

UNCLASSIFIED/**SOOM: T-11 Reserve Parachute**

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DTG: 042250Z Sep 14 **Precedence: ODAC:** General

To: /C=US/O=U.S. GOVERNMENT/OU=DOD/OU=ARMY/OU=ORGANIZATIONS/OU=ADDRESS LISTS/CN=AL
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UNCLASSIFIED/

T-11 RESERVE PARACHUTE SOOM.

1. INITIAL ASSESSMENT OF A RECENT STATIC-LINE PARACHUTE FATALITY INDICATES THAT CROSS-WINDS MOVING SIDE-TO-SIDE ALONG THE JUMPMASER'S T-11R PARACHUTE MAY HAVE CAUSED THE PREMATURE ACTIVATION OF THE JUMPER'S RESERVE PARACHUTE. IT IS PLAUSIBLE THAT A LOOSE TUCK FLAP ON THE JUMPMASER'S T-11R RIPCORDER ASSEMBLY ALLOWED CROSS-WINDS TO CATCH UNDER THE ASSEMBLY, WHICH SUBSEQUENTLY CAUSED THE ACCIDENTAL RESERVE DEPLOYMENT. THE JUMPMASER WAS STANDING IN THE RIGHT TROOP DOOR OF A C-130 AIRCRAFT PERFORMING JUMPMASER DUTIES WHEN THE INCIDENT OCCURRED.

2. UNTIL FURTHER NOTICE:

2.A. IMPLEMENTATION OF CHANGES TO CURRENT PROCEDURES TO MITIGATE POSSIBLE PREMATURE ACTIVATION OF T-11R WHILE CONDUCTING AIRBORNE OPERATIONS USING THE T-11/MC-6 WITH THE T-11R.

2.B. DURING JUMPMASER PRE-BRIEFS, JUMPMASERS WILL EMPHASIZE THE IMPORTANCE OF GOOD RESERVE RIPCORDER AWARENESS, CONTROL AND THE PROPER STOWED POSITION OF THE T-11R RIPCORDER ASSEMBLY TUCK TABS THROUGHOUT THE AIRBORNE OPERATION.

2.C. DURING SUSTAINED AIRBORNE TRAINING, JUMPMASERS WILL EMPHASIZE THE IMPORTANCE OF GOOD RESERVE RIPCORDER AWARENESS, CONTROL AND THE PROPER STOWED POSITION OF THE T-11R RIPCORDER ASSEMBLY TUCK TABS THROUGHOUT THE AIRBORNE OPERATION.

2.D. AIRBORNE OPERATIONS WILL CONSIST OF ADDITIONAL CHECKS AFTER PARATROOPERS HAVE BEEN JMPI'D. THE SAFETIES WILL AGAIN INSPECT THE TUCK TABS OF EACH JUMPER'S T-11R TO ENSURE THEY ARE PROPERLY SEATED AS THE PARATROOPERS BOARD THE AIRCRAFT.

2.E. JUMPMASERS WILL NOT ASSUME CONTROL OF THE AIRCRAFT PARATROOP DOOR UNTIL THE LOADMASTER HAS CONFIRMED THE AIRCRAFT HAS SLOWED TO 130 KNOTS INDICATED AIRSPEED (KIAS).

2.F. AFTER THE JUMPMASER GIVES THE COMMAND OF "SOUND OFF FOR EQUIPMENT CHECK" AND PRIOR TO "SAFETY CONTROL MY STATIC LINE" THE SAFETY WILL VISUALLY AND PHYSICALLY INSPECT THE TUCK TABS OF THE JUMPMASER'S T-11R BEFORE HE/SHE CONDUCTS THE INITIAL OUTSIDE AIR SAFETY CHECK. IN THE EVENT THE TUCK TABS ARE NOT SEATED PROPERLY, THE SAFETY WILL INSTRUCT THE LOADMASTER TO CLOSE THE PARATROOP DOOR AND THEN REPLACE THE JUMPMASER'S T-11R WITH ONE FROM THE SAFETY KIT. A JUMPMASER SHOULD NOT ROTATE INTO AN OPEN PARATROOP DOOR UNLESS ALL T-11R TUCK TABS ARE SEATED PROPERLY.

2.G. WHEN CONDUCTING DOOR BUNDLE OPERATIONS, THE SAFETY WILL ALSO CHECK THE T-11R OF THE NUMBER ONE JUMPER, WHO ASSISTS THE JUMPMASER IN EXITING THE DOOR BUNDLE FROM THE AIRCRAFT, IN THE SAME MANNER.

2.H. ALL JUMPMASTERS WILL AVOID UNNECESSARY EXPOSURE OUTSIDE THE AIRCRAFT.

2.I. ALL PARATROOPERS JUMPING THE MC-6 PARACHUTE SYSTEM FROM A UH-60 WILL KEEP THEIR HAND ACROSS THE RIPCORDER ASSEMBLY UNTIL EXITING THE AIRCRAFT.

2.J. AIRBORNE UNITS WILL CERTIFY THE TRAINING OF ALL ASSIGNED JUMPMASTERS WITH IMPLEMENTATION OF THESE PROCEDURES PRIOR TO CONDUCTING AIRBORNE OPERATIONS USING THE T-11/MC-6 WITH THE T-11R PARACHUTE.

3. REPORTING

3.A. DZSO AND MALFUNCTIONS OFFICER WILL ENSURE ACCURATE REPORTING OF ALL T-11R ACTIVATIONS IAW AR 59-4.

3.B. DD FORM 1748-2(AIRDROP MALFUNCTION REPORT, JOINT (PERSONNEL-CARGO)) WILL BE USED TO REPORT ALL AIRDROP MALFUNCTIONS AND INCIDENTS. THE MO/AIRCREW INITIATES THIS REPORT. A MALFUNCTION IS DEFINED AS "THE FAILURE OF AN AIRDROP ITEM OR COMPONENT OF AN AIRDROP SYSTEM TO FUNCTION AS IT WAS INTENDED OR DESIGNED," WHETHER THE EQUIPMENT FAILED BECAUSE OF HUMAN ERROR OR EMERGENCY PROCEDURES USED. AN AIRDROP INCIDENT IS DEFINED AS ANY "PROCEDURE THAT PREVENTED THE SUCCESSFUL COMPLETION OF ANY PLANNED AIRDROP OPERATION." SOME EXAMPLES OF AIRDROP INCIDENTS INCLUDE, BUT ARE NOT LIMITED TO, TOWED JUMPERS (CUTAWAY OR RETRIEVED), DUAL DEPLOYMENTS OF PARACHUTES, ENTANGLEMENTS RESULTING IN RESERVE PARACHUTE DEPLOYMENT, AND INADVERTENT AUTOMATIC ACTIVATION DEVICE ACTUATIONS. ANY INCIDENT OR MALFUNCTION THAT HAPPENS TO A PARACHUTIST, AIRDROP DROP LOAD, OR CONTAINER DELIVERY SYSTEM BUNDLE MUST BE REPORTED. DD FORM 1748-2 WILL BE REVIEWED BY A UNIT SME PRIOR TO SUBMISSION TO THE USAQMC&S.

3.C. MALFUNCTIONS OFFICER WILL ENSURE ANY ACTIVATION OF THE T-11R DURING THE DEPLOYMENT PHASE OF THE MAIN CANOPY IS REPORTED.

Elements Of Service: