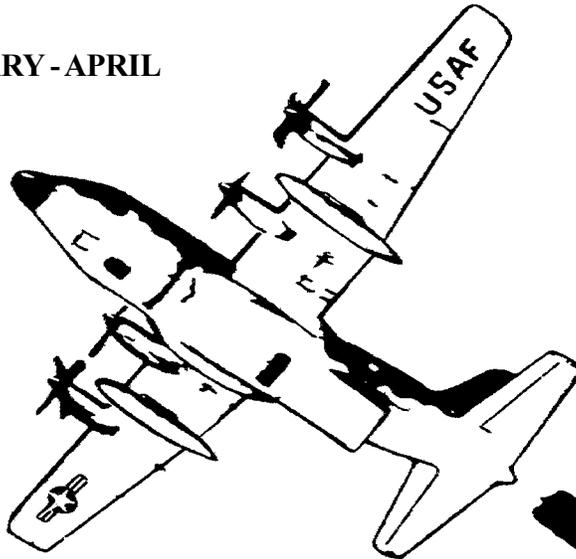
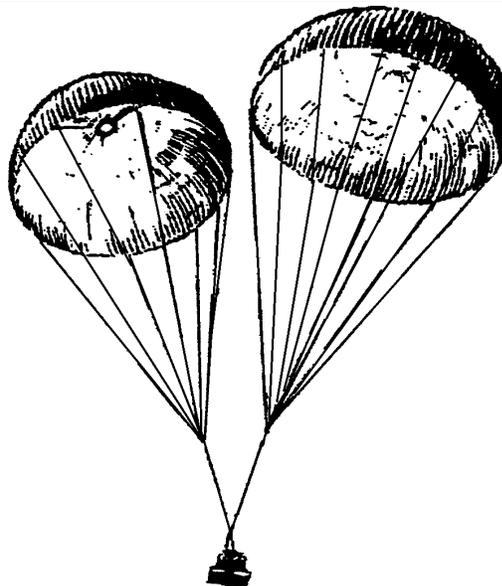


JANUARY - APRIL

VOLUME I 2001



TRIENNIAL
**AIRDROP REVIEW
AND
MALFUNCTION/SAFETY
ANALYSIS**



PREPARED BY
THE US ARMY QUARTERMASTER SCHOOL
FORT LEE, VIRGINIA 23801-1502

AIRBORNE CREED

I am an Airborne trooper! A paratrooper!

I jump by parachute from any plane in flight. I volunteered to do it, knowing well the hazards of my choice.

I serve in a mighty Airborne Force—famed for deeds in war—renowned for readiness in peace. It is my pledge to uphold its honor and prestige in all I am—in all I do.

I am an elite trooper—a sky trooper—a shock trooper—a spearhead trooper. I blaze the way to far-flung goals—behind, before, above the foe's front line.

I know that I may have to fight without support for days on end. Therefore, I keep mind and body always fit to do my part in any airborne task. I am self-reliant and unafraid. I shoot true, and march fast and far. I fight hard and excel in every art and artifice of war.

I never fail a fellow trooper. I cherish as a sacred trust the lives of men with whom I serve. Leaders have my fullest loyalty, and those I lead never find me lacking.

I have pride in the Airborne! I never let it down!

In peace, I do not shirk the dullest duty nor protest the toughest training. My weapons and equipment are always combat ready. I am neat of dress—military in courtesy—proper in conduct and behavior.

In battle, I fear no foe's ability, nor underestimate his prowess, power and guile. I fight him with all my might and skill—ever alert to evade capture or escape a trap. I never surrender, though I be the last.

My goal in peace or war is to succeed in any mission of the day—or die, if needs be, in the try.

I belong to a proud and glorious team—the Airborne, the Army, my Country. I am its chosen pride to fight where others may not go—to serve them well until the final victory.

*I am a trooper of the sky! I am my Nation's best!
In peace and war I never fail. Anywhere, anytime, in anything—
I am AIRBORNE!*

IN THIS ISSUE

VOLUME I - 2001

Prefaceii

Reports and Analysesiii

Personnel Malfunction Reports and Analyses1

Cargo Malfunction Reports and Analyses81

Aircraft Malfunction Reports and Analyses119

Summary of Supply and Equipment Drops170

Summary of Personnel Parachute Jumps170

Summary of Personnel Parachute Malfunctions171

**Injuries Occurring on Parachute Operations as Reported on
DA Form 285171**

Aircraft Malfunctions172

Hot Poop173

PREFACE

The Airdrop Review and Malfunction/Safety Analysis is published by the US Army Quartermaster School in hopes that by “passing the word” the malfunction rate within the Armed Forces may be minimized. The review and analysis in this issue covers the period 1 January 2001 - 30 April 2001.

POC AND MAILING ADDRESS

The POC for Airdrop Malfunction Reports, Monthly Airdrop Summary Reports, and any other information concerning the Airdrop Review and Malfunction/Safety Analysis is Mr. Roger Hale. All correspondence for the above reports and analysis should be addressed to:

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1010 SHOP ROAD
FORT LEE VA 23801-1502**

REPORTS AND ANALYSES

The Malfunction/Safety Review Board met at Fort Lee, Virginia on 22 - 23 June 2001. A breakdown of the areas in which malfunctions occurred from 1 January through 30 April 2001 follows:

<u>CATEGORY</u>	<u>QUANTITY</u>
Containers/CRRC	10
Platforms LVAD	13
Personnel	22

All DD Forms 1748-2 (Airdrop Malfunction Report (Personnel-Cargo)) are reviewed, and any identifying information is removed. Block 24 is annotated to include both Army and Air Force references if only one is given. No grammatical editing is done to the reports.

PERSONNEL MALFUNCTION REPORTS AND ANALYSES

TAR&M/SA VOL I

I. GENERAL				
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-130	5. ACFT SER NO.
6. OPERATION/EXERCISE		7. DZ AND LOCATION		8. DATE AND TIME
9. ACFT ALTITUDE (Feet) 12,500 Feet	10. ACFT SPEED (Knots) 130 Knots	11. DZ ELEVATION (Feet) 1475 Feet MSL	12. SURFACE WINDS (Knots) 4 Knots	13. VISIBILITY (Feet/Miles) Unrestricted
II. PERSONNEL				
14. NAME (Last, First, MI), GRADE, SSAN, & UNIT		15. EQUIPMENT WORN BY JUMPER MC-5D (MT 1-X Mod), Ruck (front mount), weapon		16. JUMPER'S POSITION IN ACFT Second
17. TYPE PARACHUTE (Specify) MC-5D (MT1-X Mod)	18. TYPE MALFUNCTION			19. NO. JUMPS MFF 112
	SEMI-INVERSION	INVERSION	CIGARETTE ROLL	
	PILOT CHUTE	BLOWN SECTION	BROKEN SUSPENSION LINE	Streamer
20. TYPE OF RESERVE MC-5, 370 square feet	21. RESERVE FUNCTIONED PROPERLY (if "No" explain in item 31) <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		22. RESULTING INJURY None	

31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.)

Jumper exited second to conduct 12,500 foot HAHO parachute jump. Upon deployment of main parachute, jumper experienced streamer. Jumper reached up and snapped rear riser twice trying to clear problem. With no results, jumper executed cut-away procedures with no further incident.

32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.)

Hung slider.

CONTINUED ON NEXT PAGE

ANALYSIS: 1

WHAT WAS THE MALFUNCTION?

Hung slider.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Unstable body position during pull sequence.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

1. Retrain on proper body position during pull sequence.
2. Ensure packing procedures are correct.

TAR&M/SA VOL I

I. GENERAL					
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-130	5. ACFT SER NO.	
6. OPERATION/EXERCISE		7. DZ AND LOCATION		8. DATE AND TIME	
9. ACFT ALTITUDE (Feet) 800 Feet AGL	10. ACFT SPEED (Knots) 130 Knots	11. DZ ELEVATION (Feet) 427 MSL	12. SURFACE WINDS (Knots) 3 Knots	13. VISIBILITY (Feet/Miles) Clear	
II. PERSONNEL					
14. NAME (Last, First, MI), GRADE, SSAN, & UNIT		15. EQUIPMENT WORN BY JUMPER Alice Pack, LCE, Kevlar		16. JUMPER'S POSITION IN ACFT L3, 2nd Pass	
17. TYPE PARACHUTE (Specify) T-10C	18. TYPE MALFUNCTION				19. NO. JUMPS 10
	SEMI-INVERSION	INVERSION	CIGARETTE ROLL	OTHER (SPECIFY)	
	PILOT CHUTE	BLOWN SECTION	BROKEN SUSPENSION LINE		
20. TYPE OF RESERVE MIRPS	21. RESERVE FUNCTIONED PROPERLY (if "No" explain in item 31) <input type="checkbox"/> YES <input type="checkbox"/> NO		22. RESULTING INJURY None		

31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.)

The jumper had accidentally pulled his reserve when he exited the aircraft. The MIRPS did not fully inflate because the jumper kept it from inflating because the jumper suddenly realized he had a fully inflated main parachute. The jumper landed with no incident or injury.

32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.)

The probable cause of this incident was the improper control of the ripcord grip upon exiting the aircraft.

CONTINUED ON NEXT PAGE

ANALYSIS: 2

WHAT WAS THE MALFUNCTION?

Incident.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Jumper accidentally inflated his MIRPS after exiting aircraft. He contained it and it did not inflate.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

1. Ensure jumper knows his five points of performance.
2. Retrain soldier.

TAR&M/SA VOL I

I. GENERAL					
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-130	5. ACFT SER NO.	
6. OPERATION/EXERCISE		7. DZ AND LOCATION		8. DATE AND TIME	
9. ACFT ALTITUDE (Feet) 800 feet AGL	10. ACFT SPEED (Knots) 130 Knots	11. DZ ELEVATION (Feet) 427 MSL	12. SURFACE WINDS (Knots) 3 Knots	13. VISIBILITY (Feet/Miles) Clear	
II. PERSONNEL					
14. NAME (Last, First, MI), GRADE, SSAN, & UNIT		15. EQUIPMENT WORN BY JUMPER Alice Pack, M1950, LCE, Kevlar		16. JUMPER'S POSITION IN ACFT AJRD/1st Pass	
17. TYPE PARACHUTE (Specify) T-10C	18. TYPE MALFUNCTION				19. NO. JUMPS 63
	SEMI-INVERSION	INVERSION	CIGARETTE ROLL	OTHER (SPECIFY)	
	PILOT CHUTE	BLOWN SECTION	BROKEN SUSPENSION LINE		
20. TYPE OF RESERVE MIRPS	21. RESERVE FUNCTIONED PROPERLY (if "No" explain in item 31) <input type="checkbox"/> YES <input type="checkbox"/> NO		22. RESULTING INJURY None		

31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.)

This was an incident.. The jumper exited the aircraft at a 90 degree angle and performed his first point of performance. However, the jumper had a weak exit and immediately started twisting. The jumper then went into his second point of performance and immediately started bicycling to get the twist out of his parachute. The jumper's main canopy was fully inflated. The jumper then felt because of the excessive twists in his parachute he was falling faster than his fellow jumpers. He immediately activated his reserve but the jumper stated that he experienced "cone lock". He then swept the rip cord protector flap out of the way and the reserve activated. Because the jumper was spinning so much the pilot parachute along with the bridle line became entangled in his main parachute suspension lines, thus, the MIRPS never had a chance to deploy fully. Then the jumper went into his fourth and fifth point of performance but never lowered his equipment. The malfunction NCO did not observe this incident. A TRI was conducted on the main and reserve and no damage was found.

32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.)

The probable cause of this incident was a weak exit.

CONTINUED ON NEXT PAGE

ANALYSIS: 3

WHAT WAS THE MALFUNCTION?

INCIDENT - Jumper activated his MIRPS because he had excessive twists and was falling faster than fellow jumpers.

MALFUNCTION - MIRPS experienced "cone-lock". Jumper swept ripcord protector flap and MIRPS deployed.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Poor/weak exit caused twists which led jumper to pull reserve.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Retrain soldier on proper exit and proper body position.

I. GENERAL					
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-130	5. ACFT SER NO.	
6. OPERATION/EXERCISE		7. DZ AND LOCATION		8. DATE AND TIME	
9. ACFT ALTITUDE (Feet) 800 Feet AGL	10. ACFT SPEED (Knots) 135 Knots	11. DZ ELEVATION (Feet) 442 Feet MSL	12. SURFACE WINDS (Knots) 1-3 Knots	13. VISIBILITY (Feet/Miles) Unlimited	
II. PERSONNEL					
14. NAME (Last, First, MI), GRADE, SSAN, & UNIT		15. EQUIPMENT WORN BY JUMPER Ballistic Helmet, LBE		16. JUMPER'S POSITION IN ACFT #8 RD 2nd Pass	
17. TYPE PARACHUTE (Specify) T-10C	18. TYPE MALFUNCTION				19. NO. JUMPS 35
	SEMI-INVERSION	INVERSION	CIGARETTE ROLL	OTHER (SPECIFY)	
	PILOT CHUTE	BLOWN SECTION	BROKEN SUSPENSION LINE	Hole in canopy	
20. TYPE OF RESERVE MIRPS	21. RESERVE FUNCTIONED PROPERLY (If "No" explain in item 31) <input type="checkbox"/> YES <input type="checkbox"/> NO		22. RESULTING INJURY None		

31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.)

This was a partial malfunction. The jumper exited the aircraft and performed his first point of performance without incident. The jumper then went into his second point of performance and noticed that he had a small hole in his canopy. The jumper felt he was falling faster than his fellow jumpers so he activated his reserve and it opened properly without incident. The jumper then went into his third, fourth, and fifth point of performance without incident. According to the malfunction NCO, he observed the jumper throughout the entire operation. According to him at no time did he observe the jumper falling faster than the other jumpers and he observed that the jumper had a fully inflated canopy. A TRI was conducted on the parachute and the following damage was found: A 3/4-inch tear was found on Gore 5, section 5 and a 3-inch by 6 3/4-inch L-shaped tear was found on Gore 13, section 4. Moreover, the damage found was inconclusive in determining if it contributed to this incident.

32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.)

The probable cause of the damage on the canopy was opening shock.

CONTINUED ON NEXT PAGE

ANALYSIS: 4

WHAT WAS THE MALFUNCTION?

INCIDENT - T10-C deployed normally. Jumper saw a hole and activated his MIRPS. MIRPS deployed normally.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Was parachute packed with the hole in it?

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Educate jumper on T-10C capabilities to operate with small holes.

I. GENERAL					
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-17	5. ACFT SER NO.	
6. OPERATION/EXERCISE		7. DZ AND LOCATION		8. DATE AND TIME	
9. ACFT ALTITUDE (Feet) 12,500	10. ACFT SPEED (Knots) 130	11. DZ ELEVATION (Feet) -100	12. SURFACE WINDS (Knots) 0	13. VISIBILITY (Feet/Miles) Unlimited	
II. PERSONNEL					
14. NAME (Last, First, MI), GRADE, SSAN, & UNIT		15. EQUIPMENT WORN BY JUMPER Dummy M4, LCE, Strobe, Ruck, Helmet		16. JUMPER'S POSITION IN ACFT 8 of 9	
17. TYPE PARACHUTE (Specify) MC-4	18. TYPE MALFUNCTION				19. NO. JUMPS 402
	SEMI-INVERSION	INVERSION	CIGARETTE ROLL	OTHER (SPECIFY)	
	PILOT CHUTE	BLOWN SECTION	BROKEN SUSPENSION LINE	Floating Ripcord	
20. TYPE OF RESERVE MC-4	21. RESERVE FUNCTIONED PROPERLY (if "No" explain in item 31) <input type="checkbox"/> YES <input type="checkbox"/> NO		22. RESULTING INJURY None		

31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.)
 Jumper had a floating ripcord, tried to trace ripcord housing, could not find it and then excuted cutaway procedures and activated reserve. Landed without injury.

32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.)
 Cannot be determined how ripcord came out. It was night combat equipment jump and exit at one second interval.

CONTINUED ON NEXT PAGE

ANALYSIS: 5

WHAT WAS THE MALFUNCTION?

INCIDENT - Floating ripcord was traced, not found, EPs were initiated and reserve opened as deployed. Very experienced jumper.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Collision on exit? Loose harness put ripcord grip out wide where it could not be easily traced.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

1. Retrain jumper on pull procedures and proper harness fit.
2. Ensure jumpmaster checks for proper fit.

I. GENERAL					
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-17	5. ACFT SER NO.	
6. OPERATION/EXERCISE		7. DZ AND LOCATION		8. DATE AND TIME	
9. ACFT ALTITUDE (Feet) 12,500	10. ACFT SPEED (Knots) 130	11. DZ ELEVATION (Feet) -100	12. SURFACE WINDS (Knots) 0	13. VISIBILITY (Feet/Miles) Unlimited	
II. PERSONNEL					
14. NAME (Last, First, MI), GRADE, SSAN, & UNIT		15. EQUIPMENT WORN BY JUMPER Dummy M4, Strobe, LCE, Ruck, Helmet		16. JUMPER'S POSITION IN ACFT 7 of 9	
17. TYPE PARACHUTE (Specify) MC-4	18. TYPE MALFUNCTION				19. NO. JUMPS 54
	SEMI-INVERSION	INVERSION	CIGARETTE ROLL	OTHER (SPECIFY)	
	PILOT CHUTE	BLOWN SECTION	BROKEN SUSPENSION LINE	Bag-Lock	
20. TYPE OF RESERVE MC-4	21. RESERVE FUNCTIONED PROPERLY (if "No" explain in item 31) <input type="checkbox"/> YES <input type="checkbox"/> NO		22. RESULTING INJURY None		

31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.)

Jumper stated while in freefall, he became unstable and ended on his back. He deployed his main parachute while unstable, the spinning created twist in his lines from the riser up to the bag which created the bag lock. He executed cutaway procedures and was under his reserve at 2800 feet AGL, landing without injury.

32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.)

Jumper's instability was the cause of the malfunction. Bag lock was caused by his lines being twisted from riser to bag stows.

CONTINUED ON NEXT PAGE

ANALYSIS: 6

WHAT WAS THE MALFUNCTION?

MALFUNCTION - Jumper was completely unstable when he pulled.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Unstable position could have contributed to an uneven pull on the suspension line groups creating bag lock.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Retrain soldier on proper body position during pull sequence.

I. GENERAL					
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-17	5. ACFT SER NO.	
6. OPERATION/EXERCISE		7. DZ AND LOCATION		8. DATE AND TIME	
9. ACFT ALTITUDE (Feet) 12,500 Feet AGL	10. ACFT SPEED (Knots) 130 Knots	11. DZ ELEVATION (Feet) 488 Feet	12. SURFACE WINDS (Knots) Calm	13. VISIBILITY (Feet/Miles) 7+ Miles	
II. PERSONNEL					
14. NAME (Last, First, MI), GRADE, SSAN, & UNIT		15. EQUIPMENT WORN BY JUMPER MC-5, FF2, Gentex helmet, Alfimeter, Goggles		16. JUMPER'S POSITION IN ACFT 2nd/1st	
17. TYPE PARACHUTE (Specify) MC-5	18. TYPE MALFUNCTION				19. NO. JUMPS 450
	SEMI-INVERSION	INVERSION	CIGARETTE ROLL	OTHER (SPECIFY)	
	PILOT CHUTE	BLOWN SECTION	BROKEN SUSPENSION LINE		
20. TYPE OF RESERVE MC-5	21. RESERVE FUNCTIONED PROPERLY (if "No" explain in item 31) <input type="checkbox"/> YES <input type="checkbox"/> NO		22. RESULTING INJURY None		

31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.)

After being given a through jumpmaster brief, the jumper received a JMPI before the lift. The jumper's rucksack was inspected before he donned the equipment and he followed all of the jumpmaster's instructions during the flight. The jumper was on the second jump of the day and exited first on the pass. He had a clean exit and the freefall portion of the jump was uneventful. At 4,000 feet AGL, the jumper cleared his air space and waved off. At 3,500 feet AGL, the jumper pulled his main ripcord. The jumper noticed nothing unusual about the pull sequence, nor was his body position abnormal. After pulling the ripcord, the jumper experienced normal parachute deployment and the parachute came out of the deployment bag. He immediately noticed that his descent was not slowed in the least. Additionally the parachute appeared to be in a tight "cigarette roll" and the slider was hung up tightly against the bottom of the canopy. The jumper then cut away his main canopy. The reserve opened properly and the jumper landed at the briefed drop zone along with the other jumpers in the stick. The cut away parachute was not recovered.

32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.)

Twisted lines and tension knots that resulted in a hung slider. After thoroughly debriefing the jump with the on-scene malfunction NCO/rigger, the decision was made to more closely monitor the packing procedures. A subsequent repack and jump revealed no packing deficiencies or parachute opening problems.

CONTINUED ON NEXT PAGE

ANALYSIS: 7

WHAT WAS THE MALFUNCTION?

MALFUNCTION - Hung slider.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

1. Possible unstable body position at pull.
2. Possible pack procedures error.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Ensure pack procedures and inspectors are performing to standard.

TAR&M/SA VOL I

I. GENERAL					
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-130	5. ACFT SER NO.	
6. OPERATION/EXERCISE		7. DZ AND LOCATION		8. DATE AND TIME	
9. ACFT ALTITUDE (Feet) 10,000	10. ACFT SPEED (Knots) 130 Knots	11. DZ ELEVATION (Feet) 100 Feet	12. SURFACE WINDS (Knots) 4 Knots 090	13. VISIBILITY (Feet/Miles) Clear	
II. PERSONNEL					
14. NAME (Last, First, MI), GRADE, SSAN, & UNIT		15. EQUIPMENT WORN BY JUMPER MC-4, FF2, Wrist Altimeter		16. JUMPER'S POSITION IN ACFT 2nd/1st	
17. TYPE PARACHUTE (Specify) MC-4	18. TYPE MALFUNCTION				19. NO. JUMPS 300
	SEMI-INVERSION	INVERSION	CIGARETTE ROLL	OTHER (SPECIFY)	
	PILOT CHUTE	BLOWN SECTION	BROKEN SUSPENSION LINE	Partial	
20. TYPE OF RESERVE MC-4	21. RESERVE FUNCTIONED PROPERLY (If "No" explain in item 31) <input type="checkbox"/> YES <input type="checkbox"/> NO		22. RESULTING INJURY None		

31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.)
 Canopy was out of the D-bag but not inflated. Jumper pulled rear risers twice in an attempt to clear malfunction. This attempt was unsuccessful. Jumper pulled a cutaway. Reserve deployed as advertised and jumper landed without incident.

32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.)
 Unknown

CONTINUED ON NEXT PAGE

ANALYSIS: 8

WHAT WAS THE MALFUNCTION?

MALFUNCTION - Canopy out of D-bag but not inflated. No additional information.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Hung Slider? Unstable on pull.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Ensure jumper is stable during pull sequence.

I. GENERAL					
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-17	5. ACFT SER NO.	
6. OPERATION/EXERCISE		7. DZ AND LOCATION		8. DATE AND TIME	
9. ACFT ALTITUDE (Feet) 800 Feet AGL	10. ACFT SPEED (Knots) 130 Knots	11. DZ ELEVATION (Feet) 393 MSL	12. SURFACE WINDS (Knots) 8 Knots	13. VISIBILITY (Feet/Miles) Clear	
II. PERSONNEL					
14. NAME (Last, First, MI), GRADE, SSAN, & UNIT		15. EQUIPMENT WORN BY JUMPER Kevlar, LCE, Alice Pack		16. JUMPER'S POSITION IN ACFT 1st Pass, R6	
17. TYPE PARACHUTE (Specify) T-10C	18. TYPE MALFUNCTION				19. NO. JUMPS 9
	SEMI-INVERSION	INVERSION	CIGARETTE ROLL	OTHER (SPECIFY)	
	PILOT CHUTE	BLOWN SECTION	BROKEN SUSPENSION LINE	MIRPS Deployment	
20. TYPE OF RESERVE MIRPS	21. RESERVE FUNCTIONED PROPERLY (If "No" explain in item 31) <input type="checkbox"/> YES <input type="checkbox"/> NO		22. RESULTING INJURY None		

31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.)

