

TOGGLE

WEEKEND LIVING IN THE DIGITAL AGE

A publication of *The Daily Star*



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Honda rolls out facelifted Livo in Bangladesh



Bangladesh Honda Private Limited (BHL) has unveiled an updated version of their Livo 110 commuter motorcycle on Sunday, January 24 at the hotel Pan Pacific Sonargaon, Dhaka.

Launched under the slogan “Livo up your style”, the new model spots various changes such as new tank

graphics, chrome muffler cover, redesigned taillamp, etc. BHL claimed a mileage of 74 kilometers per liter, achieved under strict test conditions.

The company also celebrated the bike’s 50,000 sales milestone, which it crossed within 37 months.

The new Livo 110 is being offered

in two variants, Livo Drum for BDT 103,900 and Livo Disk for BDT 108,900. Customers will have three colors to choose from — Matte Axis Grey, Athletic Blue Metallic, and Imperial Red Metallic.

Picture: Haseeb Chowdhury



New car this week The Raptor makes its official debut in Bangladesh

HASEEB CHOWDHURY

For the first time in the history of ever, a Raptor lays its foot on Bangladeshi soil. Ford Raptors historically have had ridiculously large engine displacements and outright absurd performance numbers which meant they are not at all a feasible car to import for Bangladeshi consumers. For this car, however, with a 2 liter engine making 210 horsepower and an outrageous 536 NM of torque.

This is a baby version of Ford’s flagship F-150 Raptor with their new Bi-turbo diesel engines. In the looks department, this thing kicks. The road presence this car has is immense, all the while being a very cozy place to be inside during Dhaka traffic. Underneath, this has independent rear suspension with Fox Racing shocks, and one close look at how beefy all the suspension components were enough indication towards this car’s capabilities both on the road and off of it.

This car is available at AG Automobiles and is set to retail for 95 lacs. The Ranger Raptor remains a pre-order only car, while the standard Ranger, priced at 65 lacs, can be bought directly from their showroom

Photo: Ayan Rahman Khan

SpaceX to convert offshore oil rigs into Starship pads



American aerospace company SpaceX has acquired two floating oil rigs with plans to convert them into spaceports for Starship operation.

Named after the two moons of Mars —Deimos, and Phoibos— the rigs were originally designed for deepwater drilling, to a depth of 8,500 feet. Measuring 240 feet by 255 feet, these platforms will be a significant upgrade over the two 300 feet long drone ships the company operates for landing its Falcon 9 boosters.

Previously, posted a hiring notice for Offshore Operations Engineers, with their CEO Elon Musk stating “SpaceX is building floating, superheavy-class spaceports for Mars, moon & hypersonic travel around Earth”

Both platforms are currently located in Brownsville, near SpaceX’s Starship development site.

EDITOR’S NOTE

Murderously exciting times

One month down and we’re sticking true to our promise that we focus on the positive. Those are usually in short supply. But we take them as they come. Enough of the world ending. It’s a new one forming out there.

Air travel is picking up an falling off but we know for sure it’s not going away. At least not until teleportation steps out of sci-fi pages and into reality. We talk to a recent flight student on how you too can fly. These are the downtimes and it’s best to prepare for when the economy picks up again. We can’t stay grounded forever.

And if we can’t fly right now, we climb. We have the amazing tale of how Nepalese climbers conquered K2. Of course, you can choose to catch up on sleep. Just as important to get those snoozes covered. You never know when you need to run and grab your vaccine shots. Or as some fear, run away from a zombie apocalypse. These are murderously exciting times.

-Ehsanur Raza Ronny, Editor

TOGGLE

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TechBits

EU fined Valve 1.6 million for illegal geo-blocking practices

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Let's fly: Everything you need to know to become a pilot

RAHBAR AL HAQ

TRANSCRIBED BY
NAHALY NAFISA KHAN

Ahmed Sarwar is a 25-year local who has recently graduated as a pilot from New Zealand. We sat down with him to have a bit of chat about how aspiring pilots can prepare themselves for the profession, and the dos and don'ts of the process.

What are the basic requirements (Physical and academic) to qualify for pilot training?

It depends on which country you're training in. In Bangladesh, I discovered the requirements are high for no apparent reason. Schools such as Galaxy and Arirang require you have an academic background in science. Same in Malaysia. But countries like Australia, New Zealand or the United States require that you be of 16-year-old for PPL (Private Pilot Licence) and 18-year-old for CPL (Commercial Pilot Licence). They also require a minimum educational requirement of O Level but no science background. The entire background thing is completely unnecessary as flying is something you have never learned in your life. It's an entirely different game. It's not like you have to be very good at physics or maths to learn flying. You don't need to be good at maths, you just have to be smart about it. You need to be able to make quick calculations in your head. They teach you everything from scratch.

The physical requirements are quite strong. A PPL Pilot holds a class-2 medical and a CPL Pilot requires class-1 medical which is a bit more restricted. This status has to be renewed every year, by a six-hour-long medical test. The eye checkup itself needs almost two hours. If you wear glasses or contacts, that is not something to worry about as long as you see what they want you to see. There are also ear and lungs checkups, calorie counts and many other tests. If you don't qualify in the test, you lose your license right away no matter how many years you have been in the profession.



How can one join a flying school?

It's a bit harder when you go from Bangladesh to New Zealand. When I went to New Zealand in 2017, there was no proper agency to facilitate the visa process, nor were there any facilities of e-visa. I had to send my passports and other documents to India first for the process to start, as India is the closest embassy for Bangladeshis when it comes to the visa procedures for New Zealand. From contacting the flying school that I wanted to attend to the IELTS exams and other paperwork, I had to do everything on my own. Nowadays there are agencies who can handle these procedures directly, and e-visas make the process easier as well.

The easiest way to enrolling yourself to a flying school is to go to the website and send an e-mail to the designated individual. They usually don't take more than 2 days to reply. They are persistent. I exchanged almost 500 emails till I

reached New Zealand.

How much does it cost and how long does it take?

This is a critical question because the costs are not rigid in this case like usual academic costs and tuition fees. In this case, it's of a more practical education than a theoretical one, and that has a lot to do with fuel prices, which fluctuates frequently.

The school I went to gave me an estimated cost of 85 thousand New Zealand dollars in the beginning. When they estimate the costs, they expect you to succeed in every manoeuvre in the first try. There are 10 theoretical courses in the CPL training, which they expect you to pass at one go. But what happens is that we can hardly get it done at one try, so we have to repeat several exercises and courses, and that increases the costs and tuition fees. In Bangladesh, the training doesn't include multi-engine or ILS ratings.

When the trained pilots join Bangladesh Biman or local airlines, they are sent to Dubai or Spain to complete the multi-engine training. But when you join Emirates or Qatar, they want you to have every training and they are not going to pay for it. So I took the multi-engine training which cost me 30 thousand New Zealand dollar and the ILS rating training which cost me 10 thousand New Zealand dollars. I took as many pieces of training as I could because I wanted to aim at the international airlines, like Qatar or Singapore Airlines.

In the beginning, it is assumed that the training will be done in a year, but since a lot depends on the weather, that is not the case. Most flight tests are done visually, so if the weather is slightly adverse, the tests have to be cancelled. Took me two years to complete my training. It depends on the trainee, to be honest. One instructor is assigned to four trainees. If you come home on a vacation, when you go back you have to resume from right where you left the training.

What is the most difficult and/or challenging part of pilot training?

Obviously the actual flying because when we start we are completely new at it. Every manoeuvre comes with a new set of challenges because they make you aware of every emergency that can occur. Some tasks like the spiral dive can be a bit daunting, it might scare you for a while or can even get you sick. In terms of physical training, force landing was the toughest task for me, where the instructor shuts the engine off mid-air and you have to land the aircraft safely no matter where you are.

What is the starting salary of a pilot and what do you think are the best airlines to work for now that you're done with your training?

For Bangladesh, the average starting salary for a pilot is around BDT 1.5-2 lacs as far as I know. By the time you become a captain, it's close to BDT 6-6.5 lacs a month.

