

PILOT'S TALK

Lesson 7. Report what happened

Level A - Ryanair fuel Mayday

Вскоре после происшествия командир приходит в офис к пилоту-инструктору, который собирает сведения для разбора. Командир рассказывает о своих действиях, решениях экипажа и обстоятельствах, которые ограничивали выбор. Последний блок - разговор через несколько месяцев, когда опубликован отчёт AAIB.

В этом уроке

Блок	Тема	Главное
1	Сообщить о действиях	I / we + Past Simple; кто что сделал
2	Назвать принятое решение	decided + to + глагол
3	Объяснить ограничение	couldn't + глагол
4	Объяснить вынужденное действие	had to + глагол; because / so
5	Всё вместе	действие → ограничение → решение
6	Что знали тогда - что выяснили позже	at the time / later; according to

Что сделал я и что сделал экипаж

1A. В разговоре



How did you prepare for the flight?



We checked the weather and chose Manchester as our alternate. I added 1,322 kilograms of extra fuel.



How much fuel did you depart with?



We departed Pisa with 11,500 kilograms.

1B. Правило

I / we + глагол в Past Simple + нужные детали.

I - сообщаю о собственном действии. **We** - сообщаю о действии экипажа, в котором участвовал.

Кто	Действие	Детали
We	checked	the weather.
We	chose	Manchester as our alternate.
I	added	1,322 kilograms of extra fuel.

Кто	Действие	Детали
I	declared	a fuel Mayday at 19:12 UTC.

У правильных глаголов - **-ed / -d**: **check** → **checked**, **declare** → **declared**. У неправильных - своя форма: **choose** → **chose**, **go** → **went**, **have** → **had**.

У большинства глаголов форма Past Simple одинакова для всех лиц: **I checked, we checked, the crew checked**. У **be** - две формы: **I was, we were**.

1C. Обрати внимание: чужое действие называем отдельно



What happened after the second go-around at Prestwick?



ATC said Manchester couldn't accept us. We requested Edinburgh instead.

Кто действовал	Сообщение
АТС	ATC said Manchester couldn't accept us.
Наш экипаж	We requested Edinburgh.
Я, командир	I declared a fuel Mayday.

Явно называем участника, когда он меняется. Тогда понятно, кто передал информацию, кто запросил другой аэропорт и кто объявил Mayday.

1D. Как передать сообщение АТС

АТС: "**Manchester can't accept you.**"

В докладе: **ATC said Manchester couldn't accept us.**

can → **could** - передаём прошлое сообщение. **you** → **us** - командир рассказывает о своём экипаже.

Какое решение мы приняли

2A. В разговоре



What did you decide after the go-around at Edinburgh?



We decided to return to Manchester.



Why?



We didn't have enough fuel for another approach and a safe diversion.

2В. Правило

Кто + **decided** + **to** + глагол в начальной форме.

Decided сообщает о решении в прошлом. Действие после него называем через **to**:

Кто	Решение	Действие
We	decided	to return to Manchester.
We	decided	to request Edinburgh.
I	decided	to declare a fuel Mayday.

Прошедшая форма нужна у **decide**, а не у второго глагола: **decided to return**, не **decided to returned**.

2С. Обрати внимание: решение и выполненное действие

We decided to return to Manchester. - Сообщаем о принятом решении.

We returned to Manchester. - Сообщаем о выполненном действии.

Решение ещё не доказывает, что действие состоялось. Если важен результат, называем его отдельно:

We decided to return to Manchester. We landed there at 19:52 UTC.

Что мы не могли сделать: couldn't

3А. В разговоре



Why didn't you take more fuel in Pisa?



We couldn't take any more because of the landing-mass limits at Prestwick.



And after two go-arounds at Prestwick?



We couldn't make a third approach. Company procedures didn't allow it.

3В. Правило

Кто + **couldn't** + начальная форма глагола без **to**.

Couldn't = could not. В этих ответах это «не могли»: ограничение действовало в прошлом.

Ограничение	Пример
По массе	We couldn't take any more fuel.
По процедурам	We couldn't make a third approach at Prestwick.
По полученной информации о приёме	We couldn't use Manchester as planned. ATC said it couldn't accept us.

После **couldn't** глагол не получает прошедшую форму:

We couldn't take more fuel. [OK]

We couldn't took more fuel. [X]

3С. Обрати внимание: не сделали и не могли сделать

Реплика	Что сообщаем
We didn't make a third approach.	Третьего захода не было.
We couldn't make a third approach because company procedures didn't allow it.	Называем ограничение, из-за которого заход был недоступен.

Couldn't само по себе не уточняет источник ограничения. Его можно назвать отдельной фразой или после **because**.

Что пришлось сделать: had to

4А. В разговоре



Did you have to divert after the second go-around at Prestwick?



Yes, we did. We couldn't make a third approach, so we had to divert.



What did you do next?



We planned to go to Manchester, but ATC said it couldn't accept us. So we requested Edinburgh.

4В. Правило

Кто + had to + начальная форма глагола.

Had to обозначает необходимость в прошлом: «пришлось», «нужно было». Форма одинаковая с разными участниками: **I had to, we had to, the crew had to.**

Обстоятельство	Вынужденное действие
We couldn't make a third approach at Prestwick.	We had to divert .
Runway 30 wasn't available.	We had to plan to use Runway 20.

В вопросе прошедшее время переходит в **did**, а had возвращается к **have**:

Did you have to divert? - Yes, we did.

О прошлой необходимости говорим **had to**, а не must.

4С. Because и so: связываем ограничение с действием

We had to divert because we couldn't make a third approach.

Нам пришлось уходить на запасной, потому что мы не могли выполнить третий заход.

We couldn't make a third approach, so we had to divert.

Мы не могли выполнить третий заход, поэтому нам пришлось уходить на запасной.

Связка	Что вводит
because	Причину: почему пришлось действовать.
so	Следствие: что пришлось сделать из-за ограничения.
Модель	Пример
because + предложение	We had to divert because company procedures didn't allow a third approach.
because of + название причины	We had to divert because of company procedures.

4D. Обрати внимание: необходимость и выбор

We had to divert. - Продолжить заходы в Prestwick было нельзя.

We decided to request Edinburgh. - Называем выбранный вариант дальнейших действий.

Had to и **decided to** не заменяют друг друга: необходимость изменить действия и выбор конкретного решения - разные сообщения.

Всё вместе: короткий доклад о действиях

Первая встреча, вскоре после рейса.



Start with the second go-around at Prestwick. What did you do next?



We had to divert because company procedures didn't allow a third approach.



Manchester was your alternate. Why Edinburgh?



ATC said Manchester couldn't accept us, so we requested Edinburgh.



What happened there?



There was another windshear warning, and we went around. We had 2,164 kilograms of fuel left.



What was your next decision?



We decided to return to Manchester. We didn't have enough fuel for another approach at Edinburgh and a safe diversion.



When did you declare the fuel Mayday?



I declared it at 19:12 UTC. We landed at Manchester at 19:52 UTC with 363 kilograms of fuel.

Нужно сообщить	Подходящая модель
Что сделал я	I + Past Simple.
Что сделал наш экипаж	We + Past Simple.
Что сделал другой участник	ATC said... / Another crew reported...
Какое решение приняли	We decided to + глагол.
Что было недоступно	We couldn't + глагол.
Что пришлось сделать	We had to + глагол.
Почему	...because + причина.
К чему привело ограничение	...so + действие.

Что знали тогда - что выяснили позже

6A. В разговоре

Заключительная встреча. Через несколько месяцев, отчёт AAIB опубликован.



At the time, did you know why Manchester couldn't accept you?



No, we didn't.



What did the AAIB find later?



According to the AAIB, Manchester had space. The problem was poor communication at the airport.

6B. Правило

According to + источник + сообщение. - По данным..., согласно...

According to называет, откуда получены сведения. После источника идёт обычное предложение.

Что сообщаем	Пример
Что знали в момент события	At the time , we didn't know the reason.
Что выяснило расследование	According to the AAIB , Manchester had space.

At the time - тогда, в тот момент. **Later** - позже.

6C. Обрати внимание: не смешиваем тогда и позже

At the time, we didn't know the reason. - Знание экипажа во время полёта.

According to the AAIB, the problem was poor communication at the airport. - Результат расследования с указанием источника.

В докладе о действиях экипажа то, что выяснилось позже, не выдаём за то, что было известно тогда.

Practice

Отвечай от лица командира. В каждом пункте заполни пропуск в ответе, используя слова под диалогом. Остальная часть ответа уже дана.

Короткие разговоры по темам. Каждое задание - отдельный разговор. Задание 3.1 - разговор через несколько месяцев, после отчёта AAIB.

