

133nd TRIANNUAL AIRDROP REVIEW and MALFUNCTION SAFETY ANALYSIS

May 11-13, 2010

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



MALFUNCTIONS / INCIDENTS REPORTED

STATIC LINE.....SL 1 – SL 33

FREE FALL.....MFF 1 – MFF 9

HEAVY EQUIPMENT.....HE 1 – HE 8

CDS.....CDS 1 – CDS 4

AIRCRAFT.....N/A

STATIC LINE REPORTS



SL1_20091104_22STS_MC6_Broken_Control_Lines_C130

Airdrop Malfunction Report Type: Personnel Static Line Report

Unit Address: 305 Pitsenbarger McChord AFB WA

Branch of Service: Air Force

Contact Email: Type of Report: Malfunction

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

Unit Being Airlifted: 22STS

Departure Airfield: McChord Field

Type of Aircraft: C-130

Drop Zone Name - Location: Moses Lake

Date of Airdrop: 11/04/2009

Aircraft Speed KIAS: 125

Aircraft Altitude AGL: 1200

Surface Winds KTS: 6

Type of Parachute: MC-6

Type of Reserve: T-11R

Reserve Function Properly: N/A

Main Parachute Age: 1 year

Main Parachute Placed in Service: Oct 09

Main Parachute Date of Manufacture: Jul 08

Main Parachute Repack Date: Oct 09

Main Parachute Serial Number: 13521

Main Parachute Number of Jumps: 3

Type of Malfunction: Broken Suspension Lines

Type of Malfunction - Incident - Specify: Broken Suspension Lines

Jumpers Name - Grade - Unit:

Jumpers Height and Weight: 72" 215 Lbs

Jumpers Equipment Weight: 50 Lbs

Jumpers Equipment Worn: Ruck

Number of Jumps Jumper Has: 171

Resulting Injury: No Injury

Description of Suspected Malfunction or Incident and Damaged Incurred: Broken Cascade Control line on right side of canopy. The right side cascade control line broke in 2 places 28" from girth hitch. The control lines have been set to 282" under 5 lbs of tension IAW TM 10-1670-327-23&P WP 0007-14.

Suspected Cause of Malfunction or Incident: Cascade control lines are not designed to support jumper weight and equipment.

SL2_20091104_22STS_MC6_Broken_Control_Lines_Diff_Serial_Number_C130

Airdrop Malfunction Report Type: Personnel Static Line Report

Unit Address: 305 Pitsenbarger Blvd

Branch of Service: Air Force

Contact Email:

Type of Report: Malfunction

Unit Being Airlifted: 22STS

Departure Airfield: McChord Field

Type of Aircraft: C-130

Airlift Unit: McChord

Drop Zone Name - Location: Moses Lake

Date of Airdrop: 11/04/2009

Aircraft Speed KIAS: 125

Aircraft Altitude AGL: 1200

Surface Winds KTS: 4

Type of Parachute: MC-6

Type of Reserve: T-11R

Main Parachute Age: 1 yr old

Main Parachute Placed in Service: Oct 09

Main Parachute Date of Manufacture: Jul 08

Main Parachute Repack Date: Oct 09

Main Parachute Serial Number: 13753

Main Parachute Number of Jumps: 4

Type of Malfunction: Broken Suspension Lines

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

Jumpers Name - Grade - Unit:

Jumpers Height and Weight: 72" 215

Jumpers Equipment Weight: 50 Lbs

Jumpers Equipment Worn: ruck

Number of Jumps Jumper Has: 171

Resulting Injury: No Injury

Description of Suspected Malfunction or Incident and Damaged Incurred: Broken control cascade lines on the right side of canopy. The right side cascade control line broke in 2 places 16" from girth hitch. The control lines have been set to 282" under 5 lbs of tension IAW TM 10-1670-327-23&P WP 0007-14.

Suspected Cause of Malfunction or Incident: Parachute canopy cascade control lines are not designed to support load of jumper and ruck

SL3_20091105_22STS_MC6_Broken_Control_Lines_C130

Airdrop Malfunction Report Type: Personnel Static Line Report

Unit Address: 305 Pitsenbarger Blvd McChord AFB WA

Branch of Service: Air Force

Contact Email:

Type of Report: Malfunction

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

Unit Being Airlifted: 22 STS

Departure Airfield: McChord Field

Type of Aircraft: C-130

Drop Zone Name - Location: Moses Lake WA

Date of Airdrop: 11/05/2009

Aircraft Speed KIAS: 125 knots

Aircraft Altitude AGL: 1200'

Surface Winds KTS: 5

Type of Parachute: MC-6

Type of Reserve: T-11R

Reserve Function Properly: N/A

Main Parachute Age: 1 yr old

Main Parachute Placed in Service: Aug 09

Main Parachute Date of Manufacture: Jul 08

Main Parachute Repack Date: Sept 09

Main Parachute Serial Number: 13668

Main Parachute Number of Jumps: 4

Type of Malfunction: Broken Suspension Lines

Type of Malfunction - Incident - Specify: Broken Cascade Control line

Jumpers Name - Grade - Unit:

Jumpers Height and Weight: 68" 180Lbs

Jumpers Equipment Weight: 50Lbs

Jumpers Equipment Worn: Ruck

Number of Jumps Jumper Has: 70

Resulting Injury: None

Description of Suspected Malfunction or Incident and Damaged Incurred: Broken Cascade Control Line. The left side cascade control line broke in 1 places 29" from girth hitch. The control lines have been set to 282" under 5 lbs of tension IAW TM 10-1670-327-23&P WP 0007-14.

Suspected Cause of Malfunction or Incident: Cascade Control Lines are not designed to support jumper weight and equipment.

SL4_20100105_3/75RR_T11R_Activation_C130

Airdrop Malfunction Report Type: Personnel Static Line Report

Unit Address: E CO, 3/75 Ranger Regiment

Branch of Service: Army

Contact Email:

Unit Being Airlifted: 3/75 Ranger Regiment

Departure Airfield: Lawson Army Airfield

Type of Aircraft: C-130

Airlift Unit: Air Force

Drop Zone Name - Location: Bowling Green, FT AP Hill, VA

Date of Airdrop: 01/05/2010

Aircraft Speed KIAS: 130

Aircraft Altitude AGL: 1,000'

Drop Zone Elevation Feet - MSL: Unknown

Surface Winds KTS: 10

Visibility Feet - Miles: Clear

Type of Parachute - Specify: T11M

Type of Reserve: T-11R

Reserve Function Properly: YES

Main Parachute Age: Information not provided

Main Parachute Placed in Service: Information not provided

Main Parachute Date of Manufacture: Information not provided

Main Parachute Repack Date: Information not provided

Main Parachute Serial Number: Information not provided

Main Parachute Number of Jumps: Information not provided

Type of Malfunction or Incident: T11R activation due to excessive twists

Jumpers Name - Grade - Unit: Information not provided

Jumpers Height and Weight: Information not provided

Jumpers Equipment Weight: Information not provided

Jumpers Equipment Worn: Ruck Sack / 1950 Weapons Case

Jumpers Position - Pass - Stick - Position: Information not provided

Number of Jumps Jumper Has: Information not provided

Description of Suspected Malfunction or Incident and Damaged Incurred: Jumper conducted a night combat equipment door exit from a C 130 A/C and during his second point of performance the jumper could not clear the twists in his suspension lines. Jumper compared his rate of descent w/ fellow jumpers and felt he was falling faster, therefore, activating his T11R. Jumper had a fully inflated main and reserve canopy upon landing safely to the ground.

Suspected Cause of Malfunction or Incident: Jumper's twists were caused during exiting procedures. Jumper was wearing combat equipment and conducting a tactical night airborne operation which most likely contributed to a weak exit causing excessive twists.

SL5_20100107_3ANGLC_SF10A_Ruck_C130

Airdrop Malfunction Report Type: Equipment Report

Unit Address: 5631 Rickenbacker Rd

Branch of Service: Marine Corps

Contact Email:

Unit Being Airlifted: 3d Air Naval Gunfire Liaison Company

Departure Airfield: Los Alamitos

Type of Aircraft: C-130

Airlift Unit: VMGR-234

Drop Zone Name - Location: DZ Farm / Edwards AFB

Date of Airdrop: 01/07/2010

Aircraft Speed KIAS: 130 KNTS

Aircraft Altitude AGL: 2000 AGL

Drop Zone Elevation Feet - MSL: 2334 MSL

Surface Winds KTS: 2 KNTS

Visibility Feet - Miles: Unlimited

Type of Parachute: SF10A

Type of Reserve: T-10 RESERVE

Type of Malfunction - Incident - Specify: T-10 Reserve / Combat equipment

Jumpers Name - Grade - Unit: 3d Air Naval Gunfire Liaison Company

Jumpers Height and Weight: 65, 120

Jumpers Equipment Weight: 50Lbs

Jumpers Equipment Worn: Parachutist Drop Bag (Eagle)

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

Number of Jumps Jumper Has: 9

Description of Suspected Malfunction or Incident or Damaged Incurred: SNM lowered her combat equipment at approximately 300 AGL. When the combat equipment was lowered it released from the jumpers harness and fell straight to the ground. Combat equipment never stayed attached to the jumpers harness. SNM also states that when the equipment was lowered the left ejector snap on the reserve disconnected from the D-ring. / Parachutist Drop Bag was damaged due to impact and is no longer serviceable.

Suspected Cause of Malfunction or Incident: SNM pulled and jettisoned their combat equipment by pulling the ejector snap on the HPT lowering line by accident. / Improper rigging and/or situation awareness by jumper.

SL6_20100112_ADFSD_MC6_PLF

Airdrop Malfunction Report Type: Personnel Static Line Report

Unit Address: ADFSD Fort Lee VA

Branch of Service: Army

Contact Email:

Type of Report: Incident

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

Unit Being Airlifted: ADFSD

Departure Airfield: McClany DZ

Type of Aircraft: UH-60

Drop Zone Name - Location: McClany DZ VA

Date of Airdrop: 01/12/2010

Aircraft Speed KIAS: 90

Aircraft Altitude AGL: 1500 ft

Surface Winds KTS: 3-7

Visibility Feet - Miles: clear

Type of Parachute: MC-6

Type of Reserve: T-11R

Type of Malfunction - Injury/Right wrist broken

Jumpers Name - Grade - Unit:

Jumpers Height and Weight: 71/183

Jumpers Equipment Worn: Hollywood

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

Number of Jumps Jumper Has: 70

Resulting Injury: Broken Right Wrist

Description of Suspected Malfunction or Incident: executed a Improper PLF

Suspected Cause of Malfunction:- Jumper was trying to avoid the medical vehicle on the DZ, landed cross wind

SL7_20100112_3/75RR_T-11R_Activation_C130

Airdrop Malfunction Report Type: Personnel Static Line Report

Unit Address: E CO, 3/75 Ranger Regiment

Branch of Service: Army

Contact Email:

Type of Report: Incident

Unit Being Airlifted: HHC, 3/75 Ranger Regiment

Departure Airfield: Lawson Army Airfield

Type of Aircraft: C-130

Airlift Unit: Air Force

Drop Zone Name - Location: Fryar DZ, Fort Benning, GA

Date of Airdrop: 01/12/2010

Aircraft Speed KIAS: 130

Aircraft Altitude AGL: 1,000'

Drop Zone Elevation Feet - MSL: 302'

Surface Winds KTS: 1

Visibility Feet - Miles: Clear

Type of Parachute: T-11 Main

Type of Reserve: T-11R

Reserve Function Properly: YES

Main Parachute Age: Information not provided

Main Parachute Placed in Service: Information not provided

Main Parachute Date of Manufacture: Information not provided

Main Parachute Repack Date: Information not provided

Main Parachute Serial Number: Information not provided

Main Parachute Number of Jumps: Information not provided

Type of Malfunction or Incident: T11R activation due to excessive twists in risers/suspension lines

Jumpers Name - Grade - Unit:

Jumpers Height and Weight: 70" / 180 lbs

Jumpers Equipment Weight: 45 lbs

Jumpers Equipment Worn: Assault Pack, Mod-60 Weapons Case

Jumpers Position - Pass - Stick - Position: Information not provided

Number of Jumps Jumper Has: Information not provided

Description of Suspected Malfunction or Incident and Damaged Incurred: Jumper had excessive twists in his riser/suspension lines after a door exit from a C 130 A/C conducting a daytime combat equipment airborne operation. Jumper could not clear twists and compared rate of descent w/ fellow jumpers and determined he was falling faster and activated his T11R. Jumper had a fully inflated main and reserve canopy and landed safely w/ no injury to the jumper or damage to the equipment.

Suspected Cause of Malfunction or Incident: Jumpers twists were caused during exiting procedures. Jumper was wearing combat equipment and executed a door exit which could have contributed to a weak exit and improper body position during his first point of performance causing the excessive twists.