This was an incident, not a malfunction. The jumper exited the aircraft and went into his first point of performance. The jumper snapped into a tight body position and counted to four and received an opening shock. The jumper then performed his second point of performance and noticed that his canopy was "bent in". The jumper then went into his third point of performance. He then noticed that he was falling faster than his fellow jumpers and activated his reserve. It activated immediately after the ripcord was pulled. The canopy partially inflated with air. The jumper then lowered his equipment and landed. A TRI was conducted on the main and reserve parachute and no deficiencies were found. This additional information was obtained from the jumper in a second interview. The jumper had sustained a back injury on his 8th jump and this was his 2nd jump after the injury.

32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.)

Lack of experience and judgement by the jumper.

CONTINUED ON NEXT PAGE

ANALYSIS: 9

WHAT WAS THE MALFUNCTION?

INCIDENT - Soldier was scared and activated MIRPS.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Not given.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Reassure jumper and retrain on proper point of performance.

I. GENERAL					
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-17	5. ACFT SER NO.	
6. OPERATION/EXERCISE		7. DZ AND LOCATION		8. DATE AND TIME	
9. ACFT ALTITUDE (Feet) 800 Feet AGL	10. ACFT SPEED (Knots) 130 Knots	11. DZ ELEVATION (Feet) 393 MSL	12. SURFACE WINDS (Knots) 8 Knots	13. VISIBILITY (Feet/Miles) Clear	
II. PERSONNEL					
14. NAME (Last, First, MI), GRADE, SSAN, & UNIT		15. EQUIPMENT WORN BY JUMPER Kevlar, LCE, Alice Pack		16. JUMPER'S POSITION IN ACFT 1st Pass, R10	
17. TYPE PARACHUTE (Specify) T-10C	18. TYPE MALFUNCTION				19. NO. JUMPS 10
	SEMI-INVERSION	INVERSION	CIGARETTE ROLL	OTHER (SPECIFY) Entanglement	
20. TYPE OF RESERVE MIRPS		21. RESERVE FUNCTIONED PROPERLY (if "No" explain in item 31) <input type="checkbox"/> YES <input type="checkbox"/> NO		22. RESULTING INJURY None	

31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.)

This was an incident, not a malfunction. Jumper was scared on the airborne operation. He got tangled with another jumper and pulled his reserve. Another jumper handed off the static line to the safety and exited the aircraft. The jumper went into a tight body position and counted to four. He then went into his second point of performance and noticed that he was entangled with another jumper. The jumper had twists in his suspension lines and bicycled to get himself free. The jumper tried to get the lower jumper to do a PLF, but the wind pushed him away from him. The jumper noticed that his parachute was starting to collapse because his air was being stolen by the lower jumper. The jumper then performed his fourth and fifth point of performance. The jumpers reserve was activated when he hit the ground.

32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.)

Lack of experience on the jumpers behalf.

CONTINUED ON NEXT PAGE

ANALYSIS: 10

WHAT WAS THE MALFUNCTION?

INCIDENT - High altitude entanglement.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

1. Collision under the aircraft.
2. "Centerline".

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

1. Ensure jumpers maintain separation in the air. Lower jumper has right of way.
2. Jumpmasters should ensure proper spacing of jumpers.

I. GENERAL					
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT UNK	5. ACFT SER NO.	
6. OPERATION/EXERCISE		7. DZ AND LOCATION		8. DATE AND TIME	
9. ACFT ALTITUDE (Feet) 16,900 AGL	10. ACFT SPEED (Knots) 120 Knots	11. DZ ELEVATION (Feet) 430 MSL	12. SURFACE WINDS (Knots) 5 Knots	13. VISIBILITY (Feet/Miles) 5 Miles	
II. PERSONNEL					
14. NAME (Last, First, MI), GRADE, SSAN, & UNIT		15. EQUIPMENT WORN BY JUMPER MC4, O2, Goggles, Gloves		16. JUMPER'S POSITION IN ACFT 1st Pass, 4th Out	
17. TYPE PARACHUTE (Specify) MC-4	18. TYPE MALFUNCTION				19. NO. JUMPS 75s/56ff
	SEMI-INVERSION	INVERSION	CIGARETTE ROLL	OTHER (SPECIFY)	
	PILOT CHUTE	BLOWN SECTION	BROKEN SUSPENSION LINE	Failure to locate main ripcord grip	
20. TYPE OF RESERVE MC-4	21. RESERVE FUNCTIONED PROPERLY (If "No" explain in item 31) <input type="checkbox"/> YES <input type="checkbox"/> NO		22. RESULTING INJURY None		

31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.)
 Jumper was conducting an MFF/02 training jump with four members of the team. Jumper exited aircraft at 16,900 feet AGL and experienced no problems during the freefall. Jumper went into his opening sequence at 3,500 feet AGL and could not visually identify his main ripcord grip. After checking a second time without success, jumper initiated cutaway procedures and landed under his reserve with no further incidents. Jumper followed his main parachute to the ground and recovered it.

32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.)
 A 100 percent TRI was performed on the parachute system and no deficiencies were found. The main ripcord grip was still properly seated in the stow pocket. Jumper had not jumped with oxygen since he attended MFF school in 1997. Since school he had only been on MFF status for 1 year and made a total of 40 jumps before he came off MFF status due to a change in his duty assignment. Jumper was given MFF refresher training. Since that training, the jumper had made 15 MFF jumps. Jumper stated that he could not see the main ripcord grip due to his vision being obstructed by his oxygen mask and after not seeing it on his second look he chose to activate his reserve parachute. The cause of this reserve activation was the inexperience of the jumper while jumping oxygen.

CONTINUED ON NEXT PAGE

ANALYSIS: 11

WHAT WAS THE MALFUNCTION?

INCIDENT - Jumper could not locate ripcord grip. Went into EPs and reserve opened properly.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Oxygen hose in the way. Improperly fitted harness.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Retrain in the harness and proper fitting of equipment.

I. GENERAL					
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-130	5. ACFT SER NO.	
6. OPERATION/EXERCISE		7. DZ AND LOCATION		8. DATE AND TIME	
9. ACFT ALTITUDE (Feet) 800 Feet	10. ACFT SPEED (Knots) 130 Knots	11. DZ ELEVATION (Feet) 387 Feet	12. SURFACE WINDS (Knots) 0-3 Knots	13. VISIBILITY (Feet/Miles) UNK	
II. PERSONNEL					
14. NAME (Last, First, MI), GRADE, SSAN, & UNIT		15. EQUIPMENT WORN BY JUMPER 1950 Weapons Case w/ Weapon		16. JUMPER'S POSITION IN ACFT 1st/Chalk 1	
17. TYPE PARACHUTE (Specify) T-10C	18. TYPE MALFUNCTION				19. NO. JUMPS 7
	SEMI-INVERSION	INVERSION	CIGARETTE ROLL	OTHER (SPECIFY)	
	PILOT CHUTE	BLOWN SECTION	BROKEN SUSPENSION LINE	Towed	
20. TYPE OF RESERVE MIRPS	21. RESERVE FUNCTIONED PROPERLY (if "No" explain in item 31) <input type="checkbox"/> YES <input type="checkbox"/> NO		22. RESULTING INJURY Minor Concussion		

31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.)

A depolyment bag was delivered to the Malfunction NCO. The safeties from that aircraft did not notice anything unusual and suggested the D-bag was damaged upon retrieval. After further inspection of the D-bag it was determined that there was a towed jumper. The unit questioned the JM team and jumper and identified there was the jumper. Jumper stated he had a bad exit and his parachute deployment sequence was delayed. When his main deployed, he had several twists and his lowering line was tangled around his neck. Jumper stated he was trying to bicycle the twists out and clear the lowering line from his neck because it was choking him. He stated he passed out. When he came to he was on the ground. The D-bag was torn and exhibits nylon burns. The lowering line had burns throughout the entire length. The 1950 weapons case we suspect that was connected to this has the single chape loop missing (appears torn off).

32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.)

The jumper had a bad exit and it caused him to tumble upon exit allowing the 1950 to become entangled with the static line prior to the elongation of the main parachute at which point he was towed as the main continued to elongate from the deployment bag. The bag pulled free of the lowering line and weapons case allowing the jumper to fall free of the aircraft.

CONTINUED ON NEXT PAGE

ANALYSIS: 12

WHAT WAS THE MALFUNCTION?

MALFUNCTION - Bad exit. Jumper tumbled. Static line and D-bag routed between jumper and M1950. This deployed HPT lowering line around neck and risers. Jumper passed out.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

1. Poor exit.
2. Lack of experience.
3. Heavy ruck.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Better exit training.

I. GENERAL					
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-130	5. ACFT SER NO.	
6. OPERATION/EXERCISE		7. DZ AND LOCATION		8. DATE AND TIME	
9. ACFT ALTITUDE (Feet) 1250 Feet AGL	10. ACFT SPEED (Knots) 130 Knots	11. DZ ELEVATION (Feet) 500 MSL	12. SURFACE WINDS (Knots) 340/4	13. VISIBILITY (Feet/Miles) 7+ Miles	
II. PERSONNEL					
14. NAME (Last, First, MI), GRADE, SSAN, & UNIT		15. EQUIPMENT WORN BY JUMPER MC1-1C/Reserve, Helmet, Goggles, LBE		16. JUMPER'S POSITION IN ACFT JM/1st	
17. TYPE PARACHUTE (Specify) MC1-1C	18. TYPE MALFUNCTION				19. NO. JUMPS 30+
	SEMI-INVERSION	INVERSION	CIGARETTE ROLL	OTHER (SPECIFY)	
	PILOT CHUTE	BLOWN SECTION	BROKEN SUSPENSION LINE		
20. TYPE OF RESERVE T-10	21. RESERVE FUNCTIONED PROPERLY (if "No" explain in item 31) <input type="checkbox"/> YES <input type="checkbox"/> NO		22. RESULTING INJURY Knee Injury		

31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.)

No malfunction of the parachute system occurred. Jumper exited aircraft with suspected poor body position. Body position or other factors (cold air, aircraft altitude) resulted in jumper flipping through his parachute risers. Jumpers foot momentarily caught in suspension lines with enough twisting motion to cause injury to jumpers right knee. Jumper transported to medical facility, evaluated and released. Jumpmasters will continue to emphasis good body position on exit.

32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.)

Poor exit

CONTINUED ON NEXT PAGE

ANALYSIS: 13

WHAT WAS THE MALFUNCTION?

INCIDENT - Jumper flipped through risers and hurt his knee.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Poor exit.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Retrain exit procedures.

I. GENERAL					
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-130	5. ACFT SER NO.	
6. OPERATION/EXERCISE		7. DZ AND LOCATION		8. DATE AND TIME	
9. ACFT ALTITUDE (Feet) 12,500 Feet AGL	10. ACFT SPEED (Knots) 130 Knots	11. DZ ELEVATION (Feet) 490 Feet	12. SURFACE WINDS (Knots) UNK	13. VISIBILITY (Feet/Miles) 10 Miles	
II. PERSONNEL					
14. NAME (Last, First, MI), GRADE, SSAN, & UNIT		15. EQUIPMENT WORN BY JUMPER Twin S3 oxygen system with mask		16. JUMPER'S POSITION IN ACFT 4th Jumper/ 4th Pass	
17. TYPE PARACHUTE (Specify) MC-4	18. TYPE MALFUNCTION				19. NO. JUMPS 27
	SEMI-INVERSION	INVERSION	CIGARETTE ROLL	OTHER (SPECIFY)	
	PILOT CHUTE	BLOWN SECTION	BROKEN SUSPENSION LINE	Line Twists	
20. TYPE OF RESERVE MC-4	21. RESERVE FUNCTIONED PROPERLY (If "No" explain in item 31) <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		22. RESULTING INJURY None		

31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.)
 Jumper pulled the main ripcord at 4,000 feet AGL. Upon opening, he noticed line twists in his canopy and he proceeded to fix the partial malfunction. Jumper started to pull out on his risers and bicycle out of the twists, but his canopy started to spin out of control. At this time, jumper decided to conduct cutaway procedures because he was at 2,200 feet AGL. Jumper was under a good reserve canopy by 2,000 feet AGL. Jumper landed on designated drop zone safe and without further incident.

32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.)
 No deficiencies were found after a 100 percent inspection of the MC-4 system. The control toggles were still stowed in place. Jumper stated that he was spinning out of control, but there was no evidence of it in the main canopy, i.e., line over canopy, knotted suspension lines, etc. Jumper had line twists and he attempted to correct the partial malfunction and he decided to conduct cutaway procedures because he could not fix it by 2,200 feet AGL. This was jumper's second night jump (first night jump with oxygen equipment) and it is common to be a little anxious due to inexperience. Jumper landed safe on designated drop zone under a good reserve.

CONTINUED ON NEXT PAGE

ANALYSIS: 14

WHAT WAS THE MALFUNCTION?

MALFUNCTION - Jumper had bad twists. While trying to remove the twists, he started to spin uncontrollably. He initiated EPs and cut away. He landed under his reserve.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Unstable at pull. Probably unstowed one steering toggle while removing twists causing spins.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Retain soldier on stable body position.

I. GENERAL					
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-130	5. ACFT SER NO.	
6. OPERATION/EXERCISE		7. DZ AND LOCATION		8. DATE AND TIME	
9. ACFT ALTITUDE (Feet) 12,500 AGL	10. ACFT SPEED (Knots) 130 Knots	11. DZ ELEVATION (Feet) Sea Level	12. SURFACE WINDS (Knots) 4 Knots	13. VISIBILITY (Feet/Miles) Night	
II. PERSONNEL					
14. NAME (Last, First, MI), GRADE, SSAN, & UNIT		15. EQUIPMENT WORN BY JUMPER Alice Rucksack, M-4 weapon, LBE		16. JUMPER'S POSITION IN ACFT 2/4 in stick	
17. TYPE PARACHUTE (Specify) MC-4	18. TYPE MALFUNCTION				19. NO. JUMPS 75
	SEMI-INVERSION	INVERSION	CIGARETTE ROLL	OTHER (SPECIFY)	
	PILOT CHUTE	BLOWN SECTION	BROKEN SUSPENSION LINE		
20. TYPE OF RESERVE MC-4 Square	21. RESERVE FUNCTIONED PROPERLY (if "No" explain in item 31) <input type="checkbox"/> YES <input type="checkbox"/> NO		22. RESULTING INJURY Fracture		

31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.)

Jumper was performing the fourth and final scheduled military parachute jump of the day when the accident occurred. Exit, freefall, deployment sequence and canopy control were uneventful. He released his rucksack at 200 feet AGL. The lowering line remained between his legs so he used his left leg to sweep the line to the side and impacted the runway in close proximity to the wind arrow. Several emergency personnel responded immediately. His ankle was in pain, swollen, and slightly discolored. We splinted the leg while pain medication was administered. Jumper was transported by ambulance to the medical clinic for further treatment. X-rays revealed a broken fibula. He was fitted with a soft cast and sent back to the base.

32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.)

The position of the jumper's lowering line interfered with his ability to properly perform a parachute landing fall resulting in his injury.

CONTINUED ON NEXT PAGE

ANALYSIS: 15

WHAT WAS THE MALFUNCTION?

INCIDENT - Jumper broke ankle on landing.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

1. Rucksack lowering line was in his way.
2. Improper rigging/lowering procedures.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Retrain.

I. GENERAL					
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-130	5. ACFT SER NO.	
6. OPERATION/EXERCISE		7. DZ AND LOCATION		8. DATE AND TIME	
9. ACFT ALTITUDE (Feet) 9999	10. ACFT SPEED (Knots) 130 Knots	11. DZ ELEVATION (Feet) 360	12. SURFACE WINDS (Knots) 5 Knots	13. VISIBILITY (Feet/Miles) 5+	
II. PERSONNEL					
14. NAME (Last, First, MI), GRADE, SSAN, & UNIT		15. EQUIPMENT WORN BY JUMPER Slick		16. JUMPER'S POSITION IN ACFT 7 of 8	
17. TYPE PARACHUTE (Specify) MC-5	18. TYPE MALFUNCTION				19. NO. JUMPS UNK
	SEMI-INVERSION	INVERSION	CIGARETTE ROLL	OTHER (SPECIFY)	
	PILOT CHUTE	BLOWN SECTION	BROKEN SUSPENSION LINE	Hung Slider	
20. TYPE OF RESERVE MC-5	21. RESERVE FUNCTIONED PROPERLY (if "No" explain in item 31) <input type="checkbox"/> YES <input type="checkbox"/> NO		22. RESULTING INJURY None		

31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.)

During HALO drop, the jumper experienced a "cigarette roll" malfunction. The slider did not descend so the jumper executed his EPs with no joy, then he executed a reserve deployment and landed safely under his reserve canopy.

32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.)

No damage was found on the slider or the main canopy. A "tension knot" is suspected.

CONTINUED ON NEXT PAGE

ANALYSIS: 16

WHAT WAS THE MALFUNCTION?

MALFUNCTION - Hung slider.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

1. Poor body position during pull sequence.
2. Insufficient data.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Retrain on proper body position.

I. GENERAL					
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-17	5. ACFT SER NO.	
6. OPERATION/EXERCISE		7. DZ AND LOCATION		8. DATE AND TIME	
9. ACFT ALTITUDE (Feet) 1,000	10. ACFT SPEED (Knots) 130	11. DZ ELEVATION (Feet) UNK	12. SURFACE WINDS (Knots) 5 Knots	13. VISIBILITY (Feet/Miles) UNK	
II. PERSONNEL					
14. NAME (Last, First, MI), GRADE, SSAN, & UNIT		15. EQUIPMENT WORN BY JUMPER Assault pack, M-1950 Saw Mod		16. JUMPER'S POSITION IN ACFT #3, L. Door	
17. TYPE PARACHUTE (Specify) T-10C	18. TYPE MALFUNCTION				19. NO. JUMPS 19
	SEMI-INVERSION	INVERSION	CIGARETTE ROLL	OTHER (SPECIFY)	
	PILOT CHUTE	BLOWN SECTION	BROKEN SUSPENSION LINE	Inadvertant activation of reserve	
20. TYPE OF RESERVE MIRPS	21. RESERVE FUNCTIONED PROPERLY (if "No" explain in item 31) <input type="checkbox"/> YES <input type="checkbox"/> NO		22. RESULTING INJURY None		

31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.)

The jumpers exit and descent went normally until about 100 feet AGL. At about 100 feet jumper noticed another parachutist drifting towards him. He attempted to slip away, but his body made contact with the other jumpers canopy. As he brushed against the other jumper's canopy, his ripcord grip entangled and pulled deploying the reserve parachute. The reserve fully inflated and the jumper landed without further incident.

32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.)

Ripcord grip entangled with other jumper's canopy and anti-inversion net causing the reserve to activate.

CONTINUED ON NEXT PAGE

ANALYSIS: 17

WHAT WAS THE MALFUNCTION?

INCIDENT - Low altitude entanglement around 100 feet AGL. MIRPS deployed because ripcord grip caught lower jumper's anti-inversion net.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Poor jumper separation..

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Retrain third point of performance.

I. GENERAL					
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-17	5. ACFT SER NO.	
6. OPERATION/EXERCISE		7. DZ AND LOCATION		8. DATE AND TIME	
9. ACFT ALTITUDE (Feet) 1000 AGL	10. ACFT SPEED (Knots) 130	11. DZ ELEVATION (Feet) UNK	12. SURFACE WINDS (Knots) 5 Knots	13. VISIBILITY (Feet/Miles) UNK	
II. PERSONNEL					
14. NAME (Last, First, MI), GRADE, SSAN, & UNIT		15. EQUIPMENT WORN BY JUMPER Alice Pack, Dragon Missile Jump Pack		16. JUMPER'S POSITION IN ACFT #2, R Door	
17. TYPE PARACHUTE (Specify) T-10C	18. TYPE MALFUNCTION				19. NO. JUMPS 15
	SEMI-INVERSION	INVERSION	CIGARETTE ROLL	OTHER (SPECIFY)	
	PILOT CHUTE	BLOWN SECTION	BROKEN SUSPENSION LINE	Inadvertant activation of reserve	
20. TYPE OF RESERVE MIRPS	21. RESERVE FUNCTIONED PROPERLY (if "No" explain in item 31) <input type="checkbox"/> YES <input type="checkbox"/> NO		22. RESULTING INJURY None		

31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.)

Prior to exit the jumper noticed nothing unusual. The safeties and jumpmasters did not witness any problems during the duration of the operation. The jumper exited the aircraft and counted to four thousand. When he reached up to check canopy, he stated "6 or 7 feet" of his reserve was wrapped around his right arm, neck, and upper body. After untangling himself from his reserve, it finished deploying. He landed on the DZ with both canopies fully inflated, and sustained no injuries. The Ripcord Grip and the DAD were not found. The jumper claimed to have no contact with the trail edge of the door.

32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.)

Jumper may have caused the premature activation of his reserve by brushing the trail edge of the right door during exit.

CONTINUED ON NEXT PAGE

ANALYSIS: 18

WHAT WAS THE MALFUNCTION?

INCIDENT - Inadvertant activation of MIRPS during deployment of main parachute.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Unknown - Jumper states he did not come in contact with aircraft during exit and did not pull his reserve.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

1. Ensure MIRPS pins are not “shotgunned”..
2. Educate jumpers.

I. GENERAL					
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT CASA 212	5. ACFT SER NO.	
6. OPERATION/EXERCISE		7. DZ AND LOCATION		8. DATE AND TIME	
9. ACFT ALTITUDE (Feet) 12,500 Feet AGL	10. ACFT SPEED (Knots) 90 Knots	11. DZ ELEVATION (Feet) 490 Feet	12. SURFACE WINDS (Knots) 3 Knots	13. VISIBILITY (Feet/Miles) 30 Miles	
II. PERSONNEL					
14. NAME (Last, First, MI), GRADE, SSAN, & UNIT		15. EQUIPMENT WORN BY JUMPER MC-4 Main mounted AR2		16. JUMPER'S POSITION IN ACFT 4th	
17. TYPE PARACHUTE (Specify) MC-4	18. TYPE MALFUNCTION				19. NO. JUMPS 4
	SEMI-INVERSION	INVERSION	CIGARETTE ROLL	OTHER (SPECIFY)	
	PILOT CHUTE	BLOWN SECTION	BROKEN SUSPENSION LINE	Bag Lock	
20. TYPE OF RESERVE MC-4	21. RESERVE FUNCTIONED PROPERLY (if "No" explain in item 31) <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		22. RESULTING INJURY None		

31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.)

Jumper pulled his main ripcord at 4,000 feet AGL. The jumper had to check twice over his shoulder to ensure that the pilot parachute had launched. The jumper noticed that he had line stretch, but the canopy was still in the bag. The jumper stated that he pulled down twice on his rear risers and did not observe that the canopy was inflating. The jumper elected to perform cutaway procedures. The jumper was under his reserve canopy at approximately 2250 feet and landed safely on the drop zone.

32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.)

A 100 percent inspection was performed on the MC-4 parachute system and no deficiencies were found. The cause of the malfunction was possibly due to improper packing. The bag lock was observed by the malfunction NCO on the drop zone. I observed that the jumper was in a spin after deploying his main parachute and noticed that the suspension lines were elongated but the canopy remained in the deployment bag. After the jumper performed his emergency procedures properly, the canopy came out of the deployment bag.

