

Gazing sky jeopardy

I was once doing safety pilot on a physician's A36 Beechcraft bonanza at a private aerodrome which was closed down a few years ago. As soon as he did not depend on my safety ride, I heard that he had an accident that his plane crashed out of traffic pattern, and injured several passengers. Demons come into the neglect of his mind. There's many a slip between the cup and lip really.

A few year ago, a sorrowful aircraft accident occurred a suburb at airport of metropolitan area, which was near by my old house, which a aircraft crashed at the resident house under the path of runway and killed a few of passengers and a resident due to crashing after taking off immediately. Because it is a densely populated area, a crash accident becomes a disaster. The aircraft was PA-46 350P Piper Malibu Mirage which was a high performance turbo charger aircraft. The accident was caused by human error of pilot and a safety-ride pilot. In fact that I used to go flying many times from this airport and of course I used to rent this aircraft many time at that time.

Now, as the aeronautical accident continues, I am watching these general aviation atmosphere with the cool eyes as a recurrent proficiency examiner. Danger is not solved by anything, but It seems that the way of thinking and the atmosphere have definitely changed, something has been done before. As yet the pilot safety workshop, we spent lots of time on the accident case studies with human error, but many of the participants still looked like other people's affairs. I was feeling a sense of alienation just looking at such people who are crazy about flying as their hobby.

There are considerable differences between aircraft as transportation and Sky Sports. It's different from flying a precisely at a fixed route and altitude at a specified speed as instructed by aeronautical controller or describing the procedures in the regulations. Even small aircraft, recent C172S is equipped with glass cockpit, the human's neural circuit used differs with the old panel even with the same IFR procedures. I have frequent diamonds aircraft time with multi-engine in IFR training more than 30 hours, but I remember that we needed to build a completely different visual sense with Garmin screen and control panes, apart from the sense of instruments that were soaked in the body.

However, even in the world of General aviation field, the en-route control system and the airport traffic control system are the same as airlines. You can fly even in the classic navigation panels, but it would be left behind as a transportation safety system. It is the same feeling of going on a trip with a classic car or running a high speed lane is painful.

As I recall myself, I started flight training with Aeronca-7AC at the age of 16, and since I am 18 years old and solo debut with C150, I've been enjoying the flying for half a century. The main trainers were C172P and PA-28. Starting with the acquisition of the ITU's aeronautical class radio operator in English in the same year. And then I acquired commercial pilot license qualified by Japanese government and FAA with multiple-engine, instrument flight rule ratings, and also English, instructor certificate, and recurrent proficiency examiner. At that time, C172P Cessna Skyhawk, PA-28 Piper Archer etc. were used for training and pleasure flight. Even around Japan, for business travel, I have flown in North America, Europe, Iceland, Chile, Australia etc. by private business aircraft, e.g., PA-42 Piper Cheyenne, C90 Beechcraft King Air. When I got

own private aircraft C182Q Skylane, it was the peak of aviation hobby, isn't it? With the high performance engine of 230 HP, we were able to cruise at 15000 feet, so I went flying around in Japan with confidence, however I sold it out after the overseas work resumed. it is regrettable that it was not at my hand anymore.

It is almost time to retire my aviation life due to sickness, aging and the economic condition. I feel lonely but I am pleased that so far there was no accident excepting that I flew with glider and crashed with wire of radio sonde which was descending after meteorological observation service even though I didn't report that small incident to the authority. It was 60 years ago and would be prescribed.

Flight lovers are different from vocational pilots. I also worked as a professional test pilot though, it was a world of hobbies to the last. In the beginning, there are a lot of people who fly in this hobby world without thinking like athletes or soldiers with simple minded. Also, flying nard could not like the propensity to show self-manifestation. Such world is the same in Japan and the United States. The chemistry with mathematician is terrible. If you asked what your hobby is. Even so, I dislike to answer such as flying lover, still, flying over the sky is fun.

