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PIA August 2019



AERIAL DELIVERY AND FIELD SERVICES DEPARTMENT Fort Lee, Virginia

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As of 5 August 2019

Support Starts Here





STATIC LINE

General Findings: There were approximately **66,101** military static line parachutes jumped during February 2019 through May 2019. Of those 66,101, ADFSD received 63 DD Form 1748-2 malfunction reports containing **6 malfunctions, 57 incidents**.

<i>Total Dropped</i>	<i>Malfunctions</i>	<i>Incidents</i>	
66,101	6	57	
	Broken control lines (5)	<i>Operational Force (57)</i>	<i>Basic Airborne Course (X)</i>
	Improper Packing Procedures – Inverted Slider (1)	Entanglements (12)	Line twists (X)
		Line twists (8)	
		Main Parachute (3)	
		Obstacle Collision (2)	
		Off DZ (1)	
		PLF related (1)	
		Reserve activations (20)	
		Static line (9)	
		Towed Parachutist (1)	





STATIC LINE

Trends (T) and Recommendations (R):

(T) Analysis has determined that there have been zero Cross Corner Vent Inversions in 1/507th since Jan 2019, when implementation of the new method of placing the T-11 Canopy/ Deployment Sleeve into the Deployment Bag in an accordion fold, began. Prior to Jan 2019, there had been a trend of 1 Cross Corner Vent Inversion per 3,000 T-11's jumped, in 1/507th PIR

(R) 1/507TH publish in the next newsletter, information detailing the reduction of Cross Corner Vent Inversions since implementation of the new packing procedure and complete incorporation of MWO 10-1670-326-23-2 at 1/507th

Note: Recent Cross Corner Vent Inversion has caused the TM update to count Panels at the lower and upper areas during Flat Fold.





STATIC LINE

Trends (**T**) and Recommendations (**R**):

(**T**) After analysis, the board determined that the one T-11 malfunction was the result of an inverted slider caused by packer error (the packer and IP failing to properly verify that the slider was not inverted at Rigger Check # 2 ("Trace binding tape from grommet 1 to 28 on slider"))

(**R**) The 159th Malfunction Review Board recommends all units continue emphasizing the importance of IP's visually and physically checking each Rigger Check, specifically that the slider is not inverted when placed inside the T-11 canopy





STATIC LINE

Trends (**T**) and Recommendations (**R**):

(T) After analysis, the board determined the suspected cause for 9 static line injuries was too much slack in the static line between the jumper's hand and the static line slack retainer band

(R) The 159th Malfunction Review Board recommends all units continue to place emphasis on static line control during sustained airborne training and mock door training

(R) **ABSOTD begin operational testing of re-routing of Universal Static Line Modified through Static Line Slack Retainer Band, initiated by 1/507th PIR**

(R) 1/507th continue with plans to implement a Safety Exam into the POI for the Jumpmaster Course





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STATIC LINE

Trends (**T**) and Recommendations (**R**):

(T) After analysis, the board determined Corner Vent Entanglements continues to be an issue with 11 reported instances (5 high-altitude/ 6 mid-altitude)

(R) The 159th Malfunction Review Board recommends all units continue to place emphasis on proper spacing of jumpers while exiting, during Mock Door Training and proper canopy control, during Sustained Airborne Training



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STATIC LINE

Trends (**T**) and Recommendations (**R**):

(**T**) After analysis, the board determined reserve activations due to excessive twists continues to be an issue with 25 reported incidents

(**R**) The 159th Malfunction Review Board recommends all units continue placing emphasis on proper exiting procedures, IAW TC 3-21.220, during SAT and Mock Door training

(**R**) ADFSD post a template, on the MRB One-Stop, of DA Form 2823 (Sworn Statement) including questions that gather, at a minimum, necessary information for properly completing each 1748-2. In relation to reserve activations due to jumpers feeling that they are falling faster than fellow jumpers, this would reveal whether or not that jumper also had excessive twists





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Rear View RD (recommended routing)



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Front and Rear View LD (recommended routing)



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NEW

NEW

Old

(if slack is pulled from SSRB)



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MILITARY FREE FALL

General Findings: There were approximately **35,035 Military Free Fall** parachutes jumped during February through May 2019. Of those 35,035 ADFSD received 33 DD Form 1748-2 malfunction reports containing **18 malfunctions and 15 incidents**.

<i>Total Dropped</i>	<i>Malfunctions (18)</i>		<i>Incidents (15)</i>	
35,035	1- Horseshoe	2-Tension knot	1-AOD	1-Obstacle collision (Nonstandard)
	7-Line over (2 Ops/5 School)	2-Toggles (School)	4-Body position (2 Ops/2 School)	1-AOD (MMPS-SSD)
	1-Line over (ICRAPs)	1-Main Parachute	1-Entanglement	2-Reserve activation (MMPS-SSD)
	1-Suspension line (MJ-10)	1-Reserve activation (MMPS-SSD)	1-Line twists	
	1-Deployment bag (MJ-10)	1-Suspension line	2-Obstacle collision	
			2-Pilot chute (School)	





MILITARY FREE FALL

Trends (T) and Recommendations (R):

(T) Four second (Jump, Turn, Trace, Pull) sequence is causing unstable body positions during their pull sequence when conducting HAHO (High Altitude High Opening) Operations.

