SAFETY INFORMATION

04/25

Static Line Strong Point Incident

Background

British Skydiving has received a report involving the separation of a static line strong point cable during the dispatch of a static-line student from a Cessna Caravan C208B.
The incident occurred on the first lift of the day, with a full load of static-line students. The cable separation occurred after the 3rd student had successfully exited and deployed and therefore did not affect the student's canopy or flight plan.

This Safety Notice summarises the sequence of events, initial findings, and requested actions for Parachute Training Organisations (PTOs) Chief Instructors, Chief Pilots and Category System Instructors.

Incident Overview

The Jumpmaster completed standard flight-line checks, aircraft snag checks, and hook-ups for nine static-line students. No visible defects were noted on the ATLAS Aviation static line cable or strong point.
The aircraft climbed to 4,000 ft AGL, with the first two students exiting without incident. During the second pass, the next student was brought forward, full pre-jump checks were completed, and the student exited cleanly with a normal deployment.
Immediately after the exit, when the Jumpmaster lifted their foot off the static line to allow recovery of the static line bag, the static line strong point cable unexpectedly detached and fell from the aircraft.

The aircraft landed with the remaining students, DZ Control was notified, and the Chief Instructor initiated an investigation.

Recommendations

Parachute Training Organisations (PTOs) Chief Instructors and Chief Pilots are requested to implement the following measures:

- Static line cable and strong point visual inspection.
  PTOs operating aircraft with ATLAS Aviation (or similar) static line systems should:
  Ensure the static line cable and strong point are inspected and if any damage or wear is found then contact maintenance for further examination.

- PTOs should create an entry to their Safety Management System (SMS).
  In which they can record regular visual inspections for any wear and tear.

- Enhanced pre-use checks and defect reporting.

- While internal failure cannot be reliably detected by visual inspection alone, Jumpmasters and aircraft loaders should be reminded to conduct a positive visual and tactile check of accessible cable sections and connection points during setup.

- Chief Instructors should brief their instructors:
  The circumstances of this incident and the importance of a visual inspection of the static line strong point and cable before and during hooking up students. Paying particular attention to possible wear points (see image 1).

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Hans Donner
Safety & Training and Officer
Distribution PTOs.
CIs.
Chief Pilot's

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Maintaining the highest safety standards in our sport.