CONTINUED ON NEXT PAGE

ANALYSIS: 19

WHAT WAS THE MALFUNCTION?

MALFUNCTION - Bag lock. Soldier was in a poor body position during parachute deployment.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Jumper was in a shoulder down attitude during pull sequence.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Retrain on stable body position.

I. GENERAL					
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-130	5. ACFT SER NO.	
6. OPERATION/EXERCISE		7. DZ AND LOCATION		8. DATE AND TIME	
9. ACFT ALTITUDE (Feet) 12,500 AGL	10. ACFT SPEED (Knots) 130 Knots	11. DZ ELEVATION (Feet) 415 Feet	12. SURFACE WINDS (Knots) 6-8 Knots	13. VISIBILITY (Feet/Miles) UNK	
II. PERSONNEL					
14. NAME (Last, First, MI), GRADE, SSAN, & UNIT		15. EQUIPMENT WORN BY JUMPER Protec, Altimeter, Goggles, Gloves, Hook Knife, Boots		16. JUMPER'S POSITION IN ACFT 3rd	
17. TYPE PARACHUTE (Specify) MT-1X/S	18. TYPE MALFUNCTION				19. NO. JUMPS 22/58
	SEMI-INVERSION	INVERSION	CIGARETTE ROLL	OTHER (SPECIFY)	
	PILOT CHUTE	BLOWN SECTION	BROKEN SUSPENSION LINE	Riser Twist	
20. TYPE OF RESERVE MT-1S	21. RESERVE FUNCTIONED PROPERLY (If "No" explain in item 31) <input type="checkbox"/> YES <input type="checkbox"/> NO		22. RESULTING INJURY None		

31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.)

Malfunction parachutist (MP) exited aircraft and fell stable to prescribed altitude. Waved off and pulled at 4,000 feet. MP reported half twist in lines. These were cleared and MP attempted canopy controlability check. MP could not reach right steering toggle due to twist in the right riser group. Main canopy was fully inflated and slider was down. MP decided to perform cutaway main parachute. MP cutaway and was under a fully inflated reserve in 3-5 seconds. MP landed on the DZ with no injuries.

32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.)

MP reported twists in risers during packing. MP received assistance in removing twists and performed four-line check. All additional checks required by NAVSEA SS400-AA-MMO-010 were performed and parachute appeared to be in good condition. Malfunction was most likely caused by twist in the riser that was missed in the packing process. MP has received additional training in packing procedures and understands all required QA checks. Main parachute assembly was not recovered.

CONTINUED ON NEXT PAGE

ANALYSIS: 20

WHAT WAS THE MALFUNCTION?

MALFUNCTION - Right riser group.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Improper pack procedures.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Retrain packer and inspector.

I. GENERAL					
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-130	5. ACFT SER NO.	
6. OPERATION/EXERCISE		7. DZ AND LOCATION		8. DATE AND TIME	
9. ACFT ALTITUDE (Feet) 1,000 feet	10. ACFT SPEED (Knots) 130 Knots	11. DZ ELEVATION (Feet) 180 Feet	12. SURFACE WINDS (Knots) 6 Knots	13. VISIBILITY (Feet/Miles) 7+	
II. PERSONNEL					
14. NAME (Last, First, MI), GRADE, SSAN, & UNIT		15. EQUIPMENT WORN BY JUMPER Gentex helmet, Gloves, Goggles		16. JUMPER'S POSITION IN ACFT 3	
17. TYPE PARACHUTE (Specify) MC1-1C	18. TYPE MALFUNCTION				19. NO. JUMPS 45
	SEMI-INVERSION	INVERSION	CIGARETTE ROLL	OTHER (SPECIFY)	
	PILOT CHUTE	BLOWN SECTION	BROKEN SUSPENSION LINE	Blown Panel	
20. TYPE OF RESERVE T-10	21. RESERVE FUNCTIONED PROPERLY (if "No" explain in item 31) <input type="checkbox"/> YES <input type="checkbox"/> NO		22. RESULTING INJURY None		

31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.)
 One panel was blown (next to steerable cutout section on the left). During his check sequence, he noticed the blown panel and after checking his rate of descent, he activated his reserve. Reserve opened uneventfully and the rest of the jump was normal.

32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.)
 Unknown

CONTINUED ON NEXT PAGE

ANALYSIS: 21

WHAT WAS THE MALFUNCTION?

Blown section and gores (partial).

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

No information on TRI.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

1. Opening shock?
2. Lack of modification?
3. Submit TRI on equipment with malfunction report.

I. GENERAL					
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-130	5. ACFT SER NO.	
6. OPERATION/EXERCISE		7. DZ AND LOCATION		8. DATE AND TIME	
9. ACFT ALTITUDE (Feet) 6000	10. ACFT SPEED (Knots) 130	11. DZ ELEVATION (Feet) 600 Feet	12. SURFACE WINDS (Knots) 7	13. VISIBILITY (Feet/Miles) Unlimited	
II. PERSONNEL					
14. NAME (Last, First, MI), GRADE, SSAN, & UNIT		15. EQUIPMENT WORN BY JUMPER MC-5 SL/ UDT Vest, Signal Mirror, Knife, Rigger Belt, Compass		16. JUMPER'S POSITION IN ACFT 2 Pass, 2 Stick	
17. TYPE PARACHUTE (Specify) MC-5	18. TYPE MALFUNCTION				19. NO. JUMPS 5/2
	SEMI-INVERSION	INVERSION	CIGARETTE ROLL	OTHER (SPECIFY)	
	PILOT CHUTE	BLOWN SECTION	BROKEN SUSPENSION LINE	Flipped through risers was hung	
20. TYPE OF RESERVE MC-5	21. RESERVE FUNCTIONED PROPERLY (If "No" explain in item 31) <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		22. RESULTING INJURY None		

31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.)
 The SNM was participating in an MC-5 transition course. The prejump training conducted was actions in the aircraft, all emergency and emergency procedures, and aircraft exit procedures, and flying formations with their sticks. The pool was used at the base prior to the deployment for aircraft exit procedures and wet silk training. After the 6th MC-5 jump individuals who were still having trouble with the exits went to another pool and did remedial pool training and watched a video showing the proper exit procedures. By the 6th jump the SNM did not have any problems with the exit and was not required to attend the training. The SNM flipped through his risers on exit and was hung upside down in his risers. The SNM flipped backwards through his risers. His arms were pinned to his chest by his risers. He could not look up to see his canopy. He could not get untangled and started to spin. At that point he made the decision to cutaway. His right hand was pinned close to his cutaway pillow and he cutaway. His main did clear prior to his reserve deploying.

32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.)
 SNM did an improper exit. When the SNM exited from the aircraft he hopped off the ramp kicking his feet up too high, vise step and it looked like the momentum just kept him going through the risers backwards.

CONTINUED ON NEXT PAGE

ANALYSIS: 22

WHAT WAS THE MALFUNCTION?

INCIDENT

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Improper exit.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Remedial training at unit level.

I. GENERAL					
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-130	5. ACFT SER NO.	
6. OPERATION/EXERCISE		7. DZ AND LOCATION		8. DATE AND TIME	
9. ACFT ALTITUDE (Feet) 12,500 Feet AGL	10. ACFT SPEED (Knots) 130 Knots	11. DZ ELEVATION (Feet) 490 Feet	12. SURFACE WINDS (Knots) UNK	13. VISIBILITY (Feet/Miles) 30 Miles	
II. PERSONNEL					
14. NAME (Last, First, MI), GRADE, SSAN, & UNIT		15. EQUIPMENT WORN BY JUMPER MC-4 parachute system, oxygen system		16. JUMPER'S POSITION IN ACFT 2	
17. TYPE PARACHUTE (Specify) MC-4	18. TYPE MALFUNCTION				19. NO. JUMPS 12
	SEMI-INVERSION	INVERSION	CIGARETTE ROLL	OTHER (SPECIFY)	
	PILOT CHUTE	BLOWN SECTION	BROKEN SUSPENSION LINE		
20. TYPE OF RESERVE MC-4	21. RESERVE FUNCTIONED PROPERLY (if "No" explain in item 31) <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		22. RESULTING INJURY None		

31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.)
 Jumper pulled the main ripcord at 4,000 feet and noticed the canopy was not fully inflated due to line twists. The jumper made two attempts to clear the malfunction and performed cutaway procedures. Jumper landed safely on the drop zone with the reserve parachute.

32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.)
 After a 100 percent TRI of the jumper's equipment, no damage was found. Jumper inexperience. Main canopy was deployed while the jumper was spinning.

CONTINUED ON NEXT PAGE

ANALYSIS: 23

WHAT WAS THE MALFUNCTION?

INCIDENT

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Unstable at pull time. Line twists because of jumper spinning during deployment.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Emphasize training.

I. GENERAL					
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-17	5. ACFT SER NO.	
6. OPERATION/EXERCISE		7. DZ AND LOCATION		8. DATE AND TIME	
9. ACFT ALTITUDE (Feet) 800 AGL	10. ACFT SPEED (Knots) 130	11. DZ ELEVATION (Feet) 370	12. SURFACE WINDS (Knots) Unknown	13. VISIBILITY (Feet/Miles) Clear	
II. PERSONNEL					
14. NAME (Last, First, MI), GRADE, SSAN, & UNIT		15. EQUIPMENT WORN BY JUMPER Alice Pack, M 1950 Weapons Case		16. JUMPER'S POSITION IN ACFT 8R	
17. TYPE PARACHUTE (Specify) T-10C	18. TYPE MALFUNCTION				19. NO. JUMPS Unknown
	SEMI-INVERSION	INVERSION	CIGARETTE ROLL	OTHER (SPECIFY)	
	PILOT CHUTE	BLOWN SECTION	BROKEN SUSPENSION LINE	Broken Static Line	
20. TYPE OF RESERVE MIRPS	21. RESERVE FUNCTIONED PROPERLY (if "No" explain in item 31) <input type="checkbox"/> YES <input type="checkbox"/> NO		22. RESULTING INJURY Bruises		

31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.)

Upon retrieval of static lines, loadmaster and safeties found that static line 8R was broken approximately 40 and 1/4 inches from the anchor cable. They immediately notified the ground and found out the jumper had safely deployed his reserve. The jumper sustained bruises around his right leg. The clip that holds the static line retriever spool in place on the outboard anchor cable was broken.

2. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.)

Cause is under investigation by NATICK.

CONTINUED ON NEXT PAGE

ANALYSIS: 24

WHAT WAS THE MALFUNCTION?

MALFUNCTION - Broken static line.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

1. Weak exit.
2. Temporarily towed?
3. Close exit?
4. Sharp edge on aircraft door at 73 inches.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

1. Training at unit level.
2. Procedures to standardize repair of sharp edges on door.
3. Address doctrine to using units.

I. GENERAL					
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-17	5. ACFT SER NO.	
6. OPERATION/EXERCISE		7. DZ AND LOCATION		8. DATE AND TIME	
9. ACFT ALTITUDE (Feet) 1028 AGL	10. ACFT SPEED (Knots) 130 Knots	11. DZ ELEVATION (Feet) 370	12. SURFACE WINDS (Knots) 220 @ 5	13. VISIBILITY (Feet/Miles) 7+	
II. PERSONNEL					
14. NAME (Last, First, MI), GRADE, SSAN, & UNIT		15. EQUIPMENT WORN BY JUMPER Combat Equipment		16. JUMPER'S POSITION IN ACFT Unknown	
17. TYPE PARACHUTE (Specify) T-10C	18. TYPE MALFUNCTION				19. NO. JUMPS Unknown
	SEMI-INVERSION	INVERSION	CIGARETTE ROLL	OTHER (SPECIFY)	
	PILOT CHUTE	BLOWN SECTION	BROKEN SUSPENSION LINE	Off Drop Zone	
20. TYPE OF RESERVE Unknown	21. RESERVE FUNCTIONED PROPERLY (if "No" explain in item 31) <input type="checkbox"/> YES <input type="checkbox"/> NO		22. RESULTING INJURY		

31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.)

At approximately 8-10 seconds of the actual TOT, the green light came on and jumpers started exiting the aircraft. About 2-3 seconds later the co-pilot counted down from 5 to the actual green light and activated the switch. Immediately after the jumpers exited, the evaluator loadmaster asked exactly when the green light was suppose to be on and was told it should not have been on until the co-pilot activated the switch. Hearing this he reported what had happened and with the possibility of off drop zone jumpers, the aircraft returned to base. Five jumpers were found off the drop zone with no injuries.

32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.)

The cause of the uncommanded green light is still under investigation by both Air Force and Boeing representatives.

CONTINUED ON NEXT PAGE

ANALYSIS: 25

WHAT WAS THE MALFUNCTION?

INCIDENT - Jumpers landed off drop zone.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Aircraft malfunction.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Not Given.

I. GENERAL					
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-130	5. ACFT SER NO.	
6. OPERATION/EXERCISE		7. DZ AND LOCATION		8. DATE AND TIME	
9. ACFT ALTITUDE (Feet) 1.250 AGL	10. ACFT SPEED (Knots) 130 Knots	11. DZ ELEVATION (Feet) 415 Feet	12. SURFACE WINDS (Knots) 6-8 Knots	13. VISIBILITY (Feet/Miles) Not Given	
II. PERSONNEL					
14. NAME (Last, First, MI), GRADE, SSAN, & UNIT		15. EQUIPMENT WORN BY JUMPER Protec, BDU, Knife, Flare, Strobe, Chemlights, Boots		16. JUMPER'S POSITION IN ACFT (1) First (2) Second	
17. TYPE PARACHUTE (Specify) (1) MC1-1B (2) MC1-1C	18. TYPE MALFUNCTION				19. NO. JUMPS (1) 16 (2) 11
	SEMI-INVERSION PILOT CHUTE	INVERSION BLOWN SECTION	CIGARETTE ROLL BROKEN SUSPENSION LINE	OTHER (SPECIFY) Main Canopy Entanglement	
20. TYPE OF RESERVE (1) NTR-1 UNK (2) NTR-1 UNK	21. RESERVE FUNCTIONED PROPERLY (if "No" explain in item 31) <input type="checkbox"/> YES <input type="checkbox"/> NO		22. RESULTING INJURY None		

31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.)

First malfunction parachutist (MP1) exited aircraft ramp in a good body position and did his four-count. Upon looking up to check canopy, he noticed the second mishap parachutist (MP2) collapsing his canopy and sliding down his suspension lines. MP2 ended up inside the suspension lines of MP1 at the risers. At this time MP2 had a fully inflated canopy. MP1s parachute was directly overhead and MP2s parachute was weathervaning slightly. Both parachutists communicated and determined they had two fully inflated canopies and not to deploy reserves. MP1 used his canopy to turn both into the wind and prepare for a PLF. Both parachutists performed PLFs on the drop zone and checked in with DZSO.

32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.)

Witnesses reported jumpers had good separation upon exit, but the situation indicates MP2 followed MP1 with insufficient separation. Both jumpers were briefed on proper exit procedures and questioned on their knowledge. Equipment was serviced and returned to service.

CONTINUED ON NEXT PAGE

ANALYSIS: 26

WHAT WAS THE MALFUNCTION?

INCIDENT - Entanglement

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Failure to follow proper procedures if MC1-1C and MC1-1B were on the same stick.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Conduct proper training.

I. GENERAL					
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-130	5. ACFT SER NO.	
6. OPERATION/EXERCISE		7. DZ AND LOCATION		8. DATE AND TIME	
9. ACFT ALTITUDE (Feet) 9999	10. ACFT SPEED (Knots) 130	11. DZ ELEVATION (Feet) 232 MSL	12. SURFACE WINDS (Knots) Calm	13. VISIBILITY (Feet/Miles) 13 Lumens	
II. PERSONNEL					
14. NAME (Last, First, MI), GRADE, SSAN, & UNIT		15. EQUIPMENT WORN BY JUMPER None		16. JUMPER'S POSITION IN ACFT 1 Pass/4 Out	
17. TYPE PARACHUTE (Specify) MC4	18. TYPE MALFUNCTION				19. NO. JUMPS 42 FF/ 70 SL
	SEMI-INVERSION	INVERSION	CIGARETTE ROLL	OTHER (SPECIFY) Bag Lock	
20. TYPE OF RESERVE MC4	21. RESERVE FUNCTIONED PROPERLY (if "No" explain in item 31) <input type="checkbox"/> YES <input type="checkbox"/> NO		22. RESULTING INJURY None		

31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.)

Jumper stated that he was the fourth person out of six to exit the aircraft. The exit was fine and the remainder of the jump was uneventful until opening. Jumper waived off at 4000 feet and checked his air space. Jumper pulled his main ripcord at 3500 feet and said the pilot parachute hesitated. Jumper states that he looked a second time to break the burble, and the pilot parachute launched off his back and "went up and had a bag lock". The jumper said the D-bag was approximately 10 feet from the connector links so he pulled the risers twice in attempt to break the canopy free. During his second pull he began to spin. He states that after the second pull, in a complete spin, he cut away the main and activated his reserve. The jumper landed off the intended drop zone and sustained no injuries. A 100 percent TRI was conducted on the equipment, which was recovered the following day, and no deficiencies were found. The main canopy and the reserve free bag were located approximately 350 meters past the HARP, in the direction of flight. The main canopy was completely out of the D-bag with the lines twisted around the bridle.

CONTINUED ON NEXT PAGE

32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.)

I suspect the jumper may have experienced a burble, and due to his inexperience at MFF, and the fact that the jumper had not jumped MFF in 5 months, he decided it would be much easier to blame it on the Riggers, than to face his own inadequacies and tell the truth. The truth would be that there was no bag lock at all. The fact that the main canopy was found out of the bag, with the lines twisted around the bridle (which is often the case with a cut away open main) would indicate that the jumper's inexperience and sensory overload caused him to cut away from a burble on his main pilot parachute, which cleared after he checked over his shoulder the second time. The jumper may have had a snivle, but what is most disturbing is the fact that the main canopy and the free bag of his reserve were only 1 foot away from each other when they were found. This would indicate that the jumper lost all altitude awareness and initiated emergency procedures at an extremely low altitude. The remaining five members of the team had no problem making it to the intended PI.

ANALYSIS: 27**WHAT WAS THE MALFUNCTION?**

INCIDENT - Failure to clear.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

1. Improper pull sequence procedures.
2. Unstable body position.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

1. Training.
2. Jump refresher.

I. GENERAL					
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT Casa 212	5. ACFT SER NO.	
6. OPERATION/EXERCISE		7. DZ AND LOCATION		8. DATE AND TIME	
9. ACFT ALTITUDE (Feet) 12,500 Feet AGL	10. ACFT SPEED (Knots) 90 Knots	11. DZ ELEVATION (Feet) 490	12. SURFACE WINDS (Knots) 6 Knots	13. VISIBILITY (Feet/Miles) 30 Miles	
II. PERSONNEL					
14. NAME (Last, First, MI), GRADE, SSAN, & UNIT		15. EQUIPMENT WORN BY JUMPER SP 230 Main, Raven III M Reserve, Javelin-7 Container		16. JUMPER'S POSITION IN ACFT 2nd Group 3 Personnel Group	
17. TYPE PARACHUTE (Specify) Performance Design Spectre 230	18. TYPE MALFUNCTION				19. NO. JUMPS 512
	SEMI-INVERSION	INVERSION	CIGARETTE ROLL	OTHER (SPECIFY)	
	PILOT CHUTE	BLOWN SECTION	BROKEN SUSPENSION LINE	Equipment Failure	
20. TYPE OF RESERVE Raven III M	21. RESERVE FUNCTIONED PROPERLY (If "No" explain in item 31) <input type="checkbox"/> YES <input type="checkbox"/> NO		22. RESULTING INJURY		

31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.)
 The jumper deployed his main parachute at 2,500 feet. The jumper stated that he had a hard opening and observed his canopy rocking back and forth while opening. Jumper conducted a controllability check and landed his main canopy safely on the drop zone. After 100 percent TRI of the parachute system, the following deficiencies were found: Three burn marks on the the bridle line; the right side pack stiffener was broken in half and ripped from the right side closing flap; and the right side of the container was ripped at the stitching from the top of the reserve container to the bottom of the main container separating the back pad from the container and exposing the main lift web.

32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.)
 Possible cause of the equipment failure may have been from improper deployment of the pilot parachute (short stroking of the throw out pilot parachute) or improper storage of the bridle line. The bridle line wrapped around the pack stiffener on the right closing flap, momentarily not allowing the throw out pilot parachute to deploy. The container and closing flap ripped releasing the bridle line and pilot parachute, which deployed the main parachute. The technical standard order for the Javelin-7 container exit weight is 254 pounds. The weight of the jumper with equipment was 259 pounds. Although weight was not the factor in this incident, it may have contributed to the damage that the system sustained.

CONTINUED ON NEXT PAGE

ANALYSIS: 28

WHAT WAS THE MALFUNCTION?

MALFUNCTION - Bridle line wrapped around the pack stiffener on right closing flap.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

1. Pull sequence procedures.
2. Packing procedures.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Training (familiarization).

I. GENERAL					
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-130	5. ACFT SER NO.	
6. OPERATION/EXERCISE		7. DZ AND LOCATION		8. DATE AND TIME	
9. ACFT ALTITUDE (Feet) 1250 Feet AGL	10. ACFT SPEED (Knots) 125 Knots	11. DZ ELEVATION (Feet) 530 Feet MSL	12. SURFACE WINDS (Knots) 3 Knots	13. VISIBILITY (Feet/Miles) Unlimited	
II. PERSONNEL					
14. NAME (Last, First, MI), GRADE, SSAN, & UNIT		15. EQUIPMENT WORN BY JUMPER Combat equipment, rough terrain suit		16. JUMPER'S POSITION IN ACFT L2	
17. TYPE PARACHUTE (Specify) MC1-1C	18. TYPE MALFUNCTION				19. NO. JUMPS 20
	SEMI-INVERSION	INVERSION	CIGARETTE ROLL	OTHER (SPECIFY)	
	PILOT CHUTE	BLOWN SECTION	BROKEN SUSPENSION LINE	Accidental activation of MIRPS	
20. TYPE OF RESERVE MIRPS	21. RESERVE FUNCTIONED PROPERLY (If "No" explain in item 31) <input type="checkbox"/> YES <input type="checkbox"/> NO		22. RESULTING INJURY Sprained Ankle		

31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.)

This was an incident, not a malfunction. The jumper exited the C-130 while wearing a rough terrain suit and combat equipment. The jumper stated that the flight lasted about 2 1/2 hours. He was standing for about 25 minutes waiting to exit the aircraft. The jumper stated that he felt himself hit the paratroop door while exiting the aircraft. After his main parachute deployed, the jumper looked down and noticed his pilot parachute was beginning to inflate. He grabbed the pilot parachute and tried to keep his reserve from fully deploying. Unable to keep his pilot parachute from deploying, he released it and the reserve fully inflated. He then rode both canopies to the ground.

32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.)

The suspected cause of this incident is that because the jumper had been standing for so long in all of his equipment he got very fatigued and had a weak exit. Because of this he hit the side of the paratroop door and his reserve ripcord handle got pulled accidentally on exit. The jumper's ripcord was unable to be located on the drop zone or the aircraft.

CONTINUED ON NEXT PAGE

ANALYSIS: 29

WHAT WAS THE MALFUNCTION?

INCIDENT - MIRPS deployment (accidental activation).

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Incidental contact.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Training according to type aircraft using equipment design.

