

## GOOD MORNING: 06/18/18 Farm Direction - Van Trump Report

2 messages

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*"The difference between having an idea and seeing it to successful completion is like the difference between thinking 'oh, I should climb mount Everest' over your morning coffee, and actually doing it. - Francois Chollet*

**MONDAY, JUNE 18, 2018**  
[Printable Copy](#) or [Audio Version](#)

**Morning Summary:** Stock are backpedaling this morning as traders seem a bit more concerned that the worlds two largest economies have taken another step towards a possible full-blown trade war. Leaders in China over the weekend announced they were formally retaliating against the new U.S. tariffs. From what I understand, beginning July 6, China will slap an extra 25% tariff on 545 products from the U.S. including soybeans, electric cars, orange juice, whiskey, salmon, cigars, etc. China said additional tariffs on 114 more U.S. items, covering chemical products, medical equipment and energy, will be announced later. The Chinese also said they were scrapping an earlier deal to buy more American farms goods, natural gas and other products that had been aimed at narrowing the multibillion-dollar trade surplus with the U.S. On a more traditional note, traders here at home will see a fairly mild week of economic data. U.S. housing will be in focus with updated Housing Starts and Building Permit numbers scheduled for release tomorrow. Wednesday the trade will be chewing on Existing Home Sales and updated Mortgage Applications data. Then on Friday, traders will be eager to hear what leaders of Russia and OPEC have decided about oil production. There's some speculation that Saudi Arabia and Russia will ramp up their oil production in order to help offset losses from Iran and Venezuela. There has also been attacks on two eastern Libyan ports which have led to the suspension of nearly a quarter of that country's crude oil production. From what I understand, that's another -250,000 barrels a day of Libyan crude that's been taken offline. I have to imagine the market will be most surprised if leaders leave the oil meeting in Vienna this week without agreeing to up their recent production totals. In anticipation, oil prices have really pulled back as of late, now trading at eight-week lows and down about -10% in the past month. It would be nice if we started seeing a bigger break in price at the pumps. Unfortunately, U.S. consumer demand for gasoline has been running near record levels and not allowing for much price break. From what I've seen circulating this morning, gasoline prices here in the U.S. are averaging about \$2.89 per gallon, or about -5 cents less than the peak seen back in early-June. I don't want to complain too much, it certainly beats the all-time average of \$4.11 per gallon for regular unleaded set back in mid-July of 2018. Diesel prices at that time were averaging about \$4.85 per gallon. Getting back to the stock market, I'm a bit worried that we could be entering a vacuum or small period of time along our journey that could be void of much fresh positive news. If that happens, the media could focus more air time and attention of the negativity surrounding possible trade implications. Even though U.S. economic growth seems very healthy, it wouldn't take much to convince a portion of the crowd that the current bull market is overdue for a correction. Personally, I have been reducing my diversification in my portfolio and banking profits on the rally. I've been using any setbacks as opportunities to add to my more select holdings. I've switched my mentality from being a longer-term bull the past several years to now being shorter-term oriented, i.e. wanting to own and hold fewer positions and being much more fleet of foot. This probably goes against what most would call "best-of-practice". But I've learned when I become a bit hesitant about my conviction, it's best to narrow my scope and time frame until I have more clear vision. I'm still bullish the U.S. economy, just taking a different approach to the market. Rather than longer-term "investing," I'm deploying more of a tactical "trading" style.

**How Long Before We Become A Cashless Society?** *Michael Vaughan, the chief operating officer at PayPal's mobile payment company Venmo said, "It's a matter of time — but it's going to be a long time, not a next year kind of thing." He further commented, while it's big in the headlines, we are really just starting to scratch the surface when it comes to mobile payment adoption, thinking we are still a few generations away from abandoning cash altogether. Meaning it might be several more decades or beyond out lifetime until we see full-adoption. Vaughan also said, "Everybody and their brother is getting into it, and a rising tide lifts all boats, especially as more people get comfortable using their phones to pay." (Source: CNBC; Wall Street Journal)*

## THE 2018 VAN TRUMP CONFERENCE



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that will be  
changing & shifting  
the farm industry.

**Disney's "Incredibles 2" Breaks Records At the Box Office:** *An incredible opening for Incredibles 2... The Disney-Pixar film scored a record-breaking launch of \$180 million, easily landing the superhero sequel the best debut of all time for an animated film. The movie also landed the eighth-biggest domestic opening ever, as well as the best debut ever for a PG-rated film. (Source: SeekingAlpha)*

**A More In-depth Look At Trade:** The largest risk to the U.S. stock market this year—that a global trade war is about to erupt—has become measurably more likely in recent days. Yet little of it is being reflected in stock or bond prices. After initially exempting Canada, Mexico, and the EU from steel and aluminum tariffs announced earlier this year, the Trump administration ended those exceptions on June 1. That has sparked a retaliation, one that could spread wider if the countries can't make progress in talks over the North American Free Trade Agreement (NAFTA). Already Canada has announced retaliatory tariffs on \$12.8 billion worth of U.S. goods, including metal products and foods from licorice to coffee and even quiche, that go into effect on July 1. Mexico has levied tariffs on about \$3 billion in goods, from agricultural products, including pork and cheese, to steel. The EU is likewise planning its own tariffs on goods worth about \$7.5 billion, from motorcycles to denim. Of that, \$3.3 billion could go into effect on June 20. I encourage you to read the full article at Barron's, "[How Investors Can Protect Themselves in a Trade War](#)".

## Tit for Tat

Trade value between the U.S. and allies

### CANADA



### MEXICO



### E.U.



\*2017 import value of iron, steel, aluminum and articles thereof  
Sources: United States International Trade Commission



As we age, it gets harder and harder to create new neural pathways in the brain. It's the reason kids find it so easy to learn new things, but as adults it often gets more



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"When the opportunity comes,  
it's too late to prepare."

- John Wooden



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difficult. Doing brain teasers and solving riddles can be an important part of keeping our brain healthy. The more connections we can form, the better our brain will be. I hope this helps provide a little daily fun and exercise. The answer to each riddle or puzzle will be located at the bottom of the report.

#### TODAY'S RIDDLE:

Question: A king, queen and two twins all lay in a large room. How are there no adults in the room?



**Weather** forecast for the 6 to 10 day timeframe calls for cooling temperatures across a large portion of the midwest. Areas more towards the east and north still seem to remain in question and battling abnormally warm weather. Interestingly, above normal rainfall totals are forecast, with the more extreme rains to the east.

