

英語上級者への道～Listen and Speak

第5回 飛行船には未来がある？

Script

■ Dialogue for Introduction

T: Good Afternoon Edward! What is that music you're listening to on your iPod?

E: Da Daa Da Da Dun! Dun Dun! A real rock 'n' roll classic. My "Best of" Led Zeppelin album. What an iconic band!

T: Yes they were! Their debut album also carried an iconic image.

E: Ah! You are in the know! The album cover had an image of the 1937 Hindenburg disaster. Quite a study in irony actually. Classic '60s rock and roll in juxtaposition with one of the world's most shocking tragedies.

T: Indeed! The Hindenburg disaster spelled the end of the dream of airship travel. Ahhh... I actually think we should bring back those wonderful dirigibles! Even hot air balloons would be better than modern air travel!

E: Aghh! You are full of hot air! Give me a Boeing 787 Dream-liner anytime! What in heavens' name Tets do you have against modern jets?

T: Ahhh... So many things! Don't you like Polar bears?

E: Uhh...yeah...sure...polar bears...lovely... How do they relate to our conversation, Tets?

T: Polar bears, poor chaps, will be among the first victims of global warming and those big jet airliners, the virtues of which you are now extolling, are prime contributors to global warming.

E: Well...that is indeed true. Airships however are slow and...

T: Wait! Let's study this month's material before you let the cat out of the bag. It will enlighten us as to the state of airships today.

E: Good idea! Let's lift off for this month's study.

T: Yes, let's.

■ Listen to the passage and answer the two questions that follow.

A Future for Airships? 【2012-1 Pre1st Part 2, D】

Until the 1930s, airships were a common form of passenger air transport. However, the popularity of these 100-meter-long aircraft began to decline as their performance was outmatched by that of airplanes. When the Hindenburg, a massive German-made airship, exploded in front of the world's media in 1937, everyone assumed passenger airships would disappear forever. However, thanks to recent improvements in safety and efficiency, some people believe airships could make a comeback.

Supporters say airships release fewer greenhouse gases, are quieter, and cost less to run

than airplanes. Moreover, they do not require expensive infrastructure such as runways. A number of factors, though, suggest it will not be easy for airships to regain their place in passenger air transport. One big drawback is capacity. Current airships can only carry about a dozen passengers. Future models could accommodate more, but nowhere near as many as airplanes.

【Questions】

Answer the following 2 questions, spending 30 seconds on each.

No.1 What is one reason airships lost their popularity?

No.2 What do supporters of airships claim?

■Let's study vocabulary and expressions

Listen to my Japanese and repeat after Edward.

1	普通の形式	common form
2	旅客航空輸送	passenger air transport
3	性能	performance
4	～に負かされる、劣る	be outmatched by
5	推測する	assume
6	復活する	make a comeback
7	放出する	release
8	滑走路	runway
9	取り戻す	regain
10	欠点	drawback
11	収容できる	accommodate
12	～には遠く及ばない	nowhere near～

■Listen to the passage and once more answer the two questions that follow!

A Future for Airships? 【2012-1 Pre1st Part 2, D】

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【Questions】

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No.1 What is one reason airships lost their popularity?

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■ Repetition and Interpretation Drill

The passage is read with pauses and Japanese interpretation.

- 1) Repeat during each pause. Practice again and again until your repetition becomes perfect.
- 2) Listen and interpret during the pauses. You should finish your interpretation before the model interpretation starts. Practice again and again.
- 3) Shadowing and interpretation. While listening to English, shadow the part in English. During the pauses, interpret into Japanese.

A Future for Airships?

Until the 1930s, /

airships were a common form of passenger air transport.//

However, the popularity of these 100-meter-long aircraft began to decline/

as their performance was outmatched by that of airplanes.//

When the Hindenburg, a massive German-made airship, /

exploded in front of the world's media in 1937, /

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However, thanks to recent improvements in safety and efficiency, /

some people believe airships could make a comeback.

Supporters say airships release fewer greenhouse gases,/

are quieter, and cost less to run than airplanes. //

Moreover, they do not require expensive infrastructure such as runways. //

A number of factors, though, /

suggest it will not be easy for airships to regain their place/

in passenger air transport.//

One big drawback is capacity.//

Current airships can only carry about a dozen passengers.//

Future models could accommodate more, /

but nowhere near as many as airplanes.

■ Model answers

Listen to the models and compare with your answers.

T: Now Edward, what are your answers? No.1 ‘What is one reason airships lost their popularity?’

