

1-507th PIR



Hunters from the Sky

I-507th PIR (Airborne) Static Line News

Volume II Issue III

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It is with great honor and privilege that CSM Leeworthy and I are able to bring to you this quarterly edition of the 1st Battalion, 507th Parachute Infantry Regiment's "Static Line News". Having recently taken command of the 507th PIR, I have been impressed with the constant and professional dialogue within the Airborne community as the Department of Defense nears the final stages of fielding the T-11 Advanced Tactical Parachute System. As the fielding of the T-11 ATPS continues, the Basic Airborne,

Jumpmaster, and Pathfinder courses are also moving towards full integration. Updates in our Programs of Instruction and governing regulations, training apparatus upgrades, and equipment purchases are a few of our current efforts to ensure a smooth transition for our newest Airborne, Jumpmaster and Pathfinder students. We look forward to serving with you. Airborne!



Commander's Corner



LTC Corey E. Brown
Commander, I-507 PIR

Talking Points on Door Bundles

References:

TC 3-21.220– Static Line Parachuting Techniques and Training, Chapter 10, Jumpmaster and Safety Duties in Flight; Chapter 14, A-Series Containers; Chapter 16, High-Performance Transport Aircraft.

On tactical operations, supplies and equipment too large to be jumped by the individual Soldier must be delivered to the designated drop zone. The two types of containers normally used to do this are the A-7A cargo sling and the A-21 cargo bag. As a jumpmaster, you are not only responsible for your personnel, but also the equipment that is delivered from your aircraft. The equipment's safe arrival on the drop zone could easily mean the difference between mission success and failure. This article will discuss key issues regarding the rigging and

inspection of door bundles.

The A-7A has the following components:

- One strap, 188 inches long, constructed of Type X cotton or Type VII nylon.
- A strap fastener at one end of each strap.
- Four D-Rings.

THREE-STRAP BUNDLE

The JM lays out one strap parallel (lengthwise) to the load. He then lays out two more straps parallel to each other and perpendicular to the load. He ensures that the thick lip portion of the strap fasteners are facing down and are on the same side of the load, and that straps are at least 14 to 16 inches apart from each other, centered on the parallel (lengthwise) strap. He continues with the following steps:

Route the strap that is running parallel (lengthwise) to the load over the top of the load and through the two D-Rings. Center the two D-Rings on top of the load.

- Route the strap through the strap fastener and tighten it down.
- Ensure that the strap fastener does not rest on the top of the load.
- Roll the excess hand over hand towards the load and secure it with a surgeon's knot and locking knot, above the strap fastener, but not on top of the load.
- Route the straps that are running perpendicular to the load through the D-Rings on the top of the load, from the inside toward the outside so that the D-Rings are pointing towards each other.
- Route the straps through the strap fasteners, and tighten them down.

Continued on page 2

Door Bundles

• Roll the excess hand over hand towards the load and secure it with a surgeon's knot and locking knot, above the strap fastener, but not on top of the load.

• Once all the straps are tightened and secured, the free running ends should not rest on top of the load. The bundle should have one smooth side for ease in ejecting it from the aircraft.

The A-21 cargo bag has the following components:

• **Canvas cover.** Cotton duck material, 97 -115 inches, with eight strap keepers.

• **Sling assembly with scuff pad.** One 188 inch main strap, two 144 inch side straps. Dimensions of the scuff pad are 30 by 48 inches with four carrying handles.

• **Quick-release assembly.** One quick-release device with one safety clip and safety lanyard.

• **Ring Assembly.** The ring assembly has a 1-inch, steel-rod ring, with a 9-inch strap ending in a friction adapter.

METHOD OF RIGGING

The Jumpmaster spreads the canvas cover on a level surface with all strap keepers facing up. He positions the sling assembly webbing straps down on the canvas cover and threads the straps through the keepers. The sling and canvas cover are turned over as a unit so the sling is beneath the cover. The jumpmaster centers the load on the canvas cover, using cushioning material, as needed. He wraps the load in the canvas cover, side flap first, and folds all excess material under. He continues with the following steps:

• Attach the ring assembly to the 188-inch strap, keeping the D-Ring to D-Ring contact and ensuring they are centered.