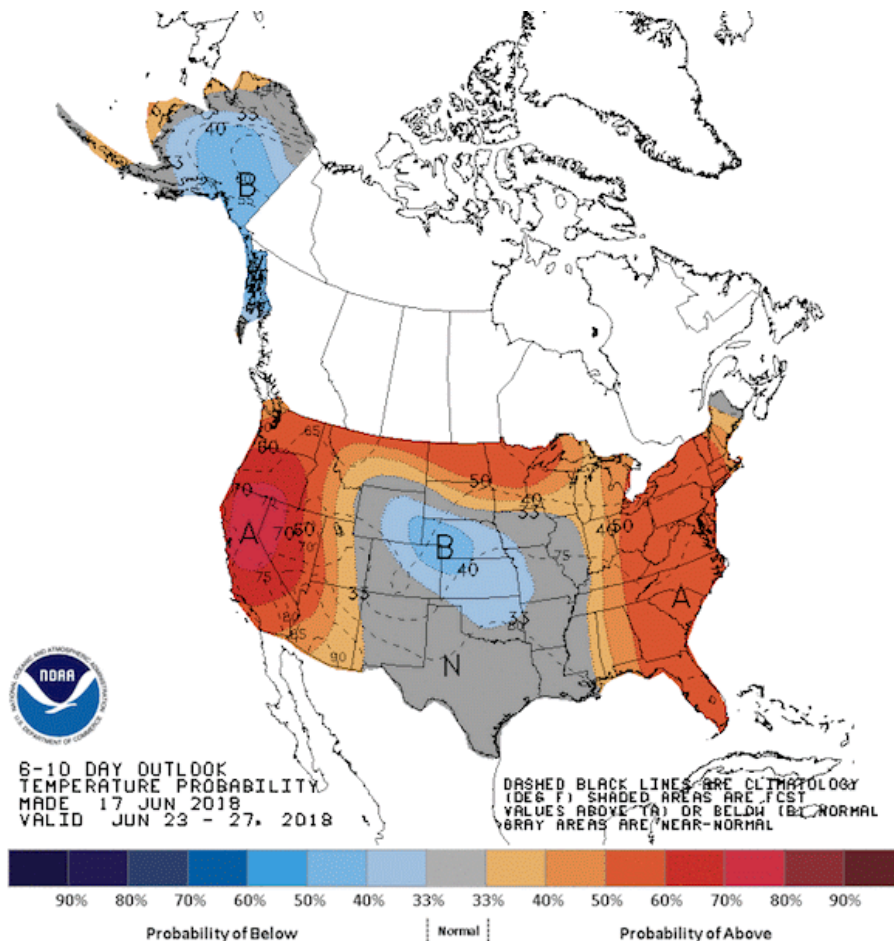
#### Today in History



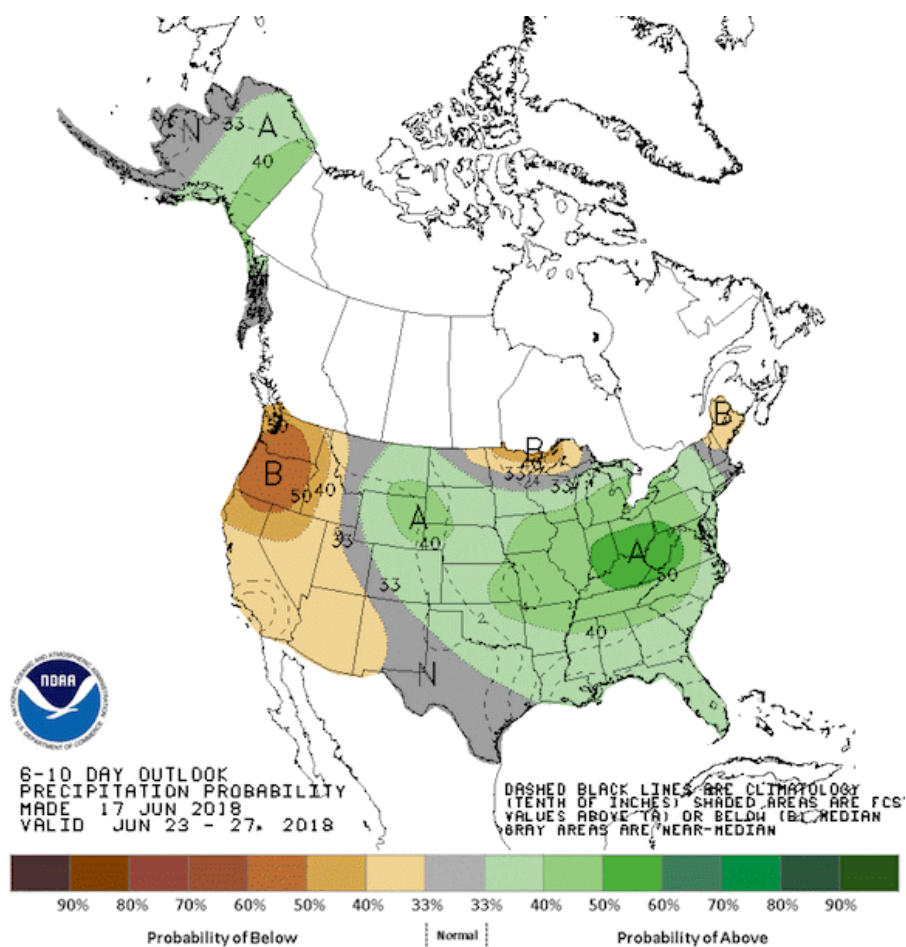
**1812, War Of 1812** - The day after the Senate followed the House of Representatives in voting to declare war against Great Britain, President James Madison signs the declaration into law--and the War of 1812 begins. The American war declaration, opposed by a sizable minority in Congress, had been called in response to the British economic blockade of France, the induction of American seamen into the British Royal Navy against their will, and the British support of hostile Indian tribes along the Great Lakes frontier. A faction of Congress known as the "War Hawks" had been advocating war with Britain for several years and had not hidden their hopes that a U.S. invasion of Canada might result in significant territorial land gains for the United States. In the months after President Madison proclaimed the state of war to be in effect, American forces launched a three-point invasion of Canada, all of which were decisively unsuccessful. In 1814, with Napoleon Bonaparte's French Empire collapsing, the British were able to allocate more military resources to the American war, and Washington, D.C., fell to the British in August. In Washington, British troops burned the White House, the Capitol, and other buildings in retaliation for the earlier burning of government buildings in Canada by U.S. soldiers. In September, the tide of the war turned when Thomas Macdonough's American naval force won a decisive victory at the Battle of Plattsburg Bay on Lake Champlain. The invading British army was forced to retreat back into Canada. The American victory on Lake Champlain led to the conclusion of U.S.-British peace negotiations in Belgium, and on December 24, 1814, the Treaty of Ghent was signed, formally ending the War of 1812. By the terms of the agreement, all conquered territory was to be returned, and a commission would be established to settle the boundary of the United States and Canada. British forces assailing the Gulf Coast were not informed of the treaty in time, and on January 8, 1815, the U.S. forces under Andrew Jackson achieved the greatest American victory of the war at the Battle of New Orleans.



