

## 2017 CSPA Safety Management System | Système de gestion de la sécurité 2017

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### Tandem AIM Reports | Les rapports AID tandem

Accident / Incident/Malfunction	Trend	Cause	Proposed Corrective Action	Action Initiated by:
Accident	Exit	Passenger's feet slipped off top step on exit. Instructor's left knee did not clear and impacted the top of the step.	Tandem Masters ("TMs") must ensure positive control over their passengers at all time. More practice on the ground. Don't rush the exit.	DZ safety officers and Tandem Masters
Accident	Deployment	Dislocation of passenger's right shoulder on opening.	Check for any pre-existing medical issues prior to jumping. Conduct regular checks of the drogue and bridle line to ensure with in proper limits.	DZ safety officers and Riggers
Accident	Deployment	Dislocation of passenger's shoulder on opening.	Check for any pre-existing medical issues prior to jumping. Conduct regular checks of the drogue and bridle line to ensure with in proper limits.	DZ safety officers and Riggers
Accident	Deployment	Extremely hard opening, passenger believed to have gone unconscious, eventually regained consciousness. Canopy flight and landing were normal. Passenger sustained a sore neck.	Consulted multiple riggers and the manufacturer. Canopy removed from service pending their reply.	DZ safety officers and Riggers
Accident	Deployment	Hard opening, sustained sore neck and sore throat.	Consulted multiple riggers and the manufacturer. Likely a packing error. Review packing procedures with all packers.	DZ safety officers, Riggers, & packers
Accident	Deployment	Dislocating of shoulder on opening.	Check for any pre-existing medical issues prior to jumping. Conduct regular checks of the drogue and bridle line to ensure within proper limits.	DZ safety officers, Riggers, & packers
Accident	Canopy	After line twists, tandem pair were not able to steer away from the tree area. Passenger lost consciousness upon tree impact and once regained, had sustained injuries.	Review tandem packing procedures, and deployment procedures, as well as emergency procedures. Discuss the importance of knowing that cutaway decision must be made at a higher altitude if the possibility of drifting over the tree area exists.	DZ safety officers, Riggers, & packers
Accident	Landing	Upon opening, passenger lost consciousness, then quickly regained consciousness. On final the passenger lifted legs for landing but then lowered them to trying and run it out. Their foot got caught and the pair slid on top of it lightly. Firefighters looked at the injury. Passenger said she was fine and had a previous injury.	More stress on the importance of lifting the legs prior to landing. TM to constantly remind passengers to keep their legs up during the landing process.	DZ safety officers, Riggers, & packers

Accident	Landing	Passenger practiced proper leg lifts around 3000 feet. Upon landing, passenger lifted legs but in a diamond shape (not like practiced). Upon landing, right knee bent and leg went under. Complained of ankle pain, ambulance was called.	Student was observed a few feet from the ground lowering her legs, which were in a horizontal bent position. Perhaps stating "Legs up and firm' maybe be better than just 'legs up' twice.	DZ safety officers and Tandem Masters
Accident	Landing	On final, TM asked passenger to lift legs and keep them straight for landing. Passenger lifted legs but only stayed in that position for a couple seconds and lowered legs just before landing. Suffered broken ankle.	More stress on the importance of lifting the legs prior to landing. TM to constantly remind passengers to keep their legs up during the landing process.	DZ safety officers and Tandem Masters
Accident	Landing	Student only partially lifted legs on landing, regardless of instructor commands multiple times on final. Students feet folded-under and instructor rolled on top. Refused treatment, left with ice for possible knee injury.	More stress on the importance of lifting the legs prior to landing. TM to constantly remind passengers to keep their legs up during the landing process.	DZ safety officers and Tandem Masters
Accident	Landing	Second tandem jump, passenger lifted legs for landing and then lowered them just before touching the ground. Appeared to be lower leg fracture, transported by ambulance.	More stress on the importance of lifting the legs prior to landing. TM to constantly remind passengers to keep their legs up during the landing process.	DZ safety officers and Tandem Masters
Accident	Landing	Parachute collapsed just above flare height (15 feet) due to turbulent air. Resulting in hard landing with ankle injury to passenger.	Dropzone to look into better wind forecast apps.	DZ Safety Officer
Accident	Landing	Tandem master's foot caught in rut while conducting a kneel slide landing. Twisted back and heard ankle pop.	TM landings should be stand up or sit slide landing to minimize injuries to TM and passengers	DZ safety officers and Tandem Masters
Accident	Landing	Passenger lifted legs on command, however dropped his knees just as we were landing. He left leg got pulled under him and sustained a lower leg fracture. Went to the hospital by ambulance.	More stress on the importance of lifting the legs prior to landing. TM to constantly remind passengers to keep their legs up during the landing process.	DZ safety officers and Tandem Masters
Accident	Landing	Landing was normal, however on final approach there appeared to be sudden acceleration resulting in a harder than normal landing. Passenger was conscious, reacted to questions. Complained of lower back pain. Immobilized and taken to hospital.	Ensure wind sock visible from all directions in the landing area. Be aware of unusual wind conditions on the landing area.	DZ safety officers and Tandem Masters
Accident	Landing	Passenger did not lift legs on landing. Sustained a broken ankle.	More stress on the importance of lifting the legs prior to landing. TM to constantly remind passengers to keep their legs up during the landing process.	DZ safety officers and Tandem Masters
Accident	Landing	Canopy collapsed on final at around 15 feet. Passenger suffered lower back injury.	When crosswinds are evident, landings should be moved further away from the trees to allow for cleaner winds.	DZ safety officers and Tandem Masters
Accident	Landing	Passenger had difficulty raising her feet during practice landings. During final approach, TM pushed her calves forward. Landed softly, however, passenger's left foot dug in and ended up under buttocks. Bruised left ankle.	More thorough checks of physical fitness before jumps, specifically leg strength sufficient to raise legs for landings.	DZ safety officers and Tandem Masters

