

2010年 考研英语二阅读理解（四选一） 第1篇·41-45 题答案与解析

QUESTIONS & ANALYSIS • 阅读理解题和解析

阅读理解题和解析·41-45 题

本页 41-45 题的答案与逐题解析由懒笔记基于2010年 考研英语二阅读理解（四选一）原卷逐题核对整理。与试卷排版同一卷面：先是 Directions 与 6 段原文（段首标 P1-P6 段号、逐段附中文翻译）；之后 5 道题逐题排列，每题英文题干与选项后紧接本题解析——题干与选项中译、答案、题型判定、题干拆句、定位句中英对照与逐选项对错归因。

英语二真题(2010)

Section II Part B

Directions:

Read the following text and decide whether each of the statements is true or false. Choose T if the statement is true or F if the statement is not true. Mark your answers on **ANSWER SHEET 1**. (10 points)

Copying Birds May Save Aircraft Fuel

P1 Both Boeing and Airbus have trumpeted the efficiency of their newest aircraft, the 787 and A350 respectively. Their clever designs and lightweight composites certainly make a difference. But a group of researchers at Stanford University, led by Ilan Kroo, has suggested that airlines could take a more naturalistic approach to cutting jet-fuel use and it would not require them to buy new aircraft.

波音和空客都大力宣传其最新机型——分别是787和A350——的效率。它们巧妙的设计和轻质复合材料确实带来了改变。但斯坦福大学由Ilan Kroo领导的一组研究人员提出,航空公司可以采用一种更加自然的方法来减少喷气燃料的使用,而且这不需要它们购买新飞机。

P2 The answer, says Dr. Kroo, lies with birds. Since 1914, scientists have known that birds flying in formation – a V-shape – expend less energy. The air flowing over a bird's wings curls upwards behind the wingtips, a phenomenon known as upwash. Other birds flying in the upwash experience reduced drag, and spend less energy propelling themselves. Peter Lissaman, an aeronautics expert who was formerly at Caltech and the University of Southern California, has suggested that a formation of 25 birds might enjoy a range increase of 71%.

Kroo博士说,答案在于鸟类。自1914年以来,科学家们就知道以编队——V字形——飞行的鸟类消耗的能量更少。流过鸟类翅膀的气流在翼尖后方向上卷曲,这种现象被称为上升气流。其他在上升气流中飞行的鸟类会经历减小的阻力,并消耗更少的能量来推进自己。曾在加州理工学院和南加州大学工作的航空学专家Peter Lissaman提出,25只鸟组成的编队可能会享有71%的航程增加。

P3 When applied to aircraft, the principles are not substantially different. Dr. Kroo and his team modeled what would happen if three passenger jets departing from Los Angeles, San Francisco and Las Vegas were to assemble over Utah, assume an inverted V-formation, occasionally change places so all

could have a turn in the most favourable positions, and proceed to London. They found that the aircraft consumed as much as 15% less fuel (coupled with a reduction in carbon-dioxide output). Nitrogen-oxide emissions during the cruising portions of the flight fell by around a quarter.

当应用于飞机时,这些原理并无本质不同。Kroo博士和他的团队模拟了如果三架分别从洛杉矶、旧金山和拉斯维加斯起飞的客机在犹他州上空集结,采用倒V字形编队,偶尔变换位置以便所有飞机都能轮流处于最有利位置,然后飞往伦敦,会发生什么。他们发现飞机的燃料消耗减少了多达15%(同时二氧化碳排放也相应减少)。飞行巡航阶段的氮氧化物排放下降了约四分之一。

P4 There are, of course, knots to be worked out. One consideration is safety, or at least the perception of it. Would passengers feel comfortable travelling in company? Dr. Kroo points out that the aircraft could be separated by several nautical miles, and would not be in the intimate groupings favoured by display teams like the Red Arrows. A passenger peering out of the window might not even see the other planes. Whether the separation distances involved would satisfy air-traffic-control regulations is another matter, although a working group at the International Civil Aviation Organisation has included the possibility of formation flying in a blueprint for new operational guidelines.

