

1748-2 Static-Line Report

ID: -175312218

FROM: 67 SOS Unit 8825 Box 260 APO AE 09459

TYPE OF REPORT: Incident

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

UNIT BEING AIRLIFTED: 1-10 SFG

DEPARTURE AIRFIELD: Stuttgart AAF Germany

TYPE OF AIRCRAFT: C-130

OTHER TYPE OF AIRCRAFT:

AIRCRAFT SERIAL NUMBER: 5826

AIRLIFT UNIT: 67 SOS

DROP ZONE LOCATION: Malsheim Germany

DATE AND TIME OF AIRDROP: 4/2/2008

AIRCRAFT SPEED: 130

AIRCRAFT ALTITUDE: 1250

DROP ZONE ELEVATION:

SURFACE WINDS: 290/10

VISIBILITY: > 5nm

TYPE OF PARACHUTE: CHOOSE ONE

OTHER TYPE OF PARACHUTE:

TYPE OF RESERVE: CHOOSE ONE

OTHER TYPE OF RESERVE:

RESERVE FUNCTIONED PROPERLY: CHOOSE ONE

MAIN PARACHUTE AGE:

MAIN PARACHUTE PLACED IN SERVICE:

MAIN PARACHUTE DATE MANUFACTURE:

MAIN PARACHUTE REPACK DATE:

MAIN PARACHUTE SERIAL NUMBER:

MAIN PARACHUTE NUMBER OF JUMPS:

TYPE OF MALFUNCTION OR INCIDENT: CHOOSE ONE

TYPE OF MALFUNCTION OR INCIDENT SPECIFIED:

JUMPER HEIGHT AND WEIGHT:

JUMPER EQUIPMENT WEIGHT:

JUMPER EQUIPMENT WORN:

JUMPER POSITION:

NUMBER OF JUMPS JUMPER HAS:

RESULTING INJURY: NONE

DESCRIPTION OF SUSPECTED MALFUNCTION OR INCIDENT: There was a stick of 7 jumpers with two landing off the DZ.

SUSPECTED CAUSE OF MALFUNCTION OR INCIDENT: The first suspected cause for the incident is navigator's calculations for the number of jumpers per pass weren't correct for the drop zone dimensions and the drop altitude. The second suspected cause for the incident is the green light was turned on about three seconds after the Nav stated "green light". The final suspected cause for the incident is the jumpers left after the red light was turned on.

****no photos****

ID: 1205782563

FROM: 294th Quartermaster Co. Bldg #67 PO Box 5218 Austin, TX. 78763

TYPE OF REPORT: Incident

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

UNIT BEING AIRLIFTED: 143d LRSC TXARNG

DEPARTURE AIRFIELD: Austin-Bergstrom IAP, Austin, TX.

TYPE OF AIRCRAFT: C-130

OTHER TYPE OF AIRCRAFT: None

AIRCRAFT SERIAL NUMBER: Not available at report time

AIRLIFT UNIT: 920th Aerospace Rescue FL Air National Guard

DROP ZONE LOCATION: Blackwell DZ Camp Swift, TX

DATE AND TIME OF AIRDROP: 3/14/2008

AIRCRAFT SPEED: 135 +/- 5 KTS (reported)

AIRCRAFT ALTITUDE: 1250 AGL

DROP ZONE ELEVATION: 874'

SURFACE WINDS: 3-5 KTS

VISIBILITY: Night/Clear

TYPE OF PARACHUTE: MC1-1D

OTHER TYPE OF PARACHUTE: N/A

TYPE OF RESERVE: SLCP MIRPS

OTHER TYPE OF RESERVE: N/A

RESERVE FUNCTIONED PROPERLY: YES

MAIN PARACHUTE AGE: 4 Years

MAIN PARACHUTE PLACED IN SERVICE: January 2006

MAIN PARACHUTE DATE MANUFACTURE: April 2004

MAIN PARACHUTE REPACK DATE: 06 March 2008

MAIN PARACHUTE SERIAL NUMBER: 3709

MAIN PARACHUTE NUMBER OF JUMPS: 08 or less.

TYPE OF MALFUNCTION OR INCIDENT: CHOOSE ONE

TYPE OF MALFUNCTION OR INCIDENT SPECIFIED: Left Steering Line Bridle Failure

JUMPER HEIGHT AND WEIGHT: 5'9" 162 lbs.

JUMPER EQUIPMENT WEIGHT: 40 lbs

JUMPER EQUIPMENT WORN: None -Slick/Hollywood

JUMPER POSITION: Second Pass/8 PAX/#8 jumper

NUMBER OF JUMPS JUMPER HAS: 92

RESULTING INJURY: NONE

DESCRIPTION OF SUSPECTED MALFUNCTION OR INCIDENT: Jumper could not "find" toggle and although recognizing that his canopy was fully inflated noticed some "loose" suspension line "flying around" and decided to deploy SLCP MIRPS. Upon reporting to MFNCO of the incident the MFNCO found the Riser Assemblies and found a toggle on each riser and apparently thought no more of it. Main Canopy in question however was segregated along with deployed Reserve. Upon finding out about the Reserve deployment, the Loft NCOIC (different Rigger NCO) then initiated the incident report. Resultant damage was a near surgical separation of one end of the Left Steering Line Bridle from its attachment on Gore #06 and no damage noted on other end of Bridle, or Steering Line. Metal Guide Ring was intact on the end of the Left Steering Line. No other suspension lines, or Right Steering Line were damaged in this incident.

SUSPECTED CAUSE OF MALFUNCTION OR INCIDENT: Not positively known but based on newness of canopy the assessment is that perhaps the steering line was "set" too tight during Placed in Service procedures and/or the canopy hadn't developed a "set" from a multitude of jumps. The Right side Steering Line and Bridle exhibited no excessive wear or indication of damage.

** 3 photos to follow **

1 of 3 – bridle partially ripped away from radial seam



2 of 3 – bridle completely separated from radial seam



3 of 3 – bridle separated from guide ring



ID: 1205867391

FROM: 11th Quartermaster Company, Fort Bragg, North Carolina

TYPE OF REPORT: Malfunction

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

UNIT BEING AIRLIFTED: 11th QM / 1/319th

DEPARTURE AIRFIELD: Pope AFB, NC

TYPE OF AIRCRAFT: C-130

OTHER TYPE OF AIRCRAFT:

AIRCRAFT SERIAL NUMBER: 4088

AIRLIFT UNIT: 43 AW

DROP ZONE LOCATION: Sicily, Fort Bragg, NC

DATE AND TIME OF AIRDROP: 2/28/2008

AIRCRAFT SPEED: 125

AIRCRAFT ALTITUDE: 800

DROP ZONE ELEVATION: 312 MSL

SURFACE WINDS: 5-10

VISIBILITY: unlimited

TYPE OF PARACHUTE: T-10D

OTHER TYPE OF PARACHUTE:

TYPE OF RESERVE: SLCP MIRPS

OTHER TYPE OF RESERVE:

RESERVE FUNCTIONED PROPERLY: YES

MAIN PARACHUTE AGE: 11yrs 5 months

MAIN PARACHUTE PLACED IN SERVICE: Oct 98

MAIN PARACHUTE DATE MANUFACTURE: Sept 96

MAIN PARACHUTE REPACK DATE: 5 Nov 07

MAIN PARACHUTE SERIAL NUMBER: 14215

MAIN PARACHUTE NUMBER OF JUMPS: 35

TYPE OF MALFUNCTION OR INCIDENT: Broken Suspension Lines

TYPE OF MALFUNCTION OR INCIDENT SPECIFIED: Broken suspension line

JUMPER HEIGHT AND WEIGHT: 5'3" / 140lbs

JUMPER EQUIPMENT WEIGHT: n/a

JUMPER EQUIPMENT WORN: n/a

JUMPER POSITION: 2/3/3

NUMBER OF JUMPS JUMPER HAS: 8

RESULTING INJURY: No injury

DESCRIPTION OF SUSPECTED MALFUNCTION OR INCIDENT: Suspension line broke during the deployment process. The damage incurred was on line 17 which broke approximately 6" from anti-inversion net and caused separation of the anti-inversion net from the suspension line. Jumper Landed safely on the DZ.

SUSPECTED CAUSE OF MALFUNCTION OR INCIDENT: The suspected cause of the malfunction is that suspension line # 17 caught the top connector link loop during the deployment process causing it to burn and pull until the suspension line broke. Reason for that conclusion is the evidence on both the deployment bag and the suspension line shows where the friction occurred.

****3 photos to follow****

1 of 3 - Suspension Line 17 broken 6" from anti-inversion net



2 of 3 – close-up of suspension line 17



3 of 3 – top connector link loop



ID: 1583989081

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

TYPE OF REPORT: Malfunction

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

UNIT BEING AIRLIFTED: 1ST MSOB

DEPARTURE AIRFIELD: YUMA

TYPE OF AIRCRAFT: C-130

OTHER TYPE OF AIRCRAFT: KC-130J

AIRCRAFT SERIAL NUMBER:

AIRLIFT UNIT: VMGR 352

DROP ZONE LOCATION: PHILLIPS

DATE AND TIME OF AIRDROP: 2/27/2008

AIRCRAFT SPEED: 130

AIRCRAFT ALTITUDE: 12,500

DROP ZONE ELEVATION: 488

SURFACE WINDS: 5

VISIBILITY: UNLIMITED

TYPE OF PARACHUTE: CHOOSE ONE

OTHER TYPE OF PARACHUTE: MMPS DBSL

TYPE OF RESERVE: CHOOSE ONE

OTHER TYPE OF RESERVE: MMPS DBSL

RESERVE FUNCTIONED PROPERLY: YES

MAIN PARACHUTE AGE:

MAIN PARACHUTE PLACED IN SERVICE: NOV 07

MAIN PARACHUTE DATE MANUFACTURE: APR 06

MAIN PARACHUTE REPACK DATE: 26 DEC 07

MAIN PARACHUTE SERIAL NUMBER: HR 360 000749

MAIN PARACHUTE NUMBER OF JUMPS: 1

TYPE OF MALFUNCTION OR INCIDENT SPECIFIED: LINE TWIST

JUMPER HEIGHT AND WEIGHT: 72

JUMPER EQUIPMENT WEIGHT: 205

JUMPER EQUIPMENT WORN: 10LBS (O2+COM)

JUMPER POSITION: 1/1/1

NUMBER OF JUMPS JUMPER HAS: 28

RESULTING INJURY:

DESCRIPTION OF SUSPECTED MALFUNCTION OR INCIDENT: SNM PERFORMED A 12,500' HAHO A/NT O2 JUMP WITH A DBSL CONFIGURED MMPS. JUMPER EXITED THE AIRCRAFT IN A SLIGHT RIGHT SIDE DOWN BODY POSITION (VIDEO OF EXIT JUMPER HAD TWISTS IN SUSPENSION LINES, REACHED UP GRABBED HIS RISERS AND ATTEMPTED TO KICK FREE. JUMPER STATED THE SUSPENSION LINES WERE TWISTED MORE THAN HALF WAY AND THE SLIDER WAS ABOVE THE TWISTS. JUMPER STATED THAT HE STARTED TO SPIRAL IN A RIGHT HAND DIRECTION AND COULD NOT FREE OR CONTROL HIS CANOPY. JUMPER EXECUTED PROPER CUT AWAY PROCEDURES AND LANDED SAFELY ON THE BRIEFED ALTERNATE ZONE.

SUSPECTED CAUSE OF MALFUNCTION OR INCIDENT:

RECOMMENDATIONS: THE POOR EXIT MAGNIFIED THE TWISTS IN THE SUSPENSION LINE. THE JUMPER STATED THAT HE BICYCLED IN THE WRONG DIRECTION PRIOR TO THE CANOPY STARTING THE SPOIRAL. THE JUMPER WAS BRIEFED ON EMERGENCY PROCEDURES AND THE IMPORTANCE OF CONDUCTING THE PRESCRIBED EXIT.

**No
photos**

ID: 982599223

FROM: 314 OSS/OSL Aircrew Flight Equipment Little Rock AFB, Jacksonville, AR

TYPE OF REPORT: Incident

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

UNIT BEING AIRLIFTED: 34 CTS

DEPARTURE AIRFIELD: Little Rock AFB

TYPE OF AIRCRAFT: C-130

OTHER TYPE OF AIRCRAFT: N/A

AIRCRAFT SERIAL NUMBER: 64632

AIRLIFT UNIT: 41st AS

DROP ZONE LOCATION: Black Jack Drop Zone, Romance, AR

DATE AND TIME OF AIRDROP: 2/27/2008

AIRCRAFT SPEED: 130 KIAS

AIRCRAFT ALTITUDE: 1000' AGL

DROP ZONE ELEVATION: 550' MSL

SURFACE WINDS: 330°/09kts

VISIBILITY: Unrestricted

TYPE OF PARACHUTE: MC1-1D

OTHER TYPE OF PARACHUTE: N/A

TYPE OF RESERVE: T-10 RESERVE

OTHER TYPE OF RESERVE: N/A

RESERVE FUNCTIONED PROPERLY: N/A

MAIN PARACHUTE AGE: 4 years

MAIN PARACHUTE PLACED IN SERVICE: Oct 2007

MAIN PARACHUTE DATE MANUFACTURE: March 2004

MAIN PARACHUTE REPACK DATE: 20 Feb 2008

MAIN PARACHUTE SERIAL NUMBER: MDA4573

MAIN PARACHUTE NUMBER OF JUMPS: 2

TYPE OF MALFUNCTION OR INCIDENT: Broken Suspension Lines

TYPE OF MALFUNCTION OR INCIDENT SPECIFIED: Left steering toggle line separated from main canopy

JUMPER HEIGHT AND WEIGHT: 73" 192lbs

JUMPER EQUIPMENT WEIGHT: N/A

JUMPER EQUIPMENT WORN: N/A

JUMPER POSITION: 1st person Ramp exit

NUMBER OF JUMPS JUMPER HAS: 8

RESULTING INJURY: No injury

DESCRIPTION OF SUSPECTED MALFUNCTION OR INCIDENT: After deployment of the main canopy the left steering toggle would not work and jumper was unable to steer with the left toggle.

SUSPECTED CAUSE OF MALFUNCTION OR INCIDENT: After looking at the steering suspension line, it had ripped away from the main canopy. Compared the Delta to another Delta on the steering lines when attached by the manufacture only had one side of the line stitched with a backstitch. The lines were not properly attached to the canopy reinforcement area. Looked at the right steering line and also on that side only one side of the line was backstitched.

****6 photos to follow****

1 of 6 – control line bridle stitching ripped apart



2 of 6 – control line bridle backside and where it was ripped away from



3 of 6 – one example of a manufacturers control line bridle stitching with backstitching



4 of 6 – another example of a manufacturers control line bridle stitching with backstitching



5 of 6 – the other end of the control line bridle top view and placed next to where it ripped away from



6 of 6 – control line bridle backside and placed next to where it ripped away from



ID: 113420065

FROM: 11th Quartermaster Company, Fort Bragg, North Carolina

TYPE OF REPORT: Incident

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

UNIT BEING AIRLIFTED: 1/319th / 82nd BSTB

DEPARTURE AIRFIELD: Pope AFB Fort Bragg, NC

TYPE OF AIRCRAFT: CHOOSE ONE

OTHER TYPE OF AIRCRAFT: C-130

AIRCRAFT SERIAL NUMBER: 2088

AIRLIFT UNIT: 43rd AW

DROP ZONE LOCATION: Sicily, Fort Bragg, NC

DATE AND TIME OF AIRDROP: 2/26/2008

AIRCRAFT SPEED: 135

AIRCRAFT ALTITUDE: 800

DROP ZONE ELEVATION: 300

SURFACE WINDS: 7

VISIBILITY: 2 miles

TYPE OF PARACHUTE: T-10D

OTHER TYPE OF PARACHUTE:

TYPE OF RESERVE: SLCP MIRPS

OTHER TYPE OF RESERVE:

RESERVE FUNCTIONED PROPERLY: N/A

MAIN PARACHUTE AGE: 3yrs 6 months

MAIN PARACHUTE PLACED IN SERVICE: Aug 04

MAIN PARACHUTE DATE MANUFACTURE: Aug 04

MAIN PARACHUTE REPACK DATE: 06 Nov 07

MAIN PARACHUTE SERIAL NUMBER: 7047

MAIN PARACHUTE NUMBER OF JUMPS: 20

TYPE OF MALFUNCTION OR INCIDENT: Towed - Parachutist

TYPE OF MALFUNCTION OR INCIDENT SPECIFIED: Jumper towed once away from A/C parachutes had holes, blown gore, and suspension lines

JUMPER HEIGHT AND WEIGHT: 70 ½" / 218lbs

JUMPER EQUIPMENT WEIGHT: 55 lbs

JUMPER EQUIPMENT WORN: ACH, M-1950, MOLLE

JUMPER POSITION: 1/1/3

NUMBER OF JUMPS JUMPER HAS: 9

RESULTING INJURY: SM had abrasions and bruising on left arm and neck

DESCRIPTION OF SUSPECTED MALFUNCTION OR INCIDENT: SM stated he exited the A/C and felt an immediate shock as if he collided into something. SM also stated that his parachute did not open immediately and it felt like he was being dragged. SM parachute eventually opened but had damage to the canopy as well as the suspension lines. SM compared his rate of decent and felt he wasn't falling faster than his fellow jumpers so he didn't activate his reserve. During the same pass Jumper 8 had broken suspension lines and pulled his reserve when he noticed he was falling faster than his fellow jumpers (see malfunction report ID# -174127410). Jumper 8 stated he did not feel anything other than an opening shock. The Malfunction NCO stated that the unit only exited the left door on that pass and he didn't see any towed jumpers, however, they were close when exiting. The damage incurred was all gores except gores 5-9 were burned. Gores 25 and 26 were completely blown. The suspension lines had burns and one suspension line separated at the connector link. The deployment bag was torn partially in half. Pack tray had burns on the top closing flap and inside where the deployment bag is placed with the risers. Two burned suspension lines about 3" in length were seared above and below the left canopy release assembly. SM top pocket of uniform on left side was torn. SM left hand, bicep, and neck had abrasions and bruising.

SUSPECTED CAUSE OF MALFUNCTION OR INCIDENT: After inspecting the equipment the incident occurred during the deployment process. The SM had a poor exit resulting in him being a towed jumper. With the static line wrapped around him it caused stress to the static line which cause stress to the deployment bag upon opening. With the deployment bag being torn partially in half it exposed the canopy while the suspension lines were deploying causing the canopy to be damaged upon opening. The suspension lines above and below the left canopy release assembly were Jumper # 8's because he had five broken and burned suspension lines upon deployment.

****14 photos to follow****

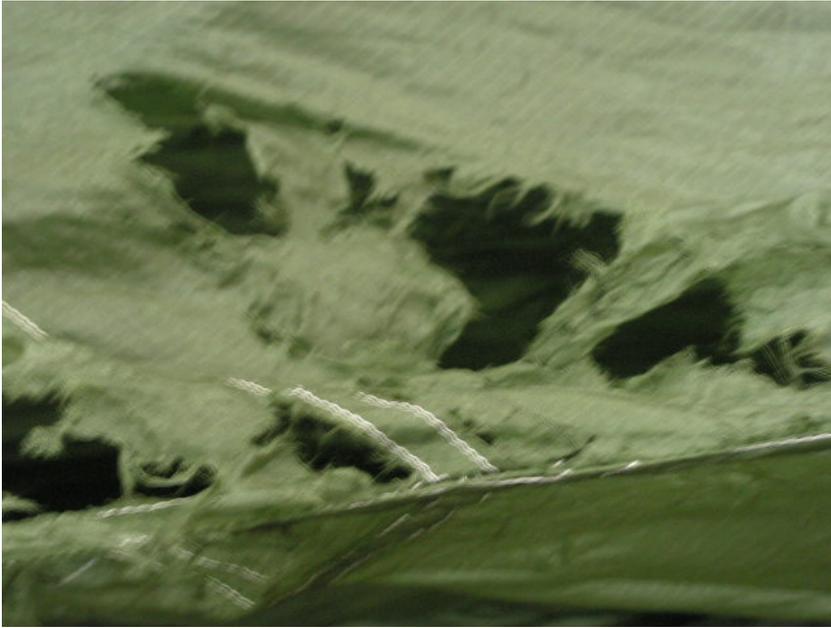
1 of 14 – blown gores



2 of 14 – exposed tape in radial seam



3 of 14 – burns on canopy



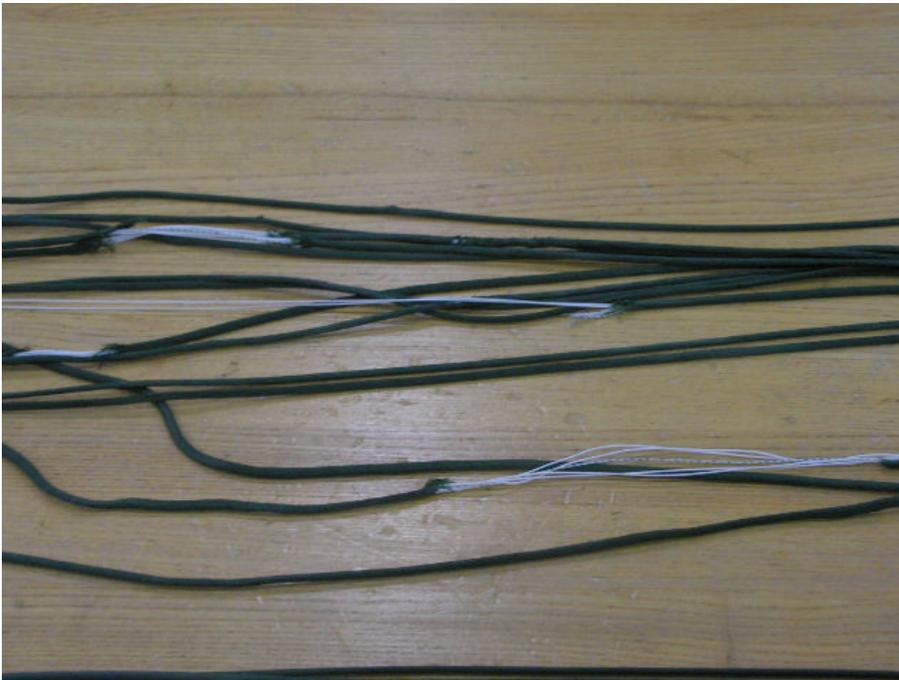
4 of 14 – burns on canopy



5 of 14 – burns on canopy



6 of 14 – broken casing of suspension lines with some filler cords intact



7 of 14 – another jumper's suspension line melted to this SM riser



8 of 14 – another of the other jumper's suspension line melted to this SM riser



9 of 14 – burns on deployment bag top flap



10 of 14 – ripped deployment bag



11 of 14 – burn/cut on SM right boot



12 of 14 – SM bruising to head/neck



13 of 14 – SM bruising on left arm/shoulder



14 of 14 – SM bruising on left hand/arm



ID: -174127410

FROM: 11th Quartermaster Company, Fort Bragg, North Carolina

TYPE OF REPORT: Incident

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

UNIT BEING AIRLIFTED: 1/319th / 82nd BSTB

DEPARTURE AIRFIELD: Pope AFB Fort Bragg, NC

TYPE OF AIRCRAFT: C-130

OTHER TYPE OF AIRCRAFT:

AIRCRAFT SERIAL NUMBER: 2088

AIRLIFT UNIT: 43rd AW

DROP ZONE LOCATION: Sicily, Fort Bragg, NC

DATE AND TIME OF AIRDROP: 2/26/2008

AIRCRAFT SPEED: 135

AIRCRAFT ALTITUDE: 800

DROP ZONE ELEVATION: 300

SURFACE WINDS: 7

VISIBILITY: 2 miles

TYPE OF PARACHUTE: T-10D

OTHER TYPE OF PARACHUTE:

TYPE OF RESERVE: SLCP MIRPS

OTHER TYPE OF RESERVE:

RESERVE FUNCTIONED PROPERLY: YES

MAIN PARACHUTE AGE: 3yrs 5 months

MAIN PARACHUTE PLACED IN SERVICE: Oct 06

MAIN PARACHUTE DATE MANUFACTURE: Sept 04

MAIN PARACHUTE REPACK DATE: 20 Nov 07

MAIN PARACHUTE SERIAL NUMBER: 4343

MAIN PARACHUTE NUMBER OF JUMPS: 15

TYPE OF MALFUNCTION OR INCIDENT: Broken Suspension Lines

TYPE OF MALFUNCTION OR INCIDENT SPECIFIED: Collision with another parachute causing broken suspension lines

JUMPER HEIGHT AND WEIGHT: 73" / 186lbs

JUMPER EQUIPMENT WEIGHT: 55 lbs

JUMPER EQUIPMENT WORN: ACH, M-1950, MOLLE

JUMPER POSITION: 1/1/8

NUMBER OF JUMPS JUMPER HAS: 20

RESULTING INJURY: SM had no injuries.

