Heritage of the Empire Air Armada

The Museological Inheritance of the Empire Air Training Scheme in Australia

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Image: *Forage Cap provenanced to Alan Walter Hubbard, 132056. Flight Rigger thence Fitter IIA, 10 Elementary Flying Training School, Temora and 5 Service Flying Training School, Uranquinty 1943–1944.* (Photo: Anna Williams, 2018)

In memory of Bert Brownlie

1358575

Flight Mechanic

For the men and women who served on the home front.

For your sacrifice and service, we are forever in your debt.

Anna and Bert, Pittwater RSL, Remembrance Day, 2020

(Photo: Anna Williams)

STATEMENT OF ORIGINALITY

This is to certify that to the best of my knowledge, the content of this thesis is my own work. This thesis has not been submitted for any degree or other purposes.

I certify that the intellectual content of this thesis is the product of my own work and that all the assistance received in preparing this thesis and sources have been acknowledged.

Anna Christine Williams

28 February 2022

ABSTRACT

The Empire Air Training Scheme (EATS) was established during World War II (WWII) to dramatically increase the British Empire's air power capabilities. Between 1940 and 1945, the training facilities of the Royal Australian Air Force (RAAF) expanded phenomenally. At the outbreak of war, the strength of the RAAF numbered 3489 personnel of all ranks and its training schools numbered three. By November 1944, RAAF personnel numbers had increased to 183,822 and schools numbered 59. During this period, the RAAF amassed a vast assemblage of material culture, while its personnel created innumerable memories related to training for wartime service.

Australia's involvement in total war resulted in the transformation of agricultural and residential land into sites of modern conflict on the home front. Newly erected airfields, hangars, workshops, barracks and kitchens were filled with aeroplanes, vehicles, machinery, tools, utensils, uniforms and people. The logistics of EATS required the militarisation of the physical landscape, the implementation of belligerent technologies and the development of air combat skills. Accidents, injuries and fatalities were all significant risks for trainees. Eighty years after its commencement, the impact of EATS remains evident in diverse artefacts, landscapes, memories, memorials and performative remembrance practices.

This thesis explores the legacy of the RAAF's unprecedented expansion during WWII by analysing the material and affective heritage of EATS on Australia's home front. It unites the written and archival history of EATS with its collected assemblages, in order to provide a more comprehensive and inclusive account of the Scheme. My analysis is structured around the museological inheritance of two former EATS schools in New South Wales: 10 Elementary Flying Training School, Temora and 5 Service Flying Training School, Uranquinty. I ask what remains of these schools to interpret Australia's participation in EATS and whether their physical and social landscapes sustain an enduring legacy of this vast enterprise.

As I engage with both the historical records of EATS and current-day museum collections, a key intervention is to quantify and analyse its 'uncollected heritage'. I compare the artefacts and stories that have been retained with those objects and narratives that are absent. My intention is to encourage the collection and interpretation of a heritage that is more representative of the aerial armada that transformed Australia and its involvement in a truly global war.

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ABBREVIATIONS

5 SFTS: 5 Service Flying Training School

10 EFTS: 10 Elementary Flying Training School

AC: Aircraftman Aircraftwoman

ACW: Aircraftwoman

ANS: Air Navigation School

AOS: Air Observers School

AWM: Australian War Memorial

BGS: Bombing and Gunnery School

CAC: Commonwealth Aircraft Corporation

CO: Commanding Officer

CMU: Care and Maintenance Unit

CPL: Corporal

DCA: Department of Civil Aviation

dH: de Havilland

EATS: Empire Air Training Scheme

EFTS: Elementary Flying Training School

FTS: Flying Training School

FLGOFF: Flying Officer

FLTLT: Flight Lieutenant

FLTSGT: Flight Sergeant

GPCAPT: Group Captain

ITS: Initial Training School

IWM: Imperial War Museums

LAC: Leading Aircraftman

LACW: Leading Aircraftwoman

NAA: National Archives of Australia

NMA: National Museum of Australia

OTU: Operational Training Unit

PLTOFF: Pilot Officer

RAAF: Royal Australian Air Force

RAF: Royal Air Force

RCAF: Royal Canadian Air Force

RNZAF: Royal New Zealand Air Force

SFTS: Service Flying Training School

SQNLDR: Squadron Leader

SWPA: South West Pacific Area

TAM: Temora Aviation Museum

TRM: Temora Rural Museum

WAAAF: Women's Auxiliary Australian Air Force

WGCDR: Wing Commander

WOFF: Warrant Officer

WWI: World War I

WWII: World War II

INTRODUCTION

In 2013 I purchased a World War II (WWII) Royal Australian Air Force (RAAF) forage cap from eBay (Figure 1). It was purchased to complete a costume for an Australian Air Force blue version of one of the wartime outfits worn by the preeminent singing sister trio, the Andrews Sisters. The costume was the first iteration worn by me as part of a 1940s themed vocal quartet formed to perform at Temora Aviation Museum's (TAM) major air show, Warbirds Downunder (Figure 2). The group has since professionalised and, known as *Company B,* we have performed at theatres, RSL clubs, academic conferences, and air shows, including Warbirds Downunder and Wings Over Illawarra (Figure 3). I purchased five RAAF caps in total, and their condition varied – some with moth holes, some with slight tears, others missing buttons – however only one had been inscribed by its original owner and that was the one I chose to wear. I have donned that eBay cap to entertain crowds with favourites such as *Those Magnificent Men*, *Straighten Up and Fly Right*, *Accentuate the Positive, We'll Meet Again*, and *Boogie Woogie Bugle Boy* on many occasions. Every time I have worn that air force blue costume I have been physically engaged with an artefact provenanced to the period – not a reproduction but an authentic artefact that bore witness to the era, saw service with the RAAF, and likely had sat atop a head that had belted out the same tunes many times before. Unbeknownst to me, at the time of the group's premiere performance the artefact I was wearing – the cap – had been to Temora before, and indeed to the Temora aerodrome. Likely it had also borne witness to one of the operational aircraft that took to the skies that day – de Havilland (dH) Tiger Moth A17-691. In fact, during WWII the cap may also have intersected with the service of another training aircraft, Commonwealth Aircraft Corporation (CAC) Wirraway A20-653 at Temora aerodrome.

On that sunny November day in 2013 there was a temporal and spatial entanglement at play. The cap, aircraft and location – along with the affective sights, sounds, smells and camaraderie engendered by their shared experience – re-encountered one another. This entangled encounter saw me ruminate upon the potential other WWII RAAF artefacts that may have been in play that day. Were there other items of uniform worn; any logbooks carried, photographed, donated to the Museum or read; were there any photographs carried in wallets, notebooks or albums; and what memories were offered up for discussion as folks listened to those engines rev?

This thesis explores the legacy of the expansion of the RAAF during WWII as facilitated by Australia's participation in the Empire Air Training Scheme (EATS), specifically, the legacy of EATS on the Australian home front. The aim of this project is to unite the written and archival history of EATS with its collected heritage in order to provide a comprehensive and inclusive account of the Scheme as enacted in Australia. I am asking how the surviving material culture of EATS reflects – or fails to reflect – its wartime complexity and functions. By examining the narratives, as well as the surviving archival and material records of EATS, my objective is to evoke a wartime understanding of the Scheme. In proposing a more holistic understanding of EATS, I also disentangle it from the

predominant depictions of the RAAF which focus on operational deployments and combat. I shall do this by investigating narratives and memories embedded within artefacts, and the fluidity of those discourses given that the museological inheritance of EATS is performative, tangible and affective. It is also practised through lifestyle, experience, and exhibition. As epitomised by the above example, this thesis is about the entangled relationships that connect humans with the artefacts of modern conflict and the legacy of Australia's involvement in total war.

Figure 1. *Forage Cap provenanced to Allan Walter Hubbard, RAAF service number 132056. Flight Rigger thence Fitter IIA, 10 EFTS and 5 SFTS, 1943–1944. Private Collection.* (Photo: Anna Williams, 2021).

Figure 2. *Davey T and the Aces at Warbirds Downunder, Temora Aviation Museum 2013 (L to R, David Thompson, Anna Williams wearing Hubbard's cap, Katherine Schmitt, Amy Putt (keys), and Sara Morrisby.* (Photo: Temora Aviation Museum).

Figure 3. *Company B performing 'All Aboard: The Songs of Bing Crosby and the Andrews Sisters', Griffith Regional Theatre, June 2021 (L to R: David Hidden, Anna Williams wearing Hubbard's cap, Narelle Evans, and Alexandra McCosker.* (Photo: Ginette Guidolin Photography).

At the outbreak of WWII the strength of the RAAF numbered 3489 personnel. The establishment (workforce composition) comprised command, administration and support guiding 12 squadrons that were raised from three training institutions.[1] The expansion of the RAAF during WWII saw it reach a peak strength of 183, 822 personnel in November 1944 and the number of training institutions established in Australia during WWII was 94.[2] For the RAAF, WWII was a period of rapid and exponential growth. At the wars end the RAAF was the fourth largest Air Force in the world. The achievement was extraordinary and the effort was undertaken on the home front. It was here that new personnel were recruited and where the majority of personnel undertook the entirety of their training. While each mustering had a unique training path, all personnel except for Medical Officers began their RAAF training at a Recruit or Womens' Auxiliary Australian Air Force (WAAAF) depot with a four-week entry course. Like the uniform, training was common ground, a shared experience, and thus the most inclusive potential narrative of the Air Force during WWII.

EATS was a co-operative effort between four air forces of the British Empire – United Kingdom, Canada, Australia, and New Zealand[3] – to exponentially expand their air forces and increase their air power individually and collectively.[4] The Royal Air Force (RAF) syllabus was adopted and taught by each participating Dominion, thus enabling the graduates of the Scheme to be deployed together for operations. This thesis will engage with the museological inheritance of two training schools that were established in Australia as part of EATS. Both schools are located in the Riverina region of southern New South Wales (see Figure 4) and are examples of the first two practical school types attended by pilot trainees as part of their EATS program following Initial Training (see Figure 5). The first, 10 Elementary Flying Training School (10 EFTS), Temora was one of 12 Australian EFTS where pilots learnt the basics of flying in the highly visible golden-winged dH Tiger Moths. The second, 5 Service Flying Training School (5 SFTS), Uranquinty was one of eight Australian SFTS where pilots learnt advanced flying skills and obtained their wings. The schools are what archaeologist Nicholas

[1] Douglas Gillison, *Royal Australian Air Force, 1939–1942*, ed. (Canberra: Australian War Memorial, 1962), p58. "Empire Air Training Scheme: Raise, Train and Sustain During World War II", Pathfinder: Air Power Development Centre Bulletin, April, 2010, p1. RAAF Historical Section, *Training Units*, ed., Units of the Royal Australian Air Force: A Concise History (Canberra: Australian Government Publishing Service, 1995), p38, 80, 135. Commonwealth Bureau of Census and Statistics, *Official Year Book of the Commonwealth of Australia. No. 36: 1944 and 1945*, ed. (Canberra1947), p1027.; RAAF Historical Section, *Bomber Units*, ed., vol. 3, Units of the Royal Australian Air Force: A Concise History (Canberra: Australian Government Publishing Service, 1995), p33, p69

[2] Commonwealth Bureau of Census and Statistics, *CoA Year Book. No. 36: 1944 and 1945*.

[3] Southern Rhodesia (now Zimbabwe) a self governing British Colony, although not listed in the Agreements as a member, was also involved in EATS. Many thousand of Royal Air Force personnel were sent there for training and more than 600 RAAF personnel. Training schools included Elementary Flying Training Schools, Service Flying Training Schools, Air Observers Schools and Flying Instructors Schools. Vincent Adams Winter, *Noble Six Hundred: The Story of the Empire Air Training Scheme with Particular Reference to 674 Australians Who Trained in Rhodesia*, ed. (Bairnsdale: Vincent A. Winter, 1982), pp16-7.

[4] James S. Corum, "The RAF in Imperial Defence, 1919–1956," in *Imperial Defence: The Old World Order 1856-1956*, ed. Greg Kennedy (Abingdon, Oxon: Routledge, 2008), p162.

Saunders describes as military 'facsimile landscapes' where military skills were taught and honed.[5] Whilst they were not battlefields, they are sites of modern conflict as the physical landscape was militarised, the technologies of combat were implemented, skills of combat were practiced, and fatality was both a significant risk and for some an eventuality.

The requirements of EATS schools were unique. Each was a distinct township in itself, with accommodation, catering and medical services, stores, maintenance, administrative and entertainment facilities. They were located on aerodromes established as an adjunct to existing civilian towns, upon whom they relied for support in the form of the provision of goods, services, and social diversion. The EATS flying training school, like an operational air base, 'demanded the integration of a wide range of requirements … from housing communities of flyers, technicians, administrators and their families to accommodating the functions of a technology-based service.'[6] In this thesis I will argue that the definition of an EATS school should be realigned with its wartime meaning. Indeed the schools established in Australia were not limited to training aircrew for service in the skies over Europe but were to expand the RAAF in its entirety.[7] Whilst both my case study schools were schools for pilot training, in order to carry out that task an array of different musterings (job types or roles) were required to operate them. Each unique mustering had its own training pathway prior to operational posting to the EFTS or SFTS. As such, analysis of the museological inheritance of these two schools, inclusive of all musterings will provide sufficient evidence for a more inclusive strategy for the preservation and presentation of the artefacts of EATS.

In this thesis I ask what remains of these schools to tell the narrative of Australia's participation in EATS. Is there an enduring legacy on the physical or social landscapes? What is their material legacy, which artefacts have been retained as ambassadors within collecting institutions and which artefact types are absent? What is remembered of each school's workforce, are the narratives embodied in surviving artefacts representative of the entire establishments, or is there an emphasis on one mustering type over others? Have the towns where the schools were established embraced their participation in EATS and integrated it into their identity or have they dismissed it? Are the schools remembered or memorialised by the local community and if so, how? Finally, has aviation persisted and been integrated into life post war or has the landscape returned to its pre-WWII use?

As I engage with both the historical records of EATS, current-day museum collections and the artefacts of EATS that remain lively outside formal collecting institutions, I reveal the complexity and

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[5] Nicholas J. Saunders, "Material Culture and Conflict: the Great War 1914–2003," in *Matters of Conflict: Material Culture, Memory and the First World War*, ed. Nicholas J. Saunders (Abingdon, Oxfordshire: Routledge, 2004), p8.

[6] Jeremy Lake, "Historic Airfields: Evaluation and Conservation," in *Matériel Culture: The Archaeology of Twentieth Century Conflict*, ed. John Schofield, William Gray Johnson, and Colleen M. Beck (London: Routledge, 2002), p175.

[7] John Malcolm McCarthy, "Air Power and Australian Defence: a Study in Imperial Relations, 1923–1954" (PhD Thesis, Australian National University, 1971), p236. Gillison, *Royal Australian Air Force, 1939–1942*, p108. Tony James Brady, *The Empire Has An Answer: The Empire Air Training Scheme As Reported in the Australian Press 1939-1945*, ed. (Newport, NSW: Big Sky Publishing Pty Ltd, 2019), pp64-5.

legacy of modern conflict as retained in landscape, community and artefact. I examine the tensions imposed by hindsight on the retention and interpretation of the artefacts of EATS. I also discuss the enduring legacy of participation, and the material and temporal entanglement of the affective artefacts of EATS – from a letter written on a handkerchief-cum-parachute, to operational EATS aircraft still flown by the RAAF. I reveal the unauthorised and unofficial artefacts that capture the culture of these Schools, and the Scheme, that is not documented elsewhere. This will draw attention to the significance of a multidisciplinary approach. I also engage with the uncollected heritage of EATS, exposing the artefacts that have not been collected and the personnel whose service narrative and contribution is absent, thus revealing the imbalance in the museological inheritance of the RAAF during WWII. My intention is to encourage the collection and interpretation of a heritage that is more representative of the aerial armada that transformed Australia and its involvement in a truly global war.

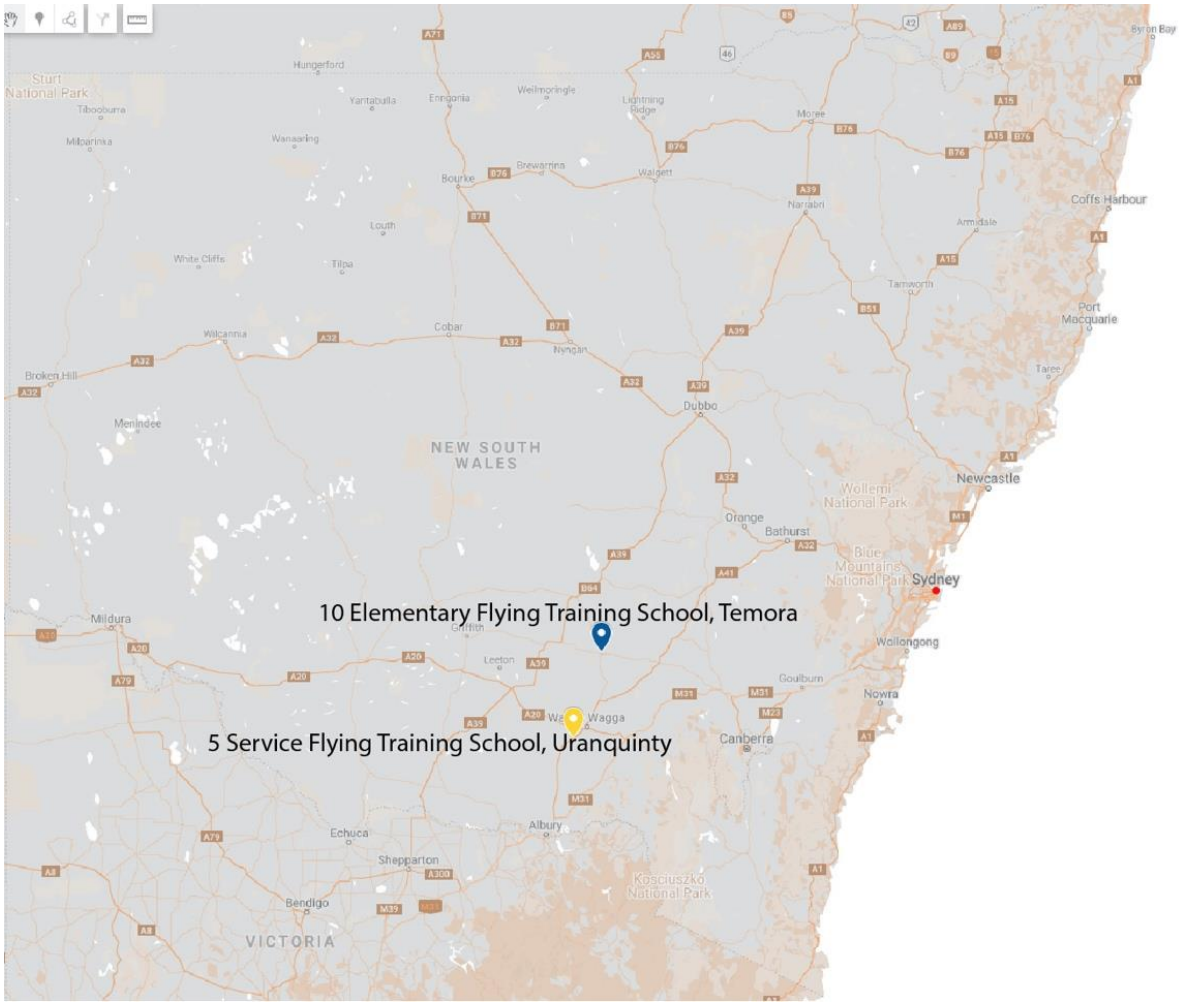

Figure 4. *Map of New South Wales showing the location of 10 EFTS, Temora and 5 SFTS, Uranquinty.*[8]

[8] "Google My Maps," Google, https://www.google.com/maps/d/edit?hl=en&mid=182dRZirtRl8okzONyF52KHFyA370x36C&ll=-32.9744945160895%2C143.85739963984378&z=7. 6 December. 2021.

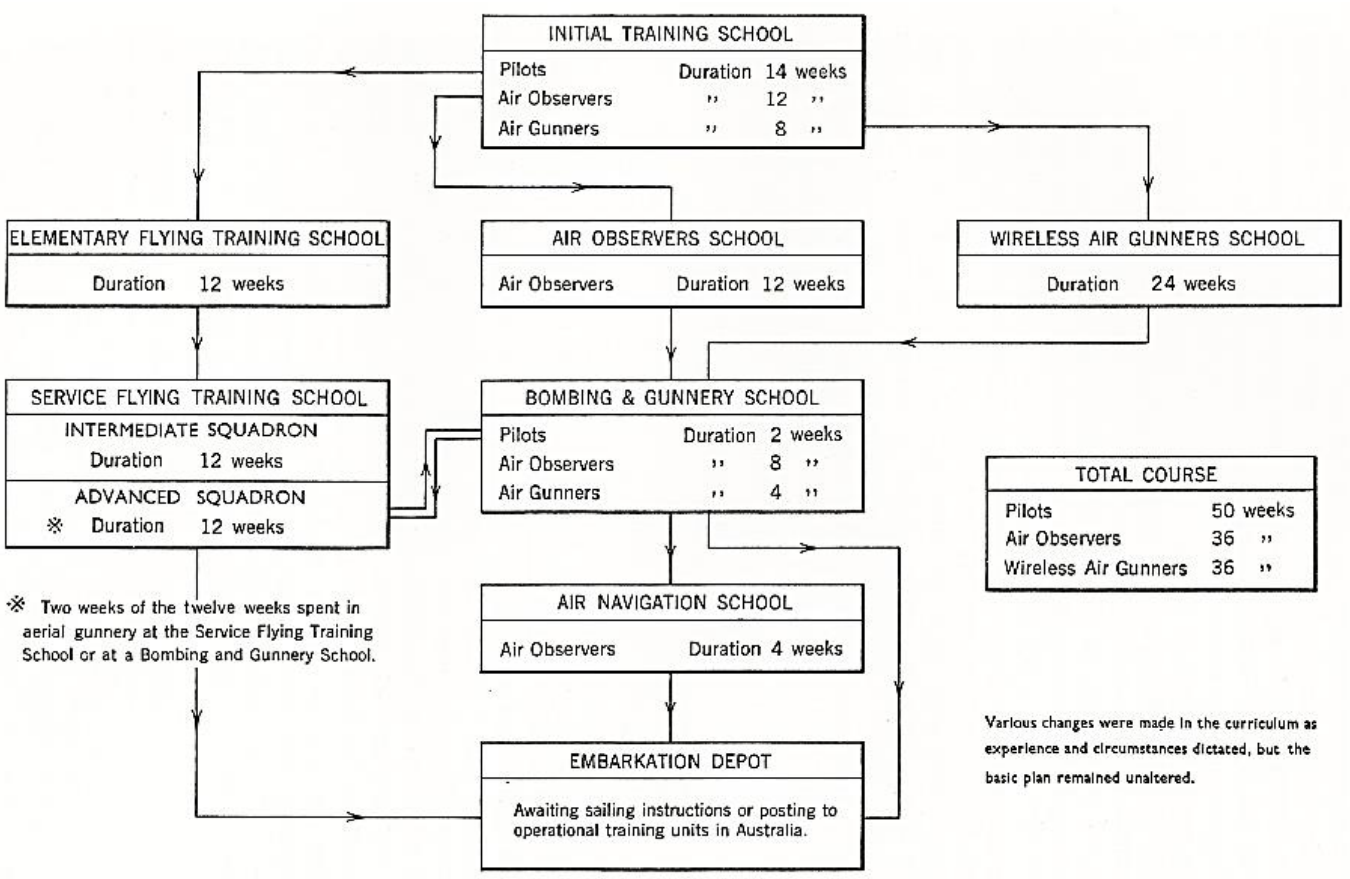

Figure 5. *Empire Air Training Scheme, Australian Curriculum*.[9]

The Empire Air Training Scheme as Evidence of Australia's Involvement in Total War

Eighty years after the event, the impact of WWII on the physical, social and material landscape of Australia is still not fully understood. Both the official record and popular mythology would have us believe that – with the exception of Japanese air raids on Darwin and Broome, and brief encounters with Japanese submarines at Sydney and Newcastle Harbours – the 'war' was being fought thousands of miles away.[10] For those who accept that the war did arrive on the home front it wasn't until after the bombing of Pearl Harbor.[11] However, WWII was a period of total war – a state of war where, as conflict archaeologist John Schofield proposes,

> the division between military and civilian worlds is effaced and the Home Front is integrated into the practice of warfare … the activities on the Home Front, preparing and producing for war, and responding and reacting to it, form part of … [the warfare] process and are not separate from it.[12]

[9] Gillison, *Royal Australian Air Force, 1939–1942*, p108.

[10] Kate Darian-Smith, "War and Australian Society," in *Australia's War, 1939–45*, ed. Joan Beaumont (St Leonards: Allen & Unwin, 1996), p54.

[11] Kate Darian-Smith, "War Stories: Remembering the Australian Home Front During the Second World War," in *Memory and History in Twentieth–Century Australia*, ed. Kate Darian-Smith and Paula Hamilton (Melbourne: Oxford University Press, 1994), p141. Kate Darian-Smith, *On the Home Front: Melbourne in Wartime: 1939 – 1945*, ed., Second ed. (Melbourne: Melbourne University Press, 2009), pp4-5.

[12] John Schofield, *Aftermath: Readings in the Archaeology of Recent Conflict*, ed. (Springer, 2009), p135.

Australia's involvement in total war is still apparent and the most tangible record can be observed in the material legacy of EATS. EATS resulted in the militarisation of the landscape – social and physical. It saw a number of rural towns such as Temora, Cootamundra, Narromine and Uranquinty become producers of 'war fare'. Indeed, during WWII there were 45 aerodromes utilised by the RAAF for training, 27 of which were previously civilian aerodromes resumed by the RAAF and six were constructed specifically for EATS. Hundreds of additional paddocks were converted to satellite airfields, while others were sculpted by munitions as bombing and gunnery ranges. During this period significant material culture was amassed and innumerable social and cultural memories were created. Australia became a battlefield of recruitment, training and support. It bore witness to munitions, challenges to supply and casualties.

However, by 1947 'in material terms, the Empire Air Training Scheme (had) quite disappeared.'[13] The Commonwealth Disposals Commission coordinated auctions for aircraft, stores and equipment and the RAAF handed over control of 36 aerodromes to the Department of Civil Aviation.[14] Yet in the regional and rural communities in which EATS schools were established, the Scheme continues to inhabit a prominent place in the community's collective memory.[15] It is written on memorials, illustrated on interpretation signage, observed in cemeteries and commemorated in curated displays in local museums. Its physical legacies remain visible from the air as disused aerodromes returned to farmland, or as dome-shaped sheds and rectangular wooden-clad huts that were repurposed for community groups. Evidence of Australia's participation in EATS is hidden in plain sight. Similarly, the artefacts of EATS are the artefacts involved in the ordinary and everyday – the unmarked tools in the back of your grandparents' shed, the enamel plate in the picnic set, the odd spoon in grandmother's cutlery drawer, or old grey woollen blanket only brought out on the coldest nights. These everyday objects were disposed of and integrated into our post war ordinary and everyday lives. The artefacts are examples of human–thing co-dependency – of entanglement. As my forage cap from eBay illustrates, they can unexpectedly resurface to trigger memory and narrative.[16]

The eBay Cap and the Operational Aircraft

The aforementioned eBay cap is an artefact of EATS provenanced to Leading Aircraftman Allan Walter Hubbard, Fitter IIA.[17] Hubbard was one of the majority of personnel in the RAAF – ground crew – whose role was to maintain the aircraft and support the aircrew. Hubbard enlisted in 1943 at

[13] John Malcolm McCarthy, *A Last Call of Empire: Australian Aircrew, Britain and the Empire Air Training Scheme*, ed. (Canberra: Australian War Memorial, 1988), p127.

[14] McCarthy, *A Last Call of Empire*, pp126-7.

[15] This is in direct opposition to Evans assertion that 'in the twenty-first century it no longer holds a place in Australian collective memory' Suzanne Jillian Evans, "The Empire Air Training Scheme: Identity, Empire and Memory" (PhD Thesis, University of Melbourne, 2010), piii

[16] Ian Hodder, *Entangled: An Archaeology of the Relationships Between Humans and Things*, ed. (West Sussex: John Wiley and Sons Inc, 2012), p88. Lindsay Der and Francesca Fernandini, *Archaeology of Entanglement*, ed. (Abingdon, Oxon: Routledge, 2016), p11.

[17] National Archives of Australia: HUBBARD ALLAN WALTER: Service Number - 132056: Date of birth - 23 Feb 1925: Place of birth - MARRICKVILLE NSW: Place of enlistment - SYDNEY Next of Kin - HUBBARD REUBEN; A9301; 132056; 5356975.

the age of 18, serving until demobilisation in 1947. He was assigned to a number of RAAF EATS schools – two of which were flying training schools including 10 EFTS (15 December 1943 to 19 September 1944) and 5 SFTS (27 December 1944 to 28 February 1946). Of all the EATS schools, the cap I had purchased and had chosen to wear had belonged to someone who had served at both my case study schools. What are the odds? Further coincidence is found in that two of the operational aircraft in TAM's collection, de Havilland Tiger Moth A17-691 and Commonwealth Aircraft Corporation Wirraway A20-653 had also both been allocated to 10 EFTS and 5 SFTS. To further amplify the coincidence, their allocations align with Hubbard's posting – A17-691 at 10 EFTS (23 July 1943 to June 1946) and A20-653 at 5 SFTS (16 August 1944 to 23 January 1945).[18] It is therefore possible that he worked on both machines, maintaining them in airworthy condition. The correlation of timelines of Hubbard's posting with the allocation of those specific aircraft to those two Schools is uncanny, revealing an affective human–thing temporal entanglement.[19]

The Artefacts of Modern Conflict – Museology / Archaeology

Modern conflict is the conflict of the 20th and 21st centuries.[20] It is the conflict of the recent past that has involved us, 'our parents, grandparents and great grandparents, many of whom are still alive'.[21] Nicholas Saunders has articulated that modern conflict possess a greater complexity than the battlefields of previous centuries.[22] This has been generated partly by the nature of industrialised conflict and partly because modern conflicts 'incorporate political and nationalistic motivations, and notions of ethnicity and identity.'[23] Whilst industrialisation and the consequential effect of 'total war' increases the potential complexity of warfare, there is also an increased appearance of complexity due to the temporal proximity of modern conflicts to the present. As such there is an increased availability of source materials – archives, artefacts, eyewitness accounts, intergenerational narratives and legacies embedded in landscapes. These sources have been institutionalised, preserved and presented by eyewitnesses and enthusiasts, amateur and professional alike. They each become 'sites of memory' that are subject to interpretation and reinterpretation.[24]

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[18] National Archives of Australia: Aircraft Status: Wirraway A20-500 to A20-757; A10297; BLOCK 108; 3045847. National Archives of Australia: Aircraft Status Cards: Tiger Moth A17-600 to A17-699; A10297; BLOCK 91; 3045845.

[19] Hodder, *Entangled*, p88. Der and Fernandini, *Archaeology of Entanglement*, p11.

[20] Nicholas J Saunders, "Introduction: Engaging the Materialities of Twentieth and Twenty-first Century Conflict," in *Beyond the Dead Horizon: Studies in Modern Conflict Archaeology*, ed. Nicholas J. Saunders (Oxford, UK: Oxbow Books, 2012), px.

[21] Laurie Wilkie, "Black Sharecroppers and White Frat Boys: Living Communities and the Appropriation of their Archaeological Pasts," in *Archaeologies of the Contemporary Past*, ed. Victor Buchli and Gavin Lucas (London: Routledge, 2001), p108.

[22] Saunders, "Engaging the Materialities of Twentieth and Twenty-first Century Conflict," px.

[23] Saunders, "Engaging the Materialities of Twentieth and Twenty-first Century Conflict," px.

[24] Pierre Nora, "Between Memory and History: Les Lieux de Mémoire," *Representations (Berkeley, Calif.)* 26, no. Spring (1989): pp7-12. Saunders, "Engaging the Materialities of Twentieth and Twenty-first Century Conflict," px.

As time passes the response to, and interpretation of, modern conflict shifts.[25] The material legacies of modern conflict become powerful tools of recollection, legitimisation, and narrative construction and reconstruction.[26] Historian David Lowenthal has written that museums allow an understanding of the past through facilitating a negotiation of three factors: relics (artefacts), memory and history.

> Relics trigger recollection, which history affirms and extends backwards in time. History in isolation is barren and lifeless; relics mean only what history and memory convey … Significant apprehension of the past demands engagement with previous experience, one's own and others', along all three routes.[27]

These three factors become pliant instruments of those responsible for interpreting the past. As sociologist Harriet Bradley asserts, in our endeavour to write history we 'inevitably rewrite history … [we] recreate the past in new forms' using the archive and the artefact, and the memories attached to them to construct and reconstruct the narrative.[28] The places where conflicts took place 'have become (or are becoming) … politically contested and economically important places of cultural heritage and, increasingly, of tourism'.[29] Similarly the narrative or memory embodied in the artefacts of modern conflict are also placed for disceptation. As Saunders suggests, the aftermath of modern conflict is 'constantly-shifting [and] multidimensional' and this fluidity may be 'as important as the conflicts themselves'.[30] The multidisciplinary approach and methodologies I foreground in this thesis are intended to complement this fluidity and facilitate exposure of the hitherto untold narratives of modern conflict.

Preeminent EATS historian John McCarthy describes social history as 'history with the politics left out … (and) military history with the commanders left out'.[31] To develop interpretation materials, social history museum practitioners draw upon multiple fields as they research artefact, place, personality and period. Their skills range from history to archaeology, museology, art, science, anthropology and heritage studies. Similarly, modern conflict archaeology has arisen as a multidisciplinary endeavour. As an 'anthropologically-informed' subdiscipline of archaeology it draws on the insights of 'cultural studies, cultural geography, military history, art history, museum

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[25] Saunders, "Material Culture and Conflict," p6. Saunders, "Engaging the Materialities of Twentieth and Twenty-first Century Conflict," pxi.

[26] Saunders, "Material Culture and Conflict," p6. Nicholas J. Saunders, "Foreword," in *Beyond the Dead Horizon: Studies in Modern Conflict Archaeology*, ed. Nicholas J. Saunders (Oxford: Oxbow Books, 2012), pix. Julie Dunne, "'Dead Man's Penny': A Biography of the First World War Bronze Memorial Plaque," in *Beyond the Dead Horizon: Studies in Modern Conflict Archaeology*, ed. Nicholas J. Saunders (Oxford, UK: Oxbow Books, 2012), pp1-2. Daniel Travers, *The Second World War and the 'Other British Isles': Memory and Heritage in the Isle of Man, Orkney and the Channel Islands*, ed. (London: Bloomsbury Collections, 2018), pp12-16, 29-30.

[27] Lowenthal *The Past is a Foreign Country*, 1985, p249 in Colin Divall, "Transport Museums: Another Kind of Historiography," *The Journal of Transport History* 24, no. 2 (2003): p262-3.

[28] Harriet Bradley, "The Seductions of the Archive: Voices Lost and Found," *History of the Human Sciences* 12, no. 2 (1999): p109.

[29] Saunders, "Engaging the Materialities of Twentieth and Twenty-first Century Conflict," px.

[30] Saunders, "Engaging the Materialities of Twentieth and Twenty-first Century Conflict," pxi.

[31] John McCarthy, 1985. "Social Aspects of the Empire Air Training Scheme." In *Australian War Memorial History Conference, Australian War Memorial, 11-15 February* Canberra:

studies, and tourism and cultural heritage studies' to investigate modern conflict.'[32] Modern conflict archaeology is concerned with the 'social, cultural, psychological, and technological as well as military complexities of recent conflicts, and their powerful and unpredictable legacies.'[33]

Schofield has suggested modern conflict archaeology is the 'archaeology of everywhere … of the everyday; the commonplace and the ordinary.'[34] Acknowledging that,

> conflict does not only take place on the battlefield … [but encompasses] the training, accommodation, factories, hospitals, roads, and … *information* necessary for prosecuting war, form an ever present network without which battles would not and could not take place.[35]

As intimated above, EATS was an endeavour of the everyday and ordinary, situated on the home front, integrated with regional and rural townships. As I discuss in Chapters 6 – 8, my intention in this thesis is to encourage an expansion of the definition of the artefacts of RAAF history within Australian collecting institutions, to embrace more of the everyday artefacts of modern conflict. As such the dialogue I engage with, and the methods I employ, are intended to expand our understanding of the complexities of the museological inheritance of EATS and stimulate an increase in artefact (and thus narrative) representation. The method I have foregrounded seeks to complement the fluidity of history and its interpretation. My aim is to facilitate an interpretative, narrative and political plasticity within museum collections and their resultant displays. As I will explore in Chapter 2 this approach also recognises the constraints imposed by value systems, and the formal and informal collecting practices that have shaped the material culture that has survived into the present.

This thesis intervenes in several scholarly fields concerned with the memory and material legacies of war. I argue that the museological heritage of EATS does more than merely reshape the historiography of Australia's experience of WWII. This thesis also contributes a major local case study to the archaeology of war, insisting on the complex layering of landscapes and artefacts created by total warfare. Through integrating material, narrative and performative aspects of memory – and also through considering artefacts and stories that remain lively outside of formal collecting institutions – this work proposes new methodological approaches to museum studies. I argue that both artefacts that are present and those that are absent can contribute equally to how we understand the complex archaeologies of entanglement generated by modern warfare.

While this thesis could be situated within the sub-discipline of modern conflict archaeology upon whose scholarship I will draw heavily, given that the focus of this thesis are the artefacts retained in

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[32] Saunders, "Engaging the Materialities of Twentieth and Twenty-first Century Conflict," px. Saunders, "Foreword," pviii.

[33] Saunders, "Engaging the Materialities of Twentieth and Twenty-first Century Conflict," px.

[34] Schofield, *Aftermath*, p3.

[35] Cassie Newland, "Mr Hopgood's Shed: an Archaeology of Bishop's Cannings Wireless Station," in *Beyond the Dead Horizon: Studies in Modern Conflict Archaeology*, ed. Nicholas J. Saunders (Oxford, UK: Oxbow Books, 2012), p128.

museums that are representative of EATS, and as a museum practitioner, I situate this thesis within an amalgamated subdiscipline of critical museum studies namely – 'conflict museology'.

Artefact and Narrative – Museums and Memory

In *Object Stories*, archaeologist Emma Waterton describes her struggle in deciding which of her personal possessions to take with her when her house was threatened by bushfires. Waterton writes:

> in one brief moment I was forced to come to terms with my relationship with objects. I had to evaluate, make choices, and decide, quickly, what I would need from my home if I were to endure its loss. I ran out with passports, certificates, some bills – the usual stuff. I also dug out my great-grandfather's penknife and two small toys from my childhood … How odd that that was all I could muster to show for a life, you might think. But they are little pieces of me.[36]

Selecting an object as an ambassador of lived experience, to represent *us*, to stand in for and embody the essence of a person, our experience and memories, is a complex endeavour. Yet every time an artefact is donated to a museum we ask the artefact to do just that – to stand in for a lifetime of experiences and memories, sometimes even multiple lifetimes. As historians Kate Darian-Smith and Paula Hamilton have observed 'museums, libraries, galleries and archives contain the accumulated material substance of our past'.[37] This is where the artefacts that anthropologist Janet Hoskins describes as biographical objects have an advantage.[38] They are the lived artefacts that possess the marks of use that can be read like text. They are also affective artefacts that elicit an emotional response and communicate something of the essence of a person in a tangible manner without physical contact.

Hierarchical formal and informal value systems determine which artefacts make their way into museums.[39] These value systems may be societal, institutional, personal, or familial. Informally they sit with the donor – which artefacts they retain, which they discard, which they value, preserve and treasure, and which they think others will feel the same way about. The institution will then assess the artefact to see if it aligns with its acquisition criteria and then significance. Although the collecting institution's criteria have been formalised and legitimised, it is important to remember that they were also created by people, each with their own agenda, value systems and lifeworld.[40] The acquisition of an artefact into a collecting institution legitimises it and the narratives that it

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[36] Emma Waterton, "Karma's Father's Cup," in *Object Stories: Artifacts and Archaeologists*, ed. Steve Brown, Anne Clarke, and Ursula Frederick (Abingdon, Oxon: Routledge, 2015), p70.

[37] Kate Darian-Smith and Paula Hamilton, "Introduction," in *Memory and History in Twentieth-Century Australia*, ed. Kate Darian-Smith and Paula Hamilton (Melbourne: Oxford University Press, 1994), p4.

[38] Janet Hoskins, *Biographical Objects: How Things Tell the Stories of People's Lives*, ed. (Abingdon, Oxon, UK: Routledge, 1998), p8.

[39] Peter Hobbins, "Step Back in Time? Local, Specialist and Community Histories," in *The History Industry in Australia*, ed. Paul Ashton and Paula Hamilton (Melbourne: Black Inc, 2022), : [in press].

[40] Ian Buchanan, "Lifeworld," 2nd ed., *A Dictionary of Critical Theory* (Oxford University Press, 2018).

embodies. It is also further endowed with an external authority as an ambassador and representative of the legitimised narrative.[41] As museums studies scholar Suzanne Keene asserts,

> collecting objects means conferring value and institutional memory on them … not collecting them implies disregard for those memories and their context. [42]

EATS, as a military training program, is situated within the hierarchy of values imposed by military historians. However, as a non-operational history there is greater flexibility and narrative potential as it is not bound by the winner/loser dichotomy and the search for the hero. Instead, the narrative of training is a narrative of the process – of the journey. Janet Hoskins suggests that the 'little narratives' of the individual have resurfaced because the 'grand narratives of science, progress and politics' have lost their credibility.[43] This sentiment is echoed by archaeologist Ian Hodder who has argued that it is in the study of the masses that alternative narratives are made visible, the narratives that challenge the dominant account widely accepted as fact. Indeed, the examination of the daily practices of the masses 'allows an insight into the personal, the emotive, the identification of [the] individual.'[44]

Waterton's struggle lay in choice – a decision that was influenced not just by timing, but by size and portability as the possessions she chose had to be carried out and fit in her car.[45] Which objects out of a house full – a lifetime of memories embodied in artefact – should be selected? I can say with some certainty that Hubbard's cap would be amongst my selected possessions, not merely for its significance as an artefact of EATS, but because of what it enables me to do as a member of Company B. The forage cap provides a tangible connection from Hubbard's lived experience and service, to my own. The music, acting in combination with the costume, is an affective trigger and connection between the past and the present. I am dependent upon this artefact. Similarly, it is dependent upon me for safe storage but perhaps more importantly for continued biographical progression.

Hubbard did not have a traditional family home. Around age 8 he and his brother were placed in state care owing to his mother's terminal illness. She died in 1935 and although his father remarried, Hubbard only lived with him for a short period after her death. At age 14 his father told him it was 'time for him to go out on his own'.[46] Hubbard got by with menial jobs and at times precarious accommodations.[47] He was 18 when he enlisted in the RAAF, his occupation was noted as 'junior storeman and truck driver', his father was listed as his next of kin, and Hubbard listed his father's

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[41] Darian-Smith and Hamilton, "Introduction," p4.

[42] Suzanne Keene, *Fragments of the World: Uses of Museum Collections*, (Oxford: Elsevier Butterworth-Heinemann, 2005). p92.

[43] Hoskins, *Biographical Objects*, p5.

[44] Ian Hodder, "Epilogue," in *Archaeologies of the Contemporary Past*, ed. Victor Buchli and Gavin Lucas (London: Routledge, 2001), p191.

[45] Waterton, "Karma's Father's Cup," p67. These factors are also considerations for the acquisition of artefacts into a collection.

[46] "Alan W Hubbard – Obituary," *The News-Review*, 27 April 2006.

[47] "Alan W Hubbard – Obituary."

address as his address.[48] In the late 1950s Hubbard moved to the United States with his daughter Leoni and first wife Dorothy whom he married in 1948.[49] Given Hubbard didn't have a lifelong family home when he relocated, a fair assumption would be that his significant personal possessions went with him. Hubbard passed away in Oregon on 27 April 2006.[50] At what point between 1947 and 2013 was his RAAF forage cap no longer of significance to him or his descendants? Did he dispose of it before he moved to the United States or did it accompany him and find passage back before 2013? Was it gifted to family or a friend on his passing who didn't have need for it? Was it lost, or simply handed back at the end of Hubbard's service, passing into the massive post war disposals system?

An Authoethnographic Approach

In *Object Stories,* archaeologists Steve Brown, Ursula K. Frederick and Anne Clarke discuss how the field of archaeology has historically been focused on the metanarrative and the extraordinary as revealed through material remains. However they have observed that more recently there has been a shift away from the metanarrative towards unique and personal engagement between the archaeologist and artefact.[51] This thesis is such an engagement, a series of fortunate events that has seen an artefact of EATS become integrated into my performative engagement with the 1940s through music. The artefact was a key component in the characterisation and performative re-enactment: a way to engage with history in the present. More significantly it was a gateway through which to meet, share with, and in a small way give back to WWII veterans and their families.

Observation is not neutral, indeed 'the gaze is an instrument of power'.[52] Political scientist Audrey Reeves asserts that 'social research never achieves the ideal of objectivity or value-neutrality prescribed by positivist models of research: it is always historically, culturally, and politically situated'.[53] In this thesis I will draw upon personal experience and recollection in an autoethnographic manner. Communication scholars Carolyn Ellis and Tony Adams claim authoethnography has emerged as a partial response to 'dismiss any possibility of universal truth'.[54] Indeed instead of denying subjectivity and emotionality, autoethnography embraces the lifeworld of

[48] HUBBARD ALLAN WALTER: Service Number - 132056: Date of birth - 23 Feb 1925: Place of birth - MARRICKVILLE NSW: Place of enlistment - SYDNEY Next of Kin - HUBBARD REUBEN.

[49] "Alan W Hubbard – Obituary."

[50] "Alan W Hubbard – Obituary."

[51] Steve Brown, Ursula Frederick, and Anne Clarke, "Encounter, Engagement, and Object Stories," in *Object Stories: Artifacts and Archaeologists*, ed. Steve Brown, Ursula Frederick, and Anne Clarke (Abingdon, Oxon: Routledge, 2015; reprint, Routledge), p17.

[52] Audrey Reeves, "Auto-ethnography and the Study of Affect and Emotion in World Politics: Investigating Security Discourses at London's Imperial War Museum," in *Researching Emotions in International Relations*, ed. M Clément and E Sangar, Palgrave Studies in International Relations (Cham: Palgrave Macmillan, 2018), p111.

[53] Reeves, "Auto-ethnography and the Study of Affect and Emotion in World Politics," p104.

[54] Carolyn Ellis and Tony E. Adams, "The Purposes, Practices, and Principles of Autoethnographic Research," in *The Oxford Handbook of Qualitative Research*, ed. Patricia Leavy (Oxford Handbooks Online: Oxford University Press, 2014), p7.

the researcher as actant, and the position of privilege inhabited by them.[55] Ellis and Adams assert that autoethnography is 'a way of being in the world' that requires the researcher to live 'consciously, emotionally, and reflexively'.[56] As a research approach autoethnography acknowledges the impossibility of the impartiality of the researcher whilst seeking to describe and analyse personal experience in order to understand cultural experience.[57] 'Auto-ethnography immerses the researcher in the social environment under study' and creates data from the observation, investigation and analysis that is conducted 'through the self', although the self is not the subject of study.[58]

The observations I make have accumulated over a decade of formal and informal involvement with the heritage and legacy of EATS in both a professional and personal capacity. By drawing on my personal experience and by being present within the text, my intent is not to have an excuse to use 'biased data' or indulge in narcissistic techniques. Rather, I wish to acknowledge that my approach is subjective and informed by my lifeworld.[59] Reeves has observed that the western military museum and indeed western history is centred within 'a privileged Anglo European perspective'.[60] Like Reeves, I am positioned within 'the structures of privilege that underlie access to academia' and the museum industry that 'reinforces an already existing focus on the lives of a wealthy, highly educated, white minority of "elites"'.[61]

My objective in this acknowledgement, and indeed the premise upon which this thesis is built, is to introduce and investigate a museological acquisition methodology that acknowledges and assumes privilege and bias within the heritage establishment. My intention is that it is both reflexive and flexible enough that the less-privileged perspective will be incorporated into standard acquisitions which will allow for their exposition by the curatorial voice as circumstances allow. I have documented my affective experience through photographs and video recordings, written notes and observations, and professional output which has also been performative. This research approach has been adopted to further articulate observations of entanglement which I will explore in Chapter 2.

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[55] Carolyn Ellis, Tony E. Adams, and Arthur P. Bochner, "Autoethnography: An Overview," *Forum: Qualitative Social Research* 12, no. 1 (2011). Buchanan, "Lifeworld."

[56] Ellis and Adams, "The Purposes, Practices, and Principles of Autoethnographic Research," p27.

[57] Ellis, Adams, and Bochner, "Autoethnography."

[58] Stephen Wakeman, "Fieldwork, Biography and Emotion: Doing Criminological Autoethnography," *British Journal of Criminology* 54 (2014): p708. Reeves, "Auto-ethnography and the Study of Affect and Emotion in World Politics," p110.

[59] Ellis, Adams, and Bochner, "Autoethnography." Ellis and Adams, "The Purposes, Practices, and Principles of Autoethnographic Research," p22. Reeves, "Auto-ethnography and the Study of Affect and Emotion in World Politics," p110.

[60] Reeves, "Auto-ethnography and the Study of Affect and Emotion in World Politics," p122.

[61] Reeves, "Auto-ethnography and the Study of Affect and Emotion in World Politics," p122.

THESIS OUTLINE

This thesis is divided into three parts. **Part I** consist of two chapters and positions the thesis within its historiographical and conceptual frameworks. **Chapter 1** clarifies what EATS was. I do this by addressing the components that make up the Scheme in isolation, that is – Empire, Air, and Training Scheme. Each piece is positioned within its historical context and then examined historiographically. My intention is to share an understanding of the Scheme that is more akin to its wartime definition. EATS was a co-operative effort between four air forces of the British Empire – United Kingdom, Canada, Australia, and New Zealand[62] – to exponentially expand their air forces and increase their air power individually and collectively.[63] Chapter 1 clearly outlines that for the RAAF, EATS was an effort on the Australian home front – a training scheme implemented to expand all areas of the RAAF aircrew and ground crew – and that the graduates of which went on to serve in EATS Schools, RAAF administration and logistical units and squadrons, and across the participating British Empire air forces including Royal Air Force squadrons.

In **Chapter 2** I outline the methods I have employed to explore the museological inheritance of EATS. I introduce the reader to the conceptual framework I have adopted for the thesis – entanglement – a metaphor used to explore the messiness of human–thing relationships.[64] In this endeavour I also consider assemblage theory and object biography. I then outline the technique I have employed to delineate the archival and actual EATS assemblages, and discuss the method of artefact classification and analysis employed in the assemblage analyses. I also introduce the concept of the authorised and unauthorised artefacts of EATS. I continue with a discussion of the method used to assess EATS assemblage collection development, management and interpretation, as employed by collecting institutions. The chapter concludes with an autoethnographic account of mounting a museum exhibition including a significant number of EATS artefacts, with a focus on 10 EFTS, Temora at the Temora Aviation Museum (TAM).

Discussed over five chapters, **Part II** presents the results from my case study EATS schools. In **Chapter 3** I outline a narrative history of 10 EFTS, Temora, and examine the impact of EATS upon both the physical and social landscapes. In charting the interlinked social and material worlds of Temora aerodrome and township, I evoke the reach of the EATS assemblage that could be represented museologically. Beginning with Temora's relationship with early aviation, I explore the desire of the township to become linked by air, the development of its aerodrome and civicmindedness that would transition to airmindedness. I then discuss the acquisition of the aerodrome by the RAAF, the establishment of 10 EFTS and examine the key components of the

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[62] Training was also undertaken in Southern Rhodesia (now Zimbabwe) a self governing British Colony although they were not listed as a member in the Agreements. Over 600 RAAF aircrew undertook training in Rhodesia.

[63] Corum, "The RAF in Imperial Defence, 1919–1956," p162.

[64] Stephen W. Silliman, "Disentangling the Archaeology of Colonialism and Indigeneity," in *Archaeology of Entanglement*, ed. Lindsay Der and Francesca Fernandini (Abingdon, Oxon: Routledge, 2016), p36. Ian Hodder, *Studies in Human-Thing Entanglement*, (Self Published, 2016), http://www.ian-hodder.com/books/studies-human-thing-entanglement. p2.

School's operation, from pilot training, fatalities, relationships with the township, interpersonal relationships, life within the Unit, and the School's disbandment.

In **Chapter 4** I discuss the legacy of Temora's participation in EATS. I explore how military aviation became part of the town's everyday and how through involvement in EATS, Temora embraced and openly identified itself as airminded. I explore the cultural landscape and legacy of 10 EFTS, including built heritage, memorial, interpretation through affect, and the Temora Airport precinct. I conclude with a discussion of how the legacy of EATS has resulted in reoccupation of the 10 EFTS site by today's RAAF through 100 Squadron, Temora Flight.

In **Chapter 5** I explore and analyse three different types of archival records to reveal details of 10 EFTS workforce and the tools they wielded. These comprise the Unit Establishment records detailing the school workforce, auction catalogues detailing tools and equipment sold on Unit disbandment, and dissection reports listing the personal possessions of personnel who died whilst posted to the Unit. By investigating the workforce and its artefacts in this manner, I provide an account that can accompany and enrich the historical narrative revealed in Chapter 3.

In **Chapter 6** I explore the museological inheritance of 10 EFTS. I analyse the composition of the museum collections and consider the types of artefacts that were retained and donated for perpetuity. I also discuss the representativeness of the inheritance in relation to the composition of the workforce as explored in Chapter 5.

In **Chapter 7** I move to my second case study. The experience of 5 SFTS, Uranquinty, was significantly different from 10 EFTS, Temora. While Temora actively sought to engage with aviation and has retained its airminded identity, Uranquinty was agricultural land prior to RAAF occupation and returned to the same use following disbandment by the RAAF. I begin my analysis of 5 SFTS with a discussion of the Unit's history from acquisition and establishment to operation, the narrative revealing the potential for artefact and thus memory embodied within artefact. In the second part of the chapter I examine the archival record to ascertain the composition of the workforce, then analyse dissection reports for mention of artefacts. I then discuss this with regard to the museological inheritance of 5 SFTS. In the third section I examine the legacy of 5 SFTS as retained in the landscape. I conclude with a discussion of remembrance and memorial practices, and the social legacy of EATS in Uranquinty.

Part III explores the museological inheritance of EATS through assemblage analysis and object biography. In **Chapter 8** I engage with the biography of six different artefact assemblages to reveal events – historic and contemporary – and uncover political, social and cultural agendas that have encumbered the preservation and presentation of EATS heritage. I also expose the conflicts embodied by the artefacts and artefact assemblages themselves. I conclude with **Chapter 9** exploring the key findings, readdressing the research questions, and making recommendations for future research.

The chapters that follow demonstrate how EATS has been systematically misrepresented from the moment of its disbandment. Instead, I suggest a multidisciplinary approach to engage with its complex geographical, physical and emotional legacies. My scholarship draws attention to the need

for collecting institutions to adopt a more representative approach in their collection and presentation of the artefacts of modern conflict, inclusive of both the extraordinary and everyday, military and civilian, industrial and domestic. My intention is to encourage the preservation and presentation of a narrative and museological inheritance of EATS that is representative of the co-operative effort.

CHAPTER 1: THE EMPIRE AIR TRAINING SCHEME

'a co-operative effort to achieve the common end' [1]

Australian military history, of which the Empire Air Training Scheme (EATS) is a part, is driven by the grand narrative, the excitement of operations, the hero and the quest for the extraordinary. While official military histories have focused largely on high command, strategy and the ethics thereof. However, EATS is an example of the pre-cursor to the grand narrative, it was what came before. The Australian EATS narrative occurred on home soil, in country towns, under the free blue, and comparatively safe Australian skies. Despite this it is laden with narrative potential which local historians, community museums, history societies and local councils have recognised, and continue to do so 80 years after the Scheme was initiated. Meanwhile many scholars have sought to transform the history of Royal Australian Air Force (RAAF) training into an operational history, and so join the grand narrative.

This chapter situates EATS within its historical context and clearly defines what the Empire Air Training Scheme was, as enacted on the home front. I do this by addressing the components that made up the Scheme in isolation, that is – Empire, Air, and Training Scheme. Each piece is positioned within its historical context and then examined historiographically. My aim is to instil within the reader an understanding of the Scheme that is more akin to its wartime interpretation. The primary paradigm being that EATS evolved from a long history of cooperation between the Dominion military forces who, in order to rapidly expand their air power, utilised the knowledge and resources of the Royal Air Force (RAF). What eventuated was a training organisation established on home soil that was responsible for the exponential growth of imperial air power in each of the participating Dominions. These organisations were then able to work together to achieve 'the common end' of air supremacy – 'the ability to assert … the power of effective defence combined with the power of successful initiative'.[2] It is a history that has been neglected and deemed irrelevant by operational historians yet embraced and celebrated by the regional communities in which EATS schools were established.[3]

I begin with *Empire*, addressing the origin of the Scheme and outlining its establishing Memoranda of Agreement, so as to refocus EATS history from operations to training. I also address the bias

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[1] 13 February 1940 to R.G. Menzies National Archives of Australia: Empire Air Training Scheme – Main file; A2910; 406/4/1; 230636.

[2] 13 February 1940 to R.G. Menzies NAA: A2910, 406/4/1. "Air Supremacy," *South-Western News*, 13 December 1940.

[3] Evans, "The Empire Air Training Scheme," pp1-10, 248-50. McCarthy, *A Last Call of Empire*, p129. Authors celebrating regional EATS history include such as Ron Maslin, *Wings Over Temora: The Story of No. 10 E.F.T.S.* , ed. (Temora, NSW: The Author, 1990). Peter Ilbery, *Hatching an Air Force: 2 SFTS, 5SFTS, 1 BFTS: Uranquinty and Wagga Wagga*, ed. (Maryborough, Queensland: Banner Books, 2002). Jean Haughton-James and Sheila Manley, *Wings at War: RAAF at Evans Head, 1939-1945*, ed. (St. Lucia, Qld.?: Published by the authors, 1995).

within Australian historiography against the mid-20th century concept of Empire. In section two I move to *Air* and consider how EATS was entangled with air power, airmindedness and the militarisation of the Australian landscape. In the final section I outline what the *Training Scheme* on the home front entailed, specifically addressing the definition of an EATS school to facilitate a more inclusive understanding of the Scheme.

EMPIRE

In both the official documentation and material for public consumption, EATS went by different names, including the British Commonwealth Air Training Plan, the Joint Air Training Plan, the Joint Training Scheme and the Empire Air Scheme.[4] The latter, Empire Air Scheme, was a reduction of the official British and Australian term – Empire Air Training Scheme. In all of these monikers, *training* is the most consistent term. The original agreements between the Governments of the United Kingdom, Canada, Australia, and New Zealand briefly outlined details of the training of aircrew. However, within the agreements there were also articles that pertained to administrative and operational matters.[5] This has resulted in a misunderstanding of what EATS was and a misinterpretation of the Scheme in the literature. Specifically, the line between training and operations has become blurred, allowing operational history to pervade accounts of the Training Scheme. This is particularly apparent in Suzanne Evans' thesis The "Empire Air Training Scheme: Identity, Empire and Memory" wherein a large proportion of the source material used to explore EATS is extracted from experiences of EATS aircrew graduates in operations as opposed to their experience of training.[6]

The historiography of EATS has largely focused on Australia's relationship with the British Empire and the persistent subjugation of the Dominion populace to the Imperial powers.[7] The dominant narrative has argued that participation in the Scheme was a show of unquestionable commitment and 'surrender' to Britain, at significant cost to, and with little to no benefit for Australia or the RAAF.[8] The primary argument is that Australian airmen were trained for service with the RAF

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[4] National Archives of Australia: Royal Australian Air Force. Air War Effort – Section I, Home Defence – Section II, Summary of the Empire Air Training Scheme Agreement and Subsequent Variations – Section III, Appendices; A5954; 618/7; 640848. NAA: A2910, 406/4/1. Brady, *The Empire Has An Answer*, p6.

[5] See as an example McCarthy, "Air Power and Australian Defence." and Evans, "The Empire Air Training Scheme."

[6] See Chapter 3 Evans, "The Empire Air Training Scheme," pp74-250.

[7] McCarthy, *A Last Call of Empire*. Evans, "The Empire Air Training Scheme."

[8] Joan Beaumont, "Australia's War: Europe and the Middle East," in *Australia's War 1939–45*, ed. Joan Beaumont (St Leonards: Allen & Unwin, 1996), p5, 18. Evans, "The Empire Air Training Scheme," pp2-3. Alan Stephens, *The Royal Australian Air Force. The Australian Centenary History of Defence Volume II*, ed. (Melbourne, Vic.: Oxford University Press, 2001), pp64-6. P.D. Byrne, 1996. "Training on the Australian Front." In *The Home Front. Mainland Australia and the Southwest Pacific Area 1939 – 1945: The Proceedings of the 1995 RAAF History Conference Held in Canberra on 27 October 1995, Canberra,* Fairbairn, ACT: RAAF Air Power Studies Centre. David Day, *The Great Betrayal: Britain, Australia & the Onset of the Pacific War 1939–42*, ed. (North Ryde: Angus & Robertson, 1988), pp33-4. Peter Ewer, *Wounded Eagle: The Bombing of Darwin and Australia's Air Defence Scandal*, ed. (Sydney, NSW: New Holland Publishers, 2009), pp150, 59-62

specifically for the war in Europe, whereby they were stripped of their Australian identity, denied command opportunities and essentially reduced to 'cannon fodder'.[9] On the home front, Imperial domination continued with the staunch devotion of the government to Britain. This saw the deposition of an Australian Chief of Air Staff – Air Vice Marshal Stanley James Goble – in favour of the RAF's Air Chief Marshal Sir Charles Burnett, who proceeded to reduce Australia to a RAF training base hindering Australian home air defence.[10] The notion that the Scheme has been deliberately neglected in mainstream Australian historiography because of its association with Empire has also been persistent.[11]

The aim of this section is to challenge the dominant discourses associated with the concept of Empire within the context of EATS from the Australian perspective. By revisiting archival records and introducing evidence from social history and heritage practice, I will shift the focus from the global stage and high-level command positions to the impact of EATS on the home front – upon the local community and the individual. I argue that both Australia and the RAAF did indeed profit from involvement in the Scheme. EATS left an enduring infrastructural and material footprint, shaping the Australian landscape, strengthening the RAAF and thus Australian home defence. I furthermore show how the Scheme provided opportunity for identity creation that has persisted into the twenty-first century.

This chapter begins by addressing the Scheme's origin within its historical context. I then review the Memorandums of Agreement – the Original Agreement and Australian Agreement – and clarify the contractual articles that have been the source of confusion in the historiography of EATS. After considering the Ottawa Agreement and the developments of the Scheme made in response to the outbreak of war in the South-West Pacific Area, I argue that due to its association with Empire, the history of EATS has been unduly ignored by historians and archaeologists alike.[12]

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[9] Stephens, *The Royal Australian Air Force*, pp60, 64-5 Evans, "The Empire Air Training Scheme," pp2-3. Alex M Spencer, *British Imperial Air Power: The Royal Air Forces and the Defense of Australia and New Zealand Between the World Wars*, ed. (West Lafayette, Indiana: Purdue University Press, 2020), pp237, 39.

[10] Stephens, *The Royal Australian Air Force*, p66. Neil Kendall Quarmby, "Regrettable at Best? A Reappraisal of Sir Charles Burnett's Effect on the Royal Australian Air Force, 1939–1942" (B.A. (Hons) Thesis, University of New South Wales, 1985), piii-iv, 17-8, 174. Christopher David Coulthard-Clark, *The Third Brother: The Royal Australian Air Force 1921–39*, ed. (North Sydney: Allen & Unwin in association with The Royal Australian Air Force, 1991), pp463-4. Peter Geoffrey Edwards, "Menzies and the Imperial Connection, 1939–41," in *Australian Conservatism: Essays in Twentieth Century Political History*, ed. Cameron Hazlehurst (Canberra: Australian National University, 1979), p196. David Horner, *High Command: Australia's Struggle for an Independent War Strategy 1939–1945*, ed., 2nd ed. (Sydney: Allen & Unwin, 1982), p28. Day, *The Great Betrayal*, p34. Sani Kainikara, 2012. "The Search for an Air Strategy for Australia." In *90 Years of the RAAF: Proceedings of the 2011 RAAF History Conference, Canberra, 4 November 2011*, 11-20. Air Power Development Centre

[11] Evans, "The Empire Air Training Scheme," pp1-10, 248-50. McCarthy, *A Last Call of Empire*, p129.

[12] Evans, "The Empire Air Training Scheme," pp1-10, 248-50.

Origin of the Scheme

The credit for the concept of the EATS has been attributed to various sources. In 1946 the RAAF War History Section attributed its conception to discussions held at the 1936 Imperial Conference at which Australia was represented by then Air Vice-Marshal Goble.[13] EATS historians have maintained that Dominion high commissioners Vincent Massey of Canada and Stanley Bruce of Australia can lay claim to the origin of the Scheme, however in the same breath they also dismiss the claim.[14] Provenance of the Scheme is more popularly attributed to Marshal of the Royal Air Force Sir Hugh Trenchard and his tender to the Imperial Conference, 1923, to continue the cooperation shared between Britain's Royal Flying Corps with the Australian Flying Corps during World War I (WWI).[15] In the proceedings of the conference we find clear evidence of this proposal:

> the development of the Air Forces in the several countries of the Empire … as far as practicable, of a common system of organization and training and the use of uniform manuals, patters of arms, equipment, and stores (with the exception of the type of aircraft), for each part of the Empire.[16]

Historian and curator Alex M. Spencer has suggested that even before the end of WWI, the RAF's air staff were 'clearly working on the imperial air defence issues.'[17] He asserts that Trenchard considered that the air forces of the Dominions would be 'full partners in aerial defence' as opposed to an appendage of British service.[18] Each Dominion air force was furthermore considered a sovereign entity, but for the most effective defence of the Empire the Imperial members would act 'in unison'.[19] Similarly with regards to training, Britain's Air Ministry

> felt that the Dominions' air forces would need to have aircraft and training similar to the RAF. This would allow the two forces, even though separated by vast geographic distances, easily to mesh together at any crisis spot.[20]

A similar approach already characterised naval relations between Britain and Australia, shaping the creation and composition of the Royal Australian Navy in 1911. From 1926 onwards a mutually

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[13] Australian War Memorial: EATS [Empire Air Training Scheme] – RAAF First Narrative of EATS. Compiled by F/Lt R J Lindsay, Narrator War History Section (27 February 1946). ; AWM138; 1; 489287. p1-2

[14] McCarthy, *A Last Call of Empire*, p12. Beaumont, "Australia's War," p18. Jeffrey Grey, *A Military History of Australia*, ed. (Cambridge: Cambridge University Press, 2008), p150. Henshaw maintains that Massey and Bruce were the 'immediate inspiration' for the plan in Peter Henshaw, "John Buchan and the British Commonwealth Air Training Plan: The Under-Rated Role of the 'Man on the Spot'," *Defence Studies* 1, no. 2 (2001). Coulthard-Clark, *The Third Brother*, p457. Ewer, *Wounded Eagle*, pp148-9. Richard Williams, *These Are Facts: The Autobiography of Air Marshall Sir Richard Williams KBE, CB, DSO*, ed. (Canberra: Australian War Memorial, 1977), p264.

[15] McCarthy, "Air Power and Australian Defence," p231 McCarthy, *A Last Call of Empire*, p12. McCarthy, "Air Power and Australian Defence," p231. Beaumont, "Australia's War," p18.

[16] "Imperial Conference 1923: Summary of Proceedings," (Ottawa: F. A. Acland, Printer to the Kings Most Excellent Majesty, 1924), p15.

[17] Alex M Spencer, "A Third Option: Imperial Air Defense and the Pacific Dominions, 1918–1939" (PhD Thesis, Auburn University, 2008), p18.

[18] Spencer, "A Third Option," p20.

[19] Spencer, "A Third Option," p20.

[20] Spencer, "A Third Option," p19.

beneficial personnel exchange program between the RAF and RAAF was in operation.[21] However there is evidence to suggest that the concept of an empire-wide military training program, and Australia's willingness to participate it in predates this, and indeed WWI.

At the Colonial Conference of 1907 Secretary of State for War Mr Haldane introduced the idea that recruits, originating from all over the Empire should be trained at a 'common school … educated in military styles to common principles … according to the highest military study of the time'.[22] As this concept precedes the first flight of an aircraft in Australia the reference pertained to the military as it existed then – the army and navy – but the notion of an Empire-wide system of military training was offered.

In drawing attention to this precedent, my aim is not to unreasonably attribute the genesis of EATS to Haldane, but instead to draw attention to the idea that the credit for the origin of Scheme, and its ensuing successes or failures, should not be attributed either to a single person, or set of senior administrators. Indeed as John McCarthy states, there was a 'long precedent' for what became EATS, from pre-federation troops from New South Wales journeying to Sudan to join the British in 1885, to the Anglo-Boer War of 1899–1902.[23] Similarly Spencer maintains that EATS evolved from a school of military thought underpinned by the work of preceding generations.[24] In this way attribution of credit for the Scheme shifts from the singular, and few, to the collective. As I will explore through my case studies the implementation and operation of EATS on the Australian home front can also be attributed to the collective effort with significant cooperation between military and civilian establishments in both the private and public realms.

The Catalyst: the Chock is Removed

The German invasion of Poland on 1 September 1939 was the catalyst that the Governments of the British Empire needed to put into action plans for a coordinated Empire-wide air training program.[25] Within four weeks of the declaration of war a formal proposal was made by the Government of the United Kingdom to the Governments of Australia, New Zealand and Canada to create a coordinated Empire Air Force.[26] The plan was to establish training schools in each of these Dominions where the RAF syllabus would be taught.[27] The objective of the Scheme was an exponential increase in air force

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[21] Stephens, *The Royal Australian Air Force*, p36. Coulthard-Clark, *The Third Brother*, pp88-95. John Bennett, *The Imperial Gift: British Aeroplanes Which Formed the RAAF in 1921*, ed. (Maryborough: Banner Books, 1996), p23.

[22] "Minutes of Proceedings of the Colonial Conference, 1907," (Eyue and Spottiswoode, 1907).

[23] John Malcolm McCarthy, 1994. "Two Faces of the Empire Air Training Scheme: The European Experience." In *RAAF History Conference, Canberra, 20 October*, Royal Australian Air Force Air Power Studies Centre. P.A. Silburn, *The Colonies and Imperial Defence*, ed. (London: Longmans, Green, and Co., 1909), p77.

[24] Spencer, "A Third Option," p40.

[25] Gillison, *Royal Australian Air Force, 1939–1942*, pp79-82.

[26] Proposal made on the 26 September. Australian War Memorial: "Brochure on the Empire Air Training Scheme in its Application to the Royal Australian Air Force"; AWM54; 81/4/204; 456801. p1. John Malcolm McCarthy, "Air Power and Australian Defence: A Study in Imperial Relations 1923–1954" (PhD Thesis, Australian National University, 1971), p243 ; AWM138: 1, 489287. p2

[27] Article 6. Appendix "B"AWM54; 81/4/204; 456801.

personnel, trained to a uniform system, to form an international air force that when operational would be administrated by the Government of the United Kingdom.[28]

On 11 October 1939 Australia's Prime Minister Robert Menzies publicly announced Australia's commitment to EATS.[29] This commitment was not merely to provide Australian aircrew to serve with the RAF in the war in Europe, but the Australian Government was under the impression that participation would go a long way to increase air power on the home front. This would be achieved in Australia by an increase in personnel, available aircraft, aviation infrastructure and industry.[30] The United Kingdom would further support Australia's air power development through expansion of the Dominion aircraft industry and it understood that Australia would 'have first call on the trained output from the Scheme'.[31] Indeed following graduation both ground crew and aircrew were directed back into the EATS schools to take up postings within the Scheme to strengthen the training system.

Australia's involvement in EATS not only signified the prominent role that air power was intended to serve in the European war, but it marked an escalation in Australia's human and material commitment to the conflict.[32] This commitment was to extend well beyond the RAAF. Just as credit for the origin of the Scheme should be collective, so should recognition for building, implementing and supporting the Scheme. Support for EATS was routed in both the country towns in which EATS schools were located, and the many Australian industry partners, manufacturers and suppliers that would first construct, then support the Scheme's schools.

The Original Agreement

In November 1939 delegates from the United Kingdom, Australia, New Zealand and Canada convened for a conference in Ottawa, Canada. Australia was represented by the newly appointed Minister for Air, James Valentine Fairbairn.[33] The result of the conference was the

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[28] AWM54; 81/4/204; 456801. p1.

[29] Robert Menzies, "Empire Air Force: Australia Plays her Part: Statement and Broadcast by the Prime Minister, R.G. Menzies," 'news release', 1939.

[30] In March 1940 Menzies announced that EATS would increase the RAAF's 'Service aircraft in Australia by 1242 machines' multiplying Australia's pre-war air defence capacity by seven times. These aircraft were advanced trainers – the Wirraway, Avro Anson and Fairey Battle and the forecast crews were the EATS staffs and EATS pupils in their advanced stages of training. Whilst this may appear retrospectively naïve. The criticism being that Australia's aerial defence was not increased given a 'reconnaissance or bomber trainer' was going up against a 'fighter'. However whilst hypothetically negligible, an increase in air power it still was. Released 9 March 1940. The Empire Air Scheme. What it Involves and How it Increases Australia's Security. NAA: A2910, 406/4/1. "Empire Air Scheme will Increase Australian Security," *Daily Mercury*, 13 March 1940.

[31] AWM138: 1, 489287. p3. Stephens, *The Royal Australian Air Force*, p61.

[32] On the 5 October 1939 the Australian Prime Minister Robert Menzies responded in a cablegram to the High Commissioner, London, Stanley M. Bruce indicating that Australia was preparing to send a delegation to Canada to discuss the finer point of Australia's participation in a 'Defence Air Training Scheme'. Initial letters referencing the Scheme and date from the first few days of October in 406/1/280 NAA: A2910, 406/4/1. NAA: A5954, 618/7. p45. Menzies, "Empire Air Force."

[33] McCarthy, "Air Power and Australian Defence," p234. McCarthy, *A Last Call of Empire*, pp12-21.

> Memorandum of Agreement between the Governments of the United Kingdom, Canada, Australia, and New Zealand, Relating to Training of Pilots and Aircraft Crews in Canada and their Subsequent Service.[34]

The memorandum, henceforth referred to as the Original Agreement, was signed by representatives of each of the four Dominions on 16 December 1939 (see Appendix 1). [35] Canada was identified as having a 'superior position' over Australia and New Zealand owing to its economic situation, population size, proximity to the United States and its aircraft industry, proximity to Great Britain, lesser war expenditure, lack of exchange rate difficulties, and 'greater benefits accruing from wartime supplies and food stuffs to Great Britain.'[36] Consequently it was selected as the primary location for advanced training.

Listed in the Original Agreement were the types of training schools and the numbers of each type of school to be established in Canada as part of the Scheme.[37] These included Initial Training School (ITS), Elementary Flying Training School (EFTS), Service Flying Training School (SFTS), Air Observer School (AOS), Bombing and Gunnery School (BGS), Air Navigator School (ANS), and Wireless School. Also included was a proposed schedule for school openings and the duration of each training course. Canada was also tasked with continuing the training of aircrew from other Dominions whose instruction began in their country of origin. The numbers of personnel to be trained and the course length were outlined, in addition to major financial and equipment considerations with particular reference to aircraft supply.[38]

Additionally, in Appendix I of the Original Agreement, Item 4 stipulated that 'schools for the training of staffs' be established.[39] Further, that as part of EATS 'an appropriate command, recruiting and maintenance organisation' be established including schools for air armament, aeronautical engineering, administration, equipment, accountancy, flying instructors, recruit depots, and technical training.[40] By the inclusion of these schools to train 'staffs', there is evidence to support the expansion of the conventional definition of an EATS school, which limits it to schools for training air crew.[41] The specific definition of what an EATS school is will be addressed in more detail later in this chapter.

While the school types, quotas and administrative aspects were relatively straightforward, Article 15 was both ambiguous and politically encumbered. However, as this article is also addressed in the

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[34] NAA: A5954, 618/7.

[35]This was 16 December Australian time as described in AWM54; 81/4/204; 456801. p1 Although the date signed on the original agreement is December 17, 1939.

[36] AWM138: 1, 489287. p7-23

[37] Appendix I "Memorandum of Agreements Between the Governments of the United Kingdom, Canada, Australia and New Zealand about the Training of Aircrews in Canada and their Subsequent Service. Appendix I in AWM54; 81/4/204; 456801.

[38] AWM54; 81/4/204; 456801. Appendix "A".

[39] Appendix 1 "Memorandum of Agreements Between the Governments of the United Kingdom, Canada, Australia and New Zealand about the Training of Aircrews in Canada and their Subsequent Service. Appendix I in AWM54; 81/4/204; 456801.

[40] AWM54; 81/4/204; 456801. Appendix "A" (P737/42).

[41] McCarthy, *A Last Call of Empire*. Gillison, *Royal Australian Air Force, 1939–1942*, p109.

Australian Agreement as Article 12, I will first outline the Australian Agreement then move to an explanation of Article 15 and its bearing on how historians have previously interpreted EATS as an organisation.

The Australian Agreement

Following the signing of the Original Agreement, subsidiary agreements were drawn up detailing particulars specifically relevant to each Dominion.[42] The *Memorandum of Agreement between H.M. Government in the United Kingdom and H.M. Government in Australia*, (see Appendix 2) henceforth referred to as the Australian Agreement, was signed on 27 November 1939.[43] It stipulated that the Australian Government establish and operate, in Australia, an organisation to conduct the initial, elementary and advanced (service) flying training of pilots; and the initial training of observers and wireless operator-air gunners.[44] The syllabus taught would be the same as that employed by the RAF in the United Kingdom, and RAF personnel would be lent to the Australian Government to help carry out the training.[45] The Australian Agreement also stipulated that a number of partially trained pilots, observers and wireless operator-air gunners would be sent to Canada to complete their training.[46] Following completion of the advanced service flying training school (SFTS) course, in either Australia or Canada, personnel were released to the RAF for operational conversion in Operational Training Units (OTU), located in the United Kingdom.[47] Once training was completed graduates were then released for operational service with the RAF as administrated by the Government of the United Kingdom.[48] Additional matters addressed in the Australian Agreement included the supply of equipment and financial responsibilities.

The issue of the identification of Australian aircrew as 'Australian' was outlined in Article 12.[49] This Article concerns the identification of the graduates of EATS, being personnel who completed training within the Scheme and had been posted for operational service. At the time of its authorship the Article was a source of contention and confusion. Writing to Prime Minister Robert Menzies, High Commissioner Bruce stated that he was

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[42] Australian Agreement, Article XV agreement April 17 1941, Financial Agreement June 1 1942

[43] "Memorandum of Agreement between H.M. in the United Kingdom and H.M. Government in Australia as to the training of pilots and aircraft crews in Australia, and their subsequent service with the Royal Air Force, and as to the provision of pupils from Australia for training in Canada as pilots and aircraft crews" in 406/1/280 15 Jan 1940 copy of Agreement provided by Dominions Office, Downing St to J.S. Duncan, ESQ CBE the Official Secretary to the Commonwealth in London NAA: A2910, 406/4/1.

[44] Appendix "B". AWM54; 81/4/204; 456801.

[45] Appendix "B" Item's 6 and 7.AWM54; 81/4/204; 456801.

[46] Appendix "B" Item 4. AWM54; 81/4/204; 456801.

[47] Operational Training is not mentioned in any of the Original Agreements. Appendix "B" Items 3 and 4. AWM54; 81/4/204; 456801. Note pupils were also trained in Southern Rhodesia – elementary and service flying training, air observers and flying instructors however Rhodesia is not mentioned in the Original Agreement or the Australian Agreement. Training in Rhodeisa ceased with Japans entry into the war. Winter, *Noble Six Hundred*, pp 16-8

[48] Operational Training is not mentioned in any of the Original Agreements. Appendix "B" Items 3 and 4. AWM54; 81/4/204; 456801. Winter, *Noble Six Hundred*, pp 16-8

[49] Appendix "B" Item 12 AWM54; 81/4/204; 456801.

> somewhat staggered to find that no one had any very clear conception of how Article 12 in our Agreement, and Article 15 in the principal agreement were to be implemented.[50]

This conundrum has persisted in the historiography.

Article 15 and Article 12

Article 15 of the Original Agreement and Article 12 of the Australian Agreement were a calculated contractual request by the Dominions, seeking to avoid a repeat the same perceived loss of control of their citizens as experienced under unified British command during WWI.[51] The Article stated that

> The United Kingdom Government undertakes that pupils of Canada, Australia, and New Zealand shall, after training is completed, be identified with their respective Dominions, either by the method of organising Dominion units and formations or in some other way, such methods to be agreed upon with the respective Dominion Governments concerned. The United Kingdom will initiate inter-Governmental discussions to this end.[52]

Historian Tony Brady asserts the Article's inclusion was

> twofold: first was that the Dominions did not wish to cede control of their airmen; and second was that the British knew that establishing Dominion squadrons would likely lead to those governments seeking influence over the strategic air policy and they wished to avoid ceding strategic command. [53]

Dialogue on this matter did continue resulting in an addendum to the existing agreements termed the

> Memorandum of Agreement Between the Government of the United Kingdom and the Commonwealth of Australia as to the Arrangements to be made for the Identification with the Commonwealth of Australia of Australian Personnel Trained Under the Empire Air Training Scheme in Canada and Australia.[54]

The Agreement, henceforth referred to as the Australian Identity Agreement, was signed on 17 April 1941. It stipulated that in addition to the squadrons already serving outside Australia, i) a further 18 would be formed; ii) a centralised administrative section would be established in the UK which would include RAAF staff to facilitate the posting of RAAF personnel and the organisation of RAAF records; iii) RAAF personnel would wear RAAF uniforms; and iv) that the Australian Government would have access, via a senior officer of their choosing, to all 'commanders of stations and groups and commanders in chief of commands in which RAAF personnel [were] serving'.[55] Similar arrangements were made with Canada and New Zealand.

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[50] Stanley Bruce to R.G.Menzies unsigned 13 Feb 1940. NAA: A2910, 406/4/1.

[51] Andrew Stewart, "The 1939 British and Canadian 'Empire Air Training Scheme' Negotiations," *The Round Table* 93, no. 377 (2004): p742. Brady, *The Empire Has An Answer*, p106-7.

[52] Chapter XIX – Retention of Australian IdentityNAA: A5954, 618/7. p72. For Article 12 of the Australian Agreement see Appendix "JJ" NAA: A5954, 618/7. p109.

[53] Brady, *The Empire Has An Answer*, p107.

[54] AWM54; 81/4/204; 456801. Chapter XIX – Retention of Australian Identity NAA: A5954, 618/7. p68.

[55] Chapter XIX – Retention of Australian Identity NAA: A5954, 618/7. p68-70

Articles 6 and 7 of the Australian Identity Agreement also articulated that the primary focus of the RAAF was the training of aircrew as part of EATS and not operations. As such, ground personnel who would usually be available for operational service were employed within EATS schools. Peter Marman has suggested that Australia was suffering from a shortage of around 25,000 personnel as 'the demands of the army and industry' also had to be met.[56] This shortfall saw the RAF fill the personnel shortfall in squadrons formed in accordance with Article 15, particularly ground staff.[57] Command positions also tended to be filled by RAF personnel until recent RAAF EATS graduates had attained experience sufficient to assume command.[58] Archival documents imply that this decision was a preventative measure in an attempt to minimise casualties. However, it remains a point of contention amongst historians such as David Horner, Alan Stephens, Peter Ewer, Suzanne Evans, Joan Beaumont, and Norman Ashworth.[59] An argument in favour of the delayed posting of RAAF personnel to command positions posits that the Australian Article 15 squadrons did not suffer as 'severely from inexperience among commanders and crews' that resulted in an increase in casualty rates which was seen in the Canadian squadrons.[60]

In the written history of EATS there has been a significant focus upon these Article 15 squadrons. While the existence of these squadrons is dictated by the Memoranda, they were an operational matter and the operational experiences of EATS graduates should not be considered as a primary account of the Training Scheme. The most recently published account of EATS by Tony Brady includes a chapter detailing the histories of the Article 15 squadrons as reported in the Australian press. In his introduction to these accounts Brady is precise in his selection of words, remarking that the chapter 'aims to provide an overview of life in the squadrons after training.'[61] Acknowledging Brady's recognition of training versus operational history, the approach taken in this thesis, is that the history of EATS should focus upon accounts of training as occurred in Australia, New Zealand, Southern Rhodesia, Canada, and the United Kingdom.

1942 Ottawa Agreements

As the war progressed training requirements, outputs and programs were modified to meet changing demands and formal agreements followed when the situation allowed. From May to June 1942 a further air conference was held in Ottawa, Canada, during which new agreements were entered into. They are henceforth referred to as the Ottawa Agreement (see Appendix 3) and the Ottawa Agreement – Australia. These documents superseded the original agreements and were

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[56] Peter G Marman, "The Empire Air Training Scheme: The Scheme, its Defects and its Critics" (B.A. (Hons) Thesis, University of Sydney, 1986), p36.

[57] Marman, "The Empire Air Training Scheme," p36.

[58] AWM54; 81/4/204; 456801. Brady, *The Empire Has An Answer*, p109.

[59] Horner, *High Command*, p28-9. Stephens, *The Royal Australian Air Force*, pp60, 64-5 Evans, "The Empire Air Training Scheme," pp2-3. Joan Beaumont, "Australia's War: Asia and the Pacific," in *Australia's War 1939-1945*, ed. Joan Beaumont (St Leonards: Allen & Unwin, 1996), p20. Norman Ashworth, *How Not to Run an Air Force! The Higher Command of the Royal Australian Air Force During the Second World War* ed., vol. Volume 1 (Fairbairn: Air Power Studies Centre, 2000), p13. Ewer, *Wounded Eagle*, pp162, 94, 211.

[60] Grey, *A Military History of Australia*, pp150-1

[61] Brady, *The Empire Has An Answer*, p109.

operative from 1 July 1942.[62] Importantly, the negotiations leading to these agreements followed the commencement of war in the Pacific from 7 December 1941, an affair that drastically altered Australian and New Zealand perspectives on the purpose and aims of Imperial air power.

Adjustments made in Ottawa included an increase in the numbers of personnel sent from the United Kingdom, Australia, and New Zealand to Canada for training, and changes in financial arrangements. The most significant alteration was the prescription that Australia and New Zealand would be able to appropriate a proportion 'of the output of the combined training organisation necessary to build up and maintain … Home Defence squadrons'.[63] To clarify, the increase in the proportion of the output of trainees appropriated by Australia was only relevant to RAAF EATS personnel who had completed their training in Canada. Although not stipulated in the Australian Agreement, EATS aircrew graduates who had completed advanced training in Australia were already being posted for service within the RAAF to either Home Defence Units, or as instructors or staff pilots within Australian EATS schools.[64]

An additional significant amendment in the 1942 Ottawa Agreement was the expansion of the types of schools established in Canada as part of EATS.[65] These included General Reconnaissance School, OTUs, Flying Instructors' Schools, Central Flying School, Standard Beam Approach and Link Trainer Schools.[66] This diversification will be discussed in greater detail in the section Training Scheme.

Empire is a Dirty Word

Whilst the focus of this thesis is the Training Scheme as enacted on the home front, a critical consideration is the confusion that the phrase *Empire* has generated within the literature. Historians such as Suzanne Evans have claimed that the absence of EATS from mainstream historiography can in part be attributed to its association with the British Empire.[67] While early 20th century Australian histories positioned Britain at the centre of the narrative, since the 1950s there has been a split in the Australian national consciousness that has worked to exclude Empire.[68] Scholar Christopher Bayly has remarked that within the written histories of imperialism and nationalism, 'too often the moral standpoint of one generation becomes the authoritarian of the next'.[69] Indeed Bayly suggests that historians should avoid constructing meta-narratives that 'castigate', instead suggesting that they try to understand and present the spectrum of experiences.[70]

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[62] Appendix E AWM54; 81/4/204; 456801.

[63] Appendix "E" p7 Item 22 AWM54; 81/4/204; 456801. also p3.

[64] Chapter V NAA: A5954, 618/7. p15.

[65] In Canada EATS came to be termed the British Commonwealth Air Training Plan thus in the Ottawa Agreement schools referred to here are listed in Appendix 1 as "Schools and Units Comprising the British Commonwealth Air Training Plan".

[66] Signed 3 June 1942. P689/42 Appendix I AWM54; 81/4/204; 456801.

[67] Evans, "The Empire Air Training Scheme," pp1-10, 12.

[68] Neville Meaney, "'In History's Page': Identity and Myth," in *Australia's Empire*, ed. Deryck Schreuder and Stuart Ward (Oxford University, 2010), p13

[69] Christopher Bayly, "Moral Judgement: Empire, Nation and History," *European Review* 4, no. 3 (2006): p388.

[70] Bayly, "Moral Judgement: Empire, Nation and History," p388-90.

My intention in this section is to outline the key arguments that lie adjacent to the empire-exclusion dispute, namely that Australia was abandoned by Britain in its time of need to be rescued by the United States; Australian's horror and disdain for the bombing offensive of Germany; and the anti-British sentiment resulting from the combination of the two.[71] I shall address each claim and offer evidence in opposition. I will draw attention to how historical enquiry has failed to accurately interpret the profitability of *Empire* which was a popular concept during WWII. I will then demonstrate that EATS has not been ignored in the historiography and that since WWII there has existed a practice of commemoration and memorialisation in Australia within which Empire is at the least, irrelevant, and at the most, celebrated.

The Role of EATS in Australian Home Defence

Historians disagree as to the value of EATS for the RAAF. While British historians have celebrated the Scheme as a triumph, their Australian counterparts have pronounced it 'disastrous'.[72] Pre-eminent military historian Jeffrey Grey considers EATS worthy of 'censure', and indeed 'disastrous for the RAAF' as it 'reduced the air force to a training organisation for the RAF, and removed thousands of potential aircrew from utilisation in the defence of Australia.'[73] Grey also claims that Australia saw no benefit for financial outlay spent on training aircrews.[74] David Horner asserts that the appointment of British officers as Australian Chiefs of Staff, such as Burnett, provides proof that the pendulum had 'swung strongly from home defence to an active role in Imperial defence'.[75] Neil Quarmby echoes this sentiment affirming that Burnett was brought to Australia 'to train aircrew for the RAF', and that the growth of the RAAF was hindered by the establishment of EATS which was prioritised over home defence.[76] Peter Ewer claims that this was because the 'Anglophile conservatives' lacked confidence in the experience and potential of Australian aviators, and goes on to claim that the RAAF's front-line squadrons never recovered from their 'asset-stripping' with resources 'gutted' and diverted to the 'vast and bloated network of flying schools demanded by EATS'.[77] Joan Beaumont denounces EATS as 'an unequivocal expression of Australia's commitment to Imperial defence – and one which … had the effect of limiting the RAAF's ability to play a role in the Pacific later in the war'.[78] Some lay blame for this shortfall at the feet of Menzies' war policy and

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[71] Evans, "The Empire Air Training Scheme," p149, 71. Beaumont, "Australia's War," p20 Beaumont, "Australia's War," p34-5, . In opposition to these claims we have EATS most recent publication Brady, *The Empire Has An Answer*, pp188- 95.

[72] Beaumont, "Australia's War," p18 Marman, "The Empire Air Training Scheme," p45.

[73] Grey, *A Military History of Australia*, p145

[74] Grey, *A Military History of Australia*, pp150-1

[75] Horner, *High Command*, p28

[76] Quarmby, "Regrettable At Best?," p74, 174.

[77] Ewer is of the option that Australia was better off contributing an Australian Air Expeditionary Force as originally proposed and the RAAF and home defence would have been in a better position had all its experienced aircrew been posted overseas at the outbreak of war as opposed to being retained to train Australia's next generation of air aces. In my opinion this would have been an extremely short-sighted option. What the RAAF required was exponential expansion and rapid training, and that is exactly what EATS provided. Ewer, *Wounded Eagle*, pp 159, 60-1, 98.

[78] Beaumont, "Australia's War," p5

his attitude towards the RAAF.[79] David Day asserts that Menzies was the 'epitome' of Australian allegiance to Britain being an 'arch-Imperialist'.[80] However there are those such as Frank Bongiorno, Allan Martin and Patsy Hardy, Peter Edwards and McCarthy who disagree, arguing that Menzies' criticism of British conduct throughout the war negates this impression, and that he was at times very critical of British policy.[81] Bongiorno does however cite Edwards' criticism that perhaps the decision to participate in EATS was 'more enthusiastic than prudent'.[82]

At the outbreak of WWII the strength of the RAAF numbered 3489 personnel of all ranks and 12 squadrons, two of which were formed in nucleus only. No 10 Squadron was in England taking delivery of new Sunderland flying boats. The other squadrons were located at Richmond and Rathmines in New South Wales, Pearce, Western Australia, and Laverton, Victoria. Just prior to the outbreak of war, Nos. 12 and 23 Squadrons were relocated to Darwin, Northern Territory and Archerfield, Queensland.[83] The EATS propaganda directed at the Australian populace at the introduction of the Scheme focused upon its increasing Australia's defence capacity. It boasted that the number of available aircraft would be multiplied by seven times and number of aircrew by eleven. The rhetoric professed that the EATS resources, its instructors, advanced trainees and machines 'could be organised at relatively short notice into an effective striking force against an aggressor'.[84] Additionally, EATS necessitated an improvement and development of aviation infrastructure, aerodromes and landing grounds, and industry.

Australia's participation in EATS significantly increased Australia's defence capacity. I underscore my argument by drawing attention to McCarthy's query: without EATS 'one wonders how long it would have taken to get an adequate aircrew training system operating' and most significantly to fill the additional 68 squadrons raised for home defence during WWII.[85] Philip Byrne asserts that Australia's participation in EATS was 'fortunate' as without the training capacity it provided the RAAF would not

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[79] Horner, *High Command*, p27. John Mordike, 1996. "RAAF Organisation, Command and Politics." In *RAAF History Conference:The Home Front: Mainland Australia and the Southwest Pacific Area 1939–1945, Canberra, 27 October 1995*, 3- 24. Canberra, ACT: Royal Australian Air Force Air Power Studies Centre. Frank Bongiorno, "The Price of Nostalgia: Menzies, the "Liberal" Tradition and Australian Foreign Policy," *Australian Journal of Politics and History* 51, no. 3 (2005): p406

[80] Day, *The Great Betrayal*, pp2-3.

[81] Bongiorno, "The Price of Nostalgia," p406. Allan William Martin and Patsy Hardy, *Robert Menzies: A Life, Vol. 1 1894–1943*, ed. (Carlton, Vic: Melbourne University Press, 1996). Edwards, "Menzies and the Imperial Connection." McCarthy's comment during discussion in Mordike, "RAAF Organisation, Command and Politics." 1996, 3- 24.

[82] Bongiorno, "The Price of Nostalgia," p406. Edwards, "Menzies and the Imperial Connection," p198.

[83] Commonwealth Bureau of Census and Statistics, *CoA Year Book. No. 36: 1944 and 1945*, p1027 ; RAAF Historical Section, *Units of the RAAF: Volume 3*, 3, p33, p69 Commonwealth Bureau of Census and Statistics, *CoA Year Book. No. 36: 1944 and 1945*, p1027. Spencer, *British Imperial Air Power*, pp244-5.

[84] National Archives of Australia: War 1939 - Establishment of Flying Training Schools in Dominions. Empire Air Scheme, Part 2; A1608; A17/2/2 PART 2; 204664. "Empire Air Scheme will Increase Australian Security."

[85] McCarthy, "Two Faces of the Empire Air Training Scheme: The European Experience." 1994. As at 1st September 1945 there were 53 RAAF squadrons in the SWPA, plus 15 Article 15 squadrons and 2 RAAF squadrons serving overseas as reported in Commonwealth Bureau of Census and Statistics, *CoA Year Book. No. 36: 1944 and 1945*, p1028.

have 'developed as rapidly as it did in 1942 and 1943'.[86] Even David Horner concedes that Australia's participation in EATS was to have 'important long term effects on the development of the air force'.[87] Indeed, Menzies' promises were delivered, as EATS facilitated an exponential increase in Air Force personnel, both for home defence as well as service abroad. On 1 September 1945 there were 489 individual units in the RAAF, 467 more than at the outbreak of WWII.[88] The overwhelming majority of personnel staffing these units – air crew and ground grew – were all trained under EATS.

A proportion of the perceived disdain for Empire also stems from historians' persistent assertion that Australia was abandoned by Britain when Japan entered the war, thus making the nation reliant upon the USA for defence.[89] Brady notes there were newspaper reports echoing this sentiment, but stresses that they were in the minority.[90] While Spencer argues that Australia's relationship with the USA predates WWII, primarily owing to Britain's failure to supply ordered aircraft in a timely manner – particularly Bristol Beaufort patrol bombers. As such alternative supply lines were sought from the USA. US contributions included both designs – especially the North American NA Type 16, adapted locally as the CAC Wirraway – and military aircraft in the form of the Lockheed Hudson.[91] Whilst there was initial resistance to this relationship by the UK, approval and support was eventually given.[92]

Brady also highlights that two weeks following the Japanese attack on Pearl Harbour the British and American Chiefs of Staff convened the Arcadia Conference in Washington. Discussions held on 24 December 1941 demarcated that,

> Germany was the predominant member of the Axis Powers, and consequently the Atlantic and European area was considered to be the decisive theatre.[93]

Further,

> notwithstanding the entry of Japan into the War, our view remains that Germany is still the prime enemy and her defeat is the key to victory.[94]

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[86] Byrne, "Training on the Australian Front." 1996.

[87] Horner, *High Command*.

[88] Commonwealth Bureau of Census and Statistics, *CoA Year Book. No. 36: 1944 and 1945*, p1030.

[89] Beaumont, "Australia's War," p31 , McCarthy, "Air Power and Australian Defence," p279- 83

[90] Brady, *The Empire Has An Answer*, pp188-9.

[91] Spencer, *British Imperial Air Power*, pp227-8.

[92] Andrew T. Ross, *Armed and Ready: The Industrial Development and Defence of Australia, 1900–1945*, ed. (Sydney: Turton & Armstrong, 1995), p99.

[93] ANNEX 1 To ABC-4 JCCSs-1, Memorandum by the British Chiefs of Staff. Revised by the U.S. Chiefs of Staff. "Arcadia Conference, Washington DC," (Joint History Office, Joint Chiefs of Staff). Brady, *The Empire Has An Answer*, p189

[94] ANNEX 1 To ABC-4 JCCSs-1, Memorandum by the British Chiefs of Staff. Revised by the U.S. Chiefs of Staff "Arcadia Conference."

To comment upon the exclusion of the Dominions from these discussions is beyond the scope of this thesis, but it is important to note that the Australian Government and others were consulted and their opinions were minuted in the papers.[95]

One of the key outcomes of the conference was that the world was divided into strategic areas of command, and as evidenced above, efforts focused upon defeating Germany, thence Italy, and finally Japan.[96] The United States was delegated responsibility for the South-West Pacifica Area (SWPA) which was defined as 'all land and sea areas included in the Region Malaya – Australia – Philippine Islands all inclusive.'[97] The areas of operational command were matters of geography and strategy, again beyond the scope of this thesis, however the Europe-first position has been well acknowledged by scholars.[98] Further, two RAAF Article 15 fighter squadrons – Nos. 452 and 457 – were relocated from Britain to Australia in 1942.[99] In addition, experienced RAAF aircrew who had been serving in RAF squadrons, such as Group Captain Clive Robertson Caldwell, returned to Australia to strengthen air power on the home front. They were also joined by an RAF unit posted to Australia, No 54 Squadron.[100]

Although Australian EATS graduates participated in the strategic bombing offensive over Germany, some of whom later returned to Australia to instruct in EATS schools, I consider that it is a matter for operational historians to address. EATS should not be held culpable for the military tactics of the air war over Europe, instead the ethical questionability or effectiveness of this campaign should shift solely to the history of operations and strategy of the British and American militaries jointly.[101]

Finally, consider the following set of statistics taken from the *RAAF Air War Effort* reports in 1942 and 1945. At the outbreak of war the full-time strength of the RAAF was 3489 personnel.[102] By 1 May 1942 this had increased to 79,074 personnel. Of this number 43,607 individuals were posted to Home Defence Units as compared to 8,797 (11%) who were involved in operations or training in the combined Dominion air forces (2,151 to Article 15 Squadrons, 5,024 to RAF squadrons and 1,622

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[95] For example see U.S. ABC-4 C/S 3 BRITISH WW-9 (REVISED), January 10, 1942 in "Arcadia Conference." Also see "Post-Arcadia Conference, Washington, DC," (Washington, DC: Joint History Office, Joint Chiefs of Staff, 1942).

[96] Brady, *The Empire Has An Answer*, pp188-92. ANNEX 1 To ABC-4 JCCSs-1, Memorandum by the British Chiefs of Staff. Revised by the U.S. Chiefs of Staff. "Arcadia Conference."