When you're in Bangladesh, you need a Bangladeshi flying license to get a job here. But when you're in, suppose, the UK, you'll need a license from there or convert your Bangladeshi license to a UK license. As I just completed my training from New Zealand, I have the license from the New Zealand Civil Aviation. So my first target would be to work for an airlines that is based in New Zealand. If I come back to Bangladesh and start working for Biman, I'll have to convert my New Zealand license to a Bangladeshi one.

Considering the devastating effect pandemic had on the aviation industry, do you think the new pilot will have a difficult time getting a job?

Due to the covid situation, it is difficult to say which airlines will be the best option, as none of them is hiring at the moment. But I think this is the right time to start training because, by the time the training ends, the world might restore some level of normalcy and the airlines would start hiring again.



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Five insanely cool Japanese concepts supercars

RAHBAR AL HAQ



Toyota Alessandro Volta

Toyota has been shaking things up recently. They have rolled out the GT-86, worked with BMW to develop an alleged successor to the Supra, and are working to introduce a road-going version of their Le Mans GR010 hybrid race car. However, as they prepared to introduce their new hybrid supercar, we take a brief look at the last time the company had a go at it. Designed by Italdesign Giugiaro, the beautiful Alessandro Volta concept was named after Alessandro Giuseppe Antonio Anastasio Volta, the inventor of the electric battery. Unveiled at the 2004 Geneva Motor Show, the car had a hybrid 3.3-liter V6 gasoline engine paired to two electric motors which sent a combined 402 HP to all four of its wheels. 0-100 was possible in 4 seconds, with the top speed was electronically limited to 250 kph. Despite its timeless design and extremely forward-thinking drivetrain, the car was simply too ahead of its time, and Toyota never put it into production.

Mitsubishi HSR-II

Before the company was reduced into building nothing but CVT-driven econoboxes, Mitsubishi made concepts that were quite simply out of this world. Shown off at the 1989 Tokyo Motor

Show, the car's name stood for Highly Sophisticated-transport Research 2, and for its time, it really was Sophisticated. In addition to the fighter jet-like interior, backup camera, and previously unheard of drag coefficient of 0.2, the car's body was covered in six active aero panels designed to keep the pinned-on road at high speed. Said high speed was



achieved with a 3.0 liter twin-turbo V6 making 350 HP delivering power to all four wheels, with a 0-100 of just under five seconds. Much like all other concept cars on this list, the car was far too advanced for mass production. However, technologies derived from this car did make it to production models, such as the Mitsubishi GTO.

Nissan MID4 Type II

The folks at Mitsubishi always had an itch for performance and a habit of



punching above their weight. In the '80s, the company quietly worked on a car designed to dethrone the Ferrari Testarossa, which at that time was considered to be the best performance car money can buy. The result of their effort was the MID4 Type II, with the MID being short for "Mid-Engine Four Wheel Drive". Powering the sleek and beautiful mid-engine sports car was a Biturbo 3.0 litre V6 engine making 330 hp, sent to all four wheels through a five-speed manual gearbox. Unlike other cars on the list, the MID4 Type II was pretty much ready for production by the time it made its debut at the 1989 Chicago Auto Show. Sadly, Nissan ultimately decided not to put the car into production, thinking it would be too expensive to make.

Yamaha OX99-II



When you think of supercars, the name Yamaha is not one that immediately jumps into mind. Yet the motorcycle manufacturer did dabble in the world of four-wheel performance in 1992, and what they came up with was glorious. They took an F1-derived naturally aspirated 3.5-liter V12 engine, gave it a slight detune, and merged it to a carbon fibre and aluminium body weighing only 1,150 KG. What came about was an

extremely lightweight single-seat car with a 400 Hp engine, capable of revving up to an amazing 10,000 rpm. 0-100 was possible under 3.2 seconds, and the car could achieve a theoretical top speed of 350 kph. Yamaha intended to put the car into production, with a projected price of \$800,000 per car. However, internal issues and the Japanese recession effectively put an end to those ambitious plans.

