Shoemaker levy 9 reading answers

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However, the asteroid may have a halo or tail made mostly of dust. Says Hal Weaver of the Space Telescope Institute: The only real proof that SL-9 was a comet is that it broke up, and we've never seen it in an asteroid. But maybe it was a fragile asteroid. Amateur astronomer David Levy, who, along with Eugene and Carolyn Shoemaker, discovered SL-9, notes that comets were originally distinguished by their appearance. These are objects similar to fuzzy stars with tails, and in any previous century astronomers would call this discovery a comet. Based on this, Levi argues, S-L 9 is a comet, period. The apparent lack of water at the impact sites gives an idea of how far the SL-9 fragments penetrated into Jupiter's atmosphere before exploding. Theorists believe that the layer of water vapor is about 95 km below the visible peaks of the clouds; Above a layer of steam, about 50 km down, the clouds are thought to consist of a sulfur compound. Since the water does not seem to have been excited, the explosion probably occurred in the alleged sulphide layer.----------ADVERTISEMENT---------- Academic practice test reading 23 BruisesAcademic reading Jupiter test 23 BruisesAcademic reading test 23 bruises Jupiter shc_shortcode in What is the next layer? What is ice in our solar system? Much like the composition of the Sun, the composition of Jupiter is mostly helium and hydrogen. However, scientists are still unsure what materials make up the core of Jupiter, whether it is made of solids, or if it looks more like a thick soup. The unknown nucleus of Jupiter is the largest ocean in the solar system, made of hydrogen, not water. At the deepest levels of Jupiter's ocean, the pressure on these hydrogen atoms is so great that they act like liquid metal. Jupiter consists of ice ammonia, ammonium hydrosulfide crystals, water ice and steam. (To learn more about Jupiter's structure and composition, visit the Jupiter in Depth page on NASA's website.) Ice can be found throughout our solar system and beyond. Our planet, as you know, has water ice, but Pluto has three kinds of ice, consists of frozen nitrogen, methane or carbon monoxide, while Mars has ice made from frozen carbon dioxide. (To learn more about ice in our solar system, visit the Frozen page: Ice on Earth and far beyond on NASA's website.) When was the Galileo spacecraft launched? When did he first encounter Jupiter? What information did the Galileo probe send back from Jupiter? Galileo first collided with Jupiter on December 7, 1995, more than six years after launching the Atlantis shuttle in October 1989. Galileo's mission lasted 14 years, making many important discoveries before it was intentionally maneuvered into the atmosphere of Jupiter and destroyed during its final exploration of the planet. Galileo explored Jupiter's moons, and his probe descended deep into the planet's atmosphere to provide our first direct evidence of the gas giant's interior, one of its many key discoveries. (To learn more about the Galileo mission, visit the Galileo Review page on NASA's website.) On August 5, 2011, the Juno orbiter was launched and began a new study of Jupiter. (For more information about the Juno mission, visit the Missions: Juno page on NASA's website.) The mountains finally stopped hailing down on Jupiter, and the wreckage from their catastrophic effects began to settle. Here on Earth, the information superhighway comes unopened as internet users relax their manic electronic search for comet crash photos. And with the exception of next week's observation session and another at the end of August, the Hubble Space Telescope is moving on to view other celestial objects. But amateur astronomers are still staring intently at their telescopes in the backyard to get an idea of the bruises that Shoemaker-Levy 9 left on Jupiter - the most famous features ever seen on a giant planet - and... Academic practice reading Test 2 Reading Passage 1 bruised Jupiter In 1994 comet Shoemaker-Levy 9 collided with the planet Jupiter, causing great excitement in the world of astronomy. The article that follows was written after the first strike. The Cobbler-Levy 9 plunged into Jupiter, and (8) the Hubble Space Telescope set off to look at other objects in space. Amateur astronomers, however, are still watching Jupiter to see what bruises were left on the mighty planet as a result of the 1994 comet crash. During the collision of comet and planet in astronomical circles there was a huge excitement. It is time to see what has been learned from this impact. One question that can never be answered: Was 9 really comet, or was it an asteroid instead? Comets are usually a mixture of ice, rock and dust, along with substances such as (9) carbon monoxide, which quickly evaporate to form a halo and tail. (1-Yes) Scientists studying the chemical composition of the spots on Jupiter, where Shoemaker Levy 9 (S-L 9) hit thought they could see evidence (10) of water and oxygen, two of the expected products when the icy comet evaporates. But with the exception