DESCRIPTION OF SUSPECTED MALFUNCTION OR INCIDENT: SM stated he had a perfect exit but when he checked canopy and gained canopy control suspension lines fell in his face. So he compared his rate of decent with his fellow jumpers and felt he was falling faster than them and he pulled his reserve. Damaged incurred was five broken and burn suspension lines. SM had no injuries.

SUSPECTED CAUSE OF MALFUNCTION OR INCIDENT: After inspecting the equipment the incident occurred during the deployment process. As the SM exited the A/C his suspension lines collided with Jumper #3 harness and canopy release assembly causing the suspension lines to burn and break. Reason for Jumper #3 still being under the aircraft was that he was a towed jumper for about 4-5 seconds (see malfunction report ID# 113420065). Only one door was exiting at a time.

****2 photots to follow****

1 of 2 – broken/ burned suspension lines from collision with another jumper



2 of 2 – longer shot of broken/ burned suspension lines



ID: 1203983128

FROM: 196 Quartermaster Company FTCKY 42223

TYPE OF REPORT: Incident

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

UNIT BEING AIRLIFTED: TSAAS

DEPARTURE AIRFIELD: Fort Campbell Army Air Field

TYPE OF AIRCRAFT: C-17

OTHER TYPE OF AIRCRAFT:

AIRCRAFT SERIAL NUMBER:

AIRLIFT UNIT: 57TH WPS

DROP ZONE LOCATION: CORREGIDOR DROP ZONE

DATE AND TIME OF AIRDROP: 2/25/2008

AIRCRAFT SPEED: 130 knots

AIRCRAFT ALTITUDE: 1000 ft

DROP ZONE ELEVATION:

SURFACE WINDS: 6-10 knots

VISIBILITY: 6000 ft

TYPE OF PARACHUTE: T-10D

OTHER TYPE OF PARACHUTE:

TYPE OF RESERVE: MIRPS

OTHER TYPE OF RESERVE:

RESERVE FUNCTIONED PROPERLY: YES

MAIN PARACHUTE AGE: MIRPS-6.5Years

MAIN PARACHUTE PLACED IN SERVICE: MIRPS-Oct 01

MAIN PARACHUTE DATE MANUFACTURE: MIRPS-June 01

MAIN PARACHUTE REPACK DATE: MIRPS-Apr 08

MAIN PARACHUTE SERIAL NUMBER: MIRPS-MRC 3408

MAIN PARACHUTE NUMBER OF JUMPS:

TYPE OF MALFUNCTION OR INCIDENT: MIRPS Activation

TYPE OF MALFUNCTION OR INCIDENT SPECIFIED: MIRPS activated against other jumper in the air

JUMPER HEIGHT AND WEIGHT: 5' 10"

JUMPER EQUIPMENT WEIGHT:

JUMPER EQUIPMENT WORN: ACH

JUMPER POSITION: 3rd Pass 8th jumper left door

NUMBER OF JUMPS JUMPER HAS:

RESULTING INJURY: No

DESCRIPTION OF SUSPECTED MALFUNCTION OR INCIDENT: Reserve activated during a mid-air collision. No damage or injury incurred

SUSPECTED CAUSE OF MALFUNCTION OR INCIDENT: SM stated that his reserve parachute activated during a mid-air collision. He stated that his reserve deployed when his reserve made contact with another jumpers suspension lines. Jumpers separated instantly and were not entanglement.

****no photos****

ID: 1481718403

FROM: 801 Reeves ave. Terminal Island, C.A. 90731

TYPE OF REPORT: Incident

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

UNIT BEING AIRLIFTED: 3d ANGLICO

DEPARTURE AIRFIELD: Munn

TYPE OF AIRCRAFT: CH-46

OTHER TYPE OF AIRCRAFT: N/A

AIRCRAFT SERIAL NUMBER: Tail # 404

AIRLIFT UNIT: HMM-764

DROP ZONE LOCATION: DZ Basilone, Camp Pendleton

DATE AND TIME OF AIRDROP: 2/8/2008

AIRCRAFT SPEED: 90 knots

AIRCRAFT ALTITUDE: 2,500 AGL

DROP ZONE ELEVATION: 180 ft.

SURFACE WINDS: 4 knots

VISIBILITY: Unrestricted

TYPE OF PARACHUTE: SF10A

OTHER TYPE OF PARACHUTE: N/A

TYPE OF RESERVE: T-10 RESERVE

OTHER TYPE OF RESERVE: N/A

RESERVE FUNCTIONED PROPERLY: N/A

MAIN PARACHUTE AGE: 2yrs. 7 months

MAIN PARACHUTE PLACED IN SERVICE: Nov / 2005

MAIN PARACHUTE DATE MANUFACTURE: June / 2005

MAIN PARACHUTE REPACK DATE: 17 May 2007

MAIN PARACHUTE SERIAL NUMBER: SA0171

MAIN PARACHUTE NUMBER OF JUMPS: 8

TYPE OF MALFUNCTION OR INCIDENT: CHOOSE ONE

TYPE OF MALFUNCTION OR INCIDENT SPECIFIED: Jumper injured shoulder on exit.

JUMPER HEIGHT AND WEIGHT: 66" 140 pounds

JUMPER EQUIPMENT WEIGHT: 165 pound

JUMPER EQUIPMENT WORN: Woodland utilities, boots, and jump configured kevlar

JUMPER POSITION: 2nd lift, 1st pass, 2nd jumper

NUMBER OF JUMPS JUMPER HAS: 5 jumps

RESULTING INJURY: Marine was diagnosed with a broken Scapula in right shoulder.

DESCRIPTION OF SUSPECTED MALFUNCTION OR INCIDENT: Jumper was on his 1st jump out of jump school. Jumper says when he exited the aircraft as he let go of the universal static line, he felt his right arm get pulled back. As the parachute deployed jumper realized his right arm had gone numb. Jumper says he did have twist but was able to recover. Jumper was able to do a proper PLF with a soft landing. When jumper landed medical support went out to assist the Marine. Marine was taken to Naval Hospital on Camp Pendleton. Marine was X-Rayed and diagnosed with a broken scapula in right shoulder. SM was on the deck for approx. 5-10 mins before medical attention was able to get to him.

SUSPECTED CAUSE OF MALFUNCTION OR INCIDENT: SM lost positive control of his Universal Static line causing it to misroute under his shoulder while exiting the aircraft.

****No photos of relevance****

ID: -1385376310

FROM: 1 Hooper BLVD, Imperial Beach, CA, 91932

TYPE OF REPORT: Incident

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

UNIT BEING AIRLIFTED: NSWADVTRNGCOM/ SQT

DEPARTURE AIRFIELD: North Island Naval Air Station

TYPE OF AIRCRAFT: C-130

OTHER TYPE OF AIRCRAFT:

AIRCRAFT SERIAL NUMBER: 981356

AIRLIFT UNIT: Air National Guard Maryland

DROP ZONE LOCATION: Lilly Ann South Bay/ Coronado, CA

DATE AND TIME OF AIRDROP: 12/12/2007

AIRCRAFT SPEED: 130 kts

AIRCRAFT ALTITUDE: 1500

DROP ZONE ELEVATION: 0

SURFACE WINDS: 2

VISIBILITY: Unlimited

TYPE OF PARACHUTE: MC1-1B

OTHER TYPE OF PARACHUTE:

TYPE OF RESERVE: NTR-1

OTHER TYPE OF RESERVE:

RESERVE FUNCTIONED PROPERLY: YES

MAIN PARACHUTE AGE: 7years/ 5 years

MAIN PARACHUTE PLACED IN SERVICE: JAN 01/ OCT 03

MAIN PARACHUTE DATE MANUFACTURE: AUG 00/ MAR 02

MAIN PARACHUTE REPACK DATE: 30 NOV 07/30 NOV 07

MAIN PARACHUTE SERIAL NUMBER: MBA-2087/ MBA-2677

MAIN PARACHUTE NUMBER OF JUMPS: 16/ 7

TYPE OF MALFUNCTION OR INCIDENT SPECIFIED: MID AIR COLLISION
AND ENTANGLEMENT

JUMPER HEIGHT AND WEIGHT: 5'10" 185LBS/ 6'0" 180LBS

JUMPER EQUIPMENT WEIGHT: 5LBS

JUMPER EQUIPMENT WORN: FULL WET SUIT, BOOTIES, FINS, BELT,
KNIFE, HELMET

JUMPER POSITION: 3RD/ 3/ 5 AND 6

NUMBER OF JUMPS JUMPER HAS: 5 SL AND 25 MFF

RESULTING INJURY: NONE

DESCRIPTION OF SUSPECTED MALFUNCTION OR INCIDENT: six sqt students exited the a/c at 1500 ft. Agl, jumpers five and six had two good canopies and adequate separation. At approximately 1,000 ft. Agl the top jumper's canopy went directly over the lower jumper's. This caused the upper canopy to deflate and collide with the lower jumper. The upper jumper slipped down the lower jumper's canopy and became entangled in the lower jumper's lines. The lower jumper then deployed his reserve. The upper jumper then deployed his reserve. The lower jumper's main was on the opposite side of the entanglement so it immediately gained air and inflated. The upper jumpers reserve deployed, but both jumpers were falling slow enough that it did not fully inflate. Both jumpers landed together in the water under three canopies without further incident or injury.

SUSPECTED CAUSE OF MALFUNCTION OR INCIDENT: POOR CANOPY CONTROL.

****no photos****

1748-2 Free Fall Report

ID: 1202161294

FROM: B/2/1 SWTG(A), Yuma Proving Grounds, AZ

TYPE OF REPORT: Malfunction

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

UNIT BEING AIRLIFTED: B/2/1 SWTG(A) MFFS

DEPARTURE AIRFIELD: Laguna Army Airfield

TYPE OF AIRCRAFT: Casa 212

OTHER TYPE OF AIRCRAFT:

AIRCRAFT SERIAL NUMBER: Army 168

AIRLIFT UNIT: Sea Air

DROP ZONE LOCATION: Phillips DZ, YPG, Az

DATE AND TIME OF AIRDROP: 1/28/2008

AIRCRAFT SPEED: 90 KIAS

AIRCRAFT ALTITUDE: 12,500' AGL

DROP ZONE ELEVATION: 492' MSL

SURFACE WINDS: 10 knots

VISIBILITY: unlimited

TYPE OF PARACHUTE: ICRAPS

OTHER TYPE OF PARACHUTE:

TYPE OF RESERVE: NON-Standard Specify

RESERVE FUNCTIONED PROPERLY: YES

MAIN PARACHUTE AGE: 3 yr 2 mo

MAIN PARACHUTE PLACED IN SERVICE: Jul 05

MAIN PARACHUTE DATE OF MANUFACTURE: Nov 04

MAIN PARACHUTE REPACK DATE: Same Day

MAIN PARACHUTE SERIAL NUMBER: SP 230- 006985

MAIN PARACHUTE NUMBER OF JUMPS: 446

AUTOMATIC ACTIVATING DEVICE TYPE AND SETTING: 270 arrow up

TYPE OF MALFUNCTION OR INCIDENT: Pilot Chute Hesitation

TYPE OF MALFUNCTION OR INCIDENT SPECIFIED: Pilot Chute Hesitation

JUMPER HEIGHT AND WEIGHT: 69"/ 207

JUMPER EQUIPMENT WEIGHT: 21 lbs

JUMPER EQUIPMENT WORN: ICRAPS

JUMPER POSITION: 1st Pass/ 1st stick/ Last Jumper

NUMBER OF JUMPS JUMPER HAS: 4,200+

RESULTING INJURY: none

DESCRIPTION OF SUSPECTED MALFUNCTION OR INCIDENT

INCURRED: Instructor exited a CASA 212 at 12,500 ft AGL and was conducting Instructor duties with a MFFS student. The Free Fall went as planned and the student pulled at 4,000 ft AGL. After the student pulled the Instructor tracked away and pulled at 3,000 ft AGL. At this point the Instructor stated that he did not feel the parachute deploy so he checked over his shoulder to check and he still saw the parachute in the D-bag so he performed Emergency Procedures for a Bag-Lock Malfunction. The Instructor was under a good Reserve Parachute by 2,000 ft AGL and landed on the intended DZ without injury or further incident. After the initial inspection on the DZ, the parachute was given a 100% TRI at the Rigger Shed, this is what was found: There was no damage done to any part of the parachute or suspension lines. The only damage found was on the Pilot Chute (PC). The PC was found to have a "tension knot" on $\frac{3}{4}$ of the mesh portion and about $\frac{1}{4}$ of the top portion of F-111. There were 2 small 1" vertical tears on the mesh side that was not caught up in the "tension knot", and the kill line was broken on the inside at the very tip where it is bar tacked to the Hacky.

SUSPECTED CAUSE OF MALFUNCTION OR INCIDENT: Upon arrival at the site of the cut-away parachute, the malfunction NCO said that the main parachute was still in the D-Bag with 2 suspension line locking stows still stowed. He initially thought that the malfunction was a bag-lock as did the Instructor who cut it away. After further investigation it was found that the pilot parachute had become wrapped on itself in a fashion to create some sort of Tension knot on itself. Because of this tension knot (which encased approx $\frac{3}{4}$ of the mesh bottom and $\frac{1}{4}$ of the top F-111) it created enough drag from the initial deployment allowing it to pull the curved locking pin and D-Bag from the container but it did not create enough drag to allow the locking stows to come out and the parachute to properly deploy. The Instructor was interviewed about the PC and he said there were no tears or deficiencies of any kind on the PC when he packed it and that he hadn't felt or observed any different kind of openings on his previous jumps. The suspected cause is that the kill line broke due to a possible over load and when the kill line broke it became knotted up with the mesh portion and part of the F-111 material on the inside of the Pilot Chute causing it to bunch up and become knotted on itself.

****no photos****

ID: 1203004346

FROM: 1 SOG/720 SOG

TYPE OF REPORT: Incident

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

UNIT BEING AIRLIFTED: 23 STS

DEPARTURE AIRFIELD: Hurlburt Field

TYPE OF AIRCRAFT: OTHER

OTHER TYPE OF AIRCRAFT: CV-22

AIRCRAFT SERIAL NUMBER:

AIRLIFT UNIT: 8 SOS

DROP ZONE LOCATION: Pino II

DATE AND TIME OF AIRDROP: 1/30/2008

AIRCRAFT SPEED: 130

AIRCRAFT ALTITUDE: 10,000 MSL

DROP ZONE ELEVATION: 216 MSL

SURFACE WINDS: 3 KTS

VISIBILITY: CLEAR

TYPE OF PARACHUTE: MC4

OTHER TYPE OF PARACHUTE:

TYPE OF RESERVE: CHOOSE ONE

RESERVE FUNCTIONED PROPERLY: N/A

MAIN PARACHUTE AGE: 7 YEARS

MAIN PARACHUTE PLACED IN SERVICE: OCT 01

MAIN PARACHUTE DATE OF MANUFACTURE: APR 01

MAIN PARACHUTE REPACK DATE: N/A

MAIN PARACHUTE SERIAL NUMBER: N/A

MAIN PARACHUTE NUMBER OF JUMPS: N/A

AUTOMATIC ACTIVATING DEVICE TYPE AND SETTING: 924

TYPE OF MALFUNCTION OR INCIDENT: Down Wind Landing

TYPE OF MALFUNCTION OR INCIDENT SPECIFIED: BAD PLF

JUMPER HEIGHT AND WEIGHT: N/A

JUMPER EQUIPMENT WEIGHT: "HOLLYWOOD"

JUMPER EQUIPMENT WORN: N/A

JUMPER POSITION: N/A

NUMBER OF JUMPS JUMPER HAS: N/A

RESULTING INJURY: JUMPER RECIEVED 2 X COMPRESSED FRACTURE OF DISK.

DESCRIPTION OF SUSPECTED MALFUNCTION OR INCIDENT

INCURRED: JUMPERS STATEMENT: I APPROACHED THE DZ PI AT 1500' ACCORDING TO MY ALTIMETER. I TURNED INTO THE WIND TO GET A CANOPY PENETRATION CHECK. WINDS AT ALTITUDE WERE APPROX. 20-25 KNOTS. I REMAINED STATIONARY OVER TARGET THRU DECENT. I KNEW AT 50FT I WOULD START TO GAIN FORWARD FLIGHT SINCE THERE WAS ZERO WINDS ON THE DZ. FOR INCREASED VIS WE ASKED THE AMBULANCE AND FIRE TRUCK TO TURN ON HEADLIGHTS POINTING INTO THE FIELD. I WAS CLOSEST TO THE WIND ARROW THAT WAS LIT WITH WHITE LIGHTS. I TRIED TO JUDGE MY ALTITUDE BY LOOKING AT THE WIND ARROW APPROX. 70 YARDS AWAY AND THE VEHICLES THAT WERE 200 YARDS AWAY. AS I PASSED THRU ABOUT 50' I ADDED 20% BRAKES TO MY CANOPY TO SLOW FORWARD SPEED. I THEN ESTIMATED I WAS AT 30' WHEN I IMPACTED THE GROUND AT 20 KNOTS. I COULD NOT EVEN SEE THE GROUND AS I CAME IN TO LAND AND I WAS TRYING TO JUDGE MY ALTITUDE BY LOOKING FORWARD AT THE ONLY TWO REFERENCES I HAD, WIND ARROW AND VEHICLE. AS I IMPACTED, MY LEGS WERE RELAXED SO I HIT BUTT, BACK THEN BENDING BACKWARDS OVER MY RESERVE PARACHUTE ON MY BACK AND HITTING MY HEAD. I THEN

BOUNCED FORWARD DOING A FORWARD FLIP PASSING THROUGH MY RISERS AND LANDING ON MY BACK 15-20' AWAY FROM FIRST IMPACT. THE IMPACT KNOCKED THE WIND OUT OF ME SO IT TOOK ABOUT 3 MIN. BEFORE I COULD BREATHE. I THEN TOOK OFF MY HARNESS AND PUT MY GEAR IN THE A-3 BAG AND WALKED BACK TO THE DZ PARTY.

SUSPECTED CAUSE OF MALFUNCTION OR INCIDENT: INCORRECT PLF.

no photos

ID: 1204156578

FROM: 2220 Schofield rd Suite 200

TYPE OF REPORT: Incident

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

UNIT BEING AIRLIFTED: Special Boat Team Twenty

DEPARTURE AIRFIELD: Nas Key West

TYPE OF AIRCRAFT: C-130

OTHER TYPE OF AIRCRAFT: N/A

AIRCRAFT SERIAL NUMBER: 99104

AIRLIFT UNIT: 757 TH AIRLIFT SQUADRON ATT 910TH AIRWING

DROP ZONE LOCATION: Southern Most DZ/ Key West FL

DATE AND TIME OF AIRDROP: 2/26/2008

AIRCRAFT SPEED: 130 Kts

AIRCRAFT ALTITUDE: 12500

DROP ZONE ELEVATION: 0 ft msl

SURFACE WINDS: 6 Kts

VISIBILITY: unlimited

TYPE OF PARACHUTE: MT-2 FF

OTHER TYPE OF PARACHUTE:

TYPE OF RESERVE: MT-2

RESERVE FUNCTIONED PROPERLY: YES

MAIN PARACHUTE AGE: 6 YRS 5 MONTHS

MAIN PARACHUTE PLACED IN SERVICE: JULY 2004

MAIN PARACHUTE DATE OF MANUFACTURE: SEPTEMBER 2001

MAIN PARACHUTE REPACK DATE: 18FEB2008

MAIN PARACHUTE SERIAL NUMBER: SLX27441

MAIN PARACHUTE NUMBER OF JUMPS: 73

AUTOMATIC ACTIVATING DEVICE TYPE AND SETTING: TRAINING MODE

TYPE OF MALFUNCTION OR INCIDENT: Stability Problem Specify

TYPE OF MALFUNCTION OR INCIDENT SPECIFIED: FAILURE TO DEPLOY
MAIN OR RESERVE PARACHUTE

JUMPER HEIGHT AND WEIGHT: 68 IN, 178 LBS

JUMPER EQUIPMENT WEIGHT: N/A

JUMPER EQUIPMENT WORN: N/A

JUMPER POSITION: 1ST PASS/1ST/5TH JUMPER

NUMBER OF JUMPS JUMPER HAS: 36

RESULTING INJURY: NONE

DESCRIPTION OF SUSPECTED MALFUNCTION OR INCIDENT

INCURRED: SBC MOORE EXITED C-130 AIRCRAFT AT 12500 FEET. FAILED TO PULL MAIN RIPCORD AT PRESCRIBED ALTITUDE (3500 FT AGL) AND BEGAN TO TUMBLE UNTIL HIS CYPRESS FIRED AT APPROXIMATELY (1500 FT AGL). THE JUMPER WAS THEN UNDER A GOOD CANOPY THEN PROCEEDED TO TURN SOUTHWEST OVER THE DROP ZONE AND THEN TURNED NORTH TO PERFORM A DOWN WIND LANDING WITH OUT INJURY. UPON THE INITIAL INSPECTION OF SBC MOORE'S PARACHUTE HIS MAIN RIPCORD WAS STILL STOWED IN THE RIPCORD POCKET, BUT HIS RESERVE RIPCORD AND CUT-AWAY PILLOW WAS NOT IN FOUND ON THE PARACHUTE OR NEAR THE DZ. HIS RESERVE CLOSING LOOP WAS FOUND CUT AND HIS CYPRESS HAD FIRED. A SEARCH OF THE DZ WAS PERFORMED TO TRY AND FIND THE CUT-AWAY PILLOW AND RESERVE RIPCORD. THE RESERVE DEPLOYMENT BAG WAS FOUND 200 METERS SOUTH OF THE DROPZONE MARKER,(T).

