



SAFETY MANAGEMENT SYSTEM (SMS)

Occurrence and Risk Mitigation Reporting

AIM Analysis as of June 2026

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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."
- **SMS Analyst Recommendations:** CSPA supports the root cause analysis and recommendations of the DZSO as provided.
- **Action by:** Tandem Instructors; DZSO; DZOs

2026T-02

- **Category:** Landing
- **Passenger Age:** 70
- **# of tandem skydives (instructor):** 3715
- **Container:** UPT Sigma
- **Main Canopy:** Sigma Tandem 340
- **Details:** Exit and freefall were unremarkable. Winds were from the west, which becomes slightly sketchier due to wake turbulence from nearby object, hangar, trees etc. This direction of wind is not atypical and as such a modified west pattern was utilized keeping the down-wind phase over the fields and away from the downwind side of the hangar. Instructor felt confident with setup and turns were made at appropriate altitude. After turning to final, TI was moving straight west, in line with the "eat the carrot" view of the 3 windsocks in the landing area. TI felt confident that the setup for landing was appropriate given the conditions. During this landing the canopy was crabbing, if not going directly north as if the wind was an entirely different direction than the socks read. TI and student landed hard on their side. They both stood up. TI was fine, student complained of ankle pain but was able to make it to the hangar by their own volition. No crutch or assistance needed.

- **DZSO Recommendations:** N/A
- **SMS Analyst Recommendations:** Review the manufacturers recommendations for external factors that can alter flight cycle and/or flare performance including, but not limited to, winds, passenger weight, outside temperature changes, terrain, and altitude.
- **Action by:** Tandem Instructors; DZSO; DZOs

2026T-03

- **Category:** Landing
- **Passenger Age:** 37
- **# of tandem skydives (instructor):** N/A
- **Container:** UPT Sigma
- **Main Canopy:** Sigma 1 340
- **Details:** Landing incident. Instructor did a complete brake but final landing was abrupt and student received impact on butt on landing. Probable cause is winds from south east created turbulence.
- **DZSO Recommendations:** The landing was videotaped and will be analyzed and debriefed with a Tandem Examiner to learn from this landing.
- **SMS Analyst Recommendations:** Review the manufacturers recommendations for external factors that can alter flight cycle and/or flare performance including, but not limited to, winds, passenger weight, outside temperature changes, terrain, and altitude.
- **Action by:** Tandem Instructors; DZSO; DZOs

2026T-04

- **Category:** Landing
- **Passenger Age:** 56
- **# of tandem skydives (instructor):** 3000
- **Container:** UPT Micro Sigma
- **Main Canopy:** Icarus TX2 330
- **Details:** After an uneventful tandem exit, freefall, and canopy ride, the student barely lifted their legs and then as the Instructor touched the ground, the student reached with their legs and they caught the ground. Instructor managed to stay upright for a second and then rolled over the student to the TIs hands and then sideways without putting any of their weight on the student. Student had a sore knee but after a minute of relaxing, walked off the landing area and around the DZ without assistance. Follow up with student they reported just a sore knee but otherwise no injury.
- **DZSO Recommendations:** Landing video has been kept on file by the DZSO. Student had legs lifted and then dropped one at the last second. Light knee sprain. Student walked on their own power off field. Tandem Instructor handled it well considering the circumstances and rolled over to avoid placing extra strain on the student.
- **SMS Analyst Recommendations:** Advise passengers of potential hazards from not fully lifting legs before landing, in advance of skydive. Have passenger demonstrate prior to jump and ensure proper technique, if unable to demonstrate the ability to lift legs do not take on jump. Technique should also be practiced under canopy prior to 1500 feet.
- **Action by:** Tandem Instructors; DZSO; DZOs

2026T-06

- **Category:** Other
- **Passenger Age:** N/A
- **# of tandem skydives (instructor):** 8500
- **Container:** UPT
- **Main Canopy:** Sigma 340
- **Details:** Over the course of 3 tandem jumps Tandem Instructor had unknowingly suffered a heart attack. Unknown that the conditions they were feeling was a cardiac event as they would have stopped sooner. Just thought it was a long day and thirsty. All tandems went normally.
- **DZSO Recommendations:** N/A
- **SMS Analyst Recommendations:** Instructors should be in good health, with no heart conditions or any other debilitating ailment.
- **Action by:** Tandem Instructors; DZSO; DZOs