Опора: неправильные глаголы в упражнениях

Начальная форма	Past Simple
to be	was / were
to do	did
to go around	went around
to have	had
to say	said
to tell	told

Карта упражнений

Задание	Тема	Блок
1.1	Что сделал я и экипаж	1
1.2	Что сделали другие и что решили мы	1-2
2.1	Couldn't	3
2.2	Had to; because / so	4
3.1	Что знали тогда - что выяснили позже	6
3.2	Короткий доклад ещё раз	1-5

1.1. Что сделал я и что сделал экипаж

1.



Who checked the weather before departure?



together / to check / it / we

2.



Who decided on the extra fuel?



1,322 kg / to add / of / I / extra fuel

3.



What did you do on the first approach?



to perform / I / a windshear escape manoeuvre

4.



And after that?



Turnberry / and / to wait / we / near / to go around

5.



What did you tell ATC before the second approach?



to tell / we / Manchester / ATC / for / our plan

6.



What did you do after the third warning?



another escape manoeuvre / I / to perform

7.



Did you use the Low Fuel Quantity checklist?



_____ We knew why the warnings appeared.

not / no / we / to do / it / to use

8.



Where did you land?



at / Runway 23R / on / Manchester / to land / we

1.2. Что сделали другие и что решили мы

1.



What did the other crew report?



airspeed / to report / they / short final / on / of / a 25 kt loss

2.



What did ATC say about Manchester?



the aircraft / to accept / ATC / not / Manchester / that / can / to say

3.



What did you decide after that?



to decide / we / Edinburgh / to try

4.



Who declared the fuel Mayday?



Edinburgh / I / it / at / the go-around / to declare / after

5.



And at Edinburgh, after the third warning?



to decide / Manchester / to go back / to / we

6.



What did both main tanks show?



to show / low-fuel warnings / they

7.



What did the company procedures say about Prestwick?



to do / to allow / a third approach / they / not

2.1. Чего мы не могли сделать: couldn't

1.



Was more fuel possible in Pisa?



to take / can / not / we / any more / no

2.



And Runway 30?



can / the crosswind / not / we / because of / it / to use

3.



Could you try a third approach at Prestwick?



not / a third approach / no / to make / we / can

4.



Could you go to Manchester after Prestwick?



we / Manchester / not / to use / can / no / as planned

5.



Could you make another approach at Edinburgh?



not / another approach / to risk / can / there / we

6.



Did you declare Mayday before Edinburgh?



_____ We believed we had enough fuel to reach Edinburgh.

at that time / we / it / no / to declare / to do / not

7.



Could you reach Manchester with the final reserve?



with / not / we / it / the final reserve / to reach / can / no

8.



Was a go-around at Manchester possible?



probably / we / again / not / to go around / can

2.2. Что пришлось сделать: had to; because / so

1.



What did you have to do after two go-arounds?



to have / to divert / we / to / another airport

2.



Why?



not / to do / because / a third approach / company procedures / to allow

3.



What did you have to plan at Prestwick?



to plan / the shorter Runway 20 / to use / to have / we

4.



Why Runway 20?



to be / available / Runway 30 / because / not

5.



What happened after Manchester refused?



We couldn't use Manchester, _____

to have / so / another airport / we / to request

6.



And at Edinburgh?



Another approach could use too much fuel, _____

Manchester / we / to / so / to return / to decide

7.



Did you have to declare a fuel Mayday?



_____ We didn't have enough fuel to reach Manchester with the final reserve.

it / to declare / yes / to have / I

3.1. Что знали тогда - что выяснили позже

1.



At the time, did you know that Manchester had space?



that / we / not / to know / no / to do

2.



What did you think at the time?



we / at the time / ATC / to believe

3.



What does the AAIB say about Manchester?



Manchester / diversions / can / to accept / according to / the AAIB

4.



And what was the main problem, according to the report?



it / according to / the report / to be / the first refusal

5.



Did you know about the communication problem then?



we / no / later / about / to learn / it

6.



At the time, what was your information about Manchester?



ATC / to say / at the time / not / to accept / can / Manchester / us

7.



And now?



the problem was poor communication at the airport / we / to know / now

3.2. Короткий доклад ещё раз

1.



Let's go through it once more. What was your alternate?



our alternate / Manchester / to be

2.



What was the fuel at departure?



Pisa / 11,500 kg / with / to depart / we

3.



What happened at Prestwick?



twice / windshear / to go around / because of / we

4.