**1923, Checker Cab** - The first Checker Cab rolls off the line at the Checker Cab Manufacturing Company in Kalamazoo, Michigan. Morris Markin, founder of Checker Cab, was born in Smolensk, Russia, and began working when he was only 12 years old. At 19, he immigrated to the United States and moved to Chicago, where two uncles lived. After opening his own tailor's shop, Markin also began running a fleet of cabs and an auto body shop, the Markin Auto Body Corporation, in Joliet, Illinois. In 1921, after loaning \$15,000 to help a friend's struggling car manufacturing business, the Commonwealth Motor Company,







**Corn** traders continue to debate U.S. weather. The bulls are talking about the recent extremes in heat and pockets of dry conditions. The bears are pointing to a mid week cool down and more heavy rains that are forecast to cover a larger portion of the corn belt, giving crops in several areas a much needed drink. From what I'm hearing, big production states like Iowa, Illinois and Nebraska should see good rainfall totals. The question being debated now is what happens the following week and into the first week of July in regards to the ridge that looks to be rebuilding and specifically how it impacts the central to the eastern portions of the corn belt? Bottom-line, nearby weather concerns just don't seem to be enough to trump the negative headlines out of Washington involving trade talk. I suspect if the weather forecast for the later part of June and earlier part of July start showing increased heat and removing some of the moisture, the market will take more serious notice and will respond with additional weather premium. Until then, I feel like it's going to be tough to get enough bullish interest to turn around the current bearish momentum. As a producer, I'm staying patient. As a spec, I like the thought of being a longer-term bull, so I will be looking to nibble a bit on the deeper breaks in price.

Markin absorbed Commonwealth into his own enterprise and completely halted the production of regular passenger cars in favor of taxis. The result was the Checker Cab Manufacturing Company, which took its name from a Chicago cab company that had hired Commonwealth to produce its vehicles. By the end of 1922, Checker was producing more than 100 units per month in Joliet, and some 600 of the company's cabs were on the streets of New York City. Markin went looking for a bigger factory and settled on Kalamazoo, where the company took over buildings previously used by the Handley-Knight Company and Dort Body Plant car manufacturers. The first shipment of a Checker from Kalamazoo on June 18, 1923 stood out as a major landmark in the history of the company, which by then employed some 700 people. During the Great Depression, Markin briefly sold Checker, but he bought it back in 1936 and began diversifying his business by making auto parts for other car companies. After converting its factories to produce war materials during World War II, Checker entered the passenger car market in the late 1950s, with models dubbed the Superba and the Marathon. In its peak production year of 1962, Checker rolled out some 8,173 cars; the great majority of those were taxis. Over the course of the 1970s, however, as economic conditions led taxi companies to convert smaller, more fuel-efficient standard passenger cars into cabs, the 4,000-pound gas-guzzling Checker came to seem more and more outdated. Markin had died in 1970, and in April 1982 his son David announced that Checker would halt production of its famous cab that summer. Though the company still owns the Yellow and Checker cab fleets in Chicago and continued to make parts for other auto manufacturers, including General Motors, the last Checker Cab rolled off the line in Kalamazoo on July 12, 1982.



**1960, Arnold Palmer** - shoots a 65 to win the U.S. Open at Cherry Hills Country Club in Denver, Colorado. It was the best final round in U.S. Open history. Palmer, from Ligonier,

Pennsylvania was the son of a golf pro at the Latrobe Country Club in nearby Latrobe. His father taught him the game during the club's off hours, as the young Palmer was not allowed to play when members were present. The training paid off: Palmer won the 1954 National Amateur while at Wake Forest College, then turned pro in 1955. As a professional, Palmer appealed to golf's blue-collar fans, who identified with his working-class upbringing in Pennsylvania steel mill country. At the 1958 Masters, Palmer's gallery included local Army cadets, and the phrase "Arnie's Army" was coined to describe his legions of fans on and off the course. Palmer won the Masters that year, cementing his golf stardom in the burgeoning age of televised sports. In 1960, Palmer won his second Masters, which gave him momentum going into the U.S. Open. After three rounds, however, Palmer was tied for 15th, seven shots behind Mike Souchak. Down but not out, he started the last round with an amazing four birdies in a row on his way to a record-tying 30 on the front nine. This put him in the race for the title alongside 47-year-old Ben Hogan, vying for his fifth U.S. Open title, and Hogan's playing partner, Jack Nicklaus, a junior at Ohio State who shot a 282 for the tournament, an amateur record. Palmer parred the last four holes for a 35 on the back nine and a total score of 65 to win his first and only U.S. Open title. Palmer was named PGA Player of the Year in 1960, and again in 1962. Over the course of his career, he won the Masters four times and the British Open twice. In 1968, Palmer became the first golfer to earn \$1 million in a year.

# U.S. Corn Yields

5 year avg. (2013 - 2017)

