

Unique Illustrations



Illustrations are like
windows in a house

Ted Martens, Ph.D.

Rhetoric & Homiletics

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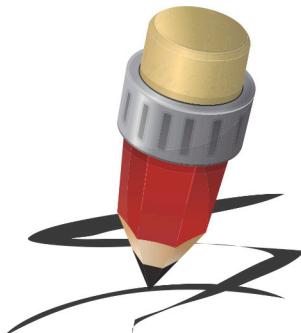
There are different ways to illustrate an idea or a point:

- Anecdotes
- Stories / Testimonies
 - Historical
 - Personal
- Pithy Quotations
- Well-known Prose & Poems
- Biblical Analogies
- Books / Magazine Articles
- Metaphors
 - Analogy
- Stacking Of Biblical Examples
- Hymn Backgrounds
- Hypothetical Analogies
- Quotations From A Well-Known Person



**Sometimes, It Is Just
The Piece You Need**

The following illustrations revolve around an event or a person.



- ✓ They feature relatively contemporary and/or well-known topics, events, and individuals.
- ✓ They do a lot of the leg work of research for the reader / user.
- ✓ They include internet "links". If you want, you can read more about the particular topic of illustration.
- ✓ It also provides validation for the information and details cited.
- ✓ Quotations about the event or person are included.
- ✓ "Key Illustrative Thoughts" are designed to get your mind thinking about possible ways to use the illustration. They seek to catch some of the keywords and phrases found in the illustrations content
- ✓ Each illustration includes more information that you will probably need, but at the same time, it then provides some different directions you can go with the illustration.
- ✓ There is a section which provides ideas, keywords, Bible allusions, and/or biblical subjects which is designed to get you thinking as to the illustration's possible.



Table Of Contents

- 1. Captain Of Two Ships: The Sinking Of The Titanic**
- 2. On A Collision Course: The Andrea Doria & The Stockholm**
- 3. Misleading Signals**
- 4. “But Wait, There Is More”: Dad Was All Business!**
- 5. Thought To Be Impossible: Roger Bannister**
- 6. Seabiscuit: An Unlikely Winner**
- 7. Proof Enough**
- 8. A Wing & A Prayer**
- 9. Consider Eternity: Bruce Goodrich**
- 10. One Person: Ruby Bridges**
- 11. Galveston: Trouble Ahead**
- 12. Tragic Crash: Bad Judgment Calls**
- 13. Mercedes: Steam or Gasoline Power**

Illustrations are like
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Today's Illustration: "If . . . "

Today's Illustration: The Format & Purpose

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- The basic facts of the event or person are laid out.
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- "Key Illustrative Thoughts" are designed to get your mind thinking about possible ways to use the illustration.
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- Additional links for your own further exploration of the topic, person, or event

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Captain of Two Ships! On This Day: April 15, 1912 -- The Sinking Of The Titanic

One of the greatest tragedies of history took place in our century. Even after 94 years, the word "Titanic" speaks of massive disaster.

The tragedy has been examined from many vantages and a seemingly endless number of conclusions, seeking to demonstrate *how the outcome might have been radically different -- IF.*

Virtually all agree that there was a dangerous level of false assurance that caused this monumental tragedy. *However, few realize that it was something in the past experience of the captain of the Titanic, Captain Edward J. Smith which actually caused that tragedy.*

History:

The White Star Lines had made a decision to built a threesome of grand passenger ships to compete with the Cunard Lines, for Transatlantic voyages.

The competition was for ships which were larger, able to hold more passengers, and more luxurious. The ships which were designed were so large that "Harland & Wolff - Belfast," the shipbuilder of that day, had to allocate space and redesign their dock building area to handle such large ships.

These three large sister ships built between and :

The Gigantic / Olympic:

- The Giganitic was also called the Olympic. • Launched October 20, 1910. • Was the largest ocean liner in the world from 1911-1913. • Was pressed into service by the Royal Navy as a troop ship during WWI. • The Gigantic-Olympic was in service the longest of the three ships. • It was nicknamed "Old Reliable." • It was sold for scrap metal in 1935

The Britannic:

- Shortly after being built, was used by the Royal Navy for war efforts • Launched in February 26, 1914 • Pressed into service by the Royal Navy as a hospital ship. • Struck a mine off the coast of Greece and sank November 21, 1916 • 1,065 people were on board and 30 dies -- 1,035 survivors were rescued

The Titanic:

- Launched May 31, 1911 • 882.75 feet long / 92.5 feet wide / 45,000 gross tonnage • Coal burning steam powered with 29 boilers / 159 furnaces / burned 600 tons of coal a day • Ships Rudder: 78 feet 8 inches high / 15 feet 3 inches wide / weight over 100 tons • Maximum speed 21 knots • Was built with 16 water-tight compartments. • Could stay afloat with any two compartments flooded • A British shipping trade journal labeled her "unsinkable." • Maiden Voyage - April 10, 1912 • It was equipped with a "radiotelegraph transmitter, able to send and receive "marconi-grams." • Lifeboat capacity was 1,178 -- about half the number of passengers on board -- This was because of the invention of the "radiotelegraph" which was believed to now be able to communicate with other ships in the area and seek help were an emergency to occur on the high seas. • The maiden voyage was delayed by two events: #1 -- The HMS Hawke had a collision with the Olympic and the owners wanted to repair any damage to the Olympic before the Titanic was launched. #2 -- There was a coal strike and coal had to be taken from the Adriatic and the Oceanic to fuel the maiden voyage. • Stuck by an iceberg - Sunday evening, April 14, 1912 • Sank, the early morning hours on Monday, April 15, 1912 • Over 1500 people died • The remains of the Titanic were discovered by Robert Ballard in 1985 and remains on the floor of the Atlantic Ocean - at approximately 12,415 feet under water. • The Titanic was the second largest ship which ever sank -- its sister ship, The Britannic, being the largest

HMS Hawke. . . .

"Some months earlier, on September 20, 1911, the naval cruiser Hawke struck the Titanic's nearly identical sister ship **Olympic**." 1

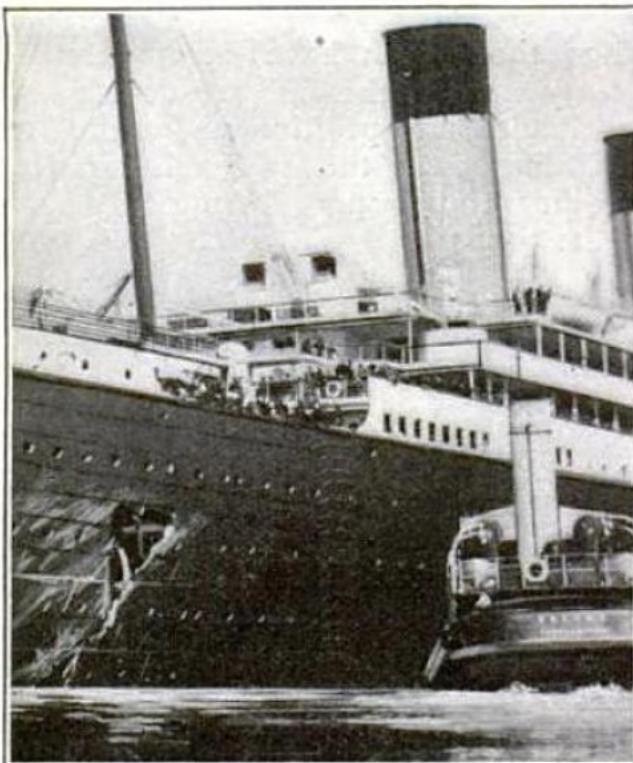
The naval cruiser was a military ship. It was designed to ram ships and sink them.

"The Hawke had been equipped with a ram specifically designed to sink ships with watertight compartments. . . ." 1

When the Olympic and the Hawke collided

*"The Hawke was badly damaged, a **total loss**."* 1

The Hawke lost her bow and would be deemed a total loss after the accident (The ship's bow had to be totally rebuilt and was). But the Olympic completely survived the collision against this ram sinking military ship!



The Hole in the "Olympic," the Damage Below the Waterline being Much Greater Than That Above



The Bow of the "Hawke," the Damage being so Great That the Ram Has Been Mashed Flat

Captain Smith -- Captain Edward Smith of the Olympic was the soon to be Captain on the maiden voyage of the Titanic.

"Smith was then in command of the Olympic. . . . Captain Smith commented that '**the Olympic's frame stood the shock well**. . . . The watertight doors, which automatically closed, held the compartments sealed.' **The great tragedy of the Olympic collision is that it might have made Captain Smith even more confident in the Titanic's supposed invincibility, which might explain why, seven months later, he was so willing to steam ahead into an ice field he knew was there.**' 1

Moments before the news that the Titanic had hit an iceberg, Captain Smith was unshakably confident in his ship's ability to withstand any danger. He was fully convinced that the Titanic was in no danger and could not be sunken even by a collision with an iceberg. He was unshakably confident in its water-tight compartments.

Captain Smith's confidence came from that recent personal experience aboard the Olympic -- the sister ship of the Titanic. The Olympic was virtually identical to the Titanic and was also designed with the same watertight compartments as the Titanic.

"Captain Edward J. Smith was among the most tragic figures aboard the Titanic. When Thomas Andrews (a member of the crew) told him that the ship was going to sink, he knew the numbers: he knew how many people were aboard, he knew how many lifeboats he had, and he knew, at that moment, that people were going to die."¹

If he had not been the captain of the Olympic, would he have thought differently about running nearly full steam ahead in an ice field, of which he was warned about several times before the fateful collision?

Major Application:

Captain Edward Smith is not the only person in history who was deluded by past experiences, convinced that all was secure and safe because all went well the last time. Many a person has thought, "It went well last time, surely all will be well on this occasion." Businesses, private and public programs, marriages, parenting, and all kinds of endeavors have all faced the deceptive message of past success.

We may have sincerely engaged in honest, good, and successful endeavors. However, too often we do not realize that past success is no guarantee that all will go well again. Past success can fool the best of men.

The truth is, but for God's grace and goodness, there is no success, the first time or the last. By God's grace, we may have been successful in our new business, in raising our first child, in establishing and executing an original program, in making a basic financial decision. Yet, we need to realize that even though we avoided many possible disasters and potentially damaging collisions, the next experience may not be so successful, but by the continued grace of God.

Likewise, we may have engaged in wrong-doing and experienced no disaster. We are doing wrong again and counting on the same "outcome".

"No disaster" last time surely means "no disaster" this time -- doesn't it? God, by His grace, may have kept you floating through an experience that should have and would have sunk many a ship. That grace was not shown by God to embolden you in your wrong-doing, but to speak to your heart about His grace and kindness, to turn you from wrong to right, to teach you about His goodness and love. Do not be fooled by that past "success".

The Bible says, "Be not deceived, God is not mocked, whatsoever a man soweth that will he also reap." That natural law has been built into God's world. God's grace and goodness, which has prevented a past collision, is not designed to have us think that we can continue doing wrong and not reap a disaster. When God graciously overrules His natural laws, by His

grace, we ought to praise God for His goodness in that we have survived what should have caused us to sink and has indeed caused others to sink. We are being fooled if we confidently steam forward in our wrong-doing and risk a shipwreck.

God may be speaking to you about the need to realize that it is God's grace that resulted in your past success of that sincere and good endeavor and that it will be God's goodness that will result in yet future success. Yet, God is surely speaking to others who have been falsely encouraged in their wrong-doing by the fact that they have survived a serious disaster which should have sunk their marriage, their family, a child, their employment, their future. God wants you to talk to you about the mistake that Captain Edward Smith made when he foolishly ignored the warning of icebergs, thinking all was well.

"[The Titanic] disappeared into the sea at 2:20 A.M. on Monday, April 15, 1912. No one--at least no one in charge--had anticipated anything worse than penetration by another ship at the junction of two watertight compartments. She would have easily floated with two compartments full, so they labeled her unsinkable, and the unsinkable ship went down the first time it sailed. "2

Key Illustrative Thoughts:

An age of over-confidence Full-steam ahead Who knew? False confidence "The Titanic" - a metaphor for disaster False confidence built on past experience Unsinkable Water-tight Fooled by past experience Be not deceived . . . Ignored all warnings Too few lifeboats on board Past success is no indicator of present outcomes It can too happen! All is well. No one had any idea they would die that night! If you knew what you know now.

Additional Information & Links

"In 1904, he [Captain Smith] was given command of the largest ship in the world at the time, White Star's new **RMS Baltic** . Her maiden voyage from Liverpool to New York , sailing 29 June 1904, went without incident. After three years with the *Baltic* , Smith was given his second new "Big Ship", the **RMS Adriatic** . Once again, the maiden voyage went without incident.

During his command of the *Adriatic*, Smith received the Royal Naval Reserve's " **Long Service**" medal along with a promotion at White Star to Commander. He would now sign his name as "Commander Edward John Smith, R.D., R.N.R.", with "R.D." meaning "Reserve Decoration." He now had two medals which later photographs show him wearing them.

Following the birth of the "giant" RMS Olympic, Captain Smith was the obvious choice for commander. From May 1911 until March 1912 he would command the biggest ship the world had ever seen up until then." -- the Olympic! -- <http://www.titanicandco.com/captainsmith.html>

"All the commands which Captain Smith had undertaken had run smoothly. There had never been an incident until 20 th September 1911 . The RMS Olympic, under his command, collided

with the HMS Hawke. The subsequent enquiry into the accident blamed the Olympic because of her massive size generated a great suction that pulled the HMS Hawke into her side. Financially it was a disaster for the White Star line. The hull and propeller were severely damaged so Titanic's propellers were used as replacements. The completion of the Titanic was therefore delayed at a great cost to the White Star Line.

