

134nd TRIANNUAL AIRDROP REVIEW and MALFUNCTION SAFETY ANALYSIS

Oct 19-21, 2010

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



MALFUNCTIONS / INCIDENTS REPORTED

STATIC LINE.....22.....SL 1 – SL 51

FREE FALL.....16.....FF 1 – FF 32

HEAVY EQUIPMENT.....7.....HE 1 – HE 27

CONTAINER DELIVERY SYSTEM.....8.....CDS 1 – CDS 20

STATIC LINE REPORTS

22



SL1_20100427_1/507_PIR_T11_Twists_C130

Airdrop Malfunction Report Type: Personnel Static Line Report

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

Branch of Service: Army

Contact Email:

Type of Report: Malfunction

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

Unit Being Airlifted: Basic Airborne Course

Departure Airfield: Lawson AAF

Type of Aircraft: C-130

Drop Zone Name - Location: Fryar Drop Zone

Date of Airdrop: 04/27/2010

Aircraft Speed KIAS: 130

Aircraft Altitude AGL: 1250

Drop Zone Elevation Feet - MSL: 321'

Surface Winds KTS: 6-10 knots

Visibility Feet - Miles: unlimited

Type of Parachute: Choose One

Other Type of Parachute - Specify: T-11

Type of Reserve: T-11R

Reserve Function Properly: N/A

Main Parachute Age: 3 months

Main Parachute Placed in Service: April 10

Main Parachute Date of Manufacture: Jan 10

Main Parachute Repack Date: 04/21/2010

Main Parachute Serial Number: 04972

Main Parachute Number of Jumps: 2

Type of Malfunction: Distorted Canopy

Type of Malfunction - Incident - Specify: Slow Opening

Jumpers Name - Grade - Unit: PFC

Jumpers Height and Weight: 5'11" 189

Jumpers Equipment Weight: 13 pounds

Jumpers Equipment Worn: ACH, LBV

Jumpers Position - Pass - Stick - Position: 16th Jumper, Right Door

Number of Jumps Jumper Has: 02

Resulting Injury: N/A

Description of Suspected Malfunction or Incident & Damaged Incurred: Very slow opening, deployment sleeve falls through corner vent. The sleeve seems to be caught on the hem of the canopy. Jumper reports reaching six thousand count, but after review was more than likely around the 10 - 11 thousand count.

Suspected Cause of Malfunction or Incident: Jumper had excessive twist which retarded the deployment sequence. Because of the slowing opening, the sleeve and bridle assembly was not able to perform properly. The corner vents were exposed for a prolonged period giving the opportunity for the bridle/sleeve assembly to fall between a corner vent. Once the canopy began to inflate the bridle/sleeve assembly was routed through the vent catching on the hem of the canopy once inflated.

Purpose of assembly: The bridle line allows fast retraction of the deployment sleeve but prevents the drogue from entangling with the corner vents of main canopy after canopy inflation.

SL2_20100427_1/507_PIR_T11_Entanglement_C130

Airdrop Malfunction Report Type: Personnel Static Line Report

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

Branch of Service: Army

Contact Email:

Type of Report: Incident

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

Unit Being Airlifted: Basic Airborne Course

Departure Airfield: Lawson AAF

Type of Aircraft: C-130

Drop Zone Name - Location: Fryar/Fort Benning Ga

Date of Airdrop: 04/27/2010

Aircraft Speed KIAS: 130 knots

Aircraft Altitude AGL: 1250'

Drop Zone Elevation Feet - MSL: 321'

Surface Winds KTS: 6 - 10 knots

Visibility Feet - Miles: unlimited

Type of Parachute - Specify: T-11

Type of Reserve: T-11R

Main Parachute Age: 3 months

Main Parachute Placed in Service: APR 10

Main Parachute Date of Manufacture: JAN 10

Main Parachute Repack Date: 04/21/2010

Main Parachute Serial Number: 05018

Main Parachute Number of Jumps: 2

Type of Malfunction: Choose One

Type of Malfunction - Incident - Specify: Corner vent entanglement

Jumpers Name - Grade - Unit:

Jumpers Height and Weight: 72"/200

Jumpers Equipment Weight: 13 pounds

Jumpers Equipment Worn: ACH, LBV

Jumpers Position - Pass - Stick - Position: 17th & 18th jumpers, Left & Right Door

Number of Jumps Jumper Has: 2

Resulting Injury: N/A

Description of Suspected Malfunction or Incident & Damaged Incurred: Corner Vent Entanglement - Small tears and burns on one of the jumpers canopies

Suspected Cause of Malfunction or Incident: Jumpers lost situational awareness. They had an offset mid-air collision, which one of the jumpers passed through the corner vent of his fellow jumper.



SL3_20100426_1/507_PIR_T11_Bent_#4_Connector_Link_C130

Unit Address: Echo Company 1/507th PIR Fort Benning

Branch of Service: Choose One

Contact Email:

Type of Report: Malfunction

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

Unit Being Airlifted: Basic Airborne Course

Departure Airfield: Lawson AAF

Type of Aircraft: C-130

Airlift Unit: Savanna Guard

Drop Zone Name - Location: Fryar DZ/ Fort Benning Ga

Date of Airdrop: 04/26/2010

Aircraft Speed KIAS: 130 knots

Aircraft Altitude AGL: 1250

Drop Zone Elevation Feet - MSL: 321'

Surface Winds KTS: 4 - 5 knots

Visibility Feet - Miles: unlimited

Type of Parachute - Specify: T-11

Type of Reserve: T-11R

Main Parachute Age: 3 months

Main Parachute Placed in Service: APR 10

Main Parachute Date of Manufacture: JAN 10

Main Parachute Repack Date: 04/21/2010

Main Parachute Serial Number: 04915

Main Parachute Number of Jumps: 2

Type of Malfunction - Incident - Specify: Bent #4 connector link/deployment sleeve release

Jumpers Name - Grade - Unit:

Jumpers Height and Weight: 71"/169

Jumpers Equipment Weight: 13 pounds

Jumpers Equipment Worn: ACH, LBV

Jumpers Position - Pass - Stick - Position: 8th jumper in a stick of nine, Right Door

Number of Jumps Jumper Has: 1

Description of Suspected Malfunction or Incident & Damaged Incurred: Bent #4 link. During deployment the N-4 link used to secure the drogue and sleeve by way of the bridle line, bent while possibly oriented in a horizontal position. The barrel nut used to secure the link in a closed position was forced opened which allowed the looped end of the bridle to come off the N-4 link freeing the sleeve assembly.

Suspected Cause of Malfunction or Incident: Possible causes:

Nylon patch material not allowing the barrel to completely be closed

Link is not in the vertical position during deployment (being canted by the bridle line)

Improper link position orientation during packing (barrel nut closing direction)

Link manufacture alignment

SL3_20100430_426CA_T10D_Misrouted_Static_Line_CH46

Unit Address: 602 Blue Bird Blvd. Fort Valley, GA 31030

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: 426th CA BN

Departure Airfield: Farm DZ

Type of Aircraft: CH-46

Aircraft Serial Number: 404

Airlift Unit: HMM 764 USMC

Drop Zone Name - Location: Farm DZ, Edwards AFB, CA

Date of Airdrop: 04/30/2010

Aircraft Speed KIAS: 90

Aircraft Altitude AGL: 1500 feet

Drop Zone Elevation Feet - MSL: 3048 MSL

Surface Winds KTS: 8

Visibility Feet - Miles: 5 miles

Type of Parachute: T-10D

Type of Reserve: SLCP MIRPS

Reserve Function Properly: N/A

Main Parachute Age: 6.5 years old

Main Parachute Placed in Service: JUN 05

Main Parachute Date of Manufacture: DEC 03

Main Parachute Repack Date: 09 APR 2010

Main Parachute Serial Number: 2250

Main Parachute Number of Jumps: 11

Type of Malfunction: Choose One

Type of Malfunction - Incident - Specify: Static line injury due to a misrouted static line

Jumpers Name - Grade - Unit: O-4, 416th CA BN

Jumpers Height and Weight: 72 inches and 190 lbs.

Jumpers Equipment Weight: 30 lbs

Jumpers Equipment Worn: Alice pack attached with a single point release

Jumpers Position - Pass - Stick - Position: 7th on that pass

Number of Jumps Jumper Has: 9 jumps including this one

Resulting Injury: The jumper suffered heavy bruising and swelling, the attending doctor said there was no damage to the muscle in his arm. The doctor on duty at the ER told the jumper to take two weeks off from work.

Description of Suspected Malfunction or Incident & Damaged Incurred: The jumper's static line was misrouted around his arm prior to exiting the aircraft. Once the jumper exited the AC, according to his statement, his arm was thrust up and back towards the AC. The static line misrouting resulted in burns on the static line, torn cotton inspection sleeve, burns and tears to his ACU top with damage to his right arm. Once the D-bag cleared the jumpers arm, the parachute deployed as designed with no damage.

Suspected Cause of Malfunction or Incident: The jumper's static line went from his pack-tray over his shoulder down the inside of his arm to a reverse bite and from his hand to the floor. As he released the static line and grasped the reserve, the line was running under his armpit. According to the jumper's statement the proper bite and static line control were covered during the SAT that he attended prior to the mission, and he used that bite during the jump. He also stated the static line ran over his shoulder and to the inside of his arm to his hand. The jumper also stated that the safety checked the static line in the AC, but did not notice that the static line was misrouted on the inside of his arm. The safety's statement says he checked the jumper's static line and it was "proper". The jumper in the stick behind the injured jumper stated the safety told the injured jumper over the shoulder was the correct way to route the static line.

There existed a huge conflict on both how the static line was to be held and how to verbalize that process. This conflict leads to jumper confusion.

SL4_20100513_647QM_T10D_Mid_Air_Entanglement_C130

Airdrop Malfunction Report Type: Personnel Static Line Report

Unit Address: 647th QM Co. Ft Bragg NC 28310

Branch of Service: Army

Contact Email:

Type of Report: Incident

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

Unit Being Airlifted: 82nd STB

Departure Airfield: Pope Air Force Base

Type of Aircraft: C-130

Airlift Unit: 911 AW

Drop Zone Name - Location: Sicily

Date of Airdrop: 05/13/2010

Aircraft Speed KIAS: 130KIAS

Aircraft Altitude AGL: 800 AGL

Surface Winds KTS: 6-8 KTS

Visibility Feet - Miles: 6 MILES

Type of Parachute: T-10D

Type of Reserve: SLCP MIRPS

Main Parachute Age: 5YRS 4 MTHS

Main Parachute Placed in Service: OCT 05

Main Parachute Date of Manufacture: JAN 05

Main Parachute Repack Date: 2 MAR 10

Main Parachute Serial Number: 23032

Main Parachute Number of Jumps: 45

Type of Malfunction: Choose One

Type of Malfunction - Incident - Specify: MID ALTITUDE ENTANGLEMENT

Jumpers Name - Grade - Unit:

Jumpers Height and Weight: 69" 135 LBS

Jumpers Equipment Weight: 8 LBS

Jumpers Equipment Worn: ACU'S, ACH, BOOTS

Jumpers Position - Pass - Stick - Position: #10 RIGHT DOOR

Number of Jumps Jumper Has: 15

Resulting Injury: Pelvic Bone Broken.

Description of Suspected Malfunction or Incident & Damaged Incurred: Number 12 jumper from the left door exited the aircraft and upon gaining canopy control he encountered an impact into his suspension lines from the number 10 jumper on the right door. The number 10 jumper then lost air and fell to be the lower jumper and never gained a full main canopy again due to the entanglement. The number 12 jumper's canopy carried both jumpers to the ground. The number 10 jumper was unable to activate his SLCP MIRPS.

Suspected Cause of Malfunction or Incident: Improper interval between jumpers upon exiting the AC and jumpers did not maintain proper distances between each other during their entire decent.

SL5_20100610_40CAV_TD10D_MIRPS_Activation_C17

Airdrop Malfunction Report Type: Personnel Static Line Report

Unit Address: BLDG 664 5th Street Fort Richardson, Alaska 99505

Branch of Service: Army

Contact Email:

Type of Report: Incident

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

Unit Being Airlifted: B Troop 1-40th Cav

Departure Airfield: Elmendorf Air Force Base Alaska

Type of Aircraft: C-17

Aircraft Serial Number: 0147

Airlift Unit: 535 AS Hickham HI

Drop Zone Name - Location: Malamute FT Richardson, AK

Date of Airdrop: 10/06/2010

Aircraft Altitude AGL: 1000

Drop Zone Elevation Feet - MSL: 128 MSL

Surface Winds KTS: 2-4 from SSE

Visibility Feet - Miles: 3000

Type of Parachute: T-10D

Type of Reserve: SLCP MIRPS

Reserve Function Properly: YES

Main Parachute Age: 5 years 8 months

Main Parachute Placed in Service: September 2005

Main Parachute Date of Manufacture: October 2004

Main Parachute Repack Date: 13 May 2010

Main Parachute Serial Number: 7909

Main Parachute Number of Jumps: 14

Type of Malfunction: Reserve Activation

Type of Malfunction - Incident - Specify: Jumper activated reserve

Jumpers Name - Grade - Unit: SFC B Troop 1-40th Cav

Jumpers Equipment Weight: 50lb molly, 6lb dummy weapon

Jumpers Equipment Worn: T-10D, Kit bag, MIRPS, HPT lowering line, Mollie, M1950, MITCH, Knee and elbow pads

Jumpers Position - Pass - Stick - Position: Primary jumpmaster, 2nd pass, 2nd aircraft

Number of Jumps Jumper Has: 99

Resulting Injury: None

Description of Suspected Malfunction or Incident & Damaged Incurred: Jumper stated he had no lift capability of main canopy and activated his SLCP.

Witness #1 Jumper of which incident occurred, primary jumpmaster of 2nd AC left door: Exited on 2nd pass. Upon exit had no lift capability, immediately activated reserve. Reserve deployed but remained entangled with main parachute.

Witness #2 assistant jumpmaster 2nd AC Right door: During 3rd point of performance noticed the PJ burning in for a solid 3 to 4 seconds. The main canopy appeared to be a cigarette roll. At approximately 250 feet AGL saw the DAD eject. It took approximately 3 seconds for the reserve to fully deploy.

Witness #3 Safety 2nd AC right door: During clear to the rear check noticed the PJ burning in. Canopy was elongated but not inflated. At 350 feet AGL saw the reserve deploy.

Witness #4 Jumper 1st pass jumper #25; observed the 2nd pass from the ground. Main canopy started to squid. Saw the reserve activate. The suspension lines were tangled.

Witness #5 DZSO; did not see the incident

Witness #6 Assistant to the ADZSO; canopy did not fully inflate. Approximately 600-800 feet AGL activated reserve parachute. Main canopy remained fully elongated and not fully inflated. Further describes the main canopy as “the sides were caved in just like all chutes do after opening before they fully fill with air but this one never fully inflated” further direct questions: Did the canopy appear to be bound or have net lock? A: NO. Did you notice any twists? A: NO. What was his altitude compared to his fellow jumpers? A: appeared to be the distance equal to the total height of 3 jumpers, from the feet of the jumper to the top of the canopy.

Witness #7 ADZSO; ADZSO signed out on leave after the operation, ADZSO statement taken over the phone by the malfunction NCO: observed 2 full canopies all the way to the ground. Thought it was a high altitude entanglement.

Witness #8 Safety 3rd AC left door: during clear to the rear saw a jumper lower than other jumpers. Observed the reserve deploy. Main was not fully inflated. Estimated altitude 400 feet AGL. Reserve was providing all lift.

Witness #9 Pilot 3rd AC: observed jumper falling faster than other jumpers, canopy was not fully inflated but fully elongated. Jumper fell beyond pilots view, AC dash. Pilot estimates jumper fell out of view at 800 feet AGL. Asked co pilot if jumpers parachute opened.

Witness #10 Co pilot 3rd AC: observed 2 canopies, approximately 500 feet AGL. Stated the main parachute was draped over the reserve. The main was draped over the reserve and spread out about the width of the reserve.

Witness #11 Malfunction NCO: observed the reserve parachute already activated. Main canopy looked normal. The main appeared to lose and gain air during the decent. Did not see the jumper lower his equipment due to terrain features. When arrived on scene the harness was in the kit bag, one riser was activated. The reserve was disconnected from the harness. The canopies were separated on the ground from each other as expected with the deployment of 2 canopies

Witness # 12 Malfunction Driver: observed 2 canopies. Main canopy was providing partial lift. The jumper was approximately equal altitude to the 3rd from the last jumper. Jumper landed approximately 2nd or 3rd to last

Verbal statements taken from jumpers/witnesses:

PJ 2nd AC 2nd pass: parachute was a cigarette roll upon further questioning states the parachute risers and suspension line were not twisted and when he looked up to check his canopy it was open about 4 to 5 feet at the lower lateral band. To a 3rd party the jumper stated he was spinning as he descended. Jumper stated his main canopy collapsed and fell down his left side entangling with his M1950. Jumper stated his canopy release assembly activated on the ground. Jumper stated he did not activate the canopy release assembly or begin the recovery process of his equipment. AJ was the first on the scene also stated he did not activate the canopy release assembly or begin the recovery process. Jumper stated his molly was lowered and HPT lowering line did not fully elongate before the molly impacted the ground. Jumper stated the molly landed south of him not entangled in other equipment or suspension lines. Jumper stated the parachutes landed north of him. His body was positioned with his feet to the south and his head to the north. The reserve was positioned to the west.

AJ 2nd AC 2ND pass: the parachute appeared to be bound in 4 to 5 segments. Looked like a caterpillar. AJ was the first on the scene also stated he did not activate the canopy release assembly or begin the recovery process.

The jumper has 99 jumps he has performed 2 jumps since returning for a 1 year deployment. The jumper was on the 2nd AC of 3 AC. The second AC was flying approximately center line of the drop zone. The jumper landed approximately 400 to 500 meters from center line. The jumper landed near approximately 5 to 7 other jumper from his pass and the previous pass. The AJ was the first on site indicating the proximity of the jumper with fellow jumpers. The main and SLCP landed on the DZ not entangled with each other. The main landed on the DZ in such a manner as expected from a T-10D which functioned properly. It was spread out mostly flat and the apex was centered. One canopy release assembly was activated however, the jumper stated he did not activate it and no one had tampered with the parachute. Additionally the main pack tray and harness was placed in the kit bag. The jumpers' equipment was detached from the harness. The video of the parachute show the impact site as it was when the malfunction NCO arrived on scene. The malfunction NCO immediately drove to the scene. The video does not capture the jumper in question but the video shows the equipment and the site. The malfunction NCO interviewed the jumper and removed the log record book. The reserve was not entangled with the main however the reserve was disconnected from the main harness. The main had group separation however, one riser was activated. No debris was found in the anti inversion net. The Deployment Assist Device could not be used to indicate the altitude of reserve activation due to the Soldier who recovered the Deployment Assist Device did not state where the Deployment Assist Device was recovered. The ripcord grip was not recovered. Both the T-10D and SLCP were returned to the Rigging facility and a 100% TRI was conducted on both. There was no damage on either parachute to support the claim of a complete malfunction. Both canopy release assemblies were inspected and assembled. Both were found to be in proper working order and without damage. Both were assembled and pulled several times. Neither activated. A sample of 4 parachutes of the packer who packed the main was pulled down. The parachutes were found to be packed in accordance with TM 10-1670-293-23&P. There was no evidence of twists during the packing process. There was no evidence of sloppy anti inversion net placement in the deployment bag. There was no evidence of loss of control of the anti inversion net during the pack process. These pull downs were recorded and are included.

Suspected Cause of Malfunction or Incident: Due to the tampering of the parachute systems and the conflicting statements it cannot be determined at this time what caused the incident. Possible causes include 1. SLCP activated during exit or during the deployment phase of the main canopy. 2. Jumper had improper exit resulting in twists upon exit reducing the opening time of the main canopy. 3 main canopy experienced net lock.

