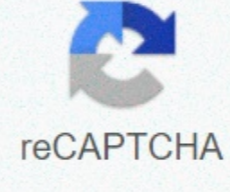




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Hudson

Hudson view of the river from the Bridge Bear Mountain BridgeA basic information
Length of flow 520 km
Area of the basin 34 600 km²
Average flow rate 210 m³ / s
continent North America
Spring Adirondack Mountain Range
44 ° 6'24.12 s. N., 73°56'8.88 z. d. d. 1309 m n.m.
Estuary Lower New York Bay
40°36´ 0.36 N, 74°2´ 31.2 z. d. 0 m n.m.
Flows through the United States (New York, New Jersey New Jersey)
Overseas, Atlantic Basin
Geodata
OpenStreetMap
OSM, WMF
Some data may come from a data object.
The Hudson River is a river in the United States. It's 300 miles long. Its catchment area is 34,600 km². It was named after Henry Hudson, who discovered his mouth in 1609. The flow has its origins at an altitude of 1,309 m in the glacial lakes of the Adirondational Mountains, which belong to the appalachian mountain range system. On the upper flow overcomes river thresholds and waterfalls. The remaining part of the flow flows for about 170 km in a deep glacial valley. From troy, the river valley turns to an estuary with a depth of 3.5 m up to 14 m in an enlarged estuary called Upper New York Bay. It continues over the narrow strait of the narrow to lower New York Bay of the Atlantic Between New York City and Jersey City. An underwater valley called Hudson Canyon continues in the ocean for 200 to 250 km. The water conditions
Aerial views of the river in New York
Source of water are mostly snow and precipitation. The highest water levels reach in spring with peaks in March and April. The flow is regulated by the dams. The average annual water flow rate for the mean flow city of Mechanicville (11,650 km²) is 210 m³/s and not more than 3,500 m³/s.
Sea tides up to 1 m high extend up to 240 km from the mouth of the dam near the town of Troy.
Use
Water transport starts at the dam in Troy at a distance of 240 km from the mouth. On the upper course it is connected to the catchment area of the St. Lawrence River through the Champlain Canal, Lake Champlain and richelieu river. The river is an important part of the New York State Canal System, which is connected by a regulated right tributary of the Mohawk and Eri Canal. Large hydroelectric plants were built in the catchment area near Queensbury (Sherman Island and Spier Falls). At the mouth is a large city and the port of New York. Other towns on the river are Troy, Albany, Hudson, Kingston, Poughkeepsie, Newburgh, Yonkers.
River contamination was contaminated by General Electric with up to 590 tons of polychlorinated biphenyles between 1947 and 1977, according to the U.S. Government Environment Agency. A subsequent medical study showed that people living in rivers had a 36% higher incidence of coronary artery disease and an almost 50% higher incidence of myocardial infarction, although they smoked less, had better diets and had more sports.
[2]
Notes
^ U.S. Environmental Protection Agency: Hudson River PCBs
↑ Miroslav Šuta: New York, Hard chemicals and heart disease filed June 1, 2008 on Wayback machines, respekt.cz
literature
This article used information from the large Soviet Encyclopedia, the motto Гүзон.
External links
Images, sounds or videos on the Hudson in the Wikimedia Commons
Hudson Dictionary password in the Wiki dictionary (English)
Hudson River Foundation
HudsonWatch.net and website dealing with General Electric Company's Hudson River/PCB Cleanup and related issues.
(English)
Hudson River Maritime Museum
(English)
Hudson River History
This article is too short or lacks important information. Help Wikipedia by expanding it appropriately. However, do not insert foreign texts without permission.
Portals:
United States
Authority Data:
AUT: ge670915 | GND: 4122589-2 | LCCN: sh85062785 | VIAF: 235959579 | WorldcatID: lccn-sh85062785
Quoted from US Airways Flight 1549 Aircraft on the Hudson RiverHole Date January 15, 2009 Time 15:30 (20:30 pm 0 UTC)
Surface Landing Properties
The main cause to collision with birds
Place New York Flight US 1549
Beginning of flight LaGuardia Airport Stopover
Charlotte Destination flight Seattle Aircraft Model Airbus A320-214 Carrier US Airways Registration N106US Age 9.5 years Consequences On board persons 150 +5 Injured 3 Dead 0 Aircraft badly damaged Flight US Airways No. 1549 was a daily commercial flight at LaGuardia Airport (New York) – Charlotte – Seattle route, who made an emergency landing on the Hudson River on 15 January 2009 about six minutes after take-off. The route of flight 1549 Airbus A320 with 150 passengers and 5 crew members was lifted from runway 04 by La Guardia Airport at 15:25:34. One and a half minutes after takeoff, at 15:27:11, the aircraft entered a flock of Canadian geese (Bernese of the Greats) and as a result of tuning their bodies, the traction dropped significantly for both engines. The speed N1 of the first engine dropped from 82% to 36%, for the second engine up to 16%, on the contrary, the temperature of the engine's output gases began to approach the upper limit. Captain Chesley Sullenberger turned on the APU auxiliary power unit, took control of the aircraft and asked the first officer to find a procedure for the case in the Quick Reference Manual (QRH). He somewhat unfortunately applied the procedure of failure on both engines and performed their reboot. However, engine No. 2 could not start at all, while engine No. 1 started to run, but the speed did not reach the previous values. However, it is unclear how far this progress in other events.