当然,还有一些问题需要解决。一个考虑因素是安全,或者至少是对安全的感知。乘客会愿意结伴飞行吗? Kroo博士指出,飞机之间可以相隔数海里,不会像红箭飞行表演队那样采用紧密编组。从窗户向外望的乘客甚至可能看不到其他飞机。所涉及的间隔距离是否能满足空中交通管制法规是另一回事,尽管国际民用航空组织的一个工作组已在新操作指南的蓝图中纳入了编队飞行的可能性。

P5 It remains to be seen how weather conditions affect the air flows that make formation flight more efficient. In zones of increased turbulence, the planes' wakes will decay more quickly and the effect will diminish. Dr. Kroo says this is one of the areas his team will investigate further. It might also be hard for airlines to co-ordinate the departure times and destinations of passenger aircraft in a way that would allow them to gain from formation flight. Cargo aircraft, in contrast, might be easier to reschedule, as might routine military flights.

天气条件如何影响使编队飞行更高效的气流,还有待观察。在湍流加剧的区域,飞机的尾流会更快衰减,效果会减弱。Kroo博士说这是他的团队将进一步研究的领域之一。航空公司可能也很难以一种能让它们从编队飞行中获益的方式来协调客机的起飞时间和目的地。相比之下,货机可能更容易重新安排时间,常规军事飞行也是如此。

P6 As it happens, America's armed forces are on the case already. Earlier this year the country's Defence Advanced Research Projects Agency announced plans to pay Boeing to investigate formation flight, though the programme has yet to begin. There are reports that some military aircraft flew in formation when they were low on fuel during the Second World War, but Dr. Lissaman says they are unsubstantiated. "My father was an RAF pilot and my cousin the skipper of a Lancaster lost over Berlin," he adds. So he should know.

碰巧的是,美国军方已经在着手处理这个问题了。今年早些时候,该国的国防高级研究计划局宣布计划付钱让波音公司研究编队飞行,尽管该项目尚未开始。有报道称,第二次世界大战期间,一些军用飞机在燃料不足时曾以编队飞行,但Lissaman博士说这些报道未经证实。他补充道:'我父亲是一名英国皇家空军飞行员,我的堂兄是一架在柏林上空失事的Lancaster轰炸机的机长。'所以他应该知道。

题目与逐题解析

41. Findings of the Stanford University researchers will promote the sales of new Boeing and Airbus aircraft.

[T] True

[F] False

Stanford大学研究人员的发现将促进Boeing和Airbus新飞机的销售。

T) 正确 F) 错误

【答案】 F (细节题)

【判型】 题干 Findings of the Stanford University researchers will promote the sales of new Boeing and Airbus aircraft. 是一句对原文细节作出的陈述，需要回到原文比对真伪。

【拆句】 Findings of the Stanford University researchers will promote the sales of new Boeing and Airbus aircraft. 的主干是 Findings will promote the sales; of the Stanford University researchers 修饰主语 Findings, of new Boeing and Airbus aircraft 修饰宾语 the sales。无否定、无比较，结构平铺直叙，无陷阱。

【定位】 But a group of researchers at Stanford University, led by Ilan Kroo, has suggested that airlines could take a more naturalistic approach to cutting jet-fuel use and it would not require them to buy new aircraft.

但斯坦福大学一组由 Ilan Kroo 领衔的研究人员提出，航空公司可以用一种更接近自然（仿生）的思路来削减燃油消耗，而且这种思路并不要求他们购买新飞机。

【选项】 T) 与原文相反

选 True 等于承认 "该研究会促进新机销售"，但 it would not require them to buy new aircraft 直接否定这一点，方向完全相反。

F) ✓ 正确

it would not require them to buy new aircraft ↔ False

题干预判结论 "不会促进新机销售" 直接对应 F；不需要做进一步推断。

42. The upwash experience may save propelling energy as well as reducing resistance.

[T] True

[F] False

上升气流体验可以节省推进能量并减少阻力。

T) 正确 F) 错误

【答案】 T (细节题)

【判型】 题干 The upwash experience may save propelling energy as well as reducing resistance. 同时断言 save energy 与 reduce resistance 两件事，需逐件回原文核对。

【拆句】 主干 The upwash experience may save propelling energy; as well as reducing resistance 是后置并列状语，等于 and also reduce resistance。情态动词 may 表可能性，并不削弱陈述本身——只要原文证据成立即为 True。

【定位】 Other birds flying in the upwash experience reduced drag, and spend less energy propelling themselves.