I. GENERAL					
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT UH-60	5. ACFT SER NO.	
6. OPERATION/EXERCISE		7. DZ AND LOCATION		8. DATE AND TIME	
9. ACFT ALTITUDE (Feet) UNK	10. ACFT SPEED (Knots) UNK	11. DZ ELEVATION (Feet) UNK	12. SURFACE WINDS (Knots) 3-7	13. VISIBILITY (Feet/Miles) Unlimited	
II. PERSONNEL					
14. NAME (Last, First, MI), GRADE, SSAN, & UNIT		15. EQUIPMENT WORN BY JUMPER LCE, M1950		16. JUMPER'S POSITION IN ACFT 2	
17. TYPE PARACHUTE (Specify) MIRPS	18. TYPE MALFUNCTION				19. NO. JUMPS 50
	SEMI-INVERSION	INVERSION	CIGARETTE ROLL	OTHER (SPECIFY)	
	PILOT CHUTE	BLOWN SECTION	BROKEN SUSPENSION LINE	accidental activation	
20. TYPE OF RESERVE MIRPS	21. RESERVE FUNCTIONED PROPERLY (if "No" explain in item 31) <input type="checkbox"/> YES <input type="checkbox"/> NO		22. RESULTING INJURY		

31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.)

Jumper number 1 exited the aircraft and jumper number 2's reserve activated. Jumper number 2 immediately exited the aircraft. Jumper 2 landed with two fully inflated parachutes. Jumper number 2 stated that jumper 1 placed his hand on his reserve prior to exiting. Jumper 2 states that his equipment snagged the ripcord of jumper 2.

32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.)

M1950 worn by jumper number 1 snagged onto the ripcord of jumper 2, causing the reserve to activate. Possibly jumper 1 placed his hand on the reserve of jumper 2.

CONTINUED ON NEXT PAGE

ANALYSIS: 30

WHAT WAS THE MALFUNCTION?

INCIDENT - Reserve activation.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Accidental contact with another jumper.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Training.

I. GENERAL					
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-130	5. ACFT SER NO.	
6. OPERATION/EXERCISE		7. DZ AND LOCATION		8. DATE AND TIME	
9. ACFT ALTITUDE (Feet) 1259 AGL	10. ACFT SPEED (Knots) 130 Knots	11. DZ ELEVATION (Feet) 442	12. SURFACE WINDS (Knots) 2-4 Knots	13. VISIBILITY (Feet/Miles) Unlimited	
II. PERSONNEL					
14. NAME (Last, First, MI), GRADE, SSAN, & UNIT		15. EQUIPMENT WORN BY JUMPER M1950 weapons case		16. JUMPER'S POSITION IN ACFT 4th, Asst JM	
17. TYPE PARACHUTE (Specify) MC1-1C	18. TYPE MALFUNCTION				19. NO. JUMPS 39
	SEMI-INVERSION	INVERSION	CIGARETTE ROLL	OTHER (SPECIFY)	
	PILOT CHUTE	BLOWN SECTION	BROKEN SUSPENSION LINE	Reserve Deployment	
20. TYPE OF RESERVE MIRPS	21. RESERVE FUNCTIONED PROPERLY (If "No" explain in item 31) <input type="checkbox"/> YES <input type="checkbox"/> NO		22. RESULTING INJURY Broken Ribs		

31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.)
 Jumper was the assistant jumpmaster on the right door, 4th pass. This was a night combat equipment airborne operation. During the racetrack on the 4th pass, the MIRPS deployed and he was extracted from the aircraft approximately 5 miles short of the drop zone. Both the main and reserve parachutes fully deployed. His helmet and M1950 weapons case were knocked off during the extraction. The aircraft sustained a small dent outside the trail edge of the paratroop door. Jumper sustained broken ribs and a dislocated shoulder on his right side. He also sustained two 1 inch cuts on his face. One on each side of his chin. Jumper was knocked unconscious and landed in power lines. Local civilians reached the jumper first, cut him from the power lines and called local civilian medical personnel. Both parachutes were damaged beyond repair by the civilians. The jumper's helmet and M1950 were found the next morning undamaged.

32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.)
 The primary jumpmaster observed the complete incident. He stated that the jumper leanded against the trail edge of the right paratroop door while looking forward during his second outside safety check. When the jumper was moving back to center in the door his reserve deployed and extracted him from the aircraft. He stated that it looked like the jumper knocked his ripcord grip loose on the trail edge of the door. The ripcord grip remained inside the aircraft and was secured by the primary jumpmaster and returned to the parachute rigger facility.

CONTINUED ON NEXT PAGE

ANALYSIS: 31

WHAT WAS THE MALFUNCTION?

INCIDENT - Accidental MIRPS activation and extraction.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Jumpmaster leaned against troop door.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Training

I. GENERAL					
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-17	5. ACFT SER NO.	
6. OPERATION/EXERCISE		7. DZ AND LOCATION		8. DATE AND TIME	
9. ACFT ALTITUDE (Feet) 800 feet AGL	10. ACFT SPEED (Knots) 130 Knots	11. DZ ELEVATION (Feet) 174 Feet MSL	12. SURFACE WINDS (Knots) 3-5 Knots	13. VISIBILITY (Feet/Miles) Clear	
II. PERSONNEL					
14. NAME (Last, First, MI), GRADE, SSAN, & UNIT		15. EQUIPMENT WORN BY JUMPER Kevlar, LBE, ALCE Pack, M40, M1950		16. JUMPER'S POSITION IN ACFT 2/15	
17. TYPE PARACHUTE (Specify) T-10C	18. TYPE MALFUNCTION				19. NO. JUMPS 19
	SEMI-INVERSION	INVERSION	CIGARETTE ROLL	OTHER (SPECIFY)	
	PILOT CHUTE	BLOWN SECTION	BROKEN SUSPENSION LINE	Streamer	
20. TYPE OF RESERVE MIRPS	21. RESERVE FUNCTIONED PROPERLY (If "No" explain in item 31) <input type="checkbox"/> YES <input type="checkbox"/> NO		22. RESULTING INJURY Minor Back		

31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.)

Jumper exited from C-17 right door second pass. Jumper hit the left edge of the door during exit, then turned towards the right and went into a head down attitude off the jump platform. Jumper tried to correct his attitude and realized he was falling backwards to the ground. At this point, he felt a jerk on his left side and noticed something go up his canopy. His main was totally elongated when the right riser came undone. When he noticed something go up his canopy, he activated his reserve.

32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.)

Probable cause is being determined with ongoing investigation. Theory as of this date is the jumper was too heavy (TOTAL WEIGHT approximatley 385 pounds) had a weak exit going out the door. Falling with a head down attitude, it is suspected that the jumper came in contact with his risers and suspension lines during deployment. Upon reaching opening shock, the riser assembly separated and went into the net closing off the canopy from inflating. He was falling backwards towards the ground when he noticed the malfunction and activated his reserve. He landed with his equipment intact through the trees. He suffered minor back injuries and was released later that day.

CONTINUED ON NEXT PAGE

ANALYSIS: 32

WHAT WAS THE MALFUNCTION?

MALFUNCTION - Riser separated from the canopy release assembly at the male position.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

1. Bad/weak exit due to excessive weight (385 pounds total rigged weight).
2. In harness 10+ hours prior to exit.
3. Suspension lines came in contact with canopy release assembly.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

1. Establish weight control of 360 pounds.
2. Review safety of use message #0003.

I. GENERAL					
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-17	5. ACFT SER NO.	
6. OPERATION/EXERCISE		7. DZ AND LOCATION		8. DATE AND TIME	
9. ACFT ALTITUDE (Feet) 17500 Feet AGL	10. ACFT SPEED (Knots) 130 Knots	11. DZ ELEVATION (Feet) 1377	12. SURFACE WINDS (Knots) 5 Knots	13. VISIBILITY (Feet/Miles) 30 Miles	
II. PERSONNEL					
14. NAME (Last, First, MI), GRADE, SSAN, & UNIT		15. EQUIPMENT WORN BY JUMPER MC-4 system, rucksack, M-16 and O2 system		16. JUMPER'S POSITION IN ACFT 1st Pass/ 8th Jumper	
17. TYPE PARACHUTE (Specify) MC-4	18. TYPE MALFUNCTION				19. NO. JUMPS 24
	SEMI-INVERSION	INVERSION	CIGARETTE ROLL	OTHER (SPECIFY)	
	PILOT CHUTE	BLOWN SECTION	BROKEN SUSPENSION LINE		
20. TYPE OF RESERVE MC-4	21. RESERVE FUNCTIONED PROPERLY (If "No" explain in item 31) <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		22. RESULTING INJURY None		

31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.)

Jumper stated that he was unstable while pulling his main ripcord 16,500 feet AGL. The main pilot parachute deployed through his legs and caused him to flip through his risers. Jumper noticed the twisted risers and immediately performed cutaway procedures. He was under a good reserve by 16,000 feet AGL. Jumper landed safely on designated drop zone. After a 100 percent inspection of the MC-4 system no deficiencies or damage were found.

32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.)

This malfunction was due to jumper's unstable body position while pulling the main ripcord. Jumper did not do a canopy controllability check. He performed cutaway procedures without hesitation so that he would not go too low from his fellow jumpers.

CONTINUED ON NEXT PAGE

ANALYSIS: 33

WHAT WAS THE MALFUNCTION?

INCIDENT

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

1. Unstable body position at pull altitude.
2. Failure to follow prescribed post opening procedures.
3. Jumper inexperience.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

1. Training in accordance with 350-2.
2. Extensive pre-jump.

I. GENERAL					
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT Casa 212	5. ACFT SER NO.	
6. OPERATION/EXERCISE		7. DZ AND LOCATION		8. DATE AND TIME	
9. ACFT ALTITUDE (Feet) 12,500 AGL	10. ACFT SPEED (Knots) 110 Knots	11. DZ ELEVATION (Feet) 490	12. SURFACE WINDS (Knots) 4 Knots	13. VISIBILITY (Feet/Miles) 30 Miles	
II. PERSONNEL					
14. NAME (Last, First, MI), GRADE, SSAN, & UNIT		15. EQUIPMENT WORN BY JUMPER MC4 Parachute System	16. JUMPER'S POSITION IN ACFT 2d Pass/5th		
17. TYPE PARACHUTE (Specify) MC4	18. TYPE MALFUNCTION				19. NO. JUMPS 6
	SEMI-INVERSION	INVERSION	CIGARETTE ROLL	OTHER (SPECIFY)	
	PILOT CHUTE	BLOWN SECTION	BROKEN SUSPENSION LINE	Line over canopy	
20. TYPE OF RESERVE MC4	21. RESERVE FUNCTIONED PROPERLY (if "No" explain in item 31) <input type="checkbox"/> YES <input type="checkbox"/> NO		22. RESULTING INJURY None		

31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.)

Jumper pulled his main ripcord at 4,000 feet AGL. Upon opening of the main canopy, jumper noticed twists in his suspension lines and attempted to fix the partial malfunction. Jumper pulled on his risers and started to bicycle out of the twists, but the canopy started to spin out of control. Immediately, jumper performed cutaway procedures and he was under a good reserve canopy by 2,700 feet AGL. Jumper landed on the intended drop zone without further incident.

32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.)

No deficiencies were found after a 100 percent inspection of the MC-4 system. The control toggles were still stowed in place. I was able to observe from the ground that he did not have a fully inflated main canopy. After a few seconds, jumper started to spin and cutaway his main. Probably, jumper had a line over the main canopy with some line twists. The cause of the malfunction may have been improper packing of the main parachute.

CONTINUED ON NEXT PAGE

ANALYSIS: 34

WHAT WAS THE MALFUNCTION?

MALFUNCTION - Excessive line twist.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Packing procedures not IAW TM.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Training

I. GENERAL					
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT Casa 212	5. ACFT SER NO.	
6. OPERATION/EXERCISE		7. DZ AND LOCATION		8. DATE AND TIME	
9. ACFT ALTITUDE (Feet) 12500 Feet AGL	10. ACFT SPEED (Knots) 130 Knots	11. DZ ELEVATION (Feet) 490 Feet	12. SURFACE WINDS (Knots) UNK	13. VISIBILITY (Feet/Miles) 30 Miles	
II. PERSONNEL					
14. NAME (Last, First, MI), GRADE, SSAN, & UNIT		15. EQUIPMENT WORN BY JUMPER MC-4 Parachute System Alice Pack		16. JUMPER'S POSITION IN ACFT 3rd	
17. TYPE PARACHUTE (Specify) MC-4	18. TYPE MALFUNCTION				19. NO. JUMPS 8
	SEMI-INVERSION	INVERSION	CIGARETTE ROLL	OTHER (SPECIFY)	
	PILOT CHUTE	BLOWN SECTION	BROKEN SUSPENSION LINE	Line Twists	
20. TYPE OF RESERVE MC-4	21. RESERVE FUNCTIONED PROPERLY (if "No" explain in item 31) <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO		22. RESULTING INJURY None		

31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.)

Jumper stated that he pulled at 4000 feet and experienced no opening shock. The jumper was observed by a Military Free Fall instructor deploying his main parachute when in an unstable body position causing an out of sequence deployment and excessive line twists. The jumper made two attempts to clear his malfunction and performed cut-away procedures. Jumper landed safely on the drop zone with his reserve parachute. After a 100 percent TRI of the parachute system, no damage was found.

32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.)

The jumper was deploying his main parachute while in an unstable body position causing an out of sequence deployment and excessive line twists.

CONTINUED ON NEXT PAGE

ANALYSIS: 35

WHAT WAS THE MALFUNCTION?

MALFUNCTION - Line twists.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

1. Unstable body position.
2. Improper procedures.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Training.

I. GENERAL					
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT CH-47	5. ACFT SER NO.	
6. OPERATION/EXERCISE		7. DZ AND LOCATION		8. DATE AND TIME	
9. ACFT ALTITUDE (Feet) 12500 Feet AGL	10. ACFT SPEED (Knots) 130 Knots	11. DZ ELEVATION (Feet) 707	12. SURFACE WINDS (Knots) 3-6 Knots	13. VISIBILITY (Feet/Miles) Clear	
II. PERSONNEL					
14. NAME (Last, First, MI), GRADE, SSAN, & UNIT		15. EQUIPMENT WORN BY JUMPER Large Ruck with M4 Weapon Exposed		16. JUMPER'S POSITION IN ACFT Jumpmaster	
17. TYPE PARACHUTE (Specify) MC-4	18. TYPE MALFUNCTION				19. NO. JUMPS 360 HALO
	SEMI-INVERSION	INVERSION	CIGARETTE ROLL	OTHER (SPECIFY)	
	PILOT CHUTE	BLOWN SECTION	BROKEN SUSPENSION LINE	SM Cutaway	
20. TYPE OF RESERVE MC-4	21. RESERVE FUNCTIONED PROPERLY (if "No" explain in item 31) <input type="checkbox"/> YES <input type="checkbox"/> NO		22. RESULTING INJURY		

31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.)

Soldier had two canopies deploy at or about the same time. He then had to cut away his main parachute and was able to ride safely to the ground.

32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.)

Jumper stated at or about 4000 feet he was about to pull his main ripcord when his AR2 fired deploying his reserve parachute causing him to cutaway his main. The AR2 was set at 3250 MSL. The AR2 was tested three times at the rigger facility and passed all tests. The AR2 was jumped twice the next day by another jumper and no misfires.

CONTINUED ON NEXT PAGE

ANALYSIS: 36

WHAT WAS THE MALFUNCTION?

INCIDENT - AR2 fired.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

1. Low pull.
2. Improper AR2 dial setting.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

1. Training IAW 350-2 and 31-19.
2. Setting instructions are not clear.

TAR&M/SA VOL I

I. GENERAL					
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT CH-47	5. ACFT SER NO.	
6. OPERATION/EXERCISE		7. DZ AND LOCATION		8. DATE AND TIME	
9. ACFT ALTITUDE (Feet) 12500 Feet AGL	10. ACFT SPEED (Knots) 130 Knots	11. DZ ELEVATION (Feet) 707	12. SURFACE WINDS (Knots) 3-6 Knots	13. VISIBILITY (Feet/Miles) Clear	
II. PERSONNEL					
14. NAME (Last, First, MI), GRADE, SSAN, & UNIT		15. EQUIPMENT WORN BY JUMPER Large Ruck with M4 Weapon Exposed, 02		16. JUMPER'S POSITION IN ACFT Jumpmaster	
17. TYPE PARACHUTE (Specify) MC-4	18. TYPE MALFUNCTION				19. NO. JUMPS 360 HALO
	SEMI-INVERSION	INVERSION	CIGARETTE ROLL	OTHER (SPECIFY)	
	PILOT CHUTE	BLOWN SECTION	BROKEN SUSPENSION LINE	SM Cutaway	
20. TYPE OF RESERVE MC-4	21. RESERVE FUNCTIONED PROPERLY (If "No" explain in item 31) <input type="checkbox"/> YES <input type="checkbox"/> NO		22. RESULTING INJURY		

31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.)

I noticed that the soldier pulled his main ripcord deploying his main parachute. His parachute opened properly and the soldier was able to control his parachute for a few seconds, when all of a sudden his reserve deployed at or about 2500 feet.

32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.)

The jumper stated that he was under his main for a while, then at or about 3000 to 2500 feet, his AR2 fired deploying his reserve parachute. The jumper stated he pulled his main ripcord at 4000 feet. His AR2 was set at 3250 MSL.

CONTINUED ON NEXT PAGE

ANALYSIS: 37

WHAT WAS THE MALFUNCTION?

INCIDENT - AR2 fired early.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

1. Low pull.
2. Incorrect AR2 setting or AR2 failure by activating when it should not.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Training on proper use of equipment.

I. GENERAL					
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-130	5. ACFT SER NO.	
6. OPERATION/EXERCISE		7. DZ AND LOCATION		8. DATE AND TIME	
9. ACFT ALTITUDE (Feet) 10500	10. ACFT SPEED (Knots) 130 Knots	11. DZ ELEVATION (Feet) 164 Feet	12. SURFACE WINDS (Knots) 5 Knots	13. VISIBILITY (Feet/Miles) 10+ Miles	
II. PERSONNEL					
14. NAME (Last, First, MI), GRADE, SSAN, & UNIT		15. EQUIPMENT WORN BY JUMPER MC-4, FF-2, Wrist Altimeter		16. JUMPER'S POSITION IN ACFT 2nd/ 9 of 10	
17. TYPE PARACHUTE (Specify) MC-4	18. TYPE MALFUNCTION				19. NO. JUMPS 150
	SEMI-INVERSION	INVERSION	CIGARETTE ROLL	OTHER (SPECIFY)	
	PILOT CHUTE	BLOWN SECTION	BROKEN SUSPENSION LINE	Partial w/Line over Canopy	
20. TYPE OF RESERVE MC-4	21. RESERVE FUNCTIONED PROPERLY (If "No" explain in item 31) <input type="checkbox"/> YES <input type="checkbox"/> NO		22. RESULTING INJURY None		

31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.)
 Jumper was 9th of a 10 man stick in a multiple exit during second pass. Jumper exited with stable free fall body position. When jumper conducted main canopy opening sequence he felt canopy exit from pack but no opening shock, checked over shoulder and saw a bundle of nylon. Parachute was partially deployed with multiple twists. Jumper proceeded to bicycle out of twists but a line passed over the top and split the canopy in half. At that time the altitude was 2000 AGL and jumper proceeded to execute cutaway procedures. Jumper landed safely under reserve canopy at drop zone site with no injuries.

32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.)
 Partial malfunction with line over canopy causing unstable canopy. After receiving the parachute system from the safety NCO, a rigger inspected the main canopy and did not find any visual damage to the canopy, suspension lines, or risers, the brake lines were unstowed. After reviewing records, it was noted the mains last porosity test was within one year period and seven repacks. The levels were between seven and nine and averaged out to 7.94. Rigger then decided to conduct a porosity test and the results were between nine and twelve with an average of 10.1. Outer cells were 10.1 and 12.1. This is our second malfunction this quarter with the same type of porosity test, both mains over 10 on porosity test inspection after malfunction records review.

CONTINUED ON NEXT PAGE

ANALYSIS: 38

WHAT WAS THE MALFUNCTION?

MALFUNCTION - Canopy failed to inflate.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

1. Unknown.
2. Snivel.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Not Given.

I. GENERAL					
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-130	5. ACFT SER NO.	
6. OPERATION/EXERCISE		7. DZ AND LOCATION		8. DATE AND TIME	
9. ACFT ALTITUDE (Feet) 1250	10. ACFT SPEED (Knots) 135	11. DZ ELEVATION (Feet) 580	12. SURFACE WINDS (Knots) 3-8 Knots	13. VISIBILITY (Feet/Miles) Clear	
II. PERSONNEL					
14. NAME (Last, First, MI), GRADE, SSAN, & UNIT		15. EQUIPMENT WORN BY JUMPER NA		16. JUMPER'S POSITION IN ACFT 3	
17. TYPE PARACHUTE (Specify) MC1-1C	18. TYPE MALFUNCTION				19. NO. JUMPS 60
	SEMI-INVERSION	INVERSION	CIGARETTE ROLL	OTHER (SPECIFY)	
	PILOT CHUTE	BLOWN SECTION	BROKEN SUSPENSION LINE		
20. TYPE OF RESERVE T-10 Res	21. RESERVE FUNCTIONED PROPERLY (If "No" explain in item 31) <input type="checkbox"/> YES <input type="checkbox"/> NO		22. RESULTING INJURY		

31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.)

The jumper had a normal exit out of a C-130. When his canopy fully deployed, I observed the modification of the MC1-1C was towards the front of the jumper. At this point I was not sure if he had a complete inversion. I did realize it was a complete inversion when the jumper went to turn right and he turned left. At that point I moved towards the jumper point of impact. After I ensured that the jumper was okay, I started an on sight inspection of the parachute. After the inspection, I concluded that the parachute was inverted. At that point I secured the log record book as well as the parachute. After the jumper operation was complete I brought the parachute to the reporting officer for further inspection.

32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.)

The MC1-1C was packed with the risers crossed, causing the orifice to be at the front of the canopy. The senior airdrop systems technician conducted an inspection of the parachute and repacked it. The senior airdrop systems technician concluded that the parachute was packed with the risers crossed. A complete inspection of the parachute was conducted and no other deficiencies were found.

CONTINUED ON NEXT PAGE

ANALYSIS: 39

WHAT WAS THE MALFUNCTION?

INCIDENT - Risers crossed.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Pack procedures.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

1. Training.
2. Supervision.

CARGO MALFUNCTION REPORTS AND ANALYSES

TAR&M/SA VOL I

I. GENERAL				
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-17	5. ACFT SER NO.
6. OPERATION/EXERCISE		7. DZ AND LOCATION		8. DATE AND TIME
9. ACFT ALTITUDE (Feet) 866 AGL	10. ACFT SPEED (Knots) 145 KCAS	11. DZ ELEVATION (Feet) 289 MSL	12. SURFACE WINDS (Knots) 130 at 6 Kt	13. VISIBILITY (Feet/Miles) Clear
III. CARGO				
23. TYPE LOAD AND WEIGHT Mass Supply 3130 LBS	24. RIGGED IAW (TM/TO/NAVAIR No.) FM 10-512/ TO 13C7-1-8	25. AERIAL DELIVERY SYSTEM USED		
		DUAL RAIL	CDS RELEASE GATE	OTHER (Explain)
		NO. PLATFORMS 2	NO. CONTAINERS	
26. TYPE PLATFORM/AIR-DROP CONTAINER Type V	27. TYPE PARACHUTE AND NUMBER G-12E (2)	28. SIZE EXTRACTION/RELEASE PARACHUTE 15 Foot Ring Slot	29. LENGTH OF REEFING LINE	30. POSITION OF LOAD IN AIRCRAFT 2 of 2
31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.) Local sequential heavy drop. The first platform exited normally. Extraction parachute for the second load failed to extract the load. The heavy equipment malfunction checklist was initiated. As per checklist, the platform was unlocked and it slowly exited the aircraft. Cargo parachutes deployed and load landed with minor damage, off surveyed drop zone but on reservation.				
32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.) Upon recovery of equipment from the drop zone it was discovered that the extraction link safety tie was not correct. On sequential loads, the one turn single 1/2 inch tubular nylon link safety ties are removed and replaced with one turn single 550 cord. The 550 cord ties were on but one of the 1/2 tubular nylon ties were not removed. This prevented full deployment of the extraction parachute. Also, on the first platform the load lashing where the extraction package was attached failed.				