Following repairs, the RMS Olympic returned to sea but in February 1912, she lost a propeller blade and once again returned to her builder for emergency repairs. To get her back to service immediately, Harland & Wolff yet again had to pull resources from *Titanic*, delaying her maiden voyage from 20 March to 10 April." -- <http://www.titanicandco.com/captainsmith.html>

1. Her Name, Titanic - pg. 244
2. Her Name, Titanic - pgs. 137-138

https://en.wikipedia.org/wiki/RMS_Titanic#Watertight_compartments_and_funnels
https://en.wikipedia.org/wiki/RMS_Olympic#Differences_between_Olympic_and_Titanic
https://en.wikipedia.org/wiki/HMHS_Britannic <https://www.snopes.com/fact-check/gigantic/>
<http://www.titanicandco.com/britannic.html> <http://www.titanicandco.com/olympic.html>
<https://joeccombs2nd.com/titanic/titanic-the-hms-hawke-the-ss-new-york-captain-smith/>
<https://owlcation.com/humanities/Whatever-Happened-to-Olympic-Titanics-Sister-Ship>

Today's Illustration: On A Collision Course

Today's Illustration: The Format & Purpose

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Linda Cianfarra, Survivor! On This Day: July 25, 1956 -- The Collision of the Andrea Doria & The Stockholm The Andria Doria left Italy on July 17, 1956. She was bound for New York City. The ship was on a collision course with the Stockholm, while officers on both ships believed that were passing each other with sufficient clearance. The collision drew worldwide attention. Harry Trask, of the Boston-Herald Traveller, chartered a Beechcraft airplane to take pictures of the ship. He won a Pulitzer Prize in Photojournalism for his 16 sequenced ariel photographs of the Andrea Doria laying on its side hours before it finally sank. Those were the last pictures taken of the ship above the ocean's waters. Today, the ship lies 180 to 250 feet down, on the floor of the Atlantic ocean.



9/04/2015 -- "Who would have thought that the sinking of the Italian super luxury liner Andrea Doria outside New York Harbor 59 years ago would still be a Page 1 newspaper story?"

But it is, or was, when the Boston Sunday Globe ran a long story Aug. 9 about Tom Pritchard, 64, a seasoned scuba diver, who went missing July 21 searching for the wreck, making him at least the 15th diver to die at the site.

The sunken ship, considered the Mount Everest of scuba diving, rests in some 250 feet of water off the coast of Nantucket."

The History:

The Andrea Doria:

Constructed by Italy after WW II. Its construction began February 9, 1950, and was completed on June 16, 1951.

It was 697 feet long, 90 feet wide, a little over 29,000 tons.

The ship was able to accommodate 1,134 passengers and 572 crew members.

It was equipped with a double hull and 11 watertight compartments.

This was the ship's 51st roundtrip crossing of the Atlantic Ocean -- for a total of 102 crossings from 1953 to 1956.

It took approximately 9 days to cross the Atlantic.

The ship had 16 lifeboats, 8 on each side, enough to handle all the passengers and crew - The lifeboats could handle either 58, 70, or 146 passengers.

Known Flaws:

Instability: The ship's instability was exemplified early when previously hit by a large wave (on its Maiden voyage) in the midst of a major storm, causing the ship to list 28 degrees, which was accentuated by the empty fuel tanks which typified its condition at the end of a voyage.

Availability Of Lifeboats: If the ship listed 15 degrees, the lifeboats on that side became inoperable.

Limits Of The Compartments: If the ship listed 20 degrees, the water-tight compartments overflow, and flooded adjacent compartments. It could handle two compartments being flooded without a concern of sinking.

The Andrea Doria was approaching the coast of Nantucket, Massachusetts, on its way to New York.

The Captain of the Andrea Doria was hoping for an early arrival in New York and therefore made only a small reduction in the ship's speed.

The Stockholm:

The Stockholm pulled out of port in New York on Wednesday, July 25th, 1956. It was the ship's 103rd crossing.

It was 125 feet long, 69 feet wide, 12,165 tons. It had 534 passengers and a crew of 208.

The Stockholm was equipped with an icebreaker bow.

Both the Andrea Doria and the Stockholm were moving in heavy fog off of the coast of Nantucket.

The Captain of the Stockholm was heading north of the typical shipping lane for eastbound ships, hoping to save time.

The Collision Of The Andrea & The Stockholm:

The two officers of both ships indicated that they had seen each other on radar.

At an approximate speed of at least 24 knots (some report indicate in the 30's), the two ships were on a clear collision course with each other.

At 11:10 an Officer of the Andrea Doria realized that the Stockholm was headed right for them -- "She's coming right at us!"

The Stockholm hit "Andrea Doria's starboard side like a battering ram, snapping bulkheads and penetrating some 30 feet into its hull."

The Stockholm cut through seven of the eleven decks of the Andrea Doria.

When the Andrea Doria was struck, because it was top-heavy it began to list immediately starboard, and therefore half of its lifeboats were unusable.

Andria Doria radioed -- "Here danger immediate -- Need lifeboats—as many as possible— can't use our lifeboats."



The Stockholm Survived

The collision with the Stockholm had also torn open the Andrea Doria's oil tanks, which were nearly empty, and filled them with ocean water, which accentuated the ship's listing.

The Andrea Doria stayed afloat for eleven hours. One of the surviving families recalls that evening

"The lights went out, and bottles were thrown around. We were thrown over the coffee table, and we all had glass cuts. The orangey emergency lights came on. I didn't have any idea what had happened. It was so violent, the crash. We were desperate to get reunited with our families. We had to go down two or three flights to that deck. It was an open stairway, like a corkscrew. You could hear the screaming, and smell that sharp acrid smell of electric shorts. People started to stagger out toward the stairwell from below, and pretty soon, people came up, including my folks and my siblings. Then we all went like rats to the high side of the ship.

"We were just lying there after a while, because you couldn't stand. The ship was heeling too much. So we lay down flat on the deck, with our feet against the tilted bulkhead," Dun said. "There was nothing from the crew about what to do or where to go. But this was only 10 years after World War II, and many of the men who were there were veterans, including our dad. They went off in a group to try to reconnoiter what was going on. I remember they came back and said things looked pretty grim. We couldn't do anything but sing and pray, so that's what we did. . . .

Like the Giffords, most of the passengers sought the high side of the ship, as far away from the water as they could get. Many stayed there, hoping for instructions about what to do next, but word never came. The loudspeakers located throughout the vessel were for the most part silent. Those passengers on the port side had no way of knowing that the lifeboats on the starboard side of the boat had already been lowered, filled in large part with crew members. It wasn't until the first rescue ships arrived at the scene, several hours later, that many of the passengers made their way to the starboard side of the Andrea Doria."

-- <http://www.ack.net/AndreaDoria072006.html>

It sank the next morning.

The Andrea Doria rest in 180 feet deep water (Recreational diving usually stops at a maximum of 130 feet and can only stay 10 minutes because of the build-up of nitrogen in his body.)

The capsized boat languishing in the water for 11 hours and the final sinking of the Andrea Doria was photographed the media of that day. An aerial photograph of the ship capsized won the Pulitzer Prize. **Casualties:**

The Andrea Doria: 1,660 passengers survived. 46 died

The Stockholm: Five crewmen were immediately killed.

Aftermath:

The Stockholm was able to make it to port in New York under its own power after it rescued some of the members of the Andrea Doria.

Andrea Doria rests in approximately 240 feet of water in the North Atlantic.

It is called the "Mt. Everest" of diving.

Since 1956, at least 16 known people have died exploring it.

"To this day, it has never been fully determined why two luxury cruise ships, each equipped with the latest radar technology and manned by an experienced crew, were fated to collide in such a wide expanse of ocean. The scenario becomes less improbable, however, when the fog, the speed of the vessels, and the congestion on that part of the ocean are taken into account." --

An Amazing Unplanned Rescue:

Linda Cianfarra, age fourteen, awoke lying on her mattress, stripped of the sheets and blankets.

This young fourteen-year-old girl could not understand why she was looking into the stars.

A sailor, Bernabe Garcia, aboard the ship Stockholm heard the girl's cries and found her on the deck.

Her arm was broken, and she was unable to sit up.

Garcia picked her up off her bed and carried her to the ship's hospital.

When asked for her name, she said, "Linda Morgan."

The purser of the Stockholm, Curt Dawe, could not find her name on the passenger list.

Linda then thought that it might be listed using her stepfather's name, Cianfarra. Again the purser could not find her name on the passenger list.

They then asked Linda where she was traveling from, and she answered, "Madrid."

As Linda began to weep, she said, "Isn't this the Andrea Doria."

Dawe replied, "No, this is not the Andrea Doria. This is the Stockholm."

Linda Morgan Cianfarra, the daughter of the famous newscaster, Edward P. Morgan, was picked up and carried on the wreckage of her bed by the bow of the Stockholm after the collision.

Linda was called, The Miracle Girl!

"During the collision, she was somehow lifted out of her bed and onto the *Stockholm's* crushed bow, landing safely behind a bulwark as the two ships scraped past each other before separating as the fatally-stricken *Andrea Doria* disappeared back into the fog."

The book titled, "Saved," which documented the events of the sinking of the Andrea Doria described what happened.

"The bow of the Stockholm had sliced into her cabin directly beneath her bunk next to the porthole, smashing her bed. It had hurled Linda's half-sister, Joan, into the sea where she perished. It had fatally torn her stepfather, Camille Cianfarra. It had thrown her mother, Jane Cianfarra, into the adjacent cabin where she lay almost hopelessly trapped.

Then, as the Stockholm's bow retread from the Andrea Doria's crushed innards, it lifted Linda and her mattress almost gently out of the doomed ship and deposited her safely on the Swedish liner. Without ever comprehending that there was a collision or that her cabin had been demolished and her family decimated, Linda lay unconscious on the deck without any apparent serious injury until the sailor heard her frightened plea for help. 'It's a miracle,' Garcia whispered solemnly."

God's ways are unsearchable! Who would have ever imagined such a bizarre account? How very unlikely the series of events that deliver Linda Morgan to the deck of the Stockholm!

The eight-year-old sister of Linda, Joan Cianfarra, was sleeping on the adjoining bunk bed in Linda's cabin. Joan was crushed and killed instantly.

"Her step-father, Camille Cianfarra, a longtime foreign correspondent for *The New York Times*, stationed in Spain, was also killed in the adjacent cabin he shared with the girls' mother. . . .

Linda Morgan and her younger sister were both listed among missing passengers in the early reports."

The examples of God's incredible variety of God's chosen means and methods of providential and miraculous provision cover the pages of the Bible:

A gentile woman, facing hunger and gleaning a field, is the mother of Obed, who was the father of Jesse, the father of David, and in the line of Christ

A starving, dying widow would sustain Elijah.

A Samaritan would help a Jewish man who was mugged on the highway.

A dying slave points the way to King David as he seeks to rescue his family

A Jewish captive who delivers her people from the gallows built by Haman

A baby floating down the Nile to deliver the Jews from 400 years of bondage

A young man sold into slavery by his brothers and falsely imprisoned, to deliver the nation of Israel from famine.

Four lepers prepared to die, end up delivering the city by deciding to walk into the enemies camp.

A harlot named Rahab who would end up in the line of Christ

A babe in a manager, born in a land under Roman rule, to a poor family, is the Messiah!

God will, and He does, use the unusual and the most unlikely. We may envision the most likely solution to our trials. Therefore, we can foolishly miss His provision. Failing to appreciate this principle will blind one's eyes to God's new, unusual, and ever-changing means of provision. Remember, God's ways are past finding out and are unsearchable!

Key Illustrative Thoughts:

Nothing to do but sing and pray! They were on a collision course! One is taken, the other is left. Above and beyond what we can think or ask. Who knew? The brevity of life. There are no conditions when it is safer. Even well-experienced people have been known to crash. One ship survives, the other lies on the bottom of the Atlantic. "Fog" -- It clouds our vision! In a rush -- trying to save time. The uncertainty of life and death. It started out as a normal day, but it didn't

end that way for 100's Saved alive! God's ways are unsearchable! Who would have written this story of deliverance? This is the Stockholm! Selfish crew members, who are there to save others! Fog, speed, and congestion -- factors which all led to tragedy. Desperate to be reunited with our family Stepping on shore Hit by an icebreaker No enough lifeboats Headed for a collision / a disaster No one knows it, but it is a collision course.

Additional Information & Links

The Stockholm was called *the ship of death* after the collision with the Andrea Doria. Nevertheless, it was reconditioned several times since 1956 and still operates today. In 2005 the ex-*Stockholm* was renamed *Athena*.

"Captain Dan Crowell has begun to "mow the lawn," steering the sixty-foot exploration vessel the *Seeker* back and forth, taking her through a series of slow passes, sniffing for the *Doria*.

The *Seeker*'s crew of five divvies up hour-and-a-half watches for the ten-hour trip from Montauk, Long Island, but Crowell will have been up all night in a state of tense vigilance. A veteran of fifty *Doria* trips, Crowell considers the hundred-mile cruise--both coming and going--to be the most dangerous part of the charter, beset by imminent peril of fog and storm and heavy shipping traffic. It's not for nothing that mariners call this patch of ocean where the *Andrea Doria* collided with another ocean liner the "Times Square of the Atlantic."

