
INTERNATIONAL GCSE ENGLISH LANGUAGE

Paper 2 – Source-based Reading and Directed Writing

Insert

Wednesday 2 November 2022

07:00 GMT

Time allowed: 2 hours

The six sources that follow are:

- **Source A:** Travelling by Tuk Tuk
- **Source B:** Are flying taxis ready for lift off?
- **Source C:** 'The Spirit of St Louis'
- **Source D:** Why train travel is the one experience you won't want to miss in Japan
- **Source E:** Image - Daily Traffic in Dhaka, Bangladesh
- **Source F:** Ballooning: a very special experience

Contents**Section A: Source material**

| | Page |
|----------------------------------------------------------------------------|-------------|
| A Travelling by Tuk Tuk | 3 |
| B Are flying taxis ready for lift off? | 4 |
| C 'The Spirit of St Louis' | 5 |
| D Why train travel is the one thing you won't want to miss in Japan | 6 |
| E Image - Daily Traffic in Dhaka, Bangladesh | 7 |
| F Ballooning: a very special experience | 8 |

Source A**Travelling by Tuk-Tuk**

Tuk-tuks are a common sight in Thailand, particularly in Bangkok, and they are becoming a more popular mode of transport worldwide. Apart from being a practical way to travel around busy cities like Bangkok, they also allow travellers to have a really fun experience. Many tuk-tuk drivers will decorate their vehicle to make each one individual. The ride will give you an uninterrupted view of the scenery that you can't get in a bus or taxi. It also allows you to take photographs while the driver does all the hard work.

Despite being slower than a taxi, a tuk-tuk driver can get you to where you want to go fairly quickly; they will also be happy to slow down or stop so you can enjoy looking at the landmarks. Passengers get the full open air experience, with a hood to provide some protection from rain and sun (although not from polluted air and dust). Many drivers will also carry a blanket with them if you feel like taking a moonlit trip around some of the amazing sights of the cities.

Turn over ►

Source B

Are flying taxis ready for lift-off?



To supporters, flying taxis are the solution to congestion. To critics, they are just billionaires' toys. So are they the answer to urban travel?

A form of flying car is set to escape the confines of science fiction. A handful of well-funded start-up companies have tested electric flying vehicles. Piloted air taxi and shuttle services are expected before 2025.

It is clear that ground-based transport infrastructures are under pressure. In London, drivers waste an average of nine-and-a-half days each year stuck in traffic. Although companies enthusiastic about the idea don't think flying taxis will ease congestion within a few years, they do believe they can play a role in the longer term.

However, other companies believe that trying to persuade city dwellers to feel relaxed about seeing aircraft regularly zipping above their heads may be a leap too far. Flying taxi companies are all too aware that at present most people do not differentiate between flying taxis and helicopters. 'The main reason we don't see helicopters flying around cities all the time is that people don't want to be exposed to the noise they make,' explains one expert.

Convincing passengers that the technology is safe is probably the biggest challenge facing the industry. Manufacturers are acutely aware they still have much to do to get both paying passengers and the wider public on their side: 'We need to show people the benefits of a faster, more predictable and safe form of transport that has little or no impact on the lives of people on the ground.'

Industry leaders also know they will struggle if only the wealthy can afford to fly. One way to prevent that is to fly without pilots, monitoring aircraft from control centres on the ground. The question is, will people fly in something without a pilot? Nobody really knows the answer to that.

Supporters are uncertain if the planned public acceptance campaigns will succeed, and whether the industry can increase production and reduce prices as rapidly as it can to avoid flying taxis being labelled as billionaires' playthings.

Source C

In 1927, an American, Charles Lindbergh attempts to cross the Atlantic Ocean in a small plane – ‘The Spirit of St Louis’.



At some time after seven in the morning, Lindbergh folded his lanky frame into the cockpit. The plane started up with a throaty rumble and coughed out a cloud of blue smoke before it settled into a rhythmic roar – intensely loud but reassuringly steady. After a few moments Lindbergh gave a nod and the plane began to creep forward.

After weeks of rain, the runway was soft and strewn with puddles. *The Spirit of St Louis* moved as if rolling over a mattress. Lindbergh's plane slowly gained speed but seemed 'glued to the earth' as one

observer recalled later. The propeller had been set at an angle to provide maximum fuel efficiency in flight but that meant a sacrifice in power at lift-off – and that lack of power was worryingly evident as the plane used up more and more runway without showing any signs of rising. Lindbergh in his cockpit had another concern to deal with. His lack of forward visibility, he now realised, made it impossible for him to be certain he was moving in a completely straight line – something he very much needed to do.