CONTINUED ON NEXT PAGE

ANALYSIS: 40

WHAT WAS THE MALFUNCTION?

Extraction parachute failed to extract the second platform of a sequential heavy equipment airdrop. (C-17, 8-foot mass supply.)

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Failure of loadmaster to properly rig extraction parachute and JAI to inspection loadmaster rigging.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Make JAI an emphasis item.

TAR&M/SA VOL I

I. GENERAL				
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-130	5. ACFT SER NO.
6. OPERATION/EXERCISE		7. DZ AND LOCATION		8. DATE AND TIME
9. ACFT ALTITUDE (Feet) 650 Feet AGL	10. ACFT SPEED (Knots) 140	11. DZ ELEVATION (Feet) 590	12. SURFACE WINDS (Knots) Calm	13. VISIBILITY (Feet/Miles) 7 Miles
III. CARGO				
23. TYPE LOAD AND WEIGHT Heavy equipment (mass) 2558 LBS	24. RIGGED IAW (TM/TO/NAVAIR No.) FM 10-512/ TO 13C7-1-8	25. AERIAL DELIVERY SYSTEM USED		
		<input checked="" type="checkbox"/> DUAL RAIL	<input type="checkbox"/> CDS RELEASE GATE	OTHER (Explain)
		NO. PLATFORMS 1	NO. CONTAINERS	
26. TYPE PLATFORM/AIR-DROP CONTAINER Type V	27. TYPE PARACHUTE AND NUMBER G-12E (2)	28. SIZE EXTRACTION/RELEASE PARACHUTE 15 Foot Ring Slot	29. LENGTH OF REEFING LINE	30. POSITION OF LOAD IN AIRCRAFT Lock #5
31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.) After a normal extraction while main parachutes were in the deployment phase, one parachute did not deploy and separated from the load. The load came down under the good parachute on the drop zone (good score). No damage incurred to aircraft or load.				
32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.) Upon investigation we found the main parachute and clevis had separated. The clevis had the bolt and nut still attached. The 20-foot riser extension was not attached to the parachute clevis. The parachute end of the riser extension had a burn mark approximately 61 inches long and appeared to be in the direction of the clevis, otherwise serviceable. Parachute clevis was connected to one of the riser extension stowage loops.				

CONTINUED ON NEXT PAGE

ANALYSIS: 41

WHAT WAS THE MALFUNCTION?

One G-12 separated from the load (C-130, 8 foot mass supply)

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

20-foot riser extension not connected.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Emphasis on training for riggers and JAIs.

TAR&M/SA VOL I

I. GENERAL				
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-130	5. ACFT SER NO.
6. OPERATION/EXERCISE		7. DZ AND LOCATION		8. DATE AND TIME
9. ACFT ALTITUDE (Feet) 650 AGL	10. ACFT SPEED (Knots) 140	11. DZ ELEVATION (Feet) 590	12. SURFACE WINDS (Knots) Calm	13. VISIBILITY (Feet/Miles) 7 Miles
III. CARGO				
23. TYPE LOAD AND WEIGHT Heavy Equipment/ Mass Supply 2650 LBS	24. RIGGED IAW (TM/TO/NAVAIR No.) FM 10-512/ TO 13C7-1-8	25. AERIAL DELIVERY SYSTEM USED		
		<input checked="" type="checkbox"/> DUAL RAIL	<input type="checkbox"/> CDS RELEASE GATE	OTHER (Explain)
		NO. PLATFORMS 1	NO. CONTAINERS	
26. TYPE PLATFORM/AIR-DROP CONTAINER Type V	27. TYPE PARACHUTE AND NUMBER G-12E (2)	28. SIZE EXTRACTION/RELEASE PARACHUTE 15-Foot Ring Slot	29. LENGTH OF REEFING LINE	30. POSITION OF LOAD IN AIRCRAFT Lock #5
31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.) After a normal extraction, the load did not enter deployment phase until approximately 50 feet above the ground, landing inverted, destroying the load. During the investigation on the drop zone, we found the three point link had released and the main parachutes started to deploy. The actuator arm had completed full rotation.				
32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.) While inspecting the EFTC system, slight binding was occurring in the latch assembly. Pull test results on the cable were 26 pounds. Ground testing of the system was inconclusive. System components have been sent to Natick for analysis.				

CONTINUED ON NEXT PAGE

ANALYSIS: 42

WHAT WAS THE MALFUNCTION?

EFTC did not release three-point link until approximately 50 feet above ground. Actuator arm had completed rotation.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Latch malfunction. Bolt securing cam was too tight causing it not to release properly. Cable tension. Check cables before attaching any EFTC system to airdrop load (Type V). Undetermined cause.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Have latch tested by SBCCOM. Check all equipment prior to utilizing.

TAR&M/SA VOL I

I. GENERAL				
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-130	5. ACFT SER NO.
6. OPERATION/EXERCISE		7. DZ AND LOCATION		8. DATE AND TIME
9. ACFT ALTITUDE (Feet) 400 AGL	10. ACFT SPEED (Knots) 140 KIAS	11. DZ ELEVATION (Feet) 1120 MSL	12. SURFACE WINDS (Knots) Calm	13. VISIBILITY (Feet/Miles) Unrestricted
III. CARGO				
23. TYPE LOAD AND WEIGHT Heavy Equipment 3000 Lbs	24. RIGGED IAW (TM/TO/NAVAIR No.) FM 10-512/ TO 13C7-1-8 FM 10-500-2/ TO 13C7-1-5	25. AERIAL DELIVERY SYSTEM USED		
		DUAL RAIL	CDS RELEASE GATE	OTHER (Explain)
		NO. PLATFORMS	NO. CONTAINERS	EFTC
26. TYPE PLATFORM/AIR-DROP CONTAINER 8 Ft	27. TYPE PARACHUTE AND NUMBER G-12E (2)	28. SIZE EXTRACTION/RELEASE PARACHUTE 15-Foot	29. LENGTH OF REEFING LINE	30. POSITION OF LOAD IN AIRCRAFT F.S. 577
31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.) Aircraft was third ship of four ship formation. Upon extraction and deployment of main cargo parachutes from deployment bags, recovery parachutes became entangled failing to open. Platform impacted drop zone 150 yards at 1 o'clock. Platform was completely destroyed upon impact.				
32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.) Eye witness reports from the drop zone recovery team stated the load exited the aircraft normally. The parachutes became entangled and the load impacted the drop zone. Upon recovery the parachutes laid next to the impact area and were completely entangled. Platform and parachutes were returned to the hangar. Upon initial inspection possible riser entanglement was suspected but was unable to be accurately determined due to manner of recovery from drop zone. Mean effective at altitude (550 feet AGL) was 310 degrees at 3 knots. Winds were calm on the surface. Would also consider possible vortices from aircraft possibly causing starvation of air into parachutes.				

CONTINUED ON NEXT PAGE

ANALYSIS: 43

WHAT WAS THE MALFUNCTION?

G-12E did not deploy, became entangled. Load completely destroyed.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Twisting of deployment bags causing excessive twists preventing G-12E from opening. Need more data to conclude other possibilities.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Not enough information.

TAR&M/SA VOL I

I. GENERAL				
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-17	5. ACFT SER NO.
6. OPERATION/EXERCISE		7. DZ AND LOCATION		8. DATE AND TIME
9. ACFT ALTITUDE (Feet) 936 AGL	10. ACFT SPEED (Knots) 147 KCAS	11. DZ ELEVATION (Feet) 270 MSL	12. SURFACE WINDS (Knots) 330/0	13. VISIBILITY (Feet/Miles) 7+ Miles
III. CARGO				
23. TYPE LOAD AND WEIGHT Mass Supply 3050 Lbs	24. RIGGED IAW (TM/TO/NAVAIR No.) FM 10-512/ TO 13C7-1-8	25. AERIAL DELIVERY SYSTEM USED		
		DUAL RAIL	CDS RELEASE GATE	OTHER (Explain)
		NO. PLATFORMS 1	NO. CONTAINERS	
26. TYPE PLATFORM/AIR-DROP CONTAINER Type V	27. TYPE PARACHUTE AND NUMBER G-12E (2)	28. SIZE EXTRACTION/RELEASE PARACHUTE 15-Foot Ring Slot	29. LENGTH OF REEFING LINE	30. POSITION OF LOAD IN AIRCRAFT 1 of 1
31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.) All airdrop procedures on the aircraft worked fine. The drogue exited the aircraft as advertised. The loadmaster did not notice anything wrong with the drogue parachute and continued on with the drop. After the drop was completed, the drop zone called the crew and notified them that one panel blew out and six suspension lines broke on the drogue parachute. The crew returned to base and there was no damage to the aircraft.				
32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.) One panel and six suspension lines broke on the drogue parachute. Material may have been worn causing the six lines to break.				

CONTINUED ON NEXT PAGE

ANALYSIS: 44

WHAT WAS THE MALFUNCTION?

15-foot extraction had one panel and six suspension lines broke.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Material could be damaged. Air speed of aircraft was at 147 knots.
Possible air speed contributing factor of damage to 15-foot.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

1. TRI of parachutes before packing.
2. Go to modified 15-foot extraction bag.
3. Check air speed before releasing load.

TAR&M/SA VOL I

I. GENERAL				
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-130	5. ACFT SER NO.
6. OPERATION/EXERCISE		7. DZ AND LOCATION		8. DATE AND TIME
9. ACFT ALTITUDE (Feet) 1150	10. ACFT SPEED (Knots) 132 KPH	11. DZ ELEVATION (Feet) 274	12. SURFACE WINDS (Knots) 6-9 KPH	13. VISIBILITY (Feet/Miles) Unlimited
III. CARGO				
23. TYPE LOAD AND WEIGHT M198 Howitzer 23940 Lbs	24. RIGGED IAW (TM/TO/NAVAIR No.) FM 10-527/ TO 13C7-10-191	25. AERIAL DELIVERY SYSTEM USED		
		DUAL RAIL	CDS RELEASE GATE	OTHER (Explain)
		NO. PLATFORMS 1	NO. CONTAINERS	
26. TYPE PLATFORM/AIR-DROP CONTAINER Type V	27. TYPE PARACHUTE AND NUMBER G-11C (5)	28. SIZE EXTRACTION/RELEASE PARACHUTE 28-Foot	29. LENGTH OF REEFING LINE	30. POSITION OF LOAD IN AIRCRAFT 1 of 1
31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.) Malfunctions NCO stated that the M198 had a good exit. Four of five parachutes deployed as intended. One parachute did not completely inflate. Once the load made contact with the ground, lateral drift caused the load to overturn. The M2 release functioned normally and released the parachutes once the load contacted the ground.				
32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.) Load overturned due to lateral drift. Another M198 that was dropped minutes prior and landed in a direction approximately 90 degrees from the direction of this one. The first load landed without incident. The parachutes did not pull this load over. The parachute that did not appear to inflate had severe damage and may have lead to increased rate of descent. The damage to the parachute is as follows: Entire gore 69 blown out, lower lateral band torn from canopy from gore 61 to gore 69. Gore 70 had sections 3, 4, 5, 7 and 8 blown out. Pocket bands were ripped out at line 60, 70 and 71. Load sustained minor damage, which included a bent ballistic shield bent and cracked, and the assistant gunners' handwheel was bent.				

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ANALYSIS: 45

WHAT WAS THE MALFUNCTION?

One out of five G-11C parachutes did not fully deploy. M198 flipped over on impact.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

G-11C had severe damage. Gores were blown out in different areas.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

1. Proper packing of G-11C.
2. Check reefing of canopy IAW TM.
3. Cause of rollover due to lateral drift and increased rate of descent from the loss of one G-11C.

TAR&M/SA VOL I

I. GENERAL				
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-130	5. ACFT SER NO.
6. OPERATION/EXERCISE		7. DZ AND LOCATION		8. DATE AND TIME
9. ACFT ALTITUDE (Feet) 975 Feet	10. ACFT SPEED (Knots) 140 KIAS	11. DZ ELEVATION (Feet) 265 feet	12. SURFACE WINDS (Knots) 220@5g8	13. VISIBILITY (Feet/Miles) 3 miles
III. CARGO				
23. TYPE LOAD AND WEIGHT Heavy Equipment 3445 LBS	24. RIGGED IAW (TM/TO/NAVAIR No.) FM 10-512/ TO 13C7-1-8	25. AERIAL DELIVERY SYSTEM USED		
		<input checked="" type="checkbox"/> DUAL RAIL	<input type="checkbox"/> CDS RELEASE GATE	OTHER (Explain)
		NO. PLATFORMS 1	NO. CONTAINERS	
26. TYPE PLATFORM/AIR-DROP CONTAINER 8 Foot Type V EFTC	27. TYPE PARACHUTE AND NUMBER G-12E (2)	28. SIZE EXTRACTION/RELEASE PARACHUTE 15-Foot Reefed	29. LENGTH OF REEFING LINE	30. POSITION OF LOAD IN AIRCRAFT 1 of 1
31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.) At green light, extraction parachute released and exited the aircraft normally. Extraction parachute only inflated approximately 3/4 of the way causing platform not to override right-hand locks. Loadmaster pulled right-hand emergency release handle to the emergency position and platform exited the aircraft. Load landed on the drop zone with no damage.				
32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.) Malfunction NCO did not see the extraction parachute malfunction from the ground and recovery team field-packed the suspect extraction parachute before investigation could be accomplished. Upon return to home station, the extraction parachute was inspected and no deficiencies were noted. A video of the airdrop was made by the aircrew which shows the extraction parachute malfunction and is available upon request.				

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ANALYSIS: 46

WHAT WAS THE MALFUNCTION?

Extraction parachute did not fully deploy.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Tension knots or the D-bags becoming entangled.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Check packing.

TAR&M/SA VOL I

I. GENERAL				
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-130J	5. ACFT SER NO.
6. OPERATION/EXERCISE		7. DZ AND LOCATION		8. DATE AND TIME
9. ACFT ALTITUDE (Feet) 1,000 AGL	10. ACFT SPEED (Knots) 140 Knots	11. DZ ELEVATION (Feet) 2618 Feet	12. SURFACE WINDS (Knots) Calm	13. VISIBILITY (Feet/Miles) 20 Miles
III. CARGO				
23. TYPE LOAD AND WEIGHT LVAD 5000 LBS	24. RIGGED IAW (TM/TO/NAVAIR No.) FM 10-500-2/ TO 13C7-1-5	25. AERIAL DELIVERY SYSTEM USED		
		DUAL RAIL	CDS RELEASE GATE	OTHER (Explain)
		NO. PLATFORMS 3	NO. CONTAINERS	
26. TYPE PLATFORM/AIR-DROP CONTAINER Type V	27. TYPE PARACHUTE AND NUMBER G-12E.(2)	28. SIZE EXTRACTION/RELEASE PARACHUTE 15-Foot	29. LENGTH OF REEFING LINE	30. POSITION OF LOAD IN AIRCRAFT 3
31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.) A 15-foot drogue parachute with 60 foot 2 ply deployment line attached to the tow plate deployed and opened successfully. As soon as pressure built on the line, the parachute and deployment line kept going. The tow plate remained in the aircraft.				
32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.) The deployment line was never sewn together at the splice point. It was apparently glued together but there is no evidence of ever having been sewn together. The packer missed it. He was not in the habit of checking the splice point for sewing, but now he will. All other deployment lines were checked for splice connection, no discrepancies found.				

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ANALYSIS: 47

WHAT WAS THE MALFUNCTION?

Upon deployment of a 15-foot drogue parachute the drogue line failed and separated from the extraction system.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

The drogue line was not sewn together at its splicing point.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Emphasis on inspection of drogue/extraction lines as well as all new equipment.

TAR&M/SA VOL I

I. GENERAL				
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-141	5. ACFT SER NO.
6. OPERATION/EXERCISE		7. DZ AND LOCATION		8. DATE AND TIME
9. ACFT ALTITUDE (Feet) 1000	10. ACFT SPEED (Knots) 130	11. DZ ELEVATION (Feet) 42 MSL	12. SURFACE WINDS (Knots) 5-8	13. VISIBILITY (Feet/Miles) 10+

III. CARGO				
23. TYPE LOAD AND WEIGHT A7A Container Load 177 LBS	24. RIGGED IAW (TM/TO/NAVAIR No.) FM 10-500-3/ TO 13C7-1-11	25. AERIAL DELIVERY SYSTEM USED		
		DUAL RAIL	CDS RELEASE GATE	OTHER (Explain)
		NO. PLATFORMS	NO. CONTAINERS	
26. TYPE PLATFORM/AIR-DROP CONTAINER Door Bundle/ MREs	27. TYPE PARACHUTE AND NUMBER T-10 Cargo (1)	28. SIZE EXTRACTION/RELEASE PARACHUTE	29. LENGTH OF REEFING LINE	30. POSITION OF LOAD IN AIRCRAFT Left Door

31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.)
 The malfunction of an A7-A door bundle occurred with an A7-A door bundle containing MREs weighing about 177 pounds. The load exited on the left side of the aircraft. Upon arriving at the malfunction site, I first noticed that the T-10 cargo parachute was still in the D-bag with static line attached. I then started at the (G-14) small clevis end of the static line and noticed that the clevis was not attached to the static line. The looped end of the static line had no damage. I then inspected the static line in its entirety and noticed no damage. I then proceeded to the D-bag and noticed the D-bag was busted at the seams on right side, rigger view, of the D-bag. This was most likely caused by the impact of the bundle hitting the ground. I then continued to the connector link ties and noticed that both connector link ties were broken. I then removed the suspension line protector flap and noticed that some of the suspension lines had deployed from the stow loops. The parachute risers were attached to the load at the D-rings. I asked the DZSO to tell the jumpmaster team not to take the small clevis off the anchor line cable until I look at it for myself. The word got to the aircraft but a soldier took off the clevis and replaced it once the jumpmaster told him to. Upon interviewing the entire jumpmaster team and getting statements, all stated that the static line was attached to the small clevis and that the clevis was secured properly to the anchor line cable prior to the drop. Upon inspecting the small clevis, I noticed that the tie that secured the cotter pin to the bolt of the small clevis was broken at the knotted portion.

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32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.)

It is my belief that the bolt portion and the lanyard of the small clevis was routed totally through the loop end of the static line and then fastened to the clevis. This left the static line attached to the small clevis only by the bolt retaining lanyard not to the small clevis. This in turn made it appear that the static line was attached causing the static line to completely breakaway from the small clevis

ANALYSIS: 48

WHAT WAS THE MALFUNCTION?

Door bundle exited aircraft and T-10 cargo parachute failed to deploy.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

1. Jumpmaster improperly rigged static line.
2. Static line was secured to the G-14 clevis by the Type I pin retaining lanyard.
3. Accidentally rigged for breakaway.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Ensure jumpmasters are properly trained on rigging door bundles.

TAR&M/SA VOL I

I. GENERAL				
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-17	5. ACFT SER NO.
6. OPERATION/EXERCISE		7. DZ AND LOCATION		8. DATE AND TIME
9. ACFT ALTITUDE (Feet) 421	10. ACFT SPEED (Knots) 158	11. DZ ELEVATION (Feet) 1532	12. SURFACE WINDS (Knots) 11 gust 15	13. VISIBILITY (Feet/Miles) Unlimited

III. CARGO				
23. TYPE LOAD AND WEIGHT Heavy Equipment 3500 Lbs	24. RIGGED IAW (TM/TO/NAVAIR No.) FM 10-512/ TO 13C7-1-8	25. AERIAL DELIVERY SYSTEM USED		
		DUAL RAIL	CDS RELEASE GATE	OTHER (Explain)
		NO. PLATFORMS 2	NO. CONTAINERS	
26. TYPE PLATFORM/AIR-DROP CONTAINER Type V	27. TYPE PARACHUTE AND NUMBER G-12E (2)	28. SIZE EXTRACTION/RELEASE PARACHUTE 15-Foot Ring Slot	29. LENGTH OF REEFING LINE	30. POSITION OF LOAD IN AIRCRAFT 2 of 2

31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.)

This was the second platform of a two platform sequential. After completing a normal drop sequence with parachutes fully inflated, the platform landed on its side and was dragged approximately 350 yards before stopping. Drop zone personnel stated that the platform never experienced a no-load condition on impact. After inspecting the release assembly, it was discovered that the timing lanyard had been pulled, but the timing keys had not retracted. The first platform landed flat and parachutes released normally.

32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.)

1. Timing block: Tested the timing block twice. Timing keys failed to retract both times. Documentation shows that the timing block tested good at 12.5 seconds at rigging time.
2. Gusting winds were probable cause of platform landing on its side.

CONTINUED ON NEXT PAGE

ANALYSIS: 49

WHAT WAS THE MALFUNCTION?

G-12E deployment parachutes did not release from M-1 release.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Upon inspection it was discovered that the keys on the timer block would not retract after timer ran its time. Documentation shows timer was good on inspection (12.5 seconds).

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Check condition and tightness of timer block screws.

TAR&M/SA VOL I

I. GENERAL				
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-141	5. ACFT SER NO.
6. OPERATION/EXERCISE		7. DZ AND LOCATION		8. DATE AND TIME
9. ACFT ALTITUDE (Feet) 1000 AGL	10. ACFT SPEED (Knots) 130 Knots	11. DZ ELEVATION (Feet) 42	12. SURFACE WINDS (Knots) 0-5	13. VISIBILITY (Feet/Miles) 10 Miles+
III. CARGO				
23. TYPE LOAD AND WEIGHT A7A Container Load 178 Lbs	24. RIGGED IAW (TM/TO/NAVAIR No.) FM 10-500-3/ TO 13C7-1-11	25. AERIAL DELIVERY SYSTEM USED		
		DUAL RAIL	CDS RELEASE GATE	OTHER (Explain)
26. TYPE PLATFORM/AIR-DROP CONTAINER MREs Door Bundle	27. TYPE PARACHUTE AND NUMBER T-10 Cargo (1)	28. SIZE EXTRACTION/RELEASE PARACHUTE	29. LENGTH OF REEFING LINE	30. POSITION OF LOAD IN AIRCRAFT Left Door
31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.)				
<p>The malfunction of an A7-A door bundle at that time a malfunction occurred with a A7-A door bundle containing MREs weighing about 178 pounds. The load exited on the left side of the aircraft. After the door bundle deployed from the aircraft, I noticed that the load came partly apart in the air. There was a full canopy that suspended the remainder of the intact load. Upon investigating the load after it landed, I noticed that all of the A7-A straps were still intact with no visible damage and excess was still tied off. The load had two stacks of four MRE boxes. One whole side survived the drop and the other side lost its boxes. Again, there was no damage to any of the A7-A straps. The parachute was connected to the D-ring. I saw no signs of damage to the canopy. I interviewed and took statements from the jumpmaster team. It was discovered that the bundles that originally went to the C-141 was meant for the C-17. The jumpmaster team of the C-141 tightened the first set of bundles, but when the error was discovered and corrected, the jumpmaster of the team for the C-141 did not tighten the bundles that they were suppose to drop.</p>				
32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.)				
<p>It is my belief that the A7-A straps were not retightened after transportation to the correct aircraft causing the opening shock of the canopy to stretch and loosen the A-7A strap, and then causing the MREs to fall free.</p>				

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ANALYSIS: 50

WHAT WAS THE MALFUNCTION?