1 Washington 221 bpa

2 Oregon 201.6 bpa

3 Idaho 195.8 bpa

4 Illinois 190.2 bpa

5 Iowa 187.8 bpa

U.S. Total - 169.7

## Upcoming Events

Fri. 6/22 - Cattle on Feed

Fri. 6/22 - Cold Storage

Thurs. 6/28 - Quarterly Hogs and Pigs

Fri. 6/29 - Quarterly Stocks and Acreage

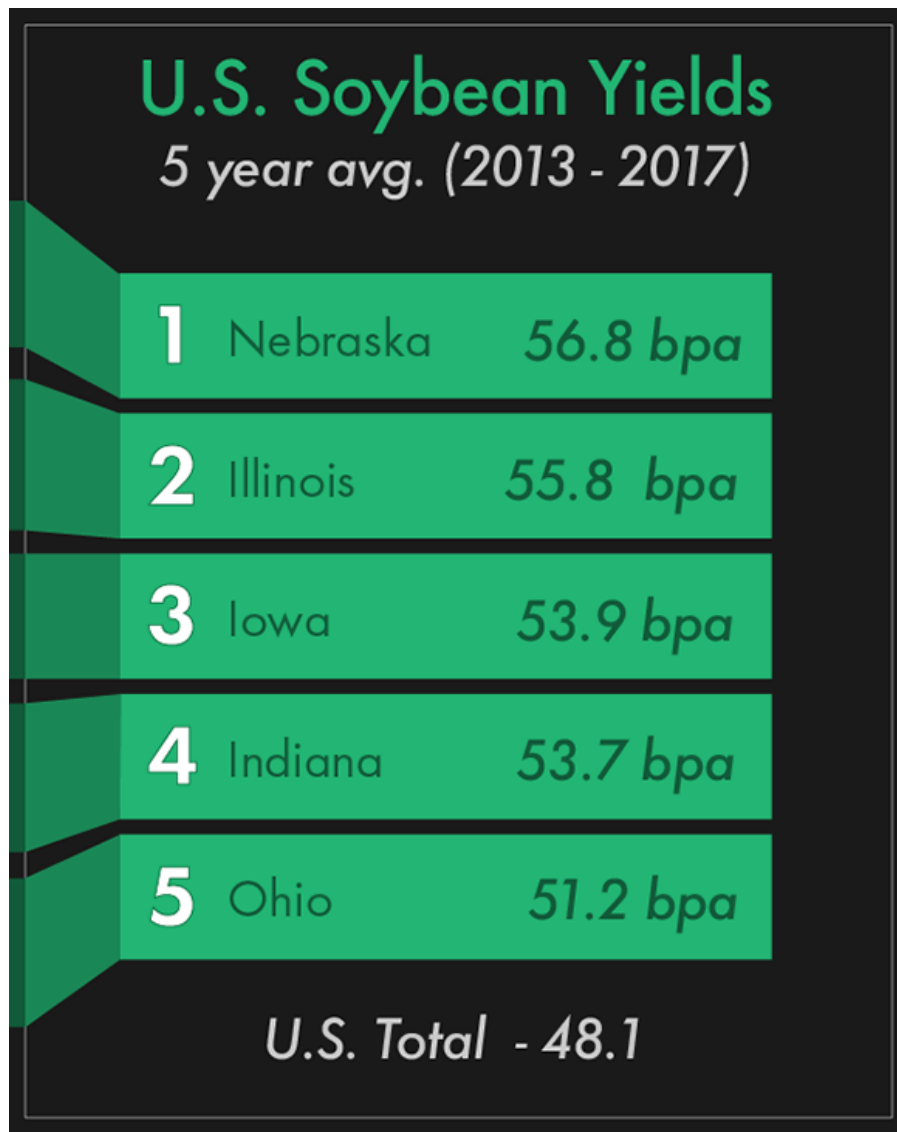
## Kevin's Song of the Week



## Kevin's Song of the Week

**Soybean** traders continue to keep all eyes on headlines out of Washington involving trade. Over the weekend, China retaliated by slapping 25% tariffs on a large number of U.S. ag products including soybeans. Soybean prices have fallen to fresh contract lows on anticipation of the Chinese move and many believe prices could continue to see pressure as exports start to back up into the U.S. and balance sheets start readjusting higher. Bulls say regardless of the current Chinese tariffs, with the short supply in Argentina, there's just no way Brazil can supply all of the Chinese demand. At some point, the Chinese will more than likely need to come back to the U.S. for supply. Bulls also believe if the Chinese are going to take all of the available Brazilian soybeans, other global buyers will have to source from the U.S.. The numbers simply don't pencil and at some point the fundamentals will have come home to roost. The problem, and what I've been saying all along, is that there's no clear cut path or way to know how the market will finally get to that conclusion. As always, timing of the headlines becomes of most importance. I personally got caught offside a couple of weeks back. I was correct in thinking the meeting with President Trump and Kim Jong Un was going to be viewed as a positive, but I thought that would lead to another positive step forward between President Trump and Chinese president Xi. In turn I lifted a large majority of my remaining old-crop hedges in the JUL18 contract. In other words, I bought back most all of my puts at a small profit, not wanting them to expire worthless and thinking we were going to move higher on a wave of positive headlines out of Washington. Ever-since I made the move, I've watched trade tension between the U.S. and Chinese escalate and the market meltdown. At the same time, we've had very little weather worries here in the U.S. and a crop that looks to be off to a terrific start. I suspect at some point we get a bounce, but I'm not going to be in an hurry to jump in the waters with both feet. I've been re-owning a few very small new-crop sales, but not re-owning as of yet in any large fashion. I'm 65% sold at much higher levels and may work to get myself back to 45% to 50% sold between here and \$8.80 per bushel. I don't know if the market will fall to that level, but it wouldn't surprise me, so I'm implementing a slow scaled in approach to re-ownership, taking small bites on each 10 to 20 cents of additional downside. My original target rate and time frame for a rally has still not changed. I was thinking perhaps late-August to late-November. I'm a bit worried about the NOV18 options as they expire on


October 26, 2018. Remember, the highly anticipated U.S. mid-term elections are scheduled to take place November 6, 2018. I'm just wondering if the Chinese are going to play hardball and call all U.S. bets into the mid-term elections, trying to inflict the most pain on President Trump and the Republicans? Don't forget, just a few weeks beyond the U.S. elections and into the start of 2019 another round of South American supplies will begin to become available to the Chinese. More nearby, I have to I imagine U.S. weather will start to become of major importance. There's just so many moving parts and pieces to this year's puzzle its mind numbing... Stay fully engaged and pay very close attention!



**Wheat** traders continue to keep a close eye on global weather forecasts. The bulls have been primarily focused on Australia and the Black Sea region. Most weather models have changed very little since we left on Friday. Portions of eastern Ukraine into areas of southern Russia still look as if they will be fighting overly dry conditions. Producers are also battling dry conditions in portions eastern Australia. Bulls here in the U.S. are also happy to see Japan canceling some Canadian shipments because of a genetically modified trait. There's some hope that Canada fumbling the ball for a moment will help nearby U.S. export demand. I'm not holding my breath... Bearish pressure from negative trade headlines in Washington and seasonal pressure from the U.S. harvest makes this a tough bullish bet nearby.

