



DEPARTMENT OF THE ARMY
1ST BATTALION 507TH PARACHUTE INFANTRY REGIMENT
7481 RIORDON STREET
FORT BENNING, GEORGIA 31905-4405

ATSH-TPP

8 December 2016

MEMORANDUM THRU ^{DKV} Commander, Airborne and Ranger Training Brigade, 10850 Schneider Rd., Fort Benning GA, 31905

MEMORANDUM FOR Commandant, United States Army Infantry School, 1 Karker St., Fort Benning, GA 31905 ^{B/ 12/9}

SUBJECT: Request approval for updated Jumpmaster Personnel Inspection (JMPI) procedures including the Main Curved Pin Securing Tie on the T-11 ATPS.

1. The purpose of this memorandum is to request the Infantry Commandant's approval of the updated JMPI procedures including the Main Curved Pin Securing Tie on the T-11 ATPS. The U.S. Army Tank-automotive Armaments Command (TACOM) Life Cycle Management Command mandated that the Main Curved Pin Securing Tie be added to the packing procedures of the T-11 main parachute to mitigate the risk of early release of the Main Curved Pin in a Maintenance Action (MA) Message, #MA17-007 dated 23 November 2016. **JMPI procedures for the MC-6 parachute will remain the same.**

2. The proposed JMPI sequence was vetted by representatives throughout the airborne community to include the U.S. Army Advanced Airborne School, the Quartermaster School, and the 75th Ranger Regiment.

3. Prepare the Jumper for Inspection with the following procedures (Note paragraph (e1)):

- a. Move behind the jumper and open the Main Curved Pin Protector Flap from the tuck flap (see Figure 1).



Figure 1

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- b. Disconnect the Universal Static Line Snap Hook from the right outer Static Line Stow Bar (see Figure 2); ensure the Spring Opening Gate has spring tension (see Figure 3).



Figure 2



Figure 3

- c. Remove all excess Universal Static Line Modified (USLM) from the Static Line Slack Retainer Band on the Static Line Slack Retainer Loop (see Figure 4), and remove all twists (see Figure 5); break only the stows necessary to route the USLM over the jumper's shoulder corresponding with the paratroop door the jumper is to exit (see Figure 6).



Figure 4



Figure 5



Figure 6

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- d. The Jumpmaster will secure the Universal Static Line Snap Hook to the Carrying Handle of the T-11 Reserve Parachute, with the Spring Opening Gate facing the jumper (see Figure 7).



Figure 7

- e. T-11 Reserve Parachute- No change.
 - 1) The following procedure was removed from prepare the jumper for inspection: **(Ensure the Main Curved Pin is fully seated and the tip is generally pointed in the 3 o'clock position.)**

3. JMPI Sequence.

- a. Approved Helmet (Front) - No change.
- b. Canopy Release Assemblies - No change.
- c. Main Lift Web - No change.
- d. Chest Strap - No change.
- e. Waistband - No change.
- f. T-11 Reserve Parachute - No change.
- g. Leg Straps/UPRB/AKB - No change.
- h. Universal Static Line Modified: (changes highlighted in yellow; paragraphs (18) and (19) only:**
 - 1) With the right hand grasp the Universal Static Line Snap Hook ensuring the Spring Opening Gate facing towards the jumper. Open the right hand and let the Universal Static Line Snap Hook rest in the palm.
 - 2) Place the index finger of the left hand on the girth hitch of the Universal Static Line Modified. Ensure the green ID marking thread is present and the girth hitch has not been reversed. Place the index finger of the left hand in the

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vicinity of the Rivet Pin (do not cover the Rivet Pin), to ensure it is present and free of rust and corrosion.

