

**127th
TRIENNIAL
AIRDROP REVIEW AND
MALFUNCTION SAFETY
ANALYSIS BOARD
9-11 SEP 08**

AIRDROP MALFUNCTION REPORT
CATEGORICAL LISTING

<u>CATEGORY</u>	<u>AMOUNT</u>
STATIC LINE	15
MILITARY FREEFALL	13
EQUIPMENT	
• PLATFORMS	13
• CDS	01
• AIRCRAFT	10

TOTAL 52

1748-2 Static-Line Report

ID: 1926991259

FROM: 612th QM CO Fort Bragg NC

TYPE OF REPORT: Incident

TYPE OF LOSS: Class N/A -- None of the Above

UNIT BEING AIRLIFTED: ¾ ADAR

DEPARTURE AIRFIELD: Pope AFB

TYPE OF AIRCRAFT: C-17

OTHER TYPE OF AIRCRAFT: n/a

AIRCRAFT SERIAL NUMBER: n/a

AIRLIFT UNIT: 847th Airwing

DROP ZONE LOCATION: Sicily DZ

DATE AND TIME OF AIRDROP: 7/24/2008

AIRCRAFT SPEED: 130

AIRCRAFT ALTITUDE: 1250

DROP ZONE ELEVATION: 312 MSL

SURFACE WINDS: 3-5 kts

VISIBILITY: unlimited

TYPE OF PARACHUTE: T-10D

OTHER TYPE OF PARACHUTE: n/a

TYPE OF RESERVE: SLCP MIRPS

OTHER TYPE OF RESERVE: n/a

RESERVE FUNCTIONED PROPERLY: YES

MAIN PARACHUTE AGE: 10 yrs 6 mths

MAIN PARACHUTE PLACED IN SERVICE: JUL 2002

MAIN PARACHUTE DATE MANUFACTURE: JAN 1998

MAIN PARACHUTE REPACK DATE: 21 JULY 2008

MAIN PARACHUTE SERIAL NUMBER: 32906

MAIN PARACHUTE NUMBER OF JUMPS: 12

TYPE OF MALFUNCTION OR INCIDENT: MIRPS Activation

TYPE OF MALFUNCTION OR INCIDENT SPECIFIED: activation of SLCP

JUMPER HEIGHT AND WEIGHT: 71", 172 LBS

JUMPER EQUIPMENT WEIGHT: 2 LBS

JUMPER EQUIPMENT WORN: ballistic helmet

JUMPER POSITION: right door, second pass, jumper # 26

NUMBER OF JUMPS JUMPER HAS: 5

RESULTING INJURY: none

DESCRIPTION OF SUSPECTED MALFUNCTION OR INCIDENT: Jumper had weak exit causing excessive amount of twists in suspension lines to include the risers thus prohibiting jumper from lifting his head to perform second point of performance. Jumper attempted to bicycle twists out but admitted he twisted in wrong direction. He believed he was falling faster than fellow jumpers and activated his reserve

SUSPECTED CAUSE OF MALFUNCTION OR INCIDENT: weak exit, jumper had not jumped or been to BAR within a 6 month period. Lack of tight body position during deployment phase caused excessive amount of twists. Jumper claims twists were from risers all the way to canopy. The Malfunction NCO said he had a fully inflated canopy. Since he could not lift his head in a normal way strained his head around to look at his canopy. I believe from this angle his twisted may have appeared worse, coupled with inexperience and a belief he was falling faster he activated his SLCP.

****No photos****

ID: -1506514270

FROM: HHC, 725th BSB, 4th BCT, Fort Richardson, AK 99505

TYPE OF REPORT: Malfunction

TYPE OF LOSS: Class N/A -- None of the Above

UNIT BEING AIRLIFTED: 2/377th PFAR

DEPARTURE AIRFIELD: Elmendorf AFB

TYPE OF AIRCRAFT: C-17

OTHER TYPE OF AIRCRAFT: N/A

AIRCRAFT SERIAL NUMBER: 00170

AIRLIFT UNIT: 517th AS

DROP ZONE LOCATION: Malamute DZ / Fort Richardson, AK

DATE AND TIME OF AIRDROP: 7/11/2008

AIRCRAFT SPEED: 130

AIRCRAFT ALTITUDE: 1000ft.

DROP ZONE ELEVATION: 180ft.

SURFACE WINDS: 2

VISIBILITY: 3Mi.

TYPE OF PARACHUTE: T-10D

OTHER TYPE OF PARACHUTE: N/A

TYPE OF RESERVE: SLCP MIRPS

OTHER TYPE OF RESERVE: N/A

RESERVE FUNCTIONED PROPERLY: N/A

MAIN PARACHUTE AGE: UNK

MAIN PARACHUTE PLACED IN SERVICE: UNK

MAIN PARACHUTE DATE MANUFACTURE: UNK

MAIN PARACHUTE REPACK DATE: UNK

MAIN PARACHUTE SERIAL NUMBER: UNK

MAIN PARACHUTE NUMBER OF JUMPS: UNK

TYPE OF MALFUNCTION OR INCIDENT: CHOOSE ONE

TYPE OF MALFUNCTION OR INCIDENT SPECIFIED: Static Line Injury

JUMPER HEIGHT AND WEIGHT: 5'9" / 160lb.

JUMPER EQUIPMENT WEIGHT: 75lb.

JUMPER EQUIPMENT WORN: MOLLE Ruck, M1950 w/ M-4, Elbow pads & Knee pads

JUMPER POSITION: 2nd pass / 2nd Aircraft / Jumper #2 - Right Door

NUMBER OF JUMPS JUMPER HAS: 6

RESULTING INJURY: Moderate abrasions to upper right arm @ Bicep/Tricep

DESCRIPTION OF SUSPECTED MALFUNCTION OR INCIDENT: Jumpers upper right ACU sleeve and right elbow pad sustained burns and some tearing with yellow discoloration. A deployment bag from the jumper's aircraft was found with severe burns and discoloration beginning approximately 8ft. above the D-bag / 12ft. below the Static Line Snap Hook. The cotton Static Line Sleeve was torn away at the Pack Opening Loop and compressed against the girth hitch at the D-bag.

SUSPECTED CAUSE OF MALFUNCTION OR INCIDENT: Possibly insufficient interval between the #1 and #2 Jumpers and/or Safety's lack of control of the #1 Jumper's Static Line. The damage sustained by the Static Line and D-bag occurred low and to areas that would be stowed inside the pack tray until deployment. It is most likely the #1 Jumper's Static Line. Upon exit the #2 Jumper hooked the #1 Jumper's Static Line with his right arm. This entanglement with the #1 Jumper's Static Line caused the injury, along with the damage to his ACU top and the #1 Jumper's Static Line/D-bag. Once free of the #1 Jumper's Static Line the #2 Jumper's parachute deployed normally and bore him safely to the DZ.

****No Photos****

ID: 1215816138

FROM: 1025 W survival Loop Fairchild AFB, WA 99011

TYPE OF REPORT: Malfunction

TYPE OF LOSS: Class N/A -- None of the Above

UNIT BEING AIRLIFTED: 336 TRG

DEPARTURE AIRFIELD: Fairchild AFB, WA

TYPE OF AIRCRAFT: OTHER

OTHER TYPE OF AIRCRAFT: UH-1N

AIRCRAFT SERIAL NUMBER: 48

AIRLIFT UNIT: 36 RQF

DROP ZONE LOCATION: Ellington DZ, Fairchild AFB, WA

DATE AND TIME OF AIRDROP: 7/11/2008

AIRCRAFT SPEED: 85

AIRCRAFT ALTITUDE: 2000

DROP ZONE ELEVATION: 2420

SURFACE WINDS: 0-1

VISIBILITY: Unlimited

TYPE OF PARACHUTE: CHOOSE ONE

OTHER TYPE OF PARACHUTE: C-9

TYPE OF RESERVE: MIRPS

OTHER TYPE OF RESERVE:

RESERVE FUNCTIONED PROPERLY: N/A

MAIN PARACHUTE AGE: 6 years

MAIN PARACHUTE PLACED IN SERVICE: April 2008

MAIN PARACHUTE DATE MANUFACTURE: July 2002

MAIN PARACHUTE REPACK DATE: 9 June 2008

MAIN PARACHUTE SERIAL NUMBER: 02177

MAIN PARACHUTE NUMBER OF JUMPS: 5

TYPE OF MALFUNCTION OR INCIDENT: Complete Inversion with Damage to Canopy

TYPE OF MALFUNCTION OR INCIDENT SPECIFIED:

JUMPER HEIGHT AND WEIGHT: 72in 200LBS

JUMPER EQUIPMENT WEIGHT: 50 LBS

JUMPER EQUIPMENT WORN: Main/Reserve/ML-4 kit/Survival Vest

JUMPER POSITION: 1/1/1

NUMBER OF JUMPS JUMPER HAS: 37

RESULTING INJURY: No Injury

DESCRIPTION OF SUSPECTED MALFUNCTION OR INCIDENT: Parachute was completely inverted, damage includes small holes on gores 21,20,14,5, and 7. Burn marks on gores 21, 16, 15, 14, 9, and 8. Medium holes on gores 22,15,and 14. Line number 15 was broken approximately 8 inches from the skirt of the canopy. No other damage was noted. Due to the malfunction the Jumper Landed off DZ

SUSPECTED CAUSE OF MALFUNCTION OR INCIDENT: Suspected awkward body position causing inversion.

****video to be brought to MRB to show****

ID: 1215698852

FROM: 1401 Robert B. Miller Jr. Drive, Garden City, GA 31408

TYPE OF REPORT: Incident

TYPE OF LOSS: Class C -- Loss of 20,000 to 200,000 Dollars, Loss Time Injury

UNIT BEING AIRLIFTED: Basic Airborne Course Class #33-08

DEPARTURE AIRFIELD: Lawson AAF

TYPE OF AIRCRAFT: C-130

OTHER TYPE OF AIRCRAFT: N/A

AIRCRAFT SERIAL NUMBER: 80-0324

AIRLIFT UNIT: 165 AW

DROP ZONE LOCATION: Fryar DZ

DATE AND TIME OF AIRDROP: 7/8/2008

AIRCRAFT SPEED: 130

AIRCRAFT ALTITUDE: 1250

DROP ZONE ELEVATION: 263

SURFACE WINDS: Calm

VISIBILITY: 10SM

TYPE OF PARACHUTE: T-10D

OTHER TYPE OF PARACHUTE:

TYPE OF RESERVE: T-10 RESERVE

OTHER TYPE OF RESERVE:

RESERVE FUNCTIONED PROPERLY: CHOOSE ONE

MAIN PARACHUTE AGE: info not available

MAIN PARACHUTE PLACED IN SERVICE: info not available

MAIN PARACHUTE DATE MANUFACTURE: info not available

MAIN PARACHUTE REPACK DATE: info not available

MAIN PARACHUTE SERIAL NUMBER: info not available

MAIN PARACHUTE NUMBER OF JUMPS: info not available

TYPE OF MALFUNCTION OR INCIDENT: CHOOSE ONE

TYPE OF MALFUNCTION OR INCIDENT SPECIFIED: Static Line injury
immediately following aircraft exit

JUMPER HEIGHT AND WEIGHT: info not available

JUMPER EQUIPMENT WEIGHT: info not available

JUMPER EQUIPMENT WORN: Combat Equipment

JUMPER POSITION: 2nd/right stick/2nd jumper

NUMBER OF JUMPS JUMPER HAS: 3rd

RESULTING INJURY: Burns from static line and internal muscle tissue damage
to left bicep and possible rotator cup damage

DESCRIPTION OF SUSPECTED MALFUNCTION OR INCIDENT: Jumper's arm
became entangled in static line and upon exit of the aircraft the jumpers
sustained burns and muscle damage to left arm.

SUSPECTED CAUSE OF MALFUNCTION OR INCIDENT: Per the Branch
Chief's investigation, it is possible the jumper did not bring his left arm directly
down to the end of his reserve. Instead it is possible that he brought his arm
down in a circular motion causing the static line to become misrouted around his
arm, thus not following the procedures taught and practiced daily concerning
static-line control. A second possible cause to injury is that the safety did not
have all the slack removed from the static line as the jumper exited. This cannot
be confirmed since the jumpmaster stated that he was not observing the student
as he was exiting the door.

****No Photos****

ID: 1042399796

FROM: E Co, 1/507th PIR, Fort Benning, GA 31905

TYPE OF REPORT: Incident

TYPE OF LOSS: Class N/A -- None of the Above

UNIT BEING AIRLIFTED: 17th ASOS

DEPARTURE AIRFIELD: Arkman Dz

TYPE OF AIRCRAFT: UH1-1H

OTHER TYPE OF AIRCRAFT: N/A

AIRCRAFT SERIAL NUMBER: 158269

AIRLIFT UNIT: HMLA773

DROP ZONE LOCATION: Arkman Dz / Fort Benning, GA

DATE AND TIME OF AIRDROP: 6/17/2008

AIRCRAFT SPEED: 70

AIRCRAFT ALTITUDE: 1600

DROP ZONE ELEVATION: 503

SURFACE WINDS: 0-4

VISIBILITY: clear

TYPE OF PARACHUTE: MC1-1D

OTHER TYPE OF PARACHUTE: N/A

TYPE OF RESERVE: SLCP MIRPS

OTHER TYPE OF RESERVE: N/A

RESERVE FUNCTIONED PROPERLY: N/A

MAIN PARACHUTE AGE: N/A

MAIN PARACHUTE PLACED IN SERVICE: N/A

MAIN PARACHUTE DATE 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 OR INCIDENT: Towed - Parachutist

TYPE OF MALFUNCTION OR INCIDENT SPECIFIED: Jumper towed by the saddle of the MC1-1D harness, on the right skid

JUMPER HEIGHT AND WEIGHT: 73in. / 210 lbs

JUMPER EQUIPMENT WEIGHT: N/A

JUMPER EQUIPMENT WORN: Hollywood

JUMPER POSITION: Last Lift / Number 1 jumper

NUMBER OF JUMPS JUMPER HAS: 14

RESULTING INJURY: None

DESCRIPTION OF SUSPECTED MALFUNCTION OR INCIDENT: Number one jumper (right door) of a Marine Corps UH-1N exited the aircraft and became a towed jumper on the right skid by the left portion of his parachute harness saddle. Jumper remained a towed parachutist in a "head down" position while still maintaining protection of the SLCP ripcord grip throughout the exiting of the remaining five jumpers in the aircraft. The UH-1N crew chief noticed the hung jumper on the skid, the aircraft slowly descended to the DZ and came to a hover where assistance was given to free the jumper from the aircraft.

SUSPECTED CAUSE OF MALFUNCTION OR INCIDENT: Due to the weak exit that the jumper stated he executed and the un-padded/un-taped wheel mounting brackets of the skid on the aircraft, the jumper became hung on the wheel bracket of the right skid by his parachute harness saddle. The jumpmaster was the last jumper out and stated that after he exited the aircraft and his parachute opened, that he then looked back at the aircraft and saw a hung jumper. The using unit had utilized a static safety and a JM, the static safety executed hooking up the jumpers and the initial commands and the jumping JM found the release point and gave the command "GO" to the jumpers and then exited himself as the last jumper. FM 3-21.220 clearly states that "The JM is a static JM" on the UH-1H/1N, that, "In the event of a towed jumper on a rotary-wing aircraft, the jumpmaster will prevent any other jumpers from exiting and will notify the pilot." "The jumpmaster will ensure the jumper is securely attached to the aircraft and will not break free during descent." "If the jumper is not securely attached, the jumpmaster will attempt to shake or cut him free." "If the jumper is attached, the aircraft will slowly descend to the DZ and come to a hover, and the jumper will be freed from the aircraft." Therefore concluding that, the JM wasn't in the aircraft to stop the additional jumpers from exiting or able to provide assistance to the towed jumper, and the "static safety" was located in the rear portion of the aircraft where he was possibly unable to see if there was a towed jumper or not. The towed jumper was not secured to the aircraft and was not

released free from the aircraft until on the ground. The aircraft was not properly prepared and/or inspected to conduct static line operations and the JM crew was not familiar with procedures that are clearly stated in FM 3-21.220 for conducting rotary-wing operations.

****5 Photos to follow****

Photo 1 of 5



Photo 2 of 5



Photo 3 of 5: note the unpadded wheel mounts on near side circled in red



Photo 4 of 5



Photo 5 of 5



ID: 2045104473

FROM: 612th QM Company

TYPE OF REPORT: Incident

TYPE OF LOSS: Class N/A -- None of the Above

UNIT BEING AIRLIFTED: 507th CSG, Fort Bragg

DEPARTURE AIRFIELD: POPE Air Force Base

TYPE OF AIRCRAFT: C-130

OTHER TYPE OF AIRCRAFT: N/A

AIRCRAFT SERIAL NUMBER: N/A

AIRLIFT UNIT: 463 AG

DROP ZONE LOCATION: Holland DZ, Fort Bragg NC

DATE AND TIME OF AIRDROP:

AIRCRAFT SPEED: 120 knots

AIRCRAFT ALTITUDE: 800' AGL

DROP ZONE ELEVATION: 445' MSL

SURFACE WINDS: 5-7 knots

VISIBILITY: Night

TYPE OF PARACHUTE: T-10D

OTHER TYPE OF PARACHUTE: N/A

TYPE OF RESERVE: SLCP MIRPS

OTHER TYPE OF RESERVE: N/A

RESERVE FUNCTIONED PROPERLY: YES

MAIN PARACHUTE AGE: 3 years and 10 months

MAIN PARACHUTE PLACED IN SERVICE: OCT 04

MAIN PARACHUTE DATE MANUFACTURE: AUG 04

MAIN PARACHUTE REPACK DATE: 28 MAR 08

MAIN PARACHUTE SERIAL NUMBER: 7504

MAIN PARACHUTE NUMBER OF JUMPS: 13

TYPE OF MALFUNCTION OR INCIDENT: Reserve Activation

TYPE OF MALFUNCTION OR INCIDENT SPECIFIED: Jumper activated his reserve parachute after exiting aircraft

JUMPER HEIGHT AND WEIGHT: 6' 185 lbs.

JUMPER EQUIPMENT WEIGHT: 40 lbs.

JUMPER EQUIPMENT WORN: ACU'S, ACH, LCE, Alice Pack, and Weapon

JUMPER POSITION: 1st pass; left door #9

NUMBER OF JUMPS JUMPER HAS: 11

RESULTING INJURY: NONE

DESCRIPTION OF SUSPECTED MALFUNCTION OR INCIDENT: On 10 JUN 08 at approximately 2155 hrs, an activation of the reserve parachute occurred shortly after a jumper exited the aircraft. SPC Butler is the jumper involved in the reserve activation. SPC Butler's statement indicated that he did not feel an opening shock at the end of his four thousand count. According to the malfunction NCO, SGT XX, he observed all parachutes deploying properly. When he was scanning back to the first jumper he noticed that a jumper activated his reserve parachute. A 100% TRI conducted by CW2 XX revealed no damage at all on the main or the reserve parachute. The main was free of any twists or tangles and was easy to set back up in proper layout (4 line check). The adjustable D-ring attaching strap on the jumper's left side was misrouted and stuck under the left leg strap ejector snap activating lever.

SUSPECTED CAUSE OF MALFUNCTION OR INCIDENT: Soldier over reacted and activated his reserve parachute.

****No photos****

ID: -1741191752

FROM: 612th QM Company

TYPE OF REPORT: Incident

TYPE OF LOSS: Class N/A -- None of the Above

UNIT BEING AIRLIFTED: 507th CSG, Fort Bragg

DEPARTURE AIRFIELD: POPE Air Force Base

TYPE OF AIRCRAFT: C-130

OTHER TYPE OF AIRCRAFT: N/A

AIRCRAFT SERIAL NUMBER: N/A

AIRLIFT UNIT: 463 AG

DROP ZONE LOCATION: Holland DZ, Fort Bragg NC

DATE AND TIME OF AIRDROP:

AIRCRAFT SPEED: 120 KNOTS

AIRCRAFT ALTITUDE: 800' AGL

DROP ZONE ELEVATION: 445' MSL

SURFACE WINDS: 5-7 knots

VISIBILITY: Unlimited

TYPE OF PARACHUTE: T-10D

OTHER TYPE OF PARACHUTE: N/A

TYPE OF RESERVE: SLCP MIRPS

OTHER TYPE OF RESERVE: N/A

RESERVE FUNCTIONED PROPERLY: N/A

MAIN PARACHUTE AGE: N/A

MAIN PARACHUTE PLACED IN SERVICE: N/A

MAIN PARACHUTE DATE 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 OR INCIDENT: CHOOSE ONE

TYPE OF MALFUNCTION OR INCIDENT SPECIFIED: Static Line Injury

JUMPER HEIGHT AND WEIGHT: 70" / 190 lbs.

JUMPER EQUIPMENT WEIGHT: 40 lbs.

JUMPER EQUIPMENT WORN: ACU'S, ACH, LCE, Alice Pack, and Weapon

JUMPER POSITION: 2nd Pass, Left Door # 20

NUMBER OF JUMPS JUMPER HAS: 13

RESULTING INJURY: Small burn in left bicep

DESCRIPTION OF SUSPECTED MALFUNCTION OR INCIDENT: On 10 JUN 08 at approximately 1800 hrs there was a static line injury during an ABN Operation conducted by the 507th CSG. SPC Jumper stated that he had too much slack in his static line. He handed his static line to the safety, jumped out of the left paratroop door and he felt his left arm getting caught up in the static line outside the aircraft. He also felt the static line tighten up on his left bicep and burning it. SPC XX was the number 21 jumper in the left door. According with SPC XX's statement he saw SPC Jumper's left arm getting caught by the static line. SSG Safety was the safety on the left door. According to his statement, SPC Jumper was moved from being the #1 jumper on the second pass to being the #20 because he expressed that he was scared to be the first jumper. SSG Safety observed each jumper making eye to eye contact and handing the static line to him. He stated that he felt a difference in one of the static lines. He said there was a snag feeling, but he didn't remember whether it was in the beginning, the middle, or the end of the chalk. SPC Jumper reported his injury after he had turned in his parachute to the parachute turn in point. It was impossible to identify his equipment at that time. After meeting with the SSG Safety, and SPC Jumper, they stated the same thing they wrote in their statements. There was excess slack in the jumper's static line and SPC Jumper's left arm was caught up as he was exiting the left paratroop door.

SUSPECTED CAUSE OF MALFUNCTION OR INCIDENT: Improper static line control.