1.3. Malfunction

2026T-05

- **Category:** Deployment
- **Passenger Age:** N/A
- **# of tandem skydives (instructor):** 360
- **Container:** UPT
- **Main Canopy:** Sigma 2 340
- **Details:** Instructor exited at 10000', drogue throw and freefall was good. Instructor released the drogue at 5500'. The main opened with line twists, which the Instructor wasn't able to clear before the canopy went into a spin. Instructor cutaway and pulled the reserve and landed at the dropzone. The main was recovered immediately but the freebag has not been found.
- **DZSO Recommendations:** N/A
- **SMS Analyst Recommendations:** "Attempt to kick out of the line twist, instructing the student to assist if necessary. If unsuccessful, perform emergency procedures by pulling the cutaway handle, ensuring full release of the main risers, physically assisting if necessary. Immediately pull the reserve handle." (Sigma Tandem Manual Chapter 3: Deployment Problems). Regular review of UPT Sigma Tandem Manual Chapter 1: Reserve Procedure. Review of equipment and specific packing procedures should be completed consulting with a Rigger if necessary.
- **Action by:** Tandem Instructors; Riggers; Packers; DZSO; DZOs

2026T-07

- **Category:** Canopy
- **Passenger Age:** 36
- **# of tandem skydives (instructor):** 1200
- **Container:** UPT Vector
- **Main Canopy:** Icarus TX2 Steep 330
- **Details:** Tension knot during brake release. Right brake, cascade level.
- **DZSO Recommendations:** Upon review could not find any element that could have caused this malfunction.
- **SMS Analyst Recommendations:** Regular review of UPT Sigma Tandem Manual Chapter 1: Reserve Procedure. Review of equipment and specific packing procedures should be completed consulting with a Rigger if necessary.
- **Action by:** Tandem Instructors; Riggers; Packers; DZSO; DZOs

2 – STUDENT

2.1. Accident

2026S-03

- **Category:** Landing
- **Student Type:** PFF
- **Age:** 31
- **# of skydives:** 2
- **Container:** UPT Vector SE
- **Main Canopy:** PD Navigator 260
- **Details:** Student was on complete normal landing, flare was called at correct altitude. Student did not complete PLF instead dug heels in, fell forward on knees coming to a stop on all fours. Student indicated their ankle hurt and was helped back to the dropzone where they were assessed by an off duty medic. Medic applied ice and advised visiting a doctor, which the student did. Student report into the dropzone the following day that her foot was broken.
- **DZSO Recommendations:** Students are encouraged to follow proper PLF technique as taught and reviewed throughout the PFF course.
- **SMS Analyst Recommendations:** Review educational material on Landing Techniques (CSPA PIM2A-2009; Section 6.7) and Landing Problems and Solutions (CSPA PIM2A-2009; Section 6.17.5). Students should be taught, review, and practice the Parachute Landing Fall (PLF) referencing SSI Reference Manual, Appendix - Skydiving Technical Knowledge PLF Landing.
- **Action by:** Jumpers; Coaches; Instructors; DSZO

2026S-04

- **Category:** Landing
- **Student Type:** Static Line
- **Age:** 27
- **# of skydives:** 2
- **Container:** Icon
- **Main Canopy:** Solo 270
- **Details:** After a bad exit, student grabbed the strut and did not let go at first. Left aircraft. Followed instruction well until about 150' above ground. Was asked to do a small left turn which they did, but even after asking them to keep hands up, they did not. Student did a very slow turn into the ground and flared at almost ground level. Student hit hard and did a tumble. People went to give first aid. Student insisted they were okay and walked in with help. It appeared they were staring at the ground and may have fixated on it. After encouragement from staff and friends, the student said they would go to the hospital to get checked out. The students ankle was sore and they may have hit their head.
- **DZSO Recommendations:** It appears the student was fixated on the ground and froze. They also froze at exit for a while but was hanging on the strut which made it impossible to bring back into aircraft. When the student is feeling better we will talk to them but the recommendation is to try another sport.
- **SMS Analyst Recommendations:** Student and Instructor to review and physically rehearse climb out and exit procedures (JM Reference Manual, Appendix: Dispatching Techniques for Specific Aircrafts). Review educational material on Landing Techniques (CSPA PIM2A-2009; Section 6.7) and Landing Problems and Solutions (CSPA PIM2A-2009; Section 6.17.5). Students should be taught, review, and practice the Parachute Landing Fall (PLF) referencing SSI Reference Manual, Appendix - Skydiving Technical Knowledge PLF Landing. Review of CSPA PIM2B; Section 6.3.1 Factors Affecting Human Performance, will assist in recognizing possible performance inhibiting factors. DZSOs should review existing operating procedures and processes as it pertains to recurrency tasks and responsibilities to mitigate risks.
- **Action by:** Jumpers; Instructors; DSZO