其它在上洗气流中飞行的鸟类感受到更小的阻力，并且推进自身所需要消耗的能量更少。

【选项】 T) ✓ 正确

spend less energy propelling themselves ↔ **True**

experience reduced drag ↔ **True**

题干 as well as 连接的两件事在定位句中各有出处且语义一致，整句判 T。

F) 答非所问

选 False 意味着否认 spend less energy propelling themselves 或 experience reduced drag 之一，但两条都有原文支撑，因此 F 不成立。

43. Formation flight is more comfortable because passengers can not see the other planes.

[T] True

[F] False

编队飞行更加舒适,因为乘客看不到其他飞机。

T) 正确 F) 错误

【答案】 F (细节题)

【判型】 题干 Formation flight is more comfortable because passengers can not see the other planes. 用 because 把两件事绑成因果，需同时核对结果与原因。

【拆句】 主干 Formation flight is more comfortable, 比较级 more comfortable 隐含与谁比未明；because 引导原因状语从句 passengers can not see the other planes, 从句含完全否定 can not。注意 not see 与原文 might not even see 的程度差别。

【定位】 One consideration is safety, or at least the perception of it. Would passengers feel comfortable travelling in company? Dr. Kroo points out that the aircraft could be separated by several nautical miles, and would not be in the intimate groupings favoured by display teams like the Red Arrows. A passenger peering out of the window might not even see the other planes.

需要考虑的一件事是安全，或者至少是对安全的感受。乘客在编队飞行时会感到舒适吗？

Kroo 博士指出，飞机之间可以相隔数海里，并不会像红箭飞行表演队那样贴得很近编队飞行。从舷窗望出去，乘客甚至可能看不到其它飞机。

【选项】 T) 偷换概念

选 True 等于承认 "看不见 = 更舒适", 但原文真正给出的安心机制是 could be separated by several nautical miles, "看不见" 只是间距大带来的伴随现象, 不是被作者论证的因果。

F) ✓ 正确

the aircraft could be separated by several nautical miles ↔ **False**

might not even see the other planes ↔ **False**

原文从未把 "乘客看不见其它飞机" 定为 "更舒适" 的原因, 因此 because 句不成立, 整题判 F。

44. The role that weather plays in formation flight has not yet been clearly defined.

[T] True

[F] False

天气在编队飞行中所起的作用尚未明确界定。

T) 正确 F) 错误

【答案】 T (细节题)

【判型】 题干 The role that weather plays in formation flight has not yet been clearly defined. 是一句关于研究进展的陈述, 需回原文核对该状态是否成立。

【拆句】 主干 The role has not yet been clearly defined; that weather plays in formation flight 是修饰 The role 的定语从句 (关系代词 that 作 plays 的宾语)。现在完成时被动 has not yet been defined 强调 "到目前为止仍未", 是个含蓄否定, 注意不要漏读 not yet。

【定位】 It remains to be seen how weather conditions affect the air flows that make formation flight more efficient. ... Dr. Kroo says this is one of the areas his team will investigate further.

天气状况如何影响那些使编队飞行更高效的气流, 目前尚有待观察。.....Kroo 博士说这正是他的团队接下来要进一步研究的领域之一。

【选项】 T) ✓ 正确

It remains to be seen how weather conditions affect the air flows that make formation flight more efficient

↔ **True**

this is one of the areas his team will investigate further ↔ **True**

原文两处信号词指向同一状态: 天气作用 "尚未明确"; 题干断言与原文完全等值, 判 T。

F) 与原文相反

选 False 等于认为 "天气作用已经明确", 但 It remains to be seen 与 will investigate further 明确说仍待研究, 极性相反。

45. It has been documented that during World War II, America's armed forces once tried formation flight to save fuel.

[T] True

[F] False

有文献记载,第二次世界大战期间,美国武装部队曾尝试编队飞行以节省燃料。

T) 正确 F) 错误

【答案】 F (细节题)

【判型】 题干 It has been documented that during World War II, America's armed forces once tried formation flight to save fuel. 是一句对历史的陈述,需到原文核对是否真有此记载。

【拆句】 形式主语 It \+ has been documented that 引导真正主语从句;从句主干 America's armed forces once tried formation flight, 目的状语 to save fuel。注意 It has been documented that 表 "有据可查", 这是本题的核心命题点。

【定位】 There are reports that some military aircraft flew in formation when they were low on fuel during the Second World War, but Dr. Lissaman says they are unsubstantiated.

