

OU 405
LH 5310
OU 433
OU 321
OU 457
SK 5501
LH 3436
OU 405
SK 3367
LX 2240
OU 451

PICTURES

ARRIVALS	
FLIGHT	ORIGIN
OU 405	FRANKFURT
OU 457	BRUXELLES
OU 321	PRAHA
OU 433	MUNICH
OU 461	ZURICH
LH 5310	MUNICH
OU 405	FRANKFURT
SK 5501	BRUXELLES
LH 3436	FRANKFURT
OU 451	MUNICH





Your Topic Goes Here

- I think the 737 would be assembled in its factory in Everett, Washington. Nowadays Instead of building the complete aircraft from the ground up in the traditional manner, final assembly would employ just 800 to 1,200 people to join completed subassemblies and to integrate systems. Boeing assigned its global subcontractors to do more assembly themselves and deliver completed subassemblies to Boeing for final assembly. This approach was intended to result in a leaner and simpler assembly line and lower inventory, with pre-installed systems reducing final assembly time by three-quarters to three days.





Describe what happened in the picture.

What would you do if this happened to you?

Explain why the captain's role is important in this situation?

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- The burned remains of China Airlines 737-800 registration number B-186XX. Airliner caught fire and exploded after landing at Naha Airport, Okinawa, Japan on August 20, 2007. The slide had been deployed successfully. None of the passengers or crewmembers were injured, although one ground crew was injured. The emergency evacuation is perfect.



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- This is a ground accident happened in a mountainous airport and the weather is good. It's a B747 belongs to Saudi Arabian Airlines. We can see its nose cone and nose gear are collapsed. This accident maybe caused passengers in the first class injured. I guess it suffered nose damage as it entered a monsoon drainage ditch while it was being taxied from the hangar to the gate .
 - If I were the captain of this aircraft, I would contact ATC and company operations for ground services such as ambulance, first aid, engine fire and so on. If necessary I would execute the emergency evacuation.
 - I think captain should make fast and correct decision during take off and landing under emergency/abnormal situations. Pilots should improve the ability to deal with the emergency situations.







This picture is taken from the cabin window. We can see the port engine outer cover is totally missing, maybe blown away by the airflow. The inner structure of the engine is exposed outside. This is a dangerous situation.

If I were the captain of this aircraft, I would monitor the engine condition. If necessary, shut down the affected engine immediately and request return to the airport.





[DESTINATION]



Which part of the aircraft was damaged? Please give some details.

The rear part of this aircraft was damaged.

If the situation in the picture happened to you, what would you tell the passengers.

If this situation happened to me, I would make a passenger announcement like this: ladies and gentleman, this is the captain speaking. We have a small problem here and we are handling the problem now. Don't worry. we are experienced pilots and we can ensure your safety. Please follow our flight attendant's instruction. We try to continue this flight as soon as the problem is solved.





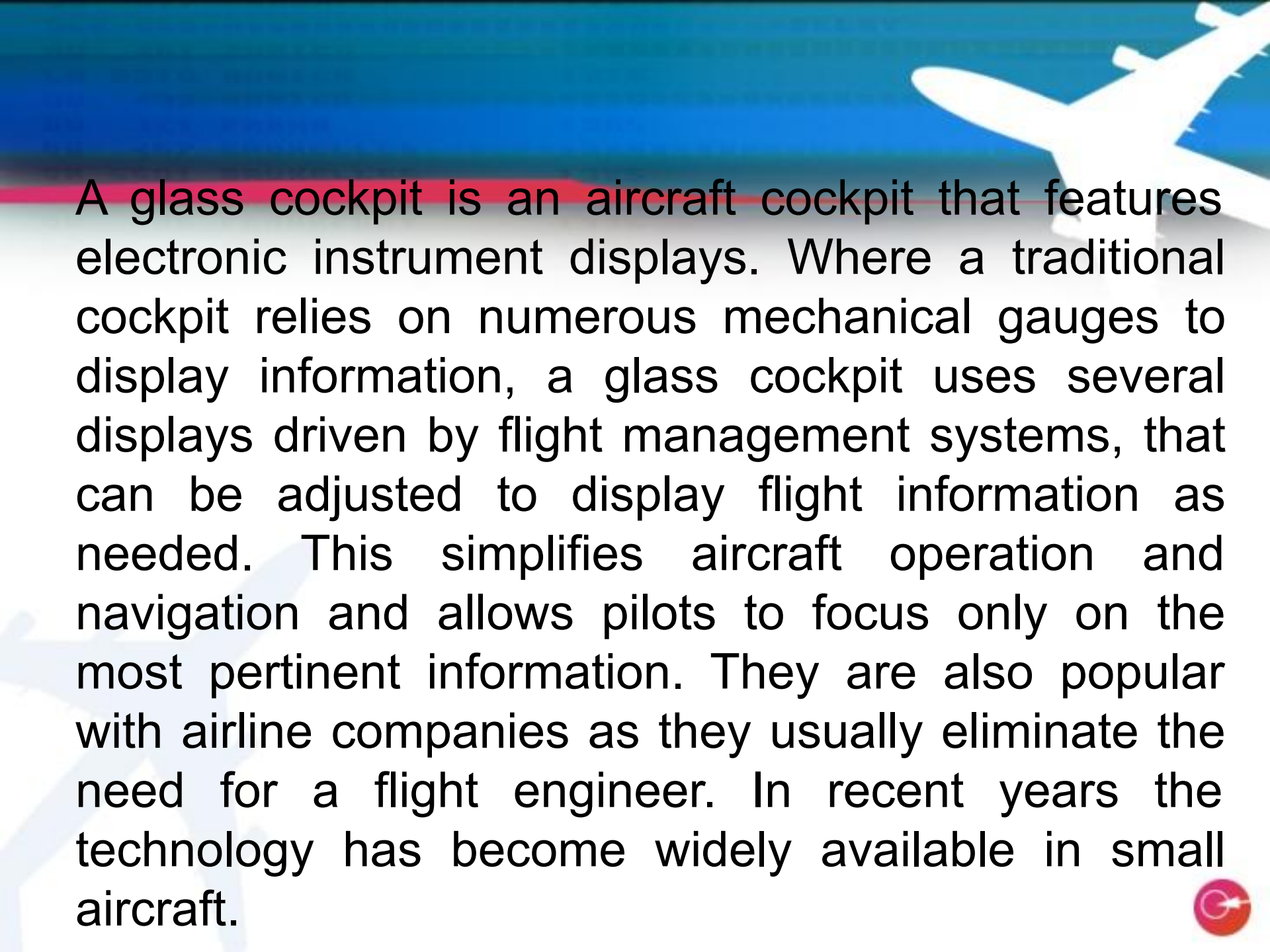
From this picture I can see lots of sparks from the rear part of the MD-90 due to tail strike while it touched down on the runway. The friction is so severe and it may lead to structure damage to this aircraft which belongs to star alliance.