# NEXT level

# THINKING



My goal at "The Van Trump Report" is to help readers better identify the moving parts and dynamics associated with the financial markets, geopolitical events, economics, media and culture that is currently influencing and shaping the direction of the agricultural markets. I like to believe I "Challenge the Traditional" and encourage our readers to think outside the box.

I use story telling techniques that are written in an easy to read format to help convey my current thoughts about business, markets, technology, weather, sports and life. I also like to include links, filter the noise, and pass along in-depth research and information that I believe could challenge your current thought process and help you make more informed decisions. In addition I include valuable lessons I have learned from other traders, executives and investors, along with an occasional inspirational piece about life, family and faith.

What I do not do in "The Van Trump Report" is give specific financial advice or tell individuals how to invest or how to specifically hedge. Remember, this information is being read by hedge fund managers, bankers, CEO's, and Ag leaders around the globe, therefore it's NOT tailored to fit your specific individual needs. For specific investment or hedging advice please seek the help of a licensed representative that can better understand your particular situation, individual needs and overall risk tolerance. This information should ONLY be used for educational and entertainment purposes.

My family and I would like to thank you again for your support!

*Kevin Van Trump*

### What Others Are Saying

*"I am a recent subscriber to Kevin's newsletter, but I'm a long-time reader of many other high-profile marketing services. I am particularly impressed with the thorough manner in which Kevin evaluates every economic aspect, both nationally and internationally, that influences commodity prices. His analysis and conclusions are highly thought out and conveyed in layman's terms so that the reader can comprehend the numerous and often complex interrelationships that impact the markets. Kevin is a real attribute to the agricultural sector."*

**A.M., FDIC**

*"As a national federal farm policy administrator and commodity producer, I find it critical to keep updated with what is going on in the real world of agriculture and with the domestic and global markets. Of all the services I've been privy to or have subscribed to over the past 20 years I've found in the past several months of engaging in your "Farm Direction" services to be the best perception and analysis of what is really happening in today's world. Not only here in the United States, but across the globe*

# U.S. Wheat Yields

## 5 year avg. (2013 - 2017)

1 Arizona 101.8 bpa

2 Nevada 90.3 bpa

3 Idaho 82.3 bpa

4 Michigan 79.6 bpa

5 California 78.6 bpa

U.S. Total - 46.7

as well. US farmers need this type of help and information to assist them in their daily efforts. I commend you for a job well done. Please let me know if I can ever be of any help or assistance to you in the future..."

**L.T., Assistant Deputy Administrator  
for Farm Programs USDA**

### My Own Personal Truisms

"Not To Trade, is often considered a good trading decision..."

"First Rule of HOLES: When you are in one stop digging..."

"Every looser in Vegas, always walks away from the table thinking he could have done better, the winners on the other hand leave while on top..."

"Bulls make money, Bears make money, but pigs get slaughtered..."

"The markets ability to remain irrational can often times last much longer than your ability to remain solvent..."

I'm more of a long-term player, therefore you will not see me give many short-term suggestions or trade ideas. One of my most important rules is that I always follow my long-term direction. Therefore, as long as I am "bullish" a market I will only play that particular market in one of three ways.

- Option #1 - Conservatively long.
- Option #2 - Aggressively long.
- Option #3 - Sitting on the sideline.

I never initiate a "short" position in a market that I am "bullish" longer-term, nor do I initiate a "long" position in a market I am "bearish" longer-term.



> **Keeping Watch On New Deadly Bird Flu In China:** A deadly strain of bird flu was detected in Chinese poultry, which some are saying could be capable of starting a worldwide influenza pandemic. The existence of the disease was first drawn to the public's attention by Professor Jonathan Van-Tam, deputy chief medical officer for England, who said that H7N9, a flu virus circulating in poultry in China, should be a cause for concern for all people alike, as it kills 38 percent of those who get infected by it. From what I understand, H7N9 is an example of another virus which has the ability to transmit from bird to humans. Read more [HERE](#).

> **Bunge Calls Off IPO Of Sugar And Ethanol Unit:** Bunge is postponing their initial public offering (IPO) of their sugar and ethanol unit amid a global glut for the sweetener and erratic fuel-pricing policies in Brazil. The company ran into some major headwinds when Brazil reversed how they handle diesel pricing following the truckers' strike that paralyzed economic activity. Many believe the government will continue their gas and diesel subsidies which have undercut the profitability of sugarcane ethanol which competes at pumps. (Source: Reuters)

> **Brazil Strike Has Left Huge Bottleneck at Ports:** The number of ships waiting to berth at Brazilian ports to load soybeans is currently almost 60% larger than in the same period last year according to data from shipping agency Williams compiled by Reuters. Soy processors say slower transportation of grains from producing regions to the ports is the main culprit. Of course, the 11 day trucker protests absolutely paralyzed the country leaving large numbers of ships just waiting at bay. The government has yet to set minimum truck freight prices they proposed to end the strike. (Source: AgPro)



> **Average Weeks Worth Of Plastic Is Becoming A Problem:** The use of plastic has exploded in the last half-century, so much that we produce an estimated 300 million tons of the stuff every year. But plastic is increasingly being recognized as one of the biggest threats to the environment — it takes so long to decompose that much of our plastic waste ends up in oceans, rivers, beaches, and other natural habitats. How much plastic are we really using at a household level? Reuters sought to answer that question by sending photographers around the world to document a week's worth of plastic waste generated by a typical family. Read more [HERE](#).

*Farm Direction*

RECIPES

★ **FAMILY** ★

**FAVORITES**

- SENT IN BY OUR READERS -



**Garlic Butter  
Pepperoni  
Pizza Rolls**

**CLICK TO SEE RECIPE**







Southcentral Iowa - Planting was interesting as we took the equipment out on one of the rare sunny Sundays in April to calibrate and things went so good we just kept going. We knocked out 2700 acres in 9 days. We have been trying to finish spraying here but can't get a stretch of cooperative weather. Its been too wet and when it dried out its been to windy, now we have more rain forecasted next week. Right now the corn is the best, darkest stand we have ever seen up here. It's head high and going strong. I would expect strong yields with the right rains to finish things off. We are hauling a bit of grain while we wait to get back to spraying. We did pick up some lesser quality or what I like to call "deer hunting" land for \$130 an acre. Not much is selling this way but one neighbor did sale their farm after one day being listed.