[97] "Post-Arcadia Conference." ANNEX 1 TO JCCSs-4, Proposed draft of instructionsn to the Supreme Commander, Southwestern Pacific Theature "Arcadia Conference."

[98] George Odgers, *Air War Against Japan, 1943–1945*, ed., vol. II, Australia in the War of 1939–1945 (Canberra: Australian War Memorial, 1957), pp1-3

[99] RAAF Historical Section, *Fighter Units*, ed., vol. 2, Units of the Royal Australian Air Force: A Concise History (Canberra: Australian Government Publishing Service, 1995), pp121, 39-40. Brady, *The Empire Has An Answer*, pp129-30, pp80-4. Day, *The Great Betrayal*, pp335-36

[100]National Archives of Australia: CALDWELL CLIVE ROBERTSON: Service Number - 402107: Date of birth - 28 Jul 1911: Place of birth - SYDNEY: Place of enlistment - SYDNEY: Next of Kin - CALDWELL JEAN; A9300; CALDWELL C R; 5372784. RAAF Historical Section, *Units of the RAAF: Volume 2*, 2, p121 Brady, *The Empire Has An Answer*, pp129-30, pp80-4. Stephens, *The Royal Australian Air Force*, pp81-4. Kristen Alexander, *Clive Caldwell, Air Ace*, ed. (Crows Nest, NSW: Allen & Unwin, 2006), p91. Day, *The Great Betrayal*, pp335-36

[101] The Editors of Encyclopaedia Britannica, "Bombing of Dresden," Encyclopædia Britannica, inc., https://www.britannica.com/event/bombing-of-Dresden. 15 February 2020.

[102] National Archives of Australia: RAAF - Australian Air War Effort, 8 May 1942; A5954; 296/2; 27602. p15.

were under instruction or awaiting embarkation). Meanwhile, 18,341 personnel (23%) staffed the RAAF training units who, as I will discuss later in this chapter, were tasked with the continual expansion and training of the RAAF establishment.[103] By 1945 the total strength of the air force (RAAF, Women's Auxiliary Australian Air Force (WAAAF) and the RAAF Nursing Service) was 171,095. At this time the number of deaths including those presumed dead and those missing was 9,481. There were 154,594 (including those on the home front, WAAAF and nursing service) serving in the SWPA equivalent to 90%, while only 13,606 or 8% were serving overseas, the remainder were listed as prisoners of war or missing.[104] These statistics provide irrefutable evidence for the benefits of Australia's participation in EATS and its role in the exponential expansion of the RAAF. This in-depth study of material culture and militarised landscapes will reveal just a fragment of the Scheme's vast scale and legacy on the home front.

Anti-British Sentiment

Neville Meaney has argued that since the 1950s, historical circumstances, coupled with social change, has caused Australians to struggle with their British heritage. As the British Empire became multicultural and multiracial, so did Australia. This transformation, combined with Britain's decision to join the European Union in 1973, saw Australia confronted with 'a crisis of identity'.[105] Meaney describes historians' response as 'awkward'. There were those who strove to create the exclusive Australian 'history page' or grand narrative, while others looked to the multicultural narrative.[106] The third solution Meaney identifies as an approach to restore balance, is the introduction and promotion of the narrative of peoples oppressed by Empire.[107]

Historians have persisted with the oppression narrative for the Australian narrative of EATS, specifically that the RAF reduced the RAAF to 'cannon fodder'.[108] However I argue that EATS sits best within a grand or multicultural narrative. To be suitable both categories would need to be redefined. To include EATS in the grand Australian narrative we need to expand its definition to be more inclusive of events on the home front thus enabling the narration of the exponential expansion of the RAAF. To include EATS within the multicultural narrative we need to shift our paradigm from subjugation and control to cooperation and shared success. In order to change both the perceptions and discourse around the role of EATS we must situate it within the social context of WWII.

McCarthy maintains that whilst there may have been some grumbling about the appointment of a British Chief of Air Staff to administer the RAAF during WWII, there was 'no serious criticism' of Australia's participation in the Scheme, which was instead met with 'considerable enthusiasm'.[109] It

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[103] NAA: A5954, 296/2; 276021. pp15-6.

[104] Australian War Memorial: Royal Australian Air Force, Australian Air War Effort, 10th edition, 31 Aug 1945; AWM123; 1064; 859964. pp15-6.

[105] Meaney, "'In History's Page'," p17.

[106] Meaney, "'In History's Page'."

[107] Meaney, "'In History's Page'," p18.

[108] Stephens, *The Royal Australian Air Force*, p60. Evans, "The Empire Air Training Scheme," p6

[109] McCarthy, "Two Faces of the Empire Air Training Scheme: The European Experience." 1994.

was accepted that the British government should turn 'to "her children" for help'.[110] Indeed RAAF historian Alan Stephens asserts that for the 68,000 men who volunteered to join the RAAF within six months of the declaration of war, 'EATS represented the opportunity of a lifetime'.[111] Another military historian, Chris Clark, impresses historians to reassess their offense at EATS by highlighting 'that few Australians before December 1941' would have negated the strong familial ties with Britain.[112] Brady likewise draws attention to the opinion polls conducted by Roy Morgan (Gallup Polls), and cites the poll reported in October 1943 'at the peak of the purported anti-British sentiment.'[113] The results revealed that 82 percent of Australians favoured a permanent military alliance between the British Empire and America.[114] Further, in May 1945 the poll showed that 64 percent of Australians surveyed believed that Australia should join 'with Britain and the other Dominions in a common foreign policy'.[115] If there was such strong anti-British sentiment, why was it not reflected in the poll results? Indeed, as reported in the Newcastle *Sun* in December 1941 Sir Keith Murdoch 'emphasised that the fates of Australia, America, Britain and the Empire were interwoven in the Pacific'. Murdoch was quoted as saying,

> 'Australians feel that our ties with America are second only to those with Britain'.[116]

In his 1988 study of EATS, McCarthy draws attention to the inability of the current generation of Australians to understand the 'empire commitment'.[117] Today however following the 80th anniversary of the commencement of EATS, we are moving towards an understanding of EATS that is less politically encumbered. This is evidenced in the public commemoration activities in Uranquinty and Temora that have taken place since the 1990s which I shall detail in subsequent chapters. In essence, as Clark stresses the understanding is that,

> [a]greeing to take part in EATS had … less to do with subservience to Britain than with a genuine desire on the part of the Dominions to render meaningful help. Britain needed a regular and guaranteed supply of trained aircrew if it was [going to be able to] withstand a protracted air campaign such as had been predicted in all the writing, thinking, and planning since the end of the First World War.[118]

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[110] McCarthy, "Two Faces of the Empire Air Training Scheme: The European Experience." 1994.

[111] Stephens, *The Royal Australian Air Force*, p67.

[112] Chris Clark, 2003. "The Empire Air Training Scheme." In *2003 History Conference – Air War Europe, Australian War Memorial,* Canberra, ACT: Australian War Memorial.

[113] Brady, *The Empire Has An Answer*, pp190-1.

[114] "Australia Speaks: No 155. British – U.S.A. Alliance Should Be Permanent," *Herald*, 16 October 1943. "Public Opinion Poll. Post-War Empire-American Military Alliance Favoured," *Advertiser*, 16 October 1943. Brady, *The Empire Has An Answer*, pp190-1.

[115] "Public Opinion Poll: Common Foreign Policy For Empire Wanted," *Advertiser*, 19 May 1945; "Public Opinion Poll."

[116] "America Gets Inspirtation from Britain," *Newcastle Sun*, 17 December 1941.

[117] McCarthy, *A Last Call of Empire*, p9.

[118] Clark, "The Empire Air Training Scheme." 2003.

Australia's British and Imperial origins cannot be denied.[119] EATS created a multinational air force and seeking an exclusive Australian EATS narrative only diminishes the contribution of Australians who served with the RAF. As an excerpt from the *Official Year Book* of 1944 and 1945 affirms, it was 'impossible to separate the weight of the effort of the Australian personnel from the vast number of men [and women] from all the Dominions who were serving under the same terms.'[120] Indeed there were very few RAF Squadrons that had not had at some time had Australian aircrew within their strength.[121] As Stephens stresses,

> Few Australian warriors have ever fought a more sustained and heroic campaign than those EATS graduates who for five years flew in Bomber Command's terrible war in the night skies over Germany. Measured against the yardsticks of courage and sacrifice, theirs was the supreme achievement of any single group of Australians during World War II.[122]

Further, as McCarthy has recognised, the British Air Ministry wanted to maintain the uniformity in organisation, administration and doctrine between the RAF and Dominion air forces post war.[123] Even if this ideal did not materialise in any significant manner, why would Britain actively jeopardise Dominion defence relations following a long history of cooperation? Most significantly though, historian and former EATS participant Peter Marman reminds us that 'the least critical, or at any rate, the least vocal critics of EATS were the EATS aircrew themselves'. He adds that 'Even McCarthy wrote that of [the] "over three hundred ex-EATS graduates contacts, very few now state that they would have preferred to have served on an all-Australian squadron"'.[124]

Written Out of the History Books

In her doctoral thesis, historian Evans brings two pejorative claims against RAAF historians. Her first is that the history and significance of Australia's participation in EATS has been written out of the history books.[125] In the official RAAF histories of the WWII EATS is addressed frequently as both the precursor to the narrative of operations and in relation to the continual intake, training and output of air crew for service with operational squadrons, particularly under Article 15.[126] While references to EATS in George Odgers' account of the *Air War Against Japan* are limited and primarily related to Article 15 Squadrons, Douglas Gillison's *Royal Australian Air Force, 1939–1942* recounts the Scheme's development, presents it as enacted on the home front, and addresses numerous aspects

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[119] Deryck Schreuder and Stuart Ward, "Epilogue: After Empire," ed. Deryck Schreuder and Stuart Ward, *Australia's Empire* (Oxford Scholarship Online, 2010). p8 Meaney, "'In History's Page'," p20 David Malouf, "Made in England: Australia's British Inheritance," *Quartely Essay* 12 (2003).

[120] Commonwealth Bureau of Census and Statistics, *CoA Year Book. No. 36: 1944 and 1945*, p1031.

[121] Commonwealth Bureau of Census and Statistics, *CoA Year Book. No. 36: 1944 and 1945*, p1031.

[122] Stephens, *The Royal Australian Air Force*, p60.

[123] McCarthy, *A Last Call of Empire*, p128

[124] Marman, "The Empire Air Training Scheme," p46-7.

[125] Evans, "The Empire Air Training Scheme," p2-3. McCarthy, *A Last Call of Empire*, p.vii

[126] Gillison, *Royal Australian Air Force, 1939–1942*. John Herington, *Air War Against Germany and Italy, 1939–1943*, ed., vol. III, Australia in the War of 1939–1945 (Canberra: Australian War Memorial, 1954); John Herington, *Air Power Over Europe, 1944–1945*, ed., vol. II, Australia in the War of 1939–1945 (Canberra: Australian War Memorial, 1963). Odgers, *Air War Against Japan*, II.

of the Scheme's implementation, management and graduate activities.[127] Similarly, John Herington actually begins his narrative of the air war against Germany and Italy with the Scheme's development. He then devotes an entire chapter to its criticism.[128] Indeed even the 'Father of the RAAF', former Air Vice Marshall Sir Richard Williams, reviews the Scheme in some detail in his autobiography, *These Are Facts*.[129]

Evans' second criticism is that the only complete volume devoted to EATS belongs to McCarthy whose narrative 'deals only with aircrew'.[130] Until the 2019 publication of Brady's *The Empire Has An Answer*, this was certainly the case.[131] However, I question Evans' assessment of a complete volume given that McCarthy's chronicle only addresses aircrew. Brady's text also has limitations in that his account is restricted to EATS 'as reported in the Australian Press'.[132] Both these texts, whilst comprehensive within their dedicated scope, still portray a narrow account of EATS on the home front which I suggest is appropriate owing to the immense scale of the scheme.

Most significantly, what Evans fails to acknowledge is the sizeable collection of texts chronicling the history of individual RAAF EATS schools.[133] These notably include Peter Ilbery's account of 5 SFTS, Ron Maslins's narration of 10 EFTS, Grahame Menzies account of Temora, Uranquinty and Deniliquin, and John Lever's histories of 2 Operational Training Unit (OTU), 2 and 8 OTU, 4 OTU, 5 OTU, 6 OTU, and 7 OTU.[134] All of these community history accounts were published prior to Evans' thesis. In addition there is Ron Telfords's chronicle of 2 Air Observers School (AOS), Kevin O'Reilly's record of Nhill (1 OTU and 2 Air Navigation School), Jean Haughten-James and Sheila Manley's tale of the RAAF at Evans Head (1 AOS and 1 Bombing and Gunnery School), Michael Nelmes account of 5 SFTS Narromine, and Doug Williams account of Benalla. [135] Whilst some of these texts may have

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[127] Odgers, *Air War Against Japan*, II, pp44, 67, 263-4. Gillison, *Royal Australian Air Force, 1939–1942*.

[128] Herington, *Air War Against Germany and Italy*, III, pp1-6, 107-28.

[129] Williams, *These Are Facts*, pp250- 341.

[130] Evans, "The Empire Air Training Scheme," p2-3. McCarthy, *A Last Call of Empire*, p.vii

[131] Brady, *The Empire Has An Answer*..

[132] Brady, *The Empire Has An Answer*.

[133] Not to mention the innumerable RAAF memoirs.

[134] Peter Ilbery, *Empire Airmen Strike Back: The Empire Air Training Scheme and 5 SFTS, Uranquinty*, ed. (Maryborough, Qld: Banner Books, 1999). Ilbery, *Hatching an Air Force*. Maslin, *Wings Over Temora*. John Lever, *R.A.A.F. No. 2 OTU Mildura*, ed. (Mildura: Sunraysia Publishing Co., 1990). John Lever, *No. 2 OTU R.A.A.F. Mildura and No. 8 R.A.A.F. Parkes*, ed. (Red Cliffs: Sunnyland Press, 1999). John Lever, *No. 4 OTU R.A.A.F. Williamtown and R.A.A.F. Vultee Vengeance operations*, ed. (Koorlong, Vic: The Author, 1999). John Lever, *RAAF No 5 Operational Training Unit, Royal Australian Air Force 1942–46 and 1970–71*, ed. (Red Cliffs, Vic.: Sunnyland Press, 1999). John Lever, *No.6 OTU, Base Torpedo Unit and R.A.A.F. Beaufort Torpedo Operations*, ed. (Koorlong, Vic.; Red Cliffs, Vic.: The Author; Sunnyland Press, 1999). John Lever, *Number 7 Operational Training Unit, RAAF Tocumwal*, ed. (Koorlong, Vic. : J. Lever, 1996). Grahame Menzies, *The Royal Australian Air Force at Temora, Uranquinty and Deniliquin During World War Two. A Short History with Personal Recollections Compiled by Grahame C. Menzies*, ed. (1990), For Private Use only Not for Sale With Compliments.

[135] Ron Telford, *A'osis Airfield: The History of No 2 Air Observers School, Royal Australian Air Force 1940 - 1947 and Mount Gambier Airport*, ed. (Mount Gambier: Ron Telford, 1997). Kevin O'Reilly, *In Just Five Years: History of Nhill*, ed. (Dingley Village: K. O'Reilly, 2009). Haughton-James and Manley, *Wings at War*. Michael Nelmes, *Too Damned Far Out West*, ed. (Narromine, NSW: Narromine Aviation Museum, 2017). Doug Williams, *War Clouds Over Benalla*, ed., 2nd Edition ed. (Deneliquin: Deniliquin Newspapers Pty Ltd, 2018).

small print runs they are still held in public institutions and within circulation for purchase. Consequently I am suggesting that to date the entire history of EATS in Australia has been too big a project to explore in a single volume.

Commemoration, Memorialisation and Identity Creation

The fact that EATS was an agreement to create a multinational air force has meant that the unique contribution of Australian EATS graduates to the air war in Europe and Mediterranean has been difficult for historians to distinguish. This has been considered by some scholars to cause 'identity problems' for the RAAF.[136] Stephens contends that Australian military history's reliance upon the land based 'soldier-centric' Anzac Mythology has had unintended consequences for the narration of the history of the RAAF.[137] He recognises that the RAAF's contribution to the air war in Europe was 'inextricably mixed' with the RAF's making it 'next to impossible to identify a distinctive Australian experience' and that this is in stark contrast to the contributions of Australian soldiers at Tobruk or El Alamein.[138] The conflict here is twofold; first that historians are looking to make the RAAF history conform to the collective narrative proforma, and second that the principal Australian EATS narrative is not situated in operations but on the home front.

As discussed, the inclusion of Article 15 squadrons and the issue of Dominion identity within the memorandums of agreement has caused confusion in the interpretation of what EATS was. This has led historians to focus more upon the operational experiences of EATS graduates instead of their experiences of training. Historians have actively sought the unique Australian experience in an environment where this is near impossible to define. Richard Williams has argued that the RAAF personnel who served as individuals as a member of a RAF squadron would not have realised 'that most of their achievements are not recorded in Australian history'.[139] This failure does not lie with the Scheme but with the way history has been recorded. When seeking the Australian experience, a more profitable approach would be to embrace a narrative of cooperation and invest in the individual experience of the Australian as a member of a multinational crew. As Stephens asserts, the personnel that the RAAF trained to serve in the combined air force of the Dominions was 'Australia's single most important contribution to victory in Europe and, therefore in World War II'.[140] As the experience of every RAAF EATS graduate who served in RAF operations as part of the Dominion air force was unique, a more constructive method of narrating the Australian contribution would be to embrace the diversity of experience and narrate the experience of the individual.

My second argument, that the principal Australian EATS narrative is primarily located on the home front, leads me to draw attention to the opportunity EATS has provided for Australia in identity

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[136] Beaumont, "Australia's War," pxxiii

[137] Alan Stephens, "The Defence of Australia," in *Defending The Air/Sea Gap: Exploiting Advanced Technology and Disproportionate Response to Defend Australia*, ed. Alan Stephens (Canberra, ACT: Australian Defence Studies Centre, 1992), pp1-2, 13-14.

[138] Stephens, *The Royal Australian Air Force*, p66.

[139] Williams, *These Are Facts*, p335.

[140] Stephens, *The Royal Australian Air Force*, p73.

creation. Evans argues that in the post war decades Australia created a new identity and a form of nationalism that was separate from Empire, one that precluded the celebration and public commemoration of EATS.[141] I contend that this is not the case. In his honours thesis, archaeologist Daniel Leahy emphasises that in the local communities where EATS schools operated, memorials have been, and are continuing to be established on or near the sites of the former schools and airfields.[142] Borrowing from Schofield, Leahy notes that 'the continual erection of such memorials as places of remembering … [indicates] that these sites still have a "significant cultural and social value"'.[143]

This practice of memorialisation in these communities is an identity-creating activity whereby a sense of belonging, steeped in the past, is generated. The modes of remembrance may include physical markers such as monuments or interpretive signs on sites, walks or drives. They also embrace ephemeral signs of memory, including names given to places or landscape features. Remembrance may also prompt entry as a site of significance on official heritage registers.[144] The method chosen reflects the paradigms of the contemporary culture.[145] At my two case study sites – the former 10 Elementary Flying Training School (10 EFTS), Temora and 5 Service Flying Training School, Uranquinty – there are examples of all of these modes of remembrance. Moreover, in Temora, through the activities of the Temora Aviation Museum, local council, aviation estate residents and RAAF, the history of 10 EFTS is very much alive. Just as it was during its years of operation, and through heritage and tourism, the town's identity is inextricably tied to the history of 10 EFTS and thus EATS. Commemorative events and activities are practiced regularly on a small and ambitious scales, most notably in the form of historical exhibits and air shows.

Empire – Conclusion

In this section I have outlined the historical origins of EATS and detailed the agreements so as to clarify my position on Empire as it pertains to the Australian EATS narrative. I have shown that the Australian preference for the grand narrative which has worked to divorce itself from Empire, has hindered the understanding of EATS. I have clarified the sections of the memorandum that have allowed operational experiences of EATS graduates to pervade the history of training. I have also explained that this historiographical bias, and the prejudice against memorialising Empire, has contributed to an inability to recognise the benefits of Australia's participation in the Scheme in terms of the RAAF's exponential growth and the defence of Australia. Indeed, as Stephens suggests, the focus needs to shift to 'military success instead of failure.'[146] I have drawn attention to the

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[141] Evans, "The Empire Air Training Scheme," p247.

[142] Daniel J. Leahy, "Airfields of the Commonwealth: The Archaeology of the Empire Air Training Scheme of World War II" (Honours Thesis, University of New England, 2018), p9. Ilbery, *Hatching an Air Force*, ppv-x.

[143] Leahy, "Airfields of the Commonwealth," p9. Ilbery, *Hatching an Air Force*, ppv-x.

[144] John Carman and Patricia Carman, "Walking the Line Between Past and Present: 'Doing' Phenomenology on Historic Battlefields," in *Reconsidering Archaeological Fieldwork: Exploring On-Site Relationships Between Theory and Practice*, ed. Hannah Cobb, et al. (Boston, MA: Springer, 2012), p101.

[145] Rachel Woodward, "Military Landscapes: Agendas and Approaches for Future Research," *Progress in Human Geography* 38, no. 1 (2014): p42.

[146] Stephens, "The Defence of Australia," p14.

sizable written histories of EATS schools penned by social historians who are inattentive to the grand narrative preferring instead detailed local narratives. I have also argued that Australia's participation in EATS has resulted in identity creation on the home front which – through memorials, heritage practice and tourism – have persisted to the present day. In the next section I outline the expansion of the RAAF and the material impact that air training had upon the Australian landscape as it was re-engineered for the three-dimensional needs of aircraft and their trainee aircrew.

AIR

Air and gravity, whilst gaseous and transparent, are made visible and solid by humanity's desire to traverse through and defy them. To become airborne the physical body, both human and machine, participate in an affective technological transaction that is imprinted upon the landscape and its inhabitants – and each become increasingly entangled. Further, as historian Peter Hobbins has argued, the phenomenology of air also manifests as artefact – from aircraft and flight suit, to the electrical conduit of a radar station.[147] Air, as it pertains to the Australian EATS experience, will be introduced here through three concepts. The first is air power, specifically the development of the RAAF and aviation industry in Australia prior to WWII. The second is the concept of airmindedness which requests consideration of local attitudes to aviation, and the establishment of aerodromes and air training facilities.[148] The third pertains to airspace and how Australia's participation in EATS prescribed the militarisation of the landscape, demanding its alteration for the three-dimensional needs of aircraft and their trainee pilots.

Air Power

1933 saw a financial turnaround for the RAAF with the announcement that the service's budget would increase from £1000 to £437,585.[149] At the end of 1934, owing to a healthier economy and growing international political unrest, most notably the failure of disarmament in Europe, the Australian government announced a further increase in defence spending.[150] For the RAAF this involved the implementation of a modified version of the 1928 *Report by Air Vice Marshal Sir John M. Salmond* to increase Australia's air power capabilities.[151] The modification was to see an increase

[147] Peter Hobbins, "Unearthing Airspace: the Historical Phenomenology of Aviation Artefacts " *Australasian Historical Archaeology* 37, no. 2019 (2019): pp43-55.

[148] Leigh Edmonds, "How Australians were Made Airminded," *Continuum: Journal of Media & Cultural Studies* 7, no. 1 (2009): pp183-7.

[149] "Replacing Air Force Equipment," *Toowoomba Chronicle and Darling Downs Gazette*, 27 July 1933, pp109-10; "Works Programme: Air Force Equipment," *West Australian*, 5 October 1933. Steve Campbell-Wright, *An Interesting Point: A History of Military Aviation at Point Cook*, ed., Second ed. (Newport, NSW: Big Sky Publishing, 2019).

[150] "British Government to Increase Defences: Disarmament Effort Has Failed: Empire Must Now Face More Protection: Twenty Million Passed for Air Force," *Daily News*, 5 October 1934; "Federal Budget. Various Concessions: Defence Policy: Australia's Restored Credit," *West Australian*, 25 July 1934. Coulthard-Clark, *The Third Brother*, p441.

[151] National Archives of Australia: Report by Air Marshal Sir John M. SALMOND, KCB., CMG., CVO., DSO., ADC., Royal Air Force. Part 1. The Organization, Administration, Training, and General Policy of Development of

in front-line aircraft from 114 to 198, and of the number of squadrons from 12 to 17.[152] In September 1936 Australia's Minister for Defence Sir Archdale Parkhill announced another increase, the 'highest in the history of the Commonwealth'.[153] Then again in 1938 it was announced that a three-year defence force expansion was to be financed with an investment of £43 million.[154] The RAAF training establishment was also to be increased with the development of No 2 Flying Training School, Wagga Wagga.[155] The pre-war RAAF expansion was tabled for completion by June 1940, additional expenditure materialising in a strength of 19 squadrons with 212 first-line aircraft and 5,542 personnel.[156] Whilst Australia was investing in defence, Stephens contends that the 'flurry of spending on the Air Force after 1936' was too late.[157]

When war was declared, Air Vice Marshall Goble proposed that Australia provide an air expeditionary force to serve with Britain.[158] It was to comprise two bomber wings and a fighter wing, each of two squadrons, a headquarters and ancillary units. The aircraft and equipment for this deployment was to be supplied by Britain and its strength fell just short of the entire pre-war RAAF strength at 3200 personnel.[159] This plan was not adopted, excepting No 10. Squadron, who were in England taking delivery of Short Sunderland flying boats and remained in Europe as an independent RAAF squadron for the duration of the war. As Robertson suggests, to have committed the RAAF to combat as the force existed at the outbreak of WWII would have been suicidal.[160] Instead Australia's contribution to air power came in the form of EATS, with the majority of its pre-war personnel contributing to the efficacy and success of the training programme and home defence. During WWII the RAAF grew from 3,489 to 182,000 personnel.[161]

Investment in Australia's air power was not limited to increasing the defence budget. After WWI Australia continued to invest in its newly established secondary industries as a 'necessary adjunct to defence policy'.[162] Indeed Andrew Ross has suggested that the Australian government had been working with secondary industry groups to strengthen Australia's industrial capacity with the aim of

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the Royal Australian Air Force; A5954; 1939/1; 240120. Stephens, *The Royal Australian Air Force*, p53. Spencer, "A Third Option," pp286-95.

[152] National Archives of Australia: RAAF - Salmond Report. Table showing progress, modifications and units yet to be raised (as at 27.10.36); A5954; 1347/32; 699681.

[153] "Australia's Defence: Inescapable Obligation," *Maryborough Chronicle, Wide Bay and Burnett Advertiser*, 15 September 1936.

[154] "£43,000,000 for Defence: Record Three Years' Expenditure," *Australian Worker*, 30 March 1938. "Australia's £43 Million Defence Plan: British Officers to Make Inspection Here: Air Force and the Army: Mr. Lyons' Announcement: Nation's Man-Power to be Marshalled," *Border Morning Mail*, 28 April 1938. Coulthard-Clark, *The Third Brother*, p441.

[155] National Archives of Australia: Proposed RAAF Flying Training School - location of site - general file - representations for establishment in various centres; A705; 151/1/254; 166497. Coulthard-Clark, *The Third Brother*, p441.

[156] NAA: A1608, A17/2/2 PART 2.

[157] Stephens, "The Defence of Australia," p12.

[158] Ashworth, *How Not to Run an Air Force!*, Volume 1, p13.

[159] Coulthard-Clark, *The Third Brother*, p456.

[160] John Robertson, *Australia at War 1939–1945*, ed. (Melbourne, VIC: William Heinemann, 1981), p12.

[161] Gillison, *Royal Australian Air Force, 1939–1942*, p58. "Empire Air Training Scheme," p1.

[162] Ross, *Armed and Ready*, pxiii.

self-sufficiency, driven by the rising threat from Japan and Britain's preoccupation with Europe.[163] Australia's aviation industry was identified as having the potential to be both 'supported and developed by private industry'.[164] The idea being that 'a civil aircraft transport industry would generate the demand necessary to support a private aircraft production industry.' [165] The civil aviation industry could then be called upon to support the RAAF – infrastructure, labour force, and aircraft – at a time of war.[166] Indeed, for this reason civil aviation was administered as a branch of the Department of Defence until 1938.

Between the wars a number of aviation companies were formed – some with more success than others. They were largely hindered by low demand, the suitability of imported aircraft designs, the politics of trade relations, and limited local scientific and engineering capability.[167] What was required was a systematic approach. In 1936 the Commonwealth Government formed the Commonwealth Aircraft Corporation (CAC) from a consortium of Australian companies. Most notably these were Broken Hill Associated Smelters Proprietary Ltd, Broken Hill Pty Ltd, General Motors Holden Ltd, and Imperial Chemical Industries.[168] The initial task of the CAC was to produce a 'developed training aircraft' with the aim of delivering a front-line fighter within five years.[169]

The first military aircraft developed by the CAC was the Wirraway. The machine was designed as a two seater fighter to the specifications as laid down by the Royal Australian Navy's Fleet Air Arm with the threat of the 1938 Japanese aircraft able to be deployed from cruisers in mind.[170] Orders for supply were placed by the RAAF to the CAC in 1938, the number increased to 60 aircraft in December.[171] The first example, carrying serial number A20-3, was completed in January 1939.[172] The Wirraway is significant to EATS as it was the primary trainer employed in service flying training. As Coulthard-Clark highlights, it is easy to retrospectively comment upon the naivety of the Air Board in considering that the Wirraway would be an adequate fighter aircraft in either engine capability, firepower, or manoeuvrability.[173] Nonetheless the Australian government's investment in the CAC was a step towards strengthening Australian air power, and the Wirraway was an adequate trainer and army cooperation aircraft.[174]

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[163] Ross, *Armed and Ready*, pxiiv-xv.

[164] Ross, *Armed and Ready*, p32.

[165] Ross, *Armed and Ready*, p32.

[166] Ross, *Armed and Ready*, p32-4.

[167] Ross, *Armed and Ready*, pp33-5, 54, 88-92, 98-9

[168] Commonwealth Aircraft Corporation, "Commonweatlh Aircraft Corporation Pty. Ltd. 25 Years of Construction in the Aircraft Industry," ed. Clive Turnbull & Associates (Melbourne, VIC: Commonwealth Aircraft Corporation,, 1962).Temora Aviation Museum Collection, TAM2016.249

[169] Ross, *Armed and Ready*, p98.

[170] National Archives of Australia: Two-seater Fighter - Selection of Type; A705; 9/18/28; 164110.

[171] National Archives of Australia: Orders for supply of "Wirraway" Aircraft and "Wasp" Engines to the Air Force; A705; 9/3/30; 163888.

[172] Anna Gebels, "Temora Aviation Museum Artefact Collection Exhibition Notes for Volunteers – Exhibition A" (unpublished work, 2019), p15.

[173] Coulthard-Clark, *The Third Brother*, pp447-8.

[174] Air War Effort, 10th edition: AWM123; 1064, 859964. p111. Derek Buckmaster, *Commonwealth Aircraft Corporation Ceres: Australia's Heavyweight Crop-duster*, ed. (Glen Iris, VIC: Derek Buckmaster, 2017), p222.

Airmindedness

Historian Leigh Edmonds describes airmindedness as a 'state of mind' whereby its disciples could see the advantages that aviation would bring to society with regards to improved travel, mail and freight services. They 'understood that prosperity and development lay in using the air'.[175] Brett Holman expands upon this characterisation, equating airmindedness with quasi-religious sentiment;

> people believed that aircraft would end wars and promote trade by bringing nations closer together, that flying in the clean, pure air would cure diseases, that middle-class families would have aeroplanes in their garages and almost limitless freedom to go wherever they wanted.[176]

Holman draws attention to the parallel development of this positive airmindedness with the more negative practice – the threat of the 'knock-out blow from the air' – that transformed the nature of warfare.[177] During WWII the concept of airmindedness – mobility and air power – was embedded within the Australian community as aircraft became an everyday reality.[178]

EATS can be attached to three properties of airmindedness. The first being the call of the future, of romance, modernity, adventure, and air as saviour – this is most prevalent in recruitment campaigns and technologies employed during flying training. The second is the militaristic, as force was employed to control and master the air, and thus the ground from above. Thirdly, EATS made a substantial contribution towards aviation becoming part of the everyday. In the towns that hosted an EATS school airmindedness was almost forced upon them as aircraft activity became an everyday occurrence. Aviation also became more accessible than ever before due to the sheer volume of aircrew, ground crew, and the auxiliary aviation industry.

These changes had a substantial impact upon civil aviation following the cessation of WWII as defence assets were transferred to the Department of Civil Aviation.[179] In some instances participation in EATS may be suggested to have embedded airmindedness within the core of the community – fastening their identity to it, such as in the case of Temora. Indeed, in a letter to the Minister for Air & Civil Aviation, in a bid to secure a regular air service to their aerodrome post war, the Mayor of Temora referred to the area as 'definitely airminded'.[180] I will explore the influence of the town's participation in EATS, and its impact upon the town's identity, in Chapter 4.

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[175] Edmonds, "How Australians were Made Airminded," p184.

[176] Brett Holman, "The Militarisation of Aerial Theatre: Air Displays and Airmindedness in Britain and Australia Between the World Wars," *Contemporary British History* (2019): p2.

[177] Holman, "The Militarisation of Aerial Theatre," p2. John Urry, "Aeromobilites and the Global," in *Aeromobilities*, ed. Saulo Cwerner, Sven Kesselring, and John Urry (London: Routledge, 2009), p26.

[178] Edmonds, "How Australians were Made Airminded," p184. Holman, "The Militarisation of Aerial Theatre," p2.

[179] Moreover ex-RAAF airways, or air traffic control staff who were trained at RAAF schools were being employed in civil aviation control roles in August 1945. Air War Effort, 10th edition: AWM123; 1064, 859964. p103.

[180] 144/W/H- 17th September, 1948– Mayor to The Honourable, The Minister for Air & Civil Aviation, Victoria Barracks Bundawarrah Centre: Municipality of Temora Archival File – Local Government – VIII – 144 – Temora Aerodrome; Local Government VIII; 144.

Airspace and Landscape

Aircraft, airspace and the topography of the land are 'indissolubly linked'.[181] Geographers John Urry and Peter Adey describe the aeroplane as being 'moored' to the ground via its supporting infrastructure.[182] David Pascoe furthermore maintains that the airport 'wreaks' a type of 'creative destruction' upon the landscape.[183] Indeed there has been a mirroring between the development of aviation technology in the air and on the ground, given that the relationship between the two are vertically reciprocal.[184] Initially, aerodromes were paddocks catering solely for the needs of an aircraft's arrival and departure. As aviation technology developed so did the needs of the machinery on the land, resulting in the development of infrastructure alongside the aerodrome to accommodate the pilots and engineers including buildings for maintenance and messing.[185] WWII was the catalyst for a substantial increase in the development of aviation infrastructure.[186] Indeed the manifestation of air power upon the landscape in the form of an EATS school may be described as a precursor to Pascoe's modern airport.[187]

The development of Australia's air power in the years immediately preceding and during WWII saw sections of the Australian landscape reengineered for the use of aircraft. When the RAAF assumed control of a parcel of land they began to militarise it, engineering the topography for the three-dimensional needs of aircraft and their trainee pilots.[188] From the construction, extension or improvement of runways, and aircraft standing areas; to the erection of buildings, facilities, and respective services to comprise camps; to the felling and lopping of trees, seeding and grassing, grading and gravelling.[189] By 1 January 1941 there were 208 Commonwealth aerodromes and emergency landing grounds, expanding upon 212 public aerodromes.[190] The number of RAAF aerodromes was to expand to 220 as reported at 31st August 1945.[191] Together they formed an Australia-wide network for training, air mobility and air defence. Indeed the RAAF considered that

> the development of civil aviation ground organisation during the years of peace together with additional acceleration of efforts since the outbreak of war, has proved to be of inestimable value both to civil and war-time activities.[192]

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[181] Urry, "Aeromobilites and the Global," p26. John Urry, *Mobilities*, ed. (Cambridge: Polity Press, 2007), p136.

[182] Peter Adey, "If Mobility is Everything Then it is Nothing: Towards a Relational Politics of (Im)mobilities," *Mobilities* 1, no. 1 (2006): p87-8 ; Urry, *Mobilities*.

[183] David Pascoe, *Airspaces*, ed. (London, UK: Reaktion, 2001), p7.

[184] Urry, *Mobilities*, p136. Peter Adey, *Aerial Life: Spaces, Mobilities, Affects*, ed. (Chichesterm West Sussex: Wiley-Blackwell, 2010).

[185] Pascoe, *Airspaces*, p27.

[186] Pascoe, *Airspaces*, p27.

[187] Pascoe, *Airspaces*, p27.

[188] Woodward, "Military Landscapes." p41.

[189] National Archives of Australia: DWB [Director of Works and Buildings] – RAAF Temora NSW – Aerodrome works; A705; 171/43/2; 3286502.

[190] Chapter IX – Civil Aviation. Paragraph 14. In NAA: A5954, 618/7.

[191] Air War Effort, 10th edition: AWM123; 1064, 859964. p107.

[192] NAA: A5954, 618/7. p38.

A total of 45 aerodromes in Australia were employed by the RAAF for training, 37 of which are still operational today.[193] The genesis of these aerodromes was either civilian, attributable to the RAAF expansion from 1936, or can be accredited to Australia's participation in EATS. Indeed, this participation saw a significant investment in aerial infrastructure to support air power. It was impossible to increase the numbers of RAAF personnel without also investing in aerial mobility infrastructure. In combination with operational bases and civil aviation fields, EATS schools contributed to Australia's aerial defence system.

During WWII 28 civilian airfields were resumed by the RAAF for training purposes. These are outlined in Table 1.1 An additional two civilian airfields – Temora and Bairnsdale – were under construction at the time the RAAF expressed interest in their acquisition.[194] This allowed for RAAF input prior to their completion. In addition to the main aerodromes, there were also satellite landing grounds, emergency landing grounds, and/or relief landing grounds associated with each school. In the case of Temora there were four satellite landing grounds, one for each training flight.[195]

Table 1.1. *Civilian aerodromes resumed by the RAAF for the purpose of training during WWII.*

ACT	NSW	QLD	SA	TAS	VIC	WA
Canberra	Camden*	Archerfield*	Mount Gambier	Western Junction	Ballarat*	Geraldton*
	Cootamundra	Bundaberg*	Parafield		Benalla	
	Deniliquin	Kingaroy*	Point Pirie		Essendon	
	Forest Hill	Maryborough			Laverton	
	Mascot				Mildura	
	Narrandera				Nhill	
	Narromine				West Sale	
	Nowra					
	Parkes					
	Rathmines*					
	Tamworth					

*denotes location of operational base also[196]

The RAAF expansion underway from 1936 meant that in the years immediately prior to the outbreak of WWII there were seven aerodromes under construction by the RAAF that would be used for training. These included: in New South Wales, Williamtown, Evans Head, Rathmines, and Forest Hill (Wagga Wagga); in Victoria, Cressy; in Northern Territory, Darwin; and in Queensland, Amberly.[197] The aerodrome at Nowra and its satellite airfield at Jervis Bay (Austraian Capital Territory), which

[193] This number is exclusive of satellite landing fields and is restricted to aerodromes as used by RAAF schools during WWII. Some of these schools shared the aerodrome with operational bases.

[194] "Bairnsdale Aerodrome – Day Labour Employed," *Gippsland Times*, 7 September 1939. "Work on Temora Aerodrome," *Cootamundra Herald*, Friday 19 May 1939.

[195] Maslin, *Wings Over Temora*, pp32-4.

[196] NAA: A5954, 618/7. RAAF Historical Section, *Introduction, Bases, Supporting Organisations*, ed., 10 vols., vol. 1, Units of the Royal Australian Air Force: A Concise History (Canberra: Commonweatlh of Australia, 1995), pp4, 38,40, 57, 80, 84-5, 89.

[197] NAA: A705, 151/1/254.

were later to be used by 6 OTU, had also recently been acquired by the Department of Defence for use as an advanced operational base.[198]

EATS also led to the construction of entirely new aerodromes. In Western Australia this included 9 EFTS, Cunderdin; in South Australia, 6 SFTS, Mallala; and in Queensland 12 EFTS, Lowood, and Heavy Bomber Replacement Training Unit, Strathpine.[199] In Victoria RAAF Base East Sale was constructed which became home to 1 OTU; the unit was initially raised at Nhill and relocated to the new site in April 1943.[200] In New South Wales two new aerodromes were constructed; the first was at Uranquinty to host 5 SFTS.[201] The second aerodrome, also within the NSW Riverina region, was constructed at Tocumwal. The airfield, originally known as 'McIntyre Field' was constructed by the Allied Works Council on behalf of the United States Army Air Corps. Administrative control of the airfield and facilities was transferred to the RAAF in November 1942 for operations and training. The Tocumwal site, like all other airfields resumed by the RAAF during WWII for training, was modified to allow 'for the efficient training under the Empire Air Training Scheme'.[202] RAAF training schools located at the base included Paratroop Training Unit, 5 OTU, 7 OTU, and 2 Recruit Training Depot.[203] Additionally Jervis Bay was constructed as a satellite airfield of RAAF Base Nowra, which housed 6 OTU.[204]

Of these airfields constructed during WWII, both Nowra (including Jervis Bay) and East Sale remain military airfields today. Nowra is in the possession of the Royal Australian Navy as HMAS *Albatross* and the RAAF has retained RAAF Base East Sale.[205] Cunderdin and Tocumwal have been retained as

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[198] Mike Lehan, *HMAS Albatross: A Collection of Memories*, ed. (Canberra: The Australian Naval Aviation Museum, 2000), p15; The Australian Naval Aviation Museum, *Flying Stations: A Story of Australian Naval Aviation Aviation*, ed. (St Leonards, NSW: Allen & Unwin, 1998), pp63-66. Royal Australian Navy, "HMAS Albatros History," Royal Australan Navy, https://www.navy.gov.au/history/base-histories/hmas-albatross-history. 9 March. 2020. George Odgers, *Air Force Australia*, ed., Fourth ed. (Frenches Forest: National Book Distributors, 1984), p53. Lever, *No.6 OTU*, p22. National Archives of Australia: [Personal Papers of Prime Minister Holt] Civil Aviation [re air navigation, liability, departmental estimates, aerodrome security, Empire Air Service, Air Transport Services report, strategic landing grounds for RAAF]; B3229; 3; 363121.

[199] "Geraldton Flying School," *Great Southern Herald*, 21 December 1940. "Air Training Scheme – Expenditure in W.A. – Minister Reviews Excellent Progress," *Kalgoorlie Miner*, 2 October 1940. "Cunderdin Aerodrome," *Eastern Recorder*, 11 October 1940. "Mallala Air School," *News*, 24 February 1941. "Air Force News Summary," *Times and Northern Advertiser*, 14 March 1941. "Air Training – Extension of Empire Scheme Announced," *Warwick Daily News*, 4 September 1940. "R.A.A.F. Establishments in Queensland Costing Over £700,000," *Morning Bulletin* 1941. National Archives of Australia: RAAF Unit History Sheets (Form A50) [Operations Record Book - Forms A50 and A51] Heavy Bomber Replacement Training Unit Sep 44 - Feb 45; A9186; 445; 1360094.

[200] *Always Ready: a History of RAAF East Sale*, ed., (Melbourne: RAAF Publications Unit, 1993?), p23-5. National Archives of Australia: Air Board Agenda 4090 (RAAF) - Provision of buildings and services for No. 1 Operational Training Unit at East Sale; A14487; 24/AB/4090; 24399691. RAAF Historical Section, *Units of the RAAF: Volume 8*.

[201] National Archives of Australia: Uranquinty NSW - Compulsory Acquisition of Defence Land 5/3/1942 - RAAF No 5 SFTS Site; A6074; PO3873; 6969107.

[202] National Archives of Australia: Air Board Agenda 4665 (RAAF) - Maintenance of buildings and services at Tocumwal; A14487; 30/AB/4665; 24489088.

[203] RAAF Historical Section, *Units of the RAAF: Volume 8*, pp 71-3, 75-6, 82, 163

[204] Royal Australian Navy, "HMAS Albatros History".

[205] Royal Australian Navy, "HMAS Albatros History".

civilian airfields,[206] while Mallala is currently a Motor Sport Park and Strathpine has been resumed as Brisbane suburbia.[207] In contrast both Lowood and Uranquinty have resumed their pre-war enterprise as farmland.[208]

The use of existing civilian aerodromes was intentional and had been part of defence planning.[209] However in 'many cases extensions and improvements … [to aerodrome infrastructure and layout were] necessary'.[210] In all instances the establishment of multiple structures and facilities that would comprise the school camp area were also required. Buildings ranged from sleeping huts, administrative quarters, hangars, technical workshops and stores to lecture rooms, messes, cook houses, vegetable huts and kitchens. There were also ablutions, sewage pump houses, picture theatres, recreation huts and post office, plus dental clinics, hospitals, and straw houses for housing palliasse filling.[211] Leahy asserts that just as EATS mandated both the standardisation of aircrew syllabus and aircraft type, it also required uniformity of airfield design and camp buildings.[212] Indeed standardisation was key to expediting the building process, with two types of hut forming 'the basis of all other buildings'.[213] 'Only in special cases, such as certain instructional buildings, [was there a] departure from the standards … authorised.'[214] I consider that these buildings are an extension of the airspace infrastructure as they accommodate personnel who serviced and operated the aircraft and the administrative staffs that supported these activities.[215]

Air – Conclusion

In the years preceding WWII, Australia was investing in air power by implementing expansion plans, however both the investment, and the proposed outcome, pale in comparison to what eventuated from EATS. The command of airspace saw a reengineering of the landscape below as existing aerodromes were improved and/or expanded and new aerodromes were constructed. Through infrastructure EATS brought an increase in Australia's aeromobility that would benefit both defence and civil aviation. EATS also saw aviation become more widespread than ever before. The sights and sounds of aircraft became part of the everyday, leading to airmindedness being embedded within the community consciousness. In addition to infrastructure, participation in EATS facilitated significant growth and investment in the Australian aviation industry, most notably in the form of

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[206] Both Tocumwal and Cunderdin have operated air shows with salute to their WWII heritage. See https://www.cunderdin.wa.gov.au/community/facilities/cunderdin-airfield.aspx and https://tocumwalairshow.com.au

[207] Roger Marks, *Queensland Airfields WW2 – 50 Years On*, ed. (Mansfield, Qld: R & J Marks, 1994), pp140-3.

[208] "R.A.A.F. Establishments in Queensland Costing Over £700,000." Marks, *Queensland Airfields WW2*, pp155-7. Olivia Calver, "Field Peas Giving a Head Start," *The Land*, 2 July 2020.

[209] Ross, *Armed and Ready*, p32-4.

[210] Chapter XXX – The Building Programme in NAA: A5954, 618/7. p72

[211] Bundawarrah Centre: Municipality of Temora Archival File – Local Government – VII I – 144 – Temora Aerodrome; Local Government VIII; 144.

[212] Leahy, "Airfields of the Commonwealth," pp1-4, 84-5.

[213] Chapter XXX – The Building Programme in NAA: A5954, 618/7. p72

[214] Chapter XXX – The Building Programme in NAA: A5954, 618/7. p72

[215] Pascoe, *Airspaces*, p14, 27.

the CAC and expansion of the British de Havilland company's local manufacturing facilities. However, the most significant contribution to Australia's air power to arise from EATS was the development of a workforce skilled in aviation and its technologies. I will now continue by outlining the system developed to create this workforce.

TRAINING SCHEME

In essence EATS was an educational system implemented by the governments of the participating countries – England, Canada, Australia and New Zealand – on their own soil, to expand their nation's air power. The syllabus and system of training was borrowed from the most resourced and largest member of the group, the RAF.[216] Just as there has been a misunderstanding concerning the difference between *operations* and *training* with respect to EATS, there has also been a misunderstanding in what constituted an EATS school and the types of training conducted in Australia under the Scheme.[217] Some historians such as Chris Clark have even gone so far as to say that the 'new RAAF schools … were established across Australia to support the EATS'.[218] I contend that the RAAF schools established in Australia during WWII *were the EATS*.

The purpose of this section is to clarify what the Training Scheme was. Specifically, I will argue that that the history of EATS on the Australian home front involves more than aircrew and schools for aircrew, and that all RAAF musterings should be represented in the museological inheritance of the Scheme. I begin by briefly outlining pre-WWII training in the RAAF. I then expand upon the definition of the EATS school as it is commonly interpreted, as opposed to definition that was contemporary to the Scheme. This clarification encompasses a detailed discussion of the OTU and schools for staffs.

RAAF Training Pre-WWII

At the outbreak of WWII the RAAF had three training schools: 1 Flying Training School, Point Cook, 1 Recruit Training Depot, Laverton, and 1 Armament Training Station, Cressy.[219] As previously discussed the Australian military paradigm pre-WWII was intrinsically connected to Empire. It was understood, and reinforced in the Imperial Conference of 1923, that the development of the air forces of the Dominions would, as far as practicable, be cooperative.[220] Since its formation in 1921 the RAAF employed RAF training publications and standards. Indeed for the most part, RAAF training

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[216] Byrne, "Training on the Australian Front." 1996.

[217] Exemplified by scholars such as Peter Williams who assert that advanced training was only conducted in Canada. Peter Williams, *Australian's in World War II: United Kingdom*, ed. (Canberra: Department of Veterans Affairs, 2015), p32.

[218] Clark, "The Empire Air Training Scheme." 2003.

[219] Gillison, *Royal Australian Air Force, 1939–1942*, p58. "Empire Air Training Scheme," p1. RAAF Historical Section, *Units of the RAAF: Volume 8*, p38, 80, 135. Commonwealth Bureau of Census and Statistics, *CoA Year Book. No. 36: 1944 and 1945*, p1027. Australian War Memorial: RAAF Historical Records Section; RAAF Australian Air War Effort, 9th Edition, 28 Feb 1945 [Part 10 of 11]; AWM54; 81/4/49 PART 10; 455742.

[220] "Imperial Conference 1923: Summary of Proceedings", Presented at '. *Ottawa, Canada, 1924 1923*, F.A.Acland. Coulthard-Clark, *The Third Brother*, p86.

courses 'were the products of British design' and its aircraft either inherited as surplus stock from the RAF or Royal Australian Navy, or purchased for the RAAF in conservative numbers owing to economic climate.[221] From 1926 an exchange program had operated between the RAF and RAAF whereby a proportion of Point Cook pilot graduates undertook a four-year short service commission with the RAF.[222] Yet the borrowing of content went beyond training. Stephens remarks that during the interwar period the Australian government called upon RAF officers – Salmond in 1926 and Sir Edward Ellington in 1938 – to evaluate and create development plans for the RAAF. He asserts that 'RAAF strategic planning, development, equipment procurement and staff training were to all intents and purposes totally reliant on the RAF'.[223] This reliance has been a continual source of controversy amongst historians.[224]

In July 1938 a committee of RAAF officers was appointed to 'consider the requirements of … [a new] Flying Training School and to investigate possible sites.' [225] Meteorological conditions were the first consideration leading to a tour of towns in South Australia, the Riverina region of southern New South Wales, and north central Victoria. The location of RAAF Base Wagga Wagga at Forest Hill was selected.[226] Although the selection did lead to some grumbling amongst mayors whose towns missed out, the tour was to later prove to be of benefit as a survey for the location of future EATS schools, including Temora.[227]

Defining an EATS School

The 1939–1945 definition of an EATS school was more inclusive than the accepted definition today. In the initial Australian Agreement, the following schools were listed; Initial Training Schools (ITS), Elementary Flying Training Schools (EFTS), Service Flying Training Schools (STS), Air Observer Schools (AOS), and Bombing and Gunnery Schools (BGS). These school types are the most commonly recognised EATS schools today, all pertaining to the training of aircrew.[228] However to restrict the definition of an EATS school to these five types would negate evidence offered in the related agreements: the Original Agreement and the 1942 Ottawa Agreement. Also dismissed would be RAAF operational documentary evidence which incorporates schools for 'staffs' and training facilities

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[221] Byrne, "Training on the Australian Front." 1996. Campbell-Wright, *An Interesting Point*, p109. Bennett, *The Imperial Gift*, pp9-17. RAAF History and Heritage, *Aircraft of the Royal Australian Air Force*, ed. (Newport, NSW: Big Sky Publishing, 2021), pp2-88. Spencer, *British Imperial Air Power*, p250.

[222] Clark, "The Empire Air Training Scheme." 2003. Coulthard-Clark, *The Third Brother*, pp86-9.

[223] Alan Stephens, *Power Plus Attitude: Ideas, Strategy and Doctrine in the Royal Australian Air Force 1921–1991*, ed. (Canberra, A.C.T.: Australian Government Publishing Service, 1992), p17-8.

[224] Christopher David Coulthard-Clark, ""A Damnable Thing": The 1938 Ellington Report and the Sacking of Australia's Chief of Air Staff," *The Journal of Military History* 54, no. 3 (1990). Ewer, *Wounded Eagle*, pp39, 116-8.

[225] NAA: A705, 151/1/254.

[226] NAA: A705, 151/1/254.

[227] "RAAF Flying School: Mayors Criticise Wagga Choice," *Weekly Times*, 13 May 1939. NAA: A705, 151/1/254.

[228] McCarthy, "Air Power and Australian Defence," p236. Gillison, *Royal Australian Air Force, 1939–1942*, p108.

to expand the RAAF 'organisation'.[229] In this section I will address two points of contention concerning the definition of an EATS school. The first is the inclusion of Australian OTUs as part of EATS and the second is schools for 'staffs'.

Operational Training Unit

A number of air force scholars include the British OTUs under the umbrella of EATS but exclude Australian OTUs. In *Last Call of Empire* McCarthy does not address the Australian OTUs.[230] Ross Pearson's account of RAAF training during WWII similarly considers only the British OTU and concurrent graduate schools; the Advanced Flying Unit and Heavy Conversion Unit.[231] Likewise John Lever in his narrative of the Australian 2 OTU, 6 OTU and 8 OTU, makes no mention of EATS, and further he begins his account of RAAF training with Japan's entry into the war in 1941.[232] Leahy asserts that he does not consider the OTU as part of Scheme within Australia because 'they were established by the individual air forces in question, rather [than] as a standard component of the EATS'.[233] To counter this argument I draw attention to that 1 OTU, Nhill, is marked on the map detailing the location of 'EATS schools for aircrew 1941' in the official account of war in the air by Douglas Gillison.[234] Also of significance, listed on this map is the Central Flying School, Camden, and General Reconnaissance School, Laverton.[235] In the most recent published account of EATS, Brady positions the Australian OTU under the EATS umbrella.[236] Brady maintains that one of the 'greatest advantages' of EATS was the standardisation of training across the Dominions, thus allowing for the formation of multinational crews.[237] Indeed crews were formed at the OTUs where each member of the crew familiarised themselves with the aircraft and undertook training together.[238]

Yet OTU's are not mentioned in either the Original Agreement nor the Australian Agreement.[239] The first official agreement to mention 'post-graduate' pilot training is the 1942 Ottawa Agreement (See Appendix 3).[240] Prior to this the intention and practice was that RAAF graduates from advanced flying training in Australia, Canada or Rhodesia would continue their training to operational standard at OTUs in the United Kingdom.[241] In October 1941 the Air Board was advised by Burnett, as Chief of the Air Staff, of the need to establish OTUs in Australia. Accordingly, the Australian units would 'direct the operational training of aircrews to serve in the home defence squadrons, train

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[229] AWM54; 81/4/204; 456801. p1

[230] McCarthy, *A Last Call of Empire*.

[231] Ross Pearson, *Australians at War in the Air, 1939–1945*, ed. (Kenthurst, NSW: Kangaroo Press, c.1995), p32-48.

[232] Lever, *No.6 OTU*. Lever, *No. 2 OTU R.A.A.F. Mildura and No. 8 R.A.A.F. Parkes*. Lever, *R.A.A.F. No. 2 OTU Mildura*.

[233] Leahy, "Airfields of the Commonwealth," p86.

[234] Gillison, *Royal Australian Air Force, 1939–1942*, p111.

[235] Gillison, *Royal Australian Air Force, 1939–1942*, p111.

[236] Brady, *The Empire Has An Answer*, pp86-8.

[237] Brady, *The Empire Has An Answer*, pp104-5

[238] Brady, *The Empire Has An Answer*, p104.

[239] Section 1- Training, "G" - Operational Training. Item 25 AWM54; 81/4/204; 456801. p9

[240] Appendix "E" in AWM54; 81/4/204; 456801.

[241] Section 1- Training, "G" - Operational Training. Item 25 AWM54; 81/4/204; 456801. p9.

reinforcements heading overseas to RAAF home defence squadrons and instruct staff pilots for service at Empire Air Training Schools in Australia.'[242]

On 7 December 1941 the Japanese attacked Pearl Harbor, signalling the outbreak of war in the SWPA. The very next day the first Australian OTU was raised at Nhill.[243] From this point a RAAF plan was 'put into immediate operation' to establish additional OTUs for advanced training of bomber, fighter, flying boat, dive bomber, central gunnery, and general reconnaissance schools.[244] The intention being that the schools would be, 'capable of operationally training all RAAF EATS personnel who are detailed for duty with the RAAF'.[245] This excerpt, taken from an operational document prepared in 1942 as 'guidance (to) those concerned in the performance and administrative duties in connection with' EATS, provides definitive evidence for the inclusion of OTUs as EATS schools.[246] Similarly Air Board Agenda minutes referring to the establishment or maintenance of OTUs state that

> The work is necessary for the maintenance of operational aircraft and for the efficient training under the Empire Air Training Scheme and is therefore 'essential for the Defence of Australia.'[247]

Additional evidence is found in the listing of the OTU within Appendix I of the 1942 Ottawa Agreement and that, the syllabus used, like all other EATS schools, was the same as the RAF.[248] However in the *Australian Air War Effort, 10th Edition* issued 31st August 1945 OTU's were considered as separate from EATS as evidence by the following,

> The basic training of aircrew has been carried out under the Empire Air Training Scheme … on completion of such training, aircrew personnel selected for RAAF units proceed to operational training units where they receive advanced training[249]

Indeed throughout this document, EATS is reported upon as a distinct organisation separate from training for RAAF units.[250] Whilst the strength of the RAAF home defence and EATS units were calculated and reported upon as separate entities, the schools provided the training for all of the RAAF regardless of where personnel were to serve operationally, be it in RAF squadrons, Australian squadrons, RAAF administration, or on the home front.[251] By this reasoning I, like Gillison and Brady, include the Australian OTUs as EATS schools.

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[242] Andrew Layton, "No 1 Operational Training Unit," in *Always Ready: a History of East Sale*, ed. Mark Lax (Melbourne: RAAF Publications Unit, 1993?).

[243] RAAF Historical Section, *Units of the RAAF: Volume 8*, p65.

[244] Section 1- Training, "G" - Operational Training. Item 25 AWM54; 81/4/204; 456801. p9

[245] Section 1- Training, "G" - Operational Training. Item 25 AWM54; 81/4/204; 456801. pp9-10

[246] AWM54; 81/4/204; 456801. p1

[247] NAA: A14487, 30/AB/4665. NAA: A14487, 24/AB/4090.

[248] Signed 3 June 1942. P689/42 Appendix I AWM54; 81/4/204; 456801.

[249] Air War Effort, 10th edition: AWM123; 1064, 859964. p18.

[250] Air War Effort, 10th edition: AWM123; 1064, 859964. pp18- 20, 39- 58.

[251] Chapter IV- Personnel of Home Defence Units NAA: A5954, 618/7.

Schools for 'Staffs'

As previously discussed, the Original Agreement states that in addition to establishing schools for the training of aircrew, the Government of Canada was required to establish schools for the training of staffs. These included schools of air armament, aeronautical engineering, administration, accounting, flying instructors, technical training and so forth.[252] In Canada these schools were regarded as part of EATS, so it follows that schools following the same syllabus in Australia would also be considered as such. Further, the Australian Agreement dictated that the Australian government establish and operate, in Australia, 'an organisation' which would be capable of training aircrew.[253] As interpreted by RAAF administration, establishing this organisation involved expanding all areas of the RAAF. This process involved the formation of schools to train staffs under EATS.

When the RAAF began its EATS recruitment campaign the recruiting objectives were outlined as follows:

1. A considerable immediate increase in ground maintenance personnel.
2. A progressive increase in flying and ground instructional staff and appointments of equipment and medical officers.
3. The recruiting of air crew trainees.[254]

It was reported that in addition to the 26,000 Australians to be recruited as aircrew an additional 20,000 airmen would be recruited 'for ground maintenance and administrative duties' and 'flying and ground instructional staffs … [who were] necessary to implement the [S]cheme'.[255] Indeed initially many of the newly fixed Recruiting Centres were accommodated at the state technical colleges where the RAAF's schools of technical training were established.[256] A publicity drive was implemented to specifically attract fitters, cooks, messmen, clerks, storemen, carpenters, wireless operators, labourers, motor transport drivers and flight mechanics.[257] A ground personnel training system was developed and implemented as outlined in section V of the *Royal Australian Air Force – Air War Effort,* 1941 and shown in Figure 1.1.[258] Additional courses for musterings such as

[252] AWM54; 81/4/204; 456801. Appendix "B" (P739/42) p2.

[253] 406/1/280 15 Jan 1940 copy of Agreement provided by Dominions Office, Downing St to J.S. Duncan, ESQ CBE the Official Secretary to the Commonwealth in London NAA: A2910, 406/4/1.

[254] "Empire Air Scheme: More Than 50,000 Australians to Take Part," *The Riverine Herald*, 18 December 1939.

[255] "Empire Air Scheme."

[256] Prior to WWII the RAAF Recruiting Board travelled each states capital city once every 12 months. Director of Manning 29/11/939 National Archives of Australia: Empire Air Training Scheme – Recruitment of Candidates; A1196; 36/501/30; 200282.

[257] Director of Manning 29/11/939 NAA: A1196, 36/501/30. "RAAF Vacancies," *Maitland Daily Mercury*, 15 September 1939. "RAAF Needs," *Argus*, 20 September 1939. "RAAF Recruiting: Fitters Required," *Sydney Morning Herald*, 26 October 1939. "He's In The Air Force Now," *The Argus*, 7 December 1939. "RAAF Wants Cooks, Clerks," *Daily Telegraph*, 20 September 1939.

[258] NAA: A5954, 618/7. pp91-2.

> service police, drill and physical training instructors, cooks, mess stewards, anti-gas instructors, fire-fighting personnel, parachute maintenance personnel, nursing orderlies, etc., [were] carried out as required.[259]

In addition advanced technical training in aero engines and airframes was undertaken in partnership with commercial aviation companies.[260]

Byrne asserts that it was the state technical colleges that provided the greatest contribution to technical training during WWII. Accordingly 119,546 technical trainees were produced by the colleges for the three Australian military services, the largest number of which was for the RAAF at 70,330. The decision to use existing civilian training establishments was deliberate, allowing the RAAF to reduce the economic impact by tapping into an existing infrastructural and knowledge base.[261] It is important to note that training within these colleges was not restricted to the machine trades such as fitters, electricians, flight mechanics, flight riggers, instrument repairers and instrument makers, but it also included administrative and functional support staff roles such as wireless operators and cooks.[262] Indeed throughout the conflict new training courses were developed and added to upskill personnel in musterings that could not be obtained from civilian sources in sufficient numbers.[263] By 1945 the ground crew training system had, like the RAAF, expanded exponentially (Figure 1.2). Courses ranged from clerk librarian, fabric workers assistant and carpenter motor body builder to cypher assistant, vulcanizer and landline construction.[264] The increase in the number and diversity of training courses for RAAF technical and ground personnel from 1941 to 1945 is staggering and indeed yet another factor inciting the reconsideration of the material legacy of EATS.

The RAAF school unit establishments list personnel mustering, ranks, and the numbers of each required to effectively operate each unit. For example in the case of 5 SFTS, Uranquinty, the unit establishment dated July 1943 lists 90 different musterings which were to be filled by 1,205 personnel. This effort facilitated the training of 300 pilot trainees, making a staff to trainee ratio of 4:1.[265] However EATS schools were also dependent upon civilians who would frequent the unit as required, including milk and food delivery, council staff, casual labourers and laundry services.[266] To sustain the unit's operation, the establishment was thus informally, but necessarily, increased. As I

[259] NAA: A5954, 618/7. p15.

[260] NAA: A5954, 618/7. p15.

[261] Byrne, "Training on the Australian Front." 1996.

[262] Byrne, "Training on the Australian Front." 1996. NAA: A5954, 618/7. pp91-2.

[263] Australian Air War Effort, 9th Edition: AWM54, 81/4/49 PART 10; 455742. p18.

[264] Australian Air War Effort, 9th Edition: AWM54, 81/4/49 PART 10; 455742. pp18-19. "Appendix K"Air War Effort, 10th edition: AWM123; 1064, 859964.

[265] National Archives of Australia: RAAF Headquarters - CAS [Chief of Air Staff] (Organisation) - Issue File - Establishment - Number 5 Service Flying Training School, Uranquinty; A705; 231/9/460 PART 1A2 ATTACHMENT; 3330904.

[266] Maslin, *Wings Over Temora*, p27. Bundawarrah Centre: Municipality of Temora Archival File – Local Government – VIII – 144 – Temora Aerodrome; Local Government VIII; 1743; 144.

discuss in Chapter 2, the material inheritance of EATS artefacts and objects should be representative of any and all of these occupations not merely those associated with aircraft.

Training Scheme – Conclusion

As a force undeniably dependent upon technical skill, the development and rapid expansion of the RAAF's training organisation during WWII was a significant achievement.[267] There were 94 schools established on the home front during WWII to train RAAF personnel (see Appendix 4).[268] Whilst the strength of the RAAF home defence and EATS units may on occasion have been calculated and reported as separate entities, the training schools that supplied personnel for these units, both aircrew and ground staff, were the same. As outlined in the various Agreements, although the output of the Scheme was aircrew, the Scheme itself was inclusive of training for both aircrew and ground staffs. There were courses established to train ground staff musterings from catering, stewardesses, guards, marine crew, medical and engineering to radar, signals, armoury and gunnery, equipment and cypher assistants, plus fitters, electricians, and fighter controllers.

Furthermore, given the shared syllabus and training pathways for the aircrew recruits, the Australian OTUs should be included under the EATS umbrella. The training schools that supplied the RAAF during WWII were all EATS facilities. Given the mobility of personnel and equipment throughout the RAAF training system, it is impossible to divide the RAAF training organisation between EATS and home defence. My intention in drawing attention to this convergence is to emphasise that that the history of EATS on the Australian home front involves more than aircrew and schools for aircrew, and as a result all RAAF musterings should be represented in the museological inheritance of the Scheme.

[267] Byrne, "Training on the Australian Front." 1996.

[268] For a comprehensive list of RAAF training schools operational during WWII see Appendix 4. This number excludes the six Air Training Corps Cadet Wing Headquarters (Melbourne, Sydney, Brisbane, Adelaide, Perth and Hobart). This is due to that the wings provided training for persons in preparation to RAAF enlistment. RAAF Historical Section, *Introduction, Bases, Supporting Organisations*, 1, p96-8. "Appendix G" and "Appendix I"Air War Effort, 10th edition: AWM123; 1064, 859964. "Appendix I"Australian Air War Effort, 9th Edition: AWM54, 81/4/49 PART 10; 455742.

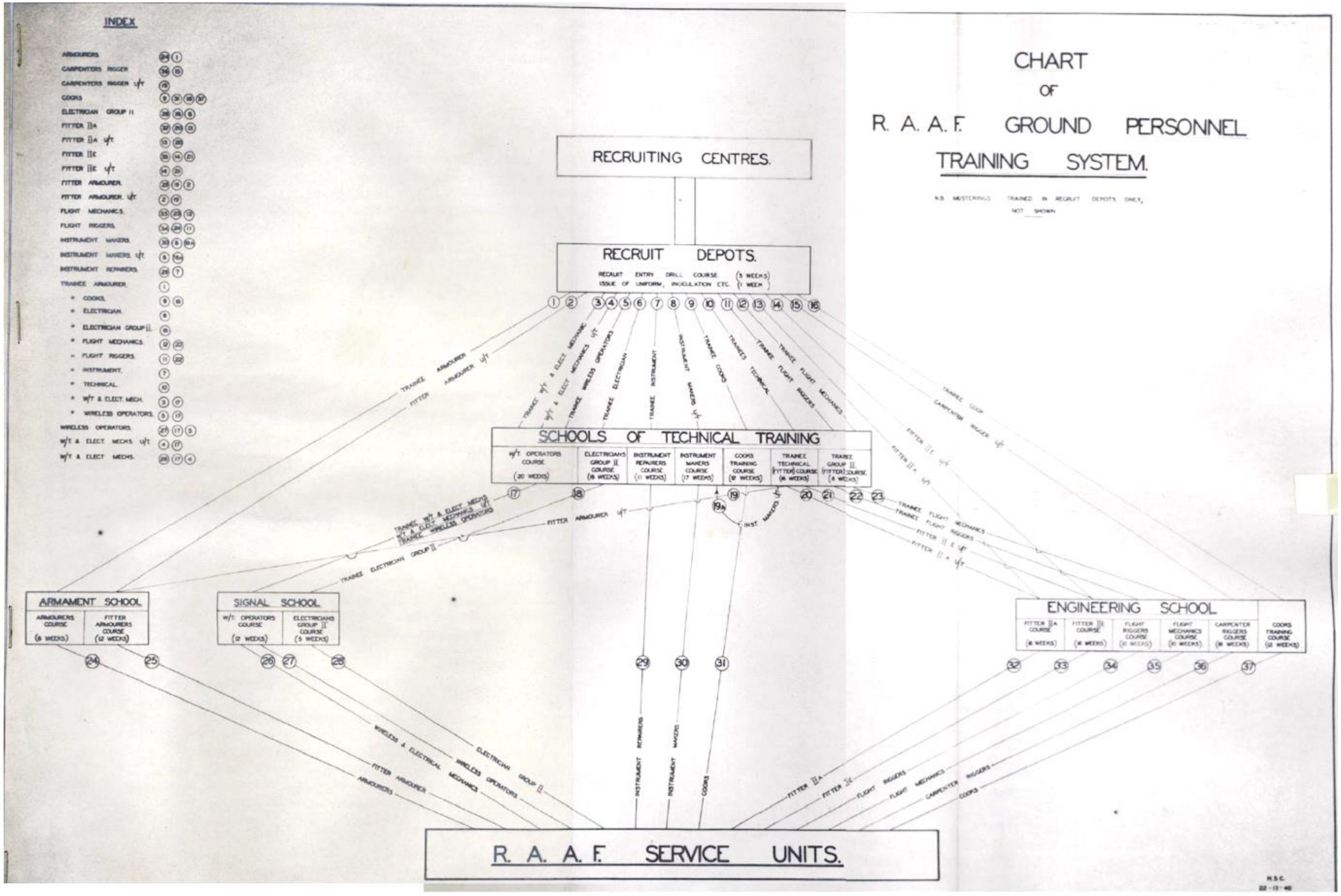

Figure 1.1. *Chart of RAAF Ground Personnel Training System 1941.*[269]

[269] NAA: A5954, 618/7. pp91-2.

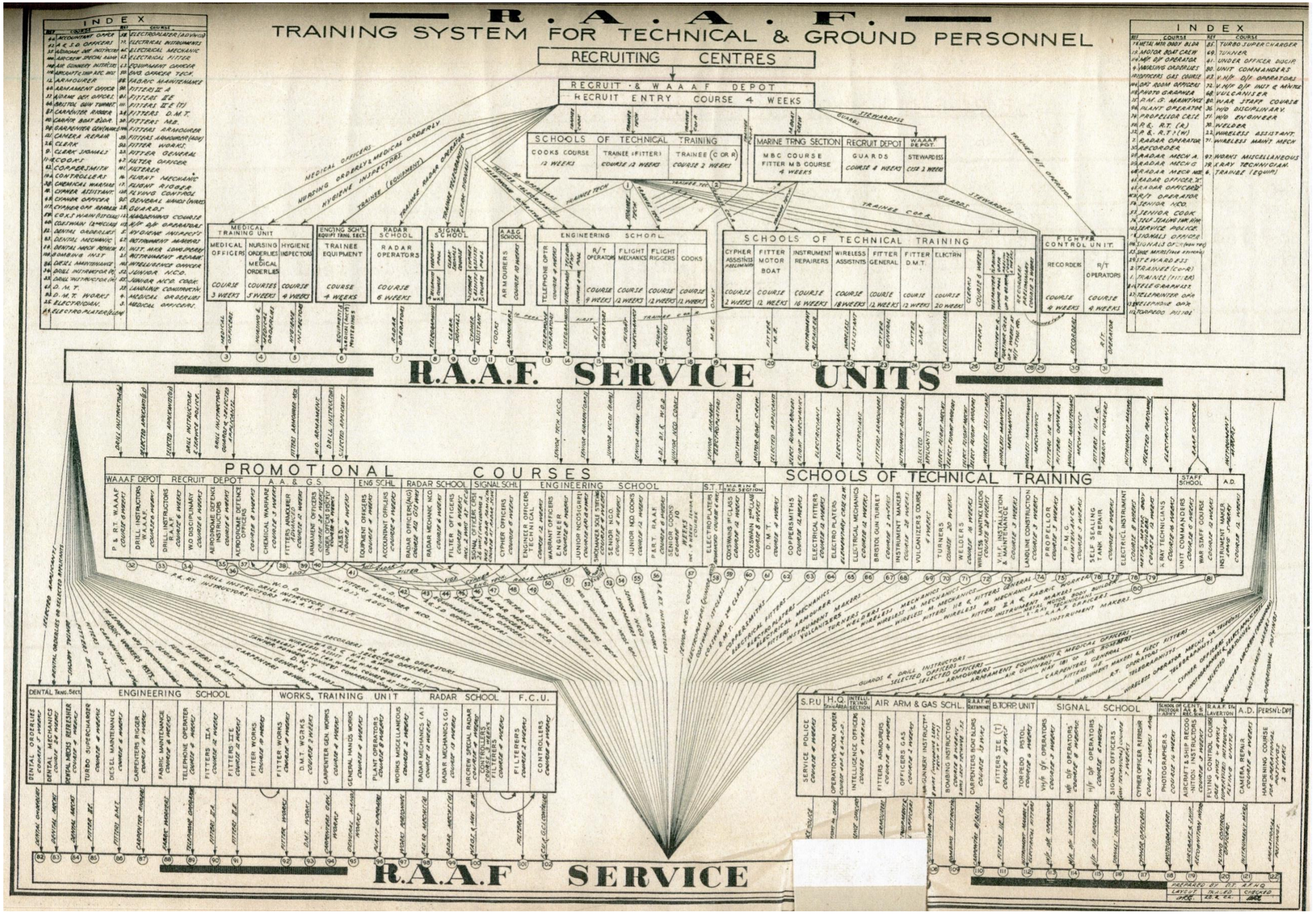

Figure 1.2. *RAAF Training for Technical and Ground Personnel 1945-6.*[270] *The expansion of both the musterings and technical training system implemented by the RAAF between 1941 and 1945 is staggering.*

[270] "Appendix K"Australian Air War Effort, 9th Edition: AWM54, 81/4/49 PART 10; 455742.

CONCLUSION

As defined in its title, the primary objective of the EATS was *training*. Following enlistment, RAAF personnel undertook training to both equip them with the skills to carry out the tasks required by their mustering and also to acquaint them with the unique requirements of the RAAF – discipline, doctrine, procedure, grooming standards and fitness. EATS was a network of training institutions established across the country of an unparalleled scale and complexity, which necessitated standardisation from the design and construction of schools to the logistics of supply of equipment, and the syllabus for instruction of each mustering.

At the outbreak of WWII the strength of the RAAF numbered 3,489 personnel, 12 squadrons, and three training institutions.[271] The peak strength of the RAAF was reached on 29 November 1944 totalling 183,822 personnel.[272] The number of training institutions established in Australia during WWII was 94.[273] During this period the RAAF experienced rapid and exponential growth of all areas of its establishment. The achievement was extraordinary, but the participation was comprised largely of ordinary everyday Australians working for the war effort on the home front. It is in these every day and ordinary spaces that the EATS story has both survived and is celebrated.

In this chapter I have shown that EATS was the result of a contextual evolution of the relationship between the air forces of the British Empire. Through cooperation, EATS provided a comparatively immediate solution for all participating countries to exponentially increase their air power, and establish themselves as 'considerable air powers in their own right'.[274] I have shown that while historians have not ignored EATS, there have been many who have incorrectly defined the Training Scheme and worked to exclude it due to a preference for the unique Australian 'history page'.[275] Most significantly, I have demonstrated that EATS was more than Article 15 Squadrons and RAAF serving in the combined Dominion's air force's; it was first and foremost an effort on the home front. Participation in the Scheme not only strengthened Australia's air power, but it contributed to the ongoing development of civil aviation through investment in infrastructure and workforce. I have also argued for expanding the definition of EATS schools to include schools for aircrew, staffs, and the postgraduate training units, the OTUs. Having clarified and defined EATS I will now move to my methodologies to delineate the EATS assemblage.

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[271] Gillison, *Royal Australian Air Force, 1939–1942*, p58. "Empire Air Training Scheme," p1. RAAF Historical Section, *Units of the RAAF: Volume 8*, pp38, 80, 135. Commonwealth Bureau of Census and Statistics, *CoA Year Book. No. 36: 1944 and 1945*, p1027 ; RAAF Historical Section, *Units of the RAAF: Volume 3*, 3, pp33, 69 Commonwealth Bureau of Census and Statistics, *CoA Year Book. No. 36: 1944 and 1945*, p1027.

[272] Commonwealth Bureau of Census and Statistics, *CoA Year Book. No. 36: 1944 and 1945*.

[273] See Appendix 4.

[274] Corum, "The RAF in Imperial Defence, 1919–1956," p162.

[275] Meaney, "'In History's Page'."

Note: Object vs artefact

A note on terminology. Throughout this chapter I will employ the words *object* and *artefact* interchangeably. In a museological context the word object refers to a physical thing whereas an artefact is defined as an object produced by human agency. It is a safe assumption that 99% of the physical objects held in museum collections pertaining to EATS are human made and are thus artefacts. However, given the word *object* is employed in Nomenclature to mean *artefact* in the classification categories, the same will be applied in this thesis.[1]

CHAPTER 2: THE MUSEOLOGICAL INHERITANCE OF THE EMPIRE AIR TRAINING SCHEME: METHODOLOGIES

> The successes of history belong to those who are capable of seizing [the] rules, to replace those who had used them, to disguise themselves so as to pervert them, invert their meaning, and redirect them against those who had initially imposed them; controlling this complex mechanism, they will make it function so as to overcome the rulers through their own rules.[2]

Michel Foucault raises a pertinent point, one that is ingrained within the fabric of collecting institutions – that history is fluid, open to interpretation, and frequent reimagining.[3] History is no longer recognised as finite or universally agreed.[4] Instead, different interpretations of the same event are permitted to exist in parallel and fluctuate as time passes, bringing new evidence to the fore. Whilst this is a relatively recent admission, the practice of manipulating the past is as old as the past itself. As anthropologist Janette Hoskins reminds us, we 'tell our lives in ways that suit the predicaments in which we find ourselves at the moment, and we edit and revise them for other audiences'.[5]

Eileen Hooper-Greenhill has explored this concept in relation to museums. She asserts that throughout the history of museums the knowledge, as presented by them as historical 'truth' has been changeable. Furthermore, she suggests that the ways that objects are collected, classified, catalogued and interpreted, can shift over time.[6] Likewise the meanings that are ascribed to

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[1] "Nomenclature for Museum Cataloguing: Robert G. Chenhall's System for Classifying Cultural Objects, 4th Edition," Rowman & Littlefield, http://www.nomenclature.info/recherche-search.app?lang=en&qi=* 20 August. 2019.

[2] Foucault, M. (1977c) 'Nietzsche, Genealogy, History', in Bouchard, D.F. *Language, Counter-Memory, Practice: Selected Essays and Interviews*, Blackwell, Oxford. p 151 in Eilean Hooper-Greenhill, *Museums and the Shaping of Knowledge*, ed. (Routledge, 1992), p191.

[3] Hooper-Greenhill, *Museums and the Shaping of Knowledge*, p194.

[4] Keene, *Fragments of the World: Uses of Museum Collections*. p87.

[5] Hoskins, *Biographical Objects*, p6.

[6] Hooper-Greenhill, *Museums and the Shaping of Knowledge*, p192. Susan Pearce, *Museum Objects and Collections: A Cultural Study*, ed. (Leicester: Lecister University Press, 1992), p32-3.

collected objects are fluid and subject to continuous reinterpretation.[7] Therefore the museum, as an institution that deals with the collection, documentation and interpretation of history, must accept and adapt to its position as a place in fluxion.

Following the acknowledgment that history and its interpretation is fluid, I want to draw attention to one of the more complex weaknesses of the collecting institution – that the artefacts that survive in museums are not necessarily representative of the period that they have been selected to serve as ambassadors.[8] Anthropologist James Deetz has observed that 'most museums save the unusual and the valuable object', discarding the commonplace.[9] Like historical narrative and interpretation, the act of collecting is subjective, laden with 'political or ideological or aesthetic dimension[s] which cannot be overlooked.'[10] The influence of individual collectors and curators upon the contents of the collecting institution is considerable. A significant challenge faced by collecting institutions is awareness of subjectivity in both their collection and interpretation practices. However, as museum and heritage scholar Kate Hill suggests, whilst audiences look to museums to explain the material world, they also seek a 'subjective, imaginative connection with the immaterial' as imposed by the curator and collecting institution.[11]

Museums, being a 'key focus for information seekers', are uniquely positioned as an accessible interface between the past and present.[12] Heritage items are preserved and presented by museums as memory triggers, thereby acting as archival sources.[13] Cultural heritage and collecting institutions located on or within close proximity to the original sites of former EATS schools are uniquely positioned to act as repositories of EATS heritage, both tangible and intangible. These institutions have been established to tell an EATS story that is unique to that place. However, as Nicholas Saunders suggests these 'sites of memory', and thus the institutions that are established on them, are 'politically contested and economically important places of cultural heritage and, increasingly, of tourism'.[14] As such the narrative attached and applied to these places – the interpretation – is, like the artefact, subject to the complexities of the constantly shifting and multidimensional aftermaths of modern conflict.[15]

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[7] Hooper-Greenhill, *Museums and the Shaping of Knowledge*, p194.

[8] James Deetz and Amy Elizabeth Grey, *In Small Things Forgotten : An Archaeology of Early American Life* ed., Expanded and revised. ed. (New York: Anchor Books/Doubleday, 1996), p8.

[9] Deetz and Grey, *In Small Things Forgotten*.

[10] Peter Vergo, *The New Museology*, ed. Peter Vergo (London, UK: Reaktion Books, 1989), p2.

[11] Kate Hill, "Museums and Biographies: Telling Stories about People, Things and Relationships," in *Museums and Biographies: Stories, Objects, Identities*, ed. Kate Hill (Woodbridge: Boydell & Brewster, 2012), pp 4-7.

[12] Museum Documentation Association and D. Andrew Roberts. "Terminology for Museums: Proceedings of an International Conference Held in Cambridge, England, 21–24 September 1988", Presented at '*Proceedings of an International Conference held in Cambridge, England, 21- 24 September 1988. The Second Conference of The Museum Documentation Association, Cambridge, United Kingdom, 1988*, Cambridge: Cambridge: Museum Documentation with the assistance of the Getty Grant Program Association.

[13] Wolfgang Ernst, "Archi(ve) Textures of Museology," in *Museums and Memory*, ed. Susan A. Crane (Stanford, California: Stanford University Press, 2000), p25.

[14] Saunders, "Engaging the Materialities of Twentieth and Twenty-first Century Conflict," px.

[15] Saunders, "Engaging the Materialities of Twentieth and Twenty-first Century Conflict," pxi.

Museum collections are developed either actively or passively and artefacts may be gifted or donated by an external party, or specifically acquired by the institution. For the majority of institutions where EATS artefacts are held, passive donation is the primary method of artefact acquisition. For an artefact to be available for donation it must first be regarded as significant by its owner.[16] As a military and specifically air force history, EATS is restricted by an unspoken hierarchy of values whereby operational and command histories dominate, and the pilot reigns. This unspoken hierarchy is an example of a complexity of modern conflict wherein artefacts are entangled within value systems – social, cultural, economic, and political – that are imposed upon them, both contemporarily and in hindsight.

In *Entangled Objects,* the text that led the way for subsequent work on entanglement in archaeology, Nicholas Thomas suggests that the outcomes of the interactions that humans have with artefacts cannot be predicted. It is this 'instability, historicity, and lack of historical containment that epitomizes the entanglement' that humans have with objects.[17] Although artefacts are physical and material 'manifestations of culture' their ascribed identity is unstable.[18] As anthropologist Mary Kenny writes, an artefact's 'meaning, value, purpose and utility are actually more plastic and contested, shifting as political strategies and notions of community incorporate these objects as tools of memory'.[19]

The dialogue I engage with in this thesis, and the methods I employ, are intended to expand our understanding of the complexities of the museological inheritance of EATS and stimulate an increase in artefact (and thus narrative) representation. The method I have foregrounded seeks to complement the fluidity of history and its interpretation. My aim is to facilitate an interpretative, narrative and political plasticity within museum collections and their resultant displays. This approach also recognises the constraints imposed by value systems, and the formal and informal collecting practices that have shaped the material culture that has survived into the present.

In this chapter I outline the methods I have employed in this thesis to explore the museological inheritance of EATS. The methods are multidisciplinary, informed by both archaeology and critical museum studies. I begin with an introduction to the conceptual framework adopted for this thesis – entanglement – a metaphor used to explore the messiness of human–thing relationships.[20] In this endeavour I also consider assemblage theory and object biography. I then introduce autoethnography as a methodology I employ to explore contemporary and affective interactions with the museological inheritance of EATS and its legacies. This background then leads to the

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[16] Pearce, *Museum Objects and Collections*, p32.

[17] Nicholas Thomas, *Entangled Objects*, ed. (Cambridge, Massachusetts; London, England: Harvard University Press, 1991), p208. Hodder, *Entangled*. Tim Ingold, "Bringing Things Back to Life: Creative Entanglements in a World of Materials" (unpublished work, 2010).

[18] Mary Lorena Kenny, "Deeply Rooted in the Present: Making Heritage in Brazilian Quilombos," in *Intangible Heritage*, ed. Laurajane Smith and Natsuko Akagawa (Abingdon, Oxon: Routledge, 2009), p156. Thomas, *Entangled Objects*, p187.

[19] Kenny, "Deeply Rooted in the Present," p156.

[20] Silliman, "Disentangling the Archaeology of Colonialism and Indigeneity," p36. Hodder, *Studies in Human-Thing Entanglement*. p2.

technique I have employed to delineate the archival and physical EATS assemblages. Next follows the method of artefact classification and analysis employed in the assemblage analyses, introducing my concept of the authorised and unauthorised artefacts of EATS. I continue with a discussion of the method used to assess EATS assemblage collection development, management and interpretation, as employed by collecting institutions. The chapter concludes with an exegesis on the experience of mounting a museum exhibition on the subject of EATS, with a focus on 10 EFTS, Temora as undertaken in the latter half of 2019. This practical exercise was informed by the methodologies and preliminary findings of this thesis, and I therefore conclude the chapter by considering how these theoretical challenges mesh with contemporary museum practice.

ENTANGLEMENT

EATS was a system established to enable humans to enact military force from above – air power. The system saw the creation and transmission of both artefacts and human knowledge. The artefacts created – aircraft – required humans to operate and maintain them. Aircraft operation demanded a unique skill set and additional artefacts – goggles, uniforms, scarves, flying caps. So too did aircraft maintenance, necessitating the use of screwdrivers, paint brushes, wrenches, drills, bits, awls. Each artefact produced, used and maintained to operate and service the aircraft was also a unique tool that was designed, manufactured, and maintained to allow the human body to adapt and undertake its role. Through manipulation of the artefact, in handling it

> moving it around, feeling it, looking at it, we come to understand how our body works, how the different parts interrelate, how we can be coordinated. There is thus a two-way dependence on human bodies and things.[21]

The artefacts of EATS were dependent upon humans and humans were equally dependent upon the artefacts. EATS was supported by both military and civilian supply lines – material and intellectual – and operated on a multinational scale. This scale of adaptation and co-dependency extended into airspace as flight routes were formed and communication systems established. The physical landscape below was also transformed into an artefact as it was topographically altered to facilitate flight, allowing for aircraft and operator, arrival, departure, maintenance and accommodation. Furthermore, adaptation of the landscape was enacted directly by air power through bombing and gunnery. The intellectual and material complexity and entanglement of EATS is incalculable.

This thesis has been informed by entanglement and I shall draw upon it as I explore the life histories of EATS artefacts. Entanglement has been defined by Ian Hodder as the 'dialectic of dependence and dependency'.[22] Hodder summarises entanglement in the following equation,

> Entanglement = (Human Thing) + (Thing Thing) + (Thing Human) + (Human Human).[23]

[21] Hodder, *Entangled*, p30.
[22] Hodder, *Entangled*, p89.
[23] Hodder, *Entangled*, p88.

In essence entanglement describes the co-dependent and temporally unbounded relationships between humans and things, things and things, things and humans, and humans and humans.[24] Humans require tools (things) to complete tasks and those tools require maintenance to prolong their lifespan. As Hodder explains 'in the practices of daily life things fall apart, decay, run out, go wrong, need each other in sequence [and] humans … get entangled in this physicality'.[25] Anthropologists Lindsay Der and Francesca Fernandini suggest that entanglement also acknowledges the shifting of agency or even power 'as it argues that things are just as capable of ensnaring people into particular situations as people are of enslaving things'.[26] As a metaphor, entanglement emphasises the repercussions of these co-dependent relationships, and the way they manifest 'to create new relationships, entanglements, and entrapments'.[27]

Hodder reminds us that history is more than a linear sequence of events and that material history, namely 'the heritage of past acts, the detritus of past millennia … bumps up against us in a non-linear way'.[28] The decisions made by humans who lived and died before us have a continual legacy effect upon the present. They range from the selection of the Gregorian calendar, the transitioning of stock routes to sealed roadways, initial settlements to city centres, and in the more recent past the location and design of EATS airfields.[29] The decisions made by humans pertaining to the material legacy of EATS extend beyond an artefact's initial creation and existence contemporary to EATS. As this thesis argues, such decisions ultimately influence the museological inheritance of EATS. They are the result of questions such as which artefacts did EATS participants choose to retain and which did they discard? How were those retained artefacts stored? What memories did they hold and were these memories recorded, written down, or communicated to others? Were these artefacts donated to a collecting institution by the EATS human, retained or donated by a relative, or discarded at any point along the way? If they were donated, which embodied narratives were passed on to the collecting institution? Dependent upon their material properties, artefacts go on to have lives after their humans' lives have ceased. As Hodder asserts, artefacts 'endure over time spans considerably greater than individual human experience'.[30]

Archaeologist Stephen Silliman suggests that entanglement also facilitates the biography of things, allowing us to trace out an artefact's 'lineages, intersections, and tautness of relations with other things and people'.[31] From a museological perspective, entanglement provides an incomparable metaphor to describe the unboundedness of the interactions between things – humans and artefacts – from their creation, through their past social lives to their museological existence in the present. It acknowledges not only the connections but the fluidity of the perspectives and temporal

[24] Hodder, *Entangled*, p88. Der and Fernandini, *Archaeology of Entanglement*, p11.
[25] Hodder, *Entangled*, p95.
[26] Der and Fernandini, *Archaeology of Entanglement*, p21.
[27] Der and Fernandini, *Archaeology of Entanglement*, p11.
[28] Hodder, *Entangled*, p100.
[29] Hodder, *Entangled*, p100.
[30] Hodder, *Entangled*, p5.
[31] Silliman, "Disentangling the Archaeology of Colonialism and Indigeneity," p40.

connections that develop. Specifically, it is the recognition of unboundedness that most attracts me to the metaphor for exploration of the museological inheritance of EATS.

First the reach of EATS was unlimited: it was a multinational effort involving military and civilian resources, infiltrating and rearranging both public and domestic space. Second, entanglement accounts for temporal connectivity and fluidity of things as the legacy of decisions made during EATS. They continue to have repercussions on human existence today, from decisions made regarding the location of EATS airfields, to which personal possessions EATS personnel and their descendants used, discarded, retained, preserved or donated. Third, as acknowledged at the beginning of this chapter, both historians and individuals demand fluidity from narrative, adapting it to serve their agenda. Entanglement permits different starting and ending points, depending on the question asked: it implies and acknowledges messiness and multiplicity.[32] Further, as Thomas suggests, when an artefact is placed in the museum environment it is recontextualised, its narrative rewritten, and a new and institutional entanglement is applied to that artefact's life story.[33]

From an autoethnographic approach, acknowledging that my lifeworld is hyper-attuned to the temporal manifestations and legacies of EATS, in the last four years I have encountered countless temporal legacy threads. If I limit the interactions to geographical proximity to my current address in Cremorne Point – an area geographically distanced and distinct from either of the EATS case study schools – I have encountered several places that have engaged directly with EATS participants and/or their artefacts. For example, the park around the corner from my current apartment – where my son has enjoyed play dates with his preschool buddy – is named for the family of Dr Peter Illbery, 5 Service Flying Training School (5 SFTS) EATS graduate and historian. 5 SFTS Women's Auxiliary Australian Air Force (WAAAF) Elsa Russell used to live a few doors up from my friend's apartment in Wollstonecraft. It was there that she held her art exhibition to raise funds for the war effort in 1940. Finally, a book of poetry written by 10 Elementary Flying Training School (10 EFTS) WAAAF Margo Paton (nee Cooper) was found on the floor of the supermarket I used to live next to in Gordon, where I began this scholarly journey. Whilst easily attributed to coincidence, the significance for me lies in the spatial and temporal connections made between then and now. All three EATS participants have died, and I never met them. However, I have engaged with them through place in activities distinct and spatially distant from the wartime landscape of EATS.

Throughout this thesis I shall also draw upon two approaches to explore relationships between humans and things, and things and things. The first is assemblage theory, as introduced by philosophers Gilles Deleuze and Félix Guattari, and later defined by philosopher Manuel DeLanda as a whole 'constructed of heterogenous parts'.[34] As applied to this thesis it translates as a group of

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[32] Silliman, "Disentangling the Archaeology of Colonialism and Indigeneity," p36, 39.

[33] Thomas, *Entangled Objects*, p5.

[34] Manuel DeLanda, *Assemblage Theory*, ed., Speculative Realism (Edinburgh: Edinburgh University Press, 2016), p1. Manuel DeLanda, "Assemblages Against Totalities," in *A New Philosophy of Society: Assemblage Theory and Social Complexity* (London: Continuum: Bloomsbury Collections, 2006), p10-11. Manuel DeLanda, *New Philosophy of Society: Assemblage Theory and Social Complexity*, ed. (London: Bloomsbury Academic, 2019), p3.

artefacts that are in relationship with one another. The second concept is that of object biography as introduced by Igor Kopytoff and further defined by archaeologists Chris Gosden and Yvonne Marshall.[35] Drawing from WHR Rivers' anthropological research, Kopytoff suggested that by asking the same questions we would of people, we could reveal the biography of an object and thus its unique social life.[36] Gosden and Marshall went on to elaborate upon this approach, suggesting that the process of object biography reveals the narratives or histories accumulated by an object as they interact with, or form connections with, persons and events.[37] 'At the heart of the notion of [object] biography' they write, 'are questions about the links between people and things; about the ways meanings and values are accumulated and transformed'.[38]

Essentially, assemblage theory and object biography are tools with which to explore the entanglements of humans with things. My intention is to employ these approaches as tools of scale to bring attention to specific assemblages of artefacts, and to explore the narratives attached to individual artefacts. As Silliman suggests, entanglement is 'a good thing to think with'.[39]

ARCHIVES AS/AND ARTEFACTS

The first Director General Designate of the Imperial War Museum (IWM) was Sir Martin Conway. Conway's intention for the museum was that anyone who took part in the war effort of WWI would be able visit it and find an artefact that represented their contribution. As such, his acquisition guidelines went far beyond the scope of any potential collecting institution.[40] Desiring that it be 'as comprehensive as possible, and to obtain not only every type of gun, but a type of each gun in the various stages of its development'. [41] Whilst potentially impractical for storage and financial reasons, it is admirable to aspire to such a comprehensive catalogue of material culture pertaining to modern conflict.

Archives, like artefacts, are direct records created in the past and as such bear witness to the materialisation of past knowledge.[42] In this thesis I have used archival sources created by the Royal Australian Air Force (RAAF) and its agents during the operational and disbandment period of EATS

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[35] Igor Kopytoff, "The Cultural Biography of Things: Commoditisation as Process," in *The Social Life of Things : Commodities in Cultural Perspective*, ed. A. Appadurai (Cambridge: Cambridge University Press, 1986), pp66-68. Chris Gosden and Yvonne Marshall, "The Cultural Biography of Objects," *World Archaeology* 31, no. 2 (1999): p170-7.

[36] Kopytoff, "The Cultural Biography of Things," p66-8.

[37] Gosden and Marshall, "The Cultural Biography of Objects," p170.

[38] Gosden and Marshall, "The Cultural Biography of Objects," p172.

[39] Silliman, "Disentangling the Archaeology of Colonialism and Indigeneity," p45.

[40] Paul Cornish, "Extremes of Collecting at the Imperial War Museum 1917–2009: Struggles with the Large and the Ephemeral," ed. Graeme Ware and J.C.H. King, *Extreme Collecting: Challenging Practices for 21st Century Museums* (Berghahn Books, 2014). p158.

[41] Sir Martin Conway in Cornish, "Extremes of Collecting at the Imperial War Museum 1917–2009," p158.

[42] Hilary A. Soderland, "The History of Heritage: A Method in Analysing Legislative Historiography," in *Heritage Studies : Methods and Approaches*, ed. Marie Louise Stig Sørensen and John Carman (Abingdon, Oxon: Routledge, 2009), p178.

schools as a calculable dataset to formulate an inventory or catalogue of objects created, repaired and employed by EATS personnel. [43] Specifically, archival sources were mined for references to material culture and its functions. Records included unit records, personnel files, personnel occurrence reports, establishment lists, repatriation reports and auction catalogues.[44] The list of artefacts created forms what I shall refer to as the primary EATS assemblage.

By returning to the archival sources in detail, I am not suggesting that museums aspire to the taxonomic acquisition of every nut, bolt, wrench and doped fabric sample.[45] Rather, I am encouraging an inclusive collecting strategy that aims to showcase the diversity of musterings within EATS. This approach will provide for a plasticity, provisioning for diverse curatorial and community interpretations of the scheme and its meanings, now and into the future.

The second dataset I have formulated involved undertaking an assemblage analysis of the actual collected heritage pertaining to each case study EATS school, as held by museums or collecting institutions. This involved isolating the objects provenanced to the EATS schools from the wider museum catalogue to form an EATS-specific catalogue.

A comparative analysis was then undertaken between the archival and actual EATS assemblages. This approach contrasted what we should or could have (archival), with what we do have (actual). This disparity has illuminated what is missing and I will outline the method of this analysis for that in the next section.

Knowing the artefacts that were available and which of those have made their way into collections is important. However, it is only part of the story. Museums and heritage scholar Anna Wong stresses that it is impossible for museums to be culturally neutral as the 'very act of selecting a place or object' is subjective.[46] Yet before an item or story even reaches the museum to be considered for acquisition, let alone display, subjectivity comes into play. Indeed the object and its narrative must first be valued by its owner. In some instances the owner of the story does not consider that their wartime experience, and therefore their potential testimony, is worthy. However, Suzanne Keene identifies that there are institutions that seek to subvert the perceived hierarchy of contribution, as exemplified by projects such as *Calling all tank men* and *The people's war* at the Tank Museum, in Bovington, UK. Through these projects the Tank Museum's aim was to recognise the contribution of

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[43] Ernst, "Archi(ve) Textures of Museology," p32. Rodney Harrison, *Heritage: Critical Approaches*, ed. (Abingdon, Oxon: Routledge, 2013), p55. Penny Crook, Susan Lawrence, and Martin Gibbs, "The Role of Artefact Catalogues in Australian Historical Archaeology: A Framework for Discussion," *Australasian Historical Archaeology* 20 (2002): p26. Alasdair Brooks, "Observing Formalities – the Use of Functional Artefact Categories in Australian Historical Archaeology," *Australasian Historical Archaeology* 23 (2005): p7. Soderland, "The history of heritage," p55

[44] However the archival records available for each site was dependent which had survived the passage of time and thus there was a variation between case studies.

[45] Dope is a liquid chemical applied to the fabric of fabric covered aircraft. It tightens and stiffens the fabric, making it weather proof and increasing its strength and durability. During WWII personnel who were responsible for applying the dope to aircraft were allocated extra milk rations to counteract the toxitity of the chemicals.

