

	<u>Nearest 10</u>	<u>Nearest 100</u>	<u>Nearest 1000</u>
38473			
63752			
59583			
59385			

$2834 \div 4 = \underline{\hspace{2cm}}$      $4324 + 4.87 = \underline{\hspace{2cm}}$      $30 - 2.54 = \underline{\hspace{2cm}}$      $132 \times 12 = \underline{\hspace{2cm}}$   
 $4 \times 6\frac{1}{2} = \underline{\hspace{2cm}}$      $6 \times 6\frac{1}{2} = \underline{\hspace{2cm}}$      $10 \times 6\frac{1}{2} = \underline{\hspace{2cm}}$      $12 \times 6\frac{1}{2} = \underline{\hspace{2cm}}$   
 $\frac{1}{6} \times \frac{1}{5} = \underline{\hspace{2cm}}$      $\frac{2}{6} \times \frac{6}{8} = \underline{\hspace{2cm}}$      $\frac{3}{6} \times \frac{5}{7} = \underline{\hspace{2cm}}$      $\frac{2}{6} \times \frac{2}{7} = \underline{\hspace{2cm}}$   
 $\frac{4}{5} + \frac{2}{25} = \underline{\hspace{2cm}}$      $\frac{1}{4} + \frac{2}{20} = \underline{\hspace{2cm}}$      $\frac{1}{2} + \frac{1}{18} = \underline{\hspace{2cm}}$      $\frac{2}{4} + \frac{2}{12} = \underline{\hspace{2cm}}$   
10% of 4590  $\underline{\hspace{2cm}}$     10% of 4830  $\underline{\hspace{2cm}}$     60% of 320  $\underline{\hspace{2cm}}$     60% of 350  $\underline{\hspace{2cm}}$

	<u>Nearest 10</u>	<u>Nearest 100</u>	<u>Nearest 1000</u>
47274			
39482			
39203			
40693			

$3742 \div 5 = \underline{\hspace{2cm}}$      $4827 + 4.87 = \underline{\hspace{2cm}}$      $24 - 2.54 = \underline{\hspace{2cm}}$      $132 \times 13 = \underline{\hspace{2cm}}$   
 $4 \times 9\frac{1}{2} = \underline{\hspace{2cm}}$      $6 \times 9\frac{1}{2} = \underline{\hspace{2cm}}$      $10 \times 9\frac{1}{2} = \underline{\hspace{2cm}}$      $12 \times 9\frac{1}{2} = \underline{\hspace{2cm}}$   
 $\frac{1}{6} \times \frac{1}{5} = \underline{\hspace{2cm}}$      $\frac{2}{7} \times \frac{2}{8} = \underline{\hspace{2cm}}$      $\frac{3}{3} \times \frac{2}{6} = \underline{\hspace{2cm}}$      $\frac{2}{7} \times \frac{2}{7} = \underline{\hspace{2cm}}$   
 $\frac{2}{3} + \frac{2}{18} = \underline{\hspace{2cm}}$      $\frac{1}{6} + \frac{3}{12} = \underline{\hspace{2cm}}$      $\frac{1}{6} + \frac{5}{18} = \underline{\hspace{2cm}}$      $\frac{2}{5} + \frac{2}{25} = \underline{\hspace{2cm}}$

	<u>Nearest 10</u>	<u>Nearest 100</u>	<u>Nearest 1000</u>
83743			
49283			
48593			
58375			

$3425 \div 6 = \underline{\hspace{2cm}}$      $3842 + 3.22 = \underline{\hspace{2cm}}$      $38 - 4.64 = \underline{\hspace{2cm}}$      $132 \times 14 = \underline{\hspace{2cm}}$   
 $4 \times 7\frac{1}{2} = \underline{\hspace{2cm}}$      $6 \times 7\frac{1}{2} = \underline{\hspace{2cm}}$      $10 \times 7\frac{1}{2} = \underline{\hspace{2cm}}$      $12 \times 7\frac{1}{2} = \underline{\hspace{2cm}}$   
 $\frac{1}{6} \times \frac{1}{8} = \underline{\hspace{2cm}}$      $\frac{2}{8} \times \frac{2}{3} = \underline{\hspace{2cm}}$      $\frac{3}{7} \times \frac{2}{4} = \underline{\hspace{2cm}}$      $\frac{2}{3} \times \frac{2}{7} = \underline{\hspace{2cm}}$   
 $\frac{2}{3} + \frac{2}{9} = \underline{\hspace{2cm}}$      $\frac{1}{3} + \frac{3}{15} = \underline{\hspace{2cm}}$      $\frac{1}{4} + \frac{5}{24} = \underline{\hspace{2cm}}$      $\frac{2}{8} + \frac{2}{24} = \underline{\hspace{2cm}}$