[Note 1]
[1]
Meanwhile, the captain declared an emergency and made a left-handed bank. After losing altitude, preventing a safe return to LaGuardia Airport as well as landing at the nearby Teterboro airport, he decided to make an emergency landing on the Hudson River, which he also successfully performed at about 230 km/h (125 KIAS) at 15:30:44 (20:30:44 UTC).
[2]
This is an extremely dangerous and challenging maneuver, given that the A320 has engines placed in gondolas under its wings and when it comes to the surface it is very important that both sides hit the surface simultaneously and at the right angle. The pilot's situation was somewhat facilitated by the calm river level, favorable weather conditions and perhaps the fact that this aircraft is equipped with a rather sophisticated control system, so that the pilot could leave some of the work to the on-board computers and concentrate only on the basic parameters of the landing. Despite this, it is a truly unique achievement, without loss of human life when an aircraft of similar design landed on the water's surface.
[Note 2]
However, the aircraft lost an engine after hitting the water, and the design of the dragon became so deformed that it had to be written off and the insurance company offered it at an online auction. All passengers and crew members survived the landing, there were only a few life-threatening injuries and hypothermia (the air temperature was -7°C at the time). The experienced 58-year-old Captain Sullenberger was rewarded for his impeccable performance, which required great courage, cold-bloodedness and perfect control of the aircraft. He was officially congratulated by incumbent President George W. Bush and President-elect Barack Obama (who took office on January 20, five days after the crash). In the press, Sullenberger's hussar play was hailed as Hudson Miracle. A filmed rendition of The Crash with a Happy Ending has been the subject of one of the episodes of the documentary series Air Disasters. In 2016, the successful film Sully: Miracle on the Hudson River was created based on this event.
Links
Notes
↑ The actual report did not address the question of whether, without turning off the engines, they would be able to reach the nearest airport
^ In 1963, a Tu-124 aircraft made an emergency landing on the surface of the River Neva in the center of Leningrad. Unlike the accident, no one was injured at the time. The Tu-124 has engines located at the roots of the wing and does not hang under the wing, which is a great advantage for landing on the surface.
On the other hand, the pilot had to hit a short gap between the bridges.
↑ reference
(English)
Official factual report - engines
↑ (English) from FDR
External Links
Images, audio or videos on the subject of Flight US Airways 1549 in Wikimedia Commons
(English)
Footage of emergency landing and rescue operations
(English)
Black box: Airbus both engines fell out at once
(English)
Anatomy after colliding with birds of a miracle: How Captain Chesley Sullenberger skill saved 155 lives - article on the website of the Daily Mail
(English)
official documents
NTSB
(English)
Official animation
accident
Portals:
Aviation
Quoted from
Written on 15. It is not until 1 January 2009 that the United States of Europe, with both excitement and joy (roughly proportional to the size of the Republican and Democratic constituencies at the time), was expecting President-elect Barack Obama to take office; the inauguration was planned five days later. Nevertheless, aviation became the main theme of the evening news that day, to an extent that exceeded the standard level of attention several times. Just before 4:30 p.m.m., an Airbus A320-214 in the colors of US Airways made its way from New York's La Guardia Airport to its scheduled Flight 1549. Captain Chesley Sullenberger and First Officer Jeffrey Skiles were in the cockpit that day. None of them knew they were going to be almost the most famous pilots in the world at the end of the day when they resided the chassis after takeoff and reported a positive climb in a sign that the plane was successfully climbing over the crowded and built-up center of New York. But they should have known unexpectedly soon... Like the two men in the cockpit, the berna was large in popularity – relatively large birds of the order of notches. Aside from ornithologists, this species, known in English as Canadian Goose, probably wasn't particularly interested in humans. Until 15 January 2009. Just ten years ago, the paths of a flock of beer and Sully and Jeff unexpectedly crossed paths. Literally. Birds, Sullenberger said as the plane was in its first climb and was only flying 2,200 feet above sea level. He and Skiles knew immediately that they could not prevent a collision. They just sat back slightly and waited for the battle. Came. Passengers sitting on the right side of the wings heard something resembling a small explosion and saw flames briefly burst out of the right engine. Moments later, the Airbus appears to have stopped in the air. Ou... Skiles came out after a series of blunt force blows that cruised the multi-ton machine at first impression. Then the engines began to pause noticeably. Dropped off one of the motto... Both engines have been down! says the captain, as he is not yet flying