

Reader's  
Digest

PART 3

*New Reading*  
*Skill Builder*

读者文摘社  
新编循序渐进英文读本

第 4 级  
第 三 册

# *New Reading Skill Builder*

PART THREE

## STORIES FOR YOUNG READERS

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## BLAST OFF!

*You are bound for fun, action and thrills—*

*Moon trips to take... A bushmaster snake...*

*Volcanoes afire... Jets for hire...*



## STORIES

Keep Those Jets Moving! .....	4
†The Dog Who Wouldn't Be a Dog .....	14
†One Alaska Night.....	23
Life—at a Snail's Pace .....	32
The Hottest Job on Earth.....	39
†She Painted Her Memory.....	50
Beaver Battles .....	60
From the Heart of a Stranger .....	67
*Jules Verne's Trip to the Moon.....	74

*Alaskan chills... Gold in the hills...*

*A night-time zoo...*

**ALL HERE FOR YOU!**

Jack: The Story of a Pretty Good Donkey	81
He Gave Windows to the Blind .....	92
That Crazy Tower in Pisa .....	102
† The Snake in the Sleeping Bag .....	107
*Whatever You're Doing, Stop It! .....	115
† Death Valley Gold .....	120
† Three Gold Medals for Wilma .....	128
Attention, Animal-Watchers! .....	137

\*Short story without quizzes

†Stories for which dramatized  
Audio Lessons are available.

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Let's look in on the life of an airport.

# KEEP THOSE JETS MOVING!





We're in the control tower of the Los Angeles Airport. It's a clear night. Look to the east. See that line of lights in the sky? Those are the landing lights of jet planes. As one plane lands, another plane gets in line.

It goes on like this all day and all night. In 24 hours, 700 or 800 planes may land.

When a plane comes down, the trip is over for the passengers. And work is over for the captain



and the crew. But work goes on for the people who run the airlines. They have to load up the jets again and put them back in the air. Their job is to keep those jets moving.

It's a big job. Let's go around the airport and see what's going on.

We're at the west end of the airfield. This big cave-like building belongs to one of the airlines. It is the service station for its jets. Half a dozen of the big planes are here now. And about 200 people are working on them.

A repair chief is talking over the telephone. "Can you spare a nose wheel?" he asks. He is talking with a repair chief of *another* airline.

The airlines do a lot of trading like this. Suppose the plane needing repair is a Boeing 707. Many airlines buy this kind of plane from Boeing. One 707 is like another. They can all use the same parts. The parts cost a lot of money. Just to give you an idea, a wheel with a tire costs about \$1000. A pair of seats costs about \$1600. To save money, one airline keeps just certain parts on hand. And the other airlines keep different parts. Then they trade when they need to.

At the rear of the building a jet engine is being

raised from the ground. It's about as long as an automobile. And it's twice as heavy. A man is checking the fan that pulls air into the engine.

Jet engines don't need a going-over very often. Most of the planes fly  $4\frac{1}{2}$  million miles before they need engine repair. Some jets are in the air 15 hours a day. And the more time they spend in the air, the more money the airlines make. That's why they want to keep the jets moving.

Before a jet begins a new flight, it takes on fuel for its engines. And it takes on fuel for its passengers—meals.

Here we are where meals are prepared. The kitchen is always open. In fact, the hours just after midnight are one of the busiest times. A lot of flights leave in the morning. So lots of food for breakfast and lunch must be ready. Some mornings the kitchen sends out as many as 3500 meals to the waiting planes.

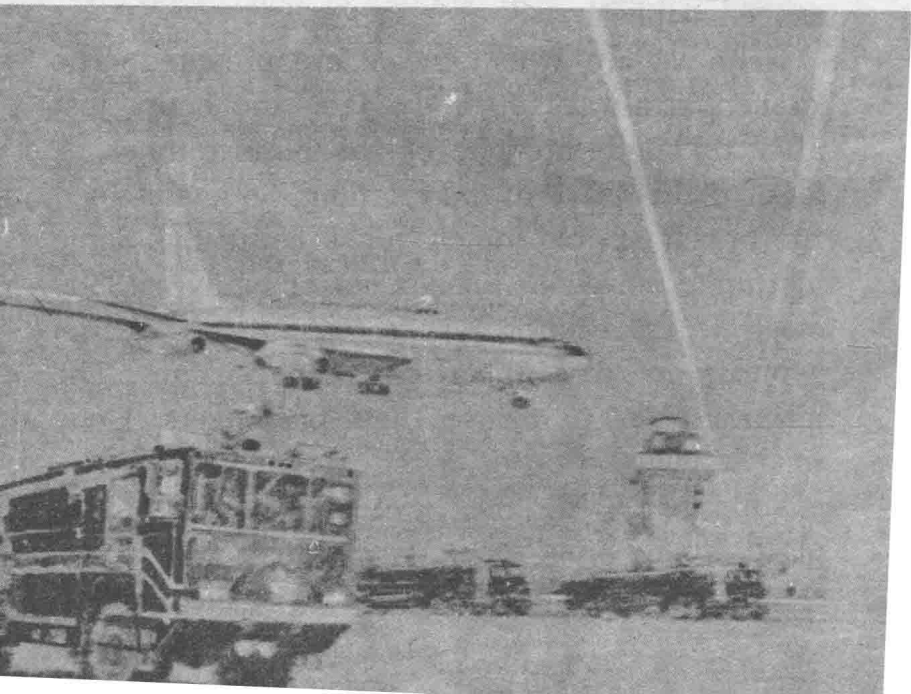
Meals are very important to the airlines. The airlines want to please their passengers. Good food is one way to do it.

