equipment Worn: MC-4, Body Armor, Radio, NVG's, O2, Full Ammo load

Jumpers Position - Pass - Stick - Position: 4

Number of Jumps Jumper Has: 53

Resulting Injury: Mild TBI, Swollen left knee.

Description of Suspected - Malfunction - Incident - Damaged Incurred: Jumper started pull sequence at 4,250' AGL. Jumper remembers pulling but didn't feel opening shock until AOD activated. After activation of reserve Jumper had a dual deployment that prevented the lifting of his head. Jumper remembers looking at his ALT seeing 1,000 AGL, jumper tried to separate the main and reserve but that didn't work. He pulled down his NVG's to see but then he had impact with the ground.

Jumper tried conducting cutaway procedures; he grabbed the cut away pillow, went to grab the Reserve ripcord grip but couldn't grab a hold of it due to his body armor kit preventing him from grabbing and performing cut away procedures.

I was unable to perform and investigation due to other jumpers bagging up the jumpers gear to get him medical aid. I was not informed of the incident until jumper was on the way to get air lifted.

Suspected Cause of Malfunction - Incident: I believe the Jumpers pilot chute was stuck in a vacuum. Unable to disrupt vacuum do to the amount of gear jumper was wearing. Rucksack, M-4 separate soft body armor, (pouches were full of both M-4 Magazines, M-9 pistol pouches full with magazines as well) Radio and oxygen (twin 53 bottle and POM mask.) Jumper also had a first aid kit mounted as well as push to talk for peltor radio.

Name - Grade - MOS - NEC - AFSC - Unit of Reporting Officer and DSN - Commercial Phone Number: 92R 1-1 SFG(A) HHC.

FF17_20120725_10SFG_MC4_Control_Handle_C23

Unit: GSSC, GSB, 10th SFG(A)

Unit Address: Bad Toelz Road, Fort Carson, CO 80913

Branch of Service: Army

Contact Email:

Type of Report: Malfunction

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

Unit Being Airlifted: 0334, 3rd BN 10th SFG(A)

Departure Airfield: Fremont County Airport

Type of Aircraft: C-23 Sherpa

Aircraft Serial Number: 0225

Airlift Unit: Indiana National Guard

Drop Zone Name - Location: Fremont DZ, Canyon City, CO

Date of Airdrop: 07/25/2012

Aircraft Speed KIAS: 110kts

Aircraft Altitude AGL: 12,500 AGL

Drop Zone Elevation Feet - MSL: 5336 MSL

Surface Winds KTS: 7 KTS

Visibility Feet - Miles: 10/10

Type of Parachute: MC4

Other Type of Reserve: MC-4

Reserve Function Properly: YES

Main Parachute Age: 7 years

Main Parachute Placed in Service: Sept 06

Main Parachute Date of Manufacture: Aug 02

Main Parachute Repack Date: 24 July 12

Main Parachute Serial Number: 12339

Main Parachute Number of Jumps: 125

Type of Malfunction: Choose One

Type of Malfunction - Incident - Specify: Uncontrollable Right Control Handle

Jumpers Name - Grade - Unit: CPT

Jumpers Height and Weight: 68" 175lbs

Jumpers Equipment Weight: 65 lbs

Jumpers Equipment Worn: Body Armor, MBITR, NVG's, Twin 50

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

Number of Jumps Jumper Has: 75

Resulting Injury: No injury.

Description of Suspected - Malfunction - Incident - Damaged Incurred: Knot which holds the right MC-4 control handle passed through the metal guide ring making the canopy uncontrollable. Jumper was unaware of the correct procedure on correcting such issue.

Suspected Cause of Malfunction - Incident: Premature break release combined with a strong opening shock.

Name - Grade - MOS - NEC - AFSC - Unit of Reporting Officer and DSN - Commercial Phone Number: SGT 92R2SW8 GSSC, GSB, 10th SFG(A) 719-524-1161

FF18_20120821_23STS_MC4_Cut_Away_C130H

Unit: 23rd Special Tactics Squadron

Unit Address: 601 Independence Rd., Hurlburt Field, FL 32544

Branch of Service: Air Force

Contact Email:

Type of Report: Incident

Type of Loss: Choose One

Unit Being Airlifted: 23rd Special Tactics Squadron

Departure Airfield: Hurlburt Field

Type of Aircraft: C-130E/H

Aircraft Serial Number: 47315

Airlift Unit: 302nd Airlift Squadron

Drop Zone Name - Location: Lance DZ, Florida

Date of Airdrop: 08/21/2012

Aircraft Speed KIAS: 130

Aircraft Altitude AGL: 4500

Drop Zone Elevation Feet - MSL: 0

Surface Winds KTS: 8

Visibility Feet - Miles: Clear from Acft to DZ

Type of Parachute: MC4

Type of Reserve: Choose One

Other Type of Reserve: MC-4

Reserve Function Properly: YES

Main Parachute Age: 9years 11months

Main Parachute Placed in Service: Oct 2003

Main Parachute Date of Manufacture: Sep 2002

Main Parachute Repack Date: 08 Aug 2012

Main Parachute Serial Number: 10121

Main Parachute Number of Jumps: 9

Type of Malfunction: Reserve Activation

Type of Malfunction - Incident - Specify: Incident

Jumpers Name - Grade - Unit: TSgt, 23 STS

Jumpers Height and Weight: 68"/190lbs

Jumpers Equipment Weight: NA

Jumpers Equipment Worn: Goggles, Helmet, Gloves, Fins

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

Number of Jumps Jumper Has: 63

Resulting Injury: None

Description of Suspected - Malfunction - Incident - Damaged Incurred: On 21 AUG 2012, jumper conducting military free fall water jump, he was on the first pass and 1st jumper out at an exit altitude of 4,500 feet. Jumper exited aircraft and ended up on his back, but continued to count to 4 seconds, and upon 4 seconds jumper pulled rip-cord and checked over right shoulder. Main parachute then came out and was all tangled up jumper waited one moment to see if it would catch air, and it did not so jumper made decision to cut away. Jumper grabbed the cut away handle and the reserve rip cord handle, pulled the cut away handle, then rip cord handle, arched and checked over his shoulder, and reserve chute deployed. Jumper now was under a good canopy, west of the PI

Suspected Cause of Malfunction - Incident: Jumper was on his back when main parachute was deployed causing main parachute to deploy between his legs. The deployment bag could have oscillated leaving the harness and passing through jumpers legs as this is not the normal deployment sequence of the parachute assembly. This sequence has a high probability of twisting the deployment bag resulting in twisted suspension lines. Jumper did the right thing by not hesitating and initiating cutaway procedures.

Name - Grade - MOS - NEC - AFSC - Unit of Reporting Officer and DSN - Commercial Phone Number: MSgt, 1P071, 23 Special Tactics Squadron 641-2219 / 850-881-2219

FF19_20120821_304RQS_SOVIIPDMS360_Cut_Away_UV18

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: 304RQS

Departure Airfield: Perris Airport: L-65

Type of Aircraft: Twin Otter

Aircraft Serial Number: Unknown

Airlift Unit: N/A

Drop Zone Name - Location: Skydive Perris, Perris, CA 92570

Date of Airdrop: 08/21/2012

Aircraft Speed KIAS: 90KIA

Aircraft Altitude AGL: 12,500

Drop Zone Elevation Feet - MSL: 1,413

Surface Winds KTS: 3

Visibility Feet - Miles: Clear/10+

Type of Parachute: Choose One

Other Type of Parachute - Specify: SOV III PD MS 360

Type of Reserve: Choose One

Other Type of Reserve: PD TR-375

Reserve Function Properly: YES

Main Parachute Age: 8 Months

Main Parachute Placed in Service: 07/15/2012

Main Parachute Date of Manufacture: Dec 2011

Main Parachute Repack Date: 08/20/2012

Main Parachute Serial Number: MS 360.004027

Main Parachute Number of Jumps: 25

Type of Malfunction: Distorted Canopy

Type of Malfunction - Incident - Specify: Line Over

Jumpers Name - Grade - Unit: Jason Summers, SSgt, 304RQS

Jumpers Height and Weight: 70" 175 Lbs

Jumpers Equipment Weight: N/A

Jumpers Equipment Worn: N/A

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

Number of Jumps Jumper Has: 86 MFF 29 S/L

Resulting Injury: None

Description of Suspected - Malfunction - Incident - Damaged Incurred: Upon exiting the aircraft the parachutist entered a stable freefall position. At 6500 ft, he tracked away from other jumpers, 5000 ft he waived off, and pulled the main ripcord at 4500 ft. Jumper watched the pilot chute come off his back, and after feeling a quick "snap" he looked up to see the parachute with closed end cells on the right side of the parachute. It appeared to have the characteristics of a line over malfunction. After two attempts to pull and snap the rear risers, the parachutist initiated cut-away procedures at 3900 ft. The reserve parachute was fully deployed by 3500 ft. Skyhook extracted the reserve parachute as advertised. Jumper landed safely at the primary DZ. A second parachutist was filming the deployment sequence.

Suspected Cause of Malfunction - Incident: Upon review of the video, it appears that the canopy was affected by a line over causing it to partially collapse on the right side and send the jumper into a right hand turn.

Name - Grade - MOS - NEC - AFSC - Unit of Reporting Officer and DSN - Commercial Phone Number: E-8, 1T291, 304th RQS, 541-977-5544

FF20_20120724_B/2/SWTG_MC-4_Cut_Away_C23

Unit: B/2/1 SWTG (A)

Unit Address: B/2/1 SWTG (A) Yuma Proving Ground, AZ 85365

Branch of Service: Army

Contact Email:

Type of Report: Malfunction

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

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

Departure Airfield: LAGUNA

Type of Aircraft: C-23 Sherpa

Aircraft Serial Number: 931328

Airlift Unit: A 641 AVN

Drop Zone Name - Location: Phillips

Date of Airdrop: 08/24/2012

Aircraft Speed KIAS: 130

Aircraft Altitude AGL: 10000

Drop Zone Elevation Feet - MSL: 492

Surface Winds KTS: 3

Visibility Feet - Miles: Unlimited

Type of Parachute: MC4

Type of Reserve: Choose One

Other Type of Reserve: MC4

Reserve Function Properly: Yes

Main Parachute Age: 7 years

Main Parachute Placed in Service: Aug 09

Main Parachute Date of Manufacture: APR 04

Main Parachute Repack Date: 24 AUG 12

Main Parachute Serial Number: 1176

Main Parachute Number of Jumps: 35

Type of Malfunction: Choose One

Type of Malfunction - Incident - Specify: Jumper Induced Incident

Jumpers Name - Grade - Unit: SFC, B CO 2ND BN 5TH SFG (A)

Jumpers Height and Weight: 71 inches/ 220 POUNDS

Jumpers Equipment Weight: 110 pounds

Jumpers Equipment Worn: ACH, Body Armor, Rucksack, M4 Dummy Weapon

Jumpers Position - Pass - Stick - Position: 8TH Pass, 5th Jumper

Number of Jumps Jumper Has: 20

Resulting Injury: No Injury

Description of Suspected - Malfunction - Incident - Damaged Incurred: -SM was conducting a group HAHO mission -SM performed a dive exit at 10,000 AGL and gave a one thousand count, arch two thousand, trace three thousand and pulled at four thousand count as instructed.

-SM then felt the deployment bag (with the parachute still contained inside the deployment bag), hit his left foot. SM then felt suspension lines wrap around his left leg. SM began kicking out his legs in an attempt to free the suspension lines from his leg.

-SM attempted this twice then decided to perform cutaway procedures.

-SM's reserve parachute deployed perfectly and had full canopy around 9,200 AGL.

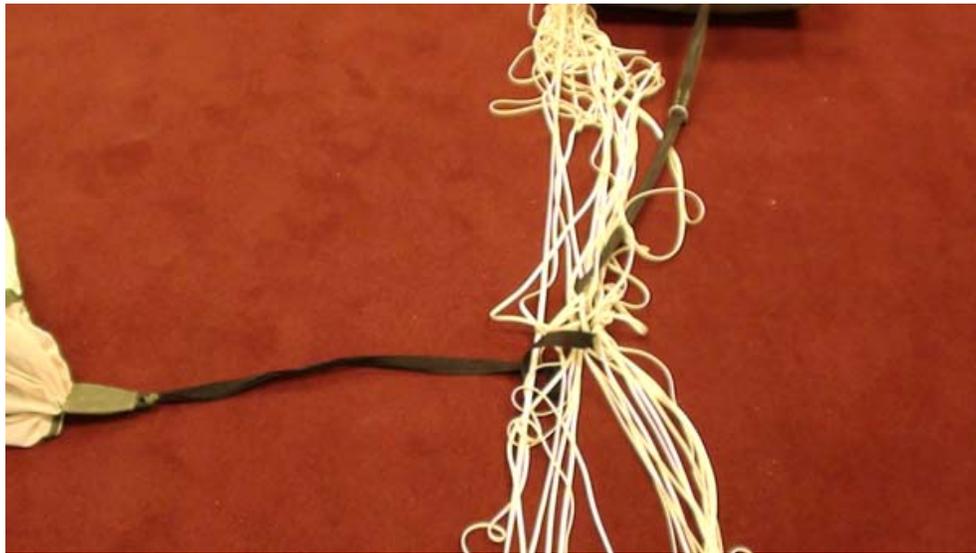
-SM then noticed that his main parachute (that was still contained in the deployment bag), was suspended about a foot below him with the suspension lines still wrapped around his left leg, which prevented the main parachute to be jettisoned .

- SM rode his reserve parachute with the main parachute dangling all the way to the ground.

Suspected Cause of Malfunction - Incident: Malfunction NCO conducted a 100% Technical Rigger Inspection and zero issues. After interviewing the jumper and reviewing the video, I suspect that this malfunction was caused during the dive exit. During the dive exit, the soldier could not hold his position and pulled his main ripcord while being unstable. This action could cause the pilot chute to deploy and extract the deployment bag up hitting the soldier (in this case his left leg) and the suspension lines could have very well wrapped around his leg. After talking to the two instructors on the soldiers pass, they did not see the incident and had no video coverage of his exit. This was an incident that was induced by the jumper.

Name - Grade - MOS - NEC - AFSC - Unit of Reporting Officer and DSN - Commercial Phone Number: SSG, 92R3P, B/2/1 SWTG (A), 928-328-3867 / 910-724-5454

FF20_20120724_B/2/SWTG_MC-4_Cut_Away_C23





FF21_20121003_STTS_MC-4_Cypress_Activation_C130

Unit: Special Tactics Training School

Unit Address: 100 Servais way Hurlburt field FL

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: 23 STS and STTS

Departure Airfield: Field 6 LZ

Type of Aircraft: C-130E/H

Airlift Unit: 53rd Airlift SQ

Drop Zone Name - Location: field 6 DZ Eglin range complex

Date of Airdrop: 10/03/2012

Aircraft Speed KIAS: 130

Aircraft Altitude AGL: 13K

Surface Winds KTS: Calm

Visibility Feet - Miles: 20 miles

Type of Parachute: MC4

Type of Reserve: Choose One

Other Type of Reserve: MC-4 Reserve

Reserve Function Properly: YES

Main Parachute Age: 8 yrs

Main Parachute Placed in Service: FEB 2009

Main Parachute Date of Manufacture: APR 2004

Main Parachute Repack Date: 7 SEP 12

Main Parachute Serial Number: M4C10875

Main Parachute Number of Jumps: 41

Type of Malfunction: Reserve Activation

Jumpers Name - Grade - Unit: Campbell, Paul M E-3 STTS

Jumpers Height and Weight: UNK jumper unavailable

Jumpers Equipment Weight: 50 lbs

Jumpers Equipment Worn: Ruck, weapon, combat equipment

Jumpers Position - Pass - Stick - Position: lift 1, pass 1, 6th position

Number of Jumps Jumper Has: 38

Resulting Injury: Over G spin injuries

Description of Suspected - Malfunction - Incident - Damaged Incurred: Jumper conducted day military free fall jump with rucksack. Jumper had a severe spin that caused high G forces and prevented jumper from reaching his ripcord. Jumper's Automatic Opening Device activated his reserve parachute at the set 1,500'. Once under canopy jumper was able to regain control of parachute and lower rucksack. Du to low opening position, member was not able to navigate reserve parachute away from trees. Member landed in tree line but passed through the trees. The high G forces sustained rendered the jumper unable to walk away from landing site. Jumper was moved by Miller board-type stretcher and transported to Sacred Heart Hospital, Pensacola, Fl by US Army UH-72 Lakota helicopter CASEVAC. Jumper is unavailable due to hospitalization.

Suspected Cause of Malfunction - Incident: Upon recovery of parachute system, noticed that reserve was deployed and main parachute was unopened. Further inspection was done at the Aircrew Flight Equipment shop. The Main handle was still in sleeve and in functioning order. The Reserve handle and red cutaway pillow were also both still in sleeve and in functioning order. The CYPRES actuated and both cutters were used. The parachute worked as prescribed.

Name - Grade - MOS - NEC - AFSC - Unit of Reporting Officer and DSN - Commercial Phone Number: E-5, 1P071, STTS 579-4583/884 4583

FF22_20121003_STTS_MC-4_Cypress_Activation_C130

Unit: STTS

Unit Address: 100 Servais Way, Hurlburt Field, FL.

