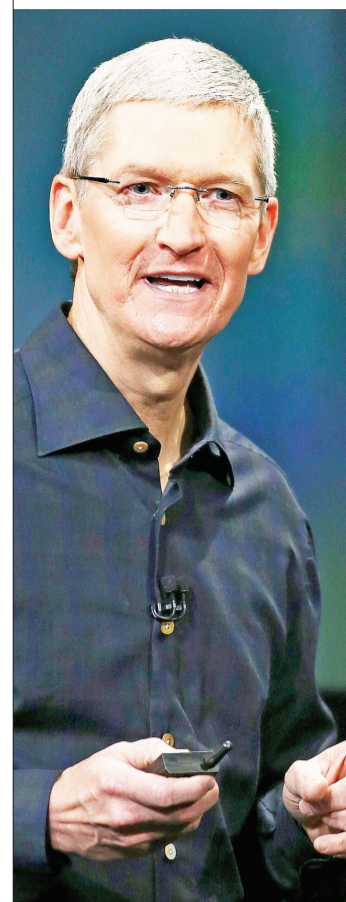


Apple's Tim Cook Speaks Up: iGay



Apple CEO Tim Cook publicly addresses his sexuality for the first time in a powerful essay for the Bloomberg Businessweek.

tough and uncomfortable at times, but it has given me the confidence to be myself, to follow my own path, and to rise above adversity and bigotry. It's also given me the skin of a rhinoceros, which comes in handy when you're the CEO of Apple.

The world has changed so much since I was a kid. America is moving toward marriage equality, and the public figures who have bravely come out have helped change perceptions and made our culture more tolerant. Still, there are laws on the books in a majority of states that allow employers to fire people based solely on their sexual orientation. There are many places where landlords can evict tenants for being gay, or where we can be barred from visiting sick partners and sharing in their legacies. Countless people, particularly kids, face fear and abuse every day because of their sexual orientation.

I don't consider myself an activist, but I realize how much I've benefited from the sacrifice of others. So if hearing that the CEO of Apple is gay can help someone struggling to come to terms with who he or she is, or bring comfort to anyone who feels alone, or inspire people to insist on their equality, then it's worth the trade-off with my own privacy.

I'll admit that this wasn't an easy choice. Privacy remains important to me, and I'd like to hold on to a small amount of it. I've made Apple my life's work, and I will continue to spend virtually all of my waking time focused on being the best CEO I can be.

That's what our employees deserve—and our customers, developers, shareholders, and supplier partners deserve it, too. Part of social progress is understanding that a person is not defined only by one's sexuality, race, or gender. I'm a engineer, an uncle, a nature lover, a sports fanatic, and many other things. I hope that people will respect my desire to focus on the things I'm best suited for and the work that brings me joy.

The company I am so fortunate to lead has long advocated for human rights and equality for all. We've taken a strong stand in support of a workplace equality bill before Congress, just as we stood for marriage equality in our home state of California. And we spoke up in Arizona when that state's legislature passed a discriminatory bill targeting the gay community. We'll continue to fight for our values, and I believe that any CEO of this incredible company, regardless of race, gender, or sexual orientation, would do the same. And I will personally continue to advocate for equality for all people until my toes point up.

When I arrive in my office each morning, I'm greeted by framed photos of Dr. King and Robert F. Kennedy. I don't pretend that writing this puts me in their league. All it does is allow me to look at those pictures and know that I'm doing my part, however small, to help others. We pave the sunlit path toward justice together, brick by brick. This is my brick.

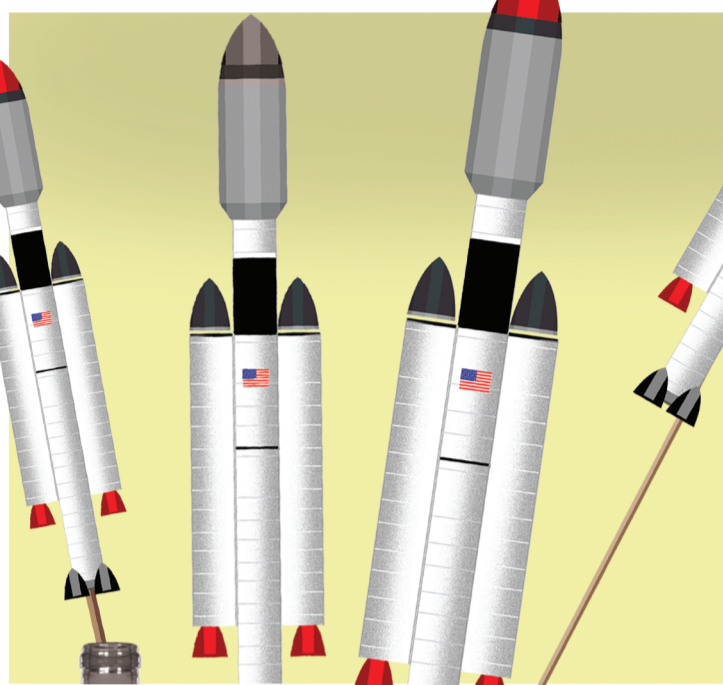
Rockets Go Boom. SURPRISED?