Contents (MRE) of A7-A container spilled out during drop.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

When the bundle was secured in the aircraft with 5000 pound strap, the honeycomb was compressed. This caused slack in the A7-A straps allowing the MREs to spill out.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

1. Loadmasters on the aircraft tighten 5000 pound straps just enough to secure bundle.
2. Jumpmasters put more emphasis on JMPI before putting the bundle out the door.

TAR&M/SA VOL I

I. GENERAL				
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-17	5. ACFT SER NO.
6. OPERATION/EXERCISE		7. DZ AND LOCATION		8. DATE AND TIME
9. ACFT ALTITUDE (Feet) Not Given	10. ACFT SPEED (Knots) Not Given	11. DZ ELEVATION (Feet) Not Given	12. SURFACE WINDS (Knots) Not Given	13. VISIBILITY (Feet/Miles) Not Given
III. CARGO				
23. TYPE LOAD AND WEIGHT Deuce 39680 LBS	24. RIGGED IAW (TM/TO/NAVAIR No.) FM 10-521/ TO 13C7-6-21	25. AERIAL DELIVERY SYSTEM USED		
		DUAL RAIL	CDS RELEASE GATE	OTHER (Explain)
		NO. PLATFORMS 1	NO. CONTAINERS	
26. TYPE PLATFORM/AIR-DROP CONTAINER Type V	27. TYPE PARACHUTE AND NUMBER G-11B (8)	28. SIZE EXTRACTION/RELEASE PARACHUTE 28-Foot (2)	29. LENGTH OF REEFING LINE	30. POSITION OF LOAD IN AIRCRAFT FS 915
31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.) After takeoff using minimum takeoff thrust, the loadmaster noticed all eight parachutes had fallen on the cargo floor during takeoff.				
32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.) Equipment was rigged properly IAW FM but the integrity of the aft side of the honeycomb was stressed under the weight of the parachutes during minimum thrust takeoff roll.				

CONTINUED ON NEXT PAGE

ANALYSIS: 51

WHAT WAS THE MALFUNCTION?

Stack of eight G-11B parachutes fell off the load on takeoff roll of a C-17 aircraft.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Poor design of parachute restraint on deuce as well as the pack tray.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Change angle of parachute restraint and honeycomb stack.

TAR&M/SA VOL I

I. GENERAL				
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-130	5. ACFT SER NO.
6. OPERATION/EXERCISE		7. DZ AND LOCATION		8. DATE AND TIME
9. ACFT ALTITUDE (Feet) 550 AGL	10. ACFT SPEED (Knots) 142 Knots	11. DZ ELEVATION (Feet) 200 Feet	12. SURFACE WINDS (Knots) 3 Knots	13. VISIBILITY (Feet/Miles) Unlimited
III. CARGO				
23. TYPE LOAD AND WEIGHT Heavy Equipment 3640 Lbs Rigged Weight	24. RIGGED IAW (TM/TO/NAVAIR No.) FM 10-512/ TO 13C7-1-8	25. AERIAL DELIVERY SYSTEM USED		
		DUAL RAIL	CDS RELEASE GATE	OTHER (Explain)
		NO. PLATFORMS 1	NO. CONTAINERS	
26. TYPE PLATFORM/AIR-DROP CONTAINER Type V	27. TYPE PARACHUTE AND NUMBER G-12E (Delta Bag) (2)	28. SIZE EXTRACTION/RELEASE PARACHUTE 15-Foot Ring Slot	29. LENGTH OF REEFING LINE	30. POSITION OF LOAD IN AIRCRAFT CB @ FS 670
31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.) Upon deployment of the recovery parachutes, one G-12E recovery parachute failed to inflate, and became entangled with the good parachute causing it to partially deflate. The load began to tumble and impacted the ground. The Type V platform and load were destroyed. The parachutes, parachute risers, three suspension slings, M-1 release and the EFTC system were salvaged with the exception of the EFTC cable.				
32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.) Upon investigation , parachute deployment bag (G-12D) suspension line stowage flap was torn completely away from the deployment bag. The locking stow flap was torn approximately 60 percent off the bag. One of the locking stow loops was intact with all stitching, and the other locking stow loop stitching was partially ripped. The first locking stow of the suspension lines was suspected to be pulled too far through the locking stow loop and upon deployment became entangled or knotted. This prevented the suspension lines from deploying properly. Improper inspection procedures and modification of the G-12D deployment bag (page 2-180.1, figure 2-133.1) for use with G-12E parachute were contributing factors in this malfunction. To correct this problem and future incidents, modify all G-12D deployment bags for use with G-12E parachutes and rig in accordance with current directives.				

CONTINUED ON NEXT PAGE

ANALYSIS: 52

WHAT WAS THE MALFUNCTION?

One G-12 failed to inflate then entangled the good G-12 causing it not to inflate.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

G-12D bag was not modified IAW TO to be used with G-12E parachute. Locking stow loops were too small to allow parachute risers to release.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Inspect all G-12D bags to ensure compliance with directives.

TAR&M/SA VOL I

I. GENERAL				
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-17	5. ACFT SER NO.
6. OPERATION/EXERCISE		7. DZ AND LOCATION		8. DATE AND TIME
9. ACFT ALTITUDE (Feet) Not Given	10. ACFT SPEED (Knots) Not Given	11. DZ ELEVATION (Feet) Not Given	12. SURFACE WINDS (Knots) Not Given	13. VISIBILITY (Feet/Miles) Not Given
III. CARGO				
23. TYPE LOAD AND WEIGHT Deuce	24. RIGGED IAW (TM/TO/NAVAIR No.) FM 10-521/ TO 13C7-6-21	25. AERIAL DELIVERY SYSTEM USED		
		DUAL RAIL	CDS RELEASE GATE	OTHER (Explain)
		NO. PLATFORMS 2	NO. CONTAINERS	CVR
26. TYPE PLATFORM/AIR-DROP CONTAINER Type V (24 foot)	27. TYPE PARACHUTE AND NUMBER G-11C (8)	28. SIZE EXTRACTION/RELEASE PARACHUTE 28-Foot (2 each)	29. LENGTH OF REEFING LINE	30. POSITION OF LOAD IN AIRCRAFT 1 of 2
31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.) The load was the first of two loads, the second being a HMWWV. The aircraft was also carrying approximately 70 combat equipped jumpers. The pilot and loadmaster stated that on take off the eight G-11C parachutes shifted rearward on the parachute platform and later in the flight on to the floor of the aircraft. CGUIBs were used to secure the parachutes in place and the aircraft was flown to base and jumpers off loaded and aircraft was flown back to home base.				
32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.) Parachutes were secured with restraint straps IAW FM 10-521 and FM 10-500-2. The riggers stated that parachute restraints were tightened after load was placed on aircraft. Pilot stated that the power produced by C-17 on takeoff could have contibuted to the parachutes sliding. Pilot stated that less than max power was used to get airborne, however, witnesses on the ground stated that the aircraft lifted quickly during takeoff. Contributing factors may be: (1) the manner in which parachutes are restrained combined with the force of takeoff, the restraint straps run straight down from the parachutes. (2) The platform has no angle towards the load that may help prevent parachutes from sliding. (3) Parachute restraints are nylon as were the parachute deployment bags. (4) Parachute restraints must be tightened several times by vigorous pulling and closing the load binders. If this is not done properly, the parachutes may settle and allow slack to form in the parachute restraint straps.				

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ANALYSIS: 53

WHAT WAS THE MALFUNCTION?

Stack of eight G-11B parachutes fell off the load on takeoff roll of a C-17 aircraft.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Poor design of parachute restraint on deuce as well as the pack tray.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Change angle of parachute restraint and honeycomb stack.

TAR&M/SA VOL I

I. GENERAL				
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-130	5. ACFT SER NO.
6. OPERATION/EXERCISE		7. DZ AND LOCATION		8. DATE AND TIME
9. ACFT ALTITUDE (Feet) 1500 AGL	10. ACFT SPEED (Knots) 140 knots	11. DZ ELEVATION (Feet) 370 MSL	12. SURFACE WINDS (Knots) Calm	13. VISIBILITY (Feet/Miles) Unlimited
III. CARGO				
23. TYPE LOAD AND WEIGHT M1097/M119 20500 LBS	24. RIGGED IAW (TM/TO/NAVAIR No.) FM 10-519/ TO 13C7-10-31	25. AERIAL DELIVERY SYSTEM USED		
		<input checked="" type="checkbox"/> DUAL RAIL	<input type="checkbox"/> CDS RELEASE GATE	OTHER (Explain)
		NO. PLATFORMS 1	NO. CONTAINERS	
26. TYPE PLATFORM/AIR-DROP CONTAINER Type V, 32 Foot	27. TYPE PARACHUTE AND NUMBER G-11B (4)	28. SIZE EXTRACTION/RELEASE PARACHUTE 28-Foot Ring Slot	29. LENGTH OF REEFING LINE	30. POSITION OF LOAD IN AIRCRAFT FS 530
31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.) After the airdrop and the ramp and door was closed, the loadmasters noticed that the pivot arm and bomb rack assembly had been damaged. Extraction of the platform seemed normal and no turbulence was encountered during the drop.				
32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.) The ammo rack that was modified on top of the M1097 (HMWWV) struck the pivot arm. The rack was torn off the M1097 and recovered at the drop zone not far from the carp. It appears that the rear nuts and bolts were missing from the ammo rack allowing the rack to lift during the extraction and then striking the pivot arm/bomb rack assembly causing the damage.				

CONTINUED ON NEXT PAGE

ANALYSIS: 54

WHAT WAS THE MALFUNCTION?

On extraction the ammo rack on the HMWV struck the pendulum arm on the aircraft.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Ammo rack was not properly secured on M1097.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Emphasis on PMCS of vehicle before rigging as well as JAI inspection.

TAR&M/SA VOL I

I. GENERAL				
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-130	5. ACFT SER NO.
6. OPERATION/EXERCISE		7. DZ AND LOCATION		8. DATE AND TIME
9. ACFT ALTITUDE (Feet) 4000 Feet	10. ACFT SPEED (Knots) 130	11. DZ ELEVATION (Feet) 75	12. SURFACE WINDS (Knots) Calm	13. VISIBILITY (Feet/Miles) Unlimited

III. CARGO				
23. TYPE LOAD AND WEIGHT RAMZ 650 LBS	24. RIGGED IAW (TM/TO/NAVAIR No.) FM 10-542/ TO 13C7-51-21	25. AERIAL DELIVERY SYSTEM USED		
		DUAL RAIL	CDS RELEASE GATE	OTHER (Explain)
		NO. PLATFORMS 1	NO. CONTAINERS 1	
26. TYPE PLATFORM/AIR-DROP CONTAINER A-22	27. TYPE PARACHUTE AND NUMBER T-10 (2)	28. SIZE EXTRACTION/RELEASE PARACHUTE	29. LENGTH OF REEFING LINE	30. POSITION OF LOAD IN AIRCRAFT 1

31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.)

RAMZ deployed from the aircraft. Parachutes deployed from D bags. Upon opening shock one broke away from the load. Parachute appeared to breakaway from the load at the connection with the G-14 clevis. The second parachute inflated but due to the weight of the load partially deflated and the package impacted the water at above normal speed. Parachute that broke free of the load had little damage to the canopy. The riser harness failed at the L bar. Parachute two sustained broken suspension lines, numerous holes throughout the canopy, radial seam blown out from the skirt to the apex. Zodiac sustained a broken transom, holes in the floor, and the boat engine housing was cracked. PRC 117F radio (partially operative), and ruck frame destroyed.

32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.)

The stitching at the top of the riser harness where the L bars are located failed causing it to separate from the load. Possible cause, parachutes, webbing and risers stored in conexes subject to heat, moisture and humidity for long period of time. Risers had a number of previous deployments including salt water. Thread weakened by the elements, or may have incorrect thread used in the manufacture of the risers.

CONTINUED ON NEXT PAGE

ANALYSIS: 55

WHAT WAS THE MALFUNCTION?

MALFUNCTION - Riser assembly broke causing the parachute to separate from the load.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Equipment failure or not modified according to the TM (risers broke).

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

1. Climate-controlled storage
2. Comprehensive inspection process.
3. Wash and dry equipment after salt water drops.

TAR&M/SA VOL I

I. GENERAL				
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-130	5. ACFT SER NO.
6. OPERATION/EXERCISE		7. DZ AND LOCATION		8. DATE AND TIME
9. ACFT ALTITUDE (Feet) 600 AGL	10. ACFT SPEED (Knots) 140 Knots	11. DZ ELEVATION (Feet) 454 MSL	12. SURFACE WINDS (Knots) 220@5 Gusts	13. VISIBILITY (Feet/Miles) Unrestricted
III. CARGO				
23. TYPE LOAD AND WEIGHT Low Velocity CDS 1328 LBS Rigged	24. RIGGED IAW (TM/TO/NAVAIR No.) FM 10-500-3/ TO 13C7-1-11	25. AERIAL DELIVERY SYSTEM USED		
		DUAL RAIL	CDS RELEASE GATE	OTHER (Explain)
		NO. PLATFORMS	NO. CONTAINERS 6	CVR
26. TYPE PLATFORM/AIR-DROP CONTAINER A-22	27. TYPE PARACHUTE AND NUMBER G-12E (1)	28. SIZE EXTRACTION/RELEASE PARACHUTE 68-inch pilot parachute	29. LENGTH OF REEFING LINE	30. POSITION OF LOAD IN AIRCRAFT 617
31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.) Parachute D-bag handle is used for temporary stowage of parachute clevis prior to rigging. G12E failed to deploy. Barrel CDS free fell to ground. CDS destroyed.				
32. CAUSE OF MALFUNCTION/FAILURE (if more space is needed, continue on reverse.) Parachute clevis was not removed from D-bag handle when the suspension webbing D-rings were attached to the parachute clevis. Rigging error was not noticed by rigger, before JAI inspector, rigger qualified loadmasters, or after JAI inspector. G12E failed to deploy. Barrel CDS destroyed.				

CONTINUED ON NEXT PAGE

ANALYSIS: 56

WHAT WAS THE MALFUNCTION?

MALFUNCTION - G12 parachute did not deploy.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Failure to follow JAI procedures. Clevis was routed through the D-bag carrying handle.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Pack parachute IAW TM.

TAR&M/SA VOL I

I. GENERAL				
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-130	5. ACFT SER NO.
6. OPERATION/EXERCISE		7. DZ AND LOCATION		8. DATE AND TIME
9. ACFT ALTITUDE (Feet) 700	10. ACFT SPEED (Knots) 130	11. DZ ELEVATION (Feet) 335 Feet	12. SURFACE WINDS (Knots) 6-10	13. VISIBILITY (Feet/Miles) Unlimited
III. CARGO				
23. TYPE LOAD AND WEIGHT 105 MM HE 2135 lbs	24. RIGGED IAW (TM/TO/NAVAIR No.) FM 10-500-53/ TO 13C7-18-41	25. AERIAL DELIVERY SYSTEM USED		
		DUAL RAIL	CDS RELEASE GATE	OTHER (Explain)
		NO. PLATFORMS	NO. CONTAINERS 12	CVR
26. TYPE PLATFORM/AIR-DROP CONTAINER Single A-22	27. TYPE PARACHUTE AND NUMBER G-12E (1)	28. SIZE EXTRACTION/RELEASE PARACHUTE	29. LENGTH OF REEFING LINE	30. POSITION OF LOAD IN AIRCRAFT 1st Right Side
31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.) A-22 separated from G-12 at end of deployment phase, after being hit by second load to exit aircraft. A-22 was completely destroyed on impact.				
32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.) The second load to exit aircraft struck the first load as the G-12 was deploying, cutting the webbing of the A-22 and fracturing the connector snap of one of the adapter webs. When the G-12 started to inflate and the pressure was highest on the A-22, two of the D-rings broke from the A-22 and the third adapter web with the possible damaged connector snap broke from the A-22 at the connector snap. This caused all the weight to be placed on one adapter web which consequently broke just below the stitching on the D-ring end.				

CONTINUED ON NEXT PAGE

ANALYSIS: 57

WHAT WAS THE MALFUNCTION?

A-22 separated from the parachute.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

1. Exact cause undetermined.
2. Second load collided with the first cutting the webbing of the A-22 bag.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Need more information on -2 such as single or double stick, skidboard condition.

AIRCRAFT MALFUNCTION REPORTS AND ANALYSES

TAR&M/SA VOL I

I. GENERAL				
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-130	5. ACFT SER NO.
6. OPERATION/EXERCISE		7. DZ AND LOCATION		8. DATE AND TIME
9. ACFT ALTITUDE (Feet) 975 AGL	10. ACFT SPEED (Knots) 130 Knots	11. DZ ELEVATION (Feet) 6665	12. SURFACE WINDS (Knots) 260@22-30	13. VISIBILITY (Feet/Miles) 10+ Miles

III. CARGO				
23. TYPE LOAD AND WEIGHT HI-V CDS 960 LBS	24. RIGGED IAW (TM/TO/NAVAIR No.) FM 10-500-3/ TO 13C7-1-11	25. AERIAL DELIVERY SYSTEM USED		
		DUAL RAIL	CDS RELEASE GATE	OTHER (Explain)
		NO. PLATFORMS	NO. CONTAINERS 6	CVR
26. TYPE PLATFORM/AIR-DROP CONTAINER A-22	27. TYPE PARACHUTE AND NUMBER 26-Foot Hi V (1)	28. SIZE EXTRACTION/RELEASE PARACHUTE	29. LENGTH OF REEFING LINE	30. POSITION OF LOAD IN AIRCRAFT #3 @ FS 640

31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.)

The malfunction occurred on the second ship of a two ship. At green light the retrieval winch activated and cut the left release gate, then the right. The #1 and #2 on the left side were slow to exit and #3 stopped at FS 750. The aircraft flaps were set at 18 percent with an aircraft weight of 118000. A good deck angle was observed by the crew.

32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.)

The suspected cause was that both section #9s (inboard and outboard) of the intermediate conveyor rollers were slightly bent outboard. This caused the #1 and #2 CDS bundles to track towards the left hand conveyor rail for a slow release and for #3 to jam against the left rail and stop at FS 750. Maintenance aligned the intermediate conveyor rollers and they were tested with an actual CDS for freedom of movement.

CONTINUED ON NEXT PAGE

ANALYSIS: 58

WHAT WAS THE MALFUNCTION?

INCIDENT - Bundles slow to exit the aircraft.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Rollers misaligned or bent. Roller assembly quick-disconnect causes the roller assembly to be elevated above the floor.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

1. Track incidents for trend analysis.
2. Interim - MX check for secure couplings.

TAR&M/SA VOL I

I. GENERAL				
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-130	5. ACFT SER NO.
6. OPERATION/EXERCISE		7. DZ AND LOCATION		8. DATE AND TIME
9. ACFT ALTITUDE (Feet) 650	10. ACFT SPEED (Knots) 140	11. DZ ELEVATION (Feet) 472	12. SURFACE WINDS (Knots) Calm	13. VISIBILITY (Feet/Miles) 7 Miles

III. CARGO				
23. TYPE LOAD AND WEIGHT CDS 3185 Lbs	24. RIGGED IAW (TM/TO/NAVAIR No.) FM 10-500-3/ TO 13C7-1-11	25. AERIAL DELIVERY SYSTEM USED		
		DUAL RAIL	CDS RELEASE GATE	OTHER (Explain)
		NO. PLATFORMS	NO. CONTAINERS 4	CVR
26. TYPE PLATFORM/AIR-DROP CONTAINER A-22	27. TYPE PARACHUTE AND NUMBER 26-Foot Ring Slot(1)	28. SIZE EXTRACTION/RELEASE PARACHUTE	29. LENGTH OF REEFING LINE	30. POSITION OF LOAD IN AIRCRAFT FS 695

31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.)

Double stick CDS with CVR (four bundles). At green light the winch did not activate. Malfunction checklist was completed and the aircraft returned to base. Reporting guide info. Left retriever, spring condition was good. Chains were within limits and cup was seated. Limit switch gap was IAW TO and screw was safety wired. The winch did not run. The pulley was @617 and gate at 695. No tuburlance was encountered. Impact to mission: Two student loadmasters did not complete training. One route canx, and crew completed mission as pilot pro.

32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.)

Maintenance completed a check on the entire system and could not duplicate. The green light was activated from the copilots panel. These switches were also checked. Suspected cause unknown.

CONTINUED ON NEXT PAGE

ANALYSIS: 59

WHAT WAS THE MALFUNCTION?

INCIDENT - Winch did not activate at the green light.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

System was possibly not armed during slowdown by student/instructor.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Need more info.

TAR&M/SA VOL I

I. GENERAL				
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-17	5. ACFT SER NO.
6. OPERATION/EXERCISE		7. DZ AND LOCATION		8. DATE AND TIME
9. ACFT ALTITUDE (Feet) 1220 MSL	10. ACFT SPEED (Knots) 145 KCAS	11. DZ ELEVATION (Feet) 289 MSL	12. SURFACE WINDS (Knots) 050@5	13. VISIBILITY (Feet/Miles) Clear

III. CARGO				
23. TYPE LOAD AND WEIGHT Mass Supply 3010 Lbs	24. RIGGED IAW (TM/TO/NAVAIR No.) FM 10-512/ TO 13C7-1-8	25. AERIAL DELIVERY SYSTEM USED		
		DUAL RAIL	CDS RELEASE GATE	OTHER (Explain)
		NO. PLATFORMS 1	NO. CONTAINERS	
26. TYPE PLATFORM/AIR-DROP CONTAINER Type V	27. TYPE PARACHUTE AND NUMBER G-12E (2)	28. SIZE EXTRACTION/RELEASE PARACHUTE 15-Foot Ring Slot	29. LENGTH OF REEFING LINE	30. POSITION OF LOAD IN AIRCRAFT 1 of 1

31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.)
Tow Release Mechanism (TRM) would not arm.

32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.)
Cam followers were not fully seated against extraction link. Further investigation showed excessive dirt inside TRM. MX cleaned TRM. No further problems occurred.

CONTINUED ON NEXT PAGE

ANALYSIS: 60

WHAT WAS THE MALFUNCTION?

INCIDENT - Tow release mechanism would not arm.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Dirt in TRM. (Inflight rig - worked during preflight.)

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

1. MX maintain aircraft cleanliness.
2. Track incidents for trend analysis.

TAR&M/SA VOL I

I. GENERAL				
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-141	5. ACFT SER NO.
6. OPERATION/EXERCISE		7. DZ AND LOCATION		8. DATE AND TIME
9. ACFT ALTITUDE (Feet) 2425	10. ACFT SPEED (Knots) 150	11. DZ ELEVATION (Feet) 1175	12. SURFACE WINDS (Knots) Calm	13. VISIBILITY (Feet/Miles) 5 Miles

III. CARGO				
23. TYPE LOAD AND WEIGHT 8-Foot Training Platform 3200 Lbs	24. RIGGED IAW (TM/TO/NAVAIR No.) FM 10-512/ TO 13C7-1-8 Chapter 8	25. AERIAL DELIVERY SYSTEM USED		
		DUAL RAIL	CDS RELEASE GATE	OTHER (Explain)
		NO. PLATFORMS 2	NO. CONTAINERS	EFTC
26. TYPE PLATFORM/AIR-DROP CONTAINER Type V 8-Foot	27. TYPE PARACHUTE AND NUMBER G-12E (2)	28. SIZE EXTRACTION/RELEASE PARACHUTE 15-Foot	29. LENGTH OF REEFING LINE	30. POSITION OF LOAD IN AIRCRAFT 1270

31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.)
 The extraction parachute deployed but did not extract the platform. The right hand remote control release handle was pulled, the platform still did not exit the aircraft. Emergency aft restraint was applied to the platform. After the aft restraint was applied, the extraction line broke. The extraction parachute and the extraction line exited the aircraft.