"The Mount Everest of scuba diving," people call the wreck, in another useful catchphrase. Its [bleep] rep is unique in the sport. Tell a fellow diver you've done the Great Barrier Reef or the Red Sea, they think you've got money. Tell 'em you've done the *Doria*, they know you've got [bleep]. Remote enough to expose you to maritime horrors--the *Seeker* took a twenty- five-foot wave over its bow on a return trip last summer--the *Doria*'s proximity to the New York and New Jersey coasts has been a constant provocation for two generations. The epitome, in its day, of transatlantic style and a luxurious symbol of Italy's post--World War II recovery, the *Andrea Doria* has remained mostly intact and is still full of treasure: jewelry, art, an experimental automobile, bottles of wine--plus mementos of a bygone age, like brass shuffleboard numbers and silver and china place settings, not so much priceless in themselves but much coveted for the challenge of retrieving them. . . .

You might be paying your money and buying your ticket just like at Disney World, but everybody also knows this is a real expedition," says Crowell. "You've got roaring currents, low visibility, often horrible weather, and you're ten hours from help. We're pushing the limits out here." -- <https://www.esquire.com/news-politics/a947/everest-bottom-sea-0700/>

<http://www.andreadoria.org/>

https://en.wikipedia.org/wiki/SS_Andrea_Doria <https://www.history.com/news/the-sinking-of-andrea-doria> <http://www.dailyherald.com/article/20130130/news/701309740/>
<http://www.ack.net/AndreaDoria072006.html> <http://www.pulitzer.org/winners/harry-trask> http://www.lowellsun.com/peterlucas/ci_28757183/peter-lucas-fumbling-task-earned-trask-pulitzer-prize

https://en.wikipedia.org/wiki/Linda_Morgan <https://www.thoughtco.com/how-deep-can-you-scuba-dive-2963210>

Today's Illustration: Misleading Signals



Ways To Set Up A Crash! On This Day: August 8, 1997 -- approximately 1:00 a.m. -- Flight 801 crashes in Nimitz Hill, killing hundreds!

Korean Air Flight 801 crashes at Nimitz Hill, Guam. The flight left Kimpo International Airport in Seoul, Korea and was scheduled to land at Won Guam International Airport in Guam.

It was a Boeing 747, manned by two pilots and one flight engineer. The occupants were 14 flight attendants and 237 passengers. Most passengers were tourists on their way to vacation in Guam.

It crashed into the dense jungle early Wednesday morning, three miles south of the airport and into the mountain.

The airplane did not crash because of any engine or structural failure. It was due to pilot error, along with lesser contributing factors which did not and would not have caused the crash, but did contribute to pilot error.

Early speculation was that the pilot miscalculated the approach to the runway, thinking that the guidance beacon on the hilltop was on the runway. Or, the pilot might have lowered the landing gear far too early, and that would have disabled the alarm system which was designed to warn a pilot that he was too close to the ground.

The captain of flight 801 was a well-qualified pilot who had logged almost 9,000 hours of flight time. The First Officer has 4,000 hours, and the flight engineer had over 13,000 hours.

The History:

Captain "Park had originally been scheduled to fly to Dubai, United Arab Emirates; since he did not have enough rest for the Dubai trip, he was reassigned to Flight 801."

The pilot and crew were implementing an instrument landing.

The tower had informed Captain Park that the glideslope (the ILS -- instrument landing system) was out of service

The plane would be relying on the VOR and DME system to navigate and land (see notes for further understanding of those systems).

According to the voice recorder,

Captain To Crew: "The localizer glideslope is out."

Tower Repeats: 'Glide slope unusable.'

Flight Crew: "Roger" (Acknowledged)

Chief engineer (two minutes before the crash): "Is the Glideslope working?" Glideslope? Yeah?

Captain: "Yes, yes, it's working."

Someone: "Check the glide slope if working?"

Someone: "Why is it working?"

First Officer: "Not Usable"

Someone: "Glide slope is incorrect."

First Officer: "Approaching 1,400"

Captain: "Since today's glide slope condition is not good, we need to maintain 1,440 -- Please set it." (The "setting of it would tell the airplane to not go below 1,400 feet in altitude)

Someone: "yes"

Captain: "look carefully" -- "set five hundred sixty feet"

First Officer: "set"

Plane's landing gear lowered and flaps extended.

Captain: "Isn't glideslope working?"

The airplane's automatic announcement system indicates that the plane had descended below 1,000 feet -- (12 seconds before the crash)

First officer: "Runway not in sight."

Airplane System: "five hundred" - feet

Flight Engineer: "two hundred" - feet

First Officer: "let's make a missed approach."

Flight Engineer: "not in sight."

First Officer: "not in sight, missed approach."

Flight Engineer: "go around."

Captain: "go around."

Too Late!

Of the 254 persons on board, 228 were killed, and 23 passengers and 3 flight attendants survived the accident with serious injuries.

One of the surviving passengers indicated that the crash happened so quickly that there was no announcement and there was not even a scream heard by him.

The fuel in the ruptured wings ignited a fire which burned for approximately eight hours.

NTSB Report & Recommendations: Three of the recommendations from the National Transportation & Safety Board . . .

Consider **designating Guam International Airport as a special airport requiring special pilot qualifications.**

Disseminate information to pilots, through the Aeronautical Information Manual, about **the possibility of momentary erroneous indications on cockpit displays** when the primary signal generator for a ground-based navigational transmitter (for example, a glideslope, VOR, or nondirectional beacon transmitter) is inoperative. Further, this information should reiterate to pilots that they should disregard any navigation indication, **regardless of its apparent validity**, if the particular transmitter was identified as unusable or inoperative.

Issue guidance to air carriers to ensure that **pilots periodically perform nonprecision approaches** during line operations in daytime visual conditions in which such practice would not add a risk factor.

Malcolm Brenner (Black-box specialist and one of the investigators of Flight 801 crash):

". . . what the captain seems to be doing is assuming that at some point he's going to break out of the clouds and see the airport, and he doesn't see it by five hundred sixty feet, he'll just go around. Now, that would work except for one more thing. The VOR on which he's basing this strategy is not at the airport. It's two-point-five miles away on Nimitz Hill. . . . Sometimes you can follow the VOR down and takes you straight to the airport. Here if you follow the VOR

down, it takes you straight to Nimitz Hill."

". . . it's one in the morning, and he'd been up since 6 a.m. the previous day . . . a minor technical malfunction; bad weather; and a tired pilot." - Outliers by Malcolm Gladwell -- pgs 211-12

The flight and the Guam airport was not new to the Captain. Captain Park had flown into Guam eight times before.

However, perhaps -- just perhaps the crash was due to "culture." Well at least as much culture as minor technical problems (which were overcome by other pilots landing 100's of planes landing throughout the month), weather, and fatigue -- CULTURE

Malcomb Gladwell makes an interesting point as it relates to Korean culture

The Korean linguist Ho-min Sohn writes All social behavior and actions are conducted in the order of seniority or ranking; as the saying goes. . . . there is order even to drinking cold water."

So, when the first officer says, "Don't you think it rains more? In this are, here?" we know what he means by that: Captain. You have committed us to a visual approach, with no backup plan, and the weather outside is terrible. You think that we will break out of the clouds in time to see the runway. But what if we don't? It's pitch-black outside and during rain and the glide slope is down.

But he can't say that. He hints, and in his mind, he's said as much as he can to a superior. The first officer will not mention the weather again."

Key Illustrative Thoughts:

Should I say anything? Confusion cost lives. Who knew? Life & Death -- It's time to speak up. Wrong assumptions High errant conditions Intermittent erroneous signals cause crashes. It may not be a reliable guidance system. Out for repair It's not in sight -- but there is no going around. Sometimes you can and sometimes you can't. Some airports require a special qualification because they are more dangerous. Try it when it is clearly far safer, before you find yourself under high errant conditions. There are no conditions when it is safer. Regardless of its apparent validity He is really saying But you can't hear it! The Glide Slope is down. Experience is no assurance. Even well-experienced people have been known to crash. Can people talk to you? Title: Ways to shut down helpful conversations -- Subtitle: Ways to set up a crash.

Additional Information & Links Pilot Confusion: At one point the captain stated that the glideslope was not working, then he said that it was working, and then again stated that it was not working. * The crew was operating on an old flight map which stated that the safe altitude

for landing a plane was 1,700 feet. The updated flight map, which was revised to 2,150. Flight 801 was maintaining an altitude of 1,870 while it was waiting to land. VOR: VOR stands for "VHF Omnidirectional Range." The tower sends out a VHF signal which transmits -- The station's identifier and the magnetic bearing from the station to the airplane. That bearing is used by the pilot to determine the plane's exact position and allows them to navigate to the runway. DME: Distance Measuring Equipment

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Animated presentation of the crash: <https://www.youtube.com/watch?v=ll4dwx00v28>

<http://aviation-safety.net/database/record.php?id=19970806-0>

Today's Illustration: But Wait -- There's More!



Failure: Dad Was All Business! On This Day: May 3, 1935, Ron Popeil was born to Samuel & Eloise Popeil.

Ron Popeil is one of the most, if not the most, successful "pitchmen" of recent history. Beginning in the 1950's, Ron Popeil has appeared on more infomercials than any other salesman, promoting products that he himself invented, marketed, and sold by the millions.

Ron began selling his father's goods at the Maxwell Street Flea Market in the mid 50's at the age of 13, for 10 hours a day -- from six in the morning till four in the afternoon.

Popeil's father, uncles, and cousins were all known for their skills at selling -- "My cousins could sell you an empty box." -- Ron Popeil.

The History:

Ron Popeil: Born May 3, 1935

As Gladwell's book states ("What the Dog Saw" by Malcomb Gladwell), it was Nathan Morris, who came from Europe in the 1880's — who was one of the first "pitchmen" who walked the boardwalk of Atlantic City & Asbury Park, New Jersey, along with Ed McMahon. Nathan hired Samuel J. Popeil, his nephew, just before the war.

At the age of 3 Ron's parents were divorced (1938) and at the age of 5 (Ron say "5" -- some say 6, and others say 7) he was rescued by his grandparents and moved to Florida to live with them.

Ron and Jerry were Samuel's two sons. Both sons were sent off to boarding school (Ron Popeil says it was actually an orphanage) in upstate New York.

Jerry died at the age of 46 of alcoholism in 1980.

"Most of the early years were so painful . . . I blocked them out." But he does have one memory. "It was a Sunday, and I stood in the middle of the road, and I cried, looking for a car

coming, with the hope that a parent would be coming to see me. That vehicle never came. They never visited."

In 1952, at the age of 17, he moved to Chicago to work for his father (Samuel Popeil)-- Popeil Brothers -- who was an inventor and salesman, as Ron himself came to be. His father was the inventor of the "Spiral Slicer."

"There was no love for my father at all. I had a respect for the guy as a businessman, but I hardly saw him. He was a single man and did what single guys do. I was 16 when I started selling my father's products at county fairs and flea markets. I made almost \$1,000 a week, spending as fast as I was earning it."

"I don't ever remember having a birthday party in my life." -- Gladwell pg. 26

[After moving to Chicago with his father and working in his father's business] "My father was all business. I didn't know him personally." -- Gladwell pg. 27

That would be followed by "Chop-o-Matic" and "Veg-o-Matic." When these were originally sold, two million were sold, and they sold for \$3.98 each.

I was working in the Woolworth's store in Chicago selling the Chop-O-Matic, standing eight or 10 hours a day. I would do six demonstrations an hour. My vocal cords were so strained that I wouldn't want to talk to anybody when the day was over.

"I was stuffing money into my pocket," he says, "more money than I had ever seen in my life"—as much as \$500 a day, big money in 1951.

"Radio" was invented in 1985 (the wireless Marconi telegraph) and television was invented in 1927. By 1952, Samuel Popeil decided that television advertising seemed a more sensible way to sell his inventions.

Ron Popeil formed his own company called "Ronco" in 1964.

"If I create a product, I can market it as well as or better than anyone on the planet. I have the confidence and the passion. People see that, and they know it is real. When you make your own products and you put your name on them, you better have something good, or else when you walk down the street, people will be throwing stuff at you."

"Ladies and gentlemen, I'm going to show you the greatest kitchen appliance ever made ... All your onions chopped to perfection without shedding a single tear."

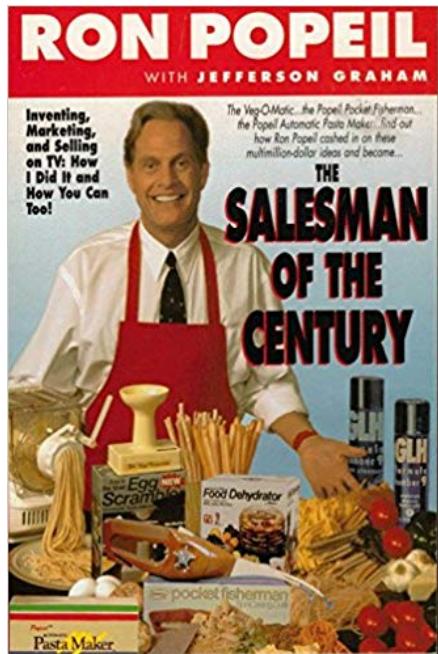
"Slice a tomato so thin it only has one side."