The weather condition is not good with low visibility. If I were the captain of this aircraft, I would make a more smoothly and stable landing instead of such extremely dangerous action.

Reasons of tail strike: too low speed; severe input; dual input; improper/unbalanced center of gravity; wind shear or strong cross wind.

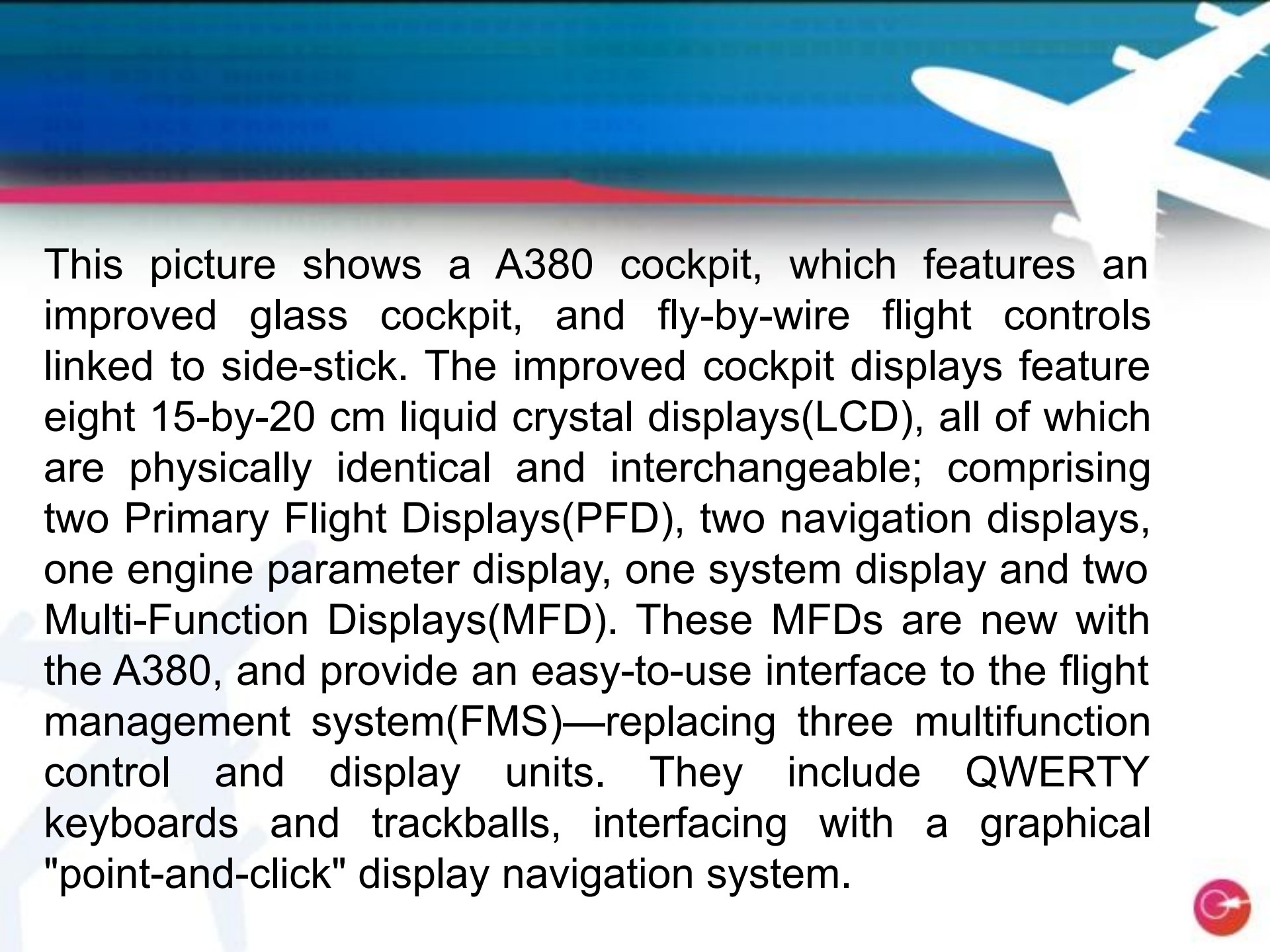






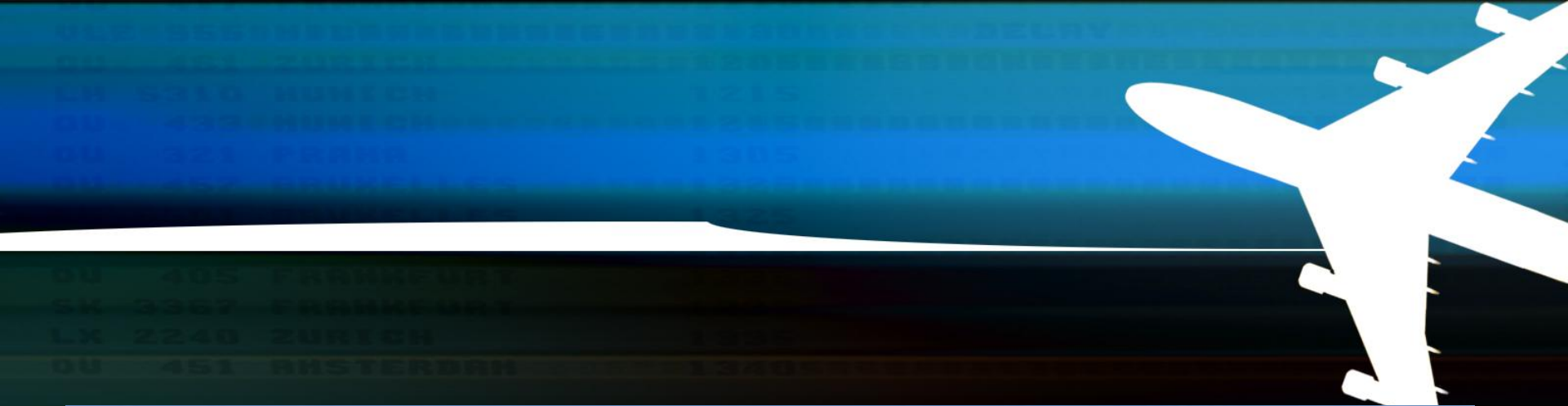
A glass cockpit is an aircraft cockpit that features electronic instrument displays. Where a traditional cockpit relies on numerous mechanical gauges to display information, a glass cockpit uses several displays driven by flight management systems, that can be adjusted to display flight information as needed. This simplifies aircraft operation and navigation and allows pilots to focus only on the most pertinent information. They are also popular with airline companies as they usually eliminate the need for a flight engineer. In recent years the technology has become widely available in small aircraft.