of one unconfirmed report, the researchers found only ammonia, hydrogen sulfide and sulphuric gas. (2-No) Asteroids are more rocky than comets. However, the asteroid may have a halo or tail made mostly of dust. Says Hal Weaver of the Space Telescope Institute: The only real proof that SL-9 was a comet is that it broke up, and we've never seen it in an asteroid. But maybe it was a fragile asteroid. (3-not given) (4- No) Amateur astronomer David Levy, who, along with Eugene and Carolyn Shoemaker, discovered SL-9, notes that the comets were initially distinguished by their appearance. These are objects similar to fuzzy stars with tails, and in any previous century astronomers would call this discovery a comet. Based on this, Levi argues, S-L 9 is a comet, period. (5-No) The apparent lack of water on impact sites gives an idea of how far the SL-9 fragments penetrated into Jupiter's atmosphere before exploding. Theorists believe that the layer of water vapor is about 95 km below the visible peaks of the clouds; Above a layer of steam, about 50 km down, the clouds are thought to consist of a sulfur compound. Since the water did not appear to have been stirred up, the explosion probably occurred in the suspected sulphide layer. If the researchers confirm that sulfur rose from Jupiter, it would be a major discovery, said University of Arizona astronomer Roger Yelle. We always believed that most of the (11) color in Jupiter's clouds comes from sulfur compounds, but we never found them. No one knows why the impact points are so dark, but it is clear that they are very high in jupiter's atmosphere, since the planet's streaks can be seen through them. Astronomers believe the collisions provide an opportunity to study the winds above the peaks of Jupiter's clouds. The mark left on the first blow is already beginning to spread. (6-No) There are also hints of seismic waves - ripples that may have gone all the way to a dense layer of liquid hydrogen thousands of miles down and then bounced back to the surface, creating rings half the size of the planet's visible face. These waves can give clues to the inner structure of Jupiter. The spots that were made as a result of the collision will undoubtedly blow away in the end, but it is too early to tell if there will be any permanent (12) changes in Jupiter. There is still every chance that impacts, especially from the four fragments that hit almost the same place, will destabilize the atmosphere and create a new, permanent cyclone like Jupiter's Great Red Spot. (7-Yes) It's also possible that the show isn't over yet. Theorists the model claims that the debris lags behind the original 21 main fragments. These lag behind, they predict, will continue to beat Jupiter for months to come. Unlike previous fragments, the later crashes into the near part of the planet, giving astronomers the ability to observe some of the impacts directly. Is the theory plausible? Says one astronomer: We had so many surprises from S-L 9 already that I wouldn't rule anything out. Reading Passage 2 Fashion and Society In all societies the body is dressed, and everywhere dress and jewelry play a symbolic and aesthetic role. (24) The color of clothing is often of particular importance; white wedding dress, symbolizing cleanliness, (f) black clothes, indicating the memory of a dead relative. The uniform symbolizes a connection with a particular profession. For centuries, purple, a color representing royalty, had to be worn by no one else. And of course, the dress has always been used to emphasize the beauty of the wearer, although the beauty has taken many different forms in different societies. In the 16th century in Europe, for example, Flemish artists celebrated women with bony shoulders, protruding stomachs and long faces, while women shaved or plucked their hair to get a fashionable forehead with an egg dome. These traits are considered ugly in today's fashion. (13) The earliest forms of clothing appear to have been (B) decorations such as body painting, jewelry, (19) scarification (scars), tattoos, masks and often squeezing neck and waist bands. Many of these are deformed, reformed or otherwise altered by the body. The bodies of men and children, not just women, have been altered - there seems to be a widespread human desire to overcome body limitations to make it what it is, by nature, not. Dress in general, it seems to then perform a number of social functions. This is true for modern as an ancient dress. What is added to the dress, as we know that in the west is fashion, of which the key feature is a rapid and constant change of styles. The growth of the European city in the 14th century saw the birth of a fashionable dress. (20) Previously (21) loose clothing was worn by both floors, and the styles were simple and unchanged. The dress distinguished the rich from the poor, the rulers from the rule only that the working people wore more wool and no silk, rough materials and less ornament than their owners. By the fourteenth century, however, with the expansion of trade, the growth of urban life and the growing sophistication of