SL6_20100617_39SFD_MC6_Broken_Control_line_C130

Unit Address: 39th SFD(A) Unit 15313 Box 530, APO, AP 96202

Branch of Service: Army

Contact Email:

Type of Report: Malfunction

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

Unit Being Airlifted: 39th SFD(A)

Departure Airfield: K-16 Songnam Korea

Type of Aircraft: C-130

Airlift Unit: 1st SOS

Drop Zone Name - Location: Maesanri DZ

Date of Airdrop: 6/17/2010

Aircraft Speed KIAS: 130

Aircraft Altitude AGL: 1250

Drop Zone Elevation Feet - MSL: 600

Surface Winds KTS: 3

Visibility Feet - Miles: 2 miles

Type of Parachute: MC-6

Type of Reserve: T-11R

Reserve Function Properly: N/A

Main Parachute Age: 4 years

Main Parachute Placed in Service: OCT 2006

Main Parachute Date of Manufacture: JUN 2006

Main Parachute Repack Date: 2 JUL 2010

Main Parachute Serial Number: 1859

Main Parachute Number of Jumps: 5

Type of Malfunction: Broken Suspension Lines

Type of Malfunction - Incident - Specify: Broken control line

Jumpers Name - Grade - Unit: SGM, 39th SFD(A)

Jumpers Height and Weight: 74" 190 lbs

Jumpers Equipment Weight: 40 lbs

Jumpers Equipment Worn: Rucksack

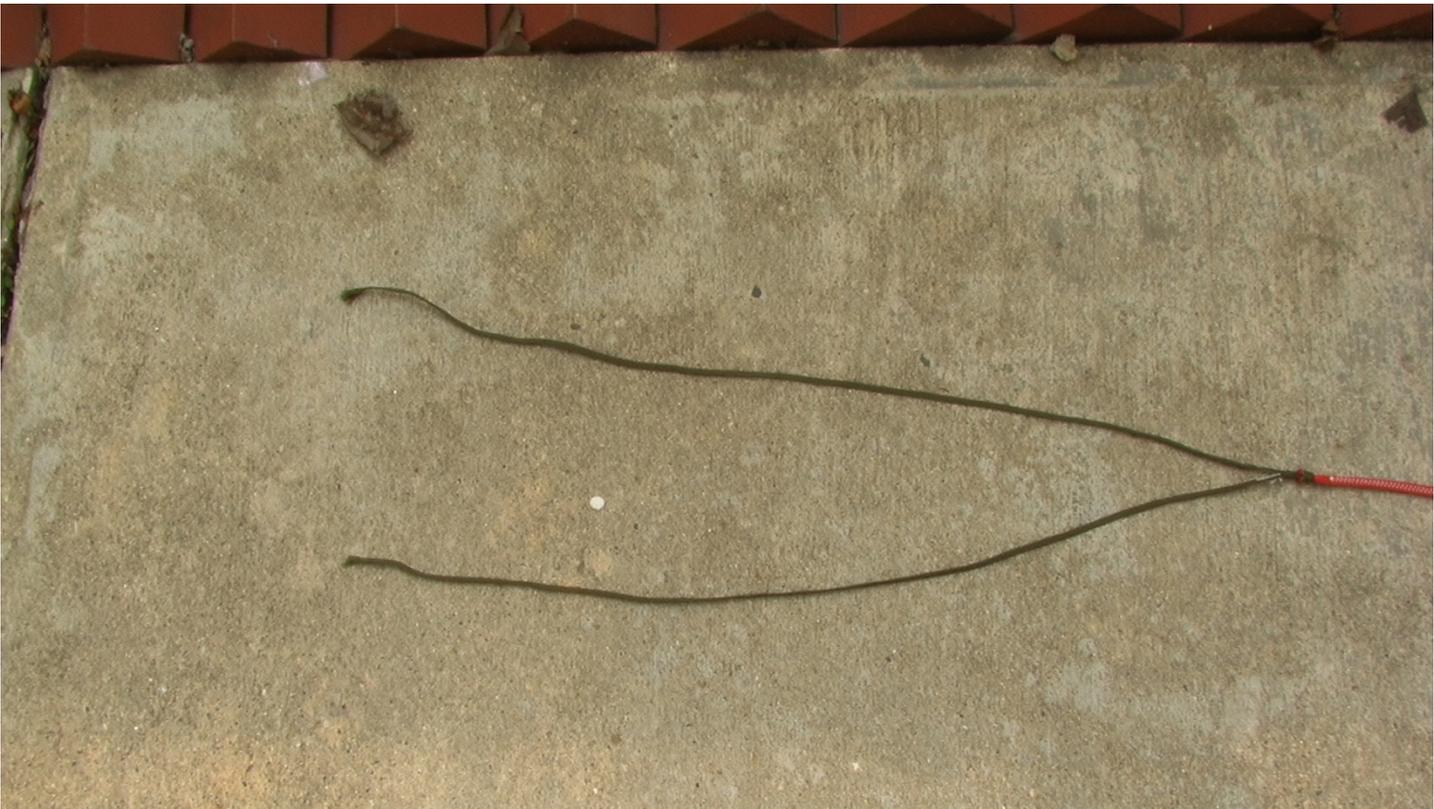
Jumpers Position - Pass - Stick - Position: 6

Number of Jumps Jumper Has: 90

Resulting Injury: N/A

Description of Suspected Malfunction or Incident & Damaged Incurred: Jumper stated everything was normal until 2nd point of performance. That's when he noticed his left control line was broken. Jumper landed safely on the DZ without further incident. Upon inspection of the canopy I noticed the left control line was broken where it attaches to the canopy.





SL7_ 20100618_22STS_MC6_Broken_Control_Line_C130

Unit Address: 305 Pitsenbarger Blvd.

Branch of Service: Air Force

Contact Email:

Type of Report: Malfunction

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

Unit Being Airlifted: 22nd Special Tactics Squadron

Departure Airfield: Joint Base Lewis Mcchord, WA

Type of Aircraft: C-130

Other Type of Aircraft: N/A

Airlift Unit: Hurlburt Field, FL

Drop Zone Name - Location: (Madeline) Moses Lake, WA

Date of Airdrop: 06/28/2010

Aircraft Speed KIAS: 130 KIAS

Aircraft Altitude AGL: 1200

Drop Zone Elevation Feet - MSL: 1224 MSL

Surface Winds KTS: 8 KTS

Visibility Feet - Miles: Very Clear

Type of Parachute: MC-6

Type of Reserve: T-11R

Main Parachute Age: 1 year 2 months

Main Parachute Placed in Service: 8 APR 2009

Main Parachute Date of Manufacture: July 2008

Main Parachute Repack Date: 26 May 2010

Main Parachute Serial Number: 13659

Main Parachute Number of Jumps: 5

Type of Malfunction: Broken Suspension Lines

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

Jumpers Name - Grade - Unit: Justin Seider, E-5, 22 Special Tactics Squadron

Jumpers Height and Weight: 72in 185lbs

Jumpers Equipment Weight: 40lbs

Jumpers Equipment Worn: Alice rucksack

Jumpers Position - Pass - Stick - Position: 1st pass, 1st stick, 6 position

Number of Jumps Jumper Has: 28

Description of Suspected Malfunction or Incident & Damaged Incurred: Jumper noticed after opening shock his suspension lines where tangled together. Jumper immediately tried to bicycle kick to free entanglement. After a about six seconds passed jumper was able to free entangled suspension lines, he then noticed his right control line was broken towards the canopy. Jumper compared his rate of descent with his fellow jumpers and determined he would land the main canopy. He controlled his canopy using rear riser slips.

Suspected Cause of Malfunction or Incident: I feel there needs to be some type of change to the current control line system to prevent further control line issues. Jumper did everything he was trained to do.

Attached are pictures to go with the 1748-2 of the broken suspension line on the MC-6. This was the first jump since we completed the retraining on this system. This parachute was rigged while Mr. xxxxxxxx and his team of instructors were here at McChord.

Mr David Roy question to 22nd; could you identify what type of exit? This was a ramp exit. The canopy and netting was inspected prior to repack, there was no damage to the parachute.



SL-24

SL8_20100621_1/507PIR_T11R_Premature_Activation

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

Branch of Service: Army

Contact Email:

Type of Report: Incident

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

Unit Being Airlifted: B CO 1/507th PIR, Fort Benning, GA 31905

Departure Airfield: Lawson Army Airfield

Type of Aircraft: C-130

Aircraft Serial Number: 23287

Airlift Unit: (Vikings) Minneapolis, MN, AW 434

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

Date of Airdrop: 06/21/2010

Aircraft Speed KIAS: 130 (by Jumpmaster account)

Aircraft Altitude AGL: 1250 AGL

Drop Zone Elevation Feet - MSL: 352

Surface Winds KTS: 0-5 kts

Visibility Feet - Miles: unlimited

Other Type of Parachute - Specify: T-11

Type of Reserve: T-11R

Reserve Function Properly: YES

Main Parachute Age: 10 months

Main Parachute Placed in Service: Nov 2009

Main Parachute Date of Manufacture: Aug 2009

Main Parachute Repack Date: 27/4/10

Main Parachute Serial Number: 03316

Main Parachute Number of Jumps: 3 jumps

Type of Malfunction: Reserve Activation

Type of Malfunction - Incident - Specify: Premature activation of reserve parachute during exit.

Jumpers Name - Grade - Unit: E-5, B CO 1/507th PIR Fort Benning, GA (student)

Jumpers Height and Weight: 5 feet 9 inches, 170 lbs

Jumpers Equipment Weight: 60 lbs

Jumpers Equipment Worn: Boots, Uniform, ACH, T-11 Parachute System

Jumpers Position - Pass - Stick - Position: 1st pass/ 8th chalk / 3rd Jumper

Number of Jumps Jumper Has: Jumper's 1st Jump

Resulting Injury: Minor cut on jumper's eye lid. No hospitalization or professional medical aid sought.

Description of Suspected Malfunction or Incident & Damaged Incurred: It is suspected that the jumper exited the aircraft of his first jump in the Basic Airborne Course and prematurely activated his T-11R parachute.

Suspected Cause of Malfunction or Incident: On jump one, T-11; the jumper was third in the stick to exit. The aircraft was a C-130 flying at approximately 130 kts at 1250 ft AGL. The statements gathered state that nothing was observed to be wrong during "Actions in the Aircraft". When the jumper exited the aircraft it is proposed that he prematurely activated his T-11R parachute. The statement given by one of the coaches on Fryar DZ was the jumper was under canopy before the jumpers before and after him was fully under canopy of their main, T-11. The jumper stated that he got to a five thousand count and noticed that he was under his reserve parachute. After inspection of the both the main and reserve the results were as follows. The T-11 deployment sleeve was approximately 37 inches above the lower lateral band, rigger view. The majority of canopy remained in the deployment sleeve in a long fold configuration. All four of the T-11R load bearing (green) vent bridle loops were torn away from the apex. The apex tie was missing from the non load bearing (white) vent bridle loops. None of the white loops were damaged, and none of the skirt assist ties were broken. This suggests that the reserve was utilized during a high speed deployment. The extractor parachute was not recovered.

SL9_20100629_197STC_MC-1D_Left_Control_line_Bridle_Separation_C23

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

Branch of Service: Army

Contact Email:

Type of Report: Malfunction

Unit Being Airlifted: 197th STC (SO)(A)

Departure Airfield: Salt Lake Regional Airport #2

Type of Aircraft: C-23 Sherpa

Drop Zone Name - Location: A Shau DZ, Cedar Fort, UT

Date of Airdrop: 06/29/2010

Aircraft Speed KIAS: 105

Aircraft Altitude AGL: 1500

Drop Zone Elevation Feet - MSL: 6600

Surface Winds KTS: 4

Visibility Feet - Miles: Unlimited

Type of Parachute: MC1-1D

Type of Reserve: SLCP MIRPS

Main Parachute Age: 14.3 Years

Main Parachute Placed in Service: Feb 03

Main Parachute Date of Manufacture: Feb 96

Main Parachute Repack Date: 11 May 2010

Main Parachute Serial Number: 9114

Main Parachute Number of Jumps: 31

Type of Malfunction: Broken Suspension Lines

Type of Malfunction - Incident - Specify: Left control line bridle separated from canopy at attachment point

Jumpers Name - Grade - Unit: SFC, 1-19th SFG (A)

Jumpers Height and Weight: 5' 11" / 220

Jumpers Position - Pass - Stick - Position: Lift 2 / Stick 1 / 2nd Jumper

Number of Jumps Jumper Has: 200+

Description of Suspected Malfunction or Incident & Damaged Incurred: SM exited aircraft noting opening shock seemed "vigorous" but not overly excessive. Upon executing his 2nd point of performance he noticed a jumble of what looked like suspension lines just above his left set of risers. SM didn't see any missing suspension lines and determined his rate of descent was not faster than his fellow jumpers. SM made no attempt to use his left steering toggle choosing instead to make right hand turns as necessary all the way to the ground. SM landed with no incident/injury and reported malfunction to a rigger at the turn in point.

Suspected Cause of Malfunction or Incident: Upon inspection of the parachute it was determined that the left control line bridle had separated from the canopy at the point of attachment. There was no evidence of burns, fraying or any other damage to the control line bridle, control line, canopy or any adjacent suspension lines. No other damage was noted during the TRI. Both control lines measured 22' 4" from the toggle to the guide ring without tension. Toggle adjustments were made and annotated in the log record book. The suspected cause of malfunction is a known issue with MC1 series parachutes failing at the control line bridle attachment point when jumped from a ramp.



SL10_20100604_19SFA_MC6_Broke_Control_Line_C130

Airdrop Malfunction Report Type: Personnel Static Line Report

Unit Address: 17800 Camp Williams Road Riverton, Utah 84065

Branch of Service: Army

Contact Email:

Type of Report: Malfunction

Unit Being Airlifted: 19th SFGA

Departure Airfield: Salt Lake Air National Guard Base

Type of Aircraft: C-130

Drop Zone Name - Location: Ashau/ Cedar Fort, Utah

Date of Airdrop: 06/04/2010

Aircraft Speed KIAS: 130+

Aircraft Altitude AGL: 1500

Drop Zone Elevation Feet - MSL: 5200

Surface Winds KTS: 10

Visibility Feet - Miles: unlimited

Type of Parachute: MC-6

Type of Reserve: T-11R

Main Parachute Age: 1 year

Main Parachute Placed in Service: March 2010

Main Parachute Date of Manufacture: April 2009

Main Parachute Repack Date: 04 May 2010

Main Parachute Serial Number: 21979

Main Parachute Number of Jumps: 1

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

Resulting Injury: N/A

Description of Suspected Malfunction or Incident & Damaged Incurred: Broken Type IIA at the middle control line, approximately 23" up from the girth hitch of the lower control line left side of the canopy.

Suspected Cause of Malfunction or Incident: Aircraft speed in excess of 130 Knots

SL11_20100604_19SFA_MC6_Canopy_Damage_C130

Airdrop Malfunction Report Type: Personnel Static Line Report

Unit Address: 17800 Camp Williams Road Riverton, Utah 84065

Branch of Service: Army

Contact Email:

Type of Report: Malfunction

Type of Loss: Choose One

Unit Being Airlifted: 19th SFGA

Departure Airfield: Salt Lake Air National Guard Base

Type of Aircraft: C-130

Drop Zone Name - Location: Ashau/ Cedar Fort, Utah

Date of Airdrop: 06/04/2010

Aircraft Speed KIAS: 130+

Aircraft Altitude AGL: 1500

Drop Zone Elevation Feet - MSL: 5200

Surface Winds KTS: 10

Visibility Feet - Miles: unlimited

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: April 2010

Main Parachute Date of Manufacture: May 2009

Main Parachute Repack Date: 24 May 2010

Main Parachute Serial Number: 21047

Main Parachute Number of Jumps: 1

Type of Malfunction - Incident - Specify: Multiple holes and gore damage

Description of Suspected Malfunction or Incident & Damaged Incurred: Gore 13 Panel D 14" dia. hole

Gore 14 Panel D 8" dia. hole

Gore 1 Panel D 5" dia. hole

Gore 8 Panel D 3' dia. hole

Suspected Cause of Malfunction or Incident:: Excessive aircraft speed- 130+ knots

SL12_20100604_19SFA_MC6_Broke_Control_Line_C130

Airdrop Malfunction Report Type: Personnel Static Line Report

Unit Address: 17800 Camp Williams Road Riverton, Utah 84065

Branch of Service: Army

Contact Email:

Type of Report: Malfunction

Type of Loss: Choose One

Unit Being Airlifted: 19SFGA

Departure Airfield: Salt Lake Air National Guard Base

Type of Aircraft: C-130

Drop Zone Name - Location: Ashau/Cedar Fort, Utah

Date of Airdrop: 06/04/2010

Aircraft Speed KIAS: 130+

Aircraft Altitude AGL: 1500

Drop Zone Elevation Feet - MSL: 5200

Surface Winds KTS: 10

Visibility Feet - Miles: unlimited

Type of Parachute: MC-6

Type of Reserve: T-11R

Main Parachute Age: 1 year

Main Parachute Placed in Service: March 2010

Main Parachute Date of Manufacture: March 2009

Main Parachute Repack Date: 04 May 2010

Main Parachute Serial Number: 21774

Main Parachute Number of Jumps: 1

Type of Malfunction - Incident - Specify: Broken Control line

Description of Suspected Malfunction or Incident & Damaged Incurred: One portion of the Type IIA middle control line broken approx. 24" above the girth hitch of the lower control line.

The second portion of the Type IIA stayed intact.

This was not reported by the jumper, the damage found during repack.

Suspected Cause of Malfunction or Incident: Excessive aircraft speed-- 130+ knots

SL13_20100710_1/507PIR_MC6_Maewest_UH60

Airdrop Malfunction Report Type: Personnel Static Line Report

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

Branch of Service: Army

Contact Email:

Type of Report: Incident

Unit Being Airlifted: Pathfinder Course, HHC 1/507th PIR, Fort Benning, GA 31905

Departure Airfield: Arkman DZ

Type of Aircraft: UH-60

Aircraft Serial Number: 8223741

Airlift Unit: Flight Company 229, 197th BDE, Fort Benning, GA 31905

Drop Zone Name - Location: Arman DZ

Date of Airdrop: 07/01/10

Aircraft Speed KIAS: 70 Kts

Aircraft Altitude AGL: 1500' AGL

Drop Zone Elevation Feet - MSL: 167'

Surface Winds KTS: 2 Kts

Visibility Feet - Miles: Unrestricted with scattered clouds

Type of Parachute: MC-6

Type of Reserve: T-11R

Main Parachute Age: 1 yr 8 months

Main Parachute Placed in Service: July 2009

Main Parachute Date of Manufacture: November 2008

Main Parachute Repack Date: 29 June 2010

Main Parachute Serial Number: 17985

Main Parachute Number of Jumps: 6

Type of Malfunction: Distorted Canopy

Type of Malfunction - Incident - Specify: Jumper induced Mae West

Jumpers Name - Grade - Unit: O-3, Pathfinder Student

Jumpers Height and Weight: 5 feet 6 inches, 160 lbs

Jumpers Equipment Weight: 50 pounds

Jumpers Equipment Worn: MC-6 Parachute System, Uniform, ACH

Jumpers Position - Pass - Stick - Position: 1st Jumper, right door

Number of Jumps Jumper Has: 6 (including this one)

Resulting Injury: No injuries and no medical aid sought.