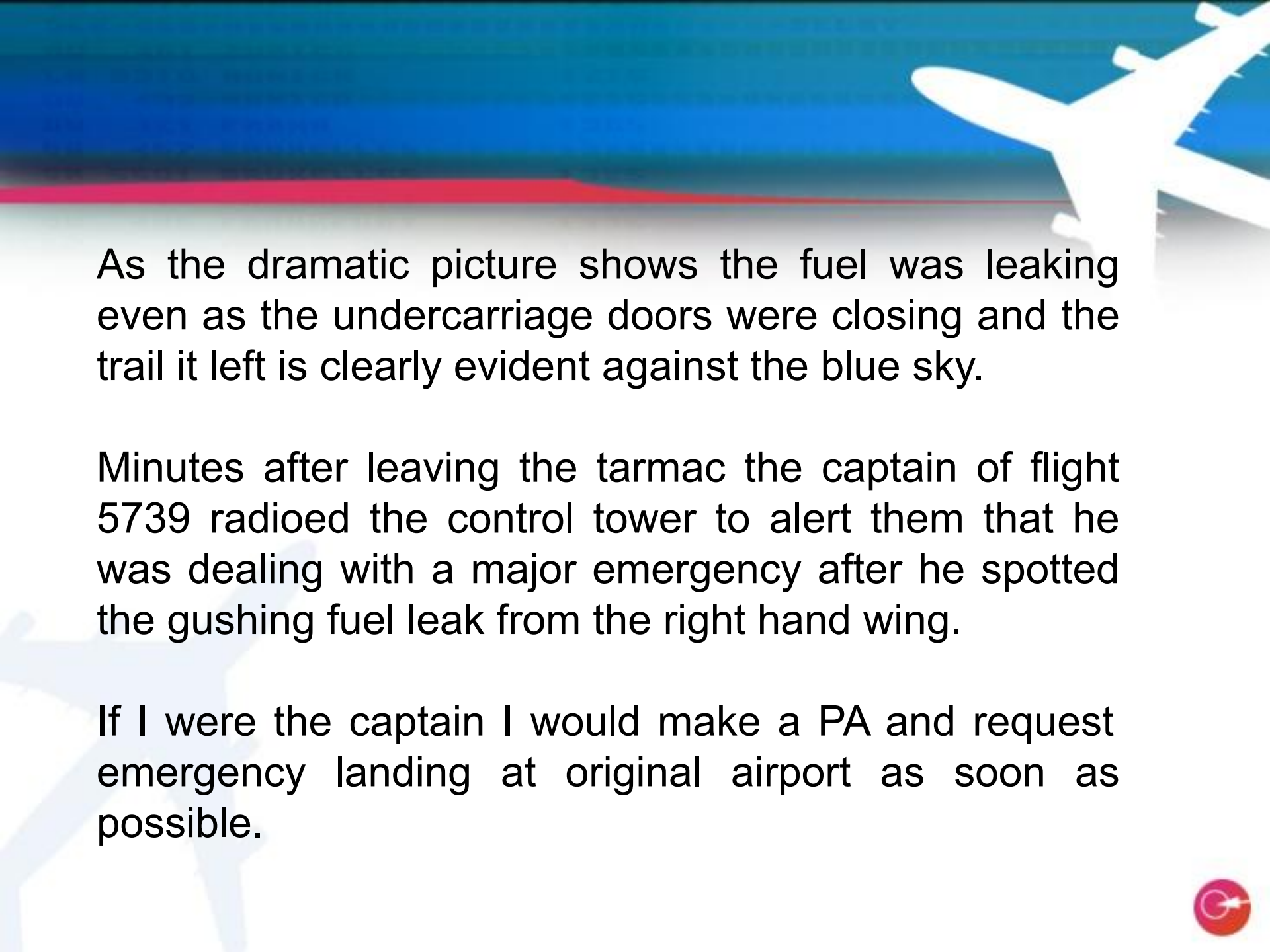


The background of the slide features a blurred image of an A380 cockpit with its glass displays and side-stick controls. Overlaid on the right side is a white silhouette of an A380 aircraft in flight. The text is centered in the lower half of the image.

This picture shows a A380 cockpit, which features an improved glass cockpit, and fly-by-wire flight controls linked to side-stick. The improved cockpit displays feature eight 15-by-20 cm liquid crystal displays(LCD), all of which are physically identical and interchangeable; comprising two Primary Flight Displays(PFD), two navigation displays, one engine parameter display, one system display and two Multi-Function Displays(MFD). These MFDs are new with the A380, and provide an easy-to-use interface to the flight management system(FMS)—replacing three multifunction control and display units. They include QWERTY keyboards and trackballs, interfacing with a graphical "point-and-click" display navigation system.