1 Photo to Follow

1 of 1 photos



ID: -603740381

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

TYPE OF REPORT: Incident

TYPE OF LOSS: Class N/A -- None of the Above

UNIT BEING AIRLIFTED: A CO, 1/507th PIR, Fort Benning, GA 31905

DEPARTURE AIRFIELD: Lawson Army Airfield

TYPE OF AIRCRAFT: C-130

OTHER TYPE OF AIRCRAFT:

AIRCRAFT SERIAL NUMBER: 85-1368

AIRLIFT UNIT: 136th Air Wing, Texas

DROP ZONE LOCATION: Fryar DZ, Fort Benning, GA

DATE AND TIME OF AIRDROP: 5/14/2008

AIRCRAFT SPEED: 130

AIRCRAFT ALTITUDE: 1,250'

DROP ZONE ELEVATION: 323'

SURFACE WINDS: 4-5 Knots

VISIBILITY: Clear

TYPE OF PARACHUTE: T-10D

OTHER TYPE OF PARACHUTE:

TYPE OF RESERVE: SLCP MIRPS

OTHER TYPE OF RESERVE:

RESERVE FUNCTIONED PROPERLY: YES

MAIN PARACHUTE AGE: 10.5 years

MAIN PARACHUTE PLACED IN SERVICE: Jan 2002

MAIN PARACHUTE DATE MANUFACTURE: Aug 1997

MAIN PARACHUTE REPACK DATE: 04/16/2008

MAIN PARACHUTE SERIAL NUMBER: 22751

MAIN PARACHUTE NUMBER OF JUMPS: N/A

TYPE OF MALFUNCTION OR INCIDENT: CHOOSE ONE

TYPE OF MALFUNCTION OR INCIDENT SPECIFIED: High Altitude Entanglement w/ L. Canopy Release Assembly Activation

JUMPER HEIGHT AND WEIGHT: 6' 175lbs

JUMPER EQUIPMENT WEIGHT: 35 lbs

JUMPER EQUIPMENT WORN: ALICE pack w/single point release, M1950's Weapons case.

JUMPER POSITION: Last Pass/Jumper #4/Right Door

NUMBER OF JUMPS JUMPER HAS: 3

RESULTING INJURY: None

DESCRIPTION OF SUSPECTED MALFUNCTION OR INCIDENT: Two Airborne Students have a high altitude entanglement during ME on jump 4 of the Basic Airborne Course. Higher jumper becomes entangled in lower jumper's main canopy and suspension lines. During attempts by higher jumper to clear himself free of lower jumpers main canopy and suspension lines, higher jumper experiences a left canopy release assembly separation. The separated left riser becomes entangled in lower jumpers suspension lines. Higher jumper's main canopy provided partial lift capabilities for both jumpers, while lower jumpers main canopy provided limited to partial lift capability during the descent. Lower jumper activates SLCP reserve approximately 150' above the ground with limited inflation of the canopy due to adequate lift provided by both partially inflated main canopies. Higher jumper did not activate SLCP reserve. Both jumpers landed safely on the DZ with no injuries.

SUSPECTED CAUSE OF MALFUNCTION OR INCIDENT: ., Upon mass exit from the left and right doors of a C130, two Basic Airborne Students experienced a high altitude entanglement. This resulted in the higher jumper becoming entangled with the lower jumpers main canopy and suspension lines. As a result of this event, the higher jumper tries to free himself from the lower jumper's main canopy and suspension lines. While doing so, the higher jumper unintentionally activates the left canopy release assembly and experiences a left riser separation which becomes entangled with the lower jumper's suspension lines. Lower jumper activates SLCP reserve approximately 150' above the ground with limited inflation of the reserve canopy. Both main canopies provided enough lift for both jumpers to land safely. Higher jumper states he does not activate SLCP reserve because of commands heard from a Black Hat to "Hold what you got". During inspection of the harness, no damage or mechanical deficiencies were found in regards to either canopy release assemblies. Only minor suspension

line friction burns were noted on investigation of the higher jumper's main canopy and suspension lines. Upon inspection of the lower jumper's equipment, only minor suspension line friction burns were noted.

****4 Photos to follow****

Photo 1 of 4



Photo 2 of 4



Photo 3 of 4



Photo 4 of 4



ID: -83140206

FROM: 3rd Battalion 75th Ranger Regiment, Ft. Benning, GA 31905

TYPE OF REPORT: Incident

TYPE OF LOSS: Class N/A -- None of the Above

UNIT BEING AIRLIFTED: D Co. 3/75 RGR RGT

DEPARTURE AIRFIELD: Nellis AFB

TYPE OF AIRCRAFT: C-130

OTHER TYPE OF AIRCRAFT:

AIRCRAFT SERIAL NUMBER:

AIRLIFT UNIT:

DROP ZONE LOCATION: Cowboy DZ/Ft. Irwin, CA

DATE AND TIME OF AIRDROP: 5/6/2008

AIRCRAFT SPEED: 135

AIRCRAFT ALTITUDE: 1000

DROP ZONE ELEVATION:

SURFACE WINDS: 3

VISIBILITY:

TYPE OF PARACHUTE: T-10D

OTHER TYPE OF PARACHUTE:

TYPE OF RESERVE: SLCP MIRPS

OTHER TYPE OF RESERVE:

RESERVE FUNCTIONED PROPERLY: YES

MAIN PARACHUTE AGE: 5 years

MAIN PARACHUTE PLACED IN SERVICE: APR 2004

MAIN PARACHUTE DATE MANUFACTURE: AUG 2003

MAIN PARACHUTE REPACK DATE: 23 JUL 2008

MAIN PARACHUTE SERIAL NUMBER: 395

MAIN PARACHUTE NUMBER OF JUMPS: 19

TYPE OF MALFUNCTION OR INCIDENT: MIRPS Activation

TYPE OF MALFUNCTION OR INCIDENT SPECIFIED: Main parachute did not deploy

JUMPER HEIGHT AND WEIGHT:

JUMPER EQUIPMENT WEIGHT:

JUMPER EQUIPMENT WORN: Rucksack, Mod-60 Weapons Case

JUMPER POSITION: 1 pass/1 stick/15 jumper right door

NUMBER OF JUMPS JUMPER HAS: 15

RESULTING INJURY: lower back pain

DESCRIPTION OF SUSPECTED MALFUNCTION OR INCIDENT: Main Parachute failed to deploy. Static line snap hook was not connected to the anchor line cable prior to exit. The static line was fully deployed, but pack closing tie was still intact. SM deployed his SLCP reserve. When I arrived at the scene SM was lying on a complete pack tray, with deployed reserve over head. Upon inspection of the parachute, the pack closing tie was tied correctly, with the correct material.

SUSPECTED CAUSE OF MALFUNCTION OR INCIDENT: Upon investigation and talking to SM the cause of the malfunction was failure to hook-up. SM was second to last jumper (15 of 16) and was hooked forward of the bolts anchoring the anchor line cable. At the command of go he realized the dilemma, unhooked and as he walked to the door re-hooked. When he re-hooked he did not fully connect the snap hook to the anchor line cable. Either prior to exit or upon exit the static line disconnected from the anchor line cable. Sworn statements were received from the jumper and last jumper, who also disconnected his snap hook and reconnected prior to exit. A sworn statement from the Safety indicated that both jumpers were connected to the anchor line cable upon his inspection. However, he did not notice them hooked up in front of the anchoring point of the anchor line cable. Pictures to follow and the unit is conducting an in depth investigation of the malfunction. Unit investigation report will follow as well.

****3Photos to follow****

Photo 1 of 3 - Right door Pitford bracket assembly located approx. 10 feet from Electronic Warfare Console



Photo 2 of 3 - No Sign of damage on either the Static Line Snap Hook or Static Line



Photo 3 of 3 - ¼" Cotton Webbing intact. All Retaining Bands Broken.



ID: 1058231365

FROM: 43 OPERATIONS SUPPORT SQUADRON 1182 HURST DRIVE POPE
AFB NC

TYPE OF REPORT: Incident

TYPE OF LOSS: Class N/A -- None of the Above

UNIT BEING AIRLIFTED: 2D AIRLIFT SQUADRON

DEPARTURE AIRFIELD: POPE AFB NC

TYPE OF AIRCRAFT: C-130

OTHER TYPE OF AIRCRAFT:

AIRCRAFT SERIAL NUMBER: 88-4403

AIRLIFT UNIT: C CO. 37TH ENG BATALLION

DROP ZONE LOCATION: SICILY

DATE AND TIME OF AIRDROP: 4/30/2008

AIRCRAFT SPEED: 150 KNOTS

AIRCRAFT ALTITUDE: 1250 AGL

DROP ZONE ELEVATION:

SURFACE WINDS: 2 KNOTS

VISIBILITY: 100%

TYPE OF PARACHUTE: T-10C

OTHER TYPE OF PARACHUTE:

TYPE OF RESERVE: SLCP MIRPS

OTHER TYPE OF RESERVE:

RESERVE FUNCTIONED PROPERLY: YES

MAIN PARACHUTE AGE:

MAIN PARACHUTE PLACED IN SERVICE:

MAIN PARACHUTE DATE MANUFACTURE:

MAIN PARACHUTE REPACK DATE:

MAIN PARACHUTE SERIAL NUMBER:

MAIN PARACHUTE NUMBER OF JUMPS:

TYPE OF MALFUNCTION OR INCIDENT: Reserve Activation

TYPE OF MALFUNCTION OR INCIDENT SPECIFIED: JUMPERS COLLIDED
IN AIR AND RESERVE ACTIVATED

JUMPER HEIGHT AND WEIGHT: 5'9" AND 220LBS

JUMPER EQUIPMENT WEIGHT: LCE, K-PIOD

JUMPER EQUIPMENT WORN: T-10D

JUMPER POSITION: 2ND PASS RT DOOR #19

NUMBER OF JUMPS JUMPER HAS: 56

RESULTING INJURY: INJURED RIGHT ANKLE

DESCRIPTION OF SUSPECTED MALFUNCTION OR INCIDENT: NORMAL
PROCEDURES: JUMPER CAME OUT OF RIGHT DOOR AND IMMEDIATELY
HIT ANOTHER JUMPER. RESERVE PARACHUTE ACTIVATED/DEPLOYED.
INDIVIDUAL LANDED ON LEFT LEG AND INJURED RIGHT ANKLE

SUSPECTED CAUSE OF MALFUNCTION OR INCIDENT: ONE TIME
INCIDENT, ALL PROCEDURES FOLLOWED PROPERLY BY JUMPERS AND
CREW.

****No photos****

ID: -100904755

FROM: 612th QM CO Ft. Bragg, NC

TYPE OF REPORT: Incident

TYPE OF LOSS: Class N/A -- None of the Above

UNIT BEING AIRLIFTED: 20th Eng BDE

DEPARTURE AIRFIELD: Pope AFB, NC

TYPE OF AIRCRAFT: C-130

OTHER TYPE OF AIRCRAFT: N/A

AIRCRAFT SERIAL NUMBER: N/A

AIRLIFT UNIT: 440 AW

DROP ZONE LOCATION: Sicily DZ Ft. Bragg, NC

DATE AND TIME OF AIRDROP: 4/30/2008

AIRCRAFT SPEED: 130

AIRCRAFT ALTITUDE: 1250

DROP ZONE ELEVATION: 312

SURFACE WINDS: 2 knots

VISIBILITY: Unlimited

TYPE OF PARACHUTE: T-10D

OTHER TYPE OF PARACHUTE: N/A

TYPE OF RESERVE: SLCP MIRPS

OTHER TYPE OF RESERVE: N/A

RESERVE FUNCTIONED PROPERLY: YES

MAIN PARACHUTE AGE: 3 years and 10 months

MAIN PARACHUTE PLACED IN SERVICE: OCT07

MAIN PARACHUTE DATE MANUFACTURE: JUL 04

MAIN PARACHUTE REPACK DATE: 20 FEB 08

MAIN PARACHUTE SERIAL NUMBER: 6708

MAIN PARACHUTE NUMBER OF JUMPS: 2

TYPE OF MALFUNCTION OR INCIDENT: MIRPS Activation

TYPE OF MALFUNCTION OR INCIDENT SPECIFIED: Activation of Reserve Parachute

JUMPER HEIGHT AND WEIGHT: 5'9"/220

JUMPER EQUIPMENT WEIGHT: 10 lbs

JUMPER EQUIPMENT WORN: ACU's, Advanced Combat Helmet, LCE

JUMPER POSITION: 1st Pass/2nd Stick/ Right 19

NUMBER OF JUMPS JUMPER HAS: 56

RESULTING INJURY: Sprained right ankle, bruised left knee

DESCRIPTION OF SUSPECTED MALFUNCTION OR INCIDENT: On 30 APR 08 at approximately 2055 hrs, an accidental activation of the reserve parachute occurred shortly after a jumper exited the aircraft. SSG XX is the jumper involved in the reserve activation. SSG XX's statement indicated that he collided with another jumper before the end of his four thousand count. On his second point of performance, he saw that he had two canopies overhead. Verbal statements taken from other jumpers could not confirm that any of them had collided with SSG XX. Statements taken from the preceding and following jumpers did not have any relevant information. A visual inspection of the reserve parachute revealed a nylon burn on the pack tray. The burn was vertically across the ripcord protector flap, which may indicate friction with a suspension line.

SUSPECTED CAUSE OF MALFUNCTION OR INCIDENT: Collision of the jumper with another jumper or the aircraft during exit. Improper hand placement over the SLCP to prevent accidental activation.

****No photos****

ID: -2079745846

FROM: ADFSD Fort Lee, VA 23801

TYPE OF REPORT: Malfunction

TYPE OF LOSS: Class N/A -- None of the Above

UNIT BEING AIRLIFTED: ADFSD

DEPARTURE AIRFIELD: BLACKSTONE DROPZONE

TYPE OF AIRCRAFT: C-130

OTHER TYPE OF AIRCRAFT:

AIRCRAFT SERIAL NUMBER:

AIRLIFT UNIT: 910TH YOUNGSTOWN OHIO

DROP ZONE LOCATION: BLACKSTON DZ

DATE AND TIME OF AIRDROP: 4/24/2008

AIRCRAFT SPEED: 130 KNOTS

AIRCRAFT ALTITUDE: 1250 AGL

DROP ZONE ELEVATION: 439 MSL

SURFACE WINDS: 1-2 KNOTS

VISIBILITY: UNLIMITED

TYPE OF PARACHUTE: T-10D

OTHER TYPE OF PARACHUTE:

TYPE OF RESERVE: SLCP MIRPS

OTHER TYPE OF RESERVE:

RESERVE FUNCTIONED PROPERLY: YES

MAIN PARACHUTE AGE: 6 YRS

MAIN PARACHUTE PLACED IN SERVICE: MAR 2002

MAIN PARACHUTE DATE MANUFACTURE: DEC 1997

MAIN PARACHUTE REPACK DATE: 23 APR 2008

MAIN PARACHUTE SERIAL NUMBER: 32568

MAIN PARACHUTE NUMBER OF JUMPS: 20

TYPE OF MALFUNCTION OR INCIDENT: CHOOSE ONE

TYPE OF MALFUNCTION OR INCIDENT SPECIFIED: MID AIR RELEASE OF LEFT CANOPY RELEASE ASSEMBLY

JUMPER HEIGHT AND WEIGHT: 70"/160 LBS

JUMPER EQUIPMENT WEIGHT: 55 LBS

JUMPER EQUIPMENT WORN: LPU-10, ACH

JUMPER POSITION: 2ND PASS/2ND STICK/4TH JUMPER

NUMBER OF JUMPS JUMPER HAS: 6

RESULTING INJURY: NONE

DESCRIPTION OF SUSPECTED MALFUNCTION OR INCIDENT: Jumper stated that he exited the aircraft, had twists, and after untwisting he secured both sets of risers. He then realized he was drifting towards an obstacle on the ground and pulled a rear left riser slip. Once he began to slip he released the slip. While preparing to do a left PLF he secured his left set of risers. SM stated he let up on his risers and as soon as he let up they "somehow became unhooked from the left canopy release assembly and flew into the air". SM immediately activated his reserve but it could not fully inflate before he hit the ground. The jumper when questioned said he did not mess with his CRA after he had been JMPI he never saw the safety clip open while under canopy. JM stated he inspected the CRA IAW current standards and saw no deficiencies. It was witnessed by the malfunction NCO and DZSO that SM had a full canopy until approximately 200 ft AGL at that time I witnessed partial deflation of the main canopy. SM immediately activated his reserve. When I arrived to the jumper's location he immediately stood to his feet. I video the scene and secured all equipment. I obtained statements from SM. The jumper's before and after statements, state they did not observe the other jumper actions. Upon 100% TRI inspection of the main once back at the rigger shed revealed no damage to the canopy, suspension lines, riser, harness assembly, or pack tray. The CRA was inspected and there were no scuff marks, scrapes, dents, bends or cracked components. The CRA was reassembled and could completely seat and close without any resistance. A strength/pull-test was conducted to see how many pounds it took to release the latch by pulling on the cable loop it equaled 15 lbs which is within limits.

SUSPECTED CAUSE OF MALFUNCTION OR INCIDENT: Possibly the packer did not properly seat the latch, but closed the safety clip.

****No Photos****

ID: -957597496

FROM: 421st QM CO (LAS) 602 Bluebird Blvd Fort Valley, GA 31030

TYPE OF REPORT: Incident

TYPE OF LOSS: Class N/A -- None of the Above

UNIT BEING AIRLIFTED: 360th Civil Affairs Brigade (ABN)

DEPARTURE AIRFIELD: North Airfield North, South Carolina

TYPE OF AIRCRAFT: C-17

OTHER TYPE OF AIRCRAFT:

AIRCRAFT SERIAL NUMBER:

AIRLIFT UNIT: 315th Air Wing Charleston, SC

DROP ZONE LOCATION: Santee DZ North, SC

DATE AND TIME OF AIRDROP: 4/19/2008

AIRCRAFT SPEED: 130 knts

AIRCRAFT ALTITUDE: 1250

DROP ZONE ELEVATION: 280ft PE PI; 302ft Highest elevation

SURFACE WINDS: 5-11 knts

VISIBILITY: 6000ft

TYPE OF PARACHUTE: MC1-1D

OTHER TYPE OF PARACHUTE:

TYPE OF RESERVE: SLCP MIRPS

OTHER TYPE OF RESERVE:

RESERVE FUNCTIONED PROPERLY: CHOOSE ONE

MAIN PARACHUTE AGE:

MAIN PARACHUTE PLACED IN SERVICE:

MAIN PARACHUTE DATE MANUFACTURE:

MAIN PARACHUTE REPACK DATE:

MAIN PARACHUTE SERIAL NUMBER:

MAIN PARACHUTE NUMBER OF JUMPS:

TYPE OF MALFUNCTION OR INCIDENT: CHOOSE ONE

TYPE OF MALFUNCTION OR INCIDENT SPECIFIED: Static line injury

JUMPER HEIGHT AND WEIGHT: 5'11" 200lbs

JUMPER EQUIPMENT WEIGHT: N/A

JUMPER EQUIPMENT WORN: A/NT

JUMPER POSITION: 3rd Pass, Number one Jumper right door

NUMBER OF JUMPS JUMPER HAS: 32

RESULTING INJURY: Contusion of the muscle tissue to right arm just below shoulder.

DESCRIPTION OF SUSPECTED MALFUNCTION OR INCIDENT: LTC XX being the number one jumper on the third pass, right door suffered a possible static line injury. He indicated that as he exited the door, he felt something tightening around his arm and at that time threw his arm up and back. That action freed his arm and he then noticed during his decent that his ACU top was ripped from the shoulder down. Parachute deployed without further incident. On the examination of the soldiers arm it revealed bruising adjacent to the ACU tear. Soldier was treated and moved to the hospital. I was the malfunction officer for this airborne operation co-located with the DZSO. I observed 4 passes with a total of 34 parachutes with no visible defects. I was not advised until after the operation was complete. By the time I was informed the parachute had already been taken to the turn in point by another jumper and was intermingled with the rest of the parachutes. All parachutes and deployment bags were visually inspected no deficiencies tears or burns were noted.

SUSPECTED CAUSE OF MALFUNCTION OR INCIDENT: The number one jumper, LTC XX, at some point between handing his static line to the safety (SFC Maddox) and exiting the door had the static line routed under his arm based on Photo 2 (onboard photo file). Examining the marks on the soldiers arm and ripped ACU just below the shoulder it appears the static line was routed around his arm.

****6 Photos to follow****

Additional information submitted – Investigation report:

1. Appointed AR 15-6 Investigating Officer reference memorandum dated 19 April 2008, Commander, 360th Civil Affairs Brigade (Airborne), TAB A, the following is my finding concerning the injury suffered by LTC Roger McDaniel.
2. LTC Roger L. Mc Daniel suffered contusion of the muscle tissue to his right arm just below the shoulder after exiting as the first jumper right door third pass from a C-17 Aircraft 19 April 2008. Pictured at TAB B thru F appears the static line to his parachute may have been routed underneath his right arm during the exiting phase of his jump. The mark on LTC McDaniel's arm is characteristic of the type mark a static line would make if routed under the arm. A burse extended from the arm pit down about three inches and his ACU shirt was ripped in a jagged manner again this would be expected as a result of the static line being routed under the arm. Clearly the static line was not routed under his arm at the time the door was opened and the Jumpmaster was in the door, TAB G. While the static line was drooping as show in the photo at TAB G the static line was not routed under LTC McDaniel's arm.
3. The Safety, SFC Jeremy Scott Maddox, stated he "saw the proper configuration of the static line from his hand over his shoulder" during the time LTC McDaniel was standing up prior to the door opening, TAB H (2 pages). SFC Maddox further stated "When the command "stand by" was issued I received LTC McDaniel's static line with my left hand and I shifted it to my right hand – pinning it to the end of the anchor line cable". SFC Maddox continued to maintain "eye-to-eye contact w/ LTC McDaniel and did not observe any other actions on his part". SFC Maddox also explained the racetrack to the third pass was "10-20 min." due to excessive winds on the drop zone. I could not confirm an "aircraft malfunction (on-board computer)" occurred but absolutely can confirm the winds were gusting in excess of 13 knots and I personally witnessed the DZSTL call no drop to the approaching plane winds at 14.3 knots. SFC Maddox stated the jumpers "remained attached to the inboard anchor line cable" during the entire racetrack. The long rack track in turbulent air resulted in SFC Maddox becoming air sick "I did not maintain 100% observation of the paratroopers during this time as I was suffering from air sickness and focused on trying not to vomit".
4. LTC McDaniel's jump master was LTC David Paul Warshaw and he stated "I did not notice anything wrong with LTC McDaniel's equipment", TAB I (2 pages). LTC Warshaw noted two points one "this pass was delayed due to high winds on the DZ and computer problems on the aircraft (CARP)" and two "LTC McDaniel did not immediately respond to the command "stand by" and the command had to be repeated". LTC Warshaw further stated "I did not notice any problems with LTC McDaniel's equipment" indicating he viewed the proceedings progressing appropriately.
5. LTC McDaniel indicated all procedures progressed normally until he exited the aircraft "Exit seemed normal until felt tug under right arm and friction from something slipping under arm. Immediately threw arm backward and arm slipped free". He noted during his descent "ACU torn over right shoulder and rt arm was injured", TAB J (2 pages).
6. LTC Mason the second jumper right door third pass whose position was directly behind LTC McDaniel stated concerning LTC McDaniel "I did not notice anything unusual about his equipment" "At no time did I ever see LTC McDaniel let go of his static line", TAB K (2 pages).