有报道称,二战期间一些军用飞机在燃油不足时曾以编队飞行,但 Lissaman 博士说这些说法未获证实。

【选项】 T) 与原文相反

选 True 等于承认 "美国军方在二战期间确实编队飞行省油已被记录", 但原文一面说 they are unsubstantiated 否认证据,一面没有限定为美国军方, True 同时踩中两类错误。

F) ✓ 正确

they are unsubstantiated ↔ **False**

There are reports that some military aircraft flew in formation ↔ **False**

题干在 "证据状态" 和 "主体" 两个维度都与原文不符,任一维度不符即可判 F。

SENTENCE INSIGHTS • 句子精讲

13 句真题句逐层精讲

下列真题句各有独立的句子解析页——中文翻译、结构树逐层拆解、成分与时态、考点讲解与真题高频词。点击句子进入完整解析。

Both Boeing and Airbus have trumpeted the efficiency of their newest aircraft, the 787 and A350 respectively.

第1段，第1句

并列主语 + 现在完成时谓语 + 宾语(带定语和同位语)是四六级和考研阅读中常见的句式;同位语的使用(尤其用逗号补充说明具体内容)也是学术或新闻语体的典型特征,学习后可在类似语境中迁移。

Their clever designs and lightweight composites certainly make a difference.

第1段，第2句

本句涵盖了主语、谓语、宾语、定语(包括物主代词和形容词)、状语五类成分,成分种类较为丰富,适合初学者熟悉基本成分的识别。主语为并列结构,可练习识别并列名词短语作主语的情况。但句子结构过于简单,缺少定语从句、状语从句、宾语补足语等进阶成分,难度和易错点有限。

The air flowing over a bird's wings curls upwards behind the wingtips, a phenomenon known as upwash.

第2段，第3句

成分类型较为丰富:包含带后置定语的复杂主语、谓语、方式状语、地点状语、同位语,且主语中的分词定语和同位语中的过去分词定语都是易错点,适合训练学生区分定语与谓语、识别非谓语动词作定语的能力。

When applied to aircraft, the principles are not substantially different.

第3段，第1句

"When + 过去分词"引导的状语从句是考试中常见的省略结构,主句的主系表结构也是基础句型。这种"条件状语从句 + 主句"的搭配在学术和科技类文章中较为典型,掌握后可迁移到类似句式。

Dr. Kroo and his team modeled what would happen if three passenger jets departing from Los Angeles, San Francisco and Las Vegas were to assemble over Utah, assume an inverted V-formation, occasionally change places so all could have a turn in the most favourable positions, and proceed to London.

第3段，第2句

这句在结构层次和时态区分上都有代表性,难度中上但并非怪句,既能训练主干抓取,也能训练从里到外的层级阅读。对句子结构和时态的综合训练价值较高。

They found that the aircraft consumed as much as 15% less fuel (coupled with a reduction in carbon-dioxide output).

第3段，第3句

"主句 + that 引导的宾语从句" 是四六级和考研阅读中极为常见的句式，特别是用于报道、研究结果等语境。这种结构的掌握可直接迁移到大量真题句子中，具有较高的实用价值。

There are, of course, knots to be worked out.

第4段，第1句

there be 句型 and 不定式作后置定语都是四六级、考研常考结构；插入语的识别也有一定代表性；但整体句式较短且无复杂嵌套，作为典型真题句式的层次略显单薄，代表性中等偏上。

Dr. Kroo points out that the aircraft could be separated by several nautical miles, and would not be in the intimate groupings favoured by display teams like the Red Arrows.

第4段，第4句

主句 + 宾语从句是四六级和考研阅读中极高频的句式，宾语从句内的并列谓语和后置定语也是常见结构。本句的长度、信息密度和成分组合都非常接近真题长难句的典型特征，掌握后可直接迁移到大量类似句子。

Whether the separation distances involved would satisfy air-traffic-control regulations is another matter, although a working group at the International Civil Aviation Organisation has included the possibility of formation flying in a blueprint for new operational guidelines.

第4段，第6句

本句成分丰富且具有典型的易错点：主语从句充当主句主语、系表结构、多层定语修饰、地点状语、情态动词结构。尤其是主语从句作主语这一结构，是学习者常见的难点，需要识别整个从句作为主语单元。此外，句中多个介词短语作定语，有助于训练定语与状语的区别。整体覆盖的成分类型和难度适合作为划分练习的优质材料。

In zones of increased turbulence, the planes' wakes will decay more quickly and the effect will diminish.

第5段，第2句

并列谓语结构在考试中较常见，句首状语加并列主句的组合也是典型句式，具有一定代表性。但整体结构相对基础，缺少从句等更复杂的高频考点，迁移价值中等。

Cargo aircraft, in contrast, might be easier to reschedule, as might routine military flights.