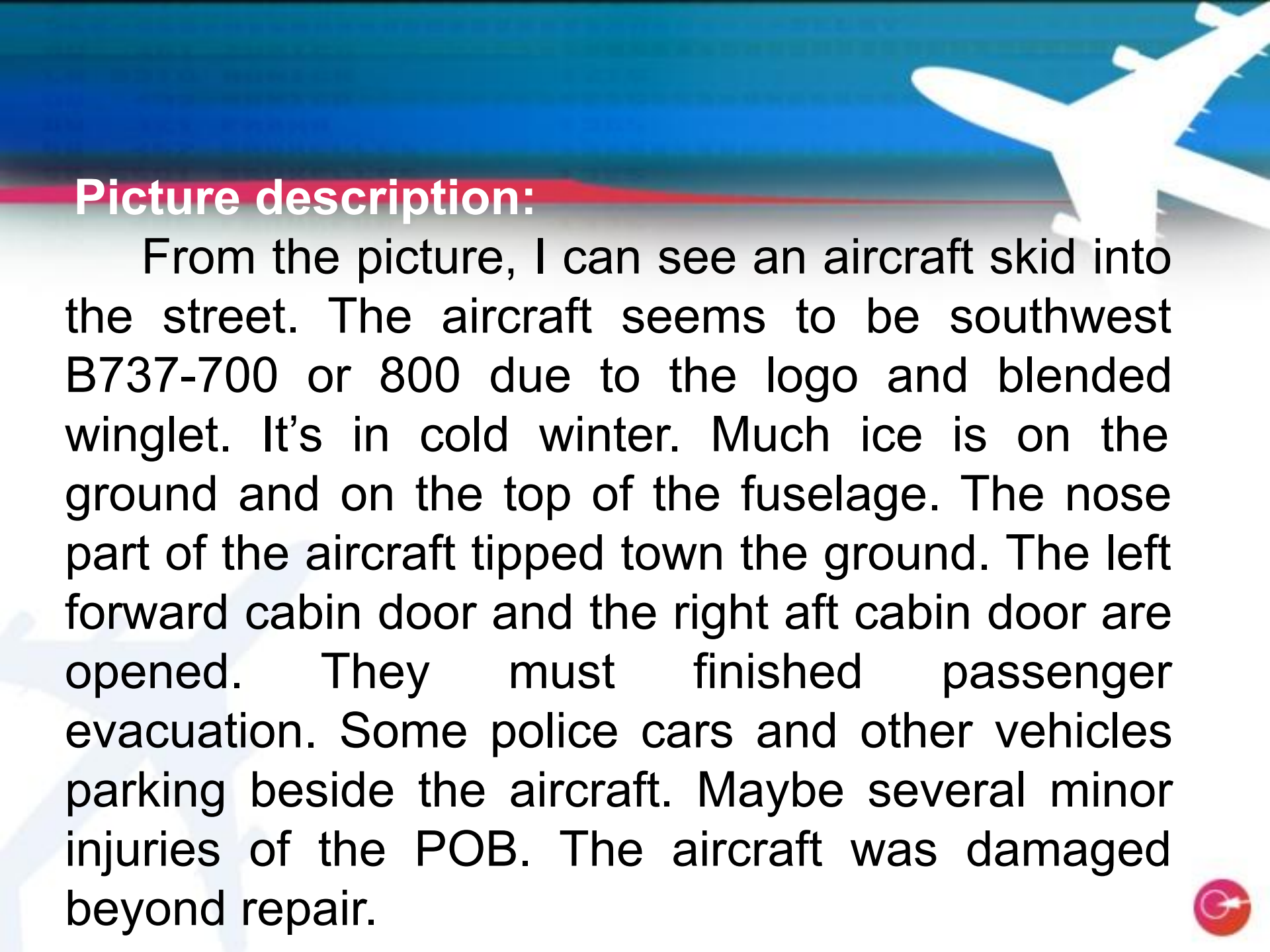
As the dramatic picture shows the fuel was leaking even as the undercarriage doors were closing and the trail it left is clearly evident against the blue sky.

Minutes after leaving the tarmac the captain of flight 5739 radioed the control tower to alert them that he was dealing with a major emergency after he spotted the gushing fuel leak from the right hand wing.

If I were the captain I would make a PA and request emergency landing at original airport as soon as possible.



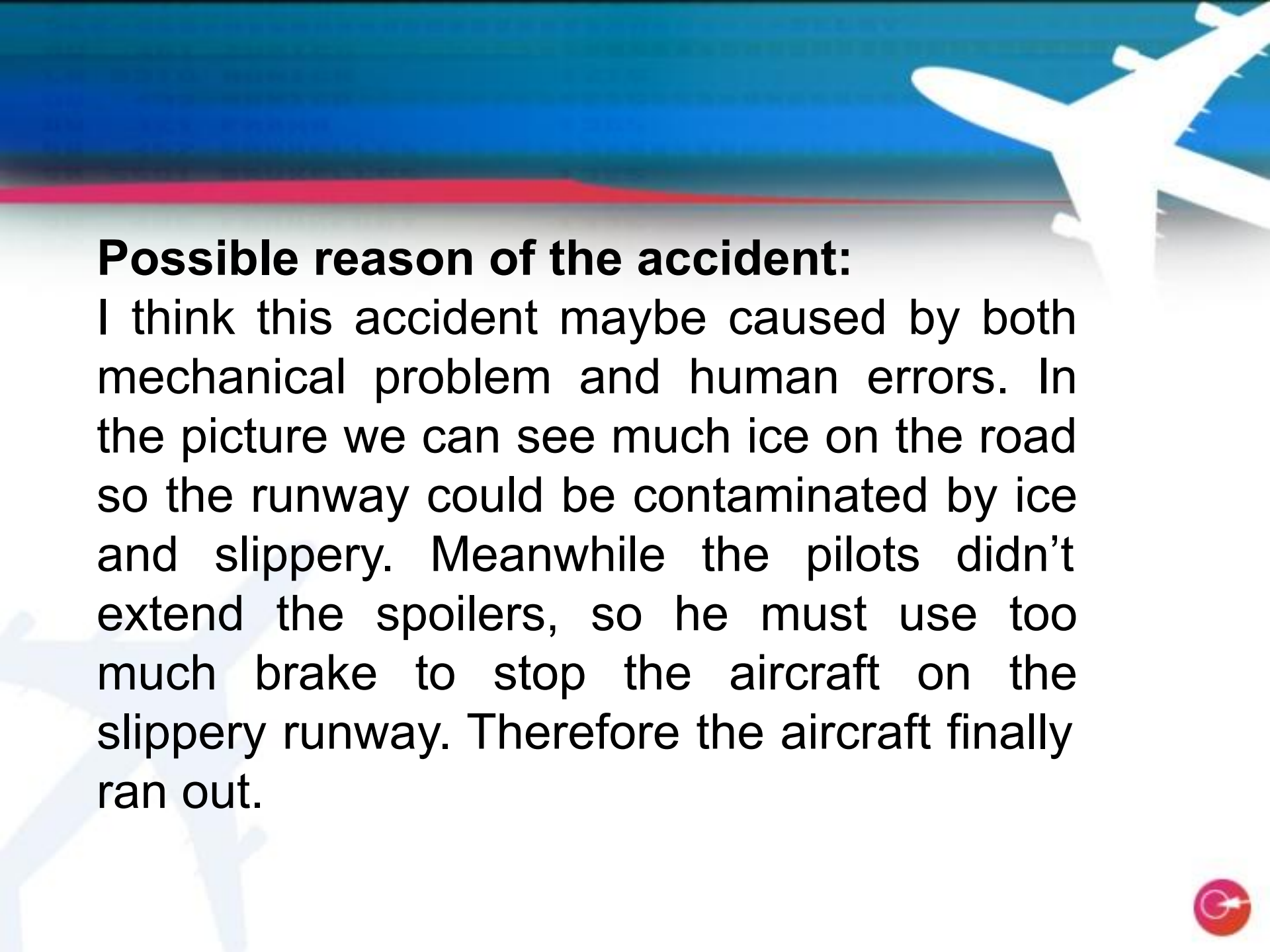


The background of the slide features a white silhouette of an aircraft in the upper right corner, appearing to skid or land on a surface. The background is composed of horizontal bands of blue and red, with a white gradient at the bottom where the text is located.

