

1-507th PIR



Hunters from the Sky

I-507th PIR Airborne Newsletter

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Commander's Corner

Fellow Paratroopers, in this issue of the I-507th Newsletter you will find information about Jumpmaster Currency requirements in accordance with doctrine and an update on the Pathfinder "Way Ahead" initiative, which seeks to increase the relevance of the course to the operational force. We also will introduce you to the new Basic Airborne Course Parachute Orienta-

tion Class, where we hope to familiarize students with the new ATPS. You will also find an update on the Flexed Arm Hang as a requirement in the Basic Airborne Course. Finally, we will give you a look inside the T-11 University and the Rigger's perspective.



LTC Carl L. Bergmann
Commander of the 1-507 PIR

Until next time,
Airborne! All The Way!

Jumpmaster Currency

We have fielded numerous calls lately about Jumpmaster currency requirements. Doctrine (TC 3-21.220) states:

Jumpmaster Current

7-1 To be JM current, the JM must have either performed JM or AJM duties within the preceding 180 days; or, if a senior or master rated parachutist, performed duty as a safety on military, high-performance fixed-wing aircraft utilizing door or ramp exit within the preceding 180 days; or completed a JM refresher course (See App. C) in the preceding 180 days and be a current jumper. (Jumpmaster or safety duties performed on rotary-wing aircraft and non-standard aircraft do not apply toward JM currency.)

The Infantry Commandant's Office, in conjunction

with the 1st BN 507th PIR, has reviewed Jumpmaster currency unit requirements. The unit Jumpmasters must be trained to successfully conduct war time missions and training must establish a baseline for all units to strive towards.

The Jumpmaster core tasks are directly attached to the US Army mission of conducting a multi-ship Airborne Assault into a hostile environment. It was decided that conducting Jumpmaster duties in a high performance aircraft should be the baseline for units to be able to conduct not only their unit's mission but also the Army's mission. The use of rotary wing and non-standard aircraft is not how the Army will likely deploy airborne forces to the future battlefield and thus, is not a good measure for Jumpmaster currency.

The TC 3-21.220 also states that the T-11 "should not

be jumped from rotary wing a/c." This is due to the risk of drifting off of the surveyed drop zone with the larger T-11. Due to the slower descent of the T-11, the drift is increased because the parachute is in the air, and subjected to winds for a longer period of time. This combined with the higher jump altitude for rotary wing a/c means that the potential for a jumper to drift off the DZ is higher than with previous systems. Commanders must assess the risk and mitigate when conducting T-11 rotary wing airborne ops.

Note. JMs must perform duties every 180 days to maintain currency on T-11 or MC-6 parachutes. Maintaining currency on a T-10 parachute does not constitute currency for T-11 or MC-6 chutes.

Note. For Navy and Marine Corps only, if fixed-wing high-performance aircraft are not available, the JM, AJM, and safety may meet currency requirements using organic RW or nonstandard aircraft.

T-11 University and WIPTs

On 1-2 April 2014 the I-507th PIR hosted the first T-11 University. Product Manager Soldier Clothing and Individual Equipment (PM SCIE) Airdrop LNO, took the lead in organizing the event. In attendance were the Assistant Product Manager (APM) Personnel Airdrop Systems, Engineers from Airborne Systems, 82nd Airborne Division G-3, 75th Ranger, the Advanced Airborne School, MCoE Safety, MCoE CDID, MCoE DOTD, and I/507th Riggers.

The T-11 University reviewed the original requirements for a new personnel static line parachute, provided a detailed review of the process, and philosophy behind the design. Natick engineers provided a technical review of the system and its working components. Airborne Systems conducted a packing

demonstration highlighting what they believe to be common errors in rigging that contribute to slow openings.

Overall, the T-11 University met everyone's expectations in terms of giving a unique insight into the T-11 ATPS, and providing a forum to discuss concerns with the system. The next T-11 University will occur on 23-24 May at Ft. Bragg, NC.

The Basic Airborne Course has suspended the use of the T-11 in Mass Exit operations. All T-11 jumps at the school house are conducted using ADEPT Option 2 as mitigation for a jumper atop of the T-11 Center Panel. PM SCIE is holding a T-11 Emergency Procedure Development Working Group (EPDWG) meeting at Ft. Bragg on 6-7 May. The EPDWG will address procedures for a jumper atop of the T-11 Center Panel. The EPDWG will determine definitions, descriptions for Collisions/Entanglement, altitudes, and reporting

procedures.