Branch of Service: USAF

Contact Email:

Type of Report: Incident

Type of Loss: Class E

Unit Being Airlifted: 23 STS and STTS

Departure Airfield: Field 6 LZ

Type of Aircraft: C130H

Airlift Unit: 53rd Airlift SQ

Drop Zone Name – Location: Field 6 DZ, Eglin Range Complex

Date of Airdrop: 10/03/2012

Aircraft Speed KIAS: 130

Aircraft Altitude AGL: 13K

Surface Winds KTS: Calm

Visibility: 20 Miles

Type of Parachute: MC-4

Type of Reserve: MC-4 Reserve

Reserve Function Properly: Yes

Main Parachute Age: 7 Years

Main Parachute Place in Service: Feb 2009

Main Parachute Date of Manufacture: Aug 2004

Main Parachute Repack Date: 7 Sep 2012

Main Parachute Serial Number: M4C11024

Main Parachute Number of Jumps: 22

Type of AAD and Setting: CYPRES II/1014

Type of Malfunction: Reserve Activation

Type of Malfunction – Incident – Specify: cut-away

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

Jumpers Height and Weight: 6ft 200lbs

Jumpers Equipment Weight: 60lbs

Jumpers Equipment Worn: Ruck, Weapon, Combat Equipment

Jumpers Position – Pass – Stick – Position: Lift 1, Stick 4 #3 Man Dive Exit

Number of Jumps Jumper Has: 30

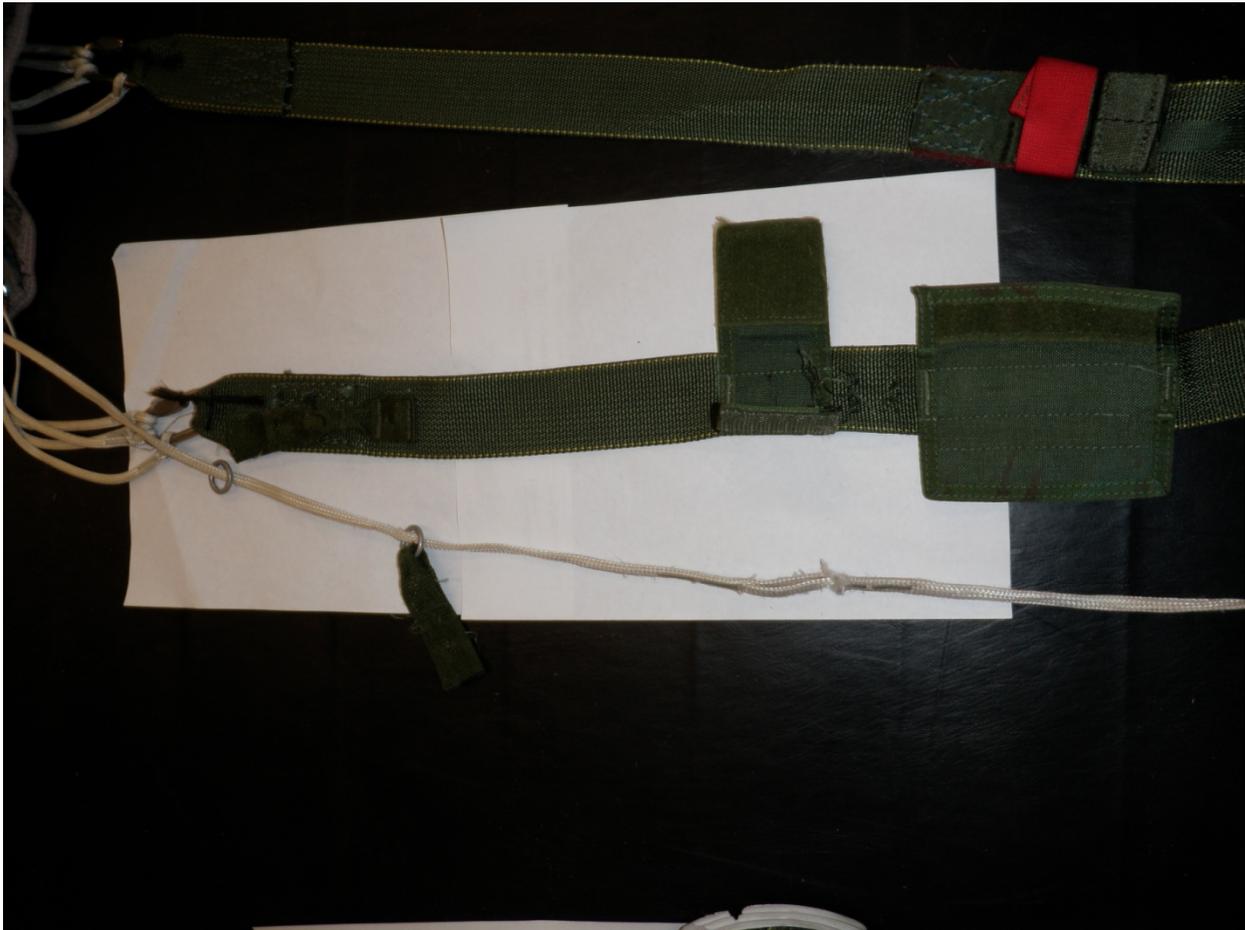
Resulting Injury: None

Description of Suspected – Malfunction – Incident – Damaged Incurred: Jumper exited ramp with a dive exit stable. Jumper caught “Bad Air” when another jumper passed underneath at 9k resulting in unstable opening of parachute. Left Brake was 6 to 7ft above jumpers head and jumper was unable to reach. Jumper also noticed several broken suspension lines. Jumper tried to use left riser to attempt turn. There was no response. Jumper tried same with right riser with same results. Jumper then performed cutaway procedures and finished jump landing safely.

Suspected Cause of Malfunction - Incident: Parachute was recovered 3 days later via helicopter spotting. Parachute was located in a tree 20 ft high. Upon initial inspection noticed left toggle completely torn away from control line guide ring and one broken suspension line. Further inspection at shop concluded that left toggle tore away at control line guide ring and excess control line keeper ring. Line 7A was broken 19 inches above riser. Small tear in slider also noted but believed to be from parachute being trapped in tree. Last porosity was completed March 2012. Suspected cause of malfunction believed to be poor body position during canopy being deployed causing massive opening shock tearing left steering toggle and breaking suspension line.

Name - Grade - MOS - NEC - AFSC - Unit of Reporting Officer and DSN -

Commercial Phone Number: E-5, 1P071/ Aircrew Flight Equipment, STTS 579-4583/(850)884-4583





FF22_20121003_STTS_MC-4_Cypress_Activation_C130



FF23_20120612_ST8_MT-2XX_Cut_Away_PAC750

Unit: SEAL Team-8

Unit Address: JEB Little Creek, Virginia Beach, VA

Branch of Service: Navy

Contact Email:

Type of Report: Malfunction

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

Unit Being Airlifted: SEAL Team-8

Departure Airfield: Suffolk Executive Airport

Type of Aircraft: PAC-750XL

Airlift Unit: Skydive Suffolk

Drop Zone Name - Location: Suffolk DZ/Suffolk, VA

Date of Airdrop: 26 Jun 12

Aircraft Speed KIAS: 90

Aircraft Altitude AGL: 7,000

Drop Zone Elevation Feet - MSL: 43

Surface Winds KTS: 1

Visibility Feet - Miles: Unrestricted

Type of Parachute: MT-2XX

Type of Reserve: Choose One

Reserve Function Properly: YES

Main Parachute Age: 13 years, 6 months

Main Parachute Placed in Service: 22 NOVEMBER 2000

Main Parachute Date of Manufacture: 13 APRIL 1999

Main Parachute Repack Date: 26 JUNE 2012

Main Parachute Serial Number: SLX23535

Main Parachute Number of Jumps: 50

Type of Malfunction: Choose One

Type of Malfunction - Incident - Specify: Line Twists//Pilot Chute Entanglement/Collapsed Cells

Jumpers Name - Grade - Unit: E-5/SO1, SEAL Team-8

Jumpers Height and Weight: 69", 185 lb

Jumpers Equipment Weight: 35 lb

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

Number of Jumps Jumper Has: 53

Resulting Injury: None.

Description of Suspected - Malfunction - Incident - Damaged Incurred: the jumper arrived at the drop zone at 0815 for a day of MFF training. The jump/safety brief was conducted at 0830, and upon its completion the jumper packed his main parachute. The first jump of the day was 7,000 ft AGL from a PAC 750 aircraft, and was conducted without incident. The MV's second jump of the day was also from 7,000 ft and the same aircraft. MV's position was the 3rd jumper from the rear. The MV exited the plane using a dive exit and began his four

second count. Body position after four seconds was flat and stable, and MV began his pull procedures. MV looked at and grabbed his main ripcord with his right hand while countering his body position with his free (left) hand, and then proceeded to pull his ripcord. MV stated that he felt the parachute deploy from his bag without hesitation. The first thing he noticed when he looked up at his parachute was severe line twists. He immediately began to address the problem at hand by separating the risers and bicycling out with his legs, while also noticing that he was falling faster than he should be. It was at this time that he noticed that he did not have a good canopy overhead. Looking up he observed his pilot chute entangled underneath the middle of his canopy, which led to the middle cells of his canopy to be completely caved in. MV understood that he had a problem far more severe than just line twists, but continued to work the problem. After getting the line twists out, he released his brakes and attempted a "hard flare" two times, which did not alleviate the problem. He then proceeded to grab his rear risers, which he pulled down and released vigorously (snapped) in an effort to free the pilot chute from its entanglement with the canopy. MV attempted this twice to no avail. At this point his altitude was approximately 4,000 ft, and he came to the conclusion that there was nothing he could do to fix this problem. At 3,500 ft he conducted emergency procedures by looking at and then pulling his red cutaway pillow, immediately followed by looking and then pulling his reserve ripcord handle. His reserve parachute deployed immediately, and he had a good canopy overhead by approximately 3,300 ft. After conducting a canopy control check, he began to fly toward the dz. He was able to navigate back to the DZ successfully where he landed without incident and informed the DZSO that he had a cutaway. On MV's very next jump (3rd), he had a high speed malfunction and was not able to locate his ripcord. This caused the MV to deploy his reserve parachute. MV was grounded until the next day.

Note: type of malfunction or incident; stability problem - poor body position on opening. Lessons learned: member learned that poor packing is one of the main causes of most parachute malfunctions. He will slow down and take better care when he packs his parachute utilizing all of the proper checks. Recommendations: safety investigator recommends that the jumper take remedial packing classes to strengthen his understanding of all rigger checks associated with the mt2 xx parachute. Additionally, jumper needs to attend another refresher training class covering all malfunctions high speed/low speed. Corrective actions: member was grounded until an air operations trainer examiner was able to come out and conduct remedial refresher training/chute packing/2 check dives utilizing stability drills and proper pull sequence. Upon completion of this block of training, member was able to pack properly and had reinforced his knowledge of MFF operations.

Suspected Cause of Malfunction - Incident: Personnel/Human Factors : Inexperienced Personnel.

What: member had a poorly packed parachute which caused him to cutaway his main and deploy his reserve parachute.

How: member had severe line twists with a pilot chute bridle wrapped around the center of his canopy which caused him to cutaway his main and deploy his reserve parachute.

Why: jumper poorly packed his main parachute causing the malfunction, and the subsequent cutaway.

Name - Grade - MOS - NEC - AFSC - Unit of Reporting Officer and DSN - Commercial Phone Number:, E-7/PRC, Naval Safety Center, DSN:564-3520, COMM: 757-444-3520

FF24_20120812_ST8_MT-2XX_CutAway_C130

Unit: SEAL Team-8

Unit Address: JEB Little Creek, Virginia Beach, VA

Branch of Service: Navy

Contact Email:

Type of Report: Malfunction

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

Unit Being Airlifted: SEAL Team-8

Departure Airfield: Naval Station Norfolk

Type of Aircraft: C-130E/H

Airlift Unit: 910TH AW

Drop Zone Name - Location: Mustard Water Drop Zone/Virginia

Date of Airdrop: 28 Aug 12

Aircraft Speed KIAS: 130

Aircraft Altitude AGL: 5000

Drop Zone Elevation Feet - MSL: 0

Surface Winds KTS: 1

Visibility Feet - Miles: Unrestricted

Type of Parachute: MT-2XX

Type of Reserve: Choose One

Reserve Function Properly: YES

Main Parachute Age: 11 years, 7 months

Main Parachute Placed in Service: 15 SEPTEMBER 2004

Main Parachute Date of Manufacture: 15 MARCH 2001

Main Parachute Repack Date: 28 AUGUST 2012

Main Parachute Serial Number: SLX26857

Main Parachute Number of Jumps: 45

Type of Malfunction: Choose One

Type of Malfunction - Incident - Specify: Pilot Chute over the Nose/Closed Cells/Hung Slider

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

Jumpers Height and Weight: 74", 195 lb

Jumpers Equipment Weight: 35

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

Number of Jumps Jumper Has: 48

Resulting Injury: None.

Description of Suspected - Malfunction - Incident - Damaged Incurred: at approximately 1205 on 28 august, mv was participating in a water jump from a C-130.

Mv was briefed to exit the aircraft and initiate a four-count-pull sequence. Upon exiting the rear of the c-130 the mv immediately pitched head down and ended up nearly inverted. Upon rolling out and reaching his 4 count he

pulled his main ripcord. At the time of his pull he was still left side low and nose down from a level free fall position.

As the main parachute deployed he felt it spin him to the left as if he had line twists. Looking up he could see the pilot chute and bridle wrapped over the front of the canopy and around cords on the left side of the parachute preventing the cells on the left side of the canopy from inflating. The pilot chute was located in the center of his lines and was also hung up on several cords from the right risers, preventing the slider from descending more than half way down the length of the cords.

He realized he had multiple malfunctions, a partially inflated canopy and no control over his descent. He decided that malfunctions were not recoverable and conducted emergency cutaway procedures. The reserve parachute opened with no issues and he joined the landing stack, and finished the jump as briefed.

Type of malfunction or incident: stability problem; poor body position on opening.

Lessons learned: member learned that having poor body position when initiating his pull sequence is paramount to having a successful jump. When he exited the aircraft he was not stable. He needs to work on his aircraft ramp exits and basic stability drills.

Recommendations: safety investigator recommends that the jumper works on stable ramp exits until this procedure is second nature. Having a stable platform from which to pull from is one of the four priorities in free fall.

Corrective actions taken: while on deployment member will work on stable ramps exits every opportunity that he has. Member will practice ramp exits with an nsw air operations trainer while on deployment.

Suspected Cause of Malfunction - Incident: Personnel/Human Factors : Inexperienced Personnel

What: member exited the aircraft with an unstable body position which caused him to cutaway his main parachute and deploy his reserve.

How: during his pull sequence the member rolled over into a head down position direction and when he pulled his main ripcord he went into a spinning motion. This caused the member to have line twists, and his pilot chute bridle to wrap around his left line groups, thus rendering his canopy uncontrollable.

Why: this jump was only the members 3rd jump from a high performance ramp aircraft. All other jumps member has conducted were from aircraft with side doors.

Name - Grade - MOS - NEC - AFSC - Unit of Reporting Officer and DSN - Commercial Phone Number:, PRC/E-7, Naval Safety Center, DNS: 564-3520, COMM: 757-444-3520

FF25_20121022_10SFG_MC4_Collision_C23

Unit: GSSC, GSB, 10th SFG(A)

Unit Address: Fort Carson, CO

Branch of Service: Army

Contact Email:

Type of Report: Incident

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

Unit Being Airlifted: ODA 0214

Departure Airfield: Trinidad Municipal Airport

Type of Aircraft: C-23 Sherpa

Aircraft Serial Number: 2241

Airlift Unit: South Dakota Air Natl. Guard

Drop Zone Name - Location: Pinon North DZ, Pinon Canyon, CO

Date of Airdrop: 10/22/2012

Aircraft Speed KIAS: 100 kts

Aircraft Altitude AGL: 6500 agl

Drop Zone Elevation Feet - MSL: 5632 msl

Surface Winds KTS: 2 kts

Visibility Feet - Miles: 10/10

Type of Parachute: MC4

Type of Reserve: Choose One

Other Type of Reserve: MC-4

Reserve Function Properly: YES

Main Parachute Age: 9 years

Main Parachute Placed in Service: March 07

Main Parachute Date of Manufacture: Apr 03

Main Parachute Repack Date: 19 Oct 12

Main Parachute Serial Number: 10407

Main Parachute Number of Jumps: 110

Type of Malfunction: Choose One

Type of Malfunction - Incident - Specify: Collision During Freefall

Jumpers Name - Grade - Unit: ODA 0214 - Jumper 3

Jumpers Height and Weight: 5ft 10in

Jumpers Equipment Weight: 20lbs

Jumpers Equipment Worn: Body Armor

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

Number of Jumps Jumper Has: 32

Resulting Injury: Dislocated Right Shoulder

Other jumper; SFC

ODA 0214

6ft 2in, 200lbs

Wearing Body Armor weighing 30 lbs

Jumper has 81 jumps.

MC-4 Information is as Follows:

Serial # 10561

9 Years Old

DOM: May 03

PIS: Jan 04

95 Jumps

Description of Suspected - Malfunction - Incident - Damaged Incurred: Jumper 3 collided with jumper 2 during pull sequence. Jumper 2 had a good main canopy over his head when jumper 3 collided with his canopy and ripped his main canopy. Jumper 2 executed cutaway procedures and rode a good reserve to the ground. Jumper 3 never pulled his main or reserve ripcord and descended down until his cypress fired and deployed his reserve parachute. Jumper 3 rode a good reserve to the ground.

Suspected Cause of Malfunction - Incident: Jumper 3 lost situational awareness and did not see jumper 2 directly beneath him clearing his airspace. Jumper 3 passed through jumper 2's canopy, destroying jumper 2's lift capability. Suspected cause of incident is inexperience and jumper error. Jumper 2's information is as follows:

Name - Grade - MOS - NEC - AFSC - Unit of Reporting Officer and DSN - Commercial Phone Number: SGT 92R2SW8 719-524-1161

FF26_20121115_SWTG_MC4_Broken_Suspension_Lines_C23

Unit: B CO 2/1 SWTG(A)

Unit Address: BLDG 305 C Street, Yuma Proving Grounds, Yuma AZ 85365

Branch of Service: Army

Contact Email:

Type of Report: Malfunction

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

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

Departure Airfield: Laguna Army Airfield

Type of Aircraft: C-23 Sherpa

Aircraft Serial Number: Sherpa 1

Airlift Unit: Laguna Army Airfield

Drop Zone Name - Location: Phillips/Yuma Proving Grounds

Date of Airdrop: 11/15/2012

Aircraft Speed KIAS: 90

Aircraft Altitude AGL: 10000

Drop Zone Elevation Feet - MSL: 492

Surface Winds KTS: 3

Visibility Feet - Miles: Unlimited

Type of Parachute: MC4

Type of Reserve: Choose One

Other Type of Reserve: MC4

Reserve Function Properly: N/A

Main Parachute Age: 8 YEARS

Main Parachute Placed in Service: FEB 09

Main Parachute Date of Manufacture: APR 04

Main Parachute Repack Date: 14 NOV 2012

Main Parachute Serial Number: 1198

Main Parachute Number of Jumps: 99

Type of Malfunction: Broken Suspension Lines

Type of Malfunction - Incident - Specify: Malfunction

Jumpers Name - Grade - Unit: A1C/E3 Air Force

Jumpers Height and Weight: 72INCHES/ 220LBS

Jumpers Equipment Weight: 60

Jumpers Equipment Worn: Combat Equipment

Jumpers Position - Pass - Stick - Position: 4/3/2

Number of Jumps Jumper Has: 25

Resulting Injury: Possible Concussion

Description of Suspected - Malfunction - Incident - Damaged Incurred: SM exited the aircraft at 10000 feet AGL and pulled his main rip cord at 7000 feet AGL

SM opened his main parachute and lines 2A and 3A on the canopy snapped

SM did not cut-away his parachute and landed under his main canopy resulting in a possible concussion

Malfunction NCO conducted a 100% technical rigger inspection of the parachute system

Malfunction NCO visual inspection of the canopy shows damage to lines 2A and 3A of the main canopy

Suspected Cause of Malfunction - Incident: Malfunction NCO conducted a 100% TRI and concluded that parachute lines 2A and 3A snapped during the opening process. Jumper did not follow the emergency procedures covered in MACO brief and did not cut-away the damaged canopy. Jumper received a possible concussion from the landing and was taken to the hospital for evaluation.