Picture description:

From the picture, I can see an aircraft skid into the street. The aircraft seems to be southwest B737-700 or 800 due to the logo and blended winglet. It's in cold winter. Much ice is on the ground and on the top of the fuselage. The nose part of the aircraft tipped town the ground. The left forward cabin door and the right aft cabin door are opened. They must finished passenger evacuation. Some police cars and other vehicles parking beside the aircraft. Maybe several minor injuries of the POB. The aircraft was damaged beyond repair.

A small red circular logo with a white arrow pointing to the right is located in the bottom right corner of the slide.



Possible reason of the accident:

I think this accident maybe caused by both mechanical problem and human errors. In the picture we can see much ice on the road so the runway could be contaminated by ice and slippery. Meanwhile the pilots didn't extend the spoilers, so he must use too much brake to stop the aircraft on the slippery runway. Therefore the aircraft finally ran out.



1. Can you tell me what is happening in this picture?
2. What do you think might have caused this accident?
3. How could this type of accident be prevented in the future?



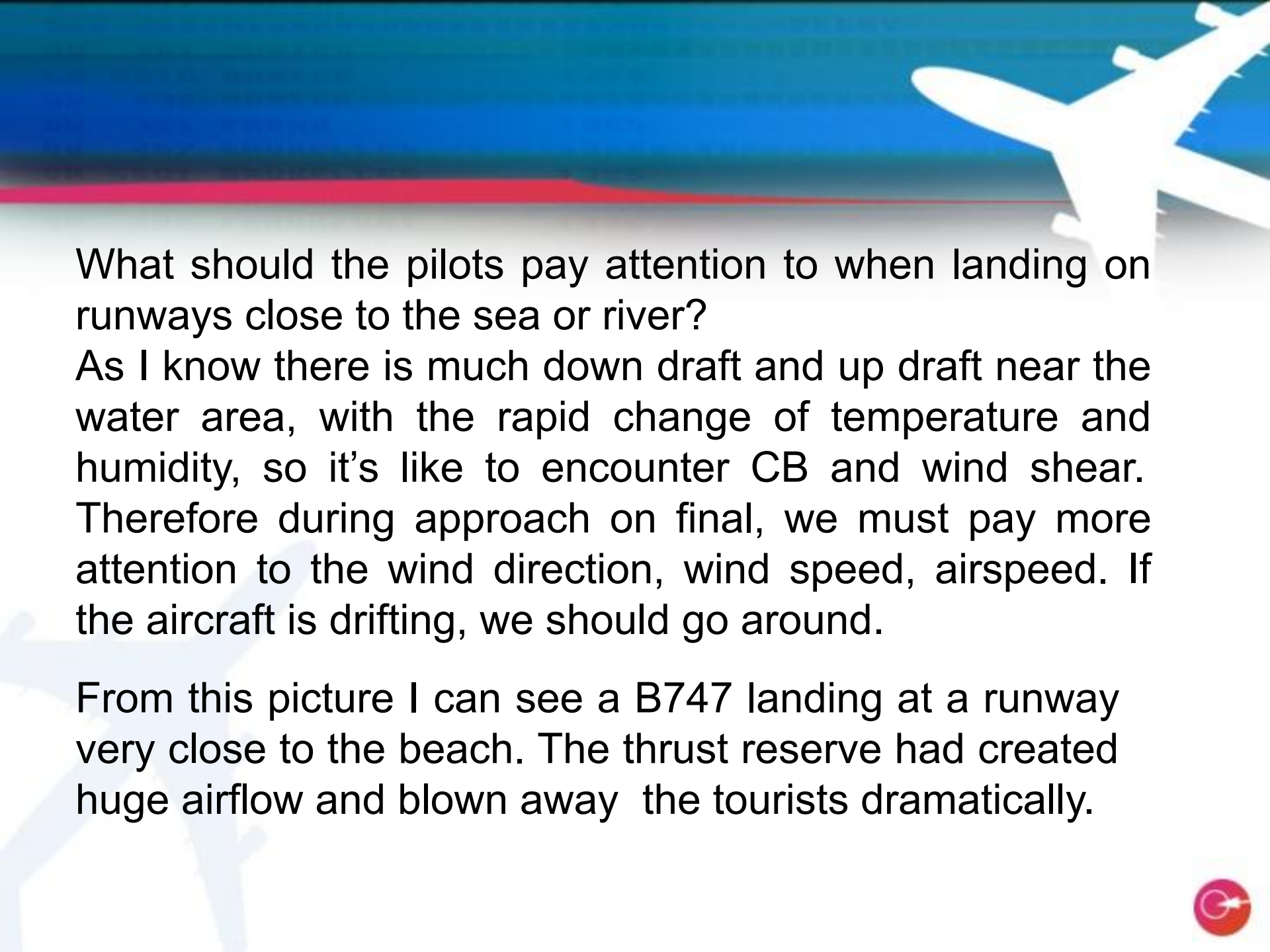
According to the picture, I think this damage is created by bird strike, the mid-air collision must be at very high speed. It's a miracle to land this aircraft safely.

Bird strikes are a significant threat to flight safety, and have caused a number of accidents with human casualties. Bird strikes happen most often during takeoff or landing or during low altitude flight. However, bird strikes have also been reported at high altitudes.

To reduce bird strikes on takeoff and landing, airports engage in bird management and control. However, there is no single solution that works for all situations.

The approaches try to scare away the birds using frightening devices, for example sounds, lights, pyrotechnics, radio-controlled airplanes, decoy animals/corpses, lasers, dogs etc.





