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China replaces head of Hong Kong liaison office amid ongoing protests



Inside C2

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Make Today Different

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Iran says it shot down Ukrainian plane in 'disastrous mistake'



General view of the debris of the Ukraine International Airlines, flight PS752, Boeing 737-800 plane that crashed after take-off from Iran's Imam Khomeini airport, on the outskirts of Tehran, Iran January 8, 2020 is seen in this screen grab obtained from a social media video via REUTERS

DUBAI (Reuters) - Iran said on Saturday its military had shot down a Ukrainian plane killing all 176 aboard in a "disastrous mistake", saying air defenses were fired in error while on alert after Iranian missile strikes on U.S. targets in Iraq.

Iran had denied for days after Wednesday's crash that it brought down the plane, although a top Revolutionary Guards commander said on Saturday that he had told authorities about the unintentional missile strike the day it happened.

Foreign governments condemned Iran's action, with Ukraine demanding compensation and a U.S. official calling the downing reckless, although Britain said Tehran's admission was an important first step and urged a de-escalation in tensions.

Supreme Leader Ali Khamenei, until now silent about the crash, said information about the incident should be made public, while top officials and the military issued apologies.

RELATED COVERAGE

Ukraine PM says state, airline will give money to families of Iran crash victims
Truth about Iran crash could not be hidden, says Ukraine's Zelenskiy
Despite those messages, up to 1,000 protesters chanted slogans in Tehran against the authorities, the semi-official Fars news agency said in a rare report on anti-government unrest.

Demonstrators ripped up pictures of Qassem Soleimani, a prominent Iranian military commander who was killed in a U.S. drone strike in Iraq on Jan. 3. Iranian strikes on U.S. targets on Wednesday in retaliation for the killing led to the country being on a state of high alert for possible reprisals in the hours when the plane was downed.

On Twitter, videos showed protesters demanding that Khamenei should step down because of the disaster. "Commander-in-chief resign, resign," hundreds chanted in front of Tehran's Amir Kabir university. Reuters could not verify the video footage.

The crash heightened international pressure on Iran after months of friction with the United States and tit-for-tat attacks.

Canada, which had 57 citizens on board, and the United States had both said early on that they believed an Iranian missile brought down the aircraft, probably in error.

"The Islamic Republic of Iran deeply regrets this disastrous mistake," President Hassan Rouhani wrote on Twitter, promising that those responsible would be prosecuted. "My thoughts and prayers go to all the mourning families."

Experts said mounting international scrutiny would have made it all but impossible to hide signs of a missile strike in any investigation and Iran may have felt a U-turn was better than battling rising criticism abroad and growing grief and anger at home, as many victims were Iranians with dual nationality.

General view of the debris of the Ukraine International Air-

lines, flight PS752, Boeing 737-800 plane that crashed after take-off from Iran's Imam Khomeini airport, on the outskirts of Tehran, Iran January 8, 2020 is seen in this screen grab obtained from a social media video via REUTERS

'FIRST STEP'

In Twitter messages, angry Iranians asked why the plane was allowed to take off with tensions in Iran so high.

The plane, a Boeing 737-800 en route for Kiev, came down shortly after take-off from Tehran, when Iran was alert for U.S. reprisals after launching rockets at U.S. troops in Iraqi bases. Ukrainian President Volodymyr Zelenskiy said Iran's acknowledgement that it shot down the plane was a step in the right direction but he wanted those responsible to be held to account.

Writing on Twitter after speaking to Rouhani, Zelenskiy demanded that the victims be identified and returned to Ukraine at once. "The perpetrators must be held accountable," he added. Zelenskiy said Rouhani had apologized on behalf of his country.

A senior Trump administration official, who spoke on condition of anonymity, said that "Iran's reckless actions have again had devastating consequences". British Prime Minister Boris Johnson said Iran's admission was "an important first step" and that it was "vital that all leaders now pursue a diplomatic way forward" to avoid conflict.