2026S-06

- **Category:** Landing
- **Student Type:** IAD
- **Age:** 34
- **# of skydives:** 5

- **Container:** Mirage
- **Main Canopy:** Navigator 260
- **Details:** Student lifted their legs on landing causing them to land on their tailbone.
- **DZSO Recommendations:** Tendency to land on their butt, need to continually reinforce proper landing position.
- **SMS Analyst Recommendations:** Review educational material on Landing Techniques (CSPA PIM2A-2009; Section 6.7) and Landing Problems and Solutions (CSPA PIM2A-2009; Section 6.17.5). Students should be taught, review, and practice the Parachute Landing Fall (PLF) referencing SSI Reference Manual, Appendix - Skydiving Technical Knowledge PLF Landing .
- **Action by:** Jumpers; Instructors; DSZO

2026S-08

- **Category:** Landing
- **Student Type:** IAD
- **Age:** 29
- **# of skydives:** 1
- **Container:** Conquest
- **Main Canopy:** Solo 270
- **Details:** Student was coming in for landing on first jump. Student did not finish the flare. Was recommended to go to hospital but they chose to wait until the following day.
- **DZSO Recommendations:** All students briefed immediately to focus 100% on completing the flare. Student only completed a 1/2 flare.
- **SMS Analyst Recommendations:** Review educational material on Landing Techniques (CSPA PIM2A-2009; Section 6.7) and Landing Problems and Solutions (CSPA PIM2A-2009; Section 6.17.5). Students should be taught, review, and practice the Parachute Landing Fall (PLF) referencing SSI Reference Manual, Appendix - Skydiving Technical Knowledge PLF Landing. Student to review and practice flare technique on the ground prior to skydive, including but not limited to, the guidance from Ground Control Instructor (GCI) to students in the landing of their canopies, through use of a recognized method of signaling. GCI should ensure accurate coaching and currency reviewing the Ground Control Instructor Reference Manual; Communication Rules.
- **Action by:** Jumpers; Instructors; DSZO

2.2. Incident

2026S-07

- **Category:** Landing
- **Student Type:** IAD
- **Age:** 29
- **# of skydives:** 0
- **Container:** Javelin
- **Main Canopy:** Sabre 2 230
- **Details:** Student completed canopy control checks after opening. Was instructed to go to holding area B and immediately went to the correct location. Student did a good job maintaining position in the holding area and responding to the radio. Instructed to begin downwind at 1000 ft and appears to be at approximately the correct altitude on the downwind landing. Similar on instruction for the base and final leg. During final needed reminders to look ahead - student kept looking at the altimeter. Instructed to have feet and knees together and to look up at the horizon. Feet looked more out in front (similar to instructions told to tandem students for landing). Instructed to flare multiple times and although student began flare at a reasonable altitude they flared only to shoulder level and landed fairly hard on their glutes, slightly on right side. Appeared to have the wind knocked out of them, but was able to stand and walk to the cart and walk back to the hanger. Follow up with student after the jump they indicated a bruise to the right buttock otherwise no injuries.
- **DZSO Recommendations:** Student was watching (almost fixated) on their altimeter through the final 100' and flared only to their shoulders. Student was debriefed about the importance of landing pattern awareness including, looking to the horizon, keeping feet and knees together, and effective flaring as trained and practiced prior to the skydive. More direct instructions from the GCI are recommended and to use a louder voice over the radio to ensure clarity for the student.
- **SMS Analyst Recommendations:** Review educational material on Landing Techniques (CSPA PIM2A-2009; Section 6.7) and Landing Problems and Solutions (CSPA PIM2A-2009; Section 6.17.5). Students should be taught, review, and practice the Parachute Landing Fall (PLF) referencing SSI Reference Manual, Appendix - Skydiving Technical Knowledge PLF

Landing. Student to review and practice flare technique on the ground prior to skydive, including but not limited to, the guidance from Ground Control Instructor (GCI) to students in the landing of their canopies, through use of a recognized method of signaling. GCI should ensure accurate coaching and currency reviewing the Ground Control Instructor Reference Manual; Communication Rules.