	<u>Nearest 10</u>	<u>Nearest 100</u>	<u>Nearest 1000</u>
38734			
39482			
56846			
39583			

$3847 \div 7 =$  \_\_\_\_\_     $2342 + 5.74 =$  \_\_\_\_\_     $35 - 3.89 =$  \_\_\_\_\_     $132 \times 12 =$  \_\_\_\_\_  
 $4 \times 10\frac{1}{2} =$  \_\_\_\_\_     $6 \times 10\frac{1}{2} =$  \_\_\_\_\_     $10 \times 10\frac{1}{2} =$  \_\_\_\_\_     $12 \times 10\frac{1}{2} =$  \_\_\_\_\_  
 $1/6 \times 1/10 =$  \_\_\_\_\_     $2/8 \times 2/10 =$  \_\_\_\_\_     $3/7 \times 2/10 =$  \_\_\_\_\_     $2/9 \times 2/10 =$  \_\_\_\_\_  
 $4/7 + 2/28 =$  \_\_\_\_\_     $1/3 + 3/18 =$  \_\_\_\_\_     $1/5 + 5/20 =$  \_\_\_\_\_     $2/8 + 2/32 =$  \_\_\_\_\_

	<u>Nearest 10</u>	<u>Nearest 100</u>	<u>Nearest 1000</u>
28374			
38475			
59684			
59683			

$3847 \div 8 =$  \_\_\_\_\_     $3748 + 5.74 =$  \_\_\_\_\_     $42 - 3.89 =$  \_\_\_\_\_     $132 \times 14 =$  \_\_\_\_\_  
 $4 \times 8\frac{1}{2} =$  \_\_\_\_\_     $6 \times 8\frac{1}{2} =$  \_\_\_\_\_     $10 \times 8\frac{1}{2} =$  \_\_\_\_\_     $12 \times 8\frac{1}{2} =$  \_\_\_\_\_  
 $1/6 \times 1/4 =$  \_\_\_\_\_     $2/8 \times 2/4 =$  \_\_\_\_\_     $3/7 \times 2/4 =$  \_\_\_\_\_     $2/9 \times 2/4 =$  \_\_\_\_\_  
 $4/5 + 2/30 =$  \_\_\_\_\_     $1/3 + 3/9 =$  \_\_\_\_\_     $1/10 + 5/20 =$  \_\_\_\_\_     $2/8 + 2/16 =$  \_\_\_\_\_

	<u>Nearest 10</u>	<u>Nearest 100</u>	<u>Nearest 1000</u>
387273			
38273			
39287			
95854			

$3847 \div 12 =$  \_\_\_\_\_     $3827 + 52.48 =$  \_\_\_\_\_     $27 - 21.94 =$  \_\_\_\_\_     $144 \times 16 =$  \_\_\_\_\_  
 $7 \times 8\frac{1}{2} =$  \_\_\_\_\_     $3 \times 6\frac{1}{2} =$  \_\_\_\_\_     $5 \times 8\frac{1}{2} =$  \_\_\_\_\_     $7 \times 8\frac{1}{2} =$  \_\_\_\_\_  
 $1/8 \times 3/4 =$  \_\_\_\_\_     $2/7 \times 3/5 =$  \_\_\_\_\_     $3/8 \times 5/9 =$  \_\_\_\_\_     $2/12 \times 3/4 =$  \_\_\_\_\_  
 $2/3 + 2/30 =$  \_\_\_\_\_     $1/6 + 3/18 =$  \_\_\_\_\_     $1/5 + 3/20 =$  \_\_\_\_\_     $2/5 + 3/15 =$  \_\_\_\_\_





# Mary Ellis



Mary Ellis was a British **ferry pilot**. She was one of the last surviving British female pilots from the Second World War.

## Early Life

Mary Ellis was born as Mary Wilkins on 2<sup>nd</sup> February 1917 in Oxfordshire. She was the third of five **siblings**. Her family lived on a farm close to several Royal Air Force (RAF) bases. Mary developed a fascination with flying from an early age. As a young girl, her father paid for her to have a pleasure flight in a two-seater biplane at a flying circus. Mary's passion continued; at the age of 16, she took flying lessons at a nearby Witney airfield. She successfully gained her licence at the age of 22 and flew for pleasure until the beginning of the Second World War in 1939. At this point, all **civilian** flying was banned.

