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"The Captain" Movie and its Chinese Imperative Sentences' Analysis – Topics for Safe Flights

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Abstract

This study aims to describe the function of imperative sentences contained in the "The Captain" movie. The data collection technique used was the observation as well as the note technique according to Mahsun, then used the data analysis technique of Miles and Huberman. Useful results are presented for future movies and videos that will be useful to stakeholders for safe air flights and public health protection. In the end health and safety topics are discussed to be presented at useful films for safe flights.

Keywords: Syntax Analysis; Imperative Sentences; China Movie; The Captain; Imperative Functions; Health and Safety; Public Health.

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1. INTRODUCTION

In our daily lives, we use language as a means of communication to interact with people around us. There are so many languages that are used to communicate in this world, including: Indonesian, English, Mandarin, Japanese, Arabic, French and many more. The study of language is called linguistics. The object of linguistic study is language. Language according to Kridalaksana in Abdul Chaer (2007: 32) "language is a system of arbitrary sound symbols 'not fixed', which are used

by members of social groups to cooperate, communicate and identify themselves." In this case, it means that language does not have a direct, obligatory relationship between the symbol and the symbol so that language is the result of an agreement between speakers of languages in a society. However, useful health and safety issues that should be presented at films, movie industry, for public health and environmental indoor health are discussed in the end, relative literature analysis should be established.

Along with the very rapid development of China's economy, Indonesians are interested in

learning the country's language, namely Mandarin. According to Kridalaksana (2001: 199), syntax is a branch of linguistics. Alwi (2003: 353) states that the type of sentence according to the syntax. The use of imperative sentences is commonly used in film industry. The current study investigates the famous film in 2019, namely "The Captain" movie(中国机长 Zhōngguó Jīzhǎng) directed by Andrew Lau, which was released in China on September 30, 2019. As it has been presented at Seruya Newspaper (December 2019), the film is based on the Sichuan Airlines Flight 8633 incident. The film depicts one of the most magical emergency landings in contemporary Chinese aviation history. Liu Chuanjian, a Sichuan Airlines captain carrying 119 passengers and 9 crew members home safely after his plane's windshield shattered and finally shattered on his way from Chongqing in southwest China to Lhasa on May 14, 2018.

2. METHODOLOGY

In this paper a qualitative study is analysed, where the data are imperative words and sentences contained in the film "The Captain". According to Sukmadinata (2011: 73), qualitative descriptive research is aimed to analyse particular quality.

The results of examining working study have been based on namely listening techniques and note taking techniques (Mahsun, 2005: 92). After proper processing a proper study used the Zhang theory, Zhang (2014) divided imperative sentences into 3 main categories based on the tone of speech, namely strong, neutral and weak, which distinguish the function of each imperative sentence.

Analyzing the relative results useful conclusions and suggestions are made for future movies in terms for health and safety so as to exist future safe air flights for public health protection. At the investigated study used Zhang's theory of imperative sentence function. The research method used is descriptive qualitative research methods. The data source in this working study for film's dialogues is the 2019 China movie "The Captain" (中国机长 Zhōngguó Jīzhǎng). The data of this research are imperative words and sentences in the movie. The data collection technique used was the observation as well as the note technique according to Mahsun, then used the data

Imperative sentences research has been carried out by several researchers. Wang (2016) analyzing the changes of them in dialogues as well as particular functions and forms according to Hu (2018). Moreover, Murdiana (2019) examines in film communication the function of imperative sentences.

The investigated film "The Captain" is examined at current working study for processing particular data and making useful conclusions based on the Sichuan flight 8633 and the use of imperative sentences found making suggestions for future movies, films, videos to be more useful to stakeholders including proper content in relative film dialogues in terms of health and safety so as to protect public health.

analysis technique of Miles and Huberman.

3. DISCUSSION

Based on the investigated movie have been found 281 imperative sentences in "The Captain" movie with a different number of each imperative sentence function. Below chart 1 presents the relative data so as to clarify the function of imperative sentences in the film "The Captain".