"They [Morris & Popeil] believed that it was a mistake to separate product development from marketing, as most of their contemporaries did, because to them the two were indistinguishable: the object that sold best was the one that sold itself. They were spirited, brilliant men. And Ron Popeil was the most brilliant and spirited of them all. He was the family's Joseph, exiled to the wilderness by his father only to come back and make more money than the rest of the family

combined. He was a pioneer in taking the secrets of the boardwalk pitchmen to the television screen." -- Gladwell, pg. 5

"You have to explain the invention to the customers -- not once or twice, but three or four times, with a different twist each time." -- Gladwell pg. 15

["Popeil is one of those rare survivors who's built up an amazing fortune, lost it and made a remarkable comeback."](#)



Inventions:

Ronco Spray Gun (One of his first products) The Pocket Fisherman Dehydrator Electric Pasta Maker Kitchen Magician Feather Touch Knife Dial-o-matic "Set It And Forget It!" Rotisserie -- sold over 8 million of them in the U.S. Spray on Hair Flavor Injector

"My latest project is a deep fryer. I've been working on it for four years. It will be my last product and my last infomercial. There are two million people who use turkey fryers, mostly down South. QVC saw the product in its early stages, and they said to me, "Ron, when you're ready, we'll buy 40,000 for a one-day sale." JCPenney said they'd take another 40,000. It's all about brand reputation."

Ron Popeil was married three times to Marilyn Greene, Lisa Boehne, Robin Angers. He is the father of 5 children.

"Here is a man who constructed his life in the image of his father — who went into the same business, who applied the same relentless attention to the working of the kitchen, who got his start by selling his father's own products — and where was his father? . . . 'You know they could have done wonders together . . . They could have been a war machine.'" -- Gladwell pg. 27

Key Illustrative Thoughts:

The men of this world are wiser than the children of light. "Confidence and Passion" A Work Ethic: Hard work "Without shedding a single tear." Who knew? When two dynamics collide -- Sales & Television A Joseph in the world of sales. Blocking out the pain! Rich, but unhappy in relationships. They could have been a war machine if they worked together. Explain it more than once! And where was his father? How to lose your children: Be All Business. Failure Midst Success. Living Our Father's Lives.

But wait -- There's More!

Additional Information & Links

"The idea from the Showtime [Rotisserie Oven] came about . . . [when] Ron was at Costco when he suddenly realized that there was a long line of customers waiting to buy chickens from the in-store rotisserie tents. They touched on rotisserie chicken, but Ron knew one thing: they did not have rotisserie ovens. Ron went home and called Backus. Together, they bought a class aquarium, a motor, a heating element, a spit rod, and a handful of other spare parts, and began tinkering. Ron wanted something big enough for a fifteen-pound turkey but small enough to fit into the same between the base of an average kitchen cupboard and the countertop. He didn't want a thermostat, because thermostats break, and constant click on and off of the heat prevents the even, crispy growing that he felt was essential." Gladwell pg 7-8

BUSINESS

[Ron Popeil Plugged: Salesman of Century](#)

June 3, 1997 | From Associated Press

From the world of Ron Popeil, some random pith and vinegar: "You and I have never met, but in a way we really have." --Popeil, in the preface of his autobiography, "The Salesman of the Century" "I'm in awe of Velcro. The guy who came up with Velcro, that's the real inventor. I would give up everything I have created in my life to have thought of Velcro." -- L.A. Times

NEWS

[His secret recipe for a good time](#)

August 10, 2006 | Mark Sachs

LATE-NIGHT cable fans can recite his taglines like something out of a Schwarzenegger flick: "The only tears you'll shed will be tears of joy." "But wait, there's more." And the hands-down fave: "Set it -- and forget it." In the three-easy-payments world of infomercial pitchmen, Ron Popeil is the gold standard. The Biography Channel gives the 71-year-old Beverly Hills resident his due Tuesday at 5 p.m. (repeating at 9) -- an hourlong special on Popeil's remarkable Ronco rise. -- L.A. Times

FEATURED ARTICLES

BUSINESS

[Ron Popeil lists his Santa Barbara ranch for sale](#)

March 12, 2014 | By Lauren Beale

Ron Popeil, the inventor and pitchman without parallel who founded the company Ronco, has listed his Rancho Quinta Ladera for sale in the Santa Barbara area at \$4.995 million. The 150-acre manzanita- and oak-studded property includes riding trails, natural springs and 360-degree views. An 1898 adobe house, a guest house, a swimming pool, a pool house, outbuildings, a six-stall barn, a riding arena, riding pens and a 700-tree olive grove are among

the amenities. There are five bedrooms and three bathrooms.

-- L.A. Times

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Today's Illustration: Impossible?



Thought To Be Impossible! On This Day: May 6, 1954

Roger Bannister, a medical student at the time, took a train to Oxford to join up with two other teammates to run against Oxford. Few, if any, realized that it would be the day when the four-minute mile was broken by Roger Bannister.

"There was a fifteen-mile-an-hour crosswind during the race, and gusts touched twenty-five miles an hour just before the event began. Track authorities said they thought Bannister would have come close to 3:58 had there been no wind. But out of long experience with English weather, Bannister said later, there "comes a moment when you have to accept the weather and have an all-out effort, and I decided today was the day."

Bannister recalled that "he had run his first race here as an Oxford freshman and that his time then was over 5 minutes. Bannister said casually he thought that 'the 4-minute mile has been overestimated.' "

"Then astonishingly — at least from the vantage point of the 21st century — Bannister, at the height of his athletic career, retired from competitive running later that year, to concentrate on medicine."

The History:

Roger Bannister: Born March 23, 1929

Bannister began his career at the age of 17, in 1946.

Roger Bannister practiced an hour a day, personally limited by his pursuit of his medical education.

In 1948 he was an Olympic hopeful, but at the time had no interest in being considered.

After the 1948 Olympics, he was inspired and set his sights on the 1952 Olympics in Helsinki.

Up to this time, breaking the four-minute mile was not only elusive but believed to be unattainable.

In 1949 he won several mile races, winning with a time of 4:11.

In 1950 he ran a 4:09.9

In 1951 he ran a 4:07.8 at the AAA Championships with 47,000 people watching and defeating the previous record holder -- Bill Nackeville, British National Champion -- who had won the AAA championship four-times previous and whose best record had been 4:08.8.

The previous record was set by Gunder Haegg of Sweden -- 4:01.4 -- nine years previous (July 17, 1945).

On 2 May 1953, he made an attempt to break the Oxford & British record. Bannister ran 4:03.6 -- "This race made me realize that the four-minute mile was not out of reach."

On May 6, 1954, the winds had reached up to 25 mph. Bannister was going to forgo running and save his energy to break the four-minute mile at another meet. However, because the winds lessened just before the race began, he decided to run.

As Norris McWhirter was announcing his time, as he said -- "The times was **three . . .**" -- the crowd erupted in cheers and most never heard the actual time.

Initially, Roger Bannister's record was believed to be a sports myth because no one believed that a man could run under four minutes.

Roger Bannister beat John Landy to breaking the record and running a mile under four minute.

Roger Bannister's record lasted 46 days - Broken on June 21, 1954, by his previous rival "Landy" (John Landy of Australia) in Finland -- 3:57.9



"Statue in Vancouver immortalizing the moment in *"The Miracle Mile"* when Roger Bannister passed John Landy, with Landy looking back to gauge his lead."

Roger Banister because a neurologist and practiced medicine until 1993.

"In 2014, Bannister said in an interview: 'I'd rather be remembered for my work in neurology than my running. If you offered me the chance to make a great breakthrough in the study of the automatic nerve system, I'd take that over the four-minute mile right away. I worked in medicine for sixty years. I ran for about eight.'"

Bannister was diagnosed with Parkinson's and announced it in May of 2014. Roger Banister died this year -- March 3, 2018 -- at the age of 88. Those who lived in the world of track and field during in the 1950's and 60's probably caught the story of his death, but many others probably missed it. Phil Knight stated that it was Roger Bannister who inspired him to start Nike. Knight ran track under coach Bill Bowerman at the University of Oregon.

"Sitting at the dinner table one night in the summer of 1954, my father asked me if I would like to go to Vancouver to see the British Empire Games. "It will be as close as you or I will ever get to actually seeing an Olympics," he said, "and it ends with the Miracle Mile, the race between the world's only four-minute milers." Coming just months after that record was first broken by Roger Bannister, who died on March 3 at 88, it was a gift from a busy, somewhat distant father to a dutiful, shy son.

The race did not disappoint. I was spellbound for all four laps. At the half-mile, the loudspeaker announced the time: "1:58 ..." The tenths were drowned out by the roar of the crowd that grew over the next two minutes. The excitement faded, my father turned to me, in one of his teachable moments, and said, "Never in your life will you ever see two men run under four minutes in a single race." His forecast missed, but it was the best bonding time of our lives. Looking back, there was something else going on that day too. It drove home the magic a great sporting event can weave: the ability of the moment to inspire. For Bannister, the victor, lying exhausted, he had to be saying to himself, "I did it." He had done far more than he ever could have imagined." -- *This appears in the March 19, 2018 issue of TIME.*

"Roger Bannister is the best example of someone doing something where your brain says no, but your heart says 'Yes, you can.' -- IAAF president and former mile world record holder Lord Sebastian Coe

Today's Record: Moroccan Hicham El Guerrouj, 3:43.13 run in Rome, Italy -- July 7, 1999
From "The Four Minute Mile" by Roger Bannister

"The year 2004 is the 50th anniversary of the first four-minute mile. . . . The barrier of four minutes had been believed to be insurmountable. John Landy, my great Australian rival, who had run three 4 minute 2-second miles said, "Two little seconds are not much, but when you're on the track those fifteen yards seem solid and impenetrable, like a cement wall.' But, as a medical student and physiologist, I knew this could not be true."

The satisfaction we derive from games is complex. We enjoy struggling to get the best out of ourselves, whether we play games of skill requiring quickness of eye and deftness of touch, or games of effort and endurance like athletics. . . . For nearly ten years I have run about 25 miles a week: my grasp of the reason why I run continues to grow. . . . I find in running — win or

lose — a deep satisfaction that I cannot express in any other way It brings a joy, freedom and challenge which cannot be found elsewhere.”

"It still seems strange to me that the intrinsically simple and unimportant act of placing one foot in front of the other as fast as possible for 1,760 yards was heralded as such an important sporting achievement. I suppose the appeal lies in its very simplicity, four laps in four minutes — it needs no money, no equipment, and, in a world of increasingly complex technology, it was out a naive statement about our name. A man could, with his own two feet, overcome all difficulties to reach a pinnacle upon which he could declare, ' No one has ever done this before,'"

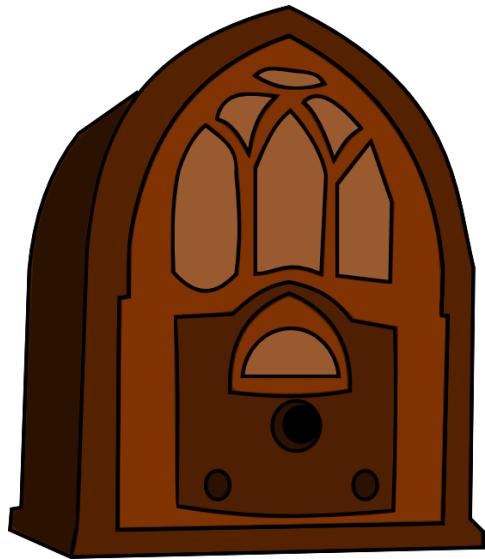
Key Illustrative Thoughts:

Someone had to be the first. There are many "first." Yes, you can! Sixty years compared to eight. What means more is helping people! Two men running in a single race! No one ever did this before! Don't look back when running a race. Inspire to build a brand from one, in a cloud of witnesses! It doesn't take anything but our two feet. It can't be found anywhere else -- or can it? Never think it is out of reach. The feat is overestimated! When two seconds seems like a cement wall. Two second doesn't seem like much, but it can be a lot! Who knew? Unattainable?! Maybe I'll wait for a different or a better day to try.

Additional Information & Links

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Today's Illustration: Seabiscuit



An Unlikely Winner! On This Day: November 1, 1938

"When the bell rang, Seabiscuit ran away from the Triple Crown champion. Despite being drawn on outside, Woolf led by over a length after just 20 seconds. Halfway down the backstretch, War Admiral started to cut into the lead, gradually pulling level with Seabiscuit, and then slightly ahead. Following advice he had received from Pollard, Woolf had eased up on Seabiscuit, allowing his horse to see his rival, and then asked for more effort. Two hundred yards from the wire, Seabiscuit pulled away again and continued to extend his lead over the closing stretch, finally winning by four clear lengths."

The History: The story behind Seabiscuit was virtually unknown to most of modern-day America until recent days. While the story of Seabiscuit has been put to film in recent years ("Seabiscuit" - 2003), shortly after it was put to writing ("Seabiscuit: An American Legend," by Laura Hillenbrand - 2001, it was 63 years before Hillenbrand's book was written about this national American experience which excited a nation shortly after the depression years.

- Dangerous: Nineteen Jockeys were killed while racing between 1935 - 1939. Approximately twenty-six were killed from 1929 to 1979.
- A low-paying profession: "If you've always wanted to be the front-runner in a horse race, becoming a jockey may be an ideal career goal. Hands down, working as a jockey requires specific physical attributes, hard work and the opportunity to train as an apprentice with a top trainer. Very few jockeys make the run for the roses, but the United States has more than 50 race tracks, and there are even more internationally. Pay can be as little as \$28 per race and as much as \$124,000 for a triple crown competition."
- "Physically" Demanding:

"For jockeys who were truly desperate [to lose weight], there was one last resort. Contact the right people, and you could get hold of a special capsule, a simple pill guaranteed to take off all

the weight you wanted. In it was the egg of a tapeworm. Within a short while, the parasite would attach to a man's intestines and slowly suck the nutrients out of him. The pounds would peel away like magic."

