

遙控飛機休閒活動涉入與休閒效益之研究

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摘要

本研究以台灣本島實際進行遙控飛機活動的參與者(玩家)為研究對象, 研究主要目的在於分析參與遙控飛機休閒活動者其休閒涉入(leisure involvement) 與其休閒效益(leisure benefits) 間的影響關係, 也透過此研究了解台灣遙控飛機休閒活動推廣上所面臨的相關問題, 本研究結果提供台灣未來在戶外遙控飛機休閒活動上, 具實徵參考資訊, 並提出營造與推動健康有益的戶外遙控飛機休閒活動的具體建議。本研究採用問卷調查法?蒐集資?, 在2012年1月經過文獻資料匯集, 提出問卷初稿, 後經一週以二十位實際進行遙控飛機活動的參與者(玩家)為試訪對象, 並經三位專家對問卷效度與試訪問卷之休閒涉入與休閒效益態度量表進行信?分析考驗後, 修正初稿問卷, 於2012年2月15日完成正式問卷後, 採用網路及實地面訪問卷調查?蒐集研究資?, 至2012年3月15日截止, 共回收網路問卷361份, 實地面訪問卷30份, 扣除無效問卷後, 總計獲得371份有效問卷(有效問卷率: 網路問卷有效回收率98%, 實地面訪有效問卷回收率53%), 並利用SPSS17.0統計套裝軟體進行資料分析, 此樣本調查所得全數都是男性, 在實地訪查的過程中, 卻不乏有女性參與其中, 只是多為陪伴親友在旁觀看而已, 本樣本年齡資料集中在30~49歲, 八成已婚, 居住地以北部地區較多有四成, 其教育程度大學(專)佔了五成, 平均月收入以三萬至六萬元佔多數(約五成), 所以可以推估遙控飛機的玩家多為中高階層就業者且已婚的男性玩家佔大多數。分析結果得到以下結論: (一) 在遙控飛機玩家之休閒涉入分析方面 經因素分析萃取後, 得到「吸引力」及「生活型態中心性」等兩不同休閒涉入因子, 並經人口變項的變異數分析, 獲知遙控飛機玩家其休閒涉入在居住地、參與次數與時間以及參與社團或網路社群上會表現出統計顯著上之差異。(二) 在遙控飛機玩家之休閒效益分析方面 經因素分析萃取後, 得到「社交效益」、「自我成長效益」、「脫離規範效益」及「逃離現實效益」等四個休閒效益因子, 其中遙控飛機玩家在社交效益的解釋變異量最高, 研究判斷在台灣玩遙控飛機者主要獲得的休閒效益在社交功能上, 其次為自我成長與脫離生活現實壓力; 休閒效益在居住地、收入、參與次數、擁有遙控飛機的數量與機型上以及參與社團或網路社群上會表現出統計顯著上之差異。(三) 透過統計迴歸分析(regression analysis) 後發現休閒涉入與休閒效益間的影響關聯如下: 1. 遙控飛機玩家在休閒涉入之吸引力得分較高者, 會獲得較高的社交效益; 2. 在休閒涉入之生活型態中心性得分較高者, 會獲得較高的自我成長效益; 3. 休閒涉入的吸引力除對社交效益具高的正向影響外, 在自我成長效益、脫離規範效益及逃離現實效益等不具明顯影響貢獻, 但休閒涉入中生活型態中心性對自我成長效益與逃離現實效益上卻具正向且較高的影響貢獻。台灣種種的限制阻礙了大多數人飛行夢想的實現, 多數人只得轉而玩遙控飛機, 從中獲得操控飛機的飛行樂趣。在Bryant (1979) 的研究發現, 人們的休閒活動會隨著時間而有不同階段的專業化(specialization)產生, 本實證研究也發現玩遙控飛機所帶來的休閒效益, 會因休閒涉入的不同, 產生明顯差異的休閒效益, 台灣應在開放飛行天空上, 多多藉由推廣玩遙控飛機這項休閒活動上, 來達到以休閒活動帶動航空教育的發展, 周延地進行航空飛行教育與政策上的改善。

關鍵詞: 休閒涉入(Leisure Involvement)、休閒效益(Leisure Benefits)、遙控飛機(Remote Control Plane)

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