

AllCovered NEWS

HIGHLIGHTS TO HELP YOU THIS WEEK

- SALES: Learning to Say 'No'
- Truckers Hate Per-Mile Pay
- Bomb Scare At Seattle Port
- Planning For Disaster

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AllCovered News

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<http://www.allcovered.net/AC-News-PDF.htm>

>> SMALL BUSINESS SECTION <<

SMALL BIZ – LEARNING TO SAY “NO”

----- Excerpted from an article by Laura Laaman – Link at end -----

"Yes" is such an important and good word. You love to hear, "Yes, we've decided to give you and your company the order," from a new customer.

"No," on the other hand, often feels like such an ugly word, at least to salespeople. "No, we won't be giving you and your company the order. We've decided to go ahead with another company."

We despise the word "No" so much that we may not use it enough for our own good. But it's OK to say no. Learning to understand our limits is a healthy and critical part of professional and personal success.

When you choose to say no to others, it leaves time and energy to say yes to yourself. This will benefit you and give you time to become healthier -- and the healthier you are, the more you have to give others. Saying no also will benefit others around you because they'll learn to get the job done themselves.

Granted, "no" is a nasty word. The way you say it makes all the difference.

Imagine it's late afternoon, your day has been crazy but you are in the home stretch of an important deadline. Needy Nancy approaches you for the umpteenth time and starts complaining how she is never going to finish her work and asks for your help.

Don't say what you're thinking, which is probably something like "If you hadn't procrastinated all week, you wouldn't be in this bind."

This reply will be better: "I wish I could. I can try to make some time to help you next week, though." It sounds kind but still lets the person know you are not going to help.

Don't feel guilty. You deserve time for yourself and family.

MORE: http://www.bizjournals.com/extradedge/consultants/sell_more/2006/07/10/column223.html?hbx=e_sol

TECH BIZ – DELL RECALLS 4.1-MILLION LAPTOP BATTERIES: Dell is recalling 4.1 million notebook computer batteries because of a fire risk. Dell says it knows of nine cases where the batteries, made for Dell by Sony, have caught fire since December.
MORE: <http://news.bbc.co.uk/2/hi/business/4793143.stm>

SMALL BIZ - GREAT PLACES TO LIVE AND WORK: Great "quality of life," good schools, little traffic, strong economies, easy access to big-city attractions make for a great place to build your business and your life. Business Journals has ranked the 577 smaller towns and communities across the US for their quality of life. Major metro areas were deliberately excluded. The winner is Bozeman, Montana. Most are in the western states. Links to profiles of the top ten and a list of all 577 communities by ranking are here.
MORE: http://www.bizjournals.com/edit_special/41.html

NEED TO CHECK AN INSURANCE OR SHIPPING TERM OR DEFINITION? – 3700 HERE:
CLICK: http://www.allcovered.net/AC-OM-Terms-Pages/AC-OM-Terms_Main.html

NEXT WEEK

Price Discounts
= Playing With
Fire

Links to source
stories at end of
excerpts

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SMALL BIZ – HIRING “FOLLOW YOUR GUT”

--- Excerpted from a detailed article by Kerry Duff – Link at end ---

The “peak season” for freight movement is upon us. As you scramble for more employees to meet demand, it’s a good idea to listen to that little voice in your head that can warn you of possible problems with someone you are interviewing. Comments from hiring professionals in Arizona might help you.

What are the key ingredients for a successful interview?

Mental preparation is key. The candidate needs to be engaged and prepared to communicate well. Candidates should provide specific examples from background or experience that sets them apart from other candidates

Biggest mistakes in an interview?

Candidates should be confident and project the image of a leader without appearing arrogant or overly aggressive. This means not only showing that they are an effective communicator, but also a good listener. Some candidates are too modest about their abilities and experience. Showing up late, cursing or chewing gum, dressing inappropriately and speaking negatively about a past employer are all warning signs.

How can an interviewer know they have the right candidate for a job?