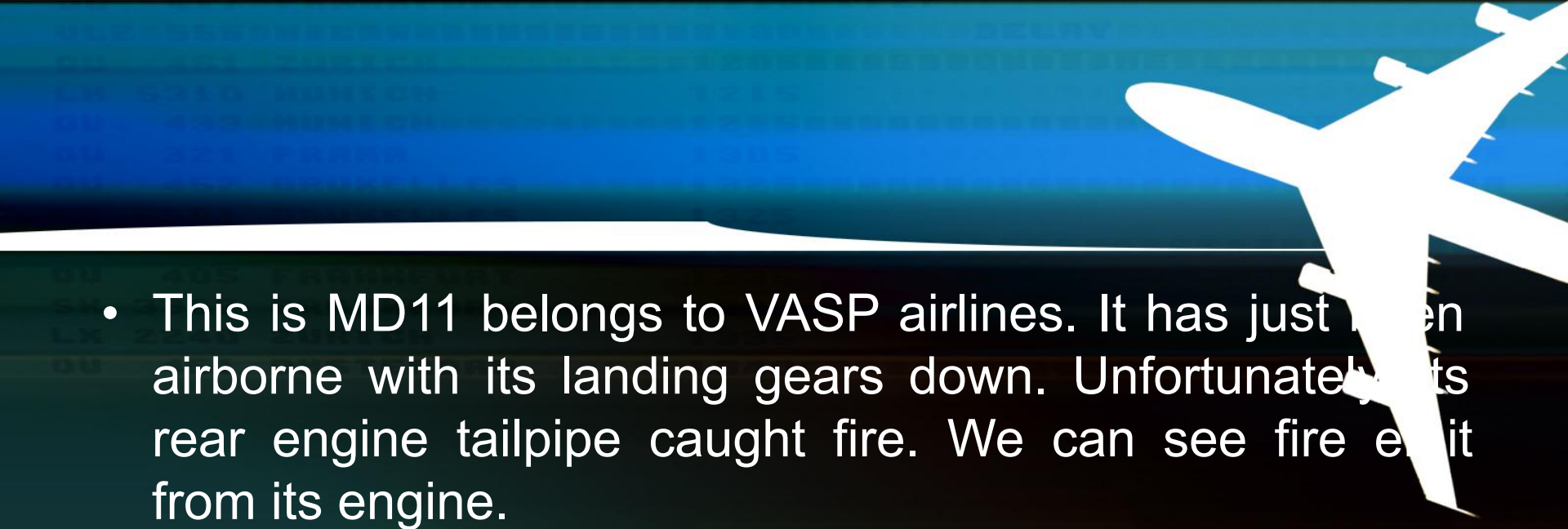
What should the pilots pay attention to when landing on runways close to the sea or river?

As I know there is much down draft and up draft near the water area, with the rapid change of temperature and humidity, so it's like to encounter CB and wind shear. Therefore during approach on final, we must pay more attention to the wind direction, wind speed, airspeed. If the aircraft is drifting, we should go around.

From this picture I can see a B747 landing at a runway very close to the beach. The thrust reserve had created huge airflow and blown away the tourists dramatically.





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- This is MD11 belongs to VASP airlines. It has just been airborne with its landing gears down. Unfortunately, its rear engine tailpipe caught fire. We can see fire exit from its engine.
 - If I were the pilot of this aircraft I would do memory items of the engine fire checklist step by step, first disengage the auto throttle, release the fire engine's extinguisher of the affected engine. Then close the isolation valve switch and shut it down. Select transponder mode selector to TA only. This prevents climb commands which can exceed single engine performance capability. Finally report to ATC plan to land at the nearest suitable airport.

