This is a Class 1 exam

Lebanon Evangelical School for Boys and Girls

Lebanon Evangelical School

for Boys and Girls Loueizeh - Baabda

Stage Exam 04

20-25JUN2025

Do NOT write in this box. Your MARK will be placed here.

Subject :	English
Class :	6E
Teacher :	Mrs. Maral Malakian Abou Zeid
Duration :	1 hour

Answer on the exam paper

You are to answer the questions to this exam on : This exam paper

Your name :		*Time taken to complete exam*
Your Class :		
Exam Room :		
How many sheets, including cover sheet :		

- Do not open this paper until the teacher in charge instructs you to do so.
- The most important thing to remember in taking an exam is NEVER PANIC.
- If you are caught cheating in this exam, you will be awarded zero for ALL exams that are taken on this day.

I. Comprehension:

Read the selection below:

From The Fun of It
by Amelia Earhart

The southwest wind was nearly right for the runway. At twelve minutes after seven, I gave her the gun. The plane gathered speed, and despite the heavy load rose easily.

A minute later I was headed out to sea.

For several hours there was fair weather with a lingering sunset. And then the moon came up over a low bank of clouds. For those first hours I was flying at about 12,000 feet. And then something happened that has never occurred in my twelve years of flying.

The altimeter,' the instrument which records height above ground, failed.

Suddenly the hands swung around the dial uselessly and I knew the instrument was out of commission for the rest of the flight.

About 11:30, the moon disappeared behind some clouds, and I ran into rather a severe storm with lightning, and I was considerably buffeted about, and with difficulty held my course. In fact, I probably got off my course at this point to some extent because it was very rough. This lasted for at least an hour. Then I flew on in calmer weather though in the midst of clouds. Once I saw the moon tor a fleeting instant and thought I could pull out on top of the clouds, so I climbed for half an hour when suddenly I realized I was picking up ice.

I knew by the climb of the ship which was not as fast as usual that it was accumulating a weight of ice. Then I saw slush on the windowpane. In addition, my tachometer, the instrument which registers revolutions per minute of the motor, picked up ice and spun around the dial.

In such a situation one has to get into warmer air, so I went down hoping the ice would melt. I descended until I could see the waves breaking although I could not tell exactly how far I was above them. I kept flying here until fog came down so low that I dared not keep on at such an altitude. Instrument-flying cannot be done safely very near the surface with the equipment we have today.

There was nothing left but to seek a middle ground, that is, to fly under the altitude at which I picked up ice and over the water by a sufficient margin. This would have been much easier to do had I been able to know my height

Later, I tried going up again with the same result. So I gave up, just plowing through the "soup" and not looking out of the cockpit again until morning came. I depended on the instruments there to tell me the position of the plane in space, as under these conditions human faculties fail. Had I not been equipped with the best I could never have succeeded. The gyro compass, which is freest of all from fluctuations, was a real life-saver.

About four hours out of Newfoundland, I noticed that the flames were coming through a broken weld in the manifold ring. I knew that it would grow worse as the night wore on. However, the metal was very heavy and I hoped it would last until I reached land. I was indeed sorry that I had looked at the break at all because the flames appeared so much worse at night them they did in the daytime.

As daylight dawned, I found myself between two layers of clouds, the first very high, probably 20,000 feet, the lower ones little fluffy white clouds near the water. This was the first sight of the sea in daylight.

I noticed from the blowing foam that there was a northwest wind. The little white clouds soon grew packed and resembled a vast snow field. I could see on the leading edge of my wings particles of ice which had not yet melted. Soon I went a little higher and ran into another bank of clouds. I was in these for at least an hour and then came out in a clear space again over the white snow fields.

By this time, the upper layer was thin enough for the sun to come through, and it was as dazzling as on real snow. I had dark glasses but it was too much for me even so, and I came down through the lower layer to fly in the shade, as it were.