- **Action by:** Jumpers; Instructors; DSZO

2.3. Malfunction

2026S-01

- **Category:** Canopy
- **Student Type:** IAD
- **Age:** 27
- **# of skydives:** 3
- **Container:** Javelin
- **Main Canopy:** PD Navigator
- **Details:** Student completed the FJC the morning of the 9th. They went for 2 IAD jumps with the same coach. On the 3rd IAD jump the student was dispatched successfully and was under a functioning open canopy. The brake toggles were stowed on opening, and the student was flying straight. They unstowed the toggles and continued to fly straight, then performed emergency procedures. Student landed safely on the reserve canopy under the instruction of our GCI. On the ground when approached and questioned, student said "That was my mistake, I undid the knots". The toggles were finger trapped and stitched as per PD, the finger traps were still in tack on the ground, so we believe the students "knots" were the student detaching the toggles, however they remained in the keepers keeping the brakes stowed. Upon further inspection both of the toggles from the main canopy were around the students wrists. The main parachute was repacked by the head rigger. The rig was returned after previous jump 2 with brake lines unstowed. Rigger untangled the brake lines with no issues and repacked the parachute. It is believed that at some point after the pack job, the student altered the gear. We believe that the student undid the toggles after the gear was packed and ready, as the toggles can be accessed once the rig is packed. Student said that they undid the knots because they were catching on the lines while the student was collecting the parachute after the 2nd jump. The student was told in the FJC not to touch the gear without an instructor. This student was a danger and they will not be permitted to jump at our drop zone again.
- **DZSO Recommendations:** The root cause of this issue was a student who did not follow instruction and made very bad decisions. We believe they may have been trying to experience a cut away. The student is banned from returning. In the future we will make sure that students understand not to touch their gear without the supervision of an instructor.
- **SMS Analyst Recommendations:** Jumper should perform and review procedures of full gear checks prior to boarding the aircraft (CSPA PIM2A-2009; Section 3.7.1 Safety Check). Have equipment inspected by a rigger for serviceability. Reviewing malfunctions often will help jumpers deal with most situations that can occur at opening (PIM2B; Section 6.1.1 Canopy Malfunctions Review). Additionally, review of CSPA PIM2B; Section 6.3.1 Factors Affecting Human Performance, will assist in recognizing possible performance inhibiting factors.
- **Action by:** Jumpers; Coaches; Instructors; DSZO; Riggers; Packers

2026S-02

- **Category:** Canopy
- **Student Type:** IAD
- **Age:** 20
- **# of skydives:** 6
- **Container:** Sidewinder
- **Main Canopy:** Solo 210
- **Details:** Student exited aircraft, parachute deployed, got sent into a left turn. Student didn't like to canopy and did their emergency procedures.
- **DZSO Recommendations:** On exit the jumper experienced uncontrolled spiraling turn. Emergency procedures performed. Unconfirmed cause. Possible tension knot. both toggles still stowed. Packers briefed on proper line management during packing.
- **SMS Analyst Recommendations:** "Have equipment inspected by a rigger for serviceability. Educate packers on regular gear checks, including but not limited to, checking the condition of lines when packing parachutes. Ensure Standard Operating Procedure (SOP) in place for packers and/or riggers to report any equipment concerns. Reviewing malfunctions often will help jumpers deal with most situations that can occur at opening (PIM2B; Section 6.1.1 Canopy Malfunctions Review)."