Know exactly what the position requires so you have a clear idea of the type of candidate that can do the job. Past experience is a good indicator of future success. Make sure you ask the candidate questions that require them to be open about who they are, how they think, and how they handle challenges.

What’s the interviewer’s biggest mistake?

Getting in too big a hurry and not listening to your gut. Instinct should play a role in whether or not you think someone is a good fit for the job.

What “extras” can help you choose?

Did the candidate treat all staff members well... showing respect for each as they toured the facility?

MORE: http://phoenix.bizjournals.com/phoenix/stories/2006/08/14/focus3.html?f=et152&b=1155528000*1328719&hbx=e_vert

>>>> TRUCKING SECTION <<<<

TRUCKING – TRUCKERS HATE PER-MILE PAY

Researchers at the University of Arkansas have found that truck drivers at more than 75% of trucking companies are dissatisfied with the per-mile paying method because drivers say they’re not assigned enough miles to earn acceptable pay or required to spend too much on-duty time on non-driving work.

"It's not that drivers are not paid enough per mile," says study co-author Nina Gupta, a professor of management at the University of Arkansas-Fayetteville. "It's the total number of miles that's a problem."

The study, which surveyed 326 trucking companies nationwide, found that many drivers are frustrated because they don't have control over the number of miles they drive.

"Because they're paid by the mile, they want to keep rolling," she says. "They don't like it when they're hundreds of miles from home, waiting for a new assignment."

The pay-per-mile-driven method is less necessary as satellite and other two-way communication systems are becoming increasingly prevalent, says study co-author John Delery, also a professor of management at the University of Arkansas.

"An hourly, monthly or yearly pay will provide a consistent paycheck," he says. "This could mean less stressful drivers and greater retention rates for companies."

Currently, the overwhelming majority of truckload companies use the pay-per-mile method -- 85%, according to the study titled "Motor Carrier Effectiveness" -- whereas the majority of less-than-truckload carriers, 62.5%, use an hourly system. The findings are not surprising, as LTLs typically make shorter trips.

MORE: http://memphis.bizjournals.com/memphis/stories/2006/08/14/story7.html?f=et152&b=1155528000*1329044&hbx=e_vert

TRUCKING – DIESEL UP A PENNY: The US national average price of a gallon of diesel increased 1 cent for the week ending 14 August. At \$3.065, the price is almost 50 cents more than in the same week of 2005. Once again, the Rocky Mountains saw a huge increase, jumping by 10 cents to \$3.311 per gallon. Drivers in that region currently are paying the most for diesel.

MORE: <http://www.etrucker.com/apps/news/article.asp?id=54909>

MORE: <http://www.thetrucker.com/News/Stories/2006/8/14/Averagepriceofdieselgoesup1centagallon.aspx>

TRUCKING – DIESEL SHORTAGE IN COLORADO: Conversion to ultra-low sulfur diesel (ULSD) may have been the cause of a temporary fuel shortage in some parts of the country, particularly Colorado, according to authorities. Some trucking companies are advising their drivers to avoid Colorado or refuel before arriving there. The shortage reportedly was also due, in part, to a higher demand from farms during harvest season, difficulties complying with a new federal clean-air rule, and a summer storm that knocked out a large refinery in Illinois.

MORE: <http://www.thetrucker.com/News/Stories/2006/8/16/ConversioncouldbebehindColoradorationing.aspx>

TRUCKING – DRIVERS NEED CONTINUOUS SLEEP: In the largest study of its kind, researchers at the University of Pennsylvania Medical School examined 406 truck drivers and found that those who routinely slept less than five hours a night were likely to fare poorly on tests designed to measure sleepiness, attention and reaction time and steering ability. Dr. Allan Pack who headed the study said the tired truck drivers had impaired performance similar to that of drivers who are legally drunk. Drivers who get at least five straight hours of sleep fared best.