32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.)
 Possible failure of the right hand lock to fully retract. The extraction parachute and deployment line have not been located yet. When they are found they will be checked for possible malfunction.

CONTINUED ON NEXT PAGE

ANALYSIS: 61

WHAT WAS THE MALFUNCTION?

MALFUNCTION - Platform did not extract.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Need more info - Possible right hand lock malfunction. Test locks for proper performance.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Not Given.

TAR&M/SA VOL I

I. GENERAL				
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-130	5. ACFT SER NO.
6. OPERATION/EXERCISE		7. DZ AND LOCATION		8. DATE AND TIME
9. ACFT ALTITUDE (Feet) 780 AGL	10. ACFT SPEED (Knots) 130 KIAS	11. DZ ELEVATION (Feet) UNK	12. SURFACE WINDS (Knots) 180/8 mag	13. VISIBILITY (Feet/Miles) 10 Miles

III. CARGO				
23. TYPE LOAD AND WEIGHT Hi V CDS 1160 Lbs	24. RIGGED IAW (TM/TO/NAVAIR No.) FM 10-500-3/ TO 13C7-1-11	25. AERIAL DELIVERY SYSTEM USED		
		DUAL RAIL	CDS RELEASE GATE	OTHER (Explain)
		NO. PLATFORMS	NO. CONTAINERS 1	ADS
26. TYPE PLATFORM/AIR-DROP CONTAINER CDS	27. TYPE PARACHUTE AND NUMBER 26-Foot High Velocity (1)	28. SIZE EXTRACTION/RELEASE PARACHUTE	29. LENGTH OF REEFING LINE	30. POSITION OF LOAD IN AIRCRAFT 2 of 2

31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.)

Gate failed to cut. Pulley locatd at FS 550. Aft edge was located at FS 515. Right static line retriever winch started to rewind for approximately .5 seconds then stopped momentarily then started again for approximately .5 seconds. Spring cup was found not seated after the drop was aborted.

32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.)

Initially the suspected cause was that the spring cup was not properly seated, thus allowing the micro switch to cut off the retrieval process. This was probably caused by the jerky motion of the winch shutting off and on. The winch was pull tested at 1600 pounds. The aircraft was cleared to fly and on the following mission's preflight, the winch would not unwind past FS 560 without stopping and having to be restarted again. Winch was subsequently replaced. Conclusive cause was determined to be a bad western gear winch.

CONTINUED ON NEXT PAGE

ANALYSIS: 62

WHAT WAS THE MALFUNCTION?

INCIDENT - Right static line retriever did not cut the release gate. “Winch started and stopped”

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Western gear - replaced by able/ready and worked as prescribed.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Replace western gear with able.

TAR&M/SA VOL I

I. GENERAL				
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-130	5. ACFT SER NO.
6. OPERATION/EXERCISE		7. DZ AND LOCATION		8. DATE AND TIME
9. ACFT ALTITUDE (Feet) 1000 AGL	10. ACFT SPEED (Knots) 130 KIAS	11. DZ ELEVATION (Feet) 1200 Feet	12. SURFACE WINDS (Knots) 020/03	13. VISIBILITY (Feet/Miles) Unlimited

III. CARGO				
23. TYPE LOAD AND WEIGHT Bike Bundle 485 Lbs	24. RIGGED IAW (TM/TO/NAVAIR No.) Not Given	25. AERIAL DELIVERY SYSTEM USED		
		DUAL RAIL	CDS RELEASE GATE	OTHER (Explain)
		NO. PLATFORMS	NO. CONTAINERS	
			1	RAMZ
26. TYPE PLATFORM/AIR-DROP CONTAINER Bike Bundle	27. TYPE PARACHUTE AND NUMBER T-10 (1)	28. SIZE EXTRACTION/RELEASE PARACHUTE	29. LENGTH OF REEFING LINE	30. POSITION OF LOAD IN AIRCRAFT 1 of 1

31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.)

Forward static line retriever quick disconnect separated from the 54 inch extension cable during retrieval of the five static lines - one container and four personnel. Some time during a 20 minute flight, the 54 inch extension and cable departed the aircraft when the cable on the retriever cable spool broke. Cable on the static line retriever was kinked and had broken wires.

32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.)

During retrieval, the static line retriever cable got caught on the anchor cable support bracket. When the forward quick disconnect reached the bracket it got lodged in the bracket causing it to rotate forward and inboard and bend. This left a deep gouge in the brace that it is mounted on. The quick disconnect then disconnected and the 54 inch cable swung aft and hung from the aircraft until it departed the aircraft sometimes in the next 20 minutes of flight.

CONTINUED ON NEXT PAGE

ANALYSIS: 63

WHAT WAS THE MALFUNCTION?

INCIDENT - Static line retriever quick disconnect separated from the 54-inch extension cable during retrieval of D-bags.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Anchor cable stowage bracket was not stowed outboard (rotated).

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Loadmaster follow proper preflight procedures.

TAR&M/SA VOL I

I. GENERAL				
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-130	5. ACFT SER NO.
6. OPERATION/EXERCISE		7. DZ AND LOCATION		8. DATE AND TIME
9. ACFT ALTITUDE (Feet) 2577	10. ACFT SPEED (Knots) 130 Knots	11. DZ ELEVATION (Feet) 1790	12. SURFACE WINDS (Knots) 5 Knots	13. VISIBILITY (Feet/Miles) Clear

III. CARGO				
23. TYPE LOAD AND WEIGHT Training CDS 850 Lbs	24. RIGGED IAW (TM/TO/NAVAIR No.) FM 10-500-3/ TO 13C7-1-11 Chapter 9	25. AERIAL DELIVERY SYSTEM USED		
		DUAL RAIL NO. PLATFORMS	CDS RELEASE GATE NO. CONTAINERS	OTHER (Explain) High Velocity
26. TYPE PLATFORM/AIR-DROP CONTAINER A-22	27. TYPE PARACHUTE AND NUMBER 26-Foot High Velocity (1)	28. SIZE EXTRACTION/RELEASE PARACHUTE	29. LENGTH OF REEFING LINE	30. POSITION OF LOAD IN AIRCRAFT FS 700

31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.)

When the copilot turned the green light on, the retriever rewound for approximately two seconds and shut off without cutting the gate.

32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.)

When investigated it was found that the spring cup was not seated in the hinge plate, due to the loadmaster not performing checklist item properly.

CONTINUED ON NEXT PAGE

ANALYSIS: 64

WHAT WAS THE MALFUNCTION?

Release gate was not cut.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Spring cup not seated.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Loadmaster follow proper procedures.

TAR&M/SA VOL I

I. GENERAL				
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT MC-130	5. ACFT SER NO.
6. OPERATION/EXERCISE		7. DZ AND LOCATION		8. DATE AND TIME
9. ACFT ALTITUDE (Feet) 523	10. ACFT SPEED (Knots) 130	11. DZ ELEVATION (Feet) 123	12. SURFACE WINDS (Knots) 10	13. VISIBILITY (Feet/Miles) 7 Miles

III. CARGO				
23. TYPE LOAD AND WEIGHT CDS 1240 Lbs	24. RIGGED IAW (TM/TO/NAVAIR No.) FM 10-500-3/ TO 13C7-1-11	25. AERIAL DELIVERY SYSTEM USED		
		DUAL RAIL	CDS RELEASE GATE	OTHER (Explain)
		NO. PLATFORMS	NO. CONTAINERS 1	
26. TYPE PLATFORM/AIR-DROP CONTAINER A-22	27. TYPE PARACHUTE AND NUMBER G-12E (1)	28. SIZE EXTRACTION/RELEASE PARACHUTE	29. LENGTH OF REEFING LINE	30. POSITION OF LOAD IN AIRCRAFT FS 590 Center

31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.)

This was not a malfunction this was an incident. Due to the contractor tying additional electrical equipment to the same wiring as the CDS/LAPES system, the reliability of the CDS/LAPES system has been jeopardized. Until this problem is resolved, the CDS/LAPES system installed at FS 245 and on the ADS remote box will not be used for CDS/multiple combat rubber raiding craft (CRRC). Aidrops will be conducted by manually activating the applicable static line retriever rewind switch for approximately 3 seconds. The loadmaster was operating with minimal lighting. Inside the 1-minute warning checklist the loadmaster inadvertently activated the CDS switch resulting in an off-DZ drop. CDS bundle and associated equipment not recovered.

32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.)

Loadmaster error. While trying to locate the CDS rewind switch, he inadvertently activated it resulting in gate cut/load clear.

CONTINUED ON NEXT PAGE

ANALYSIS: 65

WHAT WAS THE MALFUNCTION?

Release gate was cut early.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Activated switch early cutting the release gate.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

1. Emphasis on training.
2. System should be updated on the MC130H aircraft.

TAR&M/SA VOL I

I. GENERAL				
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-130	5. ACFT SER NO.
6. OPERATION/EXERCISE		7. DZ AND LOCATION		8. DATE AND TIME
9. ACFT ALTITUDE (Feet) 800	10. ACFT SPEED (Knots) 130	11. DZ ELEVATION (Feet) 110	12. SURFACE WINDS (Knots) 160@10	13. VISIBILITY (Feet/Miles) 8 to 10

III. CARGO				
23. TYPE LOAD AND WEIGHT CDS 922 Lbs	24. RIGGED IAW (TM/TO/NAVAIR No.) FM 10-500-3/ TO 13C7-1-11	25. AERIAL DELIVERY SYSTEM USED		
		DUAL RAIL	CDS RELEASE GATE	OTHER (Explain)
		NO. PLATFORMS	NO. CONTAINERS 1	High Velocity
26. TYPE PLATFORM/AIR-DROP CONTAINER A-22	27. TYPE PARACHUTE AND NUMBER 26-Foot High Velocity (1)	28. SIZE EXTRACTION/RELEASE PARACHUTE	29. LENGTH OF REEFING LINE	30. POSITION OF LOAD IN AIRCRAFT 550

31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.)
 The CDS was rigged with four plastic barrels. Once in the aircraft with the pulley at FS 550 and the cable slack was adjusted to 2 inches. At the release point, the green light came on and the (LH) static line retriever activated for approximately 3 seconds and the gate did not cut nor the 80 pound safety tie did not break and the aft most barrels were compressed. The barrels were compressed by the release gate. A pull test was conducted on the (LH) static line retriever and the run time of the winch was 3 seconds.

32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.)
 The two aft most barrels were compressed by the gate at the waterline (approximately 18 inches from the bottom of the barrel). At the release point and when the green light came on and the static line retriever rewound it pulled on the gate which caused the gate to compress into the barrels. The 80 pound safety tie did not break. The (LH) static line retriever was in working condition and the knife was sharp and was not caught on anything. There was no turbulence encountered. The suspected cause of the malfunction was that there was not enough water in the barrels and/or the useage of a gate

CONTINUED ON NEXT PAGE

ANALYSIS: 66

WHAT WAS THE MALFUNCTION?

MALFUNCTION - Release gate was not cut.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Cable too slack.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

1. Emphasis on rigging.
2. Add buffer board.

TAR&M/SA VOL I

I. GENERAL				
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT MC-130	5. ACFT SER NO.
6. OPERATION/EXERCISE		7. DZ AND LOCATION		8. DATE AND TIME
9. ACFT ALTITUDE (Feet) 800 MSL	10. ACFT SPEED (Knots) 220	11. DZ ELEVATION (Feet) 119 MSL	12. SURFACE WINDS (Knots) 3-5	13. VISIBILITY (Feet/Miles) IMC

III. CARGO				
23. TYPE LOAD AND WEIGHT HE 3440 Lbs	24. RIGGED IAW (TM/TO/NAVAIR No.) FM 10-500-2/ TO 13C7-1-5 FM 10-512/ TO 13C7-1-8	25. AERIAL DELIVERY SYSTEM USED		
		DUAL RAIL	CDS RELEASE GATE	OTHER (Explain)
		NO. PLATFORMS 1	NO. CONTAINERS	
26. TYPE PLATFORM/AIR-DROP CONTAINER Type V	27. TYPE PARACHUTE AND NUMBER G-12 (2)	28. SIZE EXTRACTION/RELEASE PARACHUTE 15	29. LENGTH OF REEFING LINE	30. POSITION OF LOAD IN AIRCRAFT FS 460

31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.)

After the left hand locks were removed during the 10 minute checklist, the heavy equipment platform released from the preset right hand lock #5 and rolled aft from FS 460 to FS 737 impacting the ramp roller conveyors. Approximately \$8000 damage to ramp roller conveyors and attachment points. Cost includes estimated man-hours. No damage to HE platform.

32. CAUSE OF MALFUNCTION/FAILURE (if more space is needed, continue on reverse.)

The loose platform occurred during the second HE airdrop. The first HE was airdropped without incident. The loadmaster pinned out right hand lock #9 during the cleanup checklist for the first HE airdrop and stated the right handle was not utilized. For the second/loose platform HE airdrop right hand lock #5 was utilized for restraint. Loadmasters stated visual inspection for lock and platform engagement was accomplished during appropriate checklists. Upon return to home station maintenance performed a lock test on lock #5. Lock checked good. The ADRP could not determine the cause of the malfunction.

CONTINUED ON NEXT PAGE

ANALYSIS: 67

WHAT WAS THE MALFUNCTION?

INCIDENT - The locks released the platform 10 minutes prior to drop.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Loadmaster technique.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Clarify multiple rigging checklist.

TAR&M/SA VOL I

I. GENERAL				
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-130	5. ACFT SER NO.
6. OPERATION/EXERCISE		7. DZ AND LOCATION		8. DATE AND TIME
9. ACFT ALTITUDE (Feet) 400 AGL	10. ACFT SPEED (Knots) 130 KIAS	11. DZ ELEVATION (Feet) 1120 MSL	12. SURFACE WINDS (Knots) 8 Knots	13. VISIBILITY (Feet/Miles) Unrestricted

III. CARGO				
23. TYPE LOAD AND WEIGHT CDS 900 LBS	24. RIGGED IAW (TM/TO/NAVAIR No.) FM 10-500-3/ TO 13C7-1-11	25. AERIAL DELIVERY SYSTEM USED		
		DUAL RAIL	CDS RELEASE GATE	OTHER (Explain)
		NO. PLATFORMS	NO. CONTAINERS 1	CDS
26. TYPE PLATFORM/AIR-DROP CONTAINER A-22	27. TYPE PARACHUTE AND NUMBER G-14 (2)	28. SIZE EXTRACTION/RELEASE PARACHUTE	29. LENGTH OF REEFING LINE	30. POSITION OF LOAD IN AIRCRAFT FS 530

31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.)

On a local low-level training mission at green light the static line retriever activated for approximately 3 seconds. The gate failed to cut. Malfunction was declared aircraft returned to base. Upon inspection by a malfunction review team, it was determined knife was not adequate to cut type XXVI release gate. Retriever was also checked by maintenance representative to see if retriever inadvertently cut off (retriever checked normal). Gate also was noted as having maximum tension.

32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.)

Suspected cause was knife not being sharp. The JAI stated that a piece of 80 pound was used to check sharpness. A nick was noted on the knife edge which may have caused the 80 pound to break during the check.

CONTINUED ON NEXT PAGE

ANALYSIS: 68

WHAT WAS THE MALFUNCTION?

Release gate did not cut.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Bad/dull knife.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Proper preflight procedures need additional information/JAI.

TAR&M/SA VOL I

I. GENERAL				
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-17	5. ACFT SER NO.
6. OPERATION/EXERCISE		7. DZ AND LOCATION		8. DATE AND TIME
9. ACFT ALTITUDE (Feet) 800 AGL	10. ACFT SPEED (Knots) 145	11. DZ ELEVATION (Feet) 1532	12. SURFACE WINDS (Knots) 14	13. VISIBILITY (Feet/Miles) Unlimited

III. CARGO				
23. TYPE LOAD AND WEIGHT Heavy equip- ment 3500 Lbs	24. RIGGED IAW (TM/TO/NAVAIR No.) FM 10-512/ TO 13C7-1-8	25. AERIAL DELIVERY SYSTEM USED		
		DUAL RAIL	CDS RELEASE GATE	OTHER (Explain)
		NO. PLATFORMS 1	NO. CONTAINERS	
26. TYPE PLATFORM/AIR-DROP CONTAINER Type V	27. TYPE PARACHUTE AND NUMBER G-12E (2)	28. SIZE EXTRACTION/RELEASE PARACHUTE 15-Foot Ring Slot	29. LENGTH OF REEFING LINE	30. POSITION OF LOAD IN AIRCRAFT 1 of 1

31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.)

This was a planned one platform heavy equipment drop in auto-mode. After a normal run-in, drogue was deployed at 15 seconds prior to planned green light; the green light never came on because (unbeknownst to the crew) the pilot's ADS auto/manual switch had dropped from auto mode to manual mode. The co-pilot called a no-drop after he realized what had happened. The loadmaster jettisoned the drogue parachute and it landed on the drop zone. AD recovered the parachute and found the following damage: two panels blown out/panel 1 on lines 11 and 12 were blown out/vent lines 1, 3, 9, and 11 were torn from apex. The crew did not know about the damage until notified by the DZO. This was the third drop for this parachute. It was not one of our modified drogue parachutes. It was determined that the modification would not have prevented the damage that occurred.

32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.)

Material failure.

CONTINUED ON NEXT PAGE

ANALYSIS: 69

WHAT WAS THE MALFUNCTION?

Pilot's ADS auto/manual switch dropped into the manual mode.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

1. Software for aircraft.
2. Material for parachute.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

1. Track for software trends.
2. Modify drogue for parachute.

TAR&M/SA VOL I

I. GENERAL				
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-130	5. ACFT SER NO.
6. OPERATION/EXERCISE		7. DZ AND LOCATION	8. DATE AND TIME	
9. ACFT ALTITUDE (Feet) 1000 Feet MSL	10. ACFT SPEED (Knots) 140 Knots	11. DZ ELEVATION (Feet) 400 Feet MSL	12. SURFACE WINDS (Knots) Calm	13. VISIBILITY (Feet/Miles) Unlimited

III. CARGO				
23. TYPE LOAD AND WEIGHT CDS 3600 LBS	24. RIGGED IAW (TM/TO/NAVAIR No.) FM 10-500-3/ TO 13C7-1-11	25. AERIAL DELIVERY SYSTEM USED		
		DUAL RAIL	CDS RELEASE GATE	OTHER (Explain)
		NO. PLATFORMS	NO. CONTAINERS 2	
26. TYPE PLATFORM/AIR-DROP CONTAINER	27. TYPE PARACHUTE AND NUMBER G-12E (1)	28. SIZE EXTRACTION/RELEASE PARACHUTE	29. LENGTH OF REEFING LINE	30. POSITION OF LOAD IN AIRCRAFT C/B 550

31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.)
CDS failed to break the 80 pound tie and cut the release gate. Retriever shut off one second after activation.

32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.)
Static line retriever chains were determined to be too short (4 5/8 inches).

CONTINUED ON NEXT PAGE

ANALYSIS: 70

WHAT WAS THE MALFUNCTION?

Retriever did not break 80 pound retriever shut off.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

1. Improper preflight.
2. Secondary western gear.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

More attention to detail.

TAR&M/SA VOL I

I. GENERAL				
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-17	5. ACFT SER NO.
6. OPERATION/EXERCISE		7. DZ AND LOCATION	8. DATE AND TIME	
9. ACFT ALTITUDE (Feet) 1000 AGL	10. ACFT SPEED (Knots) 145 Knots	11. DZ ELEVATION (Feet) 670 Feet	12. SURFACE WINDS (Knots) 6-8 Knots	13. VISIBILITY (Feet/Miles) 5 Miles

III. CARGO				
23. TYPE LOAD AND WEIGHT 8-Foot Mass Supply/Sequential 1st Pit 3800/2nd Pit 3600	24. RIGGED IAW (TM/TO/NAVAIR No.) FM 10-512/ TO 13C7-1-8	25. AERIAL DELIVERY SYSTEM USED		
		DUAL RAIL NO. PLATFORMS 2	CDS RELEASE GATE NO. CONTAINERS	OTHER (Explain)
26. TYPE PLATFORM/AIR-DROP CONTAINER 8-Foot Type V	27. TYPE PARACHUTE AND NUMBER G11-B (2)	28. SIZE EXTRACTION/RELEASE PARACHUTE 15-Foot Ring Slot	29. LENGTH OF REEFING LINE	30. POSITION OF LOAD IN AIRCRAFT

31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.)

As the two aircraft dropping the heavys approached the DZ, the first aircraft released the 15-foot drogue parachute. The drogue parachute fully inflated as designed (there is a video footage of the inflated drogue parachute). As the aircraft passed over the release point, the drogue parachute was jettisoned from the aircraft. No loads were extracted from the aircraft.

32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.)

The Army liaison informed me that there were no rigging malfunction with any of the loads. The cause of the no drop was due to the loss of "Airdrop Logic" by the aircraft's onboard computer.

CONTINUED ON NEXT PAGE

ANALYSIS: 71

WHAT WAS THE MALFUNCTION?

INCIDENT - C-17 airdrop computer logic failure prevented airdrop.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Loss of computer logic.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

1. Software update to ensure computer operates correctly.
2. Allow use of manual computer drops.

TAR&M/SA VOL I

I. GENERAL				
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-17	5. ACFT SER NO.
6. OPERATION/EXERCISE		7. DZ AND LOCATION	8. DATE AND TIME	
9. ACFT ALTITUDE (Feet) 1300 MSL	10. ACFT SPEED (Knots) 145	11. DZ ELEVATION (Feet) 289	12. SURFACE WINDS (Knots) 080/05	13. VISIBILITY (Feet/Miles) 10 NM

III. CARGO				
23. TYPE LOAD AND WEIGHT Mass Supply 3170 LBS	24. RIGGED IAW (TM/TO/NAVAIR No.) FM 10-512/ TO 13C7-1-8	25. AERIAL DELIVERY SYSTEM USED		
		DUAL RAIL	CDS RELEASE GATE	OTHER (Explain)
		NO. PLATFORMS 1	NO. CONTAINERS	
26. TYPE PLATFORM/AIR-DROP CONTAINER Type V	27. TYPE PARACHUTE AND NUMBER G-12E (2)	28. SIZE EXTRACTION/RELEASE PARACHUTE 15-Foot Ring Slot	29. LENGTH OF REEFING LINE	30. POSITION OF LOAD IN AIRCRAFT 1 of 1

31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.)

Drogue line got caught on cargo door roller track on exit, delaying its deployment. Load exited on time and on drop zone. Drogue line was recovered with no damage noted.

32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.)

Cargo door roller track cover was bent. We suspect the line got caught in the gap between the cover and the track. Cover has been repaired.

CONTINUED ON NEXT PAGE

ANALYSIS: 72

WHAT WAS THE MALFUNCTION?

Drogue line got caught on the cargo door roller track.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Cargo door roller track improperly installed.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Repair door track.

TAR&M/SA VOL I

I. GENERAL				
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-17	5. ACFT SER NO.
6. OPERATION/EXERCISE		7. DZ AND LOCATION		8. DATE AND TIME
9. ACFT ALTITUDE (Feet) 3000	10. ACFT SPEED (Knots) 230	11. DZ ELEVATION (Feet) 370	12. SURFACE WINDS (Knots) Calm	13. VISIBILITY (Feet/Miles) Clear

III. CARGO				
23. TYPE LOAD AND WEIGHT	24. RIGGED IAW (TM/TO/NAVAIR No.)	25. AERIAL DELIVERY SYSTEM USED		
		DUAL RAIL	CDS RELEASE GATE	OTHER (Explain)
		NO. PLATFORMS	NO. CONTAINERS	
26. TYPE PLATFORM/AIR-DROP CONTAINER	27. TYPE PARACHUTE AND NUMBER	28. SIZE EXTRACTION/RELEASE PARACHUTE	29. LENGTH OF REEFING LINE	30. POSITION OF LOAD IN AIRCRAFT

31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.)