SL8_20100114_3/75RR_T11R_Activation_C130

Airdrop Malfunction Report Type: Personnel Static Line Report

Unit Address: E CO, 3/75 Ranger Regiment

Branch of Service: Army

Contact Email:

Type of Report: Incident

Unit Being Airlifted: 3/75 Ranger Regiment

Departure Airfield: Lawson Army Airfield

Type of Aircraft: C-130

Airlift Unit: Air Force

Drop Zone Name - Location: Fryar DZ

Date of Airdrop: 01/14/2010

Aircraft Speed KIAS: 130

Aircraft Altitude AGL: 1,000'

Drop Zone Elevation Feet - MSL: 302'

Surface Winds KTS: 4-5

Visibility Feet - Miles: clear

Type of Parachute - Specify: T11 Main

Type of Reserve: T-11R

Reserve Function Properly: YES

Main Parachute Age: 10 months

Main Parachute Placed in Service: JUL 09

Main Parachute Date of Manufacture: APR 09

Main Parachute Repack Date: 18 APR 2010

Main Parachute Serial Number: 02100

Main Parachute Number of Jumps: 2

Type of Malfunction or Incident: T11R activation due to excessive suspension line twists

Jumpers Name - Grade - Unit: E-4, 3/75 Ranger Regiment

Jumpers Height and Weight: 69 in / 175 lbs

Jumpers Equipment Weight: 55 lbs

Jumpers Equipment Worn: Ruck Sack/1950 Weapons Case

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

Number of Jumps Jumper Has: 15

Description of Suspected Malfunction or Incident and Damaged Incurred: Jumper exited C-130 A/C during daytime ramp operations and during his second point of performance activated his T11R due to excessive twists in the suspensions which prevented him from visually checking his canopy. Jumper stated he could not lift his head and attempted to bicycle out of his twists, but felt he was falling faster than his fellow jumpers and activated his T11R. Jumper landed w/ a fully inflated main and reserve parachute. There was no damage to the equipment or injury to the jumper.

Suspected Cause of Malfunction or Incident: Jumpers body position and angle of exit off the ramp are the suspected causes for excessive twists of the suspension lines during the deployment of the main canopy. Jumpers experience level conducting ramp operations and overall jump experience (15 total jumps) as a jumper, and w/ the ATPS are also contributing factors in premature activations of the T11R. Malfunction NCO determined that the jumper was not falling faster than his fellow jumpers and a technical rigger inspection concluded no rigging deficiencies of the equipment.

SL9_20100127_1SWTG_MC1_1D_Canopy_C212

Airdrop Malfunction Report Type: Personnel Static Line Report

Unit Address: C CO. SPT BN 1ST SWTG (A), FORT BRAGG, NC. 28310

Branch of Service: Army

Contact Email:

Type of Report: Malfunction

Unit Being Airlifted: B CO 4/1 SWTG (A) FORT BRAGG, NC. 28310

Departure Airfield: ST MERE

Type of Aircraft: C-212 Casa

Aircraft Serial Number: ARMY 177

Airlift Unit: USASOC

Drop Zone Name - Location: ST MERE

Date of Airdrop: 01/27/2010

Aircraft Speed KIAS: 90-110 KTS

Aircraft Altitude AGL: 1250 FEET

Drop Zone Elevation Feet - MSL: 233 FEET

Surface Winds KTS: 4 KTS

Visibility Feet - Miles: 2 MILES

Type of Parachute: MC1-1D

Type of Reserve: SLCP MIRPS

Reserve Function Properly: YES

Main Parachute Age: 6 YEARS

Main Parachute Placed in Service: JUNE 2004

Main Parachute Date of Manufacture: FEBRUARY 2004

Main Parachute Repack Date: 15 DEC 2009

Main Parachute Serial Number: 2991

Main Parachute Number of Jumps: 47

Type of Malfunction: Distorted Canopy

Type of Malfunction or Incident: CANOPY DID NOT FULLY INFLATE

Jumpers Name - Grade - Unit: E-5/SGT, B CO 4/1 SWTG

Jumpers Height and Weight: 72 INCHES 250 LBS

Jumpers Equipment Weight: 45 LBS

Jumpers Equipment Worn: ALICE PACK, ACH

Jumpers Position - Pass - Stick - Position: PASS 14/ JUMPER 5

Number of Jumps Jumper Has: 7

Resulting Injury: NONE

Description of Suspected Malfunction or Incident and Damaged Incurred: Jumper had a partial malfunction with approximately 60% lift capability. Jumper deployed reserve approximately 100-150 feet above ground level. Reserve did not have enough altitude after activation to fully deploy. Damages incurred to the parachute: burns and tears on the main canopy, burns on left set of suspension lines and risers, and deployment bag. Deployment bag nearly ripped in half.

Suspected Cause of Malfunction or Incident: deployment bag was damaged during the canopy deployment sequence causing a partial malfunction. Suspected cause of malfunctions was a misrouted USL under left riser assembly.

SL10_20100127_11QM_Entanglement_T10D_C130

Airdrop Malfunction Report Type: Personnel Static Line Report

Unit Address: 11th QM CO, SUS BDE Ft Bragg, NC 28310

Branch of Service: Army

Contact Email:

Type of Report: Incident

Unit Being Airlifted: 3rd BCT A. CO Ft Bragg, NC

Departure Airfield: Pope Army Airfield

Type of Aircraft: C-130

Aircraft Serial Number: Wing # JIL 52

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

Date of Airdrop: 01/27/2010

Aircraft Speed KIAS: 130 Knots

Aircraft Altitude AGL: 800Ft

Drop Zone Elevation Feet - MSL: 312' MSL

Surface Winds KTS: 0-5 knots

Visibility Feet - Miles: unlimited

Type of Parachute: T-10D

Type of Reserve: SLCP MIRPS

Reserve Function Properly: YES

Main Parachute Age: 14yrs / 6 yrs

Main Parachute Placed in Service: 10-98 / 12-05

Main Parachute Date of Manufacture: 10-96 / 12-04

Main Parachute Repack Date: 12-09 on both chutes

Main Parachute Serial Number: 29687, 9253

Main Parachute Number of Jumps: multiple log books changed out

Type of Malfunction or Incident: high altitude entanglement

Jumpers Name - Grade - Unit: E-3, 3rd BCT A. CO. 2/505

Jumpers Height and Weight: 68" / 185lbs,

Jumpers Equipment Worn: None

Jumpers Position - Pass - Stick - Position: Right door, 1st pass, 10th jumper

Number of Jumps Jumper Has: 12

Resulting Injury: Jumper failed to execute a proper PLF and landed directly on his tailbone. Paratrooper was transported to WAMC resulting injury was identified as a bruise tailbone.

Description of Suspected Malfunction or Incident: On 27 Jan 2010 at approximately 1115 hrs, jumper 1, (lower jumper #10 RD) exited from a C-130 aircraft at 800 feet. After his second point of performance, he became entangled with jumper two (higher jumper #11LD). Both jumpers tried to slip away but instead they remained entangled. Both jumpers snapped into a modified position of attention. Higher jumper two climbed down to the lower jumper one. Jumper one's main canopy then began to deflate, he immediately activated his SLCP and both jumpers rode one fully inflated main parachute (T-10D) and one SLCP safely to the ground. Both jumpers remained calm and maintained canopy awareness during their entire decent. Jumper two did not perform a proper PLF resulting in injury to his tailbone. All equipment was labeled and turned in to the parachute detail before the Malfunction NCO could retrieve it. The equipment was recovered by the Malfunction NCO and a complete Technical Rigger Inspection was performed by the SME Warrant. The inspection found zero faults on either the main or reserve parachutes.

Suspected Cause of Malfunction or Incident: Improper interval of jumpers inside the aircraft, and uncontrolled simultaneous exits, were definitely factors which contributed to this incident. The fact that both jumpers had just come returned from a twelve month deployment also contributed to the incident.

SL11_20100203_7SSFG_SF-10A_Broken_Control_Line_C212

Airdrop Malfunction Report Type: Personnel Static Line Report

Unit Address: 77 Special Forces Way, Ft. Bragg, NC 28310

Branch of Service: Army

Contact Email:

Type of Report: Malfunction

Type of Loss: Choose One

Unit Being Airlifted: 7th SFG(A)

Departure Airfield: Raeford Airfield

Type of Aircraft: C-212 Casa

Airlift Unit: USASOC

Drop Zone Name Location: Raeford

Date of Airdrop: 02/03/2010

Aircraft Speed KIAS: 110

Aircraft Altitude AGL: 1250

Surface Winds KTS: 0-3

Visibility Feet - Miles: 5 miles+

Type of Parachute: SF10A

Type of Reserve: SLCP MIRPS

Main Parachute Age: 5 years

Main Parachute Placed in Service: December 2009

Main Parachute Date of Manufacture: April 2005

Main Parachute Repack Date: 18 DEC 09

Main Parachute Serial Number: 4691

Main Parachute Number of Jumps: 2

Type of Malfunction or Incident: Broken Control Line

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

Jumpers Height and Weight: 74" and 212 lbs.

Jumpers Equipment Worn: SF-10A parachute and SLCP MIRPS

Jumpers Position - Pass - Stick - Position: Pass 1/Stick 7/ 4th jumper

Number of Jumps Jumper Has: 27

Description of Suspected Malfunction or Incident and Damaged Incurred: On February 3, 2010, at 1300 a malfunction of the left canopy control line occurred. SM stated that the control line snapped upon opening shock. SM used rear risers to control canopy safely to the ground. No injury to jumper occurred.

Suspected Cause of Malfunction or Incident: Upon technical rigger inspection of the SF-10A some damage was found on the parachute system canopy. The damage appears to have been the result of the snapping middle control line. The break occurred 7 inches below the cascade line. The damage to canopy is in Gore 1 and 3. All damage is in a linear pattern above the area where the middle control line snapped. Measurement of the control line was measured at 282 inches with 5lb weighted scale. Light burns were found on the middle control line broken edges. It does not appear that the control line was cut or manipulated. Possible cause is excessive twists in the suspension lines prohibiting free movement of control line during opening sequence or improper pack procedures when stowing excess control line in air channel.





SL12_20100204_EODMU5_MC1-1D_Riser_Turn_C-17

Airdrop Malfunction Report Type: Personnel Static Line Report

Unit Address: EODMU5 Unit 25499, FPO AP 96601-4591

Branch of Service: Navy

Contact Email:

Type of Report: Incident

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

Unit Being Airlifted: EODMU5

Departure Airfield: Andersen AFB, Guam

Type of Aircraft: C-17

Drop Zone Name - Location: Machete North / Guam

Date of Airdrop: 02/04/2010

Aircraft Speed KIAS: 130

Aircraft Altitude AGL: 1000 ft

Drop Zone Elevation Feet - MSL: 500 ft

Surface Winds KTS: 10 knots

Visibility Feet - Miles: Unlimited / Unrestricted

Type of Parachute: MC1-1D

Type of Reserve: NTR-1

Main Parachute Age: 7 years

Main Parachute Placed in Service: April 2003

Main Parachute Date of Manufacture: Jan 2003

Main Parachute Repack Date: 30 NOV 2009

Main Parachute Serial Number: 35260

Main Parachute Number of Jumps: 24

Type of Malfunction or Incident: Improper canopy control resulting in injury.

Jumpers Name - Grade - Unit: E-5, EOD MU 5,

Jumpers Height and Weight: 67", 170lbs.

Jumpers Equipment Weight: 35 lbs.

Jumpers Equipment Worn: Parachutist Drop Bag (PDB), LIFE VEST (UDT), MC1-1D, NTR-1

Jumpers Position - Pass - Stick - Position: 1st Pass / 1st Stick / 4th Jumper

Number of Jumps Jumper Has: 9

Resulting Injury: Possible fractured tail bone, strain of the pelvis ligaments, bruising, and road rash to right shoulder blade.

Description of Suspected Malfunction or Incident and Damaged Incurred: The jumper had a successful exit out of the aircraft. He checked canopy, gained canopy control and turned into the wind. At approximately 200 ft AGL, the jumper lowered his equipment. The jumper then noticed he was heading toward a square patch of asphalt used for parking aircraft. He attempted to maneuver his canopy with a riser turn to facilitate landing on grass. The turn increased his horizontal speed. The jumper turned back into the wind which resulted in a backwards landing. The jumper landed feet, back, and head on the asphalt. He released both canopy release assembly's to collapse the canopy. The jumper remained stationary until the DZ crew arrived. EMT's were called and he was put on a spine board and transported to the hospital and released the same day.

Suspected Cause of Malfunction or Incident: The jumper performed a last minute, low altitude riser turn in 10 - 11 knot winds. The Jumper had an uneventful slick jump on the same DZ with comparable weather conditions two days prior to the incident.