Photo 1 of 6 - LTC XX with static line over arm (not underneath)



Photo 2 of 6 - LTC XX on right door falling away from aircraft



Photo 3 of 6 - LTC XX Chute inflating with twists in risers.



Photo 4 of 6 - Rip in ACU right sleeve



Photo 5 of 6 – Bruising to right arm



Photo 6 of 6 – Bruising to inside area of right arm



ID: -171181983

FROM: SWTG (A) Fort Bragg NC

TYPE OF REPORT: Incident

TYPE OF LOSS: Class N/A -- None of the Above

UNIT BEING AIRLIFTED: HHC SWC

DEPARTURE AIRFIELD: St. Mere

TYPE OF AIRCRAFT: Casa 212

OTHER TYPE OF AIRCRAFT:

AIRCRAFT SERIAL NUMBER: 00169

AIRLIFT UNIT: USASOC Flight Detachment

DROP ZONE LOCATION: St. Mere Ft. Bragg NC 28310

DATE AND TIME OF AIRDROP: 4/10/2008

AIRCRAFT SPEED: 90

AIRCRAFT ALTITUDE: 1500

DROP ZONE ELEVATION: 220

SURFACE WINDS: 0-3

VISIBILITY: unlimited

TYPE OF PARACHUTE: MC1-1D

OTHER TYPE OF PARACHUTE: MC1-1D

TYPE OF RESERVE: SLCP MIRPS

OTHER TYPE OF RESERVE: SLCP MIRPS

RESERVE FUNCTIONED PROPERLY: YES

MAIN PARACHUTE AGE: 7 YEARS

MAIN PARACHUTE PLACED IN SERVICE: NOV 04

MAIN PARACHUTE DATE MANUFACTURE: APR 01

MAIN PARACHUTE REPACK DATE: 13 MAR 08

MAIN PARACHUTE SERIAL NUMBER: 3012

MAIN PARACHUTE NUMBER OF JUMPS: 11

TYPE OF MALFUNCTION OR INCIDENT: MIRPS Activation

TYPE OF MALFUNCTION OR INCIDENT SPECIFIED: Jumper bumped into another jumper accidentally activating his reserve.

JUMPER HEIGHT AND WEIGHT: 72" 190lb

JUMPER EQUIPMENT WEIGHT: no CE

JUMPER EQUIPMENT WORN: ACH helmet

JUMPER POSITION: 1st pass/ 4th stick/ 3rd and 4th jumpers

NUMBER OF JUMPS JUMPER HAS: over 20 ea

RESULTING INJURY: no injuries

DESCRIPTION OF SUSPECTED MALFUNCTION OR INCIDENT: This incident was involving 2 jumpers on a non-tactical jump at about 1100hrs. The two jumpers exited 3rd and 4th on the stick. Jumper no. 4 got directly over the canopy of jumper no. 3 briefly losing lift until they were about horizontal from each other. SFC Sayre's suspension lines wrapped and pulled the ripcord of SFC Daub's SLCP MIRPS. Startled and confused by the situation SFC Sayre also pulled his reserve "just to be sure" in his own words. After they activated their reserves the two jumpers separated, safely landed and exited the DZ injury free.

SUSPECTED CAUSE OF MALFUNCTION OR INCIDENT: .jumper inexperience. Failure to protect ripcord as he attempted to untangle himself.

****No photos****

ID: -77062041

FROM: 820 SFG, Moody AFB, GA

TYPE OF REPORT: Incident

TYPE OF LOSS: Class C -- Loss of 20,000 to 200,000 Dollars, Loss Time Injury

UNIT BEING AIRLIFTED: 820 SFG

DEPARTURE AIRFIELD: KVAD

TYPE OF AIRCRAFT: C-130

OTHER TYPE OF AIRCRAFT:

AIRCRAFT SERIAL NUMBER: 64863

AIRLIFT UNIT: 71 RQS

DROP ZONE LOCATION: Bemiss DZ/Grand Bay Range, Georgia

DATE AND TIME OF AIRDROP: 4/7/2008

AIRCRAFT SPEED: 130

AIRCRAFT ALTITUDE: 1000

DROP ZONE ELEVATION: 256

SURFACE WINDS: 5-8

VISIBILITY: Unlimited

TYPE OF PARACHUTE: MC1-1D

OTHER TYPE OF PARACHUTE:

TYPE OF RESERVE: SLCP MIRPS

OTHER TYPE OF RESERVE:

RESERVE FUNCTIONED PROPERLY: CHOOSE ONE

MAIN PARACHUTE AGE: 4 Yrs 10 Mos

MAIN PARACHUTE PLACED IN SERVICE: Aug 03

MAIN PARACHUTE DATE MANUFACTURE: Jun 03

MAIN PARACHUTE REPACK DATE: 12 Dec 07

MAIN PARACHUTE SERIAL NUMBER: MDA 860

MAIN PARACHUTE NUMBER OF JUMPS: 17

TYPE OF MALFUNCTION OR INCIDENT: CHOOSE ONE

TYPE OF MALFUNCTION OR INCIDENT SPECIFIED: Injury

JUMPER HEIGHT AND WEIGHT: 5'11" 230 lbs

JUMPER EQUIPMENT WEIGHT: 35 lbs

JUMPER EQUIPMENT WORN: Ruck,

JUMPER POSITION: 3rd pass/3rd stick/4th jumper (JM)

NUMBER OF JUMPS JUMPER HAS: 67

RESULTING INJURY: Broken right arm (radius and ulna.) Riser slap/burn left side of face.

DESCRIPTION OF SUSPECTED MALFUNCTION OR INCIDENT: Member was JM for a stick of 4 exiting from the left troop door. Both member and Safety state that exit was normal. He also stated that he experienced a "hard" opening shock which caused his helmet to come off his head. When he reached for his toggles he noticed his right arm was broken. Member used his left toggle to steer to a safe landing spot and landed without further incident. Apart from the loss of the helmet the jump appeared normal from the ground. Helmet (ACH) harness failed at the velcro on the nape pad. Member sustained a broken right forearm and riser slap/burn on the left side of his face. Parachute, D-bag, and static line were inspected. There were no discrepancies in or damage to any parachute components.

SUSPECTED CAUSE OF MALFUNCTION OR INCIDENT: Based on the riser slap on the left side of the face, helmet loss, and location of the break, it is suspected that the jumper failed to maintain a tight body position. Specifically that he failed to keep his chin on his chest and his arms tight to his sides with his elbows in. During the opening sequence his parachute risers made contact with the left side of his head causing the helmet harness to fail as well as the riser slap. Failure to maintain his body position allowed his arms to swing upward and strike, or be struck by, his helmet.

****No photos****

1748-2 Free Fall Report

ID: -542034504

FROM: 1st Marine Special Operations Battalion Box 555341 Camp Pendleton,
CA. 92055-5341

TYPE OF REPORT: Malfunction

TYPE OF LOSS: Class D -- Loss of 2,000 to 20,000 Dollars, No Loss Time Injury

UNIT BEING AIRLIFTED: 1ST MSOB

DEPARTURE AIRFIELD: YUMA

TYPE OF AIRCRAFT: C-130

OTHER TYPE OF AIRCRAFT: KC-130J

AIRCRAFT SERIAL NUMBER:

AIRLIFT UNIT: VMGR 352

DROP ZONE LOCATION: PHILLIPS

DATE AND TIME OF AIRDROP: 4/6/2008

AIRCRAFT SPEED: 130

AIRCRAFT ALTITUDE: 20000

DROP ZONE ELEVATION: 488

SURFACE WINDS: 5

VISIBILITY: UNLIMITED

OTHER TYPE OF PARACHUTE: MMPS SSD

TYPE OF RESERVE: CHOOSE ONE

RESERVE FUNCTIONED PROPERLY: YES

MAIN PARACHUTE AGE: 2 YRS

MAIN PARACHUTE PLACED IN SERVICE: NOV 07

MAIN PARACHUTE DATE OF MANUFACTURE: MAR 06

MAIN PARACHUTE REPACK DATE: 12/06/07

MAIN PARACHUTE SERIAL NUMBER: MP 360 000468

MAIN PARACHUTE NUMBER OF JUMPS: 6

AUTOMATIC ACTIVATING DEVICE TYPE AND SETTING: 998

TYPE OF MALFUNCTION OR INCIDENT: Hung Slider

TYPE OF MALFUNCTION OR INCIDENT SPECIFIED: HUNG SLIDER

JUMPER HEIGHT AND WEIGHT: 69/165

JUMPER EQUIPMENT WEIGHT: 80

JUMPER EQUIPMENT WORN: Ruck

JUMPER POSITION: 1/1/5

NUMBER OF JUMPS JUMPER HAS: 90

DESCRIPTION OF SUSPECTED MALFUNCTION OR INCIDENT INCURRED:

snm was performing a 20,000 ft haho night combat equipment jump with a self set drogue configured mmps. He conducted a dive exit from the ramp, successfully set drogue and released drogue. Once under canopy he realized he had a hung slider. He pulled down on the rear risers to try and bring the slider down and nothing happened. He then unstowed his brakes and brought them down to the full brake position. At this time his canopy went into a left hand turn. Once he returned the toggles to the full up position the spinning of the canopy increased. He tried to counter the spin but was unable to control it. He once again brought the brakes to the full position, but the slider still remained up. Snm checked his altimeter and determined that he was at 17,000 ft. He then performed emergency procedures and cut away his main and deployed his reserve. The reserve parachute activated properly and snm was able to land safely.

SUSPECTED CAUSE OF MALFUNCTION OR INCIDENT: this canopy was lost at altitude and was not recovered, therefore, it cannot be determined what caused the slider to become hung and the issue with the left hand turn snm should have immediately released both brakes in an attempt to correct the hung slider, and in his statement he attempted to initially correct the problem by pulling down on the rear risers. Snm has been briefed on the importance of conducting the proper post-opening procedures and emergency procedures for a hung slider. At this time, there are no concerns with the operations and functions of the equipment. Jumpmasters will be instructed to reinforce their briefs in regards to post opening procedures and emergency procedures and ensuring that all parachutists understand the correct procedures to handle emergencies with the multi-mission parachute system.

****No Photos****

ID: -1488518192

FROM: EODTEU ONE 33000 NIXIE WAY BLDG 50 SUITE 245 SAN DIEGO CA
92147

Branch of Service: Navy

TYPE OF REPORT: Malfunction

TYPE OF LOSS: Class N/A -- None of the Above

UNIT BEING AIRLIFTED: NECC / EODGRU ONE

DEPARTURE AIRFIELD: NICHOLS

TYPE OF AIRCRAFT: OTHER

OTHER TYPE OF AIRCRAFT: CARAVAN

AIRCRAFT SERIAL NUMBER: 20800057

AIRLIFT UNIT: CIVILIAN

DROP ZONE LOCATION: OTAY LAKES / JAMUL, CA

DATE AND TIME OF AIRDROP: 4/4/2008

AIRCRAFT SPEED: 90 KIAS

AIRCRAFT ALTITUDE: 12999 AGL

DROP ZONE ELEVATION: 500 MSL

SURFACE WINDS: 10 KTS

VISIBILITY: UNL

TYPE OF PARACHUTE: MT-2 FF

OTHER TYPE OF PARACHUTE:

TYPE OF RESERVE: MT-2

RESERVE FUNCTIONED PROPERLY: YES

MAIN PARACHUTE AGE: 2 YRS 8 MOS

MAIN PARACHUTE PLACED IN SERVICE: APR 06

MAIN PARACHUTE DATE OF MANUFACTURE: JUL 05

MAIN PARACHUTE REPACK DATE: 03 APR 08

MAIN PARACHUTE SERIAL NUMBER: SLX 33494

MAIN PARACHUTE NUMBER OF JUMPS: 30

AAD: CYPRES

AUTOMATIC ACTIVATING DEVICE TYPE AND SETTING: TRAINING MODE

TYPE OF MALFUNCTION OR INCIDENT: Stability Problem Specify

TYPE OF MALFUNCTION OR INCIDENT SPECIFIED: TWISTED RISERS

JUMPER HEIGHT AND WEIGHT: 74" 200 LBS

JUMPER EQUIPMENT WEIGHT: 70 LBS

JUMPER EQUIPMENT WORN: PROTECT, GOGGLES, GLOVES, BOOTS, FLIGHT SUIT, ALTIMETER, HOOK KNIFE

JUMPER POSITION: PASS 1/ STICK 1/ POS 3

NUMBER OF JUMPS JUMPER HAS: 110

RESULTING INJURY: NONE

DESCRIPTION OF SUSPECTED MALFUNCTION OR INCIDENT

INCURRED: JUMPER REPORTED HAVING AN UNEVENTFUL FREEFALL AND MAIN CANOPY DEPLOYMENT. JUMPER SAYS THAT HE COULD NOT RELEASE HIS STEERING TOGGLES, BECAUSE HIS RISERS WERE TWISTED IMPEDING THEIR USE. AFTER CHECKING HIS ALTIMETER HE DECIDED TO CUTAWAY. JUMPER HAD AN UNEVENTFUL RESERVE DEPLOYMENT AND DESCENT. MAIN CANOPY WAS RECOVERD, WITHOUT RESERVE DEPLOYMENT SYSTEM AND HANDLES.

SUSPECTED CAUSE OF MALFUNCTION OR INCIDENT: IT IS SUSPECTED THAT THE PARACHUTE USED WAS PACKED WITH A WALK THRU. IT WAS DETERMINED THAT JUMPER DID NOT CALL ALL QAI CHECKS, RESULTING IN THE DESCRIBED MALFUNCTION. JUMPER WAS THEN RETRAINED ON PROPER PACKING AND QAI CHECKS.

****No photos****

ID: 659722460

FROM: GSSC, GSB, 7TH SFG(A), FT BRAGG, NC 28310

TYPE OF REPORT: Incident

TYPE OF LOSS: Class N/A -- None of the Above

UNIT BEING AIRLIFTED: ODA 7124, A/1/7TH SFG(A)

DEPARTURE AIRFIELD: Laurenburg, NC

TYPE OF AIRCRAFT: Sherpa

OTHER TYPE OF AIRCRAFT: N/A

AIRCRAFT SERIAL NUMBER: 604

AIRLIFT UNIT: Kentucky National Guard

DROP ZONE LOCATION: Laurenburg DZ, Laurenburg, NC

DATE AND TIME OF AIRDROP: 4/2/2008

AIRCRAFT SPEED: 100 knots

AIRCRAFT ALTITUDE: 12,500' AGL

DROP ZONE ELEVATION: 199

SURFACE WINDS: 5 knots / gusting to 10

VISIBILITY: 2 Miles

TYPE OF PARACHUTE: MC4

OTHER TYPE OF PARACHUTE: N/A

TYPE OF RESERVE: MC4

RESERVE FUNCTIONED PROPERLY: YES

MAIN PARACHUTE AGE: 6 Years

MAIN PARACHUTE PLACED IN SERVICE: Aug 05

MAIN PARACHUTE DATE OF MANUFACTURE: Jun 02

MAIN PARACHUTE REPACK DATE: 2 Apr 08

MAIN PARACHUTE SERIAL NUMBER: 10034

MAIN PARACHUTE NUMBER OF JUMPS: 64

AAD: CYPRES

AUTOMATIC ACTIVATING DEVICE TYPE AND SETTING: ZERO DOWN

TYPE OF MALFUNCTION OR INCIDENT: Stability Problem Specify

TYPE OF MALFUNCTION OR INCIDENT SPECIFIED: Stability Problem, Low Pull, EAAD Fire

JUMPER HEIGHT AND WEIGHT: 70" 190 lbs.

JUMPER EQUIPMENT WEIGHT: Approximately 60 lbs

JUMPER EQUIPMENT WORN: MC-4, Altimeter, Helmet, Goggles, Flight Suit, Rucksack, Twin-50

JUMPER POSITION: 2/3/2

NUMBER OF JUMPS JUMPER HAS: 60

RESULTING INJURY: NONE,

DESCRIPTION OF SUSPECTED MALFUNCTION OR INCIDENT

INCURRED: Jumper exited the Aircraft and was unstable. Jumper re-positioned his rucksack, was able to regain stability and conducted practice ripcord pulls. Jumper became unstable again at pull altitude. Jumper was able to regain stability and pulled main ripcord at an altitude somewhat lower than the prescribed pull altitude of 4,000' AGL. As his main parachute was going through its deployment sequence the jumpers EAAD fired also deploying his reserve parachute. The reserve canopy inflated prior to main canopy. As his main canopy started to inflate, he conducted cut-away procedures. The jumper landed on the Drop Zone with the other jumpers without further incident.

SUSPECTED CAUSE OF MALFUNCTION OR INCIDENT: The Jumper failed to properly execute his pull priorities while having a stability problem at pull altitude. The jumper was able to regain stability, but obviously lower than the prescribed pull altitude, meeting the requirements for the EAAD to fire. The parachute system was inspected in its entirety, with no deficiencies found. The main canopy was properly packed by the jumper in accordance with appropriate policy. The jumper's EAAD is being sent back to the manufacturer for analysis. The analysis should be able to confirm or deny what is suspected.

****No Photos****

ID: -669636367

FROM: 58 RQS NELLIS AFB NV

Branch of Service: Air Force

TYPE OF REPORT: Malfunction

TYPE OF LOSS: Class N/A -- None of the Above

UNIT BEING AIRLIFTED: N/A

DEPARTURE AIRFIELD: N/A

TYPE OF AIRCRAFT: OTHER

OTHER TYPE OF AIRCRAFT: SKY VAN

AIRCRAFT SERIAL NUMBER: UKN

AIRLIFT UNIT: CIVILIAN

DROP ZONE LOCATION: Skydive Arizona, Eloy

DATE AND TIME OF AIRDROP: 4/2/2008

AIRCRAFT SPEED: 90

AIRCRAFT ALTITUDE: 12500

DROP ZONE ELEVATION: 1,500

SURFACE WINDS: 2

VISIBILITY:

TYPE OF PARACHUTE: MC5-FF

OTHER TYPE OF PARACHUTE:

TYPE OF RESERVE: MC5

RESERVE FUNCTIONED PROPERLY: YES

MAIN PARACHUTE AGE: UKN

MAIN PARACHUTE PLACED IN SERVICE: UKN

MAIN PARACHUTE DATE OF MANUFACTURE: UKN

MAIN PARACHUTE REPACK DATE: UKN

MAIN PARACHUTE SERIAL NUMBER: UKN

MAIN PARACHUTE NUMBER OF JUMPS: UKN

AAD: FF2

AUTOMATIC ACTIVATING DEVICE TYPE AND SETTING: UKN

TYPE OF MALFUNCTION OR INCIDENT: Pilot Chute Hesitation

TYPE OF MALFUNCTION OR INCIDENT SPECIFIED: FOLLOEWED BY BAG LOCK

JUMPER NAME GRADE UNIT: SRA, 58 RQS

JUMPER HEIGHT AND WEIGHT: 5'10"/180

JUMPER EQUIPMENT WEIGHT: 70

JUMPER EQUIPMENT WORN: ALICE RUCK, LBE, O2, WEAPON

JUMPER POSITION: 1/1/1

NUMBER OF JUMPS JUMPER HAS: 35

RESULTING INJURY: NONE

DESCRIPTION OF SUSPECTED MALFUNCTION OR INCIDENT INCURRED: I

was the first to exit the aircraft. The exit was perfect, the flight was perfect. At 6000 feet AGL I tracked away to the left and cleared my air space as briefed. At 5000 feet AGL I stopped all movement and began wave off. At 4000 feet AGL I began pull sequence, pins were clear a few seconds later between 4000 and 3500. There was pilot chute hesitation, so I gave a vigorous check. The deployment bag came out however, the parachute remained inside. It fell between my legs and to the outside of my body then inflated partly, flipping me upside down. I pulled myself up to the entanglement and began to unravel my right leg from the parachute lines. I was able to free myself and right my position in the harness. I looked up and saw that I had an uncontrollable parachute. I looked down moved my O2 hose out of the way grabbed my cutaway pouch and reserve handle and began cutaway sequence. 3 seconds later my reserve was fully inflated. I steered toward and landed on the objective.

SUSPECTED CAUSE OF MALFUNCTION OR INCIDENT: RIGGER 1. On this day, 2 April 2008 at approximately 1100 hours, the 58th Para-rescue squadron had six individuals that were free falling with MC-5 parachutes at Eloy Arizona. The four man team of riggers was at the jump site when this incident took place and all seemed to witness the same sequence of events. As the jumpers were in their decent, one parachute had appeared to not fully inflate. I witnessed that the parachute had came out of the deployment back, but the right side of the canopy seemed to flutter in the wind instead of fully inflating, as if there was no tension on a few cells of the canopy. The jumper at that point appeared to cut away from his main and go to his reserve, which opened to the fully inflated parachute as

designed to do. 2. When the parachute was recovered I inspected the parachute to see if I could determine how the malfunction happened. I found that the parachute had two broken lines, line 4b and line 2a/b, with dark greenish friction burns on those two lines only. I inspected the deployment bag to see if there were any friction burns on it, but could not find anything wrong with the deployment bag or the rest of the chute. The jumper did state that his boot, which was duck taped, had gotten snagged on the lines which could explain the friction burns that were found on the lines. 3

****No Photos****

ID: -2107311161

FROM: 38 RQS/CC 7196B Savannah St.