MORE: <http://www.thetrucker.com/News/Stories/2006/8/15/Lessthan5hourssleepcanmaketruckersaroadhazardstudyspshows.aspx>

TRUCKING – NATIONAL TRUCK DRIVER APPRECIATION WEEK: The American Trucking Associations once again will roll out its "phone home" campaign to help America's truck drivers celebrate National Truck Driver Appreciation Week, 20-26 August. ATA and its state affiliates are handing out free 60-minute telephone calling cards to truck drivers at weigh stations, rest stops and travel plazas nationwide.

MORE: <http://www.etrucker.com/apps/news/article.asp?id=54903>

>>>> SECURITY SECTION <<<<

SECURITY – BOMB SCARE AT SEATTLE PORT

Wednesday was a jumpy day for US security.

Authorities were already nervous following the recent arrest of 25 terror suspects in the UK who allegedly planned to set off bombs in ten or more US-bound flights.

A plane from London was diverted to Boston Wednesday morning when a female passenger became unruly amid rumors of a possible terror connection.

A report was released around midday saying a nuke-in-a-box at a Southern California port could do as much as \$1-Trillion damage to the US economy (see "Nuke-In-A-Box" below).

Then a container at the Port of Seattle triggered more concern.

Authorities evacuated dozens of workers and set up a half-mile (one kilometer) perimeter around part of the city's port after a bomb-sniffing dog indicated that two shipping containers from Pakistan could contain explosives.

By early evening, there was no sign of explosives and the port was preparing to resume normal operations.

Customs agents used a "gamma-ray" device at Terminal 18, south of downtown, to peer through the containers' steel walls and detected some items inside did not match the containers' manifest, agency spokesman Mike Milne said.

The containers were checked by the bomb-sniffing dog. The dog reacted, and a bomb squad that searched the containers found nothing dangerous.

Officials said the containers were supposed to contain oily rags, which are often shipped internationally for recycling or use in packaging.

It was not immediately clear why the dog was mistaken.

MORE: <http://www.msnbc.msn.com/id/14381298/>

MORE: http://www.americanshipper.com/SNW_story_main.asp?news=37793

SECURITY – PLANNING FOR DISASTER

Let's play "What If?"

IF that container at Seattle had contained a terror weapon, do you have plans for what you would do?

- Seattle's port would likely be closed indefinitely meaning, at best, delayed cargo movement.
- Other ports around the US would either close indefinitely, or begin heightened screening meaning all cargo movements would slow.
- How would this affect your Shippers and Consignees?
- Do you have contingency plans?
- If you were involved with the movement of the flagged container as a forwarder, customs broker or in some other fashion:
 - You could assume a visit... or many visits... from authorities.
 - Your company and all its employees would be thoroughly checked.
 - You could assume the media would be all over you business.
 - Your reputation would be affected.
 - You would face many man-hours of lost time and money complying with authorities' checks.

--- SO WHAT? ---

Take time now to develop contingency plans for various challenges you may face.

- Detail what you will do in the event of a hurricane, a port or airport stoppage, etc.
- Detail who is responsible for what action, with a second person to take those duties if the first is unavailable.
- How will you access critical records?
- How will you keep clients informed if email or phone services are lost?
- Will your financial and business information be safe and accessible?
- Keep the plans already printed in the office, on one or more computers, and off-site in case your office cannot be reached.

We know that any situation you face is unique and that you will make changes to your "disaster road map," but at least you will have a plan to get you started.

Allcovered.net can help you be better prepared. **--- YOU DESERVE IT – WE DELIVER IT ---**
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SECURITY – NUKE-IN-A-BOX EFFECTS

A nuclear explosion at the Port of Long Beach could kill 60,000 people immediately, expose 150,000 more to hazardous radiation and cause 10 times more economic loss than the Sept. 11, 2001 terrorist attacks, according to a new study by The Rand Center for Terrorism Risk Management Policy.

The study analyzed the possible effects of terrorists detonating a 10-kiloton (22,000 pound) nuclear bomb in a shipping container after it's unloaded onto a Long Beach pier.

