PILOT’S TALK

Урок 1. Коротко: что случилось?

Уровень B · Рассказ о событиях · Ryanair fuel Mayday

Вечер, над Шотландией шторм. Самолёт летел из Pisa в Prestwick. Оба захода в Prestwick закончились уходом на второй круг: на малой высоте срабатывала сигнализация сдвига ветра. Запасной аэродром Manchester принять самолёт отказался, и экипаж летит в Edinburgh. Командир связывается с офисом компании. На связи пилот-инструктор: он просит коротко рассказать, что случилось.

В упражнениях ты отвечаешь за командира (в репликах - Colleague).

В этом уроке	Что пригодится в разговоре
Рассказать, что случилось и что происходило в это время	Past Simple и Past Continuous; when / while; then / later / meanwhile
Объяснить причину и следствие	because / so / but; had to; was + V3
Вернуться к тому, что было ещё раньше	Past Perfect; already / by then / earlier
Сказать, каким был план и что из него вышло	was going to; was supposed to; was about to; instead

Сначала - разговор



I’ve got your message. What happened? Keep it short.



Two go-arounds at Prestwick, both after windshear warnings. Now we’re on our way to Edinburgh.



Start with the first approach.



We were descending through about 264 feet when the EGPWS gave a windshear warning, so we went around.



And then?



We went to the hold near Turnberry. While we were holding, another Ryanair 737 landed. It wasn’t easy for them, but they got in, so we decided to try again.



Had you agreed a plan before the second approach?



Yes. We’d already told ATC: if we went around again, we’d go straight to Manchester. We got down to 50 feet, and the warning came again.



So why Edinburgh?



Manchester was the plan. But while we were climbing away, ATC told us Manchester was refusing. No reason given. Glasgow was reporting windshear too, so we asked for Edinburgh.



How’s the fuel?



Tighter than we planned, but the extra fuel we’d taken in Pisa is helping.



Fine. Call me from Edinburgh.

1. Что случилось - и что происходило в это время

A. В разговоре



Talk me through the hold.



We were holding near Turnberry. Meanwhile, the other crew was flying the approach.

B. Past Simple и Past Continuous

Время	Форма	Что передаёт	Пример
Past Simple	2-я форма: -ed или особая	события, основная линия рассказа	We **went** around. The warning **activated**.
Past Continuous	**was / were + -ing**	процесс в тот момент, фон	We **were holding** near Turnberry.

C. When / while

While we were holding, another 737 landed.

We **were descending when** the warning activated.

While обычно вводит процесс, **when** может вводить и момент события, и процесс: **When we were holding near Turnberry, another 737 landed.** Если часть со связкой стоит первой, после неё ставим запятую.

Сам по себе Past Continuous не означает, что действие прервали. Прерывание показывает событие, которое к нему добавлено: **when the warning activated**.

Глаголы состояния - have («иметь»), know, need, want - обычно не ставим в Continuous:

We **had** 11,500 kg at departure. [OK] - We **were having** 11,500 kg. [X]

D. Then / later / meanwhile / before / after

Связка	Что показывает	Пример
then	следующий шаг	We went around. **Then** we held near Turnberry.
later	позже, не обязательно сразу после предыдущего шага	**Later**, ATC said Manchester couldn't accept us.
meanwhile	в это же время, но у другого участника	We were holding. **Meanwhile**, the other crew was flying the approach.
before / after	до / после	**after the go-around** = **after we went around**

После **before / after** можно поставить существительное или целое предложение.

E. Watch someone do something

watch + кого-то / что-то + глагол без to - наблюдать, как кто-то что-то делает:

I **watched the speed drop**. - Я видел, как падает скорость.

После **the speed** остаётся **drop**, а не **dropped**.

watched it land - наблюдали посадку как целое событие; **watched it landing** - наблюдали процесс посадки.

2. Почему - и что из этого

A. В разговоре



Why did you try again after the first go-around?



Because the other aircraft got in. It wasn't easy for them, but they landed.

B. Because / so / but

Связка	Что показывает	Пример
because	причину	We went around **because** the warning activated.
so	следствие	The wind was gusting to 45 knots, **so** the approach was rough.
but	неожиданный результат, противопоставление	We tried again, **but** the warning came back.