royal and aristocratic courtyards, fast-changing styles appeared in Western Europe. (14) They were associated with development (D) (23) in individual and fitted clothing; once the clothes were installed, it was possible to change the style of clothing almost infinitely. By the fifteenth and sixteenth centuries it seemed shameful to wear outdated clothes, and those who could afford it discarded their clothes simply because they were out of fashion. The fabric that was dear, was literally, and symbolized, wealth in medieval society. (15-16) In modern Western societies, no form of clothing feels the impact of fashion; Fashion sets the conditions for all dress behavior - even uniforms were designed by Parisian dressmakers; even the nuns had cut their skirts; Even the poor rarely walk in rags - they wear cheap versions of fashion that came out a few years ago, and so can be found in used stores and mix sales. (26) Even decidedly unfashionable wear clothes that represent a reaction against what's in fashion. To be unfashionable is not to ignore fashion, it is rather to protest against the social values of fashion. (g) Hippies of the 1960s created a unique look from a range of used clothing, craftsmanship and army surpluses to protest against the profligacy of consumer society. They rejected the way mass production ignored individuality as well as the profligacy of luxury. Looked at in historical perspective fashion styles display crazy relativism. At one time, the rich wear a cloth of gold embroidered with pearls, another beige cashmere and a gray suit. In one era men parade in carefully curled hair, high heels and blush, in another to make it to the court of pareding status and physical abuse. In some ways it is inherently ironic that the new fashion begins with giving up the old and often seeking to embrace what was previously considered ugly. (25) Until this century, tanning has always been a sign of an employee, and therefore avoid those who have a claim to sophistication who were rich enough not to have to work in the sun. (d) However, in the 1920s, tanning became a visible sign of those who could afford foreign travel. The tan symbolized health as well as wealth in the 1930s. Lately, its carcinogenic dangers have become known, and in any case it is no longer really posh, because many more people than in previous decades can afford a rest in the sun. Despite the seeming irrationality, fashion perpetuates social solidarity and imposes group norms. This leads us to recognize that the human body is not only a biological entity, but also an organism in culture. Dressing the way others do is signaling that we share many of their morals and values. Conversely, deviations in clothing are generally considered shocking and disturbing. In Western countries, a person wearing a pink suit for an interview will not be considered for a position at the bank. It will be considered too frivolous for the job. Similarly, even in these liberated times, a man in (18) skirt in many Western cultures causes considerable anxiety, hostility or laughter. However, while fashion at every age is normative, there is still room for clothing to express individual taste. At any time, within the Stylish clothes, there is some choice of color, fabric and style. This is even more true in this century, because in twentieth-century fashion, without his obsession with the new and the other, was mass-produced. Initially, fashion was mainly for the rich, but since the industrial period mass production of fashion-designed clothing has made it possible to use fashion as a means of self-improvement and self-expression for most. PERIOD CLOTHING BEHAVIOUR TYPES OF CLOTHING WORN Earliest times (19) G, simple jewelry wear scars and masks (20) E, Up to 14th century simple, unchanging styles (21) B, loose 14th century clothing (22) D, fast-changing styles appeared (23) C, set clothing Reading Passage 3 Mass product car manufacturer Henry Ford (28) 1908 Model T car (35-NG) was his 2nd design during the five-year period that began with the production of the original model in (27) 1903. With its Model T, Ford finally achieved two goals. He had a car that was designed for production and one that was easily driven and maintained by the owner. These two achievements laid the groundwork for revolutionary changes in direction for the entire automotive industry. The key to mass production was not a moving or continuous assembly line. Rather, it was a complete and consistent interchangeability of details and the ease of their accession to each other. These were the manufacturing innovations that made the assembly line possible. To achieve interchangeability, Ford insisted that the same measurement system be used for each part throughout the production process. (36-D) Previously, each part was placed on a slightly different sensor, so experienced locksmiths had to serve each part separately to fit on other parts of the car. Ford insists the job at calibration throughout was driven by his realizing the winnings he would receive in the form of savings on collection costs. Ford has also benefited from recent