Southwest Kansas - We started cutting wheat about a week ago, but we were the earliest guys in this area. The ground that guys sunk money into is showing in an obvious way and the ground that did not get much money into it, did not perform at all. Wheat in Southwest Kansas gets planted and sprayed off right as it comes out of dormancy when it's on irrigation for the most part. If it's on dry land, then guys will harvest it if it looks good. The interesting thing that guys see on irrigated wheat is it really doesn't do better on the irrigated ground than on the dry land ground. We will see a slight improvement in yield but nothing substantial like corn or soybeans. Rain water must just come with cooler climates or be better quality than Aquifer water because it doesn't make sense that we don't see a big jump wheat yield.

Southeast Iowa - Our crops are looking good right now. We keep getting enough rain to kick the can down the road just far enough to make it. Just at the end of last week we got a bigger rain that will push us 7-10 days, but nothing past 10 days for sure. We are supposed to get hot over the weekend and first part of the week. As soon as it dries out we will harvest our first crop of alfalfa and I think it will be on par with every other first crop we have seen. We will see better crops later in the year. I think this might be our best crops we have ever seen unless we see the heat jump up in the long-term forecast.



Iowa Billionaire Invests In "Driverless Tractor" Software: Iowa Billionaire Harry Stine is investing \$5 million in an Ames tech startup that developed software that takes the farmer out of the tractor. Smart Ag, founded by Colin Hurd, provides a "plug-and-play" software system that automates tractors, empowering "farmers to leave the cab" and complete their operations faster and with less labor. The investment comes five months after the company announced software that "fully

automates a grain-cart tractor" used during harvest. The company also plans future applications for tillage, planting and spraying. Stine, founder of Stine Seed Co., said he's investing in the startup because it's dedicated to helping "farmers increase the productivity and profitability ... through innovation and technology. Learn more [HERE](#).

**Jaguar Finally Reveals Its EV:** In the 83 years since Sir William Lyons' SS Sidecars Ltd. became Jaguar, the storied carmaker has never produced an electric vehicle. Until now. The 2019 Jaguar I-Pace, starting at \$69,500, is a high-performance battery-powered contender with 240 miles of range. The basic facts are impressive, and Tesla is no doubt taking notice. The car's pair of 197-horsepower permanent magnet electric motors, mounted on both axes, give it all-wheel drive and 394 horsepower combined, with 512-pound-feet of torque. I'm told top speed is 124 mph. Read more [HERE](#).

**Future Of Data Storage...DNA Computers?** Government intelligence agencies have a plan to build computers that store information inside DNA and other organic molecules. Intelligence Advanced Research Projects Activity (IARPA), a group within the Office of the Director of National Intelligence that develops technologies for U.S. intelligence services, announced plans to develop "tabletop"-sized machines that can store and retrieve data from large batches of polymers — a term that refers to a wide variety of long, string-like molecules. A 2016 paper in the journal BioMed Research International found that DNA, in particular, could store computer information more densely, require less energy, and survive higher and lower temperatures than conventional hard drives. It will be interesting to see how far this goes. Read more [HERE](#).

**Personal Flying Machines Are Getting Closer:** Billionaires and Student engineers are quickly narrowing the gap between man and bird. Having a million dollar prize as motivation doesn't hurt either. Earlier this month, Larry Page-backed startup Kitty Hawk debuted a one-person electric craft called Flyer that can fly for around six miles on a charge. Meanwhile, Boeing, with an eye towards developing expertise and future business opportunities, is sponsoring a \$2 million dollar contest called GoFly to spur the creation of a "personal flying device" that can go much farther, faster, and higher. Read more [HERE](#).

**All Original 1963 Chevrolet Corvette Turns Up Sitting In Garage For 45 Years:** An all-original 1963 Chevrolet Corvette has popped up on Ebay after being parked for 45 years. The first-year split-window coupe had been purchased new by the owner and not driven it since 1972, but he wasn't ready to give it up until last year. The car is equipped with the 300 hp 327 cubic-inch V8 and a 2-speed Powerglide automatic transmission. It was originally silver, but was painted green at the dealership before it was delivered to its first owner. Although it needs a fair amount of work to get there, the Hagerty Price Guide estimates that one of these in perfect condition could be worth over \$150,000. Read more [HERE](#).







### Sweet Potatoes Continue To Gain Popularity

Sweet potatoes have occupied a spot at Thanksgiving dinner tables in the U.S. for more than a century, largely because American history books often cite the root vegetable as one of the country's native plants. But according to a new study in the "Proceedings of the National Academy of Sciences," the vegetable may actually be an immigrant from Asia. In fact, the sweet potato is part of the morning glory family, and scientists have long believed it originated in North America about 35 million years ago, thanks to plant-fossil evidence there might be a bit more to the story. A research team at Indiana University recently uncovered and identified 17 much older morning glory leaf-fossil specimens while on a trip to Meghalaya in northeast India, some dating back about 57