Description of Suspected Malfunction or Incident & Damaged Incurred: Jumper had a weak exit that caused a suspected "Mae West"

Suspected Cause of Malfunction or Incident: 01 July 2010 at about 1250 hrs on Arkman DZ Pathfinder Branch was conducting a VIRS airborne operation from an UH-60 air frame using MC-6 parachute systems at 1500 ft AGL. Winds were recorded to be around 2 knots with scattered clouds. Jumper's was 1st position on the right door. By jumper's accounts and video it appears that he had a very weak exit, and jumper stated "I could feel my body go somewhat backwards and my back was facing down towards the drop zone". It appears that when the jumper pushed away from the air frame his body went into a head down attitude. This caused the jumper to be rotated over his canopy and through his lines at the end of the deployment phase. Suspension lines were entangled over his canopy as a result of the jumper's rotation over his canopy. It also appears from the video that the jumper may have hit his canopy. With lines over the canopy the MC-6 still gave the jumper ample lift capability. The jumper executed a bicycling motion to remove any twist. At around 200-300 feet AGL the jumper was unsure on whether or not to pull his reserve so he did activate his T-11R. The T-11R did deploy but never inflated. Jumper stated that he had a soft and uneventful landing. Jumper activated his left CRA, but the Pathfinder instructors placed the riser back in its original position until the malfunction NCO arrived to preserve any findings. Upon inspection of the MC-6 there were four quarter sized burn holes in panel A gore 10, anti-inversion damage on gore nine, and a hole caused by snagging on gore 15 panel D. From Rigger view the left group of lines and riser were misrouted between lines 26 and 27. D-bag was also recovered with no damage.

SL14_20100721_1SFG_MC6_Staticline_C23

Airdrop Malfunction Report Type: Personnel Static Line Report

Unit Address: 1st SFG(A) JB Lewis-McChord, WA 98433

Branch of Service: Army

Contact Email:

Type of Report: Incident

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

Unit Being Airlifted: GSSC, 1st SFG(A)

Departure Airfield: Gray Army Airfield

Type of Aircraft: C-23 Sherpa

Drop Zone Name - Location: Sanderson Drop Zone, Shelton, WA

Date of Airdrop: 07/21/2010

Aircraft Speed KIAS: 90KIAS

Aircraft Altitude AGL: 1500 AGL

Drop Zone Elevation Feet - MSL: 282'

Surface Winds KTS: 7KTS

Visibility Feet - Miles: 10 miles

Type of Parachute: MC-6

Type of Reserve: T-11R

Main Parachute Age: 2yrs

Main Parachute Placed in Service: December 2008

Main Parachute Date of Manufacture: November 2005

Main Parachute Repack Date: 07/11/2010

Main Parachute Serial Number: 492

Main Parachute Number of Jumps: 20

Type of Malfunction or Incident - Specify: Soldier held onto static line during exit of the aircraft.

Jumpers Name - Grade - Unit: E-4, GSSC 1st SFG(A) JB Lewis-McChord, WA 98433

Jumpers Height and Weight: 5'7" 120lbs

Jumpers Equipment Weight: N/A

Jumpers Equipment Worn: ACU's, army combat helmet, and glasses

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

Number of Jumps Jumper Has: 7

Resulting Injury: Jumper had severe static line burns on both hands and fingers.

Description of Suspected Malfunction or Incident & Damaged Incurred: Jumper stated that when she went to exit the aircraft the wind knocked her glasses to the side. She threw her static line away from her in an attempt to fix her glasses prior to exiting the aircraft. While she was concentrating on her glasses she felt her static line get caught on something, possibly her boot. She then said she grabbed the static line to try to free it from whatever it was caught on and by that time she was outside of the aircraft hanging onto the static line. When she realized what was going on she immediately let go of the static line and dropped safely to the ground via fully inflated MC-6 parachute.

Suspected Cause of Malfunction or Incident: Jumper was following the jumper in front of her too closely. Instead of exiting the ramp properly she went directly down the middle where the deployment bags hang and got hit with the prior jumpers static line. She panicked thinking her static line was caught and pulled it to free herself. With the end result being her hanging onto the static line outside the aircraft and causing the static line burns to her hands.

SL15_5SFG_20100811_Broken_Control_line_C23

Airdrop Malfunction Report Type: Personnel Static Line Report

Unit Address: 5TH Special Forces Group

Branch of Service: Army

Contact Email:

Type of Report: Malfunction

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

Unit Being Airlifted: 5TH Special Forces Group

Departure Airfield: FORT CAMPBELL ARMY AIRFIELD

Type of Aircraft: C-23 Sherpa

Other Type of Aircraft: N/A

Aircraft Serial Number: Unknown

Airlift Unit: TN Air Guard

Drop Zone Name - Location: Suchon Drop Zone, Fort Campbell, KY

Date of Airdrop: 08/11/2010

Aircraft Speed KIAS: 90 KIAS

Aircraft Altitude AGL: 1500

Drop Zone Elevation Feet - MSL: 650

Surface Winds KTS: 5 knots

Visibility Feet - Miles: unlimited

Type of Parachute: SF10A

Type of Reserve: SLCP MIRPS

Reserve Function Properly: N/A

Main Parachute Age: 9 yrs

Main Parachute Placed in Service: October 2004

Main Parachute Date of Manufacture: May 2001

Main Parachute Repack Date: 5 May 2010

Main Parachute Serial Number: 0713R

Main Parachute Number of Jumps: 18

Type of Malfunction: Broken Suspension Lines

Type of Malfunction - Incident - Specify: Broken Control Line

Jumpers Name - Grade - Unit: O 3, HHS 5th Special Forces Group

Jumpers Height and Weight: 5' 11"/ 191 lbs.

Jumpers Equipment Weight: N/A

Jumpers Equipment Worn: N/A

Jumpers Position - Pass - Stick - Position: 2nd Jumper Last Pass

Number of Jumps Jumper Has: 93

Resulting Injury: None

Description of Suspected Malfunction or Incident & Damaged Incurred: Broken control line

Suspected Cause of Malfunction or Incident: I suspect that the jumper had a weak exit and the control line formed a tension knot and broke while exiting the aircraft.



SL16_20100818_10SFG_Broken_Control_Line_C130

Airdrop Malfunction Report Type: Personnel Static Line Report

Unit Address: 3rd Battalion 10th SFG (A)

Branch of Service: Army

Contact Email:

Type of Report: Malfunction

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

Unit Being Airlifted: 3rd Battalion 10th SFG (A)

Departure Airfield: Peterson Air Force Base Colorado

Type of Aircraft: C-130

Aircraft Serial Number: NA

Airlift Unit: NA

Drop Zone Name - Location: Sullivan Park DZ

Date of Airdrop: 08/18/2010

Aircraft Speed KIAS: 130 kts

Aircraft Altitude AGL: 2000 AGL

Drop Zone Elevation Feet - MSL: 5700 MSL

Surface Winds KTS: 12kts

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: Feb 2010

Main Parachute Date of Manufacture: Aug 2009

Main Parachute Repack Date: 04 Jun 2010

Main Parachute Serial Number: 2153

Main Parachute Number of Jumps: 4

Type of Malfunction: Choose One

Type of Malfunction - Incident - Specify: Broken control line

Jumpers Name - Grade - Unit: SFC 3rd Battalion 10th SFG (A)

Jumpers Height and Weight: 75"/204

Jumpers Equipment Worn: Helmet, ACU.

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

Number of Jumps Jumper Has: 49

Resulting Injury: None

Description of Suspected Malfunction or Incident & Damaged Incurred: Left middle control line broke 28 inches from guide ring and the adjacent line broke 31 inches from the guide ring. Two burn holes located on gore 4 section 2.

Suspected Cause of Malfunction or Incident: Interviewing several jumpers on the DZ, it is suspected that the reported air speed of 130 knots was incorrect. The speed of the A/C and the possible material contact with the control line causing burns and weakening of the control line, is the suspected cause for this malfunction. The Soldier that packed this parachutes has since been retrained on the proper execution of rigger check number 2. The IP has also been retrained on the proper execution of properly inspecting rigger check number 2.

SL17_20100824_3/75_Ranger_Reg_T11_Twists_MC130

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

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

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

Departure Airfield: Lawson Army Airfield

Type of Aircraft: MC-130

Aircraft Serial Number: 90281

Airlift Unit: 1st SOW

Drop Zone Name - Location: Fryar DZ, Fort Benning

Date of Airdrop: 08/24/2010

Aircraft Speed KIAS: 130

Aircraft Altitude AGL: 1,000

Drop Zone Elevation Feet - MSL: 302

Surface Winds KTS: 3-5

Visibility Feet - Miles: Unlimited

Type of Parachute: T-11

Type of Reserve: T-11R

Reserve Function Properly: N/A

Main Parachute Age: N/A

Main Parachute Placed in Service: N/A

Main Parachute Date of Manufacture: N/A

Main Parachute Repack Date: N/A

Main Parachute Serial Number: N/A

Main Parachute Number of Jumps: N/A

Type of Malfunction: Reserve Activation

Jumpers Name - Grade - Unit: SSG & PFC, E CO, 3/75th Ranger Regiment

Jumpers Height and Weight: 6'/200#

Jumpers Equipment Weight: 35#

Jumpers Equipment Worn: MICH, M1950 60 MOD, ASSLT PACK

Jumpers Position - Pass - Stick - Position: 1/1/4 and 2/1/17

Number of Jumps Jumper Has: 25/7

Resulting Injury: None

Description of Suspected Malfunction or Incident & Damaged Incurred: Both jumpers exited an MC-130 conducting daytime ramp operations. Jumpers both had excessive twists upon exit and deployed their T-11Rs under a full T-11 Main Canopy. T-11R canopies deployed from the pack tray and the suspension lines fully elongated, but the canopy did not inflate for both jumpers because they were descending under a full T-11 Main canopy. Both jumpers activated their T-11Rs between 100-300 feet before hitting the DZ and conducting their PLFs.

Suspected Cause of Malfunction or Incident: Jumpers had poor exits from improper body position during their ramp exiting procedures. Jumpers were wearing combat equipment loads which most likely increased the likelihood of them having twists. Both jumpers are novice jumpers with limited or no jumps conducting ramp operations from fixed wing A/C. Jumpers pulled T-11Rs because they were below fellow jumpers, not necessarily because they were falling at a faster rate of descent.

SL18_20100827_3SFG_MC6_Entanglement_UH60

Airdrop Malfunction Report Type: Personnel Static Line Report

Unit Address: 3rd SFG (A), BLDG E-2176, Fort Bragg, NC 28310

Branch of Service: Army

Contact Email:

Type of Report: Incident

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

Unit Being Airlifted: GSB, 3rd SFG(A) Fort Bragg, NC 28310

Departure Airfield: Raeford Airport

Type of Aircraft: UH-60

Airlift Unit: USASOC Flight Det.

Drop Zone Name - Location: Raeford West

Date of Airdrop: 08/27/2010

Aircraft Speed KIAS: 90kts

Aircraft Altitude AGL: 1500

Drop Zone Elevation Feet - MSL: 288

Surface Winds KTS: 5-7 knots

Visibility Feet - Miles: Clear

Type of Parachute: MC-6

Type of Reserve: T-11R

Reserve Function Properly: YES

Main Parachute Age: Jumper 3- 1yr 10mos / Jumper 2- 1yr 7mos

Main Parachute Placed in Service: Jumper 3- Apr 2009 / Jumper 2- May2009

Main Parachute Date of Manufacture: Jumper 3- Nov 2008 / Jumper 2Feb2009

Main Parachute Repack Date: Jumper 3 - 06may2010 / Jumper 2 - 10May2010

Main Parachute Serial Number: Jumper 3 - T11R 15077 / Jumper 2 - T11R 15613

Main Parachute Number of Jumps: Jumper 2 - 3 repacks / Jumper 2 - 4 repacks

Type of Malfunction: Reserve Activation

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

Jumpers Name - Grade - Unit: Jumper 3- SFC, Jumper 2-SGT, Both are HHC 3rd SFG(A), Fort Bragg, NC 28310

Jumpers Height and Weight: Jumper 3- 72" 185lbs, Jumper 2- 67" 138lbs

Jumpers Equipment Weight: N/A

Jumpers Equipment Worn: ACH Helmet, ACU's, Tan Boots

Jumpers Position - Pass - Stick - Position: SFC - Stick 13 Jumper 3, SGT - Stick 13 Jumper 2

Number of Jumps Jumper Has: Jumper 3- 25, Jumper 2- 12

Resulting Injury: No Injuries

Description of Suspected Malfunction or Incident & Damaged Incurred: Unit was conducting a day administrative non tactical static line jump at 1500' AGL. Jumper 2 exited the aircraft and had twists in her suspension lines. Jumper 3 exited the aircraft with a good canopy and from there he turned to face the wind. Jumper 2 finished removing twists from her suspension lines and then went to turn into the wind and turned into jumper 3 and went through his suspension lines. Jumper 2 attempted to clear herself from jumper 3's suspension lines but was unsuccessful. Jumper 2, the higher jumper, decided to pull her reserve parachute. Parachute deployed. Jumper 3 seen jumper 2's reserve parachute deploy so he pulled his reserve to attempt to slow decent to the ground. His parachute too deployed. Both jumpers landed safely on the drop zone with no injuries.

Suspected Cause of Malfunction or Incident: During exiting procedures, Jumper 2 failed to exit the UH-60 in a good tight body position which caused her to have twists during opening sequence. While jumper 2 removed the twists from her suspension lines, the jumper's inexperience may have caused her to momentarily disorientate herself from the DZ as well as fellow jumpers. She made an instinctive decision to pull her toggle to re-orientate herself to the DZ but failed to look before she turned and ended up going through jumper 3's suspension lines.

SL19_20100902_3/75_Ranger_Regiment_T11_Entanglement_C17

Airdrop Malfunction Report Type: Personnel Static Line Report

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

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: HHC, 3/75th Ranger Regiment

Departure Airfield: Augusta Regional Airport

Type of Aircraft: C-17

Aircraft Serial Number: 33124

Airlift Unit: Charleston 437th AW

Drop Zone Name - Location: Fryar DZ

Date of Airdrop: 2 SEPT 10

Aircraft Speed KIAS: 130 knots

Aircraft Altitude AGL: 1000AGL

Drop Zone Elevation Feet - MSL: 302 FT

Surface Winds KTS: 7 Knots

Visibility Feet - Miles: Unlimited

Type of Parachute: T-11

Type of Reserve: T-11R

Reserve Function Properly: N/A

Main Parachute Age: N/A

Main Parachute Placed in Service: N/A

Main Parachute Date of Manufacture: N/A

Main Parachute Repack Date: N/A

Main Parachute Serial Number: N/A

Main Parachute Number of Jumps: N/A

Type of Malfunction: Choose One

Type of Malfunction - Incident - Specify: Low Altitude Entanglement w/ Dual Reserve Activation

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

Jumpers Height and Weight: 5'10 175lbs.

Jumpers Equipment Weight: 35lbs

Jumpers Equipment Worn: Combat Equipment w/ 1950's Weapons Case

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

Number of Jumps Jumper Has: 11

Resulting Injury: Jumper was MEDVAC from drop zone with lower back injury.

Description of Suspected Malfunction or Incident & Damaged Incurred: Jumper exited C-17 w/ simultaneous T-11R activation. T-11R did not inflate during the deployment of jumpers T-11 Main and entered the lower jumper's corner vent at around 400' AGL. Jumper then passed through the corner vent with the uninflected T-11R and combat equipment not lowered. The lower jumper became nervous and pulled his T-11R at around 400' AGL. The T-11R did not inflate all the way due to a fully inflated main canopy. Both jumpers performed PLF's w/out lowering their combat equipment.

Suspected Cause of Malfunction or Incident: Upon exit, jumper inadvertently activated T-11R during exiting procedures which caused the higher jumper to become entangled with the lower jumper by falling through his corner vent. Jumpers did not maintain adequate separation during their descent to the ground.

SL20_20100816_1/507PIR_T11_Vent_Entanglement/Hung_Slider_C130

Airdrop Malfunction Report Type: Personnel Static Line Report

Unit Address: 1/507th PIR Fort Benning GA 31901

Branch of Service: Army

Contact Email:

Type of Report: Malfunction

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

Unit Being Airlifted: 1/507th Basic Airborne Course

Departure Airfield: Lawson Army Airfield

Type of Aircraft: C-130

Aircraft Serial Number: 67325

Drop Zone Name - Location: Fryar

Date of Airdrop: 08/16/2010

Aircraft Speed KIAS: 130 knots

Aircraft Altitude AGL: 1250

Drop Zone Elevation Feet - MSL: 321'

Surface Winds KTS: 2-3 knots

Visibility Feet - Miles: Cloudy

Type of Parachute: T-11

Type of Reserve: T-11R

Reserve Function Properly: NO

Main Parachute Age: 8 months

Main Parachute Placed in Service: APR 10

Main Parachute Date of Manufacture: JAN 10

Main Parachute Repack Date: 9 JUN 10

Main Parachute Serial Number: 04864

Main Parachute Number of Jumps: 5

Type of Malfunction: Distorted Canopy

Type of Malfunction - Incident - Specify: sleeve corner vent entanglement/ hung slider

Jumpers Name - Grade - Unit: 1LT, B Co 1/507th PIR

Jumpers Height and Weight: 76" 230pounds

Jumpers Equipment Weight: 15 pounds

Jumpers Equipment Worn: ACH, LBV

Jumpers Position - Pass - Stick - Position: 6th Jumper, Right door

Number of Jumps Jumper Has: 1st Jump

Resulting Injury: Back Injury

Description of Suspected Malfunction or Incident & Damaged Incurred: Distorted canopy with sleeve and bridle being routed through a corner vent, and hung slider.

Suspected Cause of Malfunction or Incident: Jumpers exit and twists. Possible slider grommet being routed over top of suspension line girth-hitch at the hem of canopy. Retarded deployment sequence caused sleeve corner vent entanglement.

SL21_20100909_5SFG_SF10A_Broken_Control_Line_C23

Airdrop Malfunction Report Type: Personnel Static Line Report

Unit Address: 6102 Tennessee Avenue

Branch of Service: Army

Contact Email:

Type of Report: Malfunction

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

Unit Being Airlifted: GSSC, GSB 5th SFG (A)

Departure Airfield: Fort Campbell Army Airfield

Type of Aircraft: C-23 Sherpa

Aircraft Serial Number: unknown

Airlift Unit: unknown

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

Date of Airdrop: 09/09/2010

Aircraft Speed KIAS: unknown

Aircraft Altitude AGL: 1250

Drop Zone Elevation Feet - MSL: 650ft

Surface Winds KTS: 8 knots

Visibility Feet - Miles: 7 miles

Type of Parachute: SF10A

Type of Reserve: SLCP MIRPS

Reserve Function Properly: N/A

Main Parachute Age: 5yrs.

Main Parachute Placed in Service: Mar 08

Main Parachute Date of Manufacture: Mar 05

Main Parachute Repack Date: 20/07/10

Main Parachute Serial Number: 4456

Main Parachute Number of Jumps: 20

Type of Malfunction: Choose One

Type of Malfunction - Incident - Specify: Control Line Breakage

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

Jumpers Position - Pass - Stick - Position: 4th lift- jumper #7

Number of Jumps Jumper Has: 6

Resulting Injury: None

Description of Suspected Malfunction or Incident & Damaged Incurred: When SM checked canopy, one toggle was in proper position. The other toggle was behind his back twisted.

When SM reached for his other toggle that was still there, he grabbed it and it fell.

Suspected Cause of Malfunction or Incident: Due to minor twists upon exit, the stowed excess of control line was unable to come free during deployment phase causing both control lines to break.