(R) Onsite, hands on training for Military Free Fall Malfunction Officer.

(R) Units train local medical coverage team as to the preferred locations for cutting off the parachute harness.

(R) Units reinforce proper spacing of jumpers during HAHO operations.

(R) Units place emphasis on jump profile and conduct proper rehearsals before exiting the aircraft.

(R) Units place emphasis on good body position before going through their pull sequence.

(R) Recommend use of GEO Location trackers for all jumpers in the event they land off DZ or become unresponsive.

(R) Units should report altimeter failures to ADFSD in a DD Form 1748-2 and include remarks.





stack pack vs otg pack/ip check
requirement/

MILITARY FREE FALL

Recommendations (R):

(T) After analysis, the board identified **line overs** as one of the leading trends. There were **8** instances in which jumpers failed to properly identify the malfunction and the corrective action to utilize.

(R) Special emphasis on the in-process inspector checking the A, B, C, and D lines, the proper quartering of the slider, and the proper orientation of the stabilizers during the packing procedures.

(R) Add the drop down option on the DD Form 1748-2 to select the type of AOD (Automatic Opening Device) and the type and setting of altimeters.

(R) PRO packing technique is recommended over flat packing procedures and should be annotated in the DA 3912.





EQUIPMENT

General Findings: There were approximately **3,479 military equipment airdrops** from February 2019 through May 2019. Of those 3,479 ADFSD received 37 DD Form 1748-2 malfunction reports containing **25 malfunctions and 12 incidents**.

<i>Total Dropped</i>	<i>Malfunctions (20)</i>	
3,479	9 parachute Releases	5 Cargo Parachutes
	2 Extraction Parachutes	1 Extraction Line
	1 Extraction Line Bag	1 Aircraft Equipment
	1 WGRS/GRM	
	<i>Incidents (17)</i>	
	4 Improper Rigging Procedures	3 Improper Pack Procedures
	3 Aircrew Error	2 Static Line
	2 Aircraft Equipment	1 Extraction Parachute
	1 Cargo Parachute	1 Poor Communication





EQUIPMENT

Trends (T) and Recommendations (R):

(T) M-series cargo parachute release is pre-maturely releasing parachutes.

(R) ADFSD post a PMCS (Preventative Maintenance Checks and Services), allowable maintenance, proper assembly, and inspection video for the M-series cargo parachute release. (Filming began 26Jun19)

(R) Continue to test and develop the Alton Block as an option until a fully capable replacement of the M-series is available.

(R) Centrally fund Advanced Cargo Parachute Release System (ACPRS) as a replacement to the M-series.





EQUIPMENT

Trends (T) and Recommendations (R):

(T) Drogue and extraction parachutes are failing due to age, service life, and number of uses.

(R) Units track the type of drop, shelf, service, and age life of all drogue and extraction parachutes by maintaining separate records from the DA Form 3912.

(Utilize current DA Form 3912 for previous data)

(R) ADEST conduct a material assessment of drogue/extraction parachutes for an appropriate shelf/service life.

(R) TACOM/ILSC request expedited deliveries on pending contract of 15 foot extraction parachutes.

(R) PM-FSS & TACOM/ILSC update TB 43-0002-43 to address age/service life, and maintenance expenditure limits.





Additional Discussions

- **FAA Credentialing**

- FAA Software vs Windows 10 update challenges (no students have been certified since last year)
- Looking into changing COA to only allow FAA certification to the Advanced Leaders Course (ALC)

- **Future Training**

- FY22 we will grow from a 4-Phase POI of 13 weeks 4 days to a 5 Phase POI of 15 weeks 4 days
- Adds 2 weeks for G-15 and G-16 Cargo Parachutes





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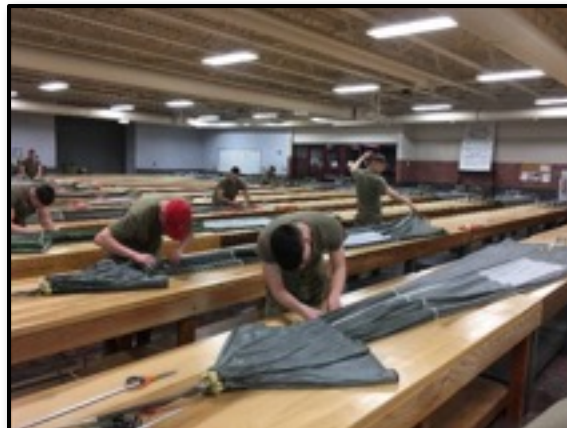
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Questions??



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