Name - Grade - MOS - NEC - AFSC - Unit of Reporting Officer and DSN - Commercial Phone Number:, E-5,
B CO 2/1 SWTG(A)/ 928-328-3867

FF27 20121128_3SFG_MC4_Horseshoe_C23

Unit: GSSC, GSB, 3SFG(A)

Unit Address: 3D SFG (A), Fort Bragg, NC 28310

Branch of Service: Army

Contact Email:

Type of Report: Incident

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

Unit Being Airlifted: 3BN, 3SFG(A)

Departure Airfield: Laurinburg Maxton

Type of Aircraft: C-23 Sherpa

Aircraft Serial Number: N/A

Airlift Unit: Connecticut Air Guard

Drop Zone Name - Location: Drop Zone 2 Laurinburg

Date of Airdrop: 11/28/2012

Aircraft Speed KIAS: 130KNTS

Aircraft Altitude AGL: 8,000

Drop Zone Elevation Feet - MSL: 300

Surface Winds KTS: 6KNTS

Visibility Feet - Miles: 5MILES

Type of Parachute: MC4

Type of Reserve: Choose One

Other Type of Reserve: MC4

Reserve Function Properly: YES

Main Parachute Age: 10

Main Parachute Placed in Service: 11/02

Main Parachute Date of Manufacture: 06/02

Main Parachute Repack Date: 26/11/2012

Main Parachute Serial Number: 9964

Main Parachute Number of Jumps: 145

Type of Malfunction: Choose One

Type of Malfunction - Incident - Specify: Horse Shoe Malfunction

Jumpers Name - Grade - Unit: CW2

Jumpers Height and Weight: 5'11, 210

Jumpers Equipment Weight: 11LBS

Jumpers Equipment Worn: RBAV, MBIDR, PELTORS, HELMET

Jumpers Position - Pass - Stick - Position: 9

Number of Jumps Jumper Has: 108

Resulting Injury: NONE

Description of Suspected - Malfunction - Incident - Damaged Incurred: jumper had a horse shoe malfunction upon pulling main ripcord, the main d-bag came off of the jumpers foot, deployed but wasnt functioning properly. Jumper performed cut-away procedures. Reserve parachute activated and functioned as designed. Jumper landed on the drop zone, and within the designated impact point.

Suspected Cause of Malfunction - Incident: jumper performed stand-off jump and pulled before transition off the hill was completed

Name - Grade - MOS - NEC - AFSC - Unit of Reporting Officer and DSN - Commercial Phone Number: 92R, 3D SFG (A), 910-432-4825

FF28_20121128_3SFG_MC4_Reserve_Activation_C23

Unit: GSSC, GSB, 3SFG(A)

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

Branch of Service: Army

Contact Email:

Type of Report: Incident

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

Unit Being Airlifted: 3BN, 3SFG (A)

Departure Airfield: Laurinburg Maxton

Type of Aircraft: C-23 Sherpa

Aircraft Serial Number: N/A

Airlift Unit: Connecticut Air Guard

Drop Zone Name - Location: Drop Zone 2 Laurinburg

Date of Airdrop: 11/28/2012

Aircraft Speed KIAS: 130KNTS

Aircraft Altitude AGL: 8,000

Drop Zone Elevation Feet - MSL: 300

Surface Winds KTS: 6

Visibility Feet - Miles: 5MILES

Type of Parachute: MC4

Other Type of Reserve: MC4

Reserve Function Properly: YES

Main Parachute Age: 10

Main Parachute Placed in Service: 11/02

Main Parachute Date of Manufacture: 11/09

Main Parachute Repack Date: 28/11/2012

Main Parachute Serial Number: 12252

Main Parachute Number of Jumps: 142

Type of Malfunction: Reserve Activation

Type of Malfunction - Incident - Specify: Dual Canopy Opening

Jumpers Name - Grade - Unit: 0-3, C Co. 3BN 3SFG(A)

Jumpers Height and Weight: 5'9 190LBS

Jumpers Equipment Weight: 71LBS

Jumpers Equipment Worn: RBAV, MBIDR, PELTORS, HELMET, PDB

Jumpers Position - Pass - Stick - Position: 4

Number of Jumps Jumper Has: N/A

Resulting Injury: NONE

Description of Suspected - Malfunction - Incident - Damaged Incurred: jumper had a reserve canopy activation about 3-5 seconds after main canopy had fully inflated after combat equipment standoff jump. Jumper seperated main risers from reserve risers and performed cut-away procedures with no issues. Jumper landed on the drop zone, and within the designated impact point.

Suspected Cause of Malfunction - Incident: during in-flight combat equipment rigging, jumper knocked reserve ripcord handle lose and failed to identify floating ripcord before exiting aircraft. Upon opening shock of main canopy full inflation, reserve pins fully cleared and reserve d-bag deployed in a downward motion making contact with jumpers feet and then fully inflated.

Name - Grade - MOS - NEC - AFSC - Unit of Reporting Officer and DSN - Commercial Phone Number: 92R, 3d SFG(A), 910-432-4825

FF29_20121128_1SWTG_I CRAPS_Cut_Away_C23

Unit: Bco. 2nd Batt 1st SWTG (A)

Unit Address: B 2/1 SWTG (A) YPG, AZ 85365

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: B 2/1 SWTG (A)

Departure Airfield: Laguna

Type of Aircraft: C-23 Sherpa

Other Type of Aircraft: none

Drop Zone Name - Location: Phillips DZ / AZ

Date of Airdrop: 12/4/2012

Aircraft Speed KIAS: 130

Aircraft Altitude AGL: 12,500

Drop Zone Elevation Feet - MSL: 520

Surface Winds KTS: 0

Visibility Feet - Miles: unlimited

Type of Parachute: I CRAPS

Type of Reserve: Choose One

Other Type of Reserve: R-Max 168

Reserve Function Properly: YES

Main Parachute Age: 3 years

Main Parachute Placed in Service: Feb 2012

Main Parachute Date of Manufacture: Nov 2012

Main Parachute Repack Date: 12/4/2012

Main Parachute Serial Number: 9620

Main Parachute Number of Jumps: 175

Type of Malfunction: Blown Sections or Gores

Type of Malfunction - Incident - Specify: Improper packing

Jumpers Name - Grade - Unit: E-5 B 2/1 SWTG (A)

Jumpers Height and Weight: 70" @ 172

Jumpers Equipment Weight: 17.4 lbs

Jumpers Equipment Worn: I-Craps

Jumpers Position - Pass - Stick - Position: 6th jumper

Number of Jumps Jumper Has: 2,100

Resulting Injury: none

Description of Suspected - Malfunction - Incident - Damaged Incurred: SM had an uneventful freefall SM was stable during pull procedures SM throws out the pilot chute at prescribed altitude (3,000) SM experienced violent jerks were he noticed large holes SM initiated cut-a-way procedures Reserve parachute deployed with no issues Jumper landed safely on the drop zone resulting in no injuries

Suspected Cause of Malfunction - Incident: MO was scanning the sky observing and counting deployed parachutes. MO noticed a light blue in color canopy, which indicated that there was a cut-a-way from the main, which is dark blue in color. MO observed the jumper all the way to the intended drop zone.

Malfunction NCO conducted 100% TRI of canopy and equipment MO finding on canopy; top layer cell 7 from line D was damaged, cell 5 from line D and C was damaged, cell 3 from line D and B was damaged and cell 1 tail was damaged Right toggle was still stowed Jumper has been pro packing his I-Craps since May The MO suspected cause is that the SM did a poor pack job which caused the parachute system to not work as it was intended. The packer failed to clear the fabric between his A B C and D lines during the rolling of the tail. When any of these steps are not done correctly damage to the canopy is possible during the deployment phase of the main parachute.

Name - Grade - MOS - NEC - AFSC - Unit of Reporting Officer and DSN - Commercial Phone Number: E-6 92R3OW8 B 2/1 SWTG (A) 928-328-3867

FF30_30120717_HGPC_HG380_CutAway_C23

Unit: Training and Education Command/ Airborne Mobile Training Team

Unit Address: MCB QUANTICO VA

Branch of Service: Marine Corps

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: High Glide Parachutist Course

Departure Airfield: Coolidge Municipal Airport

Type of Aircraft: C-23 Sherpa

Aircraft Serial Number: 3026

Airlift Unit: Win Win Aviation

Drop Zone Name - Location: CPS Coolidge

Date of Airdrop: 7/17/2012

Aircraft Speed KIAS: 120

Aircraft Altitude AGL: 11500

Drop Zone Elevation Feet - MSL: 1564

Surface Winds KTS: 6

Visibility Feet - Miles: Unlimited

Type of Parachute: MMPS

Other Type of Parachute - Specify: High Glide 380

Type of Reserve: Choose One

Other Type of Reserve: HR 360

Reserve Function Properly: YES

Main Parachute Age: 6+ YEARS

Main Parachute Placed in Service: 1 JULY 2009

Main Parachute Date of Manufacture: 1 JUNE 2006

Main Parachute Repack Date: 16 AUGUST 2012

Main Parachute Serial Number: HG1117

Main Parachute Number of Jumps: 11

Type of Malfunction: Reserve Activation

Type of Malfunction - Incident - Specify: Line Twist Upon Main Parachute Deployment

Jumpers Name - Grade - Unit: E-7/ GYSGT 1ST Marine Special Operations Battalion

Jumpers Height and Weight: 69 INCHS 196 LBS

Jumpers Equipment Weight: 50

Jumpers Equipment Worn: Parachutist Drop Bag (Front Mount) M16A4 Rubber Rifle

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

Number of Jumps Jumper Has: 1500

Resulting Injury: NONE

Description of Suspected - Malfunction - Incident - Damaged Incurred: upon exiting the aircraft at 11,500 ft AGL., faced to the left and set drogue. After checking drogue, cleared airspace, waved off and deployed main canopy. As the main canopy left the d-bag, it elongated with line twists in a right-hand spin. I immediately placed my hands on the risers, thumbs down and tried to pull them apart, while kicking in the direction of the twist. The line twist cleared, but the speed and spin accelerated. At this point in time, my body was at a 45 degree angle. Once the twists were cleared, the canopy stayed in a spin while gaining speed and put me horizontal to the ground. The spin was so fast and uncontrolled that i decided to make one last attempt to counter it. At this time i unstowed brakes, but it had no effect on my body position or canopy flight. I immediately went into cutaway procedures and deployed the reserve parachute.

Suspected Cause of Malfunction - Incident: what initiated the twists during the line extension part of the deployment could be a spinning drogue in combo with the winds at altitude spinning the d-bag. But, the twists prior to the canopy exiting the d-bag probably prevented the canopy from fully inflating which sent the jumper into a turn. The jumper did the right procedures to correct the problem by first getting out the twists first, then unstowing brakes to stabilize the hg380, but by the second step, the jumper was too long into the spin and at an angle that would be unrecoverable. The jumper's experience/occupation (a military freefall instructor) was not a factor in the cause of this malfunction. This was the last jump of the hg380 course and he had stable exits and deployments on every jump throughout the course.

Name - Grade - MOS - NEC - AFSC - Unit of Reporting Officer and DSN - Commercial Phone Number: SSGT / 703-432-0391 // EMAIL: UIC/MCC/RUC: M30407 Training and Education Command

FF31_20130107_38RQS_SOVIII_CutAway_C130

Unit: 38 RQS

Unit Address: 7196B Savannah St Moody AFB Ga 31699

Branch of Service: Air Force

Contact Email:

Type of Report: Malfunction

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

Unit Being Airlifted: 38 RQS

Departure Airfield: KVAD

Type of Aircraft: C-130E/H

Aircraft Serial Number: 644852

Airlift Unit: 71ST RQS

Drop Zone Name - Location: Bemiss DZ

Date of Airdrop: 01/07/13

Aircraft Speed KIAS: 120

Aircraft Altitude AGL: 10100

Drop Zone Elevation Feet - MSL: 213

Surface Winds KTS: 5-10

Visibility Feet - Miles: KAVU

Type of Parachute: Choose One

Other Type of Parachute - Specify: SOV III MS-360

Type of Reserve: Choose One

Other Type of Reserve: TR-375

Reserve Function Properly: YES

Main Parachute Age: 6 yrs

Main Parachute Placed in Service: Jan 2007

Main Parachute Date of Manufacture: Sep 2006

Main Parachute Repack Date: 3 Jan 2013

Main Parachute Serial Number: MS34002198

Main Parachute Number of Jumps: 11

Type of Malfunction: Distorted Canopy

Type of Malfunction - Incident - Specify: Suspension line twists

Jumpers Name - Grade - Unit: E5, 38 RQS

Jumpers Height and Weight: 72, 185lbs

Jumpers Equipment Weight: 30lbs

Jumpers Equipment Worn: Rucksack

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

Number of Jumps Jumper Has: 60

Resulting Injury: None

Description of Suspected - Malfunction - Incident - Damaged Incurred: Jumper exited A/C at 10100, freefall until 6500, tracked away, began wave off at 4500, initiated pull at 4300, pins were clear by 4200. Jumper waited approximately 4 seconds for canopy to open, jumper noticed he had zero lift and was still falling rapidly. He performed vigorous check of his canopy at which time he noticed risers were twisted, suspension lines had multiple twists and were not allowing main canopy to inflate. Jumper performed appropriate EPs, once those were deemed ineffective he performed his cutaway sequence. Reserve canopy deployed and jumper landed safely on DZ.

Suspected Cause of Malfunction - Incident: Suspension line twists preventing main canopy from inflating.

Name - Grade - MOS - NEC - AFSC - Unit of Reporting Officer and DSN - Commercial Phone Number:
1P071, 38 RQS, 257-5163

FF32_20121115_MC4_Broken_Suspension_Lines_C23

Unit: B CO 2/1 SWTG(A)

Unit Address: BLDG 305 C Street, Yuma Proving Grounds, Yuma AZ 85365

Branch of Service: Army

Contact Email:

Type of Report: Malfunction

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

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

Departure Airfield: Laguna Army Airfield

Type of Aircraft: C-23 Sherpa

Aircraft Serial Number: Sherpa 1

Airlift Unit: Laguna Army Airfield

Drop Zone Name - Location: Phillips/Yuma Proving Grounds

Date of Airdrop: 11/15/2012

Aircraft Speed KIAS: 90

Aircraft Altitude AGL: 10000

Drop Zone Elevation Feet - MSL: 492

Surface Winds KTS: 3

Visibility Feet - Miles: Unlimited

Type of Parachute: MC4

Type of Reserve: Choose One

Other Type of Reserve: MC4

Reserve Function Properly: N/A

Main Parachute Age: 8 YEARS

Main Parachute Placed in Service: FEB 09

Main Parachute Date of Manufacture: APR 04

Main Parachute Repack Date: 14 NOV 2012

Main Parachute Serial Number: 1198

Main Parachute Number of Jumps: 99

Type of Malfunction: Broken Suspension Lines

Type of Malfunction - Incident - Specify: MALFUNCTION

Jumpers Name - Grade - Unit:A1C/E3 AIRFORCE

Jumpers Height and Weight: 72INCHES/ 220LBS

Jumpers Equipment Weight: 60

Jumpers Equipment Worn: Combat Equipment

Jumpers Position - Pass - Stick - Position: 4/3/2

Number of Jumps Jumper Has: 25

Resulting Injury: Possible Concussion

Description of Suspected - Malfunction - Incident - Damaged Incurred: SM exited the aircraft at 10000 feet AGL and pulled his main rip cord at 7000 feet AGL. SM opened his main parachute and lines 2A and 3A on the canopy snapped. SM did not cut-away his parachute and landed under his main canopy resulting in a possible concussion. Malfunction NCO conducted a 100% technical rigger inspection of the parachute system. Malfunction NCO visual inspection of the canopy shows damage to lines 2A and 3A of the main canopy

Suspected Cause of Malfunction - Incident: Malfunction NCO conducted a 100% TRI and concluded that parachute lines 2A and 3A snapped during the opening process. Jumper did not follow the emergency procedures covered in MACO brief and did not cut-away the damaged canopy. Jumper received a possible concussion from the landing and was taken to the hospital for evaluation.

Name - Grade - MOS - NEC - AFSC - Unit of Reporting Officer and DSN - Commercial Phone Number:, E-5,
B CO 2/1 SWTG(A)/ 928-328-3867

HEAVY EQUIPMENT REPORTS

13



Korea 1950's



HE1_20120509_146AW_G12_TowPlateFailure_C130J30

Unit: 146 Airlift Wing

Unit Address: 100 Mulcahey, Port Hueneme, CA 93041

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: 146 Airlift Wing

Departure Airfield: Channel Islands ANGS, CA KNTD

Type of Aircraft: C-130J30

Aircraft Serial Number: 01-1462

Airlift Unit: 146 Airlift Wing

Drop Zone Name - Location: Farm DZ Palmdale, CA

Date of Airdrop: 05/09/2012

Aircraft Speed KIAS: 140

Aircraft Altitude AGL: 1310

Drop Zone Elevation Feet - MSL: 3490

Surface Winds KTS: 3

Visibility Feet - Miles: Calm

Type of Parachute: Type V G12

Type of Extraction Parachute: 15 Ft. Extraction

Number of extraction Parachutes: Single

Other Type of Extraction Parachutes: 15 Ft. Extraction Drogue

Cargo Parachute Age: 3 Years

Cargo Parachute Number of Drops: 13

Cargo Parachute Date of Drops: 06/09/2009 to 05/09/2012

Type of Airdrop Load: Heavy Equipment

Airdrop Load Total Rigged Weight: 3300 lbs

Rigged IAW FMTONAV: T.O.13C7-1-8

Aerial delivery System Used: Low Velocity

Other Aerial Delivery System Used Specify: Type V

Type of Platform: Type V

Extraction Force Transfer Coupler Cable Length EFTC: 12 ft

Position of Load in Aircraft: LS 835

Number of Locks and Settings: 12-13 L&R

Resulting Damage: Drogue parachute apex blown.

Drogue line severed.

Jettison link missing.

Hole in cargo door storage compartment cover.

Leading edge of cargo door structure bent, fractured and holed.

Holes in cargo ramp trailing edge.

Description of Suspected - Malfunction - Incident - Damaged Incurred: Mission was a heavy equipment airdrop of a Type V unilateral training load using tow plate procedures. Preflight inspection, loading, rigging and Joint Airdrop Inspection were accomplished normally. Flight procedures were accomplished normally through the Run-In Checklist. On the Release Point Checklist, the 1 Minute call was made and acknowledged by the loadmaster. The airdrop system was armed normally. At the 10 Second call, the drogue parachute was released and deployed normally. Following the 5 second countdown, the mission computer failed to initiate a green light and release the tow plate. The aircraft commander noted "no light" and called a no-drop. The loadmaster acknowledged the no-drop, activated the Airdrop Hold and Lock All switches, and attempted to jettison the drogue parachute. The drogue parachute failed to jettison when commanded. The loadmaster moved the drogue jettison switch from jettison to normal and back to jettison in an attempt to jettison the drogue parachute without success. The loadmaster then initiated the heavy equipment malfunction checklist.

The aircraft commander maneuvered the aircraft back to the drop zone to salvo the drogue parachute. The cargo ramp and door were commanded closed, supplemental aft restraint was applied to the platform and both loadmasters went aft to manually cut the drogue line. Approaching the salvo area, the drogue parachute remained inflated in tow, placing maximum tension on the drogue line and tow link, and preventing the cargo ramp from completely closing. At an unknown time, the apex of the drogue parachute failed and the drogue line separated where it was contacting the edge of the cargo door. The tow plate, still being commanded to jettison, actuated the jettison link separating it from the tow link. The drogue parachute pulled the remaining drogue line and jettison link through the open cargo ramp and departed the aircraft. While exiting the aircraft, the jettison link was whipped aft, then forward, damaging structure and sheet metal on the cargo door and ramp.