SL13_20100213_3/75RR_T11R_Activation_C130

Airdrop Malfunction Report Type: Personnel Static Line Report

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

Branch of Service: Army

Contact Email:

Type of Report: Incident

Unit Being Airlifted: 3/75th Ranger Regiment

Departure Airfield: BIGGS AAF

Type of Aircraft: C-130

Airlift Unit: Air Force

Drop Zone Name - Location: Fryar DZ

Date of Airdrop: 02/13/2010

Aircraft Speed KIAS: 130

Aircraft Altitude AGL: 1,000'

Drop Zone Elevation Feet - MSL: 300'

Surface Winds KTS: 8-10

Visibility Feet - Miles: Clear

Type of Parachute - T11 Main

Type of Reserve: T-11R

Reserve Function Properly: YES

Type of Malfunction or Incident: Incident T11R activation

Jumpers Name - Grade - Unit: 3/75th Ranger Regiment

Jumpers Equipment Worn: 35 lb Assault Pack w/ 1950 Weapons Case

Jumpers Position - Pass - Stick - Position: Pass 2 / 7th Jumper

Description of Suspected Malfunction or Incident and Damaged Incurred: T11R activation

Suspected Cause of Malfunction or Incident: Jumper accidentally activated T11R while lowering his Assault Pack prior to landing. Jumper had a fully inflated T11 Main canopy w/ no malfunction or entanglement from other jumpers. Jumper tried to stop the deployment of the T11R canopy which caused the canopy to wrap around the jumpers feet prior to landing. Jumper executed a proper PLF and sustained no injuries.

SL14_20100303_3/10SFG_JMC_MC6_Inverted_C130

Airdrop Malfunction Report Type: Personnel Static Line Report

Unit Address: 10th SFG (A) Bldg 7438 Bad Tolz Rd Fort Carson Colorado 80913

Branch of Service: Army

Contact Email:

Type of Report: Incident

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

Unit Being Airlifted: 3/10 Jumpmaster course

Departure Airfield: Peterson Air Force Base Colorado

Type of Aircraft: C-130

Airlift Unit: 182nd Air National Guard

Drop Zone Name - Location: Sullivan DZ/Fort Carson Co.

Date of Airdrop: 03/03/2010

Aircraft Speed KIAS: 130 KIAS

Aircraft Altitude AGL: 1500 AGL

Drop Zone Elevation Feet - MSL: 7567 MSL

Surface Winds KTS: 5 KTS

Visibility Feet - Miles: 10,000/unlimited

Type of Parachute: MC-6

Type of Reserve: T-11R

Reserve Function Properly: YES

Main Parachute Age: 6 months

Main Parachute Placed in Service: Nov 2009

Main Parachute Date of Manufacture: April 2008

Main Parachute Repack Date: Dec 2009

Main Parachute Serial Number: MC6-3421

Main Parachute Number of Jumps: 5

Type of Malfunction or Incident: Complete Inversion

Jumpers Name - Grade - Unit: E6, 3/10th SFG (A)

Jumpers Height and Weight: 68" 160lbs

Jumpers Equipment Weight: ALICE pack weight 45lbs

Jumpers Equipment Worn: M-1950 weapons case with M4 weapon

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

Number of Jumps Jumper Has: 19

Resulting Injury: No resulting injury.

Description of Suspected Malfunction or Incident and Damaged Incurred: During a combat equipment jump the jumpmaster flipped thru his riser assembly upon exit. The M 1950 weapons case and feet became caught up in the suspension lines, upon coming out of the suspension lines the jumper noticed that the risers where twisted about his head, The jumper activated his reserve parachute based upon the fact that he had a inverted parachute.

Suspected Cause of Malfunction or Incident: The jumper had a very weak exit from the A/C. The jumper did not have damage to the canopy and deployed his reserve based on the fact that he had an inverted canopy. The rate of descent was not greater than his fellow jumpers. The jumper was retrained on Sustained Airborne Training, Actions in the Aircraft, and exit procedures.

SL15_20100303_10SFG_MC6_CRA_C130

Airdrop Malfunction Report Type: Personnel Static Line Report

Unit Address: 10th SFG (A) Bldg 7438 Bad Tolz Fort Carson Colorado 80913

Branch of Service: Army

Contact Email:

Type of Report: Incident

Unit Being Airlifted: 3/10 Jumpmaster Course

Departure Airfield: Peterson Air Force Base Colorado

Type of Aircraft: C-130

Airlift Unit: 182nd Air National Guard

Drop Zone Name - Location: Sullivan DZ/ Fort Carson Co

Date of Airdrop: 03/03/2010

Aircraft Speed KIAS: 130 KIAS

Aircraft Altitude AGL: 1500 AGL

Drop Zone Elevation Feet - MSL: 7567 MSL

Surface Winds KTS: 5 KTS

Visibility Feet - Miles: 10,000/unlimited

Type of Parachute: MC-6

Type of Reserve: T-11R

Reserve Function Properly: YES

Main Parachute Age: 6 months

Main Parachute Placed in Service: Nov 2009

Main Parachute Date of Manufacture: April 2008

Main Parachute Repack Date: Jan 2010

Main Parachute Serial Number: MC-430

Main Parachute Number of Jumps: 5

Type of Malfunction: Choose One

Type of Malfunction or Incident: Safety Clip of canopy release assembly came un-done

Jumpers Name - Grade - Unit: E6, 3/10th SFG (A)

Jumpers Height and Weight: 74" 185 lbs

Jumpers Equipment Weight: Hollywood

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

Number of Jumps Jumper Has: 22

Resulting Injury: No resulting injury

Description of Suspected Malfunction or Incident and Damaged Incurred: Upon exit the jumper removed twists from his parachute upon regaining canopy control the jumper noticed that his safety clip was not seated and that his cable loop was exposed. The jumper immediately deployed his reserve parachute.

Suspected Cause of Malfunction or Incident: Improper wear of the equipment. The canopy release assembly was not sitting in the pockets of the collar bone. The jumper was wearing his parachute too high on his shoulders. The exit from the aircraft caused his risers to snap forward and release the safety clip. A 100% TRI was conducted on the parachute system and the safety clip functioned properly. The jumper was re-trained on the proper wear and fitting of the equipment. The jumper was also given a refresher on the proper procedures for activating the parachute in the event of a malfunction.

SL16_20100309_11QM_T10D_Failed_to_Open_C130

Airdrop Malfunction Report Type: Personnel Static Line Report

Unit Address: 11th QM CO, Ft Bragg NC 28348

Branch of Service: Army

Contact Email:

Type of Report: Malfunction

Unit Being Airlifted: HHC 1/505 PIR

Departure Airfield: Pope Airfield

Type of Aircraft: C-130

Other Type of Aircraft: None

Aircraft Serial Number: Tail number 1671

Airlift Unit: 317 Air Wing (Dyess)

Drop Zone Name - Location: Holland, Ft Bragg NC

Date of Airdrop: 03/09/2010

Aircraft Speed KIAS: 125 knots

Aircraft Altitude AGL: 800 Ft AGL

Drop Zone Elevation Feet - MSL: 445 Feet

Surface Winds KTS: 12 knots

Visibility Feet - Miles: Unlimited

Type of Parachute: T-10D

Type of Reserve: SLCP MIRPS

Reserve Function Properly: YES

Main Parachute Age: 7 years

Main Parachute Placed in Service: Dec 2003

Main Parachute Date of Manufacture: Aug 2003

Main Parachute Repack Date: Jan 2010

Main Parachute Serial Number: 12065

Main Parachute Number of Jumps: 25

Type of Malfunction: Cigarette Roll

Type of Malfunction or Incident: Jumper main canopy failed to open properly based on jumper exit

Jumpers Name - Grade - Unit: E-5, HHC 1-505th

Jumpers Height and Weight: 68"/ 170lbs

Jumpers Equipment Weight: 100 lbs

Jumpers Equipment Worn: Ruck sack, Kevlar, 1950 weapon case, T-10 Main (1ea), SLCP (1ea)

Jumpers Position - Pass - Stick - Position: 2 jumper , 6 chalk, Right Door

Number of Jumps Jumper Has: 13

Resulting Injury: Jumper sustained a sprained ankle and abdominal pains as a result of his main canopy having twists up to the anti-inversion net and his SLCP reserve being activated approximately at 150 ft AGL.

Description of Suspected Malfunction or Incident and Damaged Incurred: On March 9, 2010, Jumper jumped from a C-130 aircraft right door 2nd jumper. Upon exiting the aircraft, at the end of his 4 thousand count noticed that he was spinning and did not feel an opening shock. He then checked his canopy and realized that he had what appeared to be a cigarette roll. The jumper had twists in his suspension lines extending to his anti-inversion net. Having the twists prevented his canopy from fully opening and allowed him very little lift capability. Due to his main canopy not fully opening, he pulled his reserve at about 150 ft AGL. Seconds later he landed. The winds were at 12 knots and were not a contributing factor to this malfunction.

Suspected Cause of Malfunction or Incident: The suspected cause of the malfunction is that the jumper did not have the proper exit upon departing the aircraft. Another possible contributing factor may have been that the number of jumps prior to this airborne operation.

SL17_20100309_11QM_T10D_Broken_USL_C130

Airdrop Malfunction Report Type: Personnel Static Line Report

Unit Address: 11th QM CO, 189TH (CSSB) , Ft Bragg NC 28301

Branch of Service: Army

Contact Email:

Type of Report: Incident

Unit Being Airlifted: 3rd BDE B Co. 1/319 Ft Bragg NC 28310

Departure Airfield: Pope Airfield, North Carolina

Type of Aircraft: C-130

Airlift Unit: 19th Air Wing, Little Rock

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

Date of Airdrop: 03/09/2010

Aircraft Speed KIAS: 125 Knots

Aircraft Altitude AGL: 800 Ft AGL

Drop Zone Elevation Feet - MSL: 445 Ft/ MSL

Surface Winds KTS: 10 Knots

Visibility Feet - Miles: Unlimited

Type of Parachute: T-10D

Type of Reserve: SLCP MIRPS

Reserve Function Properly: N/A

Main Parachute Age: Unknown

Main Parachute Placed in Service: Unknown

Main Parachute Date of Manufacture: Unknown

Main Parachute Repack Date: Unknown

Main Parachute Serial Number: Unknown

Main Parachute Number of Jumps: Unknown

Type of Malfunction or Incident:: Broken Universal Static Line identified upon retrieving D-bags

Jumpers Name - Grade - Unit: Unknown

Jumpers Equipment Weight: Unknown

Jumpers Equipment Worn: Unknown

Jumpers Position - Pass - Stick - Position: Unknown

Number of Jumps Jumper Has: Unknown

Resulting Injury: There were no injuries identified or reported from the 8th Chalk, 1st pass.

Description of Suspected Malfunction or Incident and Damaged Incurred: A description of the broken static line is as follows. Upon retrieving the d-bags from the first pass after the jumpers exited the aircraft, the safety and flight crew noticed a USL hanging from the anchor line cable on the left door. The static line had approximately 4 ft of static line girth hitched to the snap hook.

Suspected Cause of Malfunction or Incident: The suspected cause of the incident has yet to be determined. Once the d-bags were retrieved back inside of the aircraft and the broken static line identified, they were removed from the anchor line cable by the jumpmaster team. This prevented the SME's from counting the static lines to possibly identify a soldier that may have jumped the static line in question. A thorough inspection of the left door was performed and the only possible infraction identified was a cut in the far right top corner of the left door. During the reenactment, it was clearly visible that the static line traveled out of range in which the imperfection in the metal existed. Because of the inability to locate a d-bag, or jumper, the suspected cause of the incident has yet to be determined.

SL18_20100310_11QM_T10D_Static_line_Misrouted_C130

Airdrop Malfunction Report Type: Personnel Static Line Report

Unit Address: 11th QM CO, 189TH (CSSB), Ft Bragg NC 28301

Branch of Service: Army

Contact Email:

Type of Report: Incident

Unit Being Airlifted: F Company, 2/505 PIR 3rd BCT

Departure Airfield: Pope Airfield

Type of Aircraft: C-130

Airlift Unit: 19th Air wing

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

Date of Airdrop: 03/10/2010

Aircraft Speed KIAS: 125 knots

Aircraft Altitude AGL: 800 Ft AGL

Drop Zone Elevation Feet - MSL: 445 ft /MSL

Surface Winds KTS: 10 knots

Visibility Feet - Miles: Unlimited

Type of Parachute: T-10D

Type of Reserve: SLCP MIRPS

Main Parachute Age: 9 years

Main Parachute Placed in Service: June 2004

Main Parachute Date of Manufacture: Oct 2001

Main Parachute Repack Date: Jan 13, 2010

Main Parachute Serial Number: 45372

Main Parachute Number of Jumps: 15

Type of Malfunction or Incident: Static Line Injury

Jumpers Name - Grade - Unit: E-5/ F. Company 2/505

Jumpers Height and Weight: 68inches, 155 lbs.

Jumpers Equipment Weight: 100

Jumpers Equipment Worn: Ruck sack, 1950 weapon case, Kevlar

Jumpers Position - Pass - Stick - Position: Chalk 2, Jumper 9, Right door

Number of Jumps Jumper Has: 11

Resulting Injury: Possible torn right arm bicep.