Canadian Prime Minister Justin Trudeau called for "a complete and thorough investigation" with Iran's full cooperation.



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‘Designed by clowns’: Boeing employees ridicule 737 MAX, regulators in internal messages

WASHINGTON (Reuters) - Boeing Co has released hundreds of internal messages that contained harshly critical comments about the development of the 737 MAX, including one that said the plane was “designed by clowns who in turn are supervised by monkeys”.

The messages, disclosed on Thursday, show attempts to duck regulatory scrutiny with employees disparaging the plane, the company, the Federal Aviation Administration and foreign aviation regulators.

In an instant messaging exchange on Feb. 8, 2018 - when the plane was in the air and eight months before the first of two fatal crashes, an employee asks another: “Would you put your family on a MAX simulator trained aircraft? I wouldn’t”.

RELATED COVERAGE

Factbox: In Boeing internal messages, employees distrust the 737 MAX and mock regulators

The second employee responds: “No”.

The 737 MAX has been grounded since March after an Ethiopian Airlines flight nose-dived, just five months after similar Lion Air crash. The two disasters killed 346.

In particular, some of the communications reveal efforts by Boeing to avoid making pilot simulator training - an expensive and time-consuming process - a requirement for the 737 MAX. The plane maker just this week changed tack, saying it would recommend pilots do simulator training before they resume flying the 737 MAX - a major shift from its longheld position that computer-based training was sufficient as the plane was similar to its predecessor, the 737 NG.

The release of the messages, which highlight an aggressive cost-cutting culture and disrespect towards the FAA, is set to deepen the crisis at Boeing which is struggling to get its best-selling plane back in the air and restore public confidence.

The FAA said, however, that the messages do not raise new



A person with an umbrella walks by a Boeing 737 Max fuselage parked outside the company’s production facility in Renton, Washington, U.S. January 10, 2020. REUTERS/Lindsey Wasson

safety concerns although “the tone and content of some of the language contained in the documents is disappointing”.

Boeing said the communications “do not reflect the company we are and need to be, and they are completely unacceptable”.

A person with an umbrella walks by a Boeing 737 Max fuselage parked outside the company’s production facility

in Renton, Washington, U.S. January 10, 2020. REUTERS/Lindsey Wasson For a factbox on excerpts from employees’ messages, click here

PEARLY GATES CLOSED

The disclosure, which Boeing said was in the interest of transparency with the FAA, prompted renewed outrage from U.S. lawmakers and puts more pressure on Boeing’s new CEO David Calhoun to overhaul the company’s culture when he takes the reins on Monday.

House Transportation Committee Chairman Peter DeFazio, who has been investigating the MAX, said the messages “paint a deeply disturbing picture of the lengths Boeing was apparently willing to go to in order to evade scrutiny from regulators, flight crews, and the flying public, even as its own employees were sounding alarms internally.”



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Editor's Choice



Supporters of Kuomintang party's presidential candidate Han Kuo-yu react to his admitting the defeat in the presidential election in Kaohsiung



Taiwan Vice President-elect William Lai and incumbent Taiwan President Tsai Ing-wen celebrate at a rally after their election victory, outside the Democratic Progressive Party (DPP) headquarters in Taipei



Supporters of Kuomintang party's presidential candidate Han Kuo-yu react to his admitting the defeat in the presidential election in Kaohsiung



Kuomintang party's presidential candidate Han Kuo-yu admits defeat in presidential election in Kaohsiung.