SL22_20100913_11QM_T10D_Static_Line_Injury_C130

Airdrop Malfunction Report Type: Personnel Static Line Report

Unit Address: 11th QM Company 189th BSC Ft. Bragg NC

Branch of Service: Army

Contact Email:

Type of Report: Incident

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

Unit Being Airlifted: HHC 2/505

Departure Airfield: Pop Air Field

Type of Aircraft: C-130

Other Type of Aircraft: None

Aircraft Serial Number: N/A

Airlift Unit: N/A

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

Date of Airdrop: 9/13/2010

Aircraft Speed KIAS: N/A

Aircraft Altitude AGL: 800 ft AGL

Drop Zone Elevation Feet - MSL: N/A

Surface Winds KTS: 2kts

Visibility Feet - Miles: 100ft. AGL

Type of Parachute: T-10D

Type of Reserve: SLCP MIRPS

Reserve Function Properly: N/A

Main Parachute Age: N/A

Main Parachute Placed in Service: N/A

Main Parachute Date of Manufacture: N/A

Main Parachute Repack Date: N/A

Main Parachute Serial Number: N/A

Main Parachute Number of Jumps: N/A

Type of Malfunction: Choose One

Type of Malfunction - Incident - Specify: Static Line Injury

Jumpers Name - Grade - Unit: PFC, HHC 2/505

Jumpers Height and Weight: N/A

Jumpers Equipment Weight: N/A

Jumpers Equipment Worn: None

Jumpers Position - Pass - Stick - Position: 2nd Pass Left 29

Number of Jumps Jumper Has: 9

Resulting Injury: Bruises on upper left arm right above the bicep.

Description of Suspected Malfunction or Incident & Damaged Incurred: Upon exiting the aircraft the Jumper felt a jerk on his left arm. Upon landing the Jumper felt pain in his arm. The Jumper then looked in his uniform and noticed red marks on his left arm.

Suspected Cause of Malfunction or Incident: While Jumper was exiting the A/C his left arm became entangled with the prior Jumpers static line. Jumper complained of pain but did not need to be medevac.

FREE FALL REPORTS
16



FF1_20100428_5SFG_MC-4_Twists_C7

Airdrop Malfunction Report Type: Military Free Fall Personnel Report

Unit Address: 5th SFG(A) Fort Campbell, KY 42223

Branch of Service: Army

Contact Email:

Type of Report: Malfunction

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

Unit Being Airlifted: ODA 5314

Departure Airfield: Eloy, AZ Skydive Arizona Airfield (Eloy Municipal Airport)

Type of Aircraft: OTHER

Other Type of Aircraft: C-7 Skyvan

Aircraft Serial Number: N/A

Airlift Unit: Civilian

Drop Zone Name - Location: Eloy, AZ (Skydive Arizona)

Date of Airdrop: 04/28/2010

Aircraft Speed KIAS: 90 KIAS

Aircraft Altitude AGL: 12,500

Drop Zone Elevation Feet - MSL: 1513

Surface Winds KTS: 10 KTS

Visibility Feet - Miles: Unrestricted

Type of Parachute: Choose One

Other Type of Parachute - Specify: MC-4

Type of Reserve: Choose One

Other Type of Reserve: MC-4 Reserve

Reserve Function Properly: YES

Main Parachute Age: June 03 (6 years plus)

Main Parachute Placed in Service: July 06

Main Parachute Date of Manufacture: June 03

Main Parachute Repack Date: Packed 27 April 2010

Main Parachute Serial Number: 10605

Main Parachute Number of Jumps: Unknown

Type of Malfunction: Distorted Canopy

Type of Malfunction - Incident - Specify: Uncontrollable canopy

Jumpers Name - Grade - Unit: SSG, ODA 5314

Jumpers Height and Weight: 5' 11" 190lbs

Jumpers Equipment Weight: 40lbs

Jumpers Equipment Worn: IBA, Mitch, Peltor, MBITR

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

Number of Jumps Jumper Has: 48

Resulting Injury: None

Description of Suspected Malfunction or Incident & Damaged Incurred: Jumper had a normal dive exit and free fall. At 4000ft AGL jumper pulled his main ripcord and had a main canopy. Time was 0215. As he gained canopy control he had to bicycle to remove the twists. As it all untwisted out he noticed an uncontrollable right hand turn. Jumper claimed the canopy was uncontrollable and partially collapsed on the right side. He performed cut-away procedures and landed safely on the drop zone.

Suspected Cause of Malfunction or Incident: After the jumper landed on the ground we looked for several hours for the main canopy but could not find it. Two days later a civilian free faller found it and returned it to us. We performed a TRI on the canopy and found nothing wrong at all. The only thing that was noticed was the breaks were still stowed. After an extensive TRI and questioning of the jumper it is believed the jumper had a less than stable opening which caused his twists. Once the twists were removed the right side of the canopy had not fully developed and before the jumper performed proper emergencies procedures he then cut it away. Jumper did not do proper EP's by pulling or pumping the breaks to allow the canopy to fully inflate.

FF2_20100506_STTS_MC-4_Semi-Inversion_C130

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

Branch of Service: Air Force

Contact Email:

Type of Report: Malfunction

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

Unit Being Airlifted: STTS

Departure Airfield: HRT

Type of Aircraft: C-130

Aircraft Serial Number: 637816

Airlift Unit: 6 SOS

Drop Zone Name - Location: 6 DZ, Eglin Range, 164' MSL (highest point)

Date of Airdrop: 05/06/2010

Aircraft Speed KIAS: 130kts

Aircraft Altitude AGL: 12999K

Drop Zone Elevation Feet - MSL: 12999K

Surface Winds KTS: 210@8kts/Unlimited visibility

Visibility Feet - Miles: Unlimited visibility

Type of Parachute: Choose One

Other Type of Parachute - Specify: MC-4

Type of Reserve: Choose One

Other Type of Reserve: MC-4

Reserve Function Properly: YES

Main Parachute Age: 7

Main Parachute Placed in Service: Feb 2009

Main Parachute Date of Manufacture: Nov 2003

Main Parachute Repack Date: 5 May 2010

Main Parachute Serial Number: M4C-10717

Main Parachute Number of Jumps: 7

Type of Malfunction: Semi-Inversion

Type of Malfunction - Incident - Specify: Line Over

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

Jumpers Height and Weight: 5' 9'', 155 lbs

Jumpers Equipment Weight: 15 lbs

Jumpers Equipment Worn: MICH Helmet, goggles, gloves, BDU uniform, boots, Peltors, Knee pads, and LBE

Jumpers Position - Pass - Stick - Position: 1st pass, ramp jump, 3 x 3 man formation middle man

Number of Jumps Jumper Has: 26

Description of Suspected Malfunction or Incident & Damaged Incurred: I pulled at 5K in a cloud. I saw my chute come out and I begin to spin violently in the air. I looked up and saw my chute tangled into itself. I grabbed my risers and pulled and kicked my legs in an attempt to untwist it. I looked at my altimeter and saw I was at 3900 ft. and made the decision to cut away.

Suspected Cause of Malfunction or Incident: Based on the parachutist's comments, the observations of the DZ ground party, and the investigation of the parachute. It seems like the one or more of the canopy's lines pass in front of the nose prior to inflation.

FF3_2010/03/05_10SFG_MC4_Hung_Slider/line_over_Skyvan

Unit Address: 10th SFG (A) Fort Carson Colorado 80913

Branch of Service: Army

Contact Email:

Type of Report: Malfunction

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

Unit Being Airlifted: 2nd Battalion 10th SFG (A)

Departure Airfield: Sky Dive Az

Type of Aircraft: OTHER

Other Type of Aircraft: Sky van

Aircraft Serial Number: NA

Airlift Unit: Sky Dive Az

Drop Zone Name - Location: Sky Dive Az

Date of Airdrop: 3/5/2010

Aircraft Speed KIAS: 90 knots

Aircraft Altitude AGL: 12,500

Drop Zone Elevation Feet - MSL: 1200 ft/MSL

Surface Winds KTS: 5 knots

Visibility Feet - Miles: unlimited

Type of Parachute: Choose One

Other Type of Parachute - Specify: MC4

Type of Reserve: Choose One

Other Type of Reserve: MC4

Reserve Function Properly: YES

Main Parachute Age: 8 years

Main Parachute Placed in Service: Sept 06

Main Parachute Date of Manufacture: May 02

Main Parachute Repack Date: 23 Apr 10

Main Parachute Serial Number: 12214

Main Parachute Number of Jumps: 30

Type of Malfunction - Incident - Specify: hung slider/ line over canopy

Jumpers Name - Grade - Unit: E-8, 2nd Battalion 10th SFG (A)

Jumpers Height and Weight: 76"/240lbs

Jumpers Equipment Weight: 50lbs

Jumpers Equipment Worn: PDB, flight suit, Gentex helmet

Jumpers Position - Pass - Stick - Position: Jumpmaster last to leave A/C

Number of Jumps Jumper Has: 2000

Resulting Injury: None, no loss to time or training.

Description of Suspected Malfunction or Incident & Damaged Incurred: During level one train-up Eloy AZ, on a C/E jump the jumper stated he had a slight spin due to the PDB, to counter the spin the jumper D-arched causing a larger portion of his body mass to control spin. During pull the pilot chute did not get a clean launch off the jumper. Performing EP's for the hung slider and line over canopy did not correct the malfunction and jumper cut main parachute away.

Suspected Cause of Malfunction or Incident: Due to the burble on opening and the recheck over to launch pilot chute line dump occurred. The line dump caused the slider not to come down a possible line over canopy. During 100% TRI it was noted that the suspension lines had melted retainer bands on them. It was also noted that the right cable housing was completely missing this occurred during the cut away procedures of the jumper. The tacking for the cable housing was still present on the harness.

FF4_20100513_103RQS_PD210_Premature_Brake_Release_Caravan

Airdrop Malfunction Report Type: Military Free Fall Personnel Report

Unit Address: 150 Riverhead Rd Westhampton Beach, NY 11978

Branch of Service: Air Force

Contact Email:

Type of Report: Malfunction

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

Unit Being Airlifted: 103rd RQS (Pararescue)

Departure Airfield: Calverton Enterprise Park (Formerly Northrup Grumman Airfield)

Other Type of Aircraft: Caravan

Drop Zone Name - Location: Skydive Long Island, 4062 Grumman BLVD. Calverton NY 11933

Date of Airdrop: 05/13/2010

Aircraft Speed KIAS: 90 KIAS

Aircraft Altitude AGL: 12,500

Surface Winds KTS: 10 kts

Visibility Feet - Miles: Unlimited 10+ Miles

Type of Parachute - Specify: PD 210

Type of Reserve: PD 218

Reserve Function Properly: YES

Main Parachute Age: 3.5 Years

Main Parachute Placed in Service: 28 August 2007

Main Parachute Date of Manufacture: 1 January 2007

Main Parachute Repack Date: 13 May 2010

Main Parachute Serial Number: 008228

Main Parachute Number of Jumps: 10

Type of Malfunction: Distorted Canopy

Type of Malfunction - Incident - Specify: Premature Break Release Causing Line Twists

Jumpers Name - Grade - Unit: E-7, 103rd RQS

Jumpers Height and Weight: 68" 175 lbs

Jumpers Position - Pass - Stick - Position: number 2

Number of Jumps Jumper Has: 213

Resulting Injury: None

Description of Suspected Malfunction or Incident & Damaged Incurred: Premature brake release, Unresolved Line Twists

Suspected Cause of Malfunction or Incident: It is suspected that upon opening shock the slider came down the suspension lines over the left side, rear riser causing the left brake to become unseated and released. This caused the canopy to enter an immediate left turn causing 2 to 3 line twists which were impossible to resolve using the briefed Emergency Procedure (Bicycling Technique)

FF5_2010/04/05_10SFG_MC4_Hung_Slider_Skyvan

Airdrop Malfunction Report Type: Military Free Fall Personnel Report

Unit Address: 10th SFG (A) Fort Carson Colorado 80913

Branch of Service: Army

Contact Email:

Type of Report: Malfunction

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

Unit Being Airlifted: 2nd Bn, 10th SFG (A)

Departure Airfield: Skydive Az

Type of Aircraft: Sky Van

Airlift Unit: Skydive Az

Drop Zone Name - Location: Skydive Az/Eloy Az

Date of Airdrop: 05/04/2010

Aircraft Speed KIAS: 130

Aircraft Altitude AGL: 12,000

Drop Zone Elevation Feet - MSL: 1600

Surface Winds KTS: 6kts

Visibility Feet - Miles: unlimited

Type of Parachute: Choose One

Other Type of Parachute - Specify: MC4

Type of Reserve: Choose One

Other Type of Reserve: MC4

Reserve Function Properly: YES

Main Parachute Age: 8 years

Main Parachute Placed in Service: Jan 04

Main Parachute Date of Manufacture: Jun 02

Main Parachute Repack Date: 03 May 2010

Main Parachute Serial Number: 9955

Main Parachute Number of Jumps: 200

Type of Malfunction: Choose One

Type of Malfunction - Incident - Specify: hung slider

Jumpers Name - Grade - Unit: E7, 2nd Bn 10th SFG (A)

Jumpers Height and Weight: 71"/210lbs

Jumpers Equipment Weight: Hollywood

Jumpers Equipment Worn: MC4, Gentex helmet

Jumpers Position - Pass - Stick - Position: 1pass/ 3rd position

Number of Jumps Jumper Has: 97

Resulting Injury: None, no loss of time or equipment

Description of Suspected Malfunction or Incident & Damaged Incurred: Jumper stated that a pull altitude he had good pilot chute launch and looked up to see hung slider and the beginning of a uncontrolled spin. Jumper performed remedial procedures to correct partial malfunction bringing steering toggles to full brake position twice. Slider would not come down and jumper performed EP's and cut the main parachute away.

Suspected Cause of Malfunction or Incident: Main canopy was recovered and given a 100% TRI, finding nothing wrong with the parachute. The jumper had packed his own parachute. Pack certification was given to the jumper again, no deficiencies were found during the packing of the main parachute.

FF6_20100609_320STS_MC4_Dual_Deployment_C130

Airdrop Malfunction Report Type: Military Free Fall Personnel Report

Unit Address: 320 STS, Kadena AB, Japan

Branch of Service: Air Force

Contact Email:

Type of Report: Malfunction

Unit Being Airlifted: 125 STS, Portland OR

Departure Airfield: Kuantan AB, Malaysia

Type of Aircraft: C-130

Aircraft Serial Number: 95-831

Airlift Unit: 17 SOS

Drop Zone Name - Location: Polo DZ, Malaysia

Date of Airdrop: 9 June 2010

Aircraft Speed KIAS: 130 KIAS

Aircraft Altitude AGL: 10,500 AGL

Drop Zone Elevation Feet - MSL: 125 FT

Surface Winds KTS: 4-5 KTS

Visibility Feet - Miles: unlimited

Type of Parachute - Specify: MC-4

Type of Reserve: MC-4

Reserve Function Properly: YES

Main Parachute Age: 7 YRS

Main Parachute Placed in Service: NOV 07

Main Parachute Date of Manufacture: NOV 03

Main Parachute Repack Date: 30 MAR 07

Main Parachute Serial Number: MC410681

Main Parachute Number of Jumps: 4

Type of Malfunction: Choose One

Type of Malfunction - Incident - Specify: Dual Main and Reserve deployment

Jumpers Name - Grade - Unit: E-6, 125 STS

Jumpers Height and Weight: 66inch/190

Jumpers Equipment Weight: 220

Jumpers Equipment Worn: rucksack, gloves, helmet

Jumpers Position - Pass - Stick - Position: #2 of 7

Number of Jumps Jumper Has: 80

Resulting Injury: None

Description of Suspected Malfunction or Incident & Damaged Incurred: Upon diving out of the ramp jumper went into a tumble followed by a slow right spin, then two more tumbles until regaining control. Control was achieved at 7,000', Jumper realizing that he had lost track of the remaining jumpers and picked a clear lane and tracked stable for approx. 5 sec. Upon terminating the track, Jumper was between 4,500' and 5,000', he waived off and pulled the main ripcord. Jumper experienced normal opening and deployment of parachute getting out of the bag and deploying normally, Jumper saw a green strap fly in front of his face and immediately it started to cinch around his neck, instinctively, he pulled it over his helmet. Thinking that it was just a strap coming loose, maybe from the rucksack, he continued to monitor the main canopy which at that time was fully inflated. Then he started to be pulled to his left and upon checking, realized that the reserve was also fully inflated and at 90 degrees from his left. The two canopies looked fully inflated but jerking him left and right uncontrollably, he checked the altimeter and was at 3,000', he then cut away the main. Immediately upon cutting away he saw the main canopy flying away and began a fast spinning motion to the right. Jumper realized that the right steering line was wrapped around the left side suspension lines and it was choking all the suspension lines along with the slider. One attempt was made to trace the line and untangle it, to no avail. In order to stop the spinning, jumper had to pull hard on the left toggle until it was down to his feet. The reserve canopy stopped spinning but it was very uncontrollable but managed to steer it toward the east side of the DZ. Just before crossing the east edge of the DZ on final, jumper managed to lower his rucksack to his feet and hold it with his foot, Approx. at 30'-40' he lowered the rucksack and gently start to pull the steering lines without completely collapsing the parachute. The canopy went into an almost vertical descent so he did a quick PLF after reaching the DZ.

Suspected Cause of Malfunction or Incident: The three STS jumpmasters and the two riggers conducted a board and concluded that the probable cause of the dual main and reserve deployment may have been a combination of over stretched Cypress closing loops and the excessive G forces on the jumper and parachute from the instability just prior to canopy deployment. The likely cause of the line over partial malfunction may have been the low speed deployment of the reserve parachute, and that may have resulted in the reserve free bag going through a line on opening.



FF7_20100608_320STS_SOVIII_Poor_Exit_C130

Airdrop Malfunction Report Type: Personnel Static Line Report

Unit Address: 7196B Savanna ST. Moody AFB 31699

Branch of Service: Air Force

Contact Email:

Type of Report: Incident

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

Unit Being Airlifted: 38th RQS Moody AFB

Departure Airfield: Moody AFB

Type of Aircraft: C-130

Aircraft Serial Number: Tail #983

Airlift Unit: 71st RQS Moody AFB

Drop Zone Name - Location: Swamp Donkey DZ, Tifton, Georgia

Date of Airdrop: 6/8/2010

Aircraft Speed KIAS: 130

Aircraft Altitude AGL: 3000 ft

Drop Zone Elevation Feet - MSL: 355 ft

Surface Winds KTS: 4-8

Visibility Feet - Miles: unrestricted

Type of Parachute - Specify: SOVIII

Type of Reserve: SOVIII

Reserve Function Properly: YES

Main Parachute Age: 2 yrs

Main Parachute Placed in Service: DEC 08

Main Parachute Date of Manufacture: JUN 08

Main Parachute Repack Date: 27 May 10

Main Parachute Serial Number: 002879

Main Parachute Number of Jumps: 6

Type of Malfunction: Reserve Activation

Type of Malfunction - Incident - Specify: Cut away

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

Jumpers Height and Weight: 5'11" / 160 lbs

Jumpers Equipment Weight: 85 lbs

Jumpers Equipment Worn: Body armor, rifle, ruck

Jumpers Position - Pass - Stick - Position: 1st Pass / 1st Stick / 1st of 4 jumpers

Number of Jumps Jumper Has: 63 MFF (27 w/SOVIII), 22 SL (2 w/SOVIII).

Resulting Injury: N/A

Description of Suspected Malfunction or Incident & Damaged Incurred: While conducting ram air static line operations at 2330L, Jumper exited the ramp (L side cable connection) with poor body position. His legs rotated up over his head as the main canopy deployed and he immediately became entangled in his risers. He spiraled out of control for roughly 500ft. before finally cutting away. After ensuring a good reserve canopy had deployed he checked his altimeter which read 1800ft. He oriented himself to the DZ and had an uneventful landing. The main drifted into a thick tree line and could not be located.

Suspected Cause of Malfunction or Incident: Poor exit resulted in need for cut away.