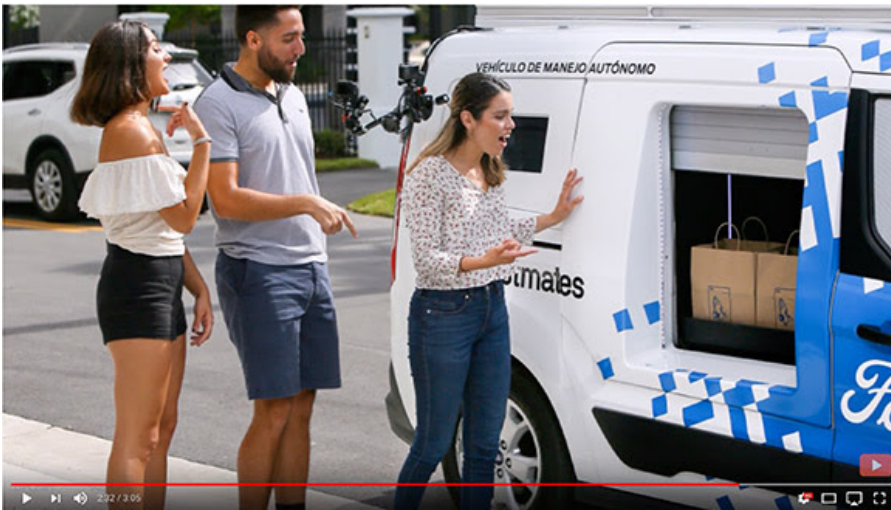


million years. Regardless, the sweet potato is still thought to be among one of the world's most important crops. The story of how the sweet potato gained popularity here in the U.S. is quite interesting. During the Great Depression, sweet potatoes became popular because they were cheap and generally recognized as good for your health. Starting in the 1940s, however, after U.S. soldiers returned home from war, the economy bounced back. People could afford to buy russet potatoes from stores and the newly-industrialized farming system hit the sweet-potato market hard. Fast forward several decades to the 2000s, and the sweet potato has once again caught fire and is wildly popular. Many say its recent resurgence is due to some of the more popular trendy diets and trendy restaurants. In fact, many inside the "healthy community" have crowned the sweet potato a "superfood". Even TV personalities like Dr. Oz highlighted the magic of the vegetable. In 2000, Americans ate about 4 pounds of sweet potatoes per person. Today, it's nearly double that, at about 8 pounds per person. U.S. producers who have been growing the crop as of late have enjoyed a large market rebound after decades of decline. In case you are wondering, North Carolina harvested nearly 95,000 acres of sweet potatoes in 2016, nearly 30,000 more acres than California, Louisiana and Mississippi combined. Over 95 percent of the global sweet potato crop is produced in developing countries, where it is the fifth most important food crop in terms of fresh weight. More than 130 million tons are produced per year, with China supplying about 80% of the world's production. Perhaps there's some premium to be made growing them in some areas of the U.S.? (Source: [Science Daily](#))



#### **Ford And Postmate Team Up For Autonomous Delivery**

Ford is testing autonomous delivery with Postmates in Miami and Miami Beach Florida in order to see how customers interact with autonomous delivery as well as new amenities they've developed. Postmates is a logistics company that operates a network of couriers who use mobile phones to receive orders and dispatch drivers. Remember last year, Ford partnered with Dominoes Pizza in Ann Arbor, Michigan and is using lessons learned from that experience to move the ball forward with this trial. A noted difference this time is the vehicle's design featuring multiple lockers, a touchscreen and audio for instructions, not to mention, each locker also has two cup holders to ensure a safe delivery of beverages. Ford's main goal is to see how business and consumers will interact with the autonomous delivery, as they hope to lead the way in the new space, which I suspect will be the default delivery platform sooner rather than later. There shouldn't be much of a learning curve for customers or employees as the interaction consists of punching a code into a touchscreen monitor. Upon arrival you will be assisted with both audio prompts and lights directing you to the correct locker. It's worth noting, safety drivers remain behind the wheel of all of Ford's autonomous vehicles for the time being, although the company is currently building an AV without traditional controls like pedals and steering wheels, which it plans to release by 2021. It will be interesting to see how the public responds to the use of autonomous delivery. I'm reminded of the early days of automated answering services that companies used to add efficiency to repeatable tasks and how most folks I know hated the lack of personal engagement. I can't imagine that will be an issue any longer, but if it is, I suspect some creative entrepreneur will figure out how to differentiate their delivery service using people. You can check out cool video [HERE](#). (Source: techcrunch, engadget)



### Remembering A Pioneer

It was on this day in 1928, American aviator Amelia Earhart became the first woman to fly across the Atlantic Ocean. She set many other records, wrote best-selling books and was also a member of the National Woman's Party and an early supporter of the Equal Rights Amendment. In 1935, Earhart became a visiting faculty member at Purdue University as an advisor to aeronautical engineering and a career counselor to women students. During an attempt to make a circumnavigational flight of the globe in 1937 in a Purdue-funded Lockheed Model 10-E Electra, Earhart and navigator Fred Noonan disappeared over the central Pacific Ocean near Howland Island. Fascination with her life, career, and disappearance continues to this day. Below are some additional facts about her life I thought you might find interesting:

**Born In Atchison, Kansas** - Amelia Earhart was born in Atchison, Kansas, on July 24, 1897, in the home of her maternal grandfather, Alfred Gideon Otis, who was a former federal judge, the president of the Atchison Savings Bank and a leading citizen in the town.

**Raised the Right Way** - Amelia and her sister enjoyed an unconventional upbringing, especially for its time. Her mother, Amy Earhart, always said she did not believe in molding her children into "nice little girls". Instead they were raised to have a big spirit of adventure, with her and her sister setting off daily to explore their own little world. As a child, Earhart spent long hours climbing trees, hunting rats with a rifle, belly-slammng her sled downhill and jumping homemade ramps.

**The Family Moves To Iowa** - Her father, Edwin Earhart, was a claims officer for the Rock Island Railroad. In 1907 he was transferred to Des Moines, Iowa. The next year, at the age of 10, Amelia saw her first aircraft at the Iowa State Fair in Des Moines. The children split time between Atchison and Des Moines for the next couple of years. Then at age 12 she was enrolled full-time in the Des Moines public schools.

**The Move To Minnesota Then Chicago** - In 1915 her father, who had a major drinking problem, was again transferred, this time to St. Paul, Minnesota. He was about to be transferred again to Missouri, when Amy Earhart decided it was time to take her children to Chicago, where they lived with friends. Amelia made an unusual condition in the choice of her next schooling; she canvassed nearby high schools in Chicago to find the best science program. She rejected the high school nearest her home when she complained that the chemistry lab was "just like a kitchen sink". She eventually enrolled in Hyde Park High School but spent a miserable semester where a yearbook caption captured the essence of her unhappiness, "A.E. - the girl in brown who walks alone". Earhart graduated from Chicago's Hyde Park High School in 1916. Throughout her troubled childhood, she had continued to aspire to a future career; she kept a scrapbook of newspaper clippings about successful women in predominantly male-oriented fields, including film direction and production, law, advertising, management and mechanical engineering.

**Helping WWI Veterans** - After finishing school, Amelia went to Toronto to visit her sister in Toronto. World War I had been raging and Earhart saw the returning wounded soldiers. After receiving training as a nurse's aide from the Red Cross, she began working to help those who need it.

**The Day That Changed Her Life** - In December of 1920, Amelia went out to California to visit her parents, who had decided to retire out West. Earhart and her father visited a Long Beach airfield on December 28th where a well known pilot named Frank Hawks gave her a ride that would forever change Earhart's life. "By the time I had got two or three hundred feet off the ground," she said, "I knew I had to fly." After that 10-minute flight (which cost her father \$10), she immediately decided she wanted to learn to fly. Working at a variety of jobs including photographer, truck driver, and stenographer at the local telephone company, she managed to save \$1,000 for flying lessons. Earhart had her first lesson on January 3, 1921, at Kinner Field near Long Beach. In order to reach the airfield, Earhart had to take a bus to the end of the line, then walk four miles. Six months later, Earhart purchased a secondhand bright yellow Kinner Airster biplane she nicknamed "The Canary". On October 22, 1922, Earhart flew the Airster to an altitude of 14,000 feet, setting a world record for female pilots. On May 15, 1923, Earhart became only the 16th woman in U.S. history to be issued a pilot's license.

