www.dynamicpapers.com

Please check the examination details below before entering your candidate information

Candidate surname	Other names

Centre Number | Candidate Number

Pearson Edexcel International GCSE

Time 2 hours 15 minutes

Paper reference **4EA1/01**

English Language A

PAPER 1: Non-fiction Texts and Transactional Writing

You must have:
Extracts Booklet (enclosed)

Total Marks

Instructions

- Use **black** ink or ball-point pen.
- **Fill in the boxes** at the top of this page with your name, centre number and candidate number.
- Answer **ALL** questions in Section A and **ONE** question from Section B.
- Answer the questions in the spaces provided
  – *there may be more space than you need.*

Information

- The total mark for this paper is 90.
- The marks for **each** question are shown in brackets
  – *use this as a guide as to how much time to spend on each question.*
- Quality of written communication, including vocabulary, spelling, punctuation and grammar, will be taken into account in your response to Section B.
- Copies of the *Pearson Edexcel International GCSE English Anthology* may **not** be brought into the examination.
- Dictionaries may **not** be used in this examination.

Advice

- Read each question carefully before you start to answer it.
- Check your answers if you have time at the end.
- You are reminded of the importance of clear English and careful presentation in your answers.
- Good luck with your examination.

Turn over ▶

P65891RA

©2021 Pearson Education Ltd.

1/1/1/1/1/1

P 6 5 8 9 1 R A 0 1 2 0

Pearson

www.dynamicpapers.com

SECTION A: Reading

Answer ALL questions in this section.

You should spend about 1 hour and 30 minutes on this section.

The following questions are based on Text One and Text Two in the Extracts Booklet.

Text One: *Helicopter Hero*

1 From lines 10–12, select **two** words or phrases that describe the pilot, Jason Laing.

1 .....

.....

2 .....

.....

(Total for Question 1 = 2 marks)

DO NOT WRITE IN THIS AREA
DO NOT WRITE IN THIS AREA
DO NOT WRITE IN THIS AREA

www.dynamicpapers.com

DO NOT WRITE IN THIS AREA
DO NOT WRITE IN THIS AREA
DO NOT WRITE IN THIS AREA

2 Look again at lines 36–44.

In your own words, describe Jason Laing's memories of the 2015 earthquake.

(Total for Question 2 = 4 marks)

www.dynamicpapers.com

3 From lines 58–67, explain the problems faced by rescue pilots.

You may support your points with **brief** quotations.

(Total for Question 3 = 5 marks)

DO NOT WRITE IN THIS AREA
DO NOT WRITE IN THIS AREA
DO NOT WRITE IN THIS AREA

www.dynamicpapers.com

DO NOT WRITE IN THIS AREA
DO NOT WRITE IN THIS AREA
DO NOT WRITE IN THIS AREA

Text Two: ***Explorers or boys messing about? Either way, taxpayer gets rescue bill***

Remind yourself of the extract ***Explorers or boys messing about? Either way, taxpayer gets rescue bill*** **(Text Two in the Extracts Booklet).**

4 How does the writer, Steven Morris, use language and structure **in Text Two** to convey his impressions of the adventures of the two men?

You should support your answer with close reference to the extract, including **brief** quotations.

(12)

www.dynamicpapers.com

DO NOT WRITE IN THIS AREA
DO NOT WRITE IN THIS AREA
DO NOT WRITE IN THIS AREA

www.dynamicpapers.com

DO NOT WRITE IN THIS AREA
DO NOT WRITE IN THIS AREA
DO NOT WRITE IN THIS AREA

(Total for Question 4 = 12 marks)

www.dynamicpapers.com

Question 5 is based on both Text One and Text Two from the Extracts Booklet.

5 Compare how the writers present their ideas and perspectives about the people and events described.

Support your answer with detailed examples from both texts, including **brief** quotations.

(22)

DO NOT WRITE IN THIS AREA
DO NOT WRITE IN THIS AREA
DO NOT WRITE IN THIS AREA

www.dynamicpapers.com

DO NOT WRITE IN THIS AREA
DO NOT WRITE IN THIS AREA
DO NOT WRITE IN THIS AREA

www.dynamicpapers.com

DO NOT WRITE IN THIS AREA

DO NOT WRITE IN THIS AREA

DO NOT WRITE IN THIS AREA

www.dynamicpapers.com

DO NOT WRITE IN THIS AREA
DO NOT WRITE IN THIS AREA
DO NOT WRITE IN THIS AREA

www.dynamicpapers.com

DO NOT WRITE IN THIS AREA
DO NOT WRITE IN THIS AREA
DO NOT WRITE IN THIS AREA

www.dynamicpapers.com

DO NOT WRITE IN THIS AREA
DO NOT WRITE IN THIS AREA
DO NOT WRITE IN THIS AREA

(Total for Question 5 = 22 marks)

TOTAL FOR SECTION A = 45 MARKS

www.dynamicpapers.com

SECTION B: Transactional Writing

Answer ONE question in this section.