When the host jockey became too malnourished, he could check into a hospital to have the worm removed, then return to the track and swallow a new pill." - pg 83

- Seabiscuit Foaled: May 23, 1933
- Sire: Hard Tack / Grandsire: Mon O' War
- "Stallion"
- Jockey: Johnny ("Red") Pollard
- Seabiscuit's Lifetime Earnings: \$437,730 million
- Record Odds: 89:1
- Johnny Pollard: He was a boxer, who was abandoned by his parents at a race track in Montana -- preface pg 18.
- Pollard was married to "Agnes" in 1939, and they had two children.
- Pollard was blind in one eye due to a stray rock which was kicked up by another horse during a training ride.
- Pollard was the jockey who rode the then 7-year-old Seabiscuit at the Santa Anita Handicap, Arcadia, California, to victory, which was Seabiscuit's final race.
- Johnny Pollard died in 1981.

Seabiscuit:

- "Within hours of his birth, he had known how to run, and speed had been the measure of his life ever since. He knew what the track was for, and it wasn't walking. He was frantic to run." -- pg. 297
- Seabiscuit had raced 35 times as a "two-year-old" and came in last almost every time.
- As a "three-year-old" he had run 43 races. One day, "after throwing a fit in the starting gate and being left flat-footed at the bell, the colt won his race that day." -- pg 34
- Seabiscuit's "gallop was so disorganized that he had a maddening tendency to whack himself in the front ankle with his own hind hoof.
- "Sleeping was his favorite pastime. . . . He could keel over and snooze for hours on end. His inability to straighten his knees all the way may have been the culprit, preventing him from locking his forelegs in the upright position." pg 38
- Seabiscuit's fame came from the reality that he won against all odds.
- Seabiscuit lived 14 years -- Secretariat lived 19 years / Seattle Slew 28 years
- Seabiscuit's papers read "retired" -- He was bred to seven mares and only produced sired 108 foals. -- This is a small number of foals -- Secretariat 699
- Seabiscuit was buried under an oak tree on Ridgewood Ranch, which is near Willits, California.
- The Willits Chamber of Commerce conducts "Seabiscuit" tours.
- Jockey Johnny Pollard, fought the curse of alcohol most all of his adult life. He stepped down as a jockey when he was forty-six years old.
- After riding Seabiscuit, "Red" Pollard never rode a horse which came close to winning the fame of that horse.

"Stephen Ives, the director of a documentary about the famous horse, has spoken of Seabiscuit's contagious appeal: 'We all love to root for the underdog. Seabiscuit makes us

feel that we can do it. That it is possible to make something of yourself with hard work, commitment and a little luck. This message, both now and in the 1930s was intoxicating for the Americans and seemed to embody their American Dream." ("Sunny" James) Fitzsimmons (one of the most successful conditioner of Thoroughbreds in the nation) said, "He (Seabiscuit) struck me as a bird that could sing but wouldn't unless we made him I decided to fool the Biscuit to prove to him he wasn't fooling me. . . . One morning he paired Seabiscuit with Faust, the fastest yearling in the yard and a future major stakes winner. He told Seabiscuit's exercise rider to find a stick to use as a whip [This was a departure for Fitzsimmons because he forbid the use of whips on their horses]. . . . "Keep this colt right up with Faust as close as you can. . . . Just see how many times you can hit him going a quarter of a mile. . . . Fitzsimmons expected that, at best, Seabiscuit would be able to cling to Faust for a little while. . . . Faust never had a chance, Slapped over and over again with the stick, Seabiscuit blew Faust's doors off, covering a quarter mile in an impossible 22 2/3 seconds. . . . The bird could sing. "I found out why he wasn't running. It wasn't that he couldn't. It was that he wouldn't. He was lazy. Dead lazy." --
pgs. 39-40 **Key Illustrative Thoughts:**

Against All Odds! Hiding "blindness" in order to be able to be used. Sometimes, there are those who just have to be made to run! That bird can sing! Some don't know what the "track" is for. Seabiscuit did. Lazy -- Dead lazy. Failed at boxing in a ring, but a winner at riding on top of a horse. What some people are willing to experience in order to accomplish an end. Sometimes it is not that we can't, but it is that we won't. How many want their story to also be the story of overcoming all odds. Many people live their lives vicariously, through the events and lives of others. Sometimes, winning is only about that one race. Who knew? Maybe a goofy gallop, but a winner. Does it take "a stick" to see what you can do?

Additional Information & Links "Red Pollard stood 5 ft 7 in (1.70 m) and weighed 115 lb (52 kg), which is considered big for a jockey. . . . Early in his career, he lost the vision in his right eye due to a traumatic brain injury suffered when he was hit in the head by a rock thrown up by another horse during a training ride. Because he would not have been allowed to ride had the full extent of his injury been known, *he kept his vision loss a secret for the rest of his riding career.*" -- https://en.wikipedia.org/wiki/Red_Pollard <https://worldhistoryproject.org/1938/11/1/seabiscuit-beats-war-admiral-in-the-match-of-the-century> <https://www.racingmuseum.org/hall-of-fame/seabiscuit> https://en.wikipedia.org/wiki/Category:Jockeys_killed_while_racing
<https://www.paulickreport.com/tag/jockey-deaths/> <http://work.chron.com/jockeys-earn-21243.html> https://en.wikipedia.org/wiki/Red_Pollard
<http://simonandschusterpublishing.com/readthesummergames/assets/seabiscuit-cg.pdf>
<http://www.fampeople.com/cat-red-pollard>
<http://www.rarenewspapers.com/view/565702?imagelist=1>

Today's Illustration: Proof?

Proof Enough?

What Is Enough Proof?

On This Day:

July 1, 2014 -- Propane tank on food truck explodes and kills the owner of the food truck, a mother, along with her daughter. Others were severely burned, but their names have not been released because they are minors. A total of nine persons claimed that they were injured.

The History:

"Food trucks are gaining in popularity. They can be found just about anywhere and are even the focus of some popular television shows. While many of them offer amazing food choices, few people tend to think of the dangers these trucks may cause. A recent food truck accident in Pennsylvania resulted in minor to serious injuries to several people."

"The food truck erupted in a ball of fire on a street corner in Feltonville on July 1, 2014, killing the owner of the truck and her teenage daughter."

June 29, 2018 -- In Pennsylvania, Attorneys Alan Feldman and Saltz Mongeluzzi prepare for a trial. They maintain that the manager of the local U-Haul store was negligent, as well as the U-Haul Corporation. However, the case was never heard or presented before a judge or jury verdict. However, the result was one of the largest, if not the largest pre-trial settlements.

The plaintiffs involved -- "Alex Doe," "Jane Doe," and the estates of mother and daughter, "Sofia Smith" and "Maria Smith."

The incident happened in 2014 in Feltonville, Pennsylvania, a neighborhood outside of Philadelphia

It involved a food truck, which was parked on 3rd Street and Wyoming Avenue in Philadelphia, Pa., outside of an auto body shop, where it is generally parked every day.

The pre-trial settlement resulted in **a \$160 million settlement** (and an undisclosed confidential settlement amount). At this time, it's the largest-ever pretrial personal injury settlement in Pennsylvania history.

The truck was parked and suddenly exploded.

"We thought something fell over. Then all of a sudden we heard screams," neighbor Nicole Ellis told WCAU-TV. "We walked outside and the truck was billowing fire."

Neighbor Luis Rivera told The Philadelphia Inquirer that his home across the street shook from the blast. -- "I thought it was a car accident - there are usually a lot on this street," he said. "Then I came outside and saw the lunch truck in flames."

Three police officers from the Southeastern Pennsylvania Transportation Authority stationed down the street were the first to respond to the fire and help some of the victims. Spokeswoman Heather Redfern said the officers helped two women who were badly burned, including one standing at the back of the truck and one sitting at a table nearby." -- ABC 13.com

When the Food Truck, "La Parrillada Chapina," exploded it also set a utility pole on fire. Pieces of the four-foot propane tank which exploded were found up to about 150-feet away. Olga and her daughter Jaylin Galdamez were killed, three other people were severely burned, and others were injured. A civil complaint was filed against both the manager of the Hunting Park location and the U-Haul Corporation. Manager Miguel Rivera was the actual person who refilled the propane tanks and was charged with violating federal hazardous materials regulations. Miguel Rivera has consistently maintained his innocence of these charges. The claim was made that he improperly filled the propane tanks which caused the leak and therefore lead to the tragic explosion.

"The U-Haul's employee who illegally filled this tank and did so repeatedly, blatantly violated the law," said Attorney Robert Mongeluzzi.

The claim was also made that Rivera never trained and tested another employee who filled propane tanks at the U-Haul location so that he would be qualified to refill propane tanks. While the manager was also part of the suit, since he was the actual person who filled the propane tanks, he had little financial resources to compensate for any damages. Such suits typically go after and include corporations such as U-Haul because the corporation have the "deepest pockets." There was neighborhood [surveillance video](#) which was captured when the explosion took place. There are some details of the case which may never be clear since U-Haul has maintained that it did not fill the propane tanks which exploded. While they have regularly filled propane tanks, they consistently maintained that the manager had not filled these two tanks. There are some details of the case which may never be clear. U-Haul has maintained that it did not fill the propane tanks which exploded. While they do regularly fill propane tank, they consistently maintained that the manager had not filled these tanks. The investigation

concluded that the explosion was *likely* caused by a leak in one of the two tanks. **What serves as proof?** That is the question which U-Haul had to determine in deciding whether to go forth with the case or not. Could they convince a judge or jury that they were not responsible since they had not refilled the propane tanks?

Tragic Accidents Happen!

"We want to ensure that this was an accidental explosion. We want to ensure this wasn't anything criminal," [Investigator] Small said. "The bomb squad is investigating to see if there is any foul play. That will be the result of a completed investigation."

"A spokesman for U-Haul says the company did not fill the tanks."

- Does a tragic situation mean someone is negligent? • Do the operators of the food truck have any responsibility? • Do we know that the explosion was caused by a propane leak? • Did they know and/or had they been told by other "refillers" that the tanks were out of compliance? -- We will never know for sure.
- Did the food truck owners go to refill stations where they would not be turned away? • Was Rivera the person who filled these particular tanks? -- He says he did not and there is no proof that he was the one who filled these two tanks.
- Was Rivera actually negligent in this particular tragic situation? • Was U-Haul responsible because of the possible actions of another?

The only facts of the case were

The propane tanks were old and/or "damaged."

Such propane gas cylinders are to be tested and recertified every 12 years.

Testing & Recertification: That would be noted by the stamping of the tank with the year of such testing and recertification

In this case, one cylinder was tested and recertified in 1995 -- 19 years ago.

The other cylinder was manufactured in 1948 and had never been inspected -- tested and recertified -- since 1948.

That propane tank was 70 years old and had never been tested and recertified since its manufacturing in 1948.

Both tanks were "outdated" and should not have been refilled by anyone, but they had been.

No one who had refilled those two tanks had noticed, examined, cared, and maybe never even refused to refill it through all those 19 to 70 years.

? The case was scheduled for trial -- July 2018 ? Why did U-Haul settle the case before it went to trial? ? Maybe this is why the U-Haul Corporation settled

Mom was 27 years old

Her daughter was 14 years old.

Is there enough proof when it involves the tragic loss of a young mother and her teenage daughter who were working together just to make a living on a food truck in Philadelphia? Final Settlements:

"Alex Doe" -- \$69.17 million

"Jane Doe" -- \$54.35 million

The estate of "Sofia Smith" and "Maria Smith" -- \$36.7 million

Key Illustrative Thoughts:

Negligent: To not take the steps you ought to take, could have taken, should have taken and which lead to the harm or injury of another.

A lot of money, but what is a life worth?

How does society determine the worth of a life?

Riches attract people -- (i.e., That is why "Doe" is used in the settlement agreements.).

Tragedy: Usually the necessary impetus to argue for and create needed changes.

Sometimes proof is sufficient when it gets really personal (i.e., My daughter or son was healed by Jesus).

What is "proof" to you?

What should be enough proof for others?

What is enough proof to find someone guilty?

