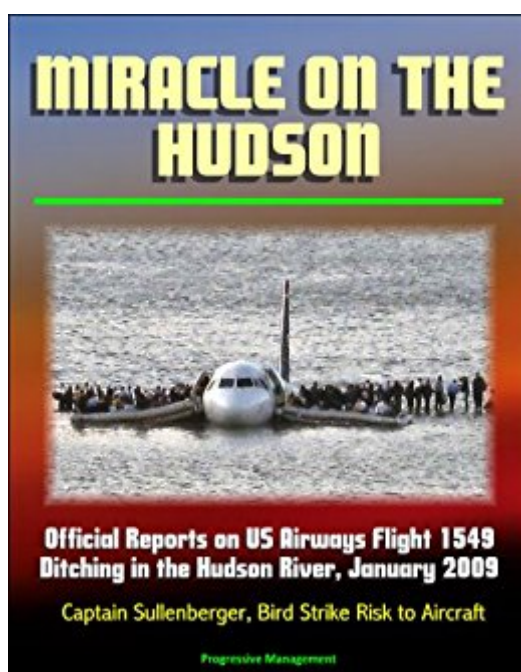


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# Miracle On The Hudson: Official Reports On US Airways Flight 1549 Ditching In The Hudson River, January 2009, Captain Sullenberger, Bird Strike Risk To Aircraft



## **Synopsis**

The complete story of the amazing flight of US Airways 1549 is contained in this reproduction of the official National Transportation Safety Board (NTSB) report on the incident, along with the transcript of a hearing before a House of Representatives committee. In addition to coverage of the ditching, there is extensive information about the risk of bird strikes and efforts to mitigate the threat. On January 15, 2009, US Airways Flight 1549 ditched into the Hudson River at approximately 3:30 p.m. following a double-engine failure while en route to Charlotte Douglas International Airport. There were 150 passengers onboard the Airbus A-320 (N106US). Approximately 90 seconds after Flight 1549 departed LaGuardia International Airport ("LGA"), Captain Sullenberger reportedly experienced a double-bird strike on both CFM56-5B/P engines at approximately 2,700 feet above sea level, causing loss of thrust and power in both engines. During this time, Captain Sullenberger communicated with Air Traffic Control Specialist, Patrick Harten, at the New York TRACON LaGuardia Departure Facility regarding the status of Flight 1549. Captain Sullenberger reported that following the bird strike he took control of the aircraft from First Officer Skiles. Captain Sullenberger conferred with air traffic control ("ATC") to ascertain immediate landing sites. The first option contemplated was to return back to LGA; the second was to land at Teterboro Airport in New Jersey. Mr. Harten communicated with 14 entities, including other aircraft in the vicinity and controllers at other ATC facilities to hold aircraft and to assist Flight 1549 in landing. Meanwhile, the pilots ran through their dual-engine failure checklist. They attempted to restart the engines and regain power in the aircraft, but the engines did not restart. When it became apparent that they would have to ditch the aircraft, Captain Sullenberger announced to the flight attendants and passengers that they should brace for impact. Passengers reported that after this announcement was made, the flight attendants began to shout instructions to passengers in unison - "heads down, stay down." The pilots then landed the aircraft smoothly in the Hudson River. From there, reports from passengers and crew indicate that the evacuation was fairly orderly. Passengers filed out onto the aircraft wings and into the raft slides on both the right and left front of the aircraft. Within minutes after the water landing, ferry boats, police boats, and the U.S. Coast Guard rescued all 155 people. Four were injured, including Flight Attendant Welsh.

## **Book Information**

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## Customer Reviews

Published by Progressive Management, this claims to be a direct copy of the NTSB report on the forced water landing of US Air flight 1549 in the Hudson River, January 15, 2009. As such it provides a great service to researchers and the citizenry in general. The movie "Sully" is a good one but presents a very misleading picture of the National Traffic Safety Board (NTSB). This book is the complete report of the investigation and conclusions developed by the NTSB and presents a less dramatic but more complete picture of the event and resultant activity. Although I am not a proponent of large governmental regulatory bureaucracy or of unions, both are treated shabbily in the movie. This book identifies the positions held by the members of the board and as standard for NTSB investigations included as parties representatives of the air frame manufacturer, the engine manufacturer, the pilot's union and in this case even a representative of the French accident investigation authority. No individual board members grilled the pilots and there was no need for the pilots to defend themselves. The Airline Pilots Association had that responsibility and apparently executed it well. The shortened timeline of the cinematic investigation is belied by the book; the simulation testing took place in April, not the next day. The transcription of the cockpit voice recorder was just as in the movie, including Sully asking Jeff after going through all of the provided procedures "Do you have any ideas?" and Jeff answering "Actually not". Great crew coordination! For an example of how a differently configured investigation can go horribly wrong,

read the BEA's report on the crash of AF 447.

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