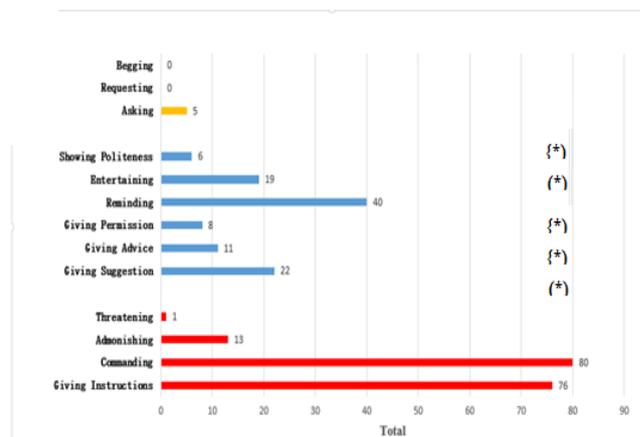


Chart 1. Functions of imperative sentences in "The Captain" movie.

According to chart 1 is presented the function of imperative sentences in "The Captain" movie, the most widely used imperative function is

the command function, which has a value 80 (eighty). However, the threatening function found to have a value 1 (one). Hence, in future movies, films, videos with relative subjects more content should exist in terms of health and safety as well as for educational purposes, comprehensive learning to stakeholders about 'Giving Advice', 'Showing Politeness', or 'Giving Suggestion'. According to the above presented results, more content should exist in future similar films showing politeness, entertaining, giving permission, giving advice, giving suggestion as it is presented with the symbol (*) so as to be useful for future safe flights as well as learning material to stakeholders.

Particular syntactical analysis has been taken into account all the dialogues at the investigated movie. However, the speaker gives direct instructions to the listener, mostly in formal communication based on film dialogues (*The Captain*, 2019 : 01:00:34– 01:01:11).

However, relative processing data in this working study investigate among others the relative conversation sentences at airplane between passengers. One airplane fan brought up the case of a 2005 Helios 522 flight that failed as its characteristics are described also at next section. Aircraft's passengers are expressed their opinion that the Sichuan 8633 flight might not have much oxygen anymore. The airplane fan (woman) took offense at what her friend said and said "实话也要谨慎说shíhuà yě yào jǐnshènshuō" (must be careful in speaking even if it's a fact). An imperative sentence is characterized by the presence of the particle "要yào" (must), followed by a verbal phrase "谨慎说jǐnshènshuō" (be careful in speaking).

Future movies should include more content about health and safety issues and measures for good operation in system control about actions and measures to be taken in emergencies like oxygen support to passengers in emergencies and working staff, cabin crew to show in an action film to know how to manage an air flight in emergencies. Relative content should exist for health and safety measures. That will be educative to stakeholders. Among others in the investigated study have been found also threatening functions. According to the perspective of the text that is occurred the imperative sentence, there are often words that

indicate the speaker's either harsh or strong actions.

However, more health and safety issues should be discussed and presented at future films not only to understand their importance for stakeholders but also to be educative for film viewers as well as for comprehension tests. Also issues about green manufactures should be demonstrated at future films avoiding emissions of toxic hazardous chemicals inside airplanes. In this way sustainable and safe tourism transportation facilities could be established.

Moreover, proper documentaries, epic videos and films should be promoted about safe air flights, health and safety measures, actions for public health protection and emerging particular relative devices, monitoring technologies, recognition of noises, control systems, alerts, supporting safe relative operating systems, clean technologies at aircraft industry for safe tourism travel destinations, relative web links at you tube are presented below.

- Video for actions in emergencies

<https://youtu.be/qaYp3jUiPzc>

<https://youtu.be/f9YzsO ZPGI>

- Video for safety measures in emergencies

https://youtu.be/cBIRbrB_Gnc

<https://youtu.be/Sf6H8kSunRA>

Useful videos and texts presenting guidelines for safe flights and probable errors that have been made in past should be avoided and relative documentaries to be educational for comprehensive. Those are useful not only for viewers but also for cockpit staff who should know air flight piloting like at Helios 522 air bus flight from Cyprus in Larnaka to Czech republic in Prague via a temporary stop in Athens airport in Greece while the indoor oxygen system did not work properly or other case studies with air flights so as to avoid disasters [HELLENIC REPUBLIC MINISTRY OF TRANSPORT & COMMUNICATIONS AIR ACCIDENT INVESTIGATION & AVIATION SAFETY BOARD, AAIASB, 2006).

- Video for 'The Ghost Flight, Full Documentary, Helios Flight 522'

<https://www.youtube.com/watch?v=Acz6j7Fmmh>

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<https://www.youtube.com/watch?v=tUjzP3PxyY>

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Mr. Akribos Tsolakis former military pilot at Hellenic Air Forces as well as civil aviation pilot, he was the chairmam for the official investigation and report about the disaster at Helios 522 air bus flight [HELLENIC REPUBLIC MINISTRY OF TRANSPORT & COMMUNICATIONS AIR ACCIDENT INVESTIGATION & AVIATION SAFETY BOARD (AAIASB) (2006).