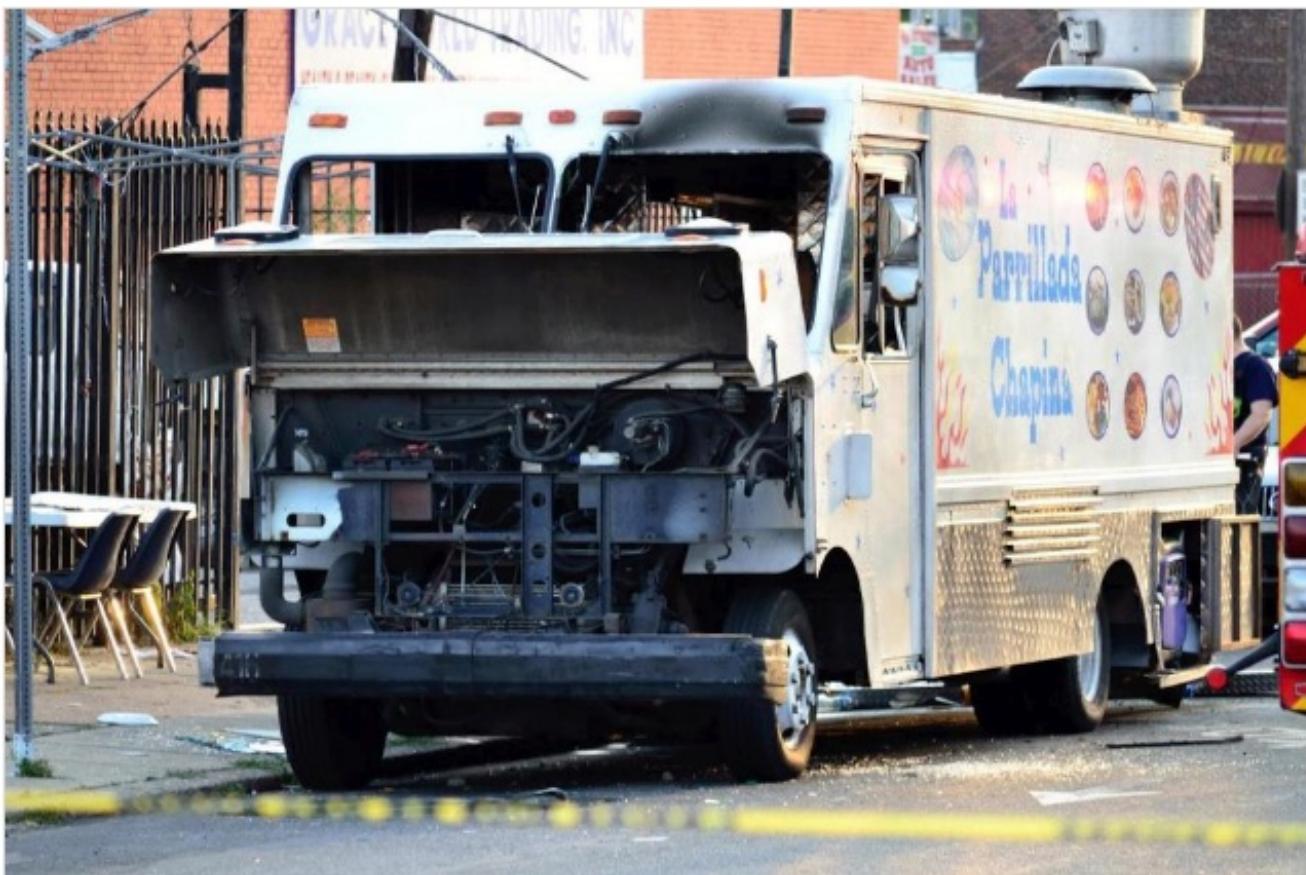
What constitutes proof when the stakes are high?

Some questions will never be answered in life because we just don't have the needed information.

We may never know! -- ultimately.

* Other Information and links

June 27, 2018, at 5:19 p.m.



FILE – This July 1, 2014 file photo shows a food truck damaged when one of the truck's propane tanks exploded and sent a fireball into the sky, causing the deaths days later of the food truck's owner Olga Galdamez and her 17-year-old daughter Jaylin from burn-related injuries, severely burning three others and injuring several more in the Northeast section of Philadelphia. U-Haul has reached a \$160 million settlement with the estates of the food truck owner and her daughter as well as two other victims, lawyers announced Wednesday, June 27, 2018, after investigators said the food truck owner took her propane tanks to a U-Haul subsidiary that refilled the tanks despite the tanks being old and damaged. U-Haul maintains its subsidiary didn't fill the tank that exploded. (C.F. Sanchez/Philadelphia Daily News via AP, File) The Associated Press

"Minnesota Food Truck Association President John Levy said Wednesday he wants to change the best practice safety standards for his organization to include a daily inspection of propane tanks.

"We just formed a national food truck association, and when we heard about this accident actually we were all on the phone with one another," Levy said. "[Food trucks are] a growing trend and it's really wonderful. It creates jobs in Minnesota."

Levy said about 80-90 percent of active food trucks in the Twin Cities are members of this association. Organizations that inspect food trucks and the frequency of inspections can vary depending on the county or city. According to the City of Minneapolis, food trucks in

Minneapolis are inspected by the Minneapolis Health Department when annual licenses are renewed. Fire Inspection Services also inspects the trucks and the setup of the propane tank at the time of license application. Once the trucks are operating, they are subject to random inspections on an annual basis and re-inspected if critical violations are found." Links: <https://www.bizjournals.com/philadelphia/news/2018/06/27/record-160m-settlement-in-2014-fatalphiladelphia.html>

<https://wordpress.com/post/thebiblechapterbychapter.wordpress.com/14777> <https://www.law.com/thelegalintelligencer/sites/thelegalintelligencer/2018/01/16/doj-stonewalls-food-truck-explosion-evidence-u-haul-claims-in-lawsuit/?slreturn=20180529101525> <https://www.usnews.com/news/best-states/pennsylvania/articles/2018-06-27/victims-of-food-truck-blast-u-haul-reach-160m-settlement> <https://www.oig.dot.gov/library-item/36576>

<https://www.riederstravis.com/food-truck-accident-pennsylvania-results-multiple-injuries/>

https://www.youtube.com/watch?v=NGGldddI_0 <https://minnesota.cbslocal.com/2014/07/02/pa-food-truck-explosion-may-lead-to-change-in-mn-standards/> <http://abc13.com/news/at-least-11-injured-in-pennsylvania-food-truck-explosion/150671/>

Today's Illustration: Literally -- "A Wing & A Prayer"

The structure behind "Today's Illustrations" is that they

- are based on true events and people
- provide additional links if one wants to learn more about it
- layout the basic information of the event and/or person
- include quotations and comments from other sources
- provide possible "Key Illustrative Thoughts"

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On This Day:

Sunday, March 21, 1971 -- A small aircraft in distress lands on a runway in Jackson, Mississippi. The "Control Tower" had no idea that they were landing until the plane puts down -- amidst a bizarre series of "coincidences."

The History:

The pilot was a fairly new pilot, flying a small rented plane from Florida to Texas.

He knew his parents were worried and they'd be fervently praying for him, so to put them at ease, he'd asked his instructor to go along with him.

The sun had set as they flew just south of Jackson, Mississippi.

Sydney Mc Call, who was the traffic controller on duty at Thompson Airport had made contact with the small airplane on his radar and by radio.

It was on its way to Texas and after giving them instruction, he "passed them off" to "Memphis Center" for any further directions, as they continued towards Vicksburg and the Louisiana state line.

Then, Sydney McCall began closing down the small airport's control tower and he turned off the outside lights.

Mc Call had planned an "after-hours" tour with Gary & Pat Cornett of the small airport's control tower.

Gary was the minister of music at Forest Hill Baptist Church.

However, that small airplane on its way to Texas had now experienced a serious electrical failure on board.

The plane's generator had stopped working shortly after the plane pass over "Memphis Center."

The pilot and instructor did not realize that they had been operating off of the plane's battery for some period of time already.

Finally, all electrical power aboard was lost and suddenly, the cockpit went dark and all of the airplanes lights no longer functioned.

The plane's radio lost power and was useless. They could not contact Memphis Center or any other pilots in the air at the time.

The new pilot turned on a flashlight and held it in his teeth in order to be able to see the instruments. They flew in an "emergency pattern" of a triangle for some time, but to no avail.

The new pilot and the instructor made the decision to turn around and see if they could make it back to that small airport in the Jackson area.

The pilot and instructor dropped below the clouds -- from 11,000 feet to an altitude of 2000 feet -- seeking to let the lights of Jackson give them the needed help and direction.

They visually located "Hawkins Field" but had no way to obtain clearance for a possible landing. Landing without permission could cause a terrible runway collision and fatalities.

Mr. & Mrs. Cornet had arrived and McCall was giving them the 10 cent tour of the tower and its operation.

Sydney

"demonstrated a light-gun which has tri-colored lights.

He turned on the red light and a white light while the gun remained inside the tower, but for an unexplained reason he held the gun out the window when he demonstrated the green light and said, "If I were going to give a pilot clearance to land, I would point this light directly at him and turn the green light on."

A fellow worker asked Sydney if he would demonstrate the runway lights. Sydney started to turn them on, and gradually they got brighter and brighter until they reached the state of high-intensity. The latter degree of lighting is for emergency, and the lights are designed to pierce fog and clouds to give pilots in emergency situations a view of the runways."

Then, after a minute or so, Sydney McCall returned the runway lights to darkness.

"Sydney had scarcely completed these demonstrations when his coworker said in excitement,

'There is an unlighted plane coming in.' Sydney responded, "There isn't a plane within fifty miles of us in the air." Upon closer examination, it was quickly learned that an unlighted single-engine plane was coming in for a landing."

The unlighted plane which was landing was that troubled aircraft which had turned around, hoping it could land at that small Jackson, Mississippi airport.

As they were looking for a place to land, they were squarely in line to see that green light and believed that the tower had seen them and began their approach.

They cranked their wheels down manually.

Then the runway lights had come on to full brightness and after they landed the lights went off.

"You'd think they could have left them on a bit longer," sputtered the instructor, somewhat surprised."

Even though they were confused as to why they were turned off they taxied towards the tower.

Upon going down to the runway, McCall was greeted by Franklin Graham.

Key Illustrative Thoughts:

God's Providence Planned events are part of life's unplanned emergencies Who Knew? When you think you are doing one thing, God uses it for another. Pray before you leave! It started out as a normal day, but it might not end that way. His eye is on the sparrow When you lose power, there is still God's power.

Other Info and Links: <https://www.guideposts.org/inspiration/miracles/gods-grace/emergency-landing> <http://www.beliefnet.com/video/godwink-stories/franklin-into-light-godwinks-transcript.aspx> [PDF Link](#) <https://www.facebook.com/Godwinks/posts/10151520030933691> <https://www.nytimes.com/1994/10/12/garden/aloft-with-franklin-graham-on-a-wing-and-a-prayer.html>

Today's Illustration: Consider Eternity



The structure behind "Today's Illustrations" is as follows. They

- are based on true events and/or people
- begin with a stated historical reference - On This Day
- layout the basic information and/or history of the event and/or person
- provide additional links if one wants to learn more about it
- include quotations and actual historical comments from other sources
- provide potential "Key Illustrative Thoughts"

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On This Day:

September 1, 1984, Texas A&M Cadet Bruce Goodrich dies the day after he arrived at Texas A&M University before he spent one day in a university class.

The History:

Bruce Goodrich was raised Webster, New York

He was enrolled at Texas A&M University in the Fall of 1984.

Bruce was only on campus a few days before he died.

He was being initiated into "The Cadet Corp" at Texas A&M.

The Texas A&M corp is composed of approximately 2,150-member Cadets.

In the beginning, "The Cadet Corps" was mandatory for all students at Texas A & M

In 1960, being a member of "The Cadet Corp" was voluntary.

Texas A&M (home of the Aggies) is located 90 miles northwest of Houston.

At the time, Texas A&M had approximately 36,000 students. Today it has approximately 69,000 and is the largest university in Texas.

Bruce Goodrich was being initiated into "The Cadet Corp" at Texas A&M.

He was awakened in the early morning hour -- around 2:30 a.m., August 30th

As part of his initiation, Bruce was being forced to engage in some "motivational exercises" (see newspaper article below).

As part of his initiation, Bruce was forced to run, do pushups and situps for about an hour in hot and humid conditions.

He was forced to run until he dropped. He dropped and never got up.

Bruce Goodrich collapsed on the morning of September 1st and died that afternoon, the same day, in the local hospital.

Preliminary Assessment: Heat Stroke -- The final coroner's report stated that he died of "Cardiac Arrhythmia."

Bruce was 20 years old.

Bruce never got to spend one day in class at Texas A&M University.

Three Texas A&M University cadets were expelled from the university.

On September 28, 1984, the three students were charged with his death and indicted by a Grand Jury -- "criminally negligent homicide."

The charges carried the maximum penalty of a year in jail and a \$2,000 fine.

The fourth cadet who was "involved" withdrew from the university. He was charged with tampering with evidence.

Each of the three students charged was given a "probationary year" in jail, community service, and a \$2,000 fine

Jeff Alford, spokesman of Texas A&M, said -- 'There are written procedures that prohibit hazings, and every year those rules are stressed to members of the Corps . . . 'There's no way to really stop it unless you put an adult on every floor of the dormitory.'"

A "Bruce Goodrich Sophomore Leadership Award" was established to be given to an outstanding sophomore by the university. Bruce Goodrich never made it through his Freshman year!

October 17, 2009, two students at Texas A&M were charged with hazing which injured a student, Clayton Williams -- Williams suffered "an internal injury that later required several invasive medical procedures," according to a police report.

In The Words Of His Father:

"A short time after the tragedy, Bruce's father wrote this letter to the administration, faculty, student body, and the corps of cadets:

"I would like to take this opportunity to express the appreciation of my family for the great outpouring of concern and sympathy from Texas A & M University and the college community over the loss of our son Bruce. We were deeply touched by the tribute paid to him in the battalion. We were particularly pleased to note that his Christian witness did not go unnoticed during his brief time on campus."

Mr. Goodrich went on: "I hope it will be some comfort to know that we harbor no ill will in the matter. We know our God makes no mistakes. Bruce had an appointment with his Lord and is now secure in his celestial home. When the question is asked, 'Why did this happen?' perhaps one answer will be, 'So that many will consider where they will spend eternity.' "

Texas cadet dies of heat stroke after forced 'motivation' exercises



Bruce Dean Goodrich

COLLEGE STATION, Texas (AP) — A Texas A&M University cadet was rousted from bed and forced to perform "motivational exercise" until he suffered fatal heat stroke, despite a memo ordering a halt to such hazing, a corps commandant said Friday.

A preliminary autopsy on Bruce Goodrich, 20, of Webster, N.Y., showed he died of heat stroke, Dr. J.C. Lee said.