advances in machines capable of working on pre-hardened metals. The deformation or distortion that occurred during the hardening of the endowed parts was the scourge of previous attempts to standardize the parts. Once the strain problem was solved, Ford was able to develop innovative designs that reduced the number of parts needed and made these parts easy to attach. For example, Ford's four-cylinder engine (37-A) consisted of one complex casting. Competitors threw each cylinder separately and bolted four together. Taken together, interchangeability, simplicity, and ease of affection gave Ford a huge advantage over its competition. Ford's first efforts to assemble his cars, starting in (29) 1903, were related to the creation of assembly benches on which the whole car was built, often by one locksmith. In 1908, on the eve of the introduction of the Model T, the average cycle of Ford collector's tasks - the amount of time delayed before repeating the same operations - was 514 minutes, or 8.56 hours. Each worker will collect most of the car before move on to the next one. For example, (31-D) an employee may - wheels, springs, engine, transmission, generator - on the chassis (body), a set of activities that took a whole day to complete. Collector/locksmiths performed the same set of activities over and over again at their stationary assembly stands. They had to get the necessary parts, file them down so they fit (Ford hasn't yet reached the perfect interchangeability of the parts) and then bolt them in place. (32-B) The first step That Ford did to make this process more efficient was to deliver parts to each workstation. Now the collectors could stay in the same place all day. Later, in 1908, when Ford finally reached the ideal interchangeability of the part, (33-A) he decided that the collector would perform only one task and move from vehicle to vehicle around the assembly hall. By August 1913, shortly before the introduction of the pipeline, the task cycle for the average Ford builder was reduced from 514 to 2.3 minutes. (38-A) Naturally, this reduction stimulated a significant increase in productivity, partly because a complete familiarity with a single task meant that the employee could perform it faster, but also because all the filing and adjustment parts had now been eliminated. The workers just popped into pieces that are installed each time. (39- D) Ford soon recognized the problem with moving an employee from an assembly bench to an assembly bench: walking, even if only for a yard or two, took time, and jam-ups often leads as faster workers caught up with slower workers in front of them. Ford Stroke Genius in the spring of 1913, at its new Highland Park factory in Detroit, had (34-C) the introduction of a moving assembly line that brought the car past a stationary worker. (40-B) This innovation reduce the cycle time from 2.3 minutes to 1.19 minutes; The difference is the time saved in the position of the worker on the spot, rather than on foot and at a faster pace of work, which can provide a moving line. Ford's moving assembly consisted of two strips of metal plates - one under the wheels of each side of the car, which worked along the length of the factory. At the end of the line, the lanes mounted on the belt rolled under the floor and returned to the beginning. Since Ford needed only a belt and electric motor to move it, (41-A) his price was minimal-less than $3,500 at Highland Park. The moving assembly accelerated production so dramatically that the savings it could make by reducing the stockpile of parts awaiting assembly far exceeded those trivial costs. Even more striking is that Ford's discovery simultaneously reduced the amount of human effort required to assemble the car. Moreover, the more cars Ford produces, the greater the cost of one car fell. Even when it was introduced in 1908, the Ford Model T, with its fully interchangeable parts, cost less than its competitors. By that Ford reached a peak of production of 2 million identical cars per year in the (30) early 1920s, (42-C) it reduced the real cost to the consumer by an additional additional To appeal to its target market of average consumers, Ford has also developed an unprecedented ease of operation and convenience of service in your car. He suggested that his buyer would be a farmer with a modest set of tools and mechanical skills needed to repair agricultural machinery. Thus, the guide of the model T owner, which was written in the form of questions and answers, explained on 64 pages how the owner can use simple tools to solve any of the 140 problems that may arise with the car. Ford's competitors were impressed by this repairability, as was the moving assembly line. This combination of competitive advantages has catapulted Ford to the head of the global automotive industry and virtually eliminated craft companies unable to match their manufacturing economy. Henry Ford's mass production has been in control of the automotive industry for more than half a century and was

eventually accepted in almost all industrial activities in North America and Europe. Page 2 2