Immediately after the tragedy at Helios 522 air bus flight, a lot of information began to be transmitted, which often reached the limits of the "myth". Answer to this information, according to Akribos Tsolakis, is his findings, which was released a few months after the air crash. Akribos Tsolakis har reported about the role of the F-16 fighters, Akrivos Tsolakis reported that "all I can tell you is that the planes just observed the damage and nothing was done because the plane that was lost aimed towards the coastal villages. There was no reason to do anything to him because he was not threatening anything".

However, below are some of the facts, which were challenged but answered through the reports in the finding. More specifically, there is a report that after the interception by the Air Force aircraft, the F16 pilot reported that there was no damage to the Boeing 737. According to the evidence during the interception attempt, the F16 pilots had unsuccessfully tried to extract the attention of the Cockpit Crew, using the predetermined signals and radio calls on the danger frequencies. When the left engine shut down, fuel escaped from it and the aircraft made a left turn and headed north. Flight HCY 522 then began its descent, following a northwesterly course. The aircraft then changed course and headed southwest, and the aircraft's second engine also began to shut down as it ran out of fuel, causing it to rapidly lose altitude.

After that the aircraft continued to descend at a very high grade and crashed into a hill in the Grammatik area some kilometers outside from Athens in Greece. In the conclusion there are extensive reports on the

Cockpit Crew and how they acted during the dramatic moments of flight 522. The flight's captain was German-born Hans Jürgen Merten, 59 years old.

According to the testimony of his colleagues during some time when he worked on the "Helios", he had shown a very formal behavior and his orders to the co-pilots were in a strict style, however, afterwards his behavior towards the crews had improved. The co-pilot was 51-year-old Pambos Charalambous, who had spent the day before the accident at his holiday home with his family. Returned to his home, had dinner (no alcohol) and went to bed at 11pm. He woke up early and drove to the airport to make the fateful flight. But according to statements from a family member, he had repeatedly expressed grievances about the Governor, complained about the company's structure, flight schedules and was looking for another job. It is emphasized that he did not take drugs or medication and did not smoke or drink. In particular, the conclusions state that both had the necessary degrees and qualifications, while they were medically fit to perform the flight.

According to the conclusion "although arteriosclerosis was found, the Center for Aviation Medicine of the Hellenic Air Force determined that cerebral subluxation was the predominant and decisive cause of the inability to handle the aircraft". The finding even sheds light on the first moments of the flight, where it states that approximately 13 minutes after takeoff the Cockpit Crew lost consciousness due to subordination, when their last communication was recorded on the corporate frequency. At the same time, it clarifies that the 34 mg of "ethyl alcohol" that had been detected by the toxicological control in the tissues of the co-pilot of the aircraft may be due to the production of ethanol after death.

Moreover, future movies should present relative actions in emergencies focused on their meanings and future improvement in civil aviation systems like the action of the heroic caretaker, Andreas Prodomos. In the conclusion, the shocking efforts of the flying caretaker, Andreas Prodomos, to enter the Governor's chamber are particularly recorded. In confirmation of this effort, there are the "rings" recorded on the Control Room Chat Recorder. According to what he reports shortly before the left engine seized, it was observed by the F16 pilot that a member of the Cabin Crew had entered the cockpit and sat in the Governor's seat while

attempting to take control of the aircraft. It is confirmed that he held a professional pilot's license.

However, the man was not wearing an oxygen mask, and after the left engine shut down due to running out of fuel, he attempted to broadcast a MAYDAY distress signal. Specifically, with an obviously weakened voice, he was calling for help. The cockpit voice recorder recorded: "Mayday, Mayday Mayday, Helios Airways flight 522 Athens..." and again "Mayday, Mayday...". At a height of about 7,000 feet this person for the first time seems to confirm that he perceived the presence of warplanes, making a gesture with his hand. But the broadcast did not take place because the microphone button was not activated. Akrivos Tsolakis attributes this to difficult performance due to the prevailing conditions of subjugation and stress. And when the leader of the flock gave him the standard hand signal to follow him to the "Eleftherios Venizelos" airport, the unfortunate caretaker gave him a thumbs down signal.

