Welcome to the April 4th, 2018 Edition of THE REVENGE HUMP DAY!

For the past 44 years I have been hunting the Easter Bunny by laying out bear traps on the night before he comes and the little sucker out foxed me again and stole my bear traps. I told my children when they were grow up about my nefarious plans to get all of the Easter Bunny's candy for me. But for some reason they never believed me. Now I tell my youngest grandchild the same thing and at 7, he just laughs at me. Where did I go wrong where my muckin's do not believe me. Oh woe is me. ;^)

The Bolgeo clan celebrated the resurrection of the savior at Casa Spraker last Sunday and there were over 30 of us who gathered for the feast. It was great to sit around and catch up with friends and family on what has been going in the past few months. Not to mention the excellent food and munchies that I was force to sample. Sample is the operative word here because of my expansive waistline. Another great thing for the event was that the weather cooperated and it was in the 70's on Sunday. Spring has sprung in the Big Nooga. I have been looking out just enjoying the sea of green that is taking over outside. But, I won't talk about the pollen that comes with this time of years because Pollenagedeon is not a fun time around here for me. In other words you take the good and bad in life and enjoy it as best as you can.

So on that "introspective note", why don't y'all sit back and relax because here's the best in gossip, jokes and science for your reading pleasure!

Uncle Timmy

<G>~<O>~<S>~<S>~<I>~<P>~~~~<S>~<T>~<A>~<R>~<T>~<S>~~~~<H>~<E>~<R>~<E>~<!>

ROOMS AT THE MARRIOTT FOR LIBERTYCON 31

From: LibertyCon

April 2, 2018

Hey all, Brandy here! Just a quick reminder if, unfortunately, you find out more than a week or two ahead of time that you aren't able to attend and have a room at the Marriott, please do NOT cancel it and let me know instead so that we can recycle it to another fan.

Brandy@libertycon.org.

<L>~<I>~<B>~<E>~<R>~<T>~<Y>

ARTIST GUEST OF HONOR FOR LIBERTYCON 31 IS A HUGO AWARD NOMINEE THIS YEAR!

From: LibertyCon

April 1 at 10:48am ·

Congrats to John Picacio, LibertyCon 31 Artist Guest of Honor this year, for being a 2018 Hugo Award Nominee!!!!

http://www.thehugoawards.org/hugo-history/2018-hugo-awards/

<T>~<H>~<E>~~~<J>~<O>~<K>~<E>~<S>~~~<S>~<T>~<A>~<R>~<T>~~~<H>~<E>~<R>~<E>

From: "Mike Waldrip" waldripk@gmail.com

POLICE OFFICER TEST

How do you tell the difference between a Canadian Police Officer, an Australian Police Officer, an American Police Officer and a Scottish Police Officer?

Consider this test scenario:

QUESTION: You're a policeman, on duty by yourself. You are walking on a deserted street late at night. Suddenly, an armed man with a knife comes around the corner, screams obscenities, and lunges at you. You're carrying your truncheon however, you have only a split second to react. What do you do?

ANSWERS:

CANADIAN POLICE OFFICER:

Firstly, the Officer must consider the man's human rights.

1) Does the man look poor and/or oppressed?

2) Is he newly arrived in Canada and not understand the law?

3) Is it really a knife or a ceremonial dagger?

4) Have I ever done anything to him that would make him attack?

5) Am I dressed provocatively?

6) Could I run away?

7) Could I swing my truncheon and knock the knife from his hand?

8) Should I try and negotiate to discuss his wrong-doings?

9) What kind of message does my truncheon send to society?

10) Does he want to kill me or just to wound me?

11) If I grabbed his knees and held on, would he still want to kill me?

12) If I raise my truncheon and he runs away, is it my fault if he falls over, hits his head and dies?

13) If I hurt him and lose the court case, can he sue me, cost me my job and my credibility.

14) Is he a First Nations person?

AUSTRALIAN POLICE OFFICER:

BANG!

AMERICAN POLICE OFFICER:

BANG! BANG! BANG! BANG! BANG! BANG! BANG! BANG!

'Click'...Reload... BANG! BANG! BANG! BANG! BANG! BANG! BANG! BANG! BANG! BANG! BANG! BANG!

GLASGOW POLICE OFFICER:

"Haw, Jimmie....! Drop the wee knifie reight noo, unless ye want it stuck up yer arse!

<J>~<O>~<K>~<E>~<S>

<J>~<O>~<K>~<E>~<S>

ON FRIDAY I FISH

After 35 years of marriage, a husband and wife came for counseling. When asked what the problem was, the wife went into a tirade listing every problem they had ever had in the years they had been married.

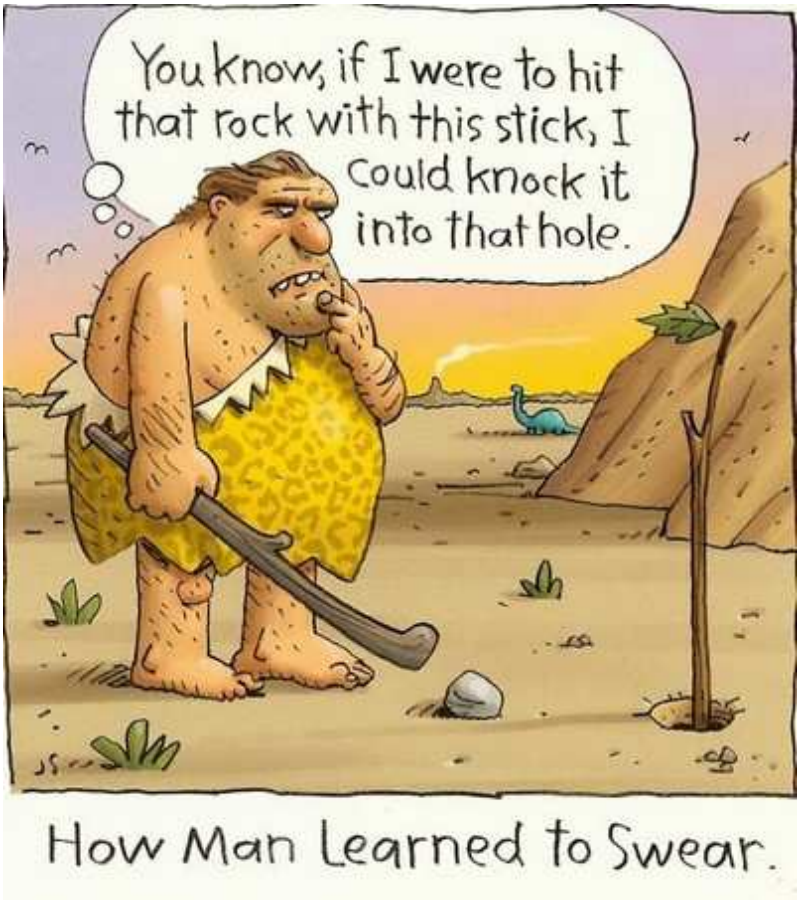
On and on and on: neglect, lack of intimacy, emptiness, loneliness, feeling unloved and unlovable, an entire laundry list of unmet needs she had endured.

Finally, after allowing this for a sufficient length of time, the therapist got up, walked around the desk and after asking the wife to stand, he embraced and kissed her long and passionately as her husband watched - with a raised eyebrow. The woman shut up and quietly sat down as though in a daze.

The therapist turned to the husband and said, "This is what your wife needs at least 3 times a week. Can you do this?"

