

2015 CSPA Safety Management System | Système de gestion de la sécurité 2015

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Tandem AIM Reports | Les rapports AID tandem

Accident / Incident/Malfunction	Trend	Cause	Proposed Corrective Action	Action Initiated by:
Accident	Deployment	Tandem passenger suffered a dislocated shoulder during a routine tandem jump.	Tandem Masters should be made aware of any history of injuries prior to jumping.	Manifest, Tandem Masters
Malfunction	Canopy	Tandem Master experienced line twists. After unsuccessfully trying to kick out of them, emergency procedures were initiated and the reserve was deployed.	Packers must ensure that the deployment bag is positioned correctly in the container so as to allow a symmetrical deployment from the container.	Packers, Tandem Masters
Accident	Landing	Tandem Master was caught in unexpected gusts and dragged with passenger before the catchers could get to him. He was taken to hospital with unknown injuries.	In situations of higher wind landings, catchers should be downwind of the tandem to ensure the fastest possible time to take control of the canopy.	DZ Safety Officer
Accident	Landing	Tandem passenger dropped their legs just prior to landing. This resulted in a fractured ankle to the passenger and a tailbone injury to the Tandem Master.	Tandem Masters to review the importance of passengers maintaining their legs up during landings. Practice drills can be done on the ground so that the Tandem Master is better able to judge how long the passenger is able to keep their legs up prior to landing.	Tandem Masters
Accident	Landing	During a routine tandem jump, there was an unknown malfunction to the main canopy. Possibly a line over or line twists. Emergency procedures were initiated and the reserve was deployed. The reserve canopy continued to spin. The Tandem Master and Passenger continued spinning under the reserve canopy until contact with the ground.	As details with this incident are vague, we can only speculate that the constant turning was due to a possible line over on one side of the canopy. When experiencing turns under the canopy, ensure both toggles are unstowed and if under a reserve, compensate for the turn by doing a corrective turn on the other toggle.	Tandem Masters, Tandem Examiners, DZ Safety Officer

Student AIM Reports | Les rapports AID étudiant

Accident / Incident/Malfunction	Trend	Cause	Proposed Corrective Action	Action Initiated by:
Malfunction	Deployment	Student experienced an unstable exit from the aircraft and became entangled in his lines after deployment.	Ensure students are taught proper body position and are proficient with their exit procedures prior to skydive.	Jump Master, Skydive School Instructor
Malfunction	Canopy	On a jumper's 17th jump, while doing his canopy control check, he noticed that the canopy was not the proper shape and was turning. The Ground Control Instructor noticed that canopy was not fully inflated on the right side. Emergency procedures were initiated and the reserve was deployed.	Possible causes were that there was a line over on the right side or end cell closure. If a line over is the cause and the canopy flight cannot be controlled, emergency procedures are the proper course of action. If it is end cell closure, jumper should pump the brakes during the control check to clear the issue. Canopy procedures should be reviewed.	Ground Control Instructor, Coach 2s
Malfunction	Canopy	Line twists development. Student initiated emergency procedures and deployed the reserve. Upon retrieval of the main canopy, one toggle was found unstowed.	During training, instructors should ensure that they teach the students to check their toggles if their canopy is turning and to ensure that both toggles are released at the same time.	Jump Master, Skydive School Instructor
Malfunction	Canopy	Student lost altitude awareness after stability issues. This resulted in AAD activation and two canopies. The main was cut away low and the jumper landed safely under the reserve.	Students need to be aware of the importance of maintaining altitude awareness and deployment procedures regardless of body position.	Jump Master, Skydive School Instructor
Malfunction	Canopy	Student experienced a line over after deployment. Emergency procedures were initiated and the reserve was deployed.	Ensure correct packing procedures are followed with proper control of the lines.	Packers
Accident	Landing	An inexperienced jumper on radio flared low upon landing in a ditch with their legs up. Leg was fractured.	Ground Control Instructors should ensure jumpers are kept away from obstacles in the landing area. Students should be taught PLFs to ensure their body is protected in case of high speed or improper landings.	Ground Control Instructor, Jump Master, Skydive School Instructor
Accident	Landing	A first jump student failed to follow instructions from the Ground Control Instructor. This resulted in an early flare on landing. The jumper released and flared a second time, impacting the ground. Resulted in an injury to his right ankle.	Commands should be kept simple. "Prepare to land", then at the right time, "flare". Review of landing procedures for both Ground Control Instructors and students.	Ground Control Instructor, Jump Master, Skydive School Instructor

