

Activity Detail Report

CH/A: Go Skydive Nashville 14 CFR: 105 Technical Discipline: Avionics NPG Required: No

Activity Summary

Assigned By: Kachinski, AngelaInspector: Kachinski, Angela

Organization: AFS Activity ID: CE19202600117 Activity: 5703 - INVESTIGATION/ACCIDENT/OTHER Business Function: Investigation and Enforcement Specialty: Airworthiness

Common Data Fields

Main Section			
Start Date	10/04/2025		
End Date	10/14/2025		
UAS	False		
AAM	False		
Due Date	12/31/2025		
Is Geographic	False		
Off Hour	False		
Location			
Virtual	No		
Departure Point	JWN		
Personnel and Equipment			
Is Airman Cert Pending	False		
Outside the US	False		
Non N Registered	False		
Is ApplicantCert Pending	False		
Personnel			
No records to display.			
Equipment			
No records to display.			
Other			
Accident #	ACE1926001		
Observed By Inspector	False		
Linked Work Item(s)			
Activity/Task ID	Code/Title	Resource	CFR

Supplemental Information

Perform Activity

☐ PI Alert

Seq#	Date	Primary Area	Keyword Category	Keyword	Opinion Code	Comment
						On October 06, 2025 traveled to John C. Tune Airport (JWN) to investigate a fatal injury to a Tandem Instructor (TI) during a skydiving operation that took place on October 04, 2025. The TI was employed by Go Skydive Nashville based at 220 Tune Airport Drive, Nashville, TN 37209. It was reported that N615FU while airborne, an instructor and student skydiver in a tandem jump configuration became stuck hanging from the aircraft step after attempting to exit. The skydivers became dislodged and began to freefall. A reserve parachute was observed to have been deployed but skydivers missed the drop zone. Student was found suspended 60ft in trees conscious and responsive approximately 0.5nm north of 4722 Ashland City Highway. Instructor was located deceased. N615FU was inspected and a review of the aircraft maintenance records was

Seq#	Date	Primary Area	Keyword Category	Keyword	Opinion Code	Comment
1	10/14/2025	B - General Aviation Operations	700 - Operations	799 - Other/Remarks	I - Information	<p>performed. There were no discrepancies noted in the maintenance records. It was observed that the step on the right-hand main landing gear was rotated forward from its normal position. No other discrepancies were noted during the aircraft inspection. An interview of the owner of Go Skydive Nashville was performed. The owner was also on board the aircraft and was the first TI to jump. During his interview, he stated that everything was normal during the entire operation until he landed with his student. As he looked up for the second tandem instructor, he could see him and his student stuck on the aircraft. An interview with the pilot of N615FU was performed. He stated that he flew the aircraft to approximately 9000 feet and the first TI and student jumper departed the aircraft. He stated that the second TI and his student jumped next and the pilot observed that a leg strap from the harness was hung up on the step after they exited the aircraft. Pilot attempted to shake them loose to no avail. Pilot stated that it was 5-10 minutes that he tried to shake them loose. Pilot stated at one point the second TI motioned to the pilot with a hand signal to, "cut him loose." The pilot attempted to fly the aircraft and simultaneously reached out the door to cut the harness free from the step. The pilot had trouble in performing both tasks and concentrated on keeping control of the aircraft. In that moment, the pilot looked over and saw that the TI was no longer in his harness and had fully departed the aircraft. He stated that he heard radio chatter from the ground to climb so that the reserve parachute Automatic Activation Device (AAD) would arm itself. He observed the student was still "hanging on" to the aircraft during this ascent. Shortly after regaining altitude, the pilot looked over and the student was no longer attached to the aircraft. The pilot observed the reserve chute deploy and the student landing in the trees. An interview with the student jumper was performed. The student stated that upon exiting the aircraft, he and the TI were stuck on the aircraft. He did not know what was going on and stated he was upside down with his face against the main landing gear tire. He stated that he could feel the TI behind him jerking and moving around. Student stated it felt like it was close to 10 minutes this went on. He stated at a certain point he could feel that the TI was no longer at his back and he observed the TI leaving the aircraft. On October 09, 2025, travelled to the Metropolitan Police Department of Nashville and Davidson County to view evidence collected from the accident scene. Also present were two representatives from the United States Parachute Association. The student harness was examined, and it was observed that there was abnormal chaffing on the harness "Y" mod. No other discrepancies were noted. The TI harness was inspected. It was observed that straps to the reserved chute were cut and a detective stated those were cut during the rescue of the student from the trees. It was also observed that the chest strap on the TI harness was not secured. Lastly, it was observed the reserve parachute packing record showed it was last repacked on March 31, 2025. A Go Pro camera used by the TI was recovered and a review of the video data was performed. It was observed that immediately upon exiting the aircraft, the TI and student became stuck on the aircraft. It showed approximately 10 minutes of the TI attempting to separate himself and the student from the aircraft until he became dislodged from his harness and departed the aircraft. No other evidence was collected or reviewed.</p>

Result: Completed

Triggered Work Item(s)

Activity ID	Code/Title	Resource	CFR	CH/A Code
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