**Her First Non-Stop Flight** - After Charles Lindbergh's solo flight across the Atlantic in 1927, Earhart was asked if she wanted to try and become the first woman to make the journey. Little did she know she was being asked to accompany pilot Wilmer Stultz and his copilot/mechanic Louis Gordon. Amelia was to be on board to keep the flight log. The team departed from Trepassey Harbor, Newfoundland, in a Fokker F.VIIb/3m on June 17, 1928, landing at Pwll near Burry Port, South Wales, exactly 20 hours and 40 minutes later. There is a commemorative blue plaque at the site. Since most of the flight was on instruments and Earhart had no training for this type of flying, she did not pilot the aircraft. When interviewed after landing, she said, "Stultz did all the flying—had to. I was just baggage, like a sack of potatoes." She added, "... maybe someday I'll try it alone."

**The Ultimate Goal Achieved** - On the morning of May 20, 1932, 34-year-old Earhart set off from Harbour Grace, Newfoundland, with a copy of the Telegraph-Journal, given to her by journalist Stuart Trueman, intended to confirm the date of the flight. She intended to fly to Paris in her single engine Lockheed Vega 5B to emulate Charles Lindbergh's solo flight five years earlier. Her technical advisor for the flight was famed Norwegian American aviator Bernt Balchen who helped prepare her aircraft. He also played the role of "decoy" for the press as he was ostensibly preparing Earhart's Vega for his own Arctic flight. After a flight lasting 14 hours, 56 minutes during which she contended with strong northerly winds, icy conditions and mechanical problems, Earhart landed in a pasture at Culmore, north of Derry, Northern Ireland. The landing was witnessed by Cecil King and T. Sawyer. When a farm hand asked, "Have you flown far?" Earhart replied, "From America".. She had completed her life long dream!

**How It All Ended:** There has been a ton of speculation and theories presented though out the years, but the bottom-line is Amelia Earhart disappeared somewhere over the Pacific Ocean on July 2, 1937 at just 39 years of age. After becoming the first female pilot to fly a plane across the Atlantic Ocean, Earhart set off to circumnavigate the globe in July 1937. Her plane vanished without a trace... some believe she was captured by the Japanese. You can see their evidence [HERE](#)

#### **Records and Achievements**

Woman's world altitude record: 14,000 ft (1922)

First woman to fly the Atlantic Ocean (1928)



Speed records for 100 km (and with 500 lb (230 kg) cargo) (1931)  
First woman to fly an autogyro (1931)  
Altitude record for autogyros: 18,415 ft (1931)  
First person to cross the United States in an autogyro (1932)  
First woman to fly the Atlantic solo (1932)  
First person to fly the Atlantic twice (1932)  
First woman to receive the Distinguished Flying Cross (1932)  
First woman to fly nonstop, coast-to-coast across the U.S. (1933)  
Women's speed transcontinental record (1933)  
First person to fly solo between Honolulu, Hawaii and Oakland, California (1935)[Note 53]  
First person to fly solo from Los Angeles, California to Mexico City, Mexico (1935)  
First person to fly solo nonstop from Mexico City, Mexico to Newark, New Jersey (1935)  
Speed record for east-to-west flight from Oakland, California to Honolulu, Hawaii (1937)[280]  
First person to fly solo from the Red Sea to Karachi (1937)



The most **difficult** thing  
is the **decision** to **act**, the  
**rest** is merely **tenacity**.

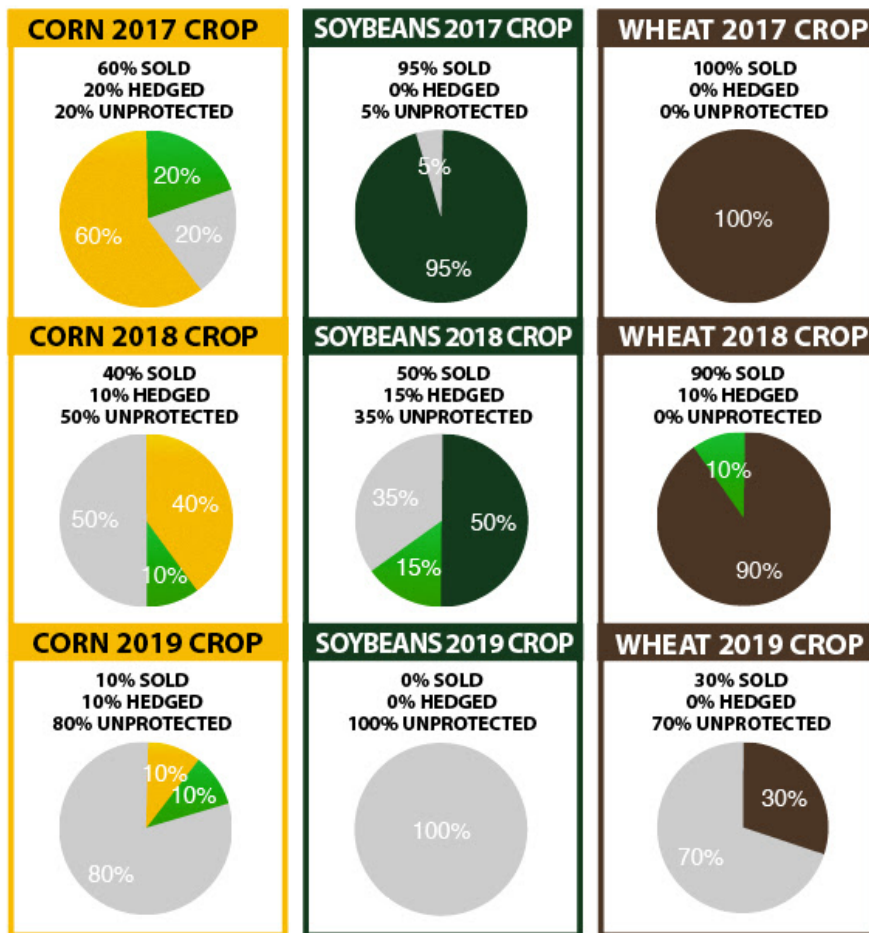
- Amelia Earhart



Goalcast

**ANSWER to riddle:** "They're all beds!"

**CASH SALES & HEDGING TOTALS**



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