- 3) With the right hand, re-grasp the Universal Static Line Snap Hook and hold it perpendicular to the reserve parachute with the Spring Opening Gate facing towards the jumper.
- 4) With the index finger and thumb of the left hand pinch the end of the double sewn reinforced portion of the Universal Static Line Modified just above the Universal Static Line Snap Hook. Rotate the Universal Static Line Modified down to the jumper's right and push it with index finger on top, thumb on bottom toward the Universal Static Line Snap Hook. Visually inspect inside the girth hitch to ensure it is free of all cuts, frays and burns.
- 5) With the index finger or thumb of the right hand push the girth hitch back towards the Universal Static Line Snap Hook and again visually inspect inside the girth hitch for any cuts, frays or burns.
- 6) Re-dress the girth hitch down around the narrow portion of the Universal Static Line Snap Hook and release the Universal Static Line Modified with the left hand.
- 7) Since the Universal Static Line Modified is routed over the right shoulder; with the index finger and thumb of the right hand, form an "O" around the Universal Static Line Modified just above the Universal Static Line Snap Hook, you should see metal through your "O".
- 8) Raise the right hand up simultaneously inspecting the Universal Static Line Modified as it passes through the "O" to ensure it is free of all cuts, frays, or burns.
- 9) Raise the right hand as high as it can go, or until resistance is felt and issue the jumper the command, "**TURN**". Once the Jumper has completed the turn, the right hand should have been raised high enough so as to keep the Universal Static Line Modified tight between the control hand and the first stow.
- 10) Place the index finger, or index and middle finger of the left hand behind the Universal Static Line Modified below the right hand making skin-to-skin contact. Trace the Universal Static Line Modified down ensure it is free of all cuts, frays, burns and it has not been misrouted under or through either riser assembly, to the first stow.

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- 11) With either hand, form a bite in the Universal Static Line Modified and look at the Static Line Slack Retainer Loop. Ensure it is present, serviceable and two serviceable Static Line Slack Retainer Bands are attached.
- 12) Place the bite on top of the Pack Tray and control it with either hand. This hand becomes the control hand. The opposite hand becomes the working hand.
- 13) With the index finger and thumb of the working hand pinch off the first stow and pull it 1 to 2 inches towards the center of the pack tray. Look behind the first stow, and ensure the Universal Static Line Modified is free of cuts, frays, or burns and has not been misrouted around the static line stow bar. Release the first stow and let it pop back into place.

Note. When tracing the Universal Static Line Modified towards you, only the index finger will be used. When tracing away from you only the thumb may be used.

- 14) Insert the index finger or thumb of the working hand from bottom to top behind the first strand of Universal Static Line Modified as close as possible to the first stow. Trace the first strand of Universal Static Line Modified, ensure that it is free of all cuts, frays, or burns to the second stow.
- 15) With the index finger and thumb of the working hand pinch it off and pull 1 to 2 inches towards the center of the pack tray and conduct the same inspection. Place the index finger or thumb of the working hand from bottom to top behind the second strand of Universal Static Line Modified and trace it to ensure it is not cut, frayed, or burned.
- 16) Continue to inspect the Universal Static Line Modified in the same manner to the Main Curved Pin Cover. Ensure the last strand of Universal Static Line Modified is routed from the right Outer Static Line Stow Bar.

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- 17) With the index finger of the working hand gently lift up on the Main Curved Pin Cover (see **Figure 8**). Inspect the Main Curved Pin Attaching Loop to ensure that it is properly attached to both the Universal Static Line Modified and the Main Curved Pin (see **Figure 9**).



Figure 8



Figure 9

- 18) **Visually** inspect the Main Curved Pin from its point of attachment to ensure it is not bent, cracked or corroded and is properly routed from left to right through the Main Closing Loop. Visually inspect to ensure the Main Curved Pin Securing Tie is present and made of only one turn of 8/4 orange cotton thread (see **Figure 10**).



Figure 10

- 19) **Visually** inspect the Main Closing Loop to ensure it is not cut, frayed, or burned and the Main Curved Pin is not puncturing it in any manner. Conduct a visual inspection of the Grommet to ensure it is not bent, cracked, or corroded.

- 20) With the index finger and thumb of the working hand gently lift up on the Main Curved Pin Protector Flap, and conduct a visual inspection of the Main Closing Loop, ensure it is not cut, frayed, or burned and the Grommet is not bent, cracked, or corroded (see **Figure 11**). Stand up behind the Jumper.

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Figure 11

- i. Approved Helmet (Back) - No change.
 - j. Riser Assemblies - No change.
 - k. Pack Tray - No change.
 - l. Diagonal/Horizontal Back Straps - No change.
 - m. Saddle - No change.
4. After the Jumpmaster has completed the JMPI, he or she will place the jumper into Jump Configuration by take the following actions (Note paragraph (e1):
- a. The Jumpmaster will trace the Universal Static Line Modified from the Universal Static Line Snap Hook to ensure that the Universal Static Line Modified is routed over the shoulder corresponding with the door the jumper is to exit (see **Figure 12**).