Mazda RX-500



Although Mazda's RX7 and RX8 rotary sports car are well known among enthusiasts, their ultra-light, mid-engine shooting brake from the '70s with a rotary engine is less well known. Shown off at the 1970 Tokyo Motor Show, the RX-500 was extremely lightweight, weighing only 850 KG thanks to its plastic body panels. The heart of the car was an air-cooled 491-cc Wankel rotary engine producing 247 HP and capable of revving up to 14,000 rpm. Let that sink in for a moment. The car weighed less than a ton and had a motorcycle seized engine that made more power than a Toyota GT-86. Naturally, the car was fast, capable of reaching a maximum of 241 kph. As with all the cars on this list, the car never went past its concept stage, much to our dismay.

Taming the 'Savage Mountain': How a team of Nepalese climbers claimed mountaineering's last greatest prize

ZARIF FAIAZ



It's known as the 'Savage Mountain'. "It tries to kill you," said George Bell, an American climber, in 1953. Located on the China-Pakistan border, K2, the highest point of the Karakoram mountain range and the second highest mountain in the world, is known as the deadliest of all; approximately one dies for every four who reach the summit.

The K2 was first conquered in 1954. But it remains one of the least climbed mountains in the world due to its dangerous climbing conditions. More people have been to space than have reached its summit and each of the six winter expeditions to reach the summit has ended in failure. Until January 16 this year when a group of Nepalese mountaineers, led by Nirmal Purja, reached the summit of K2 in the harsh, unforgiving winter cold to claim mountaineering's last greatest feat.

For years, ever since Tenzing Norgay and Edmund Hillary conquered the Everest, the Nepalese Sherpa people have assisted mostly wealthy western mountaineers in numerous glorified expeditions where their clients have claimed the prizes for themselves, rendering the Sherpas invisible. The Sherpas were never credited with first ascends, never given their due shares of credits.

Yet, when around noon on Saturday the team of ten climbers set foot on

the apex of the gleaming, snow covered 'Savage Mountain', they were all Nepalese. It was a summit of their own; the glory was only theirs to claim.

Their team leader, Nirmal "Nims" Purja, grew up in Nepal's flatlands and was a former Gurkha and British Special Forces soldier. He quit the military in 2018 and in 2019, he climbed all 14 8000-metre peaks in six months and six days, setting a new world record of mountaineering binge.

His team of bravehearts included Geljen Sherpa, Nirma's long time climbing companion, Mingma David Sherpa – famously known for rescuing 52 climbers from the slopes of Everest in 2016 and Mingma G, who climbed the Everest five times, K2 twice and was leading a separate team of Sherpa climbers.

They started their ascend in mid-December. On December 26, Purja and his team packed their bags and tents and started their four-day rotation to high altitude. They climbed to 20,012 feet to set up Camp I. The next day, they went up to set up Camp II at 21,982 feet where they halted to set up a paltry shelter.

Meanwhile, Mingma G's team went up to 23,000 feet to set up Camp III and on December 28, they called for help to Nirmal's team. Four of his team were already too spent and decided to descent down to the base camp. But Nirmal and Mingma Tenzi pushed on to lend a hand. When they returned to the base camp after the first round, Nirmal had frostbitten fingers.

On January 5, the weather changed. Winds started blowing on the K2 slopes at speeds up to 96 kms per hour. At the base camp, the climbers worried about their

already set up camps. And on January 10, when the weather cleared up, they reached Camp II to find out that their worst fears had come true.

The tents were gone. Along with them all the cooking gear, special clothing -- gloves, insoles and base layers and sleeping bags. There was no option for the climbers but to descend down to base camp to collect their backup gears. Luckily, Purja's mountaineering and military experience had prepared him for the worst.

On January 13, as the weather cleared up more, the climbers began their long, unrelenting foray into the unforgiving mountain. Carrying over 31 kgs of gear each, they climbed back up to Camp II, where they spent the night.

The next day, they climbed up to camp III at over 24,000 feet, traversing a section called the Black Pyramid and a deep chasm called the House Chimney. Setting up a base at Camp III, they went continued fixing lines up to Camp IV at 25,000 feet and once done, returned to Camp III where they would rest until Saturday, December 16.