[46] Anna Wong, "Keeping House for Different Masters: History, Heritage and House Museums in Australia" (PhD Thesis, University of Sydney, 2007), p483- 4.

each individual to the collective effort and as such encourage the preservation and presentation of all individual testimonies.[47]

My research seeks to further understand this hierarchy of contribution. I have used archival sources to ascertain the composition of the workforce at my case study EATS schools. These documents, known as the Unit Establishment, detail the jobs – 'musterings'– available at the EATS schools. I have used the archival records that document the musterings as a way to ascertain the representativeness of the museological inheritance of case study schools. I have done this by forming an understanding of the composition of the workforce and considering it in relation to the archival and actual EATS assemblages. I have also undertaken interviews with potential artefact donors to further explore their motivation and hesitancy towards donation. These interviews were undertaken with permission from the Human Research Ethics Committee of the University of Sydney.[48]

Object Classification

Eilean Hooper-Greenhill questions the application of taxonomies on which we rely so heavily in museums.[49] She suggests that the taxonomies we use to order and document our objects are social constructions applicable only to a single institution's paradigm. Keene writes that the scientific classification of objects within museums is at odds with the social meaning of the object and that any attempt to 'fix museum collections within a classification system is bound to fail, as all such systems are subject to the preconceptions of time'.[50]

Historically, museum classification systems have typically only allowed for one frame of reference per item. Hooper-Greenhill provides the example of a chair being classified under 'furnishing' without cross-referencing to its material, design or production.[51] The challenge is thus placed in the flexibility of the taxonomy, and if it allows for the incorporation of the social meaning, or significance of the artefact.[52] No taxonomic system is perfect, nor will it remain stable over time. Nevertheless, museum taxonomies provide the backbone of the museum's asset management system – its catalogue. Unsurprisingly, the information input into a system varies from user to user – and over time – as cataloguing criteria are modified and adapted according to the current standard.[53]

The *National Standards for Australian Museums and Galleries* identifies a museum catalogue as a 'dataset' that utilises 'an agreed nomenclature'.[54] A nomenclature is an 'agreed [set of] terms used consistently to describe the objects in museum collections, and record the people, places and events

[47] Keene, *Fragments of the World: Uses of Museum Collections*. p95-6.
[48] Project No. 2019/267. Approval Period 19 August 2019 to 19 August 2023.
[49] Hooper-Greenhill, *Museums and the Shaping of Knowledge*, p2-3.
[50] Keene, *Fragments of the World: Uses of Museum Collections*. p90.
[51] Hooper-Greenhill, *Museums and the Shaping of Knowledge*, p206.
[52] Keene, *Fragments of the World: Uses of Museum Collections*. p90.
[53] Hooper-Greenhill, *Museums and the Shaping of Knowledge*, pp6-7.
[54] The National Standards Taskforce, "National Standards for Australian Museums and Galleries," ed. Museums Australia (Carlton South, VIC 2016), 58.

associated with those objects' so as to standardise entries within an institution.[55] Since the 1970s there have been various efforts to develop a standardised vocabulary that is applicable universally. The *Getty Vocabularies*, *Nomenclature*, *Australian Pictorial Thesaurus* and *Object ID* are just some examples available for the categorisation of human-made object collections.[56]

As catalogues are being progressively digitised and data harvested for multinational collection databases, these systems have become even more relevant. As an example, Vernon Systems is a partner of Spectrum, the UK's collection management standard, the Dublin Core Metadata Initiative, and Open Archives Initiative Protocol for Metadata Harvesting. The latter allows its content to be harvested by the National Library of Australia's *Trove*.[57]

The classification system I have applied to facilitate analysis of the EATS catalogues in this thesis is *Nomenclature*.[58] The system was created in 1978 by pioneer museum cataloguing theorist Robert G. Chenhall, who identified that all items in a museum collection of human-made objects have an original, or basic function.[59] The system has undergone a number of iterations the most recent being a website integrating the latest print edition 'Nomenclature 4.0' with 'harmonized data and images from the Parks Canada Descriptive and Visual Dictionary of Objects'.[60]

Nomenclature is a taxonomic hierarchy of terms used to classify and organise human-made objects within museum collections, whereby similar objects are grouped together according to their original function.[61] Reportedly, it is the most 'extensively used museum classification and controlled vocabulary for historical and ethnological collections in North America'.[62] The Australian equivalent is the Australian Pictorial Thesaurus. Although a local product, I chose not to utilise it because the vocabulary for manufactured objects and the hierarchical categories are not as extensive as Nomenclature.[63] Conversely the Getty Research Art & Architecture Thesaurus (AAT) as

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[55] UK Collections Trust, "Collections Trust – Resources – Terminologies," https://collectionstrust.org.uk/terminologies/. 19 April. 2020.

[56] The Getty Research Institute, "Art & Architecture Thesaurus® Online," The J. Paul Getty Trust, https://www.getty.edu/research/tools/vocabularies/aat/. 23 April. 2020. "Nomenclature for Museum Cataloguing". "APT Australian Pictorial Thesaurus: National and State Libraries Australasia," https://vocabularyserver.com/apt/. 22 April 2020. International Council of Museums (ICOM), "Object ID," ICOM, http://archives.icom.museum/object-id/. 2020.

[57] Vernon Systems Ltd, "What is eHive? Comply with Standards," https://info.ehive.com/home/comply-with-standards/ 5 April. 2020.

[58] "Nomenclature for Museum Cataloguing". *Nomenclature 4.0 for Museum Cataloging. Robert G. Chenhall's System for Classifying Cultural Objects, 4th Edition*, ed., Paul Bourcier, Heather Dunn, and Nomenclature Task Force (Rowman & Littlefield, 2015).

[59] Sandra Elkins, "What's in a Name?: Staff at the Strong Museum and Historical Organisations Across the Country Forge Ahead on a Revised Nomenclature for the Field," *History News* 40, no. 8 (1985): p6, 9. Deirdre C. Stam, "The Quest for a Code, or a Brief History of the Computerized Cataloging of Art Objects," *Art Documentation* 8, no. 1 (1989): pp8-10.

[60] Nomenclature Affinity Community, "Nomenclature for Museum Cataloging – About Nomenclature," Nomenclature Affinity Community, https://www.nomenclature.info/apropos-about.app?lang=en. 19 April. 2020.

[61] Nomenclature Affinity Community, "Nomenclature for Museum Cataloging – About Nomenclature".

[62] Nomenclature Affinity Community, "Nomenclature for Museum Cataloging – About Nomenclature".

[63] "APT Australian Pictorial Thesaurus: National and State Libraries Australasia".

recommended in the National Standards V.1.5 contains 375,000 terms. However, the hierarchy terms of the AAT are not as relevant for the comparative analysis of EATS artefacts.[64] This is due to the structure of the AAT hierarchy which is grouped into eight facets: associated concepts, physical attributes, styles and periods, agents, activities, materials, objects, and brand names. There are six categories within the object's facet of AAT: built environment, components, furnishings and equipment, object genres, object groupings and systems, and visual and verbal communication. However, it is not as comprehensive as the ten hierarchies employed in Nomenclature, which allows objects to be categorised according to primary function.[65]

Archaeologist Alasdair Brooks suggests that objects may have more than one function and indeed may be used for purposes other than originally intended.[66] Additionally, objects may be composite, whereby multiple objects are joined together to form a new object with an alternative function. The question of function and use is exemplified by object TAM2016.149, a makeshift parachute-cum-letter fashioned from a bar of soap, cotton thread and a handkerchief (Figure 2.1). I may have been inclined to classify the object according to the material's original function – as a handkerchief, thread and soap. However, in recognition of its complex composition I chose instead to classify the

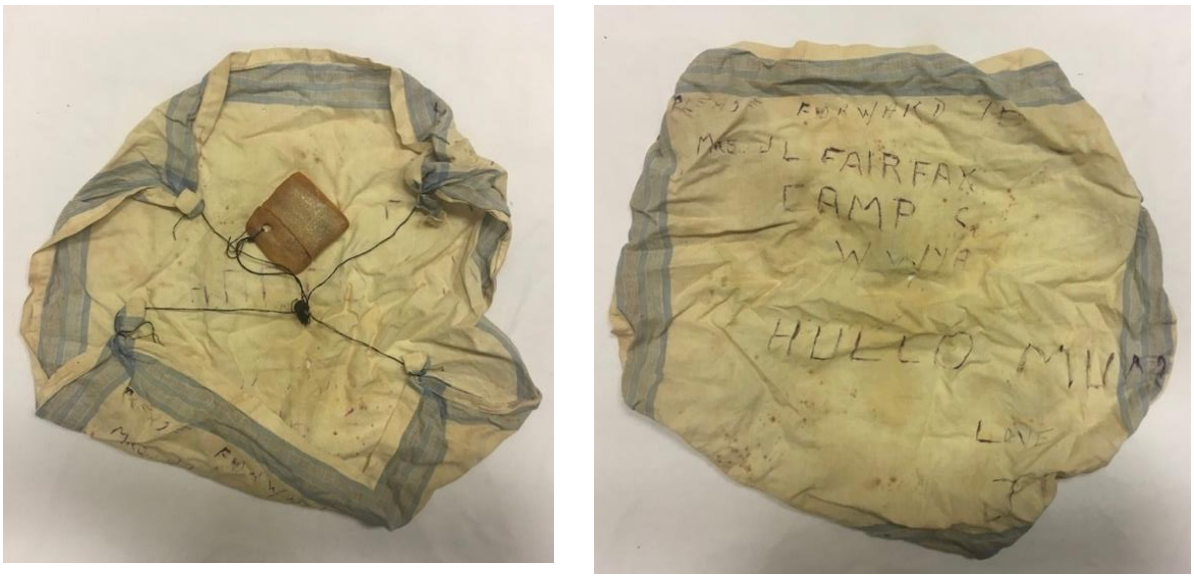

Figure 2.1. *Letter from Jim Fairfax to his mother, 20 April 1945.* Temora Aviation Museum, TAM2016.149 (Photo: Anna Williams, 2019)

[64] The National Standards Taskforce, "National Standards for Australian Museums and Galleries," p59. The Getty Research Institute, "AAT Online"; The Getty Research Institute, "Art & Architecture Thesaurus® Online. AAT: Frequently Asked Questions," The J. Paul Getty Trust, https://www.getty.edu/research/tools/vocabularies/aat/aat_faq.html. 23 April. 2020; The Getty Research Institute, "Art & Architecture Thesaurus® Online Hierarchy Display," The J. Paul Getty Trust, https://www.getty.edu/vow/AATHierarchy?find=log%20book&logic=AND&note=&english=N&subjectid=300000000. 23 April. 2020.

[65] The Getty Research Institute, "AAT Online"; The Getty Research Institute, "AAT Online: FAQ"; The Getty Research Institute, "Art & Architecture Thesaurus® Online Hierarchy Display".

[66] Brooks, "Observing Formalities," p10.

object according to its composite primary function as a letter, specifically 'Communication Objects, Documentary Objects, Other Documents, Correspondence, Letter'.[67]

Nomenclature provisions for multipurpose objects, the allocation of primary and secondary functions, and encourages cross-referencing when cataloguing.[68] However for the purpose of the analysis within this thesis, objects were allocated a single function. In the case of the archival catalogue, objects were classified according to primary function, and in the instance of the actual EATS catalogue, objects were classified according to current function. When an artefact is polyfunctional, I have undertaken research into the biography or history of the artefact and categorised the artefacts function in relation to the EATS school.[69]

As discussed previously, museum taxonomies are limited, but Nomenclature does allow for extension under its hierarchy. The ten hierarchy categories are outlined in Table 2.1. In instances where the specific object term was not available a new one was created (see Appendices 9, 10 and 12).

Table 2.1. Nomenclature hierarchy categories[70]

Category	Description
1. Built Environment Objects	building components, site features, and structures
2. Furnishings	bedding, floor coverings, furniture, household accessories, lighting equipment, temperature control equipment, and window and door coverings
3. Personal Objects	adornment, clothing, personal gear and toilet articles
4. Tools & Equipment (T&E) for Materials	agricultural, animal husbandry, fibre working, fishing and trapping, food processing and preparation, food service, forestry, glass, plastics and clay working, leather, horn and shell working, masonry and stone working, metalworking, mining and mineral harvesting, multiple use T&E for materials, other T&E for materials, painting, papermaking, textile working, and woodworking
5. Tools & Equipment (T&E) for Science & Technology	acoustical, armaments, astronomical, biological, chemical, construction, electrical and magnetic, energy production, geological, maintenance, mechanical, medical and psychological, merchandising, meteorological, nuclear physics, optical, regulative and protective, surveying and navigational, thermal, timekeeping, and weights and measures
6. Tools & Equipment for Communication	data processing, drafting, musical, photographic, printing, sound communication, telecommunication, visual communication, and written communication
7. Distribution & Transportation Objects	aerospace transportation, containers, land transportation, rail transportation, and water transportation
8. Communication Objects	Advertising media, art, ceremonial objects, documentary objects, exchange media, and personal symbols
9. Recreational Objects	game equipment, public entertainment devices, recreational devices, sports equipment and toys
10. Unclassifiable Objects[71]	

[67] "Nomenclature for Museum Cataloguing".

[68] Nomenclature Affinity Community, "Nomenclature for Museum Cataloging: User Guide," Nomenclature Affinity Community, https://www.nomenclature.info/mode_d_emploi-user_guide.app?lang=en#H3.2.1. 23 April. 2020.

[69] Brooks, "Observing Formalities," p10.

[70] "Nomenclature for Museum Cataloguing".

[71] Nomenclature Affinity Community, "Nomenclature for Museum Cataloging: Expanded Hierarchy," Nomenclature Affinity Community, https://www.nomenclature.info/arbre-tree.app. 21 April. 2020.

Authorised/Unauthorised Artefacts

Drawing from the work of French sociologist Violette Morin, Hoskins discusses two types of objects: the biographical or personal object, and the public commodity, which is mass and mechanically produced. [72] Hoskins suggests that the biographical object,

> grows old, and may become worn and tattered along the life span of its owner, while the public commodity is eternally youthful and not used up or replaced. At the spatial level, the biographical object limits the concrete space of its owner and sinks its roots deeply into the soil. It anchors the owner to a particular time and place. The public commodity, on the other hand, is everywhere and nowhere, marking not a personal experience but a purchasing opportunity.[73]

However the public commodity, or the mass-produced artefact, can also become a biographical object. Hoskins suggests that this is the case when objects are attached to events, acting as 'memory markers of the extraordinary'.[74] The most recognised example would be a child's most beloved toy – what object relations theorist Donald Winnicott terms transitional objects, which become aged and worn through love as the child grows.[75] Likewise with jewellery: a mass-produced ring with daily wear will mould to the wearer's finger, becoming re-fashioned by bumps and dings, showing marks unique to its relationship with its human. Similarly the wearers flesh will mould to its shape leaving its imprint for hours, days or even years to come.

Conflict anthropologist and modern conflict archaeologist Matthew Leonard suggests that in conflict, the personal belongings of service personnel offer comfort to soldiers in their current predicament.[76] Throughout this thesis I will discuss examples of the 'authorised' and 'unauthorised' artefacts of EATS. The authorised artefacts may be likened to Hoskins' public commodity. These artefacts were manufactured for and distributed by the RAAF as service kit. They include items of uniform, bags or equipment required by personnel in their role. Unauthorised artefacts were the non-issued kit and personnel possessions that personnel carried, those that Leonard suggests provided comfort.[77] The artefacts could be utilitarian – such as a handkerchief, writing kit, woollen scarf or tie press. While others were there to provide moral support – necklace, bible, photograph or diary. Unauthorised artefacts may also be those that were collected or created as mementoes during EATS by serving personnel or their agents. Both the authorised and unauthorised artefact could be what Hoskins defines as public commodities and both types have the potential to become biographical artefacts.

The notion of the personalisation of the public commodity is particularly relevant to the material culture of conflict. The authorised artefacts of EATS were all mass produced and personalised

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[72] Hoskins, *Biographical Objects*, p8.

[73] Hoskins, Hoskins, *Biographical Objects*, p8.

[74] Hoskins, Hoskins, *Biographical Objects*, p195.

[75] Sherry Turkle, "Introduction: The Things That Matter," in *Evocative Objects: Things We Think With: Things We Think With*, ed. Sherry Turkle (Cambridge: The MIT Press, 2011), pp313-4. Carolyn Steedman, "The Space of Memory: In an Archive," *History of the Human Sciences* 11, no. 4 (1998).

[76] Matthew Leonard, "Picturing War: An Intimate Memorial to a Lost Soldier of the First World War," in *Beyond the Dead Horizon: Studies in Modern Conflict Archaeology*, ed. Nicholas J. Saunders (Oxford, UK: Oxbow Books, 2012), p55.

[77] Leonard, "Picturing War " p55.

through inscription, use and wear.[78] These traces may comprise sweat marks found in a cap lining, thread snags or worn patches through constant wear, marked on the inside of clothing, or service numbers scrawled on the exterior of bags and trunks. At its most extreme, use-wear may include bullet holes and blood stains. These are the artefacts that the Australian War Memorial's Steve Gower, the IWM's Paul Cornish, and archaeologist Nicholas Saunders, identify as the evocative artefacts that anchor museums as authentic witnesses to events.[79]

It is also important to remember that not every biographical artefact is 'chosen by its subject' but sometimes it is 'imposed or attributed, linked to someone' by someone else to be representative 'as a vehicle for [his/]her own identity'.[80] This correlation is particularly pertinent for artefacts held in museum collections where artefacts are donated by people who inherited them. As Hoskins suggests an artefact can 'become more than simply a "metaphor for the self". It becomes a pivot for reflexivity and introspection, a tool of autobiographic self-discovery, a way of knowing oneself through things'. [81] Objects can also serve as synecdoches, where a part of an artefact stands in for the whole such as a wings from a flight suit or buttons from service dress.

However, an object can also foster emotional attachments: artefacts have long been used by family members as a way to either reconnect with or meet long-dead relatives for the first time.[82] These inalienable artefacts are imbued with meaning and their identity accumulates across generations.[83] Likewise in a museum context, artefacts are the most common way through which we encounter or 'meet' the people whose narratives are embodied within that artefact.

THE EATS ASSEMBLAGE ON DISPLAY

Contemporary social history museums value the narrative attached to an object more than the object.[84] The narrative is intangible and like history, subject to fluctuate. Further, a seemingly insignificant or ephemeral object may be deemed significant by its connection with a person. Take the below object TAM2012.486 as an example. The collar stud is marked '9CT. LIN'. It is of no aesthetic or significant monetary value. What makes it worthy of retention by a museum is that the object belonged to Henry Nicholson. A Temora local, Nicholson enlisted in the RAAF during WWII, became a pilot and undertook his elementary flying training at 10 EFTS, Temora, followed by service

[78] Jody Joy, "Reinvigorating Object Biography: Reproducing the Drama of Object Lives," *World Archaeology* 41, no. 4 (2009): p545.

[79] Steve Gower, *The Australian War Memorial: A Century on from the Vision*, ed. (Mile End, SA: Wakefield Press, 2019), p323. Paul Cornish, "Afterword," in *Beyond the Dead Horizon: Studies in Modern Conflict Archaeology*, ed. Nicholas J. Saunders (Oxford, UK: Owbow Books, 2012), p261. Nicholas J. Saunders, *Trench Art: Materialities and Memories of War*, ed. (Oxford: Berg, 2003), p222.

[80] Hoskins, *Biographical Objects*, p161.

[81] Hoskins, Hoskins, *Biographical Objects*, p198.

[82] Leonard, "Picturing War " p55.

[83] Der and Fernandini, *Archaeology of Entanglement*, p216. Annette B. Weiner, *Inalienable Possessions*, ed. (University of California Press, 1992), p33.

[84] Hooper-Greenhill, *Museums and the Shaping of Knowledge*, p206.

flying training at 5 SFTS, Uranquinty.[85] After WWII Nicholson went on to extend the legacy of EATS through the activities of the Temora Aero Club. TAM2012.486 was donated to Temora Aviation Museum (TAM) along with a large assemblage of items which will be discussed in Chapter 8. Whilst some of these items may be provenanced to the RAAF as issued kit, a significant number of them, including this single collar stud, were civilian in origin but kept by Nicholson amongst his WWII items. From this personal storage association, we may assume they were used by Nicholson during this period.

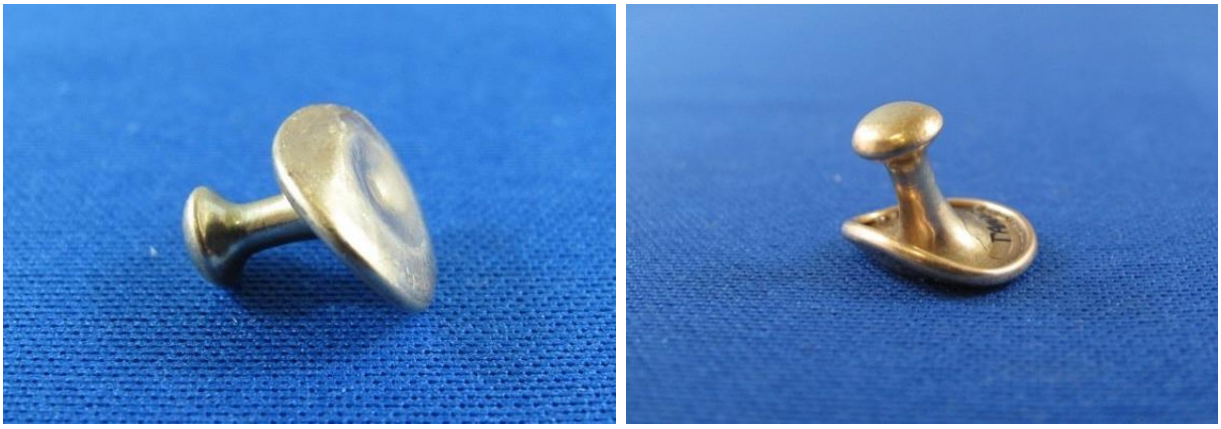

Figure 2.2. *A single collar stud provenanced to Henry (Harry) Nicholson. Was the artefact retained as an aide-memorie for the event that caused its deformity or retained in spite of it?* Temora Aviation Museum, TAM2012.486.[86]

Today objects in social history museums are primarily presented in relation to people. Hopper-Greenhill asserts that the ideas that are attached to an object have become more important than the objects themselves. As such, research has been integrated into the acquisition process ensuring that the stories related to that object are recorded.[87] In Australia this approach is practiced according to *Significance 2.0*, wherein objects are assessed during acquisition according to a set of criteria – historic, artistic or aesthetic, social or spiritual, and scientific or research potential.[88] The intention of this approach is to capture 'the way Australians think and live' in museum collections.[89]

TAM2012.486 is only significant because it is provenanced to Nicholson, however if it had not been kept amongst his WWII items it would not have been accessioned into TAM's collection. Indeed, by being accessioned into the collection, the artefact has been legitimised and endowed with additional

[85] National Archives of Australia: NICHOLSON HENRY ALBERT: Service Number - 413019: Date of birth - 05 Jul 1922: Place of birth - TEMORA NSW: Place of enlistment - SYDNEY: Next of Kin - NICHOLSON HAROLD; A9300; NICHOLSON H A; 5250777.

[86] Anna Williams, "TAM2012.486 – Collar Stud," Temora Aviation Museum, https://ehive.com/collections/3983/objects/142548/cufflink. September 23. 2021.

[87] Hooper-Greenhill, *Museums and the Shaping of Knowledge*, p206.

[88] Roslyn Russell and Kylie Winkworth, *Significance 2.0: A Guide to Assessing the Significance of Museums*, ed. (Rundel Mall, SA: Collections Council of Australia, 2009), p10.

[89] Russell and Winkworth, *Significance 2.0*, pv.

significance.[90] However, the obscurity of the artefact raises questions related to its EATS provenance. Did the collar stud originate from the family jewellery business in Hoskins Street, Temora? Did he wear it when he applied for the RAAF when the Blue Train mobile recruitment centre visited the town? Was it worn when he was in London in attendance at the Australian Leagues Club whilst on leave from No 64 Squadron, RAF?[91] Was it acquired after WWII and worn when he attended the party hosted by the newly formed Temora Aero Club for the remaining personnel of Care and Maintenance Unit Temora, on the occasion of the base's closure in 1947?[92] From a single collar stud, a number of questions arise, however without more specific answers, in an EATS museological context the collar stud would likely require placement alongside Nicholson's other items for context.

Con-Text

Without prior knowledge or explanation, an object is meaningless, 'the tangible can only be understood and interpreted through the intangible'.[93] As Keene asserts, 'objects have no intrinsic meaning'; instead they 'take on whatever persona the viewer or owner projects on them'.[94] Keene goes on to clarify that in 'archives, the objects constitute the meaning: [while] with museum objects, the viewer (or the contextual material) does'.[95] The premise articulated here is that the archival object contains text or textual material – including audio, moving or still footage – that provides the context. Conversely, the object sits alone on a blank canvas, forcing the viewer to impose a context. Hooper-Greenhill asserts that as the viewers in museums are social creatures the meanings that they construct from artefacts are 'influenced by their particular social contexts'.[96] Indeed, to draw upon the Latin origin of *context,* the viewer is compelled to *weave* the *text* around the object.[97] The woven material may be provided by the museum in textual, visual, or multimedia interpretative materials or, by the object being situated amongst other objects. Museum scholar Janet Marstine defines the context or interpretation as framing. Marstine draws upon Jacques Derrida's critique of Immanuel Kant's discussion, describing framing as 'a metaphorical process that creates a vision of the past and future based on contemporary needs'. Furthermore, the frame can create a boundary by both defining and excluding, but it also provides a link between narratives.[98]

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[90] Sharon Macdonald, "Collecting Practices," ed. Sharon Macdonald, *A Companion to Museums Studies* (Blackwell Publishing, 2006). p82.

[91] NAA: A9300, NICHOLSON H A.

[92] "R.A.A.F. Farewelled," *Temora Independent*, 9 July 1947.

[93] Dawson Munjeri, "Tangible and Intangible Heritage: From Difference to Convergence," *Museums International* 56, no. 1-2 (2004): p13. Pearce, *Museum Objects and Collections*, p21.

[94] Keene, *Fragments of the World: Uses of Museum Collections*. p90.

[95] Keen, Keene, *Fragments of the World: Uses of Museum Collections*. p162.

[96] Eilean Hooper-Greenhill, *Museums and the Interpretation of Visual Culture*, ed. (London: Routledge, 2000).

[97] "Collins Contemporary Dictionary: Australia and New Zealand Edition," in *Collins Contemporary Dictionary: Australia and New Zealand Edition*, ed. J.B. Foreman (London and Glasgow: Collins, 1965), p113.

[98] Janet Marstine, *New Museum Theory and Practice: An Introduction*, ed. (Malden, MA: Blackwell Publishing, 2006), p4.

Media theories scholar Wolfgang Ernst declares that the museum is to an object what a frame is to an artwork.[99] It contains the work, providing a boundary to separate what is, and it not, the art. Ernst goes on to suggest that museum objects are fragments and the museum provides the frame to piece those fragments together.[100] Meanwhile museums and heritage scholar Sharon MacDonald reminds us that the mechanisms by which the frame is constructed are generally hidden from public view.[101] Indeed the frame goes beyond the display cabinet, accompanying captions, graphic panels, and audio-visual or interactive interpretative devices – even beyond the exhibition room and building – to encompass the administrative and organisational practices of the museum. Ernst suggests that the frame is the museological process encompassing object administration.[102] In acknowledgement of this schema I suggest that there are additional factors at play here, specifically the lifeworld that the actors, both the museum staff and the visitors, bring to the objects.[103] This concept adds a further fluidity, one that is involved in every aspect of the object's museological biography, from administrative processes to storage, interpretation, exhibition, and the understanding of all of these stages. The artefact becomes entangled in the museum institution.

This thesis seeks to complement the fluidity of history, the impact of the lifeworld upon the object's viewer, and the subjectivity involved in the museological process. As such I incorporate observations of both exhibitions and content, and collection policies and procedures for collecting institutions that are custodians for EATS heritage.

Museum, Memorial and Landscape – The Intangible and the Affective

> Motion is truly the soul and spirit of the machine.[104]

Visitors connect best with the past through experience, both personal and contemporary.[105] The challenge for the museum or heritage site is to create a display that invokes a personal reflection facilitating engagement with the past.[106] This engagement is regulated by their lifeworld, meaning

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[99] Wolfgang Ernst, "Framing the Fragment: Archaeology, Art, Museum," in *The Rhetoric of the Frame: Essays on the Boundaries of the Artwork*, ed. Paul Duro (Cambridge, England: Cambridge University Press, 1996), p114.

[100] Ernst, "Framing the Fragment," p121.

[101] Sharon Macdonald, "Exhibitions of Power and Powers of Exhibition: An Introduction to the Politics of Display," *The Politics of Display: Museums, Science, Culture* (Routledge, 1998), https://ebookcentral-proquest-com.ezproxy1.library.usyd.edu.au/lib/usyd/detail.action?docID=618865. p1.

[102] Ernst, "Framing the Fragment," p116.

[103] Buchanan, "Lifeworld."

[104] John Bowditch, 1991. "Motion: The Soul of the Machine." In *Risks and Rewards: Perspectives on Operating Mechanical Artifacts, Hagley Museum and Library, February 22*, Hagley Museum and Library. Miriam Clavir, *Preserving What is Valued: Museums, Conservation, and First Nations*, ed. (Vancouver: UBC Press, 2002), p62-3.

[105] Jessica Hoare, "The Practice and Potential Heritage Emotion Research: An Experimental Mixed-methods Approach to Investigating Affect and Emotion in a Historic House," *International Journal of Heritage Studies* 26 (2020): p3. Divall, "Transport Museums," p260.

[106] Divall, "Transport Museums," p260.

that a visitor brings with them their previous experiences and present physical, emotional, intellectual and spiritual state, with and through which they interpret the present.[107]

Affect is an emotional impact that is physically palpable.[108] Margaret Wetherell defines affective practice as 'meaning making' that is physically entangled or embodied.[109] Affective practices are employed by museums to elicit an emotional response.[110] In-situ museums and heritage places have an advantage in this regard as the visitor expects to absorb the history by simply being *in place* so visitors can meet 'the thing itself'.[111] However, museums and places that utilise operational 'relics' amplify affect. As heritage interpretation scholar Freeman Tilden asserts, ideal interpretation implies recreating the past, allowing the visitor to indulge in it, and develop a level of intimacy.[112] It is common practice in even the most traditional museums to maintain working examples of their objects. Take for example the familiar feature utilised by house museums and kept in working order for this purpose – the clock. The guides at Sydney Living Museums are charged with winding clocks at the required intervals and resetting the time as required – the clocks thence chime in chorus on the half hour and hour contributing to the affective experience. On a significantly larger scale we find museums that operate industrial exhibits – steam engines, rail, motor cars – and exhibits of relevance specific to this thesis – aircraft.

The airshow is considered as a crucial part of aviation culture 'where aviation from its earliest moments was scripted as spectacle'.[113] Whilst initially employed to promulgate airmindedness, since WWI airshows have been used as recruiting devices for the armed forces, as a means to connect contemporary generations with the experiences of veteran family members, and as 'spectacle' for entertainment.[114] Temora Aviation Museum's (TAM) aircraft are all operational. In addition to flying days held at the Museum, the aircraft participate in local, regional, and national events from ceremonial fly pasts and aerobatic displays, to memorial flights involving veterans.[115] Two of the

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[107] Gönül Bozoğlu, *Museums, Emotion, and Memory Culture: The Politics of the Past in Turkey*, ed. (Abingdon, Oxon: Routeledge, 2020), p7-8. Richard Sandell, "Constructing and Communicating Equality: The Social Agency of Museum Space," ed. Suzanne MaLeod, *Reshaping Museum Space: Architecture, Design, Exhibitions* (Abingdon, Oxon: Routeledge, 2005). pp185-6.

[108] Margaret Wetherell, "Introducing Affect: Lines of Arguement," *Affect and Emotion: A New Social Science Understanding* (ProQuest Ebook Central: SAGE publications, 2012), http://ebookcentral.proquest.com/lib/usyd/detail.action?docID=880800. p2.

[109] Wetherell, "Introducing Affect," p19.

[110] Bozoğlu, *Museums, Emotion, and Memory Culture*, p9–10.

[111] Freeman Tilden, "Principles of Interpretation," in *Cultural Heritage: Critical Concepts in Media and Cultural Studies*, ed. Laurajane Smith (Abingdon: Routledge, 2006), p9.

[112] Tilden, Tilden, "Cultural Heritage," p16.

[113] Matthew Rech and Alison J. Williams, "Researching at Military Airshows," ed. Alison J. Williams, et al., *The Routledge Companion to Military Research Methods* (Routledge, 2016), https://www.routledgehandbooks.com/doi/10.4324/9781315613253.ch21. p281.

[114] Matthew Rech, "A Critical Geopolitics of RAF Recruitment" (Newcastle University, 2012), p114. Adey, *Aerial Life*, p57. Rech and Williams, "Researching at Military Airshows," p277-81. Ian Smith Watson, *The Royal Air Force at Home: The History of RAF Air Displays from 1920*, ed. (Barnsley: Pen & Sword Aviation, 2010), p11.

[115] The *memorial flights* as I have termed them are undertaken as part of the Museums oral history program *Unsung Heroes* the intention being to capture memories past and present through experience. "Poppy Drop Temora Remembrance Day," (ABC Riverina, 2018); "WIN News Riverina: 11 November

aircraft held in the collection, the de Havilland (dH) Tiger Moth A17-691, and Commonwealth Aircraft Corporation (CAC) Wirraway A20-653, are provenanced to the case study EATS schools, 10 EFTS and 5 EFTS respectively.[116] A critical affective component of EATS was the sights, sounds and feelings aroused by aircraft operating from each school. As such, airshows that see EATS aircraft return to the skies offer a form of dynamic and sensorial heritage that evokes elements of the Scheme that cannot otherwise be accessed.

The final approach I have applied in this thesis is the investigation into the interpretation of EATS within the heritage landscape. From memorial and monument, to event and airshow, I have taken an autoethnographic approach to understand the ways that EATS has been memorialised and is commemorated in place through ceremony and affect.

EMPIRE AIR TRAINING SCHEME EXHIBITION: IN PRACTICE

Since 2011 I have been involved with TAM. I was initially hired as Education Coordinator to write syllabus-based education programs for school students however my role expanded to encompass managing the Museum's artefact collection. It is a project that I continue to be involved with as a consultant to this present day. In the latter half of 2019 I had the opportunity to mount the first significant exhibition of the Museum's artefacts. Given that the primary focus of the Museum is the maintenance and display of its collection of operational ex-military aircraft, the artefact collection has evolved passively by donation since the museum opened in 2000.

The aim of the exhibition was to liberate artefacts from storage and create a display that would add value to the existing visitor experience. The artefacts selected for display also needed to relate in some way to the aircraft next to which they were to be exhibited. Although the exhibition was not limited in subject to EATS, due to the nature of TAM's aircraft collection and the site's history, 63% of the artefacts displayed were provenanced to EATS. As previously mentioned, this choice is due to the fact that TAM was established on the site of the former EATS 10 EFTS. Indeed, since it opened to the public the Museum has become a repository for 10 EFTS material culture. In addition to dH Tiger Moth A17-691 and CAC Wirraway A20-653 four other airframes – CAC Boomerang A46-122, Supermarine Spitfire Mk XVI TB863, Supermarine Spitfire Mk VIII A58-758 and Lockheed Hudson A16-112 – were flown during WWII by EATS graduates. Consequently, a significant proportion of the exhibition was occupied by EATS history.

While in Chapter 4 I will detail the history and development of TAM and in Chapters 5 and 6 I will discuss the Museum's artefact collection, my aim in this section is to reflect upon the process of mounting this exhibition. I will address universal curatorial issues and matters pertaining to the portrayal of the history of EATS. By investigating the museology of EATS in this applied manner, my

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Remembrance Day Poppy Drop Temora," (WIN News Riverina, 2018). Keith Webb, "Unsung Heroes Episode 1: 10 EFTS Hardings Country Club," (Temora, NSW: Image Control, 2018).

[116] National Archives of Australia: Central Office Department of Civil Aviation; DH 82 Tiger Moth; MP113/1; VH/PCD; 535467; NAA: A10297, BLOCK 91. NAA: A10297, BLOCK 108.

intention is to intimately understand the strengths and vulnerabilities of EATS material culture, and the challenges associated with the presentation of EATS utilising an existing collection.

Exhibition Rationale – A Flexible Museum

Historically, museums do not easily accommodate flexibility. Typical exhibition spaces adhere to either permanent display or temporary exhibition.[117] Mark O'Neil identifies the contradiction between the permanent display embodying the known truths and the temporary exhibition depicting current research.[118] Acknowledging the shift away from dictatorial pedagogy within museums, O'Neil suggests that museums should work towards,

> abandoning the idea of the permanent display and … [instead build] flexibility into the epistemology on which the brief is built … [thereby enabling museums] to solve the technical problems of evolving displays and free themselves of the monumentalist tendencies …[119]

In 1996 Kelvingrove Art Gallery and Museum, Glasgow embarked upon a £30 million refurbishment that would span 16 years and transform the museum from one focused on encyclopaedic displays of Victorian permanence to an 'object-based, visitor-centred, storytelling museum'.[120] This was accomplished by reconstructing 'the epistemology upon which [the] museum displays [were] based'.[121] Kelvingrove made a shift from taxonomic and chronological groupings to interdisciplinary and thematic artefact-led storytelling, whereby exhibition narratives originated from the exhibited artefacts, as opposed to artefacts 'filling in the gaps with graphics or other media because the relevant collections are missing.'[122] Permanent fixtures were replaced by flexible displays as modular exhibition furniture and fittings were installed that could be 'continually remade through frequent material change' in response to audience request and requirement.[123] The space was designed to allow changes to be made to interpretative text, individual objects or entire exhibition cabinet contents, 'without disrupting narratives within galleries'.[124] The original intention was that eight displays would be altered every year, either completely or in part, with 50% of the exhibitions being changed over a six-year period.[125] However after a few years Kelvingrove management identified that repeat visitors only noticed alteration of large portions of displays. As such the museum decided

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[117] Mark O'Neil, "Essentialism, Adaptation and Justice: Towards a New Epistemology of Museums," *Museum Management and Curatorship* 21, no. 2 (2006): p103.

[118] O'Neil, O'Neil, "Essentialism, adaptation and justice," p103.

[119] O'Neil, O'Neil, "Essentialism, adaptation and justice," p104.

[120] Mark O'Neil, "Kelvingrove: Telling Stories in a Treasures Old/New Museum," *Curator: The Museum Journal* 50, no. 4 (2007): p379,88. Mark O'Neil, "Museums and Identity in Glasgow," *International Journal of Heritage Studies* 12, no. 1 (2006): pp42-5.

[121] O'Neil, "Museums and Identity in Glasgow," p44.

[122] Lawrence Fitzgerald, "Building on Victorian Ideas," ed. Suzanne MacLeod, *Reshaping Museum Space: Architecture, Design, Exhibtions* (Abingdon, Oxon: Routldge, 2005). p138. O'Neil, "Kelvingrove," pp385-6.

[123] Jennie Morgan, "Examining the 'Flexible Museum': Exhibition Process, a Project Approach, and the Creative Element," *museum and society* 11, no. 2 (2013): p160.

[124] Morgan, "Examining the 'Flexible Museum'," p160.

[125] Morgan, "Examining the 'Flexible Museum'," p160. Fitzgerald, "Building on Victorian Ideas," p139.

to mix 'small-scale refreshes, with changing entire galleries and temporary shows.[126] Although on a significantly smaller scale, the TAM artefact exhibition bears similarities to the approach adopted in the redevelopment of Kelvingrove.[127] I will explore these parallels throughout the remainder of this chapter.

Museum exhibitions are typically confined to a designated area within an institution, while TAM's artefact exhibition was dispersed through two separate buildings; the Display Hangar and the Barracks Exhibition Hall (see Figure 2.3 items 12 and 9, respectively).[128] The largest exhibition space is the Display Hangar where the aircraft are stored when they are not undergoing maintenance or engaged in flying operations. The Hangar is, by operational requirement, a flexible space, as aircraft are relocated frequently. As such the artefact exhibition furniture, exhibition mounts and the artefacts displayed in this space need to be able to withstand frequent movement. The exhibition content also has to both complement its dedicated aircraft when present, and function as a standalone exhibit retaining narrative integrity. There are five artefact exhibition cases in the Display Hangar, three of which contained items pertaining to EATS. The aircraft groups were as detailed in Table 2.2.[129]

Table 2.2: Display Hangar Exhibition Cases and Allocated Aircraft[130]

Case	Aircraft	Themes
1	dH Tiger Moth	WWII (training)
2	CAC Wirraway CAC Boomerang	WWII (operations and training) CAC
3	Supermarine Spitfire Mk VIII Supermarine Spitfire Mk XVI Lockheed Hudson	WWII (operations) European Conflict South West Pacific Area
4	dH Vampire T.35 Gloster Meteor F.8 English Electric Canberra	Korean War Vietnam War
5	CAC Sabre Cessna A37 Dragonfly Cessna O-1G Bird Dog Cessna O-2A	Vietnam War

The display cases selected for this space may be likened to glass-topped tables as illustrated in Figure 2.4. The dimensions of the cases, being shallow and narrow, further restricted the types of objects that could be exhibited. Artefacts needed to be both robust enough to withstand transit and small enough to fit. The preliminary object list contained uniform items such as shirts, jackets and

[126] Rob Sharp, "Flexible Thinking," *Museums Journal* (2012): p26. Morgan, "Examining the 'Flexible Museum'," p160, 69.

[127] O'Neil, "Museums and Identity in Glasgow," pp42-3. Sharp, "Flexible Thinking," p26. O'Neil, "Kelvingrove."

[128] Anna Williams, "Frontline Squadrons, Year 9-10 History: Australian Military Aviation & World War II Teachers' Resource Kit: Stage 5," (Temora, NSW: Temora Aviation Museum, 2011).

[129] Two of the five aircraft groups contained artefact groups unrelated to EATS. These artefacts have not been included in statistical analysis.

[130] Gebels, "Temora Aviation Museum Artefact Collection Exhibition Notes for Volunteers – Exhibition A" (unpublished work, 2019), p5.

overalls. However due to concern for object integrity, some of these elements were unable to be displayed – for example, artefact TAM2016.275, a leather flying jacket belonging to No 453 Squadron pilot Flight Sergeant James Lynch.[131] The jacket is made of leather lined with (faux) fur and only fit in the case if folded, putting undue stress on it.[132] Moreover due to its size it would have occupied the majority of the exhibition cabinet and restricted additional content. As such it was omitted from the exhibition.

The second exhibition space was the Barracks Exhibition Hall. This area is the second room visitors enter after admission to the Museum. A pre-existing exhibition cabinet was used in this space (see Figure 2.5). The intention of this display was to introduce visitors to local aviation and RAAF history through artefacts. The display began with artefacts related to Temora's first resident aircraft and pilot, and continued with a discussion of the history of the aerodrome, RAAF, EATS, 10 EFTS, and their legacies. As with the exhibition cases in the Display Hangar, this case placed physical restrictions on the types of artefacts that could be displayed within it. The case was tall, long, and narrow with glass on all sides and three glass shelves. The ideal placement of the case was in the centre of a room. This layout allowed visitors to view the contents from all angles and move about the room without restriction. However, the placement also caused complications for the arrangement of objects within the case. Specifically, there was not a distinct beginning or end to the case. To accommodate this restriction, the 'affective, embodied, and sensory knowledge practice' Jennie Morgan refers to as 'eyeballing' and 'tinkering' were utilised when installing objects and interpretative material.[133]

As at Kelvingrove, the physical design of TAM demanded that the exhibition content was flexible. The desire to showcase a significant proportion of the Museum's artefact collection led to the decision that the artefacts and accompanying interpretation should be rotated. The initial exhibition proposal for TAM included that the exhibition would consist of two sets of content with the potential to expand to three should the size of the collection allow.[134] This accommodated artefact display/rest requirements to conserve object integrity while allowing incorporation of new acquisitions and recent research to be added in the latest instalment.

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[131] National Archives of Australia: LYNCH JAMES HOLBURN: Service Number - 423776: Date of birth - 25 May 1917: Place of birth - TAREE NSW: Place of enlistment - SYDNEY: Next of Kin - LYNCH SHEILA; A9300; LYNCH J H; 5257370; National Archives of Australia: LYNCH, James Holburn - (Flight Sergeant): Service Number - 423776: File type - Casualty - Repatriation: Aircraft - Spitfire MK618: Place - United Kingdom: Date - 24 July 1944; A705; 166/25/178; 1072661.

[132] Rebecca Love, "Leather Bomber Jacket with Faux Fur Lining: TAM2016.275," Temora Aviation Museum, https://my.ehive.com/accounts/3983/objects/685333/leather-bomber-jacket-with-faux-fur-lining 20 July. 2020.

[133] Morgan, "Examining the 'Flexible Museum'," p162, 67.

[134] Anna Gebels; Preliminary Exhbition Proposal: Temora Aviation Museum – Display Hangar. Moveable Heritage Collection.

Figure 2.4. *dH Tiger Moth A17-691 and its display case.* (Photo: Anna Gebels September 2019).

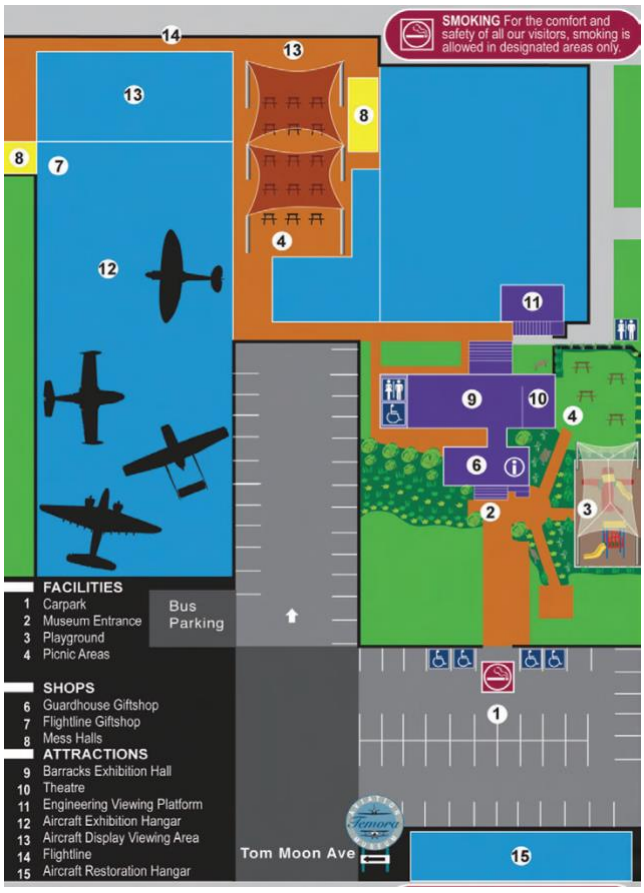


Figure 2.3. *Temora Aviation Museum Facility Map.* (Temora Aviation Museum, 2011).

Figure 2.5. *Barracks exhibition hall display.* (Photo: Anna Williams, September 2019).

Exhibition Content

Museums scholar and practitioner David Dean asserts that museum exhibitions are 'either object-orientated at one extreme, to concept-orientated at the other'.[135] In this instance the intent of the exhibition was to bring objects out of storage and place them on display. However, given my knowledge of the content I was motivated not to replicate existing displays of EATS history and heritage in the museum environment. Specifically, I wanted to exhibit a more representative narrative. While the artefacts would physically drive the narrative, my knowledge of the 'concept' or narrative motivated me to consider the artefacts and the accompanying 'concepts' or narratives that were underrepresented or missing.[136]

My intention was to tell the hitherto untold story, the narrative of the individual who contributed to collective success. This approach was taken to showcase unique or seemingly ordinary items that had been transformed or utilised as part of an extraordinary historical development. I wanted to display a range of artefact types, steering away from the more commonly exhibited artefact categories such as reproduced graphics, heraldry and uniforms. Likewise, I was conscious of incorporating the stories and artefacts of the lesser-collected or donated musterings, so that the exhibition explored more than pilot histories. However, I found this goal challenging because many artefact types were either extremely limited, or absent as illustrated in Figure 2.6. For example, at the time the exhibition was installed there were only three objects in TAM's collection that pertained to the WAAAF, all of which were photographs. Likewise, whilst there was an abundance of objects relating to aircrew, there was a deficiency of representations for ground crew. I will explore this disparity in more detail in Chapter 6.

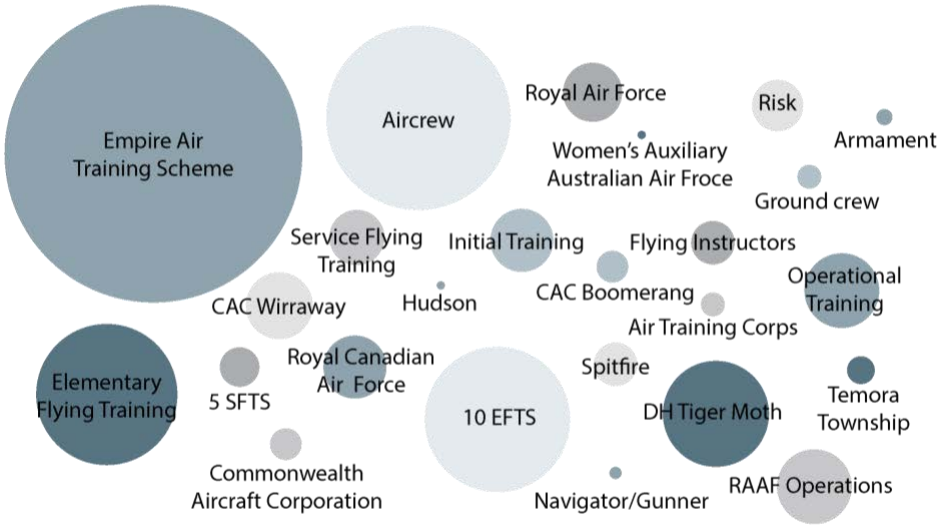


Figure 2.6. *Diagram illustrating the exhibition themes explored. Each circle's diameter is relative to the number of artefacts that are representative the theme.*

[135] David Dean, *Museum Exhibition: Theory and Practice*, ed., e-Library ed. (London and New York: Routledge, 2002).

[136] Preliminary Exhbition Proposal: TAM MHC.

Exhibition Practice

In her discussion of the re-display process at Kelvingrove, Morgan highlighted the importance of physically engaging with the museum artefacts whilst in storage as part of the exhibition process.[137] This practice allows the curator to get a feel for the objects. Macdonald refers to this familiarisation as 'object feel' and 'object love', identifying that it stems from an intellectual intimacy that a curator develops with their speciality and the artefacts of which they are custodian.[138] However throughout this process I was also conscious that the curator needs to develop an intimacy with the exhibition environment, and the circular exchanges between it and the artefacts.

To elaborate, in selecting an object for display, my thought process resembled a cyclical pyramid as illustrated in Figure 2.7. Artefact(s) are representative of at least one story, but more often, they encapsulate multiple narratives.[139] However when the artefact(s) are placed on display, the potential narrative is restricted, sculpted and/or guided by the practical components of the exhibition, Step 2 – the exhibition environment. The environment is inclusive of all physical elements such as the location, exhibition furniture, lighting and exhibition mounts. These components are also influenced and restricted by budget and space. Stage 2 then influences the communication technologies or techniques that are available to be utilised in communicating the narrative – Stage 3. Communication techniques and technologies include elements such as captions, graphics, object mounts, lighting and audio-visuals. Stage 3 then cycles back, impacting upon which artefact should be chosen, which of that artefact's narratives will be told, and how. It is also important to recognise that there is an interaction between the artefacts and their narratives within display. The narrative selected for one display may influence which is selected for the next. The exhibition environment is artificial and creates or imposes relationships upon artefacts that may not have a pre-existing connection.

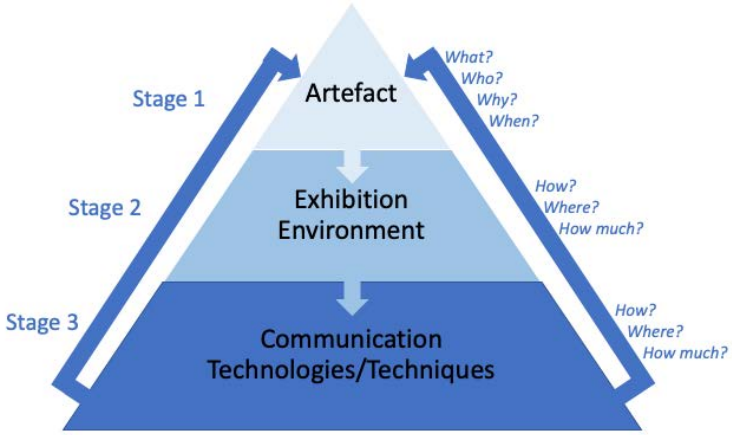


Figure 2.7. *The cyclical nature of the artefact-based exhibition thought process.* (Anna Williams, 2022).

[137] Morgan, "Examining the 'Flexible Museum'," p165.

[138] Morgan, Morgan, "Examining the 'Flexible Museum'," pp166-7. Sharon Macdonald, *Behind the Scenes at the Science Museum*, ed. (Abingdon, Oxon: Routledge, 2002), pp64-5.

[139] Fitzgerald, "Building on Victorian Ideas," p138.

Determining the Narrative

A museum's objective is to provide narrative content:

> The human mind makes sense of the world by telling stories. Everyone is engaged in a constant process of telling and retelling their own story, as they try to assimilate new experiences to previous versions of who they are and how the world works.[140]

The challenge for the museum is to create a narrative that allows the audience to connect their story to the artefacts. This is achieved through stories that

> engage the imagination, intellect, memories and emotions of visitors and can have rich resonances without requiring more detail than is possible in a museum. Stories inspire visitors to bring far more of their own meaning-making capacity to the museum objects and this makes the museum's task easier … Storytelling enables the museum to ask and answer questions about objects in an open-ended rather than a closed way, and to make statements of significance without pre-empting the visitor's own judgement or overwhelming her experience. [141]

For example, the caption that accompanied TAM2016.149, the letter from Flight Sergeant Jim Fairfax to his mother as seen in Figure 2.1, was written to be more evocative than prescriptive. The caption was preceded by interpretation accompanying related artefacts that contained basic biographical information about Fairfax. As discussed, the artefact behind the glass was a handkerchief with a note scrawled on it attached to a bar of soap. The handkerchief and soap are everyday items with which the majority of the audience would be familiar, as they would be with parent/child relationships and letters. By referencing military innovation, my intention was both to engage the imagination and raise eyebrows. However, few would deny the innovation of Fairfax's use of soap, string, and a handkerchief. When combined with a Wirraway it formed a novel means of mail delivery. I will explore this artefact and Fairfax's EATS assemblage in more detail in Chapter 8.

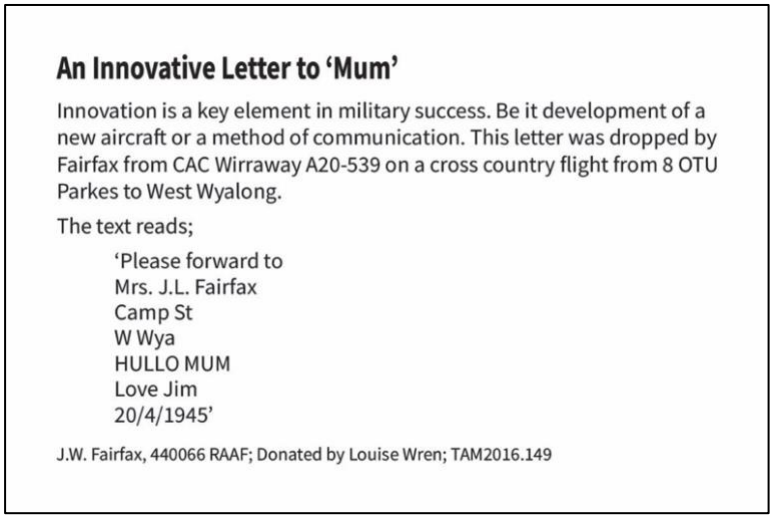


Figure 2.8. *Exhibition caption accompanying TAM2016.149 – Fairfax's letter to his mother.*

[140] O'Neil, "Essentialism, adaptation and justice," p107.
[141] O'Neil, "Essentialism, adaptation and justice," p107.

The Stories – Collective/Thematic or Singular

My intention in this artefact-led exhibition was to create stories through artefact vignettes accompanied by brief textual captions. Wherever possible I wanted the vignettes to be a personal story. When this was not feasible I explored a theme. An example of the latter is TAM2017.115, the original key to the guard house, a building that now poetically forms the entrance to the Museum. As illustrated in Figure 2.9, themes explored in the accompanying caption include 10 EFTS, specifically its closure and disbandment, and the life of the airfield post EATS.

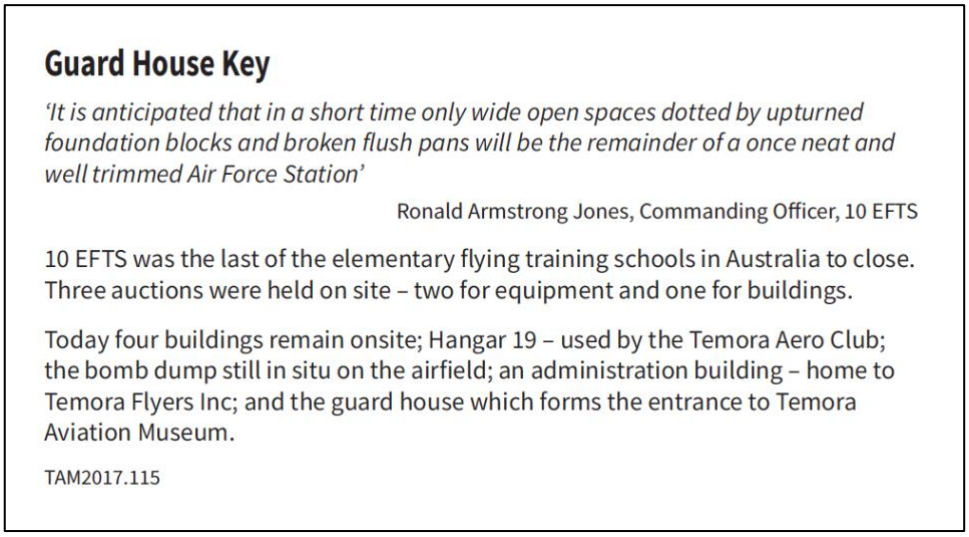


Figure 2.9. *Exhibition caption for the original guard house key.*

A vignette illustrating the story of an individual is typified by the display of artefacts provenanced to Pilot Officer Henry Kelso Dryden and his mother Hannah. Dryden was a Riverina local originating from Ariah Park, a nearby town 20 minutes' drive from Temora. He enlisted in the RAAF in February 1941 aged 25 years, training at Bradfield Park before being sent to Canada to complete training as an air observer. Dryden wrote frequent letters detailing his experiences to Hannah. Unfortunately Dryden was one of many air force personnel killed in training accidents. His RAAF service and EATS experience lasted a little over a year; he was 26 years old when he died.[142] A small number of artefacts was selected to illustrate Dryden's RAAF narrative. In it are signifiers to universal themes of family, relationship, travel and adventure, education, friendship and death.

Dryden's exhibited assemblage consisted of two parts, the first including photographs, letters from Dryden to Hannah, a handkerchief, and two pieces of uniform; an airman's cap badge and identity badge. His letters were kept by Hannah in an envelope she had labelled 'My Boys Letters R.A.A.F.', the number of letters, language, and information contained within, offers insight into the affection

[142] National Archives of Australia: DRYDEN HENRY KELSO: Service Number - 403566: Date of birth - 17 Jan 1916: Place of birth - ARIAH PARK NSW: Place of enlistment - SYDNEY: Next of Kin - DRYDEN H; A9300; DRYDEN H K; 5375843. National Archives of Australia: DRYDEN, Henry Kelso - (Pilot Officer): Service Number - 403566: File type - Casualty - Repatriation: Aircraft - Hudson: Place - Thornably, Yorkshire England: Date - 27 May 1942; A705; 163/28/82; 1054528.

he felt for her. From the condition and the style in which they were kept, alongside additional correspondence between Hannah and the Air Board, we can glean a little of her affection for him.

This first group of artefacts shown in Figure 2.11 and their accompanying caption (Figure 2.10) offers insight into his personality, his experience of training, the excitement of adventure as afforded by EATS, and the emotions evoked by the all-encompassing experience. Three photographs were also included. The first is a portrait allowing us to put a face to the name. The second is an image of Dryden studying in his classroom, drawing attention to the theoretical component of EATS training. The third depicts him with fellow air observers at a train station, gesturing towards both the travel EATS precipitated and the mateship that ensued. The identity disc was an item worn next to his skin, kept on his person until the end, then returned to his family. The handkerchief bearing the RAAF wings, his name and service number is symbolic of the tears shed.

The second group of artefacts and their accompanying caption elaborates upon the theme of the risks associated with aircrew training. The primary artefact selected was the letter to Hannah notifying her of her son's passing and photographs of his grave. The captions and accompanying objects are illustrated in Figure 2.12.

Henry Kelso Dryden – An Ariah Park Local's Training Tragedy
403566 RAAF

Henry Dryden enlisted in the RAAF in February 1941. His initial training was undertaken at Bradfield Park where he was mustered as air observer. In April Dryden embarked for Canada. His letters to his mother recounting the voyage mention brief excursions to Auckland and Suva, and time passed by lessons, bridge and reading.

Dryden remarked that the 'observers course is very hard and we are flat out trying to keep up with things as they go along.' In October 1941, Dryden proceeded to bombing and gunnery school and then air navigation school.

On leave during training he made trips to Niagara Falls and New York and observed that the Canadian landscape 'had to be seen to be believed'. In November 1941 be embarked for the United Kingdom.

Portrait P.O. H.K. Dryden – TAM2014.130
Photograph Classroom Lessons – TAM2014.137
Photograph in Transit – TAM2014.140; H.K. Dryden second from the left
Letters to Mum – TAM2014.113
Airmen Cap Badge – TAM2014.111
Handkerchief – TAM2014.114
Identity Disc – TAM2014.110

Items Donated by Brian Selby

Figure 2.10. *Exhibition caption accompanying an assemblage of artefacts provenanced to Henry Kelson Dryden.*

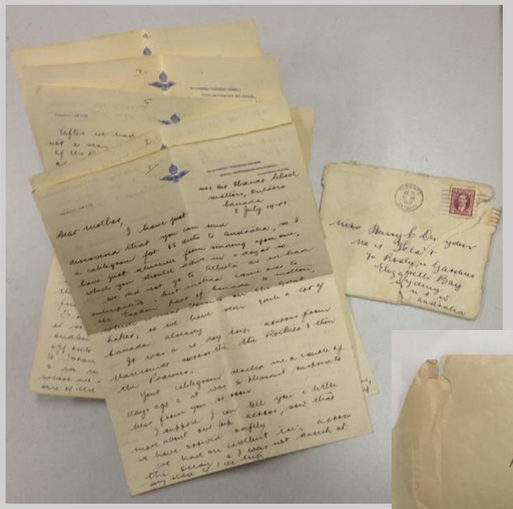


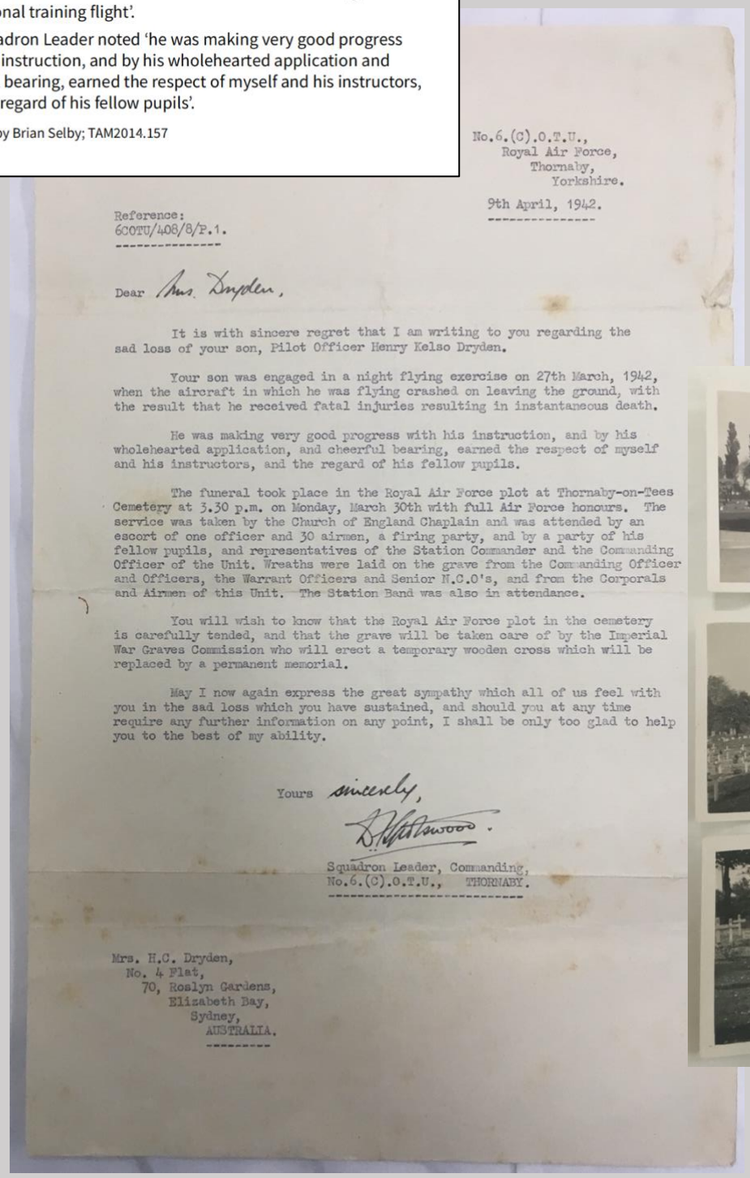
Figure 2.11. Left to right: *TAM2014.130 Portrait of Henry Dryden; TAM2014.137 'Myself in our classroom'; TAM2014.141 AOS personnel in transit; TAM2014.113 envelope and selection of letters to mum; TAM2014.111 Airmen Cap Badge; TAM2014.114 Handkerchief; TAM2014.110 Identity disc.* (Temora Aviation Museum).

'It is with sincere regret…'

Henry K. Dryden was killed on 27 March 1942 at 6 Operational Training Unit Thornaby, Yorkshire, United Kingdom. He was a crew member of a 'Hudson aircraft which crashed while taking off for an operational training flight'.

His Squadron Leader noted 'he was making very good progress with his instruction, and by his wholehearted application and cheerful bearing, earned the respect of myself and his instructors, and the regard of his fellow pupils'.

Donated by Brian Selby; TAM2014.157



No.6.(C).O.T.U.,
Royal Air Force,
Thornaby,
Yorkshire.

9th April, 1942.

Reference:
6COTU/408/8/P.1.

Dear Mrs. Dryden,

It is with sincere regret that I am writing to you regarding the sad loss of your son, Pilot Officer Henry Kelso Dryden.

Your son was engaged in a night flying exercise on 27th March, 1942, when the aircraft in which he was flying crashed on leaving the ground, with the result that he received fatal injuries resulting in instantaneous death.

He was making very good progress with his instruction, and by his wholehearted application, and cheerful bearing, earned the respect of myself and his instructors, and the regard of his fellow pupils.

The funeral took place in the Royal Air Force plot at Thornaby-on-Tees Cemetery at 3.30 p.m. on Monday, March 30th with full Air Force honours. The service was taken by the Church of England Chaplain and was attended by an escort of one officer and 30 airmen, a firing party, and by a party of his fellow pupils, and representatives of the Station Commander and the Commanding Officer of the Unit. Wreaths were laid on the grave from the Commanding Officer and Officers, the Warrant Officers and Senior N.C.O's, and from the Corporals and Airmen of this Unit. The Station Band was also in attendance.

You will wish to know that the Royal Air Force plot in the cemetery is carefully tended, and that the grave will be taken care of by the Imperial War Graves Commission who will erect a temporary wooden cross which will be replaced by a permanent memorial.

May I now again express the great sympathy which all of us feel with you in the sad loss which you have sustained, and should you at any time require any further information on any point, I shall be only too glad to help you to the best of my ability.

Yours sincerely,

Squadron Leader, Commanding,
No.6.(C).O.T.U., THORNABY.

Mrs. H.C. Dryden,
No. 4 Flat,
70, Roslyn Gardens,
Elizabeth Bay,
Sydney,
AUSTRALIA.

Figure 2.12. *Letter from 6 OTU Commanding Officer to Mrs Dryden informing her of the details of her son's death and burial with accompanying photographs. Caption accompanying artefacts above.* TAM2014.157 (Temora Aviation Museum).

Exhibition In Practice – Conclusion

Reflecting upon my past curatorial practice I can identify that the overwhelming majority of exhibitions that I have mounted have been artefact led. Indeed, I acknowledge that until I acquire an intimate and comprehensive knowledge of a collection, I have withheld from mounting an exhibition on the subject. My motivations have been both to avoid repetition or recycling narratives previously told, and to minimise the risk of missing treasures held in storage. This practical foray into mounting an artefact-led exhibition, utilising the museological inheritance of EATS, has again highlighted the value of having an intimate knowledge of the collection. It has also emphasised the importance of identifying the artefact, and thus, the collection's narrative gaps.

As I will explore in subsequent chapters, there were notable gaps in the artefacts available to present a representative account of EATS and 10 EFTS, Temora. Artefacts representative of unique and significant arms of the Australian air force – the WAAAF and RAAF Nursing Service – were deficient or absent entirely. Ground musterings, with the exception of engineering, were also underrepresented. I also observed that the material heritage of EATS held at TAM was dominated by the narrative of the pilot. In subsequent chapters, through detailed exploration of the archival record relating to artefact types and musterings, I shall articulate in detail the artefactual and thus narrative gaps in the museological inheritance of EATS, as preserved and available for presentation at TAM and elsewhere.

Restrictions created by the exhibition environment, specifically size and robustness, saw a bias towards two-dimensional artefacts – specifically photographs or documents – when there wasn't space to exhibit larger artefacts. However, this restriction also saw me reflect on the types of artefacts that had been both retained and then donated, and the popularity of particular artefact types.

In constructing the interpretative materials, I became more aware of the stories that had and had not been passed onto the museum along with the artefact. In some instances, a narrative was apparent through inscription, while others had to be sourced from the artefact's assemblage. The subjectivity of 'object feel', 'object love', and limitations of exhibition space also influenced exhibition layout and content.[143] What also became apparent was my increasing entanglement with artefact and human in the past, present and future as I 'curated' and thus released and restricted narratives to create my own interpretation of EATS through artefacts.

CONCLUSION

What I am seeking through the application of the methods described above, and through practical experience, is to understand how museological practice can both complement and facilitate the fluidity of history whilst acknowledging the impossibilities of impartiality. I have outlined how I shall

[143] Morgan, "Examining the 'Flexible Museum'," pp166-7. Macdonald, *Behind the Scenes at the Science Museum*, pp64-5.

undertake the comparison between the theoretical and actual EATS catalogues by the application of Nomenclature. The method I employ to better understand the practices surrounding collection development with particular emphasis on significance and value has been described. I have also explained the approach by which I examine the museological practices employed by collecting institutions concerning the management and interpretation of EATS heritage. In the next chapter I apply these methods through my first case study, 10 Elementary Flying Training School, Temora.

CHAPTER 3: 10 ELEMENTARY FLYING TRAINING SCHOOL, TEMORA

Total War – such as either of the world wars – involves everyone and leaves an 'impression on the lives of each of us.'[1] It extends beyond the discrete battlefield to encompass the entire landscape, air above, water at lands edge, and the ocean below.[2] Total war involves the social landscape, encompassing the civilian world both as support through supply of goods and workforce, the public spaces and domestic domain. In total war civilians can become recipients of deadly force or the emotional impact of experience, separation and loss. Whilst Australia was a world away from the front-line Australian landscapes – social and physical – were militarised. Australia's involvement in EATS saw Australia's rural towns such as Temora become producers of "war fare".

Temora's prosperity has been closely tied to three types of golden harvests. The first were taken from the land's surface. Agricultural stations were established in the area from the 1830s, producing crops of wheat, canola and golden fleece.[3] In 1869 gold was discovered in the area and the Temora Goldfield was proclaimed in June 1880. With the yield now mined from below, the gold rush saw 20,000 people descend upon the town and with it substantial prosperity.[4] The third golden crop came from the skies above in the form of golden de Havilland (dH) Tiger Moths, painted bright yellow to signify the fledgling skills of their pilots. Temora became known as 'Tiger Country' following the establishment of the No 10 Elementary Flying Training School (10 EFTS).[5]

Archaeologist John Schofield has suggested that conflict archaeology is the archaeology of the ordinary, everywhere, commonplace and everyday and that there are traces of the legacy of war everywhere, [6]

> sometimes subtle and hidden away, sometimes obvious and extreme in their size and form; from the mundane to the truly impressively monumental. It is a global heritage, and it is only at this much broader scale that the character, form and influence of militarism can be truly felt.[7]

In my first case study of Temora, I will explore how its landscapes – physical and social, past and contemporary – have been militarised through involvement in total war. Specifically, I will discuss

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[1] Schofield, *Aftermath*, p3.
[2] Schofield, *Aftermath*, p10.
[3] Temora Centenary Historical Book Committee, *Temora Yesterday and Today 1880–1980*, ed. (Temora, NSW: Temora Centenary Historical Book Committee, 1980; repr., 1992), p26.
[4] Temora Centenary Historical Book Committee, *Temora Yesterday and Today 1880–1980*, pp33-5.
[5] "When Temora was Tiger country (Or How Our Boys Learned to Fly)," *Daily Advertiser*, July 22 1989. https://my.ehive.com/accounts/3983/objects/142271/newspaper-the-daily-advertiser-saturday-july-22-1989
[6] Schofield, *Aftermath*, p3.
[7] Schofield, *Aftermath*, p2.

how the artefacts of EATS were the everyday and ordinary artefacts and how military aviation came to become part of the town's everyday existence.

This chapter examines the relationships that aviation has engendered in Temora and the impressions it has left upon the physical and social landscapes of the town. In detailing the interlinked social and material worlds of Temora aerodrome and township, the aim of this chapter is to evoke the reach of the EATS assemblage that might be represented museologically. I begin by outlining Temora's interactions with early aviation, from its first aviator and airstrip, to aerial incident and accident. I then reveal the desire held by the community to become linked by air and the development the Temora aerodrome. We move next to the aerodrome's acquisition by the Royal Australian Air Force (RAAF) and the establishment of 10 EFTS. Next, I examine the key components of the School's operation, from pilot training, fatalities, relationships with the township, interpersonal relationships, life within the Unit, to the School's disbandment. This discussion will reveal the entanglement of the 10 EFTS with the local community, through relationship, resource, phenomenology and landscape.

Early Aviation in Temora

The pioneer aviators' bread-and-butter practice of 'barnstorming' brought the first aircraft to Temora. In the absence of an airfield, the machines visiting in the 1920s and early 1930s landed on the original racecourse to the east of town.[8] As in all other areas of the country, a visiting aircraft was an exciting and awe-inspiring event.[9] The sound of the engine was an invitation to venture outside and look up. Refuelling, advertising, joy flights, and even political campaigning were all cause for an aircraft to visit town.[10] In February 1920, then National Party member William Holman, hired an aeroplane piloted by renowned aviator Patrick Gordon Taylor, to fly him throughout the region as a campaign stunt. The exercise was two-fold, 'arousing interest in commercial aviation and collecting crowds to hear political addresses'.[11]

Early aviation visits were not always positive. In 1921 a most 'unusual' case was tried at the Temora District Court. The complaint heard was that a Captain Wilson of the Australian Aircraft and Engineering Company flew his aircraft over town so low that it frightened a horse attached to a sulky. The horse bolted, and the plaintiffs – Ivy and Hercules Hunt – were thrown to the ground. The fall resulted in injuries necessitating six weeks medical treatment for which the plaintiffs were

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[8] Bill Speirs, *The Wind in Lonely Places. Narraburra Shire Council 24th November 1906: 31st December 1980: An Appreciation*, ed. (Temora: Narraburra Shire Council, 2006), p149. Michael Landry and Sandra Edwards, "Blue Skies and Dollar Signs: Early Airports and the Promise of Economic Growth," *Journal of Transportation Law, Logistics, and Policy* 81 (2014): p99.

[9] "Air Flights: Avro Machine in Town," *Wyalong Advocate and Mining, Agricultural and Pastoral Gazette*, February 11 1921. "The Last Lap: Ross Smith at Cootamundra: Arrival Witnessed by Thousands," *The Young Wittness and Burrangong Argus*, February 24 1920.

[10] "Novel Electioneering: Mr Holman in an Aeroplane," *Sydney Morning Herald*, 25 February 1920. "In The Air: Old Man's Trip: 80th Birthday," *The Sun*, May 22 1929; "Watch for the Berger Aeroplane," *Farmer and Settler*, 10 September 1920.

[11] "Novel Electioneering."

claiming compensation. Accused of being 'Air Hogs' the unprecedented 'claim for damages through air navigation' was found in favour of the plaintiffs.[12] More distressing though was the crash of the ANEC III 'Lovebird' in Camp Street in 1931.[13] En route from Sydney to Melbourne, at approximately 2pm, as the aircraft passed over town, it 'appeared to lose control, nose-dived and burst into flames.[14] Hundreds of townspeople rushed to assist at the scene, some braving the 'blazing furnace' to extract the pilot, J.A.S. Geddes, but due to the heat they were unable to reach the engineer, Thornton Rust.[15] Medical officers later opined that both men would have died on impact as opposed to in the flames as initially feared.[16]

Temora's first purpose-built airstrip was on the property of Samuel William Hecker who is also credited with being Temora's first resident to own an aircraft. [17] Hecker was the son of Alfred Hecker and Annie Maria Freer. Alfred moved to Temora from South Australia in the late 1890s while Annie was a local from Cootamundra. They married in 1905.[18] The couple were successful farmers known for 'first-class agricultural experience and efficient methods' to create a model farm.[19] In addition to Samuel they had a son called Alfred who shares credit for creating Temora's first airstrip on the family property southwest of the town.[20]

Hecker learnt to fly locally with Air Taxi's Limited who operated a flying school out of Wagga Wagga. Classes were also held in 'outlying towns such as Cootamundra, Temora, and Coolamon.'[21] In June 1931 Hecker purchased the 1928 dH Gipsy Moth, carrying the registration VH-UIH. Describing it as a 'perfectly delicious little Moth' he named the machine *Diana*.[22] Hecker picked up the near-new Gypsy Moth from dH's Australian factory in Mascot. Prior to commencing his homeward journey, in

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[12] ""Air Hogs": Novel Case Decided: Low Flying Aeroplane," *Adelong and Tumut Express and Tumbarumba Post*, 21 October 1921.

[13] Temora Centenary Historical Book Committee, *Temora Yesterday and Today 1880–1980*, pp131-2. ""Southern Cross Midget" at Hecker's paddock. de Havilland DH 50: Temora, NSW," http://archival.sl.nsw.gov.au/Details/archive/110307497 6 November. 2018.

[14] "Two Killed: Fatal Aeroplane Crash: Machine Ablaze: Hundreds Witness Tragedy at Temora," *Newcastle Morning Herald and Miners' Advocate*, 15 July 1931. "Air Tragedy: Terrific Nose Dive: Pilot and Mechanic Killed: Plane in Flames," *Warwick Daily News*, 15 July 1931. "Aeroplane Tragedy at Temora," *Sydney Morning Herald*, 15 July 1931. Temora Centenary Historical Book Committee, *Temora Yesterday and Today 1880–1980*, p196.

[15] Temora Centenary Historical Book Committee, *Temora Yesterday and Today 1880–1980*, pp131-2. ""Southern Cross Midget"".

[16] "Two Killed.".

[17] Speirs, *The Wind in Lonely Places*, p149.

[18] "Wedding: Hecker – Freer," *Cootamundra Herald*, 27 May 1905. "Obituary," *The Advertiser*, 4 April 1929.

[19] "Obituary." "Wheat," *Cootamundra Herald*, 4 October 1905.

[20] Speirs, *The Wind in Lonely Places*, p149.

[21] "Who Wants to Learn to Fly?," *Murrumbidgee Irrigator*, 8 August 1930. "The Aero Pageant: Particulars of Competitors," *Cootamundra Herald* 21 October 1932.

[22] "An Aeroplane for Temora," *Cootamundra Herald*, 8 June 1931; "Flying Moth Home to Temora: Pilot Came Down in Goulburn Paddock," *Daily Telegraph*, 4 June 1931; "Casual Airmen: Plucky Flight," *Goulburn Evening Penny Post*, 4 June 1931. "Casual Airmen." "Sam Hecker Flies Home," *Cootamundra Herald*, 12 June 1931. "Flying Moth Home to Temora."

recognition of the risks associated with his 'new pet', Hecker spent time at dH both practising and working on 'on various planes for the experience'.[23] He remarked that

> it will be no load to carry to be able to do this and that on various [aircraft] parts. I nearly got killed the other day – out of a plane. One of the undercarriage bolts had rusted through and was just holding by a sixteenth of an inch. However, we did not know about it till after. What the eye doesn't see the heart doesn't grieve about! Anyhow, we can't be worried about small things like that.[24]

Hecker was just shy of nine hours solo flying when he departed Mascot for Temora on 3 June 1931.[25] The above statement gives some insight into the confidence demanded by the early aviators. A self-assuredness that worked symbiotically with the inherent flexibility of the early machines. On his homeward journey Hecker had planned a brief stop at Goulburn aerodrome but could not locate it. His only option was to land in a paddock. Near 50 people rushed to the scene having heard that an aircraft had crashed. The pair were soon 'surrounded by a curious crowd [that lasted] until nightfall.'[26] The following day Hecker resumed his flight. On arrival at Temora he circled the town and landed on the airstrip on the family farm.[27]

Hecker and Diana did not stay in Temora long. Although during their residency they did receive Sir Charles Kingsford Smith. This famous aviator undertook joy-flights for the local townspeople from Hecker's airstrip in his aeroplane, the *Southern Cross Midget*, on 3 June 1932.[28] In 1932 Hecker moved to Maryborough, Queensland, where he became a foundation member and president of the Maryborough Aero Club.[29] There Diana and Hecker achieved local celebrity and in 2017 they were immortalised as part of the Maryborough Mural Project.[30]

This narrative may appear unconnected to EATS. However, it is linked by the very nature of aviation. The artefacts of aviation are inherently mobile and the mobility of its artefacts and actants are heightened. By this I mean that the history and provenance of each item is complex and amplified through temporal and spatial relationships as multiple parties can lay claim to the same 'experience' at almost the same time.

The relationships between artefacts are also temporally entangled and Temora's first aircraft, *Diana*, is an example of this entanglement. The machine's previous owner was the aforementioned Captain Taylor who only a few months prior had flown the VH-UIH under the Sydney Harbour Bridge.[31] It was

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[23] "An Aeroplane for Temora."; "Flying Moth Home to Temora."; "Casual Airmen." "Casual Airmen." "Sam Hecker Flies Home." "Flying Moth Home to Temora."

[24] "An Aeroplane for Temora."

[25] "Casual Airmen." "Sam Hecker Flies Home." "Flying Moth Home to Temora."

[26] "Casual Airmen."

[27] "Sam Hecker Flies Home."

[28] TRM- 2008- Stephenson donation- Ticket issued to John (Jack) Stimson in 1932 when he went in a joy flight in the 'Southern Cross' piloted by Sir Charles Kingsford- Smith departing from Hecker's farm.

[29] "Aerial Derby: Miss P. Doyle's Success: Maryborough Pageant," *Brisbane Courier*, 25 July 1932.

[30] "The Aviator: Maryborough Mural Project," https://maryboroughmuralproject.org/the-aviator/. 29/10/2018. 2018.

[31] 28th February - Taylor carried one passenger Mr R. Bedford. "For First Time: 'Planes Fly Under Harbour Bridge'," *Tweed Daily*, 2 March 1931.

the first time an aircraft had flown beneath the bridge. Taylor undertook the stunt as a duet with Reginald Annabel, also at the helm of a Gypsy Moth.[32] This is not the only association a dH 'Moth' provenanced to Temora may be traced to Sydney Harbour, as Temora Aviation Museum's (TAM) dH Tiger Moth A17-691, participated in a significant event in relation to Sydney Harbour which will be discussed in Chapter 5.

Temora Aerodrome

The idea of establishing a permanent aerodrome within Temora Shire was explored by Council from 1935.[33] The intention was to create an aerodrome that was 'capable of accommodating all types of land craft used by civil services in Australia'.[34] In September 1936 the Narraburra Shire and Temora Municipal Councils began investigation into potential locations, initially considering only Crown Land. In 1937 representatives from the Department of Works and Local Government, and the Civil Aviation Branch, visited Temora to assist in identifying the most suitable site.[35] A parcel of land was selected, comprising approximately 200 acres off Bartondale Road, owned by Leslie Donaldson, plus another section held by Philip Marchant.[36] In November 1938 the Councils began discussions with the Department of Works and Local Government regarding acquisition of the land, the agreement being that if the Government covered the cost of construction, the Councils would undertake it.[37] Negotiations resulted in a grant of £15,000 being awarded to cover construction of the aerodrome.[38]

In early 1939 plans began to materialise. Temora was awarded a 20-year loan from the New South Wales (NSW) Government to cover the costs of purchasing the land and 'incidental expenses in connection with the acquisition'.[39] While the long-term objective was to establish an asset for the town with both financial and transport benefits, the short-term aim was to provide work for the increasing number of unemployed men in the region. The 'desire' of the Council was 'to include all unemployed men on the aerodrome' and as such the project was undertaken as a rationed relief work.[40] Construction plans were drawn up by Narraburra Shire Engineer A.R. Dawson to the

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[32] "For First Time."; "Planes Fly Under Sydney Harbour Bridge," *Northern Standard*, 3 March 1931. "Flight Under Bridge: Airmen's Escapade," *Sydney Morning Herald*, March 2 1931.

[33] Temora Aerodrome - Notes for Interview with Chief Property Officer for N.S.Wales, Department of the Interior (Mr. R. Snellfrove) in Sydney on 28th October, 1952. Bundawarrah Centre: Municipality of Temora Archival File – Correspondence – Aerodrome Acquisition 1940- 1953; Local Government XXI; 144; Aerodrome Acquisition 1940- 1953.

[34] "Our Air School," *Temora Independent*, 11 Nov 1940.

[35] "Our Air School."

[36] Bundawarrah Centre: Local Government VIII: 1743: 144.

[37] "Our Air School."

[38] "Our Air School."

[39] Local Government Act, 1919, New South Wales, Debenture. Municipality of Temora Loan of £2,500 Bundawarrah Centre: Local Government VIII: 1743: 144. Bundawarrah Centre: Local Government VIII: 1743: 144. Speirs, *The Wind in Lonely Places*, pp149-50.

[40] 14 February 1939, Town Clerk, Temora to Mr Hayles Bundawarrah Centre: Local Government VIII: 1743: 144. "Temora Aerodrome," *Sydney Morning Herald*, Tuesday 6 June 1939. See also Speirs, *The Wind in Lonely Places*, pp149-50. 3 February 1939 Minister for Works and Local Government to Mr. Dickenson, Parliment House , Sydney Bundawarrah Centre: Local Government VIII: 1743: 144.

specifications of the Civil Aviation Department – now a fully fledged Ministerial appointment, befitting the growing stature of aviation across Australia. Work commenced on 5 June 1939.[41]

A Suitable Location for Flying Training

In late 1938, senior members of the RAAF began a tour of South Australia, North Central Victoria, and the NSW Riverina area in search of a suitable site on which to establish 2 Flying Training School (FTS). In Victoria Echuca was inspected and in South Australia, Adelaide and Gawler. In NSW six towns in the Riverina were considered including Albury, Narrandera, Junee, Wagga Wagga, Temora and Cootamundra.[42] In February 1939 the site at Forest Hill, just outside Wagga Wagga, was selected and confirmed for purchase.[43] The committee considered that the Forest Hill site was superior for its proximity to Wagga Wagga. It provided superior living and social conditions, the aerodrome soil type was more conducive to retaining grass coverage, and the recurring costs 'such as freight, transport … movement of personnel, etc' and water would be less. Further, the topography of the surrounding area, weather and distance from an Armament Training Camp which they proposed would be established at Wyalong, was superior at Wagga Wagga.[44]

The selection of the Forest Hill site was contentious with demands for a commission to inquire into its selection made raising 'Riverina Ire'.[45] The primary complaint was that some locations were inadequately investigated, and the importance of social conditions and housing availability was placed above flying conditions.[46] The principal complainants hailed from Junee. A letter was sent to Temora Council reporting upon 'a largely attended public meeting held … to protest against the location of the Royal Australian Air Force Flying Training School at Wagga Wagga'. The Municipality of Junee requested that Temora Council join with Junee to make representations to the Prime Minister, impressing upon him the gravity of the 'agitation against the injustice done' in the selection of the Forest Hill site.[47] Temora Council's response was 'that it cannot see its way to take any action' pointing 'out that it is not the practice of the Council to deal with matters considered by it to be beyond its province'.[48] Of Junee the *Report on Riverina Towns* mentions that the Committee interviewed Junee's Mayor, Town Clerk, and Shire Engineer, that there were no vacant houses in

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[41] "Our Air School." 26 May 1939 H.E. Street, Under Secretary, Department of Works and Local Government to Town Clerk, Temora Bundawarrah Centre: Local Government VIII: 1743: 144. "Temora Aerodrome." See also Speirs, *The Wind in Lonely Places*, pp149-50.

[42] "NAA: A705, 151/1/254." See also 215/103/142 24 Jan 1940 in 9/4/1946 DWG 42/43/564cNAA: A705, 171/43/2.

[43] NAA: A705, 151/1/254.

[44] "NAA: A705, 151/1/254."

[45] "Was Vital Information Suppressed by Departmental Officers Investigating R.A.F. Site," *The Southern Cross*, 3 July 1939. [Note error 'RAF' in the original document]

[46] "Was Vital Information Suppressed by Departmental Officers Investigating R.A.F. Site."

[47] 5 July 1939, Town Clerk, Junee to Town Clerk, Temora, Bundawarrah Centre: Local Government VIII: 1743: 144.

[48] 26 July 1939, Town Clerk, Temora to Town Clerk, Council Chambers, Junee Bundawarrah Centre: Local Government VIII: 1743: 144.

town, and the rate of construction at nine per annum was too low, thus restricting accommodation for married airmen and their families.[49]

Of the six Riverina towns assessed as potential sites for 2 FTS, four would later host EATS schools, including Narrandera (8 EFTS), Temora (10 EFTS), Cootamundra (1 Air Observers School (AOS) and 2 Recruit Training Depot), and Wagga Wagga (2 Service Flying Training School (SFTS) and 5 Operational Training Unit (OTU)).[50] It is unknown what impact involving the Civil Aviation Department in the site selection and design of Temora's aerodrome had in contributing towards the Air Board's decision to locate an EFTS in Temora.[51] However, as reported in the *Temora Independent*,

> The wisdom of selecting such an excellent site, after thorough investigation, and constructing the aerodrome to the latest specifications, has been fully justified in the Air Board's choice. The establishment of this school will mark another step forward in the very progressive policy of Temora.[52]

Further, as evident in the selection of the Forest Hill site as the location of 2 FTS, the RAAF considered that the social provisions almost as significant as the suitability of the physical landscape to aviation training. As will be discussed in the next section, the social aspects provided by Temora by way of accommodation for married personnel and their families, entertainment, extracurricular activities, and a productive relationship with Council, all contributed to the success of the School.

10 EFTS, TEMORA – 'ONE SMALL COG IN THE EMPIRE AIR TRAINING SCHEME'[53]

As indicated by Junee's 'Ire', hosting a RAAF training school was a lauded position. However, the impact on the hosting community was significant with both positive and potentially negative outcomes.[54] In his study of Scotland's wartime airfields, surveyor Keith Bryers suggests that although air force bases were 'self-contained and the personnel were generally kept busy with their duties' the sheer influx of people to 'rural areas with limited infrastructure inevitably had [a] considerable impact'.[55] These impacts ranged from the installation and upgrades to infrastructure such as roadways, drainage, runways and railways to utilities such as water and electricity. Airfield

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[49] Royal Australian Air Force 'Selection of the New Flying Training Site. Report by a Committee of Investigation', 1938 In National Archives of Australia: Proposed RAAF Flying Training School – location of site – general file – representations for establishment in various centres A705; 151/1/254; 166497. Whilst no connection can be drawn it is interesting to speculate that at the time of the report Junee and Temora were of a similar size and situation, Temora got an EFTS Junee did not. Did the 'agitation' influence this decision? Of the six Riverina towns inspected Albury and Junee were the only one who did not get an EATS school.

[50] See Appendix 4.

[51] 27 April 1939 – Local Government Act 1919. Municipality of Temora – Proposed Special Loan – £2,500 – Purchase of Land for Public Aviation Station. Statement showing reasonable detail ofhte proposed expenditure of the money to be borrowed.Bundawarrah Centre: Local Government VIII: 1743: 144.

[52] "Our Air School."

[53] 11 June 1941, Squadron Leader C.H. Simpson to Mr Williams Town Clerk, TemoraBundawarrah Centre: Local Government VIII: 1743: 144.

[54] "Was Vital Information Suppressed by Departmental Officers Investigating R.A.F. Site."

[55] Keith Bryers, "Scotland's Wartime Airfields: Conflict and Legacy," *Scottish Geographical Journal* 121, no. 1 (2005): p55.

construction also provided employment for local contractors who undertook the works. Similarly, Bryers imparts the impact of increased social activity with personnel accommodation in local hotels or billeting, or provisions for spouses of married personnel. Personnel also assisted in seasonal 'chores on the crofts and farms' and got involved with local entertainments such as sports and social activities.[56] Although the population of the air force units were transitory, there was still opportunity for the cultivation of strong friendships, fraternisation, romance or the odd misdemeanour.[57]

The same can be said of the RAAF schools in Australia. While 10 EFTS may have been but 'one small cog' in what was the largest aircrew training program that the British Commonwealth has ever undertaken, the impact of that cog upon its host town, Temora, is immeasurable.[58] Temora Council actively sought to engage with aviation as a novel industry through investment in its new asset – the aerodrome. Within the space of three years Temora went from having a single privately owned airstrip and aircraft to an aerodrome with three runways developed to military standard, satellite aerodromes, emergency landing strips, and a fleet of dH Tiger Moths. The impact was both physical, as the landscape was militarised to accommodate aircraft and their operators, but perhaps most significantly, social. The Unit saw both an increase in aerial activity and increase in population. Impacts varied from marriages, births, deaths, social events and sporting competitions, to employment, recruitment, the provision of supplies and a legacy of facilities. In this section I detail changes to both the physical and social landscapes brought by 10 EFTS, with an emphasis on those with the potential to shape the museological inheritance of EATS.

An Unofficial Beginning – Cooperation and Correspondence

The investigation into potential locations to situate 2 FTS laid some of the groundwork for what was in essence the militarisation of significant expanses of Australian farmland to facilitate the exponential expansion of the RAAF. As discussed in Chapter 1, during WWII 30 civilian airfields were resumed by the RAAF for training purposes.[59] Temora was one such airfield. From late 1939 the RAAF began observing the progress of works on the Temora aerodrome marked by a visit by junior officers in December.[60]

In January 1940 the RAAF expressed interest in acquiring the aerodrome.[61] From January 1940 correspondence between the RAAF and Temora's Town Clerk, Stanley David Hyde, increased in frequency. Enquiries were made as to the workshop equipment facilities in town and soon followed up with a visit by senior RAAF officers landing in a Douglas aircraft on the 9 January. Their primary concern was the selection of the location for the school's camp.[62] Both the area adjacent to the

[56] Bryers, "Scotland's Wartime Airfields: Conflict and Legacy," pp55-6.

[57] Bryers, "Scotland's Wartime Airfields: Conflict and Legacy," pp55-6.

[58] 11 June 1941, Squadron Leader C.H. Simpson to Mr Williams Town Clerk, TemoraBundawarrah Centre: Local Government VIII: 1743: 144.

[59] Number includes the two airfields under construction by civilian authorities – Temora and Bairnsdale

[60] 13 July 1940, Town Clerk, Temora to H.K. Nock Esq, Parliment House, Canberra Bundawarrah Centre: Local Government VIII: 1743: 144.

[61] "NAA: A705, 151/1/254." See also 215/103/142 24 Jan 1940 in NAA: A705, 171/43/2.

[62] Bundawarrah Centre: Local Government VIII: 1743: 144.

aerodrome and Temora Showground were inspected as potential sites and a survey of the area was commissioned.[63] In February the Department of the Interior became involved in the conversation and discussions included the possibility of an extension of the aerodrome.[64] Correspondence soon became more detailed as the provision of water, electricity, sanitation and garbage services was raised.[65]

However, whilst discussions and supervision of progress continued there was no commitment from the Department of Air that they would locate an air school in Temora. On the 13 July Hyde penned a letter of encouragement on behalf of the Mayor of Temora Peter Meagher to Horace Keyworth Nock, Minister in charge of External Territories, noting that he had

> been directed to inform you that the two councils, those for the Shire and the Municipality, would be most happy to have a flying school established here, and they feel sure the citizens generally would co-operate in the entertainment of and for the comfort of the officers and trainees.[66]

The response was appreciative but noncommittal and a reply followed from the Minister for Air, James Fairbairn, to offer thanks for the 'promise of co-operation in the event of a school being established'.[67] Meanwhile observations of construction progress continued and soon after came a request to obtain a plan of the aerodrome, suggestions for aerodrome extension, open cuts, the erection of windsocks and ground markers, and removal of telegraph lines.[68]

In August, with no confirmation that a school was to be established in Temora, the frequent enquiries from the RAAF continued to arouse suspicion and likely some excitement precipitating an exchange of correspondence between Temora Council, local members of parliament and the Air Ministry.[69] With funding soon to run out, Hyde sent notification of such to the RAAF.[70] The reply covertly illuminated the RAAFs intentions for the site.[71]

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[63] 8 February 1940, Town Clerk Temora to Director General of Works, Department of the Interior Bundawarrah Centre: Local Government VIII: 1743: 144. Recieved telegram to Temora Town Clerk from Air Force Sydney. Ibid 9 April 1940, W.A. Pike, Registered Surveyor to F.M. Johnston Esq, Property Officer, Department of the Interior NAA: A705, 171/43/2.

[64] 8 February 1940, Town Clerk Temora to Director General of Works, Department of the Interior Bundawarrah Centre: Local Government VIII: 1743: 144.

[65] 8 February 1940, Town Clerk Temora to Director General of Works, Department of the Interior Bundawarrah Centre: Local Government VIII: 1743: 144.

[66] 13 July 1940, Town Clerk, Temora to H.K.Nock Esq. M.H.R., Parliment House Canberra.Bundawarrah Centre: Local Government VIII: 1743: 144.

[67] 19 July 1940, J.V. Fairbairn to Hon H.K. Knock, M.P. Commonwealth Officers, Sydney Bundawarrah Centre: Local Government VIII: 1743: 144.

[68] 26 July 1940, Town Clerk, Temora to Flt. Lt. Hammond, RAAF Cootamundra Bundawarrah Centre: Local Government VIII: 1743: 144.

[69] 8 August 1940, H.K. Nock, Minister in charge of External Territories to Mr. Meagher , 28 August 1940, A.W. Fadden, Minister for Air to T.J. Collins, M.P. Bundawarrah Centre: Local Government VIII: 1743: 144.

[70] 29 August 1940, Stanley Hyde, Shire Clerk to Flt Lt. Dowling, RAAF Works and Buildings National Archives of Australia: DWB [Director of Works and Buildings] - RAAF Temora NSW - Aerodrome works; A705; 171/43/2; 3286502.

[71] 2 September 1940, [Department of Works] to Temora Shire Clerk NAA: A705, 171/43/2.

Hyde continued to keep the Department of Air abreast of works deemed relevant such as the lowering and rerouting of telegraph lines underground and felling of trees in areas adjacent to the aerodrome.[72] In October tenders were called for prospective contractors to undertake the construction of an Air Force school camp area and applicants contacted the Council directly for details of local suppliers of construction materials.[73]

Finally on 11 November 1940 an article was published in the *Temora Independent* stating that 'Temora had been selected as a site for an Elementary Flying Training School under the Empire Air Training Scheme'. The article cited a letter received by Joseph Langtry, Member for Riverina from John McEwen, Minister for Air, officially confirming that an EFTS would be located in Temora.[74] The article was Council's long-awaited confirmation – although perhaps not communicated in the manner they had desired.[75]

On Thursday 14 November Hyde sent Langtry a letter informing him of what Council had 'learned from the local press' and requested that he 'would convey to the Minister its thanks for the information'. Moreover, to request that he

> inform the Minister the citizens of Temora and the Shire of Narraburra will be happy to co-operate with the Commanding Officer in a practicable manner to assist in the comfort and entertainment of the trainees and personnel of the School when established. In this matter it would be helpful if early contact with the C.O. could be arranged.[76]

For the duration of the construction of 10 EFTS camp area the Council made its works plant available for use by the Department of Works and Local Government.[77] The Council also made its typists available during the first few months to assist in setting up the school's administrative organisation. The Commanding Officer, Colin Hamilton Simpson, commented that,

> Your action was all the more helpful in view of the very important work which this school has to carry out, as one small cog in the Empire Air Training Scheme.[78]

During the Unit's operation, the Council also extended street lighting, surfaced the road to the aerodrome and constructed a new footpath, including lighting, in a section of Kitchener Road to

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[72] 7 September 1940 H.A.Mann for Director General of Civil Aviation to Narraburra Shire Council Clerk NAA: A705, 171/43/2.