Accident	Landing	Student landed with his legs wide apart and fractured his leg upon landing.	Ensure students are taught proper body position for landing and PLFs.	Ground Control Instructor, Jump Master, Skydive School Instructor
Accident	Landing	Student performed a low turn and impacted the ground on his knees.	Commands should be kept simple. "Prepare to land", then at the right time, "flare". Review of landing procedures for both Ground Control Instructors and students. Emphasis on landing pattern altitudes that allow for enough altitude for canopy to recover to full flight.	Ground Control Instructor, Jump Master, Skydive School Instructor
Accident	Landing	Student misjudged the wind direction and landed crosswind into a fence. Minor injuries were sustained.	Ensure wind indicators are visible in several areas around the dropzone and that jumpers are aware of their location relative to the landing area.	DZ Safety Officer, Ground Control Instructor, Jump Master, Skydive School Instructor
Incident	Landing	Student was unable to clear the runway before landing. This resulted in the student landing on the runway and being dragged. No injuries were sustained.	Students need to be aware of the minimum altitude for clearing possible hazards. Students should be in clear air space prior to commencing landing pattern.	Ground Control Instructor, Jump Master, Skydive School Instructor
Accident	Landing	Student suffered a broken leg on landing after turning her foot on landing.	Ensure students are taught proper body position for landing and PLFs.	Ground Control Instructor, Jump Master, Skydive School Instructor
Accident	Landing	Student carried out a dual flare without allowing canopy to recover. Student sustained a hip injury.	Commands should be kept simple. "Prepare to land", then at the right time, "flare" .Review of landing procedures for both Ground Control Instructors and students. Emphasis on holding a flare once they have committed.	Ground Control Instructor, Jump Master, Skydive School Instructor
Accident	Landing	Student failed to follow instructions correctly from the Ground Control Instructor. This resulted in a hard landing and the jumper was taken to a local hospital.	Commands should be kept simple. "Prepare to land", then at the right time, "flare". Review of landing procedures for both Ground Control Instructors and students. Emphasis on the importance of following instructions.	Ground Control Instructor, Jump Master, Skydive School Instructor

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

Accident / Incident/Malfunction	Trend	Cause	Proposed Corrective Action	Action Initiated by:
Malfunction	Deployment	An experienced jumper attempted to deploy the pilot chute but the bridle got hung up. The pilot chute couldn't be deployed so emergency procedures were initiated and the reserve was deployed.	Ensure correct packing procedures are followed and that gear checks are done prior to boarding and exit.	Packers, Equipment owners
Malfunction	Deployment	Fouled pilot chute resulted in a pilot chute in tow. Emergency procedures were initiated and the reserve was deployed.	Ensure correct packing procedures are followed and that gear checks are done prior to boarding and exit.	Packers, Equipment owners
Malfunction	Deployment	Jumper deployed his main canopy. The pilot chute failed to deploy the deployment bag. Emergency procedures were initiated and the reserve was deployed. Upon inspection following the jump, it was determined that the pilot chute bridle was tangled in a knot.	Ensure correct packing procedures are followed.	Packers, Equipment owners
Incident	Deployment	Premature opening. Pilot chute came out of BOC and through the wing on jumpsuit deploying the canopy and ripping wing off jumpsuit at about 6000'. Back flying may have instigated premature pilot chute deployment (through wing). Safe landing under main canopy.	Regular gear checks should include inspection of the BOC and proper stowage of the pilot chute.	Packers, Equipment owners
Malfunction	Deployment	After a weak throw, the pilot chute became entangled with the jumper and the main failed to activate. AAD activation.	Stress the importance of proper deployment procedures as well as stable body position during deployment.	Coach 2s
Malfunction	Canopy	During a routine PFF jump, the instructor had a stable deployment. Once under canopy he experienced line twists and was not able to recover. Emergency procedures were initiated and his reserve was deployed.	Line twists can occur from different situations. In this case, ensuring that the stows are double wrapped will help prevent premature line dump and twists.	Packers, Equipment owners
Malfunction	Canopy	During a routine wingsuit jump, the jumper experienced line twists and was spinning on his back. No RSL installed. Emergency procedures were initiated and the reserve was deployed.	Emphasis on maintaining a stable body position during deployment. Double wrapping the line stows can also help control line dump and prevent twists.	Coach 2s, Packers, Equipment owners
Malfunction	Canopy	Line twists quickly developed into a spiraling diving canopy. Emergency procedures were initiated and the reserve was deployed.	On smaller canopies, line twists can quickly result in a spiralling dive. Emphasis on correct packing procedures and ensure that line stows are correctly secured.	Packers, Equipment owners