Supporters of Kuomintang party's presidential candidate Han Kuo-yu cry after he admits defeat in presidential election in Kaohsiung



Protesters lie on the floor during a demonstration over Australia's bushfires crisis, outside the Australian embassy in Santiago, Chile January 10, 2020. The placard reads: "Tell the truth." REUTERS/Ivan Alvarado TPX IMAGES OF THE DAY



Taiwan's opposition Kuomintang Party (KMT) presidential candidate Han Kuo-yu arrives to cast his vote at a polling station during general elections in Kaohsiung



Taiwan President Tsai Ing-wen smiles as she arrives to cast her vote at a polling station during general elections in New Taipei City, Taipei, Taiwan January 11, 2020. REUTERS/Tyrone Siu

McDonald's Commits Half A Million Dollars To Establish A Scholarship Program For Asian And Pacific Islander American (APIA) Students

McDonald's Offers \$500,000 In Scholarships For Asian And Pacific Islander American Students



Compiled And Edited By John T. Robbins, Southern Daily Editor

Last Wednesday, the fast-food giant announced its plans of providing \$500,000 to create the first-ever McDonald's/APIA Scholarship program. The program, created in partnership with APIA Scholars, will initially award 15 four-year scholarships and 40 one-year scholarships to rising college freshmen.

According to the announcement, the 55 scholarships will be awarded in Spring 2020.

"McDonald's is very excited to launch the McDonald's APIA Scholarship program to give a platform for APIA students to achieve their higher education dreams," Seattle McDonald's Owner/Operator William Cho was quoted as saying.

"We believe everyone deserves the chance to go to college, regardless of finances, and McDonald's is committed to making that happen."

APIA Scholars noted that while half of all APIAs do have a college degree, economical and educational disparities within the APIA community are significant.

Based on APIA figures, only 25% of Native Hawaiians, Pacific Islanders and

Southeast Asian Americans have college degrees. It also noted that the top 10% of APIAs earn more than 10 times the bottom 10% of APIAs.



These numbers are the reason why scholarship programs are so crucial to the community, according to APIA Scholars. For the McDonald's/APIA Scholarship program, students who are first-generation college attendees and demonstrate high financial need will be prioritized. The application for the McDonald's/APIA Scholarship will be available for the 2020-2021 academic year until January 22, 2020 at 5 p.m. EST. Applications can now be accessed at www.apiascholars.org/.

In order to qualify, applicants must meet the requirements below:

1. Be of Asian and/or Pacific Islander ethnicity as defined by the U.S. Census
2. Be a citizen, national or legal permanent resident of the United States. Cit-

izens of the Republic of the Marshall Islands, Federated States of Micronesia and the Republic of Palau are also eligible to apply

3. Will be enrolling as an undergraduate student in a U.S. accredited college or university in the Fall 2020

4. Have a minimum cumulative GPA of 2.7 on a 4.0 scale (unweighted) or have earned a GED



5. Must apply for federal financial aid for the 2020-2021 academic year using the Free Application for Federal Student Aid (FAFSA) by early April 2020

6. Submit one letter of recommendation online

In addition to the APIA Scholarship, McDonald's also offers the HACER® National Scholarship for Hispanic students and the McDonald's Black and Positively Golden Scholarships to students attending Historically Black Colleges and Universities.

McDonald's announced that it has committed \$500,000 to establish the first-ever McDonald's/APIA Scholarship program in partnership with APIA Scholars. Fifty-five Asian and Pacific Islander American (APIA) college students will benefit from the program, furthering McDonald's longtime support of providing educational and career resources to bright future leaders.

According to APIA Scholars, half of all APIAs have a college degree, compared to a third of all Americans, but there are tremendous disparities within the APIA community, economically and educationally. Only 25% of Native Hawaiians, Pacific Islanders, and Southeast Asian Americans have college degrees and the

top 10% of APIAs earn more than ten times the bottom 10% of APIAs, which is why scholarship programs like the McDonald's/APIA Scholarship program are so crucial to the community. Emphasis will be placed on students who are first generation college attendees and demonstrate high financial need.



"McDonald's is very excited to launch the McDonald's APIA Scholarship program to give a platform for APIA students to achieve their higher education dreams," said William Cho, a Seattle McDonald's Owner/Operator. "We believe everyone deserves the chance to go to college, regardless of finances, and McDonald's is committed to help make that happen."



Founded in 2003, McDonald's partner, APIA Scholars, is the nation's largest non-profit organization that provides college scholarships to APIAs with financial need and has distributed more

than \$150 million in scholarships with the support of partners.

