TASK. Work in pairs. Look at the following (authentic) sentences taken out from the stories based on the illustrations (see SET 3 – ICAO LPRs folder on the platform). All of them are somehow **FAULTY**. **REPHRASE/FIX** the sentences so that they are logically and grammatically correct. While searching for the mistakes think about different types of mistakes, e.g. **wrong word used, spelling and punctuation (missing commas, missing hyphens), missing words, faulty sentence structure, verb form mistakes** etc.

Put all your "tweaked" sentences down and email the file on mfleszar@prz.edu.pl when ready.

CAUTION. Speaking Polish is illegal while doing this exercise.

1. Despite that, captain made only one good decision to abandon takeoff.
2. The ATC instructed B747 to taxi back via runway.
3. While taxing behind a Boeing 747, crew of a DC-9 saw a smoke coming out from the APU of the aircraft in front.
4. As soon as they saw it, they have contacted the ATC, which consequently requested the Boeing to vacate the runway.
5. When the damaged a/c was taxing to the maintenance, DC-9 was finally able to take off from the active RWY.
6. In front of DC-9 was waiting a Boeing 747 ready to departure.
7. While Boeing began take-off, something went wrong with the aircraft, but the same time a DC-9 also began take-off.
8. There was huge missunderstanding between the tower and both pilots.
9. Pilot from DC-9 consequently report the tower about flame which was going from the tail another plane.
10. One airplane was following the another one when pilot at back saw a fire of APU.
11. Perhaps first aircraft was taking off, unless the F/O heard a scream "you have a fire on tail".
12. Everyone copied this information, consequently the start was broken.
13. The airplane with broken APU vacated a runway and the good one could safety took off.
14. Before DC-9 in sequence was 4 engine airplane which while speed rise had smokes going out from APU.
15. ATC ordered four-engined aircraft's crew to take first left.
16. However there were no flames visible the fire crew was alerted.
17. Ahead of DC-9 was taking B767 subsequently B767 occupied the runway and was starting take-off procedure.
18. After this uncommon situation crew DC-9 was be able to proceed safety take-off.
19. Without hesitate DC-9 captain reported to ATCOs that prior aircraft might be in a huge danger.
20. Fortunately, ATCO was managed to contact Boeing just before V1 speed, which when exceeded unables crew to abort take off.
21. During taxi, it's captain spotted a lot of fumes coming out from the number one's APU.
22. In the runway they saw that the Boeing 747 ahead of them which had started rollout, has fire onboard.
23. Both aircraft were told by ATC to get into proper position on the RVR.
24. Then, pilot operating the second in the queue plane saw a dense cloud from previous a/c's engine.
25. Flames was coming from aft part of aircraft.
26. As a resoult the first plane quit the runway.
27. If the ATC wouldn't told pilots from first machine that they should leave active RVR, the second a/c wouldn't departure on time.
28. Consequently B-747 abandoned takeoff and he turned to his left and stopped at a taxiway.
29. Finally DC-9 got permission to takeoff and he performed a safe flight.
30. Otherwise that could be a tragedy.