[73] 17 October 1940, Alfred Stubbs, John Stubbs & Sons Pty Ltd to Town Clerk, Temora Bundawarrah Centre: Local Government VIII: 1743: 144.

[74] "Official Statement on Temora Air School By Minister for Air. Training To Commence In May, 1941," *Temora Independent*, 11 November 1940; "Our Air School."

[75] 14 November 1940, Town Clerk, Temora to J.I. Langtry, M.H.R., Bundawarrah Centre: Local Government VIII: 1743: 144.

[76] 14 November 1940, Town Clerk, Temora to J.I. Langtry. M.H.R. Bundawarrah Centre: Local Government VIII: 1743: 144.

[77] Bundawarrah Centre: Local Government VIII: 1743: 144.

[78] 11 June 1941, Squadron Leader C.H. Simpson to Mr Williams Town Clerk, Temora Bundawarrah Centre: Local Government VIII: 1743: 144.

facilitate pedestrian access to and from the Unit.[79] Furthermore, for the duration of the RAAF's occupation of the site, the Council made 'no claim for compensation' being 'influenced by its desire to assist the Government in the War effort.'[80] In 1941 the Narraburra Shire Council made a donation to Temora Shire Council of a sum equal to the annual rates paid to the Shire on the Temora Aerodrome in view of waiving any charge to the Government for 10 EFTS' occupation.[81]

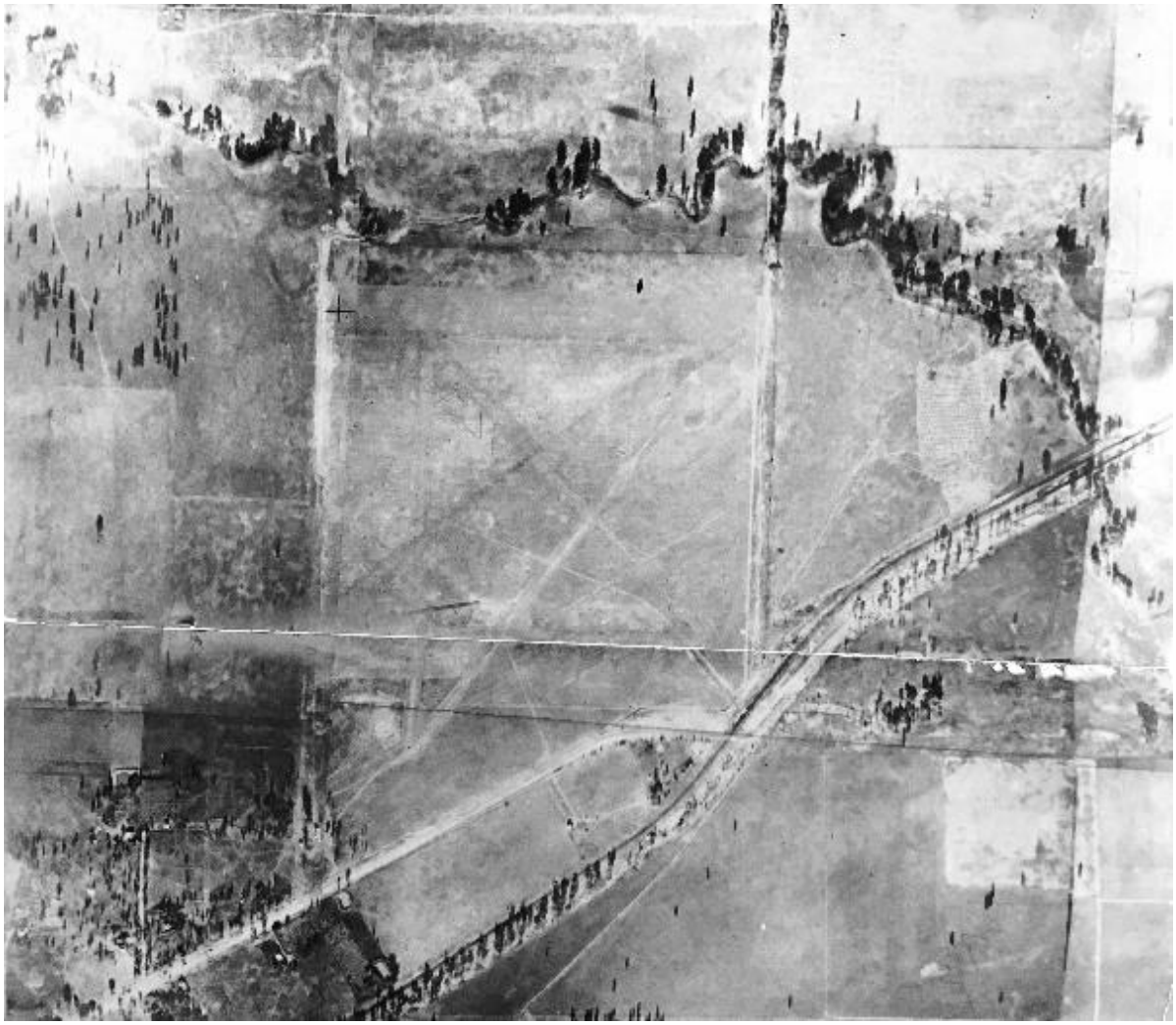

Figure 3.1. *The newly constructed Temora Aerodrome, January 1941. The runways are in the centre of the image. The railway borders the bottom right corner and visible in the bottom left were the pre-existing houses which would be replaced by the 10 EFTS camp area.*[82]

[79] 29/7/1941, A Percival, Surveyor-General to The Works Director (Air Services) National Archives of Australia: DWB [Director of Works and Buildings] - Property - Temora NSW - Aerodrome - Acquisition of sites; A705; 171/43/11; 3286539. Bundawarrah Centre: Local Government VIII: 1743: 144.

[80] Bundawarrah Centre: Local Government VIII: 1743: 144. Municipality of Temora Archival File – Local Government – VII I – 144 – Temora Aerodrome. "Temora Aerodrome: Council Representations to Retain Area," *Temora Independent*, 17 December 1946.

[81] 28 May 1941– Stanley D. Hyde, Narraburra Shire Clerk to Town Clerk, Temora Shire Council.Bundawarrah Centre: Local Government VIII: 1743: 144.

[82] 21 January 1941, 1AOS, Cootamundra to Air Marshall Williams, Air Board, Melbourne NAA: A705, 171/43/2.

The RAAF Moves In

When the RAAF arrived in January 1941 they began to militarise the landscape, engineering the topography for the three-dimensional needs of aircraft.[83] Changes to the natural and built landscape were significant. The use of the aerodrome by trainee military pilots demanded an increase in the restrictions placed upon it. The requirement for a finished landing area surface was that a '30-cwt car may be driven … at a speed of 35 miles per hour without undue discomfort to passengers'.[84] Modifications were made to decrease the potential for incident and accident.

To prepare the primary aerodrome, timber surrounding the grass-surfaced landing area was felled or lopped to give a clear approach, including trees on neighbouring properties.[85] Most telephone and power lines were rerouted underground and any poles remaining were painted with rings of alternating white and orange, making them more visible to pilots from the air.[86] The aerodrome landing area was fertilised and reseeded, drainage improved and the taxiway graded.[87] Access roads were also resurfaced or gravelled to minimise dust.[88] The landing area to the west and south was extended and the north-south runway was lengthened. Taxiways and tarmac were constructed, as was a camp area comprising over 148 built features (see Figure 3.2).[89] Maintenance of the landscape, particularly grass coverage, was a constant concern with frequent inspection and advice provided to the RAAF by the Chief Agrologist, Department of Agriculture. The Department was assisted by the manager of Experiment Farm, Temora who supervised local works.[90]

Transformation of the landscape was not restricted to the main aerodrome. In order to accommodate the density of aircraft required by an EATS EFTS, the township of Temora was essentially encircled by airfields with the addition of the satellite and emergency landing grounds (see Figure 3.3). This saw the township earn the name 'Tiger Country' as its aerial space became occupied by the Moths that circled, overhead exposing civilians to ever increasing sights and sounds of military aircraft.[91] The previously pastoral community was transformed through the affective occupation and militarisation of its airspace.

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[83] Woodward, "Military Landscapes." p46. NAA 171/43/1 Alderman P.J. Meagher, Mayor of Temora 21 September 1942 Temora Aerodrome in NAA: A705, 171/43/2.

[84] National Archives of Australia: Air Board Agenda 3042 (RAAF) - Provision of buildings and services for No. 10 Elementary Flying Training School at Temora; A14487; 16/AB/3042; 24379979.

[85] 171/43/2 and 2806/1/W(A) 12 June 1941 in NAA: A705, 171/43/2.

[86] 171/43/2 RAAF 10EFTS Temora NSW Aerodrome Approaches. DWB in NAA: A705, 171/43/2.

[87] 171/43/2 62730 26 Aug 1941, 18/8/1941 Inspection Report Directorate of Works and Buildings, 7/1/1169 12 September 1941 RAAF Station Temora : Grass in in NAA: A705, 171/43/2.

[88] NAA: A705, 171/43/2.

[89] 16/6/1949 Director of Works and Buildings to The Divisional Property Inspector, RAAF National Archives of Australia: DWB [Director of Works and Buildings] - Temora NSW - Aerodrome - Hiring of site; A705; 171/43/9; 3286503. NAA: A705, 171/43/2.

[90] 24 February 1942, JNW:ECS, Chief Agrologist, Department of Agriculture to Department of Air RE RAAF Station, Temora NAA: A705, 171/43/2.

[91] "When Temora was Tiger country (Or How Our Boys Learned to Fly)."

Satellite and emergency landing grounds were essentially cleared paddocks.[92] However as with the main aerodrome, they had to be altered to meet RAAF requirements with the felling or lopping of trees, removal of fencing, grading, and specific seeding of grassed areas.[93] In addition to the alteration of the landscape, built structures such as flight huts were constructed and telephone facilities were installed.[94] Compensation was also paid to the owners of landing grounds given their diversion from agricultural use.[95] Additional fees were paid if alterations were made such as tree or fence removal, although

> usually the landholders concerned are public spirited enough not to demand compensation, but in some special cases, a small amount of compensation may be justified, though, naturally, this is to be avoided if possible, in order not to create an undesirable precedent.[96]

There were initially two satellite aerodromes in Temora. 'Pinevale' (A Flight) on the property of George Donaldson and 'Pucawan' (C Flight) on the property 'Linton South' owned by Joseph Murphy.[97] In March 1942 Squadron Leader A.E. Robinson (RAF) visited 10 EFTS in connection with selecting two additional satellite airfields.[98] In April the additional new fields were confirmed on the property of JD Raines (B Flight), Young Road and J Brown (D Flight), Junee Road.[99] The growth in satellite airfields corresponded to the increase in strength of 10 EFTS to 1½ strength school with the arrival of trainees following the closure of 12 EFTS, Lowood in March 1942, followed by a further increase to 1¾ strength school on 29 April 1942.[100]

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[92] Leahy, "Airfields of the Commonwealth," p863.

[93] 27/3/1942 CO 10 EFTS to Secretary Air Board, Vicotria Barracs, ABO A202/1941 Possession of Land for Defence Purposes. Requistion for Hiring of Property. NAA: A705, 171/43/9; 3286503.

[94] National Archives of Australia: DWB [Director of Works and Buildings] - RAAF Temora NSW - Disposal of surplus - Telephone installations; A705; 171/112/32; 3304315.

[95] 6/7/45 Cost Accounting – RAAF Stations– No 10 EFTS, Temora. RAAF Property No 248 NAA: A705, 171/43/9; 3286503.

[96] 171/43/2 Memorandum for THe Works Director, Department of the Interior. RAAF No. 10 EFTS, Temora NSW: Aerodrome- Approaches. 28 March 1941.NAA: A705, 171/43/2.

[97] "Official Statement on Temora Air School By Minister for Air."

[98] 24/3/42 National Archives of Australia: R.A.A.F. Unit History sheets (Form A50) [Operations Record Book - Forms A50 and A51] Elementary Flying Training School 8 to 10, Sep 40 - Dec 40. Volume also includes CMU [Care and Maintenance Unit] Temora; A9186; 390; 1359983.

[99] 16 April 1942 from Director of Works and Buildings, AMOE to Headquarters RAAF No 2 Training Group RE T.503/42 Visit to training units by W/CDR Carr NAA: A705, 171/43/2.

[100] 16 April 1942 from Director of Works and Buildings, AMOE to Headquarters RAAF No 2 Training Group RE T.503/42 Visit to training units by W/CDR CarrNAA: A705, 171/43/2. 29 April 1942 Unit History Sheet 12 NAA: A9186, 390.

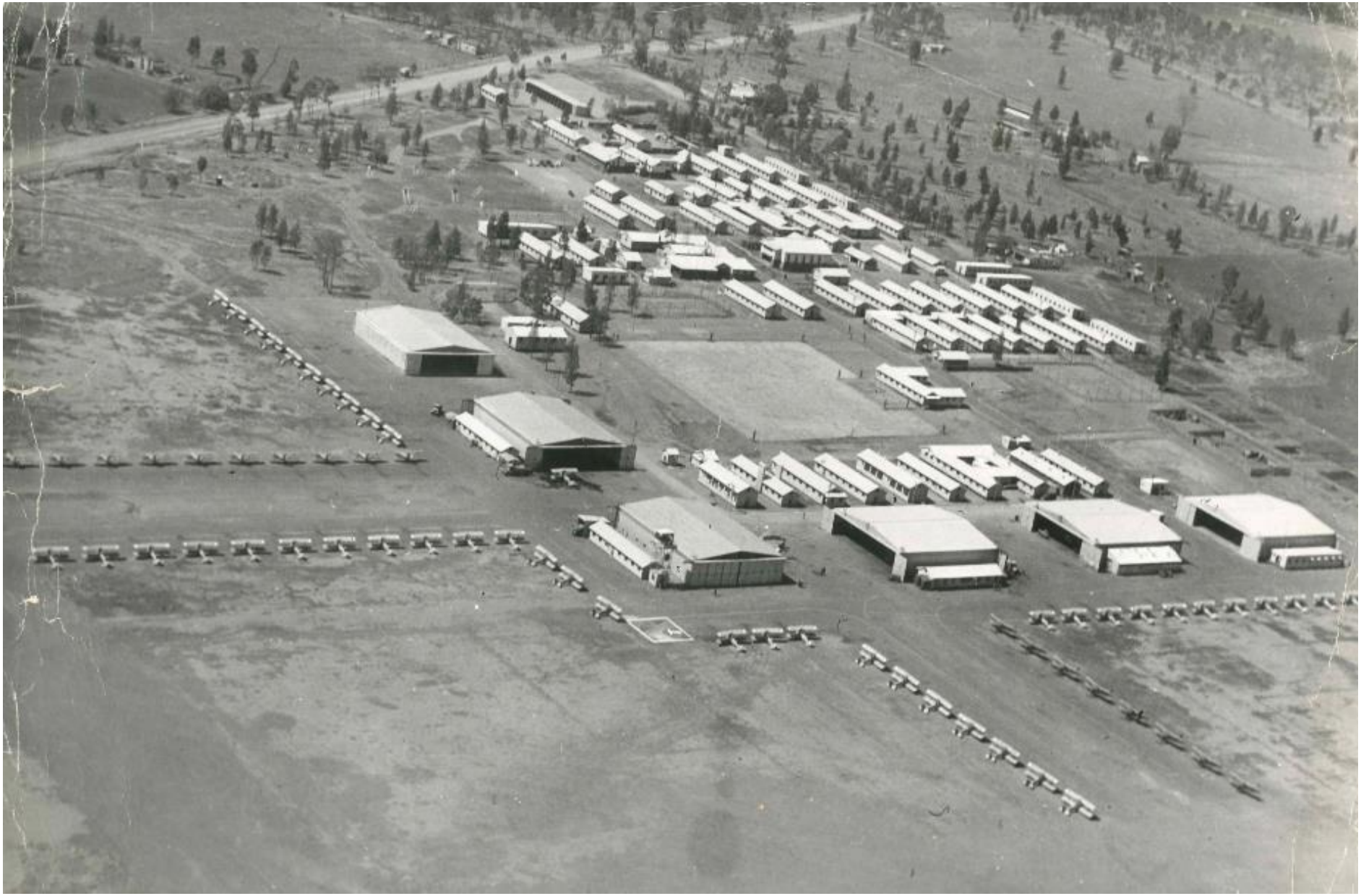

Figure 3.2. *Aerial Photograph of 10 EFTS, Temora. The image shows the School's line up of 67 Tiger Moths. The image was taken by Ted Hood who was airborne in an additional dH Tiger Moth A17-111, piloted by Selwin Woolcock, 9 May 1945.* (Photo: Ted Hood. Temora Aviation Museum, TAM2015.218).

Figure 3.3. *10 EFTS Temora and Environs map. 10 EFTS was located to the northeast of town a few minutes' drive from the main street – Hoskins Street. The legends in the top right and top left of the image demarcate satellite airfields and low flying areas – A, B, C, and D – which encircled the town. Involvement in EATS saw Temora's aerodromes grow in number from one to four.* (Temora Aviation Museum, TAM2014.175).

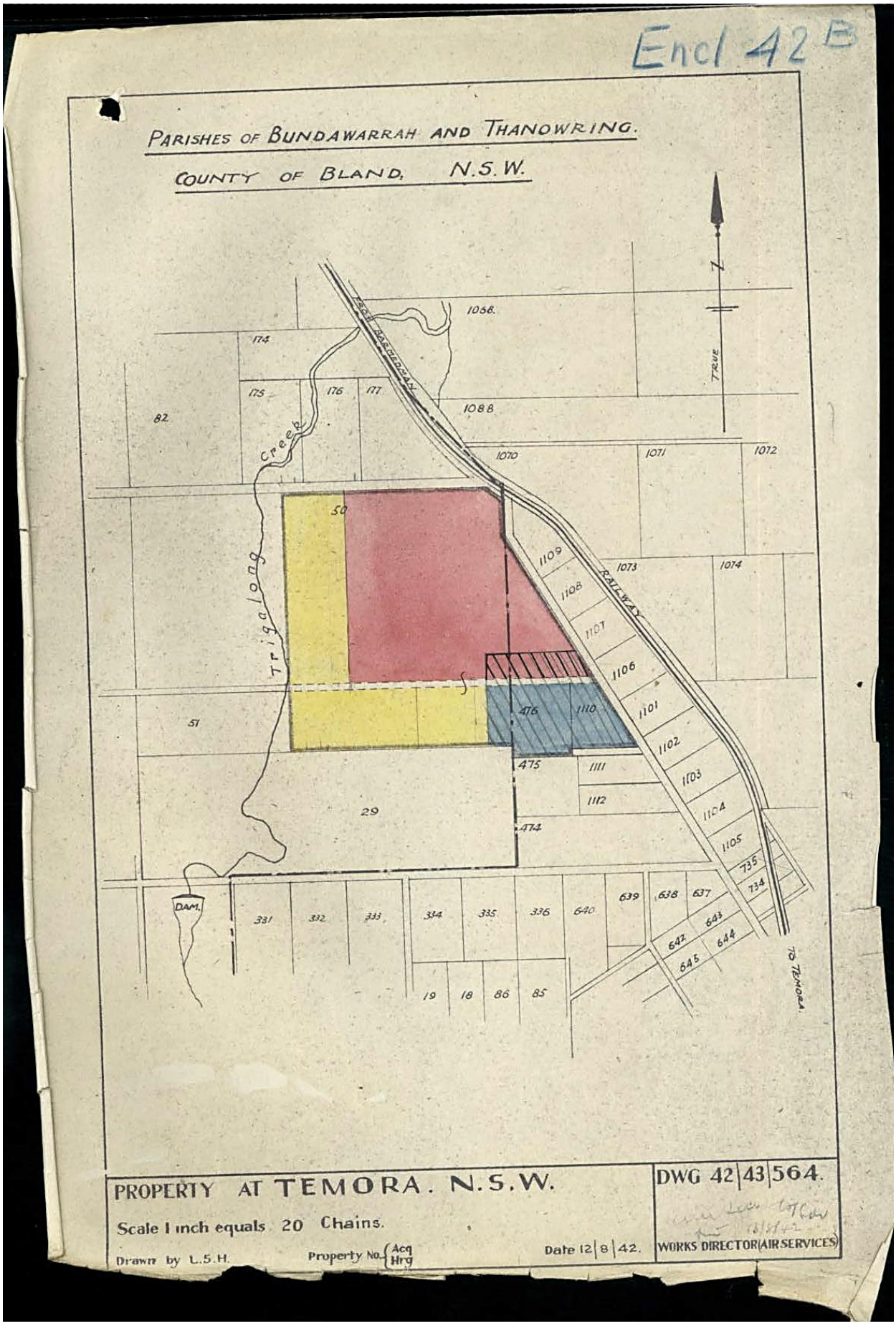

Figure 3.4. *Location of 10 EFTS, Temora showing ownership of land resumed by the RAAF including municipal land* (red)*, property of Hall* (1110) *and Eccleston* (476) (blue)*, and Donaldson* (yellow). (NAA; A705, 171/43/11; 3286539).

Camp Area by Resumption

The integration of the town's fabric into the establishment and operation of 10 EFTS did not stop there. In addition to the Council's 208 acres, an additional 114 acres were resumed under the National Security (General) Regulation 54 from the adjoining properties of Leslie Donaldson, Alice Hall, and Samuel H Eccleston as shown in Figure 3.4.[101] Acquisition of the land was required to accommodate the School's camp area. Two of the three properties possessed cottages that were permanent residences, that of Hall and Eccelston.[102] Both parties, being over the age of 70 years, purported to have earnt a living from the use of their properties, including the running of livestock and the sale of fruit and small crops.[103] The cottages and outbuildings were demolished in addition to gardens, and ornamental trees, over 200 fruit trees were pulled out.[104] The dam on Hall's property was also filled in.[105] The residents relocation, in conjunction with the loss of income caused considerable upset and induced a letter from the Mayor of Temora to the Federal Member, Joe Langtry, requesting increased compensation.[106] Whist the township was sincerely supportive of the war effort and keen to provide every assistance to the establishment of 10 EFTS, they were firm in their commitment to the welfare of their existing residents.

Archaeologist Jeremy Lake has suggested that the requirements of airbases were unique in balancing the demands of the human element – domestic and administrative requirements – with the demands of the 'technology-based service' – aircraft.[107] Technical areas comprised runways, tarmac and landscape features to accommodate arrival, departure, storage, and maintenance of aircraft. Paired with these were buildings such as hangars, control towers, fuel and equipment storage.[108] Higher-risk areas included provisions for ammunitions, including test butts against which machine guns were fired to check their operation and accuracy.[109] Camp design was a manifestation of the requirements of military life, taking into consideration 'social order and corps discipline' and

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[101] Maslin, *Wings Over Temora*, p11. NAA: A705, 171/43/9; 3286503. NAA: A705, 171/43/1; 3286539. 23/12/1940, Australian Military Forces Hirings Service Requisition for Property, 10 EFTS NAA: A705, 171/43/9; 3286503.

[102] 5/12/1940 A Percival, Surveyor-General and Chief Property Officer to CA Hoy Director- General of Works, Department of the Interior NAA: A705, 171/43/9; 3286503.

[103] 103/41 A Percival, Surveyor-General to The Works Director (Air Services) NAA: A705, 171/43/1; 3286539. 29/1/1941 Director of Works and Buildings to the Director of Hirings, Victoria Barracks NAA: A705, 171/43/9; 3286503.

[104] 10/3/1941 A. Percival, Surveyor-General to The Works Director (Air Services)NAA: A705, 171/43/1; 3286539.

[105] 7/11/1941 Alice Hall to Commanding Officer, Royal Australian Air Force NAA: A705, 171/43/9; 3286503. NAA: A14487, 16/AB/3042.

[106] 15/4/1941 PF Meaghter to JH Langtry MHR Esq, parliment House, Canberra NAA: A705, 171/43/9; 3286503. 21 Jan 1942 171/43/9 Request for Supplies for Royal Australian Air Force NAA: A705, 171/43/9; 3286503.

[107] Lake, "Historic Airfields," p175.

[108] Lake, Jeremy and Paul Francis. "Thematic Reviews: Military Aviation Sites and Structures." In English Heritage, "Monuments of War: The Evaluation, Recording and Management of Twentieth-Century Military Sites," ed. John Schofield (London1998). p13.

[109] GML Heritage, "RAAF Bases Thematic Study: Report Prepared for the Department of Defence," (Canberra 2015), p6.

domestic and administrative provisions.[110] These elements have persisted as characteristics of air bases to the present day.[111]

The 10 EFTS camp was comprised primarily of the standard WWII RAAF buildings, the majority of which were prefabricated to allow for expediated construction timelines.[112] As mentioned previously the camp area of 10 EFTS incorporated over 148 built features from guard house, post office and headquarters; to accommodations, ablutions and lavatories; to canteens, vegetable store, cook houses, butcher shop, cool rooms, dishwashing annex, and messing facilities. There were stores for rations, equipment and clothing, and a clean straw room from which personnel had to fill their own paillasse. For flying operations and training there was a parade ground, navigation lecture room and a hut for the Link Trainer (an early form of flight simulator). For the maintenance of aircraft six Bellman Hangars were erected, along with a carpenters shop, workshop and technical workshop. There were also facilities for the maintenance of motor vehicles, a carpark and car wash. The provision of fuel entailed a shed and underground petrol tanks, while the disposal of waste incorporated an incinerator, yard and shed. For recreation there was the gymnasium including picture theatre, recreation huts, paved sports areas, football ground and sports oval (see Appendix 5). There were also a couple of structures unique to 10 EFTS such the rustically built Summer House that was positioned adjacent to the Gymnasium (see Figure 3.5). It contained a three-tiered fountain, a welcome relief on the hot dry summer days.[113] There were also flower and vegetable gardens, and unique and unofficial signage (Figure 3.6). These non-military features of the camp were a domestic addition – spaces that like the unauthorised artefacts existed to provide comfort in residents day-to-day existence. While the signage was the artists interpretation of the perceived culture of the School, a comment on the encroachment of military activities upon civilian space, the 'bother' caused by low flying aircraft, or the unsavoury antics of trainees.

[110] Lake, "Historic Airfields," p175.

[111] GML Heritage, "RAAF Bases Thematic Study," pi.

[112] NAA: A14487, 16/AB/3042.

[113] Maslin, *Wings Over Temora*, p27-30. 171/43/2 RAAF 10EFTS Temora NSW Aerodrome Approaches. DWB in NAA: A705, 171/43/2. NAA: A705, 171/43/2. National Archives of Australia: RAAF Directorate of Works and Buildings, Engineer Intelligence Section. No. 10 EFTS [Elementary Flying Training Training School] at Temora, NSW; A9716; 1320; 4029967.

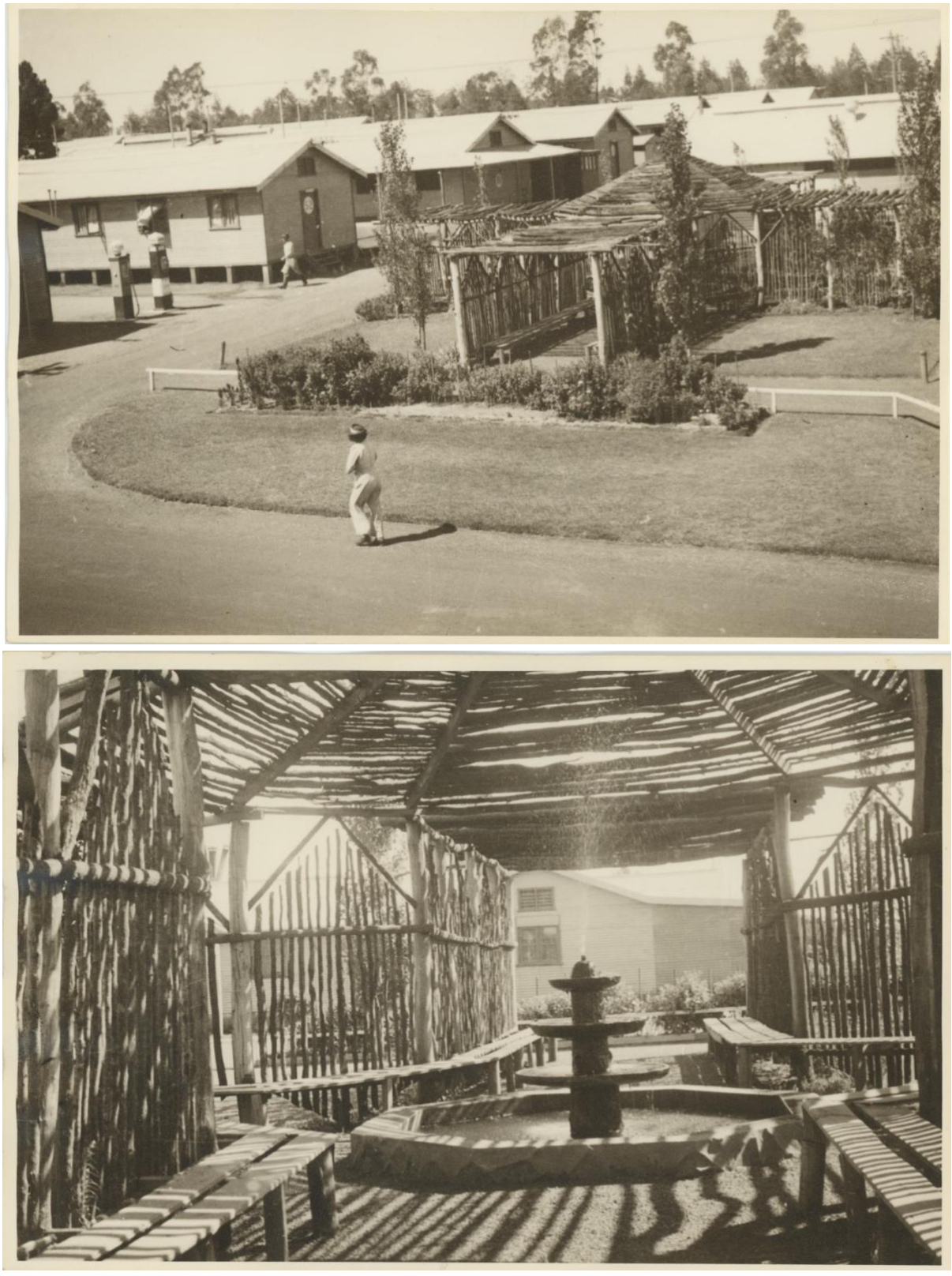

Figure 3.5. *A unique 10 EFTS structure the '10 EFTS Summer House' and fountain.* (Top) *The summer house with the main kitchen and mess huts in background.* (Photo: Harry Smith. TAM, Ron Maslin Collection). (Bottom) *Inside the Summer House* (Photo: Harry Smith. TAM, Ron Maslin Collection).

Figure 3.6. (Top) *'Bra-vo'… Hardings Country Club sign redrawn from an old photo and hung at the School's entrance for the 1967 reunion*. (Ron Maslin Collection, TAM)[114]; (Bottom) *The sign now hangs in the only surviving 10 EFTS Bellman Hangar and houses the Temora Aero Club.* (Photo: Anna Williams, 2021).

[114] Maslin, *Wings Over Temora*, p48.

Operation

The narrative of aircrew has dominated the historiography of the RAAF, yet aircrew were a minority within the overall service population. In WWII the purpose of the entire strength of the RAAF was to enact air power by getting aircraft and their aircrew airborne. To achieve this objective there was a co-dependency between aircrew and groundcrew. In Britain, for instance, by 1945 the Royal Air Force (RAF) numbered over a million personnel but only around 17% were flying personnel.[115] While Bryers has observed that on WWII RAF stations in Scotland 'the majority of personnel were not aircrew with a ratio of groundcrew to aircrew being approximately 8:1'.[116] In August of 1945, excluding missing personnel and prisoners of war, in the RAAF there were 136,707 groundcrew as compared to 26,003 aircrew – a ratio of 5:1.[117] As I explore in the following section, the ratio of aircrew to groundcrew at an EFTS, whilst still in the minority, was higher than the average.

10 EFTS was formed on 1 May 1941, with 181 personnel under the command of Squadron Leader Colin Hamilton Simpson.[118] Airmen arrived at the unit for duty on posting by aircraft, road and rail. The first personnel occurrence report records that by 9 May there were 43 different jobs or musterings filled by 182 personnel.[119] From 11 May the RAAF's golden-winged dH Tiger Moth aircraft began to arrive, so beginning Temora's third 'gold rush'. For the next four years rarely would a day pass without the aerial buzz. Thus – through 10 EFTS – Temora became airminded.[120] On 28 May the first batch of trainee pilots arrived from 2 Initial Training School, Bradfield Park with an additional 27 arriving the following day.[121] By 29 May the types of musterings had increased by an additional 4 with the addition of the first few flying instructors being aircrew and airmen pilot, a tailor, and a warrant officer discipline.[122] Within three months 10 EFTS had neared full establishment with more than 500 personnel. Of these around 130 were trainees accounting for 25% of the establishment, the remainder was occupied by 65 different musterings (see Appendix 6).[123]

In March 1942 10 EFTS increased to a 1½ strength school with the arrival of pupils following the disbandment of 12 EFTS, Lowood, Queensland. The following month the Unit increased to a 1¾ strength school bringing the total number of personnel on site to near 715.[124] This time the trainees

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[115] Martin Francis, *The Flyer: British Culture and the Royal Air Force, 1939–1945*, ed. (Oxford University Press, 2011), p7.

[116] Bryers, "Scotland's Wartime Airfields: Conflict and Legacy," p55.

[117] Air War Effort, 10th edition: AWM123; 1064, 859964.

[118] NAA: A9186, 390. National Archives of Australia: SIMPSON COLIN HAMILTON: Service Number - 251557: Date of birth - 15 Dec 1898: Place of birth - Unknown: Place of enlistment - Unknown: Next of Kin - SIMPSON BALZIA; A9300; SIMPSON C H; 5262797.

[119] National Archives of Australia: Volume 1 - Number 10 Elementary Flying Training School Temora New South Wales - Personnel Occurrence Report 1/1941 - 50/1942; A10605; 420/1; 30677185.

[120] Sheet 1 May 1941 NAA: A9186, 390.

[121] Sheet 1 May 1941 NAA: A9186, 390.

[122] Serial No 2/1941, 29/5/1941 NAA: A10605, 420/1.

[123] Serial No 2/1941, 29/5/1941 NAA: A10605, 420/1.

[124] 16 April 1942 from Director of Works and Buildings, AMOE to Headquarters RAAF No 2 Training Group RE T.503/42 Visit to training units by W/CDR Carr NAA: A705, 171/43/2.

arrived following the closure of 4 EFTS Mascot, NSW.[125] With 211 trainees the trainee to staff ratio was near 2.4:1.[126]

In September 1942 the first two Women's Auxiliary Australian Air Force (WAAAF) personnel joined the strength of 10 EFTS. WAAAF numbers reached strength from the end of November 1942 with 79 personnel (10% of Unit strength).[127] However, when the Unit reached its peak in May 1943 with 861 personnel onsite, including 342 pupils, the WAAAF accounted for 29% of personnel.[128]

In addition to enlisted personnel it was understood from the outset that 10 EFTS would provide employment opportunities for civilians.[129] Appointments were made by the Commanding Officer with preference given to returned soldiers.[130] Additionally employment opportunities were facilitated through contractual roles such as milk deliveries, gardening work, maintenance and laundry services.[131] Civilians with regular contractual roles were allocated passes as will be discussed in Chapter 5.

They Train Australia's Air Force Aces[132]

In August 1943 *Australian Women's Weekly* reporter Adele Shelton Smith and photographer Bill Brindle visited 10 EFTS to write a story on flying instructors. The article described how the satellite aerodromes were used to decrease aerial traffic on the main aerodrome. There were four satellite airfields, one allocated to each flight or class (labelled A–D) where students would be based for their practical training. Junior course trainees would join their instructors in Tiger Moths at the main aerodrome and depart for their flight's allocated satellite airfield. Senior trainees or 'pupes' would join to practice their solo flying later in the day. Smith described the 'black crow act' whereby instructors used to sit on the fences bordering the aerodrome with their parachutes resting alongside (Figure 3.7). From this position they observed their pupils and hollered instruction from the ground. In addition to flying activity the article offered insight into the messing provisions at the Satellites – a wood-fired barbeque enclosed in a corrugated iron hut – and lunch, grilled steak and sausages (Figure 3.8). Previously unpublished images taken by the *Women's Weekly* photographer during the visit to 10 EFTS appeared in the *Temora Independent*'s 50th anniversary feature in 1991.[133] Is the article and photographs all that remains as evidence of these practices or has a material record been retained – parachute, plate, grill, box or tongs?

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[125] 29 April 1942 Unit History Sheet 12 NAA: A9186, 390.

[126] Unit History Sheet 12 NAA: A9186, 390.

[127] NAA: A9186, 390.

[128] NAA: A9186, 390. Sheet 25. RAAF Historical Section, *Units of the RAAF: Volume 8*. P31.

[129] Bundawarrah Centre: Local Government VIII: 1743: 144.

[130] 29 March 1941 M.C. Langslow, Secretary, Department of Air to Town Clerk, Temora Bundawarrah Centre: Local Government VIII: 1743: 144.

[131] Bundawarrah Centre: Local Government VIII: 1743: 144. Maslin, *Wings Over Temora*, p27.

[132] Adel Shelton Smith, "They Train Australia's Air Force Aces", The Australian Women's Weekly, September 1943, 1943,

[133] "50th Anniversary 10EFTS Reunion Feature," *Temora Independent*, April 18 1991.

Figure 3.7. *Flying Instructors perform the 'black crow', 1943.* (Bill Brindle, *Australian Women's Weekly* in *Temora Independent* 1991)[134]

Figure 3.8. *Lunch at a Satellite aerodrome 1943. Flying Officer (FO) Tom Peters serves steak and sausages to fellow instructors Sergeant (SGT) DG Forster, FO Tom Micklejohn, SGT Bill Schadel, Pilot Officer Jim Fawcett and Flight Sergeant Fred Thomas*. (Bill Brindle, *Australian Women's Weekly*)[135]

[134] "Over 10,000 Personnel Serverd at No. 10 EFTS," *Temora Independent*, April 18 1991. Smith, "They Train Australia's Air Force Aces."

[135] Smith, "They Train Australia's Air Force Aces."

Personnel Deaths

> Memories are treasures no one can steal,
> Death leaves a wound no one can heal.
> Life is eternal, love will remain,
> In God's own time, we will meet again[136]

When we consider fatalities of air force personnel at a flying training school, aircraft accidents are at the forefront of our minds. Aviation is an inherently risky activity and yet at 10 EFTS the cause of the first two fatalities at the Unit is attributed elsewhere. The first fatality was as a result of a motor car accident in August 1941 and second was the result of illness.[137] During the operational years of 10 EFTS there were 46 accidents involving instructional flights in Tiger Moth aircraft. The incidents involved 49 different aircraft, and 69 personnel, one of which was involved in multiple accidents, and 12 of whom were killed (see Appendix 7 and Appendix 8). The purpose of this section is to both expand our understanding of the causes of death of FTS personnel, to discuss reactions to fatality of both 10 EFTS personnel, the township and wider community, and to consider the potential material record.

The first fatal 10 EFTS aircraft accident occurred on 14 June 1942. The incident involved a mid-air collision between two trainees, Leading Aircraftmen Noel Royce Stibbard and Patrick Joseph Cawley.[138] The accident occurred at C Flight Satellite aerodrome 'Linton South', resulting in the death of Cawley.[139] The front page of the *Temora Independent* reported that the 'accident, which occurred about 11am, caused a wave of sorrow throughout the town, it being the first fatal RAAF crash here'.[140]

The impact of each fatality, no matter the cause, encircled the community as the satellite aerodromes did the town. Likewise, with 10 EFTS at its centre, the impact radiated out from Unit personnel, to their families living in town, friends and acquaintances, landholders, townspeople, and further afield.

Eighteen personnel died whilst posted to 10 EFTS, Temora (see Appendix 8). Of those 14 may be attributed to aircraft accidents, two were as a result of illness, one a motor car accident, and one a suicide. Thirteen personnel were interred in the Temora Cemetery, some were awarded military funerals, some had family present at the burial, some had townspeople in attendance, while others were laid to rest by only a few fellow service personnel. In some instances the fatal event involved

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[136] "Roll of Honour: Plisch," *Sunday Mail*, 10 March 1946.

[137] National Archives of Australia: FOLEY B E - (Sergeant): Service Number - 207682: File type - Casualty - Repatriation: Place - Temora: Date - 16 September 1941; A705; 163/87/230; 1055672.

[138] National Archives of Australia: Tiger Moth A17 [Accidents Part 13]; A9845; 43; 7127227. National Archives of Australia: Tiger Moth A17 [Accidents Part 23] [Collisions between aircraft]; A9845; 87; 7127547. National Archives of Australia: CAWLEY PATRICK JOSEPH: Service Number - 420143: Date of birth - 04 Feb 1920: Place of birth - LISMORE NSW: Place of enlistment - SYDNEY: Next of Kin - CAWLEY EARNEST; A9301; 420143; 5528103.

[139] "First Fatal R.A.A.F. Crash Near Temora," *Temora Independent*, 19 June 1942; NAA: A9301, 420143; 5528103.

[140] "First Fatal R.A.A.F. Crash Near Temora."

only the deceased whilst in others one or multiple persons were both directly and indirectly involved.

In this section I will recount three different accidents resulting in the deaths of Sergeant (SGT) Bernard Foley, Aircraftman (AC) Sidney Bown, and SGT Cyril Pilsch and Leading Aircraftman (LAC) Frank Brooker. Each fatality occurred on the home front whilst on war service with the RAAF (see Appendix 8). As each event is unique and each serviceperson deserves to be remembered for more than merely the circumstances of their death, as permitted within the scope of this thesis I have provided basic biographical information. The events were chosen for narration not because they were judged as being of greater historical significance but because they provided examples, or have the potential to provide examples of surviving material culture.

Bernard Edward Foley, RAAF Service Number 207682

Accidents, particularly those resulting in fatalities, were traumatic for RAAF personnel and town people alike, some of whom witnessed the event, some were first on scene, others were called to give evidence in investigations. On 14 August 1941 Storekeeper SGT Bernard Edward Foley, Fitter IIA SGT William Matheson, Clerk Stores SGT Russell Thompson, and Storekeeper LAC Rex Walker, were returning to 10 EFTS following attendance at Meaghers Staff Ball in West Wyalong.[141] Thompson was driving his vehicle, a 1929 Plymouth Tourer. At approximately 4.30am they crashed into a tree and the car caught fire. Thompson recalled he had been driving for about 20 min after which time he had no recollection of events until he found himself standing by the side of his burning vehicle beside which lay the three other occupants. Thompson then went on foot in search of help.[142] In the meantime another vehicle stopped and continued to West Wyalong for an ambulance. At around 6.45am a dazed Thompson suffering from burns and lacerations knocked on the door of John McNamara farmer and resident on the Barmedman to Wyalong Road. Thompson conveyed he had been in a car accident and asked if he could use the telephone to contact 10 EFTS. McNamara then proceeded to the scene of the accident to render assistance.[143]

Following the accident there was a Court of Enquiry that found that none of the occupants were under the influence of alcohol and no one was directly responsible for the death of Foley. Speculation held that Thompson had fallen asleep whist driving. However, it was ventured that even if he had been woken as the car went over a bump, the crash would have been unavoidable due to the nature of the tree lined road.[144] Matheson sustained a concussion and fractures in both legs, Thompson a concussion, lacerated face and third-degree burns, and Walker a concussion, lacerated forehead and lip. SGT Foley was killed on impact from a severe crush injury to the head.[145] All

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[141] NAA: A705, 163/87/230. "Shocking Motor Smash. Temora R.A.A.F. Man Killed," *Daily Advertiser*, 20 August 1941. "Meaghers Staff Ball: On Wednesday Night: "A Big Night" Expected," *West Wyalong Advocate*, 11 August 1941; "Fatal Accident on Barmedman Road: One Killed, Three Injured," *West Wyalong Advocate*, 14 August 1941.

[142] 1/9/41 SGT Thompson statement NAA: A705, 163/87/230.

[143] Jack Mc Namara statement 1/9/1941 NAA: A705, 163/87/230.

[144] NAA: A705, 163/87/230.

[145] 5/9/41 SL John A Game, Medical Officer 10 EFTS statement NAA: A705, 163/87/230.

personnel were among the first group to arrive at 10 EFTS and were 'held in the highest esteem' by the Commanding Officer, RAAF colleagues and the townspeople with whom they had become acquainted.[146] In addition to rendering assistance McNamara was called upon as a witness to the inquiry into the accident as were the local doctor and police who attended at the scene.

Sydney Keith Bown, 55153

The case of AC Sydney Keith Bown is tragic. The incident was widely reported by the local press however to date historical accounts referencing his passing have omitted his actual identity.[147] Sidney Bown grew up in Melbourne. He completed his leaving certificate and served in the artillery cadets 1936–38. He had blue eyes and blond hair, was 5 feet 7½ inches tall and was engaged to be married. On application to the RAAF he lived at home with his widowed mother Annie in Porter Street, Prahran. Bown applied twice for the RAAF and listed his profession as city traveller/motor driver. He was assessed as an 'average type, keen'.[148] Aged 22 years Bown enlisted at 1 Recruitment Depot (RD), Shepparton, 5 May 1942 and was mustered as an aircrafthand.

Historical accounts written by class mate at 1 RD and later his colleague at 10 EFTS, LAC Gordon Wallace, claim that the drill sergeant at Shepparton was especially challenging – approaching abusive, and took dislike to Bown.[149] Bown was posted to 10 EFTS on 25 May but failed to arrive until 28 May 1942.[150] For failure to report for duty on 27 May 1942 as directed he was reprimanded and forfeited two days pay.[151] At 10 EFTS Bown was posted with Wallace and a few other 1 RD graduates to Major Service party.[152] Wallace again recounts that when Bown arrived at 10 EFTS he was again the object of bullying.[153]

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[146] NAA: A10605, 420/1. "Shocking Motor Smash. Temora R.A.A.F. Man Killed."

[147] Maslin, *Wings Over Temora*, pp96-8. Gordon Wallace, *Those Air Force Days: Being the True Story of an Enlisted Man in the Royal Australian Air Force from 1942 to 1946: the Everyday Life of its Airmen, the Air War in Darwin and a Pre War and Post War Autobiography*, ed. (Surrey Hills, VIC: Gordon Wallace, 1986), pp30-32. National Archives of Australia: BOWN Sidney Keith - (Aircraftman Class I): Service Number - 55153: File type - Casualty - Repatriation: Place - Temora, New South Wales: Date - 210 June 1942; A705; 163/93/551; 1055049; "Death of Airman In Temora Mail Train Due to Poison," *The West Wyalong Advocate*, August 13 1942; "Airman's Death: Inquest at Temora: Strange Story of Poisoning While on Train," *The Daily Advertiser*, August 15 1942; "Suicide in Train," *Murrumburrah Signal and County of Harden Advocate*, August 13 1942; "Airman's Death In Temora Mail Train," *Temora Independent*, 23 June 1942.

[148] His application was interrupted due to a shortage of staff at his then place of employment. In A Copeland 6/4/42 National Archives of Australia: BOWN SYDNEY KEITH: Service Number - 55153: Date of birth - 18 May 1920: Place of birth - MALVERN VIC: Place of enlistment - MELBOURNE VIC: Next of Kin - BOWN ANNIE; A9301; 55153; 4972228.

[149] Wallace recounts an incident whereby the drill instructor placed a dummy cartridge in his riffle during a 'dry run' and recounted that Bown, 'Just about fouled his overalls and looked as white as a sheet. All the time the abuse going on from the Bull [drill sergeant]. With the Kid [Bown] tension was building up all the time, which was later to have tragic consequences'. In Wallace, *Those Air Force Days*, p26-7.

[150] NAA: A9301, 55153; 4972228. POR 97/42 30 May 1942 National Archives of Australia: Volume 2 - Number 10 Elementary Flying Training School Temora New South Wales - Personnel Occurrence Report 51/1942 - 201/1942; A10605; 421/1; 30677189.

[151] 29/5/42 F/Lt Haigh O.C. Maintenance Squadron NAA: A9301, 55153; 4972228.

[152] Wallace, *Those Air Force Days*, p32-3.

[153] Wallace, *Those Air Force Days*, pp30-1.

From 8 June Bown was absent without leave during which time he made his way down to Melbourne.[154] By the 19 June he was in the custody of the Australian Army Provost Corps (Military Police) who transferred Bown to the custody of Jack Hayward, 10 EFTS Service Police for return to Temora. Hayward claimed Bown was in good health and spirts.[155]

About two miles from Combaning on approach to Temora Bown went to the rest room. On his return his breathing became heavy and Hayward believed he was choking on a lolly. With the assistance of the train guard and a soldier, Hayward laid Bown on his back. Witnesses reported Bown appeared to be asleep and was snoring. On arrival at Temora Station a doctor attended to him but he died before an ambulance arrived. He was then taken to the Temora Hospital where a post mortem was performed by the Medical Officer who could not establish a cause of death. Consequently a pathology examination was undertaken and traces of potassium cyanide were found.[156]

Correspondence to his mother Annie relayed that Bown was

> reported to have lost his life as the result of illness on the 20th June, 1942, at Temora. The information at present available to this Department, is that your son suffered an obscure collapse and expired while travelling from Melbourne with an escort party.[157]

Newspapers reported that the coronial inquest into his death at the Temora Court House heard from two witnesses who stated Bown,

> had threatened to poison himself rather than be sent to Holsworthy [military prison] for being absent without leave.[158]

The Court of Inquiry found that Bown died at approximately 8:20am in a railway carriage at Temora Railway Station 'from the effects of a certain deadly poison known as Cyanide of Potassium wilfully administered by himself'.[159]

On Monday 22 June a memorial service was conducted at St Pauls Church, Temora.[160] Wallace recounted that he and three other members of Major Servicing Party were called upon to be pall bearers however the service was not well attended.[161] Following the service in Temora Bown's body

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[154] POR 104/42, 15 June 1942 NAA: A10605, 421/1; 30677189. "Airman's Death."

[155] "Airman's Death." National Archives of Australia: HAYWARD JACK: Service Number - 32613: Date of birth - 26 Nov 1921: Place of birth - SYDNEY NSW: Place of enlistment - SYDNEY: Next of Kin - HAYWARD; A9301; 32613; 4566151.

[156] "Airman's Death In Temora Mail Train." "Airman's Death."

[157] NAA: A705, 163/93/551. POR 107, 22 June 1942 NAA: A10605, 421/1; 30677189.

[158] "Death of Airman In Temora Mail Train Due to Poison."

[159] NAA: A9301, 55153; 4972228. 6 Jul 1942, MC Langslow to Mrs A Bown NAA: A705, 163/93/551. "Suicide in Train"," *Daily Advertiser*, 12 August 1942.

[160] "Airman's Death In Temora Mail Train."

[161] Perhaps an additional factor contributing to the reluctance of personnel to be pallbearers for Bown was due to the short duration between his death and the first aircraft accident. Wallace reported that others who had been approached to undertake the task by the Corporal for the Orderly Room had declined. Further, that he had remarked to the Adjutant when questioned about Bown that he had been having a hard time with the drill sergeants. In Wallace, *Those Air Force Days*, pp31-2.

was transferred via rail to Melbourne.[162] His funeral was conducted privately by his mother and he was buried at Coburg Pine Ridge Cemetery, Victoria. The RAAF reimbursed the expenses.[163] Bown served 47 days in the RAAF, near 11 of which he was absent without leave. He is commemorated on the Australian War Memorial's Roll of Honour, and on the database his cause of death is listed as 'Illness'.[164]

Whilst the deaths of these airmen and the events surrounding them are vastly different in nature there are similarities. Both were members of the RAAF who died on the home front and neither was involved in an aircraft accident. Both have an archival record in which there is record of artefacts but neither have a material culture footprint retained in collecting institutions. The events surrounding the fatalities involved civilians as well as service personnel who were called upon to give evidence in a Court of Inquiry. Both involved personnel at Temora District Hospital and likely those personnel carried the weight of the tragedies home to their families. Foley was among friends at the time of his death and had just been with them to a community event in a neighbouring town, an example of how 10 EFTS personnel were integrating into the local community. Conversely, Bown believed himself alone and friendless. Yet there were those such as Wallace who considered that Bown, and his story, are significant enough to recount in his memoir published in 1986 and again in Ron Maslin's account of 10 EFTS published in 2002.[165]

Figure 3.9. *Sydney Keith Bown, 55153.*[166]

[162] "Airman's Death In Temora Mail Train."

[163] 3/8/42, Accountant E to Area Finance Officer, Southern Area NAA: A705, 163/93/551. Geoff F, "Aircraftman 1st Class Sidney Keith Bown (1920-1942) - Find A Grave Memorial," https://www.findagrave.com/memorial/89311051/sidney-keith-bown. 30 Sept. 2020. Peter Singlehurst, "British Commonwealth War Graves Registers," (London, United Kingdom: Commonwealth War Graves Registers).

[164] Australian War Memorial, "Roll of Honour – Sydney Keith Bown," Australian War Memorial, https://www.awm.gov.au/collection/R1715942. 16 February. 2022.

[165] Wallace, *Those Air Force Days*, pp21-35. Maslin, *Wings Over Temora*, pp96-100.

[166] NAA: A9301, 55153; 4972228.

Cyril Franz Pilsch, 405960 and Frank Lloyd Brooker, 423614

On 10 March 1943 Flying Instructor SGT Cyril Franz Pilsch and Trainee LAC Frank Lloyd Brooker were killed in an aircraft accident on the property of James Ernest Vogele, 'Malkeith' near the A Flight low flying area. The aircraft A17-433 and engine were totally destroyed, and the cause of the accident is recorded as unknown.[167] Two of their fellow airmen, then SGT John Hacking and LAC Harold Hilton Beveridge attempted to rescue them from the wreckage and both suffered burns.[168] The deadly crash was the fourth fatal aircraft accident at 10 EFTS.

Pilsch, a baker and motor mechanic before the war, is an example of an EATS aircrew trainee who was directed back into the EATS school system. Enlisting in July 1941 he undertook his training at 4 ITS, 1 EFTS, thence 1 SFTS, he then passed immediately to Central Flying School to undertake the instructor's course which he completed in June 1942. In July 1942 he was posted to 10 EFTS. His new wife to whom he was married on 22 March 1941, Dorothy, lived with him at 132 De Boos Street, Temora.[169]

Dorothy was informed orally of the accident whereas Brooker's wife lived in Manilla, NSW.[170] The funeral was held 11 March and the victims were both buried the next day in the Temora War Plot, a dedicated area for 10 EFTS personnel within the Temora Cemetery.[171] On 12 March Plisch's father arrived from Queensland. He and Plisch's wife sought permission to exhume his body for transport to Brisbane, 'for cremation and re-interment in the family niche'. Accordingly, his father, overwrought with grief at the passing of his son, insisted on the exhumation which 'he threatened to carry out personally' however due to RAAF protocol it did not eventuate. By May Dorothy Plisch had moved to North Sydney and it was there that his personal effects and service mementoes were forwarded.[172]

For ten years on the anniversary of his death, Plisch's wife, and immediate and extended family members published tributes to him in their local papers – from Adelaide, to Brisbane, and Launceston. Notices on occasion also included tribute to Brooker.[173] On the one-year anniversary of his death Dorothy placed the following in *The Telegraph*, Brisbane.

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[167] National Archives of Australia: Tiger Moth A17 [Accidents Part 14]; A9845; 44; 7127228.

[168] National Archives of Australia: BROOKER, Frank Lloyd - (Leading Aircraftman): Service Number - 423614: File type - Casualty - Repatriation: Aircraft - Tiger Moth A17-433: Place - Temora, New South Wales: Date - 10 March 1943; A705; 166/6/70; 1063690.

[169] NAA: A705, 166/6/70. POR 175/42- 30 Oct 1942 NAA: A10605, 421/1; 30677189. National Archives of Australia: PLISCH CYRIL FRANZ: Service Number - 405960: Date of birth - 07 Mar 1914: Place of birth - ADELAIDE SA: Place of enlistment - ADELAIDE SA: Next of Kin - PLISCH DOROTHY; A9301; 405960; 5529165. National Archives of Australia: PLISCH, Cyril Franz - (Sergeant): Service Number - 405960: File type - Casualty - Repatriation: Aircraft - Tiger Moth A17-433: Place - Temora, NSW: Date - 10 March 1943; A705; 166/32/50; 1075552.

[170] POR 175/42- 30 Oct 1942 NAA: A10605, 421/1; 30677189. NAA: A9301, 405960. NAA: A705, 166/32/50; NAA: A705, 166/6/70. NAA: A10605, 421/1; 30677189.

[171] NAA: A705, 166/6/70. NAA: A705, 166/32/50.

[172] NAA: A705, 166/32/50.

[173] "In Memoriam: Plisch," *Courier-Mail*, 10 March 1953; "Roll of Honour: Plisch," *Courier-Mail*, 10 March 1950; "Roll of Honour: Plisch," *Courier-Mail*, 10 March 1949; "Roll of Honour: Plisch"," *Brisbane Telegraph*, 10

Loving memories of my darling Husband, Cyril Plisch fatally hurt in a plane crash on the 10th of March, 1943.
This is a day of remembrance.
Far the saddest day of all.
When the one I loved was taken
By a short and sudden call.
Although his smile has gone forever.
And his hands I cannot touch.
I will never lose sweet memories
Of the one I loved so much.
No more his welcome footsteps
Will tread my threshold door.
No more I'll watch his coming
As I did in days of yore.
Loving and true in all his ways
Upright and just to the end of his days.
Sincere and kind in heart and mind.
A beautiful memory to leave behind.
Inserted by his loving wife, Dorothy.[174]

In 1949 his father, stepmother, brothers and sister wrote the following,

A beautiful memory of six long years,
And dearer than gold a son I lost,
Whose worth can never be told:
How hard it is to part with those we hold so dear,
A love too deep for expression:
A grief too hard to explain,
A memory that will never fade:
Of the one we loved so dear, but unable to save.[175]

While Dorothy wrote,

I think of you in silence,
And oft repeat your name,
But all that's left to answer, Cyril,
Is your photo in the frame.[176]

March 1949; "Roll of Honour: Plisch," *Courier-Mail*, 10 March 1948; "Roll of Honour: Plisch Flying Instructor, Q405960," *Brisbane Telegraph*, 10 March 1948; "Roll of Honour: Plisch," *Brisbane Telegraph*, 10 March 1947; "Roll of Honour: Plisch," *Telegraph*, 12 March 1946; "Roll of Honour: Plisch,"; "Heroes of the Empire," *Advertiser*, 9 March 1946; "Roll of Honour," *Telegraph*, 10 March 1945; Dorothy Plisch, "Roll of Honour: Plisch, N405960, SGT Pilot Cyril Franz," *The Telegraph*, 10 March 1944; "Roll of Honour: Plisch," *Telegraph*, 10 March 1944; "Roll of Honour: Plisch," *Examiner*, 17 March 1944; "Roll of Honour: Plisch," *Courier-Mail*, 10 March 1944; "Roll of Honour: Plisch," *Courier-Mail*, 10 March 1943.

[174] Plisch, "Roll of Honour: Plisch, N405960, SGT Pilot Cyril Franz."

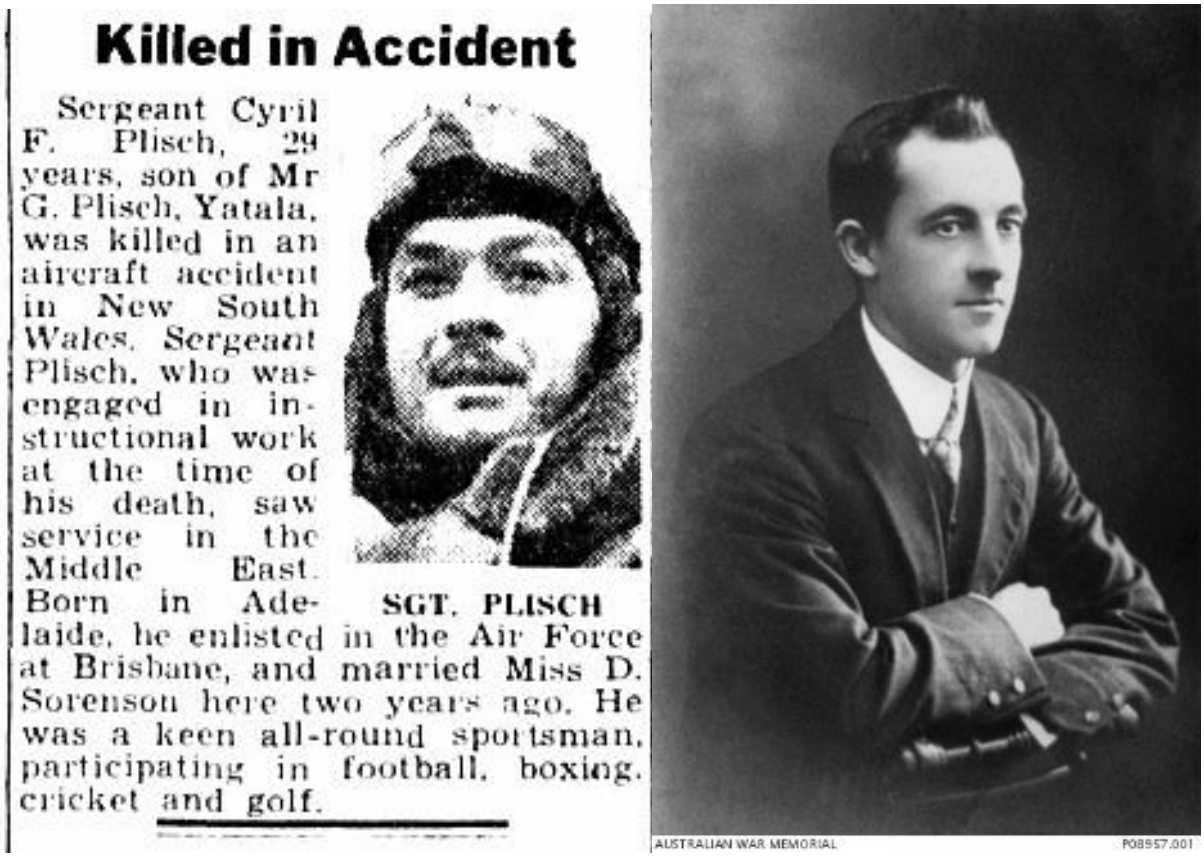
[175] "Roll of Honour: Plisch."

[176] "Roll of Honour: Plisch."

What of the photo and the frame? In 1953 her poem read,

> Little I thought when I said goodbye
> It would be the last parting between you and I.[177]

The grief expressed annually by his family, in particular Dorothy, is palpable. Although given our temporal removal our understanding of it cannot compare to the lived experience of his contemporaries – kin or township – who shouldered these collective experiences. Indeed, as the families of 10 EFTS personnel were integrated into the community for the duration their deaths also sent ripples of grief through the community. An example is seen in the unexpected death of seven-month-old Peter Michael Bennett, son of 10 EFTS Flying Instructor, Warrant Officer Harold George Bennett and his wife Margaret. Peter was also buried in Temora Cemetery.[178]



Killed in Accident

Sergeant Cyril F. Plisch, 29 years, son of Mr G. Plisch, Yatala, was killed in an aircraft accident in New South Wales. Sergeant Plisch, who was engaged in instructional work at the time of his death, saw service in the Middle East. Born in Adelaide, he enlisted in the Air Force at Brisbane, and married Miss D. Sorenson here two years ago. He was a keen all-round sportsman, participating in football, boxing, cricket and golf.

SGT. PLISCH

Figure 3.10. (Left) *Cyril Franz Plisch,* ("Killed in Accident." *The Telegraph*, April 19 1943).(Right) *Frank Lloyd Brooker* (Australian War Memorial, P08957.001).[179]

[177] "In Memoriam: Plisch."

[178] POR 69/43- 12 July 1943 National Library of Australia: Volume 3 - Number 10 Elementary Flying Training School - Personnel Occurrence Report 202/1942 - 213/1942, 1/1943 - 80/1943; A10605; 421/2; 30677190. Find a Grave, "Memorial page for Peter Michael Bennett (unknown–30 Jun 1943), Find a Grave Memorial ID 219895640, citing Temora Cemetery, Temora, Temora Shire, New South Wales, Australia," https://www.findagrave.com/memorial/219895640/peter-michael-bennett. 7 September. 2021.

[179] Australian War Memorial: Photograph – Frank Lloyd Brooker, 423614; P08957.001; Photograph; Black & white - Digital file TIFF.

Relationship with Temora Township

The occupation of a town's aerodrome by the air force during WWII was not limited to the curtilage of the airfield but the entire township became enmeshed with the RAAF. Personnel and their families lived in town, patronised local businesses, frequented local watering holes, babies were born in hospitals, children attended local schools, and enduring friendships were made. Social and sporting events were expanded to accommodate RAAF participation. The WAAAF basketball team participated in local competitions and the RAAF Flying cricket team was particularly successful.[180] Likewise the Temora Amateur Swimming Club participated in the RAAF swimming carnival at the Temora Baths for the RAAF Riverina Championship.[181] Boxing and wrestling matches were held at the Temora School of Arts including locals, 10 EFTS, and RAAF personnel from further afield. All proceeds went to the Temora RAAF Welfare.[182] Further, when the new sports oval was completed at the unit in August 1942 the ground was opened with a soccer match – RAAF versus local team Sebastopol – with the RAAF taking the win 7-1.[183]

10 EFTS personnel participated in community events and likewise hosted functions for townspeople on site. Unit personnel were given leave to attend and participate in the Temora show.[184] For Armistice Day (now Remembrance Day), 10 EFTS personnel attended the town's wreath-laying ceremony.[185] Similarly, the Unit's personnel and band were an important part of Anzac Day services and marches.[186] In 1945 when defence personnel were prohibited from participating in Anzac Day events, the absence of 10 EFTS was documented as having 'caused considerable adverse comment' by the local press.[187] The 10 EFTS Commanding Officer was invited to open local community events in Temora and surrounding towns such as the Patriotic Ball in Ariah Park.[188] Likewise the Mayor of Temora and his wife were invited to official functions and visits at the Unit. In April 1943, whilst in town, the Governor of NSW and Lady Wakehurst made an unofficial visit to the Unit accompanied by Colonel Winn.[189] The Mayor and Mayoress of Temora joined the party along with the Commanding Officer's wife Mrs Harding, and Mr Samuel Doug Dickson member of NSW Legislative Assembly. Lunch in the Officers Mess was followed by inspections of the WAAAF quarters and hospital by Lady Wakehurst, and the tarmac area and barracks by His Excellency.[190]

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[180] Sheet 33, 28/11/1943, NAA: A9186, 390. "Cricket: Results at a Glance," *Temora Independent*, 13 February 1945. Sheet 39, 26/3/1944; NAA: A9186, 390.

[181] Sheet 36, 28-29/1/1944;NAA: A9186, 390.

[182] "Championship Boxing & Wrestling at Temora School of Arts Saturday, 14th April, at 8.15pm," *Temora Independent*, 27 March 1945. "Big Boxing Saturday Night," *Temora Independent*, 13 April 1945. "Fight, Fun and Frolic at Boxing and Wrestling Show," *Temora Independent*, 17 April 1945. Sheet 35, 6/1/1945; NAA: A9186, 390.

[183] Sheet 31, 11/10/1943 NAA: A9186, 390.

[184] "50th Anniversary 10EFTS Reunion Feature," F12-13. Sheet 29, 22/9/1943 NAA: A9186, 390.

[185] Sheet 33, 11/11/1943, NAA: A9186, 390.

[186] Sheet 40, 25/4/1944; NAA: A9186, 390.

[187] "Anzac Day in Temora: Large Crowd Attends Commemoration Services," *Temora Independent*, 1 May 1945.

[188] Sheet 31, 13/10/1943 NAA: A9186, 390.

[189] "His Excellency the Governor and Lady Wakehurst Visit Temora," *Temora Independent*, 13 April 1943.

[190] Sheet 24, 9/4/1943 NAA: A9186, 390. "His Excellency the Governor and Lady Wakehurst Visit Temora."

Money was raised for the Unit by local community groups such as the Young Anglican Unit, in this instance for the purchase of stationery.[191] Likewise 10 EFTS donated proceeds of events such as the RAAF swimming carnival to local swimming groups. 10 EFTS personnel arranged a RAAF swimming carnival at the Temora Municipal Pool, competitors included local members of the Temora Swimming Club, 10 EFTS personnel, and RAAF stations at Cootamundra, Wagga and Uranquinty. Prizes were awarded at a ball held in the 10 EFTS gymnasium.[192]

War Loan Rallies often involved participation by both townsfolk and Unit personnel, from parades and performances by the Unit band to formation flights.[193] The largest rally occurred on 28 March 1945 when the Avro Lancaster bomber *G for George* A66-2 visited 10 EFTS. Recording 89 operational flights over Europe, the aircraft's visit was part of Temora's War Loan fundraising effort. Depending on their contribution, subscribers to the scheme had the opportunity to either tour the inside of the aircraft or take a flight. An additional attraction was the crew that the aircraft carried. Among them was first officer Mardi Gething, publicity officer for the tour and former Air Transport Auxiliary ferry pilot. Reportedly Gething flew more than 600 aircraft 'with 740 flying hours to her credit'.[194] Following difficulties experienced during the first flight resulting from weather conditions and the aerodrome 'being too small', the pilot made the decision not to risk another. Accordingly, telephone posts and wires were 'narrowly missed'. However, with £9000 raised the event was considered a great success.[195]

Likened to contemporary social media, the 'Personal' column of the local paper kept everyone informed of the comings, goings, and happenings from 10 EFTS.[196] Announcements were made in the *Temora Independent* when familiar faces were posted from 10 EFTS, likewise of their movements following attachment to other units as exemplified by

> Sgt. E. Powrie, of 10 E.F.T.S., leaves to-day for a northern destination. This is his second posting north from No. 10.[197]

Or of LAC Colin Pickering, Fitter IIA, and best man at the wedding between 'esteemed Temora families' Watt and Dahlenburg in October 1945.[198] His departure from town was soon after announced,

> After three years at the RAAF establishment in Temora, LAC Col Pickering took his departure for his home at Parramatta to-day. He expects to receive his discharge immediately. Very popular and a keen sportsman, friends will regret his departure.[199]

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[191] "Young Anglican Movement: Annual Meeting," *Temora Independent*, 23 February 1945.

[192] "Temora Club Wins Points Score in RAAF Carnival," *Temora Independent*, 13 February 1945.

[193] Nov 1943, Sheet 33 NAA: A9186, 390. Nov 1943, Sheet 33 NAA: A9186, 390. Sheet 41, 29/4/1944; NAA: A9186, 390.

[194] "Lancaster Bomber's Visit," *Temora Independent*, 23 March 1945.

[195] "Visit of Lancaster Bomber brings over £9000 for War Loan," *Temora Independent*, 6 April 1945. 28/3/45 NAA: A9186, 390.

[196] "Personal," *Temora Independent*, 4 September 1945.

[197] "Personal," *Temora Independent*, 23 February 1945.

[198] "Wedding Bells – Watt – Dahlenburg," *Temora Independent*, 12 October 1945.

[199] "Personal," *Temora Independent*, 20 November 1945.

Strong friendships were made with locals such as by LAC Lloyd Dean who when posted from 10 EFTS returned to Temora to enjoy leave with Mr and Mrs Redman of De Boos Street. Likewise Clerk Accounts Assistant LAC William Burton maintained correspondence with his Temora friends when posted to Kingaroy.[200] Similarly Sheila Bowes, wife of Flight Lieutenant Colin Bowes, returned to Temora with their daughter to holiday with friends following posting to Sydney.[201] Another example follows the fatal crash of Pilot Officer Doug Foster at 5 OTU, a 10 EFTS graduate whose wife Phyllis was the guest of Mr and Mrs Freer whilst he was stationed in town.[202]

On the occasion of victory in the Pacific in August 1945 spontaneous celebrations erupted in the camp as an 'impromptu march, led by the Unit Band toured the Unit' before proceeding into the township to join the celebrations there.[203] Bicycles were colourfully decorated with streamers, pavements were daubed with colourful chalk messages. The Union Jack was joined by flags of all Allies flung from car, shop and home windows; more occupied trees, shrubs, chimneys, fences, and long-vacant flag poles. Every spare inch of cars, motorcycles, and lorries were occupied by revellers as they lapped the main street. Affectively the firehouse and church bells peeled, whistles were blown, trains tooted; there were human shrieks, yells, rattles, cooees and shouts. A lorry upon which was placed a piano became a temporary stage and the centre for grounded festivities as community singing and dancing erupted around it. The dancing in the street was joined by dancing in the sky as local pilot Bill Porter in his aircraft was joined by a RAAF Tiger Moth who,

> put on a sensational turn of aerobatics, steep turns, loops and breathtaking low flying. It was a mastery of flying and the crowd loved every minute of it.[204]

Formal celebrations were held on the 16 August with 'a contingent of RAAF and WAAAF led by the Commanding Officer took part in the Victory Parade and Thanksgiving Service in Temora'. [205]

However not all associations nor experiences were positive. In 1945 Trainee Pilot Aubrey Douglas Smith was accused of unlawfully and carnally knowing Joyce Mildred Masters of Australia Street Temora who was then under the age of 16. Joyce was pregnant and Smith, by his own admission was the father. He did however, deny knowing her true age at the time of the encounters and was acquitted of the charge by the jury.[206]

Marriages

During its period of operation 141 personnel were noted in the 10 EFTS Personnel Occurrence Report as having married. Of these 30 were aircrew under instruction, one of whom was my son's great grandfather, Robert Jamieson McDonald. He wed Marie Russell on 2 August 1941. Of the

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[200] "Personal." William Burton 137672.

[201] "Personal." Colin Bowes 411276.

[202] "About People," *Temora Independent*, 13 April 1945.

[203] 15/8/45 NAA: A9186, 390.

[204] "Spontaneous Celebrations At News in Temora," *The Temora Independent*, 17 August 1945.

[205] 16/8/45 NAA: A9186, 390. ""Mothers of the Nation" Head Proession to Temora Monument," *Temora Independent*, 17 August 1945.

[206] Aubrey Douglas Smith, 444196 "Quarter Sessions: Alleged Carnal Knowledge," *The Cootmundra Herald*, 2 March 1945; "Airman Acquited On Serious Charges," *Temora Independent*, 2 March 1945.

remaining personnel who married, 50 listed Temora as the place of residence of their wives – some residing in private residences, others living in rooms at the local watering holes; the Royal Hotel, Queensland Hotel, Shamrock Hotel, Empire Hotel, or Temora Hotel.[207]

However not all marriages of 10 EFTS personnel were mentioned in the Personnel Occurrence Reports.[208] Some couples met in Temora but then the serviceperson was posted elsewhere. This was the case for 10 EFTS Coppersmith William (Ron) Owens who was posted from 10 EFTS to 5 SFTS, Uranquinty in January 1943 and married his bride, Temora girl, June Freerer in July 1945.[209]

The Wedding of 10 EFTS Turner, LAC Joseph Arthur Hardy, was reported on the front page of the *Temora Independent* on 20 February 1945. His bride was a local Riverina girl Coral Cowell from Mimosa. The report mentions two German metal brooches made by the bridegroom that were gifted to the bridesmaids. While Hardy was stationed at 10 EFTS the couple resided in Temora and following the war they stayed in the area.[210] Hardy arrived at 10 EFTS in October 1942.[211] It appears that shortly after the war the couple moved up to Northern NSW to be close to his family but later returned to the Riverina.[212] Hardy was killed in an accident on Murrulebale Station, Marrar and buried at Coolamon Cemetery in 1952. He and Coral had three children.[213]

In 1945 there were three weddings between 10 EFTS WAAAF and RAAF. Aircraftwoman (ACW) Nancy Agnes Ritchie and SGT Bernard Reginald Rooney, two 10 EFTS cooks, found love in the kitchen and were married 13 March 1945 at St Stephens, Chatswood.[214] The second 10 EFTS couple Squadron Leader Donald Maxwell Stavely, Administrative Officer, and Corporal Joan Ola Rose Yoole, Clerk General, tied the knot on the last day of spring at St Pauls, Temora. Their residence was listed as 10 EFTS and the marriage hailed as being of 'considerable local, as well as Air Force interest'.[215] On 22 June, Flying Officer Arthur Raymond Wynn Williams, Flying Instructor, married Sergeant Betty

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[207] NAA: A10605, 420/1; NAA: A10605, 421/2; 30677190; NAA: A10605, 421/1; 30677189; National Archives of Australia: Volume 6 - Number 10 Elementary Flying Training School - Personnel Occurrence Report 1/1945 - 50/1945; A10605; 422/1; 30677193; National Archives of Australia: Volume 4 - Number 10 Elementary Flying Training School - Personnel Occurrence Report 81/1943 - 96/1943, 1/1944 - 24/1944; A10605; 421/3; 30677191.

[208] "Wedding Bells Hunt-Martin," *Temora Independent*, 20 April 1945.

[209] William (Ron) Owens, 36913 "Wedding Bells – Freer – Owens," *Temora Independent*, 20 July 1945. NAA: A10605, 421/2; 30677190. POR 14/1943, 25 Jan 43.

[210] "Wedding Bells – Hardy – Cowell," *Temora Independent*, 20 February 1945.

[211] POR 175/42- 30 Oct 42; NAA: A10605, 421/1; 30677189.

[212] National Archives of Australia: HARDY JOSEPH ARTHUR: Service Number - 34416: Date of birth - 07 Mar 1919: Place of birth - MACLEAN NSW: Place of enlistment - SYDNEY: Next of Kin - HARDY CORAL; A9301; 34416; 4565839.

[213] Marc Canino, "Find a Grave, database and images,memorial page for Joseph Arthur Hardy (7 Mar 1919–26 Feb 1952), Find a Grave Memorial no. 211409439, citing Coolamon Cemetery, Coolamon, Coolamon Shire, New South Wales, Australia," https://www.findagrave.com. 8 October. 2020. State Records Authority of New South Wales: Indexes to Deceased Estate Files; NRS 13341; B series (1949–1958); 3338. AEC, "Ancestry.com. Australia, Electoral Rolls, 1903-1980 " (Provo, UT, USA, 1949).

[214] Bernard Reginald Rooney 33055 and Nancy Agnes Ritchie 108703 POR 28/45- 31 March 1945 NAA: A10605, 422/1.

[215] Joan Ola Rose Yoole 105973, Maxwell Stavely 250917. POR 40/45, 8 June 1945 NAA: A10605, 422/1. "Wedding Bells – Stavey – Yoole," *Temora Independent*, 1 June 1945.

Jebb, Equipment Assistant at the Church of England, Temora.[216] Similarly there were local girls who met personnel and moved away such as Hazel McDermott who married SGT Jim McKnight formerly of 10 EFTS, following his discharge they moved to Tamworth.[217]

Record of these significant events and the impact of the School on the local community has been well recorded within the archival record. The archival account also contains reference to artefact. However, has the material record – brooches, dresses, uniforms – persisted in the same way, and if so have the owners associated it with the history of 10 EFTS?

Harding's Country Club

Political scientist Elizabeth Kier has written that there are 'few organisations that devote as many resources to the assimilation of their members' than the military where ceremony, 'tradition, and the development of a common language and *esprit de corps*' are employed to strengthen its efficacy.[218] It is in training that personnel are indoctrinated into the culture of the air force and whilst there were formal arrangements each EATS school also developed their own cultural identities and customs. Francis Martin has observed that there was an 'informality' apparent in the air forces of WWII, and a modesty potentially stemming from the fact that its members were 'recruited from a range of social backgrounds'.[219]

10 EFTS created its own culture, infused with ritual and ceremony. As will be discussed in Chapter 5 several intriguing artefacts of these unauthorised traditions have survived. The Unit's Commanding Officers were instrumental in fostering the esprit de corps. 'Jerky Jack', the dog belonging to Wing Commander (WGCDR) Ivan Rushby Dale Masters, became a mascot. Meanwhile the school was 'irreverently' renamed after another WGCDR Hal Russel Harding (see Figure 3.6).[220] Maintaining healthy morale was a particular concern of the Unit's CO. The provision of extracurricular activities and social events, along with an adequate quantity and quality of food and alcohol contributed greatly to morale. In addition to social activities in town there was scheduled leave, additional educational courses, and social events. There were inter-rank tennis matches and billiard competitions between officers and sergeants, and sporting competitions between Units.[221] There was also Unit rugby league, swimming club, soccer team, staff picnics, happy hour and debates.[222]

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[216] Betty Jebb 97436, Arthur Raymond Wynn Williams, 404124. POR 47/45. 18 July 1945; NAA: A10605, 422/1.

[217] "About People."

[218] Elizabeth Kier, "Culture and Military Doctrine: France Between the Wars," *International Security* 19, no. Spring (1995): p69.

[219] Francis, *The Flyer*, p1.

[220] Ivan Rushby Dale Masters 260367 and Hal Russel Harding 250122. Temora Regional Museum Temora Ex-Services Flying Club; Temora 10 E.F.T.S. (R.A.A.F.) 31st Anniversary Reunion (April 21 and 22, 1973) and Air Pageant, Sunday, 22nd April, 1973. Souvenir Programme 50c.

[221] Sheet 34, 5/11/1943; Sheet 38, 22/2/1944; Sheet 38, 27/2/1944; Sheet 29, 5/9/1943; NAA: A9186, 390.

[222] Sheet 39,20/3/1944; NAA: A9186, 390. "50th Anniversary 10EFTS Reunion Feature," F12-13.

The unit gymnasium was host to a variety of events including dances, concerts, movies, talent quests and dinners.[223] On occasion dances and concerts were in aid of the RAAF Welfare Fund.[224] On others they were in celebration of anniversaries such as the 10 EFTS second birthday on 29 May 1943.[225] The Unit held a revue aptly entitled 'Circuits and Bumps' – meaning the practice take-offs and landings practiced by pilots – on 16 August 1943. A concert followed onsite on 22 May 1944 which was such a success that the performers repeated it in town a few days later.[226] New Year's Eve celebrations were held in the Officers Mess and gymnasium.[227] Christmas was a special event celebrated with dances and dinners. At the latter the officers served the airmen.[228]

While the WAAAF participated in Unit concerts and dances they also held their own anniversary parades, dinner and dances with their first concert being held on the 13 September 1943.[229] Additionally there were separate events for the ranks such as dining-in nights and dances in the Officers Mess and Sergeants Mess.[230]

Wind down to Nucleus Strength

In January 1944 10 EFTS received their first batch of aircrew under the Pilot Navigator Bomber Wireless (PNBW) program whereby trainees who were categorised as ineligible to be pilots were mustered as trainee observers, bomb-aimers, or wireless operator air gunners and sent to their respective schools, all others were sent to an EFTS as a PNBW.[231] After ten hours of flying training, trainees were assessed again and those deemed unlikely to progress were either redirected to the aforementioned musterings or scrubbed from aircrew training.[232]

From June 1944 activities began to be scaled back and in August advice was received from the Air Board indicating that on account of the 'successful prosecution of the War on all fronts' a large surplus of aircrew had built up and thus EATS was under review. Commanding Officers were directed to advise trainees of the situation and submit lists of personnel who wished to transfer to ground staff training programs or transfer to the army for combatant duties.[233]

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[223] Sheet 31, 6/10/1943 NAA: A9186, 390. "50th Anniversary 10EFTS Reunion Feature," F12-13.

[224] Sheet 31, 16/10/43NAA: A9186, 390. Sheet 35, 2/1/1944; 4/1/1944; NAA: A9186, 390.

[225] Sheet 25, 29/5/1943 NAA: A9186, 390.

[226] Sheet 28, 16/8/1943; Sheet 43, 22/5/1944; Sheet 43, 24/5/1944; NAA: A9186, 390. Menzies, *The RAAF at Temora, Uranquinty and Deniliquin During WWII*, p84

[227] Sheet 34, 31/12/1943, NAA: A9186, 390.

[228] Sheet 34, 24-25/12/1943, NAA: A9186, 390.

[229] Sheet 29, 13/9/1943 NAA: A9186, 390. Sheet 31, 8/10/1943; Sheet 39, 15/3/1944; Sheet 87, 15/3/1945; Sheet 87, 17/3/1945;NAA: A9186, 390.

[230] Sheet 25, 11/6/1943; Sheet 27, 23/7/1943; Sheet 28, 14/8/1943; Sheet 29, 10/9/1943; Sheet 31, 30/10/1943; Sheet 29, 18/9/1943; Sheet 39, 18 March 1944; NAA: A9186, 390.

[231] NAA: A10605, 421/3.; Bruce Fairlie, *Cut Short in His Prime: Allan Cook: A Brief History*, (2015), http://members.iinet.net.au/~bruce.fairlie/AlanCook.pdf. p34 ; Sheet 35, Jan 1944 NAA: A9186, 390.

[232] Byrne, "Training on the Australian Front." 1996.

[233] Sheet 55, 10/8/1944;NAA: A9186, 390.

On 14 May 1945 flying training ceased at 10 EFTS and members of the last course 60(P) were posted to other units for ground musterings.[234] From this point a transient aircrew holding pool was formed at 10 EFTS and the Unit received fully trained aircrew personnel from elsewhere awaiting future posting. The decrease in flying activity necessitated an increase in organised extracurricular activities, with a gymnastic displays and sports meeting involving 13 events and 'large entries from all ranks'.[235] Instruction for aircrew on multiengine aircraft such as Avro Ansons was also organised.[236] In July 1945 the CO Flight Lieutenant John Scott Brownless reported that,

> The health of the Unit is good and the general morale is excellent. Organised competitive sports, athletics, football, tennis and basketball have proved very popular and have supplemented the lessening of productive activity due to the cessation of training.[237]

By the end of August 1945, whilst the Unit establishment had not been altered, there had been a significant reduction in personnel strength to 'nucleus stage' provisioning only for personnel essential for disbandment activities. During this period by all reports 'the Unit appears to be a very happy one, with consequently good morale'.[238] On the 28th of the month a farewell dinner was held in the Officers Mess to 'commemorate the cessation of 10 EFTS as an active Unit'. The event marked the closure of the 'Temora Country Club'. Former Commanding Officers, Simpson, Harding, and Masters and other 'special guests' were in attendance.[239] The 'Spirit of 10 E.F.T.S.', embodied by a small wooden casket, was buried beneath the floorboards of the mess in dramatic fashion, however when the building was demolished the following year the casket was not found.[240]

As facilities closed personnel adapted. Closure of the airmen's kitchen and messes saw all cooking undertaken in the officers and sergeants kitchen, with airmen dining in the Sergeants Mess, and the division of the Officers Mess to accommodate sergeants.[241] The closure of sick quarters saw the transfer of all hospital cases to 1 RAAF Hospital, Wagga Wagga, and the decommissioning of the Unit's picture theatre resulted in bi-weekly visits to the Temora cinema at a reduced price.[242]

Disbandment and Disposal

From February 1946 stores and equipment began to be organised into groups for sale by tender and public auction. A few Tiger Moth aircraft had already been sold by the Commonwealth Disposals Commission (CDC) with delivery taken by the NSW Aero Club.[243] As of the 12 March 1946 – six months after the war came to an end – 10 EFTS was renamed Care and Maintenance Unit (CMU), Temora. The effort of the Unit was focused upon the storage of aircraft and disposal of surplus

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[234] Sheets 98- 101, May 1945; NAA: A9186, 390.
[235] Sheet 81, 10/2/1945; Sheet 112, 27/7/1945; NAA: A9186, 390.
[236] Sheet 108, 30/6/1945; Sheet 114, 31/7/1945; NAA: A9186, 390.
[237] 37/7/1945, Sheet 114 NAA: A9186, 390.
[238] Sheet 118, 31/8/1945; NAA: A9186, 390.
[239] Sheet 116, 24/8/1945; NAA: A9186, 390.
[240] 10 EFTS 31st Anniversary Reunion, April 1973. Souvenir Programme. p13.
[241] Sheet 118, 31/8/1945; NAA: A9186, 390.
[242] Sheet 121 30/9/1945; Sheet 126, 30/11/1945; NAA: A9186, 390.
[243] Sheet 132, 28/2/1946;NAA: A9186, 390.

equipment.[244] Items were disposed of by tender and public auction under the supervision of the CDC. The CDC were also tasked with the direct disposal of mobile assets such as vehicles and aircraft.[245] Public interest in the acquisition of Unit buildings was significant with a large number of enquires in November 1946.[246] After six years of wartime rationing, building materials and housing were scarce, so former military structures were highly sought after.

Three auctions were held on site conducted by Messers Miller and James, Auctioneers of Temora – two for equipment and one for buildings. The first was held 10–11 September 1946 in the Unit gymnasium and surrounding buildings. Reportedly it was the biggest auction sale ever held in Temora.[247] 'A host of fitters', carpenters', plumbers' and labourers' tools, electrical and hardware stores', in addition to hospital, sporting and office equipment and furniture were auctioned.[248] There were also 69 aircraft models, each a different type of English, American or Japanese machine.[249] Many of the goods were in practically new condition, and bidders included locals and Sydney visitors.[250]

As a result of the decreasing numbers of RAAF personnel at CMU, Temora in November 1946 a groundsman was appointed by the Department of Civil Aviation (DCA) to maintain DCA assets on site.[251] Similarly, following the posting of a cook from the Unit, at the end of January 1947 all unit personnel were granted permission to live off site within the Temora township.[252]

On 19 February 1947 the second auction was held. Items included buildings and 'a number of lots of scrap timber, straw, iron etc., which was unrequired for service purposes.'[253] Around 200 people

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[244] 31/3/46, Sheet 2, RJ Turner, NAA: A9186, 390.

[245] 31/3/46, Sheet 2, RJ Turner, NAA: A9186, 390.

[246] November 1946, Sheet 156 RA Jones, NAA: A9186, 390.

[247] "Under Instructions from the Commonwealth Disposals Commission. Auction Sale No. 10 E.F.T.S., R.A.A.F. Temora," *Temroa Independent*, 3 September 1946. "Good Prices at Disposals Sale," *Temora Independent*, 13 September 1946.

[248] "Under Instructions from the Commonwealth Disposals Commission. Auction Sale No. 10 E.F.T.S., R.A.A.F. Temora." "Good Prices at Disposals Sale."

[249] "Under Instructions from the Commonwealth Disposals Commission. Auction Sale No. 10 E.F.T.S., R.A.A.F. Temora."

[250] "Under Instructions from the Commonwealth Disposals Commission. Auction Sale No. 10 E.F.T.S., R.A.A.F. Temora." "Good Prices at Disposals Sale."

[251] November 1946, Sheet 156 RA Jones, NAA: A9186, 390.

[252] 31/1/47, Sheet 158, RA Jones, NAA: A9186, 390.

[253] 19 Feb 1947. NAA: A9186, 390. 159. "Under Instructions from the Commonwealth Disposals Commission Auction Sale on the site R.A.A.F. Aerodrome Temora Buildings for Removal and Miscellaneous Items on Wednesday 19th February, 1947," *Sydney Morning Herald*, February 19 1947; "Under Instructions from the Commonwealth Disposals Commission Auction Sale on the site R.A.A.F. Aerodrome Temora Buildings for Removal and Miscellaneous Items on Wednesday 19th February, 1947," *Sydney Morning Herald*, February 8 1947; "Under Instructions from the Commonwealth Disposals Commission Auction Sale on the site R.A.A.F. Aerodrome Temora Buildings for Removal and Miscellaneous Items on Wednesday 19th February, 1947," *Sydney Morning Herald*, February 5 1947; "Under Instructions from the Commonwealth Disposals Commission Auction Sale on the site R.A.A.F. Aerodrome Temora Buildings for Removal and Miscellaneous items on Wednesday 19th February, 1947," *The Daily Advertiser*, February 8 1947; "Under Instructions from the Commonwealth Disposals Commission Auction Sale on the site R.A.A.F. Aerodrome Temora Buildings for Removal and Miscellaneous Items on Wednesday 19th February, 1947," *Sydney Morning Herald*, February 15 1947; "Disposals Sale of Temora R.A.A.F. Buildings," *Temora Independent*, 7 February 1947.

attended the auction and due to the insufficient numbers of Unit personnel there were security issues resulting in a few thefts 'of mostly a petty nature' from recently sold buildings.[254]

By May 1947 the majority of equipment and buildings had been disposed of.[255] As closure neared, Commanding Officer Ronald Armstrong Jones elegiacally remarked that:

> It is anticipated that in a short time only wide open spaces dotted by upturned foundation blocks and broken flush pans will be the remainder of a once neat and well trimmed Air Force Station.[256]

From 24 June 1947 a civilian caretaker was appointed to maintain the site. Care and Maintenance Unit, Temora was officially disbanded 30 June 1947.[257] The third and final auction conducted on site by the CDC on 18 July 1947 including the sale of 'a small quantity of unserviceable equipment, machine tools and furniture'.[258]

10 EFTS in Summary

10 EFTS opened in May 1941 and operated until the end of February 1946. At the conclusion of training at 10 EFTS in May 1945 the progressive total of trainees graded under the PNBW programme was 686 of which 359 were offered additional training as pilots.[259] 2527 pupil pilots graduated from the school having completed a full elementary flying training course, while a further 111 were partially trained.[260] However the measure of the school was more than the output of aircrew trainees. As aircraft activity encircled the town overhead, the main aerodrome at its heart, and Moths coming and going from the satellite airfields, on the ground the RAAF wove its way into every aspect of the Temora township, with marriages, births, deaths, social events, and sporting competitions, to employment, recruitment, the provision of supplies, and facilities. This was not, however, the end of aviation in Temora.

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[254] 19 Feb 1947. NAA: A9186, 390. 159.

[255] Sheet 166, 30/5/1947; NAA: A9186, 390.

[256] 28 Feb 1947, RA Jones, Commanding Officers Report NAA: A9186, 390.

[257] The strength of the unit had been reduced to near 379 by May 1945 NAA: A9186, 390. Sheet 101.

[258] Sheet 164, 30/6/1947; NAA: A9186, 390. "Under Instructions from the Commonwealth Disposals Commission Auction Sale on the site R.A.A.F. Aerodrome Temora Buildings for Removal and Miscellaneous items on Friday 18th July at 2pm Sharp," *Sydney Morning Herald*, July 5 1947; "Under Instructions from the Commonwealth Disposals Commission Auction Sale on the site R.A.A.F. Aerodrome Temora Buildings for Removal and Miscellaneous items on Friday 18th July at 2pm Sharp," *The Daily Telegraph*, July 5 1947; "Under Instructions from the Commonwealth Disposals Commission Auction Sale on the site R.A.A.F. Aerodrome Temora Buildings for Removal and Miscellaneous items on Friday 18th July at 2pm Sharp," *Sydney Morning Herald*, July 12 1947; "Under Instructions from the Commonwealth Disposals Commission Auction Sale on the site R.A.A.F. Aerodrome Temora Buildings for Removal and Miscellaneous items on Friday 18th July at 2pm Sharp," *The Daily Advertiser*, July 14 1947; "Under Instructions from the Commonwealth Disposals Commission Auction Sale on the site R.A.A.F. Aerodrome Temora Buidings for Removal and Miscellaneous items Today Friday 18th July at 2pm Sharp," *Sydney Morning Herald*, July 18 1947.

[259] Sheets 101 Appendix 1, May 1945; NAA: A9186, 390.

[260] NAA: A9186, 390. "2527 Airmen Trained at Temora School," *Temora Independent*, 23 July 1947.

CONCLUSION

10 EFTS was the most substantial way that the state of Total War manifested in Temora. The establishment of the 10 EFTS resulted in the militarisation of the civilian landscapes, physical and social. The physical landscape was transformed into a military airfield, as orchards were replaced by buildings to administrate and accommodate aviators, and paddocks were converted to airfields. Meanwhile the airspace was occupied by the sight, sounds, and smell of military aircraft inhabiting the intangible domain. Residents became familiar with aircraft operation, regular and irregular. The social landscape was transformed as RAAF personnel became part of the community. Jobs were created, services provided and funds were spent. The population was expanded for the wars duration and beyond. Relationships were formed – collegiate, comrade and courtship. Some lives began with the birth of children, while others came to an untimely end.

However the newly militarised landscapes were also civilised. Alongside the extraordinary business of aircrew training ordinary and everyday life was practiced. Personnel ate, slept, showered, and socialised at the Unit. Military space was domesticated by unconventional additions such as the summer house and vegetable gardens. At 10 EFTS modern conflict manifested as both the extraordinary and ordinary and everyday artefact.

From tickets for a flip, references to brooches worn on wedding days, items collected from the pockets of the deceased, or the 'spirit' of 10 EFTS buried beneath the floor of the Officers Mess, the narrative of aviation in Temora is laden with reference to artefacts. In this chapter I have outlined the changes required of the social and physical landscapes of Temora to allow the locality to accommodate flight. I have detailed how the density of aerial activity, as demanded by an elementary flying training school, further increased it. This resulted in additional alterations to the rural landscape including resumption of land to accommodate the Unit camp buildings, and the cessation of the use of arable land for farming to accommodate satellite airfields. Of the social landscape I have explored how the Unit was integrated into the everyday life of the Temora township, through relationships, social and sporting events, and the provision of services and supplies. I have also recounted specific aviation events that worked to ingrain airmindedness within the community such a visit by Kingsford Smith or G for George, or aerobatics over Hoskins Street in celebration of Victory in the Pacific. Similarly, I have explored the tragedy aviation has brought to the town in the form of misdemeanour, and horrific fatalities of both servicemen and civilians. In the next chapter I will engage with the legacy of 10 EFTS in Temora.

CHAPTER 4: A LEGACY OF EATS – TEMORA THE TOWN OF THE 'NEO-AIRMINDED', MEMORIAL AND AFFECTIVE REMBRANCE

Airmindedness was an evangelical belief that aviation had the potential to 'bring peace, communications, economic development, and in some cases a transformation of society'.[1] Certainly as historian Brett Holman asserts, the nature of warfare was transformed through air power. Likewise communication was advanced through air mail delivery services and passenger transportation.[2] Scholars Michael Landry and Sandra Edwards have written about how aviation provided opportunities for economic advancement.[3] In the case of Temora there is evidence for the manifestation for each of these promises. Participation in EATS saw a manifestation of air power and militarisation of the landscape; the improved ground infrastructure, transformed to accommodate air mobility in turn improved communications. The economic development came first in the provision of employment through construction of the aerodrome, investment in an infrastructural asset, employment for civilians and at 10 EFTS, in the provision of services for the School and ancillary spending. As I explore in this Chapter, the adoption of airmindedness has indeed had a transformative effect on the town.

People looked to aviation as an exciting endeavour. It was a visceral experience and as Holman suggests the enthusiasm for it was best generated through spectacle.[4] As a novel enterprise public aerial displays, air races, and the construction of aerodromes and aviation infrastructure all served to promote airmindedness and an awareness of the new technology.[5] Within the first few years of the RAAF's formation it was actively participating in aerial derbys, air shows, and public displays of air power to promote the new service.[6]

In Temora the scale of aerial spectacle progressively increased. Initially it was a casual and intermittent affair performed by barnstormers such as Charles Kingsford Smith. Then the installation of the EATS flying training school, 10 EFTS saw aviation become part of the everyday with frequent

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[1] Peter Adey, "'Ten Thousand Lads with Shinning Eyes are Dreaming and their Dreams are Wings': Affect, Airmindedness, and the Birth of the Aerial Subject," *Cultural Geographies* 18, no. 1 (2011): p65.

[2] Holman, "The Militarisation of Aerial Theatre," p2. Richard B. Wetherill, "The First Official Air Mail," *Indiana Magazine of History* 35 (1939): p390. Leigh Edmonds, "Australia, Britain and the Empire Air Mail Scheme, 1934–38," *The Journal of Transport History* 20, no. 2 (1999): p93. Landry and Edwards, "Blue Skies and Dollar Signs: Early Airports and the Promise of Economic Growth," p100.

[3] Landry and Edwards, "Blue Skies and Dollar Signs: Early Airports and the Promise of Economic Growth."

[4] Holman, "The Militarisation of Aerial Theatre," p2.

[5] Adey, "'Ten Thousand Lads with Shinning Eyes are Dreaming and their Dreams are Wings'," pp65-6.

[6] "Aerial Derby: 'Planes from Melbourne: War Flying Suits," *The Sun*, 4 May 1922. "Aerial Derby: To-days Events: Spectacular Races Arranged," *Sydney Morning Herald*, 6 May 1922.

aerial activity, formation flying and special events such as the visit from the Lancaster Bomber *G for George*. As I demonstrated in the previous chapter, 10 EFTS had a profound impact upon both the physical and social landscapes of Temora. Whilst the Councils were proactive in their airminded intentions for the town I am confident in suggesting that the original instigators could never have imagined the extent to which aviation has become integrated into the town's identity. They saw beyond the romance of the endeavour to opportunities for advancement – economic, infrastructural, and social – opportunities that have been realised.[7] The aim of this chapter is to explore the legacy of 10 EFTS in Temora. While social historian Suzanne Evans has argued 'that in the decades following the end of WWII it was difficult to find any mention of the scheme, and in the twenty-first century it no longer holds a place in Australian collective memory' in this chapter I will provide categorical evidence to refute her assertions.[8] I demonstrate that Australia's participation in EATS, and Temora's unique contribution to it, has been actively remembered, memorialised and celebrated.