--- FINDINGS ---

- 60,000 dead immediately from the blast
- 150,000 exposed to hazardous levels of radiation
- 6,000,000 people from Los Angeles area would have to evacuate
- \$1-Trillion economic damage from expenditures on medical care, insurance claims, workers compensation, evacuation, construction and lost productivity.
- Political and commercial interests would most likely clash as the only way to prevent a second attack would be to close all US ports and suspend imports indefinitely.

In addition to the human casualties, a blast might destroy the infrastructure and every ship at the ports, which together handle about one-third of the nation's imports.

MORE: http://www.mercurynews.com/mld/mercurynews/news/local/states/california/northern_california/15288274.htm

MORE: <http://www.joc.com/lede/20060816/sections/ocean/w31132.asp>

SECURITY – AIRPORT TECH CANNOT FIND LIQUID EXPLOSIVES: Security scanners at US airports are unable to detect explosives, according to a Homeland Security report.

Machines used at most airports to scan hand-held luggage, purses, briefcases and shoes have not been upgraded to detect explosives. The Homeland Security report said that "even a 1/4-inch (one centimeter) insole of sheet explosive" could bring down a plane.

MORE: <http://edition.cnn.com/2006/US/08/15/Terror.plot.security.ap/index.html>

SECURITY - TERROR IMPACT ON AIR BELLY SPACE: It affects UK airports more than most others around the world, but as stepped-up security measures push more passenger luggage into the cargo holds of aircraft, space for air cargo is more limited.
MORE: http://www.ifw-net.com/index.tvt?_scope=IFW/News/Air%20Freight&id=3185&PSV=ar
MORE: http://www.denverpost.com/business/ci_4187186

SECURITY – AIR CARGO SAFETY REVIEW: The US House Aviation Subcommittee is likely to discuss cargo safety among other aviation issues at a 20 September hearing that could be the springboard to a more detailed look at the industry. Year in and year out, air cargo's fatal crashes far outpace those of larger airline operations, and safety advocates across the country say the Federal Aviation Administration pays little attention.
MORE: <http://www.miami.com/mld/miamiherald/15237859.htm>

SECURITY – CARGO THEFT TOP CONCERN

Reducing cargo theft across the supply chain is the greatest security challenge according to a new survey, "Cargo and Supply Chain Security Trends" by eyefortransport.

In the final analysis, the fundamental motive for implementing an effective cargo security program is the same for all industry players, it's a matter of economics.

--- SURVEY FINDINGS ---

- 41% rank "reducing cargo theft" top priority
- US\$ 18-Billion - FBI estimates of cargo theft costs
- US\$ 60-Billion – others' estimates of cargo theft costs
- 22% rank implementing cargo security for terror prevention most important
- 56% say enhancing efficiency, visibility and protecting reputation is a key concern
- 40% say training employees to recognize security threats is a key
- 28% see organized cargo theft as a key concern, a sharp jump from last year
- 20% say funding increased security across supply chain a concern
- 75% have increased physical security measures
- 49% have data security measures in place, up from 15% last year

MORE: <http://www.supplychainreview.com.au/index.cfm?li=displaystory&StoryID=28079>

SECURITY – SO-CAL BOX FEE IMPACT DOWNPLAYED: Imposition of a container fee of \$30 per-TEU to fund infrastructure, environmental and security improvements at California's largest container ports would cause negligible diversion of cargo, according to a study funded by the Natural Resources Defense Council and the Coalition for Clean Air... both environmental groups. California state senator Alan Lowenthal has proposed a state bill that would assess a fee of \$30 per-TEU, or \$60 per-FEU, with the proceeds to be divided equally among security improvements, environmental mitigation and infrastructure development in Los Angeles-Long Beach and along the intermodal network feeding the ports.
MORE: <http://www.joc.com/lede/20060814/sections/ocean/w33615.asp>
MORE: http://www.americanshipper.com/SNW_story.asp?news=37651