Figure 12

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- b. Once behind the jumper, the Jumpmaster will remove all slack from the Universal Static Line Modified and stow it in the Static Line Slack Retainer Band (see Figures 13a and 13b).



Figure 13a



Figure 13b

- c. Lastly the Jumpmaster will reinsert the Main Curved Pin Protector Flap into the Tuck Flap ensuring that the Main Curved Pin Cover is the only item of equipment behind it (see Figure 14).

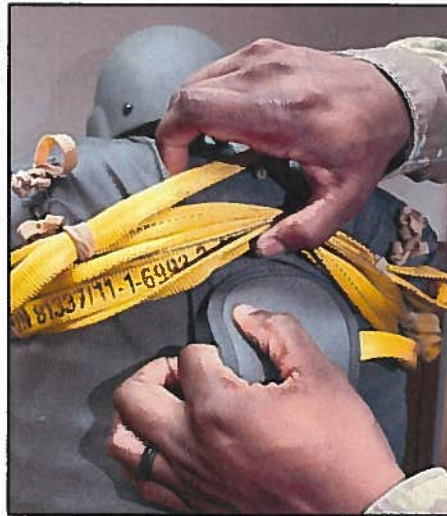


Figure 14

- d. The Jumpmaster will place either hand on the Rip Cord Assembly, apply steady inward pressure, and reinsert the top and bottom Tuck Tabs, taking care to ensure that both Side Tuck Tabs remain secure.
- e. If the Side Tuck Tabs become unsecure the Jumpmaster will notify a rigger.
 - 1) The following procedure was removed from placing the jumper into Jump

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Configuration: **The Jumpmaster will manipulate the Main Curved Pin from left to right ensuring that it is fully seated through the Main Closing Loop and is generally pointed towards the 3 o'clock position.**

5. Broken Main Curved Pin Securing Tie procedures:

- a. "If a tie breaks any time after the original packer makes the tie, prior to getting on the aircraft, it can be replaced by another qualified parachute rigger skill level 1 or higher after a routine inspection is conducted on the parachute. If the parachute passes the routine inspection, the tie can be replaced and the parachute returned to serve without being repacked. Once the tie is made a qualified parachute rigger inspector skill level 2 or higher must inspect the tie. Both the individual replacing the tie and the inspector must sign the DA Form 3912. If the parachute does not pass the routine inspection, it must be returned to the parachute pack facility for repack." Per Maintenance Action (MA) Message, #MA17-007 dated 23 November 2016.
- b. "If a Securing Tie breaks on the aircraft and the main curved pin is still seated in the closing loop, the parachute is still serviceable and can be jumped." Per Maintenance Action (MA) Message, #MA17-007 dated 23 November 2016.

6. IAW the Maintenance Action Message described in paragraph 1, all airborne units with the T-11 ATPS in their inventory will implement these procedures NLT 23 March 2017. Once approval for these revisions have been obtained, the TC 3-21.220 will be updated and all five Jumpmaster courses will incorporate the changes into the Program of Instruction.

7. Guidance to units:

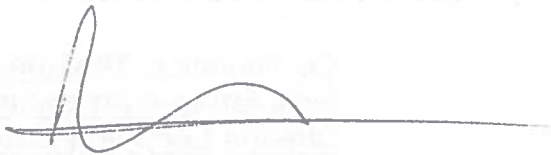
- a. Leaders at all levels must ensure Jumpmasters comply with these approved Jumpmaster/JMPI procedures when inspecting the T-11 ATPS with a Main Curved Pin Securing Tie.
- b. Units will conduct Jumpmaster certification training on the JMPI procedures for the Main Curved Pin Securing Tie and document training conducted in memorandum format.
- c. All units utilizing the T-11 ATPS will comply with the Maintenance Action (MA) Message, #MA17-007 dated 23 November 2016 and this memorandum NLT 23 March 2017.

8. The POC for this action is Mr. Luke V. Keating, Technical Writer, 1-507th PIR, (706) 545-3458, luke.v.keating.civ@mail.mil.

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**SCOTT BRANNON
LTC, IN
Commanding**



**DOUGLAS G. VINCENT
COL, IN
Commanding**