as a pilot. Immediately reaches for the start switch Start. I turn on the APU, he continues. My plane, says the captain and takes over. Your plane, confirms the first officer without blinking. Jeff Skiles is in a pretty special situation. The papers on the Airbus A320 have less than a month and immediately resolve a condition that in previous rich practice on the Fokker 100 or Boeing 737 did not experience. That he still has knowledge of the type word recently under the skin turns out to be quite useful. Take QRH... Loss of traction on both engines, Sully tells a younger colleague, referring to the Quick Reference Handbook.Skiles knows pretty quickly where to find the necessary information in the book. Mayday mayday mayday, Cactus 1539, bird collision, we have lost the traction of both engines and we are going back to La Guardia. Sullenberger relatively calm voice belongs to air traffic controllers. ... Okay, do you need to go back to La Guardia? Turn left course... two zeros, he replies. Two two zeros. The runway of FLIGHT US Airways 1549 / NTSB Image Hudson
Meanwhile, both pilots go through a procedure where they try to re-engine at least one engine. Meanwhile, he reverses his left turn across the Hudson River, which Sullenberger saw during the start, enchanted by its calm surface and mirrored appearance. But the plane slides and sinks. ATC: Cactus 1529, if we negotiate, do you want to try to land on the runway one or three? Sully: You can't do that. We could end up in Hudson. The pilots have a feeling for a while that the left engine is catching on a bit. ATC: Cactus 1549, it becomes the left circuit on track three one. Sully: You can't. ATC: OK, what do you need for landing? The controller is waiting for an answer. Both pilots solve the engines and discuss how to make the landing. The captain calculates increasingly with the possibility of ditching or controlled landing on the water. His colleague is still going through the procedure to plant both engines. ATC: Cactus 1529, track four is free if you want a left circuit for four. Sully: I'm not sure we can handle any trajectory. How about something to the right of us in New Jersey, like Teterboro? ATC: Yes, right you have Teterboro Airport. ATC: Want to try flying to Teterboro? Sully: Yes. Less than 10 seconds later, the 150 passengers on board the Airbus will hear perhaps one of the worst phrases that can happen to them on a plane. The words brace for the influence of the captain's voice on the built-in radio require nothing more than preparation for impact. One thousand, the machine voice is in the cockpit. Airbus is 300 meters above the ground. Skiles doesn't give up trying to get the engines back on the line. ATC: Cactus 1529, turn right two osum zero, you can land on track one in Teterboro. Sully: We're not going to make it. ATC: Okay, what course do you want in Teterboro? Sully: We're going to end up in Hudson. ATC: Sorry. Repeat, Cactus? In these words, the two-way communication between Captain Sullenberger and the controller of... Three and a half minutes later, Sullenberger didn't have time to handle more communication. He had not yet received a message from the controller that he had seven miles of Newark Airport at 2:00 pm .m. but he chose a different area himself. The widest path in the wide area, on the surface of the New York River. While Sully and Jeff were clear about their intentions, Airbus steadfastly made it clear that he did not like the pilots' actions. Terrain terrain. Pulling up, pulling up, the GPWS system reported relentlessly, warning of a possible collision with the terrain. The men in the cockpit were slowly preparing for the most dramatic landing of their careers to date. Although they both had thousands of hours in the logbook. Sully: OK, flapping out. Jeff: Flaps outside. 250 feet in the air. (...) Jeff: 150 knots. Flaps on two, you want another one? Sully: No, let's stay at number two. Any idea? Jeff: Not really... A quarter of an hour later, the Airbus moved the aft water surface, the plane slowed down and on the flat it lay on the water. Both motorgongongonas disappeared underwater, and the cockpit crashed for a while, and the pilots had to feel for a moment like a submarine that just appeared. Then there was relative silence. Sullenberger and Skiles looked at each other for a moment. They suddenly got their heads about what had happened. Birdstrike – the loss of both engines – La Guardia is far away – Teterboro is far away – the altitude decreases – the only option is water – ditching. What they've just been through has taken forever. But make no mistake, dear reader. That eternity - from the moment they flew through the flock of birds, until now - took only three and a half minutes... 155 people on the wings of the Airbus A320 US Airways / Photo NTSB 155/155 immediately after landing, the crew began evacuating. As the whole event spread extremely quickly (it didn't even go well enough to hide the plane's landing on the surface of the river in one of the busiest cities in the United States), moments later, tv viewers, including investigators from the National Transportation Safety Board (NTSB), were able to watch live as passengers stand on the wings of the sinking Airbus A320. Given the circumstances, the score sounded incredible. Of the 155 people on board,... 155 people. Five people received more serious injuries, 95 passengers recorded various adgulation and minor injuries. But no one lost their lives. There was no doubt that both aviators would immediately become celebrities. Everyone - politicians, actors, mere mortals - wanted to take a picture with Sullenberg and Skiles. The sudden popularity of pilots was the biggest problem for NTSB investigators, who – true to their principles – quick conclusions. The pilots' public heroism did not play directly into their hands. They launched a thorough investigation, and of the very nature of their work they found themselves on the famous other side of the barricade in the public eye at the time. Investigation