FF8_20100608_7SFG_MC4_Cypress_Activation_Skyvan

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

Branch of Service: Army

Contact Email:

Type of Report: Incident

Unit Being Airlifted: A Co 1st BN 7th SFG(A)

Departure Airfield: Skydive Arizona Eloy, Arizona

Other Type of Aircraft: Skyvan

Aircraft Serial Number: N46LH

Airlift Unit: Skydive Arizona

Drop Zone Name - Location: Skydive Arizona Eloy, Arizona

Date of Airdrop: 06/08/2010

Aircraft Speed KIAS: 90kts

Aircraft Altitude AGL: 11,500ft AGL

Drop Zone Elevation Feet - MSL: 1513ft MSL

Surface Winds KTS: 4 Kts

Visibility Feet - Miles: unlimited

Type of Parachute - Specify: MC-4

Type of Reserve: MC-4

Reserve Function Properly: YES

Main Parachute Age: 4 years 11 months

Main Parachute Placed in Service: Oct 2005

Main Parachute Date of Manufacture: July 2005

Main Parachute Repack Date: 8 June 2010

Main Parachute Serial Number: 19270

Main Parachute Number of Jumps: 70

Type of Malfunction: Reserve Activation

Type of Malfunction - Incident - Specify: Cypress activation

Jumpers Name - Grade - Unit: CW2, A Co 1ST BN 7th SFG(A)

Jumpers Height and Weight: 5' 11" / 220 LBS

Jumpers Equipment Weight: 52.5 LBS

Jumpers Equipment Worn: Front mounted PDB

Jumpers Position - Pass - Stick - Position: Pass 2 / 9th Jumper

Number of Jumps Jumper Has: 309

Resulting Injury: None.

Description of Suspected Malfunction or Incident & Damaged Incurred: Jumpers rigged up and received a JMPI. They loaded the aircraft and climbed to altitude with no issues. All jumpers exited the Aircraft appropriately. As they reach 4,000ft AGL I observed canopies opening. I saw one jumper continue to fall. At approximately 1,500 ft AGL, I observed the reserve parachute deploy. As the jumper flew the canopy to the DZ I observed canopy flapping in the wind behind the jumper from the container. The jumper landed on the intended DZ. All equipment was recovered.

Suspected Cause of Malfunction or Incident: The jumper exited the aircraft and immediately had issues with his PDB. The jumper was unstable (flipping and spinning). The jumper tried to correct the action but was unable after repeated attempts. The jumper stated he lost altitude awareness and pulled when he realized he was below 4,000ft AGL. The cypress activated and the reserve deployed slightly before the jumper pulled. The pilot parachute of the main was entangled in the lines of the reserve canopy above the jumpers head. The main was unable to deploy due to this entanglement.

FF9_20100721_1/10SFG_MC4_Baglock_C17

Airdrop Malfunction Report Type: Military Free Fall Personnel Report

Unit Address: HSC 1/10 SFG (A) Panzer Kaserne

Branch of Service: Army

Contact Email:

Type of Report: Malfunction

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

Unit Being Airlifted: B Company 1/ 10 SFG (A)

Departure Airfield: Stuttgart Army Airfield, Stuttgart Germany

Type of Aircraft: C-17

Other Type of Aircraft: N/A

Aircraft Serial Number: N/A

Airlift Unit: Contract with 352 SOG

Drop Zone Name - Location: Malmsheim, Germany

Date of Airdrop: 07/21/2010

Aircraft Speed KIAS: 140 knots

Aircraft Altitude AGL: 1250 ft

Drop Zone Elevation Feet - MSL: 1630ft

Surface Winds KTS: 3-5 knots

Visibility Feet - Miles: Unlimited

Type of Parachute: Choose One

Other Type of Parachute - Specify: MC4

Type of Reserve: Choose One

Other Type of Reserve: MC4

Reserve Function Properly: YES

Main Parachute Age: 5 years 6 months

Main Parachute Placed in Service: November 2005

Main Parachute Date of Manufacture: January 2005

Main Parachute Repack Date: 07/14/2010

Main Parachute Serial Number: 16791

Main Parachute Number of Jumps: 42

Type of Malfunction: Choose One

Type of Malfunction - Incident - Specify: Suspected Bag Lock

Jumpers Name - Grade - Unit: E6, B Company 1/10 SFG (A)

Jumpers Height and Weight: 5' 10" 160 Lbs

Jumpers Equipment Weight: 50 Lbs

Jumpers Equipment Worn: PDB

Jumpers Position - Pass - Stick - Position: 7

Number of Jumps Jumper Has: 49

Resulting Injury: No Injury.

Description of Suspected Malfunction or Incident & Damaged Incurred: Nine jumpers exited a C17 and went into free fall; at 4000ft the jumpers pulled their ripcord to activate their main parachute. When one of the jumpers pulled his ripcord he looked back at his pins and he saw his D bag go up and his main parachute was not coming out of the D bag, simultaneously he claimed the D bag floated to the front of him and he immediately cut away. The jumper said the reason he think his D bag went in front of him is because he was back sliding. All of the other jumper's parachutes opened at approximately the same altitude.

Suspected Cause of Malfunction or Incident: The suspected cause or this malfunction is, the jumper encountered a burble and the main parachute did not immediately come out of the D bag. When the jumper saw that his deployment bag was floating he panicked and cut away. After reading Jumper's sworn statement no emergency procedures were initiated for this particular incident. The jumper stated "that he saw a little bit of parachute start to come out of the D bag but he didn't want to mess with it so he cut away immediately."

FF10_20100722_1/10SFG_MC4_Control_line_C212

Airdrop Malfunction Report Type: Military Free Fall Personnel Report

Branch of Service: Army

Contact Email:

Type of Report: Malfunction

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

Unit Being Airlifted: C Co. 2nd BN 7th SFG(A)

Departure Airfield: Raeford, NC

Type of Aircraft: C-212 Casa

Aircraft Serial Number: 00168

Airlift Unit: USASOC Flight Detachment

Drop Zone Name - Location: P.K. Airpark, Raeford, NC

Date of Airdrop: 7/22/2010

Aircraft Speed KIAS: 105

Aircraft Altitude AGL: 12,500

Drop Zone Elevation Feet - MSL: 250

Surface Winds KTS: 2

Visibility Feet - Miles: Unlimited

Type of Parachute: Choose One

Other Type of Parachute - Specify: MC-4

Type of Reserve: Choose One

Other Type of Reserve: MC-4

Reserve Function Properly: YES

Main Parachute Age: 8 yrs

Main Parachute Placed in Service: Sept 2006

Main Parachute Date of Manufacture: May 2002

Main Parachute Repack Date: 21 July 2010

Main Parachute Serial Number: 12202

Main Parachute Number of Jumps: 80

Type of Malfunction: Choose One

Type of Malfunction - Incident - Specify: Jumper could not un-stow his right control line

Jumpers Name - Grade - Unit: SFC/E-7, C co, 2nd BN, 7th SFG(A) ODA 7234

Jumpers Height and Weight: 5 ft 7 in 175lbs

Jumpers Equipment Weight: PDB- 50 lbs, Weapon- 10 lbs

Jumpers Equipment Worn: MC-4, PDB, Weapon

Jumpers Position - Pass - Stick - Position: Assistant JM, 7th to exit, 8 jumpers total

Number of Jumps Jumper Has: 200

Resulting Injury: NONE

Description of Suspected Malfunction or Incident & Damaged Incurred: I observed eight jumpers exit the aircraft and freefall to 5,000 ft AGL. They all deployed between 4,500 and 5,000 ft AGL as per the jump plan. I counted eight good main canopies. Shortly after that I observed one jumper cut away and deploy his reserve. He landed normally on the intended drop zone. I spoke to the jumper after landing, he said he was unable to un-stow his right control line. As a result, he was having trouble controlling his main canopy and decided to cut away. The jumper did not follow proper procedures and steer with the left toggle and right rear riser.

Suspected Cause of Malfunction or Incident: Jumper claims he unfastened the HPT that retains the toggle and pulled very hard several times in an attempt to free the toggle. When unable to do so, he decided to cut away. We have seen this once before and it was caused by an improperly stowed toggle.

FF11_20100815_SOCOM_PARACHUTE_TEAM_CUTAWAY_PAC750

Airdrop Malfunction Report Type: Military Free Fall Personnel Report

Unit Address: SOCOM Parachute Team (Joint)

Branch of Service: Choose One

Contact Email:

Type of Report: Incident

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

Unit Being Airlifted: SOCOM Parachute Team

Departure Airfield: Zephyrhills

Type of Aircraft: OTHER

Other Type of Aircraft: PAC-750

Airlift Unit: civilian

Drop Zone Name - Location: Zephyrhills

Date of Airdrop: 08/15/10

Aircraft Speed KIAS: 90

Aircraft Altitude AGL: 13500

Drop Zone Elevation Feet - MSL: 10

Surface Winds KTS: 2

Visibility Feet - Miles: unlimited

Type of Parachute: Choose One

Other Type of Parachute - Specify: PD 253

Type of Reserve: Choose One

Other Type of Reserve: PD 235

Reserve Function Properly: YES

Main Parachute Number of Jumps: 140

Type of Malfunction: Choose One

Type of Malfunction - Incident - Specify: Inadvertent Pull of the Cutaway Handle on Exit

Jumpers Name - Grade - Unit:

Jumpers Height and Weight: 215

Jumpers Equipment Weight: 35

Jumpers Position - Pass - Stick - Position: 1st

Number of Jumps Jumper Has: 850

Resulting Injury: N/A

Description of Suspected Malfunction or Incident & Damaged Incurred: As we exited the aircraft in a formation from 13500, jumper one inadvertently pulled jumper two's main parachute cutaway handle. "I instantly deployed jumper two's main parachute for him so if he had an issue with his reserve he had 12000 feet to fix it." It deployed, released, and cleanly activated his reserve at approximately 11500 feet, and he landed safely in the target area.

Suspected Cause of Malfunction or Incident: We were making a linked exit on issued COTS gear from 13500. On exit jumper one lost his grip on jumper two's jumpsuit gripper, and tried to regain it; however he missed the gripper and grabbed the cutaway pillow. As the formation settled out the pressure from his grip on the pillow was sufficient to pull it.

FF12_20100826_1SWTG_Mid_Air_Collision_C212

Airdrop Malfunction Report Type: Military Free Fall Personnel Report

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

Branch of Service: Army

Contact Email:

Type of Report: Incident

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

Unit Being Airlifted: B Co, 2nd BN, 1st SWTG (A) Military Freefall School

Departure Airfield: Laguna AAF

Type of Aircraft: C-212 Casa

Other Type of Aircraft: N/A

Aircraft Serial Number: solar 22

Airlift Unit: Seair

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

Date of Airdrop: 08/26/2010

Aircraft Speed KIAS: 100

Aircraft Altitude AGL: 10,000 feet

Drop Zone Elevation Feet - MSL: 492 ft ASL

Surface Winds KTS: 3

Visibility Feet - Miles: scattered clouds

Type of Parachute: Choose One

Other Type of Parachute - Specify: MC-4

Type of Reserve: Choose One

Other Type of Reserve: MC-4 Reserve

Reserve Function Properly: YES

Main Parachute Age: 6 years

Main Parachute Placed in Service: 1 November 2008

Main Parachute Date of Manufacture: 1 October 2004

Main Parachute Repack Date: 25 August 2010

Main Parachute Serial Number: M4CM 1484

Main Parachute Number of Jumps: 100 +

Type of Malfunction: Choose One

Type of Malfunction - Incident - Specify: Mid-air collision

Jumpers Name - Grade - Unit: O-1 Special Tactics Squadron

Jumpers Height and Weight: 5' 11" 185 lbs.

Jumpers Equipment Weight: 60 lbs.

Jumpers Equipment Worn: PDB, oxygen bottle, mask, weapon, MC-4

Jumpers Position - Pass - Stick - Position: 1 Lift, 1 pass, seventh jumper

Number of Jumps Jumper Has: 24

Resulting Injury: None

Description of Suspected Malfunction or Incident & Damaged Incurred: The following incident happened on the night of August 26, 2010 at Phillips Drop Zone Yuma Arizona. A mid-air collision between jumper one from the Special Tactics Training Squadron and jumper two from the 1BN 1st Special Forces Group.

Both jumpers had uneventful exits, they both picked up their headings jumper two was second (jumper #3) on the stick and jumper one was second to last on the stick (jumper #7). Both jumpers picked up the dam as a heading which would be to the west of them.

At seven thousand feet they both performed a 180 degree turn to the east and high lift tracked for approximately five to six seconds. Both jumpers performed their six thousand clearing and both jumpers performed their five thousand waves off. Jumper two's statement mentioned that he had canopy by 4,200 feet, and jumper one mentioned that he pulled at four thousand feet.

Jumper two cleared his air space and started heading to Phillips Drop Zone.

Jumper one mentioned that he had a hung slider, when he started correcting the problem he lost awareness of his surroundings. By the time he saw that he was heading in the wrong direction, he was facing into jumper two who was headed in the correct direction.

Jumper one's canopy collided with jumper two. Jumper two was completely engulfed in jumper one's main canopy. Jumper two mentioned that he could not move and yelled to the jumper below him to cut away. Jumper one said three to four times I'm cutting away as he noticed that he was close to his cut away altitude of 2,500 feet. As jumper two felt jumper one below him cut away he was able to free his arms from the tension created by the jumper one.

Jumper two was able to reach up and grab the toggles and take control of his canopy again. Jumper two could not see below him so he then went to fifty percent brakes and was ready to perform a parachute landing fall, as he was coming closer to the ground he was able to see the ground by looking straight down and not in front of him, he braced for impact, he performed a parachute landing fall, got up and called the DZSO and checked in.

Jumper one landed about two hundred meters south of jumper two's location. Both jumpers were north west off the drop zone approximately one thousand meters on a rocky uneven terrain.

Suspected Cause of Malfunction or Incident: Jumper one lost air awareness under canopy. Jumper one communicated and performed cutaway procedures as brief during MACO.

Jumper two performed midair entanglements procedures as prescribed during MACO.

FF13_20100902_306RQS_MT2X_Altimeter_Stuck_C7

Airdrop Malfunction Report Type: Military Free Fall Personnel Report

Unit Address: 306th RQS, 5030 E Arizona St, DMAFB, AZ 85707

Branch of Service: Air Force

Contact Email:

Type of Report: Malfunction

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

Unit Being Airlifted: 306th RQS

Departure Airfield: Eloy Airfield, Eloy AZ

Type of Aircraft: OTHER

Other Type of Aircraft: SC0007 Skyvan

Airlift Unit: Skydive AZ

Drop Zone Name - Location: Eloy DZ

Date of Airdrop: 09/02/2010

Aircraft Speed KIAS: 105

Aircraft Altitude AGL: 11,500

Drop Zone Elevation Feet - MSL: 1400

Surface Winds KTS: 0-3

Visibility Feet - Miles: unlimited

Other Type of Parachute - Specify: MT2X

Other Type of Reserve: MT2X

Type of Malfunction - Incident - Specify: Altimeter stuck at 750ft AGL

Jumpers Name - Grade - Unit:, E-9, 306th RQS

Jumpers Height and Weight: 74in 232lbs

Jumpers Equipment Weight: 65lbs

Jumpers Equipment Worn: Eagle jump bag (65LBS), Rubber M-4

Jumpers Position - Pass - Stick - Position: pass 1, stick 1, 2nd to exit, 2nd to land

Number of Jumps Jumper Has: 390

Resulting Injury: MP flew a normal canopy pattern until below 500. MP turned approximately 25 degrees to place him into the wind. MP equipment was lowered just prior to landing but he did not perform a PLF. During his attempt at a stand-up landing the MP's left foot made contact with the ground, then right foot and right knee. MP sustained injuries, fractured left tibia, sprained left ankle, injured right knee.

Description of Suspected Malfunction or Incident & Damaged Incurred: Altimeter failed to function correctly. During Military freefall operations MA230 Altimeter SSN 004006 stopped functioning at 750ft AGL.

Suspected Cause of Malfunction or Incident: Unknown

FF14_20100916_3SFG_MC4_Cypress_Save_C23

Airdrop Malfunction Report Type: Military Free Fall Personnel Report

Unit Address: 3RD SFG(A), BLDG E-2176, Fort Bragg, NC, 28310

Branch of Service: Army

Contact Email:

Type of Report: Incident

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

Unit Being Airlifted: C co, 4th BN, 3RD SFG(A), ODA 3434

Departure Airfield: Laurinburg Airport

Type of Aircraft: C-23 Sherpa

Aircraft Serial Number: N4H

Airlift Unit: Rhode Island Air National Guard

Drop Zone Name - Location: Laurinburg / NC

Date of Airdrop: 09/16/2010

Aircraft Speed KIAS: 110 Knots

Aircraft Altitude AGL: 12,500

Drop Zone Elevation Feet - MSL: 200' AGL

Surface Winds KTS: 0-5 Knots

Visibility Feet - Miles: Clear

Type of Parachute - Specify: MC-4

Type of Reserve: MC-4

Reserve Function Properly: YES

Main Parachute Age: 8yrs 1 month

Main Parachute Placed in Service: November 2002

Main Parachute Date of Manufacture: July 2002

Main Parachute Repack Date: 16 September 2010

Main Parachute Serial Number: 10072

Main Parachute Number of Jumps: 175

Type of Malfunction: Reserve Activation

Type of Malfunction - Incident - Specify: Reserve Activation by Cypres Fire

Jumpers Name - Grade - Unit: SGT E-5, C Co, 4th BN, 3RD SFG(A) ODA 3434

Jumpers Height and Weight: 72", 205lbs

Jumpers Equipment Weight: 60lbs

Jumpers Equipment Worn: Gentex Helmet, eye protection, desert boots with flight suite, MA230 ALT. MC-4 parachute, Med PDB, Regular size MBU12 Oxygen Mask w/ Twin 50 bailout bottle and Dummy M-4 rifle

Jumpers Position - Pass - Stick - Position: Jumper #3 of 7 on first pass lift 4.

Number of Jumps Jumper Has: 46

Resulting Injury: Jumper went to hospital for follow up, but no injuries reported.

Description of Suspected Malfunction or Incident & Damaged Incurred: Unit was conducting a night Combat Equipment Oxygen jump during at 12,500' AGL from a C23 Sherpa during a Level 1 train-up. Jumper #3 exited the aircraft with a good dive exit and stated "he got stable by 11,000' and turned to track towards the drop zone". Jumper had an uneventful free fall all the way to 6,000' AGL. Jumper then tracked away from team. Prior to wave off, jumper stated that he "did 1 practice rip cord pull" and the last action remembered was his wave off at 5,000'. Jumper also stated that "the next thing I remember was waking up crashing through trees". Jumper was located about 1/2 mile east of the Drop Zone suspended in trees about 30' up.

Suspected Cause of Malfunction or Incident: The cause of the Reserve Activation by Cypres Fire was the result of a No Pull. Jumper blacked out at 5,000' and broke through the threshold and the Military Cypres 2 fired and deployed the reserve MC-4 Parachute. The MA230 Altimeter was tested upon return to the rigger facility and passed. The Twin 50 Bailout Bottle was re-filled and presented NO leaks. The mask was attached to bailout bottle and tested with no leaks. Reducer static pressure, reducer flow, airox 8 flow and airox 8 back pressure tests were all performed and all passed.