Nobody should forget that space exploration entails risks that can never be entirely eliminated, and America's future in space is largely dependent upon how willing it is to accept that difficult fact, writes Adam Minter

There's no risk-free way to launch 5,000 pounds of food, science experiments and equipment to the International Space Station. Some ways, it turns out, are far more dangerous than others. For example, before 2011, the space shuttle was the primary way the US delivered such cargo, even though two of the 135 missions ended up in catastrophic failures—a rate that far exceeds what's acceptable for Earth-bound logistics businesses.

After the shuttle was retired, reliable Russian Progress modules carried such cargo. But even the Ford truck of the orbital set has its off days. In 2011, a Progress mission to the space station failed when the third stage of a rocket didn't ignite, stranding the cargo in low Earth orbit. Remarkably, it was the first failure of a Progress mission since its origins in 1978—but it was still a failure, and an expensive one at that.

Which brings us to Tuesday night's spectacular failure of Orbital Science's Antares rocket over Virginia. Orbital Science is not the National Aeronautics and Space Administration or the Russian government. It is one of two private companies (the other being Elon Musk's SpaceX) to have a contract with NASA to provide commercial cargo services to the International Space Station. NASA needed such alternatives to the



ANIRBAN BORA

retired shuttle and Russian launch services, and was spurred the development of a US commercial space services sector. Thus, NASA funded and supervised the launch providers' development, ensuring that technical and safety measures met the agency's standards. Yet, in the interest of speeding up the process and saving money, NASA allowed the commercial providers to develop their programmes without having to fulfill the extreme paperwork requirements that typically engulf NASA programmes (but which, traditionalists argue, contribute to a culture of safety).

Will NASA's commercial launch providers sacrifice profit for safety? Fireballs over Virginia suggest that they have. Yet, according to NASA's internal history of the Commercial Orbital Transportation Program published in February, they never had the chance. SpaceX and Orbital Sciences had the right to ignore the NASA advisers on all matters

"except those related to safety." In those cases, they—including the famously mercurial, independent-minded Musk—had to take orders. That's no guarantee that corners weren't cut, but it does suggest that NASA's culture of safety wasn't completely absent during the Antares' development. For now, speculation over the cause of the accident centres on Orbital Science's use

Whatever the cause of the Antares failure, it's clear that NASA and Orbital Services missed a flaw in the new rocket, despite decades of experience on both sides, and extensive, careful testing of the Russian engines

decades-old Russian engines that—with NASA supervision—was freed from corrosion and neglect. Not everyone was impressed. In 2012, Musk referred to the Antares as the "punch line to a joke" and noted that these engines "were literally made in the '60s and, like, packed away in Siberia somewhere." Even NASA, in its internal history of the programme, referred to the engines as "cantankerous." And in May, an engine—slated for launch in 2015—was destroyed during a test in Colorado. But it's also widely accepted that newer rockets fail more often than older, well-tested ones, especially if they're involved in complex missions. Indeed, SpaceX and its Falcon 9 rocket experienced a catastrophic failure in a test in August.

Whatever the cause of the Antares failure, it's clear that NASA and Orbital Services missed a flaw in the new rocket, despite decades of experience on both sides, and extensive, careful testing of the Russian engines. And that was to be expected. "NASA knows all too well there will be failures and setbacks ahead," Alan Lindenmeyer, manager of the Commercial Orbital Transportation Program, explained in the NASA history. "But we also know that through the trusted partnerships we have forged with our industry colleagues, problems will be solved and a new era in commercial space will begin."