Although the level of tension did not quite accompany the investigation which it tried to express with little artistic license in the otherwise highly successful film Sully (2016) director Clint Eastwood, the NTSB left absolutely nothing to chance. His staff discussed every aspect that may have been played by the circumstances of short flight US Airways 1549. Quite quickly, after picking up the wreck and the left engine, which separated from the wing during the landing on the river, it was confirmed that the damage to the engine was caused by large berneška, pieces of about 3.5 kilograms heavy. In the inner parts of the two CFMS6 drives, remnants of muscles, bones or feathers were found by the birds. There was no doubt. The investigation dealt with the issue of the pilots' subsequent progress. The NTSB was particularly interested in why the pilots did not do the full checklist. The reason turned out quite simple. There was simply no time to go through the three-page list, which also required half-minute spats between certain tasks. As it turned out, Airbus was developing procedures to plant both engines at an altitude of 25,000 feet. In addition, US Airways' training in resolving this defect has always consisted of successfully throwing at least one device at altitudes between 10,000 and 8,000 feet. Thus, the pilots never had to land in the field. It was also not intended that both engines would be released at such a low altitude after take-off. Equally interesting was the exploration of possible returns to the airport within easy reach. Using simulations, the NTSB experimentally demonstrated that it was possible to land the aircraft back to both La Guardia and Teterboro. However, it required to turn to the airport immediately after the collision with the birds. The investigators themselves assessed that such a reaction could not be expected in real life, as it is always necessary to first evaluate the situation and only then decide on the next course of action. The final report says that the captain's decision to land on the Hudson River instead of trying to land at the airport gave the best chance that the accident could have survived. This is despite the fact that the training of US Airways and other A320 operators examined by the NTSB did not include water landing drills with both engines deployed. The NTSB further assessed, among other things, that the brain of Airbus, the fly-by-wire system, played a role in flight 1549. He saw the parameters of the air envelope throughout the period of lipping to the river and did not allow the captain to pull the plane into a crash. While Sullenberger argued that the same he did not allow the bow to be lifted even further in the final stages for a smoother seat, but the investigation showed that he also did not let it slow down at critical speed. Sully, however, earned praise for intuitively turning on the APU auxiliary power unit (checklist only mentions this step during the emergency procedure), which provided important systems of electricity even when it was not supplied by engines. Captain Sullenberger 10 years after miracleon the Hudson River/ Photo ABC News Decade May 10, 2010, the NTSB issued the final report of the investigation into the accident US Airways 1549. In its conclusions, it assesses the behaviour of the crew as an example of exceptional professionalism, both in terms of crew communication and air traffic control, as well as in pilotage. At the time of publication of the 213-page document, Captain Chesley Sullenberger was no longer dressed in US Airways colors, having completed his career as a transport pilot in March of that year. Today, 10 years after the memorabile events on the Hudson River, Captain Sullenberger is still frugal in his actions. He never considered it his success, but his entire crew, all the people on board, the emergency services on the river and on land. Despite some celebrity stickers, he continues to serve as an extraordinarily intelligent and a little shy gentleman in the spirit of his fellow reviews. First Officer Jeffrey Skiles still flies, and in American Airlines colors, he is currently taking to the skies on long flights in the cockpit of a Boeing 787. In addition, it also tries to explain to the public that the principles applied in aviation safety can be of benefit to all people in a variety of life situations. The principles, which he says he has come to believe only because of miracles on the Hudson River. Experience and addition of our readers

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