• Attach the four quick-release straps to the 144-inch side straps. Ensure that the rotating disk is facing up when the quick-release assembly is placed on top of the load (thick lip portion of the friction bar facing out).

• Thread the fixed, quick-release strap with the quick-release assembly attached through the nearest steel D-Ring. Thread the remaining quick release straps through the nearest steel D-rings. Insert the lugs into the quick-release assembly.

• Tighten the quick-release straps and the O-ring straps; roll all excess webbing. Ensure that it is tied off below the friction adapter with a surgeon's knot and locking

knot and that the quick-release device is centered on the bundle.

INSPECTION

The cargo parachute is placed on the center of the bundle and is inspected for:

- Four tie-down straps.
- Two risers, complete (clevis, clevis pin, safety wire).
- Static line, complete, with clevis (clevis, clevis pin, safety wire, and lanyard) and attached to the upper loop portion of the static line. The drogue device (present only on the G-14 cargo parachute) must be attached to the break-cord attaching loop, unless a breakaway static line is used.



ATTACHMENT

When attaching the G-14 or T-10 cargo, low cost low altitude (LCLA) parachute, ensure that the risers go directly to the attachment point (D-ring). He continues with the following steps:

- Four tie-down tapes are attached to the load and tied in a bow knot.
- Static line is free to deploy.
- Risers are not routed around or under any part of the container. (This occurs before inspecting).

Note. The cargo parachute should be attached with the side of the pack where the risers come out, co-located to the rough side of the bundle.

Jumpmaster Actions While In Flight

After the 20 minute time warning, JMs and safeties unlash door bundles (if any) and move them near the jump door(s). Once positioned, the static line of each cargo parachute is attached to the outboard anchor

line cable and the following inspection sequence is completed:

- Static line and clevis (safety wire must be bent so that it has metal to metal contact).
- Pack closing tie.
- Drogue device (one for C-130; two for C-17).
- Point of attachment to the bundles (risers).
- Tie-down tapes (one on each corner).
- Pack tray and bundle (for any loose or excess webbing).
- When the inspection is completed, the JM slaps the smooth side of the bundle and ensures it is facing the trail edge of the door.

The Jumpmaster continues with the time warnings, jump commands, and his outside air safety checks. After the final outside air safety check, the JM moves back inside the aircraft, and with the assistance of the No. 1 jumper, positions the door bundle on the jump platform so that it is on its balance point, with its longest dimension vertically in the door, and the parachute on the top or inboard side of the bundle. Then the JM:

- Maintains a firm grasp on the bundle with the lead hand and a firm grasp on the trail edge of the jump door with the trail hand. He ensures that the cargo parachute static line is routed above the trail arm.
- Keeps his eyes on the jump caution light. When the light turns green, he ejects the door bundle, ensuring that it goes straight out and does not tumble through the risers.

The Jumpmaster will ensure that the static line is riding high in the door. Then he:

- Maintains a firm grasp with his trail hand and turns toward the cargo area.
- Makes firm eye contact with the AJM and exchanges a thumbs up signal, meaning the door bundles have been ejected, that neither person knows of any unsafe condition, and that each is ready to exit personnel.
- Positions parachutists in the door only after the previous step is accomplished.
- Follow this procedure when ejecting door bundles from one door or both doors, as long as both doors are open.
- Centers his body on the lead edge of the jump door and issues the eighth jump command.



Changes to TC 3-21.220

We have recently made small changes to the TC 3-21.220, and have submitted these changes to Army Publications. The changes are minor, but significant for the Airborne Community. The two changes cover a "DZSTL" course that we no longer teach and missed in the rewrite. The other change deals with "Collisions and Entanglements", and ensuring that this manual and AR 95-4 are the same. This will help the DZSO and the malfunctions NCO clearly define what they are seeing and give accurate reporting.

Changes to TC 3-21.220

- Page 7-4 "**Drop Zone Support Team Leader**" Paragraph 7-14. We deleted bullets "USAIS DZSTL MTT" and "82d Airborne Division Advanced Airborne School DZSTL Course". We also deleted "or completed a DSZTL refresher course taught by a current DZSTL personnel within the preceding 180 days". These courses are no longer taught.