Accident	Landing	Landing looked soft but passenger held his leg up saying he thinks he sprained or broke it. Walked off field but we still provided first aid.	More stress on the importance of lifting the legs prior to landing. TM to constantly remind passengers to keep their legs up during the landing process. If an injury is suspected proper medical protocols need to be used.	DZ safety officers and Tandem Masters
Accident	Landing	Passenger went unconscious on final. Landing was soft. Passenger woke up and walked to hanger. After 10 minutes became lightheaded and fainted again. Went to hospital in ambulance.	During initial briefing TM should discuss any medical issues like fainting or fatigue. Ensure passengers hydrated prior to jumping.	DZ safety officers and Tandem Masters
Accident	Landing	Passenger performed satisfactory leg lifts under canopy. Upon landing, lowered legs. Sustained fracture.	More stress on the importance of lifting the legs prior to landing. TM to constantly remind passengers to keep their legs up during the landing process.	DZ safety officers and Tandem Masters
Incident	Canopy	Canopy collision. Student was on final into a southern wind. TM was also on final coming from the west, made a 90 hook turn to turn into southern wind. TM and passengers legs hit the canopy of the student. Both student and tandem pair landed safely.	TM must be aware of all air traffic in their landing pattern, students must also be instructed on proper approach procedures when other canopies in their approach zone. Make sure you know who has the right of way at your DZ.	DZ safety officers, Tandem Masters, CGI, C1, C2, JM, PFFI
Incident	Landing	During landing, passenger did not lift her legs on instructor's instructions. Her toes touched the ground last and her legs ended up in the back. The passenger complained of soreness in her back, ankles, and right knee. She left the dropzone on her own and walking.	More stress on the importance of lifting the legs prior to landing. TM to constantly remind passengers to keep their legs up during the landing process.	DZ safety officers and Tandem Masters
Malfunction	Deployment	Third cell on the right had top skin ripped off from nose to tail. Rather abrupt opening with a heavier passenger. Performed EPs.	Damage may have been caused by the hard opening with a wing loading on the higher side of allowable tolerances. Canopy sent to manufacturer for inspection & repair. Maximum weight limits should never be broken, and for older canopies those maximum limits should be adjusted to reflect the age and wear of the canopy.	DZ safety officers, Riggers, & packers
Malfunction	Deployment	Line twists. Performed EPs and landed safely under reserve.	Review tandem packing procedures, and deployment procedures, as well as emergency procedures. Discuss the importance of knowing that cutaway decision must be made at a higher altitude if the possibility of drifting over the tree area exists.	DZ safety officers, Riggers, & packers
Malfunction	Deployment	On opening, 2 lines broke. EPs performed and landed safely under reserve.	All canopies should be inspected periodically during operation to confirm line condition and any other potential issues with the equipment	DZ safety officers, Riggers, & packers
Malfunction	Deployment	Canopy had end cell closure. Attempted pumping brakes. End cells cleared but canopy began turning hard. Attempted to clear spin but couldn't. Performed EPs and landed safely under reserve.	Photos of opening showed tension knot. Canopy sent to rigger for inspection & line trim check. Review of packing procedures with the packers to ensure proper line stowage.	DZ safety officers, Riggers, & packers