"We are grateful to McDonald's for their longstanding support and partnership in our mission to make a difference in the lives of APIA students," said Noël S. Harmon, President and Executive Director, APIA Scholars. "There are tremendous disparities within the APIA community, both economically and educationally, that are often overlooked. As a founding sponsor of APIA Scholars, McDonald's has supported our efforts to address these disparities. We are grateful to McDonald's for recognizing the need and working with us to make a difference."

APIA Scholars is currently accepting online applications for the McDonald's/APIA Scholarship at www.apiascholars.org/. The application will be available for the 2020-2021 academic year until January 22, 2020 at 5:00 PM EST.

McDonald's also offers the HACER® National Scholarship for Hispanic students and the McDonald's Black and Positively Golden Scholarships to students attending Historically Black Colleges and Universities. In addition to the scholarships offered, McDonald's Archways to Opportunity program provides eligible employees at participating U.S. restaurants an opportunity to earn a high school diploma, receive upfront college tuition assistance, access free education/career advising services and learn English as a second language. For more information about McDonald's support of education, please visit <http://www.mcdonalds.com/people>. (Courtesy <https://nextshark.com/>) and <https://news.mcdonalds.com/>)

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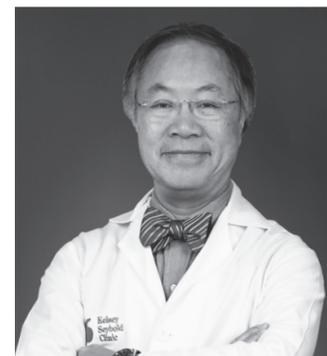


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There Are Three Types Of 5G — Most Consumers Will Not Get The Super-Fast Kind



People listen to a speech with the theme of 5G during day one of the 2019 Consumer Electronics Show (CES) Asia at Shanghai New International Expo Centre on June 11, 2019 in Shanghai, China. Gao Yuwen | VCG | Getty Images

OVERVIEW

There are three types of 5G being built in the U.S. including low-band, mid-band and high-band mmWave 5G. It's confusing for consumers, especially since there aren't phones that support all three yet. AT&T, Verizon and T-Mobile/Sprint all have different strategies.

Compiled And Edited By John T. Robbins, Southern Daily Editor

Consumers will start hearing a lot more about 5G this year as new phones and other gadgets that support the new wireless network begin to launch. 5G is really confusing because there are three different versions of it that are being built. The networking architecture will eventually work together but most of what you'll get right now, and probably for the coming years, isn't super fast. Even worse, there isn't anything that works with all three right now.

The four major U.S. wireless companies -- AT&T, Verizon, T-Mobile and Sprint -- all have their own plans for how to build out 5G to their customer bases. Their strategies relate both to their current wireless spectrum holdings and future plans to build fiber into the ground, which is essential for the fastest type.

Here's a summary of the 5G conversation:

mmWave high-band 5G: T-Mobile (a little), AT&T and Verizon. About 10x faster than LTE with extremely low latency, which means individual messages are transmitted almost instantaneously. But you need to be standing really close to a tower or transmitter to get those speeds. Mid-band 5G: Sprint. About 6x faster than LTE, but with a smaller footprint than low-band. Low-band 5G: T-Mobile/AT&T. About 20 percent faster than 4G LTE.

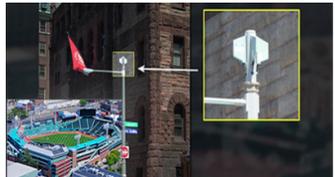


5G boxes are being attached to street signs across America.