Furthermore, future movies and relative videos, texts should present the history of problematic airplanes before a disaster. For the case of Helios Airways flight 522 there was a problematic past and there were loud noises during its operational use. The conclusion records problems faced by the "Helios" aircraft in question. Specifically, "on December 16, 2004, the accident aircraft was flying from Warsaw, Poland to Larnaca. Before starting the descent towards Larnaca the aircraft experienced a rapid decompression. The Warning Siren sounded and the cabin height increased rapidly. The passengers' oxygen masks dropped automatically. The cabin steward had reported to the Governor that there was a bang from the rear service door and there was a large enough hole in the door seals that "could fit a hand through". The flight continued normally to Larnaca but was given priority for landing. Three passengers were admitted to the Larnaca hospital with ear problems." It also does not overlook the fact that there were nine entries regarding the Electronic Equipment Cooling System of the vessel in question in the Technical Log from 9 June to 13 August 2005. Also on 13 August 2015 the Cabin Crew on a flight preceding accident, which departed from London Heathrow Airport bound for Larnaca, noticed a problem with the right rear service door. Specifically, there was talk of "loud knocks" and they asked for the right rear service door to be inspected. Upon arrival

the authorized Ground Engineer, according to the report, made the required inspections and had no observation, writing verbatim "there were no leaks or natural sounds".

All the above should be properly demonstrated at future relative movies and word processing so as to avoid the fate of the 121 passengers after the crash at Helios Airways flight 522. After the tragedy, the main Greek press reported on injuries. On the other hand, the conclusion states explicitly: "Under the circumstances of the accident, the survival of the passengers and the crew was impossible. The bodies of the victims were recovered from the wreckage of the aircraft by the firefighters of the Special Rescue Force of the Fire Brigade. Most of the victims were strapped into their seats, which due to the impact had come off the rails holding them to the floor of the aircraft." In the chapter "injuries to persons" there is no reference to injured people but to 121 confirmed deaths.

Also particular difficulties should be presented at documentaries for cabin crew staff at special destinations and informing also air flight viewers at travel destinations. The local winds and topography of particular regions like the next useful videos at famous tourism travel destinations for stakeholders at youtube channel .

Similar documentaries should exist for islands, regions that should be well known to pilots and cabin crew staff , taking right safety measures, like air flight landing to Santorini Greek island famous travel destination, or Kastelorizo Greek island unique travel destination for fresh fish and sea tourism activities but it presents one of the most difficult landing destinations due to its topography and local winds when exist in Greece making it an Island with safe hopping flying adventure when there are good pilots. Similar videos exist at web which are useful for stakeholders taking the right measures at dangerous landings and great pilots.

- Video for BOEING 737 Stunning LANDING into Santorini Airport GREECE RWY15 -Cockpit View - Life Of An Airline <https://youtu.be/a1uFEtUANEI>
- Video for 'The Most Difficult Landing - Greece Island Hopping Flying Adventure' <https://www.youtube.com/watch?v=S4bH>

[vejny2o&t=435s](#)

4. CONCLUSIONS

Based on the above presented working study analysis there were found several imperative sentences in the 2019 Chinese film “The Captain” (中国机长 Zhōngguó Jīzhǎng).

1. The most widely used imperative function is the command function and the least function found was threatening function. Functions about entertainment and suggestions should be addressed more. However, the words used by both film dialogues present courtesy and respect with very little threatening function at the examining movie.
2. Functions about politeness should be addressed more as that function presented small percentage in that film. That due to the fact that film mostly presents the incident of Sichuan flight number 8633, including the service of the aircraft officers and the confidence of the officers in facing an emergency situation in their communication at examining movie.
3. Future films, videos should include also words, conversations, text topics around health and safety and measures that are necessary to be checked and to be taken in emergencies. Future movie films, videos, and literature analysis should include relative material for health, safety, actions in emergencies so as to support clean safe indoor environments and public health protection. It could be a reference base for better future movies for educational and comprehensive material to stakeholders.
4. Relative topics, functions of imperative sentences should be focused on Based on the above presented results more content should exist in future similar films showing politness, entertaining, giving permission, giving advice, giving suggestion so as to be useful for fututre safe flights as well as learning material to stakeholders. These contents presented at movies, videos could be useful in decision making, taking right

measures, actions in emergencies. Those syntactical contents, film dialogues, proper speech tones, texts should be included at future movies, relative films and videos for future air flights and public health protection.

Future research could exist discussing other imperative sentences based on “The Captain” film according to relative presented analysis, literature, video contents for future safe air flights. That could be used as a reference for future research ontologies at relative movies, films, videos and similar documentaries for more film dialogues that will include clean safe indoor environments, health and safety topics for public health protection.

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