TYPE OF REPORT: Incident

TYPE OF LOSS: Class N/A -- None of the Above

UNIT BEING AIRLIFTED: 38 RQS

DEPARTURE AIRFIELD: Moody AFB

TYPE OF AIRCRAFT: C-130

OTHER TYPE OF AIRCRAFT: N/A

AIRCRAFT SERIAL NUMBER: King 15

AIRLIFT UNIT: 71st RQS

DROP ZONE LOCATION: Easy DZ

DATE AND TIME OF AIRDROP: 4/25/2008

AIRCRAFT SPEED: 125 KIAS

AIRCRAFT ALTITUDE: 12.999

DROP ZONE ELEVATION: 236 MSL

SURFACE WINDS: 6 KTS

VISIBILITY: Unlimited

TYPE OF PARACHUTE: NON-Standard Specify

OTHER TYPE OF PARACHUTE: Special Operations Vector 3

TYPE OF RESERVE: NON-Standard Specify

RESERVE FUNCTIONED PROPERLY: YES

MAIN PARACHUTE AGE: 3 years

MAIN PARACHUTE PLACED IN SERVICE: October 2005

MAIN PARACHUTE DATE OF MANUFACTURE: April 2005

MAIN PARACHUTE REPACK DATE: 12 Feb 2008

MAIN PARACHUTE SERIAL NUMBER: MS360-001517

MAIN PARACHUTE NUMBER OF JUMPS: 10

AUTOMATIC ACTIVATING DEVICE TYPE AND SETTING: 1500

TYPE OF MALFUNCTION OR INCIDENT: Pilot Chute Hesitation

TYPE OF MALFUNCTION OR INCIDENT SPECIFIED: Backsliding upon opening/difficulty locating main ripcord on first attempt

JUMPER HEIGHT AND WEIGHT: 69", 185lbs

JUMPER EQUIPMENT WEIGHT: 45lbs

JUMPER EQUIPMENT WORN: Large ALICE ruck, LBE with plates, PRC-148, PELTORS.

JUMPER POSITION: Second pass, first stick, number two jumper

NUMBER OF JUMPS JUMPER HAS: 50

RESULTING INJURY: None

DESCRIPTION OF SUSPECTED MALFUNCTION OR INCIDENT INCURRED: Jumper was backsliding immediately upon exit and through free fall as well as buffeting through entire free fall. Jumper knew he was unstable and all attempts to correct deficiency were unsuccessful. He initiated a practice pull sequence at 10K ft AGL and was successful at locating main ripcord during this practice sequence. At 5000 ft AGL jumper cleared his air space, he initiated wave off at 4000 ft AGL and began his pull sequence at 3500 ft AGL, first attempt at locating main ripcord was successful however jumper was unable to maintain his grip on the handle. Jumper immediately traced his main ripcord housing found ripcord and cleared his pins at approximately 2500 ft AGL. Jumper checked for parachute opening and did not have a visual on his main canopy, he then checked his altimeter it read 2000 ft AGL, while doing so he felt something hit his right foot at which time he immediately began to initiate cutaway procedures. During his cutaway procedures he went into a head down position at which time it is believed that his main pilot chute caught clean air fully deploying main canopy before cutaway procedures were completed, simultaneously his CYPRES AAD actuated firing the cutter and deploying reserve pilot chute. Furthermore he was under full canopy with only a reserve pilot chute deployed. Once under full canopy he checked his altimeter and it read approximately 1500 ft AGL at which time he executed a down wind landing approximately 450 meters from point of impact.

SUSPECTED CAUSE OF MALFUNCTION OR INCIDENT: Jumper's instability upon exit and through entire free fall, along with lack of experience with the SOV III. This was his 3rd jump with this particular rig.

****No Photos****

ID: 1210584448

FROM: 2220 Schofield Rd. Norfolk, VA, 23521

TYPE OF REPORT: Malfunction

TYPE OF LOSS: Class N/A -- None of the Above

UNIT BEING AIRLIFTED: SBT-20

DEPARTURE AIRFIELD: Bad Saulgau, Germany

TYPE OF AIRCRAFT: OTHER

OTHER TYPE OF AIRCRAFT: Cessna Caravan

AIRCRAFT SERIAL NUMBER: D-FLIP

AIRLIFT UNIT: Civilian

DROP ZONE LOCATION: Civilian DZ, Bad Saulgau, Germany

DATE AND TIME OF AIRDROP: 4/29/2008

AIRCRAFT SPEED: 110

AIRCRAFT ALTITUDE: 12,000ft.

DROP ZONE ELEVATION: 2,000ft.

SURFACE WINDS: 4-7

VISIBILITY: 10 miles

TYPE OF PARACHUTE: MT-2 FF

OTHER TYPE OF PARACHUTE:

TYPE OF RESERVE: MT-2

RESERVE FUNCTIONED PROPERLY: YES

MAIN PARACHUTE AGE: 7 years

MAIN PARACHUTE PLACED IN SERVICE: July 2007

MAIN PARACHUTE DATE OF MANUFACTURE: March 2001

MAIN PARACHUTE REPACK DATE: 04/29/2008

MAIN PARACHUTE SERIAL NUMBER: SLX26881

MAIN PARACHUTE NUMBER OF JUMPS: 12

AUTOMATIC ACTIVATING DEVICE TYPE AND SETTING: 966

TYPE OF MALFUNCTION OR INCIDENT: CHOOSE ONE

TYPE OF MALFUNCTION OR INCIDENT SPECIFIED: Main canopy only came partially out of d-bag/cutaway

JUMPER HEIGHT AND WEIGHT: 67" 158lbs.

JUMPER EQUIPMENT WEIGHT: 5lbs.

JUMPER EQUIPMENT WORN: helmet, altimeter, jumpsuit, hook knife;

JUMPER POSITION: 1st pass/2nd stick/#4 position

NUMBER OF JUMPS JUMPER HAS: 56 mff/14 static line

RESULTING INJURY: None

DESCRIPTION OF SUSPECTED MALFUNCTION OR INCIDENT INCURRED:
According to a statement from SB1 Longoria, after he pulled his main ripcord handle, he looked up to check his canopy and it was only partially out of the bag. He waited a couple of seconds to see if it would fully deploy, and when it didn't he cut away and deployed his reserve parachute. His pull altitude was 4,000ft. agl. Jumpers from the first stick who pulled at 3,500ft. agl reported that after cutting away SB1 Longoria was under his reserve canopy by 3,500ft. agl. Witnesses on the ground saw the main chute coming down still partially in the bag after it was cut away. It did, however, come fully out of the bag before hitting the ground.

SUSPECTED CAUSE OF MALFUNCTION OR INCIDENT: It is suspected that one of the locking stows was improperly stowed and as a result wrapped around a portion of the canopy or another stow, preventing the parachute from fully deploying. The jumper was given refresher training on how to properly stow lines to prevent a future malfunction.

****No photos****

ID: 1212638983

FROM: 1st SFG(A)

TYPE OF REPORT: Incident

TYPE OF LOSS: Class N/A -- None of the Above

UNIT BEING AIRLIFTED: 1st SFG (A)

DEPARTURE AIRFIELD: Deland

TYPE OF AIRCRAFT: OTHER

OTHER TYPE OF AIRCRAFT: Skyvan

AIRCRAFT SERIAL NUMBER: N101UV

AIRLIFT UNIT: commercial

DROP ZONE LOCATION: Deland DZ, FL

DATE AND TIME OF AIRDROP: 4/6/2008

AIRCRAFT SPEED: 90

AIRCRAFT ALTITUDE: 12,500

DROP ZONE ELEVATION: 75MSL

SURFACE WINDS: 5

VISIBILITY: 25,000/5miles

TYPE OF PARACHUTE: MC4

OTHER TYPE OF PARACHUTE:

TYPE OF RESERVE: MC4

RESERVE FUNCTIONED PROPERLY: YES

MAIN PARACHUTE AGE: 6yrs

MAIN PARACHUTE PLACED IN SERVICE: July 06

MAIN PARACHUTE DATE OF MANUFACTURE: Nov02

MAIN PARACHUTE REPACK DATE: 3Jun08

MAIN PARACHUTE SERIAL NUMBER: 12443

MAIN PARACHUTE NUMBER OF JUMPS: 43

AUTOMATIC ACTIVATING DEVICE TYPE AND SETTING: 1012

TYPE OF MALFUNCTION OR INCIDENT: Broken Control Lines

TYPE OF MALFUNCTION OR INCIDENT SPECIFIED: Incident

JUMPER HEIGHT AND WEIGHT: 73" 205lbs

JUMPER EQUIPMENT WEIGHT: N/A

JUMPER EQUIPMENT WORN: N?A

JUMPER POSITION: 1st (1st/last jumper/jumpmaster)

NUMBER OF JUMPS JUMPER HAS: 85

RESULTING INJURY: None

DESCRIPTION OF SUSPECTED MALFUNCTION OR INCIDENT INCURRED:

The left control line snapped about 12-15 inches above the control handle. The control line was frayed.

SUSPECTED CAUSE OF MALFUNCTION OR INCIDENT: Left control line snap do to the speed of jumper during post opening procedure.

****No Photos****

ID: 1212786452

FROM: 58th Rescue Squadron 5161 Ellsworth Ave. Nellis AFB, NV 89191

TYPE OF REPORT: Malfunction

TYPE OF LOSS: Class N/A -- None of the Above

UNIT BEING AIRLIFTED: 58th Rescue Squadron

DEPARTURE AIRFIELD: Skydive Arizona, Eloy, NV

TYPE OF AIRCRAFT: OTHER

OTHER TYPE OF AIRCRAFT: SC-7 Skyvan (civilian owned and operated, contracted by 58th RQS)

AIRCRAFT SERIAL NUMBER: 39LH

AIRLIFT UNIT: Skydive Arizona

DROP ZONE LOCATION: Skydive Arizona. Eloy, AZ

DATE AND TIME OF AIRDROP: 6/4/2008

AIRCRAFT SPEED: 90

AIRCRAFT ALTITUDE: 11,500

DROP ZONE ELEVATION: 1,500

SURFACE WINDS: 9

VISIBILITY: 10 miles

TYPE OF PARACHUTE: MC5-FF

OTHER TYPE OF PARACHUTE:

TYPE OF RESERVE: MC5

RESERVE FUNCTIONED PROPERLY: YES

MAIN PARACHUTE AGE: 10 years

MAIN PARACHUTE PLACED IN SERVICE: 17 Jan 2008

MAIN PARACHUTE DATE OF MANUFACTURE: Jan 1998

MAIN PARACHUTE REPACK DATE: 21 April 2008

MAIN PARACHUTE SERIAL NUMBER: SLX22301

MAIN PARACHUTE NUMBER OF JUMPS: 12

AUTOMATIC ACTIVATING DEVICE TYPE AND SETTING: 866

TYPE OF MALFUNCTION OR INCIDENT: Hung Slider

TYPE OF MALFUNCTION OR INCIDENT SPECIFIED: snivel

JUMPER HEIGHT AND WEIGHT: 5'8" 150lbs

JUMPER EQUIPMENT WEIGHT: 40lbs(MC-5)

JUMPER EQUIPMENT WORN: MC-5, helmet, goggles, altimeter

JUMPER POSITION: 1/1/7th of 8

NUMBER OF JUMPS JUMPER HAS: 57

RESULTING INJURY: None,

DESCRIPTION OF SUSPECTED MALFUNCTION OR INCIDENT INCURRED: Parachutist deployed his main at 3,500 AGL. He felt the container open and was pulled into a vertical position after line stretch; however, when he looked above him he noticed that the canopy was out of the deployment bag, but was not inflating and the slider was not descending. He waited approximately two seconds for it to inflate. When the canopy did not inflate he performed cutaway procedures and his reserve was deployed by approximately 2,500 AGL. He flew a landing pattern to an alternate landing area approximately 500m from the primary landing area and landed with no injuries.

SUSPECTED CAUSE OF MALFUNCTION OR INCIDENT: Could possibly be due to low bodyweight of jumper or the pack job. No gross instability of the jumper was observed.

****No Photos****

ID: 1086046886

FROM: B Co 2nd Bn 1st SWTG (A) YPG Yuma AZ 85365

TYPE OF REPORT: Malfunction

TYPE OF LOSS: Class N/A -- None of the Above

UNIT BEING AIRLIFTED: B Co 2nd Bn 1st SWTG (A) YPG Yuma AZ 85365

DEPARTURE AIRFIELD: Laguna Army Airfield

TYPE OF AIRCRAFT: Casa 212

OTHER TYPE OF AIRCRAFT:

AIRCRAFT SERIAL NUMBER: Army 168

AIRLIFT UNIT: Sea Air

DROP ZONE LOCATION: Phillips DZ, YPG, AZ

DATE AND TIME OF AIRDROP: 6/9/2008

AIRCRAFT SPEED: 90 KIAS

AIRCRAFT ALTITUDE: 12,500

DROP ZONE ELEVATION: 492' MSL

SURFACE WINDS: 0 knots

VISIBILITY: unlim

TYPE OF PARACHUTE: MC4

OTHER TYPE OF PARACHUTE:

TYPE OF RESERVE: MC4

RESERVE FUNCTIONED PROPERLY: YES

MAIN PARACHUTE AGE: 2 year 8 months

MAIN PARACHUTE PLACED IN SERVICE: OCT 05

MAIN PARACHUTE DATE OF MANUFACTURE: JUN 02

MAIN PARACHUTE REPACK DATE: 9 Jun 08

MAIN PARACHUTE SERIAL NUMBER: M4C10635

MAIN PARACHUTE NUMBER OF JUMPS: 200

AUTOMATIC ACTIVATING DEVICE TYPE AND SETTING: 0998

TYPE OF MALFUNCTION OR INCIDENT: Premature Activation

TYPE OF MALFUNCTION OR INCIDENT SPECIFIED: Dual Canopy Deployment

JUMPER HEIGHT AND WEIGHT: 5' 7" 130 LBS

JUMPER EQUIPMENT WEIGHT: N/A

JUMPER EQUIPMENT WORN: MC4

JUMPER POSITION: 1st Pass/1st Stick/1st Jumper

NUMBER OF JUMPS JUMPER HAS: 1

RESULTING INJURY: No Injuries

DESCRIPTION OF SUSPECTED MALFUNCTION OR INCIDENT INCURRED: Student was conducting his first 1:1 Military Free Fall Jump from an altitude of 12,500 ft agl. The student conducted a dive exit and was tumbling and flipping. The MFFI saw that the student needed assistance so he grabbed the student's container to stabilize him. Once the Instructor got the student under control and he was holding the student from the main side (in slot), he noticed some white mesh material that seemed to be coming out from underneath the students reserve container. The dive continued with the Instructor holding onto the student to ensure he had a solid platform to launch his main parachute from. The student cleared his airspace, waved off, and pulled at the proper altitude. The Instructor watched the main canopy deploy normally and when inflated he saw the reserve inflating off to the side.

SUSPECTED CAUSE OF MALFUNCTION OR INCIDENT: The suspected cause of this Dual canopy deployment is that when the Instructor grabbed the student to keep him from tumbling he inadvertently pulled the bottom portion of the reserve pin causing the bottom of the reserve flap to open up slightly (like a clam shell) and part of the reserve pilot chute mesh to become exposed. Because the main was still in the container it was applying enough pressure on the reserve to keep it from deploying. Once the main canopy was deployed it released that pressure and allowed the reserve to come out of the container and deploy.

****No photos****

ID: 1213250819

FROM: 131 RQS, Moffett FAF, CA

Branch of Service: Air Force

TYPE OF REPORT: Malfunction

TYPE OF LOSS: Class N/A -- None of the Above

UNIT BEING AIRLIFTED: 131 RQS

DEPARTURE AIRFIELD: Perris

TYPE OF AIRCRAFT: OTHER

OTHER TYPE OF AIRCRAFT: SC.7 Skyvan

AIRCRAFT SERIAL NUMBER: N4NE

AIRLIFT UNIT: N/A

DROP ZONE LOCATION: Perris DZ

DATE AND TIME OF AIRDROP:

AIRCRAFT SPEED: 85

AIRCRAFT ALTITUDE: 12,500

DROP ZONE ELEVATION: 1140

SURFACE WINDS: 08

VISIBILITY: 07

TYPE OF PARACHUTE: NON-Standard Specify

OTHER TYPE OF PARACHUTE: SOV-3

TYPE OF RESERVE: NON-Standard Specify

RESERVE FUNCTIONED PROPERLY: YES

MAIN PARACHUTE AGE: 2006

MAIN PARACHUTE PLACED IN SERVICE: 2007

MAIN PARACHUTE DATE OF MANUFACTURE: 2006

MAIN PARACHUTE REPACK DATE: 06102008

MAIN PARACHUTE SERIAL NUMBER: MS360-001409

MAIN PARACHUTE NUMBER OF JUMPS: 12

AAD: CYPRES

AUTOMATIC ACTIVATING DEVICE TYPE AND SETTING: 956

TYPE OF MALFUNCTION OR INCIDENT: Hung Slider

TYPE OF MALFUNCTION OR INCIDENT SPECIFIED: Hung Slider

JUMPER HEIGHT AND WEIGHT: 5'8", 165lbs

JUMPER EQUIPMENT WEIGHT: 70lbs

JUMPER EQUIPMENT WORN: 5'8", 165lbs

JUMPER POSITION: 01,02,01

NUMBER OF JUMPS JUMPER HAS: 70

RESULTING INJURY: none,

DESCRIPTION OF SUSPECTED MALFUNCTION OR INCIDENT INCURRED:

Jumper exited the aircraft, had an uneventful freefall, deploying his main canopy in stable flight. Upon opening he realized that his canopy was in a clockwise spin and that he had one full twist of his suspension lines. He corrected the twist by pulling the suspension lines apart. After correcting the twists he was still in a clockwise spin, looking up at his canopy he realized that his slider was stuck halfway down the suspension lines. He released his steering toggles, trying to correct the hung slider, and then realized that he had a premature brake release of one steering toggle. After pulling on his toggles for the second time, having no effect on the spin, he cut-away his main parachute. The reserve deployed immediately and he found himself under a working/steerable reserve. He landed safely under his reserve canopy.

SUSPECTED CAUSE OF MALFUNCTION OR INCIDENT: The main canopy was inspected by military riggers after returning to the drop zone. The top skin of the canopy, suspension lines, slider, and the lift webs were given a through inspection. The only significant findings were a quarter sized burn hole in the corner of the slider, adjacent to the grommet, and slight ware of the line group that runs through the grommet. No other damage was found with the main canopy. Suspected malfunction after canopy inspection is a hung slider. , .

****2 Photos follow****

Photo 1 of 2



Photo 2 of 2



ID: 1086046886

FROM: B Co 2nd Bn 1st SWTG (A) YPG Yuma AZ 85365

Branch of Service: Army

EMAIL: jerome.robby@us.army.mil

TYPE OF REPORT: Malfunction

TYPE OF LOSS: Class N/A -- None of the Above

UNIT BEING AIRLIFTED: B Co 2nd Bn 1st SWTG (A) YPG Yuma AZ 85365

DEPARTURE AIRFIELD: Laguna Army Airfield

TYPE OF AIRCRAFT: Casa 212

OTHER TYPE OF AIRCRAFT:

AIRCRAFT SERIAL NUMBER: Army 168

AIRLIFT UNIT: Sea Air

DROP ZONE LOCATION: Phillips DZ, YPG, AZ

DATE AND TIME OF AIRDROP: 6/9/2008

AIRCRAFT SPEED: 90 KIAS

AIRCRAFT ALTITUDE: 12,500

DROP ZONE ELEVATION: 492' MSL

SURFACE WINDS: 0 knots

VISIBILITY: unlim

TYPE OF PARACHUTE: MC4

OTHER TYPE OF PARACHUTE:

TYPE OF RESERVE: MC4

RESERVE FUNCTIONED PROPERLY: YES

MAIN PARACHUTE AGE: 2 year 8 months

MAIN PARACHUTE PLACED IN SERVICE: OCT 05

MAIN PARACHUTE DATE OF MANUFACTURE: JUN 02

MAIN PARACHUTE REPACK DATE: 9 Jun 08

MAIN PARACHUTE SERIAL NUMBER: M4C10635

MAIN PARACHUTE NUMBER OF JUMPS: 200

AAD: CYPRES

AUTOMATIC ACTIVATING DEVICE TYPE AND SETTING: 0998

TYPE OF MALFUNCTION OR INCIDENT: Premature Activation

TYPE OF MALFUNCTION OR INCIDENT SPECIFIED: Dual Canopy Deployment

JUMPER HEIGHT AND WEIGHT: 5' 7" 130 LBS

JUMPER EQUIPMENT WEIGHT: N/A

JUMPER EQUIPMENT WORN: MC4

JUMPER POSITION: 1st Pass/1st Stick/1st Jumper

NUMBER OF JUMPS JUMPER HAS: 1

RESULTING INJURY: No Injuries

DESCRIPTION OF SUSPECTED MALFUNCTION OR INCIDENT

INCURRED: Student was conducting his first 1:1 Military Free Fall Jump from an altitude of 12,500 ft agl. The student conducted a dive exit and was tumbling and flipping. The MFFI saw that the student needed assistance so he grabbed the student's container to stabilize him. Once the Instructor got the student under control and he was holding the student from the main side (in slot), he noticed some white mesh material that seemed to be coming out from underneath the students reserve container. The dive continued with the Instructor holding onto the student to ensure he had a solid platform to launch his main parachute from. The student cleared his airspace, waved off, and pulled at the proper altitude. The Instructor watched the main canopy deploy normally and when inflated he saw the reserve inflating off to the side.

SUSPECTED CAUSE OF MALFUNCTION OR INCIDENT: The suspected cause of this Dual canopy deployment is that when the Instructor grabbed the student to keep him from tumbling he inadvertently pulled the bottom portion of the reserve pin causing the bottom of the reserve flap to open up slightly (like a clam shell) and part of the reserve pilot chute mesh to become exposed. Because the main was still in the container it was applying enough pressure on the reserve to keep it from deploying. Once the main canopy was deployed it released that pressure and allowed the reserve to come out of the container and deploy.