Now I just fold the wings and look up at the sky to watch over. In addition, turn eyes to the stars and the deep universe.

危うい空を睨んで

大分前の話になりますが、現在は既に廃止された私設飛行場で、ある開業医が自家用にしているビーチクラフトのセーフティをしてあげていたことがありました。その方から声が掛からなくなった途端に、墜落事故で乗客を怪我させたと聞きました。心の隙間に魔物が入り込んでくるんですね。随分前になりますが、調布の事故機にはマリブクラブ時代にかかり乗りました。首都圏郊外の空港近くに住んでいた頃の話です。密集地ですので、墜落事故は惨事になります。パイロットとセーフティパイロットによるヒューマンエラーでしたが、パイロットと乗客、墜落した住宅の住民を殺しました。今、事故が続くなか、何か、覚めた眼で見えています。危険は何も解決していませんが、以前とは何かが、考え方も雰囲気も変わったように思えます。それでもなお、安全講習会で事故に時間を割いていますが、参加者は未だ他人事のような顔です。ただ空に夢中になっている人たちを見ていて疎外感を感じていました。

交通機関としての航空機とスカイスポーツでは、随分差があります。ただ空に浮かぶ感覚と、決まったルート・高度を指定速度で操縦するのは別ものです。小型機でも最近のC172Sはガーミンで仕様で、同じIFRでも旧パネルとでは使う神経回路が違うもの要求されてきます。以前IFR訓練でダイヤモンド多発を30時間位乗りましたが、身体の中に染み込んでいた計器の感覚とは別に、ガーミンによる全く別のビジュアルな感覚を作り上げる必要があったことを思い出します。しかし、ジェネアビの世界でも、利用する航空路システムも空港システムも同じです。旧パネルでも飛べますが、交通機関としてはシステムから取り残されていきます。クラシックカーで旅行に出かけたり高速レーンを走るのと同じ感覚です。

思い起こせば、16才でエアロンカ7ACで訓練を始め、18才でC150でソロデビューして以来、半世紀、空を楽しんできました。主な練習機はC172MとPA-28 チェロキーでした。1970年ITUの航空級無線通信士を取得したのを皮切りに、操縦資格もJCAB, FAA双方で事業用操縦士(固定翼機、多発計器、教育証明、英語証明、相当審査員)と全て取得してきました。その後も、実にいろいろな機体に乗ってきました。プレジャーフライトを兼ねた訓練には、主にC172P SkyhawkとPA-28 Piper Archerを使ったものです。ビジネスには、PA-42 Piper Cheyenne、C90 Beechcraft King Airをよく使いました。北米、欧州、アイスランド、チリ、豪州などでも自家用商用機で飛んできました。C182Qスカイレーンを購入した頃がピークでしょうか。230HPの高性能なエンジンで、15000フィートでのルートクルージングができたので、安心して、日本中を飛び回りました。海外での仕事が再開したのを契機に売却しましたが、今、手元がないのが残念です。しかし、病気と経済力から、そろそろ引退せざるを得ないようです。寂しい限りですが、事故が無かったことが幸いです。ただし、報告しませんでした。60年前グライダーで、萎んで降りてきたラジオゾンデのワイヤーを翼端に引っ掛けたことがありました。破損もなく、このインシデントは時効でしょう。

職業パイロットと飛行愛好家とは異なります。私も職業資格でテストパイロットなど勤めたけれども、あくまで趣味の世界でした。そもそも、この世界には体育会系のような、考える前に飛んでしまう人たちが少なくありません。また、愛好家たちの自己顕示欲が強い性癖を好きになれませんでした。こういう世界は日米でも同じです。数学する頭脳とは水と油です。あなたの趣味は何ですか？と訊ねられてそれでも、フライングなどと答えるのはとても嫌でした。それでも、空を飛ぶのは楽しいものだったんですがね。今は、翼を下ろして、空を見上げるだけにしましょう。さらに星と宇宙の深部に目を向けよう。