Goodrich and his roommate, John McIntosh, were awakened at 2:30 a.m. Thursday by three juniors in their unit of the corps, who took them out for "motivational exercise" that included nearly an hour of running, push-ups and sit-ups in 77 degree temperatures and 79 percent humidity, officials said.

Both cadets had transferred to A&M this semester. Such students are frequently subjected to harassment, or "hazing," students say.

The three students overseeing the exercises could be suspended or

expelled if they are found guilty of violating university policy, officials said. School administrators refused to identify the trio.

Goodrich's heart had stopped and his body temperature was 104 degrees when he was taken by police to St. Joseph Hospital in nearby Bryan after McIntosh, who was not injured, could not revive him. Goodrich died at the hospital later Thursday.

"This was a most unfortunate accident — a tragedy — and I know that no one regrets it more than those involved," A&M President Frank E. Vandiver said in a prepared statement.

Col. Donald Burton, commandant of the Corps of Cadets, said he specifically outlawed such exercises in orders issued in January 1983.

Bob Wiatt, director of security and traffic for Texas A&M, said he expected to offer evidence to a grand jury for investigation.

Key Illustrative Thoughts:

Forgiveness flows out of a heart which understands God's sovereignty.

Personal Tragedy is a time when our testimony as Christians can be heard the loudest.

Understanding the will of God is one of God's helps on the road to personal peace.

Some lessons are never learned, no matter how tragic the event.

It started out as a normal day -- Just like yours did today.

Comforting others with the comfort whereby we are comforted.

It was "Too Late" when they realized what had happened -- They "could not revive him."

Sometimes people do things in groups that they would never do alone.

The answer to wrong-doing at times is "cover your tracks" - tamper with the evidence.

It was not intentional, but that does not make it any less sad -- does it.

Thank God, there is another time and another place! This is not where life ends!

Life is but a vapor.

How can you not ask "why" even if the "why" may never be known or understood?

Say not, "Today or Tomorrow we will do this or that." Say, "If the Lord wills, we will do this or that."

"So that many will consider where they will spend eternity. "

Other Information & Links:

In many college fraternities and sororities, and other organizations, hazing is considered "a rite of passage."

Hazing is the abuse of a student to gain admittance to an organization. It can include physical harm, sexual misconduct, illegal activity, and alcohol abuse.

Typically, most college, universities, and state have laws addressing the practice of hazing. Typically, a hazing violation is considered a misdemeanor.

"Hazing" which does not cause bodily harm is a Class B Misdemeanor, punishable by six months in jail and a \$1,000 fine. If there is bodily harm, it is a Class A Misdemeanor, punishable by one year in jail and a \$2,000 fine.

From 1969 to 2017, there has been at least one hazing death every year.

There have been forty hazing deaths from 2007-2017.

Alcohol poisoning has been the leading cause of hazing deaths

<https://www.upi.com/Archives/1984/10/21/Three-Texas-AM-University-cadets-charged-in-the-death/3725467179200/> https://www.theeagle.com/news/a_m/cadets-face-hazing-charges/article_ef37f8c1-7b29-5b8d-a492-2475424e1404.html https://www.myaggienation.com/history_traditions/corps_of_cadets/the-corps-of-cadets-a-historical-look-at-the-keepers/article_cceffbec-e329-11e2-b6f5-0019bb2963f4.html <https://www.upi.com/Archives/1984/09/01/ROTC-training-halted-at-Texas-AM-following-hazing-death/9623462859200/>
https://en.wikipedia.org/wiki/List_of_hazing_deaths_in_the_United_States
<https://newspaperarchive.com/escanaba-daily-press-sep-01-1984-p-1/>
<http://www.lonestar.edu/departments/studentactivities/TexasHazingLaws.pdf>
<http://www.lonestar.edu/departments/studentactivities/TexasHazingLaws.pdf>

Today's Illustration: One Person!



God Uses People To Change Direction "Ruby Bridges" -- Ruby was born and "brought up to believe that God is always there to protect us."* Little did she know that the first six years of her life that she would find herself in the very middle of great social unrest throughout America. During her early years, she just enjoyed life like thousands of other children in Louisiana.

Those hot summers were good ones. When I fell into bed at night I was tired, yet happier than at any other time of my life. I took the summer for granted then, the way kids do, but I know they were a gift. Best of all was being with my grandmother and being one of her favorites. Her love and attention made me feel very special then — and even more so now.

Those happy summers would all fade away in but a few years! -- when her public schooling began in the deep-south. To understand how she found herself in the middle of a growing social movement across America, you would have to know at least a little of what was happening in America in *the year that Ruby was born*. Ruby Bridges was born September 8, 1954. That day is worth noting because Ruby Bridges was born eight months and nine days after a landmark decision by the Supreme Court of the United States. The birth of Ruby on that day was never connected with that decision until five & six years later. On the day of her birth, her family never imagined that they would be part of the story of a story which still impacts American life today -- 64 years later. What was happening in 1954? 1954 is marked by such events and people as .

...

- President of The United States: Dwight Eisenhower - 1953-1961
- ML Baseball Players: Ted Williams, Stan Musial, Hank Aaron, Willie Mays, Mickey Mantle
- Roger Bannister: Breaks the four-minute mile
- Chiang Kai-shek: Becomes president of Nationalist China.
- IBM invent "electronic tube" that can perform 10 million calculations an hour.
- Elvis Presley: Cuts demo record in Nashville and records his first two songs that year.
- The Hudson Motor Car Company and the Nash-Kelvinator Corporation merge to create the American Motors Corporation.
- Jacques Cousteau: The first telecast of his underwater work is produced by CBS.
- First nuclear-powered submarine, USS Nautilus, is launched.

- Disney land breaks ground.
- Mass inoculation against polio (vaccine developed by Jonas Salk).
- First Color Television sold.
- "Father Knows Best" produced
- First color television advertisement made and seen.
- Television: Walter Cronkite, Steve Allen, Jack Parr begin their careers.
- First solar cell developed.
- Kentucky Derby: Winning horse - "Determine."
- The V-8 engine developed and sold by Chevy.
- Benjamin O. Davis Jr. becomes the first black General in the U.S. Airforce.
- Brown v. Board of Education - 9-0 decision by the Supreme Court of the U.S.
- Ruby Bridges was born.

Yes, that SCOTUS decision changed American life. "Brown v. Board of Education" was decided by the Supreme Court of the United States on May 17, 1954. It was a 9-0 decision -- which held that "segregated educational facilities are inherently unequal." Up to this point, "Plessy v. Ferguson" - 1896 - was the Supreme Court ruling which governed the land -- separate facilities for different races were allowed and did not violate the Fourteenth Amendment as long as the separate facilities were equal. In 1960, Ruby was six years old and had been attending an all-black segregated school. In her biography, "Through My Eyes," she states . . .

"When it was time for me to start kindergarten, I went to Johnson Lockett Elementary School. My segregated school was fairly far from my house, but I had lots of company for the long walk.

What I didn't know in kindergarten was that a federal court in New Orleans was about to force two white public schools to admit black students. The plan was to integrate only the first grade for that year. Then, every year after that, the incoming first grade would also be integrated.

In the late spring of my year at Johnson Lockett, the city school board began testing black kindergartners. They wanted to find out which children should be sent to the white schools. I took the test. I was only five, and I'm sure I didn't have any idea why I was taking it. Still. I remember that day. I remember getting dressed up and riding uptown on the bus with my mother, and sitting in an enormous room in the school board building along with about a hundred other black kids, all waiting to be tested.

Apparently, the test was difficult, and I've been told that it was set up so that kids would have a hard time passing."

Well, Ruby passed that test and would be one of the four children who would attend an all-white school that year- William Frantz Public School. However . . .

"When September came that year, I didn't start first grade at William Frantz. The lawmakers in the state capital, Baton Rouge, had found a way to slow down integration, so I was sent back to my old school. I didn't know I was ever supposed to go to school anywhere else, so being back at Johnson Lockett was fine with me."

In 1960, Ruby Bridges would be the sole black student attending an all-white Public School in

the deep south state of Louisiana.

"There were four of us in all. There was a fifth girl originally, but her parents decided at the last minute not to transfer her. There of the remaining children, all girls were to go to a school named McDonough. I was the fourth child. I was going to integrate William Frantz Public School, and I was going alone."

One of the articles written about Ruby Bridges is titled, "In A Class Of Only One." In the article, it reveals the innocence of young black girls during this tumultuous time in American life.

"That first afternoon Ruby taught a friend a chant she had learned: "Two, four, six, eight, we don't want to integrate." Neither of the little girls knew what the words meant, but they began to jump rope to it every day after school."

Ruby Bridges finished grade school from Frantz, graduated from an integrated high school in New Orleans, attended Kansas City Business school, married in 1984, worked for American Express, and now chairs the "Ruby Bridges Foundation," created to promote racial harmony.

Normal Rockwell memorialized the Ruby Bridges story in a painting in 1963

Pulitzer Prize winner, Robert Coles, published "The Story of Ruby Bridges," in 1995.

Disney produced a documentary titled, "Ruby Bridges" which aired in 1998.

Key Illustrative Thoughts:

God IS always there to protect us. What are you teaching your child in the early years of life? "Summers" will end one day in our lives. The only one! / There alone! Turning hate into a song Two, four, six, eight -- Who do we appreciate. Sometimes, it is best not to know everything which is happening. Somebody has to do it, if things are going to change. The Providential workings of God How does God want to use you in His Kingdom? What are you willing to face to make a difference? Today - Immigration: Let's not make this mistake again. Who knew? A little child shall lead them. Born in the middle of it all. One of six who -- Tested and Passed Some trials in life are not really understood by those who go through it at the time. At times, there is a real price to pay for courageous decisions.

"I helped change that."

A long time ago, black
children and white
children could not
go to the same school.
I helped change that.



from: "Scholastic" - Level 2

*"Through My Eyes" by Ruby Bridges **Other notes and links** "The Bridges family suffered for their decision to send her to William Frantz Elementary: her father, whose parents were sharecroppers, lost his job as a gas station attendant, the grocery store the family shopped at would no longer let them shop there, and her grandparents, who were sharecroppers in Mississippi, were turned off their land. She has noted that many others in the community, both black and white, showed support in a variety of ways. Some white families continued to send their children to Frantz despite the protests, a neighbor provided her father with a new job, and local people babysat, watched the house as protectors, and walked behind the federal marshals' car on the trips to school." -- https://en.wikipedia.org/wiki/Ruby_Bridges
<https://www.britannica.com/biography/Ruby-Bridges> https://en.wikipedia.org/wiki/Ruby_Bridges
http://www.cbn.com/special/BlackHistory/UnderGod_RubyBridges.aspx
<https://www.biography.com/people/ruby-bridges-475426>

Today's Illustration: Galveston



Trouble Ahead

On This Day:

September 9, 1900, marks the date of what is called, "The Great Galveston Storm."

An Unmatched Disaster: It is the deadliest disaster in history as measured by the number of lives lost -- between 6,000 and 12,000 lives lost. The most common number is 8,000. A greater disaster than Katrina!

The History: Galveston was founded in 1839. Galveston was the fourth largest municipality in the state of Texas, with the highest per capita income across the United States, at the time. Before 1900, the city of Galveston had weathered numerous storms before and had experienced little damage. In 1891, Isaac Cline wrote an article in the *Galveston Daily News* -- the oldest newspaper in the United States and still published today as the "Daily News" -- arguing that a seawall was not needed to protect the city in case of a severe storm. In fact, not only was a seawall not built, but large quantities of sand were excavated from the shorelines to help with building throughout the city. In 1900, the highest elevation in the city was just under 9 feet. In 1900, the only reports concerning coming storms were by physical observation. There were no satellites or "Storm Track 7" reports. The local weather forecast was the result of skillful observation and known weather patterns -- cloud formations, the direction of the wind, humidity (bad hair days), the movement of ocean and lake waters, animal behavior, and even aching bones. Knowledge of a coming storm was usually the result of "Ship Reports." If a major storm was brewing, an arriving ship into port would be the typical means of knowing that a hurricane was on its way. The "Marconi wireless" was in its infancy and was not yet employed aboard ships.

Note: In 1899, [the Marconi wireless telegraph](#) was used for the first time to send a message across the English channel. In 1901, the first transatlantic message was sent. By 1913, it was in full use and was one of the means that the Titanic communicated to Europe and the United States.

August 27, 1900 -- The first sighting of this hurricane was on August 27, a 1,000 miles northeast of Venezuela, South America. Saturday, September 1st -- The U.S. Weather Bureau reported a "storm of moderate intensity" around and about Cuba. Monday, September 3rd -- It made landfall on the island of Cuba. Tuesday, September 4th -- Galveston received reports from the National Weather Bureau of Washington, D.C., that the storm had moved over Cuba. Wednesday, September 5th -- It was in the "Florida Straits" and designated as a tropical storm. The storm was expected to turn and travel northeast -- to which the Cuban weather service strongly disagreed. That expectation was even officially broadcast -- ". . . the official government reports stated, wrongly, that the storm was traveling northeast in the Atlantic." A high pressure had kept the storm in the Gulf of Mexico. Thursday, September 6th -- The "Louisiana," navigated by Captain Halsey, reported that he had confronted the hurricane as he left New Orleans, and believed that the wind speeds were around 100 mph -- Category 2. Friday, September 7th -- The U.S. Weather Bureau reported heavy damage along Louisiana and Mississippi. Storm warnings were issued from the Florida Panhandle to the Texas Coast. The storm intensified to a Category 3 and then to a Category 4 -- only 12 hours later. Sunday, September 9th -- The Category 4 hurricane made landfall, with its eye passing a little west of Galveston, Texas. The storm surge reached 15 feet above sea level and inundated the whole city. The winds were recorded at 100 mph until the anemometer was blown off the building. Approximately 8,000 people were found dead -- 20 percent of the population.