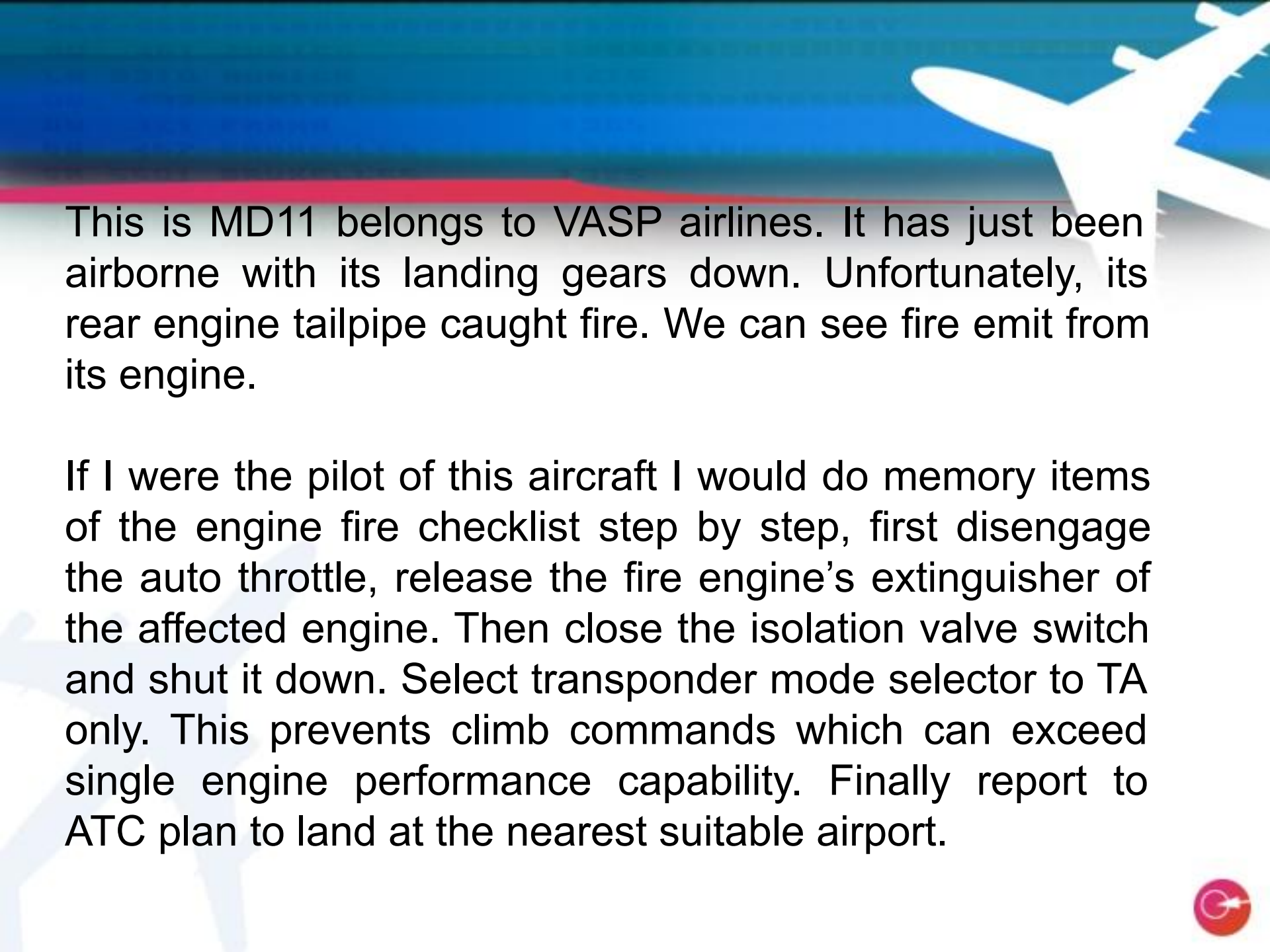




DL 355 FRANKFURT 1215
LH 401 ZURICH 1215
LH 5410 AMSTERDAM 1215
OU 433 AMSTERDAM 1215
OU 321 PARIS 1215

OU 405 FRANKFURT 1215
SK 3367 FRANKFURT 1215
LX 2240 ZURICH 1215
OU 451 AMSTERDAM 1215



The background of the slide features a white silhouette of an MD11 aircraft in flight, angled upwards towards the top right. A thick, horizontal red band stretches across the middle of the image, representing a fire trail. The sky is depicted with horizontal bands of blue and teal.

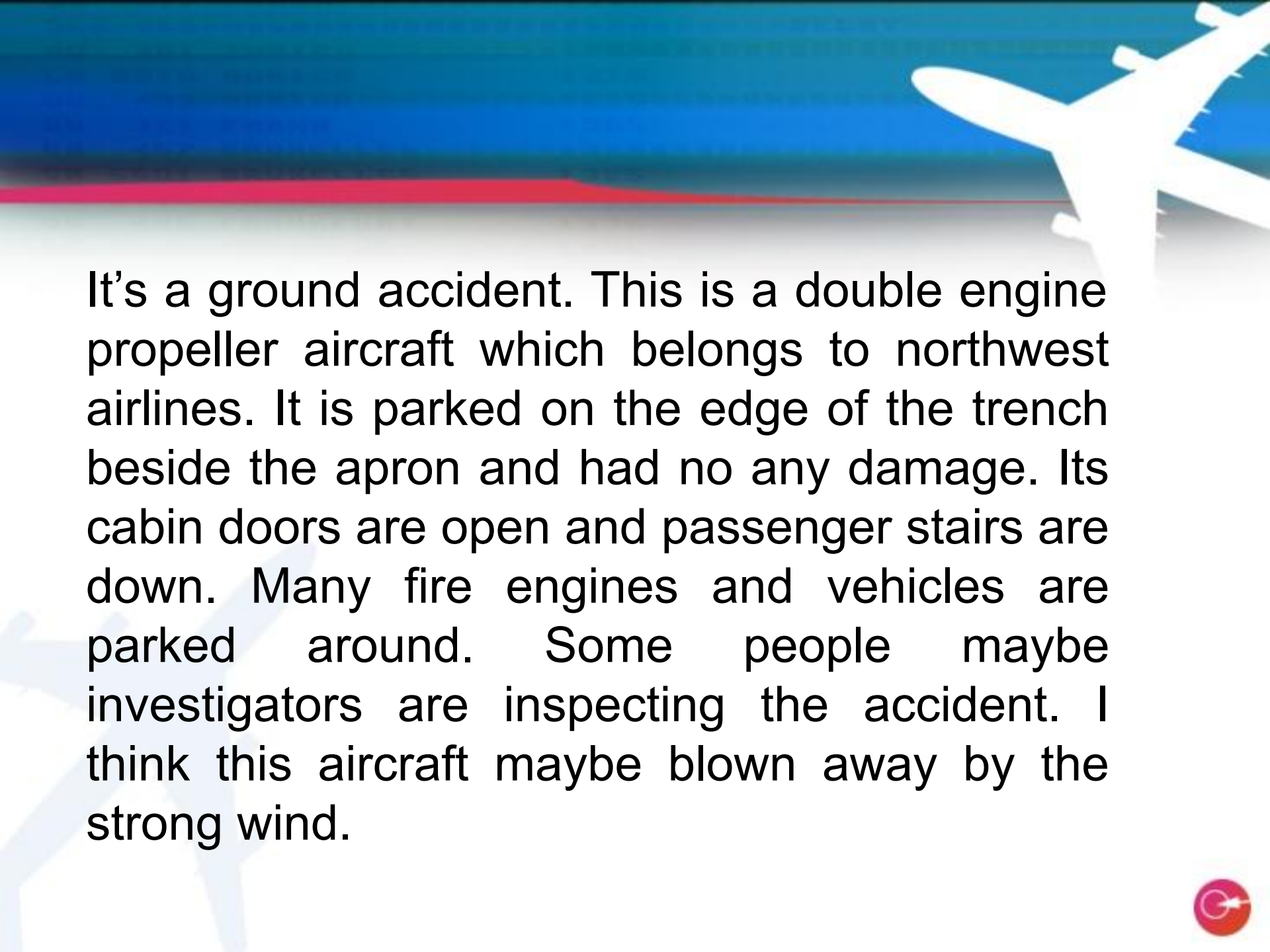
This is MD11 belongs to VASP airlines. It has just been airborne with its landing gears down. Unfortunately, its rear engine tailpipe caught fire. We can see fire emit from its engine.

If I were the pilot of this aircraft I would do memory items of the engine fire checklist step by step, first disengage the auto throttle, release the fire engine's extinguisher of the affected engine. Then close the isolation valve switch and shut it down. Select transponder mode selector to TA only. This prevents climb commands which can exceed single engine performance capability. Finally report to ATC plan to land at the nearest suitable airport.





