BURNING MAN CLOSES DOWN
LONGEST CLOSURE IN BRC HISTORY

BY CURIOUS

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GREETINGS BURNERS!

With Bubbles
Bronner Works Magic

BY CURIOUS

You may have first met David Bronner at the other end of his farm fire hose in 2007 or 2008. Going through a rough time personally, that was when he first brought his foamy gift to the Playa. Bronner, 41, is president of an internationally renowned, family-run soap-making company. “It was such a grounding experience, building and bringing [the foam machine].”

The amount of joy we created, it was like being knock out over a fire hydrant. We were just creating blocks of people,” he said.

After that he hauled in a 1,500 gallon tub, but he still had gray water disposal issues. Now it’s self-contained “sexy-plex” and a send out plug-and-play package and he and his “fondas” take to Parades public, music festivals, mud runs, and other events, along with a crazy-ass bloused-out fire truck.

This year, Bronner’s kicking it up a notch at Camp Fun-Maze (5-21 & 22).

BURNERS YOU SHOULD KNOW

Bronner Works Magic With Bubbles

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Nature Mother, ticketless but bent on Radical Self-Expression, sailed into Black Rock City Monday morning, kicking up showers of hail and lightning bolts and cracking the City with her megaoard loud-ass sound cloud. In the deluge. An army of swelling ranger Patro- necore head and, once again, became a shallow lake of standing water and then a mud bath like no other, shutting down roads and taking infrastructure power.

At 6:27 a.m. the Burning Man organization, Bmorg, sent out an “All Clear” Level 0 alert to limit driving and, by 6-9 a.m., upgraded it to Level 1 and closing Gates, all BRC roads (except to emer- gency vehicles), and issuing an order for everyone to shelter in place.

County sheriffs coordinated safe u- turns from Highway 47 and set up road blocks to every major route to redirect the 500-600 cars per hour ingress at this busiest of entry times. Burners were sent to Beno and surrounding commu- nities until Tuesday. Jim Graham, Bmorg’s Senior Advisor for Special Projects within the Commu- nications team, said they blasted tweets and posts on social media, as well as announcements on BMIR via the I-Hear-radio app to alert Burners not to drive. “Some thought it was a joke,” he said the Beacon, “until they saw the Highway Patrol [turning people back].”

The City was remarkably quiet, as everyone hurried down hatches, hauled out tents, and stayed the hell out of the lightning. No stalls of service vehicles, no art cars, and most important: no sanitation trucks. The portas grew rich as the day went on.

Black Rock City Airport was shut down as well, and will have to repair its two runways.

By afternoon, fewer Burners went up as the sun finally came out, after a seemingly endless out of thunder and showers rolled through. By early evening many of the City streets were drying into a hard, bumpy cobble. The only open ice station, Avista in the Camp Camp, had a line run- ning all the way out the Explodlne.

An unknown number of Burners were stranded in their vehicles on Gate Road, unable to traverse the quagmire for the entire muddy, muddy Monday. “We hung them there or they would have gotten stuck,” Graham said. By 5:00 p.m. the BLM headed out with bullhorns inviting Burners to park up their lawn chairs and get ready to move on, after the Boeing Exceeding the 3:00 Plaza, noted “it was a lot of water in little time,” but that there were no ma- jor reports of damage in the City. “From a Ranger standpoint, [the storm] was a surprise and calamitous hit. There was a record Ranger station at the 3:00 Plaza, noted “it was a lot of water in little time,” but that there were no ma- jor reports of damage in the City. From a Ranger standpoint, [the storm] was a surprise and calamitous hit.

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Ben Smith, Public Information Officer with Rampant Medical (5-15 & Explodlne) and the Emergency Services Department, was grateful for BMIR public safety announcements (stay inside, don’t stand near metal objects or carry umbrellas with metal points) in spite of the radio station tower getting zapped a couple of times by lightning. Rampant saw only one victim of light- ning strike. "He got a job and stayed with us for a few hours, but he was treated for mild injury and released,” Smith said.

A crew with the Man Watch, shelter- ing in place in the Black Rock Ranger Station, which was closed, told the Beacon, “I don’t know if the Man got hit, but it did make my hand on end. Trust me, I wasn’t looking up.”