C. Не обе связки сразу

Because и **so** не ставим в одну и ту же связь, хотя по-русски «потому что…, поэтому…» звучит нормально:

Because the warning activated, **so** we went around. [X]

Because the warning activated, we went around. [OK]

D. Ограничение и необходимость

was / were + V3 - пассив: важно, что произошло с предметом, а не кто это сделал:

Manchester **was chosen** in Pisa. - Manchester выбрали ещё в Pisa.

had to + глагол без to - пришлось / нужно было:

We **had to change** our plan. - Нам пришлось изменить план.

После **had to** - **change**, а не **changed**.

3. Что было ещё раньше

A. В разговоре



Why Manchester? Was that your idea after the go-around?



No, we'd chosen it in Pisa. The forecast wind there was better.

B. Past Perfect: had + V3

Past Perfect нужен, когда в рассказе уже есть момент в прошлом, а мы возвращаемся к тому, что было до него.

Момент в прошлом	Что было раньше
When ATC called,	we **had** already **gone** around twice.
We left Pisa at 15:28 UTC.	Earlier we **had added** extra fuel.

Already обычно стоит между **had** и V3. **By then** - «к тому моменту», **earlier** - «раньше, до этого».

Отрицание и вопрос: **We hadn't planned** a third approach. - **Had you chosen** an alternate? - **Yes, we had. / No, we hadn't.**

C. Когда Past Perfect меняет смысл - и когда он не нужен

When we reached Turnberry, the other aircraft **started** its approach. - Мы прибыли, и тогда он начал заход.

When we reached Turnberry, the other aircraft **had already started** its approach. - К нашему прибытию в Turnberry он уже начал заход.

Если порядок и так ясен из **before / after** или из последовательности, хватает Past Simple: **After we went around, we held near Turnberry.** После короткого возврата в прошлое рассказ снова идёт в Past Simple.

D. 'd = had или would?

We**'d chosen** Manchester. - **had** chosen

We**'d go** straight to Manchester. - **would** go

После **’d** смотри на глагол: V3 - значит **had**, начальная форма - **would**.

4. План - и что из него вышло

A. В разговоре



So Manchester was the plan.



It was. They just wouldn’t take us.

B. Как сказать о плане в прошлом

Модель	Что значит	Пример
was / were going to	наше намерение в тот момент	We **were going to** try once more.
was / were supposed to	так предусмотрено планом, договорённостью или правилом	We **were supposed to** divert to Manchester if we couldn’t land at Prestwick.
was / were about to	вот-вот	I **was about to** call you when ATC came back to us.
planned / intended to	был план; **intended** звучит официальнее	We **intended to** divert after a second go-around.
wanted to	было желание	I **wanted to** take more fuel.

Was going to - собирались сделать: намерение в тот момент. **Was supposed to** - так ожидалось по плану, договорённости или правилу; не обязательно обязанность.

I was about to call - я уже собирался позвонить, вот-вот. Позвонил ли я, становится понятно из продолжения.

C. План и что случилось на самом деле

Сами эти модели не говорят, сорвался ли план. Исход называем отдельно:

We were going to try once more, **but** the wind got worse.

We didn’t go back to Prestwick. We held at Turnberry **instead**.

Instead - «вместо этого», обычно в конце фразы.

Практика

Отвечай за командира (Colleague). Собери пропуск из слов под диалогом. Глаголы даны в начальной форме: поставь их в нужную форму. Остальная часть ответа уже дана. В упражнении 1.5 плиток нет: ответь своими словами. Ключи дают один из возможных вариантов.

Фразовые глаголы в разговоре

To go around - уйти на второй круг.

We **went around** again. - Мы снова ушли на второй круг.

To get in - здесь: суметь зайти и сесть, несмотря на сложные условия. Разговорное выражение.

Did the other crew **get in**? - Другому экипажу удалось сесть?

To go off - сработать, зазвучать: о сигнализации или предупреждении.

The warning **went off** during the approach. - На заходе сработало предупреждение.

Здесь **go off** не означает «выключиться».

To find out - выяснить, узнать.

We need to **find out** whether Manchester can take us. - Нам нужно выяснить, может ли Manchester нас принять.

После **find out** можно назвать, что выясняем: **find out why / what / whether…**

To touch down - коснуться ВПП при посадке, приземлиться.

We were ready to **touch down**. - Мы уже были готовы коснуться полосы.

Упражнение 1.1. Что случилось и что происходило

1.



What happened on the first approach?



_____ I flew the escape manoeuvre, and we went around.

at · to give · 264 feet · about · a windshear warning · the EGPWS

→ _____

2.



