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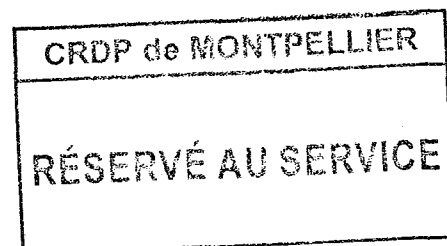
Campagne 2010

**BREVET DE TECHNICIEN SUPÉRIEUR**

**MAINTENANCE ET EXPLOITATION DES MATÉRIELS  
AÉRONAUTIQUES**

**ÉPREUVE U2 : ANGLAIS**

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## INVESTIGATORS LOOK AT PILOTS' HANDLING OF CRASHED MD-11

Windshear also suspected to be a contributory factor in fatal accident at Narita airport

Japanese investigators are examining how the pilots handled the FedEx Express Boeing MD-11 freighter involved in a fiery crash-landing at Tokyo Narita airport, and are also looking at whether windshear was a contributory factor.

Video footage of the 23 March crash shows the MD-11 (N526FE) was stable on its final approach to Runway 34L, with wings level and touchdown was firm but apparently normal.

Immediately its nose-gear touched the runway, however, the MD-11 pitched up dramatically and became airborne again. During this "ballooning" phase the aircraft suddenly pitched down and its nose landing gear hit the runway extremely hard just before the main gear contacted the surface.

Immediately following this second impact, the MD-11 banked rapidly left, causing its left wing and engine to hit the runway, with most of the wing rapidly breaking away, releasing fuel that caused an instant and massive fireball. The MD-11's burning wreckage came to rest upside down to the left of the runway. Both pilots died.



The MD-11's burning wreckage came to rest upside down

The Japan Transport Safety Board says when the aircraft touched down a second time, its nose pitched down too far. The board is also looking at the incidence of windshear around the time of the accident.

An aircraft accident investigator at the board told *Flight International* that "about 4min before [the crash] another aircraft captain reported wind shear at 2,000ft [600m] and the information was reported to the aircraft around the airport".

The investigator says the Japan Meteorological Agency has reported that just before the accident there was a northwesterly wind of 29kt (15m/s) with a maximum of 36kt and a minimum of 17kt.

He says the cockpit voice recorder and flight data recorder have been recovered and dispatched for analysis.

"We will investigate all factors," says the investigator, adding that the board will "check other MD-11 accidents and speak to other aircraft accident investigating bodies".

There have been other accidents involving MD-11s that have crashed on landing. In 1999, a China Airlines MD-11 crashed on landing in strong winds at Hong Kong airport and flipped on to its back. In 1997 a FedEx MD-11 freighter crashed on landing at New York Newark airport in the USA and burst into flames.

31 March - 6 April 2009

**Flight International**

### TRAVAIL À EFFECTUER

#### 1 - Traduction en français 10 points

Traduire en français les passages grisés :

- Titre et sous-titre,
- lignes 1 à 38.

#### 2 - Expression personnelle 10 points

What are the causes of take off and landing incidents or accidents, and what can be done to avoid them ?

250 à 280 mots. Indiquer le nombre de mots utilisés à la fin du travail.

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