Translation: Millimeter wave is the "best" 5G. If you download a 4GB file, like a movie, you might be able to do that in about 5 minutes and 19 seconds on today's fastest 4G LTE networks (assuming a 100Mbps connection). On a mmWave high-band 5G connection, that same movie would take only 32 seconds (assuming 1000Mbps). But PCMag says that you have to stay within 80 feet of a tower or transmitter to get those speeds. But most carriers are rolling out millimeter wave 5G in an extremely limited area, and focusing on public spaces like stadiums and arenas. Cities are also rolling out this super-fast 5G in highly dense areas, like downtowns, and some carriers are selling transceivers for home use -- similar to how WiFi works today. Most of what you're hearing about 5G today actually refers to mid-band or low-band, which won't be that much of a difference from today's wireless connectivity.

Where the U.S. carriers stand

Today, T-Mobile has a nationwide low-band 5G network and smaller (but much faster!) mmWave 5G networks in select areas of six U.S. cities. It sells two phones that work on the low-band network but only one that works on mmWave. It doesn't currently sell any phones that work on both. Sprint is building a mid-band network that's available in parts of 9 cities, and it says this network is 6x faster than LTE. Sprint sells four devices that run on its network, including three phones.



A 5G box high on a pole near Boston's Fenway Park.

AT&T has a low-band network in 20 markets for "consumers" and faster mmWave "5G+" networks in small areas of 35 markets for businesses. Like T-Mobile, it doesn't sell phones or devices that

support both networks yet. You can pick the Galaxy Note 10+ 5G for the low-band network or, if you're a business user, the Galaxy S10 5G phone or NETGEAR Nighthawk 5G Mobile hotspot. Verizon's 5G is less confusing, at least for consumers right now, but it's not as widespread. It's still working on the fastest mmWave networks, which are live in 27 markets and coming soon to 7 more. But, again, you need to be really close to these towers to use them. And unlike the other carriers right now, Verizon will charge an additional \$10/month fee to use 5G. (It says it's free for a limited time with a 5G phone right now.)

5G is sort of a jumbled mess for consumers right now. But that might change soon. On February 11, Samsung will introduce its new Galaxy phones, which are expected to support all flavors of 5G. Apple is expected to introduce support for all three in its high-end iPhones this September, too. Those launches, and others, will remove a lot of the confusion, since consumers will just get really fast speeds when they're near mmWave and slightly faster speeds when they aren't. And those speeds will just increase as the networks grow. (Courtesy https://www.cnn.com/)

Related

5G Health Effects: Dangers Of New Wireless Technology



5G, the next-generation mobile wireless technology, will create the always-on, always-connected wireless world long-sought by the wide-eyed champions of this technology. It will infuse billions of connected devices, which will ceaselessly emit and receive wireless signals as they work to satisfy users all around the world.

The electromagnetic radiation from the hundreds of billions of 5G-connected devices will bombard the entire planet and most every human on it every second of

every day. And herein lies the problem, say critics of 5G concerned about the health hazards of this new technology. 5G is a health risk, they contend, and a mounting number of studies seem to prove this point.

This new tech took its biggest leap forward in April when South Korea proudly boasted to the world that it had become the first country to deploy a nationwide 5G network. Samsung then revealed the world's first 5G mobilephone, the Samsung Galaxy S10 5G.

The United States plans to roll out nationwide 5G networks over the next few years. China wants to beat the U.S. to this landmark while the 27 countries in the European Union will deploy the tech by the next decade.

5G will be everywhere by the 2020s, and so will be its health dangers. For a start, getting 5G to become ubiquitous will mean building new cell towers, millions and millions of them. These towers bring with them all the health risks associated with overexposure to electromagnetic radiation.

The preliminary results of a \$25 million National Toxicology Program study released in 2016 found a link between cell phone radiation and cancer. It also found an increased risk of radiation exposure beyond what's deemed safe by the U.S. government.

"I don't think it's clear that there are health risks, but it's also not clear that there are no health risks," said Dr Leeka Kheifets, PhD, an epidemiology professor at UCLA.



According to a 2018 study published in the journal Health Physics, extremely fast bursts of data transfers on a device as the result of 5G technology might lead to the heating of skin tissue in exposed people under current safety guidelines. (Courtesy https://www.medicaldaily.com)

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