What was the wind doing?



On the first approach, _____

to gust · to be · up to 45 knots · the wind

→ _____

3.



Where were you when the other 737 landed?



_____

to be · we · in the hold · near Turnberry · to wait

→ _____

4.



Did the other crew tell you anything?



Yes. _____

a 25-knot speed loss · to hold · they · while · to report · we · to be

→ _____

5.



When exactly did the second warning come?



_____

only · to activate · 50 feet · when · we · above the runway · it · to be

→ _____

6.



Where were you when ATC called about Manchester?



_____

away · from Prestwick · to climb · we · to be

→ _____

7.



And after the first go-around?



_____

to land · we · then · to the hold · the other aircraft · we · to go · to watch

→ _____

8.



When did you find out about Manchester?



_____

after the second go-around · later · to find out · we

→ _____

Упражнение 1.2. Почему - и что из этого

1.



Why didn’t you continue the first approach?



_____

an immediate go-around · because · to mean · a windshear warning

→ _____

2.



Why did you try a second time?



_____

again · so · to land · to try · the other crew · to · safely · we · to decide

→ _____

3.



Was it an easy landing for them?



No. _____

on short final · but · they · to get in · 25 knots · they · to lose

→ _____

4.



Why didn’t you take more fuel in Pisa?



_____

our landing mass · to limit · we · so · for the shorter Runway 20 · to be · to plan

→ _____

5.



Did the second approach go any better?



No. _____

again · the warning · lower · but · to activate · we · at 50 feet · to get

→ _____

6.



Why Edinburgh and not Glasgow?



_____

on final · to report · Glasgow · windshear · because · to be

→ _____

7.



Did ATC give you a reason for Manchester?



No. _____

to find · no · so · just · another airport · to · we · they · to have · to say
→ _____

8.



So the extra fuel helped?



Yes. _____

options · we · extra fuel · still · so · to have · we · to have
→ _____

Упражнение 1.3. Что было ещё раньше

1.



Had you checked the fuel carefully in Pisa?



Yes. _____

it · to have · to calculate · both of us · independently
→ _____

2.



Did you know about the storm before you left?



Yes. _____

to issue · safety information · before the flight · to have · the company
→ _____

3.



How many warnings by the time ATC called?



Two. By then, _____

twice · to warn · us · the EGPWS · to have
→ _____

4.



Was the extra fuel your decision?



Yes. _____

to leave · I · Pisa · to have · to add · to decide · we · before · 1,322 kg · to
→ _____

5.



Had the other aircraft landed before your second approach?



_____

to have · to start · it · we · yes · already · to land · when
→ _____

6.



Did ATC explain Manchester's decision?



No. _____

by the time · any reason · they · us · to request · not · to give · we · Edinburgh · to have
→ _____

7.



Had you thought about Edinburgh in Pisa?



No. _____

at all · we · for Edinburgh · not · to plan · to have
→ _____

8.



Why did you tell ATC about Manchester before the second approach?



_____

another go-around · that · to agree · we · to mean · Manchester · to have
→ _____

Упражнение 1.4. План - и что из него вышло

1.



What was the plan when you left Pisa?



_____

on Runway 20 · to · we · at Prestwick · to intend · to land
→ _____

2.



And after the second go-around?



_____

to Manchester · going · we · to divert · to be · to
→ _____

3.



Were you happy with 11,500 kg?



_____

to want · I · the landing mass at Prestwick · to · to carry · but · more · to limit · it
→ _____

4.



How low were you at the second warning?



Very low. _____

to go off · about · when · to touch down · it · we · to · to be
→ _____

5.



Manchester was your alternate, wasn't it?



Yes. _____

there · supposed · after two go-arounds · to divert · we · to · to be
→ _____

6.



And what happened?



_____

instead · could · us · to say · ATC · so · for Edinburgh · not · Manchester · we · to take · to ask
→ _____

7.



Did you think about a third try at Prestwick?



No. _____

a third time · to try · supposed · we · not · to · to be
→ _____

8.



So the plan changed. When?



_____

no · the moment · to change · ATC · it · to say
→ _____

Упражнение 1.5. Всё вместе - своими словами

1.



Start from Pisa. When did you leave?



_____

→ _____

2.



What did the other crew’s landing tell you?



_____

→ _____

3.



What were you doing between the two approaches?



_____

→ _____

4.



Had you told anyone your plan?



_____

→ _____

5.