By 10:00 p.m. Monday night Bmorg reopened Gate, earlier than anticipated, after finalizing road maps and rein- forcing the playa surface at entry with decomposed granite.

The weather outlook for the rest of the week “looks good through the weekend,” Graham’s said. “But there’s a possi- bility of rain by the end of the week.

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That’s the grand vision, but we’re also involved with practical projects.

The company pro- motes sustainable organic agriculture and takes on industrial agriculture with a cross-country parade of fishy art cars that show how corn, beets, tomatoes, and such are cross-spliced with fish genes. More worrisome, says Bron- ner, are the GMO-related trials of Ecstasy as a treatment for chronic post-traumatic stress disorder and seeking for Special Projects within the Com- mons until Tuesday. Jim Graham, Bmorg’s Senior Advisor for Special Projects within the Commu- nications team, said they blasted tweets and posts on social media, as well as announcements on BMIR via the I-Hear-radio app to alert Burners not to drive. “Some thought it was a joke,” he said the Beacon, “until they saw the Highway Patrol [turning people back].”

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A TRIBUTE TO MARTHA: THE LAST PASSENGER PIGEON

BY SCOT BASTIAN

Lost in the turbulence of history, overshadowed by the beginning of the “Great War” as known to World War I, was a momentous event in the chronicles of ecology: the extinction of the last known passenger pigeon. The last known individual of her kind, named Martha, died in the Cincinnati Zoo 100 years ago on September 1, 1914, exactly 100 years ago on the last day of this year’s Burning Man.

Passenger pigeons once made a force in the eastern landscape. Even in numbers being, they were quite possibly the most numerous bird species in the world. When Europeans arrived in North America, population estimates ranged from 3 to 5 billion, approaching the number of American birds. They traveled in huge flocks, one of which was described as a mile wide and three hundred miles long, and taking 13 hours to pass in full density. The flocks were so dense that they were said to eclipse the sun.

Passenger pigeons were named for the French word pigeons, which translates as “passing by.” They were half as large as their cousin the mourning dove, and resembled them in Western regional, the hard-tailed pigeon.

The range of the passenger pigeon extended from Northern California to Eastern Texas and Eastern Montana. When these immense flocks roosted, hundreds of millions of birds would leave a swath of destruction, scavenging the landscape for food and crushing trees with their collective weight. The largest recorded nesting colony was 960 square miles.

In spite of their enormous numbers they are gone. Gone forever. Why did they disappear? The basic problem was that they were delicious. The young called squabs were particularly prized. Their undoing was the density of their flocks and their propensity for colony breeding. The density of the nesting communities made easy prey—a discharge from a double-barreled shotgun blast could kill dozens or even hundreds. They were collected by the thousands using nets.

The last confirmed wild passenger pigeon was observed in Indiana in 1902. Martha was named after the First Lady, Martha Washington. After the death of her cage companions (including George) a reward was offered for finding a potential mate—but none was ever found. Martha, the last of her kind, an ending, died of natural causes at the age of eighty. A photograph of Martha is on display at the Smithsonian Museum.

Since the fortuitous date marking the centenary since the extinction of passenger pigeons, what does this have to do with Burning Man? I think that Barnes has a special appreciation for the transience of all things. Our mood for the duration can be compared to the crowded passenger pigeons that are now gone. Many do not realize that, for most species, extinction is the norm. Nearly 90% of all the species that ever lived are believed to be extinct. Humans are the most prolific predators on the planet, but an evidenced by the passing of the passenger pigeon and the dinosaurs, being multitudinous provides no guarantee for survival. Burns, like passenger pigeons, live a bold, noisy existence, thriving in groups, and like Martha and her kin, Burning Man will vanish without a trace. Let’s hope the same fate doesn’t await the human race.

High Price to Go Home

BY MITCH

Burning Man really sold out this year—not in an existential way (well, maybe, that’s for you to decide), but ticket prices remained strong right into opening Sunday.