****No Photos****

ID: 1215539775

FROM: SEAL TEAM FOUR

TYPE OF REPORT: Malfunction

TYPE OF LOSS: Class D -- Loss of 2,000 to 20,000 Dollars, No Loss Time Injury

UNIT BEING AIRLIFTED: EODTEU two

DEPARTURE AIRFIELD: NOB Norfolk

TYPE OF AIRCRAFT: C-130

OTHER TYPE OF AIRCRAFT: N/A

AIRCRAFT SERIAL NUMBER: UNK

AIRLIFT UNIT: UNK

DROP ZONE LOCATION: wysocki wdz

DATE AND TIME OF AIRDROP: 6/19/2008

AIRCRAFT SPEED: 120

AIRCRAFT ALTITUDE: 6K

DROP ZONE ELEVATION: 0

SURFACE WINDS: 8-10

VISIBILITY: unk

TYPE OF PARACHUTE: MT1-XS FF

OTHER TYPE OF PARACHUTE:

TYPE OF RESERVE: MT1-XS

RESERVE FUNCTIONED PROPERLY: YES

MAIN PARACHUTE AGE: 13 yr 10 mo

MAIN PARACHUTE PLACED IN SERVICE: OCT94

MAIN PARACHUTE DATE OF MANUFACTURE: OCT94

MAIN PARACHUTE REPACK DATE: 25JUNE2008

MAIN PARACHUTE SERIAL NUMBER: SL16727X

MAIN PARACHUTE NUMBER OF JUMPS: 9

AUTOMATIC ACTIVATING DEVICE TYPE AND SETTING: N/A

TYPE OF MALFUNCTION OR INCIDENT: Bag Lock

TYPE OF MALFUNCTION OR INCIDENT SPECIFIED: BAG LOCK

JUMPER HEIGHT AND WEIGHT: 5'11 220

JUMPER EQUIPMENT WEIGHT: 35 LBS

JUMPER EQUIPMENT WORN: REQUIRED WATER GEAR PLUS CHUTE

JUMPER POSITION: FIRST STICK SECOND JUMPER

NUMBER OF JUMPS JUMPER HAS: 30

RESULTING INJURY: NONE,

DESCRIPTION OF SUSPECTED MALFUNCTION OR INCIDENT INCURRED:

Normal exit of aircraft in stable body position. Pulled main ripcord handle after briefed four second count. Pull sequence went well until first locking stow did not pull from bag. Due to excess altitude I let it ride for three to five seconds and gave the risers a jerk but it was a no go so I went strait into emergency procedures. Pulled cutaway pillow then reserve handle and the reserve functioned properly. No damage occurred. Main canopy was not recovered.

SUSPECTED CAUSE OF MALFUNCTION OR INCIDENT: Excess bag locking suspension stow did not release upon opening not allowing main canopy to inflate. NOTE: Report was submitted with a cypress AAD but there was not one installed due to a 6K exit for a water drop.

****No photos****

ID: 1553813

FROM: 304 Pitsenbarger Blvd, Suite 1, McChord AFB WA 98438

TYPE OF REPORT: Incident

TYPE OF LOSS: Class N/A -- None of the Above

UNIT BEING AIRLIFTED: 22 Special Tactics Squadron

DEPARTURE AIRFIELD: McChord AFB

TYPE OF AIRCRAFT: C-17

OTHER TYPE OF AIRCRAFT:

AIRCRAFT SERIAL NUMBER: N/A

AIRLIFT UNIT: 7th AW

DROP ZONE LOCATION: Farmer DZ, McChord AFB, WA

DATE AND TIME OF AIRDROP: 7/20/2008

AIRCRAFT SPEED:

AIRCRAFT ALTITUDE: 5000 ft

DROP ZONE ELEVATION: 301

SURFACE WINDS: Calm

VISIBILITY: Unrestricted

TYPE OF PARACHUTE: MC4

OTHER TYPE OF PARACHUTE: N/A

TYPE OF RESERVE: MC4

RESERVE FUNCTIONED PROPERLY: N/A

MAIN PARACHUTE AGE: 4 years

MAIN PARACHUTE PLACED IN SERVICE: Sep 05

MAIN PARACHUTE DATE OF MANUFACTURE: Jul 04

MAIN PARACHUTE REPACK DATE: 17 JUL 08

MAIN PARACHUTE SERIAL NUMBER: M4C10982

MAIN PARACHUTE NUMBER OF JUMPS: 10

AUTOMATIC ACTIVATING DEVICE TYPE AND SETTING: 910

TYPE OF MALFUNCTION OR INCIDENT: CHOOSE ONE

TYPE OF MALFUNCTION OR INCIDENT SPECIFIED: Separation of Pilot Chute and D-bag after full canopy opening

JUMPER HEIGHT AND WEIGHT: 5'10", 160lbs

JUMPER EQUIPMENT WEIGHT: N/A

JUMPER EQUIPMENT WORN: Parachute

JUMPER POSITION: 5

NUMBER OF JUMPS JUMPER HAS: 37

RESULTING INJURY: NONE

DESCRIPTION OF SUSPECTED MALFUNCTION OR INCIDENT INCURRED: During deployment of main parachute system the bridle line, deployment bag and pilot parachute separated from the canopy. Jumper had normal opening with full canopy.

SUSPECTED CAUSE OF MALFUNCTION OR INCIDENT: Suspected cause of the incident: Wear and tear on Box X stitch that attaches bridle line, d-bag, and pilot parachute to top of Mc-4 canopy causing stitches to possibly becoming loose.

****No Photos****

1748-2 Equipment Report

ID: -939869424

FROM: 314 OSS, Little Rock AFB, AR

TYPE OF REPORT: Malfunction

TYPE OF LOSS: Class D -- Loss of 2,000 to 20,000 Dollars

AIRDROP LOAD MALFUNCTION CATEGORY: Deployment Recovery Phase

UNIT BEING AIRLIFTED: 62 AS

DEPARTURE AIRFIELD: KLRF

TYPE OF AIRCRAFT: C-130

OTHER TYPE OF AIRCRAFT:

AIRCRAFT SERIAL NUMBER: 63-9812

AIRLIFT UNIT:

DROP ZONE LOCATION: Blackjack DZ, Romance AR

DATE AND TIME OF AIRDROP: 4/14/2008

AIRCRAFT SPEED: 140

AIRCRAFT ALTITUDE:

DROP ZONE ELEVATION:

SURFACE WINDS: 03

VISIBILITY: unl

TYPE OF PARACHUTE: G-12E

NUMBER OF PARACHUTES: 2

OTHER TYPE OF PARACHUTE SPECIFIED:

TYPE OF EXTRACTION PARACHUTE: 15 FT Extraction

NUMBER OF EXTRACTION PARACHUTES: Single

OTHER TYPE OF EXTRACTION PARACHUTE:

CARGO PARACHUTE AGE:

CARGO PARACHUTE PLACED IN SERVICE:

CARGO PARACHUTE DATE OF MANUFACTURE:

CARGO PARACHUTE REPACK DATE:

TYPE OF AIRDROP LOAD: Heavy Equipment

AIRDROP LOAD TOTAL RIGGED WEIGHT: 2675

RIGGED IAW:

AERIAL DELIVERY SYSTEM USED: LOW VELOCITY

OTHER AERIAL DELIVERY SYSTEM USED SPECIFIED:

TYPE OF PLATFORM: TYPE V

SIZE OF PLATFORM: 8 Ft.

EXTRACTION FORCE TRANSFER COUPLER CABLE SIZE: 12 FT

POSITION OF LOAD IN AIRCRAFT: FS 640

NUMBER OF LOCK AND SETTING: 1/ 2.5

DESCRIPTION OF SUSPECTED MALFUNCTION OR INCIDENT: Extraction of the load from the aircraft was normal. Upon transfer from extraction to deployment phase, the main parachutes released from the load and failed to open. They fell to the ground approximately 250 yds short of the platform. The platform went into a somersaulting freefall and landed 200 yds at 12 O'clock from the PI. The forward edge of the platform impacted first, made a hole 3 feet deep, and rolled/bounced out to rest on the bottom of the platform. There was extensive damage to the type V platform and the EFTC actuator cable.

SUSPECTED CAUSE OF MALFUNCTION OR INCIDENT: Suspected cause is a malfunctioning timer block, which caused the M-1 to prematurely release the parachutes. Upon inspection of the timer block, the lock release pin (part # 11-1-2663) was found to stick in the in position. During rigging, this could allow the timer stem to slip (turn without clicking) while being turned if the block was not perfectly aligned. Shifting the block to a fully aligned position during arming would cause the keys to engage the cutouts and look normal without the timer being fully armed. This situation was replicated several times with the offending timer block, with release times varying from 2 to 9 seconds, depending on how far the timer stem was rotated after the keys engaged.

****No Photos****

ID: 627947757

FROM: 1 SOG/OGK 618 Cruz Ave HFLD FL 32542

TYPE OF REPORT: Malfunction

TYPE OF LOSS: Class D -- Loss of 2,000 to 20,000 Dollars

AIRDROP LOAD MALFUNCTION CATEGORY: Deployment Recovery Phase

UNIT BEING AIRLIFTED: 1 SOG

DEPARTURE AIRFIELD: Hurlburt Field FL

TYPE OF AIRCRAFT: C-130

OTHER TYPE OF AIRCRAFT: N/A

AIRCRAFT SERIAL NUMBER: N/A

AIRLIFT UNIT: 1 SOG

DROP ZONE LOCATION: Sontay DZ

DATE AND TIME OF AIRDROP: 4/10/2008

AIRCRAFT SPEED: 140 KTS

AIRCRAFT ALTITUDE: 550 AGL

DROP ZONE ELEVATION: 113 MSL

SURFACE WINDS: 140/6

VISIBILITY: Clear

TYPE OF PARACHUTE: G-12E

NUMBER OF PARACHUTES: 2

OTHER TYPE OF PARACHUTE SPECIFIED: N/A

TYPE OF EXTRACTION PARACHUTE: 15 FT Extraction

NUMBER OF EXTRACTION PARACHUTES: Single

OTHER TYPE OF EXTRACTION PARACHUTE: N/A

CARGO PARACHUTE AGE: 15/16

CARGO PARACHUTE PLACED IN SERVICE: 4/11

CARGO PARACHUTE DATE OF MANUFACTURE: 4/93 5/92

CARGO PARACHUTE REPACK DATE: 18 Jan 08/28 Jan 08

TYPE OF AIRDROP LOAD: HE

AIRDROP LOAD TOTAL RIGGED WEIGHT: 2960

RIGGED IAW: TO 13C7-1-5

AERIAL DELIVERY SYSTEM USED: LOW VELOCITY

OTHER AERIAL DELIVERY SYSTEM USED SPECIFIED: N/A

TYPE OF PLATFORM: TYPE V

SIZE OF PLATFORM: 8 FT

EXTRACTION FORCE TRANSFER COUPLER CABLE SIZE: 12 FT

POSITION OF LOAD IN AIRCRAFT: FS 620

NUMBER OF LOCK AND SETTING: 9/2.5

DESCRIPTION OF SUSPECTED MALFUNCTION OR INCIDENT: The HE platform was extracted from the aircraft by the 15ft extraction chute as designed. Upon exiting the aircraft, the platform and the main cargo chutes separated. The platform completed two flips end over end. The platform impacted the ground on the Adapter Link Assembly side and flipped upside down where it came to rest. The main cargo chutes continued to fall with only one main chute partially inflated. The 15ft extraction chute and 2 G-12E's cargo chutes showed no signs of damage. The damage was confined to one end of the platform, two of the four suspension lines partially cut, and the simulated load was destroyed.

SUSPECTED CAUSE OF MALFUNCTION OR INCIDENT: The suspected cause of this malfunction was the timer. Upon exiting the aircraft, the arming wire lanyard was pulled free of the timer. The timer immediately retracted the keys with no time delay. This resulted in the timer immediately falling thus freeing the toggle and the upper suspension link. During the oscillation and with the right angle, the upper suspension link tilted and allowed the parachute connectors to release. A test was conducted during the ADRP on the timer to no avail. The spring within the timer had become unwound within the timer. Timer Assembly - 3L266 99 81337 ASSY 11-1-894-1 Timer 11-1-2614 (?)UL7 12-05

****No Photos****

ID: 1208558970

FROM: 217 Dell Range Blvd. Cheyenne, WY 820009

TYPE OF REPORT: Malfunction

TYPE OF LOSS: Class N/A -- None

AIRDROP LOAD MALFUNCTION CATEGORY: Extraction Phase

UNIT BEING AIRLIFTED: 153 AW

DEPARTURE AIRFIELD: Cheyenne Wyoming

TYPE OF AIRCRAFT: C-130

OTHER TYPE OF AIRCRAFT:

AIRCRAFT SERIAL NUMBER: 92-1535

AIRLIFT UNIT: 153 AW

DROP ZONE LOCATION: Joe Wright

DATE AND TIME OF AIRDROP: 4/18/2008

AIRCRAFT SPEED: 140

AIRCRAFT ALTITUDE: 550

DROP ZONE ELEVATION: 6665

SURFACE WINDS: 290/14

VISIBILITY: unlimited

TYPE OF PARACHUTE: G-12E

NUMBER OF PARACHUTES: 2

OTHER TYPE OF PARACHUTE SPECIFIED:

TYPE OF EXTRACTION PARACHUTE: 15 FT Extraction

NUMBER OF EXTRACTION PARACHUTES: Single

OTHER TYPE OF EXTRACTION PARACHUTE:

CARGO PARACHUTE AGE: 9 years

CARGO PARACHUTE PLACED IN SERVICE: 20

CARGO PARACHUTE DATE OF MANUFACTURE: 26 Apr 1999

CARGO PARACHUTE REPACK DATE: 4 Dec 07

TYPE OF AIRDROP LOAD: Heavy

AIRDROP LOAD TOTAL RIGGED WEIGHT: 3100

RIGGED IAW: AFTO `13C5-26-2

AERIAL DELIVERY SYSTEM USED: LOW VELOCITY

OTHER AERIAL DELIVERY SYSTEM USED SPECIFIED:

TYPE OF PLATFORM: Choose One

SIZE OF PLATFORM: 8

EXTRACTION FORCE TRANSFER COUPLER CABLE SIZE: 12 FT

POSITION OF LOAD IN AIRCRAFT: FS 600

NUMBER OF LOCK AND SETTING: 1 lock at 2.5

DESCRIPTION OF SUSPECTED MALFUNCTION OR INCIDENT: Extraction Parachute did not inflate properly after exiting the aircraft. Loadmasters notified us that there was a malfunction and that the extraction chute was streaming outside the aircraft. We maintained drop airspeed, altitude and heading while the loads cut the extraction chute loose. We mark stored the information at 41.14.87N 105.00.65W and it was relayed to the DZCO

SUSPECTED CAUSE OF MALFUNCTION OR INCIDENT: Failure of the extraction chute to inflate after deployment.

****No Photos****

UNIT ADDRESS:11th QM BTB Sustainment Brigade, Ft. Bragg, NC 28310

TYPE OF REPORT: Malfunction

TYPE OF LOSS: Class D -- Loss of 2,000 to 20,000 Dollars

AIRDROP LOAD MALFUNCTION CATEGORY: Release Phase

UNIT BEING AIRLIFTED: 1BCT

DEPARTURE AIRFIELD: Pope Airfield

TYPE OF AIRCRAFT:C-5

AIRLIFT UNIT: 317 Airwing

DROP ZONE LOCATION: Holland

DATE OF AIRDROP: 4/25/2007

AIRCRAFT SPEED: 130 knots

AIRCRAFT ALTITUDE (AGL): 1300 feet AGL

DROP ZONE ELEVATION (FEET/MSL):495 feet

SURFACE WINDS (KTS):9-12 knots

VISIBILITY (FEET/MILES): unlimited

TYPE OF PARACHUTE: G-11C

NUMBER OF PARACHUTES: 5

OTHER TYPE OF PARACHUTE SPECIFY: N/A

TYPE OF EXTRACTION PARACHUTE: 28 FT Extraction

NUMBER OF EXTRACTION PARACHUTES: N/A

OTHER TYPE OF EXTRACTION PARACHUTE: NA

CARGO PARACHUTE AGE: Unknown

CARGO PARACHUTE NUMBER OF JUMPS: Unknown

CARGO PARACHUTE DATE OF MANUFACTURE: -

CARGO PARACHUTE REPACK DATE:-

TYPE OF AIRDROP LOAD: 28 Ft Type V (SEE)

AIRDROP LOAD TOTAL RIGGED WEIGHT: 21,660

AERIAL DELIVERY SYSTEM USED: LOW VELOCITY

TYPE OF PLATFORM: TYPE V

SIZE OF PLATFORM: 28Ft

EXTRACTION FORCE TRANSFER COUPLER CABLE LENGTH (EFTC): 28 FT

POSITION OF LOAD IN AIRCRAFT: 1st Load, 1st Aircraft

NUMBER OF LOCKS/SETTING:

DESCRIPTION OF SUSPECTED MALFUNCTION/INCIDENT/DAMAGED INCURRED: Drop occurred around 1100 hrs on Holland DZ on the 25th of April 2007. The 28 ft type V load which was the SEE extracted properly from the tailgate of the C-130 aircraft. Parachutes were elongated and quickly became fully inflated. The load had five fully functional parachutes all the way through the descendant phase. The M2 Release system never did reach it's critical angle. The canopies continued to hold air after the load landed in the upright position. This caused the load to rotate over to its side and be pulled approximately ten to fifteen feet. Upon making contact with the load it was discovered that the timer block had fallen in the prescribed time of 12-16 seconds. The damage included the roll bar being forced inward, and also the side glass as well as the windshield was broken. The side panel was also disfigured resulting from the load being pulled across the drop zone. After returning the equipment back to the Rigging Facility the release was tested five times and each time the timing block did fall.

SUSPECTED CAUSE OF MALFUNCTION/INCIDENT: Upon inspection of the M-2 Release System at the 82d Heavy Drop Rigging Site, the timer was properly tested a total of five times. each time it activated within the appropriate time. The winds were gusting 6-12 knots. However, the release never did reach it's critical angle so that it would allow the canopy to separate from the load and prevent it from rolling over. A solution to this problem would be to try and design a better release that will properly separate the canopies from the load upon reaching its critical angle.

****5 Photos to follow****

Photo 1 of 5



Photo 2 of 5



Photo 3 of 5



Photo 4 of 5



Photo 5 of 5



ID: 437054369

FROM: 97 AW ALTUS AFB

TYPE OF REPORT: Malfunction

AIRDROP LOAD MALFUNCTION CATEGORY: Extraction Phase

UNIT BEING AIRLIFTED: 97 APS

DEPARTURE AIRFIELD: ALTUS AFB, OK

TYPE OF AIRCRAFT: C-17

OTHER TYPE OF AIRCRAFT: N/A

AIRCRAFT SERIAL NUMBER: 99-0166

AIRLIFT UNIT: 58th Airlift Squadron

DROP ZONE LOCATION: Sooner DZ

DATE AND TIME OF AIRDROP: 4/30/2008

AIRCRAFT SPEED: 145

AIRCRAFT ALTITUDE: 561

DROP ZONE ELEVATION: 1532

SURFACE WINDS: 10

VISIBILITY: unrestricted

TYPE OF PARACHUTE: G-12E

NUMBER OF PARACHUTES: 2

OTHER TYPE OF PARACHUTE SPECIFIED:

TYPE OF EXTRACTION PARACHUTE: 15 FT Extraction

NUMBER OF EXTRACTION PARACHUTES: Single

OTHER TYPE OF EXTRACTION PARACHUTE:

CARGO PARACHUTE AGE:

CARGO PARACHUTE PLACED IN SERVICE:

CARGO PARACHUTE DATE OF MANUFACTURE:

CARGO PARACHUTE REPACK DATE:

TYPE OF AIRDROP LOAD: 8' Low Velocity Air Drop

AIRDROP LOAD TOTAL RIGGED WEIGHT: 2975

RIGGED IAW: TO 13-C7-1-8

AERIAL DELIVERY SYSTEM USED: LOW VELOCITY

OTHER AERIAL DELIVERY SYSTEM USED SPECIFIED:

TYPE OF PLATFORM: TYPE V

SIZE OF PLATFORM: 8'

EXTRACTION FORCE TRANSFER COUPLER CABLE SIZE: 12 FT

POSITION OF LOAD IN AIRCRAFT: 1 OF 1

NUMBER OF LOCK AND SETTING: 2 / 1500 #'s 17 & 18

DESCRIPTION OF SUSPECTED MALFUNCTION OR INCIDENT: ., This was a NVG HE Airdrop During the extraction phase, the drogue chute was pulling the extraction package from the aircraft. The LM observed that the right hand A's (armed indicators) didn't extinguish and observing that the extraction chute looked cigar rolled and followed normal procedures and release the right hand locks. The red light came on while as the platform started to roll. The load clear was called approximately 10 seconds after red light. The drogue chute was recovered undamaged within 100 yards of the PI. The DZCO notified the Aircrew of an OFF DZ drop. The extraction chute was found .5 NM south of the trailing edge fence line with the extraction chute still in the bag. The extraction chute bag handles were pulled free from their stitching. The platform and main chutes weren't recovered until the next day after permission from the land owner. The platform was drug approx 800 yards through the wheat field. The main chutes were unsalvageable. Equipment damage two G-12E's - \$8352 Crop damage undetermined

SUSPECTED CAUSE OF MALFUNCTION OR INCIDENT: ., The observable cause is the material failure in the stitching of the extraction bag bridle handles. Both bag handles had one end pull through its stitching which didn't allow the drogue to pull the bag free and separate from the extraction chute. Currently the frequency of use for each parachute bags isn't tracked and each bag isn't always packed with the same chute. This bag didn't originally come with the type VIII bag handles on it and was locally modified adding these bag handles. The LRS fabricator followed all guidelines when attaching the handles to the bag. Currently LRS and the AF JAI have no inspection criteria as to when the bag handles need to be re sewn or replaced. My recommendations are that all 15' chute bags with the modified handles should be used for drogue use only, and that the bags be kept with the same chute for tracking purposes.