Description of Suspected Malfunction or Incident and Damaged Incurred: Jumper was jumping from a C-130 aircraft with full combat gear, right door, 9th jumper. He stated that the jumper in front of him hesitated prior to exiting the aircraft. The identified hesitation between the two jumpers and compromised the proper intervals. Jumper handed his static line to the safety and departed the right door of the aircraft. Upon exit, he stated he attempted to place his hands properly on his reserve, and felt a sharp pain. He looked at his right arm and noticed a burn across the sleeve of his uniform. There was no damage to any of the jumper's equipment. Jumper executed a proper PLF and was transported by FLA to Womack Medical Center.

Suspected Cause of Malfunction or Incident: A combination of improper intervals and slack in his static line caused the static line to become wrapped around his arm upon exiting the A/C.

SL19_20100311_3/75_Ranger_Reg_High_Altitude_Entanglement_T11_C130J

Airdrop Malfunction Report Type: Personnel Static Line Report

Unit Address: E CO, 3/75 Ranger Regiment

Branch of Service: Army

Contact Email:

Type of Report: Incident

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

Unit Being Airlifted: 3/75 Ranger Regiment

Departure Airfield: Lawson Army Airfield

Type of Aircraft: C-130J

Aircraft Serial Number: 53147

Airlift Unit: 19th AW, Little Rock

Drop Zone Name - Location: Fryar DZ, AL

Date of Airdrop: 03/11/2010

Aircraft Speed KIAS: 130

Aircraft Altitude AGL: 1,000'

Drop Zone Elevation Feet - MSL: 302'

Surface Winds KTS: 0-2

Visibility Feet - Miles: Partly Cloudy

Type of Parachute - Specify: T-11

Type of Reserve: T-11R

Reserve Function Properly: YES

Main Parachute Placed in Service: N/A

Main Parachute Serial Number: N/A

Main Parachute Number of Jumps: N/A

Type of Malfunction or Incident: High Altitude Entanglement w/ T11R Activation

Jumpers Name - Grade - Unit: 3/75 Ranger Regiment

Jumpers Height and Weight: Unkown

Jumpers Equipment Weight: N/A

Jumpers Equipment Worn: N/A

Jumpers Position: Pass - Stick - Position: Jumper 1 - L Door/Jumper #8 / Jumper 2 R Door/Jumper #9

Number of Jumps Jumper Has: 40 / 12

Resulting Injury: Jumper 1 reported that he rolled his ankle, but did not seek any further medical attention.

Description of Suspected Malfunction or Incident and Damaged Incurred: Jumpers exited both paratroop doors during a daytime, mass exit, administrative non-tactical jump. Both jumpers became entangled upon exit of the C-130J. Jumper 1's canopy was entangled w/ the jumper 2's suspension lines and slider. Jumper 2 activated T-11R while a lower jumper T-11 Main was only partially inflated due to entanglement. Jumper 1 did not activate T-11R. Jumpers landed together with no damage to equipment.

Suspected Cause of Malfunction or Incident: Simultaneous exit of both jumpers during mass exit procedures caused a high altitude entanglement. Lower jumpers T-11 Main canopy/pilot chute became entangled w/ the higher jumpers suspension lines/slider causing the lower jumpers T-11 Main canopy to only partially inflate. Higher jumper activated T-11R as a result of the increased rate of descent and entanglement.

SL20_20100316_22STS_MC6_Broken_Control_Lines_C130

Airdrop Malfunction Report Type: Personnel Static Line Report

Unit Address: 22 Special Tactics Squadron, 341 Pitsenbarger Blvd, McChord AFB, WA

Branch of Service: Air Force

Contact Email:

Type of Report: Malfunction

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

Unit Being Airlifted: 22 STS

Departure Airfield: McChord AFB, WA

Type of Aircraft: C-130

Airlift Unit: 71 RQS, Moody AFB

Drop Zone Name - Location: Farmer DZ, McChord

Date of Airdrop: 03/16/2010

Aircraft Speed KIAS: 130 knots

Aircraft Altitude AGL: 1160 ft

Drop Zone Elevation Feet - MSL: 341

Surface Winds KTS: 10-14 knots

Visibility Feet - Miles: unrestricted

Type of Parachute: MC-6

Type of Reserve: T-11R

Main Parachute Age: 20 months

Main Parachute Placed in Service: Jun 09

Main Parachute Date of Manufacture: Jul 08

Main Parachute Repack Date: 20 DEC 09

Main Parachute Serial Number: 13636

Main Parachute Number of Jumps: 5th

Type of Malfunction or Incident: Broken Suspension Lines

Jumpers Name - Grade - Unit: SSGT, 22 STS

Jumpers Height and Weight: 5'10",160

Jumpers Equipment Weight: 45lbs

Jumpers Equipment Worn: Ruck

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

Number of Jumps Jumper Has: 28

Description of Suspected Malfunction or Incident and Damaged Incurred: Right side cascade control line broke in four places; First break line 1 28" from girth hitch, second break 46" from girth hitch, First break line 2 28" from girth hitch, second break 44" from girth hitch. . The control lines have been set to 282" under 5 lbs of tension IAW TM 10-1670-327-23&P WP 0007-14.

Suspected Cause of Malfunction or Incident: Possible material deficiency or exit speed.

Additional Information. HQ AFSOC I am sure you have heard already, but I am notifying you of two malfunctions that we had today with the MC6. On both incidents the cascade lines broke above the control lines on the right side of the canopy causing the jumper to lose control of the canopy. This brings our total to 5 of the exact same malfunctions since the implementation of the MC6 system in May 09. The 22 STS has grounded all MC6 jump ops until more information/investigation is provided. Please advise on any additional information or procedures that I need to take.

SL21_20100316_22STS_MC6_Broken_Control_Lines_C130

Airdrop Malfunction Report Type: Personnel Static Line Report

Unit Address: 341 Pitsenbarger Blvd. McChord, WA

Branch of Service: Air Force

Contact Email:

Type of Report: Malfunction

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

Unit Being Airlifted: 22 Special Tactics Squadron

Departure Airfield: McChord AFB, WA

Type of Aircraft: C-130

Airlift Unit: 71 RQS, Moody AFB

Drop Zone Name - Location: Farmer DZ, McChord

Date of Airdrop: 03/16/2010

Aircraft Speed KIAS: 130 knots

Aircraft Altitude AGL: 1160 ft

Drop Zone Elevation Feet - MSL: 341

Surface Winds KTS: 10-14 knots

Visibility Feet - Miles: unrestricted

Type of Parachute: MC-6

Type of Reserve: T-11R

Main Parachute Age: 20 months

Main Parachute Placed in Service: May 09

Main Parachute Date of Manufacture: Jul 08

Main Parachute Repack Date: 23 Nov 09

Main Parachute Serial Number: 13667

Main Parachute Number of Jumps: 5th

Type of Malfunction or Incident: Broken Suspension Lines

Jumpers Name - Grade - Unit: SrA, 22 Special Tactics Squadron

Jumpers Height and Weight: 5'11"/165lbs

Jumpers Equipment Weight: 0

Jumpers Equipment Worn: N/A

Jumpers Position - Pass - Stick - Position: 1/1/16

Number of Jumps Jumper Has: 26

Resulting Injury: Cuts/Scrapes/Burns down right arm and shoulder

Description of Suspected Malfunction or Incident and Damaged Incurred: Cascade Lines above right control lines broke in four places.

Suspected Cause of Malfunction or Incident: Possible material defective or exit speed

SL22_20100324_1SWTG_MC6_Mid_Air_Entanglement_C212

Airdrop Malfunction Report Type: Personnel Static Line Report

Unit Address: C Co.SPT BN 1st SWTG (A) Fort Bragg NC. 28310

Branch of Service: Army

Contact Email:

Type of Report: Incident

Type of Loss: Choose One

Unit Being Airlifted: B Co. 4th BN 1st SWTG (A)

Departure Airfield: MacKall Army Airfield

Type of Aircraft: C-212 Casa

Aircraft Serial Number: CASA 177

Airlift Unit: USASOC Flight Detachment

Drop Zone Name - Location: Luzon Fort Bragg NC.

Date of Airdrop: 03/24/2010

Aircraft Speed KIAS: 90 Knots

Aircraft Altitude AGL: 1500 (AGL)

Drop Zone Elevation Feet - MSL: 322 Feet, (MSL)

Surface Winds KTS: 5-7 Knots

Visibility Feet - Miles: Unlimited

Type of Parachute: MC-6

Type of Reserve: T-11R

Reserve Function Properly: YES

Main Parachute Age: 1 year

Main Parachute Placed in Service: 1st-Feb 2010, 2nd- Mar 2010

Main Parachute Date of Manufacture: 1st -Oct 2009, 2nd -Jul 2009

Main Parachute Repack Date: 1st- 15 Mar 2010, 2nd- 16 Mar 2010

Main Parachute Serial Number: 1st- 11762, 2nd- 2249

Main Parachute Number of Jumps: 1 (For Both)

Type of Malfunction or Incident: Entanglement

Jumpers Name - Grade - Unit: E-4 / E-6 Both from B Co. 4th BN SWTG(A)

Jumpers Height and Weight: 6"0 210lbs, 5"9 182lbs

Jumpers Equipment Weight: N/A

Jumpers Equipment Worn: N/A

Jumpers Position - Pass - Stick - Position: 14/1/6, 14/1/8

Number of Jumps Jumper Has: 6, 11

Resulting Injury: Jumper complained of a twisted ankle but walked off the Drop Zone with no treatment.

Description of Suspected Malfunction or Incident and Damaged Incurred: Mid Air Entanglement, Once the jumpers were entangled they began to spin for approximately 100 ft. ,they both deployed their reserves, the jumpers continued to spin, twists were from the risers to the suspension lines twisted approximately five (5) feet towards the canopy (all 4 parachutes were twisted together). Jumpers landed under two full mains and two full reserves

Suspected Cause of Malfunction or Incident: Higher jumper was running with the wind, lost his situational awareness and ran into the lower jumper's canopy.

SL23_20100317_4PSYOP_MC1-1D_Control_line_Bridle_Separated_C212

Airdrop Malfunction Report Type: Personnel Static Line Report

Unit Address: 4th PSYOP GRP (ABN)

Branch of Service: Army

Contact Email:

Type of Report: Malfunction

Type of Loss: Class N/A -- None

Unit Being Airlifted: 528th Sustainment BDE

Departure Airfield: St Mere DZ Fort Bragg, NC

Type of Aircraft: C-212 Casa

Aircraft Serial Number: 168

Airlift Unit: USASOC Flight Detachment

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

Date of Airdrop: 03/17/2010

Aircraft Speed KIAS: 90

Aircraft Altitude AGL: 1250

Drop Zone Elevation Feet - MSL: 275 MSL

Surface Winds KTS: 4-8

Visibility Feet - Miles: unlimited

Type of Parachute: MC1-1D

Type of Reserve: SLCP MIRPS

Reserve Function Properly: YES

Main Parachute Age: 5 yrs 9 months

Main Parachute Placed in Service: Jan 2009

Main Parachute Date of Manufacture: Apr 2004

Main Parachute Repack Date: 02/03/2010

Main Parachute Serial Number: 5498

Main Parachute Number of Jumps: 9

Type of Malfunction: Reserve Activation

Type of Malfunction or Incident: Left control line bridle separated from canopy

Jumpers Name - Grade - Unit: E-6, HHC 538th SB (A)

Jumpers Height and Weight: 66" 196LBS

Jumpers Equipment Worn: ACH

Jumpers Position - Pass - Stick - Position: 9th pass Jumping Jumpmaster

Number of Jumps Jumper Has: 92

Resulting Injury: No Injury

Description of Suspected Malfunction or Incident and Damaged Incurred: Jumper 1 exited the aircraft and had twists. Once Jumper 1 cleared the twists he went to his second point performance check canopy and gain canopy control and thought he had a broken suspension line. He then looked to see if he was falling faster than his fellow jumpers, not knowing if he was or not he pulled his reserve parachute. Jumper 1 landed safely with both canopies. When the Malfunction NCO arrived on sight he did an investigation and noticed that no suspension lines were broken but the left control line bridle had separated from the canopy.

Suspected Cause of Malfunction or Incident: Jumper had a poor exit causing the suspension lines to twist and put pressure on the left control line.