## Student AIM Reports | Les rapports AID étudiant

Accident / Incident/Malfunction	Trend	Cause	Proposed Corrective Action	Action Initiated by:
Accident	Exit	Hit right ankle off the door of airplane. Small scrape and bruising.	Review exit procedures, don't rush the exit.	SSI, JM, PFFI
Accident	Landing	At opening altitude, the instructors had to shake student to remind him of pull time. They also had to help him locate handle. He pulled on his own, held on to his pilot chute for a while and then let go. He had some distance to travel back and was under canopy lower than planned. He was directed back towards DZ. Did not fly straight back to the DZ and ended up having to land in a different field. GCI had moved closer to provide better help. He asked the student to land cross wind, same direction as the field as it was more appropriate for the field condition. GCI asked student to perform a small left turn to compensate for the side push from the wind. Student did a bigger turn than expected found himself flying towards railroad tracks and did another turn to the left on his own to avoid the tracks. Ground radio instructor told him to flare but flare was not very efficient as he was coming out of the turn. Two broken ankles.	Review altitude awareness and pull procedures. Reinforce: steer your parachute in a way to avoid obstacles without doing sharp turns close to the ground. Land crosswind if no other options.	GCI, SSI, PFFI
Accident	Landing	Student landed on runway, late flare. Hard landing. Abrasions on right knee. Took to hospital for possible stitches and x-ray of feet.	Students once under canopy need to set up their flight plan and follow it. Corrective action to avoid obstacles needs to be done at a greater height. Should spend some time with CGI or SSI and go over flight procedures and landing.	GCI, SSI
Accident	Landing	Student flared too high, held flare but impacted ground hard with right foot. Sustained open lower leg fracture.	Students need to be aware of wind limits and how they affect the performance of their canopy on landing. As well as their weight and landing directions. Should have a review briefing on proper landing procedures.	GCI, SSI
Accident	Landing	Good flare at good height. Slight forward movement. Student lifted legs up and apart, resulted in dislocated ankle.	Students should be capable of performing a PLF for the times when errors in landings occur.	GCI, SSI
Accident	Landing	Student did not listen to radio commands and landed crosswind, hitting lower left leg on portable windsock. Complained of pain and was transferred to hospital.	Ensure sufficient time is allocated for GCIs to talk to their students prior to the jump to ensure they understand the corrective words that will be used and review of landing procedures.	GCI, SSI
Accident	Landing	Student did not listen to radio commands on landing pattern. Student did late 90 degree turn and flared on command but hit a parked aircraft. Sustained multiple internal injuries.	Ensure sufficient time is allocated for GCIs to talk to their students prior to the jump to ensure they understand the corrective words that will be used and review of landing procedures.	GCI, SSI