SECURITY – MULTINATIONALS WORRY ABOUT WCO SECURITY GUIDELINES: Multinational corporations are concerned that implementing guidelines for global trade facilitation and security standards adopted by the World Customs Organization in June could make voluntary participation in national supply chain security programs too difficult and expensive. The WCO guidelines as written are flawed because they allow inconsistent standards for authorized economic operator AEO programs in each nation and set onerous criteria for businesses to qualify for AEO status, say spokesmen.
MORE: http://www.americanshipper.com/SNW_story.asp?news=37582

>>> AIR & OCEAN SECTION <<<

AIR – HIGHER AIR CARGO FUEL SURCHARGES LIKELY: Two major air cargo carriers have raised their fuel indexes very close to thresholds for hiking fuel surcharges. The Lufthansa fuel price index rose to 416. It is enough to trigger an increase in fuel surcharges if it stays over 415 this week. The Air Canada Cargo fuel price index hit 396. Air Canada's fuel surcharge goes up if the index stays above 400 for two weeks. The current surcharge level for most airlines is 60 cents per kilogram for domestic cargo and 65 cents for international cargo. The next level would raise those rates by 5 cents.
MORE: http://www.aircargoworld.com/break_news/08152006e.htm

AIR – CATHAY AIRFREIGHT UP 1.8% IN JULY:

MORE: http://www.americanshipper.com/SNW_story.asp?news=37585

AIR – DRAGONAIR JULY CARGO DOWN 9.3%:

MORE: http://www.americanshipper.com/SNW_story.asp?news=37718

AIR – UNITED APPLIES FOR DC-BEIJING RIGHTS: United Airlines has applied to operate daily nonstop Washington Dulles-Beijing service beginning in March 2007 aboard 747s.

MORE: <http://www.atwonline.com/news/other.html?issueDate=8%2F16%2F2006>

AIR – QANTAS TO LAUNCH DOMESTIC CARGO SUBSIDIARY: Qantas plans to launch a domestic airfreight subsidiary in October called Express Freighters Australia.

MORE: <http://www.atwonline.com/news/story.html?storyID=6104>

AIR – FIRST FLIGHT LANDS AT BEIRUT: A passenger flight has landed at Beirut international airport, easing the air blockade of Lebanon that Israel imposed.

MORE: <http://www.rte.ie/news/2006/0817/lebanon.html>

AIR – MICRO-JETS ARE HERE

Very Light Jets (VLJs) are aimed at chartered travel but will make great expedited cargo transport too.

Allcovered has reported on them before. Now Eclipse Aviation has received preliminary certification for its tiny jet from the US Federal Aviation Authority.

Eclipse Aviation, Adam Aircraft, Cessna, Embraer, and Honda are all entering the market.

The small planes are aimed at businesses that want to diversify their corporate fleets, and at wealthy pilots who want to fly their own jets. Buyers also include new companies betting on a budding air-taxi industry that would link small airports that have no regular airline service.

Micro-jet company executives say air-taxi services could benefit from the problems of business travelers who waste a lot of time shuttling in and out of hub airports. A one-way, 400-mile trip on a micro-jet could cost \$4.00 per mile, or about \$1 a mile per passenger if there are four customers on the plane. (Trips on a corporate jet can cost more than \$10 a mile.) When you figure the value of employee time needed to travel to a regular airport and pass through security, micro-jets make sense. Travelers can leave from a small local airport saving commute time, land at the airport nearest their destination saving more time, and do it on their schedule, not an airline's.

Most of the very light jets have similar performance and styles. They cost from \$1.5 to \$3.0 million, which is less than most turboprop aircraft. They carry five to seven passengers and a pilot, and fly 900 to 1,400 miles, depending on load. They can travel about 425 mph and as high as commercial airliners to avoid bad weather, leaving turboprops thousands of feet below. They are also very quiet. And some have restrooms.