Of course, that doesn't make an expensive, catastrophic rocket failure OK. The cause of the Antares rocket explosion needs to be found, and a solution created so that it won't happen again. If responsibility can be assigned, it should be. But at the same time, nobody should forget that space exploration entails risks that can never be entirely eliminated, and America's future in space is largely dependent upon how willing it is to accept that difficult fact. Bloomberg

Give Us This Day Our Dual Citizenship

YADU SINGH

There are an estimated 25 million non-resident Indians (NRIs), people of Indian origin (PIOs) and overseas citizens of India (OCIs) spread across more than 200 countries. Cumulatively, they contributed about \$70 billion in remittances to India in 2013-14. The recent changes in the PIO and OCI cards announced by Prime Minister Narendra Modi are welcome. But they do not meet the long-term demand of dual citizenship by overseas Indians. The overseas citizenship card (OCC) falls well short of genuine dual citizenship. Many of us overseas Indians have

been demanding genuine dual citizenship, with full political and economic rights in India on par with the rights enjoyed by Indian citizens. Former attorney general C. S. Sorabjee was right in stating in 2005: "If we want to involve the diaspora, then we can't deny them the right to vote or the right to occupy important office." Overseas Indians, whether they hold Indian passports or have foreign passports, have an emotional bond with India. That holds true for a majority of people of Indian heritage. When major democratic and developed countries have no issue with dual citizenship, there can't be a real justification for India to treat

its own people unfavourably. The promise of dual citizenship was made by former Prime Minister Atal Bihari Vajpayee in 2003. Since then there have been statements from senior politicians about them favouring dual citizenship. But the matter has not progressed further. Statements are not enough. The following actions should be taken: 1. Granting Indian passports (dual citizenship) to overseas citizens of

Indian heritage with full rights including voting and political rights. 2. Granting of convenient voting rights to such dual passport-holding overseas Indians as well as overseas Indians with Indian passports (NRIs), which can be exercised either at the consulate, high commission or embassy premises in their country of residence and through postal or online facilities. India should consider taking a cue from Australia's repeal of Section 17 of the Australian Citizenship Act 1948 that took effect from April 2002 permitting dual citizenship. The author is a resident of Sydney, Australia

TIPS, TRIVIA & TRENDS YOUR DAILY DIET OF FUN AND FACTS

Osama bin Laden's Shooter Set to Reveal Identity

The Navy SEAL who shot dead Osama bin Laden has reportedly agreed to reveal his identity in a Fox News Channel documentary. Known to the world as "The Shooter", the Navy SEAL will feature in a two-part show entitled "The Man Who Killed Osama Bin Laden" on November 11 and 12. The Mirror reports. For the first time since the killing of Osama on May 1, 2011 in the Abbottabad mission, "The Shooter" will be sharing his first-hand account of Operation Neptune Spear that was focused on hunting and killing the man who orchestrated the 9/11 attacks. He is expected to provide details on the al-Qaida chief's final moments and talk about the training, mishaps and secretive facts of the operation in Pakistan. The documentary will also provide an extensive, first-hand account of the mission, including the unexpected crash of one of the helicopters that night and why SEAL Team 6 feared for their lives, the report said. ANI

Nations at Risk of Climate Change

Bangladesh has topped a list of 32 countries that face extreme risks because of climate change. According to a study by UK researcher Maplecroft, 32 countries out of 196 surveyed face that level of threat based on population, physical exposure and governmental capacity to adapt to climate change over the next 30 years:



Driverless Cars for All Within a Decade

Driverless cars could be within the price range of the average person in just 10 years, researchers claim. This will be made possible by a new 'eyes and ears' technology developed by researchers from Curtin University in Perth. The technology comprises a dozen different sensors installed in an average car, paired with an algorithm that processes the large amount of data received. This creates meaningful information which tells the car the nature and location of obstacles, researchers said. Associate professor Dr Ba Tuong Vo from the department of electrical and computer engineering said this autonomous car, created through a joint project between Curtin, Daimler (the research arm of Mercedes-Benz) and Ulm University in Germany, would be commercially viable because it does not need to be connected to the internet and can be produced at a low cost. PTI



Malala Donates \$50,000 to Rebuild UN Schools in Gaza

Pakistani teenage rights activist and Nobel Peace Prize winner Malala Yousafzai has donated \$50,000 to help rebuild UN schools in Gaza that have been damaged during the recent fighting in the enclave. "We must all work to ensure Palestinian boys and girls, and all children everywhere, receive a quality education in a safe environment. Because without education, there will never be peace," Malala said in Stockholm as she received the prestigious World Children's Prize. Malala, 17, said the money would be channelled through the United Nations Relief and Works Agency (UNRWA) to help rebuild 65 schools in the Palestinian territory. The money would help children get "quality education" and continue their life, knowing they were not alone and that people were supporting them, she said. PTI