This chapter is presented in three parts. The first part explores the activities undertaken on the aerodrome in the years following disbandment of 10 EFTS, including the establishment of an aero club, and commercial aviation services. I then discuss the affective events organised by the local community and supported by the Council in remembrance and commemoration of participation in EATS: 10 EFTS reunions. The second part of this chapter considers the aerodrome today, and the legacy of EATS in the cultural landscape and through activity – development of the airpark estate and the Temora Aviation Museum (TAM). In the final section I evoke the area's memorial and affective remembrance practices, including the newly re-established RAAF 100 Squadron and its Temora Flight.

TEMORA – THE TOWN OF THE 'NEO-AIRMINDED'– PART 1

In Chapter 1 I considered how EATS subscribed to three properties of airmindedness; technological advancement or futurism; air power; and the integration of aviation into the ordinary and everyday. This chapter discusses how Temora embraced and openly identified as airminded, as aviation became further embedded following disbandment of 10 EFTS. I suggest that the legacy of Temora's participation in EATS has seen Temora transition to a new stage of airmindedness which I shall refer to as 'neo-airminded' given the evolution of the concept. Aviation is no longer futuristic. Whilst it is a technological practice, in Temora aviation has been integrated into the domestic space, it has become utilitarian, perhaps even ordinary, and everyday. Houses are accompanied by hangars and roadways are paired with taxiways. Aircraft are involved in domestic and agricultural pursuits, flying training, gliding and recreation. The aviator is a chartered accountant, a crop duster, or a former Chief of Defence all of whom gather for Friday night drinks in Bob's hangar one week and Carol's the

[7] Landry and Edwards, "Blue Skies and Dollar Signs: Early Airports and the Promise of Economic Growth," p97.

[8] Suzanne Evans, 2013. "The Empire Air Training Scheme: Evolution of an Image." In *The Angry Sky: Australia's Air War Over Europe, RAAF Museum Point Cook,* Military History and Heritage Victoria Inc.,.

next. Indeed, in Temora, the evolution of the image of the romantic aviator has shifted from looking to the future to acknowledging the imagined future has been realised and that the romance is now a gesture to the past.

In this section I explore how Temora Council worked to secure a future for its 'modern and efficient airfield' and what that future entailed, from civil aviation services to the continuation of a community of aviators through recreational aviation activities — the Temora Aero Club.[9]

Securing a Future for Temora's 'Modern and Efficient Airfield'

Temora Council began enquiries to secure the post war fate of its aerodrome in 1944. Enquiries were made to the Director General of Civil Aviation, local MPs, and commercial airlines.[10] Speculated and suggested uses included accommodation for pensioners, a teachers' training college, a police boys' club with gymnasium utilising 10 EFTS equipment, an aero club, and of course the establishment of a regular civil aviation service for the town's 'air minded' community.[11] However the potential post war use of the site was complicated by the way the construction of the aerodrome was paid for. While it was undisputed that the land for the aerodrome was owned by the Shire Council, because the asset was built with State funds originating from the Commonwealth, there was debate over the potential compensation should acquisition proceed.[12] Additional complications were added by the long-term lease from private landholders Hall, Eccleston, and Donaldson for the 10 EFTS camp area.[13] Further, through occupation the RAAF had made improvements to the Aerodrome, including:

a) Extension of the landing area to west and south, grading and grassing of this extension and re-alignment of fencing on new boundaries,
b) Re-grading of runways and lengthening of the [north-south] runway, and maintenance thereof,
c) Provision of drains of various types for runway and aerodrome drainage,
d) Provision of taxiways and tarmac,
e) Provision of all buildings, and reticulation of services thereto.[14]

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[9] Bundawarrah Centre: Local Government VIII: 1743: 144.

[10] Municipality of Temora Archival File – Local Government – VII I – 144 – Temora Aerodrome.

[11] "Town Council: Correspondence at Meeting: Use of R.A.A.F. Buildings," *The Temora Independent*, 5 March 1946. "Air Schools as Training Colleges: Temora Suggested," *The Temora Independent* 26 March 1946. "Establishment of a Boys' Club at Temora," *The Temora Independent*, 24 May 1946. "Temora Aerodrome to be Taken Over By Civil Aviation Department," *Temora Independent*, 4 June 1946. Local Government XXI; 144; Aerodrome Acquisition 1940- 1953. "Aerodrome Facilities to be Retained," *Temora Independent*, 22 November 1946.

[12] 19/4/1949 A Hepburn for Director-General of Civil Aviation to Secretary, Department of the Interior NAA: A705, 171/43/1; 3286539.

[13] June 1944, MC Langslow, Secretary to The Assistant Secretary, Department of the Treasury, Defence Division, Vicotria Barracks and 20/12/1945, FM Johnston, to The Secretary, Department of Air NAA: A705, 171/43/1; 3286539. 9/4/1946 MC Lanslow to Director-General of Civil Aviation NAA: A705, 171/43/1; 3286539.

[14] 16/6/1949 Director of Works and Buildings to The Divisional Property Inspector, RAAF NAA: A705, 171/43/9; 3286503.

However, throughout the discussion the opinion was always held by the Department of the Interior that regardless of where the funds came from, as they were granted to the Council for the asset's development, the Council was entitled to full compensation.[15]

The three options for the aerodrome were that it was either purchased by the Department of Air, Department of Civil Aviation (DCA), or returned to the Council. In December 1941 correspondence exchanged between the Secretary, Department of Air and Director General of Civil Aviation intimated that it was likely the aerodrome would return to Temora Shire Council ownership after the war and that it would not be required for civil aviation purposes.[16] Correspondence in April 1943 echoed the same sentiment.[17] Meanwhile enquiries as to whether the Department of Air would purchase the 10 EFTS site continued into 1943.[18] Initially it was recommended that the entire aerodrome and camp area be acquired as shown in red in Figure 4.1. In December 1945 this was reduced to only the privately owned land upon which the RAAF had buildings and engineering services, meaning the entire holdings of Hall and Eccleston and 2½ acres of Donaldson's land.[19] The acquisition of land was intended to safeguard Commonwealth assets in the short term as Temora was not 'a permanent, post war RAAF requirement … [having been] listed for ultimate disposal'.[20] However, despite funds being set aside for the purchase it did not eventuate.

In January 1946 the DCA reversed their position and expressed an interest in acquiring any '"Commonwealth Assets" in the form of buildings and plant then available for disposal.'[21] Their intention was to acquire the whole of the area held under National Security (General) Regulations by the Commonwealth, as indicated by all coloured areas in Figure 4.1.[22]

In May 1946 the Council was officially advised that the DCA would take over the aerodrome following vacation by the RAAF and thereby assume responsibility for aerodrome expenses.[23] In June 1946 it was announced that the RAAF would vacate the aerodrome and the DCA would assume responsibility for its maintenance.[24] From 31 July 1946 the DCA accepted responsibility for the

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[15] 8/12/1942 A. Percival for Secretary Property & Survey Branch, Department of the Interior to The Seretary. Department of Air; 14//1943 A. Percival for /Secretary, Department of the Interior to The Secretary, Department of Air; NAA: A705, 171/43/1; 3286539.

[16] 4/12/41 Secretary, Department of Air to Director-General of Civil Aviation and 11/12/41 Director-General of Civil Aviation to Secretary, Department of AirNAA: A705, 171/43/1; 3286539.

[17] 2/4/1943 Air Board Minute NAA: A705, 171/43/1; 3286539.

[18] NAA: A705, 171/43/1; 3286539.

[19] June 1944, MC Langslow, Secretary to The Assistant Secretary, Department of the Treasury, Defence Division, Vicotria Barracks and 20/12/1945, FM Johnston, to The Secretary, Department of Air NAA: A705, 171/43/1; 3286539.

[20] 19/1//1944, MC Langslow, Secretary to The Assistant Secretary, Department of the Interior NAA: A705, 171/43/1; 3286539.

[21] 6/3/1946 A Hepburn for Director General of Civil Aviation to The Secretary, Department of Air NAA: A705, 171/43/1; 3286539.

[22] 9/4/1946 MC Langslow, No 1 Divisional Works Office, RAAF to The Secretary, Department of the Interior NAA: A705, 171/43/1; 3286539.

[23] 3/5/1946 A Hepburn fo Director-General of Civil Aviation to The Town Clerk, Temora NAA: A705, 171/43/9; 3286503.

[24] "Temora Aerodrome to be Taken Over By Civil Aviation Department."

control and maintenance of the aerodrome.[25] However DCA staff were not appointed for aerodrome maintenance until November 1946. Likewise the transfer of control is not noted in the unit history sheets until December 1946.[26] When the site was transferred to the DCA they became responsible for the payment of compensation to various land holders including Temora Council, Eccleston, Donaldson, and Hall.[27] Compensation continued to be paid to private landholders through to August 1952 when the land was permanently acquired by the Commonwealth for the DCA.[28] Up until this date the land was still held pursuant to the provisions of the National Security (General) Regulations.

In June 1961 under DCA's Local Ownership Plan, control of the aerodrome and buildings was transferred to Temora Municipal Council, under whose ownership it remains.[29] One Bellman Hangar and its annex was retained by the Commonwealth on site.

[25] 23/7/1946 A Hepburn for Director-General of Civil Aviation to The Secretary, Department of Air NAA: A705, 171/43/9; 3286503.

[26] 20/12/46, Sheet 157, NAA: A9186, 390.

[27] 15/10/1947 A Hepburn for Director-General of Civil Aviation to The Secretary, Department of the Interior NAA: A705, 171/43/9; 3286503.

[28] 14/11/52 Cancellation of Finance Authority. Property acquired by Commonwealth vide Commonwealth Gazetter No. 54 dated 7/8/1952 NAA: A705, 171/43/9; 3286503. Bundawarrah Centre: Municipality of Temora Archival File – Local Government – XXI– 144 – Temora Aerodrome; Local Government XXI; 144.

[29] SP.17195/3B/40; 24 April 1961; Deputy Crown Solicitor to Temora Municipal Council.Bundawarrah Centre: Municipality of Temora Archival File – Local Government – XXXIV – 144 – Temora Aerodrome; Local Government XXXIV; 144. Temora Shire Council, "Temora Airport Master Plan," (Temora, NSW2019), p14.

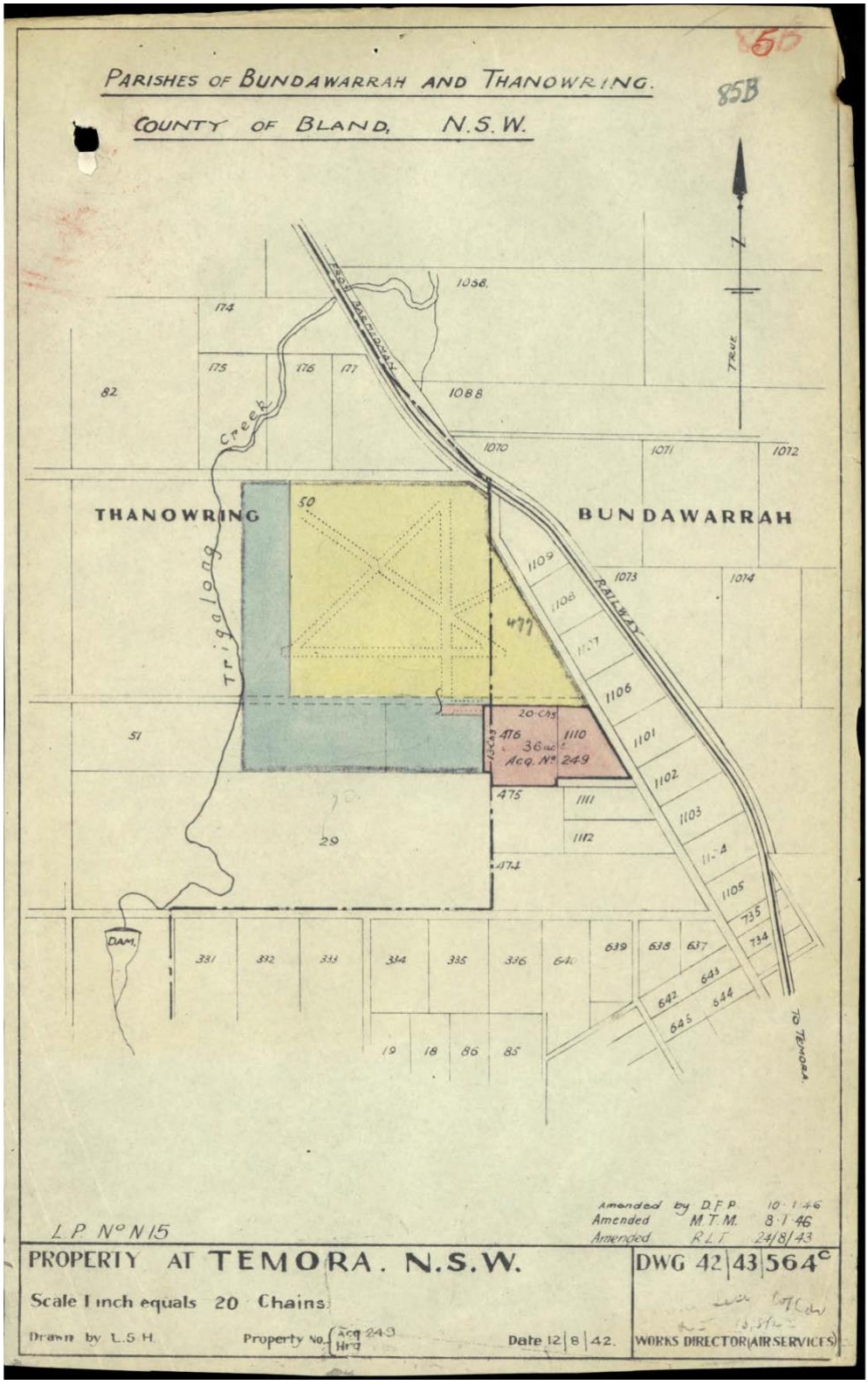

Figure 4.1. *Property at Temora, proposed acquisition area March 1946. Original Municipal airfield* (yellow) *and privately owned land including 10 EFTS camp area* (pink)*, and airfield outskirts* (blue)*.*[30]

[30] NAA: A705, 171/43/1; 3286539.

Commercial Aviation

By 1949 commercial flights had commenced between Sydney and Temora three times a week.[31] In 1969 Masling Commuter Airlines were operating from Temora and in 1979 there was a daily service operated by Advance Airlines.[32] However on 21 February 1980, Temora's relationship with commercial aviation would be forever changed when the Advance Airlines flight departing Mascot for Temora crashed.[33] The Beechcraft Super King Air, lost power in one of its engines shortly after take-off.[34] The pilot was instructed by air traffic control to go around to the end of the main runway and come in behind an Ansett Boeing 727 to land.[35] However the aircraft did not reach the runway and instead hit the sea wall, killing all 13 people on board. The victims included a week-old baby and both its parents, who left 3 other children orphaned in Temora.[36] The media reported that the Board of Inquiry found that engine failure was probably due to fuel contaminated by water.[37] The aircraft accident investigation revealed that the cause of the accident could not be determined stating that the most likely explanation was,

> That the aircraft was operated in a reduced power configuration which, under the prevailing conditions, [rendered] its single-engine performance critical in respect to aircraft handling.[38]

Reportedly the crash was a catalyst for the formation of the Department of Aviation.[39]

Following this tragedy commercial aviation had limited success with services out of Temora. Masling Airlines replaced the Advance Airlines service, but it ceased operations within ten years.[40] Hazelton Airlines also operated scheduled weekly flights to Temora in the 1990s but with little success.[41]

10 EFTS Reunions

Following disbandment, 10 EFTS was commemorated onsite through three officially organised reunions. These events saw thousands of former personnel – staff and trainees alike – and their families return to the town. The focus of the event was on reconnecting with the place and community as an excerpt from the 1967 event's programme shows:

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[31] Speirs, *The Wind in Lonely Places*, p151.

[32] The Museum of Australian Commercial Aviation, "Masling Commuter Services Timetable November 1969," The Museum of Australian Commercial Aviation, http://aviationcollection.org/Masling/Artifacts/Timetable%201969/timetable%201969.htm. 6 November. 2018. Temora Centenary Historical Book Committee, *Temora Yesterday and Today 1880–1980*, p177.

[33] "Air Crash Kills 13: Sydney Airport Scene 'Appalling': Policeman," *Papua New Guinea Post-Courier*, 22 February 1980.

[34] Jennie Curtin, "Plane 'Doomed' by Tower, Court Told," *The Sydney Morning Herald*, 12 October 1993.

[35] Curtin, "Plane 'Doomed' by Tower, Court Told."

[36] Jennie Curtin, "Orphans Fail in Crash Claim," *The Sydney Morning Herald*, 9 June 1994.

[37] Bruce Wright, "The Anatomy of a Disaster at Sydney Airport," *The Canberra Times*, 5 June 1983.

[38] Department of Air Transport Australia, "Aircraft Accident Investigation: Advance Airlines of Australia Beech Super King Air 200 VH-AAV Sydney (Kingsford Smith) Airport, New South Wales 21 February 1980," ed. Air Safety Investigation Branch (Canberra 1981).

[39] Wright, "The Anatomy of a Disaster at Sydney Airport."

[40] Speirs, *The Wind in Lonely Places*, p151.

[41] Robert W Moorman, "Changing Names, Directions," *Air Transport World* 28, no. 4 (1991).

> There are sons and daughters who will want to meet you and also wives of members of No. 10 E.F.T.S. who have heard of you yet possibly never seen you – this is yours and their opportunity to do so. Meanwhile, we who live here are proud of Temora's contributions to the Australian war effort, we are proud too of your careers after you left us, we have tried to keep up the airfield whose presence, we all feel, is of intrinsic value to the town.[42]

The first reunion was held in 1967. Organised by the Temora Ex-Services Club Flying Group it was held to commemorate the 25th Anniversary of the School's establishment.[43] The event comprised an Air Pageant (air show), dinners, dances and social meetings. Former 10 EFTS personnel marched through the town to the local monument, where a wreath-laying ceremony was held. This was followed by a fly past of a Tiger Moth. A memorial plaque in tribute to 10 EFTS was also erected at the Town Hall Library.[44] 8000 people descended upon Temora and the event was celebrated by the entire community, who welcomed their friends home.[45]

The second reunion occurred in April 1973 to commemorate the 31st Anniversary. Again the focus was on reconnecting with place and people as the welcome from the Mayor and Shire President extolled:

> There will be many friendships renewed and new ones made, but most of all we know that you will find the people of Temora to be still the warm hearted and homey people you knew during your training days in the Air Force.[46]

The event was organised by Temora Ex-services Club and the Temora Aero Club with former Commanding Officer Hal Harding returning as the guest of honour.[47]

The third reunion was held in April 1991 on the occasion of the 50th anniversary.[48] The event saw the key to the city being granted to personnel who trained at 10 EFTS.[49] Over 10,000 attended the event which was supported by community groups, the Council, RAAF and Australian Army.[50] Ron Maslin's *Wings Over Temora* was also launched at the 50th Anniversary Reunion Dinner.[51] The chief executive

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[42] Temora Rural Museum: Temora Ex-Services Club Flying Group; Temora 10 E.F.T.S. (R.A.A.F.) 25th Anniversary Re-union. Sept. 30 and Oct. 1 1967 and Air Pageant, Sunday October 1, 1967. Souvenir Programme; TRM – Not yet accessioned – From the Estate of K Sutton- Donation- 2017; p3.

[43] Delayed by one year

[44] Temora 10 E.F.T.S. (R.A.A.F.) 25th Anniversary Re-union. Sept. 30 and Oct. 1 1967 and Air Pageant, Sunday October 1, 1967. Souvenir Programme. It Was a Great Week-End! Outstanding Success Market R.A.A.F. Re-Union and Air Pageant.," *Temora Independent*, 4 October 1967. Temora Avaition Museum: TAM2012.88 – Temora No. 10 E.F.T.S. R.A.A.F. 25th Anniversary Re-union. 30th September, 1st & 2nd October, 1967; TAM2012.88.

[45] "It Was a Great Week-End! Outstanding Success Market R.A.A.F. Re-Union and Air Pageant," *Temora Independent*, 4 October 1967.

[46] TAM2012.369

[47] TAM2012.369p21

[48] TAM2012.369, TAM2012.91

[49] TAM2012.50, TAM2012.89, TAM2013.80, TAM2016.357, TAM2012.417, TAM2012. 87, TAM2012.93, TAM2013.79

[50] "A Real Triumph," *Temora Independent*, May 2 1991, p2. "Reunion, Fly-in Great Success," *Temora Independent*, 2 May 1991, p5.

[51] "Reunion, Fly-in Great Success," p5.

officers of the organising committee were Graham Williams and Darcy O'Connor, whose RAAF artefacts I will discuss in Chapter 5.[52]

The 50th reunion occurred in conjunction with the national fly-in of the Antique Aeroplane Association of Australia (AAAA) whose weekend 'objective was to exceed the previous known record for the peace-time gathering of [67] Tiger Moth aircraft' which had been set at 10 EFTS in 1945 as illustrated in Figure 3.2. The event saw 72 Tiger Moths at Temora in April 1991. The *Temora Independent* reported that several of the attending 'former trainees and instructors were able to identify aircraft they had flown in the 1940s'.[53] The air pageant was also supported by the RAAF with aerial displays by the then-current CT4 trainers and the Roulettes aerobatic team.[54] Aircraft from the RAAF Museum Point Cook also participated in the air pageant.[55] The efforts made by Williams and the Aero Club in organising the reunion were recognised by the presentation of the SAAB Award and Roulettes plaque.[56]

This occasion also saw the return of the 'Spirit of 10 E.F.T.S.' the casket previously mentioned buried beneath the floor of the Officers Mess in an elaborate ceremony. The *Temora Independent* reported that the casket would form the centrepiece of a permanent display of 10 EFTS memorabilia to be curated at the Temora Rural Museum. I will discuss this artefact in more detail in Chapter 5.[57]

The reunions also created their own material record and have been considered significant enough for retention by local collecting institutions. Artefacts include programs, posters, commemorative port and port glasses, photographs, newspaper clippings, badges and name tags as shown in Figure 4.2. The 10 EFTS reunions attracted significant crowds, with the 50th anniversary reaching a peak of 10,000 attendees.

[52] Darcy O'Connor former aircraftman 133014. O'Connors RAAF items were donated to TAM on the event of his death. "A Real Triumph."

[53] "Reunion, Fly-in Great Success."

[54] "Reunion, Fly-in Great Success."

[55] "Reunion, Fly-in Great Success," p11-12.

[56] "Visitors Appreciated Temora Hospitality," *Temora Independent*, 2 May 1991.

[57] "Reunion, Fly-in Great Success," p5.

Figure 4.2. *10 EFTS reunion memorabilia* held at the *Temora Rural Museum.* (L to R) *50th Anniversary commemorative port, 50th Anniversary port glasses, 50th Anniversary programme, 25th Anniversary poster, 25th Anniversary invitation, 50th Anniversary dinner programme.* (Anna Williams, 2019).

Summary Conclusion

In the years following the closure of 10 EFTS Temora took ownership of their airspace and began to work toward an independent airminded identity. The Temora Aerodrome was used as Temora Council had envisaged when it first applied for the grant to construct the airfield. Temora was finally connected with the nation via air, and had a scheduled civil aviation service, furthermore recreational aviation had found a home. Like the history of 10 EFTS, civil aviation saw tragedy which sent ripples through the community resulting in a hibernation of aerial activity. However the hibernation was short lived. In the next section I will explore the legacy of 10 EFTS through cultural landscape, memorial, and identity with specific emphasis on the persistence of airmindedness and commitment to embracing the past as identity in the present.

TEMORA – THE TOWN OF THE 'NEO-AIRMINDED' – PART 2

> Enthusiasm for aviation is contagious.[58]

Temora Council's current approach to its aerodrome is reminiscent of the one it held when the plan to establish an aerodrome in Temora was originally conceived in 1935.[59] Today the Council regards its airport as an important public infrastructure asset, that both provisions for aerial transportation and affords social and economic support to the community.[60] The continuity in ethos also extends to the community's association of aviation with development and growth with a view to the future.[61] Put simply, today Temora identifies itself – as it did in 1947 – as airminded.

Temora Council regards Temora as:

> [the] ideal location for aviation lifestyle, tourism, business and training, supported by a friendly and thriving community, in a picturesque regional setting.[62]

The airport is considered one means through which Council intends to both maintain and grow its current population.[63] In recognition of the limited success of commercial aviation and the town's proximity to the commercial airport in Wagga Wagga, the emphasis of activity has been placed upon recreational aviation. In the Temora Airport Master Plan this is defined as:

- Recreational flying
- Sport aviation, including gliding
- Airpark estate lifestyle
- Commercial aviation development and business, including pilot training
- Spectator enjoyment of a wider variety of aircraft events
- Tourism and educational focal point of museum and accommodation
- A well maintained airport that provides critical emergency services infrastructure, commercial and agricultural uses.[64]

Furthermore Temora Council has identified that the airport plays a significant role in the town's 'identity, employment, residential development, safety, heritage, education and tourism.'[65]

Temora's airmindedness, whilst reaching forward, is pointedly tethered to the past – most specifically to the history of place, and thus to 10 EFTS and EATS. In this section I describe the current airport precinct and cultural landscape. I also discuss present-day aviation activities

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[58] H. McKinley Conway, *The Airport City And the Future Intermodal Transportation System*, ed., ed. (Atlanta: Conway Publications, 1977; repr., Second Printing), p137.

[59] Temora Aerodrome - Notes for Interview with Chief Property Officer for N.S.Wales, Department of the Interior (Mr. R. Snellfrove) in Sydney on 28th October, 1952. Local Government XXI; 144; Aerodrome Acquisition 1940- 1953.

[60] Temora Shire Council, "Temora Airport Master Plan," p5.

[61] Temora Shire Council, "Temora Airport Master Plan," p7.

[62] Temora Shire Council, "Temora Airport Master Plan," p5.

[63] Temora Shire Council, "Temora Airport Master Plan," p10.

[64] Temora Shire Council, "Temora Airport Master Plan," p9.

[65] Temora Shire Council, "Temora Airport Master Plan," p8.

undertaken within it. I then move to Temora's tradition of large-scale recreational aviation events such as reunions and airshows, concluding with practices of memorial and remembrance.

The Cultural Landscape

The continued use of the Temora aerodrome from the 1940s to the present and consequential intensive development of the site has resulted in a very different landscape. Indeed, excepting the location of roadways, tarmac and runways, the footprint of 10 EFTS has very nearly been displaced. While there were a number of building foundations present into the early 1990s, including the airmen's latrine, Officers Mess, Sergeants Mess, and officers latrine, the development of an Airpark Estate has since resulted in their removal.[66] The radio transmitter antenna was also present onsite – although dismantled – until 2012.

There are two original intact structures remaining in situ today. These include an original Bellman Hangar – Building 19 – and the ammunition bunker located within the airfield (see Figure 4.3 and 4.4).[67] Building 19 has been continuously occupied by the Aero Club since it was formed in 1947.[68] There are also an additional two 10 EFTS buildings on site, both of which have been relocated. The first is the guard house – Building 1 – which originally controlled access to the airfield. It was later used as the groundsman's quarters and now forms the entrance to the Temora Aviation Museum (TAM).[69] The second, an administration building, is potentially former Building 7 or the navigation lecture room (see Appendix 5). This structure has been moved to just behind the flight line.[70] This building was originally used as the airport terminal building and is now occupied by Temora Flyers Incorporated (Figure 4.5).

As previously mentioned, the aerodrome was officially acquired by the Department of Civil Aviation (DCA) in 1952.[71] In conjunction with this acquisition and in order to meet the demands of

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[66] Maslin, *Wings Over Temora*, pp109-10.

[67] David Scobie Architects Pty Ltd., "NSW Heritage Register: Original Hangar (Temora Airport)," http://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?id=2480170. 17 April. 2018; David Scobie Architects Pty Ltd., "NSW Heritage Register: Temora Shire Community Based Heritage Study: World War II Ammunition Bunker: Temora Airport," http://www.environment.nsw.gov.au/heritageapp/ViewHeritageItemDetails.aspx?ID=2480168. 17 April. 2018.

[68] The five Bellman Hangars remained in Temora until 1949. Hangar 19 was occupied by the Aero Club and Hangar 18 leased by Schutt Aviation however RAAF requirements necessitated relocation. Temora Council wanted the hangar to remain and there was a flurry of telegrams between DCA and Temora Council when the RAAF turned up to dismantle it. In Municipality of Temora Archival File– Local Government – XXI– 144 – Temora Aerodrome; Local Government XXI;144. 22 March 1949, Arthur Drakeford, minister for Civil Aviation to Mr Meagher, Mayor Temora, Municipality of Temora Archival File – Local Government – XXI– 144 – Temora Aerodrome. Bundawarrah Centre: Local Government VIII: 1743: 144. Maslin, *Wings Over Temora*, p104. "Temora Aero Club Recieves Valuable R.A.A.F. Buildings," *Temora Independent*, 17 January 1947. "Aero Club Plans Big Night," *Temora Independent*, 18 April 1947; "Aero Club Members Have Fine Club Room," *Temora Independent*, 2 May 1947.

[69] Municipality of Temora Archival File – Local Government – XXI– 144 – Temora Aerodrome.

[70] Images show from the 1967 Reunion show that buildings 80 (sewage disposal pump) and 86 (Officers and Airmens Latrine) were still insitu. Maslin, *Wings Over Temora*, p109. NAA: A9716, 1320.

[71] 14/11/52 Cancellation of Finance Authority. Property acquired by Commonwealth vide Commonwealth Gazetter No. 54 dated 7/8/1952 NAA: A705, 171/43/9; 3286503. Municipality of Temora Archival File – Local

contemporary civil aviation companies, the aerodrome was expanded. The expansion involved the purchase of additional land and the lengthening of the main runway. In 2004 a new 2,040m runway – 5/23 (Figure 4.6) – was opened at Temora airport to accommodate the activities of TAM. As such the project was jointly funded by TAM, Temora Shire Council, and the Federal Government to the amount of $3.8 million.[72] By this action the impact that TAM has had on the aerodrome infrastructure may be likened to the impact of the RAAF.

Figure 4.6. *Temora Airport and its three runways 5/23, 9/27 and 18/36.* (Source: Google Earth, December 2020).

Government – XXI– 144 – Temora Aerodrome. "Temora Council to Get £14,700 for Aerodrome," *Temora Independent*, 20 May 1953.

[72] Temora Shire Council, "Temora Airport Master Plan," pp94-5.

Figure 4.3. *The former 10 EFTS Bellman Hangar Building 19 exterior and interior. The hangar has been continuously employed by Temora Aero Club since 1946.* (Photo: Anna Williams, 2021).

Figure 4.4. *10 EFTS bomb dump is located within the airfield proper. Its survival to the present is likely due to its relative remoteness and the potential cost of removal* (Photo: Anna Williams, 2018).

Figure 4.5. *Original 10 EFTS administration building now home to Temora Flyers Inc. Office, formerly Temora Airport Terminal* (Photo: Anna Williams, 2018).

Temora Airpark Estate

The continuity of use of the Temora airport precinct from 10 EFTS to the present extends to that the site continues as place of residence of its aviators. As previously mentioned, following disbandment of 10 EFTS a caretaker occupied the former 10 EFTS guard house, maintaining continuity of use. In the mid 1990s development of Temora's airpark estate began.[73] As such the last 30 years has seen significant development of the former 10 EFTS camp area.[74] The tenet behind the Temora Airpark Estate is to attract 'recreational pilots, commercial and aircraft related industries' and provide them with an 'uncomplicated airspace' in which they may 'live, work and enjoy' an aviation lifestyle.[75] The objective of the estate is to both support 'the recreational aviation lifestyle' and provide the 'highest level of convenience' for industry and enthusiast by offering direct access from home or hangar via taxiways to three runways.[76]

In 1978 aeronautical engineer and entrepreneur Hobart McKinley Conway published *The Airport City* which was both an investigation into existing aviation estate projects and a guide to the systematic planning for future projects – industrial, residential, and recreational. Conway envisaged that aviation would impact the development of cities and towns as did the previous three transportation modes – water, road and rail.[77] 'Just as the "drive-in" feature was attractive to automobile users', he wrote, 'the new "fly-in" concept lures air travellers.'[78]

Conway envisaged that the air traveller would be less patient with 'delays and cumbersome procedures' assuming the adoption of the airminded ethos of speed and entitlement.[79] As such he advocated for systematic planning of airport cities which would provide,

> the "through" concept … the principle of carrying the passenger or the cargo from origin to destination via a system which ideally involves no changes of vehicle, no stops, no transfers, no handling and an absolute minimum time and cost.[80]

Conway emphasised the benefits that aviation estates would bring to industry, highlighting the particular convenience provided for the business professional. He also proposed the potential advantages of the 'Fly-In' residential community.[81] He suggested that it was most suited to those who 'depend primarily on a small airplane to achieve mobility.'[82] Post WWII there were a number of Fly-In residential communities established in the United States. Purportedly the first was Sierra Sky

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[73] Maslin, *Wings Over Temora*.
[74] Temora Shire Council, "Temora Airport Master Plan," p94.
[75] Temora Shire Council, "Temora Airport Master Plan," p19.
[76] Temora Shire Council, "Temora Airpark Estate," http://www.temora.nsw.gov.au/facilities-recreation/airpark-aerodrome/temora-airpark-estate.aspx. 9 April. 2018. Temora Shire Council, "Temora Airport Master Plan," p20.
[77] Conway, *The Airport City And the Future Intermodal Transportation System*, p2
[78] Conway, *The Airport City And the Future Intermodal Transportation System*, p2
[79] Conway, *The Airport City And the Future Intermodal Transportation System*, p2
[80] Conway, *The Airport City And the Future Intermodal Transportation System*, p6.
[81] Conway, *The Airport City And the Future Intermodal Transportation System*, pp57-83, 137
[82] Conway, *The Airport City And the Future Intermodal Transportation System*, p137.

Park, California founded in 1946, and by the 1970s the estate sported 'plane ports' – an adaptation of the car port.[83]

Temora is not unique in the Airpark Estate venture; indeed aviation estates have been increasing in popularity over the last 15 years with intensified interest to create communities centred around aviation. The most well-known is Jumbolair Aviation Estate in Florida, home of John Travolta and his aircraft collection.[84] In Australia a number of airpark estates have been instigated by private owners and aviation enthusiasts – the 'neo-air-minded'– who aren't looking to air as saviour and future, but as Conway proposed, a present reality, convenience, and opportunity for shared lifestyle with the likeminded. In Queensland there is Ray Gresham's Cumulus Airpark, Gympie; Keith Jackwitz's Gatton Airpark, Lockyer Valley; and in the Whitsundays, Gary Poole's Lakeside Airpark, plus Ross and Dianne Armstrong's Whitsunday Aviation Village Estate.[85] In NSW there is also the new estate at Rylstone, near Mudgee, owned by Rob Loneragan.[86]

What is unique to Temora is that the estate was raised on the former camp site of 10 EFTS and that the site has an established history as a place of residence of aviators. Purportedly Temora claims to have 'more pilots per head of population than any other place in Australia' excepting RAAF bases.[87] The 40 residents of the estate include farmers, viticulturalists, doctors, pilots and 'a former chief of defence – all with one thing in common – a love of aviation.'[88] Temora's aviation community groups also continue to operate out of the aerodrome. There are four aviation groups in Temora including the Temora Gliding Club, Temora Aero Club, Temora Historic Flight Club and Temora Flyers Inc.[89] Many of the latter are residents of the Airpark Estate and have fully embraced the aviation lifestyle as predicted by Conway. The aim of the group of 'aviation enthusiasts' is to:

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[83] Conway, *The Airport City And the Future Intermodal Transportation System*, pp 139-40. Flyer Media Inc., "Living with your Plane – Sierra Sky Park," https://livingwithyourplane.com/listings/sierra-sky-park/. 7 December. 2020.

[84] MMK, "John Travolta's House Is A Functional Airport With 2 Runways For His Private Planes," (Architecture and Design, 2015).

[85] Cumulus Airpark Pty Ltd, "About Cumulus Airpark – Cumulus Airpark." November 12. 2018; Gatton Airpark, "Gatton Airpark." November 12. 2018; Madura McCormack, "Aviation Estate Lands," *The Daily Mercury*, May 24 2018; Melanie Plane, "Revealed: Plans for Major Avation Estate Development," *Mackay Daily Mercury*, November 21 2017; Melanie Plane, "Aviation Estate Plan Revealed," *The Daily Mercury*, November 21 2017. Whitsunday Airport, "Whitsunday Airport – 74 Islands. 1 Incredible Airpark," https://www.whitsundayairport.com.au/. November 12. 2018; Peter Carruthers, "Fly in for Airfield fun at Bloomsbury," *Whitsunday Times*, March 3 2018; "Airpark – Whitsunday Airport," Whitsunday Airport, Whitsunday Aviation Village Estate. November 12. 2018; Louise Shannon, "Plans for Aviation Base," *Whitsunday Times*, August 10 2017.

[86] Brent Barlow, "Airpark Development is a Magnet for Aviators", Rylstone-Kandos District Newsletter, 2017, "First Stage of Rylstone Airpark on the Market," *Mudgee Guardian*, July 9 2015. Rob Loneragan, "Rylstone Aerodrome Air Park: The Rylstone Flyer," https://us5.campaign-archive.com/?u=dd4ff6896852f1f8661bfda1e&id=a2cc2f081f. 7 December 2020. 2020.

[87] John Ellicott, "Unique Temora Air Park Offers Aviators Home by a Hangar," *The Land*, 29 November 2020.

[88] Ellicott, "Unique Temora Air Park Offers Aviators Home by a Hangar."

[89] Temora Shire Council, "Temora Airport Master Plan."

> make flying more accessible to our local community, whilst increasing the fun factor at the Temora airfield… [their] focus and goal is to make Temora the most exciting place to visit to engage in the pleasure of flight.[90]

The success of the occupancy of the estate is also unique. With 111 lots currently occupied an additional 40 are planned.[91] In November 2020 it was announced that Temora Shire Council had received a $10.1 million Growing Local Economies fund grant to upgrade and expand the airport precinct. The fund, launched in 2017, was intended to 'support job creation and economic growth in regional NSW' by investing in infrastructure projects. Member for Cootamundra Steph Cooke observing that it,

> is a great investment in the Temora community and will create new opportunities for smaller aviation businesses to establish themselves at Temora Airport and attract further investment in the region.[92]

Perhaps the success of the estate, like 10 EFTS, may be attributed to the culture of the community. As was experienced by 10 EFTS there is a strong community focus with residents of the estate participating in regular social events and a neighbourly behaviour. An additional comparable factor is the unwavering support of Temora Shire Council.

Temora Aviation Museum

In the 1990s aerobatic champion Tom Moon was flying to Sydney from Griffith and stopped en route at Temora to refuel. Alighting from his aircraft he was met on the tarmac by aero club member Graham Williams. True to Temora hospitality, Williams offered Moon a sandwich and they got chatting. Whilst we will never know the specifics of the conversation, Williams must have conveyed the favourable flying conditions, and experienced the friendliness for which Temora is renowned. In the coming months, Moon conveyed his enthusiasm for the site to entrepreneur, businessman, pilot, aerobatic champion and musician David Lowy, AM,[93] proposing it as the potential primary location for the NSW Aerobatic Club. Likely it was this conversation that led to the eventual establishment of the Temora Aviation Museum (TAM) by Lowy.[94]

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[90] Temora Flyers Inc., "Temora Flyers Inc. – Facebook," https://www.facebook.com/TemoraFlyersInc 3 December 2020. 2020.

[91] Ellicott, "Unique Temora Air Park Offers Aviators Home by a Hangar."

[92] Temora Shire Council, "Temora Airport Expansion," 'news release', 23 November, 2020, https://www.temora.nsw.gov.au/Home/Tabs/Latest-News/Temora-Airport-Expansion.

[93] David Lowy, AM is the son of Sir Frank Lowy AC who co-founded the global shoping centre company Westfield. David is currently a Principal of the Lowy Family Group (LFG) the private investment buisness and family office. He is also the Director of the Lowy Insitute for International Policy, a Director of the Lowy Medical Research Institute Limited and Director of the Institute for National Security Studies.

[94] Paul Myers, "Aviation Museum, as the Home of Champion 1970s Pacer 'Paleface Adios' and for Being the Friendliest Town in the State", Outback Magazine, 2010, https://www.outbackmag.com.au/temora-nsw-2666/, .

> Temora Aerodrome had all the attributes – rich in aviation history, hospitable people, an encouraging and co-operative local council, good weather, flat terrain and uncontrolled airspace below 20,000 feet.[95]

The Museum was incorporated in late 1999 and construction of the first hangar commenced. In 2000 the museum opened to the public as construction of additional exhibition buildings, theatrette, display space, picnic area and children's playground continued. The works also involved the relocation and adaptation of the former 10 EFTS guard house – Building 1 (see Appendix 5) – as the museum entrance and gift shop. The additional facilities were opened in 2001.[96] Stage three of the construction was opened in 2002 with the completion of a 1,980 m^2 aircraft display hangar allowing for the original exhibition space to be used as the designated restoration and engineering hangar.[97] The Museum, as created by Lowy and his team, has become a major tourism destination for the Riverina region and winner of a number of NSW Tourism awards.[98]

The goal of TAM is to 'collect and maintain in airworthy condition, historical military aircraft flown by or in conjunction with Australian military forces'.[99] It is this that the Museum is primarily known for. The Museum has a collection of operational warbirds including those provenanced to World War II – CAC Boomerang A46-122, CAC Wirraway A20-653, Supermarine Spitfire Mk VIII A58-758, Supermarine Spitfire Mk XVI TB863, Lockheed Hudson A16-112, and most significantly the former 10 EFTS Tiger Moth A17-691 which I will discuss in Chapter 5. The Museum has also been proactive in its oral history initiative Unsung Heroes – a project that aims to document the stories of former air force personnel and their families.

TAM has also continued the reunion-like activities through flying weekends, showcase days, and from 2011 their major event Warbirds Downunder. The most recent Warbirds Downunder event, held in 2018 attracted near 20,000 visitors.[100] At these events TAM have arranged a veterans tent or area so as to facilitate reconnection and communication of shared experiences. In the led up to Warbirds Downunder 2020 – which was postponed due to the Covid-19 pandemic – TAM launched a social media campaign called 10 EFTS Project Reconnect. In recognition that the youngest of the 10 EFTS veterans would now be well into their 90s and beyond the aim of the group is to establish contact with veterans' families. The description of the group reads:

> We are seeking the relatives of around 10,000 personnel who trained at Temora from 1941–1946 in order to invite them to RECONNECT with Temora Aviation Museum and learn more about their family history.
>
> We want to connect with Temora alumni who are still living, as well as the relatives of RAAF's 10 EFTS personnel who may have information or stories to share about this remarkable group of people.

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[95] Anna Williams, "Temora Aviation Museum Artefact Collection Mangement Policy," (Temora: Temora Aviation Museum, 2011).

[96] Williams, "Temora Aviation Museum Artefact Collection Mangement Policy," p4.

[97] Williams, "Temora Aviation Museum Artefact Collection Mangement Policy," p4.

[98] Temora Shire Council, "Draft Temora Airport Master Plan," (Temora, NSW2018), p4.

[99] Williams, "Temora Aviation Museum Artefact Collection Mangement Policy," p4.

[100] Temora Shire Council, "Temora Airport Master Plan," p95.

> RAAF's No. 10 EFTS cohort form the basis of Temora's aviation history, and we want to capture those stories before it's too late.[101]

In December 2020 the group had over 130 members many of whom were relatives of both aircrew and ground staff.[102]

Summary Conclusion

Whilst there is little surviving built heritage of 10 EFTS remaining in situ and the cultural landscape has seen significant development leaving little physical evidence of the School, 10 EFTS has persisted through other means. The Temora township has been proactive in embracing and celebrating its history through memorial and reunion. Most significantly though is the persistence of airmindedness from the 1940s to the present. This is evident in the continued use, investment and development in the airport precinct, aviation activities, TAM, and the aviation estate. Moreover, Temora has actively sought to incorporate its aviation history – of which 10 EFTS is the most significant part – as an essential component of its present-day identity.

MEMORIAL AND AFFECTIVE REMEMBRANCE

Commemorative artefacts – memorials and signs of remembrance – provide both opportunity and medium for each generation or community to rework their feelings towards historic events. Archaeologists Patricia and John Carman have observed that modes of remembrance and memorial may include physical markers such as monuments or interpretive signs on sites, walks or drives. They also embrace ephemeral signs of memory, including names given to places or landscape features. Remembrance may also prompt entry as a site of significance on official heritage registers.[103] The method chosen reflects the paradigms of the contemporary culture.[104] Remembrance may also encompass acts of ritual and ceremony. In Temora there are examples of each of these types or modes of remembrance and memorial as tribute to 10 EFTS. Created after the event they are commemorative artefacts, a type of secondary source that embodies the sentiment of the community that erected them towards the commemorated subject. Political scientist Audrey Reeves has remarked that 'commemorative objects help us make sense of the politics of war', indeed they help us make sense of war.[105]

> Commemorative objects have to do with affect, the embodied sensations and feelings that traverse our bodies. These feelings lie often beyond our consciousness and capacity for representation, but nonetheless shape our thoughts and actions.[106]

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[101] Temora Aviation Museum, "Reconnect: Friends and Relatives of Temora 10 EFTS: About," (Facebook, 2020).

[102] Temora Aviation Museum, "Reconnect: Friends and Relatives of Temora 10 EFTS: About."

[103] Carman and Carman, "Walking the Line Between Past and Present." p101.

[104] Woodward, "Military Landscapes," p42.

[105] Audrey Reeves, "Kisses at the Memorial: Affective Objects, US Militatism and Femanist Resistance at Sites of Wartime Memory," *Critical Military Studies* 6, no. 3-4 (2020): p308.

[106] Reeves, "Kisses at the Memorial," p308.

Memorial and Ephemeral Signs of Memory

In Temora there are a number of physical memorials to 10 EFTS and each has been erected by different stakeholders at different times. The first memorials were erected within the Temora Cemetery – initially wooden crosses and later headstones. These are tributes to individuals who died whilst posted to the School. As discussed in Chapter 3, of the 18 personnel who died whilst serving at 10 EFTS, 13 are buried in Temora. The first three 10 EFTS casualties that were buried in Temora; Sergeant Stanley Laurence Jay, Leading Aircraftman (LAC) Norman Cecil Beves, and LAC Kent Bligh Bussell; are buried within the General Cemetery. Personnel who died after 1943 lie within the 'Temora War Cemetery' (Figure 4.7). The area is raised and bordered by a brick wall. The entrance is also marked by plaque citing a brief history of 10 EFTS. Flower bushes bloom in the corners and a flagpole is positioned behind it to facilitate ceremonial practices. Each grave is marked by a Commonwealth War Graves Commission white marble headstone, which lies in stark contrast to the concrete and black marble of the surrounding plots. Upgrades to the Temora War Cemetery were made in the late 1990s which was reopened in June 1998.

Figure 4.7. *Temora War Cemetery and the commemorative plaque at its entrance* (Photo: Anna Williams 2021).

As previously discussed, 10 EFTS reunions were milestone events for former personnel, their family members, and the Temora community. They were also used as occasions to unveil fixed memorials to the School. In 1973 a memorial plaque was unveiled at Temora Town Hall and Library.[107] The 50th anniversary in 1991 saw a memorial plaque unveiled at the aerodrome (Figure 4.8). The plaque, situated in an obelisk alongside the tarmac, was donated by the afore mentioned 10 EFTS aircrafthand and later despatch rider, LAC Gordon Wallace. The plaque read,

> This plaque is dedicated in memory of those airmen who lost their lives in the execution of their duty at No. 10 Elementary Flying Training School (RAAF) Temora, 1941-1945.[108]

The 50th anniversary was also occasion of a remembrance service at the Temora War Cemetery.[109]

Figure 4.8. *Gordon Wallace unveils the plaque in memory of fatalities at 10 EFTS at the 1991 reunion and the memorial intact in front of Hangar 19, 2021* (Source: (R)*Temora Independent* 2 May 1991, p10 and (L) Anna Williams, 2021).

Ephemeral signs of remembrance also abound onsite. The main entrance to the Airpark estate is called Tenefts Street, and to the left of the entrance is a Memorial Park named for aforementioned aviation enthusiast, former Aero Club member, and 50th Anniversary Reunion organiser Graham Williams.[110] The park contains a sign outlining a brief history of the site and map of the school camp (Figure 4.9).

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[107] Temora 10 E.F.T.S. (R.A.A.F.) 25th Anniversary Re-union. Sept. 30 and Oct. 1 1967 and Air Pageant, Sunday October 1, 1967. Souvenir Programme. It Was a Great Week-End! Outstanding Success Market R.A.A.F. Re-Union and Air Pageant.," *Temora Independent*, 4 October 1967. TAM2012.88 – Temora No. 10 E.F.T.S. R.A.A.F. 25th Anniversary Re-union. 30th September, 1st & 2nd October, 1967.

[108] "Reunion, Fly-in Great Success," p5.

[109] "Reunion, Fly-in Great Success," p5.

[110] Reportedly Graham Williams was the first person Tom Moon met in Temora when he stopped to refuel his aircraft on the way from Griffith to Sydney after an aerobatic competition. Tom then introduced David Lowy to the site as a potential location for the NSW Aerobatic Club, this led to the eventual establishment of

Figure 4.9. *Graham Williams Memorial Park is a rest area and picnic spot located at the entrance to the Temora Air Park Estate.* (Photo: Anna Williams, 2018).

TAM. In Myers, "Aviation Museum, as the Home of Champion 1970s Pacer 'Paleface Adios' and for Being the Friendliest Town in the State."

The other memorial dedicated to 10 EFTS is TAM.[111] As previously mentioned the mode of memorial at TAM is both static and affective. In addition to their graphic panels, aircraft and artefact exhibition, TAM have been in engaged in a long-term oral history project entitled 'Unsung Heroes' whereby former participants in EATS, 10 EFTS, and the RAAF have been interviewed. As a result of restrictions placed upon museums following the Covid-19 pandemic the physical Unsung Heroes exhibition was closed. However, in 2021 the project transitioned to a website featuring 2-3 minute excerpts of the videos, making the archival sources more accessible.[112] Similarly the Museum launched a virtual reality tour of its facilities.[113]

As discussed in Chapter 3 the participation of 10 EFTS personnel in Anzac and Remembrance Day ceremonial events was regarded as an intrinsic part of the town's remembrance practices. In some way TAM has assumed this role. The additional method of remembrance employed by TAM is the regular participation of their aircraft in commemorative events throughout the region.[114]

Whilst near 80 years have passed since flying training began at the Temora aerodrome the risks associated with powered flight are still significant. In January 2009 Tom Moon, the treasurer of the Museum and NSW Aerobatic champion pilot, crashed fatally on site whilst practicing for a flying showcase.[115] As with the deaths of 10 EFTS personnel during wartime, this tragic event had a significant impact on the Museum community and town. In honour of his memory, that October the street leading to TAM was renamed from Menzies St to Tom Moon Avenue.[116] Graham Williams and Tom Moon, the two whose meeting initiated what was to become the next wave of aviation success for Temora are both commemorated within the Temora aerodrome precinct.

The Royal Australian Air Force Returns to Temora – A New Alliance and 100 Squadron, Temora Flight

The RAAF disbanded Temora in 1947 to return in 2019. On 1 July 2019 David Lowy donated 11 of TAM's operational aircraft to the RAAF including its two Spitfires, Hudson, Boomerang, Ryan, Dragonfly, Canberra, Meteor, Vampire and its EATS trainers the Wirraway and Tiger Moth.[117] The transfer was referred to as a strategic alliance about which Lowy commented,

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[111] Temora Aviation Museum, "Temora's Aviation History," aviationmuseum.com.au/history. 25 May 2018.

[112] Temora Aviation Museum, "Unsung Heroes Australia," Temora Aviation Museum, https://unsungheroesaustralia.com.au/unsung-heroes/. 28 October. 2021.

[113] Temora Aviation Museum, "VR Tour," Temora Aviation Museum, https://vrtour.aviationmuseum.com.au. 28 October. 2021.

[114] "Poppy Drop Temora Remembrance Day."; "WIN News Riverina: 11 November Remembrance Day Poppy Drop Temora."

[115] Anon., "NSW: Champion Aerobatic Pilot Killed in Fiery Crash," *AAP General News Wire*, January 20 2009.

[116] Anon., "Avenue Name to Honour Aerobatics Champ," *ABC Regional News*, 20 October 2009, p4.

[117] Royal Australian Air Force, "Air Force and Temora Alliance on Historic Military Aircraft," 'news release', 1 July, 2019, https://www.airforce.gov.au/news-and-events/news/air-force-and-temora-alliance-historic-military-aircraft.

> The alliance with the RAAF deepens and broadens ownership of the Museum's aircraft beyond one individual which is important for the long-term future of these historically significant national assets.[118]

While ownership and thus financial responsibility for the aircraft was transferred to the RAAF the agreement stipulated that the aircraft would continue to be based at and maintained by the civilian team at TAM. Further, the independent entity who fly the aircraft – Temora Historic Flight Club – would also continue to operate the aircraft but be inducted into the RAAF Reserves as Specialist Capability Officers.[119] The intention behind the transfer of ownership was to make the aircraft more available for display as the RAAF now have control over their historic assets for deployment for reunion, veteran, public relations, outreach and ceremonial events. Specifically in the RAAF's Centenary year 2021, the agreement ensured that the historic 'aircraft, flown and supported during several conflicts in defence of our country and our national interests, can continue to be preserved, remembered and displayed'.[120] Temora Flight increased the existing RAAF historic flight of nine aircraft that are based at Point Cook.[121]

Once again, currently serving aviators dressed in Air Force blue tread the Temora tarmac. However their occupation is not through operational demand but through the legacy of EATS and recognition of the importance of the history and heritage of the Air Force. Indeed, as emphasised by Henrick Ehlers from the RAAF Special Projects Team, who headed the alliance negotiations,

> Air Force set up the No. 10 Elementary Flying Training School in May 1941, which was the largest and longest-lived of the schools established under the Empire Air Training Scheme during World War II.
>
> More than 10,000 personnel were involved in operation of No. 10 Elementary Flying Training School, who contributed towards the training of more than 2,400 pilots. The School at its peak had 97 de Havilland Tiger Moth aircraft used for training purposes and it wrapped up operations on 12 March 1946.
>
> After World War II, Temora continued its aviation heritage by running a number of activities including parachuting, gliding, ultra-light aircraft operations, aerobatics and model aircraft.[122]

In February 2021, ahead of the RAAF centenary, the same sentiment was echoed by Deputy Prime Minister Michael McCormack. Commenting on the announcement of the reformation of RAAF 100 Squadron McCormack remarked that since the disbandment of 10 EFTS 'Temora has maintained a strong aviation focus, which will now include being part of No. 100 Squadron'.[123]

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[118] Temora Aviation Museum, "Temora Aviation Museum Hands Over Ownership of 11 Aircraft to the RAAF: Temora Pilots Sworn into the RAAF Reserve " 'news release', 1 July, 2019.

[119] Temora Aviation Museum, "Temora Aviation Museum Hands Over Ownership of 11 Aircraft to the RAAF." Royal Australian Air Force, "Air Force and Temora Alliance on Historic Military Aircraft."

[120] Royal Australian Air Force, "Historic Aircraft," Royal Australian Air Force, https://www.airforce.gov.au/about-us/history/historic-aircraft. 28 October. 2021.

[121] Darren Chester, "RAAF Re-establishes No. 100 Squadron," 'news release', No date: Received by Parliamentary Library on 07/02/2021, 2021.

[122] Royal Australian Air Force, "Air Force and Temora Alliance on Historic Military Aircraft."

[123] Adam Thorn, "RAAF Reforms Legenday 100 Squadron to Fly Warbirds," Momentum Media. 28 October. 2021.

Like 10 EFTS 100 Squadron was formed during WWII, specifically, by the RAF in Singapore in February 1942 then reformed as RAAF 100 Squadron in Richmond, New South Wales. The Squadron then served in the South West Pacific Area equipped with Australian built Bristol Beaufort bombers.[124] Reformed in the air force's centenary year, the Squadron adopted RAAF Centenary motto 'Then. Now. Always.'. 100 Squadron was raised to operate the RAAF historic fleet based at Point Cook and Temora. Both of these locations have a history of pilot training and following this continuity of use, 100 Squadron is situated within Air Force Training Group.[125]

Linking the identity of a place to the past carries with it risk given that the remembering of those events may fall out of favour as subsequent generations move on. The temporal gap between WWII and the present day is continuously widening and persons with living memory of 10 EFTS are becoming fewer and fewer. However, the strategic alliance between the RAAF and TAM has officially expanded the towns role in the history of the RAAF by allowing it to become an authorised purveyor of its affective historic assets – WWII and beyond.

CONCLUSION

In the years following Australia's participation in EATS, Temora's unique contribution to the Scheme has been actively remembered, memorialised and celebrated. Temora has enthusiastically worked to maintain an airminded philosophy which has resulted in the development of a productive community of aviators within the township. Although through tragic circumstance commercial aviation did not see the success that the Council initially envisaged, by embracing its Air Force history and heritage Temora found an alternate way to capitalise on its investment. This was initially practiced through local activities such as the aeroclub, community driven events such as reunions, and the erection and unveiling of memorials. These events saw the airminded philosophy manifest in the form of spectacle – airshow – and economic development – tourist spending. They also occasioned artefact creation – reunion memorabilia – and the donation and display of 10 EFTS artefacts.

Over the last two decades aviation activity has significantly increased through the actions of TAM. This entrepreneurial enterprise has furthered the airminded philosophy as the Museum has become a major tourism attraction for the region where visitors are affectively engaged with aviation spectacle in the present. It has also seen investment in infrastructure. Most recently however TAMs partnership with the RAAF has resulted in the Air Force reoccupying the town through RAAF 100 Squadron, Temora Flight. The occupation operates within the civilian domain under partnership with mutual benefit for both parties. The Museum has also become an interface between both military and civilian realms.

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[124] RAAF Historical Section, *Units of the RAAF: Volume 3*, 3, pp99-102.

[125] Royal Australian Air Force, "Structure," https://www.airforce.gov.au/about-us/structure. 28 October 2021.

The significance of Temora's current aviation practice is the gesture to the past. This gesture is also acknowledged in the motto of RAAF 100 Squadron – 'Then. Now. Always.' This signalling to the past, as opposed to the future is another point of difference between airmindedness and 'neo-airmindedness'. As is the actualisation of aviation becoming part the everyday.

In this Chapter I have explored how the legacy of 10 EFTS has persisted more through activity, embracing airmindedness, and performative remembrance practices than through the survival of built heritage. Moreover, I have shown that by embracing the past as an asset and an identity in the present, Temora has capitalised upon 10 EFTS and its participation in EATS. In the next chapter I will examine the archival record of 10 EFTS and garner an accurate picture of the staffing and artefact of the Unit.

CHAPTER 5: 10 ELEMENTARY FLYING TRAINING SCHOOL, TEMORA – ARTEFACT IN THE ARCHIVAL RECORD

With the exception of the aerial raids on Darwin, Broome and Northern Australia, alongside German and Japanese naval campaigns along the continent's eastern and southern coasts, Australia did not experience the impact of total war as a threat to civilian lives. This distinction sets the nation apart from many other major combatants, including the United Kingdom, Germany, Japan, France, and the Soviet Union. However, from 1939 the Australian landscape – physical and social – was transformed through its involvement in total war. The transformation was in the form of the largest mobilisation of air power resources Australia has experienced.

The state of total war can be delineated when 'the division between the military and civilian worlds is effaced [and the] home front is integrated into warfare'.[1] Australia's involvement in the state of total war saw logistics 'bridge the battle zone and the Home Front'.[2] Civilians were mobilised in war specific roles, for surveillance and service in such organisations as the Volunteer Defence Corps, Volunteer Air Observer Corps, Australian Women's Land Army and Voluntary Aid Detachments. Similarly austerity measures were introduced with emphasis placed upon an adaptation in behaviour – voluntary service, blackouts, air raid precautions – and redirection of resources to the war effort – war bonds, rations, salvage and war savings certificates.

Total war saw the mobilisation of an incalculable number of assets in WWII – both human and artefactual. To facilitate this activation, systems were created – lists to be checked and quotas to be filled. The Empire Air Training Scheme (EATS) was one of those systems that required the development and implementation of systems for the management of assets that operated on a number of scales – multinational, national, state, regional, township, to the individual EATS school, department, and individual. Indeed each school had its own asset registers. Similarly departments and individuals were allocated assets – tools, human and artefact – with which to undertake their role. This chapter analyses three different types of archival sources that list assets that were mobilised on the home front as part of EATS.

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[1] Martin Horn, "The Concept of Total War: National Effort and Taxation in Britain and France During the First World War," *War & Society* 18, no. 1 (2000): p2.

[2] Joëlle Beurier, "Death and Material Culture: The Case of Pictures During the First World War," in *Matters of Conflict: Material Culture, Memory and the First World War*, ed. Nicholas J. Saunders (London: Routledge, 2004).

Sociologist Harriet Bradley suggests that archives are repositories 'of memories: individual and collective, official and unofficial, licit and illicit, legitimating and subversive.'[3] We use these memories 'ineffectually and partially, to reconstruct, restore, recover the past, to present and re-present stories of the past within our narratives'.[4] Likewise Bethany Walker reminds the reader of the need to engage in a wider variety of written materials when interpreting the archaeology, particularly non narrative forms of documentary sources such administrative records, legal, economic and diplomatic records.[5] Motivated by the acknowledgement that the choice of source, like the 'collection of data during fieldwork, informs – consciously or unconsciously – subsequent interpretations'.[6]

The archival records of an EATS school afford significant detail – perhaps more than is required to ascertain the story of a place. However, as Ian Hodder has argued, the study of the daily practices of the masses is where alternative narratives are made visible, to challenge the dominant account widely accepted as fact.[7] Without generous observation and analysis of primary sources, historians and museum curators are inadvertently basing their narrative on inherited assumptions rooted in the long-recycled grand narrative. The intention underlying the multidisciplinary methodology of this thesis is to demonstrate that historical practitioners should be investing more in deep source analysis so as to ascertain a more inclusive history.

In this chapter I will analyse three different types of 10 EFTS archival sources. Each source provides opportunity for a more inclusive view of the history of the School. The first are records pertaining to the different types of musterings or jobs held at the unit. I want to understand who was employed on the School and what they did. By understanding the specific composition of the workforce, my aim is to engender a greater appreciation for the diversity of the work undertaken at the School. Knowing the roles people were employed in will reveal the narrative potential of the School as defined by occupation, and hence the functions that led them to interact with the material culture at the site. The second archival source comprises the auction records that detailed the types of artefacts that were employed by the workforce – the tools, furniture, and other everyday and ordinary items that personnel handled in repetition. The final sources are records of artefacts belonging to and utilised by specific individuals. These are in the form of dissection reports which form part of RAAF Casualty Reports created on the occasion of an individual's death. The artefacts listed in the dissection reports were personal possessions. Some artefacts were kept and employed in occupational tasks while others were primarily employed in the maintenance of the person – mind, body and soul.

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[3] Bradley, "The Seductions of the Archive," pp108-9.

[4] Bradley, "The Seductions of the Archive," p109.

[5] Bethany J. Walker, "On Archives and Archaeology: Reassessing Mamlūk Rule from Documentary Sources and Jordanian Fieldwork," in *Material Evidence and Narrative Sources*, ed. Daniella J. Talmon-Heller and Katia Cytryn-Silverman (Leiden, The Netherlands: Brill, 2014), 113, 17.

[6] Walker, "On Archives and Archaeology," 137.

[7] Hodder, "Epilogue," p191.

This methodology is one of the unique interventions of this thesis and the multidisciplinary conflict museology approach. As a curator my focus is drawn to the artefacts that can represent the stories found in the archives. However by analysing the archives for mention of artefacts, and the people who used them, I am able to garner more of an idea of which artefacts and thus which people are missing in the museum collections. Further by investigating the archival record pertaining to workforce and their artefacts my intention is to provide an account that can accompany and enrich the historical narrative revealed in Chapter 3.

UNIT MUSTERINGS

Given both the uniqueness and scale of the activities undertaken at 10 EFTS, the School required a large and diverse workforce. In 1940 Temora's population was 4,340, so the establishment of 10 EFTS in 1941 had a significant impact upon the local populace – increasing it by 20% and diversifying the skillset of the township.[8] The document created by the Royal Australian Air Force (RAAF) that outlined the roles and numbers of each mustering posted to a unit was the Unit Establishment form. Unfortunately, this document no longer exists for 10 EFTS. However, there are two additional archival sources that contain detail on unit mustering. These include the Unit History Sheets (RAAF Form A50) and the Personnel Occurrence Reports (POR). Information reported in Form A50 is abbreviated and based on the rank of personnel. At its most detailed, the report records movements of officers in and out of the unit including their name. In summary, however, it lists the total number of personnel of each rank, including officers, warrant officers, flight sergeants, sergeants, corporals, airmen, trainees, and aircraftwomen. Alternatively, the POR lists the details of every individual posted to and from the unit in addition to any information relevant to their employment such as disciplinary action, illness, alterations to marital status, living arrangements and allowances. On account that the 10 EFTS establishment was not available, the POR was used to formulate a working establishment breakdown.

10 EFTS opened on 1 May 1941, the reported strength of the unit in Form A50 at the end of May 1941 was 303 personnel, however there were 197 personnel listed on the POR.[9] Likewise by the end of August 1941 Form A50 reported there were 504 personnel on site (officers 34, airmen 34, trainees 130), calculations from the POR amounted to an establishment of 522 personnel.[10] Discrepancies between the calculated dataset and reported strength may be attributed to the legibility of the original source and the omission from the dataset of temporary duty and movements such as attachment and detachment, imprisonment, illegal absence and desertion, hospital admission, and leave. Additional factors may also include errors within the original document whereby the personnel number is listed incorrectly, entered multiple times or omitted, or on occasion the mustering was listed incorrectly following remustering. However, the use of this

[8] William McKell, "Land-Locked Towns," *Molong Express and Western District Advertiser*, 11 June 1943.
[9] NAA: A9186, 390.
[10] NAA: A9186, 390. NAA: A10605, 420/1.

dataset is to give a general indication of the types of musterings posted to 10 EFTS, the ratios of ground crew to flying personnel, and 10 EFTS personnel to trainee. Statistical accuracy was not sought. Nonetheless in order to ascertain whether the 10 EFTS POR manufactured establishment was indicative of an EFTS establishment it was compared to the establishments of 1 EFTS, Parafield and 2 EFTS, Archerfield as at August 1941 (see Appendix 6).

At full strength the aircrew under instruction consisted of 25.7% of posted personnel and the ratio of Unit personnel to trainees was 2.89:1. The ratio of ground staff to flying personnel (airmen pilot, airmen under instruction, flying, flying squadron adjutant, and Link Trainer instructor) was 2.07:1. In April 1942 10 EFTS increased to 1¾ strength[11]. Following this an additional eight musterings were filled including administrative officer, cinema operators, clerk librarian, clerk signals, chief flying instructor assistant, postal orderly, engineering officer, and wireless telegraph operator (see Table 4.1). When the Unit increased to 1¾ strength the ratio of Unit personnel to trainee decreased to 2.37:1. Likewise ground staff to flying personnel to 1.37:1. 10 EFTS would continue to operate at this strength until June 1944 when activities began to be scaled back.[12]

In September 1942 the first two Women's Auxiliary Australian Air Force (WAAAF) personnel joined the strength of 10 EFTS. WAAAF numbers reached full strength from the end of November 1942 at a reported strength of 79 (calculated strength of 88).[13] The intention of the introduction of WAAAF personnel was not to add 'stereotyped feminine lines' to the service but instead increase the labour source of the entire Air Force ground personnel.[14] As such only three additional musterings were added to 10 EFTS following the introduction of the WAAAF. These included nurse, sick quarters attendant, and Officer Commanding WAAAF. Other postings added to the equivalent existing RAAF strength and included clerk general, clerk pay, clerk signals, cook, driver motor transport, drill instructor, equipment assistant, fabric worker, mess stewardess, mess woman, office orderly, storekeeper, tailoress, telephone operator, and telegraphist. The strength of these musterings when occupied by RAAF personnel at the end of August 1942 was 127 (see Table 5.2). When the WAAAF reached full strength the total of the musterings combined was 190 personnel. With the subtraction of the WAAAF-only musterings the strength was 185 personnel, an increase of 60 personnel. Of these musterings, WAAAF personnel accounted for 44.9% of the personnel. At the end of November 1942 the WAAAF accounted for 12% of all 10 EFTS personnel and 16.6% of Unit staffs.[15]

At the end of November 1942 the ratio of unit personnel to trainee was 2.63:1 or 27.5% of 10 EFTS personnel. The ratio of ground personnel to flying personnel was 1.58:1 or 38.8%. Therefore over

[11] 16 April 1942 from Director of Works and Buildings, AMOE to Headquarters RAAF No 2 Training Group RE T.503/42 Visit to training units by W/CDR CarrNAA: A705, 171/43/2.

[12] The strength of the unit had been reduced to near 379 by May 1945 NAA: A9186, 390. Sheet 101.

[13] NAA: A9186, 390.

[14] Joyce Thomson, *The WAAAF in Wartime Australia*, ed. (Melbourne, Vic.: Melbourne University Press, 1992), p1 Kate Nockels and Rosemary Richards. "Women in the Armed Services: A Feminist Dilemma", Presented at '*Worth Her Salt: Women and Work in Australia, Sydney, 1982*, 194–208. Hale and Iremonger.

[15] Personnel posted to the Unit less airmen under instruction.

60% of personnel at 10 EFTS were non-flying RAAF personnel. The ratio of ground to flying personnel will be considered in more detail with respect to the museological inheritance of 10 EFTS.

Table 5.1: 10 EFTS Establishment August 1941 and April 1942[16]

POR AUGUST 1941		POR APRIL 1942	
Accounting Duties	3	Accounting Duties	4
Adjutant/Transport Officer	1	Adjutant/Transport Officer	1
Administrative Duties	0	Administrative Duties	1
Administrative Officer	1	Administrative Officer	1
Aerodrome Control Officer	1	Aerodrome Control Officer	0
Aircrafthand	18	Aircrafthand	22
Airman Pilot	14	Airman Pilot	37
Airmen Under Instruction – ACII (P)	134	Airmen Under Instruction – ACII (P)	194
Armourer	4	Armourer	4
Barracks Officer	1	Barracks Officer	1
Carpenter General	2	Carpenter General	5
Carpenter Rigger	9	Carpenter Rigger	10
Caterer	1	Caterer	1
Chief Flying Instructor	1	Chief Flying Instructor	1
Chief Flying Instructor – Assistant	0	Chief Flying Instructor– Assistant	1
Chief Ground Instructor	1	Chief Ground Instructor	1
Cinema Operator	0	Cinema Operator	1
Clerk General	16	Clerk General	14
Clerk Librarian	0	Clerk Librarian	1
Clerk Pay	2	Clerk Pay	2
Clerk Signals	0	Clerk Signals	1
Clerk Stores	9	Clerk Stores	8
Commanding Officer	1	Commanding Officer	1
Cook	16	Cook	17
Coppersmith	2	Coppersmith	4
Dental Mechanic	2	Dental Mechanic	3
Dental Officer	1	Dental Officer	1
Dental Orderly	1	Dental Orderly	1
Driver Motor Transport	9	Driver Motor Transport	5
Drill Instructor	2	Drill Instructor	4
Education Officer	1	Education Officer	1
Electrical Fitter	2	Electrical Fitter	4
Electrician	1	Electrician	3
Engineering Officer	0	Engineering Officer	1
Equipment Officer	2	Equipment Officer	1
Fabric Worker	2	Fabric Worker	7
Fitter Armourer	3	Fitter Armourer	3

[16] NAA: A10605, 420/1.

Fitter Driver Motor Transport	5	Fitter Driver Motor Transport	5
Fitter IIA [Aircraft]	25	Fitter IIA	24
Fitter IIE [Engine]	42	Fitter IIE	33
Flight Commander	2	Flight Commander	2
Flight Mechanic	35	Flight Mechanic	32
Flight Rigger	16	Flight Rigger	22
Flying Instructor	15	Flying Instructor	32
Flying Squadron Adjutant	1	Flying Squadron Adjutant	1
Guard	30	Guard	29
Instrument Maker	2	Instrument Maker	2
Instrument Repairer	1	Instrument Repairer	5
Labourer	6	Labourer	5
Link Trainer Instructor	2	Link Trainer Instructor	7
Medical Officer	1	Medical Officer	1
Mess Steward	13	Mess Steward	15
Messman	23	Messman	22
Nursing Orderly	4	Nursing Orderly	5
Office Orderly	3	Office Orderly	2
Painter	1	Painter	1
Plumber	1	Plumber	2
Postal Orderly	0	Postal Orderly	2
Service Police	3	Service Police	5
Shoemaker	2	Shoemaker	3
Storekeeper	13	Storekeeper	17
Stores Hand	2	Stores Hand	1
Tailor	1	Tailor	1
Telephone Operator	4	Telephone Operator	3
Welder	1	Welder	2
Warrant Officer Discipline	2	Warrant Officer Discipline	2
Warrant Officer Engineer	3	Warrant Officer Discipline	2
Wireless Telegraph Operator	0	Warrant Officer Engineer	2
TOTAL	522	TOTAL	654

Table 5.2: Strength 10 EFTS WAAAF and RAAF November 1942 versus RAAF August 1942 [17]

	November 1942		August 1942
Mustering	**WAAAF**	**RAAF**	**RAAF**
Clerk General	3	7	14
Aircrew II (Clerk General)	N/A	8	N/A
Clerk Pay	2	4	2
Clerk Signals	1	0	0
Cook	10	7	11
Driver Motor Transport	10	17	16
Drill Instructor	2	3	2
Equipment Assistant	17	17	0
Fabric Worker	4	5	8
Mess Steward/ess	9	10	11
Mess Wo/man	14	8	19
Sick Quarters Attendant	3	N/A	N/A
Nurse	1	N/A	N/A
Office Orderly	2	4	3
Officer Commanding WAAAF	1	N/A	N/A
Storekeeper	0	0	27
Tailor/ess	2	2	2
Telephone operator	4	3	3
Telegraphist	3	7	7
Sub-total	88	102	
Total	190		125

AUCTION RECORDS

There were three major auctions held at 10 EFTS to dispose of artefacts that were surplus to the needs of the RAAF as part of the disbandment of EATS. The catalogue listing items for sale at the September 11–12 1946 auction has survived and is held at TAM.[18] 'A host of fitters', carpenters', plumbers' and labourers' tools, electrical and hardware stores', in addition to hospital, sporting and office equipment and furniture were auctioned.[19] There were also 69 aircraft models, each a different type of English, American or Japanese machine.[20] There were 707 lots, totalling 1,496 line

[17] NAA: A10605, 420/1.

[18] Miller & James, "Under Instructions From the Commonwealth Disposals Commission, Extensive Auction Sale at No. 10 EFTS RAAF, Temora on Wednesday and Thursday September 11th and 12th and if necessary on Friday, September 13th. Commencing at 10 am each day," (Temora: Temora "Independent" Print, 1946).

[19] "Under Instructions from the Commonwealth Disposals Commission. Auction Sale No. 10 E.F.T.S., R.A.A.F. Temora." "Good Prices at Disposals Sale."

[20] "Under Instructions from the Commonwealth Disposals Commission. Auction Sale No. 10 E.F.T.S., R.A.A.F. Temora."

items of around 118,440 individual objects which gives an indication of the vast scale of the undertaking.[21]

In order to gain a deeper understanding of the material culture of 10 EFTS and the types of objects used, I have classified the sale items according to the Nomenclature Museum Cataloguing Standard.[22] The standard requires that objects are catalogued according to their primary function. The majority of items are listed in the catalogue by numerical quantity for example 2 egg whisk, 1 egg beater, or 10 sets skewers. In instances where the quantity is listed according to a packet which contains multiple items such as a dozen I have maintained the quantity as the number of packets. Where quantity is listed by weight such as 0.5lb Copper rivets, 4lb brass gimp pins, or 15lb staples, I have included the data as a count per pound rounding up to the nearest pound if less than one. I have done the same for items listed by length. Whilst this is not exact it does allow for a basic analysis.

The overwhelming majority of items for sale pertained to Category 04: Tools & Equipment for Materials, at over 79% of items (see Table 5.3). Within this category near 56% of items fell within the class 'multiple use' most of which were tools such as fasteners and drills, for the maintenance of aircraft, equipment and buildings. The second largest category is Category 05: Tools & Equipment for Science & Technology at 10.73%. The majority of items were within the sub-category Electrical & Magnetic being equipment for the maintenance of electrical systems. Category 02: Furnishings accounted for the next category at 5.50% with the majority of items being furniture (2.28%) and lighting equipment (2.05%) (see Appendix 9 for the full list of objects).

Table 5.3: Auction catalogue September 11–12, 1946 categorised according to Nomenclature.

Category	% of Total
Category 01: Built Environment Objects	1.13%
Category 02: Furnishings	5.50%
Category 03: Personal Objects	0.05%
Category 04: Tools & Equipment for Materials	79.19%
Category 05: Tools & Equipment for Science & Technology	10.73%
Category 06: Tools & Equipment for Communication	1.24%
Category 07: Distribution & Transportation Objects	1.33%
Category 08: Communication Objects	0.31%
Category 09: Recreational Objects	0.52%
Grand Total	100.00%

[21] Miller & James, "Under Instructions From the Commonwealth Disposals Commission, Extensive Auction Sale at No. 10 EFTS RAAF, Temora on Wednesday and Thursday September 11th and 12th and if necessary on Friday, September 13th. Commencing at 10 am each day."

[22] "Nomenclature for Museum Cataloguing".

It is not surprising that the majority of materials auctioned pertained to the maintenance of aircraft, equipment, and buildings. These artefacts were the responsibility of ground personnel, primarily those responsible for maintenance including aircrafthands, electricians, fitters electrical, flight mechanics, flight riggers, instrument makers and repairers, welders, turners and wood machinists. There are also artefacts used in food processing and preparation (0.79%) representative of messing activities attributable to cooks, mess stewards, messmen and messwomen. These include pastry boards, stoves, graters, grills, can openers, egg slicers, whisks, skewers and strainers. Or indeed those involved in food service (6.65%) such as mugs, cups, knives, spoons, egg cups, plates, table linen and jelly dishes. These artefacts would have been used by any and all the personnel posted to the Unit and are indeed universally representative. Furniture, bedding and floor coverings may also be placed in this universally inclusive category. There are also objects specific to musterings represented by lesser numbers of personnel such as shoemakers; objects being such as leather cutters, leather horn, shoemakers knife, shoe last and leather punch; or tailor and tailoress including tailors chalk, a dressing block, textile fasteners, needles, thread and thimbles.

These ordinary items were sold, purchased and integrated into the machines, buildings and lives of families in Temora and beyond, the provenance lost, undocumented that they were once part of the greatest expansion of the RAAF in Australian history. As Sherry Turkle, describes we tend to think of objects as 'useful or aesthetic, as necessities or vain indulgences'.[23] The artefacts listed in the auction catalogue were the useful necessities. It was these artefacts that were the extensions of the physical body, these are the objects that Ian Hodder asserts we are entangled with and with which we have innumerable encounters as we complete necessary tasks.[24] It is interesting to consider why it is that some of the most common and regularly handled items are considered the least evocative. While repetition and the frequency of encounter with an artefact may engender a familiarity and intimacy with it, this does not necessarily translate to an emotional intimacy and the endowment of significance. Other than a potato peeler, four drinking fountains, a fire bell and set of concrete tubs, all of which were purchased by the Council, there are no records remaining of where the auctioned items went.[25] These artefacts – anonymous and multiple yet essential to the efficacy of the School – have retained their anonymity through the progression of time. However, there are three items that have resurfaced and are held in the Temora Rural Museum that I will discuss in Chapter 6.

[23] Turkle, "Evocative Objects," p5.

[24] Hodder, *Entangled*, p30.

[25] I have consulted with the current owners of Miller and James who were in contact with the son of the 10 EFTS autioneers who was presnet at the auction. He confirmed all surving records were held by the Bundawarrah Centre and that unforntunalty the original register of sales has been misplaced. Municipality of Temora Archival File – Local Government – VII I – 144 – Temora Aerodrome.

REPATRIATION REPORTS

The mobility and residential transience required of serving personnel during WWII placed restrictions on both the types and quantity of belongings they were able to carry and, as archaeologist Margaret Bagwell suggests, the things they carried held 'a unique significance'.[26] A service person's belongings consisted of both RAAF issued service kit and items of personal value. Bagwell suggests that carrying personal and familiar objects was an attempt for serving personnel to 'establish some semblance of normality'.[27]

Historian John Moremon has drawn attention to the underutilisation of RAAF casualty files by social and military historians, given the significant insight they provide into events, administrative processes, official responses, and familial responses to bereavement and loss.[28] In his investigation into the 'bereaved and bureaucracy', Moremon highlights that some of the communications contain requests from family for return of personal belongings. This common concern was for many a source of upset and sometimes frustration given that, on occasion the nature of the fatality – aircraft accident – also resulted in the destruction an individual's most prized possessions.[29] The final archival source I will present in this chapter are lists of items retained by personnel who died while they were posted to 10 EFTS. The lists – known as dissection reports – were part of the administrative reports that accompanied the casualty or repatriation report of the deceased. Of the 18 personnel who died whilst posted to 10 EFTS only six of the casualty files contain dissection reports.

The majority of artefacts listed in the dissection reports were uniforms and items for their care, personal hygiene items, clothing, or writing equipment. These items were functional essential everyday artefacts, to wear, groom and feed oneself; to conduct business and record events; or to practice religious beliefs, and increase the individual's comfort and morale. Personal or precious artefacts such as watches and jewellery were in the minority. Table 5.4 outlines the count of artefact types categorised according to Nomenclature while Table 5.5 lists the artefact types (see Appendix 10 for detailed classification according to Nomenclature). The category with the greatest different types of artefacts was Category 03: Personal Objects (159) followed by Category 08: Communication Objects (61), Category 05: Tools and Equipment for Science and Technology (18), Category 06: Tools and Equipment for Communication (16), Category 04: Tools & Equipment for Materials (11), Category 02: Furnishings (5), and Category 09: Recreational Objects (2). Additionally, there were four food items not able to be classified by nomenclature including, a chocolate bar, lunch cake, packet of PK chewing gum and some sweets.

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[26] Margaret N. Bagwell, "The Diary of an American 'Doughboy': Interpreting a Textual Artefact of the First World War," in *Beyond the Dead Horizon: Studies in Modern Conflict Archaeology*, ed. Nicholas J. Saunders (Oxford, UK: Oxbow Books, 2012), p46.

[27] Bagwell, "The Diary of an American 'Doughboy'," p46.

[28] John Moremon, "Aircrew Loss and Bereavement: Exploring Casualty files of the Royal Australian Air Force, 1939–45," in *New Directions in War and History*, ed. Tristan Moss and Tom Richardson (Big Sky Publishing, 2016), p95.

[29] Moremon, "Aircrew Loss and Bereavement," p96-7.

The artefacts listed in the dissection reports can be roughly divided into two categories – the issued kit or authorised artefacts – and the personal property or unauthorised artefacts. Personal belongings were returned to the next of kin while, in line with resource salvage practices, issued kit was returned to stores. The exception to this was the official memento. In the event of a fatality the RAAF gifted selected service kit items to families as mementoes. Items may have been a cap badge, pilot wings, identity disc, or a white peak (issued as an identifier to trainee EATS pilots).[30] The identity disc or 'dog tag' is a universal symbol of military service. The service number is similarly as unique as it is indistinctive without archival documents. In this there is duality and an inherent conflict as the owner is labelled both a unique asset and one of thousands. The cap badge and pilot wings are military insignia and are thus imbued with belonging, status and authority. Similarly the white peak is representative of achievement as the young man has been allowed to join the select few and become an aviator. In their selection, and as relics, these items were immediately endowed with significance and became an aide-mémoire for family members. However, I wonder what meaning these gifted mementoes were imbued with.[31] Were they associated with achievement and honour, considered precious, or revered, or were the associations one of overwhelming loss and grief, symbolic of a life cut too short, stolen by wartime service?

Whilst analysis of dissection reports allows insight into the artefacts employed at 10 EFTS, as sources these reports have their limitations given the nature of the musterings deceased personnel. On comparison with the establishment records it is apparent that they are not representative of the Units musterings given that all reports are extracted from 10 EFTS aircrew. The casualty reports for the four ground crew who died at 10 EFTS do not contain dissection reports. Though from the small sample size I was able to observe that the more permanent 10 EFTS personnel – the instructors (3) – had slightly more types of possessions than the pupils (3), overall owing to their common mustering the artefact types between the two groups were similar. The exception to this was Flight Sergeant Vivian Howard who lived in town with his wife Irene in Bayer Street and thus his possessions listed were limited to the contents of his locker.[32]

10 EFTS aircrew comprised only 38.8% of Unit personnel. This raises the question how would the artefacts possessed by other musterings vary? Obvious differences would be uniform types and

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[30] National Archives of Australia: HOWARD, Vivian Arthur - (Pilot Officer): Service Number - 414138: File type - Casualty - Repatriation: Aircraft - Tiger Moth A17-443: Place - Temora, New South Wales: Date - 29 October 1943; A705; 166/181/212; 1070531. National Archives of Australia: CROCKFORD, Alfred Derrick - (Leading Aircraftman); Service Number - 431041: File type - Casualty - Repatriation: Aircraft - Tiger Moth A17-443: Place - Temora Aerodrome, New South Wales: Date - 29 October 1943; A705; 166/8/276; 1065706. National Archives of Australia: SWIFT, Ronald - (Leading Aircraftman): Service Number - 449704: File type - Casualty - Repatriation: Aircraft - Tiger Moth A17-696: Place - Temora, New South Wales: Date - 3 March 1945; A705; 166/38/963; 1079096. National Archives of Australia: BRADSHAW, Donald Peter - (Flying Officer): Service Number - 431472: File type - Casualty - Repatriation: Aircraft - Tiger Moth A17-696: Place - Temora, New South Wales: Date - 3 March 1944; A705; 166/6/980; 1064962. National Archives of Australia: ROSSER, Kevin MacAllister - (Leading Aircraftman); Service Number - 433227: File type - Casualty - Repatriation: Aircraft - Tigermoth T5412: Place - Temora, New South Wales: Date - 14 August 1943; A705; 166/36/98; 1075612.

[31] Keene, *Fragments of the World: Uses of Museum Collections*.

[32] 1070531 HOWARD, Vivian Arthur - (Pilot Officer): Service Number - 414138: File type - Casualty - Repatriation: Aircraft - Tiger Moth A17-443: Place - Temora, New South Wales: Date - 29 October 1943.

perhaps auxiliary equipment – whilst a pilot may have spare flying boots or googles, a fitter may have additional overalls, a dentist may have dental equipment, and a blacksmith a leather apron or two. However, consideration should also be given to potential artefact types held by WAAAF most specifically due to the differences in personal care and grooming requirements between men and women in the 1940s. For example the dissection report for WAAAF Telegraphist Joan McCormack, killed in the crash of Avro Anson LT781 at Glenn Innes, reveals items for grooming such as face powder, eyebrow brushes, lipstick, hair curlers; for morale, knitting needles and a length of pink floral material (for an upcoming sewing project); and to increase comfort or practicality, a bicycle skirt guard.[33] Narrative sources reveal that the WAAAF at 10 EFTS partook in extracurricular activities such as yabbying (catching small crustaceans that inhabit dams), music making, swimming, dance, gardening and knitting.[34] Where are the hand trowels, fishing nets, swimming costumes, dance shoes and knitting needles that enabled these activities?

Table 5.4: Count of the different types of artefacts listed in Dissection Reports categorised according to Nomenclature.

Nomenclature Category	Count of Artefact Types	Count of Object Types
Category 02: Furnishings	5	5
Category 03: Personal Objects	159	159
Category 04: Tools & Equipment for Materials	11	11
Category 05: Tools & Equipment for Science & Technology	18	18
Category 06: Tool & Equipment for Communication	1	1
Category 06: Tools & Equipment for Communication	16	16
Category 08: Communication Objects	61	61
Category 09: Recreational Objects	2	2
Food item (Non-Nomenclature))	4	
Grand Total	277	273

[33] National Archives of Australia: McCORMACK, Joan Mary - (Corporal): Service Number - 92527: File type - Casualty - Repatriation; Aircraft - Anson LT781: Place- Glen Innes, New South Wales: Date - 11 September 1944; A705; 166/26/579; 1073248.

[34] Audrey Mildred Paton (nee Cooper), "Poetry Written on the Spur: 10 EFTS Temora, 1942–1943" (unpublished work, 1942- 1943). Maslin, *Wings Over Temora*, pp68-9.

Table 5.5: Artefacts listed in 10 EFTS Casualty/Repatriation Dissection Reports. [35]

Artefact			
Adhesive Plaster	Case Cigarette	Lock	Shoes, Black. Airmen's W/Laces
Arm Bands	Case Writing. Quantity Paper, Envelopes	Lunch Cake, 16 oz.	Shoes, Sand
Armlets Pair	Case, Small Leather	Magazine	Shoes, Tennis
Athletic support	Chevrons	Marking Outfit	Shoes, W/Laces
Badge, Black Eagle & Crown	Chin Strap	Matches	Shorts, Drab
Badge, Black, cap	Chocolate Bar	Mirror	Shorts, Drill
Badge, Cap, Service Dress	Cigarettes, Packet	Mug, Enamel	Shorts, White
Badge, Cap, Airman's	Cigarettes, Paper	Mug, Shaving	Singlet, Woollen
Badge, Cap, Officers	Cloth Bundle Containing Pair Wings	Music, Sheet	Singlets, Cotton
Badge, Cap, Oxidised	Clothes Pegs	Notebook	Sleeve Links, Silver
Badge, Drab Airscrew	Coat Hanger, Wire	Novel	Soap
Badge, LAC, Metal	Coat Hangers	Overalls	Soap Box
Badge, LAC, Pair	Collar Fur	Overalls, Blue	Soap, Cake
Badge, Pilot white	Collar Stud	Packet PKs (Chewing Gum)	Socks
Badge, Pilot, Flying	Collars Blue-grey Semi Stiff	Padlock Common	Socks, Boots, Flying
Badge, Pilot, White	Collars BG Soft	Pads Scribbling (Course Notes) Air Force	Socks, Cashmere
Badges Blue Chevron (sets of 3)	Collars, Blue	Pads Writing	Socks, Flying
Badges Blue Embroidered Eagle	Collars, Blue-grey Soft	Peak, White	Socks, White
Badges Drab Chev (sets of 3)	Collars, Drab	Pen, Drawing	Socks, Woollen
Badges, Blue. Embroidered Eagle	Comb	Pen, Fountain Broken	Socks, Worsted
Badges, Overcoat	Combs Hair	Pencil	Spectacles, Cloth Cover Pair
Badges, Pilot, White	Defenders, Ear	Photo	Spoons, Dessert, NS
Bags, Kit	Diary	Pyjama Coat, White	Stockings, Drab
Bags, Sea Kit	Disc, Identity	Polish, Shoe	Stockings, Drab
Bands Khaki, for Hats Felt	Drawers, Cotton	Port, Small	Strap, Razor
Bands, White	Drawers, Woollen	Private Papers	Straps, Case, Leather
Bank Book	Dressings, Emergency, Box	Pullover Woollen	Straps, Port
Bars, Locking	Earpieces Inter. Comm	Pullover, Cream	Suit, Outer
Belt, Drab	Envelopes, Bundle	Pullover, Drab	Suitcase and Contents
Belt, Leather	Eye Shields	Pullover, Grey	Suits, Aviation, Summer
Belt, Waist, Leather	Face Washer	Purse, Brown Leather	Suits, Outer

[35] NAA: A705, 166/36/98. NAA: A705, 166/6/980. NAA: A705, 166/38/963. National Archives of Australia: FAWCETT, James Edward - (Flying Officer): Service Number - 425292: File type - Casualty - Repatriation: Aircraft - Tiger Moth A17-435: Place - North East of Temora, New South Wales: Date - 28 September 1943; A705; 166/13/135; 1067968. HOWARD, Vivian Arthur - (Pilot Officer): Service Number - 414138: File type - Casualty - Repatriation: Aircraft - Tiger Moth A17-443: Place - Temora, New South Wales: Date - 29 October 1943.

Blanket, General Stores	Flying Suit Aviation Summer	Pyjama Trouser, White	Sweets
Book, Address	Forks, Small NS	Pyjamas	Swim Trunks
Book, Digest	Garters	Pyjamas, Blue	Tablets 'Horlicks' Bottle
Book, Exercise	Gauntlets, Flying, Left	Racket, Tennis	Telegram
Book, Lesson	Gauntlets, Flying, Right	Razor, Blade Type	Ticket, Raffle
Book, Prayer	Gloves, Flying	Razors, Safety	Tie, Black
Book, Reporters Note	Gloves, Leather	Reservations, Seat	Ties, Airmen's
Boots Flying Knee	Gloves, Woollen	Respirator Anti Gas	Tin and Contents, Soap and Tooth paste
Boots, Airmen. with Laces	Goggles, Mask	Rope	Tin containing; Boot polish and cloth
Boots, Army Type	Goggles, Sun	Rosary	Tin, After Shave Talc
Boots, Flying, Knee	Greatcoat	Rubber	Tin, Powder
Bottle, APC (Aspirin, Phenacetin, and Caffeine)	Greatcoat, Airmen	Ruler	Tin, Wax Vester, including cigarettes
Bottle, Buckleys	Greatcoat, Officers	Safety Razors, Blades	Tins, Mess
Bottle, Hair Oil	Hair Dressing Bottle	Scarf	Tobacco
Bottle, Petroleum Jelly	Handkerchiefs	Scarf, Drab	Toothbrush
Bottle, Tablets	Hats Fur Felt	Scarf, Silk	Toothpaste
Bottles, Ink	Hats, Fur Felt W/Chin Strap	Scarves, Flying	Torch
Box, Matches	Havelock Tin	Scissors	Towel Hand
Braces	Holdall	Sea Kit Bag	Towel, Civilian
Braids, Flying Officer	Honey & Almond Bottle	Serviette	Towel, Hand
Brooch, Ornamental	Housewife	Shaving Cream, Tube	Travelling Case, Large Leather
Brush, Clothes	Identity Disc	Shaving Stick & Case	Trousers, Airmen, Blue
Brush, Hair	Identity Disc, Circular	Shirt	Trousers, Army
Brush, Shaving	Identity Discs, Army	Shirt, Flannel	Trousers, Drab
Brush, Shoe	Jackets Airmen Drab	Shirt, Khaki	Trousers, Officers, Blue
Brushes Tooth	Jackets Officers Blue	Shirts Blue-grey Airmen	Underpants, V-type
Brushes, Blackening	Jackets, Airmen's Blue	Shirts Blue-grey Officers	Uniform, Drab
Brushes, Clothes	Jackets, Airmen's Drab	Shirts Bush Officers	Vicks Vapour Rub
Brushes, Hair	Jackets, Officers Drab	Shirts, Blue-grey, Airmen's	Wallet and Contents (Photographs)
Brushes, Polishing Boot	Keys	Shirts, Bush Type	Wallet Leather with Personal Papers
Camera and Case	Kit Bag "D"	Shirts, Drab	Watch, Chromium Plated with Wrist Strap
Cap Badge	Knickers Woollen	Shoe Cleaning Outfit	Watch, Gold Wristlet in leather case
Cap Field Service, Airmen	Knife Pocket	Shoe Laces	Watch, Pocket
Cap Flying	Knives Medium Stainless Steel	Shoes Black	Writing Case and Contents, Fountain Pen, Envelopes, Stamps Postage 1d.
Cap, Dress, Officers	Laces B/Leather	Shoes Black, Airmen with Laces.	
Caps, Flight Sergeant Airmen	Legal Papers	Shoes Black, Officers with Laces	Writing Paper, Bundle
Caps, Working, Blue Beret	Letters	Shoes Working	Writing Paper, Sheets
Caps, Working	Lining for Gauntlets	Shoes Working with Laces	
	Lining Inner Silk		

CONCLUSION

The primary purpose of 10 EFTS was to train young men to fly aircraft, however analysis of the archival record has revealed that the workforce required to action this extended well beyond personnel who operated aircraft. Indeed over 60% of the personnel at 10 EFTS were non-flying. The musterings specified in the PORs reveal the diversity of the workforce required to train aircrew at the scale of an EATS EFTS. From fitters, instrument makers, riggers and mechanics; to coppersmiths, librarians, guards and armourers; to telegraphists, clerks, drill instructors and service police. Most significantly it draws attention to the requirement of staff mustered to cater for the needs of living. For example cooks, shoemakers, orderlies, caterers, messmen and women, and dental officers, each of whom catered for needs demanded by the human body. In addition there were personnel such as cinema operators who were tasked to operate films for both educational purposes and recreational relief.

The professional existence of 10 EFTS personnel was entangled with everyday living and that required things – the everyday and ordinary artefacts of modern conflict. The auction catalogue revealed the tools or authorised artefacts that were issued by the RAAF for its workforce. From chisels, files, drills and snips; to brooms, watering cans, eggbeaters, and can openers. There were also items of furniture including stools, chairs, tables, cabinets and beds; building components such as door locks and hinges; electrical components including cables, conduit and circuit breakers; and construction equipment such as shovels and picks. These essential artefacts were handled in repetition enabling humans to undertake their wartime tasks. However at the end of the war these everyday items were readily discarded without note or recognition of their wartime role.

The dissection reports also revealed the authorised artefacts or kit issued to personnel for their personal use such as uniforms, bedding, housewifes and identity discs. However they additionally revealed the personal property or unauthorised artefacts. These can be roughly divided into two categories. The first category are artefacts kept for care of the human body such as shaving sticks, toothbrushes or Vicks vapour rub. The second category are artefacts kept to boost morale or provide solace. These were artefacts such as cigarettes, cake, chocolate bars, or raffle tickets. There were also artefacts such as prayer books, rosary beads, writing equipment and letters, photographs, watches and jewellery. Whilst these reports are an essential source for understanding the artefacts kept by individuals, given the nature of fatalities at 10 EFTS, they are biased towards aircrew. As such this leaves us to continue to question the types of unauthorised artefacts that would have been kept by ground musterings, from fitters and coppersmiths, to drivers motor transport and cooks. It also raises the question of potential similarities and differences in artefacts held by serving men and women.

In this chapter I have demonstrated that the history of 10 EFTS was more than the narrative of the airman with 60% of personnel being non-flying. Likewise, I have proven that the artefacts of 10 EFTS exceed aircraft and their components, or merely items bearing RAAF insignia. Instead, the artefacts of EATS as found in the archival record of 10 EFTS are primarily the everyday and ordinary; tools to maintain equipment, buildings, and to feed, clothe and groom the human body. In the next chapter I explore the museological inheritance that exists to accompany the narratives of 10 EFTS.

CHAPTER 6: THE MUSEOLOGICAL INHERITANCE OF 10 ELEMENTARY FLYING TRAINING SCHOOL, TEMORA

When a drawer I chanced to open
in a cupboard old to-day,
There was lying, half forgotten,
in the must of by-gone days.

With some papers old and faded,
plus a photograph or two,
Folded, dusty and neglected,
my old uniform of blue.

Well, my heart bumped when I saw
the uniform I'd chanced to find,
As I stood transfixed in silence
rushing memories filled my mind.

And my hand began to tremble
As I lovingly withdrew,
That relic dear of yesteryear,
my uniform of blue.[1.]

As Empire Air Training Scheme (EATS) participant Bruce McKenzie came across his uniform, I happened upon his poem, *My Uniform of Blue*.[2] The poem was in the form of a newspaper clipping amongst the memorabilia of Francis Richards, an EATS aircrew graduate in the collection of the Temora Aviation Museum (TAM).[3] The object's donor, author of the poem, and museum are all collectors of memories embodied within material culture.