Accident	Landing	Student was blown backward under canopy and tree landing was inevitable. Student followed all instructions for the landing. Student sustained sore back and was transported to hospital.	Better awareness of assessment of wind speeds and change of wind speed & direction. Ensure jumpers carrying out wind penetration checks before committing to landing procedures.	GCI, SSI
Accident	Landing	Student was on final, supposed to flare on his own. He started flaring high, student was told to hold flare and finish on command. Student landed on legs but twisted ankle. Sustained a fracture.	Review flaring techniques and altitudes.	GCI, SSI
Accident	Landing	GCI was supervising. Student was faced into wind, at around 15 feet student did slight left turn. Student reached left then tried to flare. Left foot touched the ground first, student couldn't be weight on it.	Review flaring techniques and altitudes.	GCI, SSI
Accident	Landing	Late flare. Sustained right ankle injury and sore back.	Review flaring techniques and altitudes.	GCI SSI
Accident	Landing	Appeared to be a normal landing, great flare and stood up. After, student sat down, sustained ankle sprain.	Review flaring techniques and altitudes.	GCI SSI
Accident	Landing	Student flared too high, let toggles up, causing canopy to surge, did not flare fast enough to stop impact. Sustained lower leg fracture.	Review flaring techniques and altitudes.	GCI, SSI
Fatality	Deployment	Low deployment, low cutaway. AAD fire. Jumper hit the ground without a fully inflated reserve canopy.	Re-brief students and novices on correct deployment procedures and unusual situations and malfunctions and correct emergency procedures.	SSI, JM, PFFI
Incident	Landing	Student landed directly in front of a tree and canopy fell forward into it.	GCI should ensure all corrective movement under canopy ensures sufficient space to land the canopy safely away from obstacles.	GCI
Malfunction	Deployment	Student went for pilot chute, couldn't find it. Tried 3 times and ended up low. Pulled own reserve but AAD still fired.	Review of pull procedures both on the ground and in the aircraft.	SSI, PFFI
Malfunction	Deployment	Student appeared to have a good canopy, possible panic. Performed EPs and landed safely under reserve.	Discuss the jump with the student and review all actions. Give corrective training where required.	SSI, JM, PFFI
Malfunction	Deployment	As student let go of the plane, within 2 seconds he reached for the pilot chute. The student hesitated for 2 seconds before throwing his pilot chute; while he has his hand on the pilot chute the student becomes unstable and losses stability, by the time the pilot chute is out the student is on his back and is starting to spin. The student free-fell for another 13 seconds before going straight to reserve parachute. Reserve parachute opened and student has trailing equipment, as the reserve starts to fly, the main parachute starts to inflate causing a side by side (two parachutes out) situation. Student does one 90 degree turn into open field landing slightly crosswind. Student flares the main parachute and lands without any injures.	Ensure students are properly dressed i.e. jumpsuits. Review EPs with them prior to each jump stressing never to sacrifice altitude for stability.	SSI, JM, PFFI

Malfunction	Deployment	Line twists. Performed EPs and landed safely under reserve.	Review packing procedures with packers to ensure clean deployment of the lines. Review body position with the student prior to deployment. Review of EPs prior to his jump.	SSI, PFFI, Packers
Malfunction	Deployment	Line twists. Performed EPs and landed safely under reserve.	Review packing procedures with packers to ensure clean deployment of the lines. Review body position with the student prior to deployment. Review of EPs prior to his jump.	SSI, PFFI, Packers
Malfunction	Deployment	Deployed properly - Slider came down causing tension knot. Tried applying brakes. Performed EPs and landed safely under reserve.	Video and inspection showed no evidence of fault. Probably packing error. Review packing procedures with packers.	Packers and riggers
Malfunction	Deployment	Malfunction on main canopy. Performed EPs and landed safely under reserve.	Review of packing procedures with packers	DZ Safety Officer and Packers

## Experienced AIM Reports | Les rapports AID des parachutistes d'expérience

Accident / Incident/Malfunction	Trend	Cause	Proposed Corrective Action	Action Initiated by:
Accident	Deployment	Hard opening, possible concussion.	Inspection of the pilot chute and lines to ensure within tolerances. Ensure canopy suited to the jumper. Review proper body position on opening. Review of packing procedures	C2
Accident	Deployment	Appeared to be bag in tow. Had lacerations on neck from the lines. EPs performed.	Review packing procedures and ensure pin checks are done in the aircraft.	DZ Safety Officers, C2
Accident	Deployment	Hard opening, resulting in trouble flaring. Sustained broken/dislocated neck.	Inspection of the pilot chute and lines to ensure within tolerances. Ensure canopy suited to the jumper. Review proper body position on opening. Review of packing procedures	DZ Safety Officers, C2, Riggers
Accident	Deployment	Extremely hard opening. Removable slider was only attached at 3 points. Landed under main, sore neck and back.	Inspection of the pilot chute and lines to ensure within tolerances. Ensure canopy suited to the jumper. Review proper body position on opening. Review of packing procedures.	DZ Safety Officers, C2, Riggers, Packers
Accident	Landing	Low turn, tried to recover but hit ground while still holding rear risers.	Review high speed landing procedures	C2 and DZ Safety Officers
Accident	Landing	The jumper landed normal facing the wind until he got the exterior of the landing field. He then fell on his left side with his left arm on the ground. Suffered a fracture on his left arm.	Ensure safe walking passage from DZ to packing area.	DZ Safety Officers
Accident	Landing	Turbulence due to trees and wind change on a demo jump. Leg injury to jumper.	A thorough briefing to both DZ party and EJR skydivers of the turbulence caused by westerly winds and closer monitoring of the winds prior to ensure consistency. Clear communication from ground to air to allow for a stop at moments notice. Safety first when ever making the "go or no" decision.	EJR Examiner and DZ Safety Officer
Accident	Landing	Turbulence due to trees and wind change on a demo jump. Leg injury to jumper.	A thorough briefing to both DZ party and EJR skydivers of the turbulence caused by westerly winds and closer monitoring of the winds prior to ensure consistency. Clear communication from ground to air to allow for a stop at moments notice. Safety first when ever making the "go or no" decision.	EJR Examiner and DZ Safety Officer
Accident	Landing	Off dropzone landing. Skydiver did a low turn, suffered contusions to the neck and helmet. Conscious, left on her own.	Review of landing procedures and PLFs. Any head related injury should be sent to local hospital for follow up.	C2, DZ Safety Officer
Accident	Landing	Low turn on final, landed hard. Sustained concussion and minor abrasions.	Review of landing procedures and PLFs. Any head related injury should be sent to local hospital for follow up.	C2, DZ Safety Officer
Accident	Landing	Low turn, sustained broken femur.	Review high speed landing procedures.	C3

