
FIRST LANGUAGE ENGLISH

0627/01

Paper 1 Reading Passages

October/November 2017

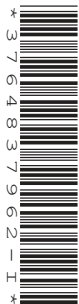
READING BOOKLET INSERT

2 hours 10 minutes

READ THESE INSTRUCTIONS FIRST

This Insert contains the reading passages for use with **all** the questions on the Question Paper.

You may annotate this Insert and use the blank spaces for planning.
The Insert is **not** assessed by the Examiner.



This syllabus is regulated in England as a Cambridge International Level 1/Level 2 (9–1) Certificate.

This document consists of **4** printed pages and **4** blank pages.

Passage A: The Mayor of Casterbridge

In this extract, Donald Farfrae, a farm owner, shows off his new horse-drill. This is a newly invented machine that will make planting corn much quicker and easier. Two young women, Elizabeth and Lucetta, see Farfrae from their window and go to join a crowd of people who have gathered outside to look at the machine.

The morning was exceptionally bright for that time of year. The sun fell so flat upon the houses and pavement opposite Lucetta's residence that they poured brightness into her rooms. Suddenly, after a rumbling of wheels, there were added to this steady light a fantastic series of circling irradiations upon the ceiling and the women turned to the window. Immediately opposite a vehicle of a strange description had come to a standstill as if it had been placed there for exhibition. 5

It was the new-fashioned agricultural implement called a horse-drill, till then unknown in its modern shape in this part of the country. Its arrival created about as much sensation in the corn-market as a flying machine would create at Charing Cross Railway Station.

The farmers crowded round it, women drew near it, children crept under it and into it. The machine was painted in bright hues of green, yellow, and red, and it resembled as a whole a mixture of hornet, grasshopper and shrimp, magnified enormously. Or it might have been likened to an upright musical instrument with the front gone. That was how it struck Lucetta. 'Why, it is a sort of agricultural piano,' she said. 10

'It has something to do with corn,' said Elizabeth. 15

'I wonder who thought of introducing it here?'

As if in response to their thought, Donald Farfrae came up at that moment, looked at the machine, walked around it, and handled it as though he knew something about its make. The two watchers inwardly started at his coming, and Elizabeth left the window, went to the back of the room, and stood as if absorbed in the panelling of the wall. She hardly knew she had done this until Lucetta, animated by the sight of Farfrae, spoke out: 'Let us go and look at the instrument, whatever it is.' Elizabeth's bonnet and shawl were pitchforked on in a moment, and they went out among all the agriculturists gathering around the new machine. 20

They examined it curiously; observing the rows of trumpet-shaped tubes one within the other, the little scoops, like revolving salt-spoons, which tossed the seed into the upper ends of the tubes that conducted it to the ground. The humming of a song sounded as though from the interior of the machine. They could see behind it the bent back of a man who was pushing his head into the internal works to master their simple secrets. The hummed song went on. 25

Satisfied at last with his investigation Donald Farfrae stood upright and met their eyes.

'We are looking at a wonderful new drill,' Lucetta said. 'But practically it is a stupid thing – is it not?' 30

'Stupid? O no!' said Farfrae gravely. 'It will revolutionise sowing hereabout! No more sowers flinging their seed about so that some falls by the wayside and some among thorns and all that. Each grain will go straight to its intended place and nowhere else whatever!'

'Then the romance of the sower is gone for good,' observed Elizabeth. 35

'Ay ay ... it must be so!' Donald Farfrae admitted, his gaze fixing itself on a blank point far away. 'But the machines are already very common in the East and the North of England,' he added apologetically.

Passage B: Aviation is fast approaching the post-pilot era

This article reflects on the development and use of unmanned aircraft.

Every day, dozens of unmanned jet aircraft, as big as private business jets, take off from airports scattered around the globe. They fly for thousands of kilometres, staying aloft for as long as 36 hours, often changing course to cope with unexpected developments, before returning to land. Most people grossly underestimate the sophistication, safety and cost-effectiveness of autonomous and remotely piloted aircraft. 5

Global Hawks, for instance, are long-range, sophisticated surveillance jets, controlled from Beale Air Force Base in California. They have been flying for 15 years. They have flown to Australia and back from the United States. They fly daily over heavily-trafficked airspace where they fly high above commercial airliners. They can be programmed to take off, fly a 32-hour mission and land, all without direct human control. Alternatively, pilots half a world away, linked by multiple, secure and redundant satellite data links, can 'fly' them remotely. There are thousands of other unmanned aerial vehicles already flying daily, mostly in military service. 10