'Five hundred feet from the end, it still hugged the earth,' an observer wrote. 'In front of him was a tractor; telephone wires bordered the field. My heart stood still.' Lindbergh's plane rose tentatively and came back to earth with a clumsy bump, then rose and fell again. Finally, on the third try it lifted. It was as if Lindbergh had willed it into the air. Even Lindbergh viewed it as a kind of miracle – '5,000 pounds balanced on a blast of air,' he wrote later.

The plane rose so ponderously it seemed to have little chance of clearing the telephone wires straight ahead – wires that Lindbergh could not himself see. A man watching from halfway along the runway was certain that Lindbergh could not make it, and cried out with relief when he just cleared the wires.

Turn over ►

Source D

Why train travel is the one experience you won't want to miss in Japan



Sumo? Tea ceremony? Robot bar? Cat café? Ninja school? While all worthy experiences, it's riding the rails in Japan that rules them all. Trains are as much a cultural, culinary and social experience as a mode of transportation.

So what's so good about Japanese bullet trains anyway? Answer: just about everything.

Reaching speeds of up to 320 kilometres per hour, Japan's bullet trains (or 'shinkansen') may

fly across the country like a bat out of hell, but they also manage to maintain a Zen vibe on the inside. Super-clean, eerily quiet, scarily efficient and ever reliable, Japan's trains make any other country's rail network look pretty inferior.

On a recent trip from Tokyo to Sendai, I rode the Tohoku bullet train that covers a staggering 304km in just over 90 minutes. With the fastest operating speeds of the entire network, this line is the gold standard for speed fanatics who want to experience a bullet train at the height of its superpowers.

Apart from travelling at near-warp speeds, there are plenty of other features worth celebrating. Free, speedy Wi-Fi ensures passengers stay connected, nifty, retractable coat racks guarantee your coat doesn't get creased, and a trolley laden with snacks is rolled out just after leaving the station.

Super-clean, graffiti-free windows mean a limitless supply of mountain and countryside views are on tap (albeit a little blurred due to the breakneck speed of travel). Essentially, Japan is responsible for creating train Utopia.

Responsible for some of the world's greatest culinary experiences, it comes as no surprise that Japan also excels at train food. Apart from having some pretty good in-car dining and snacks on offer, the train station bento boxes (known as ekiben) are where it's at.

Unlike many other train journeys, respect is at the heart of a train ride in Japan. With most passengers going out of their way to ensure they don't talk too loudly or take up too much space, a train ride in Japan is thankfully devoid of conflict or annoyance.

Boarding is almost always an orderly, considerate experience characterised by extreme politeness and care. With ticket inspectors bowing to the carriage before checking tickets, a Japanese train ride is like entering an alternative universe in comparison to train trips in most other countries.

Source E

Image - Daily Traffic in Dhaka, Bangladesh



Turn over ►

Source F

Ballooning: a very special experience



Throughout history, dreamlike stories and romantic adventures have always attached themselves to balloons. Some stories are factual, some fantasy, many a mixture of the two.

All balloon flights are naturally three act dramas. The First Act is the launch: the human drama of plans, hopes, expectations. The Second Act is the flight itself: the realities, the visions, the possible discoveries. The Final Act is the landing, the least predictable, most perilous part, which may bring triumph or disaster; it is unknown.

What may happen while in the air is equally mysterious. Balloons have always given a remarkable bird's-eye view of the world. They provide unexpected visions of the earth beneath. To the earliest balloonists they displayed great natural features like rivers, mountains, deserts, and even polar regions, in an utterly new light. They also showed human features: the growth of new industrial cities or the speed and violence of modern warfare.

Long before the arrival of the aeroplane, balloons gave the first glimpse of a planetary overview. Balloons contributed to the sciences and the arts that first suggested that we are all guests aboard a unified, living world. The nature of the upper air, the forecasting of weather, the evolutions of geology, the development of international communications, even the creations of science fiction, are an integral part of balloon history.

And there are stranger elements, less easy to define: the mental release, the physical heart-lift, the calm delight of ballooning. The vulnerable globe of balloon fabric is itself symbolically related to the vulnerable globe of the whole earth. There is a haunting likeness between the silken skin of a balloon, the thin 'onion skin' of safety, and the thin atmospheric skin of our whole, beautiful planet as it floats in space. This thin breathable layer of air is not much more than seven miles thick; as balloonists were first to discover, in every way, balloons make you catch your breath.

END OF SOURCES

Copyright information

For confidentiality purposes, all acknowledgements of third-party copyright material are published in a separate booklet. This booklet is published after each live examination series and is available for free download from www.oxfordaqaexams.org.uk.

Permission to reproduce all copyright material has been applied for. In some cases, efforts to contact copyright-holders may have been unsuccessful and Oxford International AQA Examinations will be happy to rectify any omissions of acknowledgements. If you have any queries please contact the Copyright Team.

Copyright © 2022 Oxford International AQA Examinations and its licensors. All rights reserved.