Drop Zone Support
Team Leader

- Page 3-5 "**Collisions and Entanglements**" Paragraph 3-25. This bullet will read as follows:

A collision is the physical impact or contact, however slight, of one parachutist or parachutist's equipment with that of another parachutist where both parachutists separate prior to making contact with the ground.

An entanglement is the entwining or attachment of a parachutist or parachutist's equipment with that of another parachutist, during descent, whether or not the entanglement lasts until the parachutists contact the ground.

- Page 3-5 "**Entanglements**" Paragraph 3-27. This bullet will read as follows:

3-27. If a jumper becomes entangled with one or more suspension lines of another parachute, the parachutist does one of the following, depending on the type of parachute being used: (broken down further in the chapter depending on parachute type).

• Incident Altitudes

- High altitude occurs from aircraft exit throughout full canopy deployment (1st Point of Performance).
- Mid Altitude occurs after full canopy deployment throughout descent to the preparation for landing attitude designated for the jumped parachute (2nd-3rd Point of Performance).



Corner-Vent Entanglement

- Low altitude occurs from the preparation for landing attitude throughout descent to landing (4th PoP).

- Page 3-18. The heading of paragraph 3-87 is changed from T-10 Parachute to T-11 Parachute.

- Page 3-18. Paragraph 3-88 has been changed; the first bullet will read:

If a parachutist is jumping with the T-11 parachute and becomes entangled, the jumper should stay where they are and be prepared to execute a proper PLF.

- Page 3-18. Paragraph 3-88 has been changed by deleting the following bullets:

Once both jumpers are even, they will face each other and grasp each other's left main lift web.

Both jumpers will discuss which PLF to execute.

Both jumpers will conduct the same PLF.

Neither jumper will execute a front PLF.



Corner-Vent Entanglement
with deployed T-11 R

LTC Korey E. Brown

LTC Brown enlisted in the Army in 1992 and was assigned to the 82d Airborne Division (2nd Battalion 505th Parachute Infantry Regiment), Fort Bragg, North Carolina.

He was commissioned in 1997 through the Officer Candidate School and branched into the Infantry. Following Officer Candidate School and follow-on courses at Fort Benning, LTC Brown returned to the 82d Airborne Division (1st Battalion, 505th Parachute Infantry Regiment) and Fort Bragg, where he served as a Rifle Platoon Leader and Company Executive Officer.

Upon completion of the Infantry Officer's Career Course, LTC Brown served as the Battalion Assistant S3 and Battalion Adjutant, Joint Security Area, South Korea. In 2002, he was assigned to Fort Hood and the 1st Cavalry Division where he served as the 2nd Brigade Chief of Plans and commanded two companies, HHC 2nd Brigade, and A Co, 1-5 Infantry (Mechanized). In 2005, LTC Brown returned to Fort Benning to serve as a Company Commander and Battalion Executive Officer for the Infantry Officer's Basic Course.

After completing Intermediate Level Education in 2009, LTC Brown was assigned to Fort Carson and the 4th Brigade (Light), 4th Infantry Division where he served as the Battalion Executive Officer, Battalion Operations Officer for the 1st Battalion, 12th Infantry Regiment, and Commander of the 4th Brigade Rear Detachment. His most recent assignment was at the Division Chief of Exercises and Tasking, 4th Infantry Division.

LTC Brown has three deployments in support of the Global War on Terror serving as a Company Commander (OIF I&II), Aide-de-Camp for the Assistant ISAF Commander (OEF VII), and Battalion Executive Officer (OEF VIII). He holds a Bachelor's of Science Degree in Psychology, Master's of Arts Degree in Operational Security Management and a Florida/Colorado Elementary and Exceptional Education Teaching Certificate.

His awards and decorations include the Bronze Star Medal, Defense Meritorious Service Medal, Meritorious Service Medal, Joint Service Commendation Medal, Army Commendation Medal, Army

Achievement Medal, Iraq and Afghan Campaign Medals, Global War on Terror Expeditionary Medal, Korea Defense Service Medal, Humanitarian Service Medal, Non-Commissioned Officer Professional Development Ribbon (2), NATO ISAF Medal, the Master Parachutist, Air Assault, Aircraft Crewman, Combat and Expert Infantryman Badges, Australian and German Parachute Badges, and Ranger Tab.

LTC Brown is married to the former Tracy Renee' Bright of Austin, Texas. They have twin daughters, Rachel and Christina, age 18.