Suspected Cause of Malfunction - Incident: Tow Plate failed to release jettison link when initially commanded. Probable cause of failure was mechanical binding of jettison actuator against tow link, insufficient force applied to jettison link by jettison actuator, or a combination of these factors.

Name - Grade - MOS - NEC - AFSC - Unit of Reporting Officer and DSN - Commercial Phone Number: MSgt E7, 1A271, 146 OSF, DSN 893-7758 / Comm. 805-986-7758

HE2_20120613_3AW_G12_Blown_Drogue_C17

Unit: 3rd Operations Support Squadron

Unit Address: 11551 Slammer Ave JBER, AK 99506

Branch of Service: Air Force

Contact Email:

Type of Report: Malfunction

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

Unit Being Airlifted: 773 LRS/CMF

Departure Airfield: JBER, AK

Type of Aircraft: C-17

Aircraft Serial Number: 05-5151

Airlift Unit: 535 AS

Drop Zone Name - Location: Nielson DZ, AK

Date of Airdrop: 06/13/2012

Aircraft Speed KIAS: 144

Aircraft Altitude AGL: 590

Drop Zone Elevation Feet - MSL: 210

Surface Winds KTS: 0/0

Visibility Feet - Miles: Unlimited

Type of Parachute: Type V G12

Type of Extraction Parachute: 15 Ft. Extraction

Number of extraction Parachutes: Single

Other Type of Extraction Parachutes: 15 Ft. Drogue

Cargo Parachute Age: 20 yrs

Cargo Parachute Number of Drops: 18

Cargo Parachute Date of Drops: 1 Jun 2012

Cargo Parachute Repack Date: 5 Jun 2012

Type of Airdrop Load: AF Unilateral

Airdrop Load Total Rigged Weight: 3220 lbs

Rigged IAW FMTONAV: 13C7-1-5/13C7-1-8

Aerial delivery System Used: Choose One:

Other Aerial Delivery System Used Specify: Type V

Type of Platform: 8 ft Type V

Size of Platform: Choose One:

Extraction Force Transfer Coupler Cable Length EFTC: 12 Ft

Position of Load in Aircraft: FS 1040

Number of Locks and Settings: 17, 18 1500

Resulting Damage: The Drogue chute blew out panels number 1 and 8. Also 7 lines were snapped.

Description of Suspected - Malfunction - Incident - Damaged Incurred: The drogue chute inflated. At five seconds to "Green Light" the panels blew out causing it to collapse. The crew ran all appropriate checklist.

Suspected Cause of Malfunction - Incident: Number of drops on the chute.

Name - Grade - MOS - NEC - AFSC - Unit of Reporting Officer and DSN - Commercial Phone
Number: /E-6/1A271, 3rd Operations Support Squadron DSN: 317-552-5369, Comm: 907-552-5369
Cell: 907-441-8482

HE3_20120627_62AW_15'Extraction_Bag_Damage-C17

Unit: 10 AS

Unit Address: Joint Base Lewis-McChord

Branch of Service: Air Force

Contact Email:

Type of Report: Incident

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

Unit Being Airlifted: 10 AS

Departure Airfield: McChord Field KTCM

Type of Aircraft: C-17

Aircraft Serial Number: 95-0165

Airlift Unit: 10 AS

Drop Zone Name - Location: Rainier DZ, Moses Lake

Date of Airdrop: 06/27/12

Type of Extraction Parachute: 15 Ft. Extraction

Number of extraction Parachutes: Single

Type of Airdrop Load: Heavy Equipment-Training

Airdrop Load Total Rigged Weight: 3050 pounds

Resulting Damage: Suspension line stowage flap mostly torn off and the left retainer band keeper threads(top and bottom) were broken, & the right retainer band keeper was broken at the top stitching.

Description of Suspected - Malfunction - Incident - Damaged Incurred: During extraction of the second platform of a sequential airdrop, it is suspected that the extraction package connector links caught the edge of the suspension line stowage flap tarring it off.

Additionally the figure eight tie was cut on one side. The other side was partially cut.

Name - Grade - MOS - NEC - AFSC - Unit of Reporting Officer and DSN - Commercial Phone Number: TSgt, 1A251, 62 OSS/OSK



HE3_20120627_62AW_15'Extraction_Bag_Damage-C17

HE4_20120709_19AW_G12_Platform_Failed_to_Extract_C130J

Unit: 48th AS

Unit Address: LRAFB

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: Little Rock AFB

Type of Aircraft: C-130J

Aircraft Serial Number: 05-3146

Airlift Unit: 48th AS

Drop Zone Name - Location: Blackjack DZ, Arkansas

Date of Airdrop: 07/09/2012

Aircraft Speed KIAS: 140 KIAS

Aircraft Altitude AGL: 1200 AGL

Surface Winds KTS: Calm

Type of Parachute: Type V G12

Type of Extraction Parachute: 15 Ft. Extraction

Number of extraction Parachutes: Single

Type of Airdrop Load: Heavy Equipment

Airdrop Load Total Rigged Weight: 3,150 lbs

Rigged IAW FMTONAV: TO 1C-130J-9

Type of Platform: Type V

Size of Platform: Choose One:

Extraction Force Transfer Coupler Cable Length EFTC: 12

Position of Load in Aircraft: F.S. 823

Number of Locks and Settings: 11, 12, & 13 L/11 & 13 R

Resulting Damage: The aft left hand side of the platform was gouged and sustained the loss of some metal shavings

Description of Suspected - Malfunction - Incident - Damaged Incurred: At green light the towlink was released and the extraction parachute inflated normally. As the platform began to extract it became jammed and came to a stop just a few (~3-4) inches from where it started. As a result, the extraction parachute fouled and collapsed.

Suspected Cause of Malfunction - Incident: It appears that one of the locks (13L) may have been slow to retract, or did not retract properly, and caused the platform to become jammed and subsequently the extraction parachute blew out.

Name - Grade - MOS - NEC - AFSC - Unit of Reporting Officer and DSN - Commercial Phone Number: E-6, 1A271, 314 OG/OGK, 987-6818 / 501-987-6818

HE5_20120712_62AW_15'_Blown_Drouge_C17

Unit: 62 OSS
Unit Address: JBLM
Branch of Service: Air Force
Contact Email:
Type of Report: Incident
Type of Loss: Class N/A -- None of the Above
Departure Airfield: KTCM
Type of Aircraft: C-17
Aircraft Serial Number: 021107
Airlift Unit: 7th AS
Drop Zone Name - Location: Rainier DZ
Date of Airdrop: 7-10-12
Aircraft Speed KIAS: 145
Visibility Feet - Miles: Clear
Type of Parachute: Choose One
Type of Extraction Parachute: 15 Ft. Extraction
Number of extraction Parachutes: Single
Aerial delivery System Used: Choose One:
Other Aerial Delivery System Used Specify: Choose One:
Size of Platform: Choose One:
Resulting Damage: Blown drogue

Description of Suspected - Malfunction - Incident - Damaged Incurred: Drogue collapsed approximately 2-3 seconds prior to green light. Loadmaster did not have enough time to activate the Drogue Jettison switch before the green light. At green light, the TRM released and the extraction chute deployed. The load extracted as it was supposed to and landed on the DZ 147 yards to the 12 o'clock position of the IP

Suspected Cause of Malfunction - Incident: Blown drogue. Manufactured date of May 1992. Drogue had been used 18 times. Last repack date was 5/18/12. Last major repair 4/26/10- 16 drops since major repair.

Name - Grade - MOS - NEC - AFSC - Unit of Reporting Officer and DSN - Commercial Phone Number: TSgt, 1A271, 62 OSS/382-3925/2539823925



HE5_20120712_62AW_15'_Blown_Drouge_C17.VOB

HE6_20120810_19AW_G12_Blown_Drogue_C130J

Unit: 19 OSS

Branch of Service: Air Force

Contact Email:

Type of Report: Malfunction

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

Departure Airfield: KLRF

Type of Aircraft: C-130J

Aircraft Serial Number: 97-1354

Airlift Unit: 48 AS

Drop Zone Name - Location: Black Jack DZ

Date of Airdrop: 08/10/2012

Aircraft Speed KIAS: 140

Aircraft Altitude AGL: 1200

Surface Winds KTS: 270/9

Visibility Feet - Miles: 9999

Type of Parachute: Type V G12

Type of Extraction Parachute: 15 Ft. Extraction

Number of Extraction Parachutes: Single

Type of Airdrop Load: Heavy Equipment

Airdrop Load Total Rigged Weight: 2895

Aerial delivery System Used: Low Velocity

Other Aerial Delivery System Used Specify: Type V

Size of Platform: Choose One:

Extraction Force Transfer Coupler Cable Length EFTC: 12

Position of Load in Aircraft: 823

Number of Locks and Settings: 4

Resulting Damage: None

Description of Suspected - Malfunction - Incident - Damaged Incurred: Drogue chute blew at 7 sec when loadmaster ran the emergency procedure the student activated tow plate release instead of drogue jettison. This caused the extraction chute to exit the aircraft and fully deploy. The crew circled back to the DZ and cut away the extraction chute.

Suspected Cause of Malfunction - Incident: Malfunction was caused by crew error.

Name - Grade - MOS - NEC - AFSC - Unit of Reporting Officer and DSN - Commercial Phone Number: E-5, 1A271, 19 OSS DSN: 731-3987/Comm 501-987-3987

HE7_20120813_19AW_G12_Failed_to_Extract_C130J

Unit: 19 OSS

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

Departure Airfield: KLRF

Type of Aircraft: C-130J

Aircraft Serial Number: 05-3146

Airlift Unit: 48 AS

Drop Zone Name - Location: Black Jack

Date of Airdrop: 08/13/2012

Aircraft Speed KIAS: 140

Aircraft Altitude AGL: 550

Surface Winds KTS: 260/11

Visibility Feet - Miles: 9999

Type of Parachute: Type V G12

Type of Extraction Parachute: 15 Ft. Extraction

Number of Extraction Parachutes: Single

Type of Airdrop Load: Heavy Equipment w/drogue

Airdrop Load Total Rigged Weight: 2896

Aerial delivery System Used: Low Velocity

Other Aerial Delivery System Used Specify: Type V

Size of Platform: Choose One:

Extraction Force Transfer Coupler Cable Length EFTC: 12

Position of Load in Aircraft: 823

Number of Locks and Settings: 4

Resulting Damage: Damage was to left aft platform indent and Lock 13L.

Description of Suspected - Malfunction - Incident - Damaged Incurred: When the extraction chute fully deployed the platform moved approximately 2 inches then became jammed in the Electronic Cargo Handling System. The loadmasters cut away the extraction line over the DZ.

Suspected Cause of Malfunction - Incident: Suspected cause was Lock 13L not fully unlocking, which part of the lock cut into the dent of the platform causing it to become jammed in the rails.

Name - Grade - MOS - NEC - AFSC - Unit of Reporting Officer and DSN - Commercial Phone Number: E-5, 1A271, 19 OSS, DSN 731-3987/ Comm 501-987-3987

HE8_20120816_19AW_G12_Failed_to_Deploy_C130H

Unit: 19 OSS

Branch of Service: Air Force

Contact Email:

Type of Report: Malfunction

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

Type of Aircraft: C-130E/H

Aircraft Serial Number: 93-1040

Airlift Unit: 50 AS

Drop Zone Name - Location: Black Jack

Date of Airdrop: 08/16/2012

Aircraft Speed KIAS: 140

Aircraft Altitude AGL: 1000

Surface Winds KTS: 270/7

Visibility Feet - Miles: 7 miles

Type of Parachute: Type V G12

Type of Extraction Parachute: 15 Ft. Extraction

Number of Extraction Parachutes: Single

Airdrop Load Total Rigged Weight: 2845

Aerial delivery System Used: Low Velocity

Other Aerial Delivery System Used Specify: Type V

Type of Platform: type V

Size of Platform: Choose One:

Extraction Force Transfer Coupler Cable Length EFTC: 12

Position of Load in Aircraft: 545

Resulting Damage: none

Description of Suspected - Malfunction - Incident - Damaged Incurred: The HE exited the aircraft normally. During escape the aircrew was notified by the DZSO, only one G-12E parachute on the HE had fully deployed.

Suspected Cause of Malfunction - Incident: The parachutes collided which didn't allow the second chute to catch air and inflate after exiting the aircraft.

Name - Grade - MOS - NEC - AFSC - Unit of Reporting Officer and DSN - Commercial Phone Number: E-5, 1A271, 19 OSS, DSN 731-3987/ Comm 501-987-3987

HE9_20120820_107AW_G12_Premature_Parachute_Release_C130H

Unit: 107 AW

Unit Address: Niagra Falls, NY

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: 107 AW

Departure Airfield: Niagra Falls, NY

Type of Aircraft: C-130E/H

Airlift Unit: 136 AS

Drop Zone Name - Location: Chute DZ, NY

Date of Airdrop: 08/20/2012

Aircraft Speed KIAS: 140

Aircraft Altitude AGL: 1329

Surface Winds KTS: Calm

Type of Parachute: Type V G12

Type of Extraction Parachute: 15 Ft. Extraction

Number of Extraction Parachutes: Single

Type of Airdrop Load: 8' unilateral mass supply

Airdrop Load Total Rigged Weight: 3600

Rigged IAW FMTONAV: FM 4-20.102/112

Aerial delivery System Used: Low Velocity

Other Aerial Delivery System Used Specify: Type V

Type of Platform: Type V

Size of Platform: Choose One:

Extraction Force Transfer Coupler Cable Length EFTC: 12

Resulting Damage: Platform destroyed

Description of Suspected - Malfunction - Incident - Damaged Incurred: A 107AW Weapons and Tactics Officer and Malfunction Officer collected verbal statements from the crew, riggers, MO, and DZC. Also, a copy of the squadron flying schedule, AF 4327a (aircrew orders), -1 weather report, AF Form 4304(DZ Control Log), CARP, and AF1748-2(JAI) were collected. This was a single ship Tactical Airdrop mission with one planned Heavy Equipment Drop and one HVCDS Drop. The crew was basic with two additional Loadmasters for the Actual drops and a check ride, and an additional Flight Engineer for a check ride. The route, airdrop, and aircraft recovery were uneventful. From the aircrew perspective, everything worked as advertised. Verbal testimony from the loadmasters confirmed that the Heavy equipment extracted as designed. The DZC and MO were first to notice the Malfunction and informed "FUZZY 12" over DZ frequency of such. The aircraft discontinued the rest of the mission upon hearing of the Malfunction and returned to KIAG for a full stop landing.

Noted by the MO; after extraction of the Heavy Equipment Load (3600lbs training platform), the airdrop platform pitched forward (common) and both G-12E parachutes separated from the platform. One parachute remained intact with cover, while the other partially deployed, then cigar rolled all the way to the ground. All airdropped items landed on the Drop Zone, with the only damage occurring to the aluminum platform during impact.

Suspected Cause of Malfunction - Incident: Suspected Cause of Malfunction - Incident: The M-1 CPR timer was isolated and bench tested. During the testing, the timer proved to be faulty, prematurely timing out in the range of two seconds to nine seconds. The acceptable standard is 12-16 seconds for timer expiration. It is suspected that a short-interval timer operation occurred, timing block fell, and allowed the parachute connectors of the M-1 to release before sufficient platform weight was applied during platform stabilization, thus allowing the G-12E parachutes to separate from the load. The timer has been removed from service.

RECOMMENDATIONS

All parties remain vigilant when performing the timer test as required prior to each use of the M-1 Cargo Parachute Release IAW T.O. 13C7-1-5.

Note: ADFSD received ADRP notes as well.

Name - Grade - MOS - NEC - AFSC - Unit of Reporting Officer and DSN - Commercial Phone Number: LTC, NYANG, Chief of Tactics, COM 716.236.2344, DSN238.2344





HE9_20120820_107AW_G12_Premature_Parachute_Release_C130H



HE9_20120820_107AW_G12_Premature_Parachute_Release_C130H



HE10_20120907_11QM_G11_EFTC_Failure_C17

Unit: 11th Qm HDRS 264th CSSB

Unit Address: BLDG W3593 Ft. Bragg, NC 28310

Branch of Service: Army

Contact Email:

Type of Report: Malfunction

Type of Loss: Class B -- Loss of 200,000 to 1 Million Dollars, Partial Disability

Unit Being Airlifted: 2/319th AFAR 2nd BCT 82nd ABN DIV

Departure Airfield: Pope Army Airfield

Type of Aircraft: C-17

Drop Zone Name - Location: Sicily DZ

Date of Airdrop: 09/07/2012

Aircraft Speed KIAS: 146

Aircraft Altitude AGL: 11000FT AGL

Surface Winds KTS: 2KTS

Visibility Feet - Miles: unlimited

Type of Parachute: Type VG11

Type of Extraction Parachute: 28 Ft. Extraction

Number of Extraction Parachutes: Double

Other Type of Extraction Parachutes: 15ft EXT

Cargo Parachute Age: 10yrs

Type of Airdrop Load: Gun/HMMV Combo

Airdrop Load Total Rigged Weight: 19,600

Rigged IAW FMTONAV: FM 4-20.119

Aerial delivery System Used: Low Velocity

Other Aerial Delivery System Used Specify: Type V

Size of Platform: 32

Extraction Force Transfer Coupler Cable Length EFTC: 28'

Position of Load in Aircraft: First out

Resulting Damage: Resulting damage was a total loss of 105mm howitzer, 998 HMMV, and all air items

Description of Suspected - Malfunction - Incident - Damaged Incurred: At approximately 1652, 7 September 2012 on Sicily DZ 2/319 AFAR conducted an airdrop operation consisting of 2x32' Type V Platforms consisting of 1xM1097 (HMMWV); 1x M119 A2 (Howitzer) combo. The first load was extracted from the C17 at an altitude of 1100ft AGL. Upon exiting the A/C the 32' Type V Platform was in the extraction phase and had began the deployment phase. The EFTC did not engage resulting in the load having zero lift capability therefore impacting the ground splitting the platform into two separate pieces. All 4xG11B were still in pack configuration. The load ignited several seconds after impact. There were no rounds or fuel rigged on this load.

Suspected Cause of Malfunction - Incident: Upon arriving on the DZ for the initial investigation it was noticed that the EFTC cable was frayed extensively. and there were scraps on the bottom of the platform that were concurrent with the damage to the EFTC cable.

While inspecting the A/C damage to the rollers were identified. The marks on the roller were consistent with the coils of the EFTC cable which indicates that the cable became wedged in between the platform and the rollers. This occurrence resulted in the EFTC becoming extremely damage causing the extraction not to release from the EFTC bracket allowing the 4xG11B to deploy.

It is believed that once the load was placed onto the A/C and the EFTC transportation tie was cut the slack that may have occurred was pulled once the EFTC was placed into the EFTC bracket.