Malfunction	Canopy	Line twists quickly developed. Emergency procedures were initiated and the reserve was deployed.	Ensure correct packing procedures are followed and emphasis on stable body position during deployment.	Packers, Equipment owners, Coach 2s
Malfunction	Canopy	Recurring issues with slider hang up since the canopy was relined by the manufacturer. Emergency procedures were initiated and the reserve was deployed.	Slider hang ups could be caused by snagging the bumper stops or the damaged grommets. If the issue is not the equipment, then review packing procedures.	Riggers
Malfunction	Canopy	Line twists quickly developed into a spiraling diving canopy. Emergency procedures were initiated and the reserve was deployed.	Emphasis on correct packing procedures and ensure that line stows are correctly secured.	Packers, Equipment owners
Malfunction	Canopy	Canopy stalled and collapsed during a control check. Emergency procedures were initiated and the reserve was deployed. Upon inspection, the left toggle was stowed incorrectly.	Review of correct packing procedures with emphasis on correctly stowing the brakes.	Packers, Equipment owners
Malfunction	Canopy	A novice jumper was unable to unstow one of the steering lines. Emergency procedures were initiated and the reserve was deployed.	Ensure toggles are properly stowed and excess line is stowed in such a way that it does not inhibit the toggles to be released from the risers.	Packers, Equipment owners
Fatality	Canopy	A wingsuit jumper exited the aircraft at 13,000 feet. The canopy was deployed at 2,800 feet according to his Flysight. The jumper was observed in an uncontrolled spiral under canopy. There was no initiation of emergency procedures or reserve deployment. The jumper struck the ground under the spinning main canopy. Investigation of the equipment found one toggle still stowed. The arm zippers of the wingsuit were still zipped.	Investigation is still underway. Possible scenarios: medical condition, centrifugal forces hampering the ability to reach handles or arm zippers, interference from wingsuit material hampered his ability to locate his handles or zippers. Ensure all wingsuit jumpers review discipline specific emergency procedures and how to respond to different situations, specifically high speed.	Coach 2s, Wingsuit instructors, Wingsuiters
Accident	Landing	A solo jumper with 40 jumps experienced a wind direction change and turbulence as he approached the landing area. Upon landing, he struck three vehicles in the parking lot and was taken to the hospital with minor injuries sustained during his landing.	Jumpers should always check the windsocks prior to boarding, constantly while under canopy, and during final approach and landing. Ensure penetration checks are done to ensure your canopy is capable of making it back to the intended landing area. Always be aware of safe alternate landing areas.	DZ Safety Officer, Coach 2s
Accident	Landing	While performing a high performance landing, the jumper caught his foot in a rut and injured his ankle.	Areas used for high performance landings should be checked for potential obstacles that could pose a threat to jumpers. Ensure that all ruts are filled.	DZ Safety Officer
Accident	Landing	A solo jumper experienced gusting winds while under canopy and was blown away from the landing area. The jumper landed into a fence and hit the house. Suffered bruising and mild scrapes.	Jumpers should always check the windsocks prior to boarding, constantly while under canopy, and during final approach and landing. Ensure penetration checks are done to ensure your canopy is capable of making it back to the intended landing area. Always be aware of safe alternate landing areas and review obstacle procedures, as well as additional training in cross wind and downwind landings is encouraged.	DZ Safety Officer, Coach 2s

Accident	Landing	During a landing in an alternate landing area, the jumper made a low turn and impacted the ground. The jumper was taken to hospital. Injuries are unknown.	Emphasis on carrying out proper landing procedures and patterns, regardless of the landing area. This includes setting up with sufficient time to allow the canopy to recover to full flight before landing.	Coach 2s
Accident	Landing	Jumper performed a low altitude 180 degree turn, striking the ground hard.	Review all landing procedures with emphasis on ensuring sufficient altitude for canopies to recover to full flight prior to landing.	Coach 2s
Accident	Landing	A jumper performed a landing under his first sport canopy. The landing was misjudged and landed crosswind and sustained a sprained ankle.	Ensure all jumpers moving to different canopy types and sizes are given a full briefing prior to the jump.	Coach 2s

Aircraft AIM Reports | Les rapports AID d'avion

Accident / Incident/Malfunction	Trend	Cause	Proposed Corrective Action	Action Initiated by:
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