## Second World War

After the Battle of Britain in 1940, Mary heard an advert on the radio for qualified pilots to help the war effort. The Air Transport Auxiliary (ATA) allowed qualified women to join the ranks for the first time. Pilots with the ATA would help the war effort by transporting planes and supplies from factories to RAF and Royal Navy bases. In October 1941, she joined the ATA and was posted to join a group of female flyers based in Hampshire. Mary was soon flying aeroplanes and bombers all over the country to deliver them to airfields.

### Did You Know...?

Over the course of the Second World War, Mary flew over 1,000 planes of 76 different types.



## Lucky Escapes

Mary had lucky escapes while flying on a number of occasions:

- She was shot at over Bournemouth, possibly by **friendly fire**.
- She had a near miss with another plane as they landed at the same time on a foggy runway.
- She survived a crash landing when the engine of her plane overheated due to the **undercarriage** jamming.

## After the War

After the war, the ATA was disbanded. Mary joined the RAF and continued to ferry aircraft. She became one of the first women to fly Britain's first jet fighter.

Later, Mary missed the thrill of speed so she became a rally driver. At the wheel of her sports car, she won many competitions.

Mary moved to the Isle of Wight in 1950 to become the manager of an airport, where she stayed for 20 years. While working there, as Europe's first female air



commandant, Mary completed any tasks that needed to be done, including working the control tower and waving in aircraft. She also spent time shooing sheep off the runway. While living in the Isle of Wight, Mary met and married fellow pilot Don Ellis.

## Recognition

- In 2017, a plaque was unveiled at RAF Brize Norton. It recognised Mary's contribution to the ATA.
- In 2018, Mary was granted the Freedom of the Isle of Wight.

### Glossary

**air commandant:** The officer in charge.

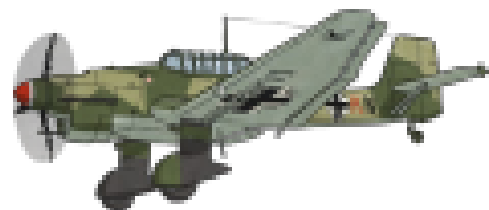
**civilian:** A person not in the armed services or the police force.

**ferry pilot:** A pilot who delivers aircraft to airbases.

**friendly fire:** Weapon fire coming from one's own side that can cause accidental injury.

**siblings:** Brothers or sisters.

**undercarriage:** A wheeled structure beneath an aircraft.



# Questions

1. When was Mary Ellis born? Tick one.

- 2<sup>nd</sup> February 1917
- 2<sup>nd</sup> February 1939
- 2<sup>nd</sup> October 1941
- 2<sup>nd</sup> April 1953

2. Draw three lines to join each place to what Mary did there.

Oxfordshire	Mary joined a group of female flyers for the ATA here.
Hampshire	Mary took flying lessons here.
Isle of Wight	Mary became Europe's first female air commandant here.

3. List **two** lucky escapes that Mary had.

- 1. \_\_\_\_\_
- 2. \_\_\_\_\_

4. What was Mary granted in 2018?

\_\_\_\_\_

5. Find and copy one word from the **Early Life** section which tells you that Mary had a strong interest in planes.

\_\_\_\_\_

6. Why do you think that Mary chose to join the ATA?

\_\_\_\_\_  
\_\_\_\_\_

## Tasks:

Highlight the main ideas in the text. Using this information, write a summary of the text in the space below.

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

## Recognising Parenthesis

1. Tick the two sentences which would be clearer if the parenthesis was demarcated accurately.

A. The hill a short walk from the church gives a great view of the countryside.	
B. Green sea turtles live in tropical coastal waters around the world.	
C. I will be taking part in a pentathlon which includes five different events next month.	
D. The wind was blowing wildly across the open grasslands of Africa.	



VF  
HM/Gut

2. Circle the type of information the parenthesis gives us.

Blake's dog – which is a black and white spaniel – loves to go for walks along the beach.

date

location

appearance



VF  
HM/Gut

3. Jed thinks he has underlined the parenthesis in his sentences. Is he correct? Explain why.



A. The soldier (valiant and selfless) ran towards the danger.

B. My neighbour, the one with the incredibly expensive car, leaves for work at half past five.



AB  
HM/Gut