What did you have to do then?



to have / two windshear go-arounds / to divert / we / because of

5.



Why did you request Edinburgh?



not / can / us / to say / Manchester / ATC / to accept

6.



What happened at Edinburgh?



a third windshear warning / to be / at / 745 ft / there

7.



And the Mayday?



a fuel Mayday / 19:12 UTC / at / I / to declare

8.



And the landing?



fuel / 19:52 UTC / we / 363 kg / at / with / of / to land

Answer key

These are model answers. Correct alternatives are possible.

1.1. Что сделал я и что сделал экипаж

1.



Who checked the weather before departure?



We checked it together.

2.



Who decided on the extra fuel?



I added 1,322 kg of extra fuel.

3.



What did you do on the first approach?



I performed a windshear escape manoeuvre.

4.



And after that?



We went around and waited near Turnberry.

5.



What did you tell ATC before the second approach?



We told ATC our plan for Manchester.

6.



What did you do after the third warning?



I performed another escape manoeuvre.

7.



Did you use the Low Fuel Quantity checklist?



No, we didn't use it. We knew why the warnings appeared.

8.



Where did you land?



We landed on Runway 23R at Manchester.

1.2. Что сделали другие и что решили мы

1.



What did the other crew report?



They reported a 25 kt loss of airspeed on short final.

2.



What did ATC say about Manchester?



ATC said that Manchester couldn't accept the aircraft.

3.



What did you decide after that?



We decided to try Edinburgh.

4.



Who declared the fuel Mayday?



I declared it after the go-around at Edinburgh.

5.



And at Edinburgh, after the third warning?



We decided to go back to Manchester.

6.



What did both main tanks show?



They showed low-fuel warnings.

7.



What did the company procedures say about Prestwick?



They didn't allow a third approach.

2.1. Чего мы не могли сделать: couldn't

1.



Was more fuel possible in Pisa?



No, we couldn't take any more.

2.



And Runway 30?



We couldn't use it because of the crosswind.

3.



Could you try a third approach at Prestwick?



No, we couldn't make a third approach.

4.



Could you go to Manchester after Prestwick?



No, we couldn't use Manchester as planned.

5.



Could you make another approach at Edinburgh?



We couldn't risk another approach there.

6.



Did you declare Mayday before Edinburgh?



No, we didn't declare it at that time. We believed we had enough fuel to reach Edinburgh.

7.



Could you reach Manchester with the final reserve?



No, we couldn't reach it with the final reserve.

8.



Was a go-around at Manchester possible?



We probably couldn't go around again.

2.2. Что пришлось сделать: had to; because / so

1.



What did you have to do after two go-arounds?



We had to divert to another airport.

2.



Why?



Because company procedures didn't allow a third approach.

3.



What did you have to plan at Prestwick?



We had to plan to use the shorter Runway 20.

4.



Why Runway 20?



Because Runway 30 wasn't available.

5.



What happened after Manchester refused?



We couldn't use Manchester, **so we had to request another airport.**

6.



And at Edinburgh?



Another approach could use too much fuel, **so we decided to return to Manchester.**

7.



Did you have to declare a fuel Mayday?



Yes, I had to declare it. We didn't have enough fuel to reach Manchester with the final reserve.

3.1. Что знали тогда - что выяснили позже

1.



At the time, did you know that Manchester had space?



No, we didn't know that.

2.



What did you think at the time?



At the time, we believed ATC.

3.



What does the AAIB say about Manchester?



According to the AAIB, Manchester could accept diversions.

4.



And what was the main problem, according to the report?



According to the report, it was the first refusal.

5.



Did you know about the communication problem then?



No, we learned about it later.

6.



At the time, what was your information about Manchester?



At the time, ATC said Manchester couldn't accept us.

7.



And now?



Now we know the problem was poor communication at the airport.

3.2. Короткий доклад ещё раз

1.



Let's go through it once more. What was your alternate?



Manchester was our alternate.

2.



What was the fuel at departure?



We departed Pisa with 11,500 kg.

3.



What happened at Prestwick?



We went around twice because of windshear.

4.



What did you have to do then?



We had to divert because of two windshear go-arounds.

5.



Why did you request Edinburgh?



ATC said Manchester couldn't accept us.

6.



What happened at Edinburgh?



There was a third windshear warning at 745 ft.

7.



And the Mayday?



At 19:12 UTC, I declared a fuel Mayday.

8.



And the landing?



We landed at 19:52 UTC with 363 kg of fuel.