90 Pdf

McDonnell Douglas MD-90

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The McDonnell Douglas (later Boeing) MD-90 is a retired American five-abreast single-aisle airliner developed by McDonnell Douglas from its successful model MD-80. The airliner was produced by the developer company until 1997 and then by Boeing Commercial Airplanes. It was a stretched derivative of the MD-80 and thus part of the DC-9 family.

After the more fuel-efficient IAE V2500 high-bypass turbofan was selected, Delta Air Lines became the launch customer on November 14, 1989.

The MD-90 first flew on February 22, 1993, and the first delivery was in February 1995 to Delta.

The MD-90 competed with the Airbus A320ceo family and the Boeing 737 Next Generation.

Its 5 ft (1.4 m) longer fuselage seats 153 passengers in a mixed configuration over up to 2,455 nautical miles [nmi] (4,547 km; 2,825 mi), making it the largest member of the DC-9 family. It kept the MD-88's electronic flight instrument system (EFIS).

The shrunken derivative of MD-80 or shorter variant of MD-90, originally marketed as MD-95, was later renamed the Boeing 717 following McDonnell Douglas' merger with Boeing in 1997.

Production ended in 2000 after 116 deliveries. Delta Air Lines flew the final MD-90 passenger flight on June 2, 2020. It was briefly retired before being put into testing with Boeing Commercial Airplanes for the NASA X-66 program.

It was involved in three hull-loss accidents with only one fatality being a fire related or non-aeronautical accident.

Strontium-90

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Strontium-90 (90Sr) is a radioactive isotope of strontium produced by nuclear fission, with a half-life of 28.91 years. It undergoes ?? decay into yttrium-90, with a decay energy of 0.546 MeV. Strontium-90 has applications in medicine and industry and is an isotope of concern in fallout from nuclear weapons, nuclear weapons testing, and nuclear accidents.

Interstate 90 in Illinois

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Interstate 90 (I-90) in the US state of Illinois runs roughly northwest-to-southeast through the northern part of the state. From the Wisconsin state line at South Beloit, it heads south to Rockford before heading east-southeast to the Indiana state line at Chicago. I-90 traverses 124 miles (200 km) through a variety of settings, from farmland west of the Fox River Valley through the medium-density suburbs west of O'Hare

International Airport, through Downtown Chicago, and through the heart of the industrial southeast side of Chicago before entering Indiana.

I-90 comprises several named highways. The Interstate runs along the Jane Addams Memorial Tollway (previously called the Northwest Tollway) from South Beloit to O'Hare Airport, the Kennedy Expressway from O'Hare to the Chicago Loop, the Dan Ryan Expressway from the Loop to the Chicago Skyway, and the Skyway to the Indiana state line. The Jane Addams and Chicago Skyway are toll roads maintained by the Illinois State Toll Highway Authority (ISTHA) and the Skyway Concession Company (SCC), respectively. The remainder of the highway is maintained by the Illinois Department of Transportation (IDOT).

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States, Europe, Japan, and Australia, that develops Portable Document Format (PDF) software and tools used to create, edit, eSign, and secure files and digital

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Kepler-90

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Kepler-90, also designated 2MASS J18574403+4918185, is a F-type star located about 2,790 light-years (855 pc) from Earth in the constellation of Draco. It is notable for being the only confirmed planetary system with the same number of observed planets as the Solar System.

Bas 90

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Bas 90 (Flygbassystem 90, Air Base System 90) was an air base system used by the Swedish Air Force during the Cold War. Bas 90 was developed during the 1970s and 1980s from the existing Bas 60 system in response to the new threats and needs that had arisen since the conception of the Bas 60 system during the 1950s. Like its predecessor, the Bas 90 system was based around defensive force dispersal of aircraft across many krigsflygbaser (wartime air bases) in case of war, as well as dispersion of the air base functions within the individual bases themselves. The air units would have been dispersed so one squadron (8–12 aircraft) would be stationed per krigsflygbas. The system was a protective measure against nuclear weapons and airstrikes, to make it complicated for an opponent to destroy the Swedish Air Force on the ground and thus ensure endurance for the air force in a conflict scenario.

The Six-Day War, where the Israeli Air Force destroyed most of the Egyptian Air Force on the ground during its opening stages in Operation Focus, served both as validation for the Swedish dispersion concept and as reason to develop the system further. Another reason to improve the system was the introduction of long range attack aircraft (primarily the Su-24) and cluster munitions and anti-runway bombs, which made air

bases more vulnerable to conventional bombing. Bas 60 had primarily been designed around the threat of nuclear weapons.

The development of Bas 90 began in the 1970s and started being implemented in the 1980s. The main improvements in Bas 90 compared to Bas 60 was the addition of backup runways in direct vicinity to the main airfield, a more mobile groundcrew and improved communication technology.

The goal was to have a total of about 200 runways of different types available for military use across Sweden. This included bases that would not be upgraded to Bas 90 standard, road runways from the Bas 60 system and selected civilian airports. The air bases became organized into flygbasgrupper (air base groups). One air base group consisted of a main base (built or planned to be built to Bas 90 standard) and a number of alternative and reserve bases.