SUSPECTED CAUSE OF MALFUNCTION OR INCIDENT: THERE WAS NO MALFUNCTION. SBC MOORE FAILED TO LOCATE MAIN RIPCORD AT PRESCRIBED PULL ALTITUDE AND THEN TUMBLED UNTIL HIS CYPRESS

DEPLOYED HIS RESERVE. JUMPER FAILED TO PERFORM PROPER
EMERGENCY PROCEDURES. END OF REPORT.

****no photos****

ID: 1766840224

FROM: 375 Mamiya St, Bldg 2140, Hickam AFB Hawaii 96853

TYPE OF REPORT: Incident

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

UNIT BEING AIRLIFTED: US Army, 1st Battalion / 1st Brigade

DEPARTURE AIRFIELD: Clark International (RPLC), Philippines

TYPE OF AIRCRAFT: C-17

OTHER TYPE OF AIRCRAFT: N/A

AIRCRAFT SERIAL NUMBER: 05-5146

AIRLIFT UNIT: 535th Airlift Squadron

DROP ZONE LOCATION: Clark Expo Reverse DZ

DATE AND TIME OF AIRDROP: 2/22/2008

AIRCRAFT SPEED: 140

AIRCRAFT ALTITUDE: 8373'

DROP ZONE ELEVATION: 627'

SURFACE WINDS: 6

VISIBILITY: 8 miles

TYPE OF PARACHUTE: MC4

OTHER TYPE OF PARACHUTE: N/A

TYPE OF RESERVE: MC4

RESERVE FUNCTIONED PROPERLY: 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

AUTOMATIC ACTIVATING DEVICE TYPE AND SETTING: N/A

TYPE OF MALFUNCTION OR INCIDENT: Miss Drop Zone (Target)

TYPE OF MALFUNCTION OR INCIDENT SPECIFIED: Jumpmaster directed HALO airdrop; 11 of 12 jumpers Off DZ

JUMPER HEIGHT AND WEIGHT: Per Individual

JUMPER EQUIPMENT WEIGHT: N/A

JUMPER EQUIPMENT WORN: N/A

JUMPER POSITION: Jumpmaster and 10 additional jumpers

NUMBER OF JUMPS JUMPER HAS: Varies by jumper

RESULTING INJURY: None

DESCRIPTION OF SUSPECTED MALFUNCTION OR INCIDENT

INCURRED: Jumpmaster misidentified the High Altitude Release Point (HARP), and initiated the drop 30-45 seconds prior to the Mission Computer (MC) calculated HARP. Due to unfamiliarity with the Drop Zone (DZ) and partial cloud obscuration resulting in a loss of situational awareness (SA), selection of the incorrect landing area resulted in 11 of 12 jumpers landing off DZ. Per user training guidelines, all jumpers followed the preceding jumper after loss of SA, with 11 jumpers landing without injury off of the surveyed DZ. The lone exception to this was an USAF STS parachutist who also executed the drop. He correctly identified the DZ and landed on the intended point of impact without injury.

SUSPECTED CAUSE OF MALFUNCTION OR INCIDENT: Inexperienced Jumpmaster, misidentification of the Drop Zone, and loss of situational awareness by the jumpers, resulting in an early exit from the aircraft and selection of the incorrect landing area.

**no
photos**

ID: 1200077374

FROM: GSSC, GSB, 7th Special Forces Group (Airborne)

TYPE OF REPORT: Malfunction

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

UNIT BEING AIRLIFTED: C/3/7

DEPARTURE AIRFIELD: Simmons Army Airfield

TYPE OF AIRCRAFT: Casa 212

OTHER TYPE OF AIRCRAFT: N/A

AIRCRAFT SERIAL NUMBER: 8500178

AIRLIFT UNIT: USASOC Flight Detachment

DROP ZONE LOCATION: Raeford DZ, Raeford NC

DATE AND TIME OF AIRDROP: 1/4/2008

AIRCRAFT SPEED: 120 Knots

AIRCRAFT ALTITUDE: 12,500' AGL

DROP ZONE ELEVATION: 285' MSL

SURFACE WINDS: 2-5 Knots

VISIBILITY: Unlimited

TYPE OF PARACHUTE: MC4

OTHER TYPE OF PARACHUTE: N/A

TYPE OF RESERVE: MC4

RESERVE FUNCTIONED PROPERLY: YES

MAIN PARACHUTE AGE: 5 Yrs

MAIN PARACHUTE PLACED IN SERVICE: Jan 2006

MAIN PARACHUTE DATE OF MANUFACTURE: Jan 2003

MAIN PARACHUTE REPACK DATE: 22 Oct 07

MAIN PARACHUTE SERIAL NUMBER: M4C10365

MAIN PARACHUTE NUMBER OF JUMPS: 19

AUTOMATIC ACTIVATING DEVICE TYPE AND SETTING: 2250

TYPE OF MALFUNCTION OR INCIDENT: Premature Firing of AAD

TYPE OF MALFUNCTION OR INCIDENT SPECIFIED: Dual deployment of main and reserve canopy

JUMPER HEIGHT AND WEIGHT: 6' 4" / 230 lbs

JUMPER EQUIPMENT WEIGHT: 48 lbs

JUMPER EQUIPMENT WORN: MC-4, Altimeter, Helmet, Goggles

JUMPER POSITION: 1 Pass / 1st Stick / 7th Jumper

NUMBER OF JUMPS JUMPER HAS: 24

RESULTING INJURY: None

DESCRIPTION OF SUSPECTED MALFUNCTION OR INCIDENT

INCURRED: During the MFF operation the jumper experienced a dual deployment of MC-4 main and reserve canopies (Both rigger packs). Jumper stated that at 4,000 ft AGL he initiated his pull sequence and came under canopy. He then stated that he verified an altitude of 3,250 ft AGL on his altimeter and then noticed that he was under two canopies. Jumper executed cut-away procedures and landed safely on the DZ. Using an AR2 Calculator, the AR2 setting was computed twice for this operation, once in mode 2 prior to movement to the departure airfield and once in mode 1 at the DZ prior to the Jump. The jumpmaster entered an actuation altitude of 2,000 ft AGL for both calculations and both times the AR2 calculator indicated an AR2 setting of 2250.

SUSPECTED CAUSE OF MALFUNCTION OR INCIDENT: The minimum actuation altitude for the AR2 is 1,500 ft AGL. The Jumpmaster used an actuation altitude of 2,000 ft AGL. Current regulation states that a MFF jumper must be under full canopy 1,500 ft above the actuation altitude. Again, the jumper stated, that he was under full canopy at 3,250 ft AGL. Regardless of the reason, this is 250 ft lower than the 3,500 ft needed with the given actuation altitude. The MFF Jumpmaster and the Jumper have been informed that the minimum

actuation altitude of 1,500 ft AGL should be used when pulling at 4,000 AGL and that the jumpers have to be under full canopy 1,500 ft above the actuation altitude regardless of what it is.

****no photos****

ID: 1200988155

FROM: Unit 5248 Bldg 3523 kadena AB, Okinawa Japan, 96368-5248

TYPE OF REPORT: Malfunction

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

UNIT BEING AIRLIFTED: 320 STS

DEPARTURE AIRFIELD: Kadena Ab, Okinawa Japan

TYPE OF AIRCRAFT: OTHER

OTHER TYPE OF AIRCRAFT: MC-130

AIRCRAFT SERIAL NUMBER: 264

AIRLIFT UNIT: 1st SOS

DROP ZONE LOCATION: White Beach Water DZ, Okinawa Japan

DATE AND TIME OF AIRDROP: 1/22/2008

AIRCRAFT SPEED: 130 Knots

AIRCRAFT ALTITUDE: 3500

DROP ZONE ELEVATION: Sea Level

SURFACE WINDS: 5 Knots

VISIBILITY: unlimited

TYPE OF PARACHUTE: MC5-FF

OTHER TYPE OF PARACHUTE:

TYPE OF RESERVE: MC5

RESERVE FUNCTIONED PROPERLY: YES

MAIN PARACHUTE AGE: 13yrs

MAIN PARACHUTE PLACED IN SERVICE: Aug 95

MAIN PARACHUTE DATE OF MANUFACTURE: Jan 95

MAIN PARACHUTE REPACK DATE: 15 Jan 2007

MAIN PARACHUTE SERIAL NUMBER: SLX14101

MAIN PARACHUTE NUMBER OF JUMPS: 45

AUTOMATIC ACTIVATING DEVICE TYPE AND SETTING: no device

TYPE OF MALFUNCTION OR INCIDENT: CHOOSE ONE

TYPE OF MALFUNCTION OR INCIDENT SPECIFIED: slow opening

JUMPER HEIGHT AND WEIGHT: 71 inch, 175lbs.

JUMPER EQUIPMENT WEIGHT: 175

JUMPER EQUIPMENT WORN: Slick Jump

JUMPER POSITION: 1st pass/ 1st stick/ 4th jumper

NUMBER OF JUMPS JUMPER HAS: 55

RESULTING INJURY: none

DESCRIPTION OF SUSPECTED MALFUNCTION OR INCIDENT

INCURRED: Jumper exited the aircraft at 3500ft, once stabilized, he deployed his main parachute. Jumper noticed his chute was not fully inflated. Jumper pumped the brakes to try and get the chute to fully inflate. Unsuccessful, he cut away the main. Jumper deployed reserve parachute at approximately 2700ft. Jumper rejoined the stack and landed safely without further incident.

SUSPECTED CAUSE OF MALFUNCTION OR INCIDENT: Tangled suspension lines beneath slider may have prevented slider from fully deploying. Images are available by contacting 320th STS parachute shop via DSN number below in contact info.

SM statement –

1. I exited the aircraft as the fourth of five jumpers following a RAMZ package. The exit altitude was 3500' AGL. Upon exit I transitioned into a flat stable body position and commenced the pull sequence. Upon opening shock I realized that there was a problem in the canopy deployment. I surveyed the situation and found that the canopy was offering no lift capability. With rate of decent much faster than fellow jumpers and altitude unknown I made the decision to cut the main parachute away. I initiated the emergency procedures without flaw and rode the reserve into the desired impact point .

Malfunction Investigator - After I submitted the malfunction report, I sat down with our commander and DO, to further discuss the malfunction. We came to the conclusion that the entanglement was caused when the canopy was released, relieving the tension in the lines, causing the lines to snap back into its self. We believe the jumper experienced a slow opening, not a entanglement in the lines.

****2 photos to follow****

1 of 2 – view from slider down to risers



2 of 2 – view from slider on up to canopy



ID: -605896734

FROM: 10th SFG (A) Fort Carson Colorado

TYPE OF REPORT: Malfunction

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

UNIT BEING AIRLIFTED: 3rd BN 10th SFG (A)

DEPARTURE AIRFIELD: Eloy AZ

TYPE OF AIRCRAFT: CHOOSE ONE

OTHER TYPE OF AIRCRAFT: Sky Van

AIRCRAFT SERIAL NUMBER: NA

AIRLIFT UNIT: Sky adventure Eloy AZ

DROP ZONE LOCATION: Eloy AZ

DATE AND TIME OF AIRDROP: 1/16/2008

AIRCRAFT SPEED: 110 KIAS

AIRCRAFT ALTITUDE: 12,500 AGL

DROP ZONE ELEVATION: 1513 AGL

SURFACE WINDS: 3 kts

VISIBILITY: unlimited

TYPE OF PARACHUTE: MC4

OTHER TYPE OF PARACHUTE:

TYPE OF RESERVE: MC4

RESERVE FUNCTIONED PROPERLY: YES

MAIN PARACHUTE AGE: 5 years

MAIN PARACHUTE PLACED IN SERVICE: Sept 2006

MAIN PARACHUTE DATE OF MANUFACTURE: May 2003

MAIN PARACHUTE REPACK DATE:

MAIN PARACHUTE SERIAL NUMBER: 10552

MAIN PARACHUTE NUMBER OF JUMPS:

AUTOMATIC ACTIVATING DEVICE TYPE AND SETTING: 2750

TYPE OF MALFUNCTION OR INCIDENT: Hard Pull

TYPE OF MALFUNCTION OR INCIDENT SPECIFIED:

JUMPER HEIGHT AND WEIGHT: 72' 195 lbs

JUMPER EQUIPMENT WEIGHT: 65 lbs

JUMPER EQUIPMENT WORN: Combat equipment, 02 twin 53 bailout bottle

JUMPER POSITION: 1st pass/position 6 of 8

NUMBER OF JUMPS JUMPER HAS: 99

RESULTING INJURY: None

DESCRIPTION OF SUSPECTED MALFUNCTION OR INCIDENT INCURRED:

During a MFF level 1 train-up night operation SM exited at 12500 ft AGL with combat equipment and oxygen. At pull altitude jumper had a hard pull, when coming across with his left hand the rip-cord came out of the right hand, causing a floating rip-cord. Jumper traced down the cable housing group once. Not gaining control of the cable the jumper performed cut-away procedures. Landing on drop zone without further incident.

SUSPECTED CAUSE OF MALFUNCTION OR INCIDENT: Hard pull which caused jumper to loose control of rip-cord during actions to correct, floating rip-cord not being able to trace falling through opening altitude. Jumper performed emergency procedures and cut-away.

no photos

ID: -488746016

FROM: GSSC, GSB, 7th Special Forces Group (Airborne)

TYPE OF REPORT: Incident

TYPE OF LOSS: Class A -- Loss of 1 Million Dollars or More, FATALITY or Permanent Disability

UNIT BEING AIRLIFTED: C CO / 2ND BN / 7th Special Forces Group (Airborne)

DEPARTURE AIRFIELD: Launenburg, NC

TYPE OF AIRCRAFT: Casa 212

OTHER TYPE OF AIRCRAFT: N/A

AIRCRAFT SERIAL NUMBER: 178

AIRLIFT UNIT: USASOC Flight Detachment

DROP ZONE LOCATION: Launenburg DZ, Launenburg, NC

DATE AND TIME OF AIRDROP: 1/16/2008

AIRCRAFT SPEED: 80 Knots

AIRCRAFT ALTITUDE: 12,999' AGL

DROP ZONE ELEVATION: 200' AGL

SURFACE WINDS: 4-5 Knots

VISIBILITY: Unlimited

TYPE OF PARACHUTE: MC4

OTHER TYPE OF PARACHUTE: N/A

TYPE OF RESERVE: MC4

RESERVE FUNCTIONED PROPERLY: YES

MAIN PARACHUTE AGE: 6 yrs

MAIN PARACHUTE PLACED IN SERVICE: Sep 06

MAIN PARACHUTE DATE OF MANUFACTURE: May 02

MAIN PARACHUTE REPACK DATE: 16 Jan 08

MAIN PARACHUTE SERIAL NUMBER: 12197

MAIN PARACHUTE NUMBER OF JUMPS: 27

AUTOMATIC ACTIVATING DEVICE TYPE AND SETTING: 1500

TYPE OF MALFUNCTION OR INCIDENT: CHOOSE ONE

TYPE OF MALFUNCTION OR INCIDENT SPECIFIED: Low Altitude
Entanglement / Low Cut-Away

JUMPER HEIGHT AND WEIGHT: Unknown

JUMPER EQUIPMENT WEIGHT: 50 lbs

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

JUMPER POSITION: 1st Pass, 1st Stick, 4th Jumper

NUMBER OF JUMPS JUMPER HAS: Approx - 50

RESULTING INJURY: FATALITY

DESCRIPTION OF SUSPECTED MALFUNCTION OR INCIDENT

INCURRED: At approximately 1153 hrs on 16 Jan 2008, ODA 7234 exited the aircraft for HAHO Jump. Exit altitude was 12,999 and pull altitude was 12,500. All jumpers exited and deployed Main canopy without incident. Offset was approximately 11.2 kilometers. Descent was without incident until final leg of approach. At that time, the Soldier (parachutist #4) failed to maintain situational awareness. The Soldier made a radical turning movement into the downwind direction at approximately 140 feet against the established traffic pattern. The parachutist failed to follow the landing pattern established by the lowest jumper. Consequently, he collided with the lower jumper (parachutist #3), parachutist #4's main canopy became separated, and parachutist #4 fell to the ground from approximately 80-100 feet AGL. The reserve parachute pilot chute launched and all free-stows came out of reserve deployment bag. The two locking stows were observed still in at approximately 10 feet off of the ground and remained stowed at impact. The parachutist sustained fatal injuries.

SUSPECTED CAUSE OF MALFUNCTION OR INCIDENT: The HAHO jump was executed without incident until the referenced jumper made a radical turning movement into the downwind direction at approximately 140 feet against the

traffic pattern established by the lowest jumper who was properly landing into the wind. The jumper himself then collided with a lower jumpers canopy at about the mid torso level. Within approximately one second after the collision, the referenced (higher) jumpers' main canopy was cut-away. The reserve parachute started to deploy to the point where the free stows came out of the reserve deployment bag but the locking stows did not. After component by component inspection, the main canopy was in fact cut-away. It is believed that the jumper himself cut-away, however some evidence from Natick Soldier Center suggest that it was possible that when the jumper collided with the canopy, that the cut-away pillow might have caught on part of the canopy and/or suspension lines of the lower jumper and dislodged the cut-away pillow. The US Army Combat Readiness/Safety Center was notified to investigate this fatality. Those findings will be briefed and expanded upon at the MRB. Some of the equipment utilized during this jump was sent to US Army Research, Development and Engineering Command, Natick Soldier Center for evaluation. A report from them will be provided at the MRB as well.

****no photos****

ID: 206357681

FROM: 10th SFG (A) Ft. Carson, CO. 80902

TYPE OF REPORT: Malfunction

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

UNIT BEING AIRLIFTED: 2nd BN ODA 0224 10th SFG (A)

DEPARTURE AIRFIELD: Eloy AZ

TYPE OF AIRCRAFT: OTHER

OTHER TYPE OF AIRCRAFT:

AIRCRAFT SERIAL NUMBER: N28LH

AIRLIFT UNIT: SKY DIVE AZ

DROP ZONE LOCATION: Eloy DZ

DATE AND TIME OF AIRDROP: 3/8/2008

AIRCRAFT SPEED: 110

AIRCRAFT ALTITUDE: 16999

DROP ZONE ELEVATION: 1000

SURFACE WINDS: 3

VISIBILITY: unlimited

TYPE OF PARACHUTE: MC4

OTHER TYPE OF PARACHUTE:

TYPE OF RESERVE: MC4

RESERVE FUNCTIONED PROPERLY: YES

MAIN PARACHUTE AGE: 12

MAIN PARACHUTE PLACED IN SERVICE: Mar 97

MAIN PARACHUTE DATE OF MANUFACTURE: Jun 96

MAIN PARACHUTE REPACK DATE: 03/08/2008

MAIN PARACHUTE SERIAL NUMBER: 6744

MAIN PARACHUTE NUMBER OF JUMPS: 25

AUTOMATIC ACTIVATING DEVICE TYPE AND SETTING: 3000

TYPE OF MALFUNCTION OR INCIDENT: Pilot Chute Hesitation

TYPE OF MALFUNCTION OR INCIDENT SPECIFIED:

JUMPER HEIGHT AND WEIGHT: 5'10" 170lbs

JUMPER EQUIPMENT WEIGHT: 60lbs

JUMPER EQUIPMENT WORN: Slick

JUMPER POSITION: Number 4 in stick

NUMBER OF JUMPS JUMPER HAS: 107

RESULTING INJURY: none

DESCRIPTION OF SUSPECTED MALFUNCTION OR INCIDENT INCURRED:

The jumper exited the aircraft at 17,999 ft MSL and at approximately 4,000 ft AGL the jumper had his main parachute pin cleared. Jumper stated that he had checked over his right shoulder after pulling his ripcorp and did not see his pilot chute deploy so he checked again. After his second check the jumper's pilot chute still had not deploy so he started his cut away procedures. As the jumper was cutting away the main parachute began to deploy. The jumper continued with his cut away procedures as instructed in JM Brief and SAT.

SUSPECTED CAUSE OF MALFUNCTION OR INCIDENT: Jumper didn't check over his shoulder vigorously enough to clear his pilot chute out of the partial vacuum behind his body.

no photos

ID: 1205933789

FROM: 11th Quartermaster Company, Fort Bragg, NC 28310

TYPE OF REPORT: Incident

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

UNIT BEING AIRLIFTED: 14th ASOS

DEPARTURE AIRFIELD: Pope AFB, NC

TYPE OF AIRCRAFT: C-130

OTHER TYPE OF AIRCRAFT:

AIRCRAFT SERIAL NUMBER:

AIRLIFT UNIT:

DROP ZONE LOCATION: Sicily DZ Fort Bragg, NC

DATE AND TIME OF AIRDROP: 3/14/2008

AIRCRAFT SPEED: 120

AIRCRAFT ALTITUDE: 10000

DROP ZONE ELEVATION: 312 MSL

SURFACE WINDS: 17

VISIBILITY: unlimited

TYPE OF PARACHUTE: MC4

OTHER TYPE OF PARACHUTE:

TYPE OF RESERVE: MC4

RESERVE FUNCTIONED PROPERLY: YES

MAIN PARACHUTE AGE: 3yrs, 2 months

MAIN PARACHUTE PLACED IN SERVICE: Jan 06

MAIN PARACHUTE DATE OF MANUFACTURE: Jan 05

MAIN PARACHUTE REPACK DATE: 05 Dec 07

MAIN PARACHUTE SERIAL NUMBER: 197694

MAIN PARACHUTE NUMBER OF JUMPS: 12

AUTOMATIC ACTIVATING DEVICE TYPE AND SETTING: 2800

TYPE OF MALFUNCTION OR INCIDENT: CHOOSE ONE

TYPE OF MALFUNCTION OR INCIDENT SPECIFIED: Low pull, AR2 activated the reserve parachute

JUMPER HEIGHT AND WEIGHT: 68", 175lbs

JUMPER EQUIPMENT WEIGHT: n/a

JUMPER EQUIPMENT WORN: n/a

JUMPER POSITION: 1/1/4

NUMBER OF JUMPS JUMPER HAS: 9

RESULTING INJURY: No injury

DESCRIPTION OF SUSPECTED MALFUNCTION OR INCIDENT

INCURRED: Jumper stated when he exited his goggles were tight and they started to fog up. He attempted to pull his main ripcord but could not locate it due to his goggles being fogged up so he located his main ripcord on a second attempt by using the floating ripcord process. The jumper pulled his main at 3000 ft and main functioned properly. He then noticed a deflated reserve hanging at 1600 ft. He tried to pull in the reserve but it inflated, he immediately cut away his main and used the reserve to land. His AR2 was set at 2800.

