

Please check the examination details below before entering your candidate information

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Pearson Edexcel International GCSE (9–1)

Friday 23 May 2025

Morning (Time: 2 hours 15 minutes) Paper reference **4EA1/01R**

English Language A

PAPER 1: Non-fiction Texts and Transactional Writing

You must have: Source Booklet (enclosed)	Total Marks
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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.*
- Plan your answers in the lined spaces provided. Plans will not be marked unless no other response is provided.

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.

Turn over ►

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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 Source Booklet.

Text One: *The Fearless Flyer*

1 From lines 1–3, select **two** words or phrases that describe Drake Passage.

1

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2

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(Total for Question 1 = 2 marks)

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

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

4 How does the writer, Steven Morris, use language and structure in **Text Two** to influence the reader’s opinion of the incident?

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

(12)

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(Total for Question 4 = 12 marks)



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(Total for Question 5 = 22 marks)

TOTAL FOR SECTION A = 45 MARKS



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** 'First impressions may be important, but we should not be too quick to judge.'

Write the text for a speech you will give to your peers on the topic of 'First Impressions'.

Your speech may include:

- why first impressions may be important
- the reasons why we should not be too quick to make judgements
- 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** 'A true hero does not act for personal glory but puts the needs of others before their own.'

Write a magazine article about what you think makes someone a true hero.

Your article may include:

- the qualities that a true hero should possess
- why certain people (from the present or the past) are considered to be heroes
- 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)

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Indicate which question you are answering by marking a cross . 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**

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TOTAL FOR SECTION B = 45 MARKS
TOTAL FOR PAPER = 90 MARKS



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Paper
reference

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English Language A

PAPER 1: Non-fiction Texts and Transactional Writing

Source Booklet

Do not return this Booklet with the question paper.

Turn over ►

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SECTION A

READING

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

Text One: *The Fearless Flyer*

In this article, the writer, Donna McCluskie, describes her meeting with helicopter pilot Quentin Smith (who is one of the two explorers featured in Text Two).



Drake Passage is the treacherous body of water situated where the Atlantic and Pacific oceans meet in the south. It's named after Sir Francis Drake, who was the first Englishman to circumnavigate¹ the globe.

Westerly winds often sweep in from all the way around the world. As a result, conditions at any moment are oddly unpredictable. Seafarers have coined the terms 'Drake Shake' 5 for when the ink-black water, which has claimed the lives of many sailors, rises in 12–13 metre waves, or 'Drake Lake' for rolling swells that reach a mere 2–5 metres.

As pilot Quentin Smith and his student co-pilot Steve Brooks approached the passage in January 2003, they were en route to a South Pole landing attempt to match their champagne-toasted stop three months earlier at the North Pole. Unfortunately, right 10 over the notorious passage, their helicopter developed engine trouble.

The two pilots had an agreed emergency procedure. With great attention to detail, the locations and satellite phone numbers for all ships scheduled to be in Drake Passage had been stashed onboard the helicopter in a waterproof bag. But the method for evacuation had been kept intentionally flexible, if not vague, to allow for shifting circumstances. 15

'Is this serious, Q?' co-pilot Steve Brooks asked tentatively, as the engine continued to splutter.

Brooks had 300 flying hours of experience, whereas Quentin, known as 'Q' by aviation enthusiasts worldwide, had over 12,000 hours as pilot-in-command.

'Yes,' Q replied immediately, 'fully serious.' 20

'So,' Brooks hesitated, 'should I grab the dinghy?'

Q nodded and instructed Brooks to clip the dinghy onto his immersion suit D-ring.

Like all helicopter pilots, Q had been trained in a technique called autorotation, which can be used to spin the rotor despite an engine failure. Through a combination of kinetic² energy from the helicopter's altitude plus the updraft of air on the blades during descent, a controlled glide landing can be performed. 25

Fortunately, the conditions below were 'Drake Lake' but Q still had to somehow land safely on five-metre-high rolling waves.

'I was proud of executing an autorotation that wound up putting the helicopter beautifully, gently on to the sea,' he says. 30

Determined to delay sinking and reluctant to leave his craft, Q discovered that he could keep the cockpit fairly level, as it slowly filled with seawater, for as long as the rotor blades continued to release buoyant energy as they spun overhead. 'You know when you go swimming as a kid and get underneath an upside-down dinghy, away from commotion outside?' Q leans close and smiles. 'That's a very special sort of space that you share with anyone else inside it and I felt exactly the same in that helicopter, with stuff floating around in the cockpit and me still clinging onto some last beautiful bit of control!' 35

But Brooks wasn't there. He'd jumped.