"The dead bodies were so numerous that burying all of them was impossible. The dead were initially weighted down on barges and dumped at sea, but when the gulf currents washed many of the bodies back onto the beach, a new solution was needed. Funeral pyres were set up on the beaches, or wherever dead bodies were found, and burned day and night for several weeks after the storm. The authorities passed out free whiskey to sustain the distraught men conscripted for the gruesome work of collecting and burning the dead. More people were killed in this single storm than the total of those killed in all the tropical cyclones that have struck the United States since. This count is greater than 300 cyclones, as of 2009. The Galveston Hurricane of 1900 remains the deadliest natural disaster in U.S. history."

The Day After:

"First news from Galveston just received by train which could get no closer to the bay shore than six miles where the prairie was strewn with debris and dead bodies. About 200 corpses counted from the train. Lard steamship stranded two miles inland. Nothing could be seen of Galveston. Lost of life and property undoubtedly most appalling. Weather clear and bright here with gentle southeast wind. " — G. L. Vaughan, Manager of Western Union in Houston, in a telegram to the Chris of the U.S. Weather Bureau on the day after the hurricane. — from "The Galveston Hurricane of 1900" by Charles River.

Al Roker book, "Storm of the Century. . . .

On the afternoon of September 8, 1900, two-hundred-mile-per-hour winds and fifteen-foot waves slammed into Galveston, the booming port city on Texas's Gulf Coast. By dawn the next day, the city that hours earlier had stood as a symbol of America's growth and expansion was now gone. Shattered, grief-stricken survivors emerged to witness a level of destruction never before seen: Eight thousand corpses littered the streets and were buried under the massive wreckage. Rushing water had lifted buildings from their foundations, smashing them into pieces, while wind gusts had upended steel girders and trestles, driving them through house walls and

into sidewalks. No race or class was spared its wrath. In less than twenty-four hours, a single storm had destroyed a major American metropolis—and awakened a nation to the terrifying power of nature. -- (back cover)

Key Illustrative Thoughts:

Knowledge matters -- "for we know." Knowledge of a pending disaster makes all the difference. Knowledge *can* - *might* - *should* make all the difference. Today, take cover while there is still time. No ability to make any preparation for a pending tragic disaster Today, we can be warned. The value of warning systems Men's evaluations and/or decisions are flawed. A coming world-wide apocalypse / judgement What was Noah's flood like in light of this comparative disaster? At times, there are limited avenues for knowing what's ahead. There are men who will assure you, Everything is okay. Unknown trouble ahead Who knew? There is no "marconi" to warn you about but there is the Bible. The Bible is our warning system with reports from those who were in the storm. They all had plans! It was a Reasonable Argument! No tongue can tell the truth of this tragedy!

* Information and links "Weather Bureau director Willis Moore (Chief of the U.S. Weather Bureau) implemented a policy to block telegraph reports from Cuban meteorologists at the Belen Observatory in Havana – considered one of the most advanced meteorological institutions in the world at the time – due to tensions remaining in the aftermath of the Spanish–American War." -- Note: Willis was Chief from 1895 to 1913 when he was dismissed as the Chief by Woodrow Wilson. <https://www.history.com>this-day-in-history/deadly-hurricane-batters-texas> https://en.wikipedia.org/wiki/1900_Galveston_hurricane [https://en.wikipedia.org/wiki/The_Daily_News_\(Texas\)](https://en.wikipedia.org/wiki/The_Daily_News_(Texas)) <https://www.history.com/topics/inventions/guglielmo-marconi> "The Galveston Hurricane of 1900: The Deadliest Natural Disaster in American History" -- by Charles River.

Today's Illustration: Tragic Crash



On This Day:

June 24, 1975, a Boeing 727 -- [Eastern Airlines Flight 66 \(link\)](#) -- leaving Kennedy International Airport, crashed, killing 115 people on board.

The Eastern Airlines Flight 66 - a Boeing 727 - was brought down by wind shear.

Wind Shear: "In general, wind shear refers to any change in wind speed or direction along a straight line." -- "Intense Downdrafts Of Wind"

The History: That afternoon, there were thunderstorms, heavy winds, rain, and sudden burst of wind which threatened air traffic. [Eastern Air Lines Flight 66](#) was a regularly scheduled flight from New Orleans to New York City. At 3:52, as the plane was approaching, the pilot was told that the airport was experiencing light rain, haze, and zero visibility. That meant that the pilot would need to perform an instrument landing. There were two arriving flights that day which reported serious problems in landing on runway 22. Approximately ten minutes prior to the crash of Flight 66, a cargo jet ("Flying Tiger-DC-8) reported that there were strong wind shears on the ground.). Another DC-8 (An Eastern Air Flight 902) while landing on the same runway almost crashed and abandoned its approach. They were down to 250 wind shear was pushing them down 1,500 feet a minute. They were down to approximately 100 feet as they flew out and around. After that, two aircraft landed safely on runway 22 prior to Flight 66 crash. Air traffic control gave instructions to flight 66 for landing, ignoring the warnings of both DC-8s and continued to land planes on that runway. Flight 66 was asked if they heard Flight 902 and answered affirmatively. The Captain of Flight 66 was warned about the possibility of wind shear, but decided to proceed with the landing. As the plane began its final approach, the pilots were given the directional vector for avoiding the menacing thunderstorms and set up for the landing pattern. At 3:59 -- on final approach, the flight control tower warned that there were sever wind shift. First Officer states -- "Gonna keep a pretty healthy margin on this one." Captain: "I would suggest you do In case he's right (flight 902). At approximately 4:02 the plane received clearance to runway 22. Captain asks for any reports on braking conditions on the runway and told there are no reports of any difficulty on braking. At approximately 4:05, while descending for

its landing, sudden wind shears pushed the airplane down. Flight 66 is less than two miles out, and cockpit warnings go off -- losing altitude -- and Captain trying to get plane to climb. The plane begins hitting the initial approach lights -- located 2,400 feet before the actual runway. It banked left, hit more of the approach lights, tore off a portion of the wind, and burst into flames. Only 9 people survived -- 7 passengers and 2 flight attendants. The final report as to the cause . . .

"The National Transportation Safety Board determines that the probable cause of this accident was the aircraft's encounter with adverse winds associated with a very strong thunderstorm located astride the ILS (instrument landing system) localizer course, which resulted in high descent rate into the non-frangible approach light towers.

The flight crew's delayed recognition and correction of the high descent rate were probably associated with their reliance upon visual cues rather than on flight instrument reference.

However, the adverse winds might have been too severe for a successful approach, and landing even had they relied upon and responded rapidly to the indications of the flight instruments.

The NTSB also concluded that failure of either air traffic controllers or the flight crew to abort the landing, given the severe weather conditions, also contributed to the crash:

Contributing to the accident was the continued use of runway 22L when it should have become evident to both air traffic control personnel and the flight crew that a severe weather hazard existed along the approach path."

Because of this tragic crash, a low-level wind shear alert system (LLWAS) was developed in 1976 and installed in 150 airports up through 1987.

LLWAS are used to identify wind speeds, gain or loss, of between 20-30 knots (23-35 mph), at 2,000 feet or less above the ground, which is usually the altitude of arriving aircraft during the last six miles before an actual landing.

When a pilot receives such an alert, he can decide to land or conduct a missed approach maneuver.

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Key Illustrative Thoughts:

The best of "pilots" make bad judgment calls.

When the "Captain" or "First Officer" makes a mistake, other may go down as well.

Faith: Flying without the visual. Relying solely on what the instruments say.

Even in this world, there is a desire for something good to come out of the tragic.

Others who are "landing" -- on the same flight path -- take warning.

When danger lurks, margin is sought.

The experience of others is a warning to us.

Life includes "wind shear."

Others might avoid the crash. You might not!

Not all "airplane cockpits" in life have warning sounds.

Warning alerts do not mean that you have the time or altitude to avoid the crash.

A fellow pilot cannot assure safety.

Crashes can take out a lot of fellow travelers.

Don't rely on "visual clues" when you are told to rely on the instruments.

You might be doing well until you are two miles from an assumed landing.

Sometimes, not even margin is not enough margin.

Sometimes there are no maneuvers that will get you out of a tragic situation.

Those flying years later should be benefited from such a crash. But that does not even always happen.

* Sources & For more information <https://www.history.com/this-day-in-history/eastern-flight-66-crashes-at-j-f-k> http://www.baruch.cuny.edu/nycdata/disasters/aircrafts-eastern_1975.html

Today's Illustration: Mercedes



Mercedes-Benz

On This Day:

June 23, 1902, the first "Mercedes" was registered in Germany by Daimler. The company was named "Daimler" because the engineer was Gotlieb Daimler who was one of the early pioneers of the internal-combustion engine.

The History: The term "gasoline" may also have been influenced by the trademark "Cazeline" or "Gazeline" in 1862, by an advertiser named, John Cassell. The development of "gasoline" was critical to the development of the internal combustion engine. Before the internal combustion engine, steam and water-power was what drove machinery (see "[Fred Marriott -- 1906 -- steam-powered car - 127 mph](#)") The first automotive internal combustion engines (the so-called Otto engines - four-cycle engines) were developed in the later years of the 19th century (successfully on May 9, 1876 -- after 14 years of research, experimentation, and hard work) in Germany. Originally, Daimler was an apprentice gunsmith who was given a set of engraved double-barreled pistols upon completion in 1852. In 1885, Daimler refined and developed his first gasoline ("liquid petroleum") engine. That same year Karl Benz designed and patented ("Benz Patent Motorwagen") a one cylinder-two-cycle engine for use in an automobile. In 1891, the Daimler Motor Company was in partnership with the American and German piano company -- Steinway & Sons which was already established in 1853 in Manhattan, NY, by Heinrich Engelhard Steinweg (later known by his American name - Henry E. Steinway).

In 1885 Benz patented his "car" -- "Benz Patent Motorwagen."

In 1896 a patent battle began between Daimler & Benz.

In 1897, a French diplomat, Emil Jellinek (who because of his personal interest in and purchase of Daimler's cars later became known as Emil "Jellinek-Mercedes") ordered a car from Daimler which was powered by a six-horsepower, two-cylinder engine.

In 1897 Jellinek began selling cars and sold 140 of them that year and began naming them "Mercedes."

In 1899 DMG began developing a car for racing, as a means of publicity in Europe.

On March 20, 1900, that car crashed, killing the driver and DMG pulled out of the car racing business.

On March of 1900, Gottlieb Daimler died in Germany. In April of 1900, Jellinek ordered 6 cars and set down the specifications of the cars:

- Wide wheelbase for stability
- Made of Pressed Steel for strength
- 35 HP motor
- Able to reach 45 mph
- 300-1000 rpms
- Four-cylinder engine
- Two carburetors
- Two camshafts
- Low voltage

In 1901 Jellinek entered the Nice, France races and won. The car was able to reach speeds of 53 mph. This was a milestone in the success of the "Mercedes." In 1903 Jellinek changed his name to "Jellinek Mercedes." The car created by Gottlieb Daimler was named "Mercedes" after the first daughter of Emil Jellinek. Jellinek also named his mansion the *Villa Mercedes*. In 1909 the Mercedes symbol, a three-point star, became the registered trademark of Mercedes. The three-point star is said to have been the symbol drawn on a postcard by Gottlieb Daimler, marked the house where he was living, believing that wealth and prosperity would shine on them one day and that he would one day own his own factory.*

In 1926 the Daimler and Benz companies merged.

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Key Illustrative Thoughts:

Where you start in life may not be at all where you end -- guns to gasoline.

Men stand on the shoulders of others who came before and/or alongside them.

A crash and death almost changed history.

A race which catapulted a car into fame.

A famous name and brand were connected to another - (Mercedes).

"Daimler" - Who thought that then that it would still be around today!

It was the interest of another which drove it to success, fame, and fortune.

Specifications: He knew what it would take to win.

A star which did shine one day, but not on him.

A name which came from another family (Jellinek's first daughter).

A one cylinder two-cycle engine changes the world of fine cars.

Some pioneers may never get to see the full success of their dreams and work.

Six horsepower and two cylinders change an industry.

From the exposition of a gun, to the explosions of an engine -- both have changed the world for decades.

It was an interesting mix -- Pianos & Cars -- and both still known around the world today.

For more information * https://en.wikipedia.org/wiki/Emil_Jellinek
<https://www.britannica.com/topic/Daimler-AG> https://en.wikipedia.org/wiki/Steinway_&_Sons
https://en.wikipedia.org/wiki/Gottlieb_Daimler <https://www.history.com/this-day-in-history/mercedes-registered-as-a-brand-name> https://en.wikipedia.org/wiki/Otto_engine
<https://blog.oxforddictionaries.com/2012/04/11/the-origin-of-gasoline/> You can still buy the

book, "My Father Mr Mercedes," by Guy Jellinek Mercedes / Ruth Hassell translator

"In 1896 Emil Jellinek traveled from Nice to Cannstatt, where he was met by a gleaming 6hp Daimler and driven to the newly opened Daimler Motor Works. He purchased one of these vehicles and in the following year he ordered no less than 140 of various models. In next to no time he was the sole agent for Daimler outside Germany; in fact it was he who gave the name of his daughter to all the cars which he bought for re-sale from the Daimler Company thus establishing for all time the world-renowned car which carries the three pointed star. Later he was to add the name to his own and became known as Emil Jellinek-Mercedes."