- **Action by:** Jumpers; Coaches; Instructors; DSZO; Riggers; Packers

2026S-05

- **Category:** Exit
- **Student Type:** IAD
- **Age:** 28
- **# of skydives:** 0
- **Container:** Sidewinder
- **Main Canopy:** Manta 290
- **Details:** Student climb out was normal. Student de-arched on exit, resulting on a back to earth orientation. Once main deployed it experienced a line-over malfunction. Instructor exited following student and observed cutaway procedure at approximately 2200'. Upon video review, student appeared to have caught a hand in a line as it was deploying due to body position resulting in the line getting pulled over the parachute fabric as it was deploying. Student appeared very altitude aware and conscious of his altitude. Student performed EPs and landed at the DZ without injury.
- **DZSO Recommendations:** Student debriefed on the importance of body position on exit. Student praised for handling EPs with confidence. attitude awareness, and proceeded to make safe landing decisions.
- **SMS Analyst Recommendations:** Instructor & Student should review educational material on Exit Types (CSPA PIM 2A-2009; Section 4.7), and The Arch (CSPA PIM2A-2009; Section 5.2. Additionally, review proper body position during deployment, (CSPA PIM2A-2009; Section 5.4 Activation). Additionally, reviewing malfunctions often will help jumpers deal with most situations that can occur at opening (PIM2B; Section 6.1.1 Canopy Malfunctions Review).
- **Action by:** Jumpers; Instructors; DSZO

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.
- **SMS Analyst 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

2026E-09

- **Category:** Landing
- **Discipline:** Vertical Formation Skydiving
- **Age:** 34
- **# of skydives:** 68
- **Container:** Icon
- **Main Canopy:** Pilot 170
- **Details:** Faced turbulence on the final approach. Ended up too high on the final and risked over shooting the landing area. Jumper flared a bit too high and this led to the canopy stalling and jumper ended up landing on one foot. After discussing with canopy course instructor, they suggested that the brake lines were a couple of inches short which led to aggressive stall
- **DZSO Recommendations:** Instructor went over jump and landing with jumper to review landing procedures.
- **SMS Analyst Recommendations:** Review educational material on Landing Techniques (CSPA PIM2A-2009; Section 6.7), Landing Pattern (CSPA PIM2A-2009; Section 6.9), and Landing Problems and Solutions (CSPA PIM2A-2009; Section 6.17.5). Jumpers should review and practice the Parachute Landing Fall (PLF) referencing SSI Reference Manual, Appendix - Skydiving Technical Knowledge PLF Landing. Have equipment inspected by a rigger for serviceability.
- **Action by:** Jumpers; Coaches; Instructors; DSZO; Riggers; Packers

2026E-10

- **Category:** Landing
- **Discipline:** Wingsuit
- **Age:** 27
- **# of skydives:** 800
- **Container:** Icon
- **Main Canopy:** Epicene Pro2 135
- **Details:** "Jumper was on final approach and started their flare and almost immediately lost flight and landed directly on their butt with legs sliding in front of them. Jumper was reached by first responders within moments and was talked to and treated until paramedics arrived. Jumper did not lose consciousness at any point and was taken to hospital for treatment."
- **DZSO Recommendations:** N/A
- **SMS Analyst Recommendations:** Review educational material on Landing Techniques (CSPA PIM2A-2009; Section 6.7) and Landing Problems and Solutions (CSPA PIM2A-2009; Section 6.17.5). Have equipment inspected by a rigger for serviceability.

- **Action by:** Jumpers; Coaches; Instructors; DSZO; Riggers; Packers

2026E-12

- **Category:** Landing
- **Discipline:** Other
- **Age:** 23
- **# of skydives:** 700
- **Container:** Icon
- **Main Canopy:** PD Sabre 2 135
- **Details:** Uneventful freefall on a camera jump for a Tandem skydive. During landing the jumper hyperextended their left knee. After finishing the flare, jumper transitioned into a run to slow down after touchdown. While running, the jumper slipped on wet grass causing their left knee to hyperextend. Jumper fell onto their left side. Immediately following the incident, jumper experienced pain in the back of their left knee. No other injuries were noted at the time.
- **DZSO Recommendations:** As an experienced jumper, there is no other recommendations other than rest for leg injury was medically checked out.
- **SMS Analyst 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:** Jumpers; Coaches; Instructors; DSZO