****No Photos****

ID: 1210879716

FROM: 1 SOG/OGK 618 Cruz Ave HFLD FL 32542

TYPE OF REPORT: Malfunction

TYPE OF LOSS: Class N/A -- None

AIRDROP LOAD MALFUNCTION CATEGORY: Deployment Recovery Phase

UNIT BEING AIRLIFTED: 1 SOG

DEPARTURE AIRFIELD: Hurlburt Field

TYPE OF AIRCRAFT: C-130

OTHER TYPE OF AIRCRAFT: N/A

AIRCRAFT SERIAL NUMBER: N/A

AIRLIFT UNIT: 1 SOG

DROP ZONE LOCATION: Sontay DZ

DATE AND TIME OF AIRDROP: 5/12/2008

AIRCRAFT SPEED: 140 KTS

AIRCRAFT ALTITUDE: 3000 AGL

DROP ZONE ELEVATION: 113 MSL

SURFACE WINDS: Calm

VISIBILITY: Clear

TYPE OF PARACHUTE: 26 HV

NUMBER OF PARACHUTES: 1

OTHER TYPE OF PARACHUTE SPECIFIED: N/A

TYPE OF EXTRACTION PARACHUTE: CHOOSE ONE

NUMBER OF EXTRACTION PARACHUTES: Choose One

OTHER TYPE OF EXTRACTION PARACHUTE: N/A

CARGO PARACHUTE AGE: UNK

CARGO PARACHUTE PLACED IN SERVICE: UNK

CARGO PARACHUTE DATE OF MANUFACTURE: UNK

CARGO PARACHUTE REPACK DATE: UNK

TYPE OF AIRDROP LOAD: CDS

AIRDROP LOAD TOTAL RIGGED WEIGHT: 2690

RIGGED IAW: TO 13C7-1-11

AERIAL DELIVERY SYSTEM USED: CDS

OTHER AERIAL DELIVERY SYSTEM USED SPECIFIED: N/A

TYPE OF PLATFORM: Choose One

SIZE OF PLATFORM: N/A

EXTRACTION FORCE TRANSFER COUPLER CABLE SIZE: Choose One

POSITION OF LOAD IN AIRCRAFT: FS 697

NUMBER OF LOCK AND SETTING: N/A

DESCRIPTION OF SUSPECTED MALFUNCTION OR INCIDENT: The malfunctioning CDS bundle was the first bundle to exit the aircraft in a two bundle, two stick (four bundles total) mass CDS airdrop utilizing the CVR. Upon exiting the aircraft, the 26' ring-slot parachute was seen by the DZ party to have not fully inflated. The parachute seems to have inflated enough to properly orient the CDS bundle in an upright position but stayed in an elongated configuration all the way to impact. The bundle impacted the DZ, bounced over, and came to rest on top of the parachute; which was found underneath the bundle. The container and its contents were completely destroyed, but no damage to the parachute was observed by the recovery party. Two of the four 3' riser extensions were found to have broken/shattered snap hook pins (S/N PS22012-20203, S/N MS22042-2FC74) and were not connected to the A-22 container but the D-rings were still attached to the medium clevis when the bundle was recovered. The other three bundle were airdropped and recovered with no problems noted.

SUSPECTED CAUSE OF MALFUNCTION OR INCIDENT: The suspected cause of this malfunction centers on the fact that the 26' ring-slot parachute was seen to have not deployed properly. Reason unknown. Due to the fact that the Malfunction NCO did not call the airdrop as a malfunction while on the DZ, and the malfunction investigation wasn't started until the next afternoon after JAI personnel found the destroyed CDS bundle in the Aerial Delivery yard, the cause of the malfunction cannot be determined at this time. The malfunctioning parachute was recovered and placed in the re-pack bin and could not be found for investigation.

****No Photos****

ID: 1213713907

FROM: 317 OSS, Dyess AFB Texas

TYPE OF REPORT: Malfunction

TYPE OF LOSS: Class D -- Loss of 2,000 to 20,000 Dollars

AIRDROP LOAD MALFUNCTION CATEGORY: Deployment Recovery Phase

UNIT BEING AIRLIFTED: 40th AS

DEPARTURE AIRFIELD: Dyess AFB, Texas

TYPE OF AIRCRAFT: C-130

OTHER TYPE OF AIRCRAFT: None

AIRCRAFT SERIAL NUMBER: 74-1582

AIRLIFT UNIT: 39th/40th AS

DROP ZONE LOCATION: Bronte DZ

DATE AND TIME OF AIRDROP: 6/13/2008

AIRCRAFT SPEED: 140 KIAS

AIRCRAFT ALTITUDE: 550

DROP ZONE ELEVATION: 1750

SURFACE WINDS: 180/12

VISIBILITY: Clear/Unlimited

TYPE OF PARACHUTE: G-12E

NUMBER OF PARACHUTES: 2

OTHER TYPE OF PARACHUTE SPECIFIED:

TYPE OF EXTRACTION PARACHUTE: 15 FT Extraction

NUMBER OF EXTRACTION PARACHUTES: Single

OTHER TYPE OF EXTRACTION PARACHUTE:

CARGO PARACHUTE AGE: 15 yrs/39 Yrs

CARGO PARACHUTE PLACED IN SERVICE:

CARGO PARACHUTE DATE OF MANUFACTURE: Aug 1969/Apr 1993

CARGO PARACHUTE REPACK DATE: 22 May 08/22 May 08

TYPE OF AIRDROP LOAD: Heavy Equipment

AIRDROP LOAD TOTAL RIGGED WEIGHT: 2795

RIGGED IAW: 13C7-1-8

AERIAL DELIVERY SYSTEM USED: LOW VELOCITY

OTHER AERIAL DELIVERY SYSTEM USED SPECIFIED:

TYPE OF PLATFORM: TYPE V

SIZE OF PLATFORM: 8

EXTRACTION FORCE TRANSFER COUPLER CABLE SIZE: 12 FT

POSITION OF LOAD IN AIRCRAFT: C/B 510

NUMBER OF LOCK AND SETTING: #5 @ 2.50

DESCRIPTION OF SUSPECTED MALFUNCTION OR INCIDENT: This was a single platform weighing 2795. A fifteen foot extraction chute was used, and 2 G-12E parachutes were used for the deployment phase. There was no problem through the extraction phase. Transition from extraction phase to deployment phase was believed to be delayed due to an overly tightened 3-point coupling link assembly. This may have led to a delay of the G-12E's fully inflating. The platform impacted the drop zone on the rigger rear left corner. Furthermore, the entire training load was destroyed; lashings broke, EFTC actuator and cable, and two load binders.

SUSPECTED CAUSE OF MALFUNCTION OR INCIDENT: Suspected cause of malfunction was JAI overly tightened the 3-point coupling link assembly on after loading inspection. This led to the cam not being able to rotate freely per the 13C7-49-2 and the deployment phase to progress slowly. Due to the low drop altitude and minimal time before impact the platform landed on the rigger rear left corner.

****No Photos****

ID: 1214244319

FROM: 446 OSK McChord AFB, WA 98438

TYPE OF REPORT: Malfunction

TYPE OF LOSS: Class N/A -- None

AIRDROP LOAD MALFUNCTION CATEGORY: Extraction Phase

UNIT BEING AIRLIFTED: 62 AW

DEPARTURE AIRFIELD: McChord AFB WA

TYPE OF AIRCRAFT: C-17

OTHER TYPE OF AIRCRAFT:

AIRCRAFT SERIAL NUMBER: 02-1109

AIRLIFT UNIT: 446 AW / 97 AS

DROP ZONE LOCATION: Rainier DZ, WA

DATE AND TIME OF AIRDROP: 6/19/2008

AIRCRAFT SPEED: 145 KTS

AIRCRAFT ALTITUDE: 1154'

DROP ZONE ELEVATION: 1170'

SURFACE WINDS: 5

VISIBILITY: 7+ miles

TYPE OF PARACHUTE: G-12E

NUMBER OF PARACHUTES: 2

OTHER TYPE OF PARACHUTE SPECIFIED:

TYPE OF EXTRACTION PARACHUTE: 15 FT Extraction

NUMBER OF EXTRACTION PARACHUTES: Single

OTHER TYPE OF EXTRACTION PARACHUTE:

CARGO PARACHUTE AGE:

CARGO PARACHUTE PLACED IN SERVICE:

CARGO PARACHUTE DATE OF MANUFACTURE:

CARGO PARACHUTE REPACK DATE:

TYPE OF AIRDROP LOAD: 8' Type VI DRAS Training platform

AIRDROP LOAD TOTAL RIGGED WEIGHT: 3490

RIGGED IAW: 13C7-52-22

AERIAL DELIVERY SYSTEM USED: DRAS

OTHER AERIAL DELIVERY SYSTEM USED SPECIFIED:

TYPE OF PLATFORM: DRAS

SIZE OF PLATFORM: 8'

EXTRACTION FORCE TRANSFER COUPLER CABLE SIZE: Choose One

POSITION OF LOAD IN AIRCRAFT: 3L

NUMBER OF LOCK AND SETTING: N/A

DESCRIPTION OF SUSPECTED MALFUNCTION OR INCIDENT: Platform in 3L released at green light and started very slow roll aft. LM2 stated "increase deck angle" which somewhat increase platform speed. At station 860 LM2 stated "right side release" and at station 870, left side platform came to an abrupt stop. Due to the slowness of pallet 3L, pallet 6R went long and off the DZ. No damage to the platform, or property on the ground. Malfunction checklist was completed and platform 3L secured in position with locks and chains. Leading edge ended up being at 880. No aircraft damage occurred. Investigation of suspect platform revealed a 1/4" bow in one of the 4 panels making up the 8 foot platform. The allowables being 1/16-1/8" depending on axis. Platform will be reconstructed if it can't be brought into tolerance.

SUSPECTED CAUSE OF MALFUNCTION OR INCIDENT: Platform being bowed beyond allowables; see above.

****No Photos****

ID: -2013079950

FROM: 403OSF/DOO Keesler AFB MS 39534

TYPE OF REPORT: Malfunction

TYPE OF LOSS: Class N/A -- None

AIRDROP LOAD MALFUNCTION CATEGORY: Deployment Recovery Phase

UNIT BEING AIRLIFTED: 41 APS

DEPARTURE AIRFIELD: Keesler AFB

TYPE OF AIRCRAFT: C-130

OTHER TYPE OF AIRCRAFT: C-130J-30

AIRCRAFT SERIAL NUMBER: 05-8152

AIRLIFT UNIT: 815 AS

DROP ZONE LOCATION: Camp Shelby, MS

DATE AND TIME OF AIRDROP: 6/19/2008

AIRCRAFT SPEED: 140 KIAS

AIRCRAFT ALTITUDE: 600AGL

DROP ZONE ELEVATION: 248 MSL

SURFACE WINDS: Calm

VISIBILITY: Unrestricted

TYPE OF PARACHUTE: G-12E

NUMBER OF PARACHUTES: 2

OTHER TYPE OF PARACHUTE SPECIFIED:

TYPE OF EXTRACTION PARACHUTE: 15 FT Extraction

NUMBER OF EXTRACTION PARACHUTES: Single

OTHER TYPE OF EXTRACTION PARACHUTE:

CARGO PARACHUTE AGE:

CARGO PARACHUTE PLACED IN SERVICE:

CARGO PARACHUTE DATE OF MANUFACTURE:

CARGO PARACHUTE REPACK DATE:

TYPE OF AIRDROP LOAD: Mass Supply (Training)

AIRDROP LOAD TOTAL RIGGED WEIGHT: 3250lbs

RIGGED IAW: 13C7-1-8

AERIAL DELIVERY SYSTEM USED: LOW VELOCITY

OTHER AERIAL DELIVERY SYSTEM USED SPECIFIED: C-130J Drogue
Extraction System

TYPE OF PLATFORM: TYPE V

SIZE OF PLATFORM: 8'

EXTRACTION FORCE TRANSFER COUPLER CABLE SIZE: 12 FT

POSITION OF LOAD IN AIRCRAFT: LS 800

NUMBER OF LOCK AND SETTING: C-130J ECHS / MFCD

DESCRIPTION OF SUSPECTED MALFUNCTION OR INCIDENT: Failed to
transfer from extraction to deployment Latch released on impact Platform bowed
by impact

SUSPECTED CAUSE OF MALFUNCTION OR INCIDENT: Unknown Possible
Corrosion due to outdoor storage location, however none observed on
components. Armed and released system after recovery, operated normally

****No Photos****

ID: 1470766603

FROM: 375 Mamaya St. Bld. 2140 Hickam AFB, HI 96853

TYPE OF REPORT: Malfunction

TYPE OF LOSS: Class D -- Loss of 2,000 to 20,000 Dollars

AIRDROP LOAD MALFUNCTION CATEGORY: Extraction Phase

UNIT BEING AIRLIFTED: N/A

DEPARTURE AIRFIELD: Hickam AFB, HI

TYPE OF AIRCRAFT: C-17

OTHER TYPE OF AIRCRAFT: N/A

AIRCRAFT SERIAL NUMBER: 05-5148

AIRLIFT UNIT: 535th AS

DROP ZONE LOCATION: Kanes DZ

DATE AND TIME OF AIRDROP: 7/7/2008

AIRCRAFT SPEED: 145 Kts

AIRCRAFT ALTITUDE: 1140' MSL

DROP ZONE ELEVATION: 353' PI - 555' Highest Pt

SURFACE WINDS: 7 Kts at 090

VISIBILITY: Clear

TYPE OF PARACHUTE: G-12E

NUMBER OF PARACHUTES: 2

OTHER TYPE OF PARACHUTE SPECIFIED: 15' Drogue Chute

TYPE OF EXTRACTION PARACHUTE: 15 FT Extraction

NUMBER OF EXTRACTION PARACHUTES: Single

OTHER TYPE OF EXTRACTION PARACHUTE: N/A

CARGO PARACHUTE AGE: N/A

CARGO PARACHUTE PLACED IN SERVICE: 4

CARGO PARACHUTE DATE OF MANUFACTURE: N/A

CARGO PARACHUTE REPACK DATE: 26 Feb 08

TYPE OF AIRDROP LOAD: Training Hvy Equip Platform

AIRDROP LOAD TOTAL RIGGED WEIGHT: 3445 lbs

RIGGED IAW: 13C7-1-8

AERIAL DELIVERY SYSTEM USED: LOW VELOCITY

OTHER AERIAL DELIVERY SYSTEM USED SPECIFIED: N/A

TYPE OF PLATFORM: TYPE V

SIZE OF PLATFORM: 8'

EXTRACTION FORCE TRANSFER COUPLER CABLE SIZE: 12 FT

POSITION OF LOAD IN AIRCRAFT: 1 of 1 (FS 1024)

NUMBER OF LOCK AND SETTING: 17 & 18 (1500 lbs each)

DESCRIPTION OF SUSPECTED MALFUNCTION OR INCIDENT: In proper sequence the drogue chute was deployed and initially inflated for roughly 1-2 seconds. At that time an estimate of 1-3 panels blew out causing the drogue chute to move extremely high and low. At multiple times it was not visible on the drogue monitor and from the fwd loadmaster station. The operating loadmaster stated "Malfunction" and jettisoned the drogue chute IAW 1C-17A-4. The drogue chute was unable to be recovered.

SUSPECTED CAUSE OF MALFUNCTION OR INCIDENT: Faulty/worn drogue chute.

****No Photos****

ID: 1215106901

FROM: 62 AW

TYPE OF REPORT: Malfunction

TYPE OF LOSS: Class N/A -- None

AIRDROP LOAD MALFUNCTION CATEGORY: Extraction Phase

UNIT BEING AIRLIFTED: 62 APS

DEPARTURE AIRFIELD: McChord AFB, WA (KTCM)

TYPE OF AIRCRAFT: C-17

OTHER TYPE OF AIRCRAFT: N/A

AIRCRAFT SERIAL NUMBER: 02-1109

AIRLIFT UNIT: 62 AW

DROP ZONE LOCATION: RAINIER DZ

DATE AND TIME OF AIRDROP: 6/24/2008

AIRCRAFT SPEED: 145

AIRCRAFT ALTITUDE: 650

DROP ZONE ELEVATION: 1158

SURFACE WINDS: 240@8

VISIBILITY: UNRESTRICTED

TYPE OF PARACHUTE: G-12E

NUMBER OF PARACHUTES: 2

OTHER TYPE OF PARACHUTE SPECIFIED: 15FT DROGUE

TYPE OF EXTRACTION PARACHUTE: 15 FT Extraction

NUMBER OF EXTRACTION PARACHUTES: Single

OTHER TYPE OF EXTRACTION PARACHUTE: N/A

CARGO PARACHUTE AGE: N/A

CARGO PARACHUTE PLACED IN SERVICE: 3

CARGO PARACHUTE DATE OF MANUFACTURE: N/A

CARGO PARACHUTE REPACK DATE: N/A

TYPE OF AIRDROP LOAD: TRAINING

AIRDROP LOAD TOTAL RIGGED WEIGHT: 3160

RIGGED IAW: 13C7-1-5

AERIAL DELIVERY SYSTEM USED: LOW VELOC

OTHER AERIAL DELIVERY SYSTEM USED SPECIFIED:

TYPE OF PLATFORM: TYPE V

SIZE OF PLATFORM: 8 FT

EXTRACTION FORCE TRANSFER COUPLER CABLE SIZE: 12 FT

POSITION OF LOAD IN AIRCRAFT: FS 1050

NUMBER OF LOCK AND SETTING: 2/1500

DESCRIPTION OF SUSPECTED MALFUNCTION OR INCIDENT: Drogue deployed normally at amber light, approximately 2 seconds later the drogue blew out and malfunction was called. The loadmasters attempted to jettison the drogue with both the drogue jettison switch and the emergency drogue jettison switch both attempts were unsuccessful. The loadmasters then manually cut the drogue line.

SUSPECTED CAUSE OF MALFUNCTION OR INCIDENT:The drogue blew out due to suspected material failure, the drogue was not recovered by ground personnel. The jettison link failed to properly release due to unknown mechanical reasons, the emergency jettison switch operated properly however the knife was not wide enough to completely sever the Drogue line. McChord AFB 62 MXG/QA is currently completing a Deficiency Report on the emergency drogue jettison system.

****No Photos****

ID: -1962967083

FROM: 437th AW Charleston AFB SC 29404

TYPE OF REPORT: Malfunction

TYPE OF LOSS: Class N/A -- None

AIRDROP LOAD MALFUNCTION CATEGORY: Extraction Phase

UNIT BEING AIRLIFTED: 437TH AW

DEPARTURE AIRFIELD: Charleston AFB SC

TYPE OF AIRCRAFT: C-17

OTHER TYPE OF AIRCRAFT: N/A

AIRCRAFT SERIAL NUMBER: 95-103

AIRLIFT UNIT: 16TH AS

DROP ZONE LOCATION: NORTH AUX FIELD

DATE AND TIME OF AIRDROP: 7/9/2008

AIRCRAFT SPEED: 145

AIRCRAFT ALTITUDE: 550

DROP ZONE ELEVATION: 289

SURFACE WINDS: 230@9

VISIBILITY: 10 MI

TYPE OF PARACHUTE: G-12E

NUMBER OF PARACHUTES: 2

OTHER TYPE OF PARACHUTE SPECIFIED: N/A

TYPE OF EXTRACTION PARACHUTE: 15 FT Extraction

NUMBER OF EXTRACTION PARACHUTES: Single

OTHER TYPE OF EXTRACTION PARACHUTE: N/A

CARGO PARACHUTE AGE:

CARGO PARACHUTE PLACED IN SERVICE:

CARGO PARACHUTE DATE OF MANUFACTURE:

CARGO PARACHUTE REPACK DATE:

TYPE OF AIRDROP LOAD: TRAINING LOAD

AIRDROP LOAD TOTAL RIGGED WEIGHT: 2830

RIGGED IAW: 13C7-1-8

AERIAL DELIVERY SYSTEM USED: LOW VELOCITY

OTHER AERIAL DELIVERY SYSTEM USED SPECIFIED: N/A

TYPE OF PLATFORM: TYPE V

SIZE OF PLATFORM: 8 FT

EXTRACTION FORCE TRANSFER COUPLER CABLE SIZE: 12 FT

POSITION OF LOAD IN AIRCRAFT: 2 OF 2

NUMBER OF LOCK AND SETTING: 2 @ 1500

DESCRIPTION OF SUSPECTED MALFUNCTION OR INCIDENT: DROGUE PANELS BLEW OUT 10 SEC'S PRIOR TO GREENLIGHT, LOADMASTER JETTISONED DROGUE AND WAS LATER RECOVERED ON THE DZ

SUSPECTED CAUSE OF MALFUNCTION OR INCIDENT: DROGUE HAD BEEN DEPLOYED 34 TIMES IN A 6 YEAR PERIOD.

