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CARL AZUZ, CNN 10 HOST: Welcome to CNN 10 everyone. I'm Carl Azuz at the CNN center. First story this Tuesday explains an election, the second one

explains a strike. We'll start in the Middle Eastern country of Israel. Voters there are going back to the polls today for Israel's second general election within six months.

The reason for that has to do with Israel's Knesset, its parliament. In order to serve as Israel's prime minister, a leader needs the support of most of the seats in the Knesset. There are 120 seats there so a leader needs at least 61 of them in support.

But there's a complication. There are dozens of political parties in Israel and no single party is likely to win 61 seats in an election. So what a law maker has to do to serve his prime minister is form a coalition government. A group of parties working together that gives a leader at

least 61 seats in the Knesset.

Right after April's elections, incumbent Prime Minister Benjamin Netanyahu was expected to serve a record fifth term but then there was a deadlock

among the political parties. Prime Minister Netanyahu did not get enough of them to back him up with that 61 seat majority.

It was the first time in Israel's history that an election didn't lead to a coalition government. So the Prime Minister called for a new general

election. The one that happens today. Will it give him the 61 seats he needs for a coalition government. Will it give that to another Israeli

lawmaker. Is more deadlock ahead. Israel waits to see.

We also mentioned a strike. More than 48,000 workers across nine U.S. states walked off the job yesterday. They're employees of General Motors;

makers of Buick, Cadillac, Chevrolet, and GMC.

The union that represents the workers says GM is putting profits ahead of employees who have kept GM in business. The union wants GM to change its

plans to close four plants in the days ahead. It's also pushing for better pay, benefits, job security, and for GM to share more profits with

employees.

General Motors says its average hourly employee makes \$90,000 per year, not including benefits. And it says it offered the union a solution for two of

the plants set to close, plus better pay, more profit sharing, and an investment in new jobs.

Analysts say all three of the major U.S. car makers are dealing with slower sales. The United Auto Workers strike against General Motors is the largest

strike by any union against any business since the last strike at GM in 2007.

10 second trivia. In 1602, the Dutch East India Company sold shares to investors, creating the first what? Duopoly, hedge fund, IPO, or custodial

account? This was the first modern IPO, an Initial Public Offering.

That's how businesses that start private go public. They put company shares on a stock exchange for the public to buy. Beyond Meat, which makes

meat substitutes saw its stock soar after it offered an IPO in early May.

The SmileDirectClub, which uses 3D printed molds to straighten teeth saw its stock slump after it issued an IPO last week. Why do companies do

this?

CHRISTINE ROMANS, CNN CHIEF BUSINESS CORRESPONDENT: A splashy initial public offering can grab headlines but generating buzz isn't the biggest

reason why companies go public.

It's really about raising cold hard cash. When a company sells shares of stock to the public, it's hoping for a big pay day. It can use that money

to expand, to hire, to invest in projects, and even to allow early investors to cash out.

With access to cheap capital, companies can attract talent and fun acquisitions. Of course private companies raise money too but relying on

angel investor's adventure capital can be limiting.

Going public gives start ups flexibility in a way that staying private

can't. And it gives shareholders a liquid asset to trade on the public market. Going public can also lend credibility and intimidate competitors.

After all, an IPO is a form of advertising. A buzzy offering means more exposure for a brand and that can translate into higher sales and profits.

But not all initial public offerings go as planned. Ride hail companies; Uber and Lyft famously disappointed. Snapchat and BlueApron also stumbled following their debuts. Even Facebook struggled for a few months after its heavily hyped IPO in 2012.

According to a Cornell study, a third of IPOs will disappoint and eventually de-list. Being a public company also means more scrutiny. The

books are wide open to investors and to regulators. And the pressure to deliver short term financial goals is intense. Yes, there are risks to

going public but for many start ups, it's still worth it. The payoff for years of building a business is ready to trade on the open market.

AZUZ: 107 million people. That's how many traveled through Hartsfield Jackson, Atlanta International Airport last year and that made it the

busiest passenger airport on the planet according to an airports council international report.

What made it busy enough to win that title for 21 years straight. Hartsfield's a point of entry in the North America and it's within a two hour flight of 80 percent of the U.S. population.

Beijing Capital International and Dubai Airport were in second and third place. Richard Quest got some simulated flight time.

(BEGIN VIDEO TAPE)

RICHARD QUEST: CNN CORRESPONDENT: When you take off from Atlanta, what are the things that you need to bear in mind. More than any other airport?

UNIDENTIFIED MALE: Well, Atlanta is the busiest airport in the world and as a result the radio traffic is daunting, the radio calls are just

constant so you have to listen very carefully and you have to be very careful with your taxi to insure that you're on the correct taxi way and

that you don't incur on a runway or do something else and taxi to the

wrong place as you're getting ready for takeoff.

QUEST: I think we're ready.

UNIDENTIFIED MALE: Go for 767 heavy Atlanta power. The current winds are calm. Clear for takeoff runway two, seven, or eight.

QUEST: Ready let's go.

UNIDENTIFIED MALE: All right. 89's (ph) throttle hold, thrust normal. (Inaudible) the airport is at 2 o'clock.

QUEST: What would I be seeing normally in terms of other aircraft movements at the moment?

UNIDENTIFIED MALE: You would see a field of aircraft. You would see aircraft in front of you, you would see aircraft over here on the north

complex, you would see aircraft taking off at the far end, and you would see guys turning on to the south run way.

QUEST: Can it be quite intimidating to see all of that whilst at the same time I'm trying to concentrate on that one runway that I'm going into.

UNIDENTIFIED MALE: Absolutely. It's the pilot's responsibility, of course, to keep from hitting anyone, so air traffic control and the pilots

are both working together. So you have to monitor all these targets and insure that nobody incurs into your airspace and causes a threat.

UNIDENTIFIED MALE: Number 767 heavy Atlanta tower, the current winds are calm. You're clear to land.

UNIDENTIFIED MALE: And now normally you would have an aircraft at this point on short final.

QUEST: So there'd (ph) be another aircraft in front of us.

UNIDENTIFIED MALE: That's correct. And what you're watching is he needs to clear this runway before we touchdown. And the tower and air traffic

control has made that happen by assigning us air speeds and the pilot using his good judgment because we can't be on the runway at the same time he is

for obvious reasons.

You can see you're red over white, meaning you're on the proper glide path and instrumentation here confirms that. We're properly configured and we

should be touching down shortly.

You try to touch down in the first third or 3,000 feet of the runway. I'm going to click off your auto pilot so you're going to be flying but the auto throttles will still be engaged. OK.

QUEST: Got.

UNIDENTIFIED MALE: Up a little bit. Nose up. There you go. Small corrections but -- but very quick corrections. Looking good. You're red over white. OK. Looking good. Slightly to the right. Pull, pull, pull, pull. Boom.

QUEST: All right. Brakes, brakes.

UNIDENTIFIED MALE: You're on the concrete. You've been successful. Well done. You did it. Now your passengers would complain, they always do.

QUEST: Right. Ready again. The first time you landed or at Atlanta, do you remember it?

UNIDENTIFIED MALE: Yes, I do.

QUEST: What was it like?

UNIDENTIFIED MALE: It -- it was really busy. I was a young co-pilot and I was probably sweating a gallon of water. We landed the aircraft and then

immediately as the co-pilot you have to go into your after landing check list. You have to be talking on the radios. So there was no time to savor

the experience.

QUEST: There's nothing quite like Atlanta.

UNIDENTIFIED MALE: No, not at all. Definitely the world's busiest airport.

(END VIDEO TAPE)

AZUZ: For 10 out of 10, buckle up and don't blink. What you didn't just see right there was a sled. A U.S. Air Force test vehicle that was

traveling along the rails of Holloman Air Force Base at around 6,599 miles per hour. That makes it hypersonic, meaning faster than five times the

speed of sound.

Its part of an Air Force effort to develop vehicles and materials that are

capable of withstanding extraordinary speed and acceleration, which mach
at

(inaudible) that anyone could mach something so fast. It`s like the
project has gone off the rails even if it stays on them.

A hyped up hypersonic sleigh that`s faster than a speeding hedgehog and
more powerful than a burning rosebud. Citizen (ph) can you believe it.

It`s like cinematic cinemagic on CNN 10. I`m Carl Azuz.

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