FF15_20100921_5SFG_MC4_Hung_Control_Line_C130

Airdrop Malfunction Report Type: Military Free Fall Personnel Report

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

Branch of Service: Army

Contact Email:

Type of Report: Malfunction

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

Unit Being Airlifted: 5th SFG(A)

Departure Airfield: Campbell Army Airfield

Type of Aircraft: C-130

Aircraft Serial Number: Unknown

Airlift Unit: Unknown

Drop Zone Name - Location: Corregidor / Fort Campbell, KY

Date of Airdrop: 09/21/2010

Aircraft Speed KIAS: Unknown

Aircraft Altitude AGL: Unknown

Drop Zone Elevation Feet - MSL: 600

Surface Winds KTS: 13

Visibility Feet - Miles: Clear

Type of Parachute - Specify: MC-4

Type of Reserve: MC-4

Reserve Function Properly: YES

Main Parachute Age: 5 years

Main Parachute Placed in Service: Sep 2009

Main Parachute Date of Manufacture: Jun 2005

Main Parachute Repack Date: 09/13/2010

Main Parachute Serial Number: 19195

Main Parachute Number of Jumps: 10

Type of Malfunction: Choose One

Type of Malfunction - Incident - Specify: Hung Control Line

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

Jumpers Equipment Weight: N/A

Jumpers Position - Pass - Stick - Position: 3rd Pass

Resulting Injury: None

Description of Suspected Malfunction or Incident & Damaged Incurred: Jumper exited a C-130 from 12,500 ft AGL He stated that he had a normal exit and freefall, and pulled his main ripcord at approximately 4,000 ft AGL. Jumper's parachute deployed normally and was under a good canopy going into his post deployment procedures. Upon canopy controllability check the jumper could not unstow the left toggle. He then conducted cut away procedures at approx. 2,500 ft AGL. The jumper's reserve deployed normally and he landed on the intended DZ without further incident.

Suspected Cause of Malfunction or Incident: After conducting a 100% TRI of the malfunctioned parachute the left control line was cleared from the finger trap loop but the overhand knot tying the control line to the toggle was small enough to allow it to slip through the control line guide ring and become locked in place. The jumper didn't notice this and could not tell why he could not use his toggle. Jumper stated that he felt that he was falling faster than fellow jumpers and that is why he performed cut away procedures. The Main canopy landed in a tree and received some damage upon extraction but couldn't find any other signs that there was damage prior to the cut away. Suggest implementation of a control procedure making that knot larger so that the control line cannot slip through the control line guide ring.

FF16_20100618_353SOG_ MT1-X_Civilian_Equivalent_PI_Fatality_C130

To be briefed at Board.

HEAVY EQUIPMENT REPORTS

7



Korea 1950's



HE1_20100309_647QM_Deuce_G-11C_C-130

Airdrop Malfunction Report Type: Equipment Report

Unit Address: 647th Quartermaster Company

Branch of Service: Army

Contact Email:

Type of Report: Malfunction

Type of Loss: Class NA, None

Unit Being: 618th ESC (20th ENG)

Departure Airfield: Pope AFB

Type of Aircraft: C-130

Aircraft Serial Number: 74-2061

Airlift Unit: 317th AG, Dyess AFB TXS

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

Date of Airdrop: 03/09/2010

Aircraft Speed KIAS: 140 Knots

Aircraft Altitude AGL: 1300

Drop Zone Elevation Feet – NA

Surface Winds KTS: 3 Knots

Visibility Feet - Miles: 10

Type of Parachute - Specify: G-11C

Number of parachutes: 8

Type of extraction parachute: 28 FT Extraction

Number of extraction parachutes: Two

Cargo parachute age: 23 years

Cargo parachute number of drops: Two

Cargo parachute date of manufacture: May 1987

Cargo parachute repack date: June 2010

Type of airdrop load: Type Deuce Dozer

Airdrop load total rigged weight: 40,020 lbs

Rigged IAW (FM/TO/NAV): cargo 4.20-121

Aerial delivery system used: LVADS

Other Aerial delivery system used: EPJD-H

Type of platform: Type v

Size of platform: 24 foot

Extraction force transfer coupler cable length (EFTC): 24 ft

Position of load in aircraft: Centerline

Number of locks/setting: lock #4, 5, 6, 7, and 8 / 3.5

Description of Suspected Malfunction or Incident & Damaged Incurred: During the deployment phase, three G-11's did not act correctly. The first chute to catch air fully deployed and quickly broke away from the remaining cluster of seven. There were two chutes that did not reach full deployment. The load landed under five fully developed canopies and 2 partially developed canopies. There was zero damage to the Deuce (FMC) and no damage to the platform.

Suspected Cause of Malfunction or Incident: There were two separated causes to this malfunction. Both were rigger error. The first chute to deploy and break away had a short centerline measured at 95 feet 7 inches. This parachute took the blunt force opening shock for the complete load causing the 120 inch 2 loop line to break, both ply's broke and the chute released. The other seven center lines all measured between 99 and 100 feet (tolerance is 97 – 100 feet). During inspection of all the G-11C's we found one still had the reefing line attached because it did not have the cutter arming cable tie and did not cut the reefing line and allow full development of the parachute. After fully inspecting all the chutes we did not find any evidence as to why there was a third parachute did not fully develop. All the cutters/cutter brackets and lot numbers were inspected as well as all nylon and canopy.

COA 1. Marked the parachute pack floor lands with G-11 and G-12 length restriction, in order to measure each center line before attachment it to the bridle.

COA 2. Completed a 5 percent pull down of G-11 cargo parachutes.

COA 3. Emphasized the Rigger motto; "I WILL BE SURE ALWAYS".

HE2_20100428_437AW_Loose Platform_C17

Unit Address: 437 AW Charleston AFB, SC

Branch of Service: Air Force

Contact Email:

Type of Report: Malfunction

Unit Being Airlifted: 437 AW

Departure Airfield: Charleston AFB SC

Type of Aircraft: C-17

Aircraft Serial Number: 89-1192

Airlift Unit: 437 AW

Drop Zone Name - Location: Hammond, North AUX, SC

Date of Airdrop: 04/28/2010

Aircraft Speed KIAS: 145

Aircraft Altitude AGL: 550

Drop Zone Elevation Feet - MSL: 289

Surface Winds KTS: 220/5

Visibility Feet - Miles: Clear

Description of Suspected Malfunction or Incident & Damaged Incurred: Moose 42 completed a simulated CDS dry pass on North, Hammond DZ. While flying the BUDA 4 route and setting up for an actual Heavy pass on the same DZ, while running the pre-slowdown checklist the aircraft experienced a degraded mode and performed an exceptional restart. All aircraft indications returned to normal. The crew performed the slowdown checklist but the loadmaster could not get logic. He took it upon himself to troubleshoot the airdrop systems including door and switch positions. Prior to completing this checklist and 2 minutes prior to Green light the platform came loose. The loadmaster immediately performed the malfunction checklist and engaged the ADS locks. The platform rolled onto the ramp where it was arrested by entanglement with the drogue lines and the ADS locks. The loadmaster then closed the door and applied supplemental restraint. No part of the airdrop package left the aircraft. There was no damage to the equipment or aircraft. There were no injuries. The aircraft was impounded pending investigation.

Suspected Cause of Malfunction or Incident: The right side ADS locks were observed for proper function during Locked, Armed and Released conditions. With Boeing FETS present, Locks 17 and 18 were tested for proper release force at the following settings: 1500, 2000, 2500, 3000lbs. The

release-force for Lock 18 was as follows: 1805, 2210, 2897, 3443lbs. The release-force for Lock 17 was as follows: (must obtain from Viper 21). The load equalization operational check for locks 17 and 18 was performed.

- The rail cover (rail section #9) was removed and observed for anomalies. The following conditions were noted: FOD was present under the rail of the following types: 1” diameter aggregate (stone), ADS rotary actuator steel support clip, Multiple pieces of Broken plastic ADS rail dust cover, Dirt/ Dust. None of the FOD was located internally to the ADS lock assemblies.
- The ADS locks were commanded to Lock, Arm, and Release positions and observed for anomalies. Index pins were inserted in the Locked position indexing feature.
- The aircraft forms showed that aircraft 89-1102 does not comply with TCTO 1569.
- Rail cover #9 (PP8) was installed and the platform from the airdrop event was positioned and Locked into PP8.
- The investigation team, performed the steps for a Heavy Equipment Airdrop Preparation and Loading using the abbreviated checklist (TO 1C-17A-1-4CL-2). A simulated drop sequence was performed with no anomalies noted.
- On request from Wing Stan/Eval, the investigation team performed the platform loading steps (a second time) in a previously used sequence (which has been changed). He operated the SWP with the release force setting initially showing 500 lbs for locks 17 and 18 in the LOCK, ARM, SET (1500lbs) order.
- In this condition, the Right ADS locks released (with the ARM indication present) at the same time the Left ADS locks were released using the lock release switch on the LFCP.
- During the Heavy Equipment Preflight the following anomalies were observed and determined to be not contributing to the airdrop event.
- Right side ADS lock #14 released when commanded to ARM. The 17P2G1003-505 lock assembly had a seized release hook and was replaced.
- The RH ADS lock #7 did not release when commanded using the gang lock switch at the LFCP. Maintenance may be required.
- The ADS ARM logic was “lost” when the Heavy Equipment Airdrop Pre-Flight Check list was performed. Maintenance will be required to fault isolate the cause of this condition.

Following the incident we thoroughly debriefed the crew. There is no conclusive evidence that indicates any of the planning or execution of the mission leading up to the malfunction were the cause of this malfunction. Maintenance and Standardization and Evaluation thoroughly troubleshot the aircraft ADS system and could not duplicate the no-logic condition or determine the cause of the loose platform. The Flight Data Recorder was sent to Boeing for analysis but did not reveal any useful information.

HE3_20100306_156AS_G12_fail_C130

Unit address: 4930 Minuteman way

Branch of service: Air Force

E-mail address:

Type of report: malfunction

Airdrop load malfunction category: deployment recovery phase

Unit being airlifted: 156 Airlift Squadron

Departure airfield: Charlotte Douglas International (KCLT)

Type of aircraft: c-130

Aircraft serial number: 93-1561

Airlift unit: 156 Airlift Squadron

Drop zone location: Palestine DZ, Stanley Co. Airport (KVUJ)

Date of airdrop: 06/03/2010

Aircraft speed: 141

Aircraft altitude (AGL): 600

Drop zone elevation (feet/MSL): 600 MSL

Surface winds (KTS): calm

Visibility (feet/miles): 10

Type of parachute: G-12E

Number of parachutes: 2

Type of extraction parachute: 15 ft extraction

Number of extraction parachutes: single

Other type of extraction parachute:

Cargo parachute age: 56

Cargo parachute number of jumps: 18

Cargo parachute date of manufacture: 1954

Cargo parachute repack date: 1 June 2010

Type of airdrop load: unilateral training load

Airdrop load total rigged weight: 2850

Rigged IAW (FM/TO/): tm 1670-281-23N &P

Aerial delivery system used: Low Velocity

Type of platform: Type v

Size of platform: 8 ft

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

Position of load in aircraft: FS 650

Number of locks/setting: 1 @ 2.5

Description of Suspected Malfunction or Incident & Damaged Incurred: the suspect heavy equipment platform exited the aircraft and during the deployment phase was inverted for longer than normal period of time. During the deployment, one parachute (LC10) elongated normally and the other chute (LC64) immediately became entangled and failed to inflate. The load impacted the DZ level at the point of impact. Damage to the parachute was minimal; no damage to the platform or load. The Aerial Delivery Review panel collected verbal input from the crew's Aircraft Commander, Navigator, and Loadmaster. The pilot, navigator, and Loadmaster are Evaluators. No problems were noted during any portion of the flight or airdrop. Drop Zone crewmembers and load recovery team members provided verbal input regarding their observation of the airdrop and load impact. Upon

arrival back at home station; the aircraft was impounded and the cargo compartment was thoroughly inspected by OGV Stan/Eval. No discrepancies were noted. Following the Malfunction Review Board, Members reconvened at the Aerial Port Squadron to inspect the load and parachutes. Videos were taken of the Airdrop and will be forwarded for review.

Suspected Cause of Malfunction or Incident: Upon primary inspection on the drop zone the stowage tie on the suspension lines at the five foot mark, wrapped in paper, was identified as incorrect 1 turn double: in lieu of one turn single. Also the drag line was broken. Upon inspection at the unit a suspension line was also discovered broken one foot from the connector and entangled all lines below the incorrect tie made at the five foot mark. After examining the heavy equipment load, Aerial Port and airdrop inspectors stated that the incorrect tie and broken suspension line could have been contributing factors to the slow deployment of LC64 chute, causing It to become entangled with the other parachute. This happened while in the extended inverted state during the extraction to deployment phase of the drop.

Robert S. Bartlett, MSgt/E-7, 1A271 Loadmaster, 156 Airlift Squadron, 231-4148 / 704-391-4148



156 G12 CELL_VIDEO_MALFUNCTION.3g2



156 Streamer.AVI





HE4_20100616_43AW_M1_Failure_C130

Unit Address: Pope AFB NC

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: 2nd AS

Departure Airfield: Pope AFB

Type of Aircraft: C-130

Aircraft Serial Number: 86-0411

Airlift Unit: 2nd AS

Drop Zone Name - Location: Nijmegen DZ

Date of Airdrop: 6/16/2010

Aircraft Speed KIAS: 140

Aircraft Altitude AGL: 772

Drop Zone Elevation Feet - MSL: 494

Surface Winds KTS: Calm

Visibility Feet - Miles: Unrestricted

Type of Parachute - Specify: G-12E

Main Parachute Age: 51/15

Main Parachute Placed in Service: G12#1-1959, G12#2-1995

Main Parachute Repack Date: #1 18 Mar 10/ #2 9 Mar 10

Type of Malfunction: Choose One

Description of Suspected Malfunction or Incident & Damaged Incurred: Extraction phase was normal, however during deployment phase the G12 parachutes released from the load. The deployment bags and extraction chute were completely removed and falling on their own. G12's were elongated and starting to inflate but separated before completely inflated. All packing ties broke except the 1/4 inch cotton webbing on the u-bars. G12's landed 225 yards from the load. Load was destroyed on impact.

Suspected Cause of Malfunction or Incident: Timer failure. Timer was inspected and ops checked three times and failed three times. Test results : 17 Seconds, 8 Seconds, and 17 Seconds

HE5_20100721_ADFSD_M1_Fail_To_Release_C130

Airdrop Malfunction Report Type: Equipment Report

Unit Address: 710 Adams Ave., Fort Lee, VA 23801

Branch of Service: Army

Contact Email:

Type of Report: Malfunction

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

Unit Being Airlifted: ADFSD

Departure Airfield: Langley, AFB, VA

Type of Aircraft: C-130

Aircraft Serial Number: 78-0812

Airlift Unit: 758AS

Drop Zone Name - Location: Blackstone DZ, VA

Date of Airdrop: 07/21/2010

Aircraft Speed KIAS: 130 knots

Aircraft Altitude AGL: 800 ft. AGL

Drop Zone Elevation Feet - MSL: 439 ft. MSL

Surface Winds KTS: 2-7 knots

Visibility Feet - Miles: Unlimited

Other Type of Parachute - Specify: 2xG-11B, 1x22'Ext

Type of Reserve: Choose One

Main Parachute Age: 44, 21, 44

Main Parachute Placed in Service: 09/2000,03/1990,06/2006

Main Parachute Date of Manufacture: 09/1965,03/1989,12/1965

Main Parachute Repack Date: 06/22/2010,06/23/2010,07/14/2006

Main Parachute Serial Number: 74,139,23

Main Parachute Number of Jumps: 10,11,5

Type of Malfunction: Choose One

Description of Suspected Malfunction or Incident & Damaged Incurred: 21 July 2010 approximately 0910. The 22'ext parachute elongated and the canopy inflated properly. The load was extracted from the aircraft deploying the G-11B parachutes. The G-11B parachutes elongated and fully opened. Once the load impacted on the DZ, the M-1 release failed to function properly causing the load to flip upside down. The wind reading at the time of release of the drop was at 2-7 knots. Upon arriving at the impact site, I observed the suspension sling was fully elongated. The parachute release connector was still attached to the M-1 release system. The marks on the ground were from the load dragging. The marks were in line of the direction of the wind. The HUMMWV sustained significant structural damage: all side panels crushed, radiator crushed, windshield cracked, gas leak and had an electrical short causing smoke. The lower suspension link was disassembled in order to allow for further inspection of the load. The upper suspension link was at or beyond critical angle. The timing block was still in the up position however, the keys were fully retracted. The tension was

then removed from the parachute release connectors. At this time, the timer block fell allowing the upper suspension link to extend and release the parachute release connectors. Upon returning from Blackstone DZ, the M-1 release timer was inspected and conducted three delay release timer tests with an average time of 12.3 seconds

Suspected Cause of Malfunction or Incident: M-1 release did not properly release. Rigger inspected and timer had an average of 12.3 seconds. Suspected cause is fault on M-1 release. The M-1 release did not reach the critical angle.





HE6_20100715_3170SS_15_Extract_Chute_Fail_C130

Airdrop Malfunction Report Type: Equipment Report

Unit Address: 317 OSS 198 2nd Ave Building 7040 Dyess AFB Texas

Branch of Service: Air Force

Contact Email:

Type of Report: Malfunction

Unit Being Airlifted: 317 OSS/AD (Trail Boss)

Departure Airfield: Dyess AFB Texas

Type of Aircraft: C-130

Aircraft Serial Number: 74-1688

Airlift Unit: 39th/40th

Drop Zone Name - Location: Bronte DZ/

Date of Airdrop: 07/15/2010

Aircraft Speed KIAS: 140

Aircraft Altitude AGL: 850

Drop Zone Elevation Feet - MSL: 1750

Surface Winds KTS: 200/9

Visibility Feet - Miles: +10NM

Type of Parachute - Specify: 15' Extraction chute

Main Parachute Age: MFG 1991

Main Parachute Placed in Service: no record

Main Parachute Date of Manufacture: 1991

Main Parachute Repack Date: 23 Jun 10

Main Parachute Serial Number: 1149

Main Parachute Number of Jumps: 25+(possible more)

Type of Malfunction: Choose One

Description of Suspected Malfunction or Incident & Damaged Incurred: Upon green light, Loadmaster observed 15 foot extraction chute deploy and initially begin to open when it collapsed into itself and cigar rolled. This process took less than one second. Loadmasters initiated malfunction procedures and cut extraction chute away.

Suspected Cause of Malfunction or Incident: Panel 1 thru 4 blew out during initial employment causing the rest of the chute to deteriorate. Then lines 12 thru 16 snapped causing a cigar roll. This was due to deterioration of chute material around seams holding panels together. Other possible contributing factor was lock number 9 was set slightly past 2.5 and maintenance did a lock test and came up with 2870lbs pressure, which is greater than threshold of +/- 10 %. The type 5 platform was not found to be bound inside the aircraft most likely not the ultimate cause of chute failure.