SUSPECTED CAUSE OF MALFUNCTION OR INCIDENT: Jumper was in the activation range of the AR2 causing it to activate, causing a dual opening. The AR2 was tested again and fired within tolerance. Jumper should initiate pull sequence no later than 4000 ft AGL to prevent dual parachute deployments. Recommendation: Have jumpers complete emergency procedures drills more frequently and start pull activation no lower than 4000ft AGL.

no photos

ID: 56333018

FROM: 11th Quartermaster Company, Fort Bragg, NC 28310

TYPE OF REPORT: Incident

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

UNIT BEING AIRLIFTED: 14th ASOS

DEPARTURE AIRFIELD: Pope AFB, NC

TYPE OF AIRCRAFT: C-130

OTHER TYPE OF AIRCRAFT:

AIRCRAFT SERIAL NUMBER:

AIRLIFT UNIT:

DROP ZONE LOCATION: Sicily DZ Fort Bragg, NC

DATE AND TIME OF AIRDROP: 3/14/2008

AIRCRAFT SPEED: 120

AIRCRAFT ALTITUDE: 10000

DROP ZONE ELEVATION: 312 MSL

SURFACE WINDS: 17

VISIBILITY: unlimited

TYPE OF PARACHUTE: MC4

OTHER TYPE OF PARACHUTE:

TYPE OF RESERVE: MC4

RESERVE FUNCTIONED PROPERLY: YES

MAIN PARACHUTE AGE: 5yrs, 10 months

MAIN PARACHUTE PLACED IN SERVICE: Oct 05

MAIN PARACHUTE DATE OF MANUFACTURE: May 02

MAIN PARACHUTE REPACK DATE: 19 Nov 07

MAIN PARACHUTE SERIAL NUMBER: 9908

MAIN PARACHUTE NUMBER OF JUMPS: 20

AUTOMATIC ACTIVATING DEVICE TYPE AND SETTING: 2800

TYPE OF MALFUNCTION OR INCIDENT: CHOOSE ONE

TYPE OF MALFUNCTION OR INCIDENT SPECIFIED: Low pull, AR2 activated the reserve parachute

JUMPER HEIGHT AND WEIGHT: 72", 190lbs

JUMPER EQUIPMENT WEIGHT: n/a

JUMPER EQUIPMENT WORN: n/a

JUMPER POSITION: 1/1/1

NUMBER OF JUMPS JUMPER HAS: 23

RESULTING INJURY: No injury

DESCRIPTION OF SUSPECTED MALFUNCTION OR INCIDENT

INCURRED: Jumper stated he had a good exit and pulled his main at 3500 ft. As he checked his main parachute another jumper pointed out that his reserve deployment bag was exposed. The reserve started to inflate so he cut away the main parachute at approximately 1500 ft and landed safely with reserve. The AR2 was activated. Both canopies received a 100% TRI and no damage was found.

SUSPECTED CAUSE OF MALFUNCTION OR INCIDENT: Jumper fell within the activation altitude of the AR2 causing it to activate, causing a dual opening. AR2 was tested again and fired within tolerance. Jumper should start pull sequence prior to 4000 feet AGL to prevent falling into the AR2 window. Recommendation: Have jumpers complete emergency procedures drills more frequently and start pull activation no lower than 4000ft AGL.

no photos

ID: 1207075554

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

TYPE OF REPORT: Incident

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

UNIT BEING AIRLIFTED: ODA 7324, B/3/7TH SFG(A)

DEPARTURE AIRFIELD: ELOY, AZ

TYPE OF AIRCRAFT: OTHER

OTHER TYPE OF AIRCRAFT: SKYVAN SC-7

AIRCRAFT SERIAL NUMBER: 392H

AIRLIFT UNIT: SKYDIVE ARIZONA, CONTRACT AIRCRAFT

DROP ZONE LOCATION: ELOY, AZ

DATE AND TIME OF AIRDROP: 3/31/2008

AIRCRAFT SPEED: 120 KNOTS

AIRCRAFT ALTITUDE: 12,500' AGL

DROP ZONE ELEVATION: 1510' MSL

SURFACE WINDS: 5 KNOTS

VISIBILITY: LIMITED, NIGHT

TYPE OF PARACHUTE: MC4

OTHER TYPE OF PARACHUTE: N/A

TYPE OF RESERVE: MC4

RESERVE FUNCTIONED PROPERLY: YES

MAIN PARACHUTE AGE: 2 YRS 8 MONTHS

MAIN PARACHUTE PLACED IN SERVICE: OCT 05

MAIN PARACHUTE DATE OF MANUFACTURE: JUL 05

MAIN PARACHUTE REPACK DATE: 28 MAR 08

MAIN PARACHUTE SERIAL NUMBER: 19263

MAIN PARACHUTE NUMBER OF JUMPS: 25

AUTOMATIC ACTIVATING DEVICE TYPE AND SETTING: ZERO DOWN

TYPE OF MALFUNCTION OR INCIDENT: Stability Problem Specify

TYPE OF MALFUNCTION OR INCIDENT SPECIFIED: JUMPER UNSTABLE,
VIOLENT SPINNING/TUMBLING

JUMPER HEIGHT AND WEIGHT: 70" 185LBS

JUMPER EQUIPMENT WEIGHT: 48 LBS

JUMPER EQUIPMENT WORN: MC-4, Altimeter, Helmet, Goggles, Flight Suit,
PDB, TWIN-50

JUMPER POSITION: 1/1/2

NUMBER OF JUMPS JUMPER HAS: 62

RESULTING INJURY: NONE

DESCRIPTION OF SUSPECTED MALFUNCTION OR INCIDENT

INCURRED: JUMPER EXITED THE AICRCRAFT AND WAS UNABLE TO ACHIVE ANY SORT OF STABILITY. THE JUMPER STATED THAT HIS PDB SHIFTED AND HE COULD NOT CORRECT IT. THE JUMPER ATTEMPTED TO GAIN CONTROL UNTIL HE LOST HIS GENTEX HELMET AND DECIDED TO DEPLOY MAIN PARACHUTE AT APPROXIMATELY 8,000' AGL. THE JUMPER THEN DEPLOYED HIS MAIN PARACHUTE BUT HAD SEVERE LINE TWIST. JUMPER TRIED TO CLEAR TWIST BUT WAS UNABLE. JUMPER THEN PERFORMED CUT AWAY PROCEDURE AND THE RESERVE PARACHUTE DEPLOYED. THE JUMPER LANDED SAFELY ON THE DZ.

SUSPECTED CAUSE OF MALFUNCTION OR INCIDENT: THE JUMPER HAD SEVERE LINE TWIST OF THE MAIN CANOPY CAUSED BY DEPLOYING HIS MAIN PARACHUTE WHILE UNSTABLE.

no photos

ID: -1073977481

FROM: 1636 Regulus AV Va Beach VA 23461

TYPE OF REPORT: Incident

TYPE OF LOSS: Class A -- Loss of 1 Million Dollars or More, FATALITY or Permanent Disability

UNIT BEING AIRLIFTED: NA

DEPARTURE AIRFIELD: Pinal Air Park Marana AZ

TYPE OF AIRCRAFT: OTHER

OTHER TYPE OF AIRCRAFT: C-130

AIRCRAFT SERIAL NUMBER: UNKNOW

AIRLIFT UNIT: N/A

DROP ZONE LOCATION: Eloy Circular Eloy AZ MGRS 12S VB 46235 29838

DATE AND TIME OF AIRDROP: 3/13/2008

AIRCRAFT SPEED: 130 Knts

AIRCRAFT ALTITUDE: 16,700 ft

DROP ZONE ELEVATION: 1510

SURFACE WINDS: 0-3

VISIBILITY: Night Drop, Clear

TYPE OF PARACHUTE: NON-Standard Specify

OTHER TYPE OF PARACHUTE: MJN canopy main MS 360 Reserve TR 375

TYPE OF RESERVE: NON-Standard Specify

RESERVE FUNCTIONED PROPERLY: N/A

MAIN PARACHUTE AGE: 3 yrs

MAIN PARACHUTE PLACED IN SERVICE: April / 05

MAIN PARACHUTE DATE OF MANUFACTURE: Aug / 04

MAIN PARACHUTE REPACK DATE: Feb/ 11 /08

MAIN PARACHUTE SERIAL NUMBER: 000841

MAIN PARACHUTE NUMBER OF JUMPS: 150

AUTOMATIC ACTIVATING DEVICE TYPE AND SETTING: 942

TYPE OF MALFUNCTION OR INCIDENT: Stability Problem Specify

TYPE OF MALFUNCTION OR INCIDENT SPECIFIED: Main Riser Wraaped
Around Weapon / spinning malfunction

JUMPER HEIGHT AND WEIGHT: 5'9"/160

JUMPER EQUIPMENT WEIGHT: 220

JUMPER EQUIPMENT WORN: HAHO Combat Equipment O2 night jump

JUMPER POSITION: 22 of 24

NUMBER OF JUMPS JUMPER HAS: 300

RESULTING INJURY: Death

**DESCRIPTION OF SUSPECTED MALFUNCTION OR INCIDENT
INCURRED:** Investigation is on going

SUSPECTED CAUSE OF MALFUNCTION OR INCIDENT: instability at pull.

****no photos****

ID: 1206646531

FROM: B/ 2/ 1 SWTG (A), Yuma Proving Ground, Az

TYPE OF REPORT: Malfunction

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

UNIT BEING AIRLIFTED: Military Freefall School

DEPARTURE AIRFIELD: Laguna Army Airfield

TYPE OF AIRCRAFT: Casa 212

OTHER TYPE OF AIRCRAFT:

AIRCRAFT SERIAL NUMBER: 168

AIRLIFT UNIT: Sea-Air

DROP ZONE LOCATION: Phillips DZ/ Yuma Proving Grounds, Az

DATE AND TIME OF AIRDROP: 3/20/2008

AIRCRAFT SPEED: 120kts

AIRCRAFT ALTITUDE: 12,500 ft agl

DROP ZONE ELEVATION: 492' msl

SURFACE WINDS: 6 kts

VISIBILITY: unlimited

TYPE OF PARACHUTE: NON-Standard Specify

OTHER TYPE OF PARACHUTE:

TYPE OF RESERVE: NON-Standard Specify

RESERVE FUNCTIONED PROPERLY: YES

MAIN PARACHUTE AGE: 3 yrs 7 mo

MAIN PARACHUTE PLACED IN SERVICE: Aug 04

MAIN PARACHUTE DATE OF MANUFACTURE: Oct 03

MAIN PARACHUTE REPACK DATE: 03/20/2008

MAIN PARACHUTE SERIAL NUMBER: 1475

MAIN PARACHUTE NUMBER OF JUMPS: 500+

AUTOMATIC ACTIVATING DEVICE TYPE AND SETTING: 270 arrow up

TYPE OF MALFUNCTION OR INCIDENT: Broken Control Lines

TYPE OF MALFUNCTION OR INCIDENT SPECIFIED: Broken Control Line

JUMPER HEIGHT AND WEIGHT: 73"/ 210lbs.

JUMPER EQUIPMENT WEIGHT: 23 lbs

JUMPER EQUIPMENT WORN: Non-Standard Parachute

JUMPER POSITION: 1st Pass/ Last jumper out

NUMBER OF JUMPS JUMPER HAS: 200+

RESULTING INJURY: None

DESCRIPTION OF SUSPECTED MALFUNCTION OR INCIDENT

INCURRED: After a normal free fall jumper tracked away, came out of his track, waved off, and deployed his main parachute. Upon opening the jumper stated that he felt "the hardest opening shock ever" and that it felt like it opened harder on the right side than the left. He looked up to check his canopy and noticed that he had a broken line and one or two twists. He immediately decided to cut away and deploy his reserve parachute. Jumper landed on the DZ without further incident. After inspecting the main parachute the only notable damage was a broken right side control line just below the cascade.

SUSPECTED CAUSE OF MALFUNCTION OR INCIDENT: The suspected cause of this malfunction is that the jumper was still in his track during deployment of his main canopy. This caused a very hard opening, over loading the canopy on the right side, and causing the control line to break. The jumper stating that it felt like it opened harder on the right side is consistent with the fact that the right side control line broke.

no photos

ID: -104770053

FROM: PSC BOX 831, 82 ERQS, FPO AE 09363-9998

TYPE OF REPORT: Incident

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

UNIT BEING AIRLIFTED: 82nd ERQS

DEPARTURE AIRFIELD: Djibouti

TYPE OF AIRCRAFT: C-130

OTHER TYPE OF AIRCRAFT: NA

AIRCRAFT SERIAL NUMBER: 65-0973

AIRLIFT UNIT: 81 ERQS

DROP ZONE LOCATION: Golf DZ/Camp Lemonier, Djibouti Africa

DATE AND TIME OF AIRDROP: 3/29/2008

AIRCRAFT SPEED: 130

AIRCRAFT ALTITUDE: 17999ft

DROP ZONE ELEVATION: 10ft

SURFACE WINDS: 5kts

VISIBILITY: Unlimited

TYPE OF PARACHUTE: NON-Standard Specify

OTHER TYPE OF PARACHUTE: SOV-III

TYPE OF RESERVE: NON-Standard Specify

RESERVE FUNCTIONED PROPERLY: YES

MAIN PARACHUTE AGE: 5 Years

MAIN PARACHUTE PLACED IN SERVICE: Aug 2003

MAIN PARACHUTE DATE OF MANUFACTURE: Apr 2003

MAIN PARACHUTE REPACK DATE: 17 Mar 08

MAIN PARACHUTE SERIAL NUMBER: 000430

MAIN PARACHUTE NUMBER OF JUMPS: 20

AUTOMATIC ACTIVATING DEVICE TYPE AND SETTING: 1006

TYPE OF MALFUNCTION OR INCIDENT: Floating Rip Cord

TYPE OF MALFUNCTION OR INCIDENT SPECIFIED: Unable to locate main ripcord handle

JUMPER HEIGHT AND WEIGHT: 72" 225 lbs

JUMPER EQUIPMENT WEIGHT: 65lbs

JUMPER EQUIPMENT WORN: O2 Mask, Twin 53 Bottles, SOV III parachute

JUMPER POSITION: 3/1/5

NUMBER OF JUMPS JUMPER HAS: 200

RESULTING INJURY: NONE,

DESCRIPTION OF SUSPECTED MALFUNCTION OR INCIDENT

INCURRED: While performing a day MFF, O2 jump, I was unable to locate the ripcord handle at pull altitude. I tried once more to locate the ripcord, but still was uneventful. I then successfully initiated cut away procedures. There was no injury or loss of equipment.

SUSPECTED CAUSE OF MALFUNCTION OR INCIDENT: Suspected cause of malfunction was the inability to locate the ripcord housing while wearing O2. The reserve parachute performed properly as manufactured.

no photos

ID: 1326651884

FROM: 1636 Regulus Av VA Beach VA 23461

TYPE OF REPORT: Incident

TYPE OF LOSS: Class A -- Loss of 1 Million Dollars or More, FATALITY or Permanent Disability

UNIT BEING AIRLIFTED: N/A

DEPARTURE AIRFIELD: Pinal Air Park Marana AZ

TYPE OF AIRCRAFT: OTHER

OTHER TYPE OF AIRCRAFT: SKY VAN

AIRCRAFT SERIAL NUMBER: N/A

AIRLIFT UNIT: N/A

DROP ZONE LOCATION: Kodiak DZ N32 300.487 W111 20.136

DATE AND TIME OF AIRDROP: 3/6/2008

AIRCRAFT SPEED: 110

AIRCRAFT ALTITUDE: 12,500

DROP ZONE ELEVATION: 1875

SURFACE WINDS: 0

VISIBILITY: unlimited / clear

TYPE OF PARACHUTE: NON-Standard Specify

OTHER TYPE OF PARACHUTE: MTV3 / Main TP400 Reserve VR421

TYPE OF RESERVE: NON-Standard Specify

RESERVE FUNCTIONED PROPERLY: N/A

MAIN PARACHUTE AGE: 2 yrs

MAIN PARACHUTE PLACED IN SERVICE: Aug / 06

MAIN PARACHUTE DATE OF MANUFACTURE: Jun / 06

MAIN PARACHUTE REPACK DATE: Mar/05/2008

MAIN PARACHUTE SERIAL NUMBER: 000098

MAIN PARACHUTE NUMBER OF JUMPS: 28

AUTOMATIC ACTIVATING DEVICE TYPE AND SETTING: 0 down

TYPE OF MALFUNCTION OR INCIDENT: CHOOSE ONE

TYPE OF MALFUNCTION OR INCIDENT SPECIFIED: spinning malfunction
after opening

JUMPER HEIGHT AND WEIGHT: 5'8"/160

JUMPER EQUIPMENT WEIGHT: 645

JUMPER EQUIPMENT WORN: Bundle/MTTB Strong System

JUMPER POSITION: 2 of 2 bundle jumpers

NUMBER OF JUMPS JUMPER HAS: 300

RESULTING INJURY: Death

**DESCRIPTION OF SUSPECTED MALFUNCTION OR INCIDENT
INCURRED:** Investigation is on going.

SUSPECTED CAUSE OF MALFUNCTION OR INCIDENT: unknown

no photos

ID: 1207320051

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

TYPE OF REPORT: Malfunction

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

UNIT BEING AIRLIFTED: 1st MSOB

DEPARTURE AIRFIELD: Yuma

TYPE OF AIRCRAFT: C-130

OTHER TYPE OF AIRCRAFT: KC-130J

AIRCRAFT SERIAL NUMBER:

AIRLIFT UNIT: VMGR 352

DROP ZONE LOCATION: PHILLIPS DZ

DATE AND TIME OF AIRDROP: 2/28/2008

AIRCRAFT SPEED: 130

AIRCRAFT ALTITUDE: 20000

DROP ZONE ELEVATION: 488

SURFACE WINDS: 5

VISIBILITY: Unrestricted

TYPE OF PARACHUTE: NON-Standard Specify

OTHER TYPE OF PARACHUTE: MMPS SSD MP 360

TYPE OF RESERVE: NON-Standard Specify

RESERVE FUNCTIONED PROPERLY: YES

MAIN PARACHUTE AGE: 2 YRS

MAIN PARACHUTE PLACED IN SERVICE: 11/2007

MAIN PARACHUTE DATE OF MANUFACTURE: 03/2007

MAIN PARACHUTE REPACK DATE: 02/28/08

MAIN PARACHUTE SERIAL NUMBER: MP360 00427

MAIN PARACHUTE NUMBER OF JUMPS: 3

AUTOMATIC ACTIVATING DEVICE TYPE AND SETTING: 998

TYPE OF MALFUNCTION OR INCIDENT: Hung Slider

TYPE OF MALFUNCTION OR INCIDENT SPECIFIED: Hung Slider

JUMPER HEIGHT AND WEIGHT: 70/200

JUMPER EQUIPMENT WEIGHT: 80

JUMPER EQUIPMENT WORN: Ruck

JUMPER POSITION: 1/1/2

NUMBER OF JUMPS JUMPER HAS: 91

RESULTING INJURY: , .

DESCRIPTION OF SUSPECTED MALFUNCTION OR INCIDENT

INCURRED: SNM WAS PERFORMING A 20,000 FT HAHO NIGHT CE JUMP WITH A SELF SET DROGUE CONFIGURED MMPS. HE CONDUCTED A DIVE EXIT FROM THE RAMP, SUCCESSFULLY SET DROGUE AND RELEASED DROGUE. ONCE UNDER CANOPY HE REALIZED HE HAD A HUNG SLIDER. HE PULLED DOWN ON THE REAR RISERS TO TRY AND BRING THE SLIDER DOWN AND NOTHING HAPPENED. HE THEN UNSTOWED HIS BRAKES AND BROUGHT THEM DOWN TO THE FULL BRAKE POSITION. AT THIS TIME HIS CANOPY WENT INTO A LEFT HAND TURN. ONCE HE RETURNED THE TOGGLES TO THE FULL UP POSITION THE SPINNING OF THE CANOPY INCREASED. HE TRIED TO COUNTER THE SPIN BUT WAS UNABLE TO CONTROL IT. HE ONCE AGAIN BROUGHT THE BRAKES TO THE FULL POSITION , BUT THE SLIDER STILL REMAINED UP. SNM CHECKED HIS ALTIMETER AND DETERMINED THAT HE WAS AT 17,000 FT. HE THEN PERFORMED EMERGENCY PROCEDURES AND CUT AWAY HIS MAIN AND DEPLOYED HIS RESERVE. THE RESERVE PARACHUTE ACTIVATED PROPERLY AND SNM WAS ABLE TO LAND SAFELY. THIS CANOPY WAS LOST AT ALTITUDE AND WAS NOT RECOVERED, THEREFORE, IT CANNOT BE DETERMINED WHAT CAUSED THE SLIDER TO BECOME HUNG AND THE ISSUE WITH THE LEFT HAND TURN.

SUSPECTED CAUSE OF MALFUNCTION OR INCIDENT: SNM SHOULD HAVE IMMEDIATELY RELEASED BOTH BRAKES IN AN ATTEMPT TO CORRECT THE HUNG SLIDER, AND IN HIS STATEMENT HE ATTEMPTED TO INITIALLY CORRECT THE PROBLEM BY PULLING DOWN ON THE REAR RISERS. SNM HAS BEEN BRIEFED ON THE IMPORTANCE OF CONDUCTING THE PROPER POST OPENING PROCEDURES AND EMERGENCY PROCEDURES FOR A HUNG SLIDER. AT THIS TIME, THERE ARE NO CONCERNS WITH THE OPERATIONS AND FUNCTIONS OF THE EQUIPMENT. JUMPMASTERS WILL BE INSTRUCTED TO REINFORCE THEIR BRIEFS IN REGARDS TO POST OPENING PROCEDURES AND EMERGENCY PROCEDURES AND ENSURING THAT ALL PARACHUTISTS UNDERSTAND THE CORRECT PROCEDURES TO HANDLE EMERGENCIES WITH THE MULTI-MISSION PARACHUTE SYSTEM.

****no photos****

CDS 1748s

ID: 1981201387

FROM: 618 Cruz Ave, Hurlburt Field, FL 32544

TYPE OF REPORT: Incident

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

AIRDROP LOAD MALFUNCTION CATEGORY: Deployment Recovery Phase

UNIT BEING AIRLIFTED: 9 SOS

DEPARTURE AIRFIELD: Eglin AFB, FL

TYPE OF AIRCRAFT: C-130

OTHER TYPE OF AIRCRAFT:

AIRCRAFT SERIAL NUMBER: 60217

AIRLIFT UNIT: 9 SOS

DROP ZONE LOCATION: Pino DZ

DATE AND TIME OF AIRDROP: 12/4/2007

AIRCRAFT SPEED: 140

AIRCRAFT ALTITUDE: 650

DROP ZONE ELEVATION: 850

SURFACE WINDS: calm

VISIBILITY: unrestricted

TYPE OF PARACHUTE: 26 HV

NUMBER OF PARACHUTES: 2

OTHER TYPE OF PARACHUTE SPECIFIED:

TYPE OF EXTRACTION PARACHUTE: CHOOSE ONE

NUMBER OF EXTRACTION PARACHUTES: Choose One

OTHER TYPE OF EXTRACTION PARACHUTE:

CARGO PARACHUTE AGE: 13 yrs/ 13 yrs

CARGO PARACHUTE PLACED IN SERVICE: 67/59

CARGO PARACHUTE DATE OF MANUFACTURE: 1994/1994

CARGO PARACHUTE REPACK DATE: 5 Mar 07/ 27 Mar 07

TYPE OF AIRDROP LOAD: CDS training bundles

AIRDROP LOAD TOTAL RIGGED WEIGHT: 1810

RIGGED IAW: 13C7-1-11

AERIAL DELIVERY SYSTEM USED: CDS

TYPE OF PLATFORM: SKID BOARD

SIZE OF PLATFORM: 48 x 48

POSITION OF LOAD IN AIRCRAFT: 660

NUMBER OF LOCK AND SETTING:

DESCRIPTION OF SUSPECTED MALFUNCTION OR INCIDENT: CDS bundles were made up of four plastic 55 gallon drums. When the first bundle impacted the DZ, it landed inverted and blew out the drums. The weight of the two bundles being drug down also caused the second bundle to land hard, and two out of the four barrels to blow out. The parachute that was tangle on the seconde bundle was ripped all the way up one side.