SL24_20100402_SOV3HHMS360_Line_Dump_C130

Airdrop Malfunction Report Type: Personnel Static Line Report

Unit Address: 7196B Savannah St, Moody AFB, GA 31699

Branch of Service: Air Force

Contact Email:

Type of Report: Malfunction

Unit Being Airlifted: 38th Rescue Squadron

Departure Airfield: Moody AFB, GA

Type of Aircraft: C-130

Aircraft Serial Number: 810

Airlift Unit: 71st Rescue Squadron

Drop Zone Name - Location: Swamp Donkey, Tifton GA

Date of Airdrop: 04/02/2010

Aircraft Speed KIAS: 125 KIAS

Aircraft Altitude AGL: 3000 FT

Drop Zone Elevation Feet - MSL: 370ft MSL

Surface Winds KTS: 0 KTS

Visibility Feet - Miles: Clear

Other Type of Parachute - Specify: SOV 3HH MS360 Static Line

Other Type of Reserve: SOV 3HH TR375

Reserve Function Properly: YES

Main Parachute Age: 1yr 10 months

Main Parachute Placed in Service: Dec 2008

Main Parachute Date of Manufacture: Jun 2008

Main Parachute Repack Date: 24 Mar 2010

Main Parachute Serial Number: 002877

Main Parachute Number of Jumps: 5

Type of Malfunction or Incident: Distorted Canopy

Jumpers Name - Grade - Unit: O-3, 66TRS

Jumpers Height and Weight: 6 ft; 193lbs

Jumpers Equipment Weight: N/A

Jumpers Equipment Worn: Slick

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

Number of Jumps Jumper Has: 180 S/L (1 SOV S/L)

Description of Suspected Malfunction or Incident and Damaged Incurred: Jumper exited the aircraft with good body position at 3000ft AGL. While under the canopy he looked up and observed that the 1st and 9th cells were collapsed. Both left toggles were together (not spread apart) with the left steering line tangled up in the left risers. Jumper stated that he was losing altitude faster than the other two jumpers. As per to the Jump Master's EP briefing, Jumper preformed two EPs and was unable to gain control of the canopy. He saw his altimeter indicated that he was at 2000ft and he noticed that he was the low man. He scanned the area and deployed his reserve parachute. The jumpmaster (1st Pass, 1st in Stick) states that when he looked up at the other two jumpers, he saw both jumpers under good canopy.

Suspected Cause of Malfunction or Incident: Possible Line Dump

SL25_20100406_96CA_MC6_Broken_Control_Line_C212

Airdrop Malfunction Report Type: Personnel Static Line Report

Unit Address: 96th Civil Affairs Bn, Son Tay Rd Ft Bragg NC 28310

Branch of Service: Army

Contact Email:

Type of Report: Malfunction

Unit Being Airlifted: 96th Civil Affairs Bn

Departure Airfield: MAAF Mckall Army Airfield

Type of Aircraft: C-212 Casa

Other Type of Aircraft: N\A

Aircraft Serial Number: A177

Airlift Unit: USASOC

Drop Zone Name - Location: Luzon, Camp Mckall

Date of Airdrop: 04/06/2010

Aircraft Speed KIAS: 100 Knots

Aircraft Altitude AGL: 1500ft

Drop Zone Elevation Feet - MSL: 360ft

Surface Winds KTS: 3Knotts gusting to 10knots

Visibility Feet - Miles: Unlimited

Type of Parachute: MC-6

Type of Reserve: T-11R

Main Parachute Age: 6 Mos

Main Parachute Placed in Service: February 2010

Main Parachute Date of Manufacture: October 2009

Main Parachute Repack Date: N/A

Main Parachute Serial Number: 11768

Main Parachute Number of Jumps: 1

Type of Malfunction or Incident: Broken Suspension Lines

Type of Malfunction - Incident - Specify: Broken Control Line

Jumpers Name - Grade - Unit:

Jumpers Height and Weight: 73" 200lbs

Jumpers Equipment Weight: 0

Jumpers Equipment Worn: N\A

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

Number of Jumps Jumper Has: 35

Resulting Injury: None

Description of Suspected Malfunction or Incident and Damaged Incurred: Right upper control lines broken 24 1/2 inches from the girth hitch

Suspected Cause of Malfunction or Incident: Excessive twists in the suspension lines prohibiting free movement of control line during opening sequence, or improper pack procedures when stowing excess control line in air channel

SL26_20100406_3/75RR_T11_Entanglement_C130

Airdrop Malfunction Report Type: Personnel Static Line Report

Unit Address: 3/75th, Ranger Regiment

Branch of Service: Army

Contact Email:

Type of Report: Incident

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

Unit Being Airlifted: 3/75th, Ranger Regiment

Departure Airfield: Lawson Army Airfield

Type of Aircraft: C-130

Airlift Unit: 153rd AW

Drop Zone Name - Location: Fryar DZ

Date of Airdrop: 04/06/2010

Aircraft Speed KIAS: 130

Aircraft Altitude AGL: 1,000'

Drop Zone Elevation Feet - MSL: 302'

Surface Winds KTS: 10

Visibility Feet - Miles: Clear

Type of Parachute - Specify: T-11

Type of Reserve: T-11R

Main Parachute Age: N/A

Main Parachute Placed in Service: N/A

Main Parachute Date of Manufacture: N/A

Main Parachute Repack Date: N/A

Main Parachute Serial Number: N/A

Main Parachute Number of Jumps: N/A

Type of Malfunction or Incident: High Altitude Corner Vent Entanglement

Jumpers Name - Grade - Unit: Jumper 1 / Jumper 2 (3/75th, Ranger Regiment)

Jumpers Height and Weight: N/A

Jumpers Equipment Weight: N/A

Jumpers Equipment Worn: N/A

Jumpers Position - Pass - Stick - Position: Jumper 1, R Door/8th Jumper / Jumper 2, L Door/8th Jumper

Number of Jumps Jumper Has: Jumper 1 15 / Jumper 2 10

Resulting Injury: None

Description of Suspected Malfunction or Incident and Damaged Incurred: Jumpers exited both paratroop doors during a daytime, mass exit, administrative non-tactical jump. Both jumpers became entangled upon exit of the C-130H. Jumper 2 exited from the left paratroop door and found himself trying to run off the lower jumpers canopy. Jumper 1 exited from the right paratroop door and had the higher jumper run across the top of his canopy until falling through the corner vent of his T-11 main canopy. Jumper 2 became entangled w/ the lower jumpers suspension lines and both jumpers landed safely under two full T-11 main canopies w/out activating their T-11 reserve parachutes.

Suspected Cause of Malfunction or Incident: Simultaneous exit of both jumpers during mass exit procedures caused a high altitude corner vent entanglement.

SL27_20100407_1SWTG_MC6_Broken_Control_line_C212

Airdrop Malfunction Report Type: Personnel Static Line Report

Unit Address: C CO. Support Battalion Fort Bragg, NC 28310

Branch of Service: Army

Contact Email:

Type of Report: Malfunction

Unit Being Airlifted: 1st Special Warfare Training Group (JSOMTC)

Departure Airfield: ST MERE

Type of Aircraft: C-212 Casa

Aircraft Serial Number: A177

Airlift Unit: USASOC

Drop Zone Name - Location: ST MERE, FORT BRAGG, NC

Date of Airdrop: 04/07/2010

Aircraft Speed KIAS: 100 Knots

Aircraft Altitude AGL: 1500 ft

Drop Zone Elevation Feet - MSL: 360 ft

Surface Winds KTS: 2 knots

Visibility Feet - Miles: Unlimited

Type of Parachute: MC-6

Type of Reserve: T-11R

Reserve Function Properly: N/A

Main Parachute Age: 6 Mos

Main Parachute Placed in Service: February 2010

Main Parachute Date of Manufacture: October 2009

Main Parachute Serial Number: 10242

Main Parachute Number of Jumps: 1

Type of Malfunction: Broken Suspension Lines

Type of Malfunction or Incident: Broken Control Line

Jumpers Name - Grade - Unit: E7/ 1st SWTG(A) JSOMTCL

Jumpers Height and Weight: 72" 190lbs

Jumpers Equipment Weight: N/A

Jumpers Equipment Worn: None

Jumpers Position - Pass - Stick - Position: 1

Number of Jumps Jumper Has: 67

Resulting Injury: None

Description of Suspected Malfunction or Incident and Damaged Incurred: Right upper control lines broken 24 1/2 inches from the girth hitch.

Suspected Cause of Malfunction or Incident: Excessive twists in the suspension lines prohibiting free movement of control line during opening sequence, or improper pack procedures when stowing excess control line in air channel

SL28_20102304_95_Civ_Aff_MC6_Broken_Control_Line_C212

Airdrop Malfunction Report Type: Personnel Static Line Report

Unit Address: 95th Civil Affairs BDE, Ft. Bragg NC, 28323

Branch of Service: Army

Contact Email:

Type of Report: Malfunction

Unit Being Airlifted: 95th CA BDE

Departure Airfield: St. Mere Eglese

Type of Aircraft: C-212 Casa

Aircraft Serial Number: 00178

Airlift Unit: USASOC Flight Det

Drop Zone Name - Location: St. Mere Eglese

Date of Airdrop: 04/23/2010

Aircraft Speed KIAS: 90 Knots

Aircraft Altitude AGL: 1250ft AGL

Drop Zone Elevation Feet - MSL: 269ft

Surface Winds KTS: 4-6knts

Visibility Feet - Miles: unlimited

Type of Parachute: MC-6

Type of Reserve: T-11R

Main Parachute Age: 1yr 11mos

Main Parachute Placed in Service: Mar 2010

Main Parachute Date of Manufacture: May 2008

Main Parachute Repack Date: April 3, 2010

Main Parachute Serial Number: 10697

Main Parachute Number of Jumps: 1

Type of Malfunction: Broken Suspension Lines

Type of Malfunction or Incident: Left upper control line broken at bar tacking/ finger trap

Jumpers Name - Grade - Unit: SFC, HHC 97th Civil Affairs Battalion

Jumpers Height and Weight: 65" 225lbs

Jumpers Equipment Weight: N/A

Jumpers Equipment Worn: None

Jumpers Position - Pass - Stick - Position: 3rd pass 10 jumper

Number of Jumps Jumper Has: 10

Resulting Injury: None

Description of Suspected Malfunction or Incident and Damaged Incurred: Left upper control line broken at the bar tacking. Girth hitch at control line connection point (upper and lower) extremely tight from tension. Possible broken filler cords in control line near toggle. No damage of the canopy or remaining lines was found.

Suspected Cause of Malfunction or Incident: Jumper stated that he had twists in his risers which could have restricted the control line's free range of movement. This resulted in high tension during opening sequence that broke the upper control line at it's weakest point due to control line excess being below the twists. Broken control line measured at 282.5 inches under 5 lbs. Right control line measured at 282 inches. Photos will be sent to attach to report.





SL29_20100304_ADFSD_T-11_Fatality_UH60

Briefed by CW5 Jimenez

FREE FALL REPORTS

9



FF1_20100114_ST3_MT2-XX_AAD_Activation

Airdrop Malfunction Report Type: Military Free Fall Personnel Report

Unit Address: 2642 Trident Way, San Diego, CA 92155

Branch of Service: Navy

Contact Email:

Type of Report: Malfunction

Unit Being Airlifted: Seal Team 3

Departure Airfield: Monsoor

Type of Aircraft: Otter

Aircraft Serial Number: N3PY1

Airlift Unit: Sky Dive San Diego

Drop Zone Name - Location: Monsoor Drop Zone

Date of Airdrop: 14 January 2010

Aircraft Speed KIAS: 100 knots

Aircraft Altitude AGL: 12,500

Drop Zone Elevation Feet - MSL: 490 feet

Surface Winds KTS: Light and Variable

Visibility Feet - Miles: Unrestricted

Type of Parachute - Specify: MT2-XX

Type of Reserve: MT2-XX, 370

Reserve Function Properly: YES

Main Parachute Age: 7

Main Parachute Placed in Service: August 2003

Main Parachute Date of Manufacture: January 2003

Main Parachute Repack Date: 14January2010

Main Parachute Serial Number: 29492

Main Parachute Number of Jumps: 700

Type of Malfunction or Incident: Low Pull, AAD Activation

Jumpers Name - Grade - Unit:

Jumpers Height and Weight: 70", 180lbs

Jumpers Equipment Worn: Flight suit, altimeter, goggles, boots, gloves.

Jumpers Position - Pass - Stick - Position: One/One/Second to Last

Number of Jumps Jumper Has: 50

Description of Suspected of Malfunction or Incident and Damaged Incurred: Pins pulled around 2,000 to 2,500 feet. Cypress activated during pull sequence and deployed reserve. Member realized reserve had deployed and cut main canopy away. Member landed safely and no other malfunctions occurred.

Suspected Cause of Malfunction or Incident: All equipment worked as intended.

MFF2_20100115_3/7SFG_MC-4_Cutaway_Skyvan

Airdrop Malfunction Report Type: Military Free Fall Personnel Report

Unit Address: C-3/7 SFG(A) Fort Bragg, NC 28310

Branch of Service: Army

Contact Email:

Type of Report: Incident

Unit Being Airlifted: C-3/7 SFG(A) Fort Bragg NC

Departure Airfield: ELOY, AZ

Type of Aircraft: sky van

Aircraft Serial Number: AZ1573

Airlift Unit: Skydive Arizona

Drop Zone Name - Location: ELOY, AZ

Date of Airdrop: 01/15/2010

Aircraft Speed KIAS: 120(KIAS)

Aircraft Altitude AGL: 12,500(AGL)

Surface Winds KTS: 6(KTS)

Visibility Feet - Miles: unlimited

Other Type of Parachute: MC-4

Other Type of Reserve: MC-4

Reserve Function Properly: YES

Main Parachute Age: 4 Yrs

Main Parachute Placed in Service: Jan 2006

Main Parachute Date of Manufacture: 4 Feb 03

Main Parachute Repack Date: 4 Jan 2010

Main Parachute Serial Number: 10358

Main Parachute Number of Jumps: 75

Type of Malfunction or Incident: Incident MC-4 Cutaway

Jumpers Name - Grade - Unit:

Jumpers Height and Weight: 69, 210 lbs

Jumpers Equipment Weight: 70lbs

Jumpers Equipment Worn: Combat equipment/ weapon/ Oxygen mask /O2 bottles

Jumpers Position - Pass - Stick - Position: Lift (1) Stick (1) 1 Jumper in Pass

Number of Jumps Jumper Has: 110

Description of Suspected of Malfunction or Incident and Damaged Incurred: Jumper had a pilot chute hesitation. Jumper had full combat equipment/oxygen/weapon. No damage to parachute .No injury to jumper.