Suppose two airlines have flights to the same place at the same time. Which flight will a passenger take? The answer may well be the one that

has better meals. So each airline plans meals it thinks will be best. Each meal is worked out carefully—even to the number of tomato slices in the salad!

Our next stop is a firehouse down on the field. A red phone on the wall rings. It's the control tower: "Flight 37 is landing in nine minutes. Its number 2 engine is out."

A dozen fire engines and crash trucks go out on the field. They are ready—if the big jet needs



help. It doesn't. The captain makes an easy landing. He waves his thanks as he guides the plane off the runway.

The fire trucks go out two or three times a day on alarms. Most of the time it's nothing really dangerous. It's a flat tire. Or it's brake trouble. Something like this the captain can handle himself. Still, the airport takes no chances.

It's now 9 p.m. We're at the east end of the field. A plane from Denver has landed. Its passengers have left the jet. And a huge truck has pulled up beside it. But something strange is going on. Three men are taking out the seats from the plane's cabin. They are pushing them into the waiting truck!

Are the men stealing the seats?

No, not at all. The jet is a 727-QC. The QC stands for Quick Change. The plane is being changed from a passenger plane to a freight plane. This is one of the newest ways to keep jet planes working full time. The plane will haul freight to New York tonight. It will pick up another set of seats there. And tomorrow it will haul passengers back to Los Angeles.

The change is quick all right. At midnight the

727-QC is loaded. It is stuffed from floor to ceiling with huge boxes of freight. Among other things, it is loaded with a ton of strawberries, four bicycles, 100 boxes of bathing suits, an airplane landing gear and half a ton of mail. It's also hauling two horses and four dogs!

Back in the control tower, we watch the 727-QC take off. It climbs sharply, banks and turns toward the east. Another jet has been loaded and put back in the air.

And so it goes around the clock. Those jets really keep moving!

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NUMBER OF WORDS: 903 ÷ ..... MINUTES READING TIME = RATE .....

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## I. AIRLINES "WHY'S"

Check the right answer.

1. Why is it important for airlines to keep jets moving?
  - .... Jet engines wear out if not used.
  - .... The captain and crew want to work all day and all night.
  - .... That's how airlines make money.

2. Why is it important to serve meals that please a passenger?

.... The food may help him decide which airline to take.

.... On short flights no doctor is aboard.

.... He will get only one meal in the air.

3. Why are the fire trucks called out to the field so often?

.... They have to go out for every landing.

.... The airport takes no chances.

.... The firemen need the practice.

4. Why is it that the 727-QC makes more money for the airlines?

.... It can be changed to haul either passengers or freight.

.... Its engines need no repair.

.... It takes only one man to change it.

5. Why do airlines trade parts?

.... The repair chiefs are good friends.

.... It's cheaper than keeping all parts on hand.

.... Used parts are better than new parts.

**10 points for each correct answer**

**My score: .....**

## II. LISTEN IN AT THE AIRPORT

Pretend you are at an airport. In what place would you hear each bit of talk below? Choose from these: control tower, repair building, kitchen, firehouse, 727-QC.

1. "This salad needs more tomato slices!"  
.....
2. "It's sure been busy up here. We brought in 800 planes in the last 24 hours."  
.....
3. "Joe, we need a fuel tank. Call another airline to make a trade." .....
4. "The control tower just called. Flight 23 is landing with a flat tire. Get our fire engines out on the field!" .....
5. "OK, Bill, let's get these seats out and those boxes of freight in." .....

5 points for each correct answer

My score: .....

## III. TAKE A SECOND LOOK

Read carefully the part of the story beginning "We're at the west end of the airfield" (page 6). Then underline the answers to the questions below.

1. How many jets are in the repair building?
  - a. Twelve
  - b. Six



2. What is true about all Boeing 707's?
  - a. They are bought from one company.
  - b. They are owned by one airline.
3. What costs about \$1000?
  - a. A wheel
  - b. A wheel and tire
4. What is being raised from the ground?
  - a. A jet plane
  - b. A jet engine
5. Which is heavier?
  - a. A jet engine
  - b. An automobile

5 points for each correct answer

My score: .....

PERFECT TOTAL SCORE: 100

MY TOTAL SCORE: ....

#### IV. JET AWAY!

1. Make a dictionary of airport words. Start with words like *runway*, *control tower*, *jet*. Use pictures to show what some words mean.
2. Bring in newspaper and magazine ads for different airlines. How does each airline try to get you to fly with it?
3. Bring pictures of jet planes to class. How many different kinds of jets can you find?
4. Make a TV commercial for an airline.

From *A Day in the Life of an Airport*, by James Nathan Miller  
The Reader's Digest, February '69 (from Air Facts)