At 2:30 AM local time on Saturday, the climbers began their final ascend to the summit. Under a spectacular starlit sky and in brutal cold of -24 degree Celsius, the climbers started their journey to the top. The cold cut through their four layers of clothing, the wind blew snow into their eyes, hitting their face with needle like sharpness and numbing their bodies. But they pressed on.

At 26,000 feet, the climbers reached a death zone known as the Bottleneck – an hourglass shaped small passage running beneath an unstable overhanging ice cliff that routinely sheds of enormous blocks of ice, some as big as a house.

Nirmal Purja didn't carry a supplementary oxygen bottle for the final push and took a calculated risk to make the climb without additional oxygen. It paid off. By 3 PM, the climbers cleared the bottleneck and slowly marched toward the top, towards their final prize.

With about 30 feet to go, the men grouped together and just before 5 PM, they stepped up to the summit together, all singing the Nepali national anthem. The mountains of Karakoram rising below them welcomed the climbers with a wintry view no one has ever seen before. Mountaineering's last greatest feat was achieved. K2 was summited in the cold, unforgiving winter.

Nepal's greatest mountains were summited first by foreigners while the Sherpas were treated nothing better than mules for their wealthy clients. K2,



Nirmal "Nims" Purja, Dawa Tenji Sherpa (team MG), Mingma G, Dawa Temba Sherpa and Pem Chiri Sherpa, Mingma David Sherpa, Mingma Tenzi Sherpa, Nimsdai Purja and Gelje Sherpa are seen during the Puja ceremony before the winter attack on K2, Pakistan, January 5, 2021. Picture taken January 5, 2021. NIMSDAI/RED BULL CONTENT POOL/Handout via REUTERS. THIS IMAGE HAS BEEN SUPPLIED BY A THIRD PARTY. MANDATORY CREDIT. NO RESALES. NO ARCHIVES. NO NEW USES AFTER SIX MONTHS. NO USE ON YOUTUBE. REFILE-CORRECTING CREDIT.

therefore, was Nepal's own. And the children of mountain finally claimed the place where they always belonged. At the top.

Photos: Red Bull Content Pull/Reuters

KTM Duke and RC all set to blow the riders' senses

Inspired by the notion of 'Ready To Race' and an unconditional passion for motorcycles, KTM is ready to hit the Bangladeshi bike market after earning accolades all over the world for its high-end bikes. With the launching of two of their premium models - KTM Duke and KTM RC, renowned Austrian motorcycle company KTM has recently begun its inspiring journey in Bangladesh.

KTM, predictably, will redefine the top-of-the-line performance motorcycles and premium biking experience for the Bangladesh market, which will eventually translate into an exhilarating riding experience with KTM Duke and KTM RC on the streets and knock the riders' socks off. Additionally, Keeping the safety as the highest priority for riders, KTM's new models both KTM Duke and KTM RC have been designed in such a way following the top of the line safety technology that these come equipped with additional safety measures. Features such as ABS braking, powerful brakes, and anti wheel lock sensors will ensure the bikers' safety in any critical situation.

One of KTM's most popular series is "Duke." Out of all the bikes in the Duke series, KTM Duke has been brought to Bangladesh taking the behavior, needs, and passion of Bangladeshi riders into account, through which "The Duke Attitude" will gain steam in the country. Its liquid-cooled, fuel-injected engine will ensure good mileage, speed, and quick response. Duke's 14.5 HP powered engine is known as a powerful racing engine. An updated ABS braking system ensures the safety of the biker. Next to the ABS, it has a special "anti-wheel lock" sensor that will prevent you from skidding while stopping in panic braking. The state-of-the-art sensor-rich TFT display compliments the Duke's modern and aggressive design with features like gear indicators, riding duration, trip distance, engine temperature, and vehicle status. Duke's signature LED headlights will ensure clear and continuous light output, and the light's intelligent controlling system provides maximum road visibility to the biker in any situation, which will

give you a lot of confidence during a long tour. KTM Duke is available in two variants with attractive color options.