HE7_20100911_133LRS_G12_Extraction_By_Mains_C130

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

Branch Of Service: Air Force

E-Mail Address:

Type Of Report: Malfunction

Type Of Loss: Class D -- Loss Of 2,000 To 20,000 Dollars

Airdrop Load Malfunction Category: Extraction Phase

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

Departure Airfield: KMSP

Type Of Aircraft: C-130

Aircraft Serial Number: 96-1008

Airlift Unit: 109th Airlift Squadron

Drop Zone Location: ARNO DZ, Ray S Miller AAF, Camp Riley, MN

Date of Airdrop: 09112010

Aircraft Speed: 140 Knots

Aircraft Altitude (AGL): 827

Drop Zone Elevation (FEET/MSL):1357

Surface Winds (KTS):300@8

Visibility (FEET/MILES):10 Miles

Type Of Parachute: G-12E

Number Of Parachutes: 2

Type Of Extraction Parachute: 15 FT Extraction

Number Of Extraction Parachutes: Single

Cargo Parachute Age: 18 Years and 41 Years

Cargo Parachute Number of Jumps: 2 And 24 Since 2000

Cargo Parachute Date of Manufacture: May 92 And Feb 69

Cargo Parachute Repack Date: 20 Jun 10 And 24 Aug 09

Type Of Airdrop Load: Bulk Load Of Lumber

Airdrop Load Total Rigged Weight: 3625

Rigged IAW (FM/TO/NAV): 13C7-1-8 Chap 11

Aerial Delivery System Used: Low Velocity

Type Of Platform: TYPE V

Size Of Platform: 8 Foot

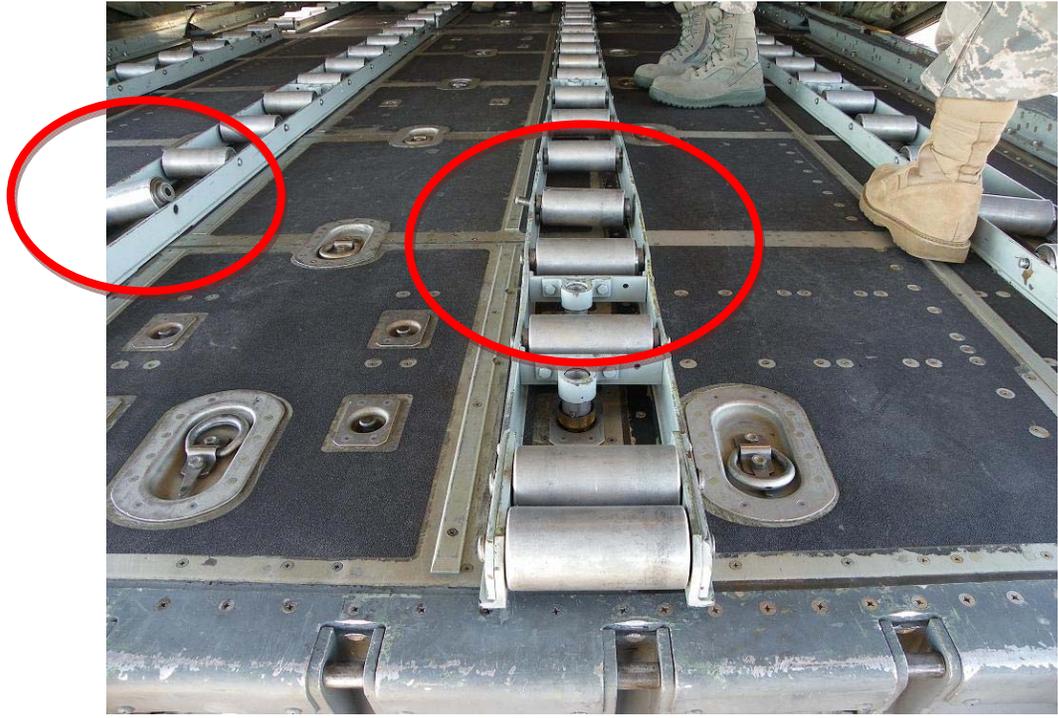
Extraction Force Transfer Coupler Cable Length (EFTC): 12 FT

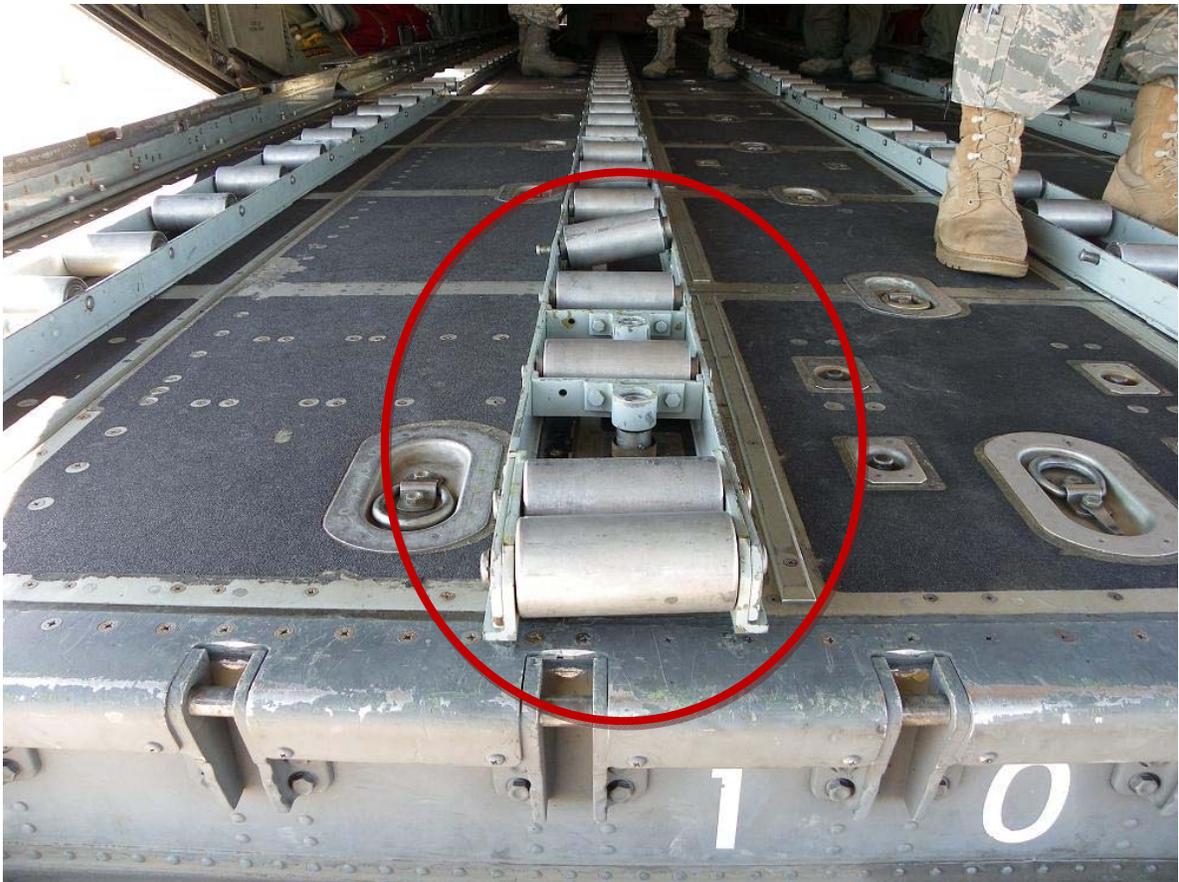
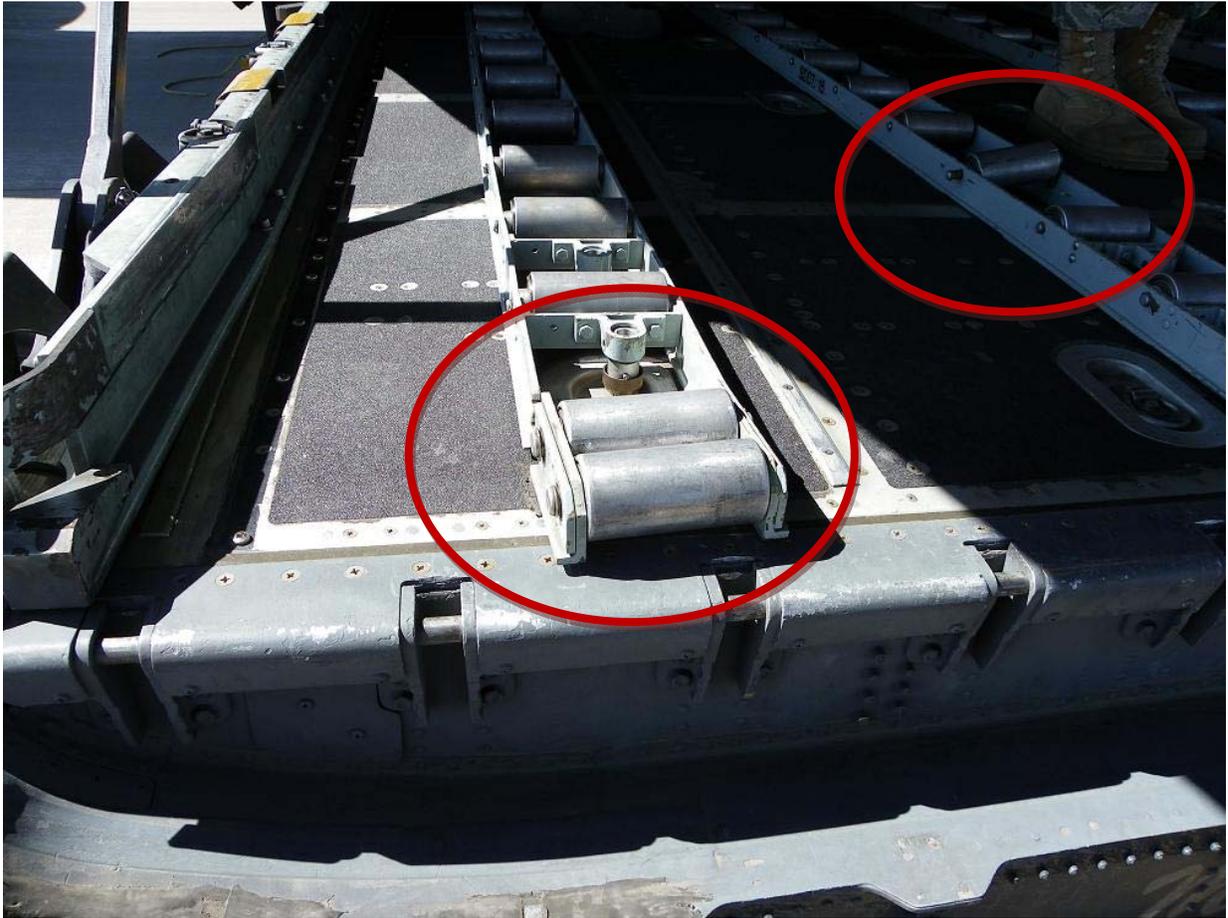
Position of Load In Aircraft: FS 645

Number of Locks/Setting: 1 @ 2.5

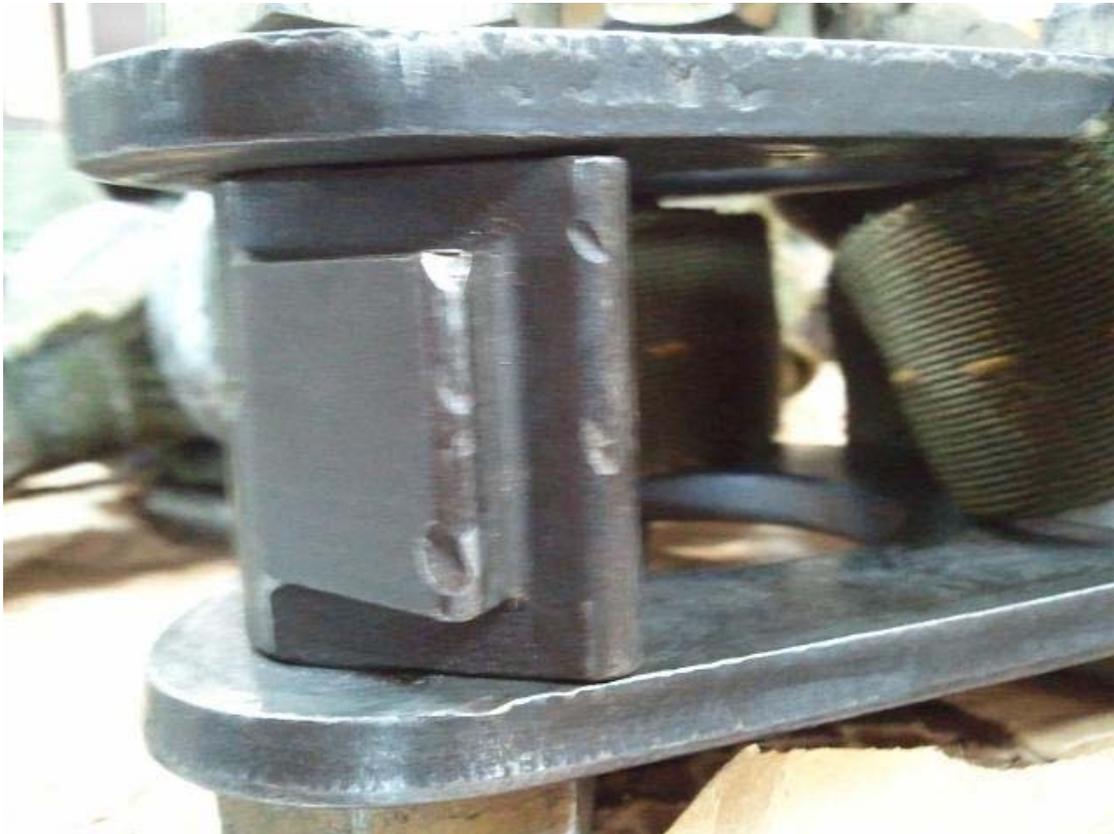
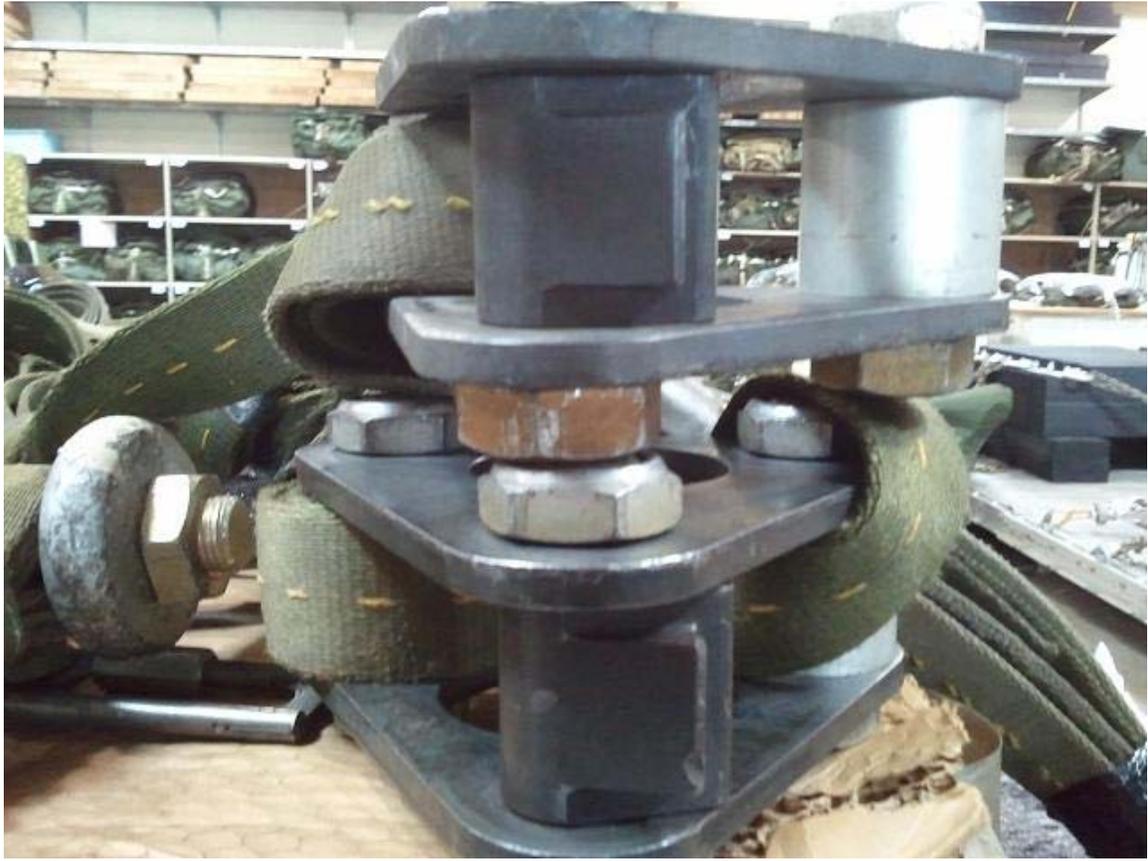
Description of Suspected Malfunction or Incident & Damaged Incurred: ., The Malfunction occurred during a heavy equipment airdrop, dropping a 3625lb 8ft platform utilizing one 15ft extraction parachute and two G 12E parachutes. After the extraction parachute released from the bomb rack, it opened and extracted the 60ft extraction line connected to the 3 point link assembly on the EFTC. At the time the extraction line became fully extended and the full extraction force was being applied to the latch and link assembly the latch and link assembly failed and the 3-point link released from the latch causing the extraction parachute to pull the two G12E cargo parachutes from the airdrop platform the two and both parachutes deployed/opened fully beyond the rear of the tail of the aircraft. Once both G12E cargo parachutes fully deployed, right hand lock (#10) was overcome and the airdrop platform extracted from the aircraft. Due to the majority of the extraction force pulling the FWD suspension slings during the extraction of the platform, the platform began to immediately rotate upward as it cleared the vertical restraint lip (ending at FS677) provided by the dual rail system, The platform rotated a full 90 degrees up by the time it cleared the ramp and door. The AFT edge of the platform struck (skipped) off the last 30 inches of ramp rollers causing damage to all 4 rows of ramp rollers as it exited the aircraft. The platform fell to the ground under both cargo parachutes and without incident. No major damage visible on the airdrop platform (to include the AFT edge of the platform which struck the ramp rollers). On the ground the actuator arm was found to be bent outward one inch from its normal position, and the cause of this is unknown but suspected to have happened as the airdrop platform landed on the ground. The 12ft release cable is still intact and connected to the actuator and latch assembly. At this time the link assembly and latch assembly work as advertised during initial rigging of connecting the link assembly to the latch assembly. At this time the platform and all items associated with the airdrop are secured awaiting further testing/direction from HHQ. NOTE: Airdrop Platform dimensions: HT: 44" W: 108" L 96" NOTE: The cargo parachute that was repacked on 24Aug09, was inspected on 25Feb10. Latch Markings: 11-1-1725 MRF 57282 87 Link Marking 1: 11-1-17154090 or 3434

Suspected Cause of Malfunction or Incident: Faulty Latch/Link Assembly on EFTC















CONTAINER DELIVERY SYSTEM REPORTS
8



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 & 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 Malfunction or Incident & 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 & 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.

MEMORANDUM FOR 10 AF/A3TW
HQ AFSOC/A3TW

FROM: 919 OSS/OSK
100 East Ford St
Eglin AFB Fld 3 FL 32542-6644

SUBJECT: 21 Jul 10, CDS Airdrop Malfunction

1. The malfunction occurred on a local tactical mission on aircraft 64-0571 conducting a unilateral training mission airdropping a unit built and rigged HSLADS and High Velocity CDS training airdrop load on Sontay DZ. The HSLADS went without incident. The single 26FT HV CDS weighing 690 lbs and consisting of 4 plastic water filled barrels in an A-22 container was rigged on a 48x48 inch skidboard and rigged at FS 627 in the aircraft with a Type VIII gate for a manual cut by the loadmaster IAW with regulations . The load was dropped from an altitude of 3000ft AGL. At “green light,” the bundle gate was cut by the loadmaster, the load exited the aircraft normally according to all witnesses, and the 26ft HV chute began to open and appeared normal when the crew lost sight of the bundle. As the bundle began its descent the ground party and DZO noticed the chute did not fully inflate on one side and descended faster than normal the drop was scored on the DZ at 200 yards at 12 o’clock. Upon investigation of the bundle the DZO impounded the load and notified the crew that a malfunction had occurred and there was slight damage to the bundle, at which time the crew terminated the mission, returned to base and impounded the aircraft.

2. The incident was investigated by the 919 OSS Tactics Officer with assistance from 919 OGV Evaluator Loadmaster SMSgt and Lt Col a 919 OSS Navigator. Crew procedures and the aircraft were examined with no findings. The airdrop rigging and bundle rigging were inspected and both rigged IAW with regulations. The bundle was inspected and only minor damage was observed, the medium suspension clevis connecting the recovery chute to the suspension webs had been driven through the top skidboard upon impact with the ground. It was also noticed that the spring loaded snap portion of the snap link connecting one side of the suspension web to the A-22 container had been sheared off leaving just the hook portion remaining and that the other three snap links on the other three sides had experienced a force that caused them to be disfigured slightly, but still maintain their integrity. The chute itself and its suspension lines were inspected and found to be undamaged as well as the bottom bundle skidboard that contacted the ground, the barrels and the A-22 container. The sheared snap link pieces were not found on or near the load and were not recovered.