You should spend about 45 minutes on your chosen question.

Begin your answer on page 15.

EITHER

6 'Television educates, entertains and helps global understanding.'

'Television is to blame for society's violence and greed and delivers one-sided news.'

You have been asked to deliver a speech in which you express your views and opinions on television.

Your speech may include:

- the benefits of television
- the negative elements of television
- any other points you wish to make.

Your response will be marked for the accurate and appropriate use of vocabulary, spelling, punctuation and grammar.

(Total for Question 6 = 45 marks)

OR

7 'Choosing a career is one of the most important decisions we ever make.'

Write the text of a leaflet that gives advice to young people on how to choose a career.

Your leaflet may include:

- factors to consider when choosing a career
- how schools, colleges, friends or family can help
- any other points you wish to make.

Your response will be marked for the accurate and appropriate use of vocabulary, spelling, punctuation and grammar.

(Total for Question 7 = 45 marks)

DO NOT WRITE IN THIS AREA
DO NOT WRITE IN THIS AREA
DO NOT WRITE IN THIS AREA

www.dynamicpapers.com

Indicate which question you are answering by marking a cross in the box ☒. If you change your mind, put a line through the box ☒ and then indicate your new question with a cross ☒.

Chosen question number: **Question 6** ☒ **Question 7** ☒

DO NOT WRITE IN THIS AREA
DO NOT WRITE IN THIS AREA
DO NOT WRITE IN THIS AREA

www.dynamicpapers.com

DO NOT WRITE IN THIS AREA
DO NOT WRITE IN THIS AREA
DO NOT WRITE IN THIS AREA

www.dynamicpapers.com

DO NOT WRITE IN THIS AREA
DO NOT WRITE IN THIS AREA
DO NOT WRITE IN THIS AREA

www.dynamicpapers.com

DO NOT WRITE IN THIS AREA
DO NOT WRITE IN THIS AREA
DO NOT WRITE IN THIS AREA

www.dynamicpapers.com

DO NOT WRITE IN THIS AREA
DO NOT WRITE IN THIS AREA
DO NOT WRITE IN THIS AREA

www.dynamicpapers.com

DO NOT WRITE IN THIS AREA
DO NOT WRITE IN THIS AREA
DO NOT WRITE IN THIS AREA

TOTAL FOR SECTION B = 45 MARKS

TOTAL FOR PAPER = 90 MARKS

www.dynamicpapers.com

Pearson Edexcel International GCSE

Time 2 hours 15 minutes

Paper reference **4EA1/01**

English Language A

PAPER 1: Non-fiction Texts and Transactional Writing

Extracts Booklet

Do not return this Extracts Booklet with the Question Paper.

Turn over ▶

P65891RA

©2021 Pearson Education Ltd.

1/1/1/1/1/1

P 6 5 8 9 1 R A

Pearson

www.dynamicpapers.com

SECTION A: READING

Read the following extracts carefully and then answer Section A in the Question Paper.

Text One: *Helicopter Hero*

In this article, the writer, Debbie Schipp, describes how helicopter pilot, Jason Laing, has helped to rescue many climbers from Mount Everest.



Jason Laing has saved dozens of people from certain death. If he can't get you out of one of the world's most dangerous spots, no one can.

In 2015, he pulled more than 140 people off Mount Everest after an earthquake killed many Nepalese people and an avalanche took the lives of 22 climbers and Sherpas[1].

In 2014, the elite rescue helicopter pilot pushed his chopper[2] to its limits to recover 16 Sherpas after an ice fall on the world's highest mountain.

They're scenes Jason Laing doesn't like to dwell on: devastated, remote villages; Mount Everest base camp flattened by the force of nature; the Sherpas he knew, the climbers he had socialised with; the friends who risked the dangers of the Himalayas and lost.

"The days after the earthquake were so challenging," says the 48-year-old New-Zealander, who is at the very top of an elite group of pilots flying the most dangerous high altitude rescues in the world.

"The whole country was devastated. It's something I'll never forget."

He finds it difficult to articulate the emotional toll.

"It's hard at times," he says. "When they sent me to Everest region in the wake of the earthquake and avalanche, I did the thing that my skills enabled me to do. And then after all the major high altitude rescue stuff was completed, they switched me out with another pilot, to take a breath."

That "thing" Laing's skills enabled him to do was to pluck climbers and Sherpas from the highest altitudes on the planet. Without him, they would have died, stranded. Some were

www.dynamicpapers.com

injured, some had been in the death zone. There was no way down: their passage cut by a series of avalanches, even if they could have walked.