Pilotless aircraft aren't a distant sci-fi concept, nor the wishful dreams of accountants at big airlines where the nattily-uniformed flight crew is a big cost just waiting to be cut. Many pilots these days regret that most of the time they do little, if any, 'hand flying'. Courses, heights, waypoints and rates of descent are all programmed into flight management computers which fly modern aircraft, achieving far better fuel consumption than even the most suave of airline captains. 15

Aviation experts predict an end to the era of pilots – at least pilots in cockpits – just as inevitably as elevator operators became redundant because they were expensive and less precise than computerised systems. Some high-end department stores kept on uniformed elevator operators who did nothing except offer reassurance by their presence to nervous shoppers. Similarly the transition to remotely-guided or autonomous aircraft may include a period of time with pilots present, but not required, on board airliners. 20

In many ways, pilotless aircraft are far less of a technological challenge than driverless cars, which major manufacturers expect will be sharing the roads with more dangerous human drivers within a few years. For instance, across North America, there are only about 5,000 aircraft flying in controlled airspace at one time. That's far fewer than the number of cars in a small city and they don't need to dodge pedestrians, other drivers doing stupid things, or a host of other variables that make driving dangerous. In addition, aircraft fly pre-determined routes, at heights and speeds that can be far more easily adjusted to avoid collisions, between a few hundred well-defined destinations. 25 30

Cargo flying transoceanic routes, with no nervous passengers to persuade, will likely be the first to make the change. United Parcel Service, the global package and freight giant, operates 238 large cargo jet aircraft. In a decade, it expects to be flying pilotless freighter aircraft across the Pacific Ocean. 35

Passage C: London sees the R101

This newspaper report, published in 1929, describes the reactions of people in London when they see the R101 for the first time. The R101 was a huge gas-filled airship that was viewed as the future of flying before passenger aeroplanes were developed.

London saw R101, Britain's new £1,000,000 airship today – and voted her a very fine spectacle indeed, whether or not she may prove to be a commercial success. She came to London much sooner than expected. When she left her mooring tower at Cardington, Bedfordshire, shortly before noon, she was expected to fly to Oxford and then turn towards London, not flying in a direct line, but circling and turning to test her engines and navigability. Instead her commander changed his programme and made for London first. The airship circled the city flying low, then rose higher and flew northwards again. 5

Aeroplanes which escorted her were so dwarfed by her gigantic bulk that they looked almost like wasps. It is safe to say that almost every eye in London was turned towards the skies as she passed overhead. People ran from shops and houses or flocked to the windows. On the flat roofs of all tall buildings, there were throngs of people. 10

'A magnificent sight,' was the general verdict.

There was, of course, a very large crowd outside St Paul's Cathedral and on the roofs of the city banks to watch her as she seemed to swim like an enormous fish. It was vastly amusing to hear how many comparisons were made between her and the contents of an aquarium. One man said she looked like a gigantic trout, another that she was the shape of a salmon, and altogether there was so much difference of opinion as to the particular sort of fish she resembled that one man exclaimed: 'Why, to hear you all, anybody would think she had escaped from Billingsgate Fish Market!' 15

Every office window was crowded in the neighbourhood of the cathedral, and there were a few cheers, which did not last long, for it seemed to be realised that her crew could not hear any cheering. In the noise of the traffic one could hear very little of the engines of the airship. However, she was not, apparently, going at a strong pace, but was allowing London the treat of seeing her. 20

When she had turned around St Paul's Cathedral she made off in a north-westerly direction and was last seen beyond Holborn. 25

When she first came into view the sun caught her, and she was of silver brilliance, but when she turned the sky was grey, the sun had disappeared, and she was only a faintly shimmering mass against the cloud.

The last observations were that she looked like an immense fish. Then another unemotional Londoner settled it all by saying: 'To me she looks more like an airship.' 30

Then the policeman said, 'Move on, people: look out for pickpockets,' and the crowd disappeared after its twenty minutes of sky-gazing.

Actually there seemed to be some disappointment among spectators at the design of the ship. Some people thought she looked too squat, that her head was too large, and that the thinning of the body towards the tail was very abrupt; a rather ugly fish, someone called her. 35

However, it was a great treat for everybody, from office boys to members of the Stock Exchange, the big banks, and other City institutions, and they were grateful for it.

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