Accident	Landing	Landed normally, but after taking a couple steps, fell and suffered a fracture to left collarbone.	Review of PLF landings, PLFs can be conducted even if just tripping after a successful landing.	C2
Accident	Landing	Landed downwind, onto an upslope, with no flare. Sustained multiple injuries to femur and pelvis.	Review of landing procedures and PLFs.	C2
Accident	Landing	Good landing pattern and flare. Suddenly though, the parachute gained lift and she fell on her right shoulder. Sustained dislocation.	Reinforce the importance of PLFs.	C2
Accident	Landing	Low turn, resulting in broken leg and wrist	Review of landing procedures and PLFs.	C2
Accident	Landing	Jumper claimed a bit of down push during final. Landed in thick soft ruts of field and rolled ankle.	Ensure jumpers are aware of any and all wind conditions on the landing area. Ensure windsocks are visible from all directions. Clear landing areas of obstacles.	C2
Accident	Landing	Low turn, impacted hard, bounced about 20 feet and rolled to a stop. Unknown injuries sustained.	Review of landing procedures and PLFs.	C2
Accident	Landing	While jumper was finishing their flare they was surprised by the black mat and didn't have time to flare properly and hit the mat. Sustained ankle injury.	Ensure jumpers are aware of any and all obstacles in the landing area and know how to react to them.	C2
Accident	Landing	Main malfunction. Cutaway, main and reserve entanglement. Jumper conscious but left in medivac.	Inspect equipment for any possible hang-up points that would affect the release of the main.	DZ Safety Officer, Riggers
Fatality	Exit	Wingsuiter collided with another on exit. No canopy deployment. No AAD.	Jumpers participating in FS in any discipline should have an AAD. Exit procedures should be discussed and practiced further.	DZ Safety Officer
Incident	Exit	Helmet came off on exit.	Be more aware of the quick release strap and how it works.	C2
Incident	Deployment	Jumper had no AAD so was using rental gear. AAD fire after supposed hard pull.	Review EPs and reference checks on visiting jumpers.	DZ Safety Officer, C2
Incident	Deployment	Premature opening.	Ensure pilot chute is correctly stowed.	Jumper
Incident	Deployment	Deployed pilot chute, felt trap door and realized my main had released. Went to EPs but had a reserve canopy already inflated before I could get to the handle. Cutaway handle must have been pulled during the hybrid jump. Landed safely.	Remind jumpers to be careful of handles during group formations and hybrid jumps.	DZ Safety Officer, C2
Incident	Landing	Jumper misread the windsock and did a right hand pattern, overshot landing area and landed in parking lot, hit 3 parked cars.	Revisit landing patterns and braked turns.	C2
Incident	Landing	Landed 5-10 feet short of designated landing area for demo jump. Pattern was too big, realized I couldn't make it around 100 ft. Landed in a small clear area of crowd. No injuries to myself or spectators.	Have a runway cleared for approach. Ground control needs to asses the situation before it happens and ensure crowd is informed and responds accordingly.	Ground crew and EJR Jumpers
Incident	Landing	While flying a large canopy with 1000 sq./ft. flag, the prevailing winds caused difficulty in forward penetration. Rather than attempt to land on the designated DZ with possible risk of landing short in water, I chose an alternate south of the river. I landed safely in a large grassy field.	When spotting for jumps where towed equipment will be used, allowanced need to be made to ensure release points are correct.	Ground crew and EJR jumpers