3.2. Incident

2026E-06

- **Category:** Freefall
- **Discipline:** Vertical Formation Skydiving
- **Age:** 49
- **# of skydives:** 715
- **Container:** Wings
- **Main Canopy:** PD Sabre 135
- **Details:** During a freefly jump - the first jump of the year, jumper apparently lost altitude awareness due to a combination of factors. First jump of the year, new altimeter, the freefly season begins with a new group.
- **DZSO Recommendations:** Ensure you are thoroughly familiar with the equipment you are using for your jump (altimeter) have a better understanding of the people you are jumping with and remain more aware of altitude
- **SMS Analyst Recommendations:**
 - "Altitude Awareness is our #1 survival skill. ""The minimum altitudes (AGL) at which the main parachute must be activated are:
 - 4500' for all Tandem jumps
 - 3000' for all students, Solo & A CoP holders
 - 2500' for B, C, and D CoP holders" (CSPA PIM1; Basic Safety Rules - General, Section 2.5).
- Review of PIM2A - Section 5.5 Altimeter Use, as well as Section 5.18 ""Break Off and Tracking. In addition, anticipatory skills can be improved if you learn and practice skydiving skills in the sequence in which they occur, and mentally and physically rehearse the skydive and your emergency procedures, therefore a focused review for the jumper on Section 2 Preparation: Mental and Physical (CSPA PIM2A-2009) will be of great benefit."
- **Action by:** Jumper; Coaches; Instructors; DZSO

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.
- **SMS Analyst 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

2026E-03

- **Category:** Canopy
- **Discipline:** Hop n Pop
- **Age:** 44
- **# of skydives:** 171
- **Container:** Mirage G4.1
- **Main Canopy:** PD Sabre 2 190
- **Details:** Diving exit, canopy opened properly and passed function checks at 4000'. Played under canopy (Front riser dives and turns) until 3000'. Turned back towards DZ with an aggressive hook turn. Line twists started immediately and turned into a diving turn. Cut away at around 2000'-1900'. Flew the reserve canopy back and landed without incident in the main landing area of the DZ
- **DZSO Recommendations:** Recommendation was to ensure smooth control inputs and to stop the initial turn prior to commencing a turn in the opposing direction. Also discussed the minimum cutaway altitude and when to stop canopy manoeuvres.
- **SMS Analyst Recommendations:** "Coordinated turns can be a lot of fun and can significantly increase the speed of your turn. The caution comes with turning in the opposite direction abruptly. If you gain too much momentum in one direction (e.g. multiple coordinated turns in a series), then suddenly turn in the opposite direction, the lines can become slack due to the abrupt direction change and the canopy trying to change direction. Once this happens the suspended weight and the canopy are traveling in different directions, and now there is a potential to induce line twists." CSPA Sport Canopy Endorsements; Section 5 Coordinated Turns. Jumper should also review the CSPA Sport Canopy Endorsement; Section 3 Front Riser Turns.
- **Action by:** Jumpers; Coaches; Instructors; DSZO

2026E-04

- **Category:** Deployment
- **Discipline:** Formation Skydiving
- **Age:** 29
- **# of skydives:** 49
- **Container:** Sunpath
- **Main Canopy:** PD Navigator 240
- **Details:** After a successful freefall jumper deployed pilot chute at 3500' opening sequence smooth, right 3 cells were not inflated. After two toggle flares and rear riser flare, jumper executed emergency procedures. Jumper located handles and followed EP training. Landed safely under reserve, handles and all gear recovered.
- **DZSO Recommendations:** Equipment was inspected and no evidence to cause the malfunction was discovered. Actions by jumper were concluded to be appropriate.
- **SMS Analyst Recommendations:** Have equipment inspected by a rigger for serviceability. Reviewing malfunctions often will help jumpers deal with most situations that can occur at opening (PIM2B; Section 6.1.1 Canopy Malfunctions Review).
- **Action by:** Jumpers; Riggers; Packers; DZSO

2026E-05

- **Category:** Deployment
- **Discipline:** Formation Skydiving
- **Age:** 32
- **# of skydives:** 22
- **Container:** Icon
- **Main Canopy:** Aerodyne 270