On the other hand, KTM RC embodies their 'Ready To Race' mentality. In Europe, this bike is considered the perfect starting platform for a riding career for the youth. With a top-class ABS braking system, the biker will feel comfortable and confident of accelerating the speed and control situations like panic braking very easily. The 43mm upside-down fork will deliver the best adjustable capacity. KTM RC has S rated tires, which will give maximum grip and confidence even at high speed. Its liquid-cooled fuel-injected engine delivers 14.5 HP of power and 12 NM of torque, which provides the bike with an aggressive racing experience and durability. The RC series also comes with attractive color options.

It is mentionable that KTM has been one of the dominant names in the motorcycle sports industry for many decades. Engineer Johann Hans Trunkenpolz had set up his small venture of selling 'DKW' motorcycles and 'Opel'

cars at Mattighofen, Austria. With the R100, R125, and Trophy 125 models, KTM had started to gain the attention of the adrenaline bikers by the early '60s. In the later years, with spinning throttles and raging exhausts, KTM gradually made its way to the top in the off-road motorcycle industry by the '80s. And KTM motorcycles were bagging titles consecutively with an inborn fierceness. The stubborn gene running inside every KTM dirtbike has enabled KTM to hold the record of being dominant in all major forms of off-road motorcycle racing – the Enduro World Championship, Motocross World Championship, US race series, and the Dakar Rally – till the day. Also in recent years their dominance in MotoGP establishes their success in almost every major competitive racing platforms.

After establishing their supremacy in different countries of the world, Europe's biggest motorcycle brand has embarked on a journey in Bangladesh to offer the bike enthusiasts the same kind of precision and thrill they are committed to delivering.



Haylou Solar LS05: The real deal

SHAHRIAR RAHMAN

Today we bring you an interesting wearable: fitness band or smartwatch- however you term it, this gadget is being sold like hot cake. If you keep tabs of what's trending in the market, then probably you heard about the wearable I am referring to: it's Haylou Solar LS05. A brief intro about the brand: Haylou is a lesser known startup funded by Xiaomi offering smartphone accessories and wearables. The brand has been present in APAC market for a while now but only recently did they start to garner reputation for offering gadgets with exceptional build without putting a denting the wallet. Now let's dive in what we found interesting about the gadget.

To be exact we found three notable aspects that one might want to know about it:

Firstly, Design: the minimalist design of the watch is superb. The dark grey matt finishing of the case adds a premium vibe to the design. The rounded LCD display of the watch along with the rubber band boasts a sleek and contemporary look



that's goes with any occasion and any attire. The display is bright, but as it's display is LCD not OLED. So the black here is not true black and sticks out like a sore thumb.

Secondly, the performance & functionality: it's average- nothing too great that the watch offers. The LCD panel of the device, on paper, is supposed to

light up on every subtle movement of your wrist. It does but with a noticeable lag. When the battery has depleted mostly, it takes embarrassingly long to show the time. The operation of the device through the mobile of Haylou is smooth, unlike many Chinese devices in the market. But one complaint about the app, we despite several attempts, couldn't syn new watch



faces from the stock. Meaning you are left with just the four watch faces you have now.

Thirdly, the functionality: It does what it says. The Solar LS05 offers a good range of fitness tracking on the device. I tried tracking my sleep and steps. The step count was nearly accurate when compared to my Apple watch and phone. I sadly could not cross check my sleep activity though. The notification functionality of the watch is not great, I am afraid. However, the music control and weather updates were fairly accurate.

Lastly, the price: this is where Haylou Solar LS05 changes the tide; this is where value of its offering trumps the specs. This smartwatch can be yours for just below Tk. 3,000/-. The reason why we are not saying the exact price is because it is not being officially sold by any vendor (to the best of our knowledge). But the median price of the device ranges between Tk. 2,300-2,700/-. At this price and this offering, this is probably the best wearable money can buy.