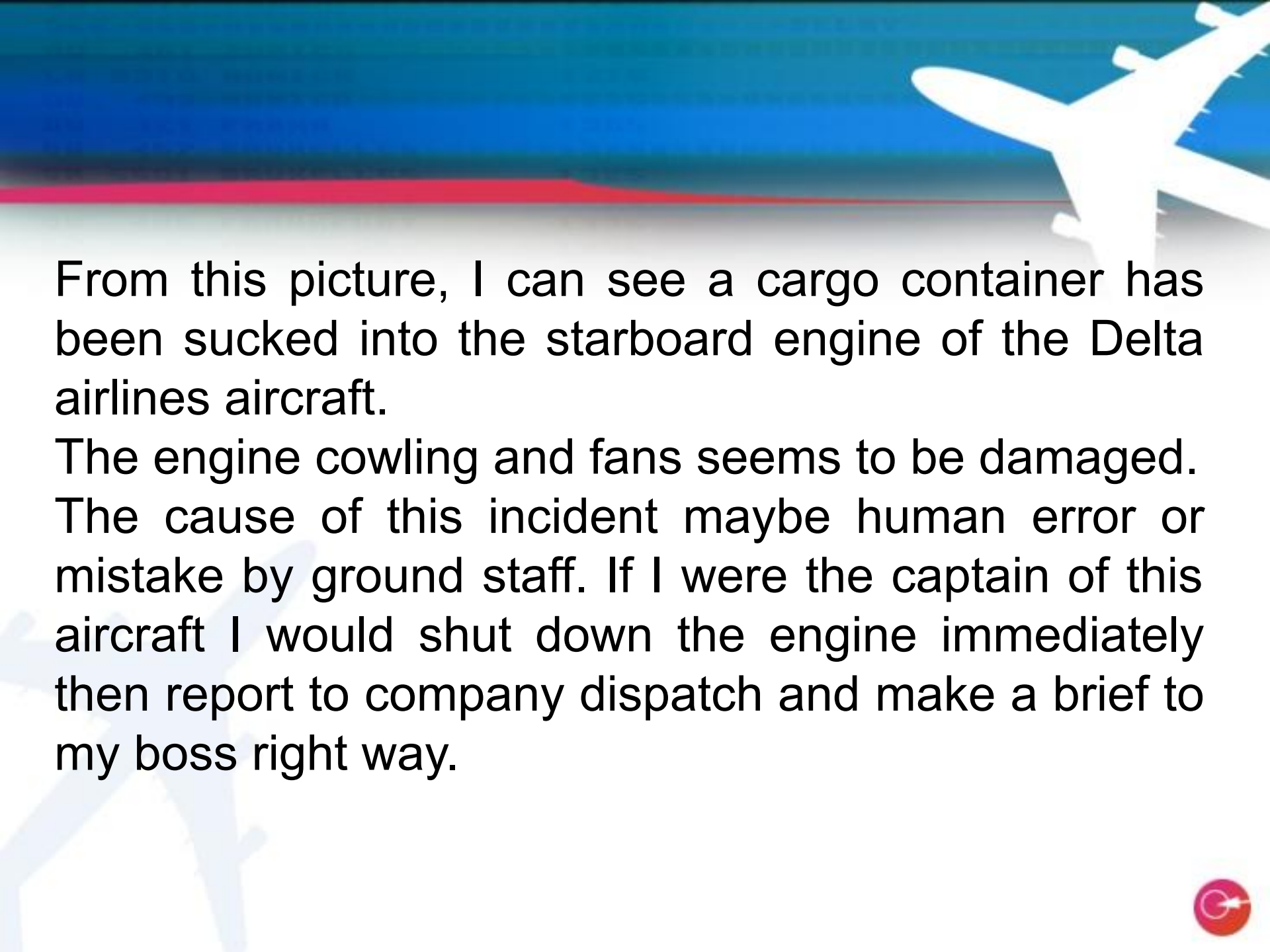
[DESTINATION]



It's a ground accident. This is a double engine propeller aircraft which belongs to northwest airlines. It is parked on the edge of the trench beside the apron and had no any damage. Its cabin doors are open and passenger stairs are down. Many fire engines and vehicles are parked around. Some people maybe investigators are inspecting the accident. I think this aircraft maybe blown away by the strong wind.





The background of the slide features a stylized white silhouette of a Delta airplane in flight against a blue sky. A prominent red horizontal band stretches across the middle of the image, representing a cargo container that has been sucked into the starboard engine of the aircraft. The text is overlaid on this background.

From this picture, I can see a cargo container has been sucked into the starboard engine of the Delta airlines aircraft.

The engine cowlings and fans seem to be damaged. The cause of this incident may be human error or a mistake by ground staff. If I were the captain of this aircraft, I would shut down the engine immediately, then report to company dispatch and make a brief report to my boss right away.







The picture which shows the Lufthansa A320 Airbus wingtip missing a collision with the runway by inches. With the pilot fighting desperately to straighten it up, the left wing dipped perilously towards the tarmac. Terrified passengers were screaming and crying but the captain, given just a split second to react, somehow managed to keep control, lift his plane away from the ground and circle round for a successful landing.

Lufthansa flight from Munich arrived at Hamburg airport at the height of a storm, with x-winds of up to 155mph. The jet nearly crashed as it attempted a dramatic landing at Hamburg airport during a wind storm 2008.





A white silhouette of an airplane is positioned in the upper right corner of the slide, appearing to fly towards the left. The background features a blue sky with a red horizon line.

This is an Airbus330 belongs to Cathy Pacific. It is flying at a low altitude because we can see many buildings around. It is on its short final with its landing gears and flaps down. The weather appears good.

The nearby building may activate EGPWS which installed in this aircraft. The system monitors aircraft's height above ground as determined by a radio altimeter, A computer then keeps track of these readings, calculates trends, and will warn the captain with visual and audio messages if the aircraft is in certain defined flying configurations, as excessive descent rate, deviation below glide slope and terrain closure rate or unsafe terrain clearance.

A small red circular logo with a white stylized 'G' and an arrow pointing right is located in the bottom right corner of the slide.

UUE 955 ZURICH
OU 405 ZURICH
LH 5310 MUNICH
OU 433 MUNICH
OU 321 PRAHA
OU 457 BRUXELLES
SK 5501 BRUXELLES
LH 3436 FRANKFURT
OU 405 FRANKFURT
SK 3367 FRANKFURT
LX 2240 ZURICH
OU 451 AMSTERDAM

Thank you!

ARRIVALS

LX 2240	ZURICH	11:15	11:27	11:27
OU 451	AMSTERDAM	11:25	11:37	11:37
OU 457	BRUXELLES	11:40	11:52	11:52
OU 461	ZURICH	12:00	12:05	12:05
LH 5310	MUNICH	12:15	12:27	12:27
OU 433	MUNICH	12:15	12:27	12:27
OU 321	PRAHA	13:05	13:17	13:17
OU 457	BRUXELLES	13:25	13:37	13:37
SK 5501	BRUXELLES	13:25	13:37	13:37
LH 3436	FRANKFURT	13:35	13:47	13:47
OU 405	FRANKFURT	13:35	13:47	13:47