Name - Grade - MOS - NEC - AFSC - Unit of Reporting Officer and DSN - Commercial Phone Number: 921A, 11th QM Co 264th CSSB 82nd SUS BDE 910-396-5714/9804



HE10_20120907_11QM_G11_EFTC_Failure_C17.wmv.mpg



HE10_20120907_11QM_G11_EFTC_Failure_C17 its on FIRE.wmv.mpeg

HE10_20120907_11QM_G11_EFTC_Failure_C17



HE10_20120907_11QM_G11_EFTC_Failure_C17





HE10_20120907_11QM_G11_EFTC_Failure_C17



“Reenactment” of EFTC cable below platform shown above

HE10_20120907_11QM_G11_EFTC_Failure_C17



HE11_20121011_86AW_G12E_M1_Failure_to_Release_C17

Unit: 86 OSS

Unit Address: Bldg 2157, Ramstein AB, GE 09094

Branch of Service: Air Force

Contact Email:

Type of Report: Incident

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

Unit Being Airlifted: 86 LRS

Departure Airfield: ETAR

Type of Aircraft: C-130J30

Aircraft Serial Number: 08-8601

Airlift Unit: 37 AS

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

Date of Airdrop: 10/11/2012

Aircraft Speed KIAS: 140

Aircraft Altitude AGL: 600

Drop Zone Elevation Feet - MSL: 1454

Surface Winds KTS: Calm

Visibility Feet - Miles: Unrestricted

Type of Parachute: Type V G12

Type of Extraction Parachute: 15 Ft. Extraction

Number of Extraction Parachutes: Single

Cargo Parachute Age: less than one year

Cargo Parachute Number of Drops: 12

Cargo Parachute Date of Drops: 10/11/2012

Cargo Parachute Repack Date: 10/05/2012

Type of Airdrop Load: Heavy Equipment Training

Airdrop Load Total Rigged Weight: 2,945

Rigged IAW FMTONAV: TO 13C7-1-8

Aerial delivery System Used: Choose One:

Other Aerial Delivery System Used Specify: Type V

Type of Platform: Type V

Size of Platform: Choose One:

Extraction Force Transfer Coupler Cable Length EFTC: 12 ft

Position of Load in Aircraft: LS 903

Number of Locks and Settings: 14,15,16/ ECHS Auto

Resulting Damage: No damage

Description of Suspected - Malfunction - Incident - Damaged Incurred: Tilt action on the M-1 release was never achieved upon landing. Therefore, the two G-12E's parachute connectors never separated from the release.

Suspected Cause of Malfunction - Incident: Upon landing, the two G-12E's pulled in opposite directions, forcing the upper suspension link to stay upright. Tilt action was never initiated.

Name - Grade - MOS - NEC - AFSC - Unit of Reporting Officer and DSN - Commercial Phone Number: E-5, 1A271, 86 OSS, 314-480-2221, 011-49-6371-47-2221

HE12_20121116_133_LRS_15'_Extraction_Chute_Fail_to_Open_C130

Unit: 109th Airlift Squadron

Unit Address: 641 Spitfire Ave, St. Paul, Mn, 55111

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: 133LRS/LGRD

Departure Airfield: KMSP

Type of Aircraft: C-130E/H

Aircraft Serial Number: 96-1005

Airlift Unit: 109th Airlift Squadron

Drop Zone Name - Location: Arno Dz (Circular)

Date of Airdrop: 11/16/2012

Aircraft Speed KIAS: 140

Aircraft Altitude AGL: 737

Drop Zone Elevation Feet - MSL: 1357

Surface Winds KTS: 150@6

Visibility Feet - Miles: Unrestricted

Type of Parachute: Type V G12

Type of Extraction Parachute: 15 Ft. Extraction

Number of Extraction Parachutes: Single

Cargo Parachute Age: March 1963 (15ft EP)

Cargo Parachute Number of Drops: 24 (15ft EP)

Cargo Parachute Repack Date: 16Sep2012 (15ft EP)

Type of Airdrop Load: Bulk Load of lumber

Airdrop Load Total Rigged Weight: 3625

Rigged IAW FMTONAV: 13C7-1-5

Aerial delivery System Used: Low Velocity

Other Aerial Delivery System Used Specify: Type V

Type of Platform: 8ft

Size of Platform: Choose One:

Extraction Force Transfer Coupler Cable Length EFTC: 12ft

Position of Load in Aircraft: FS650

Number of Locks and Settings: 1 - Lock Set (Lock #9)

Resulting Damage: N.S.T.R.

Description of Suspected - Malfunction - Incident - Damaged Incurred: The ADRP believes the following sequence of events happened during the malfunction: At "green light" extraction chute released from bomb rack and fell into aircraft slipstream. As the extraction parachute entered the slipstream the one-turn single 80lb cotton webbing tie (holding the 3 ¾ 2-Point Link) broke followed by both 15ft Extraction Parachute bag closing ties. As the suspension lines of the 15ft Extraction Parachute elongated and reached the point of the incorrect tie, the ticket 8/7 tie broke first at the point where it was securing the top and bottom center bag loops together with a surgeon's knot and locking knot. After this point there was never enough force to break the remaining 8/7 cord tie that was encompassing the suspension lines, in turn never allowing enough airflow through center of the 15ft Extraction Parachute to deploy it.

It has been brought to the attention of this ADRP that airdrop malfunctions like this (failed extraction parachute) have happened in the past and that there have been submissions to change the verbiage of step "f" and "g" in the rigging manual.

It is the strong recommendation of this ADRP that a change to the verbiage of step "f" and step "g" of TM-10-1670-278-23&P, page 0013 00-16 take place as soon as possible.

Misc Notes:

-Aircraft Right Hand Lock (#9) passed maintenance test (1985lbs/2035lbs/2034lbs) at a setting of 2.0.

-Aircraft Primary Loadmaster mistakenly pulled the RT HAND Locks to EMER causing the platform to roll out of the aircraft instead of following the pre-briefed "Extraction Parachute Fails To Release Mechanically Or Falls On The Ramp Or Load Fails To Extract (With Single Extraction Parachute) Outside The Aircraft" emergency procedure.

-Recommendations of rigging issues to be passed on to 133LRS/LGRD.

-Drop Score of platform: 821@12 (on the DZ) -After inspecting other 15ft Extraction Parachutes rigged by the rigger who rigged the Malfunctioning 15ft Extraction Parachute, step f/g were found to be done incorrectly. A sample of parachutes rigged by other riggers were inspected and no issues found.

Suspected Cause of Malfunction - Incident: During the ADRP investigation, the 15ft Extraction Parachute was recovered from approximately 70ft up in a tree South-South East from the location of the platform. The two Deployment Bags attached to the 15ft Extraction Parachute were pulled down through the branches causing the deployment line, extraction line and 15ft Extraction Parachute to fall from the branches.

After initial inspection of these items, the suspensions lines towards the top of the 15ft Extraction Parachute were found tied together with 1 turn single piece of Ticket 8/7 that was extremely frayed at the running ends. This Ticket 8/7 tie was found towards the top of the suspension lines in the last 3-4 feet before the attachment point of the suspension lines to the canopy (believed to have slide down during malfunction).

Findings/Conclusions: The 15ft Extraction Parachute was found intact and no damage, blown panels, torn top or bottom center tie loops, or broken suspension lines. A one-turn single Ticket 8/7 tie was found secured around the first 3-4ft (from canopy down) of the suspension lines. This tie is believed to have come from steps f and g on page 0013 00-16 of TM 10-1670-278-23&P. It is the opinion of the ADRP that the procedure for this tie was done incorrectly. The ADRP has come to two possible conclusions:

1. The ticket 8/7 tie was routed through the top and bottom center bag loops and tied with a surgeon's knot and locking knot, then the suspension lines were folded over and tied together, essentially making a figure "8" tie instead of one solid loop securing the loops and suspension lines.
2. The ticket 8/7 tie was routed around the suspension lines folded over the skirt of the canopy and secured with a surgeon's knot and locking knot and then the same piece of ticket 8/7 was routed through the top and bottom center tie loops and secured with a surgeon's knot and locking knot.

The root cause is believed to be ambiguity while reading "step f" in the rigging manual (TM-10-1670-278-23&P, page 0013 00-16).

Name - Grade - MOS - NEC - AFSC - Unit of Reporting Officer and DSN - Commercial Phone Number: E-7, 12A71, 133OSF/OSK, 783-2498 (612-712-2498)



15ft Extraction
Parachute (Malfunctioning)



16 Nov 2012 ADRP
Final Report.docx

HE13_20122112_440AW_G12_M-1_Fail_C130

Unit: 440AW Pope AAF, NC

Unit Address: 3503 Surveyor Street Bldg 738 28308

Branch of Service: Air Force

Contact Email:

Type of Report: Malfunction

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

Unit Being Airlifted: 440AW

Departure Airfield: Pope AAF, NC

Type of Aircraft: C-130E/H

Other Type of Aircraft: NA

Aircraft Serial Number: 88-4405

Airlift Unit: 2AS

Drop Zone Name - Location: Nijmegen DZ

Date of Airdrop: 12-12-2012

Aircraft Speed KIAS: 130 Knots

Aircraft Altitude AGL: 650 AGL

Drop Zone Elevation Feet - MSL: 420 MSL

Surface Winds KTS: 6-8 Knots

Visibility Feet - Miles: 2 NM

Type of Parachute: Type V G12

Other Type of Parachute - Specify: NA

Type of Extraction Parachute: 15 Ft. Extraction

Number of Extraction Parachutes: Single

Other Type of Extraction Parachutes: NA

Cargo Parachute Age: 26 Yr 4 Months/7 Yr 3 Months

Cargo Parachute Number of Drops: 1/2

Cargo Parachute Date of Drops: 12/12/2012

Cargo Parachute Repack Date: 25 Sep 2012/25 Sep 2012

Type of Airdrop Load: Unilateral Training

Airdrop Load Total Rigged Weight: 2770 lbs

Rigged IAW FMTONAV: TO 13c7-1-5

Aerial delivery System Used: Choose One:

Other Aerial Deelivery System Used Specify: Choose One:

Type of Platform: Type V-8 ft

Size of Platform: Choose One:

Extraction Force Transfer Coupler Cable Length EFTC: 12 Ft

Position of Load in Aircraft: FS 650

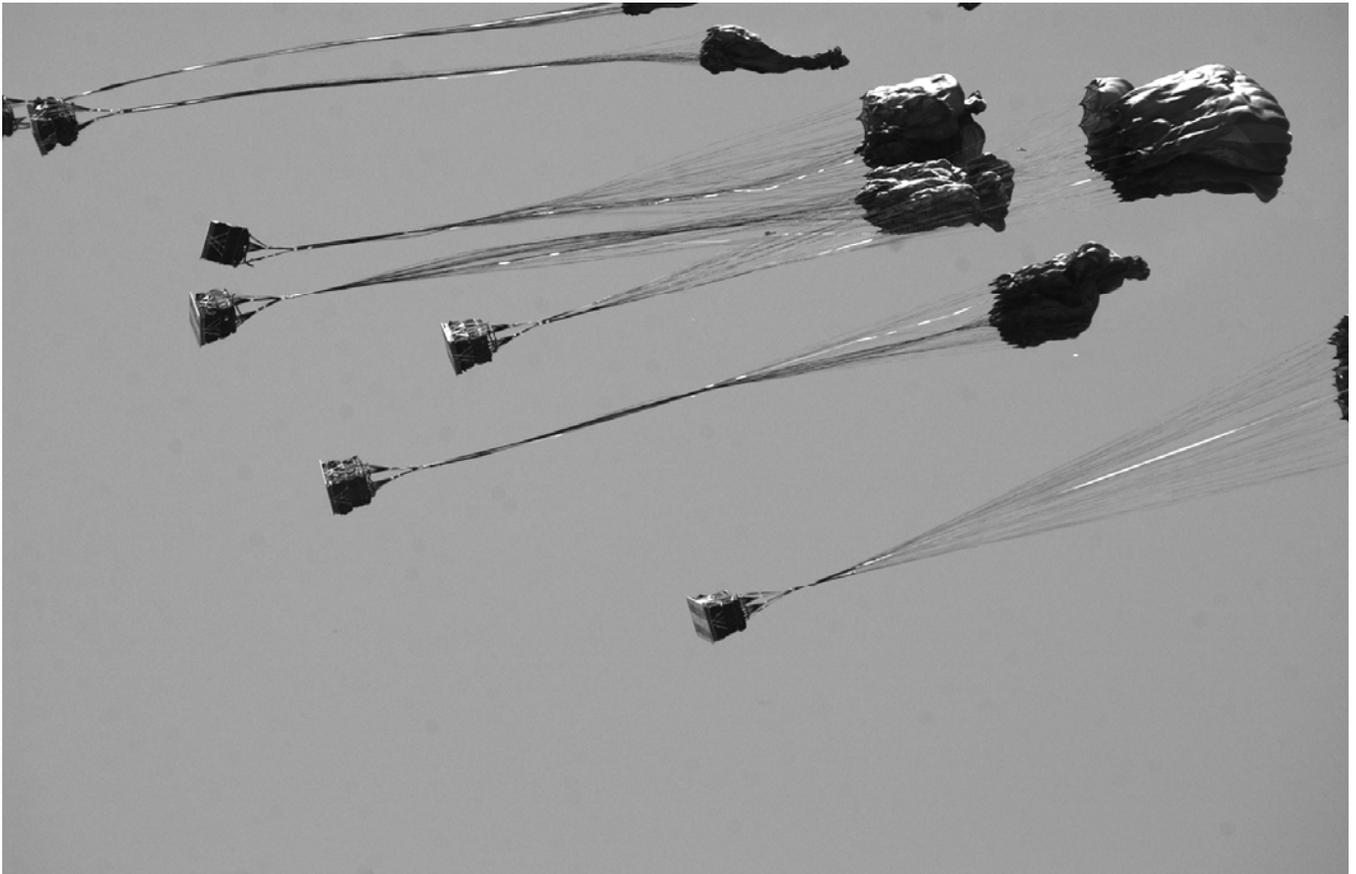
Number of Locks and Settings: 1 @ 2.5

Resulting Damage: Total loss of type V platform and all related equipment.

Suspected Cause of Malfunction - Incident: Failure of timer in M1 device that resulted in an early release of the main parachutes.

Name - Grade - MOS - NEC - AFSC - Unit of Reporting Officer and DSN - Commercial Phone
Number: SMSgt / 1A291 / 440AW/95AS DSN 424-6151 Com 910-394-6151

CONTAINER DELIVERY SYSTEM REPORTS
Dual Row Airdrop System
LOW COST LOW ALTITUDE
DOOR BUNDLES
21



CDS1_20120501_19AW_26HV_ChuteCollape_C130J30

Unit: 19 AW

Unit Address: Little Rock AFB, AR

Branch of Service: Air Force

Contact Email:

Type of Report: Malfunction

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

Unit Being Airlifted: 19 LRS

Departure Airfield: KLRF

Type of Aircraft: C-130J30

Aircraft Serial Number: 07-4636

Airlift Unit: 41 AS

Drop Zone Name - Location: All American DZ/LZ

Date of Airdrop: 05/01/2012

Aircraft Speed KIAS: 130 KIAS

Aircraft Altitude AGL: 2628 AGL

Surface Winds KTS: 265 @ 13 KTS

Visibility Feet - Miles: VMC

Type of Parachute: CDS HV

Type of Extraction Parachute: Choose One

Number of Extraction Parachutes: Choose One

Cargo Parachute Age: UKN

Cargo Parachute Number of Drops: UKN

Cargo Parachute Date of Drops: UKN

Cargo Parachute Repack Date: UKN

Type of Airdrop Load: ICDS

Airdrop Load Total Rigged Weight: 940 LBS

Aerial Delivery System Used: CDS

Other Aerial Delivery System Used Specify: Skid Board

Size of Platform: Choose One:

Resulting Damage: Loss of A-22 Sling assembly (skid pad tear) Minor damage to CDS training load "Gorilla Cage" No damage to the airplane".

Description of Suspected - Malfunction - Incident - Damaged Incurred: The aircrew of Puma 81 conducted a standard Little Rock AFB ICDS mission to All American DZ. This was a currency sortie for the Pads Operator and pilots however; the ML was gaining his JPADS & ICDS qualification during this sortie. The plan was to depart Little Rock AFB and fly direct to the IP for a single sonde drop, gather the wind data, and then drop two ICDS bundles prior to departing for Dyess AFB to conduct unimproved landings for the Indoctrination FP. All checklists, time advisories, run-in, drop, and escape procedures were accomplished IAW AFI and T.O. guidance during both airdrops. Both ICDS bundles exited the aircraft normally. The static lines, D bags and G-14 clevis' remained in the aircraft for both bundles which indicated normal operations for this event. During the escape, the aircrew was informed by the DZCO that one of the ICDS chutes failed to open. The aircrew continued the recovery, informed Rock Ops and made a full stop landing while the DZCO and the Malfunction officer ran their appropriate checklists. 19 OSS/OSK and 314 OG/OGK loadmasters met the aircrew at the aircraft, took statements, inspected the aircraft and released the aircrew to the 41 AS/CC

Suspected Cause of Malfunction - Incident: The parachutes collided; entangling the suspension lines after exited the aircraft. Resulting in 12 severed suspension lines (ranging between 4 and 8 feet below the canopy). The 19 OSS/OSK will continue to work with LRS to confirm this theory based on the video.

Name - Grade - MOS - NEC - AFSC - Unit of Reporting Officer and DSN - Commercial Phone Number: E-5, C-130E/H, 1A271, 19 OSS/OSK, DSN 731-3987 / 501-987-3987

Video attached or can be found at

P:\ADFSD\OPNS_DIV\ADMMO\All_MRB\2012\MRB1210(Oct)\Photo-Video



CDS1_20120501_19AW_26HV_ChuteCollape_C130J30.MPG

CDS2_20120501_133LRS_35Ft_LCLABundleCameApartC130

Unit: 109AS / 133AW - MNANG

Unit Address: 641 Spitfire Ave, St. Paul, Mn 55111

Branch of Service: Air Force

Contact Email:

Type of Report: Incident

Type of Loss: Choose One

Unit Being Airlifted: 133 LRS/LRGD

Departure Airfield: KMSP

Type of Aircraft: C-130E/H

Aircraft Serial Number: 96-1007

Airlift Unit: 109AS

Drop Zone Name - Location: Badger Dz / Fort McCoy, Wi

Date of Airdrop: 05/01/2012

Aircraft Speed KIAS: 130

Aircraft Altitude AGL: 1500

Drop Zone Elevation Feet - MSL: 1050

Surface Winds KTS: 175 @ 13

Visibility Feet - Miles: 3500 / 10

Type of Parachute: LCLA 35 Ft.

Type of Extraction Parachute: Choose One

Number of Extraction Parachutes: Choose One

Other Type of Extraction Parachutes: N/A

Cargo Parachute Age: N/A

Cargo Parachute Number of Drops: N/A

Cargo Parachute Date of Drops: N/A

Cargo Parachute Repack Date: N/A

Type of Airdrop Load: LCLA Bundle

Airdrop Load Total Rigged Weight: 250

Rigged IAW FMTONAV: TM 10-1670-331-13 & P

Aerial Delivery System Used: CDS

Other Aerial Delivery System Used Specify: Skid Board

Type of Platform: 48 x 24 x 35 (w/ chute)

Size of Platform: Choose One:

Extraction Force Transfer Coupler Cable Length EFTC: N/A

Position of Load in Aircraft: N/A

Number of Locks Setting: N/A

Resulting Damage: NONE

Description of Suspected - Malfunction - Incident - Damaged Incurred: LCLA Bundle was rigged on aircraft right side of the ramp using Type VIII and a Van Zelm ("Nate Gate"). The excess A-7A strap on AFT (aircraft right) side of the LCLA Bundle came loose and eventually completely came apart from friction adapter after the ramp was lowered to the ADS position and the end of the strap began flapping in the wind.