3. It was determined through the investigation that the snap link with the sheared spring loaded gate was tangled or oriented in a direction upon load exit that caused the full force of chute deployment to be directed on the weakest portion of the snap link gate. This could have been caused by a shift in the original orientation due to aircraft motion between initial inspection and the actual airdrop. The resulting deployment force of the chute opening on this weak point caused the snap link portion to be sheared allowing the suspension web on that side to come off the hook causing the bundle to fall lopsided with only 3 of 4 attachment points supported and prevented the chute from fully inflating. The observers reported a 30-50% chute development, which lends credibility to this plausible scenario. Failure of the chute to fully deploy and the resulting high rate of descent placed additional stress on the remaining snap links during the descent and subsequent impact with the ground, causing damage to the remaining snap links and the clevis to be driven through the top plywood skidboard. At this time, this exists as the most likely cause of the airdrop malfunction.

4. There was no damage done to the aircraft, personnel or any civilian or government property, except the minor damage to the plywood skidboard and the damage to the snap link. The crew, JAI, and ADSB

personnel were found to be operating within all published guidelines and directives and were not at fault. An Airdrop Review Board was convened at 1300 on 22 July to discuss the investigation and implement any recommendations. The airplane was returned to maintenance and the crew cleared to return to full flying duties.

5. The investigation team determined this incident required documentation for trending and historical data collection. There were no additional recommendations from the ADRP at this time.

6. Please refer any questions to at 850-883-5244 (DSN 875-5244).

Signed
Capt, USAFR
919 OSS Weapons and Tactics
ADRP Chairman

CDS4_20100629_212RQS_G12E_failure_C130

Unit Address: 212 RQS Bldg. 17455 Airlifter Dr. Elmendorf AFB, AK 99506

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: 212th Rescue Squadron

Departure Airfield: Kulis Air National Guard Base, AK

Type of Aircraft: C-130

Aircraft Serial Number: 91-2106

Airlift Unit: 211th Rescue Squadron

Drop Zone Name - Location: Kachemak Inner Bay DZ, Homer, AK

Date of Airdrop: 6/29/2010

Aircraft Speed KIAS: 125 KIAS

Aircraft Altitude AGL: 1250'

Drop Zone Elevation Feet - MSL: 0'

Surface Winds KTS: 5-10 KTS

Visibility Feet - Miles: 10 Miles

Type of Parachute: Choose One

Other Type of Parachute - Specify: G-12E with 15' Ext Chute

Type of Reserve: Choose One

Reserve Function Properly: Choose One

Main Parachute Age: 13 years

Main Parachute Placed in Service: Jan 2003

Main Parachute Date of Manufacture: Aug 1997

Main Parachute Repack Date: Feb 2010

Main Parachute Serial Number: 3097

Main Parachute Number of Jumps: 6

Type of Malfunction: Choose One

Resulting Injury: None

Description of Suspected Malfunction or Incident & Damaged Incurred: When the equipment load was released from the ramp of the HC-130 at 1250' AWL, it appeared the 15' extraction chute did not deploy the G-12E main parachute. The 15' extraction parachute remained stowed in the deployment bag. As a result, the equipment sustained severe damage from impacting the water.

Suspected Cause of Malfunction or Incident: Once retrieved inside the aircraft, the condition of the 15' extraction parachute suggests the extraction parachute was not properly connected to the G-12E.

Additionally, this malfunction occurred at a DZ that is outside the local area. Our investigation will continue when all the equipment and personnel involved return to home station.

CDS5_20100629_197STC_12HV_failure_C23

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

Branch of Service: Army

Contact Email:

Type of Report: Malfunction Equipment

Type of Loss: None

Unit Being Airlifted: 197 STC

Departure Airfield: Salt Lake Regional Airport #2

Type of Aircraft: C-23

Aircraft Serial Number: 91-2106

Airlift Unit:

Drop Zone Name - Location: A Shau DZ, Cedar Fort, UT

Date of Airdrop: 6/29/2010

Aircraft Speed KIAS: 105 KIAS

Aircraft Altitude AGL: 1550'

Drop Zone Elevation Feet - MSL: 6600'

Surface Winds KTS: 2

Visibility Feet - Miles: Unlimited

Type of Parachute - Specify: 12' HV

Number of Parachutes: 1

Main Parachute age: 6.3

Main Parachute Date of Manufacture: Sep 03

Main Parachute Repack Date: Feb 2010

Main Parachute Serial Number: 24 Jun 10

Type of Airdrop Load: A21

Airdrop load total rigged weight: 340 lbs

Rigged IAW: FM 4-20.103

Aerial Delivery System Used: CDS

Other Aerial Delivery system used specify: HI-V

Type of Platform: Skid Board

Position of load in aircraft: 1

Description of Suspected Malfunction or Incident & Damaged Incurred: 12 Foot high velocity parachute failed to deploy on A-21 CDS load after being pushed from the ramp of a C-23. 8 cases of MRE's, three five gallon water jugs and the A21 container were destroyed.

Suspected Cause of Malfunction or Incident: both the jumpmaster and the static safety said the load seemed to exit the aircraft properly after being pushed by the jumpmaster and the flight engineer, but then tumbled forward. The parachute was rigged using breakaway static line. Suspected cause of the malfunction is the forward tumble of the load caused the static line to bind on top of the load preventing the deployment of the parachute and causing failure at the weakest point. In this case being the breakaway point at the anchor line cable.

CDS6_20100721_919SOW_SNAP_FASTNER_C130

Airdrop Malfunction Report Type: Equipment Report

Unit Address: 711 SOS, 100 East Ford St, Rm 155, Attn: Tactics Officer, Eglin AFB, Fld 3, FL 32542

Branch of Service: Air Force

Contact Email:

Type of Report: Malfunction

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

Departure Airfield: KVPS

Type of Aircraft: C-130

Aircraft Serial Number: 64-0571

Airlift Unit: 919 SOW

Drop Zone Name - Location: Sontay DZ

Date of Airdrop: 07/21/2010

Aircraft Speed KIAS: 140KIAS

Aircraft Altitude AGL: 3000ft

Drop Zone Elevation Feet - MSL: 130

Surface Winds KTS: CALM

Visibility Feet - Miles: 4 miles

Type of Parachute - Specify: 26' Ring Slot HVCDS

Main Parachute Age: 16

Main Parachute Placed in Service: 23 Apr 2008

Main Parachute Date of Manufacture: Sept 1994

Main Parachute Repack Date: 19 Mar 2010

Main Parachute Serial Number: 025079

Main Parachute Number of Jumps: 8

Type of Malfunction: Choose One

Resulting Injury: N/A

Description of Suspected Malfunction or Incident & Damaged Incurred: 1. The malfunction occurred on a local tactical mission on aircraft 64-0571 conducting a unilateral training mission airdropping a unit built and rigged HSSLADS and High Velocity CDS training airdrop load on Sontay DZ. The HSSLADS went without incident. The single 26FT HV CDS weighing 690 lbs and consisting of 4 plastic water filled barrels in an A-22 container was rigged on a 48x48 inch skidboard and rigged at FS 627 in the aircraft with a Type VIII gate for a manual cut by the loadmaster IAW with regulations . The load was dropped from an altitude of 3000ft AGL. At "green light," the bundle gate was cut by the loadmaster, the load exited the aircraft normally according to all witnesses, and the 26ft HV chute began to open and appeared normal when the crew lost sight of the bundle. As the bundle began its descent the ground party and DZO noticed the chute did not fully inflate on one side and descended faster than normal the drop was scored on the DZ at 200 yards at 12 o'clock. Upon investigation of the bundle the DZO impounded the load and notified the crew that a malfunction had occurred and there was slight

damage to the bundle, at which time the crew terminated the mission, returned to base and impounded the aircraft.

2. The incident was investigated by the 919 OSS Tactics Office. Crew procedures and the aircraft were examined with no findings. The airdrop rigging and bundle rigging were inspected and both rigged IAW with regulations. The bundle was inspected and only minor damage was observed, the medium suspension clevis connecting the recovery chute to the suspension webs had been driven through the top skidboard upon impact with the ground. It was also noticed that the spring loaded snap portion of the snap link connecting one side of the suspension web to the A-22 container had been sheared off leaving just the hook portion remaining and that the other three snap links on the other three sides had experienced a force that caused them to be disfigured slightly, but still maintain their integrity. The chute itself and its suspension lines were inspected and found to be undamaged as well as the bottom bundle skidboard that contacted the ground, the barrels and the A-22 container. The sheared snap link pieces were not found on or near the load and were not recovered.

3. There was no damage done to the aircraft, personnel or any civilian or government property, except the minor damage to the plywood skidboard and the damage to the snap link. The crew, JAI, and ADSB personnel were found to be operating within all published guidelines and directives and were not at fault.

Suspected Cause of Malfunction or Incident: It was determined through the investigation that the snap link with the sheared spring loaded gate was tangled or oriented in a direction upon load exit that caused the full force of chute deployment to be directed on the weakest portion of the snap link gate. This could have been caused by a shift in the original orientation due to aircraft motion between initial inspection and the actual airdrop. The resulting deployment force of the chute opening on this weak point caused the snap link portion to be sheared allowing the suspension web on that side to come off the hook causing the bundle to fall lopsided with only 3 of 4 attachment points supported and prevented the chute from fully inflating. The observers reported a 30-50% chute development, which lends credibility to this plausible scenario. Failure of the chute to fully deploy and the resulting high rate of descent placed additional stress on the remaining snap links during the descent and subsequent impact with the ground, causing damage to the remaining snap links and the clevis to be driven through the top plywood skidboard. At this time, this exists as the most likely cause of the airdrop malfunction.

Note: ADFSD received an Airdrop Review Panel (ADRP) memo from the parent unit stating the same information.

CDS7_20100804_146AW_Dull_Knife_C130

Airdrop Malfunction Report Type: Equipment Report

Unit Address: 146th AW, Channel Islands ANGS, CA.

Branch of Service: Air Force

Contact Email:

Type of Report: Incident

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

Unit Being Airlifted: 115th AS, Channel Islands ANGS, CA.

Departure Airfield: NBVC Pt. Mugu, CA.

Type of Aircraft: C-130

Other Type of Aircraft: N/A

Aircraft Serial Number: 05-1465

Airlift Unit: 115th AS, CIANGS,CA.

Drop Zone Name - Location: Farm DZ, Edwards AFB, CA.

Date of Airdrop: 08/04/2010

Aircraft Speed KIAS: 130 KIAS

Aircraft Altitude AGL: 2900

Drop Zone Elevation Feet - MSL: 2310

Surface Winds KTS: 5 KTS

Visibility Feet - Miles: 25 miles

Type of Parachute: Choose One

Other Type of Parachute - Specify: 26 ft HV

Resulting Injury: N/A

Description of Suspected Malfunction or Incident & Damaged Incurred: Incident. Planned mission was a local tactical airdrop, dropping a single 700 lb CDS load using manual gate cut procedures utilizing the miniature J-knife. At green light, the Loadmaster attempted to cut the Type XXVI nylon release gate. The knife stopped cutting after making an approximate 9/16 inch cut into the nylon. The Loadmaster attempted to cut the release gate a second time (making a 1/2 in. cut), and a third time (making a 7/16 in. cut) to the bottom side of the release gate. The gate failed to cut and malfunction procedures were initiated.

Suspected Cause of Malfunction or Incident: The miniature J-knife blades were worn down to the point that the cutting edges were curled over or flatten, not allowing the knife to cut through the release gate material. Recommend that the airdrop Loadmaster(s) inspect their personal airdrop equipment for serviceability.



CDS-14

CDS8_20100907_437AW_Pilot_Chute_C17

Airdrop Malfunction Report Type: Equipment Report

Unit Address: 437th AW Charleston AFB SC

Branch of Service: Air Force

Contact Email:

Type of Report: Malfunction

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

Unit Being Airlifted: 437th AW

Departure Airfield: Charleston AFB SC

Type of Aircraft: C-17

Aircraft Serial Number: 01-0188

Airlift Unit: 300th AS

Drop Zone Name - Location: North EW, North Aux SC

Date of Airdrop: 07/09/2010

Aircraft Speed KIAS: 145

Aircraft Altitude AGL: 953

Drop Zone Elevation Feet - MSL: 289

Surface Winds KTS: 150@5

Visibility Feet - Miles: Unrestricted

Other Type of Parachute - Specify: G-12E

Type of Malfunction: Choose One

Description of Suspected Malfunction or Incident & Damaged Incurred: On 9 July 2010, a two ship formation of C-17's departed KCHS for actual Container Delivery (CDS) drops at North Aux Airfield (KXNO). At 0213Z TOT the lead aircraft dropped 2 actual CDS and setup for a second pass to drop the remaining 2 CDS onboard. During the escape the LM retrieved the deployment bags by hand and noticed one was longer than the other. During the re-attack the DZCO called up to the aircraft and questioned the amount of bundles that exited the aircraft. The crew then replied 2 actual bundles dropped; the DZCO confirmed that only one bundle deployed a recovery chute and the other was a malfunction. He then called off the re-attack and advised the crew to return to KCHS. The DZCO report showed the 68" pilot chute used to deploy the G-12E was not attached and the G-12E remained enclosed in the bag.

Suspected Cause of Malfunction or Incident: After extensive investigation, it was found that the 68" pilot chutes on two remaining bundles onboard the aircraft were not attached to the 111" deployment line IAW 13-C5-32-2. The malfunction bundle did not have the 68" pilot parachute attached which led to it separating during the extraction phase of the drop. After separation the G-12E remained in its bag for the duration of the descent. Talking to Trailboss these platforms were recycled loads that had been rigged days prior and went out to an aircraft but then canceled. This being said, there is no formal procedure in place to process these recycled loads to ensure no errors were incurred during transportation. We cannot confirm a new final inspection was conducted on these four bundles prior to

the drop. Trail Boss was found to be rigging all G-12Es for Heavy Equipment and the platform rigger would place the 68" pilot parachute on as needed for CDS. As this was being done the accountability for the parachute rigger and the 68" pilot chute was not evident. Two separate riggers would rig part of the chute and only one would sign the parachute log annotating it was rigged IAW 13-C5-32-2. Talking to the two riggers that signed the data tag, neither could confirm whether or not they attached the pilot parachute. It was also found that it might have been possible for the final inspector to attach the pilot chute or a non-certified rigger to attach the pilot chute not under direct supervision as outlined in the AFJ 13-210. Trail Boss performs the platform final inspections from memory and not with a 1748 series form as directed by the AFJ 13-210, the regulations are only referenced if a question arises during the inspections. During the before inspections conducted by the AFJAI using the 1748-1 form, the step to check the attachment does not include looking at the 111" deployment line as the parachute rigger should have performed this during his rigger checks. Both AFJAIs that performed required inspections (before or after inspected these platforms) said they had not studied or looked at the rigging manuals for the parachute or the platform where they would have a understanding of the proper rigging as outlined in the AFJ 13-210.

TSgt Ford, Gregory / 1A271 / 437 OSS/OSK DSN 673-5637/ Comm 843-963-5637

MEMORANDUM FOR 437 OG/CC, 315 OG/CC

FROM: 437 OSS/OSK

SUBJECT: Malfunction Review Board

I. DATA:

BLUF: Container Delivery Recovery Chute Malfunction
Time/Date: 09 July 2010, 0213Z
Location: KXNO
Tail: 01-0188
Aircraft Commander: 300th AS
Type of Drop: Container Delivery
Weather: Night/VFR
Drop Altitude: 1,250 MSL
Formation: Yes
User: KCHS
Load Information: Container Delivery

II. SUMMARY OF EVENTS:

On 9 July 2010, a two ship formation of C-17's departed KCHS for actual Container Delivery (CDS) drops at North Aux Airfield (KXNO). At 0213Z TOT the lead aircraft dropped 2 actual CDS and setup for a second pass to drop the remaining 2 CDS onboard. During the escape the LM retrieved the deployment bags by hand and noticed one was longer than the other. During the re-attack the DZCO called up to the aircraft and questioned the amount of bundles that exited the aircraft. The crew then replied 2 actual bundles dropped; the DZCO confirmed that only one bundle deployed a recovery chute and the other was a malfunction. He then called off the re-attack and advised the crew to return to KCHS. The DZCO report showed the 68" pilot chute used to deploy the G-12E was not attached and the G-12E remained enclosed in the bag.

III. REVIEW BOARD MEMBERS:

Maj 437 OSS
Maj 437 OSK
Capt 437 OSK
TSgt 437 OSK
TSgt Todd 437 OGV
Quality Assurance Person,
Trail Boss Project Manager

IV. FINDINGS

After extensive investigation, it was found that the 68” pilot chutes on two remaining bundles onboard the aircraft were not attached to the 111” deployment line IAW 13-C5-32-2. The malfunction bundle did not have the 68” pilot parachute attached which led to it separating during the extraction phase of the drop. After separation the G-12E remained in its bag for the duration of the descent. Talking to Trailboss these platforms were recycled loads that had been rigged days prior and went out to an aircraft but then canceled. This being said, there is no formal procedure in place to process these recycled loads to ensure no errors were incurred during transportation. We cannot confirm a new final inspection was conducted on these four bundles prior to the drop. Trail Boss was found to be rigging all G-12Es for Heavy Equipment and the platform rigger would place the 68” pilot parachute on as needed for CDS. As this was being done the accountability for the parachute rigger and the 68” pilot chute was not evident. Two separate riggers would rig part of the chute and only one would sign the parachute log annotating it was rigged IAW 13-C5-32-2. Talking to the two riggers that signed the data tag, neither could confirm whether or not they attached the pilot parachute. It was also found that it might have been possible for the final inspector to attach the pilot chute or a non-certified rigger to attach the pilot chute not under direct supervision as outlined in the AFJ 13-210. Trail Boss performs the platform final inspections from memory and not with a 1748 series form as directed by the AFJ 13-210, the regulations are only referenced if a question arises during the inspections. During the before inspections conducted by the AFJAI using the 1748-1 form, the step to check the attachment does not include looking at the 111” deployment line as the parachute rigger should have performed this during his rigger checks. Both AFJAIs that performed required inspections (before or after inspected these platforms) said they had not studied or looked at the rigging manuals for the parachute or the platform where they would have a understanding of the proper rigging as outlined in the AFJ 13-210.

V. CONTRACTURAL FINDINGS

Trail Boss is a contractor and falls only under an AMC contract officer for contract questions. In this case the AMC contract officer was on leave and the MRB questions were returned via QAP 6 days later. No authority lies at the base level for administrative duties other than a QAP person which still has no authority over Trail Boss. Employees of Trail Boss cannot be screened for toxicology screened or prevented from performing their duties even after being placed under investigation due to a mishap. Government employees are put on administrative hold until the MRB is final as in this case the crew and all AFJAIs where place on hold, Trail Boss employees continued as normal. The process in which the platforms are generated is solely up to the local Trail Boss meaning the customer cannot direct how this is conducted.

VI. RECOMMENDATIONS

It is the MRB’s recommendation that the crew be released to fly with no further action required. The JAI’s will be placed in a retraining program covering a review of all applicable regulations and a spot check. Trailboss actions are being placed with the QAP representative to be forwarded up to Trailboss corporate headquarters. These actions include rigging the G-12E parachutes for each type of drop,

leaving the data tag with the load on for recycles, having the AFJAI sign the bottom of the tag indicating a before inspection was completed, using a final inspection checklist to perform the FI, keeping all uncertified riggers in direct sight during rigging or getting certified riggers to rig platforms and finally having AFJAIs train during rigging operations along side Trail Boss. All of Trail Boss Corporation responses will be added to the investigation report forwarded to Ft. Lee for the quarterly MRB review.

Maj, USAF
437 AW Investigating Officer

CONCUR/NONCONCUR

CONCUR/NONCONCUR

Colonel, USAF
Commander, 437 Operations Group (AMC)

Colonel, USAFR
Commander, 315 Operations Group (AFRC)