****No Photos****

ID: -11301236

FROM: 437th AW Charleston AFB SC 29404

TYPE OF REPORT: Malfunction

TYPE OF LOSS: Class D -- Loss of 2,000 to 20,000 Dollars

AIRDROP LOAD MALFUNCTION CATEGORY: Extraction Phase

UNIT BEING AIRLIFTED: 27th Engineer Bat

DEPARTURE AIRFIELD: Pope AFB

TYPE OF AIRCRAFT: C-17

OTHER TYPE OF AIRCRAFT:

AIRCRAFT SERIAL NUMBER: 50103

AIRLIFT UNIT: 17th AS

DROP ZONE LOCATION: Schoonover DZ CA

DATE AND TIME OF AIRDROP: 7/12/2008

AIRCRAFT SPEED: 145 KCAS

AIRCRAFT ALTITUDE: 1300

DROP ZONE ELEVATION: 984

SURFACE WINDS: Calm

VISIBILITY: 10 Miles

TYPE OF PARACHUTE: G-11C

NUMBER OF PARACHUTES: 8

OTHER TYPE OF PARACHUTE SPECIFIED:

TYPE OF EXTRACTION PARACHUTE: 28 FT Extraction

NUMBER OF EXTRACTION PARACHUTES: Double

OTHER TYPE OF EXTRACTION PARACHUTE:

CARGO PARACHUTE AGE:

CARGO PARACHUTE PLACED IN SERVICE:

CARGO PARACHUTE DATE OF MANUFACTURE:

CARGO PARACHUTE REPACK DATE:

TYPE OF AIRDROP LOAD: Heavy Platform

AIRDROP LOAD TOTAL RIGGED WEIGHT: 40160

RIGGED IAW: FM 4-26.121

AERIAL DELIVERY SYSTEM USED: LOW VELOCITY

OTHER AERIAL DELIVERY SYSTEM USED SPECIFIED:

TYPE OF PLATFORM: TYPE V

SIZE OF PLATFORM: 24 Ft

EXTRACTION FORCE TRANSFER COUPLER CABLE SIZE: 20 FT

POSITION OF LOAD IN AIRCRAFT: 1 of 2

NUMBER OF LOCK AND SETTING: 6 @ 2800

DESCRIPTION OF SUSPECTED MALFUNCTION OR INCIDENT: Immediately after extraction parachutes deployed (Double 28) main cargo parachutes (8 G-11C) were pulled off the load and inflated while the load was still in the aircraft causing the platform to be extracted by the mains... damage to the aircraft consisted of 2 individual rollers on the most left outboard side in the ADS rail system

SUSPECTED CAUSE OF MALFUNCTION OR INCIDENT: Damage to aircraft rollers is suspected to be caused by extraction by mains causing the platform to teeter...extraction by mains malfunction could not be duplicated due to the fact the heavy equipment load was removed from platform before it could be inspected (Deuce used for airfield improvement)

No Photos

CDS

ID: 2026808243

FROM: 9 SOS

TYPE OF REPORT: Malfunction

TYPE OF LOSS: Class N/A -- None

AIRDROP LOAD MALFUNCTION CATEGORY: Extraction Phase

UNIT BEING AIRLIFTED: 9 SOS

DEPARTURE AIRFIELD: KIRTLAND AFB NM

TYPE OF AIRCRAFT: C-130

OTHER TYPE OF AIRCRAFT: N/A

AIRCRAFT SERIAL NUMBER: N/A

AIRLIFT UNIT: 9 SOS

DROP ZONE LOCATION: ISLETA DZ

DATE AND TIME OF AIRDROP: 5/2/2008

AIRCRAFT SPEED: 130 KNOTS

AIRCRAFT ALTITUDE: 650 AGL

DROP ZONE ELEVATION: N/A

SURFACE WINDS: CALM

VISIBILITY: CLEAR

TYPE OF PARACHUTE: CHOOSE ONE

NUMBER OF PARACHUTES: Choose One

OTHER TYPE OF PARACHUTE SPECIFIED: N/A

TYPE OF EXTRACTION PARACHUTE: CHOOSE ONE

NUMBER OF EXTRACTION PARACHUTES: Choose One

OTHER TYPE OF EXTRACTION PARACHUTE: N/A

CARGO PARACHUTE AGE: N/A

CARGO PARACHUTE PLACED IN SERVICE: N/A

CARGO PARACHUTE DATE OF MANUFACTURE: N/A

CARGO PARACHUTE REPACK DATE: N/A

TYPE OF AIRDROP LOAD: CDS

AIRDROP LOAD TOTAL RIGGED WEIGHT: N/A

RIGGED IAW: N/A

AERIAL DELIVERY SYSTEM USED: CDS

OTHER AERIAL DELIVERY SYSTEM USED SPECIFIED: MANUAL GATE CUT

TYPE OF PLATFORM: SKID BOARD

SIZE OF PLATFORM: 48 X 48

EXTRACTION FORCE TRANSFER COUPLER CABLE SIZE: Choose One

POSITION OF LOAD IN AIRCRAFT: APPROX. FS400

NUMBER OF LOCK AND SETTING: N/A

DESCRIPTION OF SUSPECTED MALFUNCTION OR INCIDENT: THIS WAS THE SECOND PASS DROPPING 1 X CDS WITH MANUAL GATE CUT. THE MISHAP BUNDLE WAS LOADED FIRST UP AGAINST THE ALTERNATE FORWARD BARRIER AND THEN THE GATE. THEN A SECOND BUNDLE WAS LOADED UP AGAINST THIS BUNDLE WITH A GATE. THE FIRST BUNDLE WENT OUT WITHOUT INCIDENT. DURING THE "GREEN-LIGHT" TIME THE SECOND BUNDLE WAS MANUALLY CUT BY THE PRIMARY LM STANDING ON THE LEFT SIDE OF THE BUNDLE, UPON HEARING AND SEEING GREEN LIGHT. THE BUNDLE TRAVELED 3 INCHES THEN RECOILED BACK FORWARD. THE SECONDARY LM SAW THAT AFTER THIS BUNDLE TRAVELED AND THEN RECOILED, THE BUNDLE WAS "HOOKED" ON THE HOOK END OF THE CHAIN TO THE CDS BY THE RESTRAINT TIE. THE SECONDARY LM REALISED THAT IF HE DID "KICK" THE TIE LOOSE THEY MIGHT DROP OF THE SURVEYED DZ. THE LM'S CALLED A MALFUNCTION AND ACCOMPLISHED ALL CHECKLIST PROCEDURES.

SUSPECTED CAUSE OF MALFUNCTION OR INCIDENT: IN-PLANE AIRCREW RIGGING ERROR WITH JAI ERROR.

No Photos

Aircraft

ID: 664997151

FROM: 198 2ND Ave, Building 7040, Dyess AFB, Tx 79607

TYPE OF REPORT: Malfunction

TYPE OF LOSS: Class N/A -- None

AIRDROP LOAD MALFUNCTION CATEGORY: Release Phase

UNIT BEING AIRLIFTED: 317 Operations Support Squadron

DEPARTURE AIRFIELD: Dyess AFB, KDYS

TYPE OF AIRCRAFT: C-130

OTHER TYPE OF AIRCRAFT: N/A

AIRCRAFT SERIAL NUMBER: 74-1582

AIRLIFT UNIT: 40 Airlift Squadron

DROP ZONE LOCATION: Bronte DZ

DATE AND TIME OF AIRDROP: 4/10/2008

AIRCRAFT SPEED: 140 IAS

AIRCRAFT ALTITUDE: 2450 MSL

DROP ZONE ELEVATION: N/A

SURFACE WINDS: N/A

VISIBILITY: N/A

TYPE OF PARACHUTE: 26 HV

NUMBER OF PARACHUTES: 1

OTHER TYPE OF PARACHUTE SPECIFIED: N/A

TYPE OF EXTRACTION PARACHUTE: CHOOSE ONE

NUMBER OF EXTRACTION PARACHUTES: N/A

OTHER TYPE OF EXTRACTION PARACHUTE: N/A

CARGO PARACHUTE AGE: N/A

CARGO PARACHUTE PLACED IN SERVICE: N/A

CARGO PARACHUTE DATE OF MANUFACTURE: N/A

CARGO PARACHUTE REPACK DATE: 19 MAR 08

TYPE OF AIRDROP LOAD: CDS

AIRDROP LOAD TOTAL RIGGED WEIGHT: 1000 LBS

RIGGED IAW: 13C7-1-11 ch 9

AERIAL DELIVERY SYSTEM USED: CDS

OTHER AERIAL DELIVERY SYSTEM USED SPECIFIED: N/A

TYPE OF PLATFORM: SKID BOARD

SIZE OF PLATFORM: 48" X 48"

EXTRACTION FORCE TRANSFER COUPLER CABLE SIZE: Choose One

POSITION OF LOAD IN AIRCRAFT: 690

NUMBER OF LOCK AND SETTING: N/A

DESCRIPTION OF SUSPECTED MALFUNCTION OR INCIDENT: Aircraft was on Run-in for a CDS drop. Green light was called, the light came on for ½ to 1 second and then extinguished. The static line retriever functioned as advertised during green light time breaking the 80# safety tie but failed to cut the Type XXVI nylon release gate. Red light remained off until called for in the malfunction checklist. The Loadmasters ran EPs IAW T.O. 1C-130E/H-1 for CDS gate failed to cut. Nothing left the aircraft and the crew returned to KDYS.

SUSPECTED CAUSE OF MALFUNCTION OR INCIDENT: Green light came on activating the static line retriever winch. The green light extinguished turning off the retriever winch with enough pull to break the 80# safety tie. The type XXVI release gate was nicked but did not cut all the way through. The red light also remained off until called for in the malfunction checklist when the red light came on. The aircrew annotated the green light discrepancy in the AFTO 781A. Maintenance could not duplicate the problem on the ground. Findings: Both green and red light switches were inadvertently turned off simultaneously or electrical current was interrupted.

****No Photos****

ID: 1211206378

FROM: 97 AW Altus AFB

TYPE OF REPORT: Malfunction

TYPE OF LOSS: Class D -- Loss of 2,000 to 20,000 Dollars

AIRDROP LOAD MALFUNCTION CATEGORY: Choose One

UNIT BEING AIRLIFTED: 97 APS

DEPARTURE AIRFIELD: Altus AFB, OK

TYPE OF AIRCRAFT: C-17

OTHER TYPE OF AIRCRAFT: N/A

AIRCRAFT SERIAL NUMBER: 93-0602

AIRLIFT UNIT: 58th Airlift Squadron

DROP ZONE LOCATION: Sooner DZ

DATE AND TIME OF AIRDROP: 5/16/2008

AIRCRAFT SPEED: 150

AIRCRAFT ALTITUDE: 1000

DROP ZONE ELEVATION: 2330

SURFACE WINDS: 8

VISIBILITY: Clear

TYPE OF PARACHUTE: DRAS

NUMBER OF PARACHUTES: 2

OTHER TYPE OF PARACHUTE SPECIFIED: N/A

TYPE OF EXTRACTION PARACHUTE: CHOOSE ONE

NUMBER OF EXTRACTION PARACHUTES: Choose One

OTHER TYPE OF EXTRACTION PARACHUTE: N/A

CARGO PARACHUTE AGE: N/A

CARGO PARACHUTE PLACED IN SERVICE: N/A

CARGO PARACHUTE DATE OF MANUFACTURE: N/A

CARGO PARACHUTE REPACK DATE: N/A

TYPE OF AIRDROP LOAD: 8' Unilateral Training Platform

AIRDROP LOAD TOTAL RIGGED WEIGHT: 2650

RIGGED IAW: C-17 Dual Row Airdrop Delivery System/ Rigging Instruction

AERIAL DELIVERY SYSTEM USED: DRAS

OTHER AERIAL DELIVERY SYSTEM USED SPECIFIED: N/A

TYPE OF PLATFORM: DRAS

SIZE OF PLATFORM: 8'

EXTRACTION FORCE TRANSFER COUPLER CABLE SIZE: 12 FT

POSITION OF LOAD IN AIRCRAFT: 6L

NUMBER OF LOCK AND SETTING: N/A

DESCRIPTION OF SUSPECTED MALFUNCTION OR INCIDENT: During a routine airdrop training mission, Tribe 71 aircraft 0602 experienced a dual row malfunction. On the 2nd lift, the dual row platform on position 6 Left became jammed in the rail section when exiting the aircraft. During normal release point procedures, the platform in position 3 Left hit the jammed platform and also got jammed. This caused the first platform to hang over the ramp edge about 2 feet. The crew then noticed that the aircrafts CG was aft of the allowable limits. The loadmasters pulled the platform in using straps. It was recommended by DOV that the crew move the six parachutes forward in the aircraft to get within limits instead of moving the platforms inflight. The aircraft landed with out incident.

SUSPECTED CAUSE OF MALFUNCTION OR INCIDENT: Findings: After the aircraft landed, the crew advised the LM and Pilot on-call that the last ADS rail section had raised up due to negative G load on the aircraft. The Loadmasters stated that they had done a complete walk around and checked behind the loads during the pre-slow down checklist and didn't notice any obstructions. The crew stated that a "shackle" maneuver was accomplished after the pre-slow down checklist. Damage was caused on the roller pad and possibly the platform side rails. The ADS rail section replaced by maintenance. Recommendations: 1.)Tape the last ADS rail down during dual row drops. 2.)Complete another walk around scan before the slow down checklist if tactical maneuvers were accomplished after the walk around.

****No Photos****

ID: 1212163840

FROM: 910AW Youngstown Air Reserve Station, Vienna OH 44473

TYPE OF REPORT: Malfunction

TYPE OF LOSS: Class N/A -- None

AIRDROP LOAD MALFUNCTION CATEGORY: Release Phase

UNIT BEING AIRLIFTED: Quarter Master School FT LEE va

DEPARTURE AIRFIELD: LANGLEY AFB

TYPE OF AIRCRAFT: C-130

OTHER TYPE OF AIRCRAFT: NA

AIRCRAFT SERIAL NUMBER: 89-9102

AIRLIFT UNIT: 910AW

DROP ZONE LOCATION: BLACKSTONE-PERKINSON

DATE AND TIME OF AIRDROP: 5/22/2008

AIRCRAFT SPEED: 140 KIAS

AIRCRAFT ALTITUDE: 1150 MSL

DROP ZONE ELEVATION: 410

SURFACE WINDS: 260/10G15

VISIBILITY: VFR

TYPE OF PARACHUTE: G-11B

NUMBER OF PARACHUTES: 1

OTHER TYPE OF PARACHUTE SPECIFIED: NA

TYPE OF EXTRACTION PARACHUTE: 15 FT Extraction

NUMBER OF EXTRACTION PARACHUTES: Single

OTHER TYPE OF EXTRACTION PARACHUTE: NA

CARGO PARACHUTE AGE:

CARGO PARACHUTE PLACED IN SERVICE:

CARGO PARACHUTE DATE OF MANUFACTURE:

CARGO PARACHUTE REPACK DATE:

TYPE OF AIRDROP LOAD: TRAINING

AIRDROP LOAD TOTAL RIGGED WEIGHT: 3800

RIGGED IAW:

AERIAL DELIVERY SYSTEM USED: CHOOSE ONE

OTHER AERIAL DELIVERY SYSTEM USED SPECIFIED: NA

TYPE OF PLATFORM: TYPE V

SIZE OF PLATFORM: 8'

EXTRACTION FORCE TRANSFER COUPLER CABLE SIZE: 12 FT

POSITION OF LOAD IN AIRCRAFT: FS 600

NUMBER OF LOCK AND SETTING: 1/2.50

DESCRIPTION OF SUSPECTED MALFUNCTION OR INCIDENT: 5) Mission Description: Monthly Blackstone DZ JA/ATT at Blackstone-Perkinson AAF, VA with the U.S. Army's 23rd Brigade Quartermaster Center and School, Ft. Lee, VA. Mission was planned for single ship airdrop mission of an actual Heavy Equipment training load. After the Heavy Equipment airdrop, the aircraft was to land at KBKT and on-load paratroops for actual personnel static line airdrops 6) Sequence of Events: Aircraft was flying the planned low-level route. Aircrew had completed the Pre-Slowdown checklist on the run-in to Blackstone DZ. Approximately 1 minute after removing the Left Hand Rail locks, the #9 Right Hand lock malfunctioned and released the pallet. Both Loadmasters notified the pilot of the loose platform and followed the Malfunction Checklist and Completion of Drop Checklist. The pallet rolled aft and impacted the closed ramp. The weight of the pallet did not significantly affect the aircraft Center of Gravity. The loadmasters were able to reposition the pallet to F.S.627 and chain the pallet for landing. The aircraft landed at Blackstone-Perkinson AAF and shutdown where the malfunction inspection of the load and aircraft lock system was completed by MSgt Henry Gibson, the JAI. MSgt Gibson notified 910 AW/OGV Loadmaster and requested authorization to remove the Heavy Equipment pallet and CDS loads prior to returning to Youngstown ARS, OH. The Heavy Equipment and CDS loads were off loaded at Blackstone and completed the remainder of the mission. After returning to YARS, the crewmembers provided written statements describing the sequence of events. The post flight inspection of the #9 Right Hand lock at Youngstown resulted in the following: Lock Setting – 2.5 Slippage Marks – good Alignment Marks – satisfactory Vertical and Horizontal alignment marks – good

SUSPECTED CAUSE OF MALFUNCTION OR INCIDENT: 910 MXS conducted pressure tests on the lock. The lock passed all pressure tests commencing from

.5 to 2.5 incremental settings. Three separate tests were conducted at the 2.5 setting. The lock passed all three tests ranging from 2,612 to 2,676 ft. lbs. of torque. 7) Damage/Injuries: The EFTC latch adapter scraped non-skid (about 1" diameter) from the center of the ramp, approximately 3-4 inches above the hinge. No damage to the ramp itself. No personal injuries. 8) Panel Findings: Inconclusive evidence. Uncertain of actual cause of lock release.

****No Photos****

ID: -43885777

FROM: 97 AW Altus AFB

TYPE OF REPORT: Malfunction

TYPE OF LOSS: Class N/A -- None

UNIT BEING AIRLIFTED: 97 APS

DEPARTURE AIRFIELD: Altus AFB, OK

TYPE OF AIRCRAFT: C-17

OTHER TYPE OF AIRCRAFT: N/A

AIRLIFT UNIT: 58th Airlift Squadron

DROP ZONE LOCATION: Sooner DZ

DATE AND TIME OF AIRDROP: 5/13/2008

AIRCRAFT SPEED: 145

AIRCRAFT ALTITUDE: 798

DROP ZONE ELEVATION: 2330

SURFACE WINDS: 13

VISIBILITY: Clear

TYPE OF PARACHUTE: G-12E

NUMBER OF PARACHUTES: 2

OTHER TYPE OF PARACHUTE SPECIFIED: N/A

TYPE OF EXTRACTION PARACHUTE: 15 FT Extraction

NUMBER OF EXTRACTION PARACHUTES: Single

OTHER TYPE OF EXTRACTION PARACHUTE: N/A

CARGO PARACHUTE AGE: N/A

CARGO PARACHUTE PLACED IN SERVICE: N/A

CARGO PARACHUTE DATE OF MANUFACTURE: N/A

CARGO PARACHUTE REPACK DATE: N/A

TYPE OF AIRDROP LOAD: 8' Unilateral Training Platform

AIRDROP LOAD TOTAL RIGGED WEIGHT: 2970

RIGGED IAW: TO 13-C7-1-8

AERIAL DELIVERY SYSTEM USED: CHOOSE ONE

OTHER AERIAL DELIVERY SYSTEM USED SPECIFIED:

TYPE OF PLATFORM: TYPE V

SIZE OF PLATFORM: 8'

EXTRACTION FORCE TRANSFER COUPLER CABLE SIZE: 12 FT

POSITION OF LOAD IN AIRCRAFT: 1 of 2

NUMBER OF LOCK AND SETTING: 19-20/1500

DESCRIPTION OF SUSPECTED MALFUNCTION OR INCIDENT: ., On 13 June 2008 at 0515Z, Tribe 81 (Altus C-17 Tail no. 23924) was leading a two-ship formation of C-17s across Sooner South Drop Zone for a SKE Heavy drop. Tribe 81 had planned to drop one sequential heavy (2 platforms). After opening the cargo door and ramp during the slowdown sequence, the loadmasters attempted to disengage the left ADS rail locks per their checklist. The left ADS rail locks on the rear platform failed to retract and gave only a blinking indication on the loadmaster's annunciator panel, indicating that something was not working properly. The instructor loadmaster went to the rear of the aircraft to inspect the locks and continue to work the problem. He observed that the locks were both completely extended and not moving. The loadmasters attempted to release the locks by relieving the tension on them, pushing the platform back and forth. They were never able to release the locks and decided to chain down the platform and return to base. During final approach the lock indicators for the forward platform began to blink as well. The loadmasters called a go-around and subsequently chained down the forward platform. Tribe 81 landed at approximately 0550 and taxied to their parking location without further incident.

SUSPECTED CAUSE OF MALFUNCTION OR INCIDENT: It was determined that the failure of the left ADS rail locks was more of a maintenance issue rather than a malfunction of the airdrop system. Maintenance tested the locks and found that the problem was a faulty prox sensor. There was no cost or damage to equipment. The sensor was replaced. After turning the aircraft over to maintenance, the aircraft was not grounded since the lock failure would have to be fixed anyway prior to being used for any further cargo loading or training. The proper write-ups were input into the forms and maintenance issues from the flight had been resolved and fixed. 97 OSS/OSK recommends that no further action be taken regarding this incident. No HOMELINE or BEELINE report is required for this incident.

****No Photos****

ID: 1213907244

FROM: 1401 Robert B. Miller Jr. Drive, Garden City, Ga. 31408

TYPE OF REPORT: Malfunction

TYPE OF LOSS: Class N/A -- None

AIRDROP LOAD MALFUNCTION CATEGORY: Extraction Phase

UNIT BEING AIRLIFTED: N/A

DEPARTURE AIRFIELD: Savannah HH International Airport

TYPE OF AIRCRAFT: C-130

OTHER TYPE OF AIRCRAFT: N/A

AIRCRAFT SERIAL NUMBER: 80-0326

AIRLIFT UNIT: 165 Airlift Wing/ 158th Airlift Squadron

DROP ZONE LOCATION: Sylvania Airpark, Sylvania, Georgia

DATE AND TIME OF AIRDROP: 6/18/2008

AIRCRAFT SPEED: 140KIAS

AIRCRAFT ALTITUDE: 650

DROP ZONE ELEVATION: 189 FT

SURFACE WINDS: 032/004

VISIBILITY: 10NM

TYPE OF PARACHUTE: CHOOSE ONE

NUMBER OF PARACHUTES: 1

OTHER TYPE OF PARACHUTE SPECIFIED: 68" PILOT CHUTE

TYPE OF EXTRACTION PARACHUTE: CHOOSE ONE

NUMBER OF EXTRACTION PARACHUTES: N/A

OTHER TYPE OF EXTRACTION PARACHUTE:

CARGO PARACHUTE AGE:

CARGO PARACHUTE PLACED IN SERVICE:

CARGO PARACHUTE DATE OF MANUFACTURE:

CARGO PARACHUTE REPACK DATE:

TYPE OF AIRDROP LOAD: TBH

AIRDROP LOAD TOTAL RIGGED WEIGHT: 15LBS

RIGGED IAW: T.O. 1C-130A-9 AND T.O. 1C-130H-1

AERIAL DELIVERY SYSTEM USED: CHOOSE ONE

OTHER AERIAL DELIVERY SYSTEM USED SPECIFIED:

TYPE OF PLATFORM: Choose One

SIZE OF PLATFORM:

EXTRACTION FORCE TRANSFER COUPLER CABLE SIZE: Choose One

POSITION OF LOAD IN AIRCRAFT: BOMB RACK

NUMBER OF LOCK AND SETTING:

DESCRIPTION OF SUSPECTED MALFUNCTION OR INCIDENT: Preflight of the bomb rack was normal. Dropping a TBH the SATB was rigged in the bomb rack. At Green Light the SATB failed to release electrically. I manually pulled the T-handle twice to release the SATB but the SATB failed to release mechanically. The Malfunction checklist was started and finished with no problems. About 10 minutes later the SATB fell from the bomb rack. I walked back to inspect it and found the bomb rack only partially released. After landing the bomb rack was fully released.

SUSPECTED CAUSE OF MALFUNCTION OR INCIDENT: The Malfunction Officer and JAI Loadmaster inspected the bomb rack after landing. They manually cocked the bomb rack and then pulled the Manual Release Handle at FS 245. The bomb rack made a "click" noise but failed to release mechanically.