Anyway, ten hours had passed, and I wished to see the water lest I was passing a boat. I had seen one vessel shortly after I left Harbour Grace. I blinked my navigation lights but apparently no one saw me as I was flying high. Then I picked up either a fishing vessel or an oil tanker off the coast of Ireland, but those were the only two I saw until I met a fleet near the coast.

From then on I met sunshine and low hanging clouds, most of which I kept under even though they were very near the water.

By the way, I didn't bother much about food for myself. The really important thing was fuel for the engine. It drank some 350 gallons of gasoline. My own trans-Atlantic rations consisted of one can of tomato juice which I punctured and sipped through a straw.

Of course, the last two hours were the hardest. My exhaust manifold was vibrating very badly, and then I turned on the reserve tanks and found the gauge leaking. I decided I should come down at the very nearest place, wherever it was. I had flown a set compass course all night. Now I changed to due east and decided to head for Ireland. I did not wish to miss the tip of Ireland and the weather was such I couldn't see very far. I thought I must be south of the course, for I had been told by the weather man in New York that I might find rain south of my course. There was a wind which might blow it on, so when I ran into the storm I thought that I was in this weather spoken of. Then when I saw the northwest wind, I was sure I must be south. As it happened, I probably was exactly on my course, and I think I hit Ireland about the middle.

I started down the coast and found thunderstorms lower in the hills. Not having the altimeter and not knowing the country, I was afraid to plow through those lest I hit one of the mountains, so I turned north where the weather seemed to be better and soon came across a railroad which I followed hoping it would lead me to a city, where there might be an airport.

The first place I encountered was Londonderry, and I circled it hoping to locate a landing field but found lovely pastures instead. I succeeded in frightening all the cattle in the county, I think, as I came down low several times before finally landing in a long, sloping meadow. I couldn't have asked for better landing facilities, as far as that.

There ended the flight and my happy adventure. Beyond it lay further adventures of hospitality and kindness at the hands of my friends in England, France and America.

Re-read the selection and circle the correct answer: (Total 20 pts., 1 pt. each)

1. **What is the type of this selection?**
   a) Fictional narrative.
   b) Science fiction.
   c) Biography.
   d) Autobiography.

2. **What does the author mean when she says she "gave her the gun"?**
   a) She shot at something.
   b) She gave up flying.
   c) She increased engine power for takeoff.
   d) She turned off the plane's motor.

3. **What failed shortly after Earhart took off?**
   a) Her fuel tanks.
   b) The gyro compass.
   c) The altimeter.
   d) The landing gear.

4. **Why was flying near the ocean surface risky?**
   a) The fog made it impossible to see the water.
   b) Birds would fly into the plane.
   c) Her compass would not work near water.
   d) The sun would reflect off the ocean and blind her.

5. **What natural event caused her to go off course?**
   a) A volcano eruption.
   b) A heavy snowstorm.
   c) A severe thunderstorm.
   d) A desert sandstorm.

6. **Why did she start flying lower during the flight?**
   a) To escape birds.
   b) To see boats more clearly.
   c) To avoid ice build-up on the plane.
   d) To take better photographs.

7. **What instrument helped her stay on course during the night?**
   a) Thermometer.
   b) Tachometer.
   c) Altimeter.
   d) Gyro compass.

8. **What problem did she notice with the manifold ring?**
    a) It was frozen.
    b) It was leaking gas.
    c) It had a broken weld and was releasing flames.
    d) It was missing entirely.

9. **Why did she descend through the clouds after sunrise?**
    a) Her eyes hurt from the bright sun.
    b) The altimeter had started working again.
    c) She wanted to land.
    d) The clouds were too thick to fly above.

10. **What did she drink during the flight?**
    a) Water.
    b) Coffee.
    c) A protein shake.
    d) Tomato juice.

11. **How much gasoline did her plane use during the flight?**
    a) 50 gallons.
    b) 100 gallons.
    c) 200 gallons.
    d) 350 gallons.

12. **What did she think when she saw a northwest wind?**
    a) That she was going the wrong way.
    b) That she must be south of her course.
    c) That she should turn back.
    d) That she had reached England.