Malfunction	Deployment	Pilot chute in tow. Performed EPs and landed safely under reserve.	Review packing procedures and ensure pin checks are done in the aircraft.	C2s
Malfunction	Deployment	Brake fire on opening, spinning malfunction. Performed EPs and landed safely under reserve.	Stow brakes better.	All Jumpers in consult with a Rigger
Malfunction	Deployment	Line twists. Performed EPs and landed safety under reserve.	Review packing procedures.	All Jumpers in consult with a Rigger
Malfunction	Deployment	Line twists. Performed EPs and landed safety under reserve.	Review packing procedures.	All Jumpers in consult with a Rigger
Malfunction	Deployment	Line twists. Performed EPs and landed safely under reserve.	Review packing procedures.	All Jumpers in consult with a Rigger
Malfunction	Deployment	Line over. Performed EPs and landed safely under reserve.	Review packing procedures.	All Jumpers in consult with a Rigger
Malfunction	Deployment	Bridle wrapped around foot. Performed EPs and landed safely under reserve.	Review deployment body position and pull procedures.	C2
Malfunction	Deployment	Twisted risers. Flipped through. Performed EPs and landed safely under reserve.	Pay more attention when packing to avoid flip throughs	DZ Safety Officer, Packers
Malfunction	Deployment	Opened with line twists. Cutaway above 2000'. Landed safely	Review packing procedures.	All Jumpers in consult with a Rigger
Malfunction	Deployment	Wingsuiter - line twists. Performed EPs and landed safely under reserve.	Review packing procedures	All Jumpers in consult with a Rigger
Malfunction	Deployment	Hard opening. Spinning & line twists. Performed EPs and landed safely under reserve.	Ensure proper packing to avoid hard openings, inspect pilot chute and bridle to ensure with in proper specs.	All Jumpers in consult with a Rigger
Malfunction	Deployment	Brake fired on opening. Spinning malfunction. Performed EPs and landed safely under reserve.	Review packing procedures and ensure brakes are properly stowed.	All Jumpers in consult with a Rigger
Malfunction	Deployment	Hard opening. Performed EPs and landed safely under reserve.	Review packing procedures, inspect pilot chute and bridle to ensure with in proper specs.	Packers and Riggers
Malfunction	Deployment	Pilot chute accidentally pulled by another skydiver on belly jump. Several line twists. Performed EPs and landed safely under reserve.	Ensure jumpers are made aware of where the other jumpers are and their handles when doing any kind of proximity flying.	DZ Safety Officer
Malfunction	Deployment	Wingsuit jump - line twists.	Review packing procedures.	All Jumpers in consult with a Rigger
Malfunction	Deployment	Caused by toggle fire likely caused by tucking the riser cover. Performed EPs and landed safely under reserve.	Take extra care while tucking risers into flaps. Take more time to assess the situation before pulling reserve.	All Jumpers in consult with a Rigger
Malfunction	Deployment	Hard opening. 2 out of 3 lines broken. Performed EPs and landed safely under reserve.	Review packing procedures, inspect pilot chute and bridle to ensure with in proper specs.	All Jumpers in consult with a Rigger
Malfunction	Deployment	Line twists. Performed EPs and landed safely under reserve.	Review packing procedures.	DZ Safety Officer
Malfunction	Deployment	Line twists. Performed EPs and landed safely under reserve.	Review packing procedures	DZ Safety Officer

## Aircraft AIM Reports | Les rapports AID d'avion

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Accident / Incident/Malfunction	Trend	Cause	Proposed Corrective Action	Action Initiated by:
Accident	Take-off	Plane took-off, immediate bank to the right and crashed. Jumpers & pilot escaped, minor injuries.	Ensure aircraft is continually monitored and inspected.	Pilot, DZO
Incident	Climb	Container opened in the plane. Snag point was a fire extinguisher in the JM seat location.	Change location of the fire extinguisher, be more aware of handles and snag points in the aircraft.	Pilot, DZO

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