MORE: <http://www.washingtonpost.com/wp-dyn/content/article/2006/07/27/AR2006072701687.html>

AIR – SUPERSONIC BIZ JETS COMING?: They would get you to your destination twice as fast if you can pay the cost. There have been rumors NetJets are working with Gulfstream on a supersonic business jet. Now there is word at least two other groups are attacking the problem. One wants its plane flying by 2013.

MORE: <http://www.newscientisttech.com/article/dn9628-new-supersonic-business-jet-takes-shape.html>

AIR – HONDA ENTERING BIZ JET MARKET: Honda has set up a subsidiary in the United States to further develop and sell its seven-person micro-jet, with a goal of delivering the first mass-production HondaJet in 2010.

MORE: <http://news.airwise.com/story/view/1155042267.html>

TRADE – MINNESOTA FORWARDER FACES TSA BAN: The US Transportation Security Administration has banned Professional Export Services, an Eagan, Minnesota-based air freight forwarder, from tendering cargo shipments on passenger planes because of repeated security violations. TSA says Professional Export Services placed at least 48 shipments from unknown shippers on passenger planes, failed to provide security training for employees or required cargo security information to contractors.

MORE: http://www.americanshipper.com/SNW_story.asp?news=37713

TRADE – POSSIBLE STRIKE AT LAX & SO-CAL PORTS?: Los Angeles' airports and harbor are bracing for a labor action after the City Council voted to impose a contract on an employee union. Leaders of the Engineers and Architects Association say the move assures members will go on strike, likely beginning Tuesday. The union has been working without a contract since 2004. At the Port of Los Angeles, most of the EAA workers are in administrative or scientific positions, so disruptions to harbor traffic are not expected, says a spokeswoman. MORE: <http://www.infoshop.org/inews/article.php?story=20060816164619544>

TRADE – EU CARGO STUCK AT LATVIAN BORDER: A multi-kilometer line of big cargo trucks emerged on Russian-Latvian border last week. As of Thursday, 800 vehicles were caught in a gigantic jam. Authorities of adjacent states offer various causes ranging from the repair of highways in Estonia to the change of chiefs in Russia's customs and the lack of Latvian-Russia's crossing points. The Federal Customs Service of Russia says the delays and backups have been caused by redirecting trucks from a Belarus-Russian border crossing "...due to the increase in road tax and toughened traffic control in Belarus." MORE: <http://www.kommersant.com/page.asp?id=697962>

OCEAN – MISC FORECASTS SOFTER RATES: MISC expects freight rates to soften this year and in 2007 but with mild impact on its revenue. MORE: http://www.bernama.com/bernama/v3/news_business.php?id=213847

OCEAN – HAMBURG SUD HIKES EU TO SA RATES: German ocean carrier Hamburg Sud and its Brazilian-flag subsidiary Alianca will raise rates on their services between Europe and the East Coast of South America by 50 euros (\$64) per TEU, effective 1 October. MORE: http://www.americanshipper.com/SNW_story.asp?news=37659

OCEAN – CAR CARRIER SINKS IN CARIBBEAN: A Panamanian-flagged auto transport vessel sank 100 miles (160 km) off the northeast coast of Colombia. One person was killed. One is missing from the crew of the "Dayana.". The US Coast Guard rescued 13 crewmen. MORE: http://www.americanshipper.com/SNW_story.asp?news=37657

OCEAN – MOL SAYS "COUGAR ACE" RIGHTED: Mitsui OSK Lines reports salvage teams have successfully pumped water out of the disabled car carrier "Cougar Ace" and nearly righted the vessel to its normal level. Salvors from Titan Maritime are preparing to tow the roll-on/roll-off vessel to an undisclosed port for repairs and discharge of its cargo. The auto transport ship rolled on its side three weeks ago with a load of nearly 5,000 vehicles. MORE: http://www.americanshipper.com/SNW_story.asp?news=37721

OCEAN – APL & CON-WAY BEGIN CHINA LCL SERVICE: APL Logistics and Con-way Freight will start a new less-than-container load service from China to the United States, effective 5 September. The service, "OceanGuaranteed," offers shippers "port-to-door" guaranteed service from the Chinese ports of Hong Kong, Shanghai and Shenzhen to all US destinations served by Con-way Freight. Shipments that fail to meet the delivery-day commitment receive a 20% discount, subject to the terms of the service guarantee. MORE: http://www.americanshipper.com/SNW_story.asp?news=37579

OCEAN – APL'S Q-2 PROFITS DOWN 65%: MORE: http://www.americanshipper.com/SNW_story.asp?news=37589

OCEAN – SO-CAL BOX VOLUME UP IN JULY: Container volume at the California ports of Los Angeles and Long Beach increased 10% in July compared to July 2005. MORE: http://www.americanshipper.com/SNW_story.asp?news=37650

> > > > > **JUST FOR FUN** <<<<<

(These are shared by readers – Please share yours. Thanks. Mike)

CLASSROOM CLASSICS

Every year, English teachers from across the US submit their collections of actual analogies and metaphors found in high school essays. These excerpts are published each

- year to the amusement of teachers across the country. Here are last year's winners:
1. Her face was a perfect oval, like a circle that had its two sides gently compressed by a Thigh Master.
 2. His thoughts tumbled in his head, making and breaking alliances like underpants in a dryer without Cling Free.
 3. He spoke with the wisdom that can only come from experience, like a guy who went blind because he looked at a solar eclipse without one of those boxes with a pinhole in it and now goes around the country speaking at high schools about the dangers of looking at a solar eclipse without one of those boxes with a pinhole in it.
 4. She grew on him like she was a colony of E-coli, and he was room-temperature Canadian beef.
 5. She had a deep, throaty, genuine laugh, like that sound a dog makes just before it throws up.
 6. Her vocabulary was as bad as, like, whatever.
 7. He was as tall as a six-foot, three-inch tree.
 8. The revelation that his marriage of 30 years had disintegrated because of his wife's infidelity came as a rude shock, like a surcharge at a formerly surcharge-free ATM machine.
 9. The little boat gently drifted across the pond exactly the way a bowling ball wouldn't.
 10. McBride fell 12 stories, hitting the pavement like a Hefty bag filled with vegetable soup.
 11. From the attic came an unearthly howl. The whole scene had an eerie, surreal quality, like when you're on vacation in another city and Jeopardy comes on at 7:00 p.m. instead of 7:30.
 12. Her hair glistened in the rain like a nose hair after a sneeze.
 13. The hailstones leaped from the pavement, just like maggots when you fry them in hot grease.
 14. Long separated by cruel fate, the star-crossed lovers raced across the grassy field toward each other like two freight trains, one having left Cleveland at 6:36 p.m. traveling at 55 mph, the other from Topeka at 4:19 p.m. at a speed of 35 mph.
 15. They lived in a typical suburban neighborhood with picket fences that resembled Nancy Kerrigan's teeth.
 16. John and Mary had never met. They were like two hummingbirds who had also never met.
 17. He fell for her like his heart was a mob informant and she was the East River.
 18. Even in his last years, Granddad had a mind like a steel trap, only one that had been left out so long, it had rusted shut.
 19. Shots rang out, as shots are wont to do.
 20. The plan was simple, like my brother-in-law Phil. But unlike Phil, this plan just might work.
 21. The young fighter had a hungry look, the kind you get from not eating for a while.
 22. He was as lame as a duck. Not the metaphorical lame duck, either, but a real duck that was actually lame, maybe from stepping on a land mine or something.
 23. The ballerina rose gracefully en Pointe and extended one slender leg behind her, like a dog at a fire hydrant.
 24. It was an American tradition, like fathers chasing kids around with power tools.
 25. He was deeply in love. When she spoke, he thought he heard bells, as if she were a garbage truck backing up.

If you have curious, interesting, funny or thoughtful items to share in "Just For Fun", Email them to mike.miller@allcovered.net . Thanks.

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