



SAFETY MANAGEMENT SYSTEM (SMS)

Occurrence and Risk Mitigation Reporting

AIM Analysis as of April 2026

Table of Contents	Page
DISCLAIMER	2
1 - TANDEM	3
1.1. Accident	3
1.2. Incident	3
1.3. Malfunction.....	3
2 – STUDENT	3
2.1. Accident	3
2.2. Incident	3
2.3. Malfunction.....	3
3 – EXPERIENCED	4
3.1. Accident	4
3.2. Incident	4
3.3. Malfunction.....	4
4 – Equipment	4
5 - Aircraft.....	5

DISCLAIMER

The data and information used in the Safety Management System ("SMS") of CSPA is privileged and to be kept confidential. Any publication of any data or information from the CSPA's SMS by CSPA is for safety information purposes only and to enhance the safety awareness of parachutists.

1 - TANDEM

1.1. Accident

1.2. Incident

2026T-01

- **Category:** Deployment
- **Passenger Age:** N/A
- **# of tandem skydives (instructor):** 10375
- **Container:** UPT Sigma
- **Main Canopy:** Icarus TX2
- **Details:** Solo Tandem Recert Jump: Jumper deployed drogue at 4500 feet which opened immediately. The TX2 main parachute took a little over 2000 feet to open finally deploying main parachute and then the reserve opened immediately afterwards. Witnesses on the ground observed the parachutist in freefall without the drogue for most of the jump, followed by deployment and then almost instantaneous opening of the reserve. Parachutist found themselves in a situation with two open parachutes, one which appeared to be trying to encircle the other. The jumper cut the main parachute away and landed under the reserve without incident. Once on the ground, it was determined that the AAD had fired.
- **DZSO Recommendations:**
 - Human Factors
 - The instructor reported having intentionally deviated from the applicable tandem standards by deciding to pull the drogue lower during the solo refresher jump in order to spend as little time as possible in freefall, in the cool early-season temperatures. The instructor was doing a refresher jump after 6 months on the ground. This factor definitely played a major role in the instructor's judgment ability. During freefall, while checking handles, the instructor spent more time looking for the RSL, which made them lose awareness of altitude. The instructor then believes they deployed the drogue followed immediately by executing the main parachute handle.
 - At the instructors' request, and in order to reduce time spent in cold conditions, the jump was made at 9,000'. This factor played a role in this incident because the instructor reported that they expected more freefall time given the habit of jumping at 13,000'.
 - Recommendations
 - Procedure review with UPT examiner - Personal review of procedures with emphasis on the following points: discipline around exits and drogue deployment; emergency procedures in terminal freefall; altitude awareness and decision-making under pressure
 - Evaluation jump with examiner as passenger
 - Other
 - Although the dominant factor in this incident was the deviation from standards and procedures, it was noted that the normal tandem refresh altitude is at least 10,500'. Consequently, the procedure has been standardized. Any other measures may be taken once data is received by Vigil."
- **CSPA Recommendations:** CSPA supports the root cause analysis and recommendations of the DZSO as provided.
- **Action by:** Tandem Instructors; DZSO; DZOs

1.3. Malfunction

2 – STUDENT

2.1. Accident

2.2. Incident

2.3. Malfunction

3 – EXPERIENCED

3.1. Accident

2026E-01

- **Category:** Landing
- **Discipline:** Formation Skydiving
- **Age:** 38
- **# of skydives:** 1084
- **Container:** Wings
- **Main Canopy:** Precision Nitron 135
- **Details:** Jumper was landing their main parachute in an alternate landing area. The jump, canopy flight, and pattern were all normal without issues. As the jumper was landing and "surfing" the grass their right foot caught a hole in the landing area. As the jumper was still travelling forward with some speed it caused their ankle (tibiotalar joint) to dislocate laterally and fracture their fibula. As the jumper rolled onto their left side to ask for assistance from another jumper on the landing area, the ankle popped back into forward facing alignment. Surgery was required. Ambulance was called and jumper was transported to local hospital.
- **DZSO Recommendations:** Landing area is checked regularly by DZSO for holes and repair is done as needed. The holes are common in the alternate landing area due to regular animal activity.
- **CSPA Recommendations:** Assess, flag, and/or repair potential obstacles and hazard areas in landing area, such as uneven ground, animal holes, drainage, and so forth to minimize potential injury.
- **Action by:** Jumper; Coaches; Instructors; DZSO

3.2. Incident

3.3. Malfunction

2026E-01

- **Category:** Deployment
- **Discipline:** Formation Skydiving
- **Age:** 37
- **# of skydives:** 3200
- **Container:** Mirage G4.1
- **Main Canopy:** Fluid Wings Airwolf 2 79
- **Details:** Second jump of the day, the first went well. Retake a jump with a student, everything goes smoothly. The student opens at 5500 feet successfully. Then jumper separates to open at 4500 feet. Very violent opening followed by a backflip, leading the jumper to believe broken lines. Cutaway then reserve opening after stabilization without incident. All equipment was recovered. Inspection of the main canopy revealed no problems. The whole set up was jumped six times the next day without issue.
- **DZSO Recommendations:** First time since jumping this equipment that such a violent incident occurred. The feeling is that it was just a random unlucky moment.
- **CSPA Recommendations:** Reviewing malfunctions often will help jumpers deal with most situations that can occur at opening (PIM2B; Section 6.1.1 Canopy Malfunctions Review). Review of equipment specific packing procedures should be completed and consult with a Rigger if necessary.
- **Action by:** Jumpers; Riggers; Packers; DZSO

4 – Equipment

2026EQ-01

- **Container:** Sunpath Javelin
- **Main Canopy:** Sabre 3 120
- **Details:** During an equipment inspection, two problems were found:
 - 1. Incorrect routing of the spare cable. The cable did not pass through the RSL guide rings on the spare flap. Note: Equipment does not have an active RSL, and it is used in crew mode.

- 2. Incorrect assembly of main wing soft links (soft links with rings)
- **DZSO Recommendations:** Rigger contacted Sunpath to confirm if this was a compliant way to route the cable and they confirmed that it was not. With or without RSL, it must pass through the guide rings.
- **CSPA Recommendations:** When performing gear inspections or working on any piece of equipment, always consult the manufacturer's manual to ensure all recommended procedures, specifications, and requirements are fully met.
- **Action by:** Jumpers; Riggers; Packers

2026EQ-02

- **Container:** Wings
- **Main Canopy:** Sabre 2 170
- **Details:** A gear check was performed by the jumper (rigger) on a new skydiver prior to boarding the plane which included an inspection of the reserve pin and surrounding area. Everything looked fine and they went on the aircraft. Jumpers on the aircraft exited and everyone landed without incident in the designated landing area. The jumper (rigger) was bothered by the way the reserve looked when they performed a pin check and went to take a look at the Wings manual and a closer look at the jumpers rig when they were on the ground. The jumper (rigger) determined that the closing flaps were in the incorrect order, specifically the bottom flap was closed first, followed by the top flap, then the pin was inserted. The manual (Page 22 of the current manual on the website) states that the top flap is closed prior to the bottom flap. The jumper (rigger) informed the rigger that packed the reserve in question. That rigger checked the manual and confirmed the findings. The rigger was already planning to do some work on that rig and said they would fix the flap order. They were done jumping for the day so it was left at that. At the time of writing this report the owner of the rig informed that the issue was indeed corrected by the rigger who packed it.
- **DZSO Recommendations:** N/A
- **CSPA Recommendations:** When performing gear inspections or working on any piece of equipment, always consult the manufacturer's manual to ensure all recommended procedures, specifications, and requirements are fully met.

5 - Aircraft