The EPDWG will generate new Emergency Procedures that would then be tested and published to the force. Once updated EPs are published, the I-507th will likely go back to Mass Exits with T-11s. Currently, the I-507th PIR is pitching one addition to T-11 Pre-Jump for students during Collisions and Entanglements that states, "If you find yourself on top of another jumper's canopy, make every effort to get off of that canopy and immediately slip away."

For more information on the T-11 University or upcoming IPTs, contact Dave Countryman at

david.e.countryman.ctr@mail.mil

Parachute Orientation Class

The Basic Airborne Course began a new program of instruction featuring a Parachute Orientation class during the second week of training. The class is a direct result of the findings from the T-11 parachute fatality last year. The orientation gives our students the unique opportunity to see both the T-10D and T-11 parachutes suspended overhead using the 250' Free Towers.

For the class, the Black Hat will begin by discussing some of the common characteristics of the T-10D and T-11 parachutes, i.e. rates of descent, parachute diameters, number of suspension lines, and their length. They will cover how long each parachute takes to deploy and inflate. The instructor will also briefly discuss the bridle line, deployment sleeve, and drogue chute on the T-11. In addition, they will brief the students on the purpose of the 4 corner vents and the slider. The next

topic will elaborate on the T-11R and Soft Loop Center Pull reserve parachutes. The instructor will discuss the different weights and rates of descent for both reserves and the students will also receive instruction on the activation for both total and partial malfunctions on both systems and the purpose of the deployment assistant devices.

The instructor will transition to the three rules of the air and general guidelines for maneuvering and controlling the parachute canopy during descent. The Black Hat will formally brief the students on proper separation between jumpers for both systems, discuss procedures for escaping off another jumper's canopy, and warns students to stay away from the 4 corner vents and the bridle line on the T-11 parachute.

The instructor will conclude the class with a summary of the topics discussed, stress ripcord grip and ripcord handle awareness, and emphasize the

importance of the "three rules of the air." Once the class is complete, the students are allowed to stand under each canopy and ask any questions they may have. This change to the POI allows students the opportunity to see the T-11 inflated overhead prior to exiting an aircraft with one strapped to their back.





Flexed Arm Hang

Officer Steering Committee (TGOSC). The I-507th is asking the TGOSC to reinstitute the FAH as an entrance requirement for the Basic Airborne Course, and to fund a study by USARIEM to determine if the 20 second FAH is the best field-expedient method or if there is a more accurate way to assess the student's ability to manipulate the T-11 canopy. The I-507th will change or modify the FAH based on the results from the USARIEM study, but for the time being, the FAH remains the best common sense and gender neutral standard that Airborne Cadre can enforce to ensure students' safety.



The FAH has recently been reinstated in the Basic Airborne Course as an added safety measure to assess a student's ability to pull and hold a slip with the larger T-11 parachute. Because the T-11 is a 30% larger canopy, is slower to react, and you prepare to land 100ft higher in the air versus the previous system, we have seen many students who cannot pull and hold a slip with the new parachute.

Recently, the Infantry School with the I-507th PIR briefed the Council of Colonels on the FAH and asked for an audience with the Training General



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Are you interested in becoming an Airborne School Instructor?

Come join the 507th PIR team and become a member of the prestigious Airborne School!

Looking for Airborne Qualified E-5's, E-6's, and E-7's; any MOS; any Branch!

Military School Opportunities

You WILL receive the opportunity to attend

Jumpmaster School

Pathfinder School

Ranger School

Silver Wings Demonstration Freefall Team



If interested in joining the 507th Team, or if you have any questions please contact S3 NCOIC at **706-545-6262**.

The Pathfinder “Way Ahead” Initiative

In the past quarter, we have made significant progress on the “Pathfinder Way Ahead” initiative and implementation of the changes into the course. Last quarter, we submitted a Course Administrative Data (CAD) outlining the changes to the course Program of Instruction (POI) by introducing Unique Sling Loads. We briefed the changes to the Infantry Commandant, MCoE Chief of Staff, and the Commanding General. Currently the CAD is at TRADOC waiting for approval, informing them of the upcoming changes in the next fiscal year. To facilitate the introduction of the Unique Sling Loads into the POI we sent two Pathfinder Sling Load instructors TDY to Natick, where they received instruction on Sling Load Theory and visited the testing facilities associated with proving loads. The knowledge gained and lessons learned from Natick were instrumental in the development of the Training Support Package for Unique Sling Loads.