第5段，第5句

主句涵盖主语、谓语（情态动词加系动词）、表语（形容词加不定式）、状语（插入语），成分较为丰富。比较分句提供了倒装和省略的训练机会，需要学生识别倒装结构、还原正常语序并补全省略内容，这是较有价值的练习点。整体适合作为划分成分和识别省略的练习句。

"My father was an RAF pilot and my cousin the skipper of a Lancaster lost over Berlin," he adds.

第6段，第4句

涉及主谓宾、主系表、承前省略谓语、定语修饰（过去分词短语和介词短语）、宾语从句等多种成分，且并列结构中的省略现象是常见易错点，有一定练习价值

So he should know.

第6段，第5句

情态动词加动词原形是常见句式，在四六级和考研中频繁出现，但本句过于简短且无其他成分辅助，作为典型例句的代表性一般。

HIGH-FREQUENCY • 真题高频词

本篇出现的 57 个考研英语二真题高频词

下列单词既在本篇真题中出现，又是**考研英语二**历年真题的高频词（在该考试真题中出现的句子数均不少于 8）。每个词标注本篇出现次数与该考试真题句频，点击可查看该词的释义、音标、词形与真题例句。

formation B2

n. 形成

本篇10次·真题 15句

aircraft B1

n. 飞行器

本篇10次·真题 10句

flight A2

n. 航班

本篇8次·真题 17句

would A1

aux. (will 的过去式) 将要, 会

本篇6次·真题 304句

fuel B1

n. 燃料

本篇4次·真题 14句

less A1

det. 较少的

本篇3次·真题 150句

researcher B2

n. 研究人员

本篇2次·真题 112句

reduce B1

v. 减少, 降低 (数量、大小、程度等)

本篇2次·真题 75句

flow B1

v. 流动

本篇2次·真题 17句

military B2

adj. 军事的

本篇2次·真题 10句

investigate B2

v. 调查

本篇2次·真题 8句

effect A2

n. 影响

本篇1次·真题 80句

case A2

n. 情况

本篇1次·真题 75句

least A2

det. 最少的

本篇1次·真题 63句

involve B1

v. 包含

本篇1次·真题 61句

design B1

n. 设计

本篇1次·真题 52句

approach B1

v. 靠近, 接近 (在空间或时间上)

本篇1次 · 真题 51 句

define B1

v. 给.....下定义

本篇1次 · 真题 46 句

gain B1

v. 获得;赢得

本篇1次 · 真题 43 句

expert B1

n. 专家

本篇1次 · 真题 42 句

project A2

n. 项目

本篇1次 · 真题 40 句

affect B1

v. 影响

本篇1次 · 真题 39 句

promote B2

v. 促进

本篇1次 · 真题 38 句

further B1

adv. 更远地

本篇1次 · 真题 34 句

apply A2

v. 申请

本篇1次 · 真题 33 句

quickly A2

adv. 快速地

本篇1次 · 真题 33 句

agency B2

n. 代理机构

本篇1次 · 真题 32 句

range B1

n. 范围

本篇1次 · 真题 31 句

finding B2

n. 调查结果

本篇1次 · 真题 30 句

regulation B2

n. 规则, 条例

本篇1次 · 真题 28 句

peer B2

n. 同龄人

本篇1次 · 真题 27 句

possibility B1

n. 可能性

本篇1次 · 真题 25 句

assume B2

v. 假定

本篇1次·真题 23 句

principle B2

n. 原则, 准则

本篇1次·真题 23 句

display B1

v. 展示

本篇1次·真题 20 句

efficiency B2

n. 效率

本篇1次·真题 20 句

phenomenon B2

n. 现象

本篇1次·真题 19 句

contrast B2

n. 对比

本篇1次·真题 17 句

working A2

adj. 有工作的

本篇1次·真题 17 句

clearly A2

adv. 清楚地, 明白地

本篇1次·真题 16 句

consume B2

v. 消耗, 耗费 (燃料、能源、时间等)

本篇1次·真题 16 句

efficient B2

adj. 效率高的

本篇1次·真题 15 句

reduction B2

n. 减少

本篇1次·真题 15 句

advanced B2

adj. 先进的

本篇1次·真题 12 句

certainly A2

adv. 当然

本篇1次·真题 12 句

routine B1

n. 常规

本篇1次·真题 12 句

emission B2

n. 排放物

本篇1次·真题 11 句

zone B1

n. 区域

本篇1次·真题 11 句

announce B1

v. 宣布

本篇1次·真题 10 句

earlier A2

adv. 较早地

本篇1次·真题 10 句

organisation B1

n. 组织;机构

本篇1次·真题 10 句

assemble B2

v. 聚集, 集合 (人群)