SUSPECTED CAUSE OF MALFUNCTION OR INCIDENT: Cargo Parachute from the first bundle to exit aircraft became entangled in the second bundle as the parachutes were deploying. The parachute on the second bundle deployed and the two bundles crashed into the DZ.

no photos

ID: 1200546176

FROM: 353 SOG Kadena AB Japan

TYPE OF REPORT: Malfunction

TYPE OF LOSS: Class N/A -- None

AIRDROP LOAD MALFUNCTION CATEGORY: Extraction Phase

UNIT BEING AIRLIFTED: 13 ROK BDE

DEPARTURE AIRFIELD: Osan AB

TYPE OF AIRCRAFT: C-130

OTHER TYPE OF AIRCRAFT:

AIRCRAFT SERIAL NUMBER: 88-0264

AIRLIFT UNIT: 1st SOS

DROP ZONE LOCATION: Kumma DZ

DATE AND TIME OF AIRDROP: 1/14/2008

AIRCRAFT SPEED: 230 GS

AIRCRAFT ALTITUDE: 500

DROP ZONE ELEVATION: 145

SURFACE WINDS: 355@9

VISIBILITY: Clear/>7mi

TYPE OF PARACHUTE: CHOOSE ONE

NUMBER OF PARACHUTES: 1

OTHER TYPE OF PARACHUTE SPECIFIED: 22' ring slot

TYPE OF EXTRACTION PARACHUTE: CHOOSE ONE

NUMBER OF EXTRACTION PARACHUTES: Choose One

CARGO PARACHUTE AGE: N/A

CARGO PARACHUTE PLACED IN SERVICE: N/A

CARGO PARACHUTE DATE OF MANUFACTURE: N/A

CARGO PARACHUTE REPACK DATE: N/A

TYPE OF AIRDROP LOAD: HSLLADS

AIRDROP LOAD TOTAL RIGGED WEIGHT: 420 lbs

RIGGED IAW: 13C7-51-21

OTHER AERIAL DELIVERY SYSTEM USED SPECIFIED: HSLLADS

TYPE OF PLATFORM: SKID BOARD

SIZE OF PLATFORM: 42" X 24" X 3/4"

POSITION OF LOAD IN AIRCRAFT: FS 715

DESCRIPTION OF SUSPECTED MALFUNCTION OR INCIDENT: The HSLLADS bundle released normally at Green Light. When the aft edge of the skid board reached the ramp hinge, it tilted down enough to impact the forward edge of the ramp roller conveyors. This caused the bundle to tip over onto the ramp and the sling went over the top of the bundle and the load failed to exit. The loadmasters initiated the malfunction checklist and the aircraft returned to its deployed location without incident.

SUSPECTED CAUSE OF MALFUNCTION OR INCIDENT: Upon tearing down the bundle, a layer of sandbags were found to be resting directly on the A-21 cargo cover instead of a layer of honey comb. This made the vertical CG abnormally low so that the belly band was approximately 6" above the vertical CG of the bundle, the bundle was loaded with the 24" dimension as the length. The combination of these two factors caused the bundle to tip aft when the skid board cleared the last roller on the cargo floor and impact the first roller on the cargo ramp below the horizontal centerline. This caused the bundle to tip over and the sling to ride over the top of the bundle. **RECOMMENDATIONS:** Recommend minimum skid board dimensions be published in 13C7-51-21. Further, recommend that guidance be published to mandate that the longest dimension be positioned as the length.

****no photos****

ID: 1523097888

FROM: CCo SPT BN 1st SWTG (A)

TYPE OF REPORT: Malfunction

TYPE OF LOSS: Class N/A -- None

AIRDROP LOAD MALFUNCTION CATEGORY: Choose One

UNIT BEING AIRLIFTED: B Co 1/1 SWTG (A)

DEPARTURE AIRFIELD: Mackall Army Airfield

TYPE OF AIRCRAFT: OTHER

OTHER TYPE OF AIRCRAFT: Casa 212

AIRCRAFT SERIAL NUMBER: 178

AIRLIFT UNIT: USASOC Flight Detachment

DROP ZONE LOCATION: Rhine Luzon

DATE AND TIME OF AIRDROP: 1/14/2008

AIRCRAFT SPEED: 110 KTS

AIRCRAFT ALTITUDE: 500

DROP ZONE ELEVATION: 360

SURFACE WINDS: 7KTS

VISIBILITY: 1000

TYPE OF PARACHUTE: G-14

NUMBER OF PARACHUTES: 1

OTHER TYPE OF PARACHUTE SPECIFIED:

TYPE OF EXTRACTION PARACHUTE: CHOOSE ONE

NUMBER OF EXTRACTION PARACHUTES: Choose One

OTHER TYPE OF EXTRACTION PARACHUTE:

CARGO PARACHUTE AGE: 24

CARGO PARACHUTE PLACED IN SERVICE:

CARGO PARACHUTE DATE OF MANUFACTURE: DEC 1984

CARGO PARACHUTE REPACK DATE: 10/29/2007

TYPE OF AIRDROP LOAD: A 21

AIRDROP LOAD TOTAL RIGGED WEIGHT: 200 LBS

RIGGED IAW: FM 10-500-3

AERIAL DELIVERY SYSTEM USED: LOW VELOCITY

OTHER AERIAL DELIVERY SYSTEM USED SPECIFIED:

TYPE OF PLATFORM: Choose One

SIZE OF PLATFORM:

EXTRACTION FORCE TRANSFER COUPLER CABLE SIZE: Choose One

POSITION OF LOAD IN AIRCRAFT: 2

NUMBER OF LOCK AND SETTING:

DESCRIPTION OF SUSPECTED MALFUNCTION OR INCIDENT: When the Jumpmaster hooked the G13 clevis up to the anchor line cable he failed to bend the cotter pin, therefore when the load was pushed from the aircraft the G13 clevis detached from the static line and the anchor line cable landing up near the pilots, this caused the G14 cargo parachute to not deploy. Upon impact the A 21 cargo bag was slightly damaged along with the cargo which was MRE's.

SUSPECTED CAUSE OF MALFUNCTION OR INCIDENT: After TRI the suspected cause of the malfunction is that the G13 clevis was improperly attached to the anchor line cable, cotter pin was not bent.

****no photos****

ID: 1202579402

FROM: 4/647th Quartermaster

TYPE OF REPORT: Malfunction

TYPE OF LOSS: Class N/A -- None

AIRDROP LOAD MALFUNCTION CATEGORY: Extraction Phase

UNIT BEING AIRLIFTED: 4/647th Quartermaster

DEPARTURE AIRFIELD: Fort Campbell Army Air Field

TYPE OF AIRCRAFT: OTHER

OTHER TYPE OF AIRCRAFT: C-23B SHERPA

AIRCRAFT SERIAL NUMBER: 81865 FL

AIRLIFT UNIT: CO H DET 1 AVN 171

DROP ZONE LOCATION: CORREGIDOR DROP ZONE

DATE AND TIME OF AIRDROP: 2/9/2008

AIRCRAFT SPEED: 105 KNOTS

AIRCRAFT ALTITUDE: 500 FT AGL

DROP ZONE ELEVATION: 580 FT SEA LEVEL

SURFACE WINDS: 4-5 KNOTS

VISIBILITY: UNLIMITED

TYPE OF PARACHUTE: G-14

NUMBER OF PARACHUTES: 1

OTHER TYPE OF PARACHUTE SPECIFIED:

TYPE OF EXTRACTION PARACHUTE: CHOOSE ONE

NUMBER OF EXTRACTION PARACHUTES: N/A

OTHER TYPE OF EXTRACTION PARACHUTE:

CARGO PARACHUTE AGE: 35 YEARS

CARGO PARACHUTE PLACED IN SERVICE: NEW BOOK

CARGO PARACHUTE DATE OF MANUFACTURE: JAN 1973

CARGO PARACHUTE REPACK DATE: 02/05/2008

TYPE OF AIRDROP LOAD: DOOR BUNDLE

AIRDROP LOAD TOTAL RIGGED WEIGHT: 240 LBS

RIGGED IAW: FM 4-20.103

AERIAL DELIVERY SYSTEM USED: CHOOSE ONE

OTHER AERIAL DELIVERY SYSTEM USED SPECIFIED: 3 EA A7A STRAP LOAD

TYPE OF PLATFORM: SKID BOARD

SIZE OF PLATFORM: 42 BY 34 INCHES

POSITION OF LOAD IN AIRCRAFT: STARBOARD SIDE

NUMBER OF LOCK AND SETTING: N/A

DESCRIPTION OF SUSPECTED MALFUNCTION OR INCIDENT: LOAD WAS RIGGED FOR A BREAKAWAY AND THE GUTTED 550 BROKE AWAY BEFORE THE 1/4 IN COTTON WEBBING.

SUSPECTED CAUSE OF MALFUNCTION OR INCIDENT: DURING THE DEPLOYMENT AND EXTRACTION PHASE, THE GUTTED 550 ALLOWED FOR THE STATIC LINE TO ELONGATE AS WELL AS HAVE A NORMAL TIP OFF FROM THE RAMP, THIS OCCURED AFTER THE GRAVITY DEPLOYMENT WAS EN-PLACED. THE LOAD WAS RIGGED FOR A BREAKAWAY AND THE GUTTED 550 BROKE AWAY BEFORE THE 1/4 IN COTTON WEBBING. SUSPECTED CAUSE OF MALFUNCTION COULD BE THAT THE STATIC LINE CAUGHT OR WRAPPED ON THE LOAD CAUSING THE GUTTED (550) TYPE III NYLON TO BREAK BEFORE THE (QUARTER INCH COTTON WEBBING) PACK CLOSING TIE BROKE. THE G-14 WAS PACKED IAW TM 10-1670-282-23&P AND THE A-7A (3 STRAP LOAD) WAS RIGGED IAW FM 4.20-103.

****4 photos to follow****

1 of 4 – the door bundle bounce\



2 of 4 – bottom of door bundle



3 of 4 – side of door bundle



4 of 4 – top of door bundle



1748-2 Equipment Report

ID: -533330875

FROM: 380 CMSgt Williams Drive

TYPE OF REPORT: Incident

TYPE OF LOSS: Class N/A -- None

AIRDROP LOAD MALFUNCTION CATEGORY: Extraction Phase

UNIT BEING AIRLIFTED: 314 LRS

DEPARTURE AIRFIELD: KLRF

TYPE OF AIRCRAFT: C-130

OTHER TYPE OF AIRCRAFT:

AIRCRAFT SERIAL NUMBER: 93-1039

AIRLIFT UNIT: 61 AS

DROP ZONE LOCATION: Blackjack DZ

DATE AND TIME OF AIRDROP: 2/26/2008

AIRCRAFT SPEED: 140 KIAS

AIRCRAFT ALTITUDE: 550

DROP ZONE ELEVATION: 372

SURFACE WINDS: 7

VISIBILITY: Unlimited

TYPE OF PARACHUTE: CHOOSE ONE

NUMBER OF PARACHUTES: 1

OTHER TYPE OF PARACHUTE SPECIFIED: 68in pilot parachute

TYPE OF EXTRACTION PARACHUTE: CHOOSE ONE

NUMBER OF EXTRACTION PARACHUTES: Choose One

OTHER TYPE OF EXTRACTION PARACHUTE: N/A

CARGO PARACHUTE AGE: N/A

CARGO PARACHUTE PLACED IN SERVICE: N/A

CARGO PARACHUTE DATE OF MANUFACTURE: N/A

CARGO PARACHUTE REPACK DATE: 1 Feb '08

TYPE OF AIRDROP LOAD: SATB (Simulating Heavy Equipment)

AIRDROP LOAD TOTAL RIGGED WEIGHT: 15lbs

RIGGED IAW: FM 4-20.103/TO 13C7-1-11

AERIAL DELIVERY SYSTEM USED: LOW VELOCITY

OTHER AERIAL DELIVERY SYSTEM USED SPECIFIED:

TYPE OF PLATFORM: Choose One

SIZE OF PLATFORM: N/A

EXTRACTION FORCE TRANSFER COUPLER CABLE SIZE: Choose One

POSITION OF LOAD IN AIRCRAFT: Hanging in the bomb rack.

NUMBER OF LOCK AND SETTING: N/A

DESCRIPTION OF SUSPECTED MALFUNCTION OR INCIDENT: 15 pound SATB was in the rigged in the bomb rack to simulate a heavy equipment airdrop. At "Green Light," the co-pilot actuated the electronic release mechanism and the SATB was released from the bomb rack. As it was released, the SATB swung into the slipstream, did approximately two flips, then came back into the aircraft. It came to rest on the edge of the ramp. The loadmaster called a malfunction and initiated the appropriate checklists. He removed the SATB from the edge of the ramp to preclude it from exiting after "Red Light." The crew landed and contacted Tactics, through the SOF. The loadmaster derigged the SATB prior to Tactics' arrival at the aircraft.

SUSPECTED CAUSE OF MALFUNCTION OR INCIDENT: Since the SATB had already been derigged, Tactics took the loadmaster out to the aircraft. The loadmaster rigged the bundle as it was immediately after the malfunction was

called. The Tactics observed the loadmaster connect the G-14 clevis and locking carabineer to the 25D tiedown ring and not 26D, as per TO 1C-130E(H)-1, page 8-81, step 3. When asked about this, the loadmaster conceded that he may have connected the G-14/locking carabineer to 25D and not 26D. If it hadn't been for the loadmaster's honesty, Tactics would not have been able to determine the cause of the incident. AFI 11-2C-130V3, paragraph 19.36, states, in part: "NOTE: In the event of a malfunction, incident, or off-DZ drop, do not de-rig, handle or move items unless required for safety of flight. Any follow-on investigation will benefit from seeing the items in the position or state they were in at the time of the event." This was not followed by the loadmaster.

****no photos****

ID: 1199822230

FROM: 437 AW Charleston AFB, SC 29404

TYPE OF REPORT: Malfunction

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

AIRDROP LOAD MALFUNCTION CATEGORY: Deployment Recovery Phase

UNIT BEING AIRLIFTED: 437 AW

DEPARTURE AIRFIELD: Charleston AFB, SC

TYPE OF AIRCRAFT: C-17

OTHER TYPE OF AIRCRAFT:

AIRCRAFT SERIAL NUMBER: 970041

AIRLIFT UNIT: 14TH AIRLIFT SQDN

DROP ZONE LOCATION: NORTH AUX FIELD, SC/SWAMP FOX DZ

DATE AND TIME OF AIRDROP: 1/8/2008

AIRCRAFT SPEED: 145

AIRCRAFT ALTITUDE: 571

DROP ZONE ELEVATION: 272/315

SURFACE WINDS: CALM

VISIBILITY: UN REST

TYPE OF PARACHUTE: G-12E

NUMBER OF PARACHUTES: 2

OTHER TYPE OF PARACHUTE SPECIFIED:

TYPE OF EXTRACTION PARACHUTE: 15 FT Extraction

NUMBER OF EXTRACTION PARACHUTES: Single

OTHER TYPE OF EXTRACTION PARACHUTE:

CARGO PARACHUTE AGE:

CARGO PARACHUTE PLACED IN SERVICE:

CARGO PARACHUTE DATE OF MANUFACTURE:

CARGO PARACHUTE REPACK DATE:

TYPE OF AIRDROP LOAD: HEAVY

AIRDROP LOAD TOTAL RIGGED WEIGHT: 3080

RIGGED IAW: 13C7-1-8

AERIAL DELIVERY SYSTEM USED: LOW VELOCITY

OTHER AERIAL DELIVERY SYSTEM USED SPECIFIED:

TYPE OF PLATFORM: TYPE V

SIZE OF PLATFORM: 8 FT

EXTRACTION FORCE TRANSFER COUPLER CABLE SIZE: 12 FT

POSITION OF LOAD IN AIRCRAFT: 1 OF 2

NUMBER OF LOCK AND SETTING: 2/1500

DESCRIPTION OF SUSPECTED MALFUNCTION OR INCIDENT: This was a local SOP NVG Airdrop, Platform exited the A/C as advertised, During the deployment phase, The M-1 timer released early causing both G-12E parachutes to release from the platform prematurely onto the drop zone, 100 yds short of the PI.

SUSPECTED CAUSE OF MALFUNCTION OR INCIDENT: After inspection of said M-1 release it was determined there was an internal malfunction with timing gears and springs.

****no photos****

ID: 1202233133

FROM: 647 th QM Co Fort Bargg, NC 28310

TYPE OF REPORT: Malfunction

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

AIRDROP LOAD MALFUNCTION CATEGORY: Deployment Recovery Phase

UNIT BEING AIRLIFTED: 27th ENG, Fort Bragg, NC

DEPARTURE AIRFIELD: Pope AFB, NC

TYPE OF AIRCRAFT: C-17

OTHER TYPE OF AIRCRAFT: NO

AIRCRAFT SERIAL NUMBER: N/A

AIRLIFT UNIT: 437 AW

DROP ZONE LOCATION: SICILY DZ

DATE AND TIME OF AIRDROP: 1/29/2008

AIRCRAFT SPEED: 130-135 Knots

AIRCRAFT ALTITUDE: 1500 FT

DROP ZONE ELEVATION: 328 FT/MSL

SURFACE WINDS: 11/12 Knots

VISIBILITY: UNLIMITED

TYPE OF PARACHUTE: G-11C

NUMBER OF PARACHUTES: 8

OTHER TYPE OF PARACHUTE SPECIFIED: NO

TYPE OF EXTRACTION PARACHUTE: 28 FT Extraction

NUMBER OF EXTRACTION PARACHUTES: Double

OTHER TYPE OF EXTRACTION PARACHUTE: 15' Drogue

CARGO PARACHUTE AGE: 21 Years

CARGO PARACHUTE PLACED IN SERVICE: N/A

CARGO PARACHUTE DATE OF MANUFACTURE: DEC 87

CARGO PARACHUTE REPACK DATE: 21 AUG 2007

TYPE OF AIRDROP LOAD: DEUCE

AIRDROP LOAD TOTAL RIGGED WEIGHT: 40,600 LBS

RIGGED IAW: FM 4-20.121

AERIAL DELIVERY SYSTEM USED: LOW VELOCITY

OTHER AERIAL DELIVERY SYSTEM USED SPECIFIED: SEQUENTIAL PROCEDURES

TYPE OF PLATFORM: TYPE V

SIZE OF PLATFORM: 24FT

EXTRACTION FORCE TRANSFER COUPLER CABLE SIZE: 20 FT

POSITION OF LOAD IN AIRCRAFT: POS 2, CHALK 4

NUMBER OF LOCK AND SETTING: 15-20 2800

DESCRIPTION OF SUSPECTED MALFUNCTION OR INCIDENT: The airborne operation consisted of 5 C-17 aircrafts dropping eight Type V platforms. Aircraft # 4 airdropped a DEUCE followed by a 95oB in a sequential. When the DEUCE exited the aircraft, it went through the extraction phase and during the deployment phase, three of the eight parachutes were partially inflated. The parachutes were fully elongated and sparks started coming from one of the parachutes. One G-11 separated from the load shortly after the sparks were noticed. The load continued its remaining decent with five fully inflated canopies. The DEUCE landed on its right side. The parachute release assembly worked as designed. During the initial on site investigation, it was discovered that the DUECE was leaking fuel and oil. The fender and catwalk was also damaged. The M-2 release was inspected and the parachutes had released properly. All eight G-11 parachutes were approximately 100 to 150 meters from the load away from the direction of the wind in the tree line. The impact site was on a slight decline approximately of 10-15% grade. Drop altitude was 1500 feet AGL. The load

landed approximately 500 meters from the Point of Impact. Winds were 11-12 Knots, after the loads were in the air, the wind speed increased 15 to 18 knots. The G-11 that separated from the load was recovered. The large clevis attached to the risers was missing; the riser extension and the clevis showed signs of extreme stress and the nut would not unscrew. The riser extension was found at the impact site with clear signs of friction burns and tears. A second parachute was found with serious damage to the canopy and several suspension lines. Several other parachutes were found with damage to the risers and suspension lines.

SUSPECTED CAUSE OF MALFUNCTION OR INCIDENT: Possible slack in the riser extension. This caused the clevis to pull unevenly on the riser extension during deployment. When this occurred, the bolt and the nut on the clevis started to spin. The nut at some point quit spinning and started tightening on the bolt. The bolt kept spinning to the point that the gap of the clevis was reduced. The bolt was tightened to about 1/4 of an inch tighter than normal. The bolt finally quit spinning and dug into the hole in the arm of the clevis that the bolt is routed through. This caused the sparks that we saw and captured on video tape. The threads on the bolt were worn smooth and the inside of the clevis started to burr. The riser extension was partially cut on the threads and the burrs. When the riser extension was cut, the remainder of the riser extension gave way and started pulling through the clevis. Once the riser was clear, the parachute drifted away from the load and landed by itself, partially deployed. The riser extension, still attached to the M-2 release, was hitting the other parachutes causing two of the remaining seven canopies to receive damage. On one of the parachutes found, the entire group of suspension lines was burned just above the connector link on the riser. Further investigation identified that the commonly used bolt used on the clevis is not the appropriate bolt according to Natick. The bolt was the same diameter and width, but had threads going half way up the shaft bolt. These threads dug into the inside walls of the clevis causing it to burr.