Last quarter, we instituted a Nomenclature Exam for Sling Loads that is tested on Day Two of the course. It is similar in concept to the nomenclature test required in the Jumpmaster Course. We have posted a slide show on the Ft. Benning Pathfinder website for incoming students to study prior to attending, and we email it out to all ATRRS students 1-2 weeks prior to their start date. The intent behind incorporating nomenclature is to

ensure that students are familiar with the items and rated capacities they will be tested on during the first week of the course. It also acts as an incentive for students; if they score an 80% or above on the nomenclature exam they will be allowed a third testing attempt on the Standard Sling Load Hands-On test.

In addition to the Nomenclature Exam, we have adopted the Sling Load Inspector Certification Course (SLICC) grading standard for our Standard Sling Load Hands-On Exam where students are given a DA FORM 7382-R with the administrative data partially filled in. The student must complete the rest and inspect the load much like they would in a real world situation but given a time limit of five minutes per sling load. The outcomes from both changes are significant. We are seeing less than 5% of students fail the Nomenclature Exam per class, and we are seeing a 25% reduction in students failing the Sling Loads Hands-on Exam. The endstate is that we are training and producing Pathfinders for the force that are more knowledgeable and proficient with Sling Load operations and the proper inspection procedures, not just a student that is good at memorizing a deficiency list.

In the 3rd and 4th quarters we are making further implementations by training and testing students on Unique Sling Loads. It begins at the end of Week 1 with two hours of classroom instruction on unique/non-standard sling loads and Sling Load Theory. The instruction is

followed with a hands-on practical the 3rd and 4th quarters we are making further implementations with the “Way Ahead”, training and testing students on Unique Sling Loads. It begins at the end of Week 1 with two hours of classroom instruction on unique/non-standard sling loads and Sling Load Theory. The instruction is followed with a hands on practical exercise led by the instructors. The students are then evaluated on the fundamentals they learned during the FTX in a mission that they will encounter. The next improvement is during the culminating event, the Field Training Exercise. Students are evaluated on Situational Training Exercises for a 72 hour period. The change to the FTX comes from combining a joint force entry capability with squad patrol style “sprint” missions to evaluate the students in a more realistic and rigorous approach while incorporating the Adaptive Soldier Leader Training and Education (ASLTE) methodology.

All of the new requirements are incorporated into our Memorandum of Agreement (MOA) for units that request an MTT. For all students, resident and MTT, additional information including the updated packing list can be found on the Pathfinder website: <http://www.benning.army.mil/infantry/rb/1-507th/pathfinder/>

Rigger’s Corner

On 1 & 2 April, the T-II personnel parachute system developer for the US Army, Product Manager Soldier Clothing and Individual Equipment (PM SCIE), held a T-II University training event at Fort Benning for representatives from 1/507th PIR, ARTB, and MCoE. The function of T-II University is to educate the Airborne Community on the parachute system and testing involved.

PM SCIE invited the T-II designer, Airborne Systems North America (ASNA), to discuss the development, design, and challenges based upon the system requirements written by MCoE.

During the 2-day training event, ASNA presented a parachute demonstration to explain the purpose of sleeve, slider and pilot chute of the T-II. Additionally, ASNA presented material stating that they were able to replicate some of the slow openings the Airborne field has been experiencing. This was done through months of their own private testing, where they intentionally rigged the parachute to malfunction. What they found was slow openings can be attributed to inadvertent packing mistakes, a poor exit or an improperly fitted harness.

It was stressed during T-II University that if the parachute is packed in accordance

with the TM along with a strong exit/body position and a properly sized harness, slow openings in the field would be mitigated.

The T-II was designed to accommodate up to a 400-lb total weight jumper. Jumping the T-II Hollywood w/ an improperly sized harness and/or having a poor exit can lead to a higher chance of a delayed opening.





Fraudulent Wings

Lately, we have seen an increase of Soldiers fraudulently wearing Airborne Wings and other badges. We strongly recommend that units thoroughly screen incoming personnel records for completion of U.S. Army Airborne School, Jumpmaster School, and Pathfinder School, each of which generate a Graduation Certificate, Orders, and a DA 1307.

This is especially critical for Soldiers going on Airborne status or conducting Jumpmaster/Pathfinder duties. Remember that the Naval Special Warfare School Static Line Course and Jumpmaster Course are NOT recognized by the Infantry

School, the proponent for Personnel Static Line parachuting.

If you need to verify a Soldier's Airborne credentials, contact our Student Accountability Office at 706-545-4874. For Ft. Benning Jumpmaster School inquiries, call 706-545-5412 and for Ft. Benning Pathfinder School, call 706-545-1111.



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