E: The Hindenburg disaster led to a lack of confidence in airship safety.

T: Thank you. How about No.2 ‘What do supporters of airships claim?’

E: Supporters point out that airships are more environmentally friendly, produce less greenhouse gases, and are quieter and less costly, due to reduced infrastructural needs.

■ Challenge 1

T: Now Edward is going to ask you some questions. Please answer these questions. You should continue to speak for at least 30 seconds.

E: The Hindenburg and other such airships were superb aircraft. I don’t understand why they disappeared.

E: Model. Now Let’s listen to Tets. He will show you a model. Listen and compare with your answer.

T: I agree that they were indeed great aircraft. They could carry passengers efficiently and quietly. Passengers must have enjoyed looking down at the ground. The performance of airplanes, however, outmatched that of airships. Moreover, people found airships were not safe when the Hindenburg, that big airship made in Germany, exploded and was captured by the media.

■ Challenge 2

E: Please listen. Disagree with the following statement for at least one minute. Your statement should include some points introduced in the passage that you have listened to. Ready?

T: Time is money. You can buy things with money but you can't buy time. I am thankful for the development of transportation. As I travel often, I can save quite a lot of time by using the Shinkansen line, airplanes and expressways. When it comes to traveling, the faster the better. The other day, I went to Kumamoto but I could come back in time for an important meeting because the plane carried me back very quickly and safely. This is a great world.

T: Model. Now let's listen to Edward. He is going to show you a model. Listen and compare with your statement.

E: I've been addicted to travel since I was a young man and I continue to love it. As an American expatriate living here in Japan, speedy and safe air travel is obviously of importance to me. Having said that, I really am concerned about the future of air travel generally. The scientific evidence makes it clear that emissions from jet liners are highly culpable in global warming. Costs for international travel are now higher than ever. I'm taking my son on a tour of Italy this summer and the air ticket price was a real shocker! In addition, terrorists unfortunately see jumbo jets as potential weapons of mass destruction. Air travel today therefore comes with many caveats. Could airships alleviate some of these problems? I would love to think they could! The possibility of a peaceful, floating journey above the clouds without environmental guilt would be well worth some research!

■ Closing Dialogue

T: SO! Now what do you think of airships?

E: Well...YES! I can see that they might indeed be a good option. Airship travel seems, sadly, to be limited in its practical uses. As the article points out, they have limited capacity and are almost by definition, slow. Hmm...they are a bit romantic though. Tets! Let's start a business! Honeymoons on airships! We can make our theme song "Stairway to Heaven"!

T: Ha ha! A good idea and you've brought us back to that same rock group! But did you know that a Japanese company, called Nihon Hikousen, actually did operate airship flights? Their business was air photography, advertising and sightseeing. The company unfortunately went bankrupt a few years ago. Now there is only one airship working for the advertisement of an insurance company.

E: Well, at least there was no Hindenburg-like explosion. Let's be happy about that. Perhaps now would be a good time to say farewell until our next broadcast.

T: A good idea. On that note we will say:

T&E: SEE YOU NEXT TIME!!

※ぜひ、以下の URL にアクセスしてみてください。飛行船についてのおもしろい記事を読むことができますよ。

●The Airship Association

<http://www.airship-association.org/cms/>

●New Airships Taking Flight (ecogeek.org より)

<http://www.ecogeek.org/efficiency/3798-new-airships-taking-flight>

●Airship One : A Hybrid Between An Airplane and A Semi-Rigid Airship (Tuvie より)

<http://www.tuvie.com/airship-one-a-hybrid-between-an-airplane-and-a-semi-rigid-airship/>

★講師陣プロフィール★

◇中西 哲彦 (Tets Nakanishi)

日本福祉大学国際福祉開発学部准教授、アルファ英語会顧問、NPO 愛知善意ガイドネットワーク理事。

愛知教育大学出身。三重県立高校、大手英語学校を経て、現在、小学生～社会人まで幅広い層を対象に英語を指導している。英検セミナー派遣講師として各地の特別授業や英語教育セミナーにて活躍。2007年度まで、5年間にわたって三重県英語教員集中研修講師も務めた。

◇エドワード・スクラグス (Edward Scruggs)

テネシー出身。比較文学の分野で博士号、音楽の分野で修士号。

翻訳、英語教授に大活躍し、現在、椋山女学園大学国際コミュニケーション学部准教授を務めるほかアルファ英語会（津市）アドバイザーとしても活躍中。