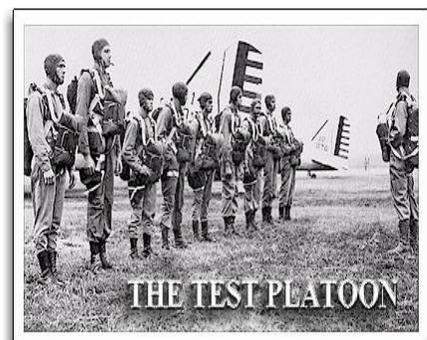


1-507th Anniversary August 16, 1940

The United States Army Airborne School was founded on August 16, 1940. Spurred by the successful employment of airborne troops by the Germans in their invasion of the Low Countries, the U.S. military began an all-out effort to develop this new form of warfare. First Lieutenant William T. Ryder, from the 29th Infantry Regiment, volunteered and was designated the test platoon's Platoon Leader. Forty Eight enlisted men were selected from a pool of over 200 volunteers. Once gathered, the platoon moved into tents near Lawson Field, and an abandoned hanger was obtained for use as a training hall and for parachute packing. Less than forty-five days after organization, to include a move to the Safe Parachute Company at Highstown, NJ in order to be trained on the 250-foot free towers

that had been used during the New York World's Fair, the first jump from an aircraft in flight by members of the test platoon was made from a Douglas B-18 over Lawson Field on 16 August, 1940. Before the drop, the test platoon held a lottery to determine who would follow Lieutenant Ryder out of the airplane. As such, Private William N. (Red) King became the first enlisted man to make an official jump as a paratrooper in the United States Army. Two weeks later, on 29 August, at Lawson Field, the platoon made the first platoon mass jump held in the United States. Following these jumps, and as more airborne units were activated, it became apparent that a centralized training facility should be established. Consequently, the facility was organized at Fort Benning on 15 May 1942. As the 74th Anniversary of the creation of the United States Army Airborne School draws near, we remember the legacy of Lieutenant William T. Ryder, Private Red King, and the entire original airborne test platoon.

Down to Earth!





Rigger's Corner: The New RA-1 Parachute

Imagine exiting an aircraft at 35,000 feet above sea level, deploying a parachute, and descending for 50 minutes to a drop zone 20 miles away, before finally landing safely. The new RA-1 parachute will make this a reality for the high-altitude parachutist. The Military Free Fall (MFF) Advanced Ram Air Parachute System is a multi-mission, high altitude parachute delivery system. It allows Soldiers to exit at altitudes between 3,500 and 35,000 feet. The parachute, which replaces the current MC-4 parachute, supports a total jumper weight of 450 pounds. It also provides non-MFF personnel with a ram air parachute that is static-line deployed.

Product Manger Soldier Clothing and Individual Equipment, or PM SCIE, working with the Natick Soldier Research, Development and Engineering Center is

tackling the capability gaps in oxygen supply, navigation and extreme temperatures associated with such missions. The ARAPS' three accessory systems are at different stages of the acquisition process.

The Electronic Automatic Activation Device (EAAD) is used with current and next generation parachute systems, replacing the Automatic Ripcord Release. EAAD provides a simpler and more reliable method of activation in the event the parachutist is unable to deploy the parachute at the appropriate altitude. The EAAD activates and cuts the reserve parachute closing loops if the jumper is falling at 78 mph or faster at the minimum deployment altitude.

The Navigation Aid (NAVAID) will provide in-flight navigation and mission planning capability. It allows parachutists under canopy to easily locate themselves and the intended drop zone. The system utilizes a GPS that integrates with the Mission Planner of the Joint Precision Airdrop

System (MP JPADS). This ensures more accurate canopy flight and drop zone landings.

The Parachute Oxygen Mask (POM) will provide supplemental oxygen at 13,000 feet and higher, and will be easier to use and maintain than the current MBU-12P mask. The POM will not interfere with the parachutist's vision or range of motion.

Currently, the MFF fielding road map has been adjusted to the right. The RA-1 will replace the forty six MC-4 parachutes in the 1-507th inventory. These systems are primarily used to maintain currency for W8 qualified Rangers and Parachute Riggers assigned to Ft. Benning.



Want to be a Black Hat?



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