****photos and video to be brought to the MRB****

ID: -1553820931

FROM: 198 2nd AVE Dyess AFB Texas

TYPE OF REPORT: Malfunction

TYPE OF LOSS: Class N/A -- None

AIRDROP LOAD MALFUNCTION CATEGORY: Extraction Phase

UNIT BEING AIRLIFTED: 317AG

DEPARTURE AIRFIELD: Dyess AFB

TYPE OF AIRCRAFT: C-130

OTHER TYPE OF AIRCRAFT:

AIRCRAFT SERIAL NUMBER: 74-1687

AIRLIFT UNIT: 317AG

DROP ZONE LOCATION: Rapido DZ Fort Hood Texas

DATE AND TIME OF AIRDROP: 2/6/2008

AIRCRAFT SPEED: 140 knots

AIRCRAFT ALTITUDE: 1000

DROP ZONE ELEVATION: 991

SURFACE WINDS: 330/5

VISIBILITY: unlimited

TYPE OF PARACHUTE: G-12E

NUMBER OF PARACHUTES: 2

OTHER TYPE OF PARACHUTE SPECIFIED:

TYPE OF EXTRACTION PARACHUTE: 15 FT Extraction

NUMBER OF EXTRACTION PARACHUTES: Single

OTHER TYPE OF EXTRACTION PARACHUTE: March 06 in service

CARGO PARACHUTE AGE: Not Applicable

CARGO PARACHUTE PLACED IN SERVICE: Not Applicable

CARGO PARACHUTE DATE OF MANUFACTURE: Not Applicable

CARGO PARACHUTE REPACK DATE: Not Applicable

TYPE OF AIRDROP LOAD: HE unilateral training load

AIRDROP LOAD TOTAL RIGGED WEIGHT: 2615 LBS

RIGGED IAW: 13C7-1-8

AERIAL DELIVERY SYSTEM USED: LOW VELOCITY

OTHER AERIAL DELIVERY SYSTEM USED SPECIFIED:

TYPE OF PLATFORM: TYPE V

SIZE OF PLATFORM: 8 FT

EXTRACTION FORCE TRANSFER COUPLER CABLE SIZE: 12 FT

POSITION OF LOAD IN AIRCRAFT: Flight station 590

NUMBER OF LOCK AND SETTING: Lock #9 set at 2.50

DESCRIPTION OF SUSPECTED MALFUNCTION OR INCIDENT: Navigator called "Green Light", co-pilot turned on the green light and pressed the chute release button. Aircraft system released the extraction chute into the slip stream, extraction line elongated properly; link tie and deployment bag closing ties broke. The suspension lines elongated and the internal bag center tie broke. The extraction parachute canopy elongated, but failed to inflate. The Extraction Chute failed to open. The Aircrew initiated their Emergency Procedures: Cutting the extraction line just aft of the attachment point. The Extraction Chute was recovered intact and returned to the rigging hanger for inspection.

SUSPECTED CAUSE OF MALFUNCTION OR INCIDENT: Determined an Air Channel was not attained, causing the Extraction Parachute to remain deflated. It was determined the Extraction Parachute was improperly packed between the Flat Fold (fig 15), Long Fold (fig 16), and S-Folded (fig 22) were improperly performed on the rigging table. Side-Note: Extraction parachute had signs of friction burns on two gores along the skirt. Corrective Action: Parachute

riggers were retrained in the proper packing procedures identified in T.O.13C5-26-2/F.M.10-1670-278-23&P.

****no photos****

ID: 403969748

FROM: 374th Operations Support Squadron, Yokota AB Japan.

TYPE OF REPORT: Malfunction

TYPE OF LOSS: Class N/A -- None

AIRDROP LOAD MALFUNCTION CATEGORY: Extraction Phase

UNIT BEING AIRLIFTED: 374 LRS/CME

DEPARTURE AIRFIELD: Clark AB, Philippines

TYPE OF AIRCRAFT: C-130

OTHER TYPE OF AIRCRAFT:

AIRCRAFT SERIAL NUMBER: 74-1692

AIRLIFT UNIT: 36 EAS

DROP ZONE LOCATION: Clark Expo DZ

DATE AND TIME OF AIRDROP: 2/20/2008

AIRCRAFT SPEED: 140 knots

AIRCRAFT ALTITUDE: 550

DROP ZONE ELEVATION: 627

SURFACE WINDS: 060 @ 6 knots

VISIBILITY: 5 miles

TYPE OF PARACHUTE: G-12E

NUMBER OF PARACHUTES: 2

OTHER TYPE OF PARACHUTE SPECIFIED:

TYPE OF EXTRACTION PARACHUTE: 15 FT Extraction

NUMBER OF EXTRACTION PARACHUTES: Single

OTHER TYPE OF EXTRACTION PARACHUTE:

CARGO PARACHUTE AGE:

CARGO PARACHUTE PLACED IN SERVICE:

CARGO PARACHUTE DATE OF MANUFACTURE:

CARGO PARACHUTE REPACK DATE:

TYPE OF AIRDROP LOAD: Heavy Equipment

AIRDROP LOAD TOTAL RIGGED WEIGHT: 3060

RIGGED IAW: TO 13C7-1-5 / TO 13C7-1-8

AERIAL DELIVERY SYSTEM USED: LOW VELOCITY

OTHER AERIAL DELIVERY SYSTEM USED SPECIFIED:

TYPE OF PLATFORM: TYPE V

SIZE OF PLATFORM: 8 foot

EXTRACTION FORCE TRANSFER COUPLER CABLE SIZE: 12 FT

POSITION OF LOAD IN AIRCRAFT: FS 600

NUMBER OF LOCK AND SETTING: 1 lock @ 2.50

DESCRIPTION OF SUSPECTED MALFUNCTION OR INCIDENT: .,
Malfunction: Load failed to extract with a single extraction parachute outside the aircraft. Description: Extraction Parachute delayed opening (approx 5 seconds) after it released and broke the bag closing ties. Extraction chute opened after 5 seconds and was fully bloomed for less than 2 seconds before seven of the suspension lines broke on one side. Extraction chute was cut away by the loadmaster. No damage incurred.

SUSPECTED CAUSE OF MALFUNCTION OR INCIDENT: Equipment failure: Suspension lines on 15 foot extraction parachute failed.

video will be shown at the MRB

ID: -62256137

FROM: 647th QM CO AERIAL DELIVERY (AES) FORT BRAGG, NC

TYPE OF REPORT: Malfunction

TYPE OF LOSS: Class N/A -- None

AIRDROP LOAD MALFUNCTION CATEGORY: Deployment Recovery Phase

UNIT BEING AIRLIFTED: 37th Combat Engineer BN

DEPARTURE AIRFIELD: Pope AFB, NC

TYPE OF AIRCRAFT: C-130

OTHER TYPE OF AIRCRAFT: J Model

AIRCRAFT SERIAL NUMBER: N/A

AIRLIFT UNIT: 403 AW

DROP ZONE LOCATION: NORMANDY

DATE AND TIME OF AIRDROP: 2/26/2008

AIRCRAFT SPEED: 130-135 KNOTS

AIRCRAFT ALTITUDE: 1350AGL

DROP ZONE ELEVATION: 328 MSL

SURFACE WINDS: 9 KNOTS

VISIBILITY: UNLIMITED

TYPE OF PARACHUTE: G-11C

NUMBER OF PARACHUTES: 6

OTHER TYPE OF PARACHUTE SPECIFIED: N/A

TYPE OF EXTRACTION PARACHUTE: 28 FT Extraction

NUMBER OF EXTRACTION PARACHUTES: Single

OTHER TYPE OF EXTRACTION PARACHUTE:

CARGO PARACHUTE AGE: 20 YEARS

CARGO PARACHUTE PLACED IN SERVICE: N/A

CARGO PARACHUTE DATE OF MANUFACTURE: DEC 88

CARGO PARACHUTE REPACK DATE: FEB 08

TYPE OF AIRDROP LOAD: M1093 FMTV

AIRDROP LOAD TOTAL RIGGED WEIGHT: 27,000LBS

RIGGED IAW: FM 10-500-71

AERIAL DELIVERY SYSTEM USED: LOW VELOCITY

OTHER AERIAL DELIVERY SYSTEM USED SPECIFIED:

TYPE OF PLATFORM: TYPE V

SIZE OF PLATFORM: 28 FT

EXTRACTION FORCE TRANSFER COUPLER CABLE SIZE: 24 FT

POSITION OF LOAD IN AIRCRAFT: 1

NUMBER OF LOCK AND SETTING: N/A

DESCRIPTION OF SUSPECTED MALFUNCTION OR INCIDENT: On Tuesday, 26 February 2008, at 1820HRS, the 37th EN conducted a Heavy Drop Airborne Operation out of one C-130J aircraft on Normandy DZ. The rigged load consisted of one Type V platform. The M1093 exited the aircraft, it went through the extraction phase and during the deployment phase, one of the six parachutes separated from the load. The load continued its remaining descent with five canopies. The M1093 landed safely with no damage to the load. The parachute release assembly worked as designed. Initial on site investigation; The M-2 release was inspected and the parachutes released properly. All 5 G-11 parachutes were approximately 100 to 150 meters from the load. Drop altitude was 1350 feet AGL. The load landed approximately 25 meters from the Point of Impact. Surface winds were 9 Knots, winds at altitude were from 20-25 knots according to the AF combat controller personnel at the drop zone. The G-11 that separated from the load was recovered. The riser extension at the end of the parachute connector was broken and the parachute connector was missing.

SUSPECTED CAUSE OF MALFUNCTION OR INCIDENT: Riser extension was not inspected properly allowing some slack in the length of the riser extension at the time of installation. This caused uneven pull during the deployment phase resulting in the breakage of the outer loop, putting extra stress in the inner loop causing it to break and the separation of the parachute from the load. **RECOMMENDATIONS:** Personnel will be retrained in the proper inspections and procedures of riser extension IAW FM 4-20.102. All riser extension will be inspected to determine any presence of slack or unevenness in it length.

****photos to be brought to the MRB****

ID: -759374265

FROM: 97 AW ALTUS AFB

TYPE OF REPORT: Malfunction

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

AIRDROP LOAD MALFUNCTION CATEGORY: Extraction Phase

UNIT BEING AIRLIFTED: 97 APS

DEPARTURE AIRFIELD: ALTUS AFB, OK

TYPE OF AIRCRAFT: C-17

OTHER TYPE OF AIRCRAFT: N/A

AIRCRAFT SERIAL NUMBER: 96-0003

AIRLIFT UNIT: 58th Airlift Squadron

DROP ZONE LOCATION: Sooner DZ

DATE AND TIME OF AIRDROP: 3/5/2008

AIRCRAFT SPEED: 145

AIRCRAFT ALTITUDE: 831

DROP ZONE ELEVATION: 2330

SURFACE WINDS: 14

VISIBILITY: Clear

TYPE OF PARACHUTE: G-12E

NUMBER OF PARACHUTES: 2

OTHER TYPE OF PARACHUTE SPECIFIED: N/A

TYPE OF EXTRACTION PARACHUTE: 15 FT Extraction

NUMBER OF EXTRACTION PARACHUTES: Single

OTHER TYPE OF EXTRACTION PARACHUTE: N/A

CARGO PARACHUTE AGE:

CARGO PARACHUTE PLACED IN SERVICE:

CARGO PARACHUTE DATE OF MANUFACTURE:

CARGO PARACHUTE REPACK DATE:

TYPE OF AIRDROP LOAD: 8' Low Velocity Air Drop

AIRDROP LOAD TOTAL RIGGED WEIGHT: 2985

RIGGED IAW: TO 13-C7-1-8

AERIAL DELIVERY SYSTEM USED: LOW VELOCITY

OTHER AERIAL DELIVERY SYSTEM USED SPECIFIED: N/A

TYPE OF PLATFORM: TYPE V

SIZE OF PLATFORM: 8'

EXTRACTION FORCE TRANSFER COUPLER CABLE SIZE: 12 FT

POSITION OF LOAD IN AIRCRAFT: 1 OF 1

NUMBER OF LOCK AND SETTING: 17 - 18/ 1500

DESCRIPTION OF SUSPECTED MALFUNCTION OR INCIDENT: The extraction parachute was pulled from the aircraft by the drogue chute normally. After the extraction chute inflated and overcame the restraint locks, several riser lines severed causing the extraction chute to blow out and deflate. The platform slowly departed the aircraft. The deflated extraction chute didn't have enough force to deploy the main chutes. The platform tumbled free to the ground and was destroyed upon impact. The on call Jai recovered the aircraft and verified that all the settings for the platform were normal and matched the 1748. Loss of the extraction chute \$352 Loss of platform \$21,500

SUSPECTED CAUSE OF MALFUNCTION OR INCIDENT: Parachute material (riser line) failure. This was the 22nd drop for the extraction chute. The average 15 foot chute failure rate @ Altus has been between 35 to 45 drops. This chute has only been dropped as an extraction chute. There was no damage to the chute except for the riser lines. 12 of 16 lines were severed at different

points in the lines. There was no evidence of wear along the lines other than the frayed ends of the severed lines.

****no photos****

ID: 1130914025

FROM: 374 OSS/OSK, Unit 5222, APO, AP 96328

TYPE OF REPORT: Malfunction

TYPE OF LOSS: Class N/A -- None

AIRDROP LOAD MALFUNCTION CATEGORY: Extraction Phase

UNIT BEING AIRLIFTED: 374 LRS/CME

DEPARTURE AIRFIELD: Yokota AB, Japan

TYPE OF AIRCRAFT: C-130

OTHER TYPE OF AIRCRAFT:

AIRCRAFT SERIAL NUMBER: 74-1692

AIRLIFT UNIT: 36 Airlift Squadron

DROP ZONE LOCATION: Fuji DZ, Japan

DATE AND TIME OF AIRDROP: 3/28/2008

AIRCRAFT SPEED: 140 knots

AIRCRAFT ALTITUDE: 650

DROP ZONE ELEVATION: 1501

SURFACE WINDS: 270/6

VISIBILITY: 7NM

TYPE OF PARACHUTE: G-12E

NUMBER OF PARACHUTES: 2

OTHER TYPE OF PARACHUTE SPECIFIED:

TYPE OF EXTRACTION PARACHUTE: 15 FT Extraction

NUMBER OF EXTRACTION PARACHUTES: Single

OTHER TYPE OF EXTRACTION PARACHUTE:

CARGO PARACHUTE AGE:

CARGO PARACHUTE PLACED IN SERVICE:

CARGO PARACHUTE DATE OF MANUFACTURE:

CARGO PARACHUTE REPACK DATE: 7 March 08

TYPE OF AIRDROP LOAD: Heavy Equipment - Unilateral Trng

AIRDROP LOAD TOTAL RIGGED WEIGHT: 2750

RIGGED IAW: TO 13C7-1-8

AERIAL DELIVERY SYSTEM USED: LOW VELOCITY

OTHER AERIAL DELIVERY SYSTEM USED SPECIFIED:

TYPE OF PLATFORM: TYPE V

SIZE OF PLATFORM: 8'

EXTRACTION FORCE TRANSFER COUPLER CABLE SIZE: 12 FT

POSITION OF LOAD IN AIRCRAFT: FS 657

NUMBER OF LOCK AND SETTING: 1/2.50

DESCRIPTION OF SUSPECTED MALFUNCTION OR INCIDENT: Extraction parachute cigar rolled and failed to extract the load. Extraction parachute had 6 drops since Jun 2006, and has not been recovered to annotate date of manufacture.

SUSPECTED CAUSE OF MALFUNCTION OR INCIDENT: Extraction parachute.

****no photos****

ID: -317653589

FROM: 262 Cannon Dr, LRAFB

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: Unilateral

DEPARTURE AIRFIELD: KLRF

TYPE OF AIRCRAFT: OTHER

OTHER TYPE OF AIRCRAFT: C-130J

AIRCRAFT SERIAL NUMBER: 04-3142

AIRLIFT UNIT: 48 AS

DROP ZONE LOCATION: Romance, AR

DATE AND TIME OF AIRDROP: 3/5/2008

AIRCRAFT SPEED: 140 IAS

AIRCRAFT ALTITUDE: 650

DROP ZONE ELEVATION: 550

SURFACE WINDS: 6

VISIBILITY: 10 miles

TYPE OF PARACHUTE: CHOOSE ONE

NUMBER OF PARACHUTES: 1

OTHER TYPE OF PARACHUTE SPECIFIED: 15 ft. Drogue

TYPE OF EXTRACTION PARACHUTE: 15 FT Extraction

NUMBER OF EXTRACTION PARACHUTES: Single

OTHER TYPE OF EXTRACTION PARACHUTE:

CARGO PARACHUTE AGE: unk

CARGO PARACHUTE PLACED IN SERVICE: 34

CARGO PARACHUTE DATE OF MANUFACTURE:

CARGO PARACHUTE REPACK DATE:

TYPE OF AIRDROP LOAD: 2700 lb. training load

AIRDROP LOAD TOTAL RIGGED WEIGHT: 2602

RIGGED IAW:

AERIAL DELIVERY SYSTEM USED: CHOOSE ONE

OTHER AERIAL DELIVERY SYSTEM USED SPECIFIED:

TYPE OF PLATFORM: TYPE V

SIZE OF PLATFORM: 8 ft

EXTRACTION FORCE TRANSFER COUPLER CABLE SIZE: 12 FT

POSITION OF LOAD IN AIRCRAFT: CB @ 835

NUMBER OF LOCK AND SETTING: Auto

DESCRIPTION OF SUSPECTED MALFUNCTION OR INCIDENT: The drogue parachute inflated normally upon release from the bomb rack. Approximately 4 seconds after inflation, the canopy collapsed and rolled. The drogue malfunction procedures were initiated, the drogue was jettisoned from the aircraft without incident.

SUSPECTED CAUSE OF MALFUNCTION OR INCIDENT: Drogue failed due to stress of numerous drops.

****no photos****

ID: 1205266402

FROM: 97 AW ALTUS AFB

TYPE OF REPORT: Malfunction

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

AIRDROP LOAD MALFUNCTION CATEGORY: Extraction Phase

UNIT BEING AIRLIFTED: 97 APS

DEPARTURE AIRFIELD: ALTUS AFB, OK

TYPE OF AIRCRAFT: C-17

OTHER TYPE OF AIRCRAFT: N/A

AIRCRAFT SERIAL NUMBER: 96-0003

AIRLIFT UNIT: 58th Airlift Squadron

DROP ZONE LOCATION: Sooner DZ

DATE AND TIME OF AIRDROP: 3/7/2008

AIRCRAFT SPEED: 145

AIRCRAFT ALTITUDE: 550

DROP ZONE ELEVATION: 2330

SURFACE WINDS: 15

VISIBILITY: Clear

TYPE OF PARACHUTE: G-12E

NUMBER OF PARACHUTES: 2

OTHER TYPE OF PARACHUTE SPECIFIED: N/A

TYPE OF EXTRACTION PARACHUTE: 15 FT Extraction

NUMBER OF EXTRACTION PARACHUTES: Single

OTHER TYPE OF EXTRACTION PARACHUTE: N/A

CARGO PARACHUTE AGE:

CARGO PARACHUTE PLACED IN SERVICE:

CARGO PARACHUTE DATE OF MANUFACTURE:

CARGO PARACHUTE REPACK DATE:

TYPE OF AIRDROP LOAD: 8' Low Velocity Air Drop

AIRDROP LOAD TOTAL RIGGED WEIGHT: 3650

RIGGED IAW: TO 13-C7-1-8

AERIAL DELIVERY SYSTEM USED: LOW VELOCITY

OTHER AERIAL DELIVERY SYSTEM USED SPECIFIED:

TYPE OF PLATFORM: TYPE V

SIZE OF PLATFORM: 8'

EXTRACTION FORCE TRANSFER COUPLER CABLE SIZE: 12 FT

POSITION OF LOAD IN AIRCRAFT: 2 OF 2

NUMBER OF LOCK AND SETTING: 13-14 / 1500

DESCRIPTION OF SUSPECTED MALFUNCTION OR INCIDENT: During the sequential platform extraction, the extraction parachute inflated normally. The platform exited the aircraft with the main parachutes starting to deploy and then released from the load about 100 Ft below the aircraft 300-400 AGL. The platform augured in and was a total lose. Cost of the platform was \$21,500. All parachutes were salvageable.

SUSPECTED CAUSE OF MALFUNCTION OR INCIDENT: While inspecting the M-1 release there was no evidence of failed or missing components. The parachute connectors and retaining clamp were intact. We checked the operation of the timer and found that it timed out between 3 to 4 seconds and the timer keys retracted while it was timing down. This allowed the timer to drop well before the proper time of 12-16 seconds thus allowing the parachute connectors to separate from the retaining clamp while platform swung from the horizontal to vertical position and before the parachutes were fully inflated. Upon returning to base I had all M-1 releases that were on platforms function checked. All were

found within specs. This is the second occurrence in 4 months with timers from the same lot number. LRS generated an order for new timers.

****no photos****

ID: 1205357898

FROM: 314 CMSgt Williams Drive, Little Rock AFB, AR 72099

TYPE OF REPORT: Malfunction

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

AIRDROP LOAD MALFUNCTION CATEGORY: Deployment Recovery Phase

UNIT BEING AIRLIFTED: 314 LRS

DEPARTURE AIRFIELD: KLRF

TYPE OF AIRCRAFT: C-130

OTHER TYPE OF AIRCRAFT:

AIRCRAFT SERIAL NUMBER: 62-1862

AIRLIFT UNIT: 50 Airlift Squadron

DROP ZONE LOCATION: Romance, AR (Blackjack DZ)

DATE AND TIME OF AIRDROP: 3/11/2008

AIRCRAFT SPEED: 140 KIAS

AIRCRAFT ALTITUDE: 986

DROP ZONE ELEVATION: 1535

SURFACE WINDS:

VISIBILITY:

TYPE OF PARACHUTE: G-12E

NUMBER OF PARACHUTES: 2

OTHER TYPE OF PARACHUTE SPECIFIED:

TYPE OF EXTRACTION PARACHUTE: 15 FT Extraction

NUMBER OF EXTRACTION PARACHUTES: Single

OTHER TYPE OF EXTRACTION PARACHUTE:

CARGO PARACHUTE AGE: UNK

CARGO PARACHUTE PLACED IN SERVICE: UNK

CARGO PARACHUTE DATE OF MANUFACTURE: UNK

CARGO PARACHUTE REPACK DATE: UNK

TYPE OF AIRDROP LOAD: Training Load

AIRDROP LOAD TOTAL RIGGED WEIGHT: 2678lbs

RIGGED IAW: 13C7-1-8

AERIAL DELIVERY SYSTEM USED: LOW VELOCITY

OTHER AERIAL DELIVERY SYSTEM USED SPECIFIED:

TYPE OF PLATFORM: TYPE V

SIZE OF PLATFORM: 8ft

EXTRACTION FORCE TRANSFER COUPLER CABLE SIZE: 12 FT

POSITION OF LOAD IN AIRCRAFT: FS 650

NUMBER OF LOCK AND SETTING: 1 (#9)/2.5

DESCRIPTION OF SUSPECTED MALFUNCTION OR INCIDENT: The extraction chute released, fully deployed, and extracted the load normally. When the load exited, the actuator arm rotated; however, the latch assembly and link assembly failed to separate. This caused the load to hit the ground with only the 15' extraction chute deployed. This resulted in a complete loss of training load. The crew was not aware of the malfunction until advised by the DZCO. The crew landed and contacted Tactics, through the SOF. Tactics conducted an inspection of the aircraft and everything appeared normal. The crew completed statements, which all stated everything went normal with nothing significant to report. Tactics then responded to the DZ and inspected the load. Upon arrival at the DZ, Tactics contacted airdrop recovery personnel and the DZCO. All stated the load extracted normally; however, the link assembly failed to release from the latch assembly until after the load impacted the ground and cart-wheeled. The load came to rest upside down with the cargo parachutes still attached via the restraint straps. The following is the statement from the JAI: "I arrived at tail 1862 at approximately 1000 hours. I accomplished the swing test and attached the

extraction line. I attached the extraction line as I always have. I tightened the nut all the way to the plate and backed it off a half turn and then swung the three point link back and forth to insure the Cam moved freely. I then checked to ensure the spacers moved freely and left the three point link where all the nuts were lined up straight with the longitudinal axis of the aircraft. The loadmaster and I then accomplished all applicable items of the DD FORM 1748 with no discrepancies noted. I left at approximately 1025 after inspecting the CDS bundle."