HIGH ALTITUDE, HIGH STAKES

Laing, 48, is a man at the very top of his game. He and his colleagues are the centre of a new TV series showcasing their work.

Everest Rescue follows a group of helicopter pilots as they execute emergency missions for climbers on Everest's south side and people living in nearby villages. It's high stress, requires a cool head, a wealth of experience, and a taste for adventure.

Climbers flock to Everest every year in their hundreds in climbing season to take on a mountain with a deadly reputation.

Get into trouble up there, and if you're lucky, Laing may be your last hope.

His credentials are impeccable and he was awarded Helicopter Association International's Pilot of The Year 2016 for his rescue and recovery efforts following the 2014 Nepalese icefalls and the 2015 Nepalese earthquake.

His memory of the 2015 earthquake is of a country, not just Mount Everest, devastated.

"Just after that the earthquake hit. I was airborne within 90 minutes and flew across the devastated landscape. Whole villages just … gone.

"The day after that I ended up in the Everest region and I was heavily involved in co-ordinating and bringing 140 people out of Camp 1 and Camp 2 down to Base Camp, which was also devastated."

When he finished the air rescues, he retreated to Lukla, the tiny town whose short, steep airstrip, known as the most dangerous in the world, is Everest's closest airstrip, to help the community. "I stayed about four days. I know a lot of people in that valley and they were coming down from expeditions, I helped out in Lukla. That's how I got through," he says.

THE LIMITS

Experienced mountaineers know climbing Everest is the least of it. Getting back down safely is the hard part. In the high altitudes and the death zone, life can't be sustained. There's not enough oxygen. Every minute spent there, the body is dying.

The longer spent in the mountain's death zone, the more likely climbers are to fall victim to altitude sickness. It's the mountain's biggest killer. And its sufferers make up the bulk of the rescue pilots' business.

High altitude pilots face a similar scenario. Just because you can fly high doesn't mean you can land. The chopper's flight limit is 23,000 feet. Go higher, and your helicopter loses power. It can't lift. It can't take off. It falls out of the air.

Everest's summit is 29,000 feet. Camp 2 sits at 21,000 feet. Camps 3 and 4 are above it: out of reach. And just because you can fly to 23,000 feet doesn't mean you can land, takeoff, or not come unstuck.

"We have limits for the performance of the helicopter," says Laing. "Basically it gets to a point where the air is too thin. The higher you go the less power you have and there's a point where something has to give and the chopper can't sustain flight."

www.dynamicpapers.com

Throw in the vagaries of weather, cloud, fog, weight, wind and a thousand other things, and it's the riskiest place to fly in the world.

"We wear oxygen, we run into problems with language difficulties, disoriented people, weather. There are a lot of variables," Laing says. "You do learn to go with the flow. There is a lot of self-management. You have to be good at that. You have to stand back sometimes and take a breath and work out the situation. You always go and check. You can always say 'no'."

He's known as one of the best longline rescue pilots in the business, but Laing won't attempt a rescue unless his crewman, Chhiring Bhote, is happy. The Sherpa, 23, is specially trained in longline rescue work.

"I can put him down on really steep terrain at about 22,000 feet, without oxygen," says Laing. "So he's got to be happy about where we're going and what he's going to have to do."

In 2014, Laing put him into a crevasse to get a climber who'd been hanging onto his climbing ropes all night. "I lowered him down on a 200 feet long line. It was probably the hardest job I've ever done.

"Usually, you're told something can't be done because of the weather. But you go and have a look, and sometimes the weather clears a little and you can do something," Laing says. "And sometimes, you can't."

Early in the TV series, he's forced to make one such call. A climber, near death from altitude sickness, is dragged down to Everest's Camp 2 in the hope he can be choppered out. Laing can't land: outgunned by encroaching nightfall, winds, weather and clouds he returns to Lukla, forced to abandon the mission for the night.

He can only hope he will still be doing a rescue when dawn breaks.

"Sometimes we can be too late," he says. "But you are no good to anyone if you kill yourself and your crew. I've had a lot of close calls. It's all about decision making. There has been some hair-raising stuff and the pressure to fly the rescue mission can be enormous, particularly from fellow climbers.

"People say the job is dangerous but I don't want to make wrong decisions. I have a family. And I plan to come home every day."

[1] *Sherpas* — Himalayan people who work as guides on climbing expeditions
[2] *chopper* — informal word for helicopter

www.dynamicpapers.com

Text Two: ***Explorers or boys messing about? Either way, taxpayer gets rescue bill.***

Adapted from an article published in The Guardian newspaper, 28 January 2003.
Helicopter duo plucked from liferaft after Antarctic crash

In this article, the writer, Steven Morris, gives an account of how two explorers are rescued after their helicopter crashes in the Antarctic.