- **Details:** Jumper did some front loops stopping at 5500' for pull at 4000'. Pull was normal but jumper kept falling and went to reserve opening just below 3000'. Witness said bag(main) was hanging below jumper on landing. Possible RSL hang up - Single Action system reserve deployment.
- **DZSO Recommendations:** Jumper followed emergency procedures. Malfunction is being investigated by rigger.
- **SMS Analyst Recommendations:** Have equipment inspected by a rigger for serviceability. Reviewing malfunctions often will help jumpers deal with most situations that can occur at opening (PIM2B; Section 6.1.1 Canopy Malfunctions Review).
- **Action by:** Jumpers; Riggers; Packers; DZSO

2026E-07

- **Category:** Deployment
- **Discipline:** Wingsuit
- **Age:** 47
- **# of skydives:** 1500
- **Container:** Sunpath
- **Main Canopy:** PD Horizon 150
- **Details:** Main opened stable in complete line twists. Jumper was pinned with their head back. Fought line twists while monitoring altitude, at 2000' performed cutaway. Jumper accessed winds and decided landing in an alternate landing area was safest. Found open field and landed safely
- **DZSO Recommendations:** None
- **SMS Analyst Recommendations:** Jumper should review proper body position during wingsuit deployment with a CSPA Coach 3 (Wingsuit). Additionally, 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 as per the manufacturer should be completed and consult with a Rigger if necessary.
- **Action by:** Jumpers; Coaches; Instructors; DSZO; Riggers; Packers

2026E-08

- **Category:** Deployment
- **Discipline:** Canopy Formation
- **Age:** 37
- **# of skydives:** 776
- **Container:** Wings
- **Main Canopy:** Gangster 135
- **Details:** Planned jump - 4W flock from altitude. Exited aircraft from 10,800', delayed 5 seconds for deploy. Deployed on heading then began downward spirals. Checked toggles, everything appeared to be seated. Jumper tried pulling out of the spiral with rears but nothing changed. Trouble shot the issue for 2000' then cut away. Very likely a toggle fire that the jumper was unable to identify or resolve.
- **DZSO Recommendations:** Experienced jumper. 1000+ pack jobs, cause not clear.
- **SMS Analyst Recommendations:** Review of equipment and specific packing procedures should be completed consulting with a Rigger if necessary. Reviewing malfunctions often will help jumpers deal with most situations that can occur at opening (PIM2B; Section 6.1.1 Canopy Malfunctions Review).
- **Action by:** Jumpers; Coaches; Instructors; DSZO; Riggers; Packers

2026E-11

- **Category:** Deployment
- **Discipline:** Movement/Angle
- **Age:** 55
- **# of skydives:** 9200
- **Container:** Firebird
- **Main Canopy:** JFX-2 89
- **Details:** 4 way tracking jump, after breakoff jumper deployed at 4500 ish. Jumper had 1 line twist, attempted to unpin but the canopy started diving then jumper was on their back spinning horizontally. (typical small main Mal type). Jumper cutaway and reserve opened awesome- new MARD was installed so it was quick! Jumper landed in the main field uneventfully. Main was located near the dz with free bag still attached to risers because of the MARD.
- **DZSO Recommendations:** Jumper had a Malfunction, normal cutaway, no injury, no equipment damage.

- **SMS Analyst Recommendations:** Jumper should review proper body position during deployment, (CSPA PIM2A-2009; Section 5.4 Activation). Jumper should review Basic Correctable Situations (CSPA PIM2A-2009; Section 3.3.1 Line Twists). Additionally, 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; Coaches; Instructors; DSZO; Riggers; Packers

2026E-13

- **Category:** Freefall
- **Discipline:** Wingsuit
- **Age:** 57
- **# of skydives:** 604
- **Container:** Icon
- **Main Canopy:** Pilot 7 207
- **Details:** Following a premature opening, the skydiver had to perform emergency procedures. The main canopy and deployment bag on reserve were not found estimated 2-4km from dropzone.
- **DZSO Recommendations:** The problem has been pointed out to the jumpers rigger. A check will be required by the dropzone prior to his next jump.
- **SMS Analyst Recommendations:** Have equipment inspected by a rigger for serviceability.
- **Action by:** Jumpers; Coaches; Instructors; DSZO; Riggers; Packers

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.
- **SMS Analyst 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 us that the issue was indeed corrected by the rigger who packed it.
- **DZSO Recommendations:** N/A
- **SMS Analyst 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