Social studies scholar Sherry Turkle asserts that 'material culture carries emotions and ideas of startling intensity'.[4] Artefacts 'exert their holding power because of the particular moment and circumstance in which they come into the authors life'.[5] In McKenzie's case his uniform of blue

[1] J.B. Bruce McKenzie, *My Uniform of Blue: Wartime Reflections*, ed. (Harcourt, Vic: M. Bennet, 1991).
[2] McKenzie, *My Uniform of Blue: Wartime Reflections*.
[3] National Archives of Australia: RICHARDS FRANCIS JOSEPH: Service Number - 401667: Date of birth - 28 Jul 1913: Place of birth - SMEATON VIC: Place of enlistment - MELBOURNE: Next of Kin - RICHARDS KATHLEEN; A9301; 401667; 5538506. TAM2016.358
[4] Turkle, "Evocative Objects," p6.
[5] Turkle, "Evocative Objects," p8.

evokes memories of a series of events, the emotions associated with them, and those he shared them with. McKenzie's affective aide-mémoire embodies sense memory, sparking him to revisit his past. From here the poem continues with a gesture to the emotions evoked by his artefacts. The 'excitement', 'pride', and patriotism he felt in his youth and that he shared with his mates with whom he participated in the experience. The artefacts conjure the memory of scent and he recounts the 'smell of aircraft' and the lads who worked on them. They also evoke the memory of sounds and sight, inciting McKenzie to recount the 'throbbing' of the engines and the invisible path they carved through the sky as they flew in formation 'like phantoms … in memories eye'. He gestures to a sense of belonging – to the honour, discipline, and tradition. Perhaps most significantly, though, the artefacts remind him of his interpersonal relationships – his mates who were 'tried and true'.[6]

In this chapter I explore the museological inheritance of 10 EFTS. I will uncover the artefacts, and the memories they represented, that were considered significant enough to be retained by their owners and then considered worthy of donation to collecting institutions for perpetuity.[7] As with the archival record, I categorise these items according to the Nomenclature framework and assess the object types with reference to musterings as discussed in Chapter 5. This analysis provides an insight into what and who these artefacts are representative of, and which musterings are over or under-represented, or absent entirely. Are the most commonly held artefacts those McKenzie mentions in his poem – papers, photographs, uniforms? Are the memories embodied within them constant and captured, or have they been lost through the transfer of ownership? Are the surviving artefacts representative of the authorised or unauthorised narrative?

My discussion begins with the primary 10 EFTS collecting institutions, the Temora Aviation Museum and the Temora Rural Museum. Both are local museums, which museums scholar Suzanne Keene refers to as the 'town's collective attic'.[8] The results of my analysis of the composition of the collection according to Nomenclature categorisation leads me to highlight artefacts representative of EATS. I then evaluate the 10 EFTS artefacts retained by secondary collecting institutions including the Australian War Memorial and the National Museum of Australia. I conclude with a discussion of the representativeness of the museological inheritance of 10 EFTS.

[6] McKenzie, *My Uniform of Blue: Wartime Reflections*.

[7] Rhiannon Mason, Alistair Robinson, and Emma Coffield, *Museum and Gallery Studies: The Basics*, ed. (Abingdon, Oxon: Routledge, 2018), p71.

[8] Keene, *Fragments of the World: Uses of Museum Collections*. p17.

PRIMARY COLLECTION: TEMORA AVIATION MUSEUM

TAM was incorporated in late 1999 with the primary aim of operating its collection of historical military aircraft.[9] While the collection of operational aircraft has been very much an active process, the Museum's artefact collection has evolved passively, as donors attracted to the Museum through its aircraft exhibitions and events have donated their items for perpetuity.

In 2011–2012 the artefact collection was formalised through the adoption of a collection management policy and progressive digital cataloguing of the Museum's collection.[10] The key themes of TAM's artefact collection include:

- 10 EFTS
- Australian Military Aircraft which defended Australia
- Australian Military Pilots who defended Australia
- Maps and photographs of conflict areas in which TAM's planes and 10 EFTS trained pilots fought
- Official RAAF records and photographs
- Unofficial Photographs of RAAF and WAAAF personnel directly relating to their military service and training.
- Works of art depicting Australian military aircraft of high social, cultural or aesthetic significance.
- History of the Temora Aviation Museum.[11]

Prior to acquisition, artefacts undergo significance assessment as per *Significance 2.0* and must be deemed to be of high 'historic, aesthetic, scientific or research, and/or social or spiritual significance in relation to key themes as outlined above'.[12] Due to the passive and informal nature by which the collection began, there were a significant number of artefacts that were accepted and accessioned into the collection with limited or no provenance documentation.

[9] Williams, "Temora Aviation Museum Artefact Collection Mangement Policy," p4. Temora Aviation Museum, "Temora Aviation Museum Hands Over Ownership of 11 Aircraft to the RAAF."

[10] Williams, "Temora Aviation Museum Artefact Collection Mangement Policy." Temora Aviation Museum, "Temora Aviation Museum- eHive Home Page," https://ehive.com/collections/3983/temora-aviation-museum. 12 November. 2020.

[11] Williams, "Temora Aviation Museum Artefact Collection Mangement Policy," p5.

[12] Williams, "Temora Aviation Museum Artefact Collection Mangement Policy," pp5-6. Russell and Winkworth, *Significance 2.0*.

10 Elementary Flying Training School Assemblage

As of November 2020 there were 3,498 artefact records in TAM's collection management system, representing nearly 6,000 individual artefacts. Of these, 148 artefact records, equating to 436 individual artefacts, could be directly provenanced to 10 EFTS.[13] When categorised according to the Nomenclature system, patterns began to emerge reminiscent of the artefacts that McKenzie mentions in his poem – principally papers, photographs and uniforms. As shown in Figure 6.1 and Table 6.1, the largest category was Communication Objects (84.67%), being primarily photographs (258) and pilot log books (20). The second-largest category was Personal Objects (8.92%). This category was primarily split between items of clothing (15) and personal gear (22). Of clothing the majority of items were headwear, namely forage caps (4) and aviators' helmets (3).

In Category 03: Personal Objects, there were both authorised (issued kit) and unauthorised (personal) artefacts, as discussed in Chapter 5. A number of these artefacts – the authorised (aviator's glove, aviator's helmet, aviator's goggles, duffel bag, forage cap) and unauthorised (necklace, comb, handkerchief, suitcase, wallet, cigarette holder, collar button) are also mentioned in dissection reports. Further, among the unauthorised artefacts there were personal artefacts including those owned for diverse reasons: to boost morale – a cigarette case; to increase comfort – handkerchief; and grooming tools – a comb. Additionally an item belonging to Category 04: Tools & Equipment for Materials – the bottle opener could also be considered under the comfort and morale category and the same may be true of a religious pendant – Category 08: Communication Objects.

Artefacts issued by the RAAF to families as mementoes have also been retained and donated. These are categorised as Category 08: Communication Objects; Personal Identification – dog tag (5); Status Symbols – cap badge (2). The retention and donation of these artefacts would indicate that these items were considered significant. Four of the tags belonged to one service person – Henry Albert Nicholson – whose assemblage I will discuss in detail in Chapter 8. The other is provenanced to James William Campbell Fairfax mentioned in Chapter 2. Both of these individuals were pilots who undertook their elementary training at 10 EFTS and survived the war.

The remaining four categories were Category 04: Tools & Equipment for Materials (0.46%), Category 5: Tools & Equipment for Science and Technology (3.66%), Category 06: Tools & Equipment for Communication (1.37%), Category 07: Distribution & Transportation Objects (0.69%) and Category 10: Unclassifiable Objects (0.23%). Each had less than five artefact records equalling 34 individual artefacts. However, within these categories we find the impersonal and mundane artefacts such as the key to the Guard House; a sign of the surrounding region detailing Satellite airfields, emergency landing ground, farms and low flying areas; medical accessories such as pain relief; and a tie press for the maintenance of clothing (see Table 6.1). Further, Category 07: Distribution & Transportation Objects, comprised just 0.69% of the total individual artefacts. However, it consists of TAMs largest artefact – TAM2013.103 – de Havilland (dH)Tiger Moth A17-691 that I will discuss in detail in the

[13] Analysis has been undertaken to consider artefact record as opposed to individual artefact as each artefact record is pertains to an artefact type. Further there are significantly more artefacts held by TAM that may be provenanced to EATS, but that assemblage is beyond the scope of this thesis.

next section.[14] This final example illustrates how although statistical analysis of the composition of the collection as a whole provides insight into the most commonly retained artefacts, it does not offer insight into the scale, complexity or the significance of the individual artefacts. I explore these factors in more detail in Chapter 8 through the practice of object biography.

Whilst not provenanced to 10 EFTS, TAM also possess an additional assemblage of EATS artefacts that comprise RAAF mementoes. These items are provenanced to Henry Kelso Dryden who did not attend 10 EFTS but was an EATS participant and Riverina local from Ariah Park who trained as an air observer. Dryden was killed during operational training at 6 OTU, Thornaby, Yorkshire, United Kingdom. His dog tag and cap badge were retained by his next of kin along with photographs, letters he sent his mother, and correspondence from the RAAF pertaining to his death and burial.[15] The retention and later donation of the official RAAF mementoes indicates that the significance of these artefacts is collectively understood.

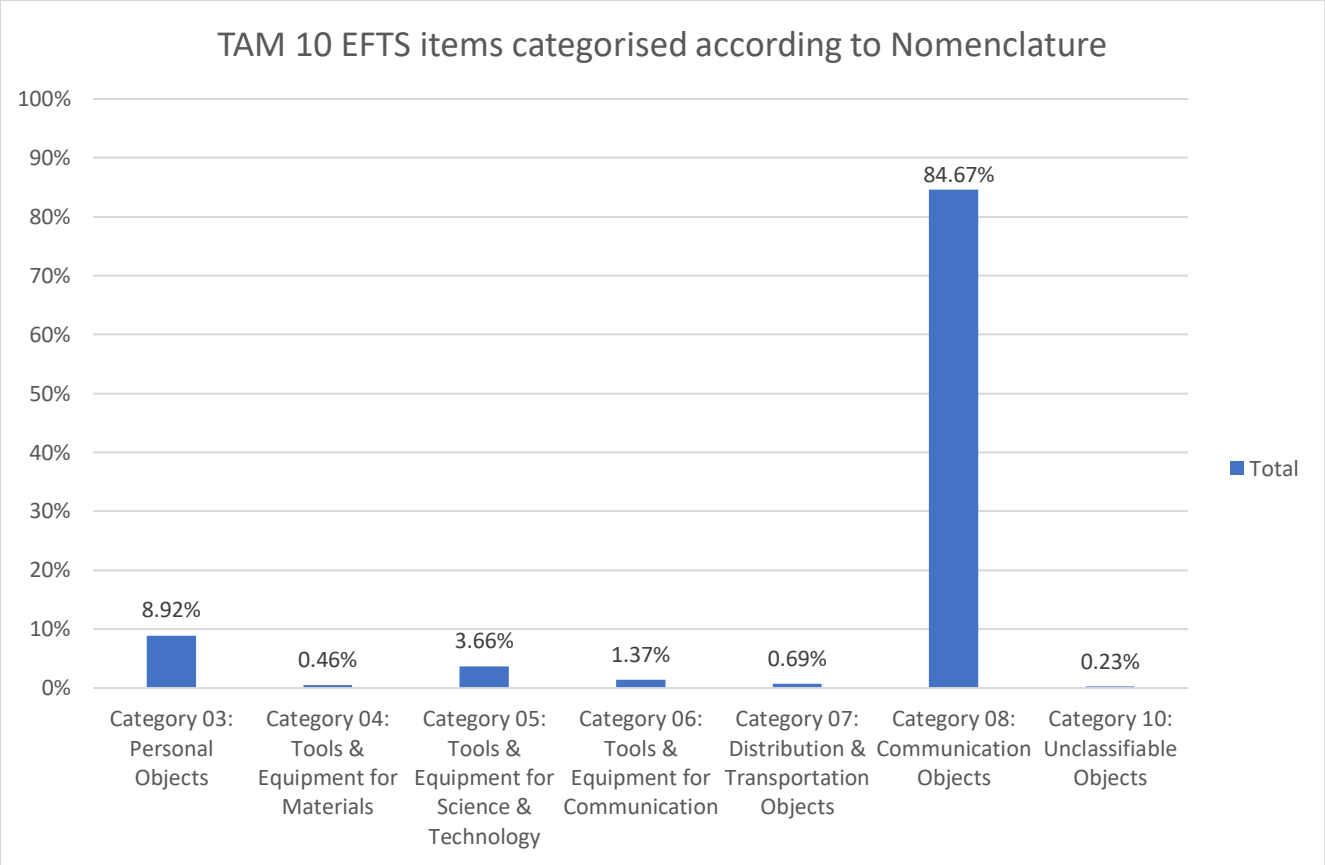

Figure 6.1. *TAM artefacts provenanced to 10 EFTS classified according to Nomenclature.*

[14] Lisa Love, "TAM2013.103 – de Havilland Tiger Moth DH-82A."
[15] NAA: A9300, DRYDEN H K; NAA: A705, 163/28/82.

Table 6.1: TAM artefacts provenanced to 10 EFTS – November 2020

TAM Artefacts Categorised According to Nomenclature Category	Artefact Count
Category 03: Personal Objects	**39**
Bag, Duffel	1
Button, Collar	1
Cap, Forage	4
Comb, Hair	1
Glove, Aviators	2
Goggles, Aviator's	1
Handkerchief	1
Helmet, Aviator's	3
Holder, Cigarette	11
Necklace	1
Pin, Clothing	1
Pouch, Carrying	1
Sash	1
Suitcase	1
Tie, Bow	3
Wallet	6
Category 04: Tools & Equipment for Materials	**2**
Opener, Bottle	2
Category 05: Tools & Equipment for Science & Technology	**16**
Ampul	6
Ampul, Syringe	4
Container, Medicine	1
Key	1
Press, Tie	4
Category 06: Tools & Equipment for Communication	**6**
Notebook	5
Sign	1
Category 07: Distribution & Transportation Objects	**3**
Airplane, Military	1
Bag	1
Propeller, Aircraft	1
Category 08: Communication Objects	**370**
Album, Photograph	9
Badge, Cap	2
Badge, Military	1
Bible	1
Button, Military	16
Card, Identification	2
Correspondence	9
Diary	8
Graphic Documents	7
Log	20
Magazine	1
Manual	2
Map	1
Menu	1
Pamphlet	1
Pass	5
Patch, Military	2

Paybook	3
Pendant, Religious	1
Photograph	258
Record, Service	1
Report	1
Schedule	2
Sheet, Instruction	1
Tag, Dog	5
Textbook	5
Uniform, Military	5
Category 10: Unclassifiable Objects	**1**
Card	1
Grand Total	**437**

The Uniform and the Unique Artefact

Symbols or identifiers such as uniforms, insignia and emblems are an important part of military culture. In his doctoral thesis on the origins of the culture of the Royal Air Force (RAF) Fin Monahan asserts that in the formation of the RAF a number of 'artefacts' were quickly and 'formally endorsed' to inform, represent and act as manifestations of the unique culture of the RAF. Some symbols were inherited from the Royal Naval Air Service and the Royal Flying Corps – the roundel, motto, buttons, cap badges and 'Wings' badge, while others were created including 'buildings, ranks, uniforms, RAF, unit and squadron badges, coats of arms, flags, colours, an Ensign, bands, music mascots, medals, art work and memorials'.[16] Whilst there has not been a similar study of the origins of culture of the RAAF the same symbols are apparent in the artefacts of EATS. In the museological inheritance of 10 EFTS there are a number of examples of the manifestations of culture found in both the authorised and the unauthorised artefacts.

While reviewing the quantity of artefacts in a collection provides insight into the object types that are numerous or few, and thus which items are most likely to be considered as significant, it does not measure narrative potential. As discussed above, several artefacts held by TAM that were numerically few were the ordinary and mundane objects essential for everyday life. While these artefacts are rare in museum collections, they were abundant in the period. The similarity between the authorised artefacts that are numerous in the collection – uniform, photographs, papers – and the everyday and ordinary artefacts that are few, is that both require interpretation, or an accompanying externally imposed narrative. While the artefact type is immediately identifiable, the initial interpretation by the audience is superficial and as such a knowledgeable source is required to collate additional materials to construct an informative narrative

Take for example artefacts TAM2012.112, TAM2012.413, and TAM2012.450 – three RAAF forage caps (see Figure 6.2). With the exception of the badges, to the untrained observer the artefacts look the same and can be recognised as RAAF forage caps, worn by airmen – but which airmen? The

[16] Fin Monahan, "The Origins of the Organisational Culture of the Royal Air Force" (PhD Thesis, University of Birmingham, 2018), p232.

objective of the uniform is to render the individual invisible, to subvert them in favour of the collective. However, as identified by McKenzie, through this subversion the individual finds strength, a sense of belonging and identity.[17] On initial glance the individual is absent; we can identify what the artefact is, but little else.

Figure 6.2. *Authorised artefacts, RAAF forage caps provenanced to Colin Charles Benson Paterson* (TAM2012.112), *Stanley Edward Stimson* (TAM2012.413), *and Henry Albert Nicholson* (TAM2012.450) (Temora Aviation Museum).

[17] McKenzie, *My Uniform of Blue: Wartime Reflections*, pp1-3

In the chapter 'In their shoes' conservator Helen Evans considers the display of 4,000 shoes. The shoes belonged to victims of Auschwitz and Majdanek concentration camps in Poland during WWII and are on exhibition at the United States Holocaust Memorial Museum. Evans discusses how the shoes are one of the few items of Western clothing that are 'simultaneously an item of outerwear and an item of extreme intimacy'.[18] She gives the example of how shoes are often among those items avoided as a second-hand purchase due to their 'proximity to the body and bodily fluids' which leave the imprint of the previous owner.[19] Evans also describes how the shoes take on the shape of their owner, how they are sculpted through use, and how their shape, like their scent and scuffs, add to the biography of the artefact.[20] Whilst each shoe is distinct and unique the actions that led to their removal, amassment and then display, have rendered them anonymous.

As an artefact, an item of uniform is in a state of perpetual internal conflict. By its very nature an item of uniform is uniform – the same.[21] However, as an item of clothing like the shoes, each uniform item is unique and personal, it is held and worn against the skin and for this reason the uniform has an unchallenged potential to convey a unique and distinct narrative. The uniform may also possess unique embellishments such as a service number or name, sweat marks or stains, tears or repairs. However, by its nature the uniform demands that these unique identifiers are concealed. Therefore when it is placed on display an item of uniform – an authorised artefact and memento – requires interpretation to distinguish one artefact from the other. Furthermore, it is essential that as much information about the provenance of the artefact is acquired at the time of donation and the artefact is sufficiently labelled.

In contrast sits a particular type of unauthorised artefact, as each is unique and singular. These artefacts are few by numerical account however by observing the artefact alone a substantial narrative is evident. There are three artefacts in TAM's collection that typify this characteristic.

The first is TAM2012.65, the 1945 10 EFTS Christmas dinner menu (Figure 6.3). Christmas was celebrated on the Wednesday the week before 25 December. It was a formal affair necessitating a printed menu. The artefact offers insight into the contemporary food items that were considered an indulgence and thus reserved for special occasions. The dedicated space on the menu for autographs indicated that the persons in attendance were significant and worthy of remembering – the item itself was created in part as a keepsake as well as an information source. Given that the artefact is signed we are also offered insight into who attended.

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[18] Helen Evans, "In Their Shoes: Conservation and Display at the United States Holocaust Memorial Museum," in *Bodies in Conflict: Corporeality, Materiality, and Transformation*, ed. Paul Cornish and Nicholas J. Saunders (London: Routeledge, 2013), p162.

[19] Evans, "In Their Shoes," p162.

[20] Evans, "In Their Shoes," pp162-3.

[21] Although acknowledging that there will be a degree of variation – dyelot, cloth, design adaptation – between manufactured lots as the design is adapted to meet current demand. G P Krueger, "Psycological Issues in Military Uniform Design," in *Advances in Military Texiles and Personal Equipment*, ed. E Sparkes (Cambridge: Woodhead Pub., 2012), p72.

Figure 6.3. *TAM2012.65, 10 EFTS 1945 Christmas dinner menu.* (Temora Aviation Museum).

Figure 6.4. *TAM2013.730, 10 EFTS A Flight sign* (Temora Aviation Museum).

Figure 6.5. *10 EFTS regalia sash, TAM2012.393.* (Temora Aviation Museum).

Figure 6.6. *10 EFTS emblem redrawn by Sue Cadzow, Red Pepper Graphics, 2020.* (Temora Aviation Museum).

The second artefact is TAM2012.65, the 10 EFTS A Flight sign (Figure 6.4). As mentioned in Chapter 3, aircrew trainees were divided into classes or flights – A, B, C, and D – each of which had designated instructors and flying schedules. Accordingly, although not evident from archival documentation or official records, each flight also had its own unique motto and insignia. Artefact TAM2013.730 is another example of an artefact that is unauthorised, unique, and where the narrative (at least partially) is self-evident. The motto, a play on Latin, 'Nil Insertum. Kepit Outum' and accompanying finger gesturing towards a bare behind, bears some similarity to the school's motto focusing on cooperation. In this instance the emphasis was placed upon focus and applying oneself completely to the task at hand. This humorous, evocative and unique artefact is a significant part of the museological inheritance of 10 EFTS given it reveals something of the culture of the School.

The third artefact is the 10 EFTS regalia sash (Figure 6.5). Whilst the specific purpose of the sash is unclear and undocumented in the collection, as an item of regalia we can assume that the artefact was most likely worn or displayed on significant occasions such as pilot graduation parades. Observation of the artefact allows us to see that a great deal of attention went into its construction, both the materials from which the artefact is constructed – silk– and the intricate detail of the embroidery imparts its significance. The subject of the embroidery also reveals details about the School. The black and blue bird in flight is representative of flying training. Equal prominence is given to RAAF and WAAAF suggesting cooperation between the gendered forces and the inclusion of the later indicates that the artefact was manufactured after September 1942. The moto 'Cooperation Shapes Our Destiny' was a reminder to work together, and that every individual attached to the School had a role that would influence both their fate and potentially that of their colleagues. Perhaps it was also a gesture to participation in EATS and a reminder that each individual was a contributing and productive part of increasing the air power of the British Empire. Furthermore, TAM2012.393 is the only known artefact of the museological inheritance of 10 EFTS that possesses the complete 10 EFTS insignia, a symbol and motto that is absent from the archival record. This demonstrates the importance of multidisciplinary approach when considering the history of EATS and our reliance on 'things' to garner a more comprehensive view.

An Operational Relic – dH Tiger Moth A17-691

Perhaps the most significant and representative 10 EFTS material culture artefact that has been retained is the dH Tiger Moth. Allocated the RAAF airframe number A17-691 during its military service, it originally received the civilian callsign of VH-UVZ. A17-691 is Australia's oldest operational Tiger Moth. Maintaining historically significant aircraft as operational artefacts is controversial, it raises questions of the artefact's authenticity, and pits conservators concerned with freezing the material integrity of the object against curators keen to bring the exhibit 'to life' on interpretative grounds.[22] However as I will demonstrate TAM's, and now 100 Squadrons, decision to continue to

[22] Mark G Mapes. "Preface: Risks and Rewards: Perspectives on Operating Mechanical Artifacts", Presented at '*Risks and Rewards: Perspectives on Operating Mechanical Artifacts, Hagley Museum and Library, February 22 1991*, 1–12. Hagley Museum and Library. Ron Dick. "Flying Historical Aircraft: A View from the Cockpit",

operate A17-691 can be justified given that the aircraft type is not rare, the aircraft also has an extensive crash history which has necessitated repair and replacement of original components. Most significantly, I posit that the benefits of aerial demonstration of A17-691 in situ whilst 10 EFTS remains in living memory outweigh the risk of impact to its material integrity, particularly for 10 EFTS veterans. I will now engage in the narrative of A17-691 as regards the historical significance of the aircraft and the aircraft's engagement with WWII veterans at TAM.

VH-UVZ was the second dH82A imported from England into Australia by dH in 1936.[23] In August 1936 the aircraft was registered VH-UVZ to Airflite Pty Ltd.[24] Between September 1936 and September 1939 the aircraft was involved in six accidents, the most significant of which was a crash into Sydney Harbour.[25] Pilots Geoffrey Salter and Alan Woodhill were bidding farewell to their boss aboard the *Nieuw Holland* steamer about to embark on a trip to the East.[26] Involved in aerobatics above the ship the '(m)achine looped at 800ft., stall turned and flick rolled, finally hitting the water'.[27] Both men survived but not without injury and were rescued by workmen on the Circular Quay railway and the crew of the water bus *Pelican*.[28] The aircraft was believed to be a write-off in a report from the Navy Office to the District Superintendent of Civil Aviation. The investigation into the cause of the accident revealed that the engine hours had been exceeded by 25 hours. There was 'extensive damage to main planes and fuselage caused by impact with the water and subsequent salvaging of the machine, and also extensive corrosion of the light alloy parts of the engine' owing to the aircraft being in the Harbour for 12–16 hours.[29]

In January 1940 Airflite received notification that the aircraft was to be requisitioned by the Air Force.[30] This was completed on 19 April. The machine served at 4 Service Flying Training School (SFTS), 11 EFTS, 6 EFTS, 5 EFTS, and then from July 1943, 10 EFTS. On 12 September 1946 A17-691

Presented at '*Risks and Rewards: Perspectives on Operating Mechanical Artifacts, Hagley Museum and Library, February 22 1991*, 33–41. Hagley Museum and Library.

[23] Love, "TAM2013.103 – de Havilland Tiger Moth DH-82A". National Archives of Australia: Civil Aviation Board; DH 82 Aircraft; MP113/1; VH/UVZ; 338060.

[24] NAA: MP113/1, VH/UVZ. Grahame Higgs, Brendan Cowan, and Martin Edwards, "ADF–Serials: Australia & New Zealand Military Aircraft Serials & History: RAAF A17 de Havilland DH.82 Tiger Moth A17-601 to A17-965," http://www.adf-serials.com.au/2a17c.htm. 20/3/2018. 2018.

[25] 1/101/544 Report of Forced Landing and/or accident 22/4/1937, NAA: MP113/1, VH/UVZ. Higgs, Cowan, and Edwards, "ADF–Serials: Australia & New Zealand Military Aircraft Serials & History: RAAF A17 de Havilland DH.82 Tiger Moth A17-601 to A17-965". 14.11.1937 A.H. Lewis, Mascot Ground Engineer license No 267. NAA: MP113/1, VH/UVZ.

An additional point of interest in VH-UVZ's history during its ownership by Airflite was its participation in the Centenary Air Race, from Brisbane to Adelaide. The aircraft was flown by H.F. Broadbent a pilot from Cootamundra("Air Race," *The Advertiser*, December 15 1936.) not far from Temora ("*Cootamundra Daily Herald*, Monday December 14 1936.).

[26] 1/101/544 Report of Forced Landing and/or accident 22/4/1937, NAA: MP113/1, VH/UVZ.

[27] Report A.H.P. Lewis 22.4.1937 engineer in NAA: MP113/1, VH/UVZ.

[28] Higgs, Cowan, and Edwards, "ADF–Serials: Australia & New Zealand Military Aircraft Serials & History: RAAF A17 de Havilland DH.82 Tiger Moth A17-601 to A17-965".

[29] 1/101/544 Accident to UH-UVZ- 21.4.37 in NAA: MP113/1, VH/UVZ. Report A.H.P. Lewis 22.4.1937 engineer in NAA: MP113/1, VH/UVZ.

[30] 8/142/8 15 January 1940 in NAA: MP113/1, VH/UVZ.

was disposed of and sold to Australian Associated Aero Clubs.[31] From there it had multiple owners including former EATS flying Instructor Charles W Russell, and Air-Griculture Limited later Aerial-Agriculture, an aerial fertilizer, pest and weed control company based in Bankstown Airport.[32] In 1953 the machine disappeared off the register of airworthy aircraft and went into storage.[33]

Between 1990 – 1994 the machine was 'rebuilt' by RA Windred and re-registered VH-UVZ.[34] In October the 1994 the aircraft was owned by Peter Bourke of Bundaroo, and in June 1995 Patrick Davis, Maryborough, QLD.[35] In 1999 the aircraft was purchased by David Lowy for Temora Aviation Museum where it remains today (Figure 6.7).[36]

Being an initial trainer, the dH Tiger Moth is a two-seater aircraft. Whilst TAM does not offer joy flights to the public they have an established practice of taking WWII veterans for a flip. In 2010 10 EFTS alumni Lloyd Nicholas Jeffree visited TAM (Figure 6.8). He trained at 10 EFTS from August to November 1943 and inspection of his logbook revealed A17-691 was one of the aircraft he trained in.[37] Jeffree was taken for a flight by one of the Museum's pilots, Lars Larson. The event was filmed by Keith Webb as part of TAM's Unsung Heroes oral history project. In the account Jeffree describes the excitement in anticipation of the flight felt the night before – his expression is one of pure joy. In the moments before the flight Jeffree moved his ivory gloved hands over the tautly doped fabric, physically examining the aircraft's ailerons, rudder and flaps.[38] This pre-flight inspection was a ritual inscribed into muscle memory taught to him in his EATS training that occurred at 10 EFTS on the same aircraft 67 years earlier.

Whilst in flight, Jeffree was permitted to take the controls conducting a descent, a circuit, and final leg of the airfield. Somewhat surprising himself he likened his ability to recall and put into practice the skills he learnt at 10 EFTS all those years ago to riding a bicycle. He remarked that 'Isn't that amazing hey! I'm 18 again, instead of 85, 86.'[39] Meanwhile Larson referenced how the affect of the

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[31] NAA: A10297, BLOCK 91. 24/4/1947 in NAA: MP113/1, VH/PCD.

[32] 4 September 1948 C.W. Russell to Officer in Charge, Department of Civil Aviation Archerfield. In NAA: MP113/1, VH/PCD. T. J. Watson to The Regional Director, Department of Civil Aviation 13 September 1950 in NAA: MP113/1, VH/PCD. Enclosure 5/A 26 September 1951 P.A. Riley to Air-Griculture in NAA: MP113/1, VH/PCD. 57B Nottingham Insurance Co. Ltd to Department of Civil Aviation 16 Sept 1952 in NAA: MP113/1, VH/PCD. Enclosure 53/B 2 October 1953 in NAA: MP113/1, VH/PCD.

[33] Cert 367 Encl. 433B, RAAF Form P/P 29 Report S.W. Martin Squadron Leader 8 SFTS Bundaberg February 1944 in National Archives of Australia: RUSSELL CHARLES WILFRED : Service Number - 272644 : Date of birth - 24 Apr 1907 : Place of birth - MANILLA NSW : Place of enlistment - CAMDEN : Next of Kin - RUSSELL MILLICENT; A9300; RUSSELL CW; 5262447.

[34] "VH-UVZ Log Book," (Unpublished, 1994-).

[35] Higgs, Cowan, and Edwards, "ADF–Serials: Australia & New Zealand Military Aircraft Serials & History: RAAF A17 de Havilland DH.82 Tiger Moth A17-601 to A17-965". "VH-UVZ Log Book."

[36] Higgs, Cowan, and Edwards, "ADF–Serials: Australia & New Zealand Military Aircraft Serials & History: RAAF A17 de Havilland DH.82 Tiger Moth A17-601 to A17-965".

[37] National Archives of Australia: JEFFREE LLOYD NICHOLAS: Service Number - 432426: Date of birth - 05 May 1924: Place of birth - KINGSFORD NSW: Place of enlistment - SYDNEY: Next of Kin - JEFFREE ELSIE; A9301; 432426; 5549980.

[38] Webb, "Unsung Heroes Episode 1: 10 EFTS Hardings Country Club."

[39] Webb, "Unsung Heroes Episode 1: 10 EFTS Hardings Country Club."

operational aircraft – sight, sound, and smell – all contributed towards Jeffree's ability to 'remember'.[40]

An additional factor for consideration is that not only was the flight in the same aircraft but it also occurred in situ. This posits the question of how it contributed to Jeffree's experience? Whilst the cultural landscape has been altered dramatically since the closure of 10 EFTS there are still some built elements and landscape features that remain. Here I draw attention to the fact that the aerial perspective granted to the aviator encompasses more than the immediate. It embraces the built features from the layout of the streets, key buildings such as churches and flour mills, to the train line to the topography of the landscape, the paddocks, distant hills and horizon. Further still is the consideration of the air itself, the feeling of the familiar currents, the scent of the pollens, the weather, the warmth and shine of the sunlight. Whilst these elements are changeable and fluid, in a place like Temora they are also familiar and constant. We should consider that they all played a part in the aide-mémoire. For both pilot and passenger the operational artefact of EATS, A17-691, engages all senses – sound, touch, sight, smell, and to a degree even taste.[41]

Whilst it is impossible to fully capture the significance of a moment, as a recording medium film does capture some of the affect or embodied participation of mobility in a two-dimensional form. TAM's commitment to documenting and archiving the interaction between veterans and their aircraft is an attempt to archive some of the relationship of the between the EATS artefact its operator.

Figure 6.7. *dH Tiger Moth UH-UVZ A19-691 in flight (*Photo: Temora Aviation Museum).

[40] Webb, "Unsung Heroes Episode 1: 10 EFTS Hardings Country Club."
[41] Brown, Frederick, and Clarke, "Encounter, Engagement, and Object Stories."

Figure 6.8 *(Then) Aircraftman Lloyd Nicholas Jeffree, 1942 and 68 years later with A17-691 at Temora Aviation Museum in 2010.*[42]

PRIMARY COLLECTION: TEMORA RURAL MUSEUM

The key focus areas of the Temora Rural Museum (TRM) include the following key themes as they are 'relevant to the Temora community',[43]

- Textiles
- Lifestyle
- Agricultural Machinery
- Tractors
- Stationary Engines
- Livestock
- Horse power
- Steam Power
- Printing
- Flour Milling
- Education
- Sound and light technology
- Military and firearms
- Religion
- Gold mining
- Sport

The area relevant to this thesis is 'Military and firearms' and collection parameters are defined as 'Any objects or records relating to military service by people associated with the Temora community.'[44] An additional area is 'Lifestyle': 'All aspects of domestic, industrial and social memorabilia relevant to the changing lifestyle of the Temora community.'[45]

While the former takes into consideration the history of the RAAF and service personnel, the latter allows for the collection of artefacts representative of the community, persons, events and activities of significance. This breadth encompasses interactions relevant to this thesis, including the history of aviation in the area, and community engagement and participation with 10 EFTS. This is further

[42] NAA: A9301, 432426. Webb, "Unsung Heroes Episode 1: 10 EFTS Hardings Country Club."

[43] Temora Historical Society Incorporated, "Temora Historical Society Incorporated Collection Policy 2017," (Unpublised: Temora Historical Society, 2017).

[44] Temora Historical Society Incorporated, "THS Inc. Collection Policy."

[45] Temora Historical Society Incorporated, "THS Inc. Collection Policy."

expanded upon by the scope of the collecting parameters of the Temora Community Archive also located onsite. Collecting parameters are defined as 'All aspects of Local Government, Commercial, Social and Family history pertaining to the Temora Shire community.'[46] Indeed the TRM's collection is as diverse as it is meaningful, allowing for the preservation of any artefacts of social significance.[47]

10 Elementary Flying Training School Assemblage

TRM holds 137 individual artefacts (47 catalogue entries) that are provenanced to 10 EFTS. Like TAM, Category 08: Communication Objects amounted to the largest category (77.37%) as shown in Figure 6.9. Photographs were the main class of documentary objects, at a count of 83. Personal Symbols was the next-largest class within Category 08, including artefacts such as a cap badge, military uniform, brassard, signet ring and identification card (see Table 6.2). The second-largest category was Category 04: Tools and Equipment for Materials (9.49%) with 13 utilitarian artefacts – safety pins to secure a blanket in a roll (4) and spoons (9). The third largest category was Category 03: Personal Objects (5.11%). This group of artefacts (13) was primarily comprised of items of clothing provenanced to a single donor. The remaining object categories accounted for less than 10% of the total number of artefact records. However as with the artefacts at TAM the numerical count of artefact type does not convey its significance or relevance of the collection.

As at TAM, the TRM holds artefacts mentioned in the archival record. These include ordinary everyday items such as a blanket, chair (Category 02: Furnishings) and spoons (Category 04: Tools & Equipment for Materials) (see Table 6.2). Whilst the blanket is the standard grey woollen RAAF issue, the spoons (tea, soup and dessert) are silver plated and engraved with the RAAF badge, originating from the Officers Mess (see Figures 6.10). The chair whilst practical is also extra-ordinary (Figure 6.11), although as with a number of the artefacts at TAM, its provenance is undocumented. The same 10 EFTS insignia as appears on TAM2012.393 – the 10 EFTS sash – is engraved at the top of the chair. It also features on the back rest a 'P' – perhaps for pilot. Its existence bids the question: was the artefact privy to unique ritual and ceremony or was it one of a set?

Each of these artefacts are first and foremost functional objects that were employed for mundane utility on a daily basis. However, the interpretive potential of these artefacts is extremely high. They also fall within categories of artefacts that were numerous during wartime but are underrepresented in the museological inheritance. Additional functional and everyday artefacts pertaining to the lesser-represented categories including Category 06: Tools and Equipment for Communication and Category 09: Recreational Objects mentioned in the archival record have also made their way into the TRM collection. These include a first aid kit and writing equipment

[46] Temora Historical Society Incorporated, "THS Inc. Collection Policy."
[47] Temora Historical Society Incorporated, "THS Inc. Collection Policy."

(envelope, pen, ink well). There are also three artefacts I mentioned in Chapter 4, that were sold at the 10 EFTS 1946 September auction – two medicine balls and a punching bag (Figure 6.12).[48]

The most significant artefact held by the TRM is not mentioned specifically in the archival record however the events surrounding it are well documented.[49] The artefact also features prominently in the narrative history of the School.[50] On 24 August 1945 a farewell party was held in the Officers Mess commemorating the cessation of 10 EFTS as an active unit. During the celebrations a hole was 'hacked' in the floor into which a miniature wooden casket was placed. The casket was symbolic of the 'Spirit of 10 EFTS' (Figure 6.13). The School's medical officer, Dr Randall Baden Cooke, officiated the burial.[51] In 1991 on the occasion of the 50th Anniversary Reunion, the casket was returned to Temora by former Commanding Officer John Brownless and donated to the TRM.[52] Reportedly the casket spent the intervening years in the care of its donor who'd had it secretly disinterred shortly following the ceremony. This artefact is another example of the unofficial, yet incredibly evocative and representative, record of the School.

In the collection of the TRM there are also 10 EFTS legacy items – artefacts created in commemoration of 10 EFTS on the occasion of the reunions or the continuation of EATS skill sets. These include two port glasses and a bottle of port (unopened) as shown in Figure 4.2. There are also a number of archival documents including newspaper articles, posters, administrative documents detailing the organisation of the reunions. Whilst they are not provenanced to 10 EFTS directly they exist as a result of the School and as a tribute to its impact as discussed in Chapter 4. Likewise there are badges of the Temora Ex-Services Flying Club which grew from former 10 EFTS personnel and EATS graduates alike.

[48] Miller & James, "Under Instructions From the Commonwealth Disposals Commission, Extensive Auction Sale at No. 10 EFTS RAAF, Temora on Wednesday and Thursday September 11th and 12th and if necessary on Friday, September 13th. Commencing at 10 am each day."

[49] NAA: A9186, 390.

[50] Maslin, *Wings Over Temora*, p60 ; "50th Anniversary 10EFTS Reunion Feature."

[51] Maslin, *Wings Over Temora*, p60 ; "50th Anniversary 10EFTS Reunion Feature."

[52] "50th Anniversary 10EFTS Reunion Feature."

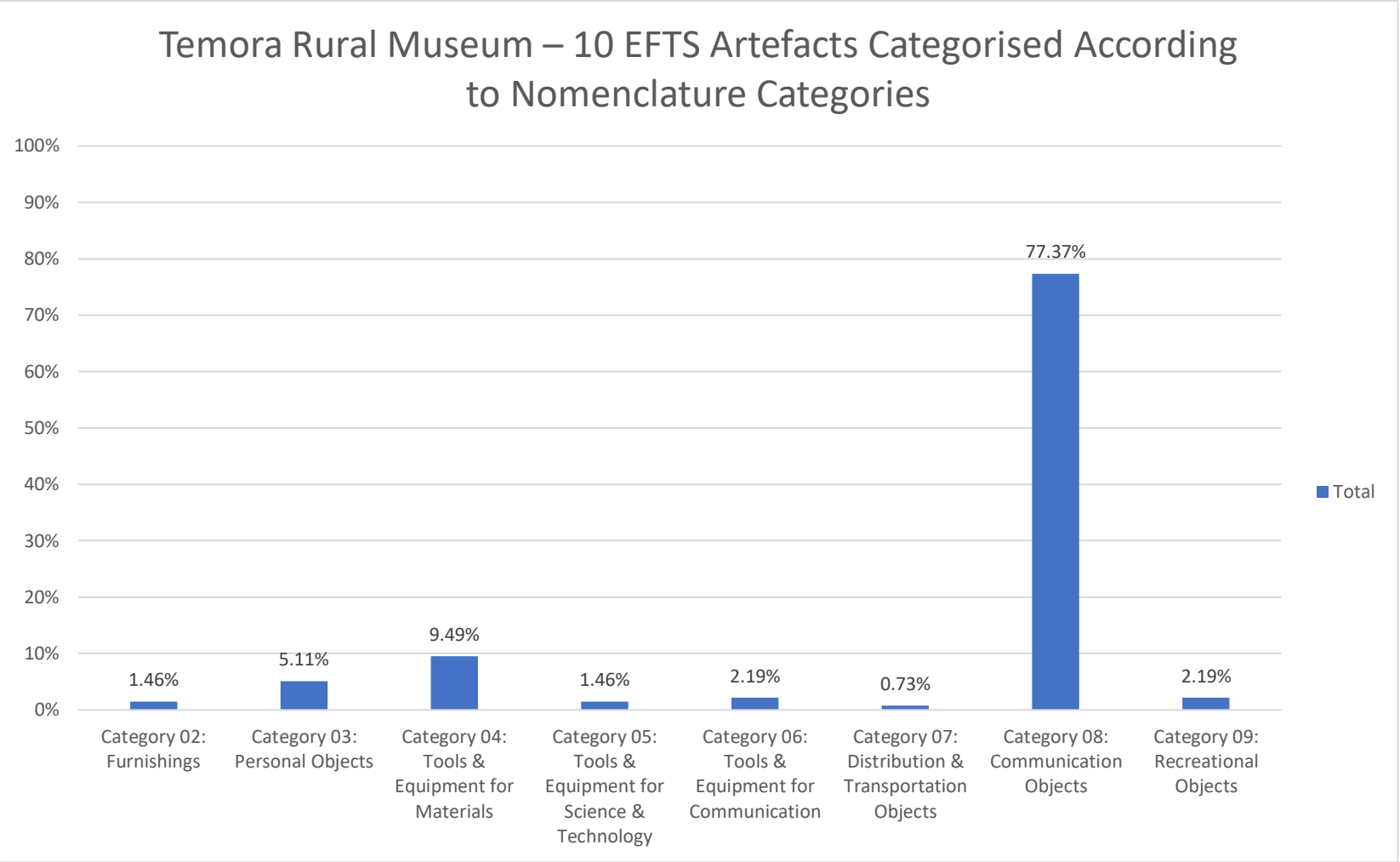

Figure 6.9. *Temora Rural Museum artefacts provenanced to 10 EFTS classified according to Nomenclature.*

Table 6.2: Temora Rural Museum artefacts provenanced to 10 EFTS – November 2019

TRM Artefacts Categorised According to Nomenclature Category	Artefact Count
Category 02: Furnishings	**2**
Blanket	1
Chair	1
Category 03: Personal Objects	**7**
Belt, Money	1
Cap, Military	1
Glove, Motorcycle	1
Ring, Signet	1
Supporter	1
Uniform, Military	1
Wallet	1
Category 04: Tools & Equipment for Materials	**13**
Safety Pin	4
Spoon	9
Category 05: Tools & Equipment for Science & Technology	**2**
Compass	1
Kit, First Aid	1
Category 06: Tools & Equipment for Communication	**3**
Envelope	1
Pen, Dip	1
Writing Equipment	1
Category 07: Distribution & Transportation Objects	**1**
Propeller, Aircraft	1
Category 08: Communication Objects	**106**
Aircraft, Model	1
Badge, Military	2
Book	3
Book, Poetry	1
Card, Identification	1
Coffin	1
Correspondence	2
Document, Travel	1
Invitation	1
Log	1
Map, Wallet	1
Menu	1
Nameplate	1
Pennant	1
Permit, Building	1
Photograph	83
Picture, Military	1
Ring, Signet	1
Uniform, Military	2
Category 09: Recreational Objects	**3**
Bag, Punching	1
Ball, Medicine	2
Grand Total	**137**

Figure 6.10. *10 EFTS spoons.* (Photo: Anna Williams, 2018).

Figure 6.11. *10 EFTS 'P' chair.* (Photo: Anna Williams, 2018).

Figure 6.12. *10 EFTS medicine balls and punching bag, Temora Rural Museum, donated by Rowena Thompson.* (Photo: Anna Williams, 2018).

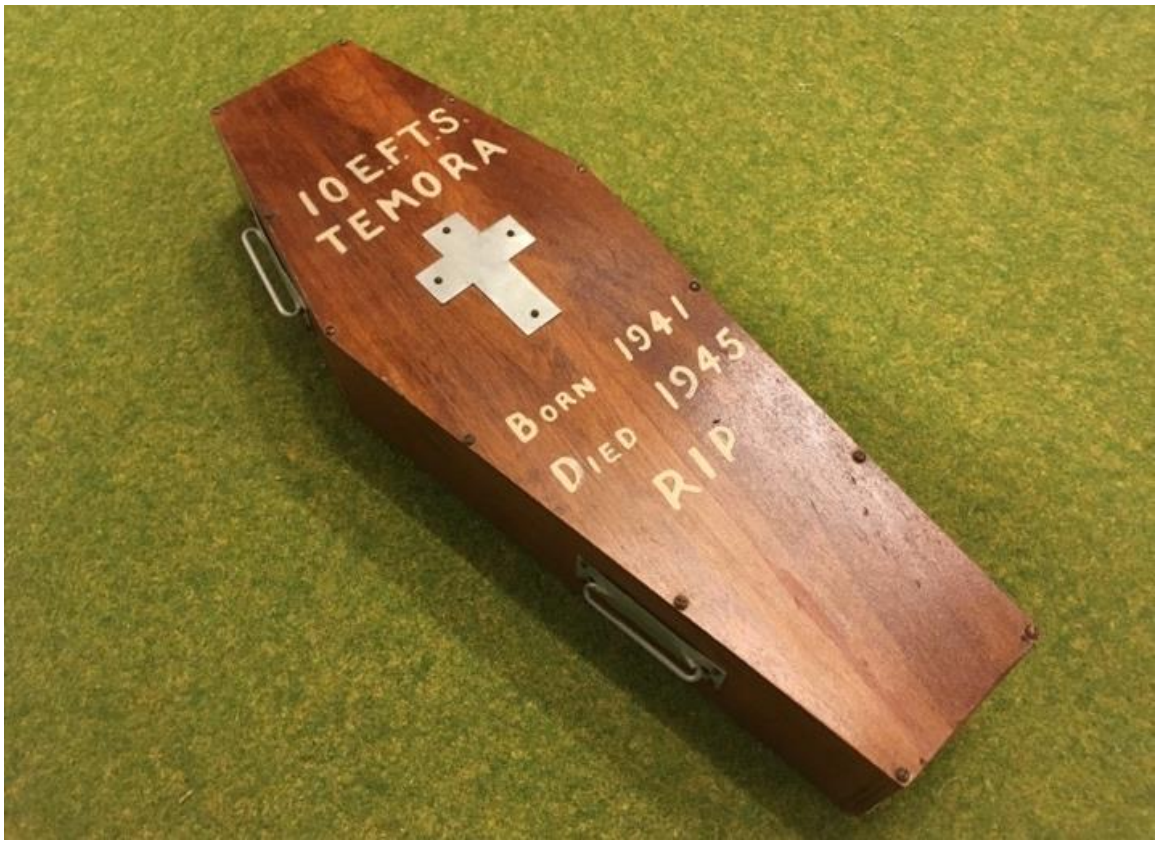

Figure 6.13. *The Spirit of 10 EFTS. Temora Rural Museum*. (Photo: Anna Williams, June 2019).

SECONDARY COLLECTIONS

In addition to local collections, artefacts provenanced to 10 EFTS are held in private and national collections. In this section I will consider the 28 items held in the Australian War Memorial and one at the National Museum of Australia.[53] As with the two primary collections, the overwhelming majority of artefacts were Category 08: Communication Objects (68.97%) with the bulk of items being pilot log books and photographs (see Table 6.3). This was followed by Category 03: Personal Objects (20.69%), Category 07: Distribution & Transportation Objects (6.90%), and Category 06: Tools & Equipment for Communication (3.45%). The two Category 7 artefacts are both Link Trainers, an early type of flight simulator intended to teach pilots how to fly by following their instruments in poor visibility. The Link Trainer held at the National Museum of Australia bears the RAAF serial number A13-34, while the one at the Australian War Memorial is A13-13.[54] With the exception of photographs, all the artefacts held in these collections pertain to aircrew. Moreover, ordinary and everyday items are absent from the national collections. Instead, their holdings are restricted to artefacts that represent the grand narrative of the RAAF at war – specifically the aviator and flight.

Table 6.3: Artefacts in the national collection provenanced to 10 EFTS classified according to Nomenclature

Row Labels	Sum of Count
Category 03: Personal Objects	**6**
Glove, Aviator	1
Goggles, Aviator's	1
Helmet, Aviator	2
Jacket, Aviator	2
Category 06: Tools & Equipment & Equipment for Communication	**1**
Paper, Writing	1
Category 07: Distribution & Transportation Objects	**2**
Simulator, Air Flight	2
Category 08: Communication Objects	**20**
Album, Photographs	1
Archive	2
Log	9
Photograph	8
Grand Total	**29**

[53] The artefacts avaible for identification were those searchable and listed for public access on the AWM and NMA's online collection databases. I acknowledge that the colllections may extend beyond this source however they were not accessible during the research project.

[54] National Museum of Australia: Link Trainer Flight Simulator, RAAF No. A13-34, Used to Train Pilots at 10 EFTS, Temora, 1941–1945; 1982.0101.0001. Australian War Memorial: Link Trainer Flight Simulator A13-13; REL/08445.

10 EFTS MUSEOLOGICAL INHERITANCE – A REPRESENTATIVE HERITAGE?

The museological inheritance of 10 EFTS is not representative of the composition of personnel posted to the School. As discussed in Chapter 5, 60% of individuals posted to 10 EFTS were non-flying personnel otherwise known as ground staff. Yet the collected heritage of 10 EFTS is dominated by the artefacts provenanced to aircrew. Within the combined assemblage of artefacts, 51% pertained to aircrew, 21% ground staff and 28% were classified as universally representative. Further, when considering individual institutions there is a significant difference between them as outlined in Table 6.4. The most significant imbalance sits in the collection of the AWM, whereby 86% of artefacts pertaining to aircrew and no items are held that are identified in the collection record as being provenanced solely to 10 EFTS ground staff. However it is possible the appearance of absence is due to museum documentation practices and gaps in the artefact record as opposed to actual deficiency.

Hilda Keene has written that museum staff 'act as gatekeepers to the collection and to the information about it'.[55] The information that museum professionals record in collection management systems, or perhaps more significantly that they have available to record, is critical in the biographical development of the artefact post acquisition. It influences the narratives that are available to be created and recreated. It is possible that donors did not offer up detailed service history records, that at the time of acquisition that the service record was not available, or that the scale of the collections themselves have prevented research into their lesser-known artefacts. However, this gap presents us with an opportunity. As Keene asserts, museum professionals are beginning to recognise that they need to loosen their grip; while they may be

> repositories of knowledge about objects in the context of collections … others may know more about the objects' real world meaning – people from source communities, historians, anthropologists, archaeologists, scientists, members of specialist societies, the erstwhile owners or users of objects. The future lies in much more serious and wholehearted collaboration with those outside the museum. The curator of the future must be as much a knowledge broker as a specialist expert.[56]

This is where a town's 'collective attic' has the advantage over the national repositories.[57]

Table 6.4: Percentage of collection items provenanced to 10 EFTS aircrew, ground staff or universally representative artefacts.

Institution	Aircrew	Ground Staff	Universal Artefacts
Temora Aviation Museum	62%	16%	23%
Temora Rural Museum	2%	51%	47%
National Museum of Australia	0%	0%	100%
Australian War Memorial	86%	0%	14%
Total	**51%**	**21%**	**28%**

[55] Keene, *Fragments of the World: Uses of Museum Collections*. p22.
[56] Keene, *Fragments of the World: Uses of Museum Collections*. pp22-3.
[57] Keene, *Fragments of the World: Uses of Museum Collections*. p17.

CONCLUSION

Museums scholar Steven Miller has written that 'people give things to museums for many reasons' and 'the vast majority do so because of an interest in the mission of a particular museum'.[58] Museum collections are traditionally acquired one of three ways; via donation, purchase, or archaeological field collection.[59]

For both primary collections, with the exception of TAM's operational aircraft which were purchased, the museological inheritance of 10 EFTS has evolved passively through donation. This has been through the generosity of donors who can be can roughly divided into two groups. The first are former service personnel, some of whom returned to Temora to reminisce. This may have involved participating in a reunion, witnessing a flying day at TAM, participating in a special event, having their story recorded as part of TAM's Unsung Heroes project, or a casual visit. Indeed as mentioned, many of the 10 EFTS artefacts donated to the TRM were done so on the occasion of the 50th reunion in 1991.

While sometimes donors come prepared bringing artefacts for donation to the museums at the time of their visit, others were inspired to donate after the fact. The second group of donors are family members who have donated artefacts following the death of the service person. In a few instances at TAM, part of the donation conditions includes allowing continued access to the artefacts by family members. Such conditions encourage a continued exchange between collecting institution and donors. It is both a unique opportunity to add to the biography of the artefact post acquisition and to keep the memory of loved ones alive. The third group are members of the local community – Riverina residents, museum volunteers and stakeholders – who come across the odd artefact and bring them in. The final group are members of the wider public who have an interest in aviation, and like I did with Hubbard's cap, happen across an artefact by chance and recognise it would be better held in a museum for safekeeping.

Although the preservation and presentation of its artefact collection is secondary to its primary aim of maintaining and displaying operational aircraft, TAM holds by far the largest collection of artefacts provenanced to 10 EFTS. TAM is also the youngest of the collecting institutions. Perhaps it is a combination of the affectivity of the primary aim, its location on the site of 10 EFTS, and the institution's small scale and increased accessibility that has incited donation. Perhaps it is the laid back, friendly and professional values of the staff? Unfortunately answering this question with any authority is beyond the scope of this thesis, but it is a significant area for future research.

It is perhaps unsurprising that the primary artefact types found in collections are the same described by McKenzie in his poem 'My Uniform of Blue' – specifically papers, photographs, and clothing. McKenzie, a machinist prior to enlistment, served as a flight rigger on the home front for the duration of the war and as such his perspective was earthbound as he worked on the machines that

[58] Steven Miller, *Museum Collection Ethics: Acquisition, Stewardship, and Interpretation*, ed. (Lanham: Rowman & Littlefield, 2020), p46.

[59] Miller, *Museum Collection Ethics*, p45.

would incite him to glance skywards.[60] In his poetry McKenzie reflects on how the invisible trails the aircraft made as they moved through the sky can be likened to the ties binding individuals in their shared RAAF experience. Whilst each perspective and path carved is different, the journey can have similarities. McKenzie is not focused on the thrill and glamour of flight but upon sacrifice, mateship, and commonality between the different musterings – ground crew and aircrew – men and women, all of whom wore their 'uniform of blue'.[61] He writes

> He lived, he loved, he laughed
> And sometimes cried,
> He wore a uniform of blue,
> The same as I.[62]

In this chapter I have revealed how the ordinary and everyday artefacts are less prevalent in collection than official mementoes and insignia. I have also shown that while ground staffs represented 60% of 10 EFTS personnel, the museological inheritance is not representative of this proportion with just 21% of artefacts pertaining specifically to ground staffs. That imbalance significantly increases in national collections. I have outlined how from an interpretation perspective, sometimes the single, unprovenanced and unauthorised artefact is more easily understood by observation than authorised provenanced artefacts. Further, I contend that that the unauthorised artefacts often have significant narrative potential and can reveal details about the School that are absent from the archival record. I have also shown that the numerical prevalence of an artefact in a collection bears no relationship to its significance, interpretative potential, or representativeness.

In the next Chapter I will explore the history, museological inheritance, landscape and legacy of 5 Service Flying Training School, Uranquinty, a history and legacy that may be positioned in contrast to 10 EFTS, Temora.

[60] National Archives of Australia: MCKENZIE JAMES BRUCE: Service Number - 158217: Date of birth - 20 Aug 1926: Place of birth - TRENTHAM VIC: Place of enlistment - MELBOURNE: Next of Kin - MCKENZIE JAMES; A9301; 158217; 5363816.

[61] McKenzie, *My Uniform of Blue: Wartime Reflections*, pp1-3, 14-15, 60-1, 64.

[62] McKenzie, *My Uniform of Blue: Wartime Reflections*, p64.

CHAPTER 7: 5 SERVICE FLYING TRAINING SCHOOL, URANQUINTY

> the constantly-shifting multidimensional aftermaths of conflict are as important as the conflicts themselves.[1]

Nicholas Saunders reminds us that the legacy of conflict is 'constantly-shifting [and] multidimensional'.[2] As such we need to preserve an arsenal of artefacts that is inclusive and representative of the past which will allow for flexibility in interpretation and perspective. The following case study of 5 Service Flying Training School (SFTS), Uranquinty embodies that flexibility. The landscape is entangled with the artefacts of the past and present, the site can claim to be both military and domestic space, its narrative is both inclusive and flexible, and remembered in both public and private spaces.

The purpose of including this secondary case study is to provide a contrast to Temora. Despite their geographic proximity to one another, the experience of both sites is very different. As discussed the land at Temora had been designated for the purpose of aviation prior to the outbreak of the WWII and post war the support of and involvement with 10 EFTS incited the township to define itself as 'airminded'. More than 80 years after the airfield's completion and School's establishment, Temora still considers itself 'Tiger Country' and aviation is a key component of the town's social and economic identity. In contrast, the site at Uranquinty occupied by the Royal Australian Air Force (RAAF) for 5 SFTS was intended for agricultural use. Following the post war relinquishment of the land by the Australian Government, it returned to agricultural use.

I begin this Chapter with an exploration of the RAAF's acquisition of the Uranquinty site and detail the militarisation of the landscape as it was transformed from a place of agriculture to a producer of 'war fare'. I then discuss the aspects of the School's operation with a focus on social impact and artefacts. As with 10 EFTS, the archival history of 5 SFTS reveals details of the manufacture and use of the material culture of the School. I then briefly chronicle the School's disbandment and disposal. In the second part of this chapter I examine the archival record, considering the unit establishment to ascertain the composition of the workforce through Unit musterings, and repatriation reports to analyse the artefacts that comprised 5 SFTS. The third section of this chapter examines the museological inheritance of 5 SFTS. It considers how, like 10 EFTS, this inheritance reveals a history that is absent from the archival record. I will also discuss the material legacy of the School that persists 80 years after initial intervention by the RAAF as evidence of the militarisation of the

[1] Saunders, "Engaging the Materialities of Twentieth and Twenty-first Century Conflict," xi.
[2] Saunders, "Engaging the Materialities of Twentieth and Twenty-first Century Conflict," xi.

landscape. I conclude with a discussion of the practices of remembrance and memorial and the social legacy of EATS in Uranquinty.

'ANOTHER FLYING SCHOOL NEAR WAGGA WAGGA' – BY RESUMPTION[3]

5 SFTS was not an aerodrome but a farm when the RAAF assumed occupation of the land. The site was owned by three members of the Lewington family, Archibald (portions 2, 3, 6, 33- 37 and 92), James (portions 4 and 5) and Annie (portion 7), and William Thomas and Charlotte Tabner (portion 38) (see Figures 7.1, 7.2, and 7.3).[4] The Lewingtons of 'Pine Grove', found out that their farm was to be used by the RAAF from a newspaper article published in the *Wagga Wagga Daily Advertiser* on 25 February 1941.[5]

When the RAAF moved in, they began to militarise the landscape, engineering the topography for the three-dimensional needs of aircraft and their trainee pilots.[6] Dams were pumped out and filled, soil was brought in to level the terrain, and the ground was graded and seeded to provide smooth and level grass coverage for aircraft take-offs and landings.[7] Internal fencing was removed with a specific directive to set aside any materials suitable for reuse.[8] Post holes were filled and the telephone line along the road crossing the site was removed.[9] Trees were felled or lopped to provide a clear angle of approach however the intention was to preserve any trees or scrub that did 'not interfere with buildings.'[10] Given the Rock-Wagga stock route was cut off by the location of the aerodrome, the road was rerouted along its boundary along which a rabbit and sheep-proof fence was erected (see Fig 7.2).[11]

[3] "Another Flying School Near Wagga Wagga: Uranquinty Site Declared Yesterday: No. 5 Service Flying Training School to be Established," *The Daily Advertiser*, 25 February 1941. Legal council was engaged to negotiate on the Lewington's behalf.

[4] 171/57/2 National Archives of Australia: Department of Air; DWB [Director of Works and Buildings] - RAAF Number 5 Service Flying Training School - Uranquinty NSW - Hiring of site; A705; 171/57/2; 1597319. NAA: A6074, PO3873.

[5] "Another Flying School Near Wagga Wagga." Legal counsel was engaged to negotiate on the Lewington's behalf. 3 March 1941, A Percival to The Secretary Department of Air in NAA: A705, 171/57/2.

[6] Woodward, "Military Landscapes," p46.

[7] NAA: A705, 171/57/2.

[8] RAAF Directorate of Works and Buildings No 5 SFTS Uranquinty NSW Plan 40/41/1050 National Archive of Australia: R.A.A.F.: Uranquinty; A9716; 1396; 1600290.

[9] Ilbery, *Empire Airmen Strike Back*; National Archives of Australia: Department of Air; DWB [Director of Works and Buildings] - RAAF Uranquinty NSW - Aerodrome works; A705; 171/57/8 PART 2; 1597339.

[10] Ilbery, Empire Airmen Strike Back; Department of Air, "DWB [Director of Works and Buildings] - RAAF Uranquinty NSW - Aerodrome works [4cms]." RAAF Directorate of Works and Buildings No 5 SFTS Uranquinty NSW Plan 40/41/1050 NAA: A9716, 1396.

[11] RAAF Directorate of Works and Buildings No 5 SFTS Uranquinty NSW Plan 40/41/1050 NAA: A9716, 1396.

Figure 7.1. *RAAF Uranquinty prior to acquisition c. 1941* (NAA: A705, 171/57/1; 3238402).[12]

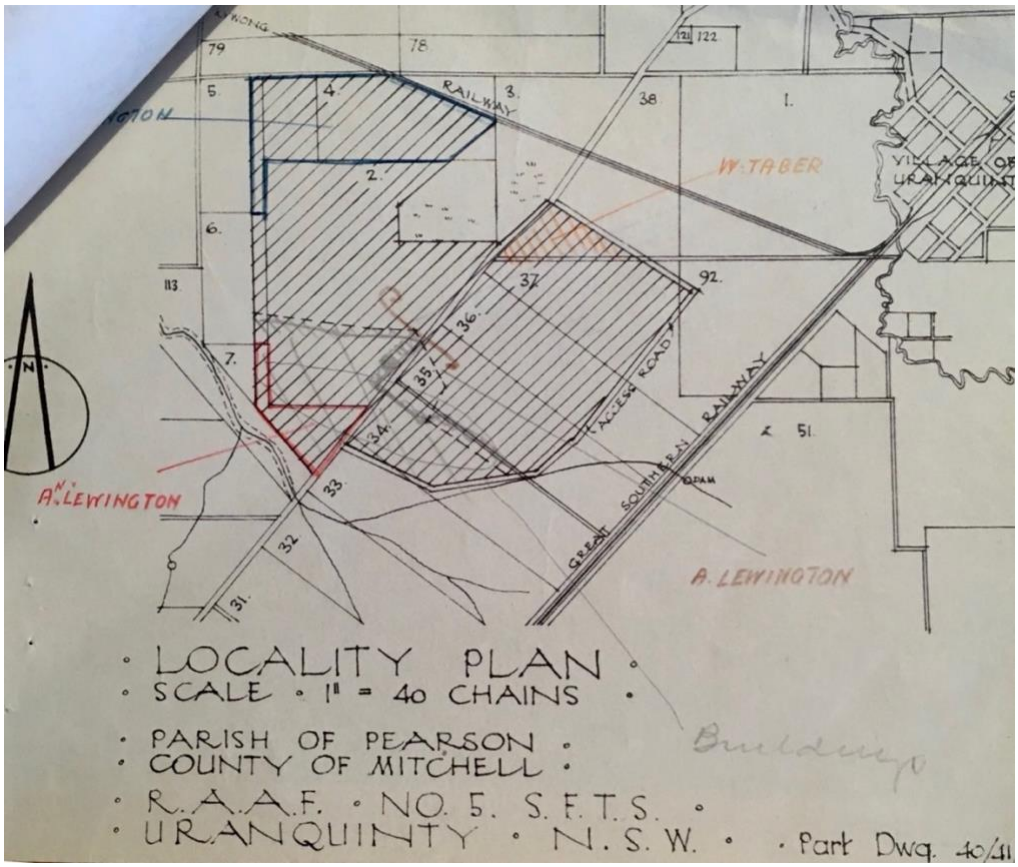

Figure 7.2. *5 SFTS locality plan. The stockman's route that ran through the site was closed and the road was diverted around the boundary of the School as labelled 'Access Road'.*[13]

[12] National Archives of Australia: RAAF Uranquinty, NSW - aerodrome - acquisition of site; A705; 171/57/1; 3238402.

[13] NAA: A705, 171/57/1.

5 SFTS had four relief landing grounds or satellite airfields which were utilised for different periods including Yarraundry, Collinguille, The Rock and Belfrayden (see Figure 7.3).[14] Similar landscape alterations were undertaken to prepare the paddocks for aircraft.[15] 5 SFTS also shared the Bombing and Gunnery Area East Bullenbung and Wagga Armament Range, with 2 SFTS, Wagga Wagga at which a shelter with signal and closet facilities were installed.[16] The School also utilised an emergency landing ground at Widgiewa and a relief landing ground at Tootool.[17]When complete 5 SFTS consisted of over 230 built features.[18] Facilities included a guard house; incinerator, boiler and laundry houses; underground oil storage, petrol pump, fire tender garage, motor car and ambulance garages; barracks office store and workshop; blanket store and straw store; messes for airmen, sergeants, officers and trainees; meat house, kitchens, refrigerators and kitchen stores; ablutions and latrines; and gymnasium and recreation huts. There was also station, squadron, instructional and maintenance squadron headquarters; trainees canteen, post office, chaplains hut; hospital, dental clinic, prophylactic room; locker rooms and crew rooms; sleeping quarters for nurses, trainees, officers, sergeants, Women's Auxiliary Australian Air Force (WAAAF), airmen; photographic hut, Link Trainer, lecture rooms; parachute hut; armoury, bomb shelter, gun boiling hut, inflammable store, 25-yard range and stop butts; flight workshops and offices; Bellman Hangars; duty pilots tower, sentry box; workshops; and sewage treatment works. In addition to these elements landscape features including a parade ground, runways, roadways, pathways, and hard standing areas. Further, were added sports fields, paved areas, a swimming pool, and gardens. These latter features were among initiatives added to improve the quality of life for School personnel, as I discuss further in the next section. Figure 7.4 illustrates the considerable transformation of the agricultural landscape. The facilities at 5 SFTS completely outstripped those of the local township.

Archaeologist Daniel Leahy has suggested that Australian military airfields should be considered industrial sites owing to both their lack of defensive measures and efforts to locate them near existing railway infrastructure.[19] In his study of EATS airfields, Leahy suggests that the proximity was to ensure the smooth transportation of supplies to and from the schools.[20] Temora was also bounded by a railway line. Indeed the Federal Cabinet Agenda item specifying the site requirements for the new flying school – 2 Flying Training School – dictated that the site 'be handy to a main road and railway for transport facilities.'[21] 5 SFTS was bounded on the north by a branch line constructed in 1926 to service from Collingullie and Belfrayden, to Kywong (see Figure 7.2).[22]

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[14] The Rock airfield was eventually abandoned in favour of Belfrayden IN NAA: A9716, 1396. p18. 14 March 1941 NAA: A9716, 1396. p17- 24.

[15] NAA: A9716, 1396. p17, 23

[16] RAAF Directorate of Works and Buildings No 5 SFTS Uranquinty NSW Plan 40/41/1050 NAA: A9716, 1396. p17, 25.

[17] 171/57/2 H365. Cost Accounting No 5 SFTS Uranquinty NAA: A705, 171/57/2.

[18] NAA: A9716, 1396. p72.

[19] Leahy, "Airfields of the Commonwealth," p13, 59, 85.

[20] Leahy, "Airfields of the Commonwealth," p59.

[21] NAA: A705, 151/1/254.

[22] "Uranquinty: Kywong Railway: First Sod Turned by Minister Yesterday: Visit to the District of Eleven State Parlimentarians: Memorable Banquet held at Kyong Hall," *Daily Advertiser*, 6 March 1926.

Figure 7.3. *5 SFTS relief landing grounds. Unlike 10 EFTS which was surrounded by its satellite airfields the satellite airfields for 5 SFTS were all located on the western side of the aerodrome due to the close proximity of the RAAF schools at Forest Hill located to the northeast.*[23]

[23] NAA: A9716, 1396. p20.

Figure 7.4. *5 SFTS Uranquinty c.1944. The orthogonal layout of the buildings and arrangement of the hangars adjacent to the tarmac in a chevron design would have been one-way aviators recognised the base from the air.*[24] (RAAF Museum).

[24] GML Heritage, "RAAF Bases Thematic Study," p68.

Operation

5 SFTS was formed in October 1941 with an advance party arriving on the 13th of the month and the first CAC Wirraway aircraft on the 28th.[25] The first trainees arrived on 17 November 1941 with 16 Course.[26] As at other SFTSs, a Reserve Squadron was formed on 10 December 1941.[27] The Reserve Squadrons were formed as part of the home defence capability. Nos. 64 and 65 Reserve Squadrons operated out of 5 SFTS.[28]

Aircraft accidents were frequent at 5 SFTS, the first occurring less than a month after the Unit was raised. The accident occurred on the 28 November 1941 at Yarragundry satellite aerodrome when an aircraft ground looped and swung violently on landing, luckily it was non-fatal.[29] The first fatal accident occurred on 21 January 1942 when Wirraway A20-455 crashed within the Station bounds killing both occupants, Flying Officer (FLGOFF) Gordon Wilson Keig and Leading Aircraftman (LAC) James Baker Monfries. Personnel who died whilst posted to 5 SFTS were not buried in Uranquinty but in the Wagga Wagga General Cemetery or War Cemetery.

In the late 1930s the population of Uranquinty was less than 500 and the town was located 22 kilometres from the next town – Wagga Wagga.[30] The initial full establishment of 5 SFTS was near 1000 RAAF personnel.[31] Given the school's size in relation to Uranquinty and its relative isolation, morale at 5 SFTS was of significant import as WAAAF Alice Clarke recalls:

> Most of the personnel were only able to leave the unit on their 'stand down' day. However, we had our own picture theatre, pictures being shown four times a week. A dance was held every Monday night on the unit and as we had our own orchestra and band we were well catered for in the way of entertainment. Boxing tournaments were held monthly. An Army camp nearby always sent a team of boxers over. The CO was very keen on having gardens to beautify the place so everyone was detailed to do gardening so many hours a week. The station was a picture to see.[32]

Recreational relief for the Unit was also sourced further afield. A Unit train took personnel into Wagga on Saturday mornings returning at midnight and every three months, during extended standdowns, the train ventured to either Sydney or Melbourne.[33] Given the initial temporary intention for the School the train station at 5 SFTS did not have a siding. As such personnel would jump down from the steps of the carriage and make their way to the tenders, who would transport them to the main camp area. [34]

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[25] Sheet 1 National Archives of Australia: RAAF Unit History sheets (Form A50) [Operations Record Book - Forms A50 and A51] Service Flying Training School 5 to 8 Oct 41 - Jul 45; A9186; 476; 1360155.

[26] Sheet 3, 17 November 1941 NAA: A9186, 476; 1360155. Ilbery, *Empire Airmen Strike Back*, p126.

[27] 10 December 1941, 11 AddenaNAA: A9186, 476; 1360155.

[28] 29 December 1941, 11 Addenda NAA: A9186, 476; 1360155.

[29] Sheet 3, 28 November 1941 NAA: A9186, 476; 1360155.

[30] "Riverina Transport," *Riverine Grazier*, 10 July 1936.

[31] NAA: A705, 231/9/460 PART 1A2 ATTACHMENT.

[32] Alice Clarke, "Five Years with the WAAAF," *Longreach Leader*, 11 December 1946.

[33] Clarke, "Five Years with the WAAAF."

[34] Clarke, "Five Years with the WAAAF."

At 5 SFTS unique strategies were implemented to encourage camaraderie, offset the strain of the training regimen and thus improve quality of life. Dining-in nights, weekly dances and movie screenings were well-liked.[35] Instructional films and educational courses were available for personnel to develop knowledge and skill.[36] Interunit and interservice sporting competitions were frequent with soccer, rugby league, swimming, basketball, hockey and the monthly boxing matches.[37] Participation in local events and activities was also encouraged.[38] Similarly, parties of WAAAF were given leave to attend social dances in local towns such as The Rock, Lockhart, Wagga, and Forest Hill, and participate in Saturday afternoon tennis matches hosted by the South Wagga Ladies Tennis Club.[39]

In February 1944 a new addition was made to the Unit's fitness facilities – a swimming pool. The pool was an initiative of the RAAF Central Area Comforts Fund.[40] In January 1945 swimming lessons were given to Unit personnel. Forty WAAAF learnt to swim under the learn to swim campaign, for which they brought in a swimming instructor and allocated two hours per day to each participant.[41]

Artistic pursuits were encouraged. Personnel from the Unit participated in the Combined Services Arts and Crafts Exhibition in Wagga, 28 September to 1 October 1944. Twenty drawings were entered and submissions to the handicraft section included felt toys and slippers, papier maché trays, needlework, knitting, and mats made from salvage.[42] Christmas also provided an opportunity for toys to be made by the WAAAF for airmen's children, and costumes for the WAAAF ballet to perform at the 5 SFTS Christmas dinner and dance.[43]

Musical pursuits were also enjoyed at the Unit. The Unit had a band involving both RAAF and WAAAF, the WAAAF also had a choir and singalongs were a popular pastime on Friday evenings. Concerts were frequent with performances given by Unit personnel and visiting musicians such as renowned pianist Philip Hargreaves who performed at the Unit on 3 May 1944.[44] 5 SFTS also had considerable success with its homegrown revue 'We're Away' written by medical officer Flight Lieutenant George Goswell and performed by a cast of 50 (see Figure 7.5).[45] The comedic work was

[35] Sheet 68, 9 May 1944 NAA: A9186, 476; 1360155.; 26 May 1944, Sheet 69 NAA: A9186, 476; 1360155.; Sheet 68, 3 May 1944 NAA: A9186, 476; 1360155.

[36] NAA: A9186, 476; 1360155.

[37] 27 May 1944, Sheet 69NAA: A9186, 476; 1360155. 4 June 1944, Sheet 70 NAA: A9186, 476; 1360155.

[38] 19 May 1944, Sheet 68 NAA: A9186, 476; 1360155.

[39] 30 September 1944, Sheet 97 NAA: A9186, 476; 1360155.

[40] "Swimming Pool Opened at Uranquinty By Sir Donald Cameron, K.C.M.G., D.S.O., V.D.," *Daily Advertiser*, 4 February 1944.

[41] 29 January 1945, Sheet 114-120 NAA: A9186, 476; 1360155.

[42] 30 September 1944, Sheet 91- 95 NAA: A9186, 476; 1360155.

[43] 31 December 1944, Sheets 108-113 NAA: A9186, 476; 1360155.

[44] 4 June 1944, Sheet 70 NAA: A9186, 476; 1360155. Clarke, "Five Years with the WAAAF."

[45] ""We're Away" Revue Coming to Wagga," *Daily Advertiser*, 11 March 1944. "Air Force Revue: Uranquinty to Produce Musicale," *Daily Advertiser*, 26 February 1944.

[45] ""We're Away" Revue Coming to Wagga." ""We're Away" Revue," *Daily Advertiser*, 7 April 1944; "Today's Events," *Border Morning Mail*, 30 March 1944. OBTAIN NAA: A9300, GOSWELL GB; 5371910

such a success it toured to Lockhart, Henty, Wagga Wagga and Albury raising £347 for the Unit Welfare Fun.[46]

Figure 7.5. *Cast of 'We're Away', 1944.* (Donated by L. Watson. AWM: P00956.028).

In recognition of the importance of dietary satisfaction and its impact upon morale, Unit personnel engaged in a number of unique initiatives to supplement rations. Seasonal diversions such as a pie and coffee stall and milk bar were instituted. The Unit also invested in agricultural pursuits such as vegetable gardening and the purchase, slaughter and sale of mutton.[47] However, perhaps the most innovative initiative was the establishment of a pig agistment, support for which was obtained from the Department of Agriculture.[48] The idea was not unique to 5 SFTS – indeed, it was born out of 'a scheme in vogue' with the Royal Air Force in Britain. The pigs served multiple functions – a way to reduce waste, supplement rations and increase income.[49] This type of initiative provides additional evidence for Leahy's suggestion that EATS airfields should be considered industrial sites although agricultural production was scaled in relation to internal requirements.[50]

Like 10 EFTS the School was informally named Curnow's Country Club after one of its Commanding Officers, Group Captain Thomas Charles Curnow.[51] In 1944 Curnow set up committees and appointed personnel roles in addition to their official mustering to improve the Unit's functionality.[52]

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[46] "Today's Events."; ""We're Away"," *Border Morning Mail*, 29 March 1944; "Bright RAAF Revue," *Border Mail*, 27 March 1944. ""We're Away" Revue Coming to Wagga."; ""We're Away" Revue."; "'We're Away' Delightful Revue Presented by R.A.A.F.," *Henty Observer and Culcairn Shire Register*, 24 March 1944; "Air Force Revue: Uranquinty to Produce Musicale."; ""We're Away:" Brilliant Revue Presented in Wagga By R.A.A.F. Big Crowd at Plaza," *Daily Advertiser*, 11 April 1944. NAA: A9186, 476; 1360155.

[47] Jan 1945 Sheet 120 NAA: A9186, 476; 1360155.

[48] 23 March 1945, Sheet 123 NAA: A9186, 476; 1360155.

[49] SGT Frank Smyth, "Pigs of the R.A.A.F.," *Sydney Morning Herald*, 27 March 1943.

[50] Leahy, "Airfields of the Commonwealth," p13, 59, 85.

[51] Clarke, "Five Years with the WAAAF."

[52] As an example Sheets 71 -72 June 1944 NAA: A9186, 476; 1360155.

Unit personnel were invited to make 'suggestions for constructive further improvements [which] have been solicited from all RAAF and WAAAF personnel of this Unit' to the committees.[53]

5 SFTS cooperative initiatives also extended externally, with collaboration between RAAF units in training exercises, activities, and administration and the joint ventures with the nearby Australian Army's Kapooka Camp.[54] The School was also frequented by visitors with the Governor General Lord Gowrie visiting the Unit on multiple occasions.[55] 5 SFTS also hosted 30 Air Training Corps from 2 Wing Sydney. Attached to Maintenance Wing, they gained experience in major and minor inspections, tarmac duties, instrument and electrical sections and armament. Cadets also enjoyed a flip in a Wirraway.[56]

From December 1944, as EATS began to wind back, the primary function of the Unit transitioned to teaching the Pilot Refresher Course. [57] The last course of trainees at the Unit was 50 Course who passed out on 14 January 1945.[58] It is estimated that over 1500 pilots received their wings at 5 SFTS.[59]

The Unit ceased operations on 28 February 1946 on being renamed 1 Flying Training School (FTS) with effect from 1 March 1946.[60] When 1 FTS was transferred to Point Cook in Victoria in August 1947, a Care and Maintenance Unit (CMU) was formed at Uranquinty until disposal of equipment began in September 1947. In November 1948 the Unit was disbanded.[61] However, from September that year the site was reconditioned for use as a migrant accommodation centre, with the first Migrants arriving on 9 December 1948.[62] The camp functioned this way until 1952 when the RAAF resumed occupation of the site forming 1 Basic Flying Training School (BFTS) which operated until December 1958.[63]

Disposal of the buildings at RAAF Uranquinty began again in early 1959.[64] The RAAF chose to retain the prefabricated married quarters (20), two lecture rooms, technical library, workshop building,

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[53] Sheet 120 CO Wing Commander WF Allshorn 29 January 1945 inNAA: A9186, 476; 1360155.

[54] 25 February 1943 NAA: A9186, 476; 1360155. 4 October 1942, Sheet 25; 27 November 1942, Sheet 27; NAA: A9186, 476; 1360155.

[55] 15 September, Sheet 23 NAA: A9186, 476; 1360155. 6 October 1942, Sheet 25 NAA: A9186, 476; 1360155.

[56] 13 May 1944, Sheet 68 NAA: A9186, 476; 1360155.

[57] 30 September 1944, Sheet 91- 95 NAA: A9186, 476; 1360155.

[58] January 1945, Sheet 119 NAA: A9186, 476; 1360155.

[59] Wagga Wagga City Council, "Uranquinty Memorial," (Uranquinty: Wagga Wagga City Council, 1999). Graeme Menzies estimated this number to be closer to 1800 in Menzies, *The RAAF at Temora, Uranquinty and Deniliquin During WWII*, p147.

[60] NAA: A9186, 476; 1360155. pp107-8.

[61] 19/9/1947, 73/43/279 Air Member for Supply and Equipment, Branch Circular No 427, Care and Maintenance Unit, Uranquinty Formation NAA: A705, 171/57/2.

[62] "Former Uranquinty Air Force Camp for Baltic Migrants," *The Daily Advertiser*, September 25 1948. Anne Ringwood, "Uranquinty Camp Becomes a Little Piece of Europe," *Daily Advertiser*, December 10 1948. Sherry Morris, *Uranquinty Remembers: A Migrant Experience, 1948-1952*, ed. (Wagga Wagga, NSW: Uranquinty Progress Association, 2001), p44.

[63] "New Flying School," *The Sun*, 12 January 1952.

[64] 3104/1/29/W(105A) 20 Oct 1958 NAA: A705, 171/57/1.

guard room, and 12 of the Bellman Hangers.[65] These buildings were earmarked for relocation to RAAF Base Wagga. From 31 July 1960 the site was placed in the possession of two caretakers in residence and as was commonly practiced in the UK it was leased for the grazing of sheep.[66] Eventually the property came up for sale and in 1964 it was again purchased by the Lewington family.[67] The site was then reinstated as agricultural land.

URANQUINTY – ARCHIVAL RECORD AND MUSEOLOGICAL INHERITANCE

There is a considerable amount of historical aviation material – archive and artefact – that can be provenanced to WWII. As discussed previously, the written histories of EATS in Australia have tended to focus on the politics of high command, operations and the narrative of the airman.[68] In large part this narrow narrative is due to the failure of scholars to see EATS for what it was on the home front – a network of schools built and operated on Australian soil to train Australian air force personnel and expand the RAAF. I suggest that one of the reasons for this is that Australian identity politics has promulgated a prejudice toward the grand narrative. Archaeologists Colin Dobinson, Jeremy Lake and John Schofield have made similar observations of the historiography of WWII in Britain, suggesting as remedy a multidisciplinary approach.[69] By analysing the 5 SFTS archival documents – Unit establishment, Unit history and repatriation reports – what emerges is a competing and more holistic narrative. Further, by reviewing the museological inheritance, omissions from the written narrative may be revealed by the story preserved within artefact.

In this section I examine the archival record and museological inheritance of 5 SFTS. I begin with an analysis of the 5 SFTS workforce as shown in the Unit establishment and continue with analysis of artefacts as found in the repatriation reports of deceased personnel. I then move to a discussion of the museological inheritance as found in local and national collections. I conclude with a discussion of the relationships between the archival record and the museological inheritance of 5 SFTS.

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[65] 171/106/703 7 Aug 1959 A C McFarlane, Secretary Department of the Interior National Archives of Australia: Base Squadron, R.A.A.F. Wagga. Disbandment of R.A.A.F. Uranquinty [includes maps and charts]; A9177; 3/19/AIR PART 1; 1886865.

[66] 16 Aug 1960 NAA: A9177, 3/19/AIR PART 1. R. N. E. Blake, "The Impact of Airfields on the British Landscape," *The Geographical Journal* 135, no. 4 (1969): p524. NAA: A9177, 3/19/AIR PART 1.

[67] NAA: A9177, 3/19/AIR PART 1. Steff Wills, "Rewind Wagga: Family and History in Uranquinty Soil," *Wagga Daily Advertiser*, 17 July 2015. Morris, *Uranquinty Remembers*, p156.

[68] Stephens, *The Royal Australian Air Force*, p66. Quarmby, "Regrettable At Best?," piii-iv, 17-8, 174. Coulthard-Clark, *The Third Brother*, pp463-4. Edwards, "Menzies and the Imperial Connection," p196. Horner, *High Command*, p28. Day, *The Great Betrayal*, p34. Beaumont, "Australia's War," p5, 18. Evans, "The Empire Air Training Scheme," pp2-3. Stephens, *The Royal Australian Air Force*, pp64-6. Byrne, "Training on the Australian Front." 1996.

[69] C.S. Dobinson, J. Lake, and A.J. Schofield, "Monuments of War: Defining England's 20th Century Defence Heritage," *Antiquity* 71, no. Jun (1997): pp288-90, 98.

Archival Record

5 SFTS Unit Establishment

Unlike Temora, the 5 SFTS Unit Establishment has survived allowing us to accurately ascertain the musterings and the number of each allocated to the Unit. The Unit Establishment No. T35C issued on 27 June 1943 outlines a total of 91 roles (see Table 7.1). Of these roles, 915 were allocated to RAAF personnel (including 300 trainee pilots), 315 to WAAAF personnel, and 11 to civilian personnel (labourers), bringing the total strength to 1516.[70] Pilot trainees comprised 20% of Unit personnel giving a ratio of around 1:4. 32% of personnel allocated to the unit were flying inclusive of trainees meaning 68% of personnel were ground staffs giving a ratio ground personnel to flying personnel 3:1. With 315 WAAAF personnel allocated to the Unit the ratio of RAAF to WAAAF was similar to staff to trainee at 3.8:1. Where deficiencies were seen in WAAAF musterings, with the exception of administrative staff, RAAF personnel were employed to fill them.[71]

In order to improve Unit efficiency and morale, in 1944 roles were allocated to personnel beyond the basic establishment. Gardeners were mustered to the Unit for the purpose of vegetable growing and additional Unit personnel were detailed to do a certain number of hours gardening a week.[72] Unit strength reached its peak in January 1943 with 1551 personnel posted to 5 SFTS.[73]

The ratio of aircrew to groundcrew at 5 SFTS 1:3 was larger than at 10 EFTS being 1:1.58. Similarly, the ratio of Unit personnel to trainee at 5 SFTS 4:1 was higher than at 10 EFTS which was 1:2.63. Possible reasons for this include the increased size of the airfield, increased duration of the SFTS course (two 12 week blocks), and demands of the syllabus.[74] However the most obvious explanation can be found in the type of aircraft employed. The Wirraway was a larger and more powerful aircraft with a more demanding maintenance schedule.

The difference in the ratio of aircrew to groundcrew between the two Schools it is a reminder that the history of each School is unique and more thorough analysis of archival source documents would be beneficial in order to portray a more representative history of each School. While the common theme – groundcrew were the majority – provides further evidence that we need to reconsider the balance of the narratives in the history and heritage of the RAAF.

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[70] NAA: A705, 231/9/460 PART 1A2 ATTACHMENT.

[71] Annotations – No. 5 Service Flying Training School National Archives of Australia: RAAF Headquarters - CAS [Chief of Air Staff] (Organisation) - Establishment - Number 5 Service Flying Training School, Uranquinty; A705; 231/9/460 PART 1A2; 3330900.

[72] Annotations – No. 5 Service Flying Training School NAA: A705, 231/9/460 PART 1A2. Clarke, "Five Years with the WAAAF."

[73] Sheet 32 1 Jan 1943NAA: A9186, 476; 1360155.

[74] AWM54; 81/4/204; 456801.

Table 7.1. Summary 5 SFTS Establishment T35C, 27 June 1943[75]

Mustering	Number	Mustering	Number
Commanding Officer	1	Driver Motor Transport	22
Adjutant	1	Electricians	22
Administrative	9	Electrical Fitters	12
Accountant	3	Electrical Mechanics	2
Aerodrome Control Officers	1	Fabric Workers	2
Armament (General Duties)	1	Fabric Working Assistants	3
Barracks	2	Fitters, Armourer	16
Defence	1	Fitters, IIA	113
Dental	2	Fitters, IIE	77
Engineer Motor Transport	1	Fitters, Driver Motor Transport	12
Engineer	6	Flight Mechanics	114
Equipment	2	Flight Riggers	121
Flying	4	Gardeners	1
Medical	3	Guards	36
Meteorological Officers	1	General Hands	13
Navigation	0	Instrument Makers	17
Pilots	67	Instrument Repairers	9
Signals	1	Labourers	11
Chaplains	3	Link Trainer Instructors	10
Education	1	Messmen	32
Nursing Service	5	Mess Stewards	28
Warrant Officers, Discipline	2	Mess Stewards Medical	3
Warrant Officers, Engineering	3	Meteorological Assistants	1
Warrant Officers, Signals	1	Meteorological Charters	3
Aerodrome Defence Instructors	3	Navigators "B"	2
Aircraft Hands	70	Nursing Orderlies	3
Airmen, Pilots	49	Office Orderlies	7
Armourers	23	Postal Assistants	1
Blacksmiths	1	Postal Orderlies	1
Butchers	2	Painters	1
Canteen Stewards	5	Photographers	3
Carpenters, General	6	Plumbers	1
Caterers	1	Service Police	6
Cinema Operators	1	Sick Quarter Attendants	3
Clerks, Pay	6	Equipment Assistants	33
Clerks, General	40	Stores Hands	9

[75] NAA: A705, 231/9/460 PART 1A2 ATTACHMENT.

Clerks, Librarian	3	Tailors	3
Clerks	24	Telephone Operators	5
Clerks, Signals	4	Turners	2
Clerks, Stores Assistants	8	Welders	2
Clerks, Stores	16	Wireless Maintenance Mechanics	9
Cooks	31	Wireless Operator Mechanics	7
Coppersmiths	6	Telegraphists	6
Dental Mechanics	2	Wood Machinists	1
Dental Orderlies	3	Under Instruction	300
Drill Instructors	6		
TOTAL SCHOOL	**1516**		

Repatriation Reports

Of the 39 casualty reports held by the National Archives of Australia for the calculated 46 fatalities of personnel posted to 5 SFTS, 26 contain dissection reports. As at 10 EFTS, dissection reports containing lists of issued kit (authorised artefacts) and personal belongings (unauthorised artefacts) of personnel who died whilst posted to 5 SFTS were compiled (Appendix 11). The significantly larger dataset – 5 SFTS (26) versus 10 EFTS (6) has revealed an additional 135 artefact types. Given that the primary cause of casualty was aircraft accident the data from this source is biased towards aircrew.

The largest category of artefact type was Category 03: Personal Objects (47.26%), 112 artefact types pertaining to clothing and 67 personal gear (see Table 7.3). Category 8: Communication Objects (23.21%) was the second largest category dominated by documentary objects of which there were 58 types. This was followed by Category 05: Tools & Equipment for Science & Technology (7.38%), Category 06: Tools & Equipment for Communication (6.54%), Category 04: Tools & Equipment for Materials (6.12%), Category 09: Recreational Objects (4.22%), Category 02: Furnishings (3.38%), Category 10: Unclassifiable Objects (1.27%), and Category 07: Distribution & Transportation Objects (0.63%).

Table 7.2. Artefact types listed in 5 SFTS Dissection Reports

Category 02: Furnishings	Category 03: Personal Objects				Category 05: Tools & Equipment for Science & Technology		Category 08: Communication Objects		Category 07: Distribution & Transportation Objects
Bedsheet	Armlet	Pullover	Soap Tin	Sunglasses	Revolver	Inhaler	Bible	Textbook	Tin
Blanket	Bobby Pin	Pyjamas	Strop	Tobacco	Electrical Adapter	Medicine Bottle	Missal	Religious	
Duvet	Charm Pendant	Sandal	Toothbrush	Tobacco Pouch	Electrical Switch	Medicine Container	Prayer Book	Pendant	**Category 09: Recreational Objects**
Pillowcase	Finger Ring	Scarf	Toothpaste	Toiletry Bag	Power Cord	Ointment Jar	Religious Text	Visual Aid	
Sleeping Bag	Athletic Shorts	Scarf, Aviator's	Towel	Wallet	Cleaning Brush	Key	Address Book	Coin	Board Game
Area Rug	Aviator's Cap	Shirt	Aviator's Goggles	Barber's Sheet	Clothespin	Padlock	Bankbook	Money	Lottery Ticket
Shaving Stand	Aviator's Helmet	Shoe	Briefcase	Bath Towel	Dish Towel	Security Lock	Birth Certificate	Postage Stamp	Paying Card
Ashtray	Aviator's Suit	Shoelace	Carrying Bag	Blade, Razor	Electric Iron	Compass	Certificate	Ration Coupon	Chest Protector
Calendar Stand	Balaclava	Shorts	Carrying Pouch	Container, Cosmetic	Laundry Bag	Alarm Clock	Certificate, Bonus	Brassard	Football Jersey
Cushion	Bathing Suit	Singlet	Carrying Strap	Cosmetic Jar	Polishing Brush	Wristwatch	Check Book	Calling Card	Football Shoe
Vase	Belt	Slipper	Cigarette	Face Towel	Bandage	Wristwatch Band	Clothing Card	Cap Badge	Football Shorts
Flashlight	Belt Buckle	Sock	Cigarette Case	Hair Clipper	Bottle, Medicine	Wristwatch Band	Commemorative Key	Chevron	Football Socks
Match	Beret	Sock, Aviator's	Cigarette Machine	Hair Comb	Dressing	Buckle	Commemorative Medal	Dog Tag	Golf Bag
Matchbox	Boot	Sport Shoe	Roller	Hair Gel	Eye Wash	Ruler	Correspondence	Epaulet	Golf Ball
Matchbox Cover	Boot, Aviator's	Sport Coat	Clothes Brush	Hair Tweezers			Dictionary	Insignia	Golf Club
Radiant Heater	Boot liner	Sportscoat	Coat hanger	Hairbrush			Financial Statement	Insignia Badge	Golf Shoe
	Brooch	Suspenders	Duffel Bag	Hand Mirror			Greeting Card	Library Card	Golf Tee
Category 04: Tools & Equipment for Materials	Clothing Stud	Sweatpants	Earplug		**Category 06: Tools & Equipment for Communication**		Insurance Policy	Medal	Knee Protector
	Collar	T-Shirt	Eyeglass Case				License	Military Badge	Shin Guard
Animal Restraint	Collar Stud	Tie Tack	Goggle Lens		Divider		License Application	Military Patch	Tennis Racket
Bottle Opener	Cuff Link	Tights	Goggles		Drafting Set		Luggage Tag	Nametag	Tennis Racket Press
Cake Box	Dance Shoe	Trouser Clip	Handkerchief		Protractor		Military Discharge	Rosary	Throat Guard
Can Opener	Dressing Gown	Tunic	Haversack		Halfpenny		Model, Aircraft	Uniform	
Mess Tin	Eyeshade	Tunic, Aviator's	Jewellery Box		Harmonica		Negative	Book	**Category 10: Unclassifiable Objects**
Tea Cannister	Gaiter	Underpants	Key Case		Camera		Newspaper Clipping	Diary	
Dessert Spoon	Garment Lining	Vest	Key Ring		Photograph Case		Novel	Letter	Blocks Chocolate
Eating Fork	Glove	Accessory Box	Kit Bag		Photographic Film		Pamphlet		Chewing Gum
Eating Knife	Glove, Aviator's	Attaché Case	Knife Sheath		Photo Processing Equipment		Paybook		Nugget
Eating Spoon	Greatcoat	Hand Towel	Lighter		Intercom		Periodical		Vitamin E Tablets
Food Plate	Hat	Manicure Scissors	Luggage Carrier		Whistle		Permit		Water Colour Stamps
Mug	Hatband	Manicure Set	Money Belt		Document Case		Permit, Car		Wrist Strap
Napkin Ring	Jacket	Nail Brush	Pipe Holder		Envelope		Photograph		
Teaspoon	Jacket, Aviator's	Nail File	Piper Cleaner		Eraser		Photograph Album		
Metalworking File	Jockey Shorts	Razor	Pocket Knife		Fountain Pen		Photograph Album Accessories		
Triangular File	Jockstrap	Razor Case	Purse		Ink		Receipt		
Wrench Set	Lining, Gauntlet	Razor Hone	Rolling Paper		Loose-Leaf Binder		Recommendation Letter		
Pliers	Long Underwear	Razor	Shoe Brush		Mechanical Pencil		Registration		
Scissors	Military Cap	Sharpener	Shoe Buffer		Notebook		Report Card		
Button	Military Helmet	Shaving Brush	Shoe Tree		Notepad		Snapshot		
Safety Pin	Mitten	Shaving Cream	Shoe Wax		Pencil		Tax Return		
Sewing Kit	Muff	Shaving Lotion	Shoehorn		Postcard		Membership Card		
Thimble	Necktie	Shaving Set	Shoeshine Kit		Stamping Kit		Identification Card		
Thread	Overalls	Shaving Soap	Smoking Pipe		Writing Book		Identification Book		
Wool	Overcoat	Shaving Stick	Spectacles		Writing Case				
	Pants	Soap	Suitcase						

One of the most significant differences between the Dissection Reports of 5 FTS and 10 EFTS is the increase in the types of Category 09: Recreational Objects particularly sports equipment of which there were 16 different types for football, tennis, golf and various types of guards. Dance shoes were also amongst the artefacts, together with the recreational artefacts, they exist as evidence to the narrative history of 5 SFTS placing value upon extracurricular activities as discussed. There were also artefacts kept to increase the comfort of the accommodations falling under Category 02: Furnishings, such as an area rug, duvet, vase, cushion and radiant heater. These would all indicate a more permanent living situation. Additional artefacts of interest include those in Category 03: Personal Objects owned specifically for the maintenance of hair including a barber's sheet and hair clipper – artefacts employed to assist others to maintain the required grooming standard, begging the question did the relative isolation of 5 SFTS demand that the Unit have its own barber?

As with 10 EFTS, mementoes issued to next of kin by the RAAF included cap badges, identity discs and pilot badges. However, one 5 SFTS repatriation report incites me to question the practice of the official or authorised memento. On 3 July 1943 Aircraftman Arthur James Fennell was struck by a truck and killed. When compiling the report on the disposal of effects and adjustments of affairs the item 'L5/120 Badges Black Cap' was deficient. However, one was issued to Fennell's next of kin along with his circular identity disc.[76] If the article was deficient the one issued would not have been provenanced to him and thus the value attributed to the artefact by his next of kin could be considered to have been mislaid. Nonetheless given that the artefact was uniform and had the potential to embody the memory of Fennell as imposed by his next of kin does it matter?

There are also examples within the 5 SFTS repatriation reports that offer insight into which personnel belongings were considered significant by the families. There were two instances where the return of flying log books was requested by family: the father of FO Gordon Keig who was killed in January 1941 and wife of Flight Sergeant (FSGT) Lloyd Deacon Fuller killed in an aircraft accident on 30 October 1943 (see Appendix 11).[77] Both men were flying instructors posted to 5 SFTS and their log books would have held significant details about their service with the RAAF. RAAF policy was to retain the log books of deceased personnel until the cessation of hostilities. By September 1945 this was revised allowing their release to next of kin as soon as practicable.[78] As evidenced by the large number of log books held in TAM's collection, these records continue to be considered significant artefacts.

In his study of RAAF casualty files, historian John Moremon discusses requests made by families for the return of specific civilian belongings of the deceased including 'clothing and other articles, some

[76] National Archives of Australia: FENNELL, Arthur James - (Aircraftman I): Service Number - 64932: File type - Casualty - Repatriation: Place - Uranquinty, New South Wales): Date - 3 July 1943; A705; 166/13/79; 1067903.

[77] National Archives of Austraila: KEIG Gordon Wilson - (Flying Officer): Service Number - 727: File type - Casualty - Repatriation: Aircraft - Wirraway A20-445: Place - Uranquinty: Date - 21 January 1942; A705; 163/40/38; 1055151. National Archives of Australia: FULLER, Lloyd Deacon - (Flight Sergeant): Service Number - 409534: File type - Casualty - Repatriation: Aircraft - Wirraway A20-607: Place - near Uranquinty, New South Wales: Date - 30 October 1943; A705; 166/14/113; 1068354.