**No Photos)

ID: -747079103

FROM: 109th AS 641 Spitfire Ave. St. Paul, MN

TYPE OF REPORT: Incident

TYPE OF LOSS: Class N/A -- None

AIRDROP LOAD MALFUNCTION CATEGORY: Extraction Phase

UNIT BEING AIRLIFTED: 109th AS

DEPARTURE AIRFIELD: KMSP

TYPE OF AIRCRAFT: C-130

OTHER TYPE OF AIRCRAFT: N/A

AIRCRAFT SERIAL NUMBER: 96-1004

AIRLIFT UNIT: 109th AS

DROP ZONE LOCATION: Badger DZ

DATE AND TIME OF AIRDROP: 7/15/2008

AIRCRAFT SPEED: 140 KTS

AIRCRAFT ALTITUDE: 1155 AGL

DROP ZONE ELEVATION: 985 FT

SURFACE WINDS: 2 KTS

VISIBILITY: 10 miles

TYPE OF PARACHUTE: CHOOSE ONE

NUMBER OF PARACHUTES: Choose One

OTHER TYPE OF PARACHUTE SPECIFIED: N/A

TYPE OF EXTRACTION PARACHUTE: 68" Pilot Chute

NUMBER OF EXTRACTION PARACHUTES: Single

OTHER TYPE OF EXTRACTION PARACHUTE: N/A

CARGO PARACHUTE AGE: N/A

CARGO PARACHUTE PLACED IN SERVICE: N/A

CARGO PARACHUTE DATE OF MANUFACTURE: N/A

CARGO PARACHUTE REPACK DATE: N/A

TYPE OF AIRDROP LOAD: SATB

AIRDROP LOAD TOTAL RIGGED WEIGHT: 15 lbs

RIGGED IAW: 13-C5-32-2

AERIAL DELIVERY SYSTEM USED: CHOOSE ONE

OTHER AERIAL DELIVERY SYSTEM USED SPECIFIED: SATB-heavy

TYPE OF PLATFORM: Choose One

SIZE OF PLATFORM: N/A

EXTRACTION FORCE TRANSFER COUPLER CABLE SIZE: Choose One

POSITION OF LOAD IN AIRCRAFT: FS 840

NUMBER OF LOCK AND SETTING: N/A

DESCRIPTION OF SUSPECTED MALFUNCTION OR INCIDENT: The Airdrop mission was scheduled for a 1900 Local take-off. Prior to engine start I pre-flighted the aircraft Bomb-Rack in accordance with the TO 1C-130(K)H-1 Chapter 8; to include manually cocking the bomb rack twice with the T-Handle and manually releasing it using the T-handle as FS 245. The SATB was inspected in accordance with the TO 1C-130(K)H-1CL-4 and rigged in the Bomb Rack for a Heavy Equipment simulated drop. No discrepancies were noted in the pre-flight or inspection. The Pre-Slowdown Checklist (TBH) was called along with the 20 minute advisory. I called the Pre-slowdown Checklist complete. At that time, the Static Line was hanging normally from the SATB and was in no way contacting the Pendulum Pivot Arm. Prior to calling the Ramp and Door "clear to open" during the Slowdown Checklist, I ensured the Ramp and Door area was clear and gave a cursory look at the SATB to ensure everything remained normal. At that time, the Static Line was hanging normally from the SATB. I watched as the Ramp and Door were opened to ensure there were no hang-ups. Upon completion of the Slowdown checklist, I proceeded forward to FS 245 and positioned myself near the Manual Release T-Handle. At the release point, I both heard and saw "green light". The SATB fell from the Bomb Rack. The T-Handle was not pulled. The SATB fell from the Bomb Rack and stopped roughly two feet below the rack hanging from the static line which was draped over the Pendulum Arm. I immediately called malfunction. It took me a short time to describe the malfunction to the AC because I was not sure what I was seeing. I notified the Flight Engineer to close the Ramp and Door in order to keep the SATB inside the Aircraft and then described the malfunction as "did not exit the aircraft". We performed the Malfunction Checklist and then performed the Completion of Drop Checklist. The SATB was left hanging from the Pendulum Arm and we cancelled the following drop. Upon returning to base, the SATB was left in the "malfunction

position” for Safety and Stan/Eval to inspect. Maintenance was notified that the Aircraft was impounded until Stan/Eval and Safety released it.

SUSPECTED CAUSE OF MALFUNCTION OR INCIDENT: It is suspected that a gust of wind blew the static line over the Pendulum Arm. When the SATB was released from the Bomb Rack, it remained in the Aircraft hanging by the Static Line. Stan/Eval went to the Aircraft and tried re dropping the SATB on the ground with the Static line lose between the floor and the Pendulum Arm; The SATB again fell straight from the Bomb Rack and hung on the Static Line. It was again re-attempted with the Static Line taught between the SATB and tie down ring 26D; The SATB exited the Aircraft normally.

****5 Photos to Follow****

Photo 1 of 5



Photo 2 of 5

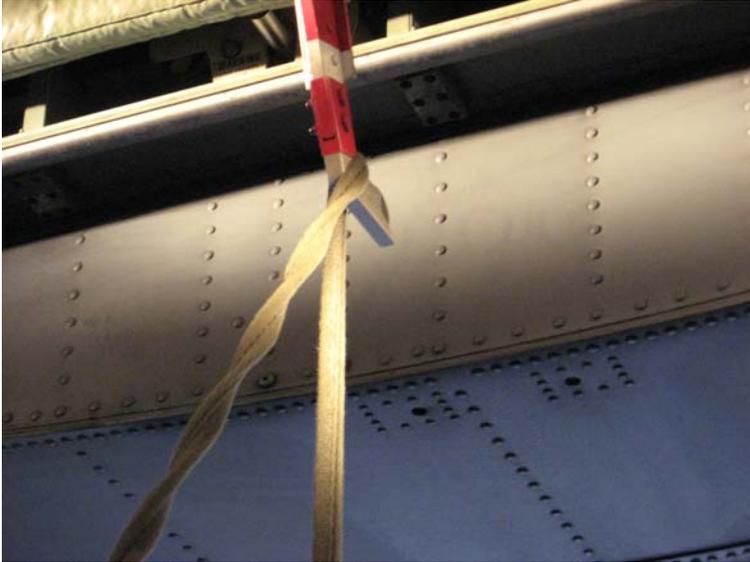


Photo 3 of 5



Photo 4 of 5



Photo 5 of 5



ID: 1214926161

FROM: 115th AS, 106 Mulcahey Dr. Pt Hueneme, CA. 93041

TYPE OF REPORT: Incident

TYPE OF LOSS: Class N/A -- None

AIRDROP LOAD MALFUNCTION CATEGORY: Choose One

UNIT BEING AIRLIFTED: 146th AW, Channel Islands ANGS, CA.

DEPARTURE AIRFIELD: NBVC Pt Mugu, CA.

TYPE OF AIRCRAFT: C-130

OTHER TYPE OF AIRCRAFT:

AIRCRAFT SERIAL NUMBER: 21464

AIRLIFT UNIT: 115th AS, Channel Islands ANGS, CA.

DROP ZONE LOCATION: Farm DZ, Edwards AFB, CA.

DATE AND TIME OF AIRDROP: 6/24/2008

AIRCRAFT SPEED: 130 KTS

AIRCRAFT ALTITUDE: 575 ft

DROP ZONE ELEVATION: 2330 ft

SURFACE WINDS: 2 KTS

VISIBILITY: 7 + miles

TYPE OF PARACHUTE: 26 HV

NUMBER OF PARACHUTES: 1

OTHER TYPE OF PARACHUTE SPECIFIED: N/A

TYPE OF EXTRACTION PARACHUTE: CHOOSE ONE

NUMBER OF EXTRACTION PARACHUTES: Choose One

OTHER TYPE OF EXTRACTION PARACHUTE: N/A

CARGO PARACHUTE AGE: N/A

CARGO PARACHUTE PLACED IN SERVICE: N/A

CARGO PARACHUTE DATE OF MANUFACTURE: N/A

CARGO PARACHUTE REPACK DATE: N/A

TYPE OF AIRDROP LOAD: Single CDS

AIRDROP LOAD TOTAL RIGGED WEIGHT: 700 lbs

RIGGED IAW: T.O. 13C7-1-11, Chapter 9

AERIAL DELIVERY SYSTEM USED: CDS

OTHER AERIAL DELIVERY SYSTEM USED SPECIFIED: CVR

TYPE OF PLATFORM: SKID BOARD

SIZE OF PLATFORM: N/A

EXTRACTION FORCE TRANSFER COUPLER CABLE SIZE: Choose One

POSITION OF LOAD IN AIRCRAFT: 1 of 1, right side

NUMBER OF LOCK AND SETTING: N/A

DESCRIPTION OF SUSPECTED MALFUNCTION OR INCIDENT: Incident: At green light the Loadmaster performed a manual gate cut. The CDS load started to exit until the skidboard came into contact with lock # 14 right side stopping the load from exiting.

SUSPECTED CAUSE OF MALFUNCTION OR INCIDENT: Incident: During engine start when power was transferred from external to APU the ECHS locks transitioned from unlocked (retracted) to armed (extended) along side and aft of the CDS load. The Loadmaster failed to follow the procedures published in T.O. 1C-130J-1, Section II, Part 2C. page 2C-56 step 3.a.(1).

****No Photos****

ID: -1008706778

FROM: 97 AW / Altus AFB, OK

TYPE OF REPORT: Incident

TYPE OF LOSS: Class N/A -- None

AIRDROP LOAD MALFUNCTION CATEGORY: Release Phase

UNIT BEING AIRLIFTED: 97 APS / Altus AFB, OK

DEPARTURE AIRFIELD: Altus AFB, OK

TYPE OF AIRCRAFT: C-17

OTHER TYPE OF AIRCRAFT:

AIRCRAFT SERIAL NUMBER: 94-066

AIRLIFT UNIT: 58 AS, Altus AFB, OK

DROP ZONE LOCATION: Sooner DZ, OK

DATE AND TIME OF AIRDROP: 7/8/2008

AIRCRAFT SPEED: 150 Kts

AIRCRAFT ALTITUDE: 1000 ft

DROP ZONE ELEVATION: 2330

SURFACE WINDS: 14

VISIBILITY: Unlimited

TYPE OF PARACHUTE: DRAS

NUMBER OF PARACHUTES: 2

OTHER TYPE OF PARACHUTE SPECIFIED: G-12E

TYPE OF EXTRACTION PARACHUTE: CHOOSE ONE

NUMBER OF EXTRACTION PARACHUTES: Choose One

OTHER TYPE OF EXTRACTION PARACHUTE:

CARGO PARACHUTE AGE: NA

CARGO PARACHUTE PLACED IN SERVICE: NA

CARGO PARACHUTE DATE OF MANUFACTURE: NA

CARGO PARACHUTE REPACK DATE: NA

TYPE OF AIRDROP LOAD: 8 ft DRAS

AIRDROP LOAD TOTAL RIGGED WEIGHT: 3175

RIGGED IAW: HQ AMC/A-43 and A39

AERIAL DELIVERY SYSTEM USED: DRAS

OTHER AERIAL DELIVERY SYSTEM USED SPECIFIED:

TYPE OF PLATFORM: DRAS

SIZE OF PLATFORM: 8 ft

EXTRACTION FORCE TRANSFER COUPLER CABLE SIZE: Choose One

POSITION OF LOAD IN AIRCRAFT: 3 Left (fwd station 706)

NUMBER OF LOCK AND SETTING: 2

DESCRIPTION OF SUSPECTED MALFUNCTION OR INCIDENT: On 8 July 2008, Tribe 72 (Altus Aircraft Tail No. 94066) was performing an actual Dual Row Airdrop (DRA) at Sooner South DZ, OK. During the airdrop sequence, the second platform in the sequence failed to move after the locks were release in accordance with the release point checklist. At that point, the instructor loadmaster called for the malfunction checklist and re-engaged the locks, preventing any further movement of the platform. Tribe 72 discontinued their sortie and returned to Altus AFB without further incident.

SUSPECTED CAUSE OF MALFUNCTION OR INCIDENT: Upon investigation of the platform and the rollers underneath, it was discovered that several omni-directional rollers, procedurally required to be in place underneath forward platforms, did not allow for freedom of movement to the extent that they should. In simple terms, the second platform failed to move due to old/failing omni-directional rollers. When these rollers were removed, the platform's movement was no longer restricted. Since the cause of the platform's non-movement was found to be failing omni-directional rollers, 97 OSS/OSK does not determine this to be an airdrop malfunction. Maintenance has since replaced 12 sections of omni-directional rollers and placed the remaining omni-directional rollers on order. The Aircraft is restricted from further Dual Row Airdrops until a full replacement off all omni-directional rollers is accomplished.

****No Photos****

ID: -1184216941

FROM: 97 AMW/ Altus AFB, OK

TYPE OF REPORT: Incident

TYPE OF LOSS: Class N/A -- None

AIRDROP LOAD MALFUNCTION CATEGORY: Release Phase

UNIT BEING AIRLIFTED: 97 LRS/ Altus AFB, OK

DEPARTURE AIRFIELD: KLTS Altus AFB, OK

TYPE OF AIRCRAFT: C-17

OTHER TYPE OF AIRCRAFT: n/a

AIRCRAFT SERIAL NUMBER: 940065

AIRLIFT UNIT: 58 AS, 97 AMW/ Altus AFB, OK

DROP ZONE LOCATION: Sooner DZ, OK

DATE AND TIME OF AIRDROP: 7/23/2008

AIRCRAFT SPEED: 150 kts

AIRCRAFT ALTITUDE: 1000 AGL

DROP ZONE ELEVATION: 2330

SURFACE WINDS: 1 Kts

VISIBILITY:

TYPE OF PARACHUTE: G-12E

NUMBER OF PARACHUTES: 2

OTHER TYPE OF PARACHUTE SPECIFIED: n/a

TYPE OF EXTRACTION PARACHUTE: CHOOSE ONE

NUMBER OF EXTRACTION PARACHUTES: Choose One

OTHER TYPE OF EXTRACTION PARACHUTE: n/a

CARGO PARACHUTE AGE: n/a

CARGO PARACHUTE PLACED IN SERVICE: n/a

CARGO PARACHUTE DATE OF MANUFACTURE: n/a

CARGO PARACHUTE REPACK DATE: n/a

TYPE OF AIRDROP LOAD: DRAS

AIRDROP LOAD TOTAL RIGGED WEIGHT: 2605 lb

RIGGED IAW: HQ AMC/A-43 and A-39

AERIAL DELIVERY SYSTEM USED: DRAS

OTHER AERIAL DELIVERY SYSTEM USED SPECIFIED: n/a

TYPE OF PLATFORM: DRAS

SIZE OF PLATFORM: 8 ft Type VI

EXTRACTION FORCE TRANSFER COUPLER CABLE SIZE: Choose One

POSITION OF LOAD IN AIRCRAFT: 3 Left (fwd station 706)

NUMBER OF LOCK AND SETTING: 2

DESCRIPTION OF SUSPECTED MALFUNCTION OR INCIDENT: On 23 July 2008, Tribe 51 (Altus Aircraft Tail #940065) was performing an actual Dual Row Airdrop (DRA) at Sooner DZ, OK. During the airdrop sequence the second platform (position 3 Left) failed to move after the locks were released IAW T.O. 1C-17A-1-2 (release point checklist). The locks were then reengaged IAW the malfunction checklist and no further drops were attempted. Tribe 51 discontinued their sortie and returned to Altus AFB, OK without further incident.

SUSPECTED CAUSE OF MALFUNCTION OR INCIDENT: Upon investigation of the platform and rollers, it was discovered several required omni-directional rollers did not allow for freedom of movement. It is suspected that the failing omni-directional rollers caused the DRAS platform in position 3L to fail to move aft when the locks were released. Since the cause was found to be failure of the omni-directional rollers, 97 OSS/OSK does not determine this to be an airdrop malfunction. The actual platform that did not move will be weighed again to ensure it is within the proper weight range. Maintenance has replaced the failed rollers (2 sections) on tail # 940065 and the aircraft has been released for further airdrops.

****No Photos****

ID: -214415399

FROM: 97 AW Altus AFB

TYPE OF REPORT: Malfunction

TYPE OF LOSS: Class D -- Loss of 2,000 to 20,000 Dollars

AIRDROP LOAD MALFUNCTION CATEGORY: Extraction Phase

UNIT BEING AIRLIFTED: 97 APS

DEPARTURE AIRFIELD: Altus AFB, OK

TYPE OF AIRCRAFT: C-17

OTHER TYPE OF AIRCRAFT: N/A

AIRCRAFT SERIAL NUMBER: 0053

AIRLIFT UNIT: 58th Airlift Squadron

DROP ZONE LOCATION: Sooner DZ

DATE AND TIME OF AIRDROP: 7/22/2008

AIRCRAFT SPEED: 145

AIRCRAFT ALTITUDE: 941

DROP ZONE ELEVATION: 2330

SURFACE WINDS: 160@7

VISIBILITY: Clear

TYPE OF PARACHUTE: G-12E

NUMBER OF PARACHUTES: 2

OTHER TYPE OF PARACHUTE SPECIFIED: N/A

TYPE OF EXTRACTION PARACHUTE: 15 FT Extraction

NUMBER OF EXTRACTION PARACHUTES: Single

OTHER TYPE OF EXTRACTION PARACHUTE: N/A

CARGO PARACHUTE AGE: 28 Feb 08/12 Apr 04

CARGO PARACHUTE PLACED IN SERVICE: 10/40

CARGO PARACHUTE DATE OF MANUFACTURE: N/A

CARGO PARACHUTE REPACK DATE: N/A

TYPE OF AIRDROP LOAD: 8' Unilateral Training Platform

AIRDROP LOAD TOTAL RIGGED WEIGHT: 2970

RIGGED IAW: TO 13-C7-1-8

AERIAL DELIVERY SYSTEM USED: HIGH VELOCITY

OTHER AERIAL DELIVERY SYSTEM USED SPECIFIED: N/A

TYPE OF PLATFORM: TYPE V

SIZE OF PLATFORM: 8'

EXTRACTION FORCE TRANSFER COUPLER CABLE SIZE: 12 FT

POSITION OF LOAD IN AIRCRAFT: 2 of 2

NUMBER OF LOCK AND SETTING: 13-14/1500

DESCRIPTION OF SUSPECTED MALFUNCTION OR INCIDENT: On 22 July 2008, Tribe 72 experienced a heavy equipment malfunction that resulted in a destroyed platform. The drogue went out after the ready/drogue light came on and the Loadmaster called "drogue ok". The first platform was extracted from the aircraft pulling the sequential load. When the force was on the sequential extraction line, it broke the 550 link break ties and the ticket #5 bag closing ties , but the cutter knife didn't cut through the 1000 pound figure 8 tie. This caused the extraction line to break at the 2 point connector link. When the 160' extraction line broke, it was sent back into the aircraft. The sequential load was pulled with enough force to overcome the locks and slowly exited the aircraft, the recovery chutes didn't open and the platform was completely destroyed except for the parachutes.

SUSPECTED CAUSE OF MALFUNCTION OR INCIDENT: The suspected cause of the malfunction was a bad cutter knife. The cutter knife used had a flat blade instead of the half moon shaped blade. Also noted was that the blade was dull. Another suspected cause is a nick or cut on the extraction line where it connects to the 2 point link that could have caused it to break. A pull test on the aircraft locks was completed and showed that the locks worked properly. The actual cause of this malfunction is unknown. The loss of the malfunction was \$12,000, which includes \$8000 for the platform, EFTC, and cable and \$4,000 for the rest of the load. The main parachutes were recovered.

****No Photos****

ID: 1216541044

FROM: 774 EAS, 455 EOG, 455 AEW, BAGRAM AIRFIELD, AFGHANISTAN

TYPE OF REPORT: Incident

TYPE OF LOSS: Class N/A -- None

AIRDROP LOAD MALFUNCTION CATEGORY: Extraction Phase

UNIT BEING AIRLIFTED: CJSOTF-A

DEPARTURE AIRFIELD: OAIX

TYPE OF AIRCRAFT: C-130

OTHER TYPE OF AIRCRAFT:

AIRCRAFT SERIAL NUMBER: 98-1355

AIRLIFT UNIT: 774TH EAS

DROP ZONE LOCATION: AFGHANISTAN

DATE AND TIME OF AIRDROP: 7/20/2008

AIRCRAFT SPEED: 140

AIRCRAFT ALTITUDE: 1,500

DROP ZONE ELEVATION: 7,000

SURFACE WINDS: 180@4

VISIBILITY: 8 MILES

TYPE OF PARACHUTE: G-12E

NUMBER OF PARACHUTES: 8

OTHER TYPE OF PARACHUTE SPECIFIED:

TYPE OF EXTRACTION PARACHUTE: 68" Pilot Chute

NUMBER OF EXTRACTION PARACHUTES: N/A

OTHER TYPE OF EXTRACTION PARACHUTE:

CARGO PARACHUTE AGE:

CARGO PARACHUTE PLACED IN SERVICE:

CARGO PARACHUTE DATE OF MANUFACTURE:

CARGO PARACHUTE REPACK DATE:

TYPE OF AIRDROP LOAD: CDS

AIRDROP LOAD TOTAL RIGGED WEIGHT: 15,430

RIGGED IAW: FM 4-20.103 September 2005

AERIAL DELIVERY SYSTEM USED: CDS

OTHER AERIAL DELIVERY SYSTEM USED SPECIFIED:

TYPE OF PLATFORM: SKID BOARD

SIZE OF PLATFORM: 48 X 48

EXTRACTION FORCE TRANSFER COUPLER CABLE SIZE: Choose One

POSITION OF LOAD IN AIRCRAFT: 607 FS

NUMBER OF LOCK AND SETTING: N/A

DESCRIPTION OF SUSPECTED MALFUNCTION OR INCIDENT: ., TORQUE-98, a C-130J was conducting an 8 bundle, double stick, CVR, mass CDS combat airdrop when it suffered an incident resulting in minor damage to the aircraft insulation blankets beneath the dry bays. The airdrop load was rigged with the aft station at FS 705. The retriever cable pulley was properly rigged at FS 627. The airdrop sequence progressed normally through green light and into retriever winch activation. During retriever winch activation, the shear pin on the CDS safety clevis failed, releasing the pulley assembly. The hook portion of the pulley assembly caught and severed the CDS safety clevis pip pin lanyard, allowing the retriever cable to snap downward. The retriever winch continued to retract, breaking the 80lb safety ties on both guillotine knives and cutting both Type XXVI nylon release gates. Upon gate cut, the retriever cable snapped backward and upward, causing the pulley assembly to impact the bottom of the dry bay. The hook portion of the pulley assembly snagged the dry bay insulation blanket, tearing it. The remainder of the airdrop sequence progressed normally. No other equipment or aircraft damage occurred. No personnel were injured.

SUSPECTED CAUSE OF MALFUNCTION OR INCIDENT: Metal fatigue on 10 year old CDS safety clevis shear pin with unknown number of lifetime drops. Numerous recent double stick combat airdrops, doubling the force required to break 80lb safety ties. Double guillotine knives cutting simultaneously, resulting in sufficient retriever cable recoil to propel the pulley assembly into the dry bay. Exposed (not welded closed) hook portion of pulley assembly allowed hook to catch and hold insulation blanket.

****No Photos****