Upon initiation of the pre-slowdown checklists, crew was unable to get the red light to come on. This prevented the crew from dropping so they returned to base. There was no damage or injury.

32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.)

Loadmaster stated all logic checks on the ground worked fine, however, once in-flight, the loadmaster forward control panel became inoperative. Maintenance reset the circuit breaker for the panel and it ops checked good. Aircraft went up on second lift and had no further problems.

CONTINUED ON NEXT PAGE

ANALYSIS: 73

WHAT WAS THE MALFUNCTION?

INCIDENT - Crew was unable to turn on the red light.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

C-17 airdrop computer.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Submit PQDR for aircraft electrical system design and computer.

TAR&M/SA VOL I

I. GENERAL				
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-130	5. ACFT SER NO.
6. OPERATION/EXERCISE		7. DZ AND LOCATION	8. DATE AND TIME	
9. ACFT ALTITUDE (Feet) XXX	10. ACFT SPEED (Knots) XXX	11. DZ ELEVATION (Feet) XXX	12. SURFACE WINDS (Knots) XXX	13. VISIBILITY (Feet/Miles) XXX

III. CARGO				
23. TYPE LOAD AND WEIGHT CDS 1328 LBS	24. RIGGED IAW (TM/TO/NAVAIR No.) FM 10-500-3/ TO 13C7-1-11	25. AERIAL DELIVERY SYSTEM USED		
		DUAL RAIL	CDS RELEASE GATE	OTHER (Explain)
		NO. PLATFORMS	NO. CONTAINERS 7	
26. TYPE PLATFORM/AIR-DROP CONTAINER G-12E (1)	27. TYPE PARACHUTE AND NUMBER	28. SIZE EXTRACTION/RELEASE PARACHUTE	29. LENGTH OF REEFING LINE	30. POSITION OF LOAD IN AIRCRAFT FS 673

31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.)

During the preslowdown checks, the loadmasters noticed that the 80 pound safety tie on the guillotine knife had broken loose and was on the floor. Aircraft returned to base.

32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.)

The suspected cause could be that the aperature on the knife had a slightly sharp edge which cut the 80 pound during cable movement possibly from turbulence.

CONTINUED ON NEXT PAGE

ANALYSIS: 74

WHAT WAS THE MALFUNCTION?

80 pound safety tie was cut prior to the pre-slowdown check.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Improper tension on static line retriever cable.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Rig IAW FM/TO.

TAR&M/SA VOL I

I. GENERAL				
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-17	5. ACFT SER NO.
6. OPERATION/EXERCISE		7. DZ AND LOCATION		8. DATE AND TIME
9. ACFT ALTITUDE (Feet) 942 AGL	10. ACFT SPEED (Knots) 145 Knots	11. DZ ELEVATION (Feet) 289	12. SURFACE WINDS (Knots) 070/09	13. VISIBILITY (Feet/Miles) Clear

III. CARGO				
23. TYPE LOAD AND WEIGHT CDS 1840 LBS combined	24. RIGGED IAW (TM/TO/NAVAIR No.) FM 10-500-3/ TO 13C7-1-11	25. AERIAL DELIVERY SYSTEM USED		
		DUAL RAIL	CDS RELEASE GATE	OTHER (Explain)
		NO. PLATFORMS	NO. CONTAINERS 2	
26. TYPE PLATFORM/AIR-DROP CONTAINER A-22 CDS	27. TYPE PARACHUTE AND NUMBER G-12E (1)	28. SIZE EXTRACTION/RELEASE PARACHUTE	29. LENGTH OF REEFING LINE	30. POSITION OF LOAD IN AIRCRAFT 2 of 2

31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.)

During the CDS drop, everything went off the aircraft without incident. When the loadmaster was performing his post drop check, he noticed the 283-inch yoke assembly cable was frayed. Upon further investigation, he noticed that the 283-inch cable had contacted the gate release mechanism (GRM) causing the spring-loaded clip on the hook end to damage the cable. This frayed the 283-inch cable and also bent the spring-loaded clip.

32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.)

What caused the 283-inch cable to fray was the cable managed to work its way into the hooked end of the GRM during retrieval. This caused the cable to rub on the spring-loaded clip until it was forcefully removed from the GRM. The loadmaster never noticed anything wrong during the retrieval phase.

CONTINUED ON NEXT PAGE

ANALYSIS: 75

WHAT WAS THE MALFUNCTION?

INCIDENT - 283-inch yoke assembly cable was frayed.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Cable recoil.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Change the tie from two turns single to one turn single.

TAR&M/SA VOL I

I. GENERAL				
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT MC-130	5. ACFT SER NO.
6. OPERATION/EXERCISE		7. DZ AND LOCATION		8. DATE AND TIME
9. ACFT ALTITUDE (Feet) 673 MSL	10. ACFT SPEED (Knots) 140	11. DZ ELEVATION (Feet) 118 MSL	12. SURFACE WINDS (Knots) Calm	13. VISIBILITY (Feet/Miles) 2000/3

III. CARGO				
23. TYPE LOAD AND WEIGHT HE 3020 LBS	24. RIGGED IAW (TM/TO/NAVAIR No.) FM 10-512/ TO 13C7-1-8 FM 10-500-2/ TO 13C7-1-5	25. AERIAL DELIVERY SYSTEM USED		
		DUAL RAIL	CDS RELEASE GATE	OTHER (Explain)
		NO. PLATFORMS 1	NO. CONTAINERS	
26. TYPE PLATFORM/AIR-DROP CONTAINER Type V	27. TYPE PARACHUTE AND NUMBER G-12 (2)	28. SIZE EXTRACTION/RELEASE PARACHUTE 15	29. LENGTH OF REEFING LINE	30. POSITION OF LOAD IN AIRCRAFT FS 617

31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.)

At the green light call during a HE airdrop, the 15-foot extraction parachute released from the bomb rack and fell on the ramp of the aircraft resulting in a malfunction. No damage was incurred except a piece of type IV coreless nylon cord (pendulum line).

32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.)

The knot in the running end of the pendulum line where it is spliced (chinese braided) to itself around the attachment loop came undone causing the extraction parachute to fall on the ramp when it was released from the bomb rack at green light. The pendulum line remained hanging from the pivot arm. There was no knot in the tapered end of the pendulum line. It was unraveled about 1/2 inch and there was no sign of any seared/burnt threads on the tapered end. There were a few broken threads where the line had been spliced/braided together. The line appears to be fairly new. I suspect the knot was loosely tied and/or not 1 inch back from the seared tapered end, resulting in the knot coming undone and slipping through the cord casing releasing the pendulum line from the deployment bag attachment.

CONTINUED ON NEXT PAGE

ANALYSIS: 76

WHAT WAS THE MALFUNCTION?

15-foot extraction parachute released from the bomb rack and fell onto the ramp. Knot in the running end of the pendulum line came undone.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Material failure/JAI.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Pay more attention to detail during inspection and packing.

TAR&M/SA VOL I

I. GENERAL				
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-130	5. ACFT SER NO.
6. OPERATION/EXERCISE		7. DZ AND LOCATION		8. DATE AND TIME
9. ACFT ALTITUDE (Feet) Not Given	10. ACFT SPEED (Knots) Not Given	11. DZ ELEVATION (Feet) Not Given	12. SURFACE WINDS (Knots) Not Given	13. VISIBILITY (Feet/Miles) Not Given

III. CARGO				
23. TYPE LOAD AND WEIGHT Hi-V CDS 555 Lbs	24. RIGGED IAW (TM/TO/NAVAIR No.) FM 10-500-3/ TO 13C7-1-11 Chapter 9	25. AERIAL DELIVERY SYSTEM USED		
		DUAL RAIL	CDS RELEASE GATE	OTHER (Explain)
		NO. PLATFORMS	NO. CONTAINERS 1	High Velocity
26. TYPE PLATFORM/AIR-DROP CONTAINER A-22 Cargo Sling	27. TYPE PARACHUTE AND NUMBER 26-Foot Ring Slot (1)	28. SIZE EXTRACTION/RELEASE PARACHUTE	29. LENGTH OF REEFING LINE	30. POSITION OF LOAD IN AIRCRAFT 1 of 1

31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.)

No damage. After performing applicable checklists and getting to green light, the loadmaster after hearing and seeing green light said there was no action from the static line retriever winch nor did he hear anything from the winch. De-armed the CDS switch and landed soon after that.

32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.)

After further investigation, the cause of the winch not properly rewinding was due to the aft pistol grip on the left side. The pistol grip was determined to be faulty because of the switch which activates and allows the grip to become operational when depressed was stuck in place during the drop. When this button is engaged, neither the forward switches for rewind/unwind or the timer for the static line retriever winch will operate properly therefore causing the winch's inaction.

CONTINUED ON NEXT PAGE

ANALYSIS: 77

WHAT WAS THE MALFUNCTION?

INCIDENT - Static line retriever failed to rewind.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Static line retriever pistol grip shorted out and deactivated system.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

None

TAR&M/SA VOL I

I. GENERAL				
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-130	5. ACFT SER NO.
6. OPERATION/EXERCISE		7. DZ AND LOCATION		8. DATE AND TIME
9. ACFT ALTITUDE (Feet) 650	10. ACFT SPEED (Knots) 140	11. DZ ELEVATION (Feet) 472	12. SURFACE WINDS (Knots) Calm	13. VISIBILITY (Feet/Miles) 7 Miles

III. CARGO				
23. TYPE LOAD AND WEIGHT CDS 723 Lbs	24. RIGGED IAW (TM/TO/NAVAIR No.) FM 10-500-3/ TO 13C7-1-11	25. AERIAL DELIVERY SYSTEM USED		
		DUAL RAIL	CDS RELEASE GATE	OTHER (Explain)
		NO. PLATFORMS	NO. CONTAINERS 1	High Velocity
26. TYPE PLATFORM/AIR-DROP CONTAINER A-22	27. TYPE PARACHUTE AND NUMBER 26-Foot Ring Slot (1)	28. SIZE EXTRACTION/RELEASE PARACHUTE	29. LENGTH OF REEFING LINE	30. POSITION OF LOAD IN AIRCRAFT 490

31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.)

Single CDS with right hand retriever. Winch activated @ green light and ran for approximately 1 second. Malfunction checklist was completed and aircraft RTB. No damage to aircraft or load.

32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.)

Suspected cause, Dash 21 inspected winch with no findings. Maintenance shot all wires involved with no findings. Suspect limit switch engaged to cut out of winch (again).

Reporting guide information: Left winch, spring in good condition, beaded chains equal length in limits, cup seated. Limit switch safety wired and gap IAW (as per -21) pull test within limits. 80 pound did not break. Knife sharp. Pulley @530. Gate 520 non-CVR, #1536, impact-loss of drop for student LM and Nav. did not fly last low level.

CONTINUED ON NEXT PAGE

ANALYSIS: 78

WHAT WAS THE MALFUNCTION?

Winch cut off prior to cutting the release gate.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Winch failed to operate properly.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Need clearer information.

TAR&M/SA VOL I

I. GENERAL				
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-5	5. ACFT SER NO.
6. OPERATION/EXERCISE		7. DZ AND LOCATION		8. DATE AND TIME
9. ACFT ALTITUDE (Feet) 800 AGL	10. ACFT SPEED (Knots) 155 Ground	11. DZ ELEVATION (Feet) 289	12. SURFACE WINDS (Knots) 110/05	13. VISIBILITY (Feet/Miles) 7 Miles

III. CARGO				
23. TYPE LOAD AND WEIGHT Mass Supply 3040 Lbs	24. RIGGED IAW (TM/TO/NAVAIR No.) FM 10-512/ TO 13C7-1-8	25. AERIAL DELIVERY SYSTEM USED		
		DUAL RAIL	CDS RELEASE GATE	OTHER (Explain)
		NO. PLATFORMS 1	NO. CONTAINERS	CVR
26. TYPE PLATFORM/AIR-DROP CONTAINER Type V	27. TYPE PARACHUTE AND NUMBER G-12E,(2)	28. SIZE EXTRACTION/RELEASE PARACHUTE 15-Foot Ring Slot	29. LENGTH OF REEFING LINE	30. POSITION OF LOAD IN AIRCRAFT FS 1650

31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.)

All airdrop preflights worked as designed. First platform exited the aircraft without incident. On second pass at green light, extraction parachute failed to release electrically. Loadmaster #1 pulled manual release handle and parachute failed to release manually. A malfunction was called and all of the appropriate checklist procedures were completed.

32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.)

The cause of the failure of the extraction parachute was as follows: The bottom V-ring on the extraction parachute was not aligned correctly in the parachute release mechanism. This caused the parachute to bind in the release mechanism. After talking with the crew they suggested to put in a step in their checklist to have the loadmaster examine the bottom V-ring for proper installation. The procedure now just tells the loadmaster to make sure the parachute is installed in the rack.

CONTINUED ON NEXT PAGE

ANALYSIS: 79

WHAT WAS THE MALFUNCTION?

MALFUNCTION - Extraction parachute release mechanism failed.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Extraction parachute incorrectly placed in the mechanism.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Put caution in checklist to ensure it is correctly placed.

TAR&M/SA VOL I

I. GENERAL				
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-17	5. ACFT SER NO.
6. OPERATION/EXERCISE		7. DZ AND LOCATION		8. DATE AND TIME
9. ACFT ALTITUDE (Feet) 800 Feet	10. ACFT SPEED (Knots) 145	11. DZ ELEVATION (Feet) 1086	12. SURFACE WINDS (Knots) 064/10	13. VISIBILITY (Feet/Miles) Unlimited

III. CARGO				
23. TYPE LOAD AND WEIGHT CDS Container 875 Lbs	24. RIGGED IAW (TM/TO/NAVAIR No.) FM 10-500-3/ TO 13C7-1-11	25. AERIAL DELIVERY SYSTEM USED		
		<input type="checkbox"/> DUAL RAIL	<input checked="" type="checkbox"/> CDS RELEASE GATE	OTHER (Explain)
		NO. PLATFORMS	NO. CONTAINERS 2	
26. TYPE PLATFORM/AIR-DROP CONTAINER A-22	27. TYPE PARACHUTE AND NUMBER G-12B (1)	28. SIZE EXTRACTION/RELEASE PARACHUTE	29. LENGTH OF REEFING LINE	30. POSITION OF LOAD IN AIRCRAFT FS 980 #1

31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.)

Gate release mechanism at FS 1010R connected to gate outlet #4R failed to release at drop time. No damage occurred as the bundles were returned to base and offloaded.

32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.)

The GRM failed and became inop. The cable and aircraft electrical wiring was tested and found to be operational.

CONTINUED ON NEXT PAGE

ANALYSIS: 80

WHAT WAS THE MALFUNCTION?

Gate release mechanism failed to release.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

GRM failed.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Replace.

TAR&M/SA VOL I

I. GENERAL				
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-130	5. ACFT SER NO.
6. OPERATION/EXERCISE		7. DZ AND LOCATION		8. DATE AND TIME
9. ACFT ALTITUDE (Feet) 600 Feet AGL	10. ACFT SPEED (Knots) 130	11. DZ ELEVATION (Feet) 1800 Feet	12. SURFACE WINDS (Knots) 11 Knots	13. VISIBILITY (Feet/Miles) 7 Miles

III. CARGO				
23. TYPE LOAD AND WEIGHT CDS Hi V 550 Lbs	24. RIGGED IAW (TM/TO/NAVAIR No.) FM 10-500-3/ TO 13C7-1-11	25. AERIAL DELIVERY SYSTEM USED		
		DUAL RAIL	CDS RELEASE GATE	OTHER (Explain)
		NO. PLATFORMS	NO. CONTAINERS 1	
26. TYPE PLATFORM/AIR-DROP CONTAINER A-22	27. TYPE PARACHUTE AND NUMBER 26-Foot Ring Slot (1)	28. SIZE EXTRACTION/RELEASE PARACHUTE	29. LENGTH OF REEFING LINE	30. POSITION OF LOAD IN AIRCRAFT FS 700

31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.)

Left side static line retriever winch failed to cut the gate and break the 80 pound tie and load failed to exit the aircraft. The retriever was a Able Corp winch serial number 0654. No damage occurred.

32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.)

The left aft static line retriever pistol grip switch would not release, causing the left front retriever rewind switch not to operate and left retriever did not rewind when green light was turned on. The pistol grip was replaced and system worked fine.

CONTINUED ON NEXT PAGE

ANALYSIS: 81

WHAT WAS THE MALFUNCTION?

INCIDENT - Static line retriever failed to operate.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Aft pistol grip engaged causing the rest of system to be inoperative.

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

Nothing.

TAR&M/SA VOL I

I. GENERAL				
1. UNIT BEING AIRLIFTED	2. DEPARTURE AIRFIELD	3. DATE	4. TYPE ACFT C-130	5. ACFT SER NO.
6. OPERATION/EXERCISE		7. DZ AND LOCATION		8. DATE AND TIME
9. ACFT ALTITUDE (Feet) 400 AGL	10. ACFT SPEED (Knots) 130 IAS	11. DZ ELEVATION (Feet) 1169	12. SURFACE WINDS (Knots) Calm	13. VISIBILITY (Feet/Miles) Unrestricted

III. CARGO				
23. TYPE LOAD AND WEIGHT Container Delivery	24. RIGGED IAW (TM/TO/NAVAIR No.) FM 10-500-3/ TO 13C7-1-11	25. AERIAL DELIVERY SYSTEM USED		
		DUAL RAIL	CDS RELEASE GATE	OTHER (Explain)
		NO. PLATFORMS	NO. CONTAINERS 1	
26. TYPE PLATFORM/AIR-DROP CONTAINER A-22	27. TYPE PARACHUTE AND NUMBER G-14 (2)	28. SIZE EXTRACTION/RELEASE PARACHUTE	29. LENGTH OF REEFING LINE	30. POSITION OF LOAD IN AIRCRAFT FS 530

31. DESCRIPTION OF MALFUNCTION/FAILURE/ DAMAGE INCURRED (if more space is needed, continue on reverse.)

At green light left hand western gear retriever activated. Started to chatter and failed to cut type XXVI gate. 80 pound safety tie failed to break. Load failed to exit. Emergency actions were accomplished. No further attempt to airdrop.

32. CAUSE OF MALFUNCTION/FAILURE (If more space is needed, continue on reverse.)

Western gear slip clutch failed. Western gear retriever removed from aircraft. Bench check tested normal with tensiometer. Western gear was not tested on aircraft.

CONTINUED ON NEXT PAGE

ANALYSIS: 82

WHAT WAS THE MALFUNCTION?

Retriever did not cut the release gate.

WHAT COULD HAVE CAUSED THIS TO HAPPEN?

Static line winch limit switch improperly adjusted (western gear).

WHAT SHOULD YOU DO TO KEEP THIS FROM HAPPENING?

1. Attention to detail.
2. Replace western gear winch.

**SUMMARY OF
SUPPLY AND EQUIPMENT DROPS**

1ST TRIANNUAL CY 2001

	PLATFORM LOAD		SINGLE CONTAINER		CDS		TOTAL	
Number of Drops	2,551		603		2,224		5,378	
Number of Malfunctions	10		1		2		13	
Percentage of Malfunctions	0.39		0.17		0.09		0.24	
Malfunction Phases:	IP	EF	IP	EF	IP	EF	IP	EF
Extraction	3	2	0	1	0	0	3	3
Deployment-Recovery	4	0	0	0	1	1	5	1
Release	1	0	0	0	0	0	1	0

IP-Incorrect Procedures

EF-Equipment Failure

**SUMMARY OF
PERSONNEL PARACHUTE JUMPS**

1ST TRIANNUAL CY 2001

		C-17	C-130	C-141	OTHER	TOTAL
Nonmaneuverable	Number of Deployments	14,908	29,029	5,060	1,718	50,715
	Number of Malfunctions	2	1	0	0	3
	Percentage of Malfunctions	0.013	0.003	0.00	0.00	0.006
Maneuverable	Number of Deployments	361	10,713	2,761	6,101	19,936
	Number of Malfunctions	0	1	0	0	1
	Percentage of Malfunctions	0.00	0.009	0.00	0.00	0.005
Free-Fall	Number of Deployments	353	1,868	34	188	4,073
	Number of Malfunctions	2	6	0	4	12
	Percentage of Malfunctions	0.57	0.32	0.00	0.22	0.29
Total	Number of Deployments	15,622	41,610	7,855	9,637	74,724
	Number of Malfunctions	4	8	0	4	16
	Percentage of Malfunctions	0.026	0.02	0.00	0.041	0.021

**SUMMARY OF
PERSONNEL PARACHUTE MALFUNCTIONS**

1ST TRIANNUAL CY 2001

	NON- MANEUVERABLE	MANEUVERABLE	FREE-FALL	RESERVE
Number of Deployments	50,797	19,939	4,098	0
Number of Malfunctions	3	1	12	0
Towed Jumper	1	0	0	0
Broken Static Line	1	0	0	0
Entanglement	0	0	0	0
Failed to Inflate	1	0	1	0
Inversion	0	0	0	0
Pilot Chute	0	0	0	0
Semi-inversion	0	0	0	0
Suspension Lines	0	0	0	0
Other	0	1	11	0
Percentage of Malfunctions	0.006	0.005	0.29	0.00
Fatalities	0	0	0	0

*Injuries

**INJURIES OCCURRING ON PARACHUTE OPERATIONS
AS REPORTED ON DA FORM 285**

1 January - 30 April 2001

	C-17	C-130	C-141	UNKNOWN	TOTAL
PLF-Related Injuries	0	108	0	0	108
Main Malfunction	0	0	0	0	0
Misrouting of Static Line	0	2	1	0	3
Entanglements	0	13	10	0	23
Tree Landings	0	1	0	0	1
In Aircraft	0	0	0	0	0
Hazards on Drop Zone	0	6	0	0	6
Other	0	10	0	0	10
Insufficient Information	0	0	1	0	1

AIRCRAFT MALFUNCTIONS

These malfunction reports are not included in the statistical data nor reflected in the percentage of malfunctions. All aircraft systems malfunctions which may have led to an abort or no-drop are constantly reviewed and analyzed for repeat or recurring trends and solutions. Corrective actions are recommended through Air Force maintenance systems.

PERSONNEL DROPS	
Improperly operating doors or ramps	0
Static line retriever	0
SUPPLY AND EQUIPMENT DROPS	
Rail locks	1
Improperly operating ADS	0
Improperly operating doors or ramps	0
Release mechanism	0
Electrical system	0
CONTAINER DROPS	
Rollers	1
Type XXVI gate	2
Static line retriever	5
Release Mechanism	3
TOTAL	12

HOT POOP

1. The next Malfunction/Safety Review Board will be held on 24 - 25 October 2001 at Fort Lee, VA.

2. Several field manuals have been rescinded. These field manuals are being revised and the new field manual numbering system (Army Doctrine Hierachy and Numbering System) is being implemented. The following airdrop field manuals will soon be released:

- a. FM 4-20.102 (FM 10-500-2), Rigging Airdrop Platforms.**
- b. FM 4-20.108 (FM 10-508), Rigging Military Utility Vehicles (M-Gator).**
- c. FM 4-20.116 (FM 10-516), Reference Data for Airdrop Platform Loads.**
- d. FM 4-20.117 (FM 10-517), Rigging 1 1/4-Ton Utility Truck (HMMWV).**