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RÉPUBLIQUE FRANÇAISE

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**CONCOURS EXTERNE ET INTERNE**
**POUR L'EMPLOI DE CONTRÔLEUR DES DOUANES ET DROITS INDIRECTS**

**BRANCHE DE LA SURVEILLANCE**
**SPÉCIALITÉ « SURVEILLANCE ET AÉRONAUTIQUE : PILOTE AVION»**

**DES 10, 11 ET 12 MARS 2010**

**ÉPREUVE ÉCRITE D'ADMISSIBILITÉ N°4**

(DURÉE : 1 HEURE - COEFFICIENT 2)

# LANGUE ETRANGÈRE

**Traduction d'un texte technique rédigé en anglais**

**AVERTISSEMENTS IMPORTANTS**

Veillez à bien indiquer sur votre copie le nombre d'intercalaires utilisés (la copie double n'est pas décomptée).

L'usage de tout matériel autre que celui d'écriture et tout document autre que le support fourni est interdit. Toute fraude ou tentative de fraude constatée par la commission de surveillance entraînera l'exclusion du concours.

Il vous est interdit de quitter définitivement la salle d'examen avant la fin de l'épreuve.

MINISTÈRE DU BUDGET
DES COMPTES PUBLICS
DE LA FONCTION PUBLIQUE
ET DE LA RÉFORME DE L'ÉTAT

***Traduire en français***

ONE ENGINE INOPERATIVE TAKEOFF

During a one engine inoperative takeoff over an obstacle, one condition presents an appreciable advantage; this is headwind. A decrease of approximately 5 percent in ground distance required to clear a 50-feet obstacle can be gained for each 10 knots of headwind. Excessive speed above one engine inoperative best rate-of-climb speed at engine failure is not nearly as advantageous as one might expect since deceleration is rapid and ground distance is used up quickly at higher speeds while the airplane is being cleaned up for climb. However, the extra speed is important for controllability.

The following facts should be used as a guide at the time of engine failure during takeoff:
(1) altitude is more valuable to safety after takeoff than is airspeed in excess of the one engine
inoperative best rate of climb speed since excess airspeed is lost much more rapidly than is
altitude;
(2) climb or continued level flight at moderate altitude is improbable with the landing gear extended
and the propeller wind milling;
(3) in no case should the airspeed be allowed to fall below the intentional one engine inoperative
speed, even though altitude is lost, since this speed will always provide a better chance of climb,
or a smaller altitude loss, than any lesser speed; and
(4) if the requirement for an immediate climb is not present, allow the airplane to accelerate to
. the one engine inoperative best rate-of-climb speed with wing flaps up as this is the optimum
climb speed and will always provide the best chance of climb or least altitude loss.