Suspected Cause of Malfunction - Incident: During the flight the A-7A 80lb safety tie holding the excess materiel from the A-7A strap was either knocked free or became loose while the ramp and door were being opened to the ADS position during the "Slowdown Checklist." Once the strap got caught in the wind, the "flapping in the wind" caused the end of the A-7A strap to work its way out of the friction adapter and completely separate.

ADRP recommends possibility of tapping the 80lb safety tie with clothed back tape. Also recommends looking into finding a different way of securing A-7A straps (different friction adapter or possibility of using a load binder).

Name - Grade - MOS - NEC - AFSC - Unit of Reporting Officer and DSN - Commercial Phone Number: / 1A271 / 133OSF/DOK / 612-713-2498/2488

CDS3_20120504_19AW_26HV_StaticLine_C130EH

Unit: 314 OG/OGK

Unit Address: Bldg 380, Chief Williams Drive, Little Rock AFB, AR 72099-5000

Branch of Service: Air Force

Contact Email:

Type of Report: Malfunction

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

Type of Aircraft: C-130E/H

Aircraft Serial Number: 79-0474

Airlift Unit: 62 AS

Drop Zone Name - Location: Black Jack

Date of Airdrop: 4 May 2012

Aircraft Speed KIAS: 130

Aircraft Altitude AGL: 650

Surface Winds KTS: 230 @ 6 Kts

Visibility Feet - Miles: clear

Type of Parachute: CDS HV

Type of Airdrop Load: CDS x 4 (Mass)

Airdrop Load Total Rigged Weight: 3630

Rigged IAW FMTONAV: TO 13C7-1-11

Aerial Delivery System Used: CDS

Other Aerial Delivery System Used Specify: Skid Board

Size of Platform: Choose One:

Position of Load in Aircraft: FS 650

Resulting Damage: No damage was reported to aircrew, aircraft or CDS load container. All CDS containers landed correctly on the drop zone.

Description of Suspected - Malfunction - Incident - Damaged Incurred: On the escape and after drop checklists completion, the UL and EL noticed only three static lines were attached to the anchor cable and that the first static line and deployment bag departed the aircraft. The EL then notified the pilot of the condition in the cargo compartment. The PF then notified the DZSO of the possible malfunction. DZSO notified JODY 11 of strike report and advised that the deployment bag and static line were on the drop zone.

Suspected Cause of Malfunction - Incident: Three static lines attached to the right side anchor cable with two of the three static lines rigged IAW TO 1C-130A-9, Sec. 7C, page 7C-6. However, the remaining static line was not rigged IAW TO 1C-130A-9 procedures. The missing G-14 clevis and cotter pin was found on the aircraft right side behind the chain storage box in the cargo ramp longeron attachment fittings and aircraft structural ribs.

It has been determined that two of the four G-14 clevis cotter pins were not correctly attached IAW TO 1C-130A-9 procedures. Failure to follow the guidance above allowed the cotter pin to fall out of the G-14 clevis pin after deployment of the 26 foot parachute (suspected recoil and oscillation allowed the G-14 pin to free itself from the anchor cable) allowing the static line and deployment bag to depart from the aircraft.

The cotter pin found with the G-14 clevis came from the suppliers stock and is of a smaller diameter (3/32 in.). IAW TM 10-1670-276-23&P, the cotter pin should be NSN 5315-00-012-0123, (1.25" in length by 1/8" in diameter).

Name - Grade - MOS - NEC - AFSC - Unit of Reporting Officer and DSN - Commercial Phone Number: James M. Cope, TSgt, 1A271, 314 OG/OGK, DSN 731-6818, Comm: 501-987-6818

CDS4_20120523_58OSS_26HV__Parachute_Fail_MC130P

Unit: 58 OSS

Unit Address: Kirtland AFB, NM 87117

Branch of Service: Air Force

Contact Email:

Type of Report: Malfunction

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

Unit Being Airlifted: 58 OSS Kirtland AFB, NM 87117

Departure Airfield: Kirtland AFB, NM

Type of Aircraft: OTHER

Other Type of Aircraft: MC-130P

Aircraft Serial Number: 65-0975

Airlift Unit: 550 SOS Kirtland AFB, NM

Drop Zone Name - Location: Isleta DZ/Kirtland AFB NM

Date of Airdrop: 05/23/2012

Aircraft Speed KIAS: 130

Aircraft Altitude AGL: 710

Drop Zone Elevation Feet - MSL: 5550

Surface Winds KTS: Calm

Visibility Feet - Miles: Unlimited

Type of Parachute: CDS HV

Other Type of Parachute - Specify: 26" Ring Slot

Cargo Parachute Age: 18 Years/Dec 94

Cargo Parachute Number of Drops: Unknown

Cargo Parachute Repack Date: 3 May 2012

Type of Airdrop Load: CDS

Airdrop Load Total Rigged Weight: 840

Rigged IAW FMTONAV: 13C-7-1-11 Chapter 9

Aerial delivery System Used: High Velocity

Other Aerial Delivery System Used Specify: Skid Board

Type of Platform: N/A

Size of Platform: Choose One:

Extraction Force Transfer Coupler Cable Length EFTC: N/A

Position of Load in Aircraft: 727

Number of Locks and Settings: N/A

Resulting Damage: Loss amount: 26 Foot High Velocity Parachute - \$944.00

3 Foot Adapter Web	- \$18.19
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Net Amount Lost	- \$962.19
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Description of Suspected - Malfunction - Incident - Damaged Incurred: 26' Ringslot Parachute elongated, but failed to inflate.

Suspected Cause of Malfunction - Incident: (CRITICAL) Full twists along entire length of the malfunction parachute precluded inflation and subsequent slowing of the CDS bundle upon exit from the aircraft.

(CASUAL) The qualified trainer did not provide the due diligence required when overseeing the packing of the malfunction parachute by the unqualified rigger.

Name - Grade - MOS - NEC - AFSC - Unit of Reporting Officer and DSN - Commercial Phone Number: E-7/MSgt/Q1A271/58 OSS Kirtland AFB NM /DSN 246-6992 Comm(505) 846-6992

CDS5_20120524_347OSS_26HV__Static_Line_Retriever_Fail_HC130P

Unit: 347 OSS

Unit Address: 8227 knight way suite 112, Moody AFB 31699

Branch of Service: Air Force

Contact Email:

Type of Report: Malfunction

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

Unit Being Airlifted: 347 OSS

Departure Airfield: Moody AFB

Type of Aircraft: OTHER

Other Type of Aircraft: HC-130 P

Aircraft Serial Number: 65-0987

Airlift Unit: 71 RQS

Drop Zone Name - Location: Bemiss DZ

Date of Airdrop: 05/24/2012

Aircraft Speed KIAS: 130

Aircraft Altitude AGL: 650

Drop Zone Elevation Feet - MSL: 236

Surface Winds KTS: 0-1

Visibility Feet - Miles: 10 miles

Type of Parachute: CDS HV

Type of Extraction Parachute: Choose One

Number of extraction Parachutes: N/A

Cargo Parachute Number of Drops: 1

Cargo Parachute Repack Date: 20 April 2012

Type of Airdrop Load: HV CDS/ static line cut

Airdrop Load Total Rigged Weight: 740 lbs.

Rigged IAW FMTONAV: 13c7-1-11 Ch. 8

Aerial delivery System Used: CDS

Other Aerial Delivery System Used Specify: Choose One:

Type of Platform: 1 inch AC grade wood

Size of Platform: Choose One:

Position of Load in Aircraft: 717

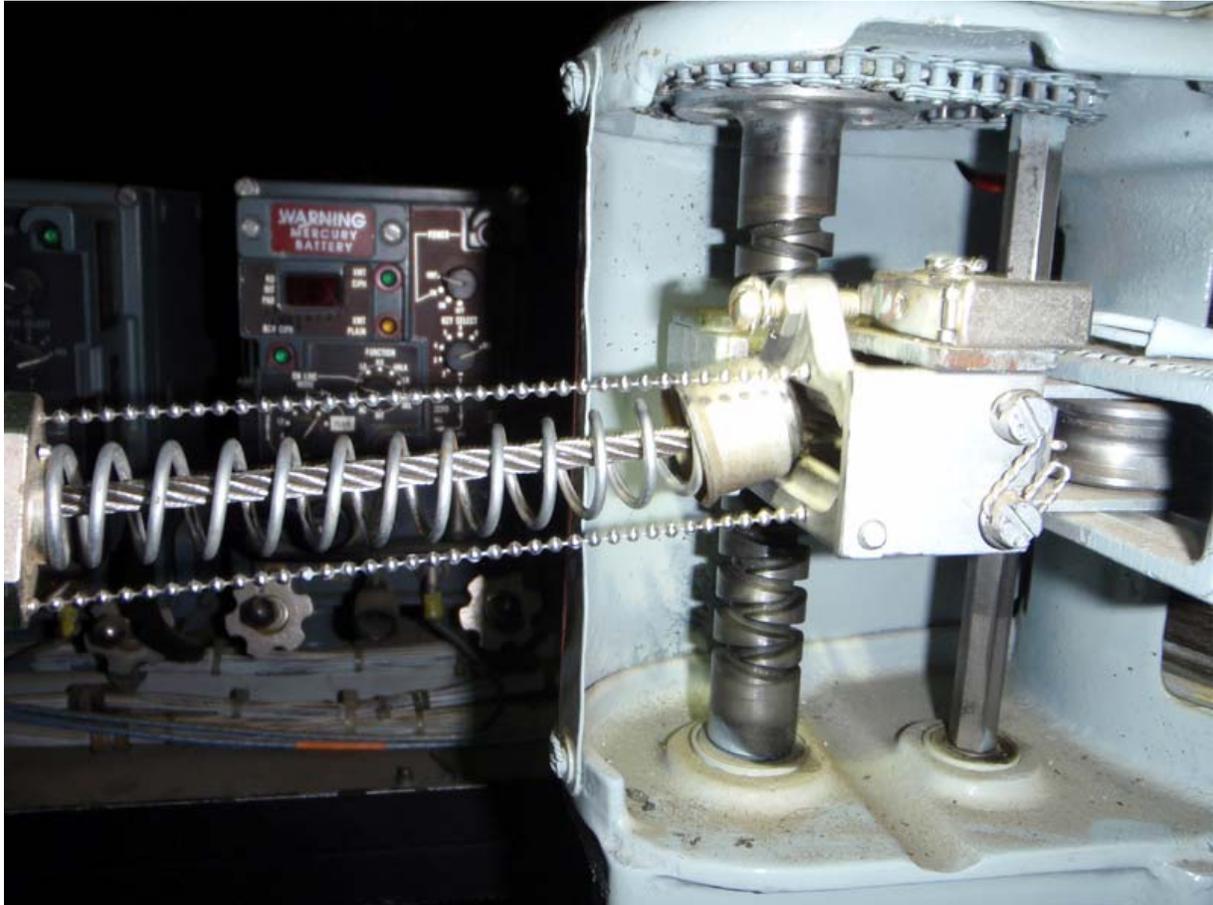
Number of Locks and Settings: N/A

Resulting Damage: None

Description of Suspected - Malfunction - Incident - Damaged Incurred: Green light came on and the static line retriever was activated for 3 seconds but failed to cut the gate. The malfunction was called and they returned to base.

Suspected Cause of Malfunction - Incident: After going to the aircraft we noticed that that spring was not fully seated. We measured the beaded chains and found that one was 3/16 inch longer than the other and determined that the beaded chains being different lengths caused the spring to come out when the slack was taken up and pressure was applied to the static line retriever cable.

Name - Grade - MOS - NEC - AFSC - Unit of Reporting Officer and DSN - Commercial Phone Number: J, E-4/SrA, 1A251, 347 OSS 229-257-3468



CDS6_20120601_19AW_26HV_Parachute_Fail_C130J

Unit: 48th AS

Unit Address: Little Rock AFB

Branch of Service: Air Force

Contact Email:

Type of Report: Incident

Type of Loss: Choose One

Departure Airfield: KLRF

Type of Aircraft: C-130J

Aircraft Serial Number: 98-1355

Airlift Unit: 48th AS

Drop Zone Name - Location: Black Jack DZ

Date of Airdrop: 06/01/2012

Aircraft Speed KIAS: 130 KTS

Aircraft Altitude AGL: 650 AGL

Surface Winds KTS: 310 / 8

Visibility Feet - Miles: Clear

Type of Parachute: CDS HV

Type of Airdrop Load: CDS

Airdrop Load Total Rigged Weight: 3720

Rigged IAW FMTONAV: 13C7-1-11

Aerial delivery System Used: CDS

Other Aerial Delivery System Used Specify: Choose One:

Size of Platform: Choose One:

Resulting Damage: 2 ea Gorilla Cage CDS containers destroyed (multiple broken welds)

Description of Suspected - Malfunction - Incident - Damaged Incurred: The parachute of the last bundle wrapped around the parachutes of the two bundles that preceded it. Resulting in a failure of the parachutes to properly deploy. All bundles landed on the drop zone. The crew was unaware of the incident until notified by the SOF and returned to the base to execute proper notification procedures. NO DAMAGE TO PERSONEL OR AIRCRAFT.

Suspected Cause of Malfunction - Incident: When the loads extracted air flow caused 3 of the 4 chutes to entangle and burn in.

Name - Grade - MOS - NEC - AFSC - Unit of Reporting Officer and DSN - Commercial Phone Number:, TSgt, Instructor Loadmaster, 19OSS/OSK 731-3987

CDS7_20120607_3/75RR_G14_Parachute_Fail_UH1N

Unit: 3/75th Ranger Regiment

Unit Address: Fort Benning, GA 31905

Branch of Service: Army

Contact Email:

Type of Report: Malfunction

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

Unit Being Airlifted: 3/75th Ranger Regiment

Departure Airfield: Lawson Army Airfield

Type of Aircraft: Choose One

Other Type of Aircraft: UH-1N

Aircraft Serial Number: Unknown

Airlift Unit: HMLA-773

Drop Zone Name - Location: Dekkar DZ

Date of Airdrop: 06/07/2012

Aircraft Speed KIAS: 70 KIAS

Aircraft Altitude AGL: 300' AGL

Drop Zone Elevation Feet - MSL: 236' MSL

Surface Winds KTS: 6-8 KTWS

Visibility Feet - Miles: Unlimited

Type of Parachute: Choose One

Other Type of Parachute - Specify: G-14

Type of Extraction Parachute: Choose One

Number of extraction Parachutes: Choose One

Other Type of Extraction Parachutes: N/A

Cargo Parachute Age: 21 years

Cargo Parachute Number of Drops: 1

Cargo Parachute Date of Drops: 7 June 2012

Cargo Parachute Repack Date: 26 Sep 2012

Type of Airdrop Load: Door Bundle (3 Strap A7A)

Airdrop Load Total Rigged Weight: 240lbs

Rigged IAW FM TONAV: FM 4-20.103

Aerial delivery System Used: Low Velocity

Aerial Delivery System Used Specify: Skid Board

Position of Load in Aircraft: Left Door

Number of Locks and Settings: N/A

Resulting Damage: 6 x 5 Gallon plastic water cans and wood skid damaged; Bottom and tops of water cans were blown out and wood skid was broken in several pieces. No damage to G-14 or A7A Straps.

Description of Suspected - Malfunction - Incident - Damaged Incurred: Breakaway configured G-14 cargo parachute failed to properly deploy from its deployment bag upon exit from a UH-1N dropping @ 300' AGL resulting in a total malfunction and loss of load. The pack closing tie did break and the apex

of the G-14 cargo parachute started to deploy out of the deployment bag, but the gutted Type III nylon cord broke as the parachute deployment sequence began. The G-14 cargo parachute failed to inflate before making impact w/ the ground. Upon inspection on the ground, the G-14 cargo parachute and suspension lines were twisted up to the apex and fully elongated from the deployment bag. The static line was properly attached to the canopy bride loop using 1/2" tubular nylon forming an approximate 8" loop. All six water cans were blown out and dispersed around the impact point.

Suspected Cause of Malfunction - Incident: Gutted Type III nylon cord broke before the deployment phase of the G-14 parachute was completed.

Name - Grade - MOS - NEC - AFSC - Unit of Reporting Officer and DSN - Commercial Phone Number
W-2, 921A, 3/75th Ranger Regiment (835) 706-545-7093

CDS8_20120613_374LRS_LCLA_24'_Free_Fall_C130E/H

Unit: 36 Airlift Squadron

Unit Address: 36AS, UNIT 5067, APO, AP 96328

Branch of Service: Air Force

Contact Email

Type of Report: Incident

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

Unit Being Airlifted: 374 LRS

Departure Airfield: Yokota AB, Japan

Type of Aircraft: C-130E/H

Other Type of Aircraft: N/A

Aircraft Serial Number: 74-1682

Airlift Unit: 36 Airlift Squadron

Drop Zone Name - Location: Waldo DZ, Yokota AB

Date of Airdrop: 06/13/2012

Aircraft Speed KIAS: 130 KIAS

Aircraft Altitude AGL: 310 AGL

Drop Zone Elevation Feet - MSL: 433 MSL

Surface Winds KTS: 4 KTS

Visibility Feet - Miles: 7 MILES

Type of Parachute: LCLA 24 Ft.

Cargo Parachute Age: 6 MONTHS

Cargo Parachute Number of Drops: 4

Cargo Parachute Date of Drops: 13 JUNE 2012

Cargo Parachute Repack Date: 27 JAN 2013

Type of Airdrop Load: LCLA

Airdrop Load Total Rigged Weight: 270 LBS

Rigged IAW FMTONAV: T.O. 13C7-1-11 (INTERIM)

Aerial delivery System Used: High Velocity

Other Aerial Delivery System Used Specify: Skid Board

Position of Load in Aircraft: FS 803

Number of Locks and Settings: N/A

Resulting Damage: No significant damage was reported. The load construction for our LCLA's are extremely resilient and was able to survive this with little to no damage.

Description of Suspected - Malfunction - Incident - Damaged Incurred: Upon hearing and seeing green light, the loadmaster cut the gate and pushed the LCLA out of the aircraft. He noticed the parachute never deployed and the LCLA free fell all the way in. The load still landed on the DZ and there was no collateral damage resulting from this incident.

Suspected Cause of Malfunction - Incident: The was classed as an incident because the finding was that the error was with the Loadmaster and not the equipment. After cutting the gate, when the loadmaster stood and pushed the load aft the static line inadvertently came in contact with the J-Knife in the LM right hand. This severed the static line preventing the T-10R parachute from ever opening.