Suspected Cause of Malfunction or Incident: pilot chute hesitation or burble, when jumper went into cutaway procedures main parachute deployed before being cutaway.

MFF3_20100122_38RQS_SOVIII_Control_Lines

Airdrop Malfunction Report Type: Military Free Fall Personnel Report

Unit Address: 38th RQS 5196B Savannah Moody AFB GA 31599

Branch of Service: Air Force

Contact Email:

Type of Report: Malfunction

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

Unit Being Airlifted: 38 RQS

Departure Airfield: Moody AFB

Type of Aircraft: C-130

Aircraft Serial Number: 653975

Airlift Unit: 71st RQS

Drop Zone Name - Location: EZ DZ Moody AFB

Date of Airdrop: 1/22/2010

Aircraft Speed KIAS: 130

Aircraft Altitude AGL: 9999

Drop Zone Elevation Feet - MSL: 223

Surface Winds KTS: 6-11

Visibility Feet - Miles: 15 mi

Type of Parachute - Specify: SOV III

Type of Reserve: SOV III

Reserve Function Properly: YES

Main Parachute Age: 3 yrs 3 months

Main Parachute Placed in Service: DOI JAN 2007

Main Parachute Date of Manufacture: DOM OCT 2006

Main Parachute Repack Date: 11 AUG 2009

Main Parachute Serial Number: 02199

Main Parachute Number of Jumps: 16

Type of Malfunction or Incident: Control line over the canopy

Jumpers Name - Grade - Unit: SSgt, 38th RQS

Jumpers Height and Weight: 5'7' 175 lbs

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

Number of Jumps Jumper Has: 45

Description of Suspected of Malfunction or Incident and Damaged Incurred: Upon opening the canopy appeared to be good. After the brakes were unstowed the canopy's left side deflated. I noticed control lines over the left side of the canopy. As I worked the toggles up and down it had no effect on canopy maneuverability.

Suspected Cause of Malfunction or Incident: Control lines over the canopy.

MFF4_20100315_342TRS_MC-4_Torn_Canopy_C-130

Airdrop Malfunction Report Type: Military Free Fall Personnel Report

Unit Address: 3700 Randolph Ave, Kirtland AFB, NM 87117

Branch of Service: Air Force

Contact Email:

Type of Report: Incident

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

Unit Being Airlifted: Det 1, 342 TRS

Departure Airfield: KIKR

Type of Aircraft: C-130

Drop Zone Elevation Feet - MSL: 5551

Type of Parachute - Specify: MC-4

Type of Reserve: MC-4

Reserve Function Properly: N/A

Main Parachute Age: 23Months

Main Parachute Placed in Service: Jul 2008

Main Parachute Date of Manufacture: Mar 2008

Main Parachute Serial Number: 0528

Main Parachute Number of Jumps: 12

Type of Malfunction or Incident: Upon opening shock, Main bridal tore out a four foot hole in canopy top skin, Load bearing rib, and 6 inch hole in bottom skin.

Resulting Injury: None

Description of Suspected of Malfunction or Incident and Damaged Incurred: Upon opening shock, Main bridal tore out a four foot hole in canopy top skin, vertically across load bearing rib, and 6 inch hole in bottom skin.

Suspected Cause of Malfunction or Incident. Jumper did not report incident. Damage was noticed during Rigger repack inspection. Bridal Box-X reinforcement was accomplished IAW message dated 24 Sep 2008 from TACOM Life Cycle Management Aerial Delivery Equipment Group.

MFF5_20100317_EODMU5_MT2-XX_Main_Bridle_Detached_C130

Airdrop Malfunction Report Type: Military Free Fall Personnel Report

Unit Address: EODMU5 Unit 25499, FPO AP 96601-4591

Branch of Service: Navy

Contact Email:

Type of Report: Incident

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

Unit Being Airlifted: EOD MU5

Departure Airfield: Andersen Air Force Base GUAM

Type of Aircraft: C-130

Aircraft Serial Number: 1692

Airlift Unit: 374th (Yokota Japan)

Drop Zone Name - Location: Northwest Field/ Fortress DZ Guam

Date of Airdrop: 03/07/2010

Aircraft Speed KIAS: 130 KTS

Aircraft Altitude AGL: 9,500 AGL

Drop Zone Elevation Feet - MSL: 500 ft.

Surface Winds KTS: 10 knots

Visibility Feet - Miles: unlimited

Type of Parachute - Specify: MT2-XX

Type of Reserve: MT2-XX

Main Parachute Age: 6 years

Main Parachute Placed in Service: 06/01/2005

Main Parachute Date of Manufacture: 02/01/2004

Main Parachute Repack Date: 04/05/2010

Main Parachute Serial Number: slx32012

Main Parachute Number of Jumps: 11

Type of Malfunction or Incident: main bridle line detached w/pilot

Jumpers Height and Weight: 70" / 250lbs

Jumpers Equipment Weight: 10lbs

Jumpers Equipment Worn: slick jump/none

Jumpers Position - Pass - Stick - Position: 1 pass/ 1 stick/ first jumper

Number of Jumps Jumper Has: 27

Resulting Injury: N/A

Description of Suspected of Malfunction or Incident and Damaged Incurred: detachment of main bridle, pilot chute and main canopy bag.

Suspected Cause of Malfunction or Incident: weak stitching of attachment of bridle line to main canopy.

MFF6_20100322_EODTU_MT2-XX_Alt_Fail_C130

Airdrop Malfunction Report Type: Military Free Fall Personnel Report

Unit Address: 821 Blasters Cove, Ft. Story, Va. 23459

Branch of Service: Navy

Contact Email:

Type of Report: Malfunction

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

Unit Being Airlifted: EOD TRAINING AND EVALUATION UNIT TWO

Departure Airfield: Choctaw OLF Florida

Type of Aircraft: C-130

Aircraft Serial Number: 31456

Airlift Unit: NCANG

Drop Zone Name - Location: Choctaw DZ

Date of Airdrop: 03/22/2010

Aircraft Speed KIAS: 110

Aircraft Altitude AGL: 12,500

Drop Zone Elevation Feet - MSL: 90 ft.

Surface Winds KTS: 2 to5

Visibility Feet - Miles: 2 miles

Type of Parachute - Specify: MT2-XX

Type of Reserve: MT2-XX

Reserve Function Properly: YES

Main Parachute Age: 4.5 yrs

Main Parachute Placed in Service: JAN 2006

Main Parachute Date of Manufacture: SEP 2005

Main Parachute Repack Date: 22 MAR 2010

Main Parachute Serial Number: SLX 3370

Main Parachute Number of Jumps: 100

Type of Malfunction or Incident: altimeter failure/failure to follow procedures

Jumpers Name - Grade - Unit: EODC CEODD

Jumpers Height and Weight: 70" 175lbs.

Jumpers Equipment Weight: N/A

Jumpers Equipment Worn: MT2-XX/MA2-30

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

Number of Jumps Jumper Has: 97

Resulting Injury: NONE

Description of Suspected of Malfunction or Incident and Damaged Incurred: After uneventful freefall from 12,500 ft. jumper tracked away from group at 7,000 ft. After his 5 second track jumper checked altitude again. Altimeter still read 7,000ft. Jumper states he saw another jumpers canopy opening off to his left and checked altitude again (which still read 7,000ft) and at that time realized the altimeter was faulty. Jumper states he saw the trees below and realized how low he was. As the jumper gripped the ripcord his reserve inflated. Jumper landed with both main and reserve handles still in the pockets. Jumper did land safely on the drop zone.

Suspected Cause of Malfunction or Incident: Failure to follow briefed procedures.

MFF7_20100406_58RQS_MC5_Canopy_Not_Inflated_SC-7

Airdrop Malfunction Report Type: Military Free Fall Personnel Report
Unit Address: 8218 Seymour Johnson Ave, or Nellis AFB, NV 89191-6522
Branch of Service: Air Force
Type of Report: Malfunction
Type of Loss: Class N/A -- None of the Above
Unit Being Airlifted: 58th RESCUE
Departure Airfield: PARIS VALLEY, CALIFORNIA
Type of Aircraft: SC-7, SKYVAN
Aircraft Serial Number: UNKWN
Airlift Unit: PARIS VALLEY SKYDIVE COMPANY
Drop Zone Name - Location: PARIS VALLEY DROP ZONE
Date of Airdrop: 04/06/2010
Aircraft Speed KIAS: 110
Aircraft Altitude AGL: 11,500
Drop Zone Elevation Feet - MSL: 1,500
Surface Winds KTS: 11
Visibility Feet - Miles: UNRESTRICTED
Type of Parachute - Specify: MC-5
Type of Reserve: MC-5
Reserve Function Properly: YES
Main Parachute Age: 8 YRS
Main Parachute Placed in Service: OCT 02
Main Parachute Date of Manufacture: FEB 02
Main Parachute Repack Date: 26 MAR 2010
Main Parachute Serial Number: SL27898
Main Parachute Number of Jumps: 80

Type of Malfunction or Incident: Cigarette Roll

Jumpers Name - Grade - Unit: E-4, 58 RQS
Jumpers Height and Weight: 6' and 220lbs
Jumpers Equipment Weight: None
Jumpers Equipment Worn: None
Jumpers Position / Pass / Stick / Position: 1st Pass/1st Stick/3rd Jumper to exit
Number of Jumps Jumper Has: 17 + Initial Qualification Jumps
Resulting Injury: No Injury

Description of Suspected of Malfunction or Incident and Damaged Incurred: Jumper was stable in freefall and began pull sequence at 4,000' after wave-off. Jumper states he maintained stability during pull-sequence and felt the chute leave his back. He looked to clear his verbale and witnessed the lines extend and the canopy release from the deployment bag but the lines seemed twisted and the canopy wouldn't inflate. He pulled down on his risers and initiated the cutaway sequence after witnessing no progress. His reserve canopy opened without hesitation/problem.

Suspected Cause of Malfunction or Incident: Possible instability of jumper or severe line twists.

MFF8_20100408_7SFG_MC-4_Pilot_Parachute_Skyvan

Unit Address: GSSC, GSB, 7TH SFG (A) FT. BRAGG, NC 28310

Branch of Service: Army

Contact Email:

Type of Report: Malfunction

Unit Being Airlifted: A CO 2ND BN 7TH SFG(A)

Departure Airfield: ELOY, AZ (SKYDIVE ARIZONA)

Type of Aircraft: OTHER

Other Type of Aircraft: SKYVAN

Airlift Unit: CIVILIAN

Drop Zone Name - Location: SKYDIVE ARIZONA, ELOY AZ

Date of Airdrop: 04/08/2010

Aircraft Speed KIAS: 90 kts

Aircraft Altitude AGL: 12,999 FT AGL

Drop Zone Elevation Feet - MSL: 1500 FT MSL

Surface Winds KTS: 4

Visibility Feet - Miles: UNLIMITED

Type of Parachute: MC-4

Type of Reserve: MC-4

Main Parachute Age: six years

Main Parachute Placed in Service: August 2005

Main Parachute Date of Manufacture: February 2004

Main Parachute Repack Date: 04/07/2010

Main Parachute Serial Number: 771

Main Parachute Number of Jumps: 30

Type of Malfunction or Incident: pilot parachute separated from main during deployment.

Jumpers Name - Grade - Unit: SFC / A CO 2nd BN 7th SFG(A)

Jumpers Height and Weight: 5ft 8 in / 210 lbs

Jumpers Equipment Weight: n/a

Jumpers Equipment Worn: n/a

Jumpers Position / Pass / Stick - Position: 2 pass 5 position

Number of Jumps Jumper Has: 51

Description of Suspected of Malfunction or Incident and Damaged Incurred: Jumper was on a MFF train-up in Eloy AZ. He loaded the aircraft and exited at approximately 12,500 ft AGL. At 4,000 ft AGL jumper deployed his main canopy. I observed a pilot parachute floating to the ground. I identified the jumper it belonged to and immediately approached him upon landing. After recovery of the pilot parachute and inspection of the canopy, It was obvious that the stitching that held the pilot parachute to the main canopy failed. The Stitching had not been reinforced.

Suspected Cause of Malfunction or Incident: The box stitching that holds the attaching tab to the main canopy separated upon opening of the parachute. Parachute opened with no other problems and the jumper landed safely on the intended drop zone.