SUSPECTED CAUSE OF MALFUNCTION OR INCIDENT: Upon inspection of the link assembly, Tactics noticed the cam would not rotate freely. After loosening the extraction line attachment bolt, the cam was able to rotate. After further investigation it was determined the extraction line attachment bolt would only rotate approximately 270 degrees. This was confirmed using another link assembly with the same attachment bolt & nut and a new attachment bolt in the malfunction assembly. This leads us to believe the issue is with the bolt and nut. We were able to make the cam freeze when we rotated the extraction line attachment bolt and nut more than 270 degrees. We believe the malfunction was caused when the extraction force spun the spool/bolt, thus causing the cam to become frozen. We conducted an operational check of all other components of the EFTC and all worked properly. The nut and bolt will be brought to the next MRB.

no photos

AIRCRAFT 1748

ID: 1571778791

FROM: 97 AW Altus AFB

TYPE OF REPORT: Malfunction

TYPE OF LOSS: Class N/A -- None

AIRDROP LOAD MALFUNCTION CATEGORY: Deployment Recovery Phase

UNIT BEING AIRLIFTED: 97 APS

DEPARTURE AIRFIELD: Altus AFB, OK

TYPE OF AIRCRAFT: C-17

OTHER TYPE OF AIRCRAFT:

AIRCRAFT SERIAL NUMBER: 960001

AIRLIFT UNIT: 58th Airlift Squadron

DROP ZONE LOCATION: Sooner DZ

DATE AND TIME OF AIRDROP: 1/10/2008

AIRCRAFT SPEED: 160

AIRCRAFT ALTITUDE: 550

DROP ZONE ELEVATION: 2086

SURFACE WINDS: 16

VISIBILITY: Unrestricted

TYPE OF PARACHUTE: 26 HV

NUMBER OF PARACHUTES: 2

OTHER TYPE OF PARACHUTE SPECIFIED:

TYPE OF EXTRACTION PARACHUTE: CHOOSE ONE

NUMBER OF EXTRACTION PARACHUTES: Choose One

OTHER TYPE OF EXTRACTION PARACHUTE:

CARGO PARACHUTE AGE:

CARGO PARACHUTE PLACED IN SERVICE:

CARGO PARACHUTE DATE OF MANUFACTURE:

CARGO PARACHUTE REPACK DATE:

TYPE OF AIRDROP LOAD: CDS

AIRDROP LOAD TOTAL RIGGED WEIGHT: 1810

RIGGED IAW:

AERIAL DELIVERY SYSTEM USED: CDS

OTHER AERIAL DELIVERY SYSTEM USED SPECIFIED:

TYPE OF PLATFORM: SKID BOARD

SIZE OF PLATFORM: 48x48

POSITION OF LOAD IN AIRCRAFT: 980

NUMBER OF LOCK AND SETTING:

DESCRIPTION OF SUSPECTED MALFUNCTION OR INCIDENT: During the 3rd pass of the first lift the crew of Tribe 72 aircraft 60001 was unable to open the cargo ramp and door during the slowdown checklist. Aircraft returned to Altus AFB were on the ground both ramp and door worked fine with maintenance and crew. Aircraft was cleared to perform dry passes for remainder of flight by the 97AW

SUSPECTED CAUSE OF MALFUNCTION OR INCIDENT: Could not duplicate problem with ramp and door.

****no photos****

ID: -569961823

FROM: 43 Operations Squadron 1182 Hurst Dr. Pope AFB NC 28308

TYPE OF REPORT: Malfunction

TYPE OF LOSS: Class N/A -- None

AIRDROP LOAD MALFUNCTION CATEGORY: Release Phase

UNIT BEING AIRLIFTED: 3d APs

DEPARTURE AIRFIELD: Pope AFB NC

TYPE OF AIRCRAFT: C-130

OTHER TYPE OF AIRCRAFT: N/A

AIRCRAFT SERIAL NUMBER: 63-1292

AIRLIFT UNIT: 2nd Airlift Squadron

DROP ZONE LOCATION: Luon DZ, NC

DATE AND TIME OF AIRDROP: 1/16/2008

AIRCRAFT SPEED: 130 knots

AIRCRAFT ALTITUDE: 800 AGL

DROP ZONE ELEVATION: 338 MSL

SURFACE WINDS: 140@4

VISIBILITY: clear

TYPE OF PARACHUTE: 26 HV

NUMBER OF PARACHUTES: 1

OTHER TYPE OF PARACHUTE SPECIFIED: none

TYPE OF EXTRACTION PARACHUTE: CHOOSE ONE

NUMBER OF EXTRACTION PARACHUTES: Choose One

OTHER TYPE OF EXTRACTION PARACHUTE: none

CARGO PARACHUTE AGE: 12 yrs

CARGO PARACHUTE PLACED IN SERVICE: Unavailable

CARGO PARACHUTE DATE OF MANUFACTURE: Nov 94

CARGO PARACHUTE REPACK DATE: 2 May 07

TYPE OF AIRDROP LOAD: HV CDS

AIRDROP LOAD TOTAL RIGGED WEIGHT: 1270

RIGGED IAW: 13c7-1-11

AERIAL DELIVERY SYSTEM USED: CDS

OTHER AERIAL DELIVERY SYSTEM USED SPECIFIED: n/a

TYPE OF PLATFORM: SKID BOARD

SIZE OF PLATFORM: 48X48

EXTRACTION FORCE TRANSFER COUPLER CABLE SIZE: Choose One

POSITION OF LOAD IN AIRCRAFT: F.S. 517

NUMBER OF LOCK AND SETTING: NONE

DESCRIPTION OF SUSPECTED MALFUNCTION OR INCIDENT: Gate failed to cut load, load failed to exit. Primary loadmaster stated he saw green light, waited 5 seconds. Gate failed to, retriever failed to activate. CDS switch was deactivated, no drop was called and malfunction was called. Malfunction procedures conducted IAW 11-2C130(E/H) -1.

SUSPECTED CAUSE OF MALFUNCTION OR INCIDENT: Left Static Line retriever malfunction, repeat write-up in 781A. Properly pre-flighted, ops checked good and ground tested good. Issue written up in 781A again and reported to maintenance for troubleshooting.

****no photos****

ID: 218489128

FROM: 317AG

TYPE OF REPORT: Malfunction

TYPE OF LOSS: Class N/A -- None

AIRDROP LOAD MALFUNCTION CATEGORY: Extraction Phase

UNIT BEING AIRLIFTED: 317AG

DEPARTURE AIRFIELD: Dyess AFB TX

TYPE OF AIRCRAFT: C-130

OTHER TYPE OF AIRCRAFT:

AIRCRAFT SERIAL NUMBER: 74-1687

AIRLIFT UNIT: 317AG

DROP ZONE LOCATION: Bronte Circular

DATE AND TIME OF AIRDROP: 1/28/2008

AIRCRAFT SPEED: 130 Knts

AIRCRAFT ALTITUDE: 2300 msl

DROP ZONE ELEVATION: 1737 msl

SURFACE WINDS: 220/9

VISIBILITY: 710 km

TYPE OF PARACHUTE: 26 HV

NUMBER OF PARACHUTES: 1

OTHER TYPE OF PARACHUTE SPECIFIED:

TYPE OF EXTRACTION PARACHUTE: CHOOSE ONE

NUMBER OF EXTRACTION PARACHUTES: N/A

OTHER TYPE OF EXTRACTION PARACHUTE: Gravity

CARGO PARACHUTE AGE: N/A

CARGO PARACHUTE PLACED IN SERVICE: N/A

CARGO PARACHUTE DATE OF MANUFACTURE: N/A

CARGO PARACHUTE REPACK DATE: N/A

TYPE OF AIRDROP LOAD: Single CDS

AIRDROP LOAD TOTAL RIGGED WEIGHT: 625

RIGGED IAW: 13C7-1-11

AERIAL DELIVERY SYSTEM USED: CDS

OTHER AERIAL DELIVERY SYSTEM USED SPECIFIED:

TYPE OF PLATFORM: SKID BOARD

SIZE OF PLATFORM: 48X48

EXTRACTION FORCE TRANSFER COUPLER CABLE SIZE: Choose One

POSITION OF LOAD IN AIRCRAFT: FS 510

NUMBER OF LOCK AND SETTING: N/A

DESCRIPTION OF SUSPECTED MALFUNCTION OR INCIDENT: Static Line retriever rewind less than 2 seconds, then inadvertently shut-off. The 80lb guillotine knife safety tie did not break; type XXVI release gate was not nicked.

SUSPECTED CAUSE OF MALFUNCTION OR INCIDENT: Upon investigation the retriever cable was drawn taught, the attention turned to the retriever winch. The winch pull tested at 2200lbs and the limit switch "gap" measured .02. Both areas were outside tolerable limits and winch was removed from the A/C. Gap should be .05 Pull test should be 1500-1800lbs

****no photos****

ID: 1203082747

FROM: 43 Operations Support Squadron 1181 Hurst Drive Pope AFB NC 28308

TYPE OF REPORT: Malfunction

TYPE OF LOSS: Class N/A -- None

AIRDROP LOAD MALFUNCTION CATEGORY: Release Phase

UNIT BEING AIRLIFTED: 3D APS

DEPARTURE AIRFIELD: Pope AFB NC

TYPE OF AIRCRAFT: C-130

OTHER TYPE OF AIRCRAFT: N/A

AIRCRAFT SERIAL NUMBER: 63-1292

AIRLIFT UNIT: 2nd Airlift Squadron

DROP ZONE LOCATION: Ninemegen DZ, NC

DATE AND TIME OF AIRDROP: 2/14/2008

AIRCRAFT SPEED: 130 knots

AIRCRAFT ALTITUDE: 850 AGL

DROP ZONE ELEVATION: 1323 MSL

SURFACE WINDS: 180@2

VISIBILITY: Unlimited

TYPE OF PARACHUTE: 26 HV

NUMBER OF PARACHUTES: 1

OTHER TYPE OF PARACHUTE SPECIFIED: None

TYPE OF EXTRACTION PARACHUTE: CHOOSE ONE

NUMBER OF EXTRACTION PARACHUTES: Choose One

OTHER TYPE OF EXTRACTION PARACHUTE: None

CARGO PARACHUTE AGE: 12 yrs

CARGO PARACHUTE PLACED IN SERVICE: Unavailable

CARGO PARACHUTE DATE OF MANUFACTURE: Nov 94

CARGO PARACHUTE REPACK DATE: 2May07

TYPE OF AIRDROP LOAD: HV CDS

AIRDROP LOAD TOTAL RIGGED WEIGHT: 750

RIGGED IAW: 13C7-1-11

AERIAL DELIVERY SYSTEM USED: CDS

OTHER AERIAL DELIVERY SYSTEM USED SPECIFIED:

TYPE OF PLATFORM: SKID BOARD

SIZE OF PLATFORM: 48x48

POSITION OF LOAD IN AIRCRAFT: F.S. 514

DESCRIPTION OF SUSPECTED MALFUNCTION OR INCIDENT: Gate Failed to cut load failed to exit. At green light LM reported malfunction, static line failed to cut gate. Crew extended flaps to 100% and turned on red light. LM secured inside A/C, then went to close ramp and door. Upon closing ramp and door, door indicated unsafe open, as one of the cargo ramp locks failed to engage. LMs ran applicable checklist, recycled door to no avail. LM tried manually pumping door closed, still lock remained not engaged. LM then set manual control so ramp would remain in up position w/hydraulic pressure. Continued back to landing w/o incident.

SUSPECTED CAUSE OF MALFUNCTION OR INCIDENT: Static line retriever winch malfunctions and ramp lock malfunctions. Both items are repeat write-ups and left static line retriever winch has been replaced. Possible electrical problems between co-pilot's switch and retriever. Both items are now red-X write-ups for extensive trouble shooting.

****no photos****

ID: -106020741

FROM: 375 Mamiya St Bldg 2140 Hickam AFB Hi. 96853

TYPE OF REPORT: Incident

TYPE OF LOSS: Class N/A -- None

AIRDROP LOAD MALFUNCTION CATEGORY: Extraction Phase

UNIT BEING AIRLIFTED: 15th LRS/CME

DEPARTURE AIRFIELD: Clark AB Philippines

TYPE OF AIRCRAFT: C-17

OTHER TYPE OF AIRCRAFT:

AIRCRAFT SERIAL NUMBER: 05-5146

AIRLIFT UNIT: 535th AS

DROP ZONE LOCATION: Clark Expo

DATE AND TIME OF AIRDROP: 2/22/2008

AIRCRAFT SPEED: N/A

AIRCRAFT ALTITUDE: N/A

DROP ZONE ELEVATION: N/A

SURFACE WINDS: N/A

VISIBILITY: N/A

TYPE OF PARACHUTE: G-12E

NUMBER OF PARACHUTES: 2

OTHER TYPE OF PARACHUTE SPECIFIED: N/A

TYPE OF EXTRACTION PARACHUTE: 15 FT Extraction

NUMBER OF EXTRACTION PARACHUTES: Single

OTHER TYPE OF EXTRACTION PARACHUTE: N/A

CARGO PARACHUTE AGE: N/A

CARGO PARACHUTE PLACED IN SERVICE: N/A

CARGO PARACHUTE DATE OF MANUFACTURE: N/A

CARGO PARACHUTE REPACK DATE: N/A

TYPE OF AIRDROP LOAD: Heavy Equipment (training)

AIRDROP LOAD TOTAL RIGGED WEIGHT: 3030

RIGGED IAW: TO 13C7-1-8

AERIAL DELIVERY SYSTEM USED: LOW VELOCITY

OTHER AERIAL DELIVERY SYSTEM USED SPECIFIED:

TYPE OF PLATFORM: TYPE V

SIZE OF PLATFORM: 8 Ft

EXTRACTION FORCE TRANSFER COUPLER CABLE SIZE: 12 FT

POSITION OF LOAD IN AIRCRAFT:

NUMBER OF LOCK AND SETTING: 2/1500

DESCRIPTION OF SUSPECTED MALFUNCTION OR INCIDENT: The loadmaster was found at fault. He released right side locks instead of drogue jettison. Drogue had a cigarette roll. Load landed 60 yds short of PI.

SUSPECTED CAUSE OF MALFUNCTION OR INCIDENT:

no photos

ID: -2003861163

FROM: 815th Airlift Squadron, 701 Fisher Street, Keesler AFB, MS 39534

TYPE OF REPORT: Malfunction

TYPE OF LOSS: Class N/A -- None

AIRDROP LOAD MALFUNCTION CATEGORY: Extraction Phase

UNIT BEING AIRLIFTED: 41st Aerial Port Squadron

DEPARTURE AIRFIELD: Keesler AFB (KBIX)

TYPE OF AIRCRAFT: OTHER

OTHER TYPE OF AIRCRAFT: C-130J-30

AIRCRAFT SERIAL NUMBER: 058156

AIRLIFT UNIT: 815th Airlift Squadron

DROP ZONE LOCATION: Stennis Drop Zone

DATE AND TIME OF AIRDROP: 12/4/2007

AIRCRAFT SPEED: 140 kts

AIRCRAFT ALTITUDE: 1280'

DROP ZONE ELEVATION: 20'

SURFACE WINDS: 6 kts

VISIBILITY: Unlimited

TYPE OF PARACHUTE: G-12E

NUMBER OF PARACHUTES: 2

OTHER TYPE OF PARACHUTE SPECIFIED:

TYPE OF EXTRACTION PARACHUTE: 15 FT Extraction

NUMBER OF EXTRACTION PARACHUTES: Single

OTHER TYPE OF EXTRACTION PARACHUTE: 15 Ft Modified Drogue Chute

CARGO PARACHUTE AGE: NA

CARGO PARACHUTE PLACED IN SERVICE: NA

CARGO PARACHUTE DATE OF MANUFACTURE: NA

CARGO PARACHUTE REPACK DATE: NA

TYPE OF AIRDROP LOAD: Unilateral

AIRDROP LOAD TOTAL RIGGED WEIGHT: 3500 lbs

RIGGED IAW: 13C7-1-8

AERIAL DELIVERY SYSTEM USED: LOW VELOCITY

OTHER AERIAL DELIVERY SYSTEM USED SPECIFIED: Tow Plate-extraction package

TYPE OF PLATFORM: TYPE V

SIZE OF PLATFORM: 8'

EXTRACTION FORCE TRANSFER COUPLER CABLE SIZE: 12 FT

POSITION OF LOAD IN AIRCRAFT: LS 823

NUMBER OF LOCK AND SETTING: 4

DESCRIPTION OF SUSPECTED MALFUNCTION OR INCIDENT: During a Heavy Equipment airdrop mission on 4 Dec 07, the platform failed to extract from the aircraft. All phases of the airdrop including drogue deployment and extraction package deployment worked. The 15' extraction chute opened but the 8' Unilateral Training load did not exit the aircraft. The loadmaster immediately placed the RECP Cargo Jettison switches (MID and AFT) to ARM for one second and then RELEASE. The platform still failed to extract so he initiated emergency procedures for heavy equipment which ended with the extraction line being cut away.

SUSPECTED CAUSE OF MALFUNCTION OR INCIDENT: Upon investigation it was determined the loadmaster did not enter the correct Load Station for the platform Centroid. LS 835 was entered into the MFCD for programming purposes

but was actually located at LS 823. By placing the CB at LS 835, the computer showed Locks 12 and 13 (Left and Right) engaged in the platform. With the load 12 inches forward of that position, locks 11-13 were engaged in the platform. Upon "Green Light" the locks that were programmed for the drop (12-13) retracted. The number 11 locks did not retract. The loadmaster was still unaware this lock pair was engaged in the platform. After the investigating team identified the cause of the malfunction, we further explored the reason for the locks not releasing when utilizing the RECP. It was determined that too much force was applied to the locks with the 15' extraction deployed to allow the blocker motor to drive the blocker pin back. Maintenance removed the locks and inspected the gear assemblies. No damage occurred to the locks. Final findings- Loadmaster error. Recommendation from the panel that will be adopted: the J-model community utilize Block 24 (ADS LOCKS) of the DD Form 1748 to identify visually, with the JAI, which locks are engaged in the platform and programmed in the MFCD. JAI's do not need to be familiar with the J-model to perform this, the Loadmaster can show the JAI the graphical representation of the platform with locks engaged on the MFCD.

no photos

ID: 1908908926

FROM: 142 AS 2805 Spruance Drive New Castle, DE 19720

TYPE OF REPORT: Malfunction

TYPE OF LOSS: Class N/A -- None

AIRDROP LOAD MALFUNCTION CATEGORY: Extraction Phase

UNIT BEING AIRLIFTED: 166 APF (Training Load)

DEPARTURE AIRFIELD: New Castle County Airport ,Delaware

TYPE OF AIRCRAFT: C-130

OTHER TYPE OF AIRCRAFT:

AIRCRAFT SERIAL NUMBER: 840213

AIRLIFT UNIT: 166 AW

DROP ZONE LOCATION: Coyle DZ

DATE AND TIME OF AIRDROP: 12/20/2007

AIRCRAFT SPEED: 150

AIRCRAFT ALTITUDE: 1500

DROP ZONE ELEVATION: 170

SURFACE WINDS: N/A

VISIBILITY: 10 Miles

TYPE OF PARACHUTE: G-12E

NUMBER OF PARACHUTES: 2

OTHER TYPE OF PARACHUTE SPECIFIED:

TYPE OF EXTRACTION PARACHUTE: 15 FT Extraction

NUMBER OF EXTRACTION PARACHUTES: Single

OTHER TYPE OF EXTRACTION PARACHUTE:

CARGO PARACHUTE AGE:

CARGO PARACHUTE PLACED IN SERVICE:

CARGO PARACHUTE DATE OF MANUFACTURE:

CARGO PARACHUTE REPACK DATE:

TYPE OF AIRDROP LOAD: Heavy Equipment (Railroad Ties)

AIRDROP LOAD TOTAL RIGGED WEIGHT: 3350

RIGGED IAW: 13-C7-5

AERIAL DELIVERY SYSTEM USED: LOW VELOCITY

OTHER AERIAL DELIVERY SYSTEM USED SPECIFIED:

TYPE OF PLATFORM: TYPE V

SIZE OF PLATFORM: 8 feet

EXTRACTION FORCE TRANSFER COUPLER CABLE SIZE: 12 FT

POSITION OF LOAD IN AIRCRAFT: F.S. 609

NUMBER OF LOCK AND SETTING: Lock 6 / 2.5

DESCRIPTION OF SUSPECTED MALFUNCTION OR INCIDENT: The malfunction occurred on the second drop of the night (the first being an actual HVCDS that was executed successfully). After completing the drop checklist for the HVCDS the crew entered an approximate 25 minute closed visual route and commenced with the Pre-slowdown Checklist for the equipment airdrop. During the route the Pilot maintained an airspeed of 150 knots and an altitude of 1500 (AGL). When the primary loadmaster removed the left hand locks, the platform became loose and drifted rapidly back to the ramp hinge where it impacted the closed ramp. The loadmasters immediately executed the "Malfunction, Loose Platform checklist" and secured the platform with aircraft tiedown equipment. The Crew RTB without further incident. Minor Damage (less than 2,000 dollars) occurred to the aircraft ramp and ramp rollers (ramp rollers were bent slightly and the ramp roller attachment points had to be replaced). The airdrop load was not damaged.

SUSPECTED CAUSE OF MALFUNCTION OR INCIDENT: Upon the investigation of the malfunction, it was found that the right hand lock number 6 ,when tested , the lock would fail. Maintenance set the lock to a setting of 2.0 (required for the testing) and lock would release the aft restraint with less than 100 pounds of pressure, this was done twice with the same result. From this the Board concluded that the failure of right hand lock number 6 to hold the set aft restraint release caused the malfunction. Maintenance has since removed and replaced the malfunctioning lock.

no photos

ID: 1201202437

FROM: 97 AW Altus AFB

TYPE OF REPORT: Malfunction

TYPE OF LOSS: Class N/A -- None

AIRDROP LOAD MALFUNCTION CATEGORY: Extraction Phase

UNIT BEING AIRLIFTED: 97 APS

DEPARTURE AIRFIELD: Altus AFB, OK

TYPE OF AIRCRAFT: C-17

OTHER TYPE OF AIRCRAFT: N/A

AIRCRAFT SERIAL NUMBER: 93-0599

AIRLIFT UNIT: 58th Airlift Squadron

DROP ZONE LOCATION: Sooner DZ

DATE AND TIME OF AIRDROP: 1/16/2008

AIRCRAFT SPEED: 145 kts

AIRCRAFT ALTITUDE: 798 AGL

DROP ZONE ELEVATION: 2330

SURFACE WINDS: 6 kts

VISIBILITY: Clear

TYPE OF PARACHUTE: G-12E

NUMBER OF PARACHUTES: 2

OTHER TYPE OF PARACHUTE SPECIFIED:

TYPE OF EXTRACTION PARACHUTE: 15 FT Extraction

NUMBER OF EXTRACTION PARACHUTES: Single

CARGO PARACHUTE AGE:

CARGO PARACHUTE PLACED IN SERVICE:

CARGO PARACHUTE DATE OF MANUFACTURE:

CARGO PARACHUTE REPACK DATE:

TYPE OF AIRDROP LOAD: 8' Unilateral Training Platform

AIRDROP LOAD TOTAL RIGGED WEIGHT: 3145

RIGGED IAW: TO 13C7-1-8

AERIAL DELIVERY SYSTEM USED: LOW VELOCITY

OTHER AERIAL DELIVERY SYSTEM USED SPECIFIED: N/A

TYPE OF PLATFORM: TYPE V

SIZE OF PLATFORM: 8"

EXTRACTION FORCE TRANSFER COUPLER CABLE SIZE: 12 FT

POSITION OF LOAD IN AIRCRAFT: 1 of 1

NUMBER OF LOCK AND SETTING: 17 & 18 @ 1500lbs

DESCRIPTION OF SUSPECTED MALFUNCTION OR INCIDENT: During the slowdown checklist the LM went to open the cargo door and ramp. The pilot cleared the doors to be opened. After activating the Door/Ramp switch, the cargo door opened but the ramp did not. The LM closed the door and tried to use single switch operations and still could not get the ramp down. The LM called malfunction and the aircraft returned to base.