Their last expedition ended in farce when the Russians threatened to send in military planes to intercept them as they tried to cross into Siberia via the icebound Bering Strait.

Yesterday a new adventure undertaken by British explorers Steve Brooks and Quentin Smith almost led to tragedy when their helicopter plunged into the sea off Antarctica.

The men were plucked from the icy water by a Chilean naval ship after a nine-hour rescue which began when Mr Brooks contacted his wife, Jo Vestey, on his satellite phone asking for assistance. The rescue involved the Royal Navy, the RAF and British coastguards.

Last night there was resentment in some quarters that the men's adventure had cost the taxpayers of Britain and Chile tens of thousands of pounds.

Experts questioned the wisdom of taking a small helicopter — the four-seater Robinson R44 has a single engine — into such a hostile environment.

There was also confusion about what exactly the men were trying to achieve. A website set up to promote the Bering Strait expedition claims the team were planning to fly from the north to south pole in their "trusty helicopter".

But Ms Vestey claimed she did not know what the pair were up to, describing them as "boys messing about with a helicopter".

The drama began at around 1am British time when Mr Brooks, 42, and 40-year-old Mr Smith, also known as Q, ditched into the sea 100 miles off Antarctica, about 36 miles north of Smith Island, and scrambled into their liferaft.

Mr Brooks called his wife in London on his satellite phone. She said: "He said they were both in the liferaft but were okay and could I call the emergency people?"

Meanwhile, distress signals were being beamed from the ditched helicopter and from Mr Brooks' Breitling emergency watch, a wedding present.

The signals from the aircraft were deciphered by Falmouth[1] coastguard and passed on to the rescue coordination centre at RAF Kinloss in Scotland.

The Royal Navy's ice patrol ship, HMS Endurance, which was 180 miles away surveying uncharted waters, began steaming towards the scene and dispatched its two Lynx helicopters.

One was driven back because of poor visibility but the second was on its way when the men were picked up by a Chilean naval vessel at about 10.20am British time.

Though the pair wore survival suits and the weather at the spot where they ditched was clear, one Antarctic explorer told Mr Brooks' wife it was "nothing short of a miracle" that they had survived.

www.dynamicpapers.com

Both men are experienced adventurers. Mr Brooks, a property developer from London, has taken part in expeditions to 70 countries in 15 years. He has trekked solo to Everest base camp and walked barefoot for three days in the Himalayas. He has negotiated the white water rapids of the Zambezi river by kayak and survived a charge by a silver back gorilla in the Congo. He is also a qualified mechanical engineer and pilot.

He and his wife spent their honeymoon flying the helicopter from Alaska to Chile. The 16,000-mile trip took three months.

Mr Smith, also from London, claims to have been flying since the age of five. He has twice flown a helicopter around the globe and won the world freestyle helicopter flying championship.

Despite their experience, it is not the first time they have hit the headlines for the wrong reasons.

In April, Mr Brooks and another explorer, Graham Stratford, were poised to become the first to complete a crossing of the 56-mile wide frozen Bering Strait between the US and Russia in an amphibious vehicle, Snowbird VI, which could carve its way through ice floes and float in the water in between.

But they were forced to call a halt after the Russian authorities told them they would scramble military helicopters to lift them off the ice if they crossed the border.

Ironically, one of the aims of the expedition, for which Mr Smith provided air back-up, was to demonstrate how good relations between east and west had become.

The wisdom of the team's latest adventure was questioned by, among others, Günter Endres, editor of Jane's Helicopter Markets and Systems, who said: "I'm surprised they used the R44. I wouldn't use a helicopter like that to go so far over the sea. It sounds as if they were pushing it to the maximum".

A spokesman for the pair said it was not known what had gone wrong. The flying conditions had been 'excellent'.

The Ministry of Defence said the taxpayer would pick up the bill, as was normal in rescues in the UK and abroad. The spokesperson said it was "highly unlikely" it would recover any of the money.

Last night the men were on their way to the Chilean naval base Eduardo Frei, where HMS Endurance was to pick them up. Ms Vestey said: "They have been checked and appear to be well. I don't know what will happen to them once they have been picked up by HMS Endurance — they'll probably have their bottoms kicked and be sent home the long way".

[1] *Falmouth* — a coastal town in Cornwall

www.dynamicpapers.com

BLANK PAGE

www.dynamicpapers.com

Source information:

Text One: Source: https://www.news.com.au/entertainment/tv/the-elite-pilot-who-risks-his-life-to-save-others-in-everests-death-zone/news-story/b5c4a2a2016ed42d02ae4b982381b561

Image: © Kjell Linder/Getty Images

Text Two: Source: 'Explorers, or Boys Messing About?', Steven Morris, 28/01/2003 Guardian, © Guardian News & Media Ltd 2016