3er. SEMESTRE. INGLÉS. UNIDAD IV.

INTRODUCCION.

Conforme van pasando las unidades tus conocimientos se van ampliando y aunado a esto esperamos que los vayas afianzando y reforzando.

Recuerda que los días transcurren rápidamente y cuando menos lo esperas se termina el semestre. Asiste a clases, entrega tus requisitos y... si es necesario recupera.

OBJETIVOS.

1. Estructurar enunciados interrogativos con WH.
2. Manejar palabras sinónimas tales como CONFIRMED, EQUILIBRIUM, - - SUITABLE, STEADY, REALIZED, ACCOUNT, ARGUMENT, VITAL.

3. Identificar y utilizar las formas del modo imperativo.

4. Traducir enunciados que se hayan cubierto en la unidad.

PROCEDIMIENTO.

1. Estudia el material que comprende la unidad.

2. Resuelve y practica los ejercicios de la unidad.

3. Entrega el trabajo que se te indique el día señalado por tu maestro.

4. Asiste al Laboratorio de Idiomas.

REQUISITO.

Los ejercicios que comprenden la unidad deberán estar resueltos el día señalado por el maestro. La persona que no lo haga y no haya asistido al Laboratorio de Idiomas no tendrá derecho a presentar la evaluación.

MATERIAL ADICIONAL.

1. La explicación sobre las reglas gramaticales de los enunciados interrogativos con palabras WH se encuentran en los puntos 1 - 1.11 de la unidad III.

2. La explicación sobre las palabras sinónimas se encuentran en el punto 2 de la unidad III.

3. El modo imperativo se utiliza para : (a) dar órdenes, (b) hacer peticiones y (c) dar instrucciones.

NOTA: La palabra PLEASE se utiliza con frecuencia al dar una orden o hacer una petición. PLEASE va al principio del enunciado y si éste es - corto al final.

3.1 Para dar una orden simpre se dirige a la segunda persona singular o plural y el sujeto es morfológico.

(You) please open your books.

(You) stand up, please.

3.2 El verbo va en su forma base o simple.

Stop that chatter, please.

3.3 Para negar se utiliza la contracción DON'T de DO NOT al iniciar el enunciado, pero es más cortés si se antepone PLEASE.

(Please) don't honk the horn.

3.4 En las órdenes el sujeto es morfológico, pero también se puede utilizar LET'S (LET + US) y la forma base del verbo.

Let's take a break.

3.5 Para hacer la petición en forma cortés se usa WOULD YOU (PLEASE) seguida por la forma base del verbo.

Would you please give me a glass of Champagne.

3.6 En este modo se pueden utilizar los modales, el verbo va en su forma base.

may
You must not smoke at the movies.
can
should
will

EJERCICIOS.

I. Traduce el siguiente texto.

MAN IN FLIGHT
(PART TWO)

The successful conquerors of the air were two brothers, Wilbur and Orville Wright of Dayton, Ohio. As the owners of a bicycle company - which they had established in 1888, the brothers had considerable experience with all sorts of mechanical devices. Their attention has been attracted to the problem of human flight by a newspaper story about the death of Otto Lilienthal in 1896 during a gliding flight.

Wilbur and Orville Wright had been encouraged by Samuel Langley's achievements. They had corresponded with Langley and had carefully - read the books and articles which he had recommended. They had made - careful experiments of their own, first with kites and then with a home-made wind tunnel. These experiments had confirmed two facts for them.

First, any inclined surface will receive a lift when it moves through air. Second, a curved surface will receive a greater lift than a flat one.

With the help of the United States Weather Bureau, the Wright brothers found an ideal location for their gliding experiments. They decided on a narrow sandy beach along the coast of North Carolina at Kitty Hawk. The strong steady winds at Kitty Hawk supplied the most suitable atmospheric conditions for their efforts. There, in September 1902, they made more than a thousand flights with a glider. They were making tests and trying to solve the many problems of flight. One of these was the problem of equilibrium. In the beginning, the Wrights solved this problem in a peculiar way. The pilot changed his position as he moved through the air! On May 23, 1903, the Wrights patented a wing bending device for better lateral control of the machine while it was in flight. During their tests, they also learned to land their glider more safely. Their accident rate began to decrease. Finally, they put in a four-cylinder twelve-horsepower engine.

A twenty-one-mile-per-hour wind was blowing on the morning of December 17, 1903. At 10:30 A.M., Orville Wright crawled onto the bottom wing, and the motor was started. The twin propellers were set in motion in opposite directions. The wire holding the airplane was untied, and the plane went forward along a track into the wind. Finally, as Orville moved the controls, it left the ground. It flew perfectly for about 120 feet before landing safely. The first human flight in a powered heavier-than-air machine lasted 12 seconds. History was made.

Three more flights were made that day. In the last one, the machine flew for 59 seconds and went 852 feet in the air. The Wrights were very excited, but the public did not give it much importance. There were no newspapermen at Kitty Hawk that morning. Only three newspapers printed any account of the event. Only five people were actually pre-

when this new method of travel was born.

The Wrights built a new machine. Over a year later, they made a twenty-four-mile flight near Dayton, Ohio. They received a patent for their flying machine in 1906. They looked around for customers, but no one was interested. In late 1907, the United States Government became interested in planes, and the Wrights built one for the Army. It carried two men and enough fuel for a 125-mile flight. This was the first plane ever bought by the United States Army.

Less than three months before they received their airplane patent, Samuel P. Langley died, at the age of seventy-two.

Some of Langley's friends felt that he had built the first plane able to carry a man. They felt that the launching car, and not Langley's plane, had caused the failure of the trials. They asked Glen Curtiss to rebuild Langley's original machine. In 1914, after many changes, it flew successfully for 150 feet. This led the public to believe that Langley, and not the Wright brothers, was the real pioneer. The aerodrome was returned to Washington, repaired, and placed in the National Museum with the inscription:

THE FIRST MAN-CARRYING AEROPLANE IN THE HISTORY OF THE WORLD
CAPABLE OF SUSTAINED FREE FLIGHT

Of course, Orville Wright was hurt by this action. Many years of argument over the right to the invention followed. If he had lived, Langley would never have approved of these arguments. He had always avoided such things during his lifetime. Langley was a scrupulously honest man. He was always shy and made friends with great difficulty.