Q hesitates, relights the stub of a half-smoked cigar, then continues to recount his thoughts during those desperate, crucial moments. 40

'I had given him two simple instructions – not to jump off the skid³ until I said 'GO!' and to stay with the dinghy uninflated until I got there. So, I knew he'd be dead because he'd dropped too early, despite my repeated shouts of 'NOT YET!', when we were still at 80 or 100 feet, I suppose, and 80 knots.

'In big waves, you can't see anything. But then, I got a lucky wave and a little glimpse of the dinghy fully inflated. It was 50, maybe 100 yards away. I remember thinking that there is no way to catch an inflated dinghy. And no way to survive in such cold water. I imagined my intercostal [rib] muscles separating, my blood vessels breaking and wondered why the infamous, unsurvivable, 1-degree C Drake Passage water wasn't bothering me yet. 45 50

'I swam, pretty ineffectively at first, but after I grabbed two coffee flasks that were afloat nearby, I discovered that my hands fitted into the handles perfectly and it made my swimming much more efficient.'

Against the odds, both men survived more than nine hours in the life raft until rescued by a Chilean naval ship. In what Q describes as 'one of the greatest heroic acts of behaviour ever,' Brooks had jumped in order to stay with the life raft after he'd accidentally dropped it. Amidst the confusion and haste of that spontaneous decision, they reckon the raft fell down one side of the helicopter skid and Brooks jumped down the other side, still attached to the raft by its strap. With the strap slung over the skid, his fall was decelerated just prior to impact with the sea. 55 60

In what has become the stuff of legend, Q was wearing a Breitling Emergency watch and activated it, which sent out a locator signal that aided their rescue. 'I felt very sorry for Steve, who became unwell as we waited in the raft. How miserable to die whilst feeling seasick.'



At some point, Q recalled that his father, a celebrated helicopter pilot, had packed that very dinghy. 'As he did so, he showed me everything that was going in it – waterproof matches, fishing hooks, repair patches, tinned water and a little tin of all sorts of useful bits and pieces. I was about 7 years old then and it hadn't been opened since. So that felt really amazing.' 65

I meet Q at Denham Aerodrome in Middlesex, home of HQ Aviation Ltd, a helicopter hire and maintenance company where he is managing director and chief flying instructor. In a world of large personalities, his ranks at lion-size – and he has the ability and achievements to match. 70

Guinness World Records acknowledge Quentin Smith as the first European to circumnavigate the globe in a piston (as opposed to turbine) powered machine and the first crew (along with Q's student pilot Brooks) to fly to both North and South Poles by helicopter. He has twice flown around the world, first from May to August 1997 with his student pilot Jennifer Murray in a Robinson R44 and then again from May to September 2000 as part of an airborne convoy that included two helicopters, one small aeroplane and one microlight. In October 2002, again in a Robinson R44, Q and Brooks completed the first flight of a piston-powered helicopter to land on the North Pole. 75 80

A Cornishman by birth, Q has twice brought home honours from Helicopter World Championships as both the 1994 and 2012 gold medal winner for freestyle aerobatics. As part of his 2012 sequence, he performed a manoeuvre that many had deemed impossible – an engine-off backward landing. 85

In January 2005, two years after surviving their dramatic Drake Passage ditching, Q and Brooks successfully landed on the South Pole, despite first setting their R44 down five miles short due to bad weather. While waiting for better conditions, they built a miniature igloo around the engine, which they heated using an Avgas-fuelled cooking stove. The engine did start up when the weather improved and they completed their quest south. 90

'So, should we go for a flight?' Q asks. Such is his charisma⁴, I don't hesitate to agree. Before meeting him, I had no intention of flying in a helicopter.

¹ *circumnavigate*: travel all the way around

² *kinetic*: relating to or resulting from motion

³ *skid*: helicopter landing gear

⁴ *charisma*: compelling charm

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. 5

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. 10

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 "trustworthy helicopter". 15

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. 20

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 Falmouth¹ coastguard and passed on to the rescue coordination centre at RAF Kinloss in Scotland. 25

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. 30

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.

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. 35

He and his wife spent their honeymoon flying the helicopter from Alaska to Chile. The 16,000-mile trip took three months. 40

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. 45

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. 50

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, 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". 55

A spokesman for the pair said it was not known what had gone wrong. The flying conditions had been 'excellent'. 60

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". 65

¹ *Falmouth*: a coastal town in Cornwall



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Source information:

Text One adapted from *Great escapes and the fearlessness of flying*, Donna McCluskie, *Avaunt* magazine, issue 6, 2019

Image One: © aviation-images.com / Contributor / Getty Images

Text Two adapted from 'Explorers or boys messing about?' by Steven Morris, *The Guardian*, 28/01/2003, copyright © Guardian News & Media Ltd 2016