What happened on the second approach?



_____

→ _____

6.



Why didn't you go to Manchester?



_____

→ _____

7.



And if Edinburgh doesn't work?



_____

→ _____

8.



So, in one sentence?



_____

→ _____

Ключи: полные диалоги

Собранная часть ответа выделена жирным. В упражнении 1.5 приведены примеры: другие ответы, верные по фактам и грамматике, тоже подходят.

1.1. Что случилось и что происходило

1.



What happened on the first approach?



The EGPWS gave a windshear warning at about 264 feet. I flew the escape manoeuvre, and we went around.

2.



What was the wind doing?



On the first approach, **the wind was gusting up to 45 knots.**

3.



Where were you when the other 737 landed?



We were waiting in the hold near Turnberry.

4.



Did the other crew tell you anything?



Yes. **While we were holding, they reported a 25-knot speed loss.**

5.



When exactly did the second warning come?



We were only 50 feet above the runway when it activated.

6.



Where were you when ATC called about Manchester?



We were climbing away from Prestwick.

7.



And after the first go-around?



We went to the hold. Then we watched the other aircraft land.

8.



When did you find out about Manchester?



We found out later, after the second go-around.

1.2. Почему - и что из этого

1.



Why didn’t you continue the first approach?



Because a windshear warning means an immediate go-around.

2.



Why did you try a second time?



The other crew landed safely, so we decided to try again.

3.



Was it an easy landing for them?



No. **They got in, but they lost 25 knots on short final.**

4.



Why didn’t you take more fuel in Pisa?



We planned for the shorter Runway 20, so our landing mass was limited.

5.



Did the second approach go any better?



No. **We got lower, but the warning activated again at 50 feet.**

6.



Why Edinburgh and not Glasgow?



Because Glasgow was reporting windshear on final.

7.



Did ATC give you a reason for Manchester?



No. **They just said no, so we had to find another airport.**

8.



So the extra fuel helped?



Yes. **We had extra fuel, so we still had options.**

1.3. Что было ещё раньше

1.



Had you checked the fuel carefully in Pisa?



Yes. **Both of us had calculated it independently.**

2.



Did you know about the storm before you left?



Yes. **The company had issued safety information before the flight.**

3.



How many warnings by the time ATC called?



Two. By then, **the EGPWS had warned us twice.**

4.



Was the extra fuel your decision?



Yes. **I had decided to add 1,322 kg before we left Pisa.**

5.



Had the other aircraft landed before your second approach?



Yes, it had already landed when we started.

6.



Did ATC explain Manchester's decision?



No. **They hadn't given us any reason by the time we requested Edinburgh.**

7.



Had you thought about Edinburgh in Pisa?



No. **We hadn't planned for Edinburgh at all.**

8.



Why did you tell ATC about Manchester before the second approach?



We had agreed that another go-around meant Manchester.

1.4. План - и что из него вышло

1.



What was the plan when you left Pisa?



We intended to land at Prestwick on Runway 20.

2.



And after the second go-around?



We were going to divert to Manchester.

3.



Were you happy with 11,500 kg?



I wanted to carry more, but the landing mass at Prestwick limited it.

4.



How low were you at the second warning?



Very low. **We were about to touch down when it went off.**

5.



Manchester was your alternate, wasn't it?



Yes. **We were supposed to divert there after two go-arounds.**

6.



And what happened?



ATC said Manchester couldn't take us, so we asked for Edinburgh instead.

7.



Did you think about a third try at Prestwick?



No. **We weren’t supposed to try a third time.**

8.



So the plan changed. When?



It changed the moment ATC said no.

1.5. Всё вместе - своими словами

1.



Start from Pisa. When did you leave?



We left at 15:28 UTC, more than an hour late.

2.



What did the other crew’s landing tell you?



That a landing was possible, but not easy. They’d lost 25 knots on short final.

3.



What were you doing between the two approaches?



We were holding near Turnberry and watching the other aircraft.

4.



Had you told anyone your plan?



Yes, we’d told ATC we’d go to Manchester after another go-around.

5.



What happened on the second approach?



The warning came again at 50 feet, so we went around.

6.



Why didn’t you go to Manchester?



We were going to, but ATC told us they couldn’t accept us.

7.



And if Edinburgh doesn’t work?



Then we’ll have to declare an emergency.

8.



So, in one sentence?



We’d planned to divert to Manchester, but they refused us, so we’re going to Edinburgh.