Name - Grade - MOS - NEC - AFSC - Unit of Reporting Officer and DSN - Commercial Phone Number: SSgt, 1A271, 374 OSS/OSK, 315-225-3994/6004



CDS8_20120613_374LRS_LCLA_24'_Free_Fall_C130E/H

CDS9_20120623_CJSOTF-72_LCADS_LV_Early_Release_C130J

Unit: 451 EOSS

Branch of Service: Air Force

Contact Email:]

Type of Report: Malfunction

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

Unit Being Airlifted: CJSOTF-72

Departure Airfield: Khandahar Airfield

Type of Aircraft: C-130J

Other Type of Aircraft: N/A

Aircraft Serial Number: 08-4639

Airlift Unit: 772 EAS

Drop Zone Name - Location: Ghorak

Date of Airdrop: 06/23/2012

Aircraft Speed KIAS: 135 KIAS

Aircraft Altitude AGL: 7700 MSL

Drop Zone Elevation Feet - MSL: 3860 MSL

Surface Winds KTS: 030/5

Visibility Feet - Miles: 3 Miles

Type of Parachute: LCAD LV

Cargo Parachute Number of Drops: 1

Aerial delivery System Used: Choose One:

Other Aerial Delivery System Used Specify: Choose One:

Size of Platform: Choose One:

Resulting Damage: There was no significant injury or damage to the aircrew or aircraft. No local civilians or buildings were damaged in the process of the early release of the load.

Description of Suspected - Malfunction - Incident - Damaged Incurred: Eighteen LCAD LV bundles were loaded and rigged with the total weight of 25,870lbs. The aircraft left side bundles weighed 12,570lbs and the aircraft right side was 13,300lbs. The aircraft left side had one release gate and the aircraft right side had two release gates both had the proper number of release gates for their respective weight. The Y-cable release knives were attached and correctly tied off, but was asymmetrical suspecting the aircraft left stick could possibly release before the aircraft right stick. The left side was the more flexible type XXVI white material with gold stitching down the middle of it.

Suspected Cause of Malfunction - Incident: Both LCAD bundles had different strength release gates restraining them causing different amount of stretching of the type XXVI release gates. After takeoff the loadmasters did not ratchet the van zelms to tighten the release gate. They climbed to 16,500 feet MSL for a minute then descended down to 7700 feet MSL leveling off and calling flaps 50 percent while passing through 180 knots. In both of these instances caused both sticks of bundles to shift forward against the BSA. Before the initiation of the release point, the primary loadmaster noticed approximately 12 inches of slack in the static line retriever cable and took out an estimated 6 inches of the slack out of the cable. The target airspeed was 140 knots but slowed down to about 135 knots so the pilot pushed up the throttles to increase the airspeed and also changing the deck angle pushing both sticks of bundles aft. Once the bundles went aft the quarter inch tie broke cutting the release gate on the aircraft left side releasing nine bundles.

Name - Grade - MOS - NEC - AFSC - Unit of Reporting Officer and DSN - Commercial Phone Number: SSgt,1A251,451 EOSS (318)420-4626



CDS9_20120623_CJSOTF-72_LCADS_LV_Early_Release_C130J

CDS10_20120712_374LRS_LCLA_T10R_C130

Unit Address: 36 AS, Unit 5067, APO, AP 96328

Branch Of Service: Air Force

E-Mail Address:

Type Of Report: Incident

Type Of Loss: Class N/A -- None

Airdrop Load Malfunction Category: Extraction Phase

Unit Being Airlifted: 374 LRS

Departure Airfield: Yokota AB

Type Of Aircraft:C-130

Aircraft Serial Number:74-1682

Airlift Unit: 36 AS

Drop Zone Location: Waldo DZ, Yokota AB

Date Of Airdrop (Example 10/31/2001): 07/12/2012

Aircraft Speed: 130 KIAS

Aircraft Altitude (AGL): 305

Drop Zone Elevation (Feet/MSL):433 MSL

Surface Winds (KTS):185/11g14

Visibility (Feet/Miles):Unrestricted

General Parachute Information

Type of Parachute: T-10R Cargo

Number of Parachutes: 1

Cargo Parachute Age: 6 Months

Cargo Parachute Number of Jumps: 6

Cargo Parachute Repack Date:03/12/2012

Type of Airdrop Load: LCLA

Airdrop Load Total Rigged Weight: 270 Lbs

Rigged IAW (FM/TO/NAV): T.O. 13C7-1-11 (Interim)

Aerial Delivery System Used: High Velocity

Other Aerial Delivery System Used Specify: N/A

Type of Platform: Skid Board

Size of Platform: 42x24

DESCRIPTION OF SUSPECTED MALFUNCTION/INCIDENT/DAMAGED INCURRED: ., The LCLA bundle had an inadvertent partial parachute disconnect which resulted in the 270 lb. bundle falling to the ground with only one set of risers attached to the bundle. The single T-10R parachute was deployed with only one snap hook secured to the bundle. It is assumed that the other snap hook was depressed prior to exiting the aircraft inadvertently by the 5,000 lb. vertical restraint strap which resulted in the release of the snap hook from the D-ring/LCLA bundle. The load landed on the drop zone approximately 140 yards at 5 o'clock from the PI. There was no damage to the bundle, the airfield, or the aircraft but many of the parachute risers where snapped during opening shock and the parachute is now unserviceable.

SUSPECTED CAUSE OF MALFUNCTION/INCIDENT:., Causes: a) The ML, CMF, and JAI followed proper inspection and rigging procedures for the LCLA bundle that was being dropped. The assumed main cause of the incident was a happenstance of the 5,000 lb. strap used as the vertical restraint depressing the snap hook prior to deployment of the load. The vertical restraint was applied IAW with normal CDS and LCLA procedures and TO 1C-130A-9. There is no procedure for checking the snap hooks in flight during the pre-slowdown checklist because this is checked during the JAI inspection and pre-flight rigging. b) Due to the snap hook releasing from the D-Ring/LCLA bundle prior to extraction, the 270 lb. bundle was only suspended by one set of risers and therefore the deployment force and weight of the load caused several lines to break and the parachute to be unserviceable upon landing.

Recommendations: Change the rigging procedures to include mirroring the personnel rigging procedure of inserting the pin inside the snap hook to prevent the accidental release or in lieu of a pin, placing safety wire to prevent the accidental opening of the snap hook. Since the parachute is the T-10R, which normally serves as a reserve for personnel airdrops, the rigging procedure is the appropriate guidance. Presently, there is nothing in the interim LCLA rigging manual that states that any safety wire or pin needs to be applied for the LCLA bundle.

Name, Grade, MOS/NEC/AFSC, Unit of Reporting Officer And DSN/Commercial Phone Number:
TSgt, K1A271, 374 OSS, DSN 315-225-3994





CDS11_20120801_61AS_T10R_Loadmaster_Malfunction_C130H

Unit: 19 OSS

Branch of Service: Air Force

Contact Email:

Type of Report: Malfunction

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

Departure Airfield: Little Rock AFB

Type of Aircraft: C-130E/H

Aircraft Serial Number: 74-1690

Airlift Unit: 61 AS

Drop Zone Name - Location: Black Jack DZ

Date of Airdrop: 08/01/2012

Aircraft Speed KIAS: 130

Aircraft Altitude AGL: 300

Surface Winds KTS: Calm

Visibility Feet - Miles: 10 miles

Type of Parachute: Choose One

Other Type of Parachute - Specify: T-10R

Type of Extraction Parachute: Choose One

Number of Extraction Parachutes: Choose One

Type of Airdrop Load: LCLA

Airdrop Load Total Rigged Weight: 300

Aerial delivery System Used: CDS

Other Aerial Delivery System Used Specify: Skid Board

Size of Platform: Choose One:

Position of Load in Aircraft: Ramp

Resulting Damage: None

Description of Suspected - Malfunction - Incident - Damaged Incurred: Raven 97 departed Little Rock AFB for multiple Low Cost, Low Altitude (LCLA) drops at Blackjack DZ followed by a Proficiency sortie. The first three LCLA ramp bundle drops were uneventful. The fourth drop was the first drift back LCLA bundle. At approximately "One Minute" the primary loadmasters initiated the drift back procedure. The LCLA bundle continued to drift back further than is allowed and fell out of the aircraft while still attached to the aircraft by the drift strap. At this point, the two primary loadmasters attempted to pull the bundle back into the aircraft. Two additional non-primary loadmasters attempted to help pull the bundle back into the aircraft. At approximately 20 seconds from Green Light, a non-primary loadmaster called to the pilot that the load was out of position but was ready to cut. The Aircraft Commander called for a "reattack" and initiated a climb for the reattack. The loadmasters secured the bundle back into the aircraft and repositioned the bundle and drift strap. When queried by the AC if the load was in position and they were ready to drop, the primary loadmasters responded affirmatively. The crew then dropped the fourth and fifth LCLA bundles and returned to Little Rock AFB to drop off crewmembers and continued on a Proficiency sortie. The pilots were never informed that the fourth bundle had completely exited the aircraft or that a malfunction had occurred.

Suspected Cause of Malfunction - Incident: The LCLA drift strap was improperly rigged IAW the Tactics Bulletin 11-01, (NOTE: Conduct a preflight, static rehearsal of the drifting technique to prevent inadvertent bundle release during execution)

Name - Grade - MOS - NEC - AFSC - Unit of Reporting Officer and DSN - Commercial Phone Number: E-5/1A271, 19 OSS 731-3987/ 501-987-3987

CDS12_20120807_62AW_G12_Load_Shift_C17

Unit: 62 AW/62 OSS

Unit Address: 62 OSS/OSK 1172 Levitow blvd ste 123 JBLM McChord Field WA 98438

Branch of Service: Air Force

Contact Email:

Type of Report: Malfunction

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

Unit Being Airlifted: 62 AW

Departure Airfield: JBLM McChord Field

Type of Aircraft: C-17

Aircraft Serial Number: 88201

Airlift Unit: 7 AS

Drop Zone Name - Location: Larsen

Date of Airdrop: 7/8/2012

Aircraft Speed KIAS: n/a

Aircraft Altitude AGL: n/a

Drop Zone Elevation Feet - MSL: n/a

Surface Winds KTS: n/a

Visibility Feet - Miles: n/a

Type of Parachute: CDS LV

Type of Parachute - Specify: 68 ' pilot

Type of Airdrop Load: CDS

Airdrop Load Total Rigged Weight: 2230

Rigged IAW FMTONAV: 13c7-1-11

Aerial delivery System Used: CDS

Aerial Delivery System Used Specify: Skid Board

Type of Platform: skid board

Size of Platform: Choose One:

Position of Load in Aircraft: 942

Number of Locks and Settings: n/a

Resulting Damage: none

Description of Suspected - Malfunction - Incident - Damaged Incurred: 2 CDS bundles were loaded and rigged on the right hand side of the aircraft. After takeoff the aft bundle compressed causing the barrels to shift a few inches. The forward gate loosened but was still looped around the wishbone fitting. During the second pass over the drop zone (first pass was a dry pass) the bundles came loose as the pilots slowed the aircraft and called for the slow down checklist. the forward most bundle rolled about 8 feet, the aft bundle was still held by the aft release gate. The loadmaster called "no drop" and secured the bundles with tie down straps and ran the malfunction checklist.

Suspected Cause of Malfunction - Incident: Compression of the bundles during take off and other maneuvers caused the type 26 to slide of the wishbone fitting and allowing the CDS bundles to roll.

Name - Grade - MOS - NEC - AFSC - Unit of Reporting Officer and DSN - Commercial Phone Number: SSgt/E-5, 1A271, 62 OSS, 382-2111, 253-982-2111

CDS13_20120313_173ABCT_G12_FailedtoOpen_C130J

Unit: 173d

Unit Address: Aviano, IT

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: 173d

Departure Airfield: Ramstein AB

Type of Aircraft: C-130J

Other Type of Aircraft: N/A

Aircraft Serial Number: 8603

Airlift Unit: 37th AS

Drop Zone Name - Location: Crow DZ, GE

Date of Airdrop: 03/13/2012

Aircraft Speed KIAS: 130 KIAS

Aircraft Altitude AGL: 550 AGL

Drop Zone Elevation Feet - MSL: 1760 Ft MSL

Surface Winds KTS: 3-5 KTS

Visibility Feet - Miles: 10 Miles

Type of Parachute: CDS LV

Other Type of Parachute - Specify: N/A

Type of Extraction Parachute: 68 Inch Pilot

Number of Extraction Parachutes: Single

Other Type of Extraction Parachutes: N/A

Cargo Parachute Age: 19

Cargo Parachute Number of Drops: Unknown

Cargo Parachute Date of Drops: 03/13/2012

Cargo Parachute Repack Date: 02/21/2012

Type of Airdrop Load: A-22

Airdrop Load Total Rigged Weight: 1200

Rigged IAW FMTONAV: FM 4-20.103 / FM 4-20.153

Aerial delivery System Used: CDS

Other Aerial Delivery System Used Specify: Skid Board

Type of Platform: N/A

Size of Platform: Choose One:

Resulting Damage: Minor damage to the G-12E deployment bag and A-22 container. No damage to the G-12E parachute and 68" pilot chute.

Description of Suspected - Malfunction - Incident - Damaged Incurred: Parachute failed to open. Green 1/2" tubular nylon webbing was used as a packing aid for the locking stows on the G-12E parachute. The packing aid was left, girth hitched to the locking stow, inside the closed parachute.

Suspected Cause of Malfunction - Incident: IP neglected to physically put her hands on the rigger check.

Name - Grade - MOS - NEC - AFSC - Unit of Reporting Officer and DSN - Commercial Phone Number: / W1 / 173d ABCT / DSN 314-632-2782 / COMM 011-39-043-430-2782

CDS13_20120313_173ABCT_G12_FailedtoOpen_C130J



CDS14_20120313_173ABCT_G12_FailedtoOpen_C130J

Unit: 173d ABCT

Unit Address: Aviano, IT

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: 173d ABCT

Departure Airfield: Ramstein

Type of Aircraft: C-130J

Aircraft Serial Number: 8603

Airlift Unit: 37th AS

Drop Zone Name - Location: Crow DZ, GE

Date of Airdrop: 03/13/2012

Aircraft Speed KIAS: 130 KIAS

Aircraft Altitude AGL: 550 AGL

Drop Zone Elevation Feet - MSL: 1760 MSL

Surface Winds KTS: 3-5 KTS

Visibility Feet - Miles: 10 Miles

Type of Parachute: CDS LV

Type of Extraction Parachute: 68 Inch Pilot

Number of Extraction Parachutes: Single

Cargo Parachute Age: 44 years

Cargo Parachute Date of Drops: 03/13/2012

Cargo Parachute Repack Date: 02/20/2012

Type of Airdrop Load: Replicated 155mm rounds

Airdrop Load Total Rigged Weight: 1200

Rigged IAW FMTONAV: FM 4-20.103 / FM 4-20.153

Aerial delivery System Used: CDS

Other Aerial Delivery System Used Specify: Skid Board

Size of Platform: Choose One:

Resulting Damage: Minor damage to the G-12E deployment bag and A-22 container. 4 suspension lines were broken on the 68" pilot parachute.

Description of Suspected - Malfunction - Incident - Damaged Incurred: 68" pilot parachute had a tension knot in the suspension lines. The pilot chute was unable to catch air and deploy the G-12E. The load received no lift capability.

Suspected Cause of Malfunction - Incident: It is possible that the 68" pilot chute was not in proper layout, however 4 of the 8 suspension lines were broken, so it was hard to determine if the malfunction was caused by negligence.

Name - Grade - MOS - NEC - AFSC - Unit of Reporting Officer and DSN - Commercial Phone Number: / W1 / 921A / 173d ABCT / DSN 314-632-2782 / COMM 011-39-043-430-2782

CDS14_20120313_173ABCT_G12_FailedtoOpen_C130J



CDS14_20120313_173ABCT_G12_FailedtoOpen_C130J



CDS15_20121005_772EAS_LCLV_Premature_Gate_Cut_C130

Airdrop Malfunction Report Type: Equipment Report

Unit Address: 772 EAS

Branch of Service: Air Force

Contact Email:

Type of Report: Malfunction

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

Departure Airfield: OAKN

Type of Aircraft: C-130

Aircraft Serial Number: 08-5686

Airlift Unit: 772 EAS

Drop Zone Name - Location: Tambil

Date of Airdrop: 10/05/2012

Aircraft Speed KIAS: 140

Aircraft Altitude AGL: 1000

Drop Zone Elevation Feet - MSL: 6366

Surface Winds KTS: calm

Visibility Feet - Miles: UNLIMITED

Type of Parachute: Choose One

Other Type of Parachute - Specify: LCLV

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 initial run in to DZ, no comms or signals were established so a No drop was called. Completion of drop checklist was performed. On re-attack comms were established with DZ, Drop preparation checklist was initiated. At two minutes, the aircraft turned right inbound for run-in, flaps were reset to approximately 30% at this point and aircraft was maneuvering for drop altitude of 7400MSL. In the turn the aircraft right stick gate stretched and broke eighty pound tie and cut the gate. The right stick was dropped about 8 miles short of DZ

Suspected Cause of Malfunction - Incident: Stretching of the Type XXVI gate on the climb out from the no drop and then when the aircraft was climbing back up to drop altitude the bundles rolled back and caused the gate to be cut from the retriever cable coming tight.

Name - Grade - MOS - NEC - AFSC - Unit of Reporting Officer and DSN - Commercial Phone Number: Capt 11M2C, 772 EAS, Aircraft Commander 11M3C, 772 EAS, Co-pilot MSgt, 1A271, 772 EAS Loadmaster A1C, 1A251, 772 EAS Loadmaster

CDS16_20121002_4QM_Parachute_fail_C23

Unit: 4th QM Det

Unit Address: JBER, AK

Branch of Service: Army

Contact Email:

Type of Report: Incident

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

Unit Being Airlifted: 4Th QM

Departure Airfield: Bryant Airfield JBER, AK

Type of Aircraft: C-23 Sherpa

Aircraft Serial Number: 24589

Airlift Unit: Alaska

Drop Zone Name - Location: Malamute DZ, JBER

Date of Airdrop: 10/02/2012

Aircraft Speed KIAS: 90KTS

Aircraft Altitude AGL: 300Feet

Surface Winds KTS: 0KTS

Visibility Feet - Miles: unlimited

Type of Parachute: LCLA Cross

Cargo Parachute Age: cannot determine

Type of Airdrop Load: LCLA MREs

Airdrop Load Total Rigged Weight: 110lbs

Rigged IAW FMTONAV: FM 10-1670-331-13&P

Size of Platform: Choose One:

Extraction Force Transfer Coupler Cable Length EFTC: NA

Position of Load in Aircraft: #2

Number of Locks and Settings: NA

Resulting Damage: No damage to load or parachute

Description of Suspected - Malfunction - Incident - Damaged Incurred: DATE: 2 OCT 2012

Location: Malamute DZ, AK

AC: 2 x C-23 Sherpa

Load: 4 x MRE LCLA (2 per AC)

Parachute: single cross

Altitude: 300 feet AGL

AC speed:90 Knots

---Parachutes were provided by 4/25 ABCT. DOM cannot be determine. All 4 parachutes were in their shop in Alaska prior to Jun 2010-----

Load Data:

Weight: 110lbs

Height: 34"

Length: 23"

Width: 17.5"

Narrative:

Aircraft #1: Same drop altitude and speed, no incidents.

Aircraft #2: Load#1 was the first one to be pushed out of the aircraft; Load#2 followed and functioned as designed.

I inspected load#1 after impact and do not found any damage to the canopy, suspension lines or attaching points on the load. Load#1 survived the impact. At the shop, a second inspection was conducted by CW4 Vega, CW2 Menchu and I. Nothing was found indicating cause or causes for a malfunction.