MFF9_20100420_38_RQS_SOVIII_Ripcord_Twin_Otter

Airdrop Malfunction Report Type: Military Free Fall Personnel Report

Unit Address: 38th RQS

Branch of Service: Air Force

Contact Email:

Type of Report: Malfunction

Unit Being Airlifted: 38th RQS

Departure Airfield: Deland FL municipal airport

Type of Aircraft: Twin Otter

Aircraft Serial Number: N/A

Airlift Unit: N/A

Drop Zone Name - Location: Deland FL

Date of Airdrop: 04/20/2010

Aircraft Speed KIAS: 120 KNTs

Aircraft Altitude AGL: 12,999

Drop Zone Elevation Feet - MSL: 0'

Surface Winds KTS: 5 KNTs

Visibility Feet - Miles: unrestricted

Type of Parachute - Specify: SOV-III

Type of Reserve: SOV-III F111

Reserve Function Properly: YES

Main Parachute Age: 7 years

Main Parachute Placed in Service: July 03

Main Parachute Date of Manufacture: Apr 03

Main Parachute Repack Date: 13 Apr

Main Parachute Serial Number: 000424

Main Parachute Number of Jumps: 12

Type of Malfunction or Incident: jumper couldn't reach main rip cord

Jumpers Name - Grade - Unit: Joseph signor TSgt, 38th RQS

Jumpers Height and Weight: 74 1/2 "210lbs

Jumpers Equipment Weight: N/A

Jumpers Equipment Worn: none

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

Number of Jumps Jumper Has: 85

Resulting Injury: none

Description of Suspected of Malfunction or Incident and Damaged Incurred: Jumper couldn't reach main rip cord. Made 2 attempts then went through cutaway procedures. No injuries no damage to equipment.

Suspected Cause of Malfunction or Incident: Possible shifting of rig during freefall, jumper couldn't locate main rip cord visually or by tracing main rip cord housing. After 2nd attempt jump went through cutaway procedures.

HEAVY EQUIPMENT REPORTS

5



Korea 1950's



HE1_20090819_153AW_G-12_C-130

Unit address: 153 AW, 217 Dell Range Blvd., Cheyenne, WY 82009

Branch of service: Air Force

E-mail address:jeremy.schaad@ang.af.mil

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: 153 AW

Departure airfield: KCYS

Type of aircraft: C-130

Aircraft serial number: 93-7313

Airlift unit: 153 AW

Drop zone location: Joe Wright DZ (DZWRT)

Date of airdrop: 8/19/2009

Aircraft speed:140 KIAS

Aircraft altitude (AGL): 1017 ft AGL

Drop zone elevation (feet/MSL):6747 FT MSL

Surface winds (KTS):320/9g12

Visibility (feet/miles): unrestricted

Type of parachute: G-12E

Number of parachutes: 2

Type of extraction parachute: 15 ft extraction

Number of extraction parachutes: single

Cargo parachute age: 1984 / 1991

Cargo parachute number of jumps: 37 packs / 16 packs

Cargo parachute date of manufacture: 1984 / 1991

Cargo parachute repack date: 6/10/09 / 6/16/09

Type of airdrop load: Type 5

Airdrop load total rigged weight: 2,975 lbs

Rigged IAW (FM/TO/NAV): cargo 4.20-117

Aerial delivery system used: DRAS

Type of platform: Type v

Size of platform: 8 foot

Extraction force transfer coupler cable length (EFTC): 12 ft

Position of load in aircraft: FS 557

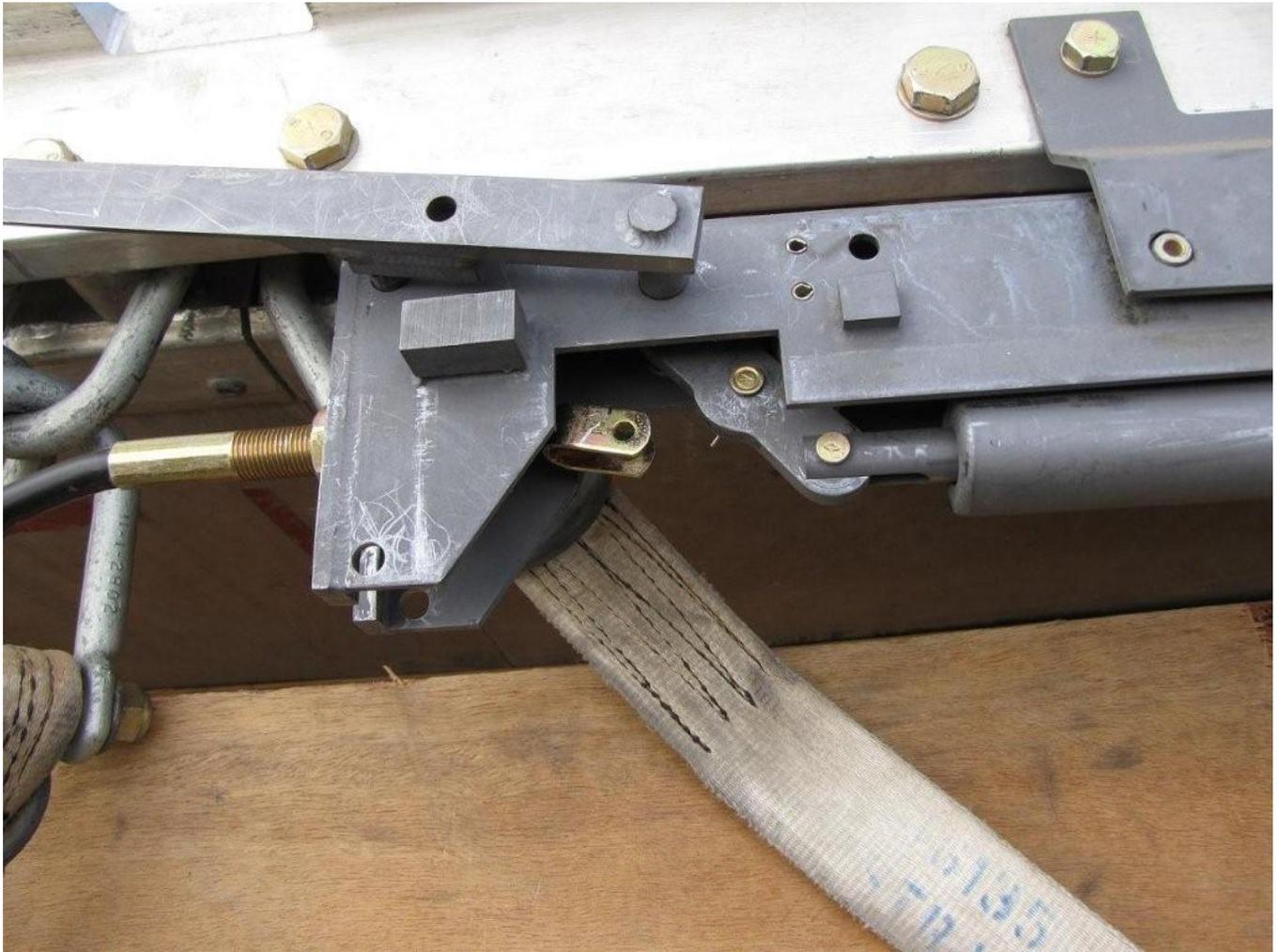
Number of locks/setting: lock #7 / 2.5

DESCRIPTION OF SUSPECTED MALFUNCTION/INCIDENT/DAMAGED INCURRED: ..

NARRATIVE: On 19 Aug 2009 aircraft 93-7313 and incident crew (IC) were performing local daytime airdrops at Joe Wright DZ, Cheyenne, WY. The incident aircraft (IA) was loaded with a single container delivery system (CDS) and an 8 foot, Type 5 heavy equipment (HE) platform. The CDS was airdropped without incident. During airdrop of the HE platform extraction phase occurred without incident. All checklist procedures were followed IAW MDS series checklists. The incident HE platform exited the aircraft but the G-12E deployment chutes did not inflate. The platform impacted the ground within the drop zone (DZ) and was destroyed. DZ personnel notified the IC of the malfunction. The IC returned to base for termination of the mission. Joint Airdrop Inspector (JAI) personnel were dispatched to the DZ in lieu of a Malfunction Officer (MO) to perform MO investigation duties IAW AFJI 13-210. Upon investigation of the incident HE platform, JAI personnel determined the release cable clevis was not attached to the EFTC actuator although the

cable clevis pin was installed and secured with a cotter pin. A Malfunction Review Panel (MRP) convened 21 Aug 2009 to investigate this malfunction. Statements from the IC were collected. The MRP interviewed the rigger, the shop final inspector, the JAI and the primary loadmaster for the incident HE platform. The MRP also reviewed all photos collected by JAI inspectors.

SUSPECTED CAUSE OF MALFUNCTION/INCIDENT: FINDINGS: A.(CAUSAL) The release cable clevis was not attached to the EFTC actuator. B.(CAUSAL) Aerial Port (AP) personnel performing “shop final inspection” required per AFJI 13-210 neglected to follow inspection guidelines IAW the FM or TO publication for the specific piece of equipment or load. C. (CAUSAL) The JAI who performed the “after-loading inspection” neglected to completely confirm step 18a on DD FORM 1748, “RELEASE CABLE ATTACHED TO ACTUATOR AND CABLE CLEVIS PIN INSTALLED.” D. During airdrop the incident HE platform exited the aircraft however the G-12E deployment chutes did not inflate. E. The platform impacted the ground within the drop zone (DZ) and was destroyed. F. New and less experienced loadmasters and 2T2s are allowed to spend time in Aerial Port and observe the process of constructing actual equipment and CDS. These personnel over time have been allowed to perform a limited amount of rigging duties. Initially the supervision of this limited rigging was reported to have been constant. Over time the supervision of non-rigger trained personnel performing rigging duties has, at some level, declined. **RECOMMENDATIONS:** A.AERIAL PORT: 1.For the rigger of the incident HE platform the MRP recommends a review with an instructor of the FM and direct supervision on the rigging of his next five actual CDS and actual HE platforms. 2.For the shop final inspector of the incident HE platform the MRP recommends a review with an instructor of the FM, line by line review of DD Form 1748 and direct supervision during the final shop inspection/before loading inspection of his next five actual CDS and actual HE platforms. 3. Aerial Port should maintain a log book to account for any action item performed on a CDS or HE platform. 4. No individual should be allowed to perform any rigging duties unless fully qualified to do so. 5.Due to the nature of the work being performed AP should not provide unlimited access to the rigging shop 6.During training AP should coordinate as to not exceed a 2 to 1 ratio of students to instructors. 7. A single airdrop item of each type (training bundle, CDS, HE pallet) should be designated as the sole training platform for that type of load and clearly marked as “For Training Only”. This training platform will never be dropped unless removed as the designated trainer and returned to operational status by a properly qualified rigger. B.JAI: 1.For the AFJAI of the incident HE platform the MRP recommends direct supervision during his next five actual CDS and five actual HE JAIs. 2.In addition to the required annual refresher training course, in light of this incident, an additional JAI training class should be offered and be mandatory for all JAI personnel. 3.This additional training course should focus on changes to the recent release of AFJ 13-210 dated 23 June 2009. Additionally procedures within Chapter 2, paragraph 2-2 Inspection Procedures, page 3 should be stressed. 4. Training should also include an in-depth discussion of each item of DD Form 1748. Specifically what is involved, required and expected from each step. 5. For each person qualified as a JAI track actual CDS-JAI and HE-JAI in PEX. Determine an acceptable currency time frame (suggest 6 month currency). If a JAI exceeds this time-frame, ensure they are supervised by a current JAI on their next JAI mission. **CONCLUSION:** Collectively the rigger, shop final inspector and the JAI involved in this incident are all highly experienced and knowledgeable in every facet of equipment airdrop theory, application and instruction. However human factors, specifically complacency and over-sight are the cause of this incident. Strict determination cannot be made as to who specifically failed to connect the release cable to the actuator. Given the recent operations within AP it is reasonable to believe a scenario may have been created where a loadmaster unqualified to perform rigging duties unknowingly altered the proper configuration of the incident HE platform.



Note: This load is upside down on the ground as it landed

HE2_20100112_107AW_M1_Release

Airdrop Malfunction Report Type: Equipment Report

Unit Address: 10031 Kirsch Dr. Niagara Falls, N.Y 14304

Branch of Service: Air Force

Contact Email:

Type of Report: Malfunction

Unit Being Airlifted: 136 AS

Departure Airfield: KIAG - Niagara Falls Int Airport

Type of Aircraft: C-130

Aircraft Serial Number: 87009285

Airlift Unit: 107 AW

Drop Zone Name - Location: Mushroom DZ, KIAG

Date of Airdrop: 01/12/2010

Aircraft Speed KIAS: 140

Aircraft Altitude AGL: 550

Drop Zone Elevation Feet - MSL: 642

Surface Winds KTS: 10

Type of Parachute - G-12E

Description of Suspected Malfunction or Incident and Damaged Incurred: Upon impact with the ground the M-1 failed to release. Two G-12E parachutes remained inflated and dragged the platform approximately 50yds. Initial inspection of the M-1 device showed the keys were retracted; however, the timing block had not completely fallen. Damage was confined to two suspension slings as they were dragged beneath the platform.