Since 2012, it has been a foregone conclusion that all available tickets would be spoken for. Still, in the past two years, secondary-market prices collapsed in the final week of玩乐 (like Black Rock City’s opening as last-minute plans changed. Not so in 2014. Few tickets seemed left for sale by Sunday, when Most hopeful buyers on local public bulletin boards for major cities were offering $400 or so, sticking to $550 or $600, or a lot fewer than 35,000—well above 25 percent willing to go higher, usually to the $800 area.

Since Jane, tickets on commercial websites both asked and auction prices were running about $900. Auction prices turned higher in the final week, topping $1,000. Some sellers on the bulletin boards stuck to the rules over the summer, offering tickets below the $400 range to recoup their actual costs, while others aimed for $900 or so, occasionally proselytizing amusing rationalizations. A New Yorker didn’t want to name a price above face value but said to pick among bidders there would have to be some added value but said to pick among bidders, “not for anything; no sort of deal.” Buyers seeking a fair shake should use ePlaya on the Burning Man site, where the face value plus costs policy is enforced. The mismatch between buyers and sellers is evident: on Sunday afternoon there were 766 threads posted in the 2014 ticket wanted section versus 16 in the for-sale area.

On Sunday afternoon, there were 766 threads in the 2014 posted tickets wanted section versus 160 in the for-sale area.

Parking passes were another matter entirely in secondary sales, thrown in with tickets at little extra cost or offered on their own at near face value. Either people did not understand the rules or a few less than 20,000 participant vehicles will make it to the play area.

Assuming all tickets and vehicle passes were sold by the Burning Man Organization, the take this year was $25.4 million, up 9 percent from 2013. That reflects 2,000 more tickets and the extra income from the vehicle passes. Incidentally, the Beacon discovered that Burning Man does better on the bottom line than previously suspected. While we knew that the Bureau of Land Management gets 3 percent of adjusted income, we didn’t know how much of an adjustment there was. A government spokesman said the figure is sales minus costs, including such items as materials used in building the city and travel expenses. He would not disclose the exact deductions but did say the number can vary significantly from year to year.

This resolution means the 3 percent charge is a number on between sales and net income, reducing the take for the government and leaving more for the Burner and the Burning Man, Inc. profit.

ALMANAC

Tuesday • August 26
Sonset: 7:40 a.m.
Rise: 12:02 p.m.
Twilight Ends: 8:09 p.m.
Wednesday • August 27
First light: 5:30 a.m.
Sunrise: 6:18 a.m.
Twilight ends: 8:07 a.m.
The Moon, in the sky at sunset, sets at 2:57 a.m.
Thursday • August 28
First light: 5:33 a.m.
Sunrise: 6:19 a.m.
Sun, Moon trees courtesy of www.solar-sun.com
Plumeons courtesy of Debra Dendron's
Black Rock Oasis

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The Black Rock Beacon 10 Years Ago

Tuesday, August 31, 2004

Tourists who didn’t want to stand in the line of cars circling the world avoided the crowds. Nine mind directors would stop off on his nondescript, suburban street and pick up riders from his house a k a the Black Rock Burner Hotel, for the last leg of their trips to Black Rock City.

Editor’s note: The Black Rock International Burner Hotel is, in the words of its Facebook page: “No longer in operation. Defunct. Kaput.” Naive neighbors, a fire, staff happened. The hotel’s logo is now a Japanese dating site, which seems somewhat appropriate.

Westore reported counterfeit tickets were being sold in the Will Call parking lot and in Gerlach.

Wednesday, September 1, 2004

Theme Edition

“The Life and Times of Theme Camps” charted the evolution of Burning Man from a few of free spirits from the arts scene to the largest art experience in the world. Camps shrink and grow, merge and split, sometimes altering with each other. The insightful observation: "Camps merge because they are too small and split because they are too big.”

New Weapon in War on Parks, “New Weapon” reviewed the descriptions of the Pantooka Patrol, a BLM militia that used an arm gun to shoot pants at offenders. Ave Hominem Vestitum.

BRAIN EATERS by Darcy

D E S I G N E R S

G A C H A

M E N

A T F A T A L

www.ins-the-sky.org

The BRUISED HOLE by Ren

At Jupplea we noticed parking karts that engaged an old Blusie’s ear... and then proceeded to push it out into deep playa