Suspected Cause of Malfunction - Incident: Preliminary assumption: aircraft air speed of 90 knots was too slow to provide adequate airflow in order for the parachute to deploy. Another possible contributing factor could be an obstructed air channel, caused by not following proper packing procedures at the manufacture/packing facility*.

The combination of these two factors could explain why load#1 did not deployed and load#2 did and landed successfully, both during the same pass.

* If we are going to capture LCLA malfunctions/incidents airdrop data, we (921A) need to be qualified in packing procedures and allow repacking for training purpose. The PM and/or manufactures need to provide a DOM, lot#, Cage#, Packing facility and Packer name/code IOT better conduct an investigation and identify deficiencies in the equipment or packing procedures.

Video clips were send to CW5 Jimenez on 3 OCT 2012.

Name - Grade - MOS - NEC - AFSC - Unit of Reporting Officer and DSN - Commercial Phone Number:, CW3, 921A, 4Th QM Det, DSB 384-1547



CDS16_20121002_4QM_Parachute_fail_C23 1.MPG



CDS16_20121002_4QM_Parachute_fail_C23 2.MPG

CDS17_20120829_48AS_26HV_Load_Failed_to_Exit_C130J

Unit: 48th AS

Branch of Service: Air Force

Contact Email:

Type of Report: Malfunction

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

Departure Airfield: KLRF

Type of Aircraft: C-130J

Aircraft Serial Number: 98-1356

Airlift Unit: 48th AS

Drop Zone Name - Location: Blackjack DZ

Date of Airdrop: 08/29/2012

Aircraft Speed KIAS: 130

Aircraft Altitude AGL: 550

Surface Winds KTS: 080/12

Visibility Feet - Miles: 9999

Type of Parachute: CDS HV

Type of Extraction Parachute: Choose One

Number of Extraction Parachutes: Choose One

Type of Airdrop Load: HV CDS

Airdrop Load Total Rigged Weight: 960

Aerial delivery System Used: CDS

Other Aerial Delivery System Used Specify: Choose One:

Type of Platform: 48 x 48 skidboard

Size of Platform: Choose One:

Position of Load in Aircraft: 827

Resulting Damage: none

Description of Suspected - Malfunction - Incident - Damaged Incurred: At green light the static line retriever winch actuated and cut both release straps as it normally would. The bundles on the aircraft right side exited normally as did the aft bundle of the left stick. The forward most bundle on the left side rolled aft approximately 10 feet before stopping (still on the cargo compartment floor). The crew ran the malfunction checklist and secured the bundle in the position that it came to rest. One end of the cut release gate was found wedged between the left hand dual rails and the CDS skidboard of the bundle that failed to exit.

Suspected Cause of Malfunction - Incident: When the release gate is cut, the long end of the cut release gate is normally pushed to the side of the cargo compartment and comes to rest on top of the dual rails. However, in this malfunction, the cut CDS release gate strap seems to have fallen onto the cargo compartment floor in the path of the second CDS bundle. The second CDS bundle proceeded to roll over the cut release strap which was on the cargo compartment floor and not on top of the dual rails as it normally would be. This caused the strap to become wedged between the CDS skidboard and the aircraft dual rails. What caused the strap to come to rest on the floor and not on top of the dual rails is not known

Name - Grade - MOS - NEC - AFSC - Unit of Reporting Officer and DSN - Commercial Phone
Number: E-6, 1A271, 314OG/OGK 731-6818

CDS18_20121030_39AS_LCLA_24'_Load_Failed_to_Exit_C130J

Unit: 39 AS

Unit Address: 1000 Herk Dr. Dyess, AFB TX

Branch of Service: Air Force

Contact Email:

Type of Report: Malfunction

Unit Being Airlifted: 39th AS

Departure Airfield: KDYS

Type of Aircraft: C-130J

Aircraft Serial Number: 08-3172

Airlift Unit: 39th AS

Drop Zone Name - Location: Bronte DZ

Date of Airdrop: 10/30/2012

Aircraft Speed KIAS: 130 kais

Aircraft Altitude AGL: 300 agl

Drop Zone Elevation Feet - MSL: 1750ft msl

Surface Winds KTS: 200@7

Visibility Feet - Miles: skc

Type of Parachute: LCLA 24 Ft.

Type of Airdrop Load: Low cost low altitude

Rigged IAW FMTONAV: interim TO 13C7-1-11, LCLA

Aerial delivery System Used: CDS

Size of Platform: Choose One:

Description of Suspected - Malfunction - Incident - Damaged Incurred: Failed exit and got jammed on the ramp and nearly tipped over

Suspected Cause of Malfunction - Incident: Loadmasters pushed above center gravity of the load resulting in the right bottom corner of the bundle jamming into the roller

Name - Grade - MOS - NEC - AFSC - Unit of Reporting Officer and DSN - Commercial Phone Number, SSgt, USAF 1A271, 317 OSS DSN 461-3407/325-696-3407

CDS19_20120731_145AW_68”_Hung_SATB_C130H

Unit: 145th AW

Unit Address: 4930 Minuteman Way Charlotte NC 28208

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: Charlotte Douglas International Airport (KCLT)

Type of Aircraft: C-130E/H

Other Type of Aircraft: N/A

Aircraft Serial Number: 93-1457

Airlift Unit: 156th AS

Drop Zone Name - Location: Palestine

Date of Airdrop: 07/31/2012

Aircraft Speed KIAS: 130

Aircraft Altitude AGL: 875

Drop Zone Elevation Feet - MSL: 585

Surface Winds KTS: Calm

Visibility Feet - Miles: unlimited

Type of Parachute: SATB

Other Type of Parachute - Specify: N/A

Type of Extraction Parachute: 68 Inch Pilot

Number of Extraction Parachutes: Single

Other Type of Extraction Parachutes: N/A

Cargo Parachute Age: unknown

Cargo Parachute Number of Drops: unknown

Type of Airdrop Load: SATB

Airdrop Load Total Rigged Weight: 15 pounds

Rigged IAW FMTONAV: TO 1C-130(K)H-1

Aerial delivery System Used: Choose One:

Other Aerial Delivery System Used Specify: Choose One:

Type of Platform: N/A

Size of Platform: Choose One:

Extraction Force Transfer Coupler Cable Length EFTC: N/A

Position of Load in Aircraft: forward of the troop door

Number of Locks and Settings: N/A

Resulting Damage: This malfunction did not result in any damage to the aircraft, personnel, or other structures on or off the DZ.

Description of Suspected - Malfunction - Incident - Damaged Incurred: The aircraft loadmaster rigged a 15 pound SATB forward of the right Troop Door for a simulated Personnel Troop Door Exit. After completing the Pre-Slowdown, Slowdown, and One Minute Warning checklists the Loadmaster positioned himself in the troop door. After hearing and seeing green light he tossed the SATB out of the right paratroop door. He initially believed the SATB to have deployed. After attempting to retrieve the SATB, he noticed it was heavier than usual. A malfunction was called describing the problem. The primary loadmaster communicated with the pilot about race tracking and cutting the SATB away back over the DZ. The Navigator gave another green light and the static line was cut releasing the SATB. The troop door was closed and locked, malfunction checks called complete, and the completion of drop checks were called complete.

Suspected Cause of Malfunction - Incident: The pendulum line was tied thru the "V" ring several times on the SATB on the side opposite of the pilot chute for storage and transportation to the airplane. The static line was in a trucker's hitch knot wrapped around the pendulum line approximately twelve inches from the end of the pilot chute. This prevented the pilot chute bag from separating from the chute resulting in a towed SATB. After examining the facts the Malfunction Officer determined that the truckers hitch was present on the SATB prior to flight and the resulting towed SATB was due to the aircraft loadmasters improper pre-flight of the bundle.

Name - Grade - MOS - NEC - AFSC - Unit of Reporting Officer and DSN - Commercial Phone Number: C-130H Loadmaster, 156th AS DSN 231-4143/704-391-4143



CDS20_20121127_19AW_Cross_Bundle_Broke_Apart_C130

Unit: 19 OSS

Branch of Service: Air Force

Contact Email:

Type of Report: Malfunction

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

Departure Airfield: LRAFB

Type of Aircraft: C-130E/H

Aircraft Serial Number: 74-1668

Airlift Unit: 61AS

Drop Zone Name - Location: Black Jack

Date of Airdrop: 11/27/2012

Aircraft Speed KIAS: 140

Aircraft Altitude AGL: 500

Surface Winds KTS: 00

Visibility Feet - Miles: 9999

Type of Parachute: LCLA Cross

Type of Airdrop Load: LCLA

Airdrop Load Total Rigged Weight: 300

Aerial delivery System Used: CDS

Other Aerial Delivery System Used Specify: Skid Board

Size of Platform: Choose One:

Resulting Damage: None

Description of Suspected - Malfunction - Incident - Damaged Incurred: When opening the ramp and oor the LCLA bundle broke apart.

Suspected Cause of Malfunction - Incident: the bundle was crushed during transporting phase, also when the Nate gate was rigged it pulled down the inboard side of the bundle making the out board side lose, that caused the honeycomb to become loose and fall out of the aircraft prior to the DZ

Name - Grade - MOS - NEC - AFSC - Unit of Reporting Officer and DSN - Commercial Phone Number: E-5, 1A271, 19OSS/ 731-3987/501-987-3987

CDS21_20130109_201QMDet_G12_CDS_Collision_C17

Unit: 201st Quartermaster Detachment

Unit Address: Joint Base Lewis-McChord, WA 98433

Branch of Service: Army

Contact Email:

Type of Report: Incident

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

Unit Being Airlifted: C Co. 3/38 CAV (LRS)

Departure Airfield: McChord Field JBLM, WA 98433

Type of Aircraft: C-17

Aircraft Serial Number: 891190

Airlift Unit: 7th Airlift Squadron

Drop Zone Name - Location: Rogers DZ JBLM, WA

Date of Airdrop: 01/09/2013

Aircraft Speed KIAS: 145

Aircraft Altitude AGL: 1250

Drop Zone Elevation Feet - MSL: 410

Surface Winds KTS: 3

Visibility Feet - Miles: 7

Type of Parachute: CDS LV

Type of Extraction Parachute: Choose One

Number of Extraction Parachutes: N/A

Cargo Parachute Age: 2 months

Cargo Parachute Number of Drops: 1

Cargo Parachute Repack Date: 11/21/2012

Type of Airdrop Load: CDS Water Barrels

Airdrop Load Total Rigged Weight: 3360

Rigged IAW FMTONAV: FM 4-20.103

Aerial delivery System Used: CDS

Other Aerial Delivery System Used Specify: Skid Board

Type of Platform: N/A

Size of Platform: Choose One:

Position of Load in Aircraft: Station 1141 Right Side

Number of Locks and Settings: N/A

Resulting Damage: Burned and broken suspension lines

Description of Suspected - Malfunction - Incident - Damaged Incurred: Two CDS bundles were dropped from the right side of the C-17. The loads were rigged with one release gate and wishbone near the ramp hinge. Anti-oscillation ties were installed on both bundles. In plane Joint Airdrop Inspection was completed with two USAF JAI's, two loadmasters and two Army Riggers. No deficiencies were found or annotated.

On exit the gate released properly and did not interfere with the loads. Both bundles rolled off of the back of the ramp with no issues and did not bind up in any manner. There was little or no separation between the bundles as they exited the ramp. No issues could be seen from inside the aircraft.

The Malfunction NCO stated the bundles appeared to be side by side upon exit. The G-12E canopies elongated and then became entangled prior to the canopies fully inflating. The entanglement occurred at the clevis and extended approximately five feet up the suspension lines. The bundles then leap frogged each other during descent as they starved each other for air. On recovery, one bundle was standing up and the other was lying on its side. None of the water barrels were damaged or split and the A-22 nets were not damaged.

Suspected Cause of Malfunction - Incident: 100% TRI was conducted on the G-12 parachutes. Both parachutes have broken suspension lines and burns on the suspension lines.

The bundles exited properly and the parachutes elongated prior to the entanglement. The bundles were close together during exit and it is suspected that the canopies deployed into one another.

Name - Grade - MOS - NEC - AFSC - Unit of Reporting Officer and DSN - Commercial Phone Number, W2, 921A, 201st Quartermaster Detachment 253-697-9845

AIRCRAFT REPORTS

3



ACFT-1

ACFT1_20120521_62AS_Bomb_Rack_C130E

Unit: 62 AS

Unit Address: Little Rock AFB

Branch of Service: Air Force

Contact Email:

Type of Report: Malfunction

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

Unit Being Airlifted: 19 LRS

Departure Airfield: KLRF

Type of Aircraft: C-130E/H

Aircraft Serial Number: 88-4407

Airlift Unit: 62 AS

Drop Zone Name - Location: BLACKJACK

Date of Airdrop: 21 MAY 2012

Aircraft Altitude AGL: 550 AGL

Surface Winds KTS: 350 @ 6KTS

Type of Parachute: SATB

Type of Extraction Parachute: Choose One

Number of extraction Parachutes: Choose One

Type of Airdrop Load: SATB / HEAVY

Airdrop Load Total Rigged Weight: 15 LBS

Rigged IAW FMTO NAV: 1C-130A-9

Aerial delivery System Used: Choose One:

Other Aerial Delivery System Used Specify: Choose One:

Type of Platform: N/A

Size of Platform: Choose One:

Extraction Force Transfer Coupler Cable Length EFTC: N/A

Position of Load in Aircraft: N/A

Number of Locks and Settings: N/A

Resulting Damage: NO DAMAGE TO PERSONEL OR AIRCRAFT

Description of Suspected - Malfunction - Incident - Damaged Incurred: Just prior to the load being released from the bomb rack the wind blew the static line over the top of the pivot arm and became wedged forward of the fulcrum preventing the Bridge Line Retainer Parachute Ejector Spring from releasing. This caused the bundle to swing from its pendulum line rather than be ejected from the aircraft.

Suspected Cause of Malfunction - Incident: Bridge Line Retainer Parachute Ejector Spring (BLRPES) failed to release. The static line became wedged between the pivot arm and the forward end of the BLRPES preventing the BLRPES from freely rotating about its fulcrum trapping the pendulum line

Name - Grade - MOS - NEC - AFSC - Unit of Reporting Officer and DSN - Commercial Phone Number: TSgt Instructor Loadmaster, 19 OSS/OSK 987-3987

ACFT2_20120709_314OG_G12_Gate_Failed_to_Cut_C130E/H

Unit: 314 OG

Unit Address: Bldg 380 Chief Williams Dr, LRAFB

Branch of Service: Choose One

Contact Email:

Type of Report: Malfunction

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

Unit Being Airlifted: 62AS

Departure Airfield: LRAFB

Type of Aircraft: C-130E/H

Aircraft Serial Number: 81-0631

Airlift Unit: 62AS

Drop Zone Name - Location: Black Jack (BJ)

Date of Airdrop: 9 July 2012

Aircraft Speed KIAS: 130

Aircraft Altitude AGL: 650

Surface Winds KTS: 090 @ 7

Type of Parachute: Choose One

Type of Extraction Parachute: Choose One

Number of extraction Parachutes: Choose One

Type of Airdrop Load: HVCDS

Airdrop Load Total Rigged Weight: 1847

Rigged IAW FMTONAV: TO 13C7-1-11

Aerial delivery System Used: CDS

Size of Platform: Choose One:

Position of Load in Aircraft: 690

Resulting Damage: None.

Description of Suspected - Malfunction - Incident - Damaged Incurred: At green light, the static line retriever was activated and ran for three seconds, however, the gate failed to cut and the load failed to exit. The static line retriever winch was found to be very tight and the CDS gate had been pulled upward, however, neither the 80 lb tie nor the CDS gate had been cut or compromised in any way. During inspection, the retriever cable was disconnected from the guillotine knife and found the CDS gate had five "clicks" worth of slack using the Van Zelm ratchet.

Suspected Cause of Malfunction - Incident: The root cause is attributed to a combination of too much slack in the CDS gate coupled with too much slack in the retriever winch cable prior to the drop. This caused the three second run on the winch to be insufficient to break the 80-pound tie and cut the CDS gate.

Name - Grade - MOS - NEC - AFSC - Unit of Reporting Officer and DSN - Commercial Phone
Number: 1A271, 314 OG/OGK 731-6818/501-987-6818

ACFT3_20120903_41AS_G12_Failed_to_Extract_C13030

Unit: 41 AS

Branch of Service: Air Force

Contact Email:

Type of Report: Malfunction

Type of Loss: Choose One

Departure Airfield: Little Rock AFB

Type of Aircraft: C-130J30

Aircraft Serial Number: 06-4634

Airlift Unit: 41 AS

Drop Zone Name - Location: Blackjack DZ/ Arkansas

Date of Airdrop: 10/03/2012

Aircraft Speed KIAS: 140 KIAS

Aircraft Altitude AGL: 610 AGL

Surface Winds KTS: 220/7

Visibility Feet - Miles: VMC

Type of Parachute: Type V G12

Type of Extraction Parachute: 15 Ft. Extraction

Number of Extraction Parachutes: Single

Other Type of Extraction Parachutes: Drogue

Type of Airdrop Load: HE

Airdrop Load Total Rigged Weight: 2845 lb

Aerial delivery System Used: Low Velocity

Other Aerial Delivery System Used Specify: Type V

Type of Platform: 8 FT

Size of Platform: Choose One:

Extraction Force Transfer Coupler Cable Length EFTC: 12 ft

Resulting Damage: No damage to aircraft. Lost 1 ea. broken 60 ft extraction line and 15 ft extraction chute

Description of Suspected - Malfunction - Incident - Damaged Incurred: GNARL 44 departed Little Rock AFB as number four in a four-ship, visual low-level flight to a towplate procedure Heavy Equipment (HE) airdrop at Blackjack Drop Zone. All checklists were accomplished in a timely manner prior to the "1 minute" call. At "Green Light" the towplate failed to release. The loadmaster activated the towplate release switch IAW TO 1C-130J-1 procedures and notified the pilots. The towplate released and pulled the extraction chute out of the aircraft. After the extraction chute fully inflated, the HE load failed to release and the loadmaster began to activate the cargo jettison switch. Before he could accomplish the jettison, "Red Light" was called. The primary loadmaster called "Malfunction" and the Instructor Loadmaster stepped in and activated the Airdrop Hold and Locks All switches. While securing the HE aft restraint chains, the extraction line severed and exited the aircraft, landing off the drop zone. The Loadmasters completed the Malfunction and Completion of Drop checklists. Return to base was uneventful. Command Post was notified of the malfunction and a dropped object report was initiated

Suspected Cause of Malfunction - Incident: Post flight analysis revealed that the crew deviated from TO 1C-130J-1 checklist procedures by purposefully not activating the RECP Cargo Jettison switches (step 5.c. of the Loadmaster RELEASE POINT CHECKLIST), causing the load to remain in the aircraft and subsequent use of the HEAVY EQUIPMENT MALFUNCTION CHECKLIST. This deviation was made to do the expiration of usable DZ time and "Red Light" call. The crew believed they used sound judgment by not activating the switches after "Red Light" to keep the load in the aircraft

Name - Grade - MOS - NEC - AFSC - Unit of Reporting Officer and DSN - Commercial Phone Number: Jr, TSgt/ Loadmaster Instructor, Tactics NCOIC/ DSN 731-3987