SUSPECTED CAUSE OF MALFUNCTION OR INCIDENT: Tactics and MX tested the cargo/door and ramp on the ground and could not duplicate the problem. MX checked the ADSC and did not find any faults. MX and Tactics release the aircraft to attempt a second drop. Door/Ramp switch without any problems on the second drop. MX stated that the prox sensor on the ramp maybe going bad and could have caused the ramp not to open.

****no photos****

ID: 1201534904

FROM: Airborne Special Operation and Test Directorate (ABNSOTD) Ft Bragg
28310

TYPE OF REPORT: Malfunction

TYPE OF LOSS: Class N/A -- None

AIRDROP LOAD MALFUNCTION CATEGORY: Extraction Phase

UNIT BEING AIRLIFTED: ANBSOTD

DEPARTURE AIRFIELD: Pope AFB, NC

TYPE OF AIRCRAFT: C-17

OTHER TYPE OF AIRCRAFT:

AIRCRAFT SERIAL NUMBER: 03-3123

AIRLIFT UNIT: 315 AW

DROP ZONE LOCATION: Sicily DZ Ft Bragg

DATE AND TIME OF AIRDROP: 1/15/2008

AIRCRAFT SPEED: 145 kcas

AIRCRAFT ALTITUDE: 1555 AGL

DROP ZONE ELEVATION: 390 ft

SURFACE WINDS: 4

VISIBILITY: unrestricted

TYPE OF PARACHUTE: G-11C

NUMBER OF PARACHUTES: 5

OTHER TYPE OF PARACHUTE SPECIFIED:

TYPE OF EXTRACTION PARACHUTE: 28 FT Extraction

NUMBER OF EXTRACTION PARACHUTES: Single

OTHER TYPE OF EXTRACTION PARACHUTE:

CARGO PARACHUTE AGE:

CARGO PARACHUTE PLACED IN SERVICE:

CARGO PARACHUTE DATE OF MANUFACTURE:

CARGO PARACHUTE REPACK DATE:

TYPE OF AIRDROP LOAD: Test Tube

AIRDROP LOAD TOTAL RIGGED WEIGHT: 24380

RIGGED IAW: FM 4.20.102

AERIAL DELIVERY SYSTEM USED: LOW VELOCITY

OTHER AERIAL DELIVERY SYSTEM USED SPECIFIED:

TYPE OF PLATFORM: TYPE V

SIZE OF PLATFORM: 24FT

EXTRACTION FORCE TRANSFER COUPLER CABLE SIZE: 24 FT

POSITION OF LOAD IN AIRCRAFT: 570

NUMBER OF LOCK AND SETTING: 4/2500

DESCRIPTION OF SUSPECTED MALFUNCTION OR INCIDENT: On 15 Jan 08 at approximately 1510 hrs, airdrops 17 & 18 of the Open Link Safety Device (OLSD) (Drops 17 & 18 Sequential) was heavy equipment airdrop onto Sicily Drop Zone from a C-17 aircraft. The drop altitude was 1,555 Ft AGL. The extraction parachute and line for the second load deployed normally; however, the load failed to exit the aircraft. The primary loadmaster proceeded with his emergency procedures (which was to release all locks). After the platform still failed to extract from the aircraft, the primary loadmaster initiated cut away procedures of the extraction line and the extraction line was cut away by the secondary loadmaster. The left hand locks were reengaged as part of the emergency procedures and the aircraft returned to base. Load # 1 landed approximately 150 meters @ 9 o'clock from the heavy PI. After the aircraft landed, a full investigation was conducted by the aircrew, 43rd Air Wing, ABNSOTD USAF LAO and the test officer in an attempt to determine a cause of the load failing to extract from the aircraft. The investigation indicated that one or more locks were left in the platform even after the loadmaster release them

during his emergency procedures. There was no evidence of binding neither in the rail nor on the locks. To provide for a more thorough inspection of the right and left hand locks were removed from the platform and the load started to move aft under its own weight. The loadmaster stated that his airdrop panel indicated that all locks were released during the airdrop event.

SUSPECTED CAUSE OF MALFUNCTION OR INCIDENT: After the aircraft returned to home station a check was conducted on the airdrop system by their maintainer and all locks check good. The malfunction could not be duplicated. It is speculation that the cause of the malfunctioned locks could be a false indication on the lock or airdrop panel. It seems as if the loadmaster followed all of the emergency procedures and the aircraft system failed.

****no photos****

ID: 340952073

FROM: 97 AW Altus AFB

TYPE OF REPORT: Malfunction

TYPE OF LOSS: Class N/A -- None

AIRDROP LOAD MALFUNCTION CATEGORY: Extraction Phase

UNIT BEING AIRLIFTED: 97 APS

DEPARTURE AIRFIELD: Altus AFB, OK

TYPE OF AIRCRAFT: C-17

OTHER TYPE OF AIRCRAFT: N/A

AIRCRAFT SERIAL NUMBER: 93-0599

AIRLIFT UNIT: 58th Airlift Squadron

DROP ZONE LOCATION: Sooner DZ

DATE AND TIME OF AIRDROP: 2/5/2008

AIRCRAFT SPEED: 145

AIRCRAFT ALTITUDE: 800

DROP ZONE ELEVATION: 2330

SURFACE WINDS: 16

VISIBILITY: Clear

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: N/A

CARGO PARACHUTE AGE:

CARGO PARACHUTE PLACED IN SERVICE:

CARGO PARACHUTE DATE OF MANUFACTURE:

CARGO PARACHUTE REPACK DATE:

TYPE OF AIRDROP LOAD: 8' Unilateral Training Platform

AIRDROP LOAD TOTAL RIGGED WEIGHT: N/A

RIGGED IAW: TO 13-C7-1-8

AERIAL DELIVERY SYSTEM USED: LOW VELOCITY

TYPE OF PLATFORM: TYPE V

SIZE OF PLATFORM: 8'

EXTRACTION FORCE TRANSFER COUPLER CABLE SIZE: 12 FT

POSITION OF LOAD IN AIRCRAFT: 1 of 1

NUMBER OF LOCK AND SETTING: 19/20 1500lbs

DESCRIPTION OF SUSPECTED MALFUNCTION OR INCIDENT: For the first actual pass, the door and ramp operation worked. For the second lift during the actual pass on the slowdown checklist, the cargo door and ramp was cleared to open. After activating the door and ramp switch, the cargo door opened but the ramp would not. An attempt using single switch operation to open the ramp but did not work. The door was closed and the crew called the appropriate agencies. Ops check good on the ground. Mx and Tactics released the crew at 1600L. Tactics advised MX to let the aircraft fly, but not for airdrop operations.

SUSPECTED CAUSE OF MALFUNCTION OR INCIDENT: Maintenance problem with the ramp. This was the second occurrence of this problem within two weeks. The problem could be hydraulics or bad sensors. No faults were detected by the ADSC. Tactics will further troubleshoot the ramp with MX and Boeing to find a cause for the malfunction.

****no photos****

ID: -406604481

FROM: 145th Airlift Wing, NCANG, 4930 Minuteman Way, Charlotte, NC 28208-5704

TYPE OF REPORT: Malfunction

TYPE OF LOSS: Class N/A -- None

AIRDROP LOAD MALFUNCTION CATEGORY: Extraction Phase

UNIT BEING AIRLIFTED: N/A

DEPARTURE AIRFIELD: KCLT (Charlotte Douglas International)

TYPE OF AIRCRAFT: C-130

OTHER TYPE OF AIRCRAFT: N/A

AIRCRAFT SERIAL NUMBER: 93-1457

AIRLIFT UNIT: 145th Airlift Wing/156th Airlift Squadron

DROP ZONE LOCATION: Palestine DZ (Stanly County Airport, Albemarle, NC)

DATE AND TIME OF AIRDROP: 3/25/2008

AIRCRAFT SPEED: 140 KIAS

AIRCRAFT ALTITUDE: 857'

DROP ZONE ELEVATION: 597'

SURFACE WINDS: 10

VISIBILITY: 7 miles

TYPE OF PARACHUTE: G-12E

NUMBER OF PARACHUTES: 2

OTHER TYPE OF PARACHUTE SPECIFIED: N/A

TYPE OF EXTRACTION PARACHUTE: 15 FT Extraction

NUMBER OF EXTRACTION PARACHUTES: Single

OTHER TYPE OF EXTRACTION PARACHUTE: N/A

CARGO PARACHUTE AGE: G-12E #1 - 6 yrs, G-12E #2 - 8.5 yrs

CARGO PARACHUTE PLACED IN SERVICE: G-12E #1 - 8 drops, G-12E #2 - 24 drops

CARGO PARACHUTE DATE OF MANUFACTURE: G-12E #1 - Feb 2002, G-12E #2 - Nov 1999

CARGO PARACHUTE REPACK DATE: G-12E #1 & G-12E #2 - Feb 2008

TYPE OF AIRDROP LOAD: Mass Resupply

AIRDROP LOAD TOTAL RIGGED WEIGHT: 3750 lbs

RIGGED IAW: 13C7-1-8

AERIAL DELIVERY SYSTEM USED: LOW VELOCITY

OTHER AERIAL DELIVERY SYSTEM USED SPECIFIED: N/A

TYPE OF PLATFORM: TYPE V

SIZE OF PLATFORM: 8 FT

EXTRACTION FORCE TRANSFER COUPLER CABLE SIZE: 12 FT

POSITION OF LOAD IN AIRCRAFT: FS 650

NUMBER OF LOCK AND SETTING: Lock #10 set at 2.5

DESCRIPTION OF SUSPECTED MALFUNCTION OR INCIDENT: During the extraction phase, the extraction parachute deployed and inflated normally and the heavy equipment platform failed to exit. All normal and malfunction airdrop checklists were accomplished in accordance with published procedures. Due to safety concerns regarding population density and the fact that the extraction chute had collapsed and created no adverse aircraft performance conditions, the aircrew elected to keep the load inside the aircraft and cut the chute over the drop zone. The crew then flew a salvo pattern back to cut and release the extraction chute over the drop zone. The extraction chute landed within 15 yards of the Point of Impact. All components of the extraction chute were recovered by the Drop Zone Crew and the Aerial Port Load Recovery Team. The Aerial Delivery Review panel collected verbal input from the crew's Aircraft Commander, Instructor Pilot, Navigator, Engineer and Loadmasters. No problems or deviations were noted during any portion of the flight or initial airdrop

extraction phase. Drop Zone crewmembers and load recovery team members provided verbal input regarding their observation of the deployment and inflation of the extraction chute. These individuals also noted nothing unusual. The members who conducted the Joint Airdrop Inspection (JAI) of the heavy equipment load stated all preflight inspections and criteria met established parameters and procedural criteria. Upon arrival at home station, JAI members thoroughly inspected the aircraft cargo compartment to include the aircraft lock system and all aspects of the actual load. All aspects of the actual load were still normal. Maintenance technicians conducted a latch test of the right hand locks and lock #10 failed the test. This lock was removed and replaced by maintenance. The extraction line and chute were determined damaged beyond repair. The extraction line and chute replacement cost is \$1770.

SUSPECTED CAUSE OF MALFUNCTION OR INCIDENT: The # 10 right hand lock failed, preventing the extraction of the heavy equipment load from the aircraft.

no photos

ID: 1204641182

FROM: GSSC, GSB, 7th Special Forces Group (Airborne)

TYPE OF REPORT: Malfunction

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

AIRDROP LOAD MALFUNCTION CATEGORY: Deployment Recovery Phase

UNIT BEING AIRLIFTED: 2BN, 7th SFG(A)

DEPARTURE AIRFIELD: KEY WEST NAVAL AIR STATION, KEY WEST, FL

TYPE OF AIRCRAFT: C-130

OTHER TYPE OF AIRCRAFT: N/A

AIRCRAFT SERIAL NUMBER: 800326

AIRLIFT UNIT: 158th AS

DROP ZONE LOCATION: SHARK DZ, KEY WEST FLORIDA

DATE AND TIME OF AIRDROP: 2/22/2008

AIRCRAFT SPEED: 130 KNOTS

AIRCRAFT ALTITUDE: 1400 FT

DROP ZONE ELEVATION: SEA LEVEL

SURFACE WINDS: 4 KNOTS

VISIBILITY: LIMITED

TYPE OF PARACHUTE: G-12E

NUMBER OF PARACHUTES: 2

OTHER TYPE OF PARACHUTE SPECIFIED:

TYPE OF EXTRACTION PARACHUTE: CHOOSE ONE

NUMBER OF EXTRACTION PARACHUTES: Choose One

OTHER TYPE OF EXTRACTION PARACHUTE: 15' EXT FOR DROGUE

CARGO PARACHUTE AGE: G-12'S 55 & 39 YRS / 15 EXT 35 YRS

CARGO PARACHUTE PLACED IN SERVICE: 4 / 4 / 6

CARGO PARACHUTE DATE OF MANUFACTURE: G-12'S - DEC 1952 & FEB 1969 / 15' EXT - FEB 1973

CARGO PARACHUTE REPACK DATE: 6 FEB 2008

TYPE OF AIRDROP LOAD: DOUBLE CRRC

AIRDROP LOAD TOTAL RIGGED WEIGHT: 2765 LBS

RIGGED IAW: FM 4-20.142

AERIAL DELIVERY SYSTEM USED: CHOOSE ONE

OTHER AERIAL DELIVERY SYSTEM USED SPECIFIED: GRAVITY DROP WITH 15' EXT PARACHUTE USED AS A DROGUE

TYPE OF PLATFORM: SOCEP

SIZE OF PLATFORM: 75 X 144 INCHES

EXTRACTION FORCE TRANSFER COUPLER CABLE SIZE: Choose One

POSITION OF LOAD IN AIRCRAFT: 1 OF 1

NUMBER OF LOCK AND SETTING: N/A

DESCRIPTION OF SUSPECTED MALFUNCTION OR INCIDENT: At approximately 1955 hrs on 22 Feb 08 ODA 7215 was conducting a double CRRC airdrop with 8 static line jumpers to follow. The load exited the Aircraft on green-light and appeared to over-rotate. The 15' extraction parachute used as the drogue deployed, but the recovery G-12's did not. The load descended to the water with only the 15' drogue deployed destroying both CRRC's. The load was recovered and towed to nearby shore. All airdrop items were recovered and inspected. Upon inspection of the load, the 9' deployment line and the G-12's were entangled with the flotation devices and the M-1 release not allowing the G-12's to deploy.

SUSPECTED CAUSE OF MALFUNCTION OR INCIDENT: Upon inspection of the load, all airdrop equipment, and photo's taken of the load inside the Aircraft prior to take-off, it was determined that the load was put into the Aircraft

backwards. Prior to loading the Aircraft, the load was placed on a trailer to be backed up to the Aircraft and loaded. While on the trailer, the load was oriented correctly. Upon arrival of the Aircrew, they wanted to load the Aircraft using the K-loader. The K-loader pulled up to the trailer and the load was moved from the trailer to the K-loader and load orientation was reversed. The load was then put onto the Aircraft backwards. The Army JAI did not realize that the load was backwards. He was an inexperienced JAI and was told that it was OK by the secondary loadmaster and JAI.

****3 photos to follow****

1 of 3 – CRRC loaded on K-loader



2 of 3 – K-loader coming up to aircraft



3of 3 - CRRC loaded into aircraft



ID: -189457822

FROM: 3RD SFG(A)

TYPE OF REPORT: Malfunction

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

AIRDROP LOAD MALFUNCTION CATEGORY: Deployment Recovery Phase

UNIT BEING AIRLIFTED: 3RD SFG(A)

DEPARTURE AIRFIELD: Oceanic Navel Air Station

TYPE OF AIRCRAFT: C-130

OTHER TYPE OF AIRCRAFT: NA

AIRCRAFT SERIAL NUMBER: 88 1302

AIRLIFT UNIT: 189TH AS

DROP ZONE LOCATION: Fort Story VA

DATE AND TIME OF AIRDROP: 3/14/2008

AIRCRAFT SPEED: 140

AIRCRAFT ALTITUDE: 1250

DROP ZONE ELEVATION: 0

SURFACE WINDS: 5 to 7 Knots

VISIBILITY: clear

TYPE OF PARACHUTE: G-12E

NUMBER OF PARACHUTES: 2

OTHER TYPE OF PARACHUTE SPECIFIED: NA

TYPE OF EXTRACTION PARACHUTE: 15 FT Extraction

NUMBER OF EXTRACTION PARACHUTES: Single

OTHER TYPE OF EXTRACTION PARACHUTE: NA

CARGO PARACHUTE AGE: 55 years

CARGO PARACHUTE PLACED IN SERVICE: unknown

CARGO PARACHUTE DATE OF MANUFACTURE: 1953

CARGO PARACHUTE REPACK DATE: 08/12/2007

TYPE OF AIRDROP LOAD: Zodiac

AIRDROP LOAD TOTAL RIGGED WEIGHT: 1950

RIGGED IAW: FM 4-20. 142

AERIAL DELIVERY SYSTEM USED: LOW VELOCITY

OTHER AERIAL DELIVERY SYSTEM USED SPECIFIED: NA

TYPE OF PLATFORM: SOCEP

SIZE OF PLATFORM: 144"W 75" H

EXTRACTION FORCE TRANSFER COUPLER CABLE SIZE: Choose One

POSITION OF LOAD IN AIRCRAFT: left hand

NUMBER OF LOCK AND SETTING: none

DESCRIPTION OF SUSPECTED MALFUNCTION OR INCIDENT: I arrived at the drop zone (DZ) March 14, 2008 near 1230 hrs to perform my duty as Malfunction Officer for a low velocity airdrop of one double zodiac load on a combat expendable platform (CEP) followed by six personnel. The aircraft first appeared over the DZ around 1330 hrs but did not drop and continued conducting a second racetrack because of heavy traffic on the waterway. On the third approach the aircraft came into view with the tailgate lowered. The load exited the aircraft and began to rotate to a point that appeared to be 180 degrees. The extraction parachute was inflated and had started the deployment process of the recovery parachutes (two G-12E parachutes) by this point. As the recovery parachutes elongated, the load rotate back into an upright position. As one of the recovery parachutes began to inflate, both parachutes separated from the load. The partially inflated G-12 and the other a fully elongated streamer drifted away from the load. The load then descended to the DZ with no parachute lift and landing in the water. The load was destroyed upon impact with the water and was a total loss (two zodiacs, two 35 hp outboard engines, the M1 cargo

parachute release, and suspension slings). The malfunction was a premature parachute release as the parachutes attempted to recover the load.

SUSPECTED CAUSE OF MALFUNCTION OR INCIDENT: The following sequence of events describe the scenario leading to the malfunction: We arrived at the air field the 13 March 2008 between 1300 and 1400 hrs day prior to the drop day and loaded the zodiac platform onto the K-loader orientated in the correct position to be loaded onto the aircraft with parachutes going in first in accordance with FM 10-542 (the bow of the boat would have been facing the ramp). The aircrew arrived at the aircraft at about 1030 hrs 14 March 2008 following the crew brief. Upon the loadmaster's arrival he told SPC XX and I that the load was facing the wrong direction and platform was positioned in the wrong direction to be loaded onto the aircraft. He demanded we turn the load around in the opposite direction. I pulled out the FM to show the loadmaster that we were correct about the loading but he disregarded it as an invalid interpretation on our part. Unsure of the load master's placement of the load I called back to the rigger shed and explain to the Warrant Officer the orientation of the load. I explained the direction and the modification that I made so that the recovery chutes would not be interrupted would still open. He then told me that the loadmaster makes the decision on loading the aircraft, if he says it is wrong - change it. With this information I continue on with loading the aircraft with the confidence that the loadmasters were correct in their decision. The load was oriented as the loadmaster instructed and place onto the aircraft. Some of the jumpers question the loadmaster's decision, but he insisted he was correct and the load was left as he insisted. The joint airdrop inspection (JAI) was then conducted by the aircrew loadmaster, another JAI qualified Air Force loadmaster, and me: All links were checked twice over. Neither the parachutes nor the extraction system were impeded or disrupted during the inspection and the parachutes appeared to have an unobstructed sequence for deployment. After the JAI, I proceeded to the drop zone at Ft. Story without telling any senior Army ranking personal. With the acknowledgment that the loadmaster had a better understanding of the dynamics of the load. This is why I didn't alert Army personnel of my concerns of the load. Upon leaving, I told MAJ. XX that the load was good and ready for drop. The time on target (TOT) was between 1350 and 1400. I later learned from the Warrant Officer that based on the articulation of the load when the extraction parachute started to deploy the recovery parachutes (two G-12Es), the M1 release more likely than not made contact with the load at the extraction parachute and deployed the recovery parachutes during the recovery process. This may have dislodged the parachute connectors from the M1 release causing a premature release of the G-12E parachutes from the load. The load could not be immediately recovered because there were jumpers on the DZ (in the water) so the location was marked. When we were returned to the load it was submerged and too heavy to manually recover. So, it was determined that it would be recovered the following day. However, all pictures were taken before the DZ was closed. Upon returning to the location, the load could not be located as the current had moved the load. The M1 release was not recovered so I was unable

to obtain any data from the item. Though the M1 release was not recovered it was my determination that the cause for the premature parachute release was the load being loaded onto the aircraft backwards. Total loss of equipment equaled two 35HP outboard motors and two F470 zodiac combat raiding rubber crafts.

****8 photos to follow****

1 of 8 – CRRC after drop



2 of 8 – G-12 d-bags connected to 2 point link then to extraction line



3 of 8 – 15' extraction parachute viewed at top back down to G-12 d-bags



4 of 8 – G-12 d-bags connected to 2 point link



5 of 8 – 2 point link connecting G-12 d-bags to extraction line



6 of 8 – G-12 riser extensions and parachute connectors from M-1



7 of 8 – M-1 arming wire and lanyard



8 of 8 – CRRC after recovery from DZ (total annihilation)