13. **What helped her land safely?**
    a) A map of Ireland.
    b) Her altimeter returning to normal.
    c) Following a railroad.
    d) Spotting a large airport.

14. **Where did she finally land?**
    a) A city street.
    b) A mountain trail.
    c) A long, sloping meadow.
    d) A beach.

15. Why did she say the last two hours were the hardest?

a) She ran out of tomato juice.
b) The weather was perfect.
c) The exhaust manifold was vibrating badly and fuel was leaking.
d) She couldn't see the ocean.

16. What did she use to sip her tomato juice?

a) A spoon.
b) A metal straw.
c) A plastic bottle.
d) A straw through a punctured can.

17. Which of these best describes the tone of the story?

a) Frightening and hopeless.
b) Lighthearted and humorous.
c) Adventurous and determined.
d) Sad and angry.

18. What does "the ship was not climbing as fast as usual" most likely mean?

a) The plane was losing fuel.
b) The engine had failed.
c) Ice was adding weight.
d) The controls were broken.

19. What was the main danger of picking up ice on the plane?

a) It would cause the radio to fail.
b) It could damage her parachute.
c) It added weight and reduced control.
d) It blocked the sun from her view.

20. What did Amelia Earhart say at the end of her journey?

a) "Never again."
b) "The adventure was over, and I was relieved."
c) "There ended the flight and my happy adventure."
d) "I crashed into a field, thankfully unharmed."

II. Grammar: (Total 15pts., 1 pt. each)

A. Put the verbs in the brackets in the correct form of Present Perfect: (Total 5pts., 1 pt. each)

1) I _____ (finish) my homework already.
2) She _____ (never/see) snow before.
3) We _____ (not/eat) anything since morning.
4) He _____ (read) that book many times.

5) You _____(not/get) a message from her yet.

B. Use Simple Past or Present Perfect tense to fill in the blanks: (Total 10pts., 1 pt. each.

1) Last night my roommate and I _____ **(have)** some free time, so we _____ **(go)** to a show.
2) I _____ **(already/eat)** dinner today, but I _____ (skip) dinner last night
3) It _____ **(rain)** a lot last week, but it _____**(not/rain)** much so far this week.
4) How many letters _____ **(you/ write)** since the beginning of the month?
5) The printer technician _____**(try)** to fix the printer this morning, but he _____ **(not/be)** successful so far.
6) I _____ **(speak)** to the new manager last week, and since then we _____**(exchange)** several emails.
7) She _____ **(not/like)** sushi when she first _____ **(taste)** it, but she loves it now.
8) They _____**(finish)** the report yesterday, but they _____ **(not/send)** it yet.
9) I can't believe you _____ **(forget)** to send the email regarding the problem we were having, we_____ **(talk)** about three times this week!
10) They _____**(launch)** the product in March, and until now, they _____**(sell)** over 10,000 units.

BEST OF LUCK

English SE04 - Answer Key
2024-2025

I. Comprehension: (1 pt. each)

1) D
2) C
3) C
4) A
5) C
6) C
7) D
8) C
9) A
10) D
11) D
12) B
13) C
14) C
15) C
16) D
17) C
18) C
19) C
20) C

II. Grammar:

A. Present Perfect: (1 pt. each)

1) have finished
2) has never seen
3) have not eaten
4) has read
5) have not gotten

B. Past Simple and Present Perfect: (Total 10 pts.)

1) had (0.5 pts.) – went (0.5 pts.)
2) have already eaten (0.5 pts.) – skipped (0.5 pts.)
3) rained (0.5 pts.) – has not rained (0.5 pts.)
4) have you written (1pt. each)
5) tried (0.5 pts.) – has not been (0.5 pts.)
6) spoke (0.5pts) – have exchanged (0.5 pts.)
7) did not like (0.5 pts.) – tasted (0.5 pts.)
8) finished (0.5 pts.) – have not sent (0.5 pts.)
9) forgot (0.5 pts.) – have talked (0.5 pts.)
10) launched (0.5 pts.) – have sold (0.5 pts.)