[78] NAA: A705, 166/14/113.

of which were everyday items, such as a coat hanger, razor blades, and singlets'.[79] He discusses FLTSGT Keith Paterson, a wireless operator/air gunner who was killed when Lockheed Ventura A59-55 crashed on 7 December 1943 during a training flight whilst posted to No 13 Squadron. Moremon notes that Paterson's parents had sought the return of his 'most highly prized articles … [including] a wrist watch, wallet, silver cigarette case, and a beautiful Aquamarine (which was to be made into a ring for his fiancée)'.[80] Sadly it was deduced that Paterson likely had the items on him at the time of the accident; given the nature of the crash the items were 'unlikely to have escaped destruction'.[81] Historian Pat Jalland has observed that the recovery of aircrew and their belongings was often problematic and there was often little left for burial given the violence of the impact.[82]

A similar example is provided in the 5 SFTS reports in the request of Ena Chantler, the mother of pilot trainee LAC John Christopher Chanter, who was killed during a formation flying exercise on 8 August 1943.[83] Three months after Chantler's death, Ena wrote to her federal Member of Parliament requesting assistance to obtain a few of her son's personal belongings that were missing (see Figure 7.7). These included,

> pyjamas, one blue scarf, and a pair of brown kid gloves, also his wrist watch, fountain pen and gold ring, these last three articles mean a lot to me not for their intrinsic value, but for sentimental reasons.[84]

The correspondence was forwarded to the Minister for Air, Arthur Drakeford, who instructed that urgent enquiries be made into their whereabouts acknowledging that he 'can fully appreciate the great sentimental value which Mrs Chantler places on her late son's possessions.' [85] The pyjamas and scarf were identified in the dissection report and forwarded for return along with other artefacts for which his father signed. However the kid gloves, fountain pen, ring, and wrist watch were not found. The likely cause identified by 5 SFTS was that the last three items had been worn at the time of the accident and the 'probable crushing of limbs was such that [the] articles in question would be irrecoverable.'[86] In her correspondence Ena emphasised the embodiment of memory within artefact, a sentiment that Drakeford echoed.

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[79] Moremon, "Aircrew Loss and Bereavement," p96-7.

[80] National Archives of Australia: PATERSON, William Keith Hamilton - (Flight Sergeant); Service Number - 426847; File type - Casualty - Repatriation; Aircraft - Ventura A59-55; Place - Gundaroo, NSW; Date - 7 December 1943; A705; 166/32/250; 1076710. National Archives of Australia: Ventura A59 [Accidents Part 1]; A9845; 114; 6950798. Moremon, "Aircrew Loss and Bereavement," p96-7.

[81] Moremon, "Aircrew Loss and Bereavement," p97.

[82] Pat Jalland, "Airmen Missing, Presumed Dead: 'Without Emotion, Without Witness, Without Farewell'," in *Changing Ways of Death in Twentieth-Century Australia: War, Medicine and the Funeral Buisness* (Sydney: UNSW Press Ltd, 2006), p136.

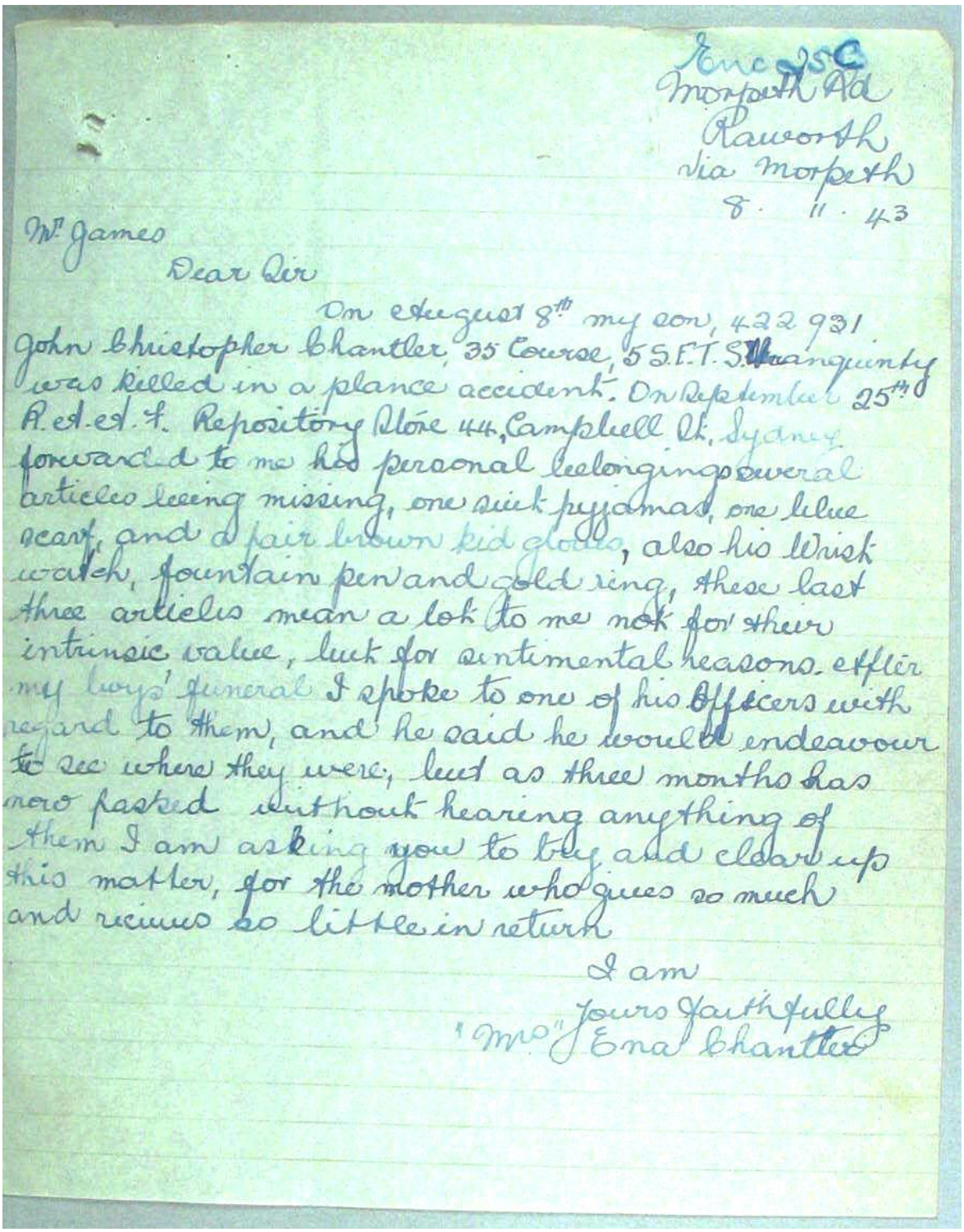
[83] National Archives of Australia: CHANTLER, John Christopher - (Leading Aircraftman): Service Number - 422931: File type - Casualty - Repatriation: Place - Uranquinty, New South Wales: Date - 8 August 1943; A705; 166/7/161; 1064815.

[84] NAA: A705, 166/7/161.

[85] NAA: A705, 166/7/161.

[86] NAA: A705, 166/7/161.

I now move to a discussion of the museological inheritance of 5 SFTS to explore such associations in more detail.



Enc 25C
Morpeth Rd
Rawarth
Via Morpeth
8. 11. 43

W. James
Dear Sir

On August 8th my son, 422931 John Christopher Chantler, 35 Course, 5 S.F.T.S. Tranquinty was killed in a plance accident. On September 25th A.A.A.S. Repository Store 44, Campbell St. Sydney forwarded to me his personal belongings several articles seeing missing, one silk pyjamas, one blue scarf, and a pair brown kid gloves, also his Wrist watch, fountain pen and gold ring, these last three articles mean a lot to me not for their intrinsic value, but for sentimental reasons. after my boys' funeral I spoke to one of his Officers with regard to them, and he said he would endeavour to see where they were, but as three months has now passed without hearing anything of them I am asking you to help and clear up this matter, for the mother who gives so much and recives so little in return.

I am
Yours faithfully
Mrs" Ena Chantler

Figure 7.7. *Letter from Mrs Ena Chantler to Mr Rowley James, Federal Member for Newcastle.*[87]

[87] NAA: A705, 166/7/161.

Museological Inheritance

Unlike 10 EFTS, there is no formal collecting institution on site dedicated to preserving the artefacts of 5 SFTS. The surviving collection is instead dispersed. For the purpose of this thesis, two collecting institutions have been selected as primary institutions based on their geographical proximity to the site. The first is the RAAF Base Wagga Aviation Heritage Centre (RWAHC) and the second is TAM. Although TAM is over an hour away from Uranquinty, as a major tourist attraction for the Riverina region, TAM has amassed a number of artefacts provenanced to 5 SFTS. Moreover, there are also examples of personnel who either served or trained at both 10 EFTS and 5 SFTS.

I begin this section with a brief overview of RWAHC and discuss the interpretation of 5 SFTS and thus EATS as presented in the Centre. My assessment of the museological inheritance of 5 SFTS will begin with the collections at TAM and RWAHC and them move to the inheritance as found in the national collecting institutions, the Australian War Memorial (AWM) and National Museum of Australia (NMA). I conclude this section with a discussion of the inheritance in relation to artefacts in the archival record and mustering.

RAAF Wagga Aviation Heritage Centre

In 1938 Wagga Wagga was selected as the site of 2 FTS to facilitate the expansion of the RAAF planned from 1936.[88] Australia's participation in EATS deferred its establishment in place of 2 SFTS (1940–1942) and 5 Operational Training Unit (OTU) in 1942.[89] As decided prior to the outbreak of WWII, the Forest Hill site became a permanent home for the RAAF and is now home to RAAF School of Technical Training, No 1 Recruit Training Unit, RAAF School of Administration and Logistics Training and the School of Postgraduate Studies. The training activities are supported by No 31 Squadron, Joint Military Police Unit, representatives of Estate and Infrastructure Group and Chief Information Officer Group, Headquarters Ground Academy, and Wagga Health Centre.[90]

RWAHC was opened as 'RAAF Museum – Wagga Annex' in 1995 in the original guard house building at the main entrance of the Base. The Annex performed as the historical asset for RAAF history and heritage in the Riverina. In 2003 it was closed for building repairs and the artefacts transferred to the RAAF Museum at Point Cook. In 2010 the Centre reopened as RWAHC.[91] The Centre was originally staffed by volunteers and run by No 31 Squadron and later came under the Directorate of History and Heritage – Air Force. The role of the Centre is to 'support the Senior Australian Defence Force Officer at RAAF Base Wagga in enhancing the Air Force reputation in the local community by providing a focal point for Air Force history and heritage'.[92]

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[88] NAA: A705, 151/1/254.

[89] RAAF Historical Section, *Units of the RAAF: Volume 8*, p71, 102-3.

[90] "RAAF Base Wagga," Royal Australian Air Force. 17 June. 2021; "RAAF Base Wagga Aviation Heritage Centre," RAAF Base Wagga Magazine, https://raafbasewagga.com.au/raaf-base-wagga-heritage-centre/. 17 June. 2021. "Directorate of History and Heritage Services Air Force Newsletter - 17 September 2020," (2020).

[91] "RAAF Base Wagga", p3; "RAAF Base Wagga Aviation Heritage Centre".

[92] "Directorate of History and Heritage Services Air Force Newsletter - 17 September 2020."

The interpretation at the Centre provides an artefact-based introduction to the history of RAAF Base Wagga with an emphasis on ground crew training as undertaken at the Base. It also recognises the importance of the Riverina for training during WWII. The interpretation acknowledges that the 'majority of RAAF Bases in this area were established during World War II to support the Empire Air Training Scheme' (see Figure 7.8). The error in this interpretation, as common amongst EATS interpretation, is that with the exception of RAAF Base Wagga Wagga – initially established as 2 FTS – the training bases in the Riverina were established as part of the Empire Air Training Scheme, not in support of it. An interactive panel also explores the former EATS schools and RAAF Bases established in the Riverina during WWII, including Temora, Narrandera, Cootamundra, Deniliquin, Uranquinty, Wagga Wagga and Tocumwal (see Figure 7.9).[93]

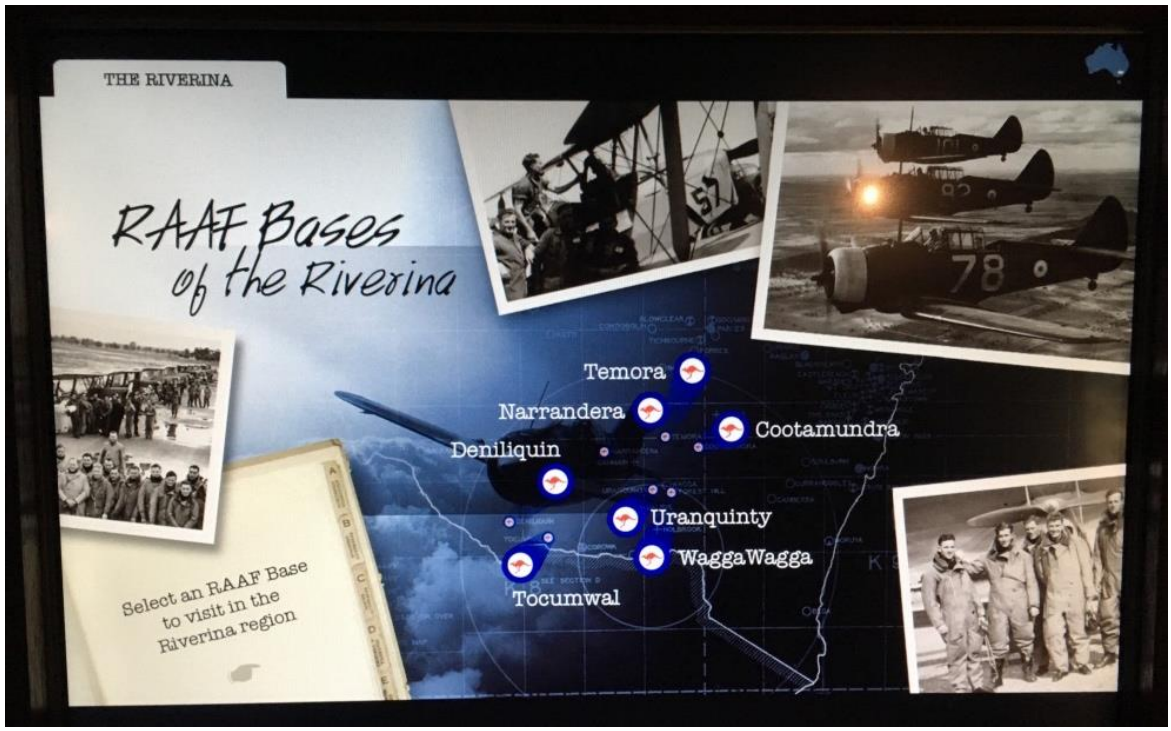

***Figure 7.9**. RAAF in the Riverina interactive panel, RAAF Wagga Aviation Heritage Centre*. (Photo: Anna Williams, 2018).

[93] Deactivated during the Covid-19 Pandemic

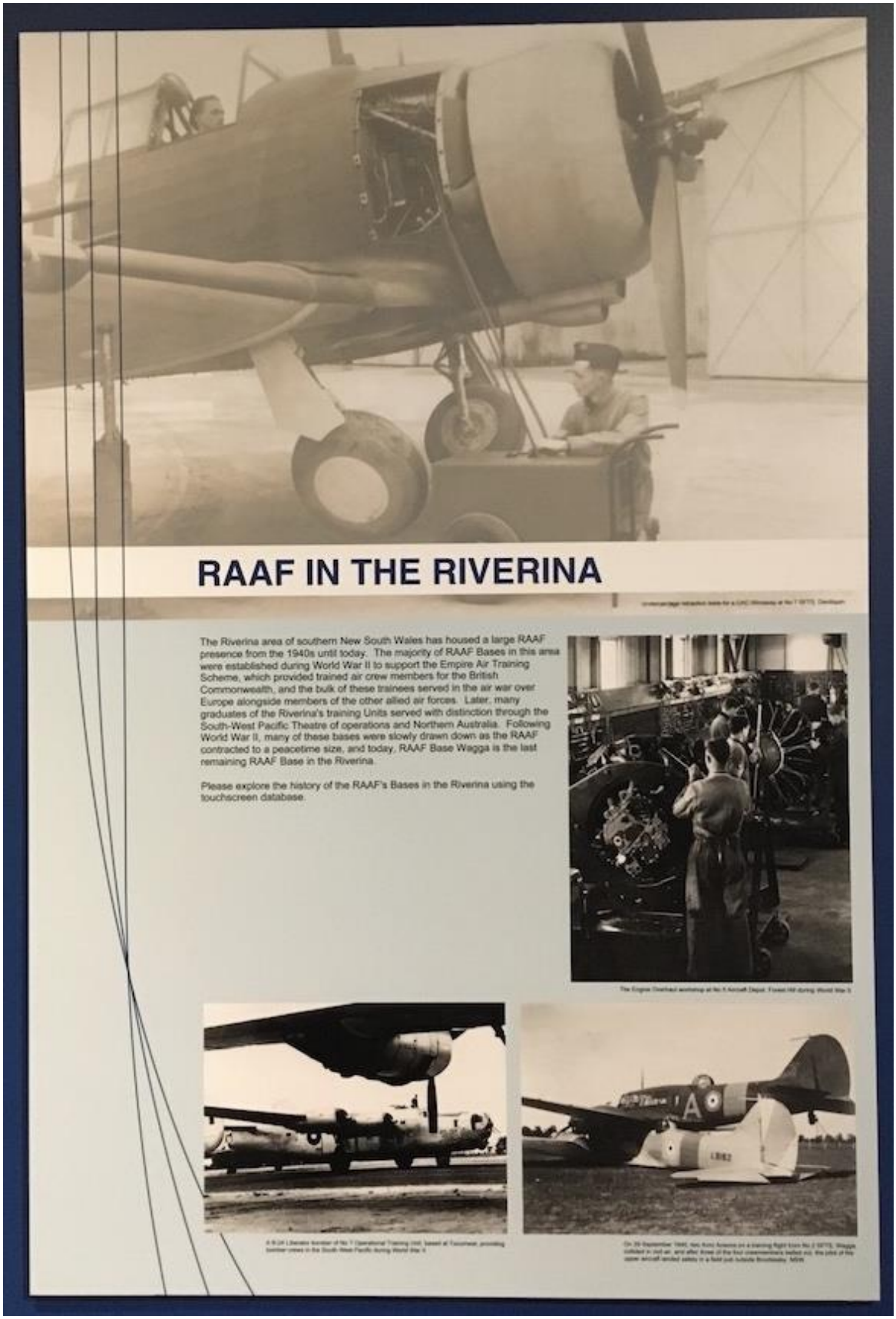

Figure 7.8. *RAAF in the Riverina, RAAF Wagga Aviation Heritage Centre.*
(Photo: Anna Williams, 2018).

In 2022 it is planned that RWAHC will open their most recent heritage interpretation project – a mural and memorial walk dedicated to EATS. Grant funding was provided by the local Federal Member and former Deputy Prime Minister Michael McCormack to create a mural covering one of the water tanks at the front of the base. Accompanying the mural will be a path leading from the tank to the memorial wall where the Australian, Aboriginal and Torres Strait Islander flags are located. The path will be anchored by a granite plinth and plaque with a brief introduction to EATS located at the front of the tank. Along the sides of the path will be placed interpretation signs exploring the histories of each of Riverina towns in which EATS schools were located including Wagga Wagga (5 OTU, 2 SFTS), Uranquinty (5 SFTS), Tocumwal (5 OTU, 7 OTU, 2 Recruit Training Depot, Paratroop Training Unit), Deniliquin (7 SFTS), Narrandera (8 EFTS), Temora (10 EFTS), Parkes (1 Air Navigation School, 7 OTU, 8 OTU, 2 Wireless Air Gunner School, Central Flying School), Narromine (5 EFTS, 8 OTU), and Cootamundra (1 Air Observer School).[94]

A further addition to the area is a replica of the Chapel at Coomalie Creek, Darwin, in remembrance of the Beaufighter flying No 31 Beaufighter Squadron which was formed at RAAF Wagga Wagga in 1942.[95] The mural, interpretation signs and chapel will be additions to the existing features within the Base's Heritage Precinct including the RWAHC, outdoor static aircraft display, memorial garden and plinth dedicated to FLTSGT Rawden "Ron" Hume Middleton a posthumous recipient of the Victoria Cross. The area is presently employed for remembrance services. The intention of the new additions is to increase the area's appeal to tourists and recognise the significant involvement of the Riverina in the growth and development of the RAAF through EATS.[96] The contemporary interpretation projects at RWAHC are yet another example of the impact of and legacy of EATS for the towns and regions in which schools were established.

Museological Inheritance of 5 SFTS at Temora Aviation Museum and RAAF Wagga Aviation Heritage Centre

Two hundred and three individual artefacts from the primary collections were identified as provenanced to 5 SFTS. As with the museological inheritance of 10 EFTS, when categorised according to the Nomenclature patterns emerged reminiscent of the artefacts that McKenzie mentions in his poem discussed in Chapter 6 – papers, photographs, uniforms. Analysis of the artefact types (Table 7.3) showed that the largest category was Category 08: Communication Objects (84.24%) the majority of which were documentary objects (photographs 63.55%) and personal symbols (military uniforms, identification, and insignia 9.36%). The museological inheritance of 5 SFTS as retained within the primary collections is also reminiscent of the artefacts identified within the dissection reports being personal objects used to clothe, and to maintain oneself and one's belongings. They are also artefacts that record memories and information, and to occupy or identify oneself. Further,

[94] Although Parks isn't technicaly part of the Riverina.

[95] Nigel Webster, Email, 31 May 2021 2021. RAAF Historical Section, *Units of the RAAF: Volume 2*, 2, pp33-8.

[96] Webster.

as with 10 EFTS the official RAAF mementos – cap badges and identity discs – have also been retained.

However, like 10 EFTS the numerical quantity of the artefact types does not convey the significance of the individual artefacts. There are two examples held in the primary collections that are each a single artefact that embody a significant narrative of EATS. The first is the RAAF 100 Squadron, Temora Flight's operational CAC Wirraway A20-653 VH-BFF. This artefact has been fundamental in the interpretation of the history of 5 SFTS and military aviation in Australia. The second is in the collection of the RWAHC, a tankard fondly known as the 'Quinty Cup, which like the 10 EFTS casket has come to embody the spirt of 5 SFTS (see Figure 7.13). Designed at Richmond and manufactured by the maintenance section the 'Quinty Cup was presented to 5 SFTS Officers Mess by is Commanding Officer, Curnow, in December 1943. The cup offers insight into the culture of the School, with the inscriptions on its design and exterior providing evidence that, like the RAF humour is a 'very strong trait of the Service'.[97] Amongst the inscriptions are instructions for contents to be emptied in 10 seconds and a humorous adaption of the RAAF motto. In place of 'Per Ardua Ad Astra' (through adversity to the stars), the 5 STFS variant 'Per Ardua Ad Asbestos' loosely translates as 'Up you Jack, I'm fireproof'.

Within the RWAHC there is one additional artefact that deserves mention. It is an article of clothing, an authorised piece of uniform – a RAAF forage cap (see Figure 7.14). What sets it apart from the many other examples held in collection is its completeness. The cap retains the white flash worn by EATS trainees which was popularly discarded after pilots attained their wings and thus the complete article is a rare example. Unfortunately as with so many of the artefacts of EATS the provenance of this cap in undocumented. The worn condition of the interior is indicative of wear however we do not know by whom, nor their fate – was the trainee washed out, did they die or was the cap simply misplaced? Given the temporary wartime intention of the white flash however, as an artefact representative of EATS aircrew trainees the survival of this artefact is fortunate.

[97] Monahan, "The Origins of the Organisational Culture of the Royal Air Force," p164.

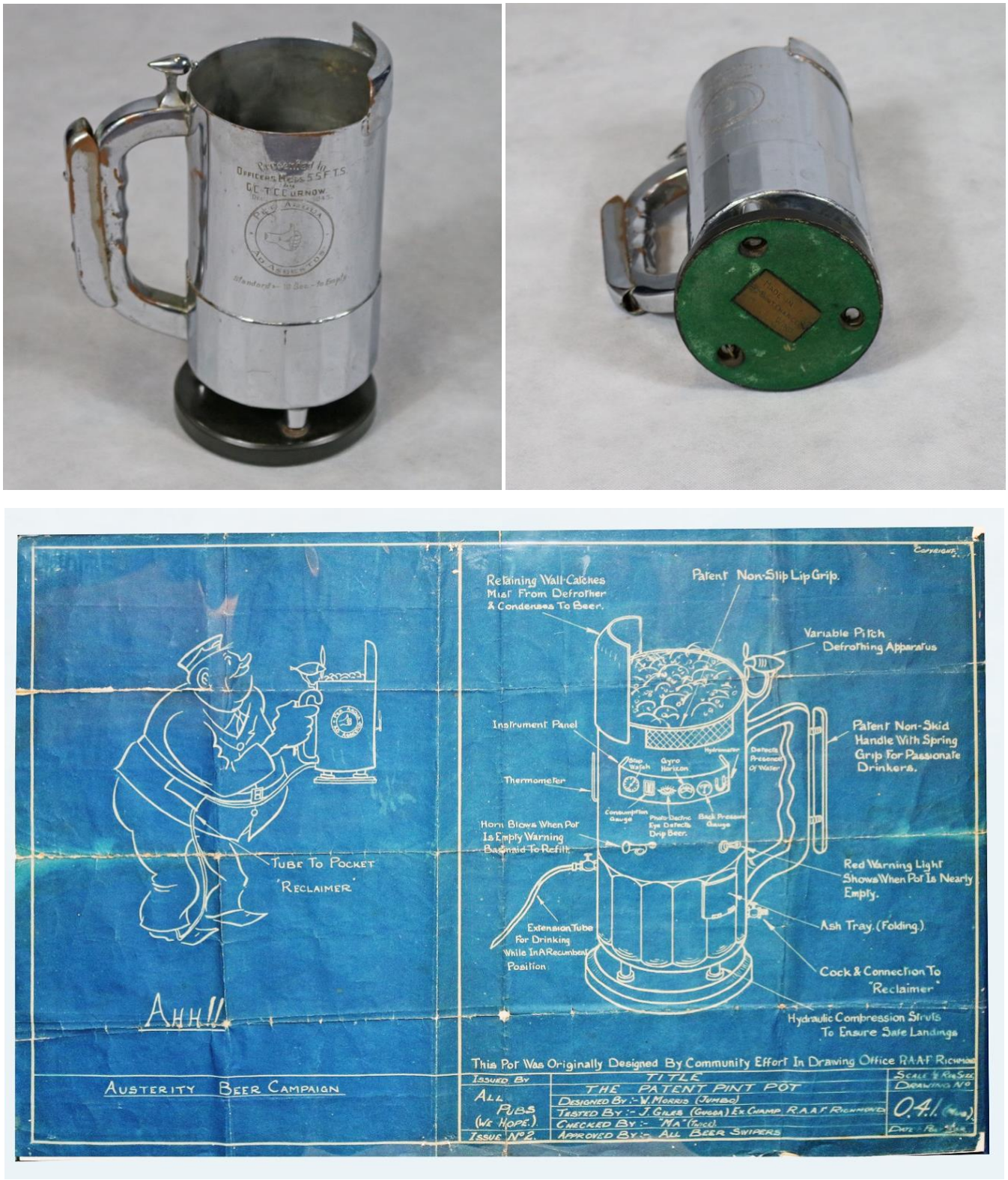

Figure 7.13. *The 'Quinty Cup, designed 'By Community Effort at RAAF Richmond' and made in the 'Maintenance Wing' personalised for use in the Officers Mess at 5 SFTS now in the collection of the RWAHC.* (Photo: RWAHC).

Figure 7.14. *RAAF forage cap with EATS trainee white flash, RWAHC.* (Photo: RWAHC).

Table 7.3. TAM and RWAHC artefacts provenanced to 5 SFTS – November 2020

Nomenclature Category	% Object Type	Count of Object Type
Category 03: Personal Objects	**7.88%**	**16**
Necklace	0.49%	1
Aviator's Cap	0.49%	1
Button, Collar	0.49%	1
Cap, Forage	0.49%	1
Glove, Aviators	0.49%	1
Helmet, Aviator's	0.49%	1
Pin, Clothing	0.49%	1
Scarf	0.49%	1
Tie, Bow	0.49%	1
Forage Cap	0.49%	1
Goggles, Aviator's	0.49%	1
Holder, Cigarette	0.49%	1
Pouch, Carrying	0.49%	1
Suitcase	0.49%	1
Wallet	0.49%	1
Comb, Hair	0.49%	1
Category 04: Tools & Equipment for Materials	**1.48%**	**3**
Opener, Bottle	0.99%	2
Food Service T&E	0.49%	1
Tankard	0.49%	1
Category 05: Tools & Equipment for Science & Technology	**2.96%**	**6**
Press, Tie	0.49%	1
Ampul	0.49%	1
Ampul, Syringe	0.49%	1
Container, Medicine	0.49%	1
Sextant	0.49%	1
Navigational Instrument	0.49%	1
Category 07: Distribution & Transportation Objects	**2.46%**	**5**
Aerospace Transportation T&E	**1.97%**	**4**
Aircraft Compass	0.49%	1
Military Airplane	0.49%	1
Aircraft Control Stick	0.49%	1
Aircraft Component	0.49%	1
Bag	0.49%	1
Category 08: Communication Objects	**84.24%**	**171**
Bible	0.49%	1
Administrative Records	0.49%	1
Album, Photograph	0.49%	1

Baptismal Certificate	0.49%	1
Flight Log	1.48%	3
Instruction Book	0.49%	1
Instructional Chart	0.49%	1
Letter	0.49%	1
Log	0.49%	1
Manual	0.99%	2
Map	1.48%	3
Military Orders	0.49%	1
Military Record	0.49%	1
Newspaper Clipping	0.49%	1
Photograph	63.55%	129
Record, Payroll	0.49%	1
Blueprint	0.49%	1
Textbook	0.99%	2
Badge, Cap	0.49%	1
Badge, Military	0.49%	1
Button, Military	1.97%	4
Identification Card	0.49%	1
Insignia Ribbon	0.49%	1
Military Badge	2.46%	5
Prize Medal	0.49%	1
Tag, Dog	1.48%	3
Uniform, Military	0.99%	2
Category 10: Unclassifiable Objects	**0.49%**	**1**
Card	0.49%	1
Category 02: Furnishings	**0.49%**	**1**
Matchbook	0.49%	1
Grand Total	**100.00%**	**203**

National Collection

There are 77 catalogue entries in the national collection (NMA and AWM) provenanced to 5 SFTS, comprising 77 individual artefacts (see Table 7.4).[98] The overwhelming majority of artefacts sit within Category 09: Communication Objects comprised at 75.32%. Within this category the primary class of artefact type was documentary objects at 51.95% – photographs, flight logs, model, newspaper, record book. The notable addition to this category at 16.85% was art – drawings. The drawings are provenanced to a single person – Aircraftwoman Elsa Russell who served at 5 SFTS 8 April 1942 to 20 January 1943, mustered as a driver motor transport.[99] I will discuss Russell's assemblage in Chapter 8. The remaining categories measured no more than 10% – Category 03: Personal Objects 9.09%, Category 06: Tools & Equipment for Communication 6.49%, Category 05: Tools & Equipment for Science and Technology 3.9%, Category 04: Tools and Equipment or Materials 2.6%, and both Category 07: Distribution & Transportation Objects and Category 02: Furnishings were 1.3%.

Of the 77 artefacts held in the national collection provenanced to 5 SFTS, 21 (27%) may be attributed to the WAAAF. Given that 25% of personnel mustered to 5 SFTS were WAAAF the museological inheritance is statistically representative of the category of personnel. For instance, the NMA also holds an assemblage donated by Sheila Ferguson, a Fitter and later Flight Mechanic who served at 5 SFTS in 1945.[100]

[98] This figure was calculated from those artefacts listed on the publically availble collection databases as listed on the websites of the AWM and NMA.

[99] POR 11/1943, 26 January 1943 National Archives of Australia: Volume 3 - Number 5 Service Flying Training School Uranquinty - Personnel Occurrence Report 1/1943 - 50/1943; A10605; 856/1; 12110428. National Archives of Australia: RUSSELL ELSA MARY LILLIAN: Service Number - 93166: Date of birth - 18 Jan 1909: Place of birth - HUNTERS HILL NSW: Place of enlistment - SYDNEY: Next of Kin - RUSSELL LILLIAN; A9301; 93166; 4954494.

[100] National Archives of Australia: FERGUSON SHEILA CATHERINE: Service Number - 177348: Date of birth - 07 May 1926: Place of birth - PADDINGTON NSW: Place of enlistment - SYDNEY: Next of Kin - FERGUSON WILLIAM; A9301; 177348; 5532933.

Table 7.4. 5 SFTS artefacts held in the national collection categorised according to the Nomenclature

Row Labels	Count of Category	Count of Object Type
Category 02: Furnishings	**1.30%**	**1**
Ashtray	1.30%	1
Category 03: Personal Objects	**9.09%**	**7**
Forage Cap	1.30%	1
Military Cap	1.30%	1
Change Purse	1.30%	1
Clothes Brush	1.30%	1
Shaving Stick	1.30%	1
Talcum Powder	1.30%	1
Tooth Paste	1.30%	1
Category 04: Tools & Equipment for Materials	**2.60%**	**2**
Sewing Kit	2.60%	2
Category 05: Tools & Equipment for Science & Technology	**3.90%**	**3**
Armor-piercing bullet	1.30%	1
Shrapnel	1.30%	1
First Aid Kit	1.30%	1
Category 06: Tools & Equipment for Communication	**6.49%**	**5**
Letter	1.30%	1
Heliograph	1.30%	1
Envelope	1.30%	1
Fountain Pen	1.30%	1
Notebook	1.30%	1
Category 07: Distribution & Transportation Objects	**1.30%**	**1**
Military Airplane	1.30%	1
Category 08: Communication Objects	**75.32%**	**58**
Drawing	16.88%	13
Bible	1.30%	1
Flight Log	6.49%	5
Model	2.60%	2
Newspaper	1.30%	1
Photograph	40.26%	31
Record Book	1.30%	1
Brassard	1.30%	1
Organizational Uniform	1.30%	1
Dog Tag	2.60%	2
Grand Total	**100.00%**	**77**

Summary Conclusion

As with 10 EFTS, the material culture of 5 SFTS was primarily comprised of ordinary and everyday artefacts. Analysis of the archival record of 5 SFTS has again provided insight into the composition of the school establishment, and provided argument that the narrative and museological inheritance of EATS schools should be more representative as the majority of personnel who occupied 5 SFTS were ground crew. Although the business of the school was flying, aircrew were the minority. The archival record has also provided evidence for the sentimental value attached to the ordinary everyday artefact – pyjamas and pens. Like 10 EFTS the museological inheritance of 5 SFTS includes examples of the ordinary artefact and the extraordinary artefact – 'Quinty cup, and CAC Wirraway A20-653. The 5 SFTS artefacts retained in the national collection are more representative than 10 EFTS given it contains examples of the everyday and ordinary artefacts such as toothpaste, talcum powder, ash tray and a fountain pen, as well as artefacts provenanced to ground crew. The most significant point of difference between the museological inheritance of the Schools is the more representative percentage of WAAAF artefacts provenanced to 5 SFTS.

I must acknowledge again that the archival source materials I have analysed have limitations. For example, whilst review of the contents of the repatriation reports and analysis of the dissection reports offer insight into the types of artefacts that may have survived as ambassadors of 5 SFTS, these materials perpetuate certain forms of historical bias. As at 10 EFTS, most 5 SFTS fatalities were aircrew, indeed only one of the 5 SFTS dissection reports available for analysis belonged to ground staffs – Aircraftman Fennel – and none may be attributed to the WAAAF. The establishment of 5 SFTS in June 1943 comprised 1516 personnel including 315 WAAAF, 300 trainee pilots, 11 civilians, 122 flying personnel (flying, pilots, navigators "B", and airmen, pilots), meaning the remaining 768 were RAAF ground staffs.[101] Whilst useful as a preliminary source to ascertain the types of artefacts used everyday at 5 SFTS, when seeking a representative museological inheritance the reports have limitations. An additional limitation is found within the composition of the sources themselves. Of the 29 reports, 17 (58%) belonged to pilot trainees, 7 (24%) to officers, and 5 to other ranks (17%). Again, this is not a representative sample of the ranks of personnel posted to 5 SFTS, but it does perhaps serve to illustrate the relative risk profiles of different musterings over the operational life of an EATS school.

Further, when reviewing the narrative of 5 SFTS as presented in historical accounts and archival record, the most significant artefacts absent are those that may be representative of the extracurricular activities – the athletic and sporting pursuits, swimming, the gardens, piggery and music. With the exception of a few images from 'We're Away' there is nothing to illustrate the pursuit of positive morale and school camaraderie that was so significant to those who lived at 5 SFTS. However, perhaps this absence has provided increased motivation for remembrance and memorial practices as will be discussed in the final section of this Chapter. I will now move to a review of the legacy of 5 SFTS that persists in the contemporary landscape.

[101] NAA: A705, 231/9/460 PART 1A2 ATTACHMENT.

LEGACY IN THE LANDSCAPE

Australia did not experience the same extent of agricultural to airfield conversion that was performed in the United Kingdom. As discussed in Chapter 1, in Australia 38 of the 46 EATS airfields remain active today while eight have been disbanded for return to residential, agricultural, or industrial use. Indeed, the planning for the post war use of airfields in Australia was strategic. The disbandment of EATS schools in Australia left the nation with a legacy of increased air mobility and coveted assets for use by civil aviation operators.[102] In contrast, in the UK at the end of 1945 there were 720 military airfields equating to just over 1% of its agricultural land and by 1969, 510 of those airfields were disused.[103] Given its scale, the adaptation and reuse of military airfields in the UK has been the subject of study largely within the field of planning.[104] Post war UK airfields were adapted for use as industrial sites such as sawmilling, recycling, and manufacture and storage. They have also provided new recreational spaces such as motor racing, playing fields, golf courses; have been converted for use as holiday caravan sites; or been engulfed in residential expansion. Some have become sites of museums or memorials, others host air-shows or festivals.[105] While a number have returned to agricultural use.[106]

In these instances, scholar Ron Blake observes that military buildings and their remnant foundations are usually adapted by occupants.

> Huts for storing produce, fertilisers and implements, or as livestock sheds ... runway systems provide access to new fields where old trackways have been obliterated, and hardstandings for haystacks and crops.[107]

Blake has discussed how the reclamation of military airfields by famers has been complicated by the militarisation of the land. Acts of seemingly minimal disturbance such as the alteration of drainage courses to benefit runways, the introduction of competing pastures or weeds, the removal of trees, fences, dams, tracks, and roadways, each have an impact on the return of a militarised landscape to agriculture. More complex difficulties have included the decrease in the quality of the soils which may be polluted or covered by debris such as hard standing areas, building foundations, or tarmac.[108] As Keith Bryers has observed, many airfields built during the WWII 'remain in a degraded state' due to the remnant foundations, runways and hard standing areas.[109]

Following the disposal efforts made by the RAAF through relocation and disposal of buildings, in Australia 'adaptation and dereliction' have been favoured over the active clearance of concrete

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[102] Air War Effort, 10th edition: AWM123; 1064, 859964. p103.

[103] Blake, "The Impact of Airfields on the British Landscape," p516-20.

[104] Blake, "The Impact of Airfields on the British Landscape."; Nick Gallent, Joe Howe, and Phillip Bell, "New Uses for England's Old Airfields," *Area* 32, no. 4 (2000). Bryers, "Scotland's Wartime Airfields: Conflict and Legacy."

[105] Blake, "The Impact of Airfields on the British Landscape." Gallent, Howe, and Bell, "New Uses for England's Old Airfields," p386-8.

[106] Blake, "The Impact of Airfields on the British Landscape."

[107] Blake, "The Impact of Airfields on the British Landscape," p524.

[108] Blake, "The Impact of Airfields on the British Landscape," p525.

[109] Bryers, "Scotland's Wartime Airfields: Conflict and Legacy," p57.

remnants. Blake has suggested in the instances in the UK this was due to cost,[110] while Bryers has proposed that this may be the result of a lack of planning and a consequence of the rapidity and scale of disbandment.[111] At sites such as 5 SFTS where land use has returned to agriculture with minimal intervention except the removal of buildings, the legacy of the landscape's alteration, adaptation, and asset dereliction is still evident some 80 years on.

Surface Survey

Figure 7.15. *Former site of 5 SFTS, Lewington Farm, Uranquinty.* (Source: Google Earth 2021)

The RAAF vacated the Uranquinty site following the closure of 1 BFTS after which this the site was leased for agricultural use.[112] In 1964 the Lewington family re-purchased the farm to continue what would have been uninterrupted occupation of the site since the early 1900s.[113] The primary function of the site reverted to agricultural use and the white gates that marked the entrance to Curnow's Country Club now lead to a paddock. In contrast to Temora where the continual development of the aerodrome for aviation pursuits has resulted in limited evidence of RAAF occupation, the landscape at Uranquinty in 2021, 80 years after its militarisation, shoulders both the silhouette and relic of Australian military aviation history. The footprint of 5 SFTS, including the Schools characteristic chevron layout, is still clearly visible in aerial photography as illustrated in Figure 7.15.[114]

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[110] Blake, "The Impact of Airfields on the British Landscape," p524.

[111] Bryers, "Scotland's Wartime Airfields: Conflict and Legacy," p57.

[112] 16 Aug 1960 NAA: A9177, 3/19/AIR PART 1.

[113] Memorandum of Transfer B189159 2 March 1925 and memorial 1412 Folio 236 dated 24 June 1902, 12 Aug 1941 NAA: A6074, PO3873.

[114] GML Heritage, "RAAF Bases Thematic Study," p68.

Archaeologists Birger Stichelbaut and David Cowley suggest that bodily engagement with material remains and landscape is important in the research process.[115] Engagement through landscape and with material remains is the most effective method to impart the legacy of historic events while the use of authentic artefacts provides the museum visitor with a vehicle through which the narrative of a distant place, person, and/or time may be conveyed.[116] A site walk that I undertook in 2018 revealed a number of surviving built features including the gates, swimming pool**,** gunnery blockhouse, and pyrotechnics store as shown in Figure 7.16 and 7.17**.** Additionally, a great many relics remained on the surface including aircraft tie down points, sealed tarmac (hard standing areas), electrical fittings, light shades, and the remnants of concrete and brick foundations including those for latrine blocks and mess buildings.[117] These artefacts lay on the ground entangled with artefacts of agriculture and domestic life – fence posts, wire, rusted children's bike frames and prams.

Daniel Leahy also identified two archaeological remnants critical to the aerial operation of the 5 SFTS. These included the signal square, and airport circle located in a field revealing the Unit name 'RAAF Uranquinty', longitude, latitude, and elevation.[118] These features, like the tarmac, have been passively subsumed into the natural landscape. As apparent from the archival documents the built infrastructure – landing surfaces, buildings, and grounds– required constant maintenance to ensure their functionality.[119] Neglect of these imposed features has permitted a passive and slow return of the landscape to a semblance of its premilitary use.

Leahy also identified, as I observed, that many of the larger remnant foundations, such as those of the Bellman Hangars have been adapted for the use of current farming structures and equipment such as sheds and silos.[120] This practice is common in the UK as examined by Blake and Bryers.[121] Indeed the Airmens Mess dating from the BFTS period, with industrial kitchen, skylights, and linoleum flooring has been repurposed as a hayshed. While this could be loosely considered adaptive reuse I suggest that in this context the adaptation is an active and considered subversion of the militarisation of the landscape as the new function further emphasises the sites return to agricultural use.

Summary Conclusion

Despite its entanglement with aviation artefacts and the interruption through foundation, tarmac, and tiedowns the Lewington's farm is productive and financially viable. For the last 20 years they

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[115] Birger Stichelbaut and David Cowley, "Introduction: Conflict Landscapes and Archaeology from Above," in *Conflict Landscapes and Archaeology from Above*, ed. Birger Stichelbaut and David Cowley (Abingdon, Oxon: Routledge, 2016), p3.

[116] Stichelbaut and Cowley, "Introduction: Conflict Landscapes and Archaeology from Above," p3.

[117] Leahy, "Airfields of the Commonwealth," pp37-42.

[118] Leahy, "Airfields of the Commonwealth," pp39-41.

[119] NAA: A9716, 1396. p72.

[120] Leahy, "Airfields of the Commonwealth," pp37-8.

[121] Blake, "The Impact of Airfields on the British Landscape," p524. Bryers, "Scotland's Wartime Airfields: Conflict and Legacy," p57.

have had particular success with a four yearly rotation crops of barley, wheat, peas, and canola.[122] The return of 5 SFTS to agricultural use has also provided an opportunity for the EATS airfield that would not have been available had it remained an active airfield. Unlike Temora the footprint of 5 SFTS remains visible, with relic and remnant underfoot keeping the RAAF front of mind.

Figure 7.16. *Lewington farm 2018 remnants of 5 SFTS. Left to Right: 5 SFTS Entrance gates; Pyrotechnics store; Discarded external light fittings.* (Photo: Anna Williams, 2018).

[122] Calver, "Field Peas Giving a Head Start."

Figure 7.17. *Lewington farm and the remnants of 5 SFTS in 2018. 1: Stairs to and water tank servicing the swimming pool; 2. Swimming pool; 3. Gunnery block house and range mound; 4. Aircraft tiedown point; 5. Remains of the sealed runway; 6. Modern shed built upon Bellman Hangar foundation slab.* (Photo: Anna Williams, 2018).

Figure 7.17. *Lewington farm 2018.* (Photo: Anna Williams, 2018).

URANQUINTY – REMEMBRANCE AND MEMORIAL

Remembrance practices are powerful societal and personal strategies for managing the legacy of conflict. Opportunities are opened by acknowledging sacrifice, learning from the past, and passing memory and knowledge to future generations through memorial and remembrance practices.[123] War memorials are erected as sites of personal and communal mourning.[124] However with the passing of time, as the events are no longer within living memory but inherited, the meaning and ritual associated with these spaces shifts. As historian Jonathan Trigg writes,

> The further we move from conflict, the further from the intended responses to each memorial are given … the newer generations that commemorate will do so for different reasons, with different responses to death and different memories.[125]

Eighty years after the establishment of 5 SFTS, the lived experience of the school sits on the cusp of living memory.

Wirraway Park

When members of the community – former 5 SFTS trainees and the Lewington family – first called for a memorial to the RAAF activities at Uranquinty, the School's original gates were earmarked as a potential location.[126] However today there is no built monument to 5 SFTS on site – instead it is displaced. Acknowledging that the primary purpose of a memorial is to be a place of personal and communal mourning, locating a memorial on private property would be problematic.

Aircraft are not static. The Wirraways of 5 SFTS occupied the town's airspace and invaded the locals' senses through sight, sound and smell. For Uranquinty landholders, the RAAF and their aircraft were part of the everyday. The memorial erected in remembrance of 5 SFTS has been located to occupy a similar position. As former 5 SFTS graduate and historian Peter llbery reflected,

> Many of us have returned to Uranquinty over the years looking for something with which to emphasise. It was a sadness to find nothing of substance remaining to recall 5 Service Flying Training School, a part of the remarkable Empire Air Training Scheme … it was not until Wagga Wagga Council supported the idea two years ago (1999) and a grant was received from the Commonwealth Local Commemorative Activities Fund that the project got underway.[127]

The efforts undertaken to commemorate the contribution of the local community, and their transient members the RAAF and the physical landscape at Uranquinty, are noteworthy. A memorial precinct has been established at Wirraway Park, where remembrance practices – services and

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[123] Stichelbaut and Cowley, "Introduction: Conflict Landscapes and Archaeology from Above," p3.

[124] Jonathan Trigg, "Memory and Memorial: A Study of Official and Military Commemoration of the Dead, and Family and Community Memory in Essex and East London," in *Scorched Earth: Studies in the Archaeology of Conflict*, ed. Tony Pollard and Iain Banks (Leiden, The Netherlands: Transforming Heritage Practice in the 21st Century, 2007), pp295- 8.

[125] Trigg, "Memory and Memorial," p312.

[126] llbery, *Hatching an Air Force*, p v- vi.

[127] llbery, *Hatching an Air Force*, p v.

ceremonies – are combined with formal structures inclusive of both war memorials and public engagement or interpretation panels. The memorial and memory precinct is situated on the Olympic Highway, the main road from Wagga Wagga to Albury which runs through the town. The park encompasses a rest area, including picnic tables, amenities, and memorials. The memorials are in honour of local members of the community who died during World War I and World War II and the activities emerging from 5 SFTS. This includes a memorial specifically to 5 SFTS, the Uranquinty Migrant Accommodation Centre (unveiled 15 April 2001), and the 50thAnniversary of the commencement of Naval Flying Training (erected 2006).[128]

The memorial to the RAAF at Wirraway Park was opened on 19 September 1999.[129] It comprises an archaeological vestige, a crashed Wirraway recovered from 5 SFTS (Figure 7.18). A damaged propeller and the aircraft's radial engine have been mounted upon a plinth directly behind a rock upon which a brass plaque is affixed (Figure 7.19). The relic reaching skyward is drawn back to earth and embedded into it by the rock, inferring a connection between both the action of flight – take-off thence landing – and life coming from, and returning to the earth. It is interesting to note that the people who erected the memorial, in particular Ilbery, made the decision to keep the identity of the aircraft, and thus and those who died in the crash, confidential. They wanted the 'memorial to honour all those pilots who lost their lives, and not just those who died in that particular crash'.[130] In this sense it gestures towards remembrance to the act of flight itself, including the risks inherent in aviation and the dominant discourse of wartime sacrifice.[131] Similarly the inclusion of the engine section, as opposed to a design including only propellors, may also be considered a nod to those who worked on the aircraft and in support of its flight. Arguably, the meaning of this anonymised memorial is therefore potentially more inclusive of the establishment of 5 EFTS, inclusive of aircrew and ground staffs.

[128] Jayne Persian, "Displaced Persons (1947–1952): Representations, Memory and Commemoration" (University of Sydney, 2011), pp375-9. "Uranquinty Remembers: Commemorating the Migrant Community, 1948–1952: Memorial Unveiling, Dedication and Reunion," ed. Private Collection: Jenny Lewington (2001).

[129] Erected by Wagga Wagga Council with considerable community input, funded by a grant from the Commonwealth Local Commemorative Activities Fund Ilbery, *Hatching an Air Force*.

[130] Jenny Lewington, email, 11 June 2018.

[131] John Malcolm McCarthy, "The Defence of Australia and the Empire Air Training Scheme: 1939–1942," *Australian Journal of Politics & History* 20, no. 3 (1974): pp100-5.

Figure 7.18. *Anonymous Wirraway propellor and radial engine section prior to recovery for the RAAF Memorial at Wirraway Park, Uranquinty.* (Photo: Jenny Lewington, Private Collection).

Figure 7.19. *Memorial to those aircrew who lost their lives in 'defence of Australia and the Commonwealth' Wirraway Park, Uranquinty.* (Photo: Anna Williams, 2018).

The memorial originally consisted of four interpretation panels outlining EATS, pilots killed without known graves, 5 SFTS, and 5 SFTS pilot training. On 23 September 2002 an additional panel was added observing the post WWII RAAF activities at Uranquinty including 5 SFTS, 1 BFTS, and 2 SFTS Forest Hill (see Figures 7.20 and 7.21).[132] The unveiling ceremony was accompanied by fly pasts of three aircraft including (then) TAM's Wirraway A20-653 flowing by CEO Kenny Love and former 10 EFTS and 5 SFTS graduate, John (Jack) Curtis.[133] The ceremony was followed by a visit to the former aerodrome during which A20-653 was able to land with Curtis and Love disembarking (see Figure 7.22).[134] As with the unveiling of the initial memorial, the second ceremony was also attended by representatives of the partners in EATS (RAAF, RAF, Royal Canadian Air Force, Royal New Zealand Air Force) and well supported by the RAAF. A RAAF Roulette aerobatic team aircraft, a Pilatus PC9, also provided an aerobatic display. As in the life of the Unit, music played an important component of the ceremony with entertainments provided by local school students and instrumentation by the RAAF Central Band allowing the 'troops' to march out to the *Those Magnificent Men in Their Flying Machines.*[135]

Figure 7.20. *RAAF Memorial Wirraway Park, Uranquinty.*
(Photo: Anna Williams, 2018).

[132] Wagga Wagga City Council, "Uranquinty Memorial." "RAAF Memorial Uranquinty Unveiling of a Panel to the Wagga Flying Training Schools: Monday, 23 September 2002 at 10am," ed. Private Collection: Jenny Lewington (2002).

[133] "RAAF Memorial Uranquinty Unveiling of a Panel to the Wagga Flying Training Schools: Monday, 23 September 2002 at 10am." Ilbery, Hatching an Air Force, px. National Archives of Australia: CURTIS JOHN RICHARD: Service Number - 432762: Date of birth - 16 Nov 1924 : Place of birth - MANLY VALE NSW: Place of enlistment - SYDNEY: Next of Kin - Unknown; A9300; CURTIS J R; 5373825. CURTUS UNSUNG HEROES INTERVIEW https://unsungheroesaustralia.com.au/unsung-heroes/jack_curtis

[134] Jenny Lewington, "Uranquinty Research" (unpublished work, ongoing).

[135] "RAAF Memorial Uranquinty Unveiling of a Panel to the Wagga Flying Training Schools: Monday, 23 September 2002 at 10am."

Figure 7.21. *RAAF memorial at Wirraway Park, Uranquinty with the memorial to the Uranquinty Migrant Camp in the background. Given both establishments occupied the same site, continuing domestic occupation by families – agricultural, airmen's, migrants – the proximity of the memorials is apposite despite the diverging yields.* (Photo: Anna Williams, 2018).

Figure 7.22. *John Curtis and TAM's A20-653 at the Lewington Farm, former site of 5 SFTS, Uranquinty 2002.* (Private Collection: Jenny Lewington).

The contents of the Wirraway Park RAAF memorial panels are based on the research of Peter Ilbery, a participant in EATS who published two books on the RAAF schools of Uranquinty and Wagga Wagga.[136] Ilbery was a graduate of 5 SFTS 33 Course who later served with the RAAF's 455 Squadron in the UK. Post war he completed a medical degree and joined the RAAF Specialist Reserve as a Specialist Consultant in Radiotherapy.[137] Accordingly Ilbery was also instrumental in the installation of the British Commonwealth Air Memorial at Dallachy, Scotland in 1992.[138] Of the memorial at Uranquinty Brian Andrews, General Manager of Wagga Wagga City Council mentioned that without the persistence of Ilbery 'over several years there would be no memorial today'.[139]

Back on the farm the Lewington family have their own ephemeral signs of remembrance, having named their house 'Churchill Square' in honour of the parade ground directly opposite that once bore the same name. Jenny Lewington has also amassed a considerable amount of photographs and resources collected from EATS participants and former staff and residents as they return to the farm to reminisce. In contrast with the anonymous Wirraway vestige the modes of remembrance at the Lewington's home are individual and intimate. Militarised airspace has given way to affective domestic space.

[136] Ilbery, *Empire Airmen Strike Back*.; Ilbery, *Hatching an Air Force*. Ilbery died in January 2018, a month before I commenced my PhD candidature. He grew up in Neutral Bay and lived a few streets away from where I live to complete my candiature. Ilbery Park, a local attraction when I've taken my son to play, is named for his family. 'A fundamental outcome of this research led to the development of bone marrow transplants in humans.'"Peter Ilbery, Pioneer in Field of Bone Marrow Transplants," *Sydney Morning Herald*, 19 January 2018. He is survived by 4 children.

[137] National Archives of Australia: ILBERY Peter Leslie Thomas: Service Number - O226169: Date of Birth - 20/03/1923: Place of Birth - Perth, WA: Conflict - WW2; A12372; R/226169/H; 30718775.

[138] "Peter Ilbery, Pioneer in Field of Bone Marrow Transplants."

[139] Ilbery, *Hatching an Air Force*, p v.

CONCLUSION

5 SFTS was formed following the resumption of agricultural land and family farms, while the site of 10 EFTS was already allocated for the use of aviation. Following disbandment by the RAAF the Uranquinty site has reverted to farmland with a passive adaptation of aviation infrastructure for agricultural use. Despite the discontinuity of use for aviation, EATS, as enacted at Uranquinty has persisted through landscape and archaeological remnant, historical account, memory, memorial, and museological inheritance. Although participation in the Scheme was both unwelcome and uninvited the narratives that have arisen from the land use diversion have been embraced and celebrated. The story of place, which may have belonged to only one family has instead been incorporated into the life stories of thousands of RAAF personnel and their families, migrants, and Department of Immigration staff.

The Uranquinty case study sits in opposition to Temora in many ways. The airfield is non-operational, the memorial displaced, the militarised landscape retains remnants and relics of its aviation history but they lie derelict. Yet what both sites have in common is the persistence of memory and the legacy of Australia's participation in EATS in terms of identity creation (see Figure 7.23). Moreover, the museological inheritance of 5 SFTS held within the national collection is more representative of the composition of the School's establishment with respect to artefacts provenanced to the WAAAF. In the next Chapter I explore the museological inheritance of both schools in greater detail by engaging with EATS artefact biography and assemblage analysis.

Figure 7.23. *The mosaic at the entrance to the Wirraway Park restrooms presents a pictorial history of the agricultural township with the Wirraway occupying the skies above.* (Photo: Anna Williams, 2018).

CHAPTER 8: THE COMPLEXITY OF MODERN CONFLICT AND ITS LEGACIES AS REVELAED BY THE ARTEFACTS OF THE EMPIRE AIR TRAINING SCHEME

Nicholas Saunders suggests that the complexity of modern conflict and its legacies are generated partly by the nature of industrialised conflict and partly because it 'incorporate[s] political and nationalistic motivations, and notions of ethnicity and identity.'[1] The modern conflict is a relatively recent event and there are two key factors that influence the complexity of their legacy. The first is that they exist within living memory, and second that there is a larger amount of available source materials – archival, artefact, eyewitness accounts and features embedded in landscapes.[2] Consequently, the aftermath of the conflict is 'constantly-shifting' and 'multidimensional' as evidence, perspectives, and the interpretations thereof are made and remade, visible and invisible.[3] Paul Cornish suggests that modern conflict is complicated further by the application of 'hindsight' by a generation motivated by different social, political, and cultural conventions.[4] These complexities spill over into the interpretation of the conflict, the historiography, the conflicts memorialisation, and the preservation and interpretation of its material legacies.

There are different scales of material culture produced by conflict. Artefacts can be small, articles of clothing or personal mementoes; intermediate, aircraft or buildings; or large, landscapes modified for and by conflict such as airfields or battlefields.[5] As Saunders insists they 'share the defining feature of being produced by human action rather than by natural processes – and all occupy a dynamic point of interplay between animate and inanimate worlds.'[6]

While in the preceding chapters I included the complexities of modern conflict visible in large material culture such as landscape, here I focus solely on small and intermediate artefacts. I examine artefacts identified as significant by their creators or owners as being representative of service in WWII and the interplay between animate and inanimate, or human and thing.[7]

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[1] Saunders, "Engaging the Materialities of Twentieth and Twenty-first Century Conflict," px.

[2] Cornish, "Beyond the Dead Horizon," p259.

[3] Saunders, "Engaging the Materialities of Twentieth and Twenty-first Century Conflict," pxi.

[4] Paul Cornish, "Sensing Wars: Concept and Space in the Imperial War Museum's First World War Galleries," in *Modern Conflict and the Senses*, ed. Nicholas J. Saunders and Paul Cornish (Abingdon, Oxon: Routledge, 2017), p19.

[5] Saunders, *Trench Art*, p1.

[6] Saunders, *Trench Art*, p1.

[7] Saunders, *Trench Art*, p1.

In this chapter I am interested in the dynamic interplay between the animate and inanimate worlds. In how an artefact, such as a safety pin or bottle opener, can be stored alongside a WWII German epaulet and RAAF forage cap; and how external value systems are imposed upon artefacts. My intention is to expose and discuss the complexity of the EATS artefact or assemblage imposed upon it by external agents as a legacy. As such each of the artefacts or assemblages I discuss here has been chosen to highlight a tension-point for the museological inheritance of EATS. As sociologist Sherry Turkle reminds us, life 'is not lived in discrete stages, nor are the relationships with objects that accompany its journey. Objects have life roles that are multiple and fluid.'[8] While Matthew Leonard suggests that 'personal possessions become important to soldiers in all conflicts and often give them an escape from the horrors of war, or even define their actions.'[9]

The personal artefacts that have survived are the monuments and memorials to their owners which are 'evocative and truly multi-sensorial' examples of material culture.[10]

> However, these objects are also transformed by the following generations of the same family, who see in the images and writings a lost connection with their ancestors, who had lived in a time of titanic struggle for life and death.[11]

As such I will also be considering the ways that the significance of those artefacts have been inherited by or transferred to subsequent generations, both individuals and institutions.

In this chapter I exercise two practices commonly employed in the study of artefacts by archaeologists: assemblage analysis and object biography.[12] Whilst both techniques have separate and distinct bodies of literature, in the context of the museological inheritance of EATS they are mutually inclusive. By this I mean that the information possessed by an individual artefact is entangled and in relationship with the other artefacts in the assemblage, the original owner, and the current owner and place.[13] These relationships are further complicated by the passage of time as they encounter and engage with other humans and things, and their accompanying narratives. The biography of an artefact is added to through engagement. In a museological context this usually occurs at a distance, however given that the memories attached to the artefacts of EATS remain within living memory it is possible to encourage the creation of a record of that engagement and for collecting institutions to facilitate the interaction. For operational artefacts and those that persist within the community the potential for an artefact's narrative to be added to is exponential.

The artefacts of EATS are either authorised or unauthorised. While the history and provenance of authorised artefacts in the majority of examples is available, for the unauthorised artefact it is not as straightforward. Although the artefacts studied in this thesis are from the recent past it is still not

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[8] Turkle, "Evocative Objects," p6.
[9] Leonard, "Picturing War " p55.
[10] Leonard, "Picturing War " p56.
[11] Leonard, "Picturing War " p55.
[12] DeLanda, "Assemblages Against Totalities." Joy, "Reinvigorating Object Biography," p543. Kopytoff, "The Cultural Biography of Things," p66
[13] Harrison, *Heritage*, p34.

always possible to reconstruct the artefact's full life history 'with a birth, life and death'.[14] This is primarily due to the incomplete and undocumented provenance of the unauthorised or ordinary and everyday artefacts of EATS. However, while we may not be able to identify in which factory, or when a handkerchief, bar of soap, or reel of thread was manufactured, we are able to examine the artefact's relationship with its agent and the Scheme. This may be achieved through the investigation of the archival record and analysis of artefacts within the related assemblage.

More recent approaches to object biography have involved an autoethnographic approach with archaeologists presenting their personal narrative in relation to the artefact.[15] In *Encounter, Engagement, and Object Stories* Steve Brown, Ursula K. Frederick and Anne Clarke invite their authors to narrate artefacts from an 'unambiguously multiperspectival' angle, to engage with the artefact from the first person, and explore its narrative looking in and looking out. They remind us that the ways in which the authors engage with the emotional importance of an artefact is what 'injects humanity into the texts'.[16] The emphasis of the authors is placed on relationship with the artefact, the artefacts affect, and the narratives of the same.[17] They remind us that artefacts are significant only through relationship. Likewise, the artefacts of EATS are only significant because of the person, or persons, to which they are connected. As Chris Gosden and Yvonne Marshall assert, an artefact's 'meaning emerges from social action' or from the interactions between them.[18] In the context of the artefacts of EATS the meaning of the artefact emerges as a result of the interaction between human and artefact; and/or human, artefact, and event.

In this chapter I investigate six examples of EATS material heritage that highlight the complexity of the artefacts of modern conflict. Specifically, I engage with the biography of artefacts to reveal events – historic and contemporary – and uncover political, social and cultural agendas that have encumbered the preservation and presentation of EATS heritage. I also expose the conflicts embodied by the artefacts and artefact assemblages themselves. I begin with an assemblage of unauthorised but invited artefacts created by Women's Australian Auxiliary Air Force (WAAAF) Aircraftwoman (ACW) Elsa Russell, who chronicled her experiences at 5 SFTS through art. Given Russell was an active participant, this expression sits in opposition to the observations of the official war artists. I then discuss an artefact whose loss became a "good news story" in 2020 and reminded Australians of EATS, the WAAAF and the activities of the air force on the home front during WWII. The book of poetry written by ACW Margo Paton nee Cooper will be explored as an example of the importance of facsimiles, family heirlooms, communication and factual reporting. Following this I will engage with the biography and assemblage of Leading Aircraftman (LAC) Gordon Wallace. This example outlines the complexities involved in the application of hindsight and the importance of a multidisciplinary approach. This is followed by the unauthorised and charismatic artefact created by Flight Sergeant (FLTSGT) James Fairfax at TAM – the letter written to his mother delivered by air. I

[14] Joy, "Reinvigorating Object Biography," p543. Kopytoff, "The Cultural Biography of Things," p66
[15] Turkle, "Evocative Objects," pp5, 7-10.
[16] Brown, Frederick, and Clarke, "Encounter, Engagement, and Object Stories," p21.
[17] Brown, Frederick, and Clarke, "Encounter, Engagement, and Object Stories," p21.
[18] Gosden and Marshall, "The Cultural Biography of Objects," p170.

then discuss the temporally and materially inclusive biographical assemblage of Flight Lieutenant (FLTLT) Henry Nicholson and the privilege of the rural and regional museum. I conclude this chapter with the assemblage provenanced to my son's great-grandfather, FLTLT Robert Jamieson McDonald. The discussion will shift to the domestic environment involving the sacred relic – the biscuit tin keepsake and multigenerational domestic shrines – versus the sacrificial relic that remains in everyday use.

ELSA (ELSIE) RUSSELL – AUSTRALIAN WAR MEMORIAL

> the pages … are not packed with records of stirring deeds and accounts of heroism. They can't be, for members of the W.A.A.A.F. did not see themselves as heroines … They talked about the more immediate incidents and problems and impressions of everyday service life. Sometimes they wrote about them, or sketched them – hastily, casually, and in odd places. They gave these impressions, not as something individual, but as part of a common experience shared by thousands of others.[19]

The extract above was authored by Clare Stevenson, Director of the WAAAF and appears in the book *They Wrote It Themselves* published in 1946. The book was compiled from entries to literary competitions run by the WAAAF. The entries in this book have been anonymised and were published without author acknowledgement. Indeed Stevenson practiced the same technique in the 1984 *The W.A.A.A.F. Book* edited with Honor Darling.[20] In her introduction Stevenson acknowledges the significance of the WAAAF experience and the need for it to be recorded.[21] The excerpt taken from Stevenson's introduction gestures to the 'everyday' and the 'common experience shared'.[22] Disallowing individual authorship in pursuit of inclusivity is an example of political and social complexities imposed by hindsight, and I have provided a few examples of this practice as applied to EATS heritage in this thesis so far – Wallace and the memorial to 5 SFTS at Uranquinty.

In this section I discuss the artwork created by ACW Elsa Russell, an artist who served at 5 SFTS as a Driver Motor Transport (DMT). A collection of her artworks created during service with the WAAAF are held by the Australian War Memorial (AWM). Her assemblage draws attention to the mundanities of everyday service life and the conflict experienced by the individual as they adapt to it. In this section I ask how Russell captured her EATS experience in artefact which was incorporated into the museological inheritance of EATS. I discuss how she explored her feelings of anonymity imposed by donning air force blue and the negotiation of civilian and military identities, and the legacy of service life.

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[19] Clare G. Stevenson, *They Wrote It Themselves: a Book of the W.A.A.A.F.*, ed. (Melbourne: Robertson & Mullens, 1946), p8.

[20] Clare Stevenson and Honor Darling, *The W.A.A.A.F. Book*, ed. (Sydney, NSW: Hale & Iremonger Pty Ltd, 1984).

[21] Stevenson, *They Wrote It Themselves: a Book of the W.A.A.A.F.*, p8.

[22] Stevenson, *They Wrote It Themselves: a Book of the W.A.A.A.F.*, p8.

Figure 8.1. *5 SFTS DMT and artist Elsa Mary Lillian Russell, 93166*[23]

Elsa Mary Lillian Russell came from a 'cultured home' in which art was an essential pastime as her parents and sisters were all amateur artists. Russell attended school at Abbotsleigh, a private girl's school on Sydney's upper north shore.[24] After completing her Intermediate Certificate she continued her art studies part time at East Sydney Technical Colleges, then later under Italian-born artist Antonio Datillo-Rubbo.[25] When war broke out Russell and her four sisters volunteered for war service. Elsa and Sybil joined the National Emergency Services (NES) through which Elsa obtained a NES Ambulance Driver (Mechanics and Gas Producer) Certificate and Voluntary Aid Detachment qualification in First Aid and Home Nursing.[26] On 5 March 1942, aged 33, Russell enlisted in the WAAAF. Her experience as an ambulance driver with NES meant she was well placed for mustering as a DMT. After training at 2 Recruiting Depot she was posted to 5 SFTS arriving on 8 April 1942.[27]

[23] NAA: A9301, 93166; 4954494.

[24] Paula Furby and Susan Sheridan, "An Artist in the WAAAF: Elsa Russell's War," *Hecate* 28 (2002): p157.

[25] NAA: A9301, 93166; 4954494. "Obituaries Elsa Russell, 1909–1997," *Sydney Morning Herald*, December 6 1997. Paula Furby, "In Context: Australian Women Modernists," ed. Flinders University Art Museum (Adelaide, SA: Flinders University, 2001), p29.

[26] NAA: A9301, 93166; 4954494.

[27] NAA: A9301, 93166; 4954494.

Russell's Assemblage

During her service with the WAAAF Russell 'documented, and satirised, colleagues and wartime life in quick, expressive sketches. They were full of her wit, fun and compassion.'[28] Her artistic talents were both known and recognised at 5 SFTS. In her application for commission in the WAAAF her recommending officer Patience Tillyard wrote Russell was a

> landscape and portrait painter of considerable talent. She has a delightful sense of humour and puts on excellent items at Unit concerts. She is reserved and sensitive, but is a person whom responsibility brings out and whom the Service and Service conditions has rendered more gregarious than her peace-time life could ever have done. [29]

Although put up for commission reportedly Russell wasn't in favour of promotion, instead, she coveted the time that would have been demanded by administrative duties, allocating it to sketching in her notebooks.[30]

The AWM holds 16 artworks created by Russell during her service with the WAAAF.[31] Russell's artworks at the Memorial are not dated and except for succinct titles no textual description is provided. Of the works there are 11 that may potentially be provenanced to her period at 5 SFTS. The artworks are pen and ink sketches with water colour, or pencil, pen and black ink. They are quick studies and a number of them are double sided, an indicator of both the work's intention as observation, and wartime scarcity of resources.

Matthew Leonard has similarly considered the diary of architect William Albert Muggeridge, a rifleman during World War I and a relative of his.[32] Like Russell's works, Muggeridge's diary is a pictorial account devoid of words.[33] The journal offers eyewitness accounts in the form of sketches of scenes that lay before him – maps, and intimate reflections in the form of characterisations or imaginings, such as the Grim Reaper.[34] From his drawings, Leonard was able to gain insight into the places Muggeridge visited, scenes he physically experienced and also his state of mind. As Leonard reflects,

> with no words, the diary is a distinctive kind of material culture which allows for a nuanced investigation into the mind of its creator. It reflects the varied physical settings in which the conflict occurred, and also hints at the structure of his everyday life. The relationship between place, memory, religion, life, death, and material culture are left in his sketches for posterity – an embodiment of the notion that a picture is worth a thousand words.[35]

Russell's artworks, like Muggeridge's, are without textual description. They form a visual diary of what she saw. Accordingly her mustering as a DMT involved 'long boring waits between jobs' and

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[28] "Obituaries Elsa Russell, 1909–1997."
[29] NAA: A9301, 93166; 4954494.
[30] Furby and Sheridan, "An Artist in the WAAAF," p161, 63.
[31] "Obituaries Elsa Russell, 1909–1997."
[32] Leonard, "Picturing War " p54.
[33] Leonard, "Picturing War " p54.
[34] Leonard, "Picturing War " p54-69.
[35] Leonard, "Picturing War " p69.

thus opportunity to recall, reflect and record.[36] The subjects range from WAAAF seated on a troop train, eyes closed, head resting in hand as they travel to their first station (Figure 8.2) to a fluid depiction of women pulling on their ill-fitting overalls for the first time (Figure 8.3). There are also two works depicting WAAAF bending over to pick items (rubbish) up off the ground.[37] Whilst the majority of her artworks are of women Russell also drew airmen and aircraft – after having obtained official permission to draw them.[38]

The facial expressions of her caricatured subjects also offer insight into how Russell and those around her may have felt. In *We are posted* (Figure 8.2), perhaps drawn in celebration of Russell's first posting to Uranquinty, the WAAAF figure glances to her side, kitbag slung over and balanced on her left shoulder, greatcoat over her left arm, and attaché case at her left foot awaiting step-off. The woman is smiling, and she glances to her side to accommodate her kit bag, neither looking forward, nor back she is nonetheless moving. In *Travel by troop train* (Figure 8.2) both women sit exhausted with pursed lips and closed eyes following intensive initial training and a long train journey. While *WAAAFs getting on Air Force jeans for the first time* (Figure 8.3) the figures are obscured by erratic movement as Russell illustrates the rapid adjustments demanded of the individuals as body and mind are required to adapt to military uniform and life.

[36] "WAAAF Drivers Believe in Security", Wings 1943, p13.
[37] ART29008 and ART29011
[38] ART29005 Furby and Sheridan, "An Artist in the WAAAF," pp163, 72.

Figure 8.2. (Left) *Elsa Russell, 'We are posted'. (AWM ART29016)*, and (right) *Elsa Russel, 'Travel by troop-train'.* (AWM ART29013).

Figure 8.3. *Elsa Russel, 'WAAAFs getting on Air Force jeans for the first time'*. (AWM ART29016).

Paula Furby and Susan Sheridan have remarked that Russell 'made it her business to become an unofficial war artist' observing that the remit of a DMT involved waiting and as such Russell was generally equipped with a small notebook and writing instruments.[39] Recounting their time at 5 SFTS, fellow DMT Pearl Batchelor recollected Russell being unimpressed that the two were dressed in WAAAF overalls refuelling aircraft whist their colleagues paraded in their formal blue for yet another official visit. Batchelor recalled that at the appearance of the press photographer 'Lady Elsa pull[ed] herself together' and had her picture taken checking the fuel level atop a fuel tanker by the photographer of the RAAF's official magazine, *Wings* (see Figure 8.4).[40]

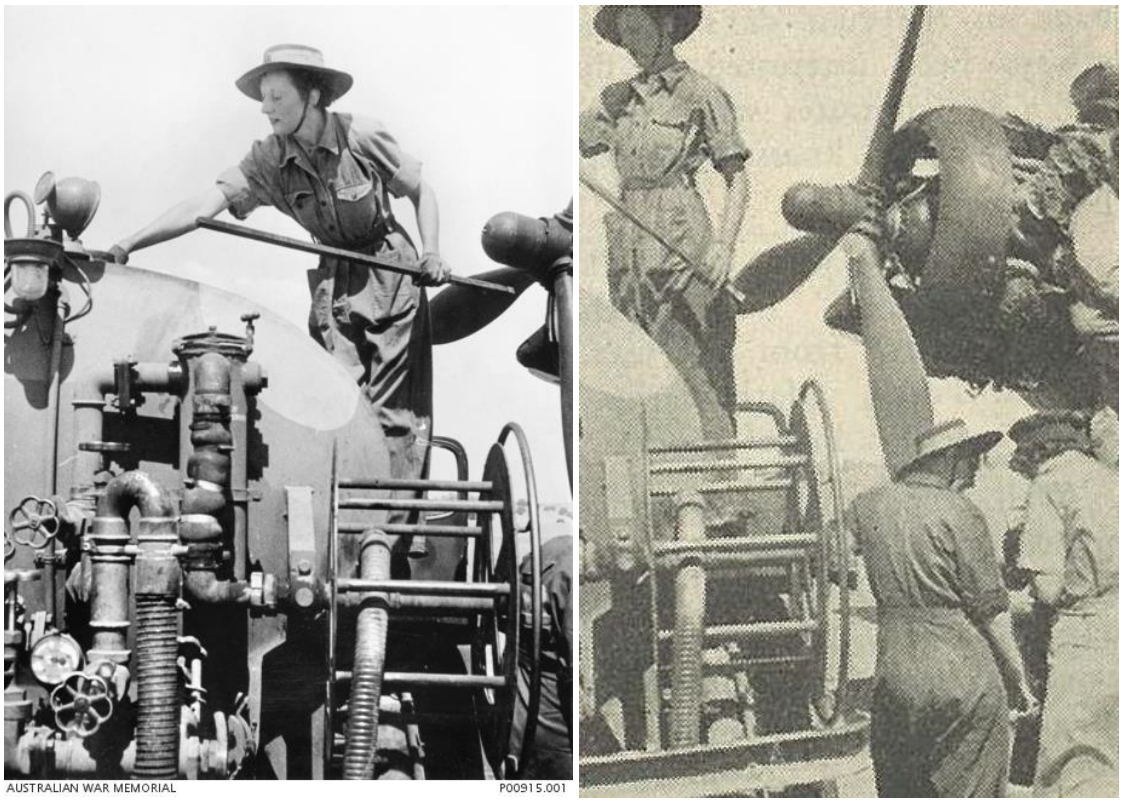

Figure 8.4. (Left) *Elsa Russell checking the fuel level of a fuel tanker at 5 SFTS.* (AWM P000915.001) (Right) *An alternate view of the event and the image that was published in WINGS.*[41]

Russell's sketches, like Muggeridge's, are illustrations of her everyday service experiences. Her subjects are anonymous and always in uniform. In a number of the artworks the women either have their back towards us, are obscured by their pose, or their faces are without features. Is this how Russell felt herself, anonymised by the air force blue? Russell has been described as a 'gently reared middle-class' young women as an aspiring artist whose lifestyle was 'bohemian'. She was familiar with Sydney's society pages for attendance at parties and holding exhibitions, her WAAAF colleagues

[39] Furby and Sheridan, "An Artist in the WAAAF," p163.
[40] G. Hunter, "4000 Miles with the W.A.A.A.F.", Wings: Official Magazine of the R.A.A.F., 1943,
[41] Hunter, "4000 Miles with the W.A.A.A.F.."

nicknaming her 'Lady Elsa'.[42] Indeed Russell was well-established in the Sydney art scene and she utilised her connections for philanthropic activities such as in 1940 when she arranged an exhibition to raise money for the Red Cross at her home in Wollstonecraft.[43] Did Russell find the uniformity of her new military lifestyle constraining and anonymising? Or was the new and unique flexibility of her mustering that allowed time for artistic observations, in combination with participation in 5 SFTS extracurricular activities, agreeable to her? Was it perhaps a source of inspiration later in life?

Summary Conclusion

Post war Russell returned to her artistic endeavours seizing upon the Commonwealth Reconstruction Training Scheme to study life drawing under Godfrey Miller.[44] She went on to make a modest living from teaching English, driving and the sale of her artworks, supplemented at times by the sale of antique furniture she had inherited.[45] Furby and Sheridan suggest that post war Russell was not interested in assuming a typical female role instead she chose to purse an alternative lifestyle which she wrote about in the magazine *Women.*[46]

> As a single woman and an artist living independently, Russell confounded popular expectations of women after the war. She did not embrace dreams of the ideal home with the white picket fence … but dived into a bohemian existence.[47]

By all accounts Russell lived an extraordinary life, she died in 1997.[48] Her service with the WAAAF was an important part of that experience, with Russell maintaining 'service friendships to the end of her life' and adhering to the 'philosophy that people and community are more important than anything else.'[49] Reportedly she also retained elements of the air force vernacular she'd had picked up in the WAAAF such as 'chocks away' or 'straighten up old boy'.[50] Like Muggeridge, Russell's pictorial representation and experience of military service sits in contrast to the 'high art of the conflict'.[51] Her works offer a unique and personally involved insight as a participant of EATS. The scenes Russell depicted in her sketches held at the AWM are of the everyday and ordinary collective

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[42] "Dinner Dance: Presents for Hospital," *Sydney Morning Herald*, 11 Decmember 1934; "Spirit of Change: Necessity in Art," *Sydney Morning Herald*, 15 November 1934; "Dance at Mosman: Young Hostesses Entertain," *Sydney Morning Herald*, 15 March 1932. Furby and Sheridan, "An Artist in the WAAAF," p164.

[43] These included Antonio Datillo-Rubbo, Donald Friend, Jean Bellette, Mary Webb, Treania Smith, Nancy Goldfinch, Frances Ellis, Paul Haefliger, Adelaide Perry, Harold Huntley, Vernon Arthur (Bim) Hinder, Betty Morgan, and Alice Danriger "Women's War Work: Many Activities," *Sydney Morning Herald*, 4 July 1940.

[44] Samantha Littley, "Elsa Mary Lillian Russell – Biography " Design & Art Australia Online – database and e-research tool for art and design researchers 3 July. 2021. Furby and Sheridan, "An Artist in the WAAAF," p167.

[45] Littley, "Elsa Mary Lillian Russell – Biography ". "Obituaries Elsa Russell, 1909–1997." Louise Havekes 'Remembrances of my Aunt Elsa Russell (1909- 1997) IN Furby, "In Context: Australian Women Modernists," p15.

[46] Elsa Russell, ""Come Trawling?"", Woman: Incorporating the Woman's Budget, June 19, 1950, ; Elsa Russell, "An Artist's Day", Woman: Incorporating the Woman's Budget, October 30, 1950,

[47] Furby and Sheridan, "An Artist in the WAAAF," p169.

[48] "Obituaries Elsa Russell, 1909–1997."

[49] Furby and Sheridan, "An Artist in the WAAAF," p170.

[50] Louise Havekes 'Remembrances of my Aunt Elsa Russell (1909- 1997) IN Furby, "In Context: Australian Women Modernists," p14.

[51] Leonard, "Picturing War " p69.

WAAAF experience as acknowledged by Stevenson.[52] Her subjects are anonymous and their identity has been excluded. Was the exclusion deliberate, intended as a comment on training and uniforms or was it an aesthetic decision? Despite the exploration of anonymity and uniformity in her artwork we know that individuality and self-expression were both valued and encouraged at 5 SFTS through extracurricular endeavours as were the creative arts. These highly individualised art forms also encouraged camaraderie as people worked together in choirs and ballets, to entertain and to create gifts to sell, or delight the children of the Unit. Russell's private and personal expression of life in the WAAAF depicted both the individual and collective, the anonymous yet personal through pen to paper. Her assemblage of unauthorised artefacts of EATS are a unique relic. They chronicle the ordinary and everyday experiences of a WAAAF serving in an EATS school in an extraordinary form. Moreover they are an attestation to the encouragement of the extracurricular endeavours of 5 SFTS.

AUDREY 'MARGO' PATON, NEE COOPER, 106565 – TEMORA RURAL MUSEUM & PRIVATE COLLECTION

'Artefacts engender intimacy' and the book of poetry written by ACW Margo Cooper during her period of service with the WAAAF at 10 EFTS in 1942–1943 exemplifies this assertion by Brown, Frederick and Clarke.[53] In 2019 during preliminary research I came across a facsimile of the book donated to the Temora Regional Museum (TRM) by Audrey 'Margo' Paton (née Cooper) and her daughter Toni Flanagan in 2008.[54] Recognising the significance of the unauthorised EATS artefact I immediately identified it, and its accompanying assemblage, as a case study. In addition to the book, the assemblage contained three newspaper clippings, a copy of Nell Gould's *In Nostalgic Mood with Women on Active Service*, and a large number of facsimile photographs.[55] The book of poems authored by Cooper also contained two photographs.[56] The text and accompanying images paint a vivid picture of Margo's unique and personal experience and perspective. The artefact is intimate and affective.

Jody Joy reminds us that the biography of an object is

> non-linear, consisting of a series of connected jumps as the object becomes alive within certain clusters of social relationships and is inactive at other points in time and space, undergoing a series of different lives and deaths.[57]

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[52] Stevenson, *They Wrote It Themselves: a Book of the W.A.A.A.F.*, p8.

[53] Brown, Frederick, and Clarke, "Encounter, Engagement, and Object Stories." p19

[54] Toni Flanagan and Margo Paton, 2008. Note: For this example I have chosen to break with convention and refer to Margo by her first name. This is due to that she has two surnames – maiden and married. To refer to her as 'Paton' seems inaccurate as at time of the initial authorship of her book of poems she was 'Cooper'.

[55] Nell Gould, "In Nostalgic Mood with Women On Active Service: 1941–1981," (Unknown: Nell Gould, c.1981).

[56] Audrey Mildred Paton (nee Cooper), "Poetry Written on the Spur: 10 EFTS Temora, 1942–1943" (unpublished work, 1942- 1943).

[57] Joy, "Reinvigorating Object Biography," p544.

In 2020 the biography of Margo's diary was unconventionally added to. The original artefact was lost in a Sydney shopping centre. This event saw a new narrative added to its history and the establishment of new human–human and human–artefact relationships. This event served both to illustrate and to amplify the affectiveness of this EATS artefact 77 years after it was created.

I begin this section with an outline of Margo's service and the book. I will then detail the events of 2020. As with the previous example, this artefact highlights conflicts inherent within the museological inheritance of EATS.

'The life in the WAAAF is the best in the world, And it's all it's cracked up to be'[58]

Prior to enlistment Margo was a shop assistant and beautician employed by George Gattons where she was in charge of the cosmetic department. Margo enlisted in the WAAAF on 5 October 1942 and undertook basic training at 2 Recruitment Centre, Bradfield Park. Following training Margo was attached to 10 EFTS as storekeeper and was posted there from 25 November 1942. On 7 June 1943 Margo married William Ian Paton at the Congregational Church, Shirley Road, Roseville. After marriage her surname changed from Cooper to Paton.[59] From 1 September 1943 Margo was attached to 6 Stores Depot, Dubbo, thence from 2 November 1943 to Stores Depot, Waterloo. On 26 January 1944 Margo was discharged from the WAAAF on compassionate grounds.[60]

[58] 'My Pals at Temora' In Audrey Mildred Paton (nee Cooper), "Poetry Written on the Spur: 10 EFTS Temora, 1942–1943" (unpublished work, 1942- 1943).

[59] 17th June 1943 NAA: A10605, 421/2; 30677190.

[60] National Archivies of Australia: PATON AUDREY MILDRED: Service Number - 106565: Date of birth - 03 Jun 1922: Place of birth - WAVERLEY NSW: Place of enlistment - SYDNEY: Next of Kin - PATON WILLIAM; A9301; 106565; 4837402.

Figure 8.5. *Audrey Mildred Cooper* (NAA: A9301, 106565;4837402).[61]

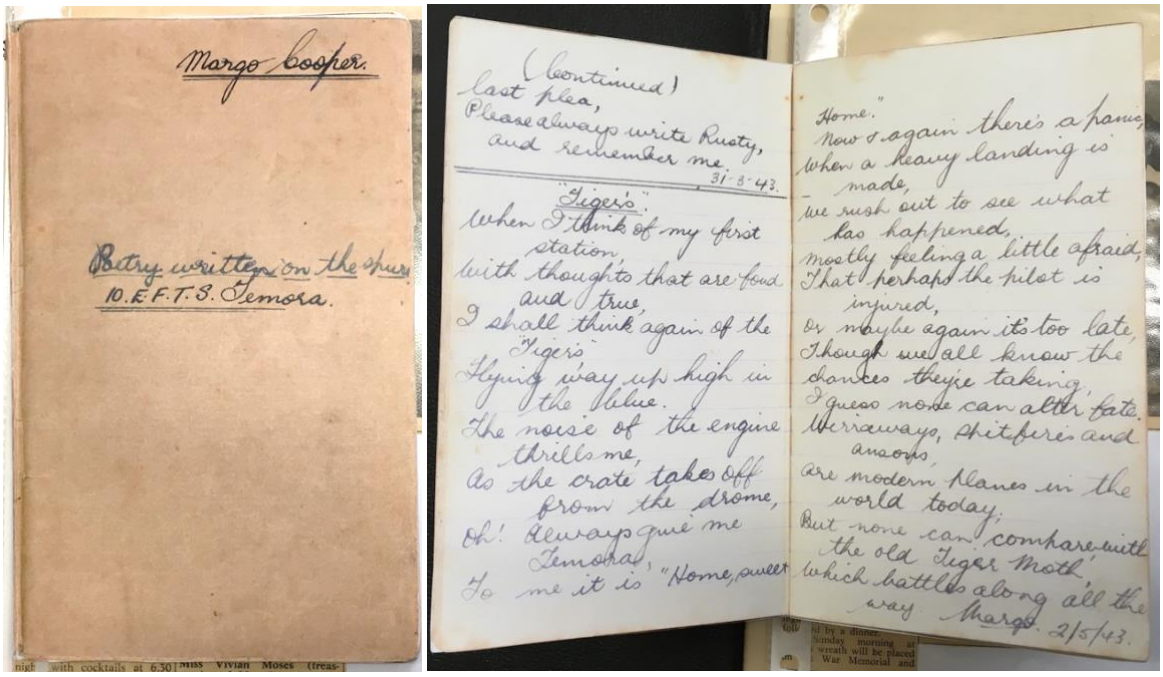

Figure 8.6. *Margo Cooper's book of poetry entitled 'Poetry Written on the Spur: 10 E.F.T.S. Temora. 1942- 1943.'* (Temora Rural Museum. Photo: Anna Williams, 2019).

[61] NAA: A9301, 106565.

Figure 8.7. (Left) *Margo entering Hut 65* (Private Collection: Anna Williams). (Right) *Margo* (front row middle) *and her hut 65 pals at 10 EFTS, Temora.* (Collection: Temora Rural Museum).

During her time at 10 EFTS Margo documented her experiences, relationships, and thoughts in a poetry diary she entitled *Poetry Written on the Spur: 10 E.F.T.S. Temora. 1942–1943* (Figure 8.6). The brown paper-covered notebook has two photographs pasted on the inside covers. The first is a picture of Margo at the entrance to Hut 65 as she is stepping inside (Figure 8.7). With her right hand on the door knob, and right foot on the step the image is a visual invitation to enter the stories contained within the text and thus 10 EFTS WAAAF Hut 65.

Inside is a collection of seven poems including *My Pals at Temora* (22 March 1943), *The Flip That Never Comes* (26 March 1943), *After Dark* (31 March 1943), *To Rusty* (31 March 1943), *Tigers* (2 May 1943), *D.M.T. Kate* (undated), *Our Panic* (18 May 1943 written to the tune of 'Bless 'em all'), and *Marge's Man* (21 May 1943). There are corrections and alterations to the text made in a pen of a slightly different colour – perhaps an indicator that they were made at a later date. This includes a note following the title of the last poem *Marge's Man* that reads '(NOT MARGO's)'.[62]

[62] Audrey Mildred Paton (nee Cooper), "Poetry Written on the Spur: 10 EFTS Temora, 1942–1943" (unpublished work, 1942- 1943).

Margo describes the location, the cool air, brightness of the moon and stars, and the clear skies. There is talk of crushes, boyfriends, love, engagements and rendezvous between WAAAF and trainees 'neath the trees.[63]

> The kids are in an awful plight
> Trying their best to say goodnight[64]

There is a strong sense of camaraderie and fondness shared between the women. Margo's nickname was 'Grasshopper Girl', and she recalls pastimes such as the yabby pool, recreation hut, and knitting; conversations between friends, interactions and everyday events and occurrences. Her work also describes the accommodation and personnel being posted out or being absent without leave (AWL).[65] Margo offers insight into the unofficial happenings such as the frustration of waiting her turn to go up for a 'flip' (flight).[66] She recognises that her time in Temora has shifted her perspective and reflects on the transience, acknowledging that her experiences, service and participation would be a short chapter in the lives of all WAAAFs. The participants in her accounts would also be transient, at the disposal of command requirements, and her friends, who she mentions by name, would come and go as the aircraft did. As such a common theme was saying goodbye. [67]

> I love all these kids for the friendship they give,
> They'll all live in my memory.
> When I have to go, I'll never forget,
> How happy the whole world can be,
> The life in the WAAAF is the best in the world,
> And all it's cracked up to be.[68]

Lost and Found

Hodder reminds us that 'objects and materials can endure over time spans considerably greater than individual human experience.'[69] After the death of its creator an artefact assumes its own agency, and is thus involved in a biography distinct from its owner. On 28 May 2020 Ku-ring-gai Police Area Command authored a social media post announcing that a 'diary of hand-written poems' had been found in Woolworths Gordon on the north shore of Sydney. Accordingly, the artefact had been lost between 1 March and 20 May 2020 and had since been handed into police (see Figure 8.8).[70]

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[63] 'My Pals at Temora' In Audrey Mildred Paton (nee Cooper), "Poetry Written on the Spur: 10 EFTS Temora, 1942–1943" (unpublished work, 1942- 1943).

[64] 'After Dark' In Audrey Mildred Paton (nee Cooper), "Poetry Written on the Spur: 10 EFTS Temora, 1942–1943" (unpublished work, 1942- 1943).

[65] 'My Pals at Temora' In Audrey Mildred Paton (nee Cooper), "Poetry Written on the Spur: 10 EFTS Temora, 1942–1943" (unpublished work, 1942- 1943).

[66] 'The Flip That Never Comes' In Audrey Mildred Paton (nee Cooper), "Poetry Written on the Spur: 10 EFTS Temora, 1942–1943" (unpublished work, 1942- 1943).

[67] 'To Rusty' in Audrey Mildred Paton (nee Cooper), "Poetry Written on the Spur: 10 EFTS Temora, 1942–1943" (unpublished work, 1942- 1943).

[68] 'My Pals at Temora' In Audrey Mildred Paton (nee Cooper), "Poetry Written on the Spur: 10 EFTS Temora, 1942–1943" (unpublished work, 1942- 1943).

[69] Hodder, *Entangled*, p5.

[70] Kuring Gai Police Area Command, "DIARY FOUND – 1943," (2020).

Recognising the artefact from the facsimile in the TRM collection – the book of poetry written by 'Margo Cooper' – I immediately contacted the constable in charge, Colin Mitchell, and provided him with the contact details on the TRM correspondence following donation. There was a plethora of unanswered questions, the most prominent of which being, how did this significant EATS artefact end up in Woolworths Gordon?

Up until that time I had been unsuccessful in obtaining a copy of Margo's service record having searched for variations of *Margare*t and *Cooper*. Motivated to unearth Margo's identity and to participate in the search to locate Margo and Toni, my research led me uncover the announcement of the engagement of a 'Miss Audrey Cooper' to Ian Paton in the *Newcastle Sun,* 5 March 1942. Recognising 'Margo' from the diary and 'Paton' from the donation documentation I was soon able to identify Margo's legal name – Audrey Mildred Paton – on the Department of Veterans' Affairs Nominal Rolls and thus service record held by the NAA.[71] This information was immediately passed on to Mitchell.

Stories in the Australian media in May 2020 were very much focused on negative reports of the COVID-19 pandemic. As such the discovery of the diary was identified as a *good news story* and a positive distraction from the pandemic. The story gained momentum in Australia and abroad.[72] It was picked up by Nine News Sydney who came to my apartment to interview me for comment on what the WAAAFs did at 10 EFTS.[73] During the interview, in the interest of locating Margo's daughter Toni Flanagan, I stressed the importance of referring to Margo by her married name 'Paton' and her legal name 'Audrey Mildred'. I had recognised that 'Audrey' or 'Margo Paton' was the most likely way her friends and family would recognise her given that the images in the book dated from many years prior. Unfortunately, it was not used by Nine News or any successive media outlet.[74] However, the NSW Police recognised it as her legal name and utilised it in their investigation.

[71] NAA: A9301, 106565.

[72] 'Good news' was the term communicated by journalist Elizabeth Bryan in private discussions pre and post interview.

[73] "Lost Treasure: Margo Cooper's Diary," (Australia: 9 News Sydney, 2020).

[74] "Lost Treasure: Margo Cooper's Diary." Sahar Mourad, "Immaculate Slice of Australian History Found After 77 Years: Diary from 1943 with Incredible Photos and Tales of a Pilot's WWII Air Force Experiences Turns up at a Police Station," *Daily Mail Australia*, 28 May 2020.

Figure 8.8. *Kuring Gai Police Area Command Facebook post initiating the search for 'Margo Cooper'.*[75]

Mitchell was working in conjunction with Senior Constable Carisa Parker who was given a birth announcement of a 'Rosemary Paton' in the *Sydney Morning Herald* by the Ku-ring-gai Historical Society. Parker remarked that after they had examined the artefact they 'realised its historical value'.[76]

> I think family history is really important. When I find things of really significant value to a family I just think it's really important to do everything you can to get it back to them and keep it in the family if you can.[77]
>
> If that was my family I 100% would want it back. When people are gone, sometimes the physical item is all you've got to remember them by so I think it's really important.[78]

[75] Kuring Gai Police Area Command, "DIARY FOUND – 1943."

[76] Carisa Parker Rebecca Baille, "Insight," in *Uncovering Family War Mysteries* (2020).

[77] NSW Police Force, "#KindJuly Long-lost WWII Diary Reunited with Family," in *Documenting her time in the Women's Auxillary Air Force in World War II, the long-lost diary of Margo Cooper has been safely returned to her daughter. #KindJuly #StayKind* (2020).

[78] Carisa Parker Baille, "Insight."

Parker located Rosemary (Rosie) through her records held by NSW Roads and Maritime Services. On 3 June 2020, which coincidently would have been Margo's 98th birthday, Parker called Rosemary to inform her that Margo's book had been both lost and found and would soon be returned to her.[79] Rosie promptly got in contact with Toni, still residing in Tasmania and relayed the tale. Rosie was particularly surprised as she had not known about the book or much about her mother's experience in the WAAAF. However, Toni was intimately acquainted with the artefact as evident by her excursion with Margo to Temora and donation to the TRM.[80] The event inspired dialogue within the family about their mother and grandmother, and all questioned how Margo's book came to be on a Sydney supermarket floor. In July 2020 the diary was returned Rosie who was living in Dubbo, NSW and the event was filmed by NSW police as a *Kind July* social media project.[81]

Figure 8.9. (Left) *Margo* Paton (nee Cooper)(Collection: Temora Rural Museum). (Right) *Loose photograph contained within Margo's diary of fellow WAAAF 'Kath Henderson' and friend of Margo used by the media in error.* (Photo: NSW Police). [82]

The Complexities Revealed

Hodder reminds us that,

> As social actors we tend to see things in ego-centred ways, in terms of what they can do for us. We hardly look at them. Our interests are in the effects for us, aesthetic, social, scientific, psychological and so on.[83]

[79] NSW Police Force, "#KindJuly Long-lost WWII Diary Reunited with Family."

[80] Baille, "Insight." Jessie Davies, "WWII Diary Found in Sydney Supermarket Returned to Diarist's Daughter in Dubbo," *ABC Western Plains*, 6 July 2020.

[81] NSW Police Force, "#KindJuly Long-lost WWII Diary Reunited with Family."

[82] Perhaps Kathleen Henderson SERN 103339. Kuring Gai Police Area Command, "DIARY FOUND – 1943."

[83] Hodder, *Entangled*, p2.

Margo's diary was put in the service of the media and NSW Police public relations and the narrative rearranged to serve their agenda. Whilst intentions to return the artefact to its owners were authentic the way it was undertaken exposes external interests. Specifically, the media did not use Margo's legal name, and the primary image utilised by the media of 'Margo' was not actually her but fellow WAAAF and friend Kath Henderson. The photograph, signed by Kath, was kept loose within the original diary (see Figure 8.9).[84] After the diary was returned the narrative attached and recycled was that the family was unaware of the its existence.[85] This misrepresentation continued when the sisters featured on SBS "Insight" episode *Uncovering Family War Mysteries* in September 2020.[86] Why did media outlets continue to use a historical alias in place of Margo's legal name, particularly when use of the latter would have been in the best interest of the subject of the story? What did the media gain out of saying the diary was unknown to the family?

Questions also arose regarding the museological inheritance of the artefact. Would it have been better that the original artefact been donated to the TRM and not the facsimile? However, given the artefact is in storage and it may have remained undiscussed until publication of this thesis or in an exhibition at TAM (see Figure 8.10), perhaps not. What is known is that the artefact's sojourn to the shops initiated a conversation on social media, within the media, and with the community. This conversation may have introduced people to 10 EFTS and the WAAAF for the first time through this 'good news story'. Undoubtedly however the most significant dialogue that the event initiated was amongst Margo's family as Toni remarks,

> The return of this book has been fantastic. Our children have now shown an interest about their grandmother and her life and also for me too.[87]

Likewise Rosie said that

> I thought of so many things I'd like to ask her which sort of jolted my memory when the diary was found … It's something that I hope one day will be passed down in the family and I just wish my mum was here to share it.[88]

[84]Perhaps Kathleen Henderson SERN 103339. Kuring Gai Police Area Command, "DIARY FOUND – 1943."

[85] Davies, "WWII Diary Found in Sydney Supermarket Returned to Diarist's Daughter in Dubbo." NewsColony, "WWII Diary Written in 1943 and Found in a Sydney Shop is Returned to Owners 400 Kilometers Away," https://newscolony.com/wwii-diary-written-in-1943-and-found-in-a-sydney-shop-is-returned-to-owners-400-kilometres-away/. 29 March. 2021.

[86] Baille, "Insight."

[87] Toni Flanagan in Baille, "Insight."

[88] Rosemary Gibson in Baille, "Insight."

