



ONE EIGHTY

A new perspective for your enterprise performance

July/August
2012

Upcoming Events

- CAM-I Third Quarter Meeting September 9-12 St Louis
- APQC 2012 Process Conference October 22-26 Houston

People in the News

- Anthony and Rachel proud parents of a new baby girl
- Prodacapo's Frank van Vilet and Erik de Vries. Thanks for your support!

Link

- [2010-2013 Sky Divers Information Manuel. Courtesy: United States Parachute Association](#)

Last In First Out

Back in the late 60's when I was a sophomore in college, I had planned to meet a couple of friends for lunch when I spotted them sitting in the corner of the restaurant with what appeared to be a total stranger. Approaching my friends, I hear them talking about parachuting out of an airplane.

The stranger, doing most of the talking, was a certified instructor offering the deal of a lifetime...to learn to parachute.

By the end of lunch Jim Haynes, Freddy Peters, David White (Whitey), and I sign up and pay our money. We're going to Skydive!

One night a week for six weeks, we were to met and attend a series of "on the ground training" to learn to parachute.

We're not training for a tandem jump, attached to an instructor, like people do today. We were training to jump alone.

We had a lot to learn, including how to land and roll, how to perform a parachute inspection, and how to use the toggles to turn the parachute and change direction when you're descending.

None of us had ever been on a plane, let alone jump out of one, and it wasn't long before I was the only one attending the classes.

Finally jump day arrives. I'm the only one jumping but Jim, Freddy, and Whitey are in the car with me to witness the jump.

We were running a little late and in a hurry because I had to attend my last training session and practice on how to get out of the plane.

It turned out to be pretty simple, a ten minute lesson. Starting inside the plane, put a foot out on the jump pad, grab the strut on the side of the plane, climb out and release when the instructor says go. It sounds more dangerous that it was. You don't pull on a rip cord after you release; rather the ripcord is connected to the inside of the plane and releases after the jump.

Finally it's time to get in the plane and do what I've been trained to do. No fool, I get in the back of the line so I can watch what others do before it's my turn to jump. Bad idea: Last in, first out.

As we climbed to 3,000 feet and approached the jump area, I was the first person to get out on the ledge, grasp the strut and wait until the instructor gave the release sign. The instructor gives the sign but my hands won't release, my finger prints imbedded in the airplane strut.

Mind over fingers and hands, I finally let go of my death grip as the instructors words "not now" ring in my ear. I've overshot the jump site a mile or more away from the landing target. I use the toggles to turn back toward the landing pad and start to swing back and forth. Easy solution, release the toggles and land anywhere.

Relaxed and now enjoying the ride down, I scan the vista and look down at the ground spotting a huge electrical box surrounded by a 12' fence with a big sign that read DANGER, STAY AWAY. I grab the toggles to steer away from the box, and land safely vowing NEVER to jump again.

Look before you leap but be careful where you land...

John A. Miller