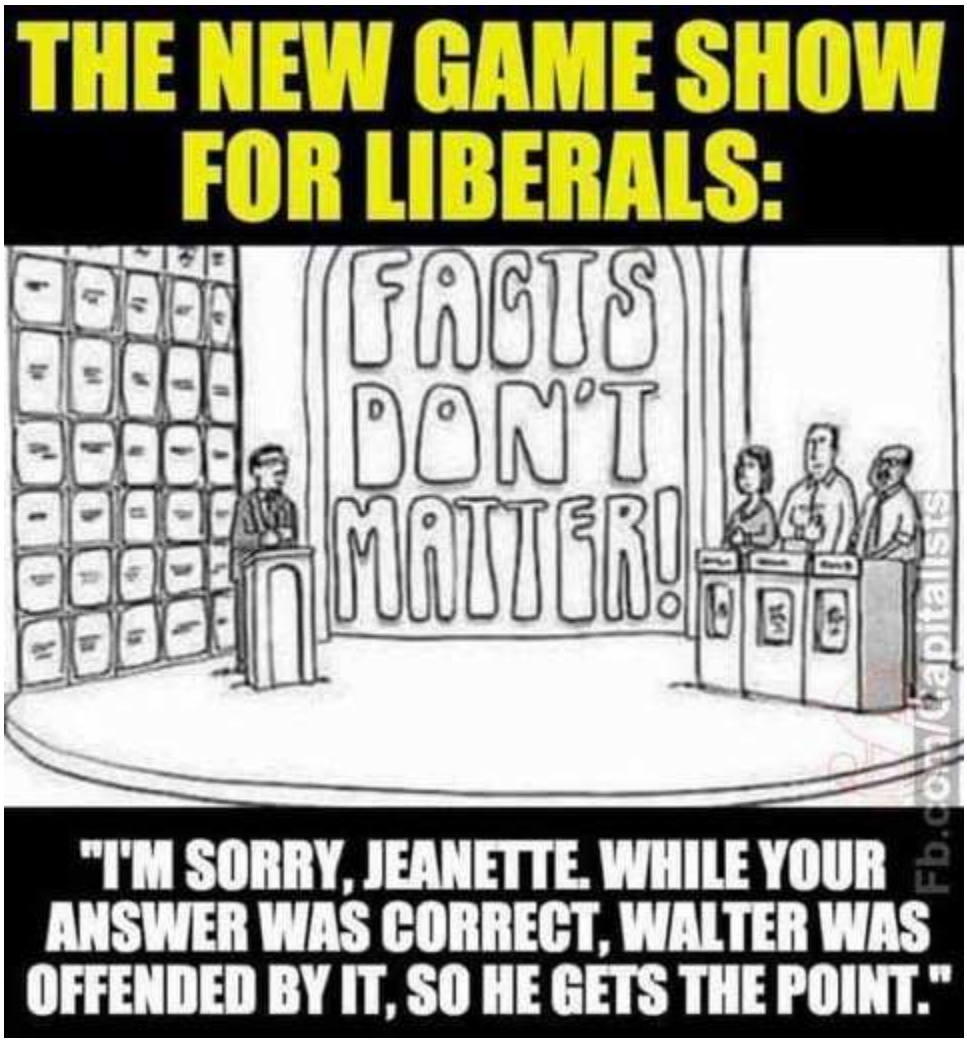
"Well, I can drop her off here on Mondays and Wednesdays, but on Fridays, I fish."

<J>~<O>~<K>~<E>~<S>



<J>~<O>~<K>~<E>~<S>~~~<of>~<the>~~~<W>~<E>~<E>~<K>

From: "Jim Hollis" jhollis@northsidesales.com



<J>~<O>~<K>~<E>~<S>

THE BROTHEL PARROT

A woman went to a pet shop & immediately spotted a large, beautiful parrot. There was a sign on the cage that said $50.00. 'Why so little,' she asked the pet store owner.

The owner looked at her and said, 'Look, I should tell you first that this bird used to live in a house of Prostitution and sometimes it says some pretty vulgar stuff.'

The woman thought about this, but decided she had to have the bird any way. She took it home and hung the bird's cage up in her living room and waited for it to say something.

The bird looked around the room, then at her, and said, 'New house, new madam.'

The woman was a bit shocked at the implication, but then thought 'that's really not so bad.'

When her 2 teenage daughters returned from school the bird saw and said, 'New house, new madam, new girls.'

The girls and the woman were a bit offended, but then began to laugh about the situation, considering how and where the parrot had been raised.

Moments later, the woman's husband came home from work.

The bird looked at him and said, 'Hi Keith.'

<J>~<O>~<K>~<E>~<S>~~<of>~<the>~~<W>~<E>~<E>~<K>

From: "Jim Woosley" jimwoosley@aol.com

SEEN ON TWITTER

I asked my daughter to fetch me a phone book ... She says, "you're so old fashioned Dad" and handed me her smart phone instead ... Long story short ... the spider is dead, my daughters phone is shattered, and now she's crying and tattling on me to her mom

<J>~<O>~<K>~<E>~<S>~~<of>~<the>~~<W>~<E>~<E>~<K>

From: "Christina Cowan" cowan1028@earthlink.net

Something for seniors to do to kept those "aging" grey cells active! And for you younger ones, to get them growing!!

1. Johnny's mother had three children. The first child was named April. The second child was named May. What was the third child's name?

2. There is a clerk at the butcher shop, he is five feet ten inches tall and he wears size 13 sneakers. What does he weigh?

3. Before Mt. Everest was discovered, what was the highest mountain in the world?

4. How much dirt is there in a hole... that measures two feet by three feet by four feet?

5. What word in the English Language... is always spelled incorrectly?

6. Billy was born on December 28th, yet his birthday is always in the summer. How is this possible?

7. In California, you cannot take a picture of a man with a wooden leg. Why not?

8. What was the President's Name...in 1975?

9. If you were running a race, and you passed the person in 2nd place, what place would you be in now?

10. Which is correct to say, "The yolk of the egg are white" or "The yolk of the egg is white"?

11. If a farmer has 5 haystacks in one field and 4 haystacks in the other field, how many haystacks would he have if he combined them all in another field?

Here are the Answers: (No peeking!)

1. Johnny's mother had three children. The first child was named April. The second child was named May. What was the third child's name?

Answer: Johnny, of course.

2. There is a clerk at the butcher shop, he is five feet ten inches tall, and he wears size 13 sneakers. What does he weigh?

Answer: Meat.

3. Before Mt. Everest was discovered, what was the highest mountain in the world?

Answer: Mt. Everest; it just wasn't discovered yet. [You're not very good at this are you?]

4. How much dirt is there in a hole that measures two feet by three feet by four feet?

Answer: There is no dirt in a hole.

5. What word in the English Language is always spelled incorrectly?

Answer: Incorrectly

6. Billy was born on December 28th, yet his birthday is always in the summer. How is this possible?

Answer: Billy lives in the Southern Hemisphere.

7. In California, you cannot take a picture of a man with a wooden leg. Why not?

Answer: You can't take pictures with a wooden leg. You need a camera to take pictures.

8. What was the President's Name in 1975?

Answer: Same as is it now - Donald Trump [Oh, come on ...]

9. If you were running a race, and you passed the person in 2nd place, what place would you be in now?

Answer: You would be in 2nd. Well, you passed the person in second place, not first.

10. Which is correct to say, "The yolk of the egg are white" or "The yolk of the egg is white"?

Answer: Neither, the yolk of the egg is yellow [Duh]

11. If a farmer has 5 haystacks in one field and 4 haystacks in the other field, how many haystacks would he have if he combined them all in another field?