Tips to help you get your sleep cycle on track

REHENUMA RAYSA

Keep on pulling all-nighters might lead you to the loop of spending continuous sleepless nights. Sleep deprivation or missing out on sleep repeatedly which is essential for our very existence can have dire consequences in the long term. This is fairly common among the millennials and the situation has worsened due to the closing of schools and flexible work and academic routines. With all the fuss that's been going on about the reopening of educational institutions, it's time to get your sleep cycle back on track. Here are some methods you can incorporate in your sleeping routine to prevent tossing and turning in bed:

Transition to a relaxing mood

A comfortable ambience is mandatory for sound sleeping. Blocking out disturbing noises and replacing it with soothing music can do wonders for one. You can try listening to calming sounds on different websites. noises.online or asoftmurmur.com will let you mix multiple natural sounds and adjust the intensity of the volume for each sound while Rainymood.com lets you enjoy any song of your choice with the sounds of raindrops. You can, however, choose to meditate instead or opt for some ASMR. Autonomous Sensory Meridian Response

or ASMR, a recent popular trend on YouTube is found to be helpful for many in falling asleep faster.

A healthy lifestyle is key

Maintaining a well-balanced diet by eating well can help you improve your sleeping pattern. You can try to do some bedtime restorative yoga poses or stretches which are specifically focused in opening up and relaxing your muscles and requires no additional workout equipment or gear. There are various tutorials available online that can guide you get the yoga postures right. Also, while doing yoga, the

scent of essential oils like lavender can help create a tranquillizing atmosphere as well.

Audiobooks can become your friends

Reading books in bed can help you flip the switch turning the sleeping mode on. However, printed books require you to keep your room's light on whereas e-books hinder in controlling the exposure of screen light which is damaging for both your eyesight and sleep. An alternative can be the audiobooks except you might end up dealing with the dilemma of deciding

between whether to continue listening to the book or let yourself fall asleep properly while being in the drowsy state.

Pay a visit to a healthcare professional

Not getting sufficient sleep can take a toll on your health. The mentioned methods are not at all any foolproof solution for insomnia. If these methods are not working for you then, you should consult a specialist to seek proper medical attention or treatment and follow the prescribed medical advice to correct your sleep schedule and circadian misalignment.



Larry King during Live Taping of 'The Larry King Show' with Rosanne Cash, John Carter Cash and Dwight Yoakam at CNN Los Angeles Bureau in Hollywood, California, United States. (Photo by Victor Spinelli/WireImage)

Revisiting Larry King's 5 most iconic interviews

ZARIF FAIAZ

Veteran CNN talk show host Larry King has breathed his last on January 24, 2021. Over a career spanning more than six decades and over 40,000 interviews, Larry has hosted almost everyone from Putin to Paris Hilton and many more in between. In a move to pay our respects to the iconic journalist who was never afraid to ask the questions that matter, we revisit five of his most memorable interview moments.

Frank Sinatra: 1988

Frank Sinatra, the iconic jazz star, was a hard man to get to for an interview. But

with Larry, he sat for a three-hour-long interview in 1988 in what would be his last major interview before his death. Sinatra was Larry's idol. "He was the greatest singer of my time," Larry later recalled in an event in 2015.

Donald Trump: 1999

Larry interviewed Donald Trump while he was a real estate mogul and almost predicted his presidency that would shake the world later in 2016. Trump was "sounding a lot like a politician," he said. Trump did, however, reply that he "did

not want to be president." Nonetheless, even in 1999, watching Trump talk was a good source of entertainment. With Larry King, even more so.

Lady Gaga: 2010

In a fun and quirky interview, Larry and Lady Gaga talked for hours about the singers battle with lupus, her iconic name, quitting cocaine and so on. Lady Gaga appeared on the show mimicking Larry King's style – slicked back hair, sunglasses and black and white suspenders.

Snoop Dogg: 2010

Larry King developed a fun bromance with Snoop Dogg in his episode with the rapper. Larry took the driving seat of Snoop Dogg's custom "low to the floor" 1967 Pontiac Parisienne and he couldn't reach the gears. 2010 was a fun year for the king.

Vladimir Putin: 2000, 2010

You can't get enough of Vlad the lad. So Larry went for interviewing the man twice. Jokes apart, he unflinchingly grilled Putin

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ঐতিহ্যের আর এক নাম আধুনিকতা
ঠিক যেমন রূপচর্চায় আভিজাত্য মানেই

স্যান্ডালিনা
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