

## Aviators IG Interesting News #1 – Aviation Miracle

**#AviatorsIGFunFact: A320 was the 1<sup>st</sup> commercial aircraft to use Fly-by-wire**

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An US plane just shortly after take-off crashed into one of the most famous river in the world. It became a worldwide news due to the pilot's recognition of their heroic and unique aviation achievement.

The airplane was operated by US Airways flight number 1549, carrying a total of 155 passengers and crew members. The aircraft involved was an Airbus A320-214 with the registration of N106US. US Airways Flight 1549 was originated from LaGuardia Airport, New York City with a stopover at Charlotte Douglas International Airport, Charlotte, North Carolina, before reaching its final destination at Seattle–Tacoma International Airport, Seattle, Washington.

Just shortly after take-off at LaGuardia Airport (LGA), around 2 minutes into the flight, travelling at a speed of 180 knots (333 km/h), the plane struck a flock of Canada geese at an altitude of 2,818 feet (859 m). At an instance, both CFM56-5B4/P turbofan engines back fired, due to incomplete combustion and foreign debris in both engines.

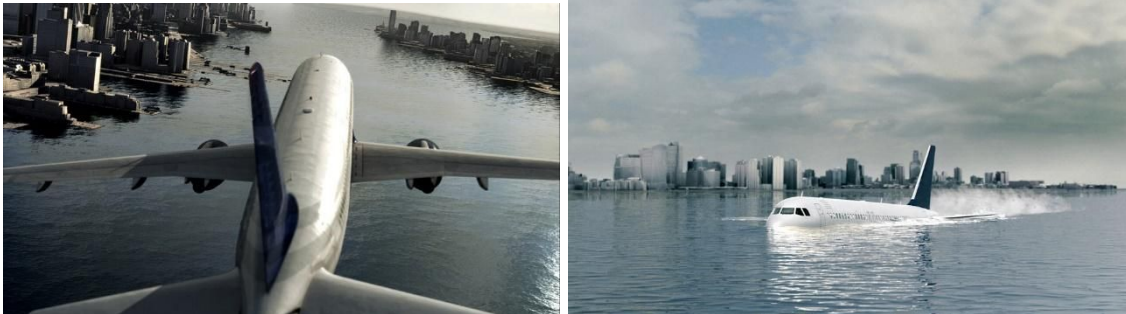
The pilot in command and the first officer realised that both engines had a lost of significant thrust, immediately took over the command of the flight. A few seconds later, the captain reported an emergency “Mayday, Mayday, Mayday” to the LGA departure officer. Both pilots tried to restart their engines but however, to no avail. The pilot also extended the flaps in order to maximise the lift. 3 minutes into the flight, the airplane flight deck sounded both the Traffic Avoidance System (TCAS) and the Ground Proximity Warning System (GPWS), alerting both pilots that the plane was quite close to other airplanes and ground resulting a potential collision to plane and the terrain.

The pilot in command was Sullenberger, a veteran pilot, tried to ask for an alternative airport, which was Teterboro Airport. The LGW departure officer then gave direction to land at Teterboro Airport Runway 1 which was closer to the plane heading. However, the pilot in command then responded back a negative; an impossible to land at any runway on current situation.

The aircraft passed by the George Washington Bridge at an altitude of less than 900 feet (270 m), before commanding over the public-address system for a brace for impact at the Hudson river. Just before the impact, the airplane had an airspeed of 125 knots (231.5 km/h), Sullenberger then flare (pitch) its airplane up; pulling its side-stick backwards, trying to land using the rear of the plane.

Surprisingly, the airplane did not disintegrate upon impact as it was a smooth landing on water. Within seconds after the ditching on the Hudson River, all passengers and crew members started the evacuation. The emergency slide was also inflated preventing the aircraft fully submerged into the river. Most passengers were left stranded by standing on the wing

and emergency slide before rescuing process started. Within an hour, all passengers were rescued with only 5 passengers sustained serious injuries. A week later, both pilots and crew members received the Master's Medal of the Guild of Air Pilots and Air Navigators for the success of ditching a plane into a sea without fatalities.



U.S. Air Cockpit Audio Tapes "We're Gonna Be In The Hudson"

<https://www.youtube.com/watch?v=JItbos1tYZs>

For more information and full report:

<https://www.nts.gov/investigations/AccidentReports/Reports/AAR1003.pdf>

URL for photograph:

<http://natgeotv.com/app.php/uk/air-crash-investigation/galleries/HUDSON-SPLASH-DOWN>

References:

National Transportation Safety Board (2010). Loss of Thrust in Both Engines After Encountering a Flock of Birds and Subsequent Ditching on the Hudson River US Airways Flight 1549 Airbus A320-214, N106US Weehawken, New Jersey January 15, 2009 (Rep.). (n.d.). Retrieved January 17, 2018, from National Transportation Safety Board website: <https://www.nts.gov/investigations/AccidentReports/Reports/AAR1003.pdf> (NTIS No. PB2010-910403)

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