During peace time the air squadrons were stationed at their respective air wing and deployment to the wartime air bases would only occur when the threat level increased. But many of the air wings also doubled as wartime air bases and thus some air wings were also built to Bas 90 standard. The wartime air bases were only manned by a smaller bastropp (base troop) during peace time and the full base battalion would only be manned with a mobilization (except during certain exercises). This was because the majority of the units were made up by conscripts. The base system was therefore never fully active during the time it existed, like the rest of the Swedish Armed Forces during the Cold War and the immediate period after.

Interstate 90

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Interstate 90 (I-90) is an west–east transcontinental freeway and the longest Interstate Highway in the United States at 3,099.7 miles (4,988.5 km). It begins in Seattle, Washington, and travels through the Pacific Northwest, Mountain West, Great Plains, Midwest, and the Northeast, ending in Boston, Massachusetts. The highway serves 13 states and has 15 auxiliary routes, primarily in major cities such as Chicago, Cleveland, Buffalo, and Rochester.

I-90 begins at Washington State Route 519 in Seattle and crosses the Cascade Range in Washington and the Rocky Mountains in Montana. It then traverses the northern Great Plains and travels southeast through Wisconsin and the Chicago area by following the southern shore of Lake Michigan. The freeway continues across Indiana and follows the shore of Lake Erie through Ohio and Pennsylvania to Buffalo. I-90 travels across New York by roughly following the historic Erie Canal and traverses Massachusetts, reaching its eastern terminus at Massachusetts Route 1A near Logan International Airport in Boston.

The freeway was established by the Federal-Aid Highway Act of 1956, replacing a series of existing U.S. Highways that had been preceded by local roads and auto trails established in the early 20th century. I-90 was numbered in 1957, reflecting its status as the northernmost transcontinental route of the system, and construction was underway on several sections with funding from the Federal-Aid Highway Act.

The route also incorporates several toll roads that predate the Interstate Highway System, including the Jane Addams Memorial Tollway, Indiana Toll Road, Ohio Turnpike, New York State Thruway, and the Massachusetts Turnpike. These toll roads opened in the 1950s and were followed by toll-free sections in Pennsylvania and Wisconsin that were finished in the 1960s. The Midwestern sections of I-90 were fully completed in 1978, and most of the route between Seattle and South Dakota opened by 1987. The final section, near the western terminus in Seattle, opened in September 1993; an eastern extension in Boston was completed in 2003 as part of the Big Dig project.

U.S. Route 90

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U.S. Route 90 or U.S. Highway 90 (US 90) is an east–west major United States highway in the Southern United States. Despite the "0" in its route number, US 90 never was a full coast-to-coast route. It generally travels near Interstate 10 (I-10) and passes through the southern states of Texas, Louisiana, Mississippi, Alabama, and Florida. US 90 also includes part of the DeSoto Trail between Tallahassee and Lake City, Florida.

With the exception of a short-lived northward extension to US 62/US 180 near Pine Springs, Texas, that existed for less than one year, its western terminus has always been at Van Horn, Texas; this is an intersection with I-10 Business (formerly US 80) just north of an interchange with I-10. Its eastern terminus is at Florida State Road A1A in Jacksonville Beach, Florida, three blocks from the Atlantic Ocean.

On August 29, 2005, a number of the highway's bridges in Mississippi and Louisiana were destroyed or damaged due to Hurricane Katrina, including the Bay St. Louis Bridge, the Biloxi Bay Bridge, and the Fort Pike Bridge which have been replaced.

Chicago 90

"Chicago 90" (PDF). Games Database (Video Game Manual). Retrieved 21 May 2019. "Chicago 90". Jeuxvideo.com (in French). Retrieved 2023-05-25. Chicago 90 at

Chicago 90 is a racing video game developed and published by Microïds and was released in 1989 for the Amstrad CPC, Atari ST, Amiga and MS-DOS.

90 mm gun M1/M2/M3

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The 90 mm gun M1/M2/M3 was an American heavy anti-aircraft and anti-tank gun, playing a role similar to the German 8.8cm Flak 18. It had a 3.5 in (90 mm) diameter bore, and a 50 caliber barrel, giving it a length of 15 ft (4.6 m). It was capable of firing a 3.5 in × 23.6 in (90 mm × 600 mm) shell 62,474 ft (19,042 m) horizontally, or a maximum altitude of 43,500 ft (13,300 m).

The 90 mm gun was the US Army's primary heavy anti-aircraft gun from just prior to the opening of World War II into 1946, complemented by small numbers of the much larger 120 mm M1 gun. Both were widely deployed in the United States postwar as the Cold War presented a perceived threat from Soviet bombers. The anti-aircraft guns were phased out in the middle 1950s as their role was taken over by surface-to-air missiles such as the MIM-3 Nike Ajax.

As a tank gun it was the main weapon of the M36 tank destroyer and M26 Pershing tank, as well as a number of post-war tanks like the M56 Scorpion. It was also briefly deployed from 1943–1946 as a coast defense weapon with the United States Army Coast Artillery Corps. Each gun cost roughly $50,000 to make in 1940 and utilized up to 30 separate contractors to manufacture.

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