本篇1次·真题 9 句

civil B2

adj. 公民的

本篇1次·真题 8 句

diminish C1

v. 减少

本篇1次·真题 8 句

distance A2

n. 距离

本篇1次·真题 8 句

perception C1

n. 看法

本篇1次·真题 8 句

resistance B2

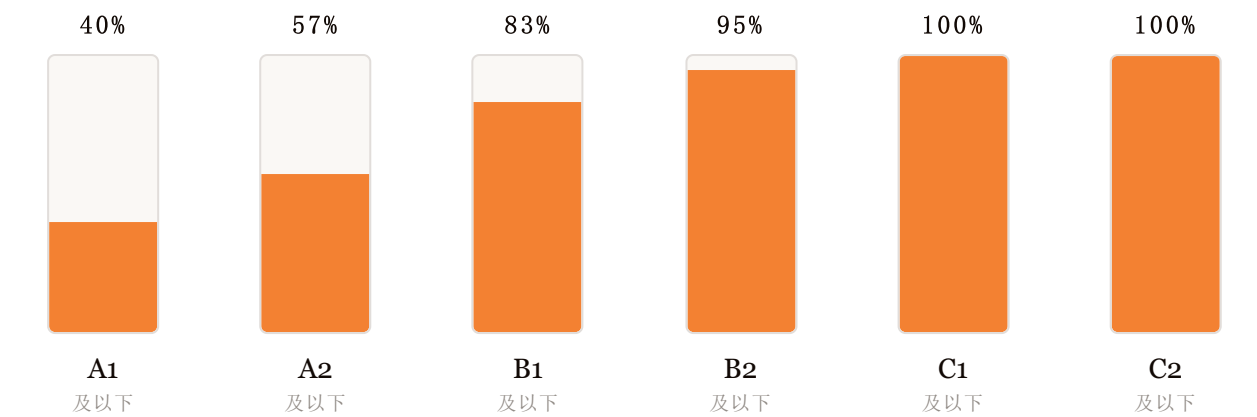
n. 抵抗

本篇1次·真题 8 句

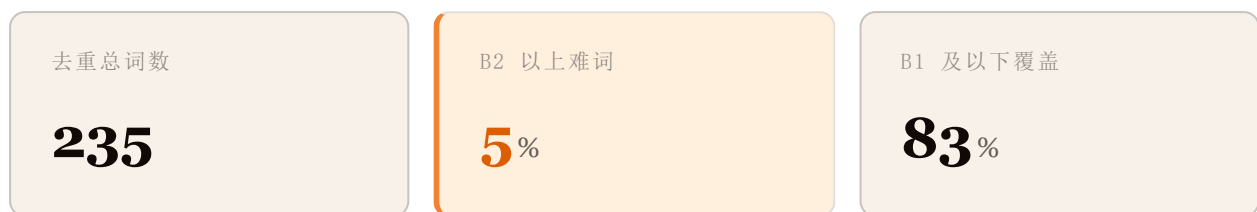
VOCABULARY • 词汇难度分布

全文 **235** 词按 **CEFR** 难度累积覆盖

全文去重后共 **235** 个单词, 按欧框 CEFR 等级统计。每根柱表示「该等级及以下」的累积占比 (CDF), 最右一柱为 100%。B2 以上 (C1/C2) 为高阶词, 本篇共 11 个·约 5%。



每柱为「按 CEFR 等级及以下」的累积覆盖率 (CDF) · 数据为全文去重词 235 个 · 末柱为 100%



考研英语二 2010年 · 全卷构成

Section I	完形填空（四选一）	题目解析 →
Section II Part A (1)	阅读理解（四选一）	题目解析 →
Section II Part A (2)	阅读理解（四选一）	题目解析 →
Section II Part A (3)	阅读理解（四选一）	题目解析 →
Section II Part A (4)	阅读理解（四选一）	题目解析 →
Section II Part B	阅读理解（四选一）	本题
Section III	英译汉（段落翻译）	题目解析 →
Section IV Part A	写作	题目解析 →
Section IV Part B	写作	题目解析 →