Suspected Cause of Malfunction or Incident: The M-1 was isolated and bench tested. During the testing the timer proved to be faulty, stopping intermittently during the cycle and then restarting. It is suspected that this intermittent operation allowed the load to contact the ground prior to full cycle and that the cycle completed after the M-1 device rotated horizontal. In that position the keys retracted but the timing block was then unable to fall completely. The timer has been removed from service. In addition the Aerial Port Flight will also review the procedures for safely approaching an inflated parachute should it be necessary to do so again in the future.

HE3_20100209_182AW_EPJS_Damage_C130

Airdrop Malfunction Report Type: Equipment Report

Unit Address: 182 AW / 169 AS Peoria Illinois

Branch of Service: Air Force

Contact Email:

Type of Report: Malfunction

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

Unit Being Airlifted: 182AW

Departure Airfield: KPIA

Type of Aircraft: C-130H3

Aircraft Serial Number: 92-1451 & 94-6703

Airlift Unit: 169AS

Drop Zone Name - Location: Ellis Drop Zone

Date of Airdrop: 02/09/2010

Aircraft Speed KIAS: 140

Aircraft Altitude AGL: 1000

Drop Zone Elevation Feet: 665

Surface Winds KTS: 320/10

Visibility Feet - Miles: Clear, night & NVGs

Type of Parachute - Specify: G-12E

Description of Suspected Malfunction or Incident and Damaged Incurred:

Platform cable damage and squib cable missing/damage. This was the first utilization of the EPJS system at the 182nd Airlift wing for an actual unilateral airdrop. Training has been conducted annually on the system for the last 4 years with all assigned loadmasters. All rigging and JAI inspections for both aircraft were conducted in conjunction with either an instructor or an evaluator and the JAI inspector is instructor qualified. The modified DD FORM 1748(final) obtained from the LARADO COP DATED OCT 2001 was utilized. No rigging or equipment errors were noted on either load. All in-flight checklists were completed and the entire extraction process occurred normally from both of the crew's perspective. Upon recovery of the lead aircraft's extraction parachute assembly, the DZ recovery crew observed that the squib cable

was missing from the EPJD. At that point EOD was contacted and procedures to safe the squib were relayed and executed. DZ party RTB'd. Further inspections of both airdrop loads revealed damage to the EPJD assembly of both loads in the exact same areas, damage to one platform cable and the aforementioned missing squib cable. Damage totaled \$5236.00.

Suspected Cause of Malfunction or Incident:

Results of investigation and Aerial Delivery Review Panel: Platform cable damage and squib cable missing/damage: Some sort of binding or in the case of the missing squib cable, interference/binding during the transition from the extraction phase to deployment phase.

Damaged EPJD (S): 4 POSSIBLE SCENEROS WERE INVESTIGATED.

1. DZ was completely hard frozen. Suspect EPJD/3-point link assembly (s) was damaged upon impact. Possible however unlikely. Does not explain damaged squib/ platform cable.
2. Whipping action during transition from the extraction phase to deployment phase. Possibly when the force of extraction is applied to the deployment line after EFTC latch release. This seems the most plausible explanation and could account for squib cable damage on one load and platform cable damage on the other. Any angle other than a straight line pull, even slight, causes a binding at the connection point of the squib cable and the platform cable.
3. Whipping action during extraction phase (extraction parachute blossom), although both aircraft's loadmasters state that the 3-point link was in line with longitudinal axis of the aircraft during pre-slowdown checklist and absolutely no evidence of any metal was found on either aircraft. This seems the most unlikely scenario. Considered and rejected
4. Manufacturer defect: The EPJD's in question posses the exact same lot number and manufacture dates with consecutive serial numbers of 178 and 179. QDR process in on-going with Aerial Port.

HE4_ 20100218_M1_C130

Airdrop Malfunction Report Type: Equipment Report

Unit Address: 302 AW (AFRC), Peterson AFB, CO

Branch of Service: Air Force

Contact Email:

Type of Report: Malfunction

Departure Airfield: KCOS, Colorado Springs, CO

Type of Aircraft: C-130

Aircraft Serial Number: 947321

Airlift Unit: 731st AS

Drop Zone Name - Location: Kelly DZ, Rush, CO

Date of Airdrop: 02/18/2010

Aircraft Speed KIAS: 140

Aircraft Altitude AGL: 860

Drop Zone Elevation Feet - MSL: 5500

Surface Winds KTS: 340/4G12

Visibility Feet - Miles: 7mi

Type of Parachute: G-12E

Main Parachute Date of Manufacture: Jun 55, Jun 86

Main Parachute Repack Date: 23Nov09, 24Nov09

Main Parachute Number of Jumps: 15 since Nov05, 6 since Aug08

Description of Suspected Malfunction or Incident and Damaged Incurred:

Airdrop mission to Kelly DZ. The crew flew SKE 2nd element lead to a HE drop. The HE exited the aircraft normally. The main chutes initially deployed but then separated from the HE load. The load impacted the drop zone and was destroyed. The chutes also landed on the DZ. The DZO informed the crew of the malfunction and the crew returned to base and impounded the aircraft.

Suspected Cause of Malfunction or Incident: NOT FACTORS: Airdrop load rigging/JAI inspection; Weather; Aircrew Procedures

Contributing Factors: After examining the HE load, aerial port concluded that the M-1 release timer malfunctioned causing the main cargo chutes to separate from the load at deployment. The timer functioned normally during preflight rigging.

HE5_20100308_M1_Premature_Release_C130

Airdrop Malfunction Report Type: Equipment Report

Unit Address: 2477 Surveyor St Pope AFB, NC 28308

Branch of Service: Air Force

Contact Email:

Type of Report: Malfunction

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

Unit Being Airlifted: 2 AS

Departure Airfield: Pope AFB

Type of Aircraft: C-130

Aircraft Serial Number: 88-4404

Airlift Unit: 2 AS

Drop Zone Name - Location: Luzon DZ / Ft Bragg

Date of Airdrop: 03/08/2010

Aircraft Speed KIAS: 140

Aircraft Altitude AGL: 772

Drop Zone Elevation Feet - MSL: 455

Surface Winds KTS: Calm

Visibility Feet - Miles: Unrestricted

Type of Parachute - Specify: G-12E

Description of Suspected Malfunction or Incident and Damaged Incurred: Heavy equipment platform extracted as advertised. Deployment phase began but failed when the M1 released the main cargo chutes while they were still in the deployment bags. The load impacted the ground 200 yards at 12 0'clock from the PI, the parachutes landed at 150 yards at 12 0'clock.

There was also damage to the 15 foot extraction chute; Lines 1, 2, 3, 4, 14, 15 and 16 were broken and gores 5, 13, 14 and 15 were torn at the skirt.

Suspected Cause of Malfunction or Incident: The M1 release was recovered and inspected. The timer stem slot was still oriented horizontally but, the keys were retracted. The timing block was tested and the timer stopped after 2 seconds. Subsequent tests could not duplicate this failure.

CONTAINER DELIVERY SYSTEM REPORTS

3



CDS1_20100113_26ftHV_Mass_CDS

Airdrop Malfunction Report Type: Equipment Report

Unit Address: Dobbins ARB GA, 30069

Branch of Service: Air Force

Contact Email:

Type of Report: Malfunction

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

Unit Being Airlifted: 94th Airlift Wing

Departure Airfield: Dobbins ARB

Type of Aircraft: C-130

Aircraft Serial Number: 81-00626

Airlift Unit: 94th Airlift Wing

Drop Zone Name - Location: Preston DZ/Ft. Gordon

Date of Airdrop: 01/13/2010

Aircraft Speed KIAS: 130 knots

Aircraft Altitude AGL: 600

Surface Winds KTS: calm

Visibility Feet - Miles: several miles

Other Type of Parachute - Specify: 26ft ring slot high velocity

Main Parachute Age: 9 AND 7

Main Parachute Date of Manufacture: MAY 2003/SEPT 2005

Main Parachute Repack Date: 24 JUNE 09/6 JUNE 09

Main Parachute Serial Number: 0498/4230

Main Parachute Number of Jumps: UNKNOWN

Description of Suspected Malfunction or Incident and Damaged Incurred: This mission consisted of 2 mass CDS drops consisting of 3 bundles each. The first drop was successful. The second did not go so well. The 26ft parachutes on the last 2 bundles to exit the aircraft failed to open and the loads were destroyed. Experienced observers on the ground stated that the parachutes made contact with each other but did not become entangled. They simply could not catch any air in order to inflate and recover the load safely. There were no pictures or video taken of this drop. All members of the aircrew were interviewed immediately upon landing and said the loads exited the aircraft normally.

Suspected Cause of Malfunction or Incident: The suspected cause of this malfunction is air starvation caused by the close proximity of the 2 CDS loads to each other which led to neither parachute being able to open. This is a common occurrence when dropping mass CDS. There is no way to control how each bundle exits the aircraft. The drop altitude (600ft) may be a player as higher altitudes may have given the parachutes more time to open.

CDS2_20100114_Cross_parachute_LCLA_C23

Airdrop Malfunction Report Type: Equipment Report

Unit Address: 4/647th Ft Campbell Kentucky , 42223

Branch of Service: Army

Contact Email:

Unit Being Airlifted: TSAAS (The Sabalauski Air Assault School)

Departure Airfield: Campbell Army Air Field

Type of Aircraft: C-23 Sherpa

Aircraft Serial Number: N45

Airlift Unit: Pennsylvania N4F (SHERPA)

Drop Zone Name - Location: Corregidor, Ft Campbell Kentucky

Date of Airdrop: 01/14/2010

Aircraft Speed KIAS: 105

Aircraft Altitude AGL: 150

Drop Zone Elevation Feet - MSL: 570

Surface Winds KTS: 3.2

Visibility Feet - Miles: CLEAR/2 miles

Type of Parachute: LCLA 32FT CROSS

Description of Suspected of Malfunction or Incident and Damaged Incurred: On 14 January 2010 at 1337 the first Load dropped out of the C-23(SHERPA) where as the LCLA cross parachutes did not fully inflate causing the load of Sand filled Ammo cans severe damage. Upon inspection of the load the ammo cans were crushed, the parachutes did not fully deploy, and gores were still folded on one of the two canopies.

Suspected Cause of Malfunction or Incident: Reason for Malfunction was LCLA cross parachutes did not fully deploy even though airdrop standards IE. Altitude and speed of aircraft, weight of load were all within authorized aerial delivery restrictions. After a thorough malfunction investigation it is my contention that given more altitude the parachutes would have deployed normally. I observed there were no entanglements or other mitigating circumstances that would have prevented the parachutes from

CDS3_20100311_26HV_Suspension_Web_Butterfly_Snap_MC130

Airdrop Malfunction Report Type: Equipment Report

Unit Address: 58 OSS/OSK Kirtland AFB, NM 87117

Branch of Service: Air Force

Contact Email:

Type of Report: Malfunction

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

Unit Being Airlifted: N/A (58 OSS Equipment)

Departure Airfield: Kirtland AFB NM

Other Type of Aircraft: MC-130H

Aircraft Serial Number: 89-0281

Airlift Unit: 15 SOS

Drop Zone Name - Location: Isleta DZ/Albuquerque NM

Date of Airdrop: 03/11/2010

Aircraft Speed KIAS: 140 KIAS

Aircraft Altitude AGL: 650 AGL

Drop Zone Elevation Feet - MSL: 5609 FT/MSL

Surface Winds KTS: 8 Gust 10 KTS

Visibility Feet - Miles: 7 Miles/UNRESTRICTED

Type of Parachute: Choose One

Other Type of Parachute - Specify: 26 Foot Ring Slot

Main Parachute Age: 15 Years

Main Parachute Placed in Service: 3/2/2001

Main Parachute Date of Manufacture: 12/01/1994

Main Parachute Repack Date: 1/21/2010

Main Parachute Serial Number: 21512

Resulting Injury: None

Description of Suspected Malfunction or Incident and Damaged Incurred: The HV-CDS bundle exited the aircraft normally. Standard release was confirmed by inside the aircraft, video evidence. DZ personnel could not confirm parachute inflation under NVG conditions. Load appeared to impact the ground at a high rate, bouncing, coming to rest approximately 18 feet from impact location. Upon inspection, it was found that the ¾ inch skid board was destroyed, top buffer board was damaged, the parachute appeared fully deployed, welded steel cage was undamaged, and all four suspension web clips were damaged (one was destroyed and disconnected from the load). See attached photographs.

Suspected Cause of Malfunction or Incident: After a full investigation, it was found that one suspension web clip (part # 50T7707 IG073 05-07) failed during the loads deployment phase, most likely during opening shock. The aluminum pin connecting the butterfly segment to the hook portion of the clip sheared at the rivet head, causing full separation from the parachute. With only three webs attached, the bundle descended at an unusual angle, which did not allow for full inflation if the 26 ft Ring Slot parachute. Possible cause of this equipment failure could be the use of an aluminum pin/rivet on a forged steel clip.