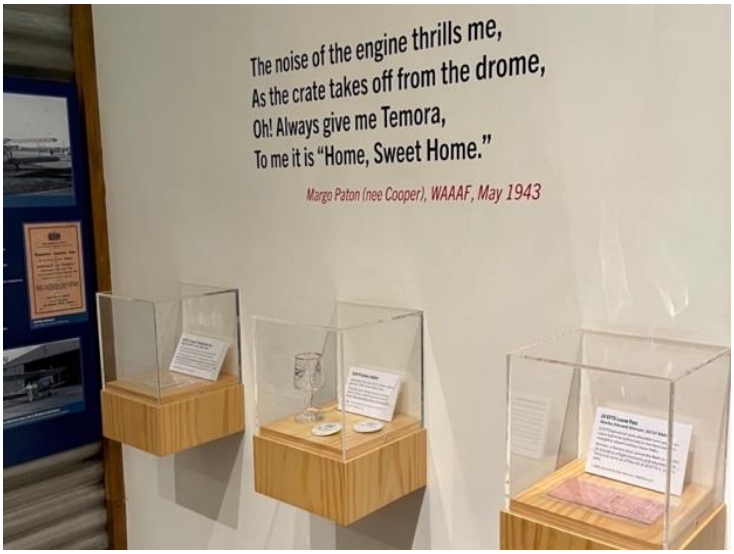

Figure 8.10. *Excerpt from 'Tigers' in 10 EFTS exhibition installed January 2021.* (Photo: Anna Williams 2021).[89]

The final complication incites a discussion of authentic artefacts and facsimiles. Regardless of ideal storage conditions and the efforts of conservators, artefacts have a finite lifespan. Facsimiles have been a contentious topic within collecting institutions, particularly art galleries, and are frowned upon by the audience whose preference is to view the real thing.[90] Larger institutions are loath to accept facsimiles and curators of regional institutions often struggle to catalogue them, the latter often integrating them into their primary collection. However, facsimiles have a role to play in the safeguarding of knowledge and may be likened to digitisation projects. Moreover, things happen – hence the push for disaster preparedness in museums.

The donation of facsimiles allows the donation of intellectual content whist accommodating the sentimental value of family heirlooms. The original can always be called on for loan for exhibition, further study, or donation when the family no longer wishes to retain the original.[91] This practice is particularly pertinent for artefacts from the recent past, those within living memory, items too fragile for display, and those that are only a few generations removed. For these reasons in the various institutions I have worked at over the years I have encouraged the acceptance of facsimiles and/or digital copies for retention within archival and reference collections. In the instance of Margo's book of poetry had the original been lost permanently a copy would still have been held for the purpose of study and historical record in the TRM.

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[89] Audrey Mildred Paton (nee Cooper), "Poetry Written on the Spur: 10 EFTS Temora, 1942–1943" (unpublished work, 1942- 1943).

[90] James Steel Smith, "The Beauty of Collected Things: The Museum as Critic," *The Antioch Review* 26, no. Winter (1966-1967): p548. Gower, *The Australian War Memorial*, p323. Helen Saunderson, Alice Cruikshank, and Eugene McSorley, "The Eyes Have It: Eye Movements and the Debatable Differences Between Original Objects and Reproductions," in *Museum Materialities: Objects, Engagements, Interpretations*, ed. Sandra H. Dudley (Abingdon, Oxon: 2010), p89.

[91] The photocopy was a letter written by a VC recipient donated in 2006. The original was then donated in 2007 Gower, *The Australian War Memorial*, p131.

Summary Conclusion

In addition to her donation to the TRM, Margo contributed to Clare Stevenson and Honor Darling's *The WAAAF Book* published in 1984. In it Margo recounts her first flip in a Tiger Moth at 10 EFTS a continuation from her poem *The Flip That Never Comes*.[92] As discussed the reminiscences in the book were published anonymously.[93] Whilst this may have encouraged more candid accounts by individuals of their experiences and served to narrate the collective experience, the practice also depersonalises what are very intimate experiences. As Leonard asserts, so much of the written histories of war are comprised of strategy, tactics and large-scale attacks. Yet the statistics of mass casualties are comprised of individuals and by studying their unique experiences, as offered in material culture, new and significant insights can be obtained.[94] Moreover in this instance, the practice of anonymisation amplified the pre-existing complication faced by women in history whose names have changed following marriage which unquestionably complicated the search for Margo by the NSW Police and the diary's return.

In her poems Margo intimated that her experience at 10 EFTS was unique, and in contrast to Russell her subjects were named. Her book of poems and photographs was a material manifestation of her experience – what Leonard suggests is a memorial to those who survived manufactured from 'fragile paper and ink … sometimes stained with the … tears of their relatives – an evocative and truly multisensorial kind of material culture'.[95] Margo's donation of a facsimile signified that she and her daughter Toni recognised that the artefact was of value to the history of Temora but more so to their family who chose to remain custodians of the original.

ARTHUR "GORDON" WALLACE, 55181 – TEMORA RURAL MUSEUM

Like Margo, LAC Arthur "Gordon" Wallace regarded his period of service with the RAAF as unique and documented his experience. Wallace's EATS assemblage includes autobiography, memorial and artefact. As with the previous examples Wallace's account also highlights conflicts inherent within the collection, preservation, and interpretation of the museological inheritance of EATS. I begin this section with an introduction to Wallace, then move to an analysis of his assemblage. I conclude with a discussion of the conflicts exposed by comparison of the archival record, artefact and autobiography.

[92] Stevenson and Darling, *The W.A.A.A.F. Book*, p266. Audrey Mildred Paton (nee Cooper), "Poetry Written on the Spur: 10 EFTS Temora, 1942–1943" (unpublished work, 1942- 1943).

[93] Stevenson, *They Wrote It Themselves: a Book of the W.A.A.A.F.*

[94] Leonard, "Picturing War " p55.

[95] Leonard, "Picturing War " p55.

Wallace per his RAAF Service Record

Prior to enlistment Wallace worked as a builder's labourer and farmer.[96] He enlisted in the RAAF on 5 May 1942 and was mustered as an aircrafthand.[97] He undertook training at 1 Recruitment Depot, Shepperton. He was posted to 10 EFTS Temora on 24 May 1942. On 11 September Wallace was remustered to motor cyclist (despatch rider). His Commanding Officer Wing Commander Hal Harding signed his Character and Trade Proficiency for the mustering on the 25 September the same day he was posted to No. 18 Squadron with whom he served until January 1944.[98] Wallace later served at 55 Operational Base Unit, Gorrie Airfield, NT (25 January 1944), 2 Embarkation Depot (31 January 1944), 7 Aircraft Depot, Tocumwal (1 March 1944), 3 School Technical Training (22 September 1944), 1 Engineering School (17 December 1944), and 2 OTU (22 March 1945). He was discharged from 1 Personnel Depot in December 1945.[99]

Figure 8.11. *Arthur Gordon Wallace.* (NAA: A9301, 55181; 4971863).[100]

Gordon Wallace Assemblage at the Temora Rural Museum

At the 50th anniversary of 10 EFTS held in 1991 Gordon Wallace made a donation of RAAF artefacts to the TRM. The artefacts were to be included with the 10 EFTS casket and form a permanent display at the TRM.[101] It is my understanding that the artefacts have been on display since their donation some 30 years ago.

[96] National Archives of Australia: WALLACE ARTHUR GORDON: Service Number - 55181: Date of birth - 04 Jul 1918: Place of birth - YARRAWONGA VIC: Place of enlistment - MELBOURNE: Next of Kin - WALLACE VALERIE; A9301; 55181; 4971863.

[97] 92/1942 page 1, 24/5/1942 NAA: A10605, 421/1; 30677189.

[98] 159/1942 page 2, 25 September 1942 NAA: A10605, 421/1; 30677189. NAA: A9301, 55181.

[99] NAA: A9301, 55181.

[100] NAA: A9301, 55181.

[101] "Reunion, Fly-in Great Success," p5.

Wallace's assemblage at the TRM primarily consists of authorised artefacts – artefacts manufactured for and issued by the RAAF. The exception is an envelope addressed to Wallace at RAAF Shepparton but redirected to 10 EFTS, Temora. The assemblage includes his despatch rider outfit, portrait, a map wallet, first aid kit case, RAAF wallet and uniform items (see Table 8.3). When categorised according to Nomenclature the majority of artefacts fall under Category 03: Personal Objects (7) and Category 08: Communication Objects (7). With four collection records pertaining to each Category 02: Furnishings (blanket), Category 04: Tools and Equipment for Materials (fastener – safety pins), Category 05: Tools and Equipment for Science and Technology, and Category 06: Tools and Equipment for Communication (envelope). Wallace's museological inheritance is also comprised of the ordinary and everyday artefacts used by him during his service. Amongst the assemblage there is one artefact that was not issued to Wallace but salvaged, a Tiger Moth compliance plate I will discuss in the next section.

Table 8.1. Temora Rural Museum Wallace assemblage Nomenclature analysis

Nomenclature Category; Subcategory and Artefact Type	*Count of Artefact Type*
Category 02: Furnishings	**1**
Bedding	1
Blanket	1
Category 03: Personal Objects	**7**
Clothing	5
Cap, Military	3
Glove, Driving	1
Supporter	1
Personal Gear	2
Belt, Money	1
Wallet	1
Category 04: Tools & Equipment for Materials	**1**
Textile T&E	1
Fastener, Textile	1
Category 05: Tools & Equipment for Science & Technology	**1**
Medical & Psychological T&E	1
Kit, Medical	1
Category 06: Tools & Equipment for Communication	**1**
Written Communication T&E	1
Envelope	1
Category 08: Communication Objects	**7**
Documentary Objects	3
Cover, Map	1
Nameplate	1
Photograph	1
Exchange Media	1
Pass	1
Personal Symbols	3
Brassard	1
Card, Identification	1
Uniform, Military	1
Grand Total	**18**

Conflict Revealed by Comparison of the Archival Record, Autobiography and Artefact

Wallace chronicled his experience in the RAAF in his book *Those Air Force Days*.[102] In the book's foreword Air Commodore CR Taylor – former Senior Engineering Staff Officer, Support Command – remarked that Wallace was,

> so typically representative of those many thousands of thoroughly good men and women who form the 'other ranks' of the Australian defence forces. They are the people who by their unswerving loyalty, devotion to duty, reliability and personal skill, provide the backbone and real strength of any Navy, Army, or Air Force whether it be in peace or at war.[103]

Taylor's observation that Wallace's account is 'simply told and unpretentious' is indicative of the autobiographical accounts written by groundcrew.[104] Wallace's continued participation in aviation in Temora through 10 EFTS reunion activities, donation of artefacts to the TRM, and erection of the memorial to 10 EFTS personnel who lost their lives is further evidence that his devotion to the service and fellow service personnel continued well after he was discharged. However, as with the above account of Margo Paton, the recording and interpretation of historical events has been fluid and reveals conflicts inherent in the museological inheritance of EATS.

Wallace's account begins with his RAAF experience training at 1 Recruiting Centre in Melbourne and Shepparton. This is followed by his experiences at 10 EFTS Temora. His narrative of both Shepparton and Temora include the account of AC1 White the 'Kid' – an alias for Aircraftman Keith Bown as discussed in Chapter 3.[105] Bown's story was selected for publication twice more by Wallace and appears in Ron Maslin's *Wings Over Temora* and Graeme Menzies *The Royal Australian Air Force at Temora, Uranquinty and Deniliquin During World War Two*.[106] The significance of that incident and the events surrounding it is evident in the repetition of the account and the memorial Wallace erected at the aerodrome on the occasion of the 10 EFTS 50th anniversary reunion in 1991 (Figure 4.8).[107]

In addition to the use of pseudonyms for Bown to conceal his identity Wallace's text also obscures details of a fatal aircraft accident he observed. He recounts that the accident occurred between Temora and Stockinbingal and resulted in the death of its pilot. As an aircrafthand his role in the event was the retrieval of aircraft components from the crash site. In his story he identifies the aircraft as Tiger Moth 653 and mentions that at the time of writing the book he had the aircraft's

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[102] Wallace, *Those Air Force Days*.

[103] Wallace, *Those Air Force Days*, p5.

[104] Wallace, *Those Air Force Days*, p5. Autobiographical accounts of experience are useful moreover there is scope for further study in the relationship between the donation of artefacts to collecting institutions and the writing of personal memoires. Are those who are likely to write their own history also keepers of artefacts?

[105] Wallace, *Those Air Force Days*, pp31-2.

[106] Maslin, *Wings Over Temora*, pp96-100. Menzies, *The RAAF at Temora, Uranquinty and Deniliquin During WWII*, p130.

[107] "10 EFTS Reunion and Fly-in on Camera," *Temora Independent*, May 2 1991.

identity plate in his possession.[108] On reading the text the inference is that the aircraft that the plate belongs to was A17-653 as reference is given to Tiger Moth A17-681 later in the text.

The only fatal aircraft accident that occurred whilst Wallace was posted to 10 EFTS was the first fatal accident at Temora: Patrick Joseph Cawley in A17-379 on 14 June 1942.[109] The reader of the text may be led to understand that the aircraft that crashed was A17-653, however the A17 number was allocated by the RAAF, and was not associated with the manufacturer's number.[110] Thus, my understanding is that this compliance plate belonged to A17-379 – Cawley's aircraft – and was retained by Wallace as a souvenir following the aircraft's conversion to components in July 1942.[111] In 1991 the aircraft identity plate was donated by Wallace to the TRM (Figure 8.15). By doing this, as is the case in the death of Bown, Wallace obscures the historical account and it is an example of the application of social, cultural, and political agendas applied to the interpretation and preservation of EATS material heritage in hindsight.[112]

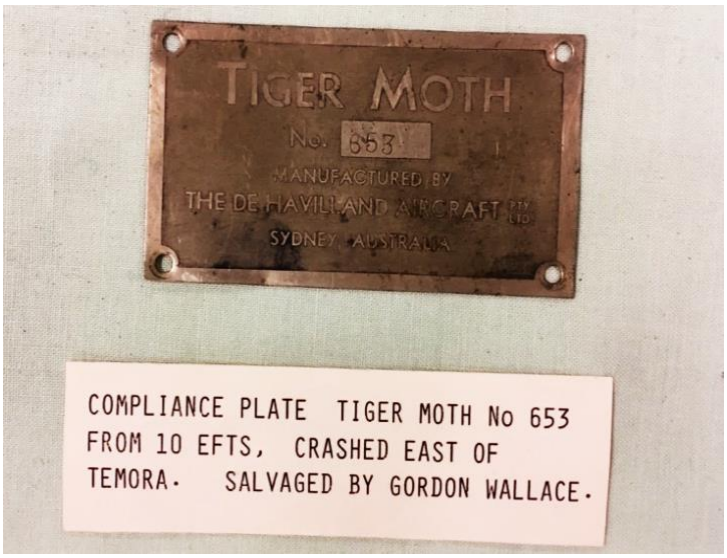

Figure 8.12. *Compliance Plate Tiger Moth No. 653, souvenired by Gordon Wallace while undertaking salvage activities following the crash of A17-379 and death of Patrick J. Cawley.* (Temora Rural Museum, Photo: Anna Williams 2019).

[108] Wallace, *Those Air Force Days*, p35.

[109] National Archives of Australia: CAWLEY Patrick Joseph - (Leading Aircraftman): Service Number - 420143: File type - Casualty - Repatriation: Aircraft - Tiger Moth A17-379: Place - Western relief landing ground Temora, New South Wales: Date - 14 June 194[2]; A705; 163/95/295; 1056081; "First Fatal R.A.A.F. Crash Near Temora."; NAA: A9301, 420143; 5528103.

[110] NAA: A10297, BLOCK 91. NAA: A9301, 55181.

[111] National Archives of Australia: Aircraft status cards - Tiger Moth A17-300 to A17-399; A10297; BLOCK 88; 3007872. An alternate interpretation following the suggestion Tiger Moth c/n 653 was actually A17-449 per Grahame Higgs, Brendan Cowan, and Martin Edwards, "ADF- Serials: Australia & New Zealand Military Aircraft Serials & History; RAAF A17 de Havilland DH.82 Tiger Moth A17-301 to A17-600," http://www.adf-serials.com.au/indexbak.html. 2 February. 2022. The aircraft status card of A17-449 indicates it was based at 10 EFTS during Wallace posting to the School per National Archives of Australia: Aircraft status cards - Tiger Moth A17-400 to A17-499; A10297; BLOCK 89; 3007871. Either way the archival evidence does not support the narrative as presented by Wallace in his autobiography.

[112] Cornish, "Sensing Wars," p19.

Summary Conclusion

Wallace's contribution to recording, preserving, commemorating, and memorialising the history and material heritage of 10 EFTS is commendable. Although his decision to use an alias for Bown and obscure and omit the details of the fatal aircraft accident is curious. However it is reminiscent of Stevenson's and Darling's decision to anonymise WAAAF contributions to their edited text. Whilst the authors may have believed the practice was more respectful for the subjects and their families it causes the reader to question the accuracy of the text. As discussed, misattribution or nil-attribution denies the subject ownership of their own narrative and converts the individual back to a statistic. For a subject such as EATS on the Australian home front, where the narrative has been both denied and distorted in favour of RAAF operational history, I suggest that this practice is counterproductive. In the next section I detail the account of an artefact intended for an audience of one – MUM.

JAMES WILLIAM CAMPBELL FAIRFAX, 440066 – TEMORA AVIATION MUSEUM

Inspired by the Elizabeth Grosz text *Volatile Bodies,* Yvonne Marshall suggests that there are two groups of artefacts, those that are 'inscribed' and those that are 'lived'. While inscribed artefacts are endowed with meaning and significance at their time of manufacture, lived artefacts acquire meaning through 'social action'.[113] As the context of the lived artefact changes over time so does its meaning.[114] In this section I discuss an assemblage containing an artefact that is both inscribed and lived, TAM2016.149, a letter written by FLTSGT James Fairfax to his mother Lyla in 1945. This artefact was manufactured from everyday and ordinary artefacts which separately would likely be non-affective. Their combination however has created what Christopher Wingfield terms a 'charismatic object'. However, unlike the Sultanganj Budda discussed by Wingfield, the charisma of this artefact is not incited by a face, age, or aesthetic craftmanship, but through words, design, and the fact it is comprised of quotidian components.[115] I begin this section with a brief biography of Fairfax, then move to a discussion of Fairfax's assemblage as donated to TAM, and conclude with a detailed object biography of TAM2016.149.

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[113] Yvonne Marshall, "The Social Lives of Lived and Inscribed Objects: A Lapita Perspective," *Journal of Polynesian Society* 117, no. 1 (2008): p63.

[114] Marshall, "The Social Lives of Lived and Inscribed Objects: A Lapita Perspective," p63. Joy, "Reinvigorating Object Biography," p545.

[115] Christopher Wingfield, "Touching the Buddha: Encounters with a Charismatic Object," in *Museum Materialities: Objects, Engagements, Interpretations*, ed. Sandra H. Dudley (Abingdon, Oxon: Routledge, 2010), pp 55-5.

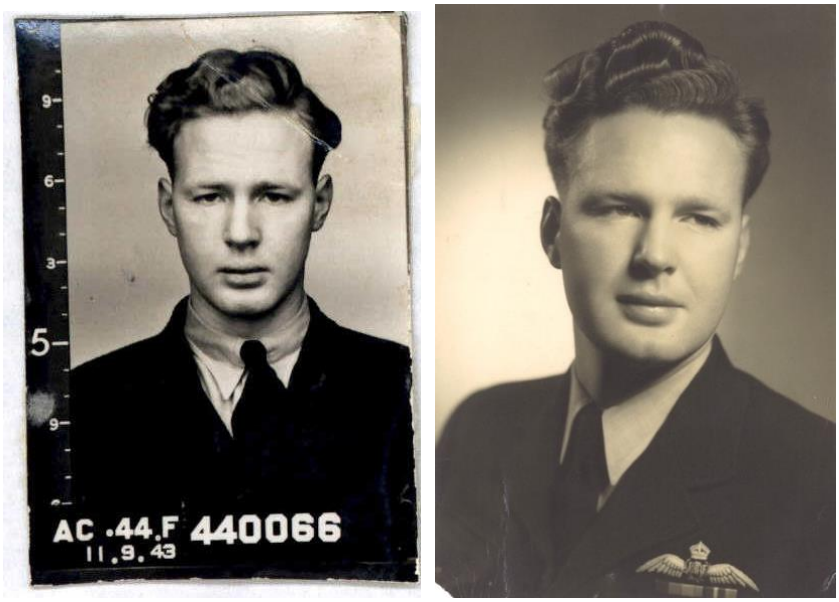

Figure 8.13. *James William Campbell Fairfax* (Left) *1943 (NAA: A9301, 440066; 5527310)*[116.] (Right) *c.1945.* (Collection: Temora Aviation Museum, Donated by Louise Wren; TAM2016.164.2).

James William Campbell Fairfax grew up in West Wyalong. Reportedly he excelled at athletics.[117] Like so many boys of his generation in June 1942, at the age of 16 Fairfax joined the Air Training Corps (ATC). No doubt Fairfax was inspired by both the heroic stories reported in the Australian media and his proximity to flying training schools. Located in the Riverina, West Wyalong was in easy flying distance of the EATS schools at Cootamundra, Forest Hill, Narrandera, Temora, Uranquinty and Parkes. Fairfax was a member of ATC 2 Wing, 44 Squadron. He attended West Wyalong Intermediate High School and obtained an intermediate certificate in December 1941.[118] On leaving school he became a bank clerk with the Commercial Bank of Australia now known as Westpac.[119] In August 1943 Fairfax submitted his application to join the RAAF as aircrew, and when he came of age in September 1943 he enlisted.[120]

Fairfax completed initial training at 6 ITS, Bradfield Park, elementary training at 10 EFTS, Temora and service flying training at 5 SFTS.[121] He then undertook training at Aircrew Officers and Non-Commissioned Officers School, Watsonia, and 8 OTU, Parkes. On completion of his training in July 1945 he was posted to 3 Reserve Personnel Pool thence No. 457 Squadron, and shortly thereafter

[116] National Archives of Australia: FAIRFAX JAMES WILLIAM CAMPBELL : Service Number - 440066 : Date of birth - 31 Aug 1925 : Place of birth - CESSNOCK NSW : Place of enlistment - SYDNEY : Next of Kin - FAIRFAX J; A9301; 440066; 5527310.

[117] "F/SGT. Jim Fairfax Entertained at Clear Ridge," *West Wyalong Advocate*, 2 July 1945.

[118] NAA: A9301, 440066.

[119] "Personal," *West Wyalong Advocate*, 9 September 1948.

[120] NAA: A9301, 440066.

[121] NAA: A9301, 440066.

No. 77 Squadron. Both Squadrons were located in Labuan (now an Island in Malaysia). Fairfax flew Supermarine Spitfires, Curtiss P-40 Kittyhawks, and North American P-51 Mustangs.[122]

Fairfax was discharged in April 1946 on demobilisation.[123] On return to civilian life he resumed employment with the Commercial Bank of Australia. In 1948 he transferred from the local branch in West Wyalong to Head Office. Excepting his RAAF service, he was on the staff at the local branch for eight years.[124] He later worked at Lake Cargelligo, Parkes, Taree and Wyong.[125] Later in life he purchased the Moderne Dry Cleaners in partnership with his brother-in-law Peter Moncrieff, however due to the affect the chemicals had on his hands he had to source alternative employment. The family then moved to Corrimal, NSW where Fairfax took up employment as a foreman with Australian Iron & Steel, now BHP Billiton, at Port Kembla.[126] He retired in 1957 at age 60. Fairfax died 14 October 2015 at the age of 90.[127]

Fairfax Assemblage

The Fairfax assemblage held at TAM consists of 25 artefacts (see Table 8.2), donated in 2016 by Fairfax's eldest daughter Louise Wren.[128] The provenance of all artefacts, except three, may be attributed to Fairfax's time in the RAAF, 10 of which may be attributed to both 10 EFTS and 5 SFTS. The three personal artefacts include his baptismal certificate, a medal of unknown origin, and a scarf manufactured in celebration of the end of WWII which was given to Elsie Fairfax (nee Dal Santo) who was gifted the item by her boyfriend during the war on his return from New Guinea following service with the Australian army.[129]

All artefacts within Fairfax's assemblage except one can be classified as authorised and were mass produced then personalised by Fairfax's use. The one unauthorised artefact is TAM2016.149. It is a letter written by Fairfax to his mother Lyla which I discuss in detail in the next section. The details of this artefact's narrative are contained within the other artefacts within the assemblage including his photograph album and pilot log book.

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[122] NAA: A9301, 440066.

[123] NAA: A9301, 440066.

[124] "Personal."

[125] Louise Wren, 2016.

[126] Commonwealth of Australia; Electoral Roll for the Subdivision of Corrimal. Division of Hughes, State Elctoral District of Corrimal; C 1704 S 2601; p59. Wren.

[127] Parsons Funerals, "Fairfax, James William Campbell," https://funeralannouncement.com.au/382/. 2 June 2020. Wren. "James William Campbell (Jim) Fairfax," *Illawarra Mercury*, 14 October 2015.

[128] "Makeshift parachute fashioned by James William Fairfax, #440066; 1944; TAM2016.149," (Temora: Temora Aviation Museum, 2016).

[129] Rebecca Love, "Nippon Times Scarf; TAM2016.153," (Temora: Temora Aviation Museum, 2016).

Table 8.2. Temora Aviation Museum Fairfax assemblage Nomenclature analysis

Category and Artefact Type	Count of Artefact Type
Category 03: Personal Objects	**4**
Glove, Aviator's	1
Goggles, Aviator's	1
Helmet, Aviator's	1
Scarf	1
Category 08: Communication Objects	**21**
Album, Photograph	1
Baptismal Certificate	1
Insignia Ribbon	1
Letter	1
Log	1
Map	3
Military Badge	5
Military Orders	1
Military Record	1
Newspaper Clipping	1
Prize Medal	1
Record, Payroll	1
Tag, Dog	1
Uniform, Military	2
Grand Total	**25**

'HULLO MUM' – TAM2016.149

TAM2016.149 (Figure 8.14) is a letter written by a son to his mother. As a piece of correspondence, the artefact is inscribed with meaning, the words may be read and message interpreted.[130] However, the interpretation required is significantly more than reading written words as with an ordinary letter. TAM2016.149 is a composite artefact. It is personal, intimate and its original objective was animation. Each of the three objects from which it is comprised are lived objects.[131] By lived I mean that each item, the handkerchief, thread and soap, have participated in an intimate relationship with their owner – Fairfax – prior to being brought together.

The first object is a handkerchief and the message written upon it reads

> Please forward to
> Mrs. J.L. Fairfax
> Camp St
> W Wya
> HULLO MUM

[130] Marshall, "The Social Lives of Lived and Inscribed Objects: A Lapita Perspective," p63.
[131] Marshall, "The Social Lives of Lived and Inscribed Objects: A Lapita Perspective," p63.

Love Jim
20/4/1945

From each corner there stems multiple strands of cotton wound together to form a rope – the second object. The four cotton ropes are all tied together to the third object – a used bar of soap through which a hole has been drilled.

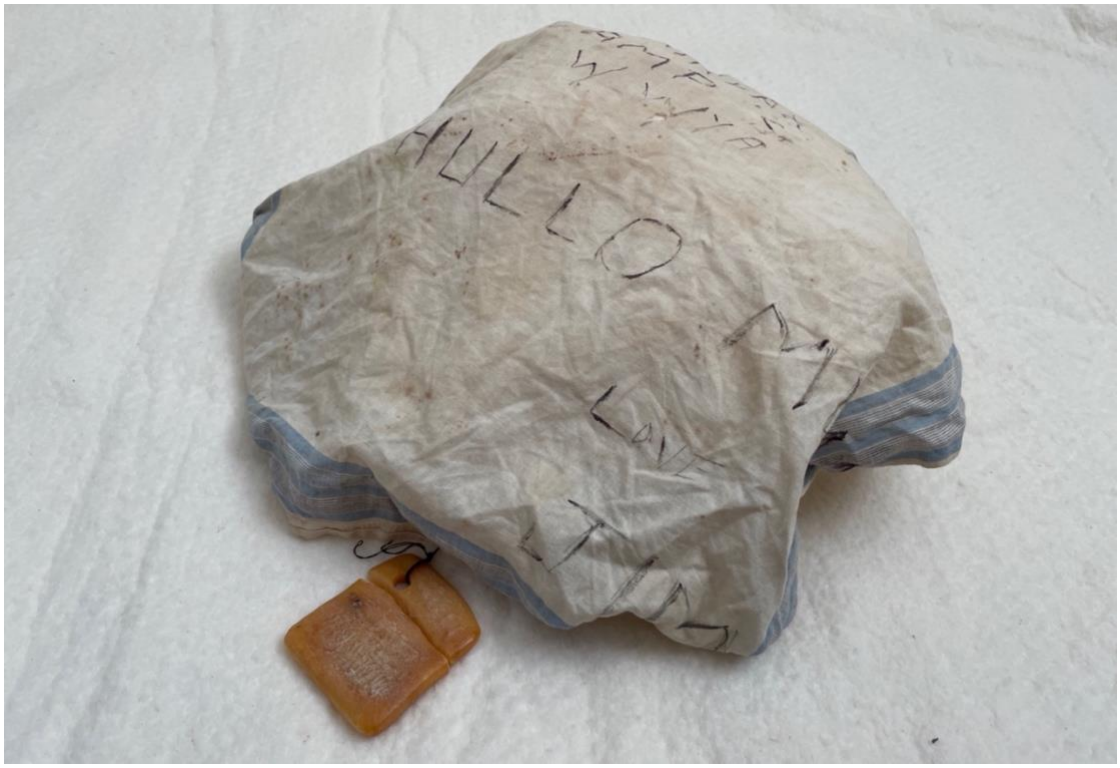

Figure 8.14. *TAM2016.149, Letter from Jim Fairfax to his mother Lyla, 20 April 1945.* (Temora Aviation Museum. Photo: Anna Williams, 2021).

Each of the three objects that form the composite artefact are intimate and share a singular and personal relationship with its architect – Fairfax. Considering this relationship heightens the artefact's affect. The handkerchief was used to mop stressed brows, dry tears and comfort a weeping nose. The thread, perhaps originating from the RAAF repair kit, or 'housewife', which was issued to personnel to undertake simple repairs to their issued clothing. The housewife was a tool of the caretaker, and the cotton contained within it was intended to fix, to bring back together, to mend tears, to repair the wounds in the cloth wrought by extraordinary and everyday events. Finally, the soap – an object that was used against the body to create a lather and wash away the day's toils. Each of these objects was intended to fix or mend, soothe and comfort.

The purpose of the composite artefact was much the same as each of the three objects from which it is comprised – to comfort. A letter from a son who has left home for the first time, who joined the air force, and gone to war. Most significantly however he was accepted as an aircrew trainee – a potential pilot. He was learning to fly, to defy gravity, and every time he donned his flight suit, cap, boots and goggles, took his seat in an aircraft and left the ground alive there was the risk he would not return the same. Fairfax, and his mother would have been painfully aware of that fact. Thus, the

message written and delivered by Fairfax is likely to have been intended to reassure her that he was ok and still close by. Evidence for this is found in Fairfax's vernacular – 'HULLO'. Given that he was awarded his leaving certificate in December 1941 having passed English, we may safely assume that the substitution of an *e* for a *u* was a considered decision and was a reflection of his relationship with his mother. Was it a running joke, the language of endearment, or blithe impertinence?[132] Additional evidence for this artefact's intention is found within another artefact from his assemblage, his Pilot Log Book, TAM2016.148. On three separate occasions – one for each flying training school and thus aircraft type he trained on – Fairfax annotated his log entries.

TAM2016.149 was an animated artefact, both in manufacture and in operation. The artefact's construction necessitated interaction with other animated objects – each wielded by Fairfax. A pen was employed to write the words, and a drill used to create a hole through which the thread was threaded. These objects are present in their absence through animation. Owing to its attachment, the soap became the weight and enabled gravity to act upon the handkerchief, transforming it into a parachute and thus facilitating delivery after the letter was dropped from the aircraft.

The final agents are Wirraway A20-539, Fairfax, and Flying Officer (FLGOFF) Brown – without which the letter would have remained immobile. In April 1945 Fairfax was posted to 8 OTU, Parkes to complete the final course of his EATS pilot training. On the 20 April the entry shows he undertook a cross country flight from Parks to West Wyalong with a passenger FLGOFF Brown. The flight took a total of 1hr 30min. The entry was annotated 'Home!!! Dropped Message' (Figure 8.15).[133]

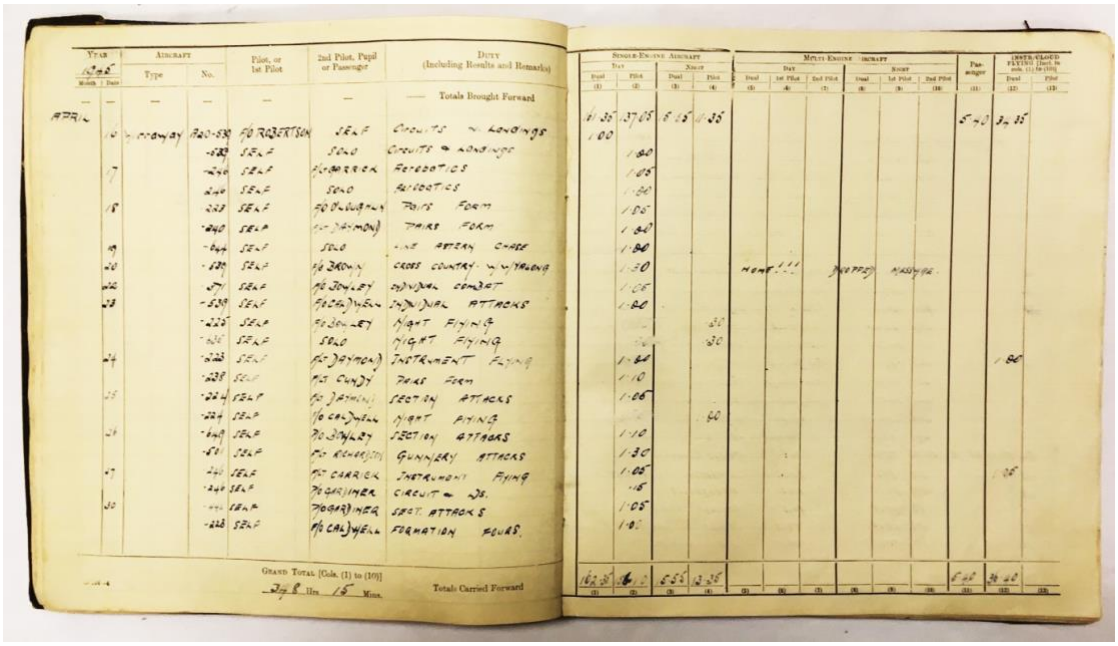

Figure 8.15. *Excerpt – James Fairfax pilot logbook, April 1945.* TAM2016.148, Temora Aviation Museum. (Photo: Anna Williams, 2019).

[132] NAA: A9301, 440066.

[133] Temora Aviation Museum: James William Campbell Fairfax; Royal Australia Air Force, Flying Log Book, James William Campbell Fairfax, No 440066 TAM2016.148.

There are two other instances Fairfax annotated his log during pilot training, including 11 February 1944 and 30 May 1945. On both occasions he wrote 'Home!!!!'.[134] On 11 February 1944, Fairfax was posted to 10 EFTS and his flight was a solo in dH Tiger Moth A17-636 and on 30 May 1945 he was posted to 8 OTU and this time piloted Spitfire Mk V A58-258 on a low-level cross country flight. A Tiger Moth does not have a canopy making it conducive to letter dropping, however as Fairfax was flying solo the action would have increased the risk of accident.[135] His visit in the Spitfire was also solo and the aircraft had the added complication of a canopy. As such I suggest that FLGOFF Brown was an active participant and enabler in the activity, either throwing the letter or flying the aircraft to allow Fairfax to act. The neighbour who reportedly found the letter and completed the delivery was also an active participant in the event.

Summary Conclusion

Fairfax, his narrative from ATC to RAAF, and his assemblage containing affective artefacts comprised of the authorised and unauthorised artefact of EATS, is an exemplary example of the museological inheritance of EATS. His unauthorised artefact TAM2016.149 is a metaphor for EATS. Comprised of ordinary and everyday intimate objects the artefact, through inscription and animation by aerial mobility the artefact is evocative and intimate.

HENRY ALBERT NICHOLSON, 413019 – TEMORA AVIATION MUSEUM

In her study of biographical objects, Janet Hoskins found that often the artefacts chosen by her informants were also containers that 'served as memory boxes' holding multiple artefacts and thus multiple memory triggers.[136] For Bruce McKenzie his drawer was such a container: when he opened it he found his uniform, papers and photographs. Each artefact triggered a memory; faces of friends, smells, and sounds; and of emotions, aircraft, and experiences.[137] For FLTLT Henry 'Harry' Nicholson, a Temora local who trained as a pilot at 10 EFTS, his memory container was a small brown Globite suitcase, with one keyed latch broken and the handle reinforced with green tape. The container encased Nicholson's large biographical assemblage of artefacts entangled by his memories of aviation. The assemblage consists of artefacts representative of his experiences before, during and post war and is an example of the privileged position regional and rural museums occupy. I begin this section with a brief introduction to Nicholson and follow it with an analysis of his assemblage donated to TAM and what it reveals of the complications of the museological inheritance of EATS.

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[134] Royal Australia Air Force, Flying Log Book, James William Campbell Fairfax, No 440066

[135] "Love Letter Death Cause," *Brisbane Telegraph*, 24 September 1949. "Pilot Lost Life Trying to Drop Love Letter," *Coolgardie Miner*, 20 October 1949. "Love Letter Costs Young Norwegian Pilot His Life," *Daily News*, 24 September 1949. Australian Associated Press, "Fatal Love Letter," *Herald*, 24 September 1949. "Flyulykke i Hakadal Krever to Menneskeliv," *Telemark Arbeuderblad*, 23 September 1949.

[136] Hoskins, *Biographical Objects*, p5.

[137] McKenzie, *My Uniform of Blue: Wartime Reflections*.

Figure 8.16. *Henry 'Harry' Albert Nicholson*.
(Temora Aviation Museum; TAM2012.30.1.).

A Temora local, Nicholson enlisted on the RAAF Recruiting Blue Train when it came to town in March 1941. Like Fairfax his elementary and service flying training were undertaken locally at 10 EFTS, Temora, and 5 SFTS, Uranquinty. Following a sea voyage to the UK Nicholson trained and then served as a flying instructor. He later undertook advanced flying and operational training where he converted to Mustangs. His final posting was to No. 64 Squadron, RAF.[138]

Post war Nicholson returned to his pre-war occupation as a watchmaker working in the family jewellery business on Hoskins Street.[139] He was also one of the founding members and an instructor at the Temora Aero Club from 1947.[140] Like Wallace, Nicholson contributed to Maslin's *Wings Over Temora*. His account of his WWII RAAF experience is inclusive of both training and operations. In his account Nicholson makes the point to address the lesser discussed aspects of pilot training such as instruction on the Link Trainer and blind flying.[141]

Nicholson Assemblage

The Nicholson assemblage held by TAM consists of 64 catalogue entries totalling 292 individual artefacts. Of these, 33 entries, equating to 34 individual artefacts, can be provenanced to 10 EFTS, and 31 catalogue entries, equating to 41 individual artefacts, can be provenanced to 5 SFTS. His assemblage is the largest I analyse in this thesis. The primary point of difference between this

[138] NAA: A9300, NICHOLSON H A.

[139] Maslin, *Wings Over Temora*, p85. "Seeing Is Believing," *Temora Independent*, 31 January 1947.

[140] "Personal," *Temora Independent*, 13 January 1947; "Aero Club in Top Gear: Many Enjoy First Flight," *Temora Independent*, 29 January 1947. "Aero Club Has Six Aircraft," *Temora Independent*, 6 June 1947. Maslin, *Wings Over Temora*, p85, p104.

[141] Maslin, *Wings Over Temora*.

assemblage and the others is that in addition to his RAAF memorabilia, Nicholson included a significant number of everyday sundry personal possessions such as bottle openers and bowties (see Table 8.3 and Figure 8.17). Twenty catalogue entries equating to 60% of the total artefact count were personal possessions or unauthorised artefacts. The large percentage of individual artefacts is primarily due to the inclusion of an album of family photographs. Of the 171 photographs in the album only 28 are photographic evidence of Nicholson's WWII experience. The remainder provide insight into his and his family's life pre and post war.

Nicholson's assemblage was donated to TAM in a Globite suitcase (Figure 8.17). It is evidence of how he himself stored the artefacts. In contrast to TRM's Wallace assemblage, there are no complete uniforms. Instead what Nicholson considered as the significant details – wings, buttons, epaulets – were detached from the original article of clothing and kept while the remainder was discarded. Perhaps Nicholson was motivated by the need to save space, the condition of the clothing, or the complication of the long-term storage of textile artefacts. Regardless, these uniform remnants are synecdoche's – they stand in for the missing whole. They may also be likened to the official RAAF practice of gifting a 'memento'. Nicholson was not alone in this practice, as I discuss in the final example in this chapter.

In addition to his issued or authorised RAAF artefacts, Nicholson included items kept in order to maintain his person and clothing including a comb and tie press. There were also artefacts owned for personal comfort including cigarette holders, a bible, diary, necklace, collar stud, and correspondence collected and sent by Nicholson to family during his service. These are the types of unauthorised artefacts referred to in RAAF repatriation reports as discussed in Chapter's 4, 5 and 7. They are also the types of artefacts that Margaret Bagwell suggests were carried by serving personnel to 'establish some semblance of normality'.[142]

Amongst Nicholson's assemblage there are two battlefield 'trophy' or 'souvenir' artefacts dated to WWII including a Deutsche Wehrmacht brassard (TAM2012.487) and Luftwaffe epaulette (TAM2012.502) (see Figure 8.18). Souveniring was a popular activity amongst service personnel.[143] Seth Givens states that collected mementoes such as these were a 'form of tourism … that proved to their family and friends they had seen the war first-hand, participated in it, and survived to tell the stories'.[144] James Seaver maintains that the artefacts souvenired by service personnel 'absorbed a multitude of personal meanings that varied by individual'.[145] These meanings were likely temporally and geographically specific, as Saunders asserts:

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[142] Bagwell, "The Diary of an American 'Doughboy'," p46.

[143] See Saunders 2007 Killing Time requested USyd 13/6 p35 Charles D. Eavenson II, "Remembering the 'Doughboys': American Memorials of the Great War," in *Beyond the Dead Horizon: Studies in Modern Conflict Archaeology*, ed. Nicholas J. Saunders (Oxford, UK: Oxbow Books, 2012).

[144] Seath A. Givens, "Liberating the Germans: The US Army and Looting in Germany During the Second World War," *War in History* 21, no. 1 (2013): p43.

[145] James Boyd Seaver, "Fighting for Souvenirs: Americans and the Material Culture of World War II" (Indianna University, 2018).

> time itself (and an individual's experiences within it) became embedded and conflated in objects… representative of several 'acquisition events' and 'manufacturing events' in time and space … The object became a record of military service in different locations, but could only be deciphered by the person who made or acquired it.[146]

Amongst Nicholson's assemblage there are also postcards and brochures he collected during his operational service with the RAF. These artefacts likely act as *aides-mémoire* and are difficult to interpret without direct translation by Nicholson – as Saunders suggests. However, their presence is valuable as evidence of his interactions on operational service overseas.

The assemblage also includes artefacts unrelated to Nicholson's RAAF service. These artefacts offer insight into Nicholson's life pre and post service. The catalogue entry that accounts for the largest artefact count is an album of family photographs. Amongst the album is an image of the 'Spirit of Temora' discussed in Chapters 3 and 5 (see Figure 8.19). Other artefacts include TAM2012.478 encompassing a Royal Australian Life Saving Society Medal, pins for the Temora Bowling and Recreation Club and St George Leagues' Bowling Club, and a badge for the Corrimal Bowling Club.[147] Additional artefacts may be attributed to the legacy of 10 EFTS, Temora, specifically photographs of the events and aircraft of Temora Aero Club (see Figure 8.20). The aircraft was one of two Tiger Moths purchased by the club.

Table 8.3. Temora Aviation Museum Nicholson assemblage Nomenclature analysis

Category and Artefact Type – Per Catalogue Entries	Count of Artefact Type
Category 03: Personal Objects	**10**
Button, Collar	1
Cap, Forage	1
Comb, Hair	1
Holder, Cigarette	1
Necklace	1
Pin, Clothing	1
Pouch, Carrying	1
Suitcase	1
Tie, Bow	1
Wallet	1
Category 04: Tools & Equipment for Materials	**3**
Brush	1
Opener, Bottle	2
Category 05: Tools & Equipment for Science & Technology	**5**
Ampul	1
Ampul, Syringe	1

[146] Nicholas J. Saunders, "Materiality, Space and Distance in the First World War," in *Modern Conflict and the Senses*, ed. Nicholas J. Saunders and Paul Cornish (Abingdon, Oxon: Routledge, 2017), p37.

[147] Anna Williams, "TAM2012.478 – Badges – Assorted Harry Nicholson," Temora Aviation Museum, https://ehive.com/collections/3983/objects/142540/badges-assorted-harry-nicholson 17 February. 2021.

Container, Medicine	1
Press, Tie	1
Shrapnel	1
Category 06: Tools & Equipment for Communication	**2**
Postcard	2
Category 07: Distribution & Transportation Objects	**1**
Bag	1
Category 08: Communication Objects	**42**
Badge, Cap	2
Badge, Identification	1
Badge, Membership	1
Badge, Military	3
Bar, Ribbon	1
Bible	1
Brassard	1
Button, Military	4
Diary	1
Discharge, Military	1
Epaulet	5
Greeting Card	1
Manual	2
Medal	1
Military Badge	1
Photograph	11
Pin, Insignia	1
Tag, Dog	4
Category 10: Unclassifiable Objects	**1**
Card	1
Grand Total	**64**

Figure 8.17. *A selection of Nicholson's unauthorised ordinary and everyday items – tie press* (TAM2012.467), *Globite suitcase* (TAM2012.510), *cigarette holders* (TAM2012.473*), bottle opener* (TAM2012.498), *and bowties* (TAM2012.485). (Temora Aviation Museum).

Figure 8.18. (Left) *Deutsche Wehrmacht brassard,* (TAM2012.487).(Right) *Luftwaffe epaulette,* (TAM2012.502). (Temora Aviation Museum.)

Figure 8.19. *The burial of the 'Spirit of 10 EFTS' officiated by 10 EFTS medical officer Dr Baden Cooke,* TAM2012.30.94. (Temora Aviation Museum).

Figure 8.20. *A17-415 Temora Aero Club Tiger Moth VH-AIL.*
(Temora Aviation Museum; *TAM2012.455*).

Summary Conclusion

Steve Gower has acknowledged that the items 'lacking' in the Australian War Memorial's WWII collection are the personal items with regional military museums having better items in some instances.[148] Nicholson's assemblage of artefacts as preserved at TAM provides an example of the privileged position of regional and rural collecting institutions. Whilst their funding is incomparable with the national institutions, they tend to have greater flexibility in collection policy, exhibition content, and also overall accessibility for donors both to their donated items and their new custodians. Accessibility relates not only to more convenient geographic proximity but that their teams are smaller, often involving volunteers, and thus offer a more personal approach.

Nicholson's *biographical assemblage* is also an example of how each object is a clue.[149] When considered together and in combination with archival and biographical sources we are able to see more of our subject and their entangled existence. Nicholson had a life pre-WWII and post-WWII, his possessions were witness to, and embody his experiences before, during, and post the topic of study. Through artefact, the legacy of Nicholson's involvement with EATS, the RAAF and RAF is

[148] Gower, *The Australian War Memorial*, p121.
[149] Turkle, "Evocative Objects," p3.

tangible. By reading into his artefacts we are able to gain a sense of the all-encompassing impact EATS had upon him as an individual.

The strength and contribution of Nicholson's assemblage to the examination of the museological inheritance of EATS is found in understanding the entanglement of artefacts with Nicholson, temporally, in everyday existence pre and post war. The final example I will examine in this chapter possesses similarities with Nicholson through entanglement through the everyday and ordinary artefact and familial relations.

ROBERT JAMIESON MCDONALD, 403948 – PRIVATE COLLECTION

Figure 8.21. *Robert Jamieson McDonald in A17-74 at 10 EFTS, Temora, 1941.*
(Private Collection. Courtesy of Konrad Gebels).

In early 2019 the grandfather of my son William had been testing out a new rissole recipe and was desirous that young William should try it. A knock came on the stairwell door that led to our apartment. Through the opened doorway was thrust a well-worn dark green enamel plate chipped at the edges and upon which sat three seaming hot rissoles, their resting juices and some stray onion. I had seen this plate before, held it, touched it, washed it off under the sink but not affectively engaged with it. Two days later a text from William's grandmother confirmed that the plate had belonged to her father FLTLT Robert 'Bob' McDonald and was part of his issued RAAF kit (see Figure 8.22 and 8.23). This interaction triggered a thought process. Why was it that some of Bob's WWII artefacts – mementoes kept in an old biscuit tin, photograph album and medals – were safely stashed away whilst others remained active participants in our everyday?

I will begin this section with an introduction to McDonald's service history. I will then engage in a discussion of the artefacts Bob retained with insight from his grandson Konrad Gebels, the present guardian of the artefacts.

Figure 8.22. *Text from Jan Gebels to Anna Williams, 27 February 2019.*

Figure 8.23. *The green plate. Bengal Enamel, June 1944.*
(Private Collection. Photo: Konrad Gebels, 2021).

Service History

Prior to enlistment McDonald was employed as a clerk and shorthand-writer for the Commissioner of Police. He enrolled in the RAAF Reserve in August 1940. Aged 24 years he enlisted on 31 March 1941 at 2 Recruiting Centre Sydney classified A_1B Fit Pilot only. He undertook initial training at 2 ITS, Bradfield Park and was posted to 10 EFTS, Temora on 28 May 1941. His training was interrupted in August when he married Marie Russell. On 4 December 1941 he proceeded to 3 SFTS Calgary, Canada for service flying training.[150] In March 1942 he was granted a commission and embarked for the UK on 12 May 1942. On arrival he undertook training at 1 OTU where he learnt to pilot the Lockeed Hudson bomber, thence to 14 Advanced Flying Unit where he trained on the Airspeed Oxford. On 23 February 1943 he was posted to the RAAF's No. 459 Squadron with whom he served

[150] POR 31- 22 Aug 41 in National Archives of Australia: MCDONALD ROBERT JAMIESON: Service Number - 403948 Date of birth - 25 May 1916: Place of birth - GLASGOW SCOTLAND: Place of enlistment - SYDNEY: Next of Kin - MCDONALD MARIE; A9300; MCDONALD R J; 5259301; NAA: A10605, 420/1.

in the Middle East conducting maritime operations until April 1944. He then served with 22 Training Group, HQ 203 Group RAF, and 21 Training Group RAF. McDonald returned to Australia in January 1945 and was discharged from the RAAF in August 1945 to return to his civilian occupation.[151]

Everyday Aide-Mémoire

McDonald, like Nicholson kept most of his artefacts together as a collection. His artefacts were kept in an old biscuit tin on which he wrote his name and RAAF service number (see Figure 8.24). When he was alive the tin was kept 'on a prominent shelf' in his bedroom.[152] All the artefacts contained within it are mementoes of his RAAF service during WWII including a penny, dog tag, buckles, Royal Canadian Air Force pendant, and safety razor blade. Like Nicholson, McDonald also removed insignia from his uniform including his original and subsequent sets of wings, buttons, RAAF badge, cap badges, epaulettes and Australia patches. There are also souvenir artefacts including pins from an aircraft flare (Figure 8.25).

Figure 8.24. *McDonald's biscuit tin container*. (Private Collection. Photograph: Konrad Gebels, 2021).

[151] NAA: A9300, MCDONALD R J.
[152] Konrad Gebels, 'interview by' Anna Gebels (Williams), 2021.

IF THIS FLARE IS NOT DROPPED
THIS PIN
MUST BE REPLACED
AUSTRALIA
AUSTRALIA
AUSTRALIA
AUSTRALIA
RAAF
RAAF
RAAF

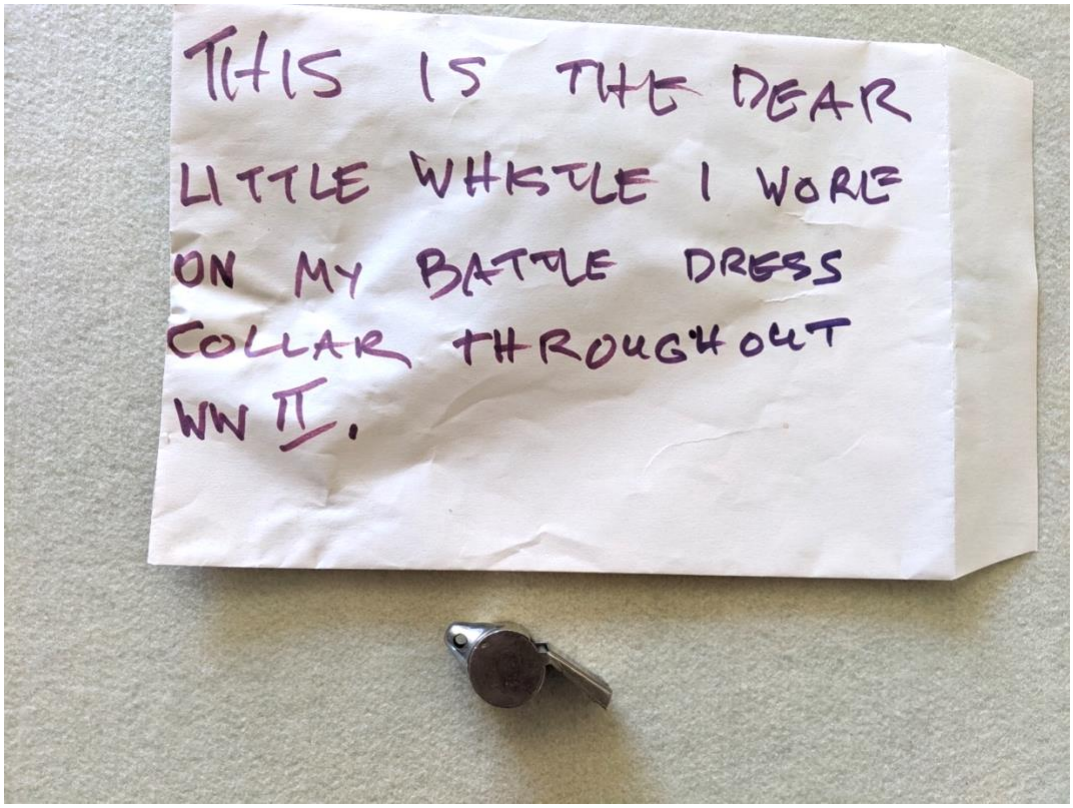

Figure 8.26. *McDonald's 'dear little whistle' worn in case of emergency on his battle dress.* (Private Collection. Photo: Konrad Gebels 2021).

Figure 8.27. *McDonald's 459 Squadron tankard, 1943.*
(Private Collection. Photo: Konrad Gebels 2021).

When asked if Bob ever considered donating the artefacts to a collecting institution Konrad remarked he didn't think he ever did, because it

> wouldn't occur to him that [they] had value to anyone else. I believe he thought that his experience was unremarkable, despite it being (by our standards) an incredibly terrible and long – 5 years without a single trip home – gap out of his life, at extreme risk to his life.[155]

Julie Dunne discusses her grandfather's 'Dead Man's Penny', a bronze memorial plaque issued by the British Government to family members whose loved ones were killed in WWI. Throughout her childhood the plaque was displayed on her grandmother's mantle. The artefact sat like 'many of the objects we choose to ornament our homes, both seen and unseen, a 'thing' that hovers on the periphery of our vision, both present and absent – invisible in plain view.' For her grandmother though it was a tangible presence of her husband, polished fortnightly as an act of remembrance.[156] In the last year or so Bob's medals, wings and an epaulet have been removed from the biscuit tin and placed in a photo frame hung on the wall alongside his photograph. In the same frame has been placed a photograph of Konrad taken during his initial Australian Army Reserve training at Kapooka Camp and a copy of the medals Konrad has received for his service alongside the equivalent uniform remnants (see Figure 8.28). The frame and its contents are a familial memorial created for private domestic space linking generations through service and sacrifice in a visual and tangible manner. The artefacts exist in peripheral vision but every now and again they become the focal point, as did Dunne's Penny, they are both seen and unseen.[157] Through the frame and its contents Konrad is brought closer to Bob and his memory of him.

When asked if Konrad would ever consider donating the artefacts his response was 'only as a package that reflected him holistically', the reason being that although the artefacts may be a 'curiosity, it's only in preserving the memory of Bob (the person) that they have meaning'.[158]

Konrad says he regrets he cannot 'see the events and memories' the artefacts hold.[159] However, he maintains that the significance of the artefacts has been transferred, because 'they were significant to Bob … even if I don't understand their meaning, they are still important to me.'[160] In the same way Konrad hopes to impart the value of Bob's artefacts to our son, William, on account that it is part of his family history.

[155] Gebels, "Robert Jamieson McDonald."
[156] Dunne, "'Dead Man's Penny'," p11.
[157] Dunne, "'Dead Man's Penny'," p11.
[158] Gebels, "Robert Jamieson McDonald."
[159] Gebels, "Robert Jamieson McDonald."
[160] Gebels, "Robert Jamieson McDonald."

Figure 8.28. *Bob and Konrad joined by service, a domestic memorial.*
(Private Collection. Photo: Konrad Gebels 2021).

Summary Conclusion

I never met 'Bob', he died in 2003 and I met Konrad in 2009. However, his name was mentioned most days and a photograph from Bob's album – his 'wheels up' landing in the Hudson hung on our apartment wall. On one of the first flying days Konrad attended at TAM he was taken for a flight in the Hudson, being the only operational Hudson in the world this was a privileged experience whereby Konrad was affectively engaged directly with his grandfather's history. However, the experience was also unique and singular. It is in the handling of Bob's biscuit tin collection of tangible artefacts, recalling the stories they embody, and speculating about those that have been forgotten, that keep Bob present. Moreover, the continuity of use of his enamel plate provides the family with a utilitarian, everyday and ordinary connection to Bob. The domestic memorial is a constant reminder to pursue this remembrance.

CONCLUSION

In this chapter I have engaged with six different assemblages and the artefacts contained within them. These examples have revealed conflicts inherent in the acquisition and interpretation of the museological inheritance of EATS. Underlying these conflicts is the 'constantly-shifting' and 'multidimensional' aftermath of conflict as evidence, perspectives, and the interpretations thereof

are made visible and invisible by subsequent generations.[161] Acknowledgement of the fluidity and multiplicity of historical interpretation by the institutions charged with the interpretation and presentation of EATS would be a significant step towards securing a more representative museological record of it.

Russell's artefacts highlight the tension felt by the individual as they join the collective, the role of the unofficial war artist, and the risks of both self-imposed and externally imposed anonymity. This tension was also exposed in the artefacts of Wallace and Paton, although in both instances the application was in hindsight and in Paton's example externally imposed, again a reminder of the fluidity and dangers of imposing the values of later generations. The assemblages of Paton and Nicholson also offer insight into the privileged position of regional collections with regards to the museological inheritance of EATS. Fairfax's assemblage offered greater insight into the impact of EATS within regional areas and also introduced the idea of the charismatic artefact created from everyday and ordinary items. The final example of McDonald provides evidence for the continued relevance of EATS 80 years after its inception, as evident in a multigenerational domestic memorial enacted through both artefact and action. The assemblages of Paton and McDonald highlight how museums would benefit from developing productive relationships with the guardians of EATS heritage that sit outside collecting institutions to fill the gaps in the material record through facsimile or digital donation, and loan.

The examples I have provided in this chapter have shown that the significance of the EATS artefact comes from connection, both in the past and in the present, but most importantly through affect embodied within artefact. From these examples I infer that the greatest challenge for the collecting institution engaged in the preservation and presentation of modern conflict, is developing a way to acquire a representative material record that will account for the fluidity demanded in the aftermath of modern conflict. Further, that access is such that the affect of the artefact – its life cycle – does not end when placed in collection but is added to through ever increasing entanglement with other humans and things.

Given the flexibility of museum displays and their temporariness in comparison to other interpretation types – memorial or outdoor interpretation signage – museums are uniquely positioned to identify, recognise, and explore this 'shifting' of the aftermath of modern conflict and the application of hindsight in their interpretation.[162] Indeed the presentation of multiple and/or conflicting narratives alongside the material record is a privileged tool unique to heritage institutions or sites. It also aids the pedagogical role of museums as the audience is encouraged to make up their own mind from the evidence presented.

[161] Saunders, "Engaging the Materialities of Twentieth and Twenty-first Century Conflict," pxi.
[162] Saunders, "Engaging the Materialities of Twentieth and Twenty-first Century Conflict," pxi.

CHAPTER 9 – DISCUSSION

> Memories of the home front exist within a complex public discourse of historical representations of war, including academic histories, literature, monuments, museums, visual arts, and the electronic media. On material, symbolic and functional levels, such representations are … open to interpretation. The cultural meanings of wartime are being constantly negotiated at the points of intersection between official commemorations, private recollections, and the re-creations of the home front in popular culture.[1]

History is vulnerable, events and their meaning are constantly being reinterpreted, renegotiated, and recreated. The discourse occurs within the sanctioned realms of academia and military history units, and produced by professional historians, amateur historians, family historians and school children. It is discussed by family and friends around the dinner table, in the advertisement breaks whilst watching television, and manoeuvred by the media. Narratives are rewritten by council historians, local history groups, and curators of local and national collecting institutions. However, perhaps the perceived vulnerability of the narrative is also strength? Perhaps the continual renegotiation and reconstruction is an opportunity for the sanctioned custodians of the past – collecting institutions and familial caretakers – to future-proof it?

Whilst staying up to date with the latest social conventions – events, social media, digital access and education initiatives – it is the artefacts the collection holds that are its greatest asset. To endure, collecting institutions must ensure that their collection is increasingly accessible and adaptable. It needs to be faithfully representative of the source community and not limited by the current dominant imposed and constructed narrative, nor the particular interests or passions of those within the institutions who hold the power. Likewise, the narrative collected should be permitted fluidity, through the collection of multiple narratives, temporally concurrent or distant, similar or oppositional. This will allow the collecting institution the flexibility to adapt to future demands.

EATS was a cooperative and multinational effort. In Australia it is an exemplary example of the Nation's involvement in total war as it intruded upon domestic space. As I have argued, the EATS narrative far exceeds the stories of aircrew and their instructors. To operate, each school required a diverse range of skill sets as evidenced by the significant number of musterings listed in the establishments of 10 EFTS and 5 SFTS and exemplified in the ground crew training system as published in 1945.[2] Extracurricular activity and community, artistic and athletic outlets afforded additional evidence for the expansion of our understanding of the artefacts of EATS beyond the

[1] Darian-Smith, "War Stories," pp137-8.

[2] National Archives of Australia: RAAF Headquarters - CAS [Chief of Air Staff] (Organisation) - Issue File - Establishment - Number 5 Service Flying Training School, Uranquinty; A705; 231/9/460 PART 1A1 ATTACHMENT; 3330898.ESTABLISHEMENTS AND AIR WAR EFFORT 1945 Air War Effort, 10th edition: AWM123; 1064, 859964. NAA: A10605, 421/1; 30677189.

issued kits and tools required for mustered roles. Indeed, through analysis of the archival record and museological inheritance of the Scheme I have demonstrated that, as evidence of modern conflict, the artefacts of EATS extend far beyond aircraft, aircraft components and the memorabilia of aviators. They encompass ordinary and everyday artefacts, each representative of a unique narrative.[3] By actively pursuing workforce diversity in the composition of their collections, institutions will increase the narrative potential and thus their flexibility to adapt to present and future demands. More significantly however the collection, and thus narrative available for presentation, will be more representative.

The aim of this project was to unite the written and archival history of EATS with its collected heritage in order to provide a comprehensive account of EATS as enacted in Australia. What has become apparent is that a multidisciplinary approach – conflict museology – is required to approximate even the most primitive understanding of an undertaking such as EATS. EATS is just one way that Australia's involvement in total war manifested but its legacy is one of the most enduring. The archival history of both 10 EFTS and 5 EFTS demonstrates the complexity of its impact, from resumption of residential and agricultural land for militarisation, to support through social activity, services and supplies. Analysis of the museological inheritance of EATS has revealed elements of the Scheme that are not captured elsewhere such as the cultural manifestations through emblem and motto. Comparison of the archival record with the museological inheritance has highlighted the impact of bias and a hierarchy of values practiced by both institutions and the donors themselves. Consideration of the legacy in landscape, memorial and performative remembrance practices have revealed the complexity of a temporal entanglement of the Scheme with the present. Furthermore, the adoption of lifestyle and use of the participation in the Scheme has also been a historical tether upon which to attach, create and legitimate identity.

In this final chapter I bring together the findings of this thesis and gesture toward areas for future research. I begin by discussing the idea of embracing Empire in recognition of a more inclusive Australian EATS narrative. I continue with a comment on the hierarchy of military service and sacrifice and how, although operational posting of personnel was not within their control, the service of the majority of those who served on the home front is not valued as highly as those who were posted overseas. I then discuss how both case studies are examples of the persistence of pre-war intent for the land and the entangled social and material legacy of EATS. I conclude with a final word on performative remembrance practices and argue that the most effective artefacts are those that are operationally affective.

[3] Schofield, *Aftermath*, p3.

A Counterintuitive Approach – Embracing Empire for Inclusion and Looking to the Detail for the Big Picture

Historians Kate Darian–Smith and Paula Hamilton have described how Australia has been preoccupied with defining a national identity by claiming a past.[4] While this was first undertaken by remapping, renaming and usurping Aboriginal possession of the land, the exclusive practice is systemic.[5] In the context of EATS this paradigm has resulted in a politically motivated and exclusive narrative of EATS whereby the Australian experience of war in the air was divorced from Empire and the primary purpose of the Scheme has been misattributed. As discussed in Chapter 1, historians have implied that the purpose of Australia's participation in EATS was to form and operate Article 15 Squadrons populated exclusively by Australian personnel, an outcome that never eventuated. The actual purpose of the Scheme was the implementation of a cooperative British Empire air force training program on the home front, which would result in an exponential increase of Australian air power, an outcome that was realised. Further, in their efforts to claim the unique Australian EATS narrative through the operational history of its graduates serving in Article 15 Squadrons, some military historians have worked to further divorce the Australian experience from Empire and thus the RAF. This has meant that the service and sacrifice of RAAF personnel who served with the RAF, and those who served on the home front, has often been overlooked. In this section I explore how, when we embrace the narrative of Empire instead of excluding it, we lay claim to a more inclusive version of the Australian experience of war in the air. I also discuss how the purpose of the Scheme became more visible following the analysis of the small detail as provided in its archival and museological inheritance.

EATS was the result of the natural evolution of the relationship between the air forces of the British Empire. The objective of the Scheme was to increase the collective air power of each of the four participating Dominions through the rapid expansion of their workforce by establishing a common and efficient training organisation. The cooperative training program saw a sharing of knowledge and resources – human and material. In Australia this resulted in the militarisation of vast tracts of land and the establishment of both formal and informal industry and civilian partnerships. Revisiting the archival and museological inheritance of 10 EFTS and 5 SFTS has drawn attention to the scale of cooperation which was enacted between individuals, within schools, areas of command, and nations to extended internationally. At 10 EFTS and 5 SFTS there is evidence for the significance of these partnerships in the archival record and legacy retained in the landscape. In Temora it is exemplified by the School's relationship with council, while in Uranquinty it manifested as community support to improve the quality of life for serving personnel through activities such as construction of the swimming pool. Similarly, the legacy of the relationship established between 10 EFTS and Council has continued to affect contemporary practices on the airfield, including activities at TAM and with the RAAF in the form of aerial displays and No. 100 Squadron, Temora Flight.

[4] Darian-Smith and Hamilton, "Introduction," p2.
[5] Darian-Smith and Hamilton, "Introduction," pp2-3.

During WWII Australians responded to the call of Empire to serve alongside their Dominion fellows. As I have discussed, local historians, local communities and local collecting institutions have recognised the impact of Australia's participation in EATS for the communities in which EATS schools were established. Over the last 80 years they have revisited their participation through narrative history, exhibition, media article, reunion, memorial, interpretation signage, pamphlet, conversation and event. Both Temora and Uranquinty have laid claim to their part in supporting the increase of Australian air power during WWII by participating in EATS. Neither of these towns have worked to exclude Empire from the narrative it is simply presented as part of their story.

The mythology and romance of the WWII aviator is largely centred around the solo fighter ace, a romantic construction designed to drive recruitment. Given it is near impossible to deny the allure of the handsome and courageous aviator, the construction has been so effective that it has cast a shadow on the presentation and recording of historical events. However, as dark and lonely as the skies may have been, prior to wheels up and upon a successful touch down, the aviator stood shoulder to shoulder with a team of ground crew. With the exception of the airborne events, as I have demonstrated through the analysis of the establishments of the two case study schools, the actual narrative of the solo fighter ace is a narrative of the collective. It begins with the recruiting and instructional staff, drill, theory, and flight simulator lessons, then the first flip with a flying instructor. It involves the fitters servicing the aircraft, the stores clerks providing equipment, the cooks preparing food, administration recording and communicating, and packers carefully folding parachutes. Also enlisted were the council clerk's communication with the Department of Air and Commanding Officer, the local residents who invited personnel to their homes for weekend reprieves, the milk delivery driver, bar tenders at the local watering hole, and civilians who attended fundraising activities at the local swimming pool, and the town and dance halls. It also involved those who remained at home, who sent and received letters, and never gave up hope that their loved ones would return.

Analysis of the museological inheritance and legacy of EATS has revealed evidence of the collective effort as manifested in artefacts. As Ian Hodder has identified, existence is performed in relationship, and the co-dependent relationships between things and humans and the variations thereof, are connected at multiple points – the result is a web of infinite entanglement.[6] While analysis of the narrative and archival histories of the two case study schools revealed their social complexity, examination of the artefacts of EATS exposed detail of the School's cultural capital that were absent from the archival record. The significance of the culture of collective effort is embodied in artefacts such as the 10 EFTS motto 'Co-operation Shapes our Destiny' as revealed on the regalia sash, the motto of A Flight, or the camaraderie of the WAAAF as read in Paton's (nee Cooper) book of poetry. Additional artefacts include Fairfax' letter to his mother, the 'Spirit of 10 EFTS', and the 'Quinty cup. Their retention into the present highlights their significance. However, the undocumented provenance of the majority of these artefacts brings into focus not only the risks posed to material culture and the responsibilities of collecting institutions in maintaining detailed

[6] Hodder, *Entangled*, p111.

collection records, but also the potential for similar artefacts that may remain in private collections. Most significantly, however, it emphasises the value of adopting a multidisciplinary approach when compiling the history of modern conflict. Demonstrating the value of such an approach – encompassing history, archaeology and museology – is one of the scholarly contributions made by this thesis.

The museological inheritance of the case study schools is furthermore not representative of the diversity of musterings within the RAAF, instead betraying a strong bias towards pilots. To rectify this imbalance, collecting institutions would benefit from a more statistical and targeted approach to acquisitions. Whilst we need to continue to collect the artefacts representative of the romance of the air, we need to be more attentive to what is considered the ordinary and everyday artefacts of modern conflict given that they are an equally significant part of its larger history. Gesturing to future research and collecting opportunities, my thoughts turn to the recording, preservation and presentation of artefacts and experiences in today's RAAF. This approach needs to extend beyond consideration for built heritage and landscape features, to moveable heritage and encompass intangible elements and air space. Moreover, attention should be given to how we factor in the elements that were integral to the EATS experience such as the support of, and interaction with, the local community.

Recognising Sacrifice and Service

It is not insignificant to note that in 2022 the Department of Veterans' Affairs (DVA) continues to value overseas operational service during WWII above operational service on the home front. Despite dwindling numbers of WWII veterans, the overwhelming majority who served on the home front are not granted a gold card which provides them with cover for medical expenses and access to additional services and financial support.[7] When individuals volunteered to serve with the RAAF during WWII they surrendered their autonomy to the Australian Government, who posted them where they were required. The contribution of those who posted to the home front is still not valued as much as those who served:

- For a continuous three months in the Northern Territory about 14.5 degrees south latitude. This covers service in and around Darwin during the period of Japanese air attacks
- In other areas of Australia that were subject to enemy attack [who] … need to provide a statement describing how [they] incurred danger from hostile forces of the enemy.[8]

Yet some made the ultimate sacrifice and their lives were lost on the home front.

Collecting institutions charged with the preservation and presentation of the narrative of service during WWII have an opportunity to influence the way that military service is valued. By collecting and presenting artefacts that are more representative of the actual events, it legitimates and

[7] Department of Veterans' Affairs, "Veteran Gold Card," Australian Government, https://www.dva.gov.au/health-and-treatment/veteran-healthcare-cards/veteran-gold-card. 9 April. 2020. Department of Veterans' Affairs, "Qualifying Service," Australian Government. 3 November. 2021.

[8] Department of Veterans' Affairs, "Qualifying Service".

validates their experience. My motivation is both to encourage the donation and retention of a more realistic and holistic narrative of modern conflict. This approach will ensure that, firstly it is not lost, and secondly that sacrifice and service is recognised as worthwhile regardless of whether or not those individuals were involved directly in the infliction of deadly force. Indeed, in a technologically dependent force such as the RAAF, few personal are directly engaged in combat. Shifting the focus from the number of sorties flown and kills made, to a narrative of partnership, community support, education and infrastructure development, will work to dissuade and discourage the myth of the glorification of warfare and shift it to the values of defence as currently practiced. The narrative of service and sacrifice that occurred on the home front is as worthy of attention as events that occurred in the skies over Europe and Papua New Guinea.

Intent, Legacy, and Entanglement

Participation in EATS was part of a continuum. Humans and things – artefacts and landscape – existed prior to and after the event. The state of total war was considered an episode which would come to an end. Personnel enlisted for the duration, meaning that the war was compartmentalised into 'a neatly boxed section' of their lives.[9] WWII military airfields were considered 'transient settlements', the structures were built 'for the duration' and were not intended for long-term reuse.[10] Australia was in the process of expanding its aviation infrastructure as WWII broke out. Participation in EATS saw the development of new airfields but perhaps more significantly the improvement of existing airfields. In the post war period, the upgraded assets were reintegrated into civil aviation networks. In both case studies the majority of buildings were removed but the basic airport infrastructure – runways, taxiways, drainage, approach, streetscapes – have endured. Given this persistence it is interesting to consider the concepts of intention and legacy. Specifically, how historic intention has shaped the legacy of EATS. I will first discuss the human intent and legacy, then move to intent and legacy in the landscape.

The majority of service personnel enlisted for the duration. Service was a chapter in their lives to which they brought their pre-existing lifeworld.[11] It shaped their experience and likewise their lifeworld was shaped by the experience. Looking at the example of Elsa Russell, her artistic practice was incorporated into her daily practice in the WAAAF. Equally, the subject of her art was influenced by what she saw – each feeding the other. Her family describe how her vernacular and mannerisms were forever altered by the experience – a legacy of her service. Similarly, the experiences of Nicholson, a Temora local who enlisted in the RAAF in 1941, learnt to fly at 10 EFTS and obtained his wings at 5 SFTS.[12] Post war he became involved in legacy activities including the Temora Aero Club and 10 EFTS reunions. In Russell's case, service saw her record her experience as it occurred, creating a material interpretation of the event then retain the artefact which was donated to the Australian War Memorial. Nicholson kept his artefacts together – every day and ordinary items,

[9] Darian-Smith, "War Stories," p145.
[10] Lake, "Historic Airfields," p179, 84.
[11] Buchanan, "Lifeworld."
[12] NAA: A9300, NICHOLSON H A.

identity discs, items of uniform, photographs and souvenirs. These were later donated to TAM by his son Peter. The intention of these two individuals was to serve for the duration, however their participation, influenced the event, created both a material legacy and lifeworld legacy that has persisted beyond their mortal existence.

The intention or purpose for landscape or place also exerts influence over the potential legacy. Both case studies provide examples of how the historic intention for place influenced the legacy of EATS enacted post war. Prior to the outbreak of WWII the site of 5 SFTS was valued as a farm, as a site of agricultural productivity to support a family and their home. When the RAAF relinquished their claim to the land those values were applied again. In Temora the land was also originally employed for agricultural purposes in support of a family. However, the communal intention was that it should become a site for the participation in aviation – which they actioned through the construction of an aerodrome. Prior to the RAAF's disbandment of 10 EFTS the Council sought to maintain its aerial intentions. In both examples the primary intention of place influenced the post war activity, with Temora embracing airmindedness and building upon the legacy of 10 EFTS to create a productive aviation community, and Uranquinty reverting to farmland.

However, an unexpected consequence of the continuation of historic intent also produces a counterproductive legacy enduring in the landscape. At Uranquinty the tangible legacy is greatest with significant built and surface remnants remaining in situ. While at Temora development of the aviation infrastructure at the site has rendered the footprint of 10 EFTS almost invisible. Yet what has persisted in Temora are the intangible legacy and affective elements of the Scheme. Specifically, the community of aviators that inhabit the estate, who work and volunteer at the museum, the transient community who arrive and depart for special events, the veterans, their families and descendants who donate artefacts to the Museum and continue to visit. Likewise, TAM has built relationships with stakeholders which could be considered a reignition of those held by 10 EFTS – Temora Council and the local community. However, the reoccupation of the site by the RAAF in the form of 100 Squadron, Temora Flight could be regarded as the most significant legacy action as I will discuss in the next section.

Affective to be Effective

Scholar Margaret Wetherell reminds us that affect is not limited to the emotional or 'physical disturbance and bodily activity' of the animate world but it also involves the inanimate world – 'the sun affects the moon, a magnet affects iron filings, and movement of waves affects the shape of the coastline'.[13] In the same way each component of a machine affects the other, acting upon it to provoke a physical disturbance and activity in response. The motion of the machine is thus powered to affect the animate, as historian and mobilities scholar Mikke Thelle assert, movement can see us moved.[14]

[13] Wetherell, "Introducing Affect," p2.

[14] Mikkel Thelle, "Feeling Motion: Revisiting Mobility History Through Affect and Emotion," *Mobility in History* 6, no. 1 (2015): p64.

There are a host of ethical dilemmas concerning the operation of functional artefacts held in museums and the restoration of the artefacts to enable their mobility.[15] Most significantly the long-term preservation of an artefact is considered to be compromised when it is returned to a functional state.[16] Restoration sees treatments applied to ensure ease of movement and worn components are removed and replaced, meaning that the artefact is no longer authentic and no longer complete. However, Keene suggests 'in a sense the object is not complete unless its function can be fully appreciated'.[17] Offering the example of musical instruments she notes that of the 4000 early stringed instruments in the UK only 40 remain unrestored.[18] Recorded music played through the best sound system cannot compare to being in the presence of an artist wielding their instrument in the flesh. Musical instruments are altered by each use.[19] However artefacts are also altered by inactivity and despite the best preservation efforts components degrade over time, as the material world has a finite lifespan.

Whilst there is still risk for the static artefact it is significantly less than its operational counterpart. However, within museum collections and the interpretation thereof, there is a place for both the static and operational artefact. While the artefact's original use remains within living memory its operation can have the greatest interpretative impact. As such, whilst it is practical it is worthwhile permitting use. Most specifically because the bodily response to a Pratt & Whitney Wasp engine kicking up cannot be matched by the sound and light show inside the four walls of a museum. As John Bowditch, former Curator of Industry at the Henry Ford Museum has observed,

> Visitors to museums which have both static and operating machinery exhibited have the same reaction; they quickly pass with little notice the machinery that stands idle and yet stand transfixed by that which moves. Motion is truly the soul and spirit of the machine.[20]

Displays of air power, in the form of air shows, air pageants, air displays, or air tattoos were – and remain – a key method for generating interest in, and support for, air forces. Scholars such as Brett Holman, Leigh Edmonds, and Ian Watson have discussed how aerial performance was used to instil airmindedness. Matthew Rech and Peter Adey have drawn attention to how it was also employed as a military recruitment tool.[21] However, in this thesis I have discussed the display of historic military aircraft as tools employed by air powers. This activity cannot be considered a display of air power but is instead an expression of identity and an act of legitimation. It is a way that the air power performs an affective temporal connection, as the airspace – unchanged to the naked eye – is

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[15] Keene, *Fragments of the World: Uses of Museum Collections*. p33-4. Bowditch, "Motion: The Soul of the Machine." 1991.

[16] Clavir, *Preserving What is Valued*, p62-3.

[17] Keene, *Fragments of the World: Uses of Museum Collections*. p28.

[18] Keene, *Fragments of the World: Uses of Museum Collections*. p32.

[19] Keene, *Fragments of the World: Uses of Museum Collections*. p33-4.

[20] *Bowditch, "Motion: The Soul of the Machine." 1991.*

[21] Watson, *The Royal Air Force at Home*, p11. Matthew Rech, "A Critical Geopolitics of Observant Practice at British Military Airshows," *Transactions of the Institutie of British Geographers* 40, no. 4 (2015): p539. Adey, *Aerial Life*, p26. Holman, "The Militarisation of Aerial Theatre," pp2-3. Rech, "A Critical Geopolitics of RAF Recruitment," pp114-55.

occupied in the present as it was in the past. As a contemporary air power the RAAF is not unique in this venture as the Royal Air Force (RAF) and United States Air Force (USAF) each own and operate a heritage fleet – the Battle of Britain Memorial Flight and the USAF Heritage Flight respectively.[22] Whilst not unique it is rare as the operation of 'warbirds' is typically the domain of civilian operators and neither the EATS partners, the Royal Canadian Air Force nor the Royal New Zealand Air Force, possess a dedicated operational heritage fleet.

For aviation heritage sites, operational artefacts are dynamic tools of remembrance and affective interpretive methodologies. For the spectator the sight, smell and sound of WWII engines starting up, taxing down the runway and lifting off the ground provides a personal immersive and truly phenomenological experience. For veterans such as Lloyd Jeffree who went for a flip in A17-691 or John Curtis who ventured to the Lewington farm for the 5 SFTS reunion with TAM CEO Kenny Love in A20-653, the experience is particularly potent. As veterans pass away collecting institutions can shift their focus to establishing or strengthening relationships with their family members and thus maintain living human–thing relationships. However, attention will soon turn to the experiences of those who served in the interim years, the wars in Korea and Vietnam and more recent conflicts. How can the historic fleet provenanced to these periods be employed in service of these veterans whist they are still living and able? How do we record memory of modern conflict that is not as encumbered by the politics of hindsight and create a safe space for multiple narratives to exist?

There are two key areas for future research that arise from this observation. The first is performative aerial memorialisation as practiced by the historic flights of air powers. There is significant scope to research the development of these collections and the impact of their deployment for entertainment, recruitment, reunion, commemoration and remembrance activities. Research could encompass the restoration and maintenance of the aircraft, the modifications if required to allow for continual use and comparison of historic versus contemporary flight manuals. The second area concerns the community of aircrew and ground crew – the interactions between former and currently serving personnel as inspired by the aircrafts' operation, and the civilian and military partnerships formed to operate and maintain the historic flights. How many of those involved are former service personal or have familial ties to the RAAF? Of the ground crew who maintain and manage the aircraft, and the pilots who operate them, what were their motivations for getting involved with historic aircraft? What are the interactions they have had with veterans, or youth the future generation to serve as inspired by their relationship with historic aircraft? The third future research opportunity is a case study of private investment and entrepreneurship seeding the preservation of historic government assets and the role that civilian interest groups play in the preservation of history and retention of cultural capital. This area extends well beyond military aviation history, to all areas of history. However, given the nature of aviation as an inherently risky

[22] Air Force Heritage Flight Team, "Air Force Heritage Flight," https://www.airforceheritageflight.org. 17 November. 2021; United States Air Force, "Air Combat Command – Air Force Heritage Flight Program Media Page," https://www.acc.af.mil/Units/Aerial-Events/Heritage-Flight/. 17 November. 2021. Royal Air Force, "Battle of Britain Memorial Flight," https://www.raf.mod.uk/display-teams/battle-of-britain-memorial-flight/. 17 November. 2021.

activity, and the significant cost involved in their operation, the complexity of the study increases its importance.

CONCLUSION

Since the outbreak of the Covid-19 pandemic in 2020, most Australians have spent a lot of time walking in our local neighbourhoods. I wonder as day after day we tracked the same paths how many previously unseen and/or dismissed memorial plaques, statues, murals, or nameplates affixed to a wall, marker, or park bench, became focal points. On those well-trodden paths what did we learn about our area, those who lived there before us, and those who acted to observe memory with a physical presence – a memorial? How many of those plaques and memorials will become invisible to us again as life resumes its usual pace or will they stay visible? Heritage and museums scholar Rodney Harrison has observed that given significance is culturally determined, at some point the places, artefacts and practices that were previously,

> identified, preserved and managed as 'heritage' will … cease to be relevant to contemporary and/or future societies, or come to represent values which are no longer considered pertinent or sustainable.[23]

Eighty years after the formation of 10 EFTS and 5 SFTS, the memory of both schools remain participants in community identity, particularly in the case of Temora. However, I wonder at what point they will be forgotten? Certainly, whilst Temora Council and the Temora community identify as airminded, and work to maintain aviation as a dynamic industry, they will continue to draw upon EATS as a method of historical legitimisation. Meanwhile at Uranquinty, given the sites return to agricultural use, I wonder once the activities of the RAAF at Uranquinty are no longer within living memory how long the ephemeral signs of memory and displaced memorial will endure?

[23] Rodney Harrison, "Forgetting to Remember, Remembering to Forget: Late Modern Heritage Practices, Sustainability and the 'Crisis' of Accumulation of the Past," *International Journal of Heritage Studies* 19, no. 6 (2013): p580.

CONCLUSION – 'CO-OPERATION SHAPES OUR DESTINY'

A multidisciplinary approach is essential to fully comprehend the complexity of EATS and its legacy. It is found in the details of the archival record, embedded in the landscape and embodied in artefact. To form a representative and inclusive account of EATS these three source types, in conjunction with human account, are essential, and without which the version written will be dependent upon the long recycled and exclusive grand narrative. The exclusive narrative misses the majority of the personnel who participated in EATS – groundcrew. The guardians of EATS heritage and its interpretation would occupy a more favourable position in relation to catering to the fluidity of history and its interpretation if they deepened their understanding of the EATS workforce and the 'things' they used. Specifically, who were the humans who were part of EATS, what did these humans do and what 'things' did they use to do it. When we understand this then collecting institutions can target their acquisitions accordingly to include more of the ordinary and everyday artefacts of modern conflict. Moreover the methods I have foreground in this thesis can be applied to the museological inheritance of any subject involving humans and their things to rectify imbalance in the artefactual and thus potential narrative record.

In her interview for the Air Force Centenary series 'Our Air Force, Our People' aircraft engineer and pioneering RAAF test pilot Wing Commander Robyn Clay-Williams referenced the Fisher's diversity index,

> the greater your diversity, the greater your adaptability … the more diverse people you've got within your team the better you're able to adapt and cope with changing situations.[1]

As I see it, EATS was the precedent for diversification and thus adaptability and strengthening of the RAAF. EATS was a cooperative effort as peoples from four nations under a Commonwealth banner, each with a unique identity, surrendered their differences to train and serve together. As enacted in Australia this saw country folk mixing with city folk, men with women, all working together to 'achieve a common end'.[2] By leaning into this narrative, and recognising and embracing the tradition of cooperation – multinational, national, state, local – we can find a solid foundation upon which to move forward. To strengthen the present for the future we need to discard the tradition of advocating the singular hero narrative in favour of the narrative of collaboration and shared achievement.

The most affective narrative of the RAAF during WWII is found in two corresponding loci – the collective and the individual. First in recognising that military aircraft do not become airborne solely by the actions of their aircrew, it is a team effort. To exponentially expand the RAAF Australia

[1] Royal Australian Air Force, "Robyn Clay-Williams," Royal Australian Air Force, https://airforce2021.airforce.gov.au/people/robyn-clay-williams. 6 December. 2021.

[2] 13 February 1940 to R.G. Menzies NAA: A2910, 406/4/1.

obtained help from the United Kingdom – the training program and the technology – and likewise Britain turned to the Commonwealth for support – personnel. While historians have condemned Australia's partnership with the United Kingdom they have celebrated the partnership with the United States of America – yet both partnerships were mutually beneficial, both saw financial, material and human investment and involved significant risk.

The second affective narrative of the RAAF during WWII is found in the stories of individuals, recognising the contribution of the parts of each 'small cog' in EATS.[3] Each and every service person, from fitter, nurse, cook, butcher, clerk, driver motor transport, cinema operator, general hand, wireless operator, doctor, pilot, and navigator had an important role to play. The narrative of EATS is found in the experiences of ground crew like Bert Brownlie who served only on the home front and pilot Robert McDonald who flew with Coastal Command in the Middle East. It is owned by WAAAFs Margo Cooper and Elsa Russell. It is in the records and memoirs of Alan Walter Hubbard, Sydney Keith Bown, Peter Illbery and Cyril Plisch. Australia's participation in EATS resulted in the growth of the RAAF from a strength just shy of 4000 personnel at the outbreak of war to expand to the fourth largest air force in the world at its conclusion. This is not a narrative of a colonial and sabotaged underling, it is a narrative of extraordinary organisational strength, individual contribution, service and sacrifice to achieve collective air power. This narrative is tangible and affective, it is embodied in artefacts kept in biscuit tins, hidden in drawers, and occasionally for sale on eBay. It is discussed over the dinner table, on social media and in the press. It is also kept in darkened storage rooms and placed on display in local museums and national collecting institutions and operated by RAAF 100 Squadron.

EATS was an agreement made between four nations to work together to achieve a common goal. The notion of cooperation ran through the agreement, was enacted through operations, through training within each Dominion air force, and within each school as exemplified in the motto of 10 EFTS. 'Co-operation shapes our destiny'.

[3] 11 June 1941, Squadron Leader C.H. Simpson to Mr Williams Town Clerk, Temora Bundawarrah Centre: Local Government VIII: 1743: 144.

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APPENDICIES

APPENDIX 1: ORIGINAL AGREEMENT[1]

Memorandum of Agreement between H.M. Governments of the United Kingdom, Canada, Australia and New Zealand relating to training of pilots and aircraft crews and their subsequent service.

1. It is agreed between the Governments of the United Kingdom, Australia and New Zealand that there shall be allocated in accordance with Articles 14 and 15.

2. This agreement shall become operative at once and shall remain in force until 31st March, 1943; unless, by agreement between the Governments concerned, it be extended or terminated at an earlier date.

3. The Government of Canada will act as administrator of the scheme for itself and the other Governments concerned, as hereinafter provided, and it is understood that the undertakings given herein by the Government of Canada to the other Governments concerned are respectively subject to the due performance on the part of such Governments of their several undertakings given herein in support of the scheme.

4. The Government of Canada acting as administrator as aforesaid will take the measures it considers necessary for the setting up of an organisation which, when fully developed, will be capable of completing the training of the following numbers every four weeks:-

Pilots (Elementary flying training) …. 520
Pilots (Service flying training) ……. 544
Observers …… 340
Wireless operator-air gunners ……. 580

The Government of Canada will, moreover, endeavour to complete the organisation it considers necessary to give the above outputs so as to accord as nearly as may be found practicable with the programme of development set out in Appendix I.

1. (a) The Governments of Australia and New Zealand will endeavour to send from time to time enough pupils for training to Canada to keep filled the following proportions of places in the appropriate training schools, as shown in Tables A, B and C of Appendix I, which proportions will be allotted to them for this purpose:-

[1] Appendix 1 "Memorandum of Agreements Between the Governments of the United Kingdom, Canada, Australia and New Zealand about the Training of Aircrews in Canada and their Subsequent Service. Appendix I in AWM54; 81/4/204; 456801.

Australia

Pilots (Service flying training) …… 2/16ths

Observers …….. 1/10th

Wireless operator-air gunners …….. 1/10th

New Zealand

Pilots (Service flying training) …… 1/16th

Observers …….. 1/10th

Wireless operator-air gunners …….. 1/10th

(b) The Government will endeavour to provide from time to time enough pupils for training in Canada to keep filled the following proportions of places in the appropriate training schools as shown in Tables A, B and C of Appendix I, Government of the United Kingdom under the provisions of clause (c) hereof:-

Pilots (Elementary flying training) ……. The Whole

Pilots (Service flying training) …….. 13/16ths

Observers …….. 8/10ths

Wireless operator-air gunners …….. 8/10ths

(c) The Government of the united Kingdom may send and the Government of Canada undertake, as administrator of the scheme to receive pupils for pilot and observer training in Canada in numbers not exceeding ten per cent of the intake of the elementary flying training schools and air observer schools in Canada; and in addition the Government of the United Kingdom will endeavour to send and the Government of Canada undertakes as administrator of the scheme to receive pupils for training in Canada in sufficient numbers to keep filled any deficiency in the supply of such pupils from Australia New Zealand and Canada. The numbers sent by the Government of the United Kingdom may also include pupils from Newfoundland.

(d) The numbers, and the categories of pupils sent, may be varied from time to time by agreement between the Governments concerned.

(e) It is agreed that if the Governments of Canada, Australia and New Zealand fail to keep filled the training places allotted to them respectively they will nevertheless bear their full respective shares of the costs and expenses as provided for in Article 10.

6. Pupils sent for training in Canada under the provisions of Article 5 will receive pay, allowances and other emoluments in accordance with the provisions set out in Appendix II to this Agreement.

7. The training to be given shall be in accordance with the syllabus of instruction laid down for each similar course of training in the United Kingdom.

8. To assist in the carrying out of the training scheme, the Governments of the United Kingdom, Canada, Australia and New Zealand will lend personnel in such ranks and in such numbers as may be agreed upon with the Government of Canada as administrator of the scheme.

9. The share of the cost of the scheme borne by the Government of the United Kingdom will take the form of contributions in kind, to be delivered at such times and in such numbers as may be required

for the efficient carrying out of the scheme in accordance with the programme of development set out in Appendix I as follows:-

(a) Engines for Moth airframes manufactured in Canada up to a maximum of 50% of the total number of aircraft required for the initial equipment and immediate reserve establishments for the full training capacity, in accordance with Appendix I, of the elementary flying training schools.

(b) All the Anson aircraft (without wings) that may be required for the initial equipment and immediate reserve establishments for the full training capacity, in accordance with Appendix I, of the advanced flying training schools, the air observers schools and air navigation schools.

(c) All the Battle aircraft that may be required for the initial equipment and immediate reserve establishments for the full training capacity, in accordance with Appendix I of the bombing and gunnery schools and the air armament school.

(d) The appropriate initial stock of spare parts for the running maintenance of the airframes and engines supplied under the provisions of clauses (a), (b) and (c).

(e) Such number of airframes and engines as may be required from time to time to replace the wastage, resulting from loss or damage beyond economical repair, of the airframes and engines supplied under the provisions of clauses (a), (b) and (c).

(f) An appropriate stock of spare parts for the running maintenance of the airframes and engines supplied under the provisions of clauses (a), (b) and (c).

(g) 533 Harvard airframes, 666 Wasp Engines and the appropriate share of the stock of spare parts, which have already been ordered for use in advanced flying training schools.

In addition, the Government of the United Kingdom will bear the cost of packing, loading and transporting to Canada the airframes, engines and equipment to be supplied under the provisions of clauses (a), (b), (c), (d), (e), (f) and (g) above. The cost of unloading and transportation in Canada will be borne by the Government of Canada, as administrator of the scheme

The types of aircraft and aircraft engines and spare parts to be supplied by the United Kingdom Government under the foregoing arrangements may be varied from time to time by agreement between the Governments concerned.

10.The Governments of Canada, Australia and New Zealand agree that costs and expenses paid or incurred by the Government of Canada as administrator for the scheme (exclusive of the contribution in kind and expenses to be made and borne by the Government of the United Kingdom as provided for in Article 9, shall be apportioned between them as follows:-

(a) The Government of Canada will bear the whole costs and expenses of the Initial Training and Elementary Flying Training.

(b)The costs and expenses remaining will be apportioned in the following percentages:-

Canada …….. 80.64

Australia …… 11.28

New Zealand …… 8.08

The foregoing percentages are based on the allocations of training places mentioned in Article 5; and it is agreed that if any substantial changes in these allocations are made by mutual agreement between the Governments concerned the percentages will be reviewed.

11. (a) Except for any advances made by the other Governments concerned as provided for in clause (b) of this article the Government of Canada as Administrator of the scheme will in the first instance advance all the costs and expenses incurred as such Administrator under the provisions of this agreement, and the Governments of Australia and New Zealand will repay to the Government of Canada as herein provided for in Canadian dollars their share of the amounts so advanced in the proportions specified in the article (10).

(b) The Governments of the United Kingdom, Australia, and New Zealand will make advance payments necessary for pay and allowances, transportation charges and other expenses during the journey to Canada in respect of pupils sent to Canada by such Governments for training and for such other costs and expenses as may be agreed to from time to time; and the Governments of the United Kingdom, Australia, and New Zealand will immediately after the end of each month notify the Government of Canada as Administrator of the scheme of the amounts of any advance payments made by them during such month and will as soon as possible thereafter send to the Government of Canada a detailed statement in respect of such advance payments.

(c) In connection with the repayments to be made by the Governments of Australia and New Zealand as provided for in clause (a) due allowance will be made for any advance payments made and notified by the Governments of Australia and New Zealand under the provisions of clause (b).

(d) The Government of Canada as Administrator of the scheme will refund to the Government of the United Kingdom any advance payments made by the Government under the provisions of clause (b) and the amount of such refunds shall be included in the costs and expenses of the Scheme to be apportioned between the Governments of Canada, Australia and New Zealand as provided for in clause (a) and in article (10).

(e) In this agreement the term “costs and expenses” shall mean all expenditures, costs, charges and liabilities made or incurred by the Government of Canada as Administrator of the scheme and without restricting the generality of the foregoing shall include –

(i) Pay allowances and other expenses of the personnel lent under the provision of article 8 and a cash contribution (computed in accordance with the recognised practice as between Governments in such cases) towards the future non-effective benefits of such personnel.

(ii) Pay allowances, transportation charges and other expenses connected with the training of Canadian pupils in Canada from the date of the enlistment to the dates of their embarkation in Canada under the provisions of article (16) or, in the case of Canadian pupils

taken to fill vacancies in the home defence squadrons of the Royal Canadian Air Force as provided for in article (14), to the dates of their being so taken.

(iii) Pay and allowances, transportation charges and other expenses connected with the training of pupils in Canada from the dates of their leaving the United Kingdom, Australia, New Zealand, or Newfoundland for the purpose of taking up training in Canada to the dates of their embarkation in Canada under the provisions of article (17).

But the terms "Costs and expenses" shall not include –

(iv) The contribution in kind and expenses to be met and borne by the Government of the United Kingdom as provided for in article (9)

(v) Costs and expenses of clothing and personnel equipment of pupils other than such replacements as may be necessary during the period of training and other than flying clothing and equipment.

(vi) Pensions or allowances to personnel lent under the provisions of article (8) and to pupils or their dependents in respect of disability or death.

The costs and expenses mentioned in (v) and (vi) will be borne by the Government lending the personnel and sending the pupils in respect of whom such costs, expenses pensions or allowances are incurred.

12. The Governments of Australia and New Zealand will from time to time within one month after a summarised statement of accounts has been presented to them (showing the payments made during the preceding month by the Government of Canada as Administrator of the scheme and taking account of any receipts and of any advanced payments made and notified as provided for in article 11(b) by the Governments of Australia and New Zealand and also of any adjustments in respect of Canada their due proportion, as agreed upon in article (10) of the costs and expenses of the scheme as shown by such statement.

These monthly payments will be regarded as advances on account and the costs and expenses of the scheme as at the end of each financial year will be adjusted and paid when the accounts for such year have been finally audited.

13. (a) The Government of Canada will, in consultation with the other Governments concerned, appoint an officer to act as its Financial Adviser in carrying out its functions as administrator of the scheme. Such proposals for expenditure as the said Financial Adviser may require shall be referred to him for approval and no expenditure on such proposals shall be incurred until his approval has been given. Any proposal disapproved by the Financial Adviser may at the instance of the officers responsible therefor be referred to the Minister of National Defence for final decision. Any reports made by the Financial Adviser shall be made available by the Government of Canada to all the other Governments concerned, and these latter shall be entitled to obtain from the Financial Adviser information on all matters affecting the cost of the scheme and their participation in it.

(b) Monthly financial statements shall be furnished by the Government of Canada to the Governments of Australia and New Zealand.

(c) A record of all expenditure and all sums received in connection with the training of pupils in Canada under this scheme will be maintained by the Comptroller of the Treasury of the Government of Canada and will be audited by the Auditor General of Canada. This record will be made available after audit for examination by representatives of the Government concerned.

(d) The Government of Canada shall make available to the Governments of Australia and New Zealand, as early as possible after the close of each financial year ending the 31st March, a statement, accompanied by a certificate of the Auditor General, of the receipts and payments in connection with the scheme showing the expenditure under appropriate heads.

14. It is agreed that the Government of Canada may, out of the Canadian pupils who complete their training under this scheme, fill vacancies which occur in the Home Defence Squadrons of the Royal Canadian Air Force. Provided, however, that the numbers so disposed of shall not exceed the following:-

Pilots ……..…….. 136 a year
Air Observers ……. 34 a year
Wireless operator air gunners …… 58 a year

All the other pupils, on completion of their training, will be placed at the disposal of the Government of the United Kingdom, subject to that Government's making the arrangements indicated in Article 15, and bearing liability as provided for in Article 16 and 17 of this Agreement.