Answer: One. If he combines all of his haystacks, they all become one big one.

IMPOSSIBILITIES IN THE WORLD

1) You can't count your hair.
2) You can't wash your eyes with soap.
3) You can't breathe through your nose when your tongue is out.

Put your tongue back in your mouth, you silly person.

Ten (10) Things I know about you.

1) You are reading this.

2) You are human.

3) You can't say the letter "P" without separating your lips.

4) You just attempted to do it.

6) You are laughing at yourself.

7) You have a smile on your face and you skipped No. 5.

8) You just checked to see if there is a No. 5.

9) You laugh at this because you are a fun loving person & everyone does it too.

10) You are probably going to send this to see who else falls for it.

You have received this e-mail because I didn't want to be alone in the idiot category.

TO ALL MY "INTELLIGENT" FRIENDS

Keep that brain working; try to figure this one out....

See if you can figure out what these seven words all have in common?
1. Banana
2. Dresser
3. Grammar
4. Potato
5. Revive
6. Uneven
7. Assess

Give it another try....

Look at each word carefully. You'll kick yourself when you discover the Answer. This is so cool.....

REMEMBER I ONLY SENT THIS TO MY SMART FRIENDS

NOW DON'T LET ME DOWN

No, it is not that they all have at least 2 double letters....

Answer is below!

Answer:

In all of the words listed, if you take the first letter, place it at the end of the word, and then spell the word backwards, it will be the same word.

Did you figure it out?

No? Then send this to more people and stump them as well.

Then, you'll feel better too.....!

<YOU>~<>~<JUST>~<>~<CAN'T>~<>~<MAKE>~<>~<THIS>~<>~<STUFF>~<>~<UP!>

YOU JUST CAN'T MAKE THIS STUFF UP!

From: "Tim Bolgeo" tbolgeo@epbfi.com

[VIDEO] VEGANS PROTESTING OUTSIDE RESTAURANT HORRIFIED BY OWNER'S SWEET REVENGE

by: Worldstarhiphop, 03/28/2018
http://americanactionnews.com/articles/video-vegans-protesting-outside-restaurant-horrified-by-owner-s-sweet-revenge#Hio0zgIDvee71ZxV.99

Our experts evaluated over 3,400 credit card offers to give you the 15 best credit card offers and deals for March 2018, including the to...

****MMM, LOOKS GOOD! LIKE AND SHARE.****

The Canadian restaurant, named Antler, is known for serving local seasonal and wild foods such as bison, boar, rabbit, duck and deer. Last week, the restaurant introduced a few vegan choices on its menu, which activists said was a great start. But they were still unhappy with the fact that Antler "serves farm animals meant to run in the wild like deer" so decided to protest in front of the restaurant, and about an hour into their demonstration, protesters say the restaurant's co-owner and chef, Michael Hunter, brought out an entire animal leg and started cutting it up right in the window on a table reserved for diners.

<?>~<YOU JUST CAN'T MAKE THIS STUFF UP!>~<?>

DELINGPOLE: FINALLY 'CLIMATE CHANGE' GETS ITS SCOPES MONKEY TRIAL–AND THE BAD GUYS ARE GONNA LOSE

by JAMES DELINGPOLE31 Mar 2018
http://www.breitbart.com/big-government/2018/03/31/delingpole-finally-climate-change-gets-its-scopes-monkey-trial-and-the-bad-guys-are-gonna-lose/

GUENTER SCHIFFMANN/AFP/Getty Images

Judge William Alsup has laughed off suggestions that he's currently presiding over the "global warming" equivalent of the Scopes Monkey Trial.

But like it or not this is essentially what is being played out right now in a U.S. federal court in San Francisco.

The climate alarmists have finally got their day in court against those pesky free-thinking intelligent people they call "climate deniers."

Big mistake. The overconfident alarmists appear to have bitten off more than they can chew. They imagined that they'd fool the world into thinking that this was a case about ordinary, wronged citizens – specifically the cities of San Francisco and neighboring Oakland – taking on the evil, sea-level-raising, planet-destroying might of Big Oil.

In reality, as is becoming clearer by the day, it's the "science" of climate change which is really on trial here. And given that the "science" of climate change is so shaky that it might as well be called "witchcraft" this is not a discussion that's likely to end well for the shysters who are promoting it…

BACKGROUND

The origins of this case lie in #Exxonknew. Its purpose is to attack the fossil fuel industry using much the same methods once employed against the tobacco industry. The plan was dreamed up in 2012 by a small group of climate activists meeting in La Jolla, California.

The cities of San Francisco and Oakland are suing five Big Oil firms – Chevron, Exxon Mobil, ConocoPhillips, BP, and Royal Dutch Shell – alleging that they have conspired, Big-Tobacco-style, to conceal the harm of their products. Apparently, these oil majors ought to be compelled to pay billions of dollars in compensation for the damage they have done, inter alia by causing sea levels to rise.

THE JUDGE

Already, the plaintiffs have run into a major problem. Judge William Alsup – who by rights really ought to have been one of their guys, given that he's a Clinton appointment who lives in California – turns out to be the real deal. As this excellent overview by Tony Thomas in Quadrant notes, he has a reputation for not just taking anybody's word for it:

While presiding in Uber v. Waymo, for example, he asked for a tutorial on self-driving car technology. In Oracle v. Google, he taught himself some Java programming language, to help understand the case.

The very last thing the plaintiffs needed was a judge who does his homework. They needed one who would take their junk science at face value.

Already, Judge Alsup has pretty much dismissed the Exxonknew conspiracy theory. "From what I've seen, and feel free to send me other documentation, but all I've seen so far is that someone [from an oil major] went to the IPCC conference and took notes. That's not a conspiracy," he said.

This does not augur well for the plaintiffs.

BIG OIL

The oil majors have been about as helpful as a chocolate fireguard in this case. You'd think that with all those billions, they'd have a little to set aside to make a decent fight in defense

of their own industry. But in fact, for reasons ranging from cowardice to convenience to cynicism, most of them are heavily invested in the alarmist cause. Exxon's Rex Tillerson wanted the U.S. to stay in the Paris Climate Accord; Shell's CEO Ben Van Beurden is a veritable Uriah Heep when it comes to grovelling about the evils of his industry; BP once tried to rebrand itself "Beyond Petroleum" lest anyone confuse it with a company whose business model depended on extracting sticky black stuff from the ground.

When the judge asked the various parties to give him a tutorial on climate change, only Chevron bothered to do so. Instead, most of the best scientific arguments have been made for them by skeptics offering amicus curiae – 'friends of the court' – briefs. Despite what you hear claimed by climate alarmists, skeptics receive little if any financial support from the oil industry because the oil industry just doesn't want the flak – and it knows that skeptics are so committed to their cause they're prepared to say this stuff for free, so why bother?

THE SKEPTICS

One amicus curiae team, supported by the Heartland Institute, comprises Christopher Monckton, Willie Soon, David Legates and William Briggs. Here is a transcript of their brief. And here – courtesy of Quadrant – is a short summary:

There is no "consensus" among scientists that recent global warming was chiefly anthropogenic, still less that unmitigated anthropogenic warming has been or will be dangerous or catastrophic …

Even if it be assumed [for the sake of argument] that all of the 0.8 degC global warming since anthropogenic influence first became potentially significant in 1950 was attributable to us, in the present century little more than 1.2 degC of global warming is to be expected, not the 3.3 degC that the IPCC had predicted.

The other team comprises William Happer, Steven Koonin and Richard Lindzen. Here is a summary of their argument:

The climate is always changing; changes like those of the past half-century are common in the geologic record, driven by powerful natural phenomena

Human influences on the climate are a small (1%) perturbation to natural energy flows

It is not possible to tell how much of the modest recent warming can be ascribed to human influences

There have been no detrimental changes observed in the most salient climate variables and today's projections of future changes are highly uncertain

THE ALARMISTS

These people have two major problems: a) they're not intellectually in the same league as the skeptics and b) the science just doesn't support them.

The Warmist team's leading academic is Professor Myles Allen of the Environmental Change Institute at Oxford University. This sounds impressive. But he didn't do himself

many favors when at one point, he told the court "Now oxygen is almost 29 percent of the atmosphere." OK, so perhaps he was just having a Condor moment (the correct figure is 21 percent). His bigger difficulty is that his argument for the existence of catastrophic anthropogenic global warming theory is riddled with omissions and inaccuracies which are cruelly exposed here.

Allen's presentation, for example, made much of Svante Arrhenius, the Swedish chemist who posited that increased atmospheric carbon dioxide concentrations would cause "global warming" (though Arrhenius considered this to be a good thing, not a bad thing). But our understanding of climate change has moved on since then, not least in the recognition that water vapor is a far more significant greenhouse gas than CO2.

As his anonymous demolisher notes on the blog:

Dr. Myles Allen points out that CO2 is potent relative to the non-GHGs of O2 and N2, but fails to address H2O. That is like claiming an aspirin cured the pain AFTER being given a huge dose of morphine, and never mentioning the morphine.

There is much more in this scathing vein, such as this dismissal of Allen's claim to the court that carbon dioxide is rising to levels not seen for 20 million years:

Cherry picking at its best. CO2 has been as high as 7,000 ppm and NEVER caused catastrophic warming or ocean acidification. Life has thrived through all levels of atmospheric CO2. Coral Reefs formed during periods where there was much higher CO2. The globe fell into an ice age when CO2 was 4,000 ppm, 10x what it is today. BTW, plants die when CO2 falls below 180 ppm. We are near the lowest level in geological history for CO2, and we are dangerously close to the level where plants starve to death. Warming is infinitely preferable to an ice age. Funny how Dr. Myles Allen forgot to include the longer-term CO2 graphic. BTW, that CO2 graphic follows standard of living far better than temperatures.

The bottom line is, if you're going to duke it out on the science, you'd better make damn sure that your science is better than your opponent's science. In the Alarmists' case this just isn't an option.

NEVER GET INTO A FIGHT YOU CAN'T WIN

Up till now the Alarmists have understood this. It's why they roll the way they do, preferring to use the Appeal to Authority (and underhand bullying and smearing attacks) rather than engage skeptics in public debate. Whenever they've done the latter, they've tended to lose – as Tony Thomas notes at Quadrant.

"Do not debate!" has been warmist policy ever since their talent was trounced by the sceptic team in a two-hour New York public debate at Radio City Hall in 2007.[7]The audience initially polled 57.3% to 29.9% for a "Global Warming Crisis", but after the debate that flipped 46.2% to 42.2% in favour of the sceptics.

US warmist "experts" subsequently refused even to share platforms with sceptic rivals if informed critics of their shtick are given equal standing. In March, 2013, Gavin Schmidt, director of the NASA/GISS climate group, fled the TV interview room (from 6.20 mins) when he learned Roy Spencer, an expert on earth temperature readings from satellite, was

arriving and would subject him to questions. A year later Dan Weiss, the director of climate strategy at the liberal Center for American Progress, did an equivalent runner rather than face sceptic Marc Morano in debate, as did Hollywood icon and "Titanic" director James Cameron in 2010.

In a recent exception, warmist Jon Christensen (UCal LA) and sceptic Willie Soon (Harvard) went head to head at a Comedy Club in Los Angeles in January. The result was not scored but the audience jeered whenever Christensen denied California's soaring power prices were hurting low-income families.

This attempt by alarmists to take on five oil majors smacks of hubris. Or desperation. Or suicidal complacency. Or perhaps a mix of all three. Because the alarmist position happens also to be the longstanding establishment position, it's possible that they have been lulled into forgetting just how weak their case actually is.

The Exxonknew trial belongs to another era: the one before Donald Trump came along and drove a coach and horses through the so-called climate "consensus."

This cannot end well for the Alarmists who brought this dishonest, vexatious, and expensive case.

What did they think they were playing at?

<YOU>~<>~<JUST>~<>~<CAN'T>~<>~<MAKE>~<>~<THIS>~<>~<STUFF>~<>~<UP!>

YOU JUST CAN'T MAKE THIS STUFF UP!

From: "Jim Woosley" Jimwoosley@aol.com

https://patriotpost.us/humor/54960

<YOU>~<>~<JUST>~<>~<CAN'T>~<>~<MAKE>~<>~<THIS>~<>~<STUFF>~<>~<UP!>

YOU JUST CAN'T MAKE THIS STUFF UP!

From: "Frank Brayman" afranklin3@gmail.com

From Newsweek website:

SANDWICHES ARE BAD FOR THE ENVIRONMENT, AND BACON, EGG AND SAUSAGE ARE WORST OF ALL

By Sydney Pereira On 1/25/18 at 11:43 AM

Sad news about sandwiches today.

Researchers in the U.K. calculated how much they are contributing to climate change. They found that the 11.5 billion sandwiches eaten each year in that country produce the same greenhouse gas emissions as 8.6 million cars. Alas, the hero is no hero for the environment.

Researchers from the University of Manchester considered 40 combinations of sandwiches. They scrutinized several factors, including homemade versus pre-packaged, production of the ingredients, the actual ingredients and how much food was wasted in making it.

The bread-encased meal with the worst impact on the environment was the all-day breakfast sandwich, which has egg, bacon and sausage. Just one of those sandwiches produces carbon dioxide emissions equivalent to 12 miles of driving. The sandwich with the lowest impact was a homemade ham and cheese sandwich. The findings will be published in the July volume of Sustainable Production and Consumption.

Considering the love of sandwiches by U.K. citizens—a trait that may echo the feelings of many on this side of the pond—researchers say that understanding their greenhouse gas emissions is important, especially considering those emissions are the primary cause of climate change. [snip]

(NOT TO MENTION THE EMISSION OF METHANE, ALSO A GREENHOUSE GAS, PRODUCED WHEN YOU FART AFTER EATING IT.)

<S>~<C>~<I>~<E>~<N>~<C>~<E>~~~<S>~<T>~<A>~<R>~<T>~<S>~~~<H>~<E>~<R>~<E>

From: "Tim Bolgeo" tbolgeo@epbfi.com

SPACEX HEAVY AND NEAR TERM SOLAR SAIL FOR MANNED MISSIONS TO NEAR EARTH OBJECTS

brian wang | March 27, 2018
https://www.nextbigfuture.com/2018/03/spacex-heavy-and-near-term-solar-sail-for-manned-missions-to-near-earth-objects.html

Centauri Dreams has a published paper by Gregory Matloff who has written extensively on Interstellar Travel and solar sails. Gregory new work looks at applying the SpaceX Falcon Heavy and a 700 meter by 700 meter square solar sail.

Above – A SpaceX Dragon V2 and a larger Bigelow 330 module. 330 cubic meters versus 16 cubic meters for the BEAM module. A SpaceX BFR and BFS would be able to make interplanetary missions with Bigleow 330 modules. The BFS would already have 825 cubic meters of volume.

Matloff describes a manned mission to near earth asteroids.

The Dragon version 2 has 10 cubic meters of pressurized volume and the Bigelow Beam has 16 cubic meters of volume inside.

The Apollo command and service module had 6.2 cubic meters of volume.

The possibility of applying the Space-X Falcon-Heavy booster to human exploration of the inner solar system is discussed. A human-rated Dragon command module and an inflatable habitat module would house and support the 2-4 person crew during a ~1 year interplanetary venture. To minimize effects of galactic cosmic rays, older astronauts should conduct the mission during Solar Maximum. Crew life support is discussed as is application of a ~1-km square solar photon sail. The sail would be applied to rendezvous with the destination Near Earth Object (NEO) and to accelerate the spacecraft on its return to Earth. An on-line NASA trajectory browser has been used to examine optimized trajectories and destinations during 2025-2026. A suitable destination with well established solar-orbital parameters is Asteroid 2009 HC.

The Dragon V2 capsule appropriately modified for interplanetary application, an inflatable Bigelow space habitat similar to the one to be launched to the ISS in the near future will be used for crews habitability.

After the spacecraft is launched towards Mars, a state-of-the-art solar photon sail with a dimension of ~0.7 km will be unfurled. This will allow, as will be demonstrated, non-rocket accelerations of 1-2 km/s per month in the solar system region between Earth and Mars.

A recent comprehensive study of in-space radiation effects reveals that galactic cosmic radiation beyond LEO is reduced by a factor of ~5 above LEO, if missions are conducted during solar maximum. During solar flares and coronal plasma discharges, the crew could be protected by aligning the Dragon's heat shield between the crew quarters and the Sun.

Human landings on Mars will not be possible using a single Dragon launch. But a host of Near Earth Objects of asteroidal and cometary origin and possibly the Martian satellites Deimos and Phobos will be open to human explorers.

A Falcon-Heavy is capable of projecting 13,200 kg on a trans-Mars trajectory. The dry mass of a Dragon V2 capsule is 4200 kg and the endurance of this spacecraft is about 2 years in space. The mass of the BEAM inflatable module is 1360 kg.

Our ECLSS mass projection is 5,000 kg, the remaining mass amounts to 2,640 kg. If 640 kg is required for scientific equipment, 2,000 kg remains to be allowed. We will assume that the sail mass is 2,000 kg.

As an example of a large solar-photon sail that could be constructed in the not very distant future, we consider a 90% reflective opaque 1-km2 sail with an areal mass density of 2 g/m2. The sail mass is 2,000 kg and the areal mass density of the spacecraft is 0.0132 kg/m2.

The sail configuration can result in a daily velocity increment of about 57 meters per second. Every month, the sail can alter the spacecraft velocity by about 1.6 km/s, if it is oriented normal to the Sun at a solar distance of 1 AU. At the orbit of Mars (1.52 AU), this sail oriented normal to the Sun can alter the spacecraft's solar velocity each month by about 0.69 km/s.

The total force exerted on an 800 by 800 meter solar sail is about 5 newtons (1.1 lbf) at Earth's distance from the Sun making it a low-thrust propulsion system.

Cucinotta and Durante estimate that during an interplanetary transfer, the high-Z GCR dose might be 1-2 mSv per day or 0.4-0.8 Sv per year. From Tables 1 and 2 of McKenna et al, the NASA one-year dose limits for 40-year old female and male astronauts are respectively 0.7 and 0.88 Sv. For older astronauts, the limits are higher. Dose limits for men are higher than dose limits for women.

During a 1-year interplanetary voyage, the dose limits for 40-year old astronauts may be exceeded. Exposures beyond these recommended limits may result in a 3% increased risk of fatal cancers.

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THE FIRST SPACEX FALCON 9 BLOCK 5 SHOULD LAUNCH IN APRIL AND EACH COULD BE REUSED 10 TO 100 TIMES

brian wang | March 25, 2018

https://www.nextbigfuture.com/2018/03/the-first-spacex-falcon-9-block-5-should-launch-in-april-and-each-could-be-reused-10-to-100-times.html

The current SpaceX Falcon 9 boosters that have been recovered were only designed to be reused 2-3 times but the new SpaceX Falcon 9 block 5 are expected to last for ten reuses.

SpaceX has about 6 recovered boosters which will be reused. Most will be reused and not recovered in the next several launches.

SpaceX ic counting on Block 5 to succeed with increased reusability and for faster relaunching. If any design or manufacturing flaws are discovered in the first several Block 5 Falcon 9s, or if Block 5 is less reusable than SpaceX then SpaceX could have delays in its launch schedule.

The first Block 5 Falcon 9 first stage is on the test stand at their McGregor, Texas test facility.

The maiden flight is planned for April 2018, with the Bangabandhu-1 satellite.

SpaceX Block 5 improvements:

Alterations are focused on increasing the speed of production and efficiency of re-usability. SpaceX aims to fly each Block 5 booster ten times with only inspections in between, and up to 100 times with refurbishment

For increased payload:

*** 7–8% more thrust by uprating the engines;**

*** an improved flight control system for an optimized angle of attack on the descent, lowering landing fuel requirements.**

For reusability endurance:

*** a reusable heat shield protecting the engines and plumbing at the base of the rocket;**

*** more temperature-resistant titanium casted grid fins;**

*** a thermal protection coating on the first stage to limit reentry heating damage;**

*** Redesigned and requalified valves for higher levels and much longer duration.**

For rapid reusability:

*** a set of black retractable landing legs for rapid recovery and shipping.**

Block 5 is planned to launch astronauts for the first time in late 2018. NASA requires seven flights before the vehicle can be certified for human spaceflight.

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UBER SELF-DRIVING CAR FATALITY REVEALS THE TECHNOLOGY'S BLIND SPOTS

The ride-sharing company has halted its autonomous vehicle testing while it investigates the accident in Arizona

By Larry Greenemeier on March 21, 2018
https://www.scientificamerican.com/article/uber-self-driving-car-fatality-reveals-the-technologys-blind-spots1/?utm_source=newsletter&utm_medium=email&utm_campaign=tech&utm_content=link&utm_term=2018-03-27_featured-this-week

Sunday night. Elaine Herzberg, 49, had been pushing a bicycle across a busy road about 100 meters from the closest pedestrian crosswalk when she stepped in front of the vehicle, which was traveling 38 miles per hour in a 35 mile-per-hour zone, Tempe police chief Sylvia Moir told the San Francisco Chronicle. The fatal accident prompted Uber to temporarily halt testing of its driverless vehicles on public roads in Phoenix, Pittsburgh, San Francisco and Toronto.

Herzberg's death is the first reported incident of a pedestrian killed by a self-driving car, and raises questions about whether such vehicles are ready to operate autonomously on public roads. The vehicle's cameras and other sensors apparently did not detect the victim and made no attempt to brake or otherwise avoid her. An Uber employee was in the Volvo XC90 SUV acting as a safety operator but told police he did not have time to react to avoid hitting Herzberg

A self-driving Uber sport utility vehicle struck and killed a pedestrian in Tempe, Ariz., on
Self-driving cars rely on a combination of sensors and data systems to navigate and avoid obstacles. The vehicles typically include some combination of global positioning systems (GPS), light detection and ranging (LiDAR) sensors, radar, cameras and other equipment to

help detect lane markings, bicycles, other vehicles and pedestrians. Each of these systems has particular strengths and weaknesses. "One of the things that we have noticed about accidents involving self-driving cars is that they seem strange from a human perspective; for example, the vehicles do not hit the brakes prior to the collision, which is something most human drivers do," says Bart Selman, a computer science professor at Cornell University and director of the Intelligent Information Systems Institute. "That's because the vehicles make decisions based on what their sensors detect. If its sensors don't detect anything, the vehicle won't react at all." That was evident following a fatal accident in May 2016, when a Tesla Sedan S using its driver-assist Autopilot technology failed to brake to avoid hitting a tractor trailer that was making a left turn across its lane, killing the Tesla's driver.

A pilot model of the Uber self-driving car is displayed at the Uber Advanced Technologies Center on Sept. 13, 2016, in Pittsburgh. The make and model are similar to the vehicle involved in the Tempe, Ariz., accident. Credit: Angelo Merendino Getty Images

Given the time the Uber accident occurred—10 P.M. local time—it is possible the vehicle's cameras did not see the pedestrian, but its LiDAR and radar should not have been affected by the darkness, says Ragunathan Rajkumar, a professor of electrical and computer engineering in Carnegie Mellon University's CyLab Security and Privacy Institute. "Self-driving vehicles are trained to identify crosswalks and yield to a person crossing a road," Rajkumar says. (He has helped lead Carnegie Mellon's efforts to develop autonomous vehicles, including the "Boss" SUV that won the DARPA 2007 Urban Challenge.) "Even in a jaywalking scenario [such as this] the vehicle is still always looking for obstacles in its path," so its failure to see the pedestrian is puzzling, he notes.

Uber is one of several companies developing self-driving cars, with an eye toward eventually putting fully autonomous vehicles on public roads. Waymo, a subsidiary of Google's parent company, Alphabet, is testing similar technology throughout Arizona (including Tempe) and Californiaas well as in Detroit, Austin and other cities. The main difference is that Waymo has begun testing completely driverless vehicles—without even a human safety operator—in Arizona since October. Tesla CEO Elon Musk also has plans to include driverless technology in his company's roadsters, which currently have an Autopilot driver-assist feature that still requires human control.

Uber's policy of having a human operator onboard its self-driving vehicles "is perhaps the most interesting aspect of this particular accident," says Subbarao Kambhampati, a professor in Arizona State University's School of Computing, Informatics and Decision Systems Engineering. "Unlike the Tesla's infelicitously named Autopilot, which is meant to be only a glorified driver's assistant, the Uber cars were supposed to be fully autonomous. Nevertheless, unlike Waymo's, Uber self-driving cars here in the [East Valley region near Phoenix] have always had a driver—supposedly ready to intercede in tricky situations."

Uber has human operators in its vehicles because the technology is not mature enough to be completely driverless, according to Rajkumar. "The human has a very specific safety role to play," he says. There are lots of unexpected scenarios that can happen on the road that the vehicle's software is not capable of handling. The vehicle drives itself in many situations but not in all situations. A human driver is most likely to take over when the road conditions are bad—such as when ice or snow hides the lane markers—or in downtown urban areas where there are lots of taxis weaving through traffic and people jaywalking.

A human operator must proactively assume driving responsibilities from the car before it encounters a scenario that it is unable to safely negotiate, says Gary Marchant, a professor of emerging technologies, law and ethics at Arizona State. But it is unlikely that person would be able to prevent a crash by taking over for a self-driving system at the last minute because most accidents are unexpected and happen suddenly, Marchant says.

Uber released a statement on March 19 via the company's Twitter accountsaying, "Our hearts go out to the victim's family. We're fully cooperating with @TempePolice and local authorities as they investigate this incident." The National Transportation Safety Board also announced Monday it is sending a team to Tempe to investigate the collision. "The investigation will address the vehicle's interaction with the environment, other vehicles and vulnerable road users such as pedestrians and bicyclists," according to an agency statement.

"In some ways, a self-driving fatality was to be expected sooner or later, and it [was] only a matter of time," Kambhampati says. "Arizona [Gov. Doug Ducey] has been quite deliberately courting self-driving car companies, and the Phoenix metro area has become the proving ground for this technology, with both Uber and Waymo operating in our suburbs."

Rajkumar agrees such an accident was imminent, but also acknowledges road testing is the only way for self-driving technology to truly improve. "A good amount of testing can happen in computer simulation, but that goes only so far because it can't be entirely faithful to the unpredictable situations the vehicle will face in the real world," he says. "This [accident] is the scenario that people working on the self-driving vehicle technology have always dreaded. But the big picture is that the technology has the potential to save many

lives over time by reducing the number of crashes, injuries and fatalities. We're going through a transition period, and to me the transition time is the tough part."

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SPACEX SUCCESSFULLY DEPLOYED 10 IRIDIUM NEXT COMMUNICATION SATELLITES

brian wang | March 30, 2018
https://www.nextbigfuture.com/2018/03/spacex-successfully-deployed-10-iridium-next-communication-satellites.html

They successfully deployed 10 Iridium NEXT satellites. SpaceX?@SpaceX

Successful deployment of all 10 @IridiumComm NEXT satellites to low-Earth orbit confirmed.

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NASA WANTS TO WASTE TENS OF BILLIONS ON SLS DESPITE PROVEN SPACEX FALCON HEAVY

brian wang | March 29, 2018
https://www.nextbigfuture.com/2018/03/nasa-wants-to-waste-tens-of-billions-on-sls-despite-proven-spacex-falcon-heavy.html

Ars Technica reports that Bill Gerstenmaier, chief of human spaceflight for NASA is still supporting the wasteful development of the multi-billion per year Space Launch System. The justification is that the SpaceX Falcon Heavy can deliver 18-22 tons to lunar

orbit while Space Launch System could deliver a bit more. There are currently no payloads or missions that require the extra payload capacity to lunar orbit. Increasing the number of side-boosters from two sets of side boosters to four sets on a SpaceX Falcon Heavy would create a 100-ton payload capacity Falcon Super Heavy with two more side boosters can be created that would match any planned Space Launch System that could fly for the next ten years.

All planned version of the Space Launch System will be vastly inferior to SpaceX BFR. The SpaceX Big Falcon Rocket will be able to

SpaceX will fly for $90 million per launch versus the planned $1 billion for Space Launch System.

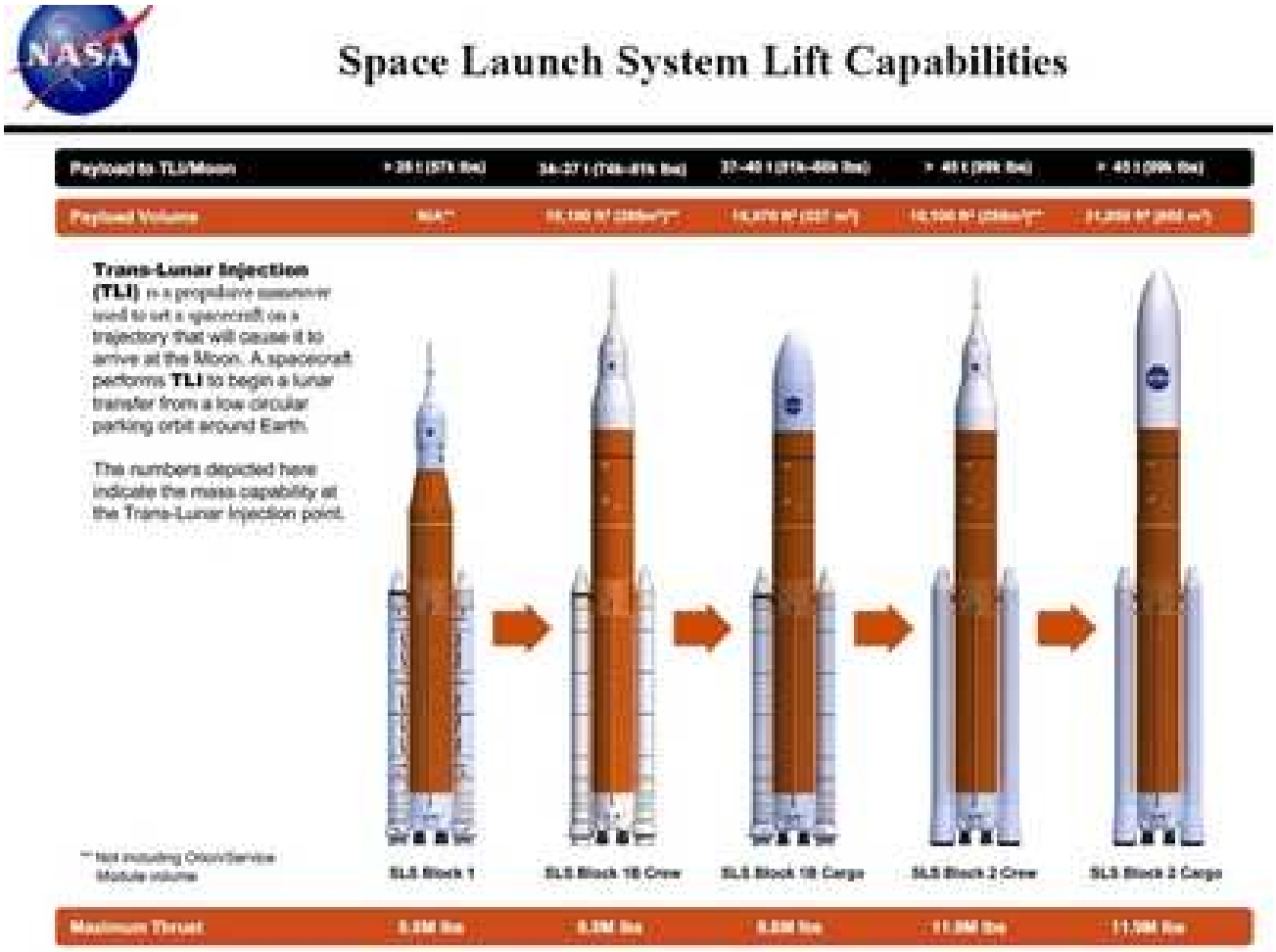
The SpaceX Heavy not only cost $500 million to develop versus $11 billion already spent for no flights for the Space Launch System. Space Launch System will need another $5-10 billion to get close to where SpaceX Heavy is in launch capacity but still without reusability and for a system that will cost 10-20 times more to fly.

Space Launch System will remain an embarrassing poster child for government waste and corruption.

It is has been obvious for decades that the US government has corrupt and broken spending.

Space Launch System is costing over $2 billion per year and will not have its first launch until 2019 if the new schedule was kept. The initial system would only be able to launch 70

tons. It would not be able to launch 130 tons until 2029 if development schedule was kept. The SLS program would have increased costs when they actually starting launching rockets. Costs would ramp to over $4 billion per year from 2019. $11 billion has already been spent and after seven years there will be no launch for another two years.



Space Shuttle and Space Station are a history of overspending and waste to the tune of about $400 billion

The total cost of the actual 30-year service life of the space shuttle program through 2011, adjusted for inflation, was $209 billion. There were 135 Space Shuttle launches. The cost of the Space shuttle was over $1.5 billion per launch. The Space Shuttle was initially pitched as a reusable $5 million per launch system that would refly every week. These promises are all the things that SpaceX is on the way to actually delivering.

Spending is broken and corrupt throughout the US government. This is not just in space spending but is endemic throughout the US system.

There is the broken military procurement of the F-35 stealth fighter where $122 billion has been spent on the F35 program up until the end of 2017. $10-15 billion will be spent each year through 2022. This has bought 360 F-35's and half of them are not flying because they are waiting for parts for repairs.

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REVOLUTIONARY NEW CANCER 'VACCINE' CURES 97% OF TUMORS IN MICE

by NATE CHURCH, AP, 29 Mar 2018
http://www.breitbart.com/tech/2018/03/29/revolutionary-new-cancer-vaccine-cures-97-of-tumors-in-mice/

A new startlingly effective injection revitalizes and boosts the body's own cancer defenses.

"T cells" play a vital role in our immune system. Typically, it is those lymphocytes that recognize and target cancer when it appears in the body. But as a tumor grows, it begins to suppress the function of those cells, rendering the body defenseless against the deadly, creeping mass.

The immunotherapy injection simply reactivates those cells, stimulating them to ignore cancer's oppression and fight back. Rather than the less effective — and substantially more difficult — process of CAR T-cell therapy, in which cells are removed from the body and then engineered to fight the cancer before being returned, the two agents in the injection combine to do all the necessary work "in-house," so to speak.

Stanford University School of Medicine Professor of Oncology Dr. Ronald Levy, the senior author of the Science Translational Medicine study, said that the treatment is "attacking specific targets without having to identify exactly what proteins the T cells are recognizing." Not only that, but the rejuvenated T-cells are even eliminating metastasized tumors that have spread to other parts of the body.

Still, many questions still need to be answered before this potential cancer eradicator changes the world. Northwell Health Cancer Institute's Regional Director of Breast Surgery, Dr. Alice Police, said that while the promise of the treatment is "exciting," doctors have "been able to cure a lot of cancers in mice for a long time."

Unfortunately, those results don't always translate to humans. "We've [gone] one step further down the road," Police said, "but it's [still] a long way to go."

For the neatly 1.7 million people expected to be diagnosed with cancer in 2018 alone — as well as for the many millions already suffering around the globe — it is a vital ray of hope.

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VIDEO: UNDERSTANDING THE OUTER REACHES OF EARTH'S ATMOSPHERE

NASA Science, Mar 30, 2018
https://science.nasa.gov/science-news/sciencecasts/understanding-the-outer-reaches-of-earths-atmosphere

The ionosphere is where Earth's atmosphere gives way to space, and two new NASA missions will work together to uncover its secrets.

Video Length: 3:38

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FIRST TEST SUCCESS FOR LARGEST MARS MISSION PARACHUTE

by Staff Writers, Paris (ESA) Mar 29, 2018
http://www.marsdaily.com/reports/First_test_success_for_largest_Mars_mission_parachute_999.html

The largest parachute ever to fly on a Mars mission has been deployed in the first of a series of tests to prepare for the upcoming ExoMars mission that will deliver a rover and a surface science platform to the Red Planet.

The spacecraft that will carry them is due for launch in July 2020, with arrival at Mars in March 2021. The rover will be the first of its kind to drill below the surface and determine if evidence of life is buried underground, protected from the destructive radiation that impinges the surface today.

The deployment of the large 35 m-wide parachute of the upcoming ExoMars mission was tested in a low-altitude drop test earlier this month. The image captures the inflated ring-slot parachute with the drop test vehicle suspended underneath.

A carrier module will transport the rover and the science platform to Mars within a single aeroshell. A descent module will separate from the carrier shortly before reaching the atmosphere, whereupon a heatshield, parachutes, thrusters and damping systems will reduce the speed, delivering them safely to the surface.

The focus of the latest test, conducted in sub-zero conditions in Kiruna, Sweden earlier this month, was the 35 m-diameter second main parachute. The test demonstrated the deployment and inflation of the parachute with its 112 lines connected to a drop test vehicle, via the deployment of a smaller 4.8 m-wide pilot chute.

The complete parachute system, totaling some 195 kg, is stowed in a dedicated canister. The second main parachute of 70 kg is folded with its 5 km of cords in a precise way - a process that takes around three working days - to ensure it is extracted properly.

The assembly was lofted 1.2 km above the ground with a helicopter, and the sequence initiated after the vehicle was released. About 12 seconds after the pilot chute was inflated, the second parachute release was triggered.

GoPro cameras on the 500 kg test vehicle looked up at the parachute inflation, and onboard equipment sent telemetry in real time as it descended in about two and a half minutes to the ground.

"The successful deployment of our large ExoMars parachute using a smaller pilot chute and its subsequent stable descent without damage, is a major milestone for the project," says ESA's Thierry Blancquaert.

"It was a very exciting moment to see this giant parachute unfurl and deliver the test module to the snowy surface in Kiruna, and we're looking forward to assessing the full parachute descent sequence in the upcoming high-altitude tests."

That testing will see the equipment dropped from a stratospheric balloon from nearly 30 km, to more accurately represent the low atmospheric pressure on Mars - a vital aspect when considering parachute inflation.

The subsequent tests will also investigate the full parachute deployment sequence, which comprises two main parachutes, each with a pilot chute.

The dual parachute approach accommodates the much heavier descent module of the ExoMars 2020 mission - some 2000 kg compared with nearly 600 kg of the previous mission.

The first main parachute is a 15 m-wide 'disc-gap band' chute of the same design as deployed on the ExoMars 2016 mission and ESA's Huygens probe that landed on Saturn's moon Titan in 2005. It will open while the module is still travelling at supersonic speed, and will be jettisoned prior to the deployment of the second pilot chute and second main parachute once at subsonic speeds.

The second main parachute has a ring-slot design, which increases drag at lower speeds.

During the latter stage of descent the aeroshell's front heatshield will be discarded, and the landing platform will be released for its final descent.

The platform will then deploy ramps for the rover to drive down and on to Mars to begin its exciting science exploration mission.

The rover will receive commands and relay its scientific data to Earth through the ExoMars Trace Gas Orbiter, which arrived at Mars in 2016 and recently completed a year-long aerobraking campaign to reach its near-circular science orbit - the heaviest spacecraft to ever achieve orbit using this technique.

The orbiter's main role is to search the atmosphere for trace gases that may be linked to active biological or geological processes.

The ExoMars programme is a joint endeavour between ESA and Roscosmos.

The low-altitude test of the large parachute manufactured by Arescosmo was carried out by Vorticity Ltd at the Swedish Space Corporation Esrange facility. The test was performed under supervision of Thales Alenia Space France as responsible for the Parachute Assembly System, Thales Alenia Space Italy as the ExoMars Prime contractor, and ESA.

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ABSOLUTELY & TOTALLY POLITICALLY INCORRECT & AS FAR TO THE CENTER AS YOU CAN GO!

From: "Tim Bolgeo" tbolgeo@epbfi.com

ITALIAN WOMAN ENTERS GUN DEBATE, SLAYS LIBERALS IN LESS THAN 10 SECONDS

BY BEN MARQUIS, MARCH 27, 2018 AT 7:14PM
https://conservativetribune.com/italian-woman-gun-debate-liberals/?utm_source=Email&utm_medium=CTBreaking&utm_campaign=breaking&utm_content=conservative-tribune

Generally speaking, conservative Americans don't particularly care to hear Europeans weigh in with their opinions on our Second Amendment and gun laws, but an Italian woman recently stated something so simple yet profound that it simply must be shared.

"Americans, I'm watching the #GunControl protests from Italy," tweeted a user by the name of Redeemed Goddaughter.

"Take a European's advice: Last century our governments disarmed us. Now, in Germany & the UK they arrest you for Twitter & FB posts. Lesson?

"If the gov't takes your 2nd Amendment, one day it'll take your 1st," she concluded.

Indeed, our Second Amendment-protected right to keep and bear arms — and the underlying threat to would-be tyrants that those arms could be used in force if necessary — serves to protect all of our other constitutionally protected natural rights, such as the First Amendment-protected right to free speech.

It is a simple fact that the substantial portion of the citizenry in America who are armed with modern weapons is really all that stands in the way of a tyrannical government from wanton infringement of our rights.

As the woman noted, much of Europe has implemented strict gun control measures over the years that have left the population largely disarmed and incapable of effectively standing up in defense of their rights.

Thus, the citizens of many European countries have been all but silenced, forced to submit to various speech laws and other injustices, as a disarmed populace is largely viewed more as subjects instead of sovereign citizens in the eyes of all-powerful governments.

Unfortunately, there are plenty of would-be tyrants right here in America who would love nothing better than to silence those who dissent from their grand progressive plans.

However, they know that an armed populace could rise up in opposition to their agenda if pushed too far, hence the left's unending effort at imposing strict gun control laws that would prohibit the possession of the firearms that stand in the way of their tyranny.

History is replete with plenty of examples — from Europe to Asia and Africa and South America — of the fatal results of a disarmed populace crushed beneath the oppressive weight of a tyrannical authoritarian government.

It must be made abundantly clear to the gun grabbers here in America that while we have no desire whatsoever to engage in a brutal and bloody second civil war, we are nevertheless as determined as ever to maintain a death grip on the means to defend our rights and ward off potential tyranny.

The leftists don't want to hear that at all, but we have grown tired of their incessant demands that we be disarmed and have no intention of being silenced or leaving ourselves defenseless to their authoritarian whims.

This Twitter user from Italy hit the nail on the head in her view of the gun control debate, in that if we somehow lose the protections offered by the Second Amendment, there will be nothing left with which to defend any of the other rights we hold so dear.

That can't be allowed to happen.

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From: "Jim Woosley" Jimwoosley@aol.com

"US" by Paul Genova

(Mr. Paul Genova has been President and Chief Operating Officer of Wireless Telecom Group Inc. since June 30, 2016.)

I haven't said too much about this election since the start...but this is how I feel....

I'm noticing that a lot of people aren't graciously accepting the fact that their candidate lost.

In fact you seem to be posting even more hateful things about those who voted for Trump.

Some are apparently "triggered" because they are posting how "sick" you feel about the results.

How did this happen you ask? Well here is how it happened! You created "us" when you attacked our freedom of speech.

You created "us" when you attacked our right to bear arms.

You created "us" when you attacked our Christian beliefs.

You created "us" when you constantly referred to us as racists.

You created "us" when you constantly called us xenophobic.

You created "us" when you told us to get on board or get out of the way.

You created "us" when you attacked our flag.

You created "us" when you took God out of our schools.

You created "us" when you confused women's rights with feminism.

You created "us" when you began to emasculate men.

You created "us" when you decided to make our children soft.

You created "us" when you decided to vote for progressive ideals.

You created "us" when you attacked our way of life.

You created "us" when you decided to let our government get out of control.

You created "us" the silent majority

You created "us" when you began murdering innocent law enforcement officers.

You created "us" when you lied and said we could keep our insurance plans and our doctors

You created "us" when you allowed our jobs to continue to leave our country.

You created "us" when you took a knee, or stayed seated or didn't remove your hat during our National Anthem.

You created "us" when you forced us to buy health care and then financially penalized us for not participating.

And we became fed up and we pushed back and spoke up.

And we did it with ballots, not bullets. With ballots, not riots. With ballots, not looting. With ballots, not blocking traffic. With ballots, not fires, except the one you started inside of "us"

"YOU" created "US".

It really is just that simple.

If you would like to unsubscribe From: THE REVENGE OF HUMP DAY, please send an email message to Tim Bolgeo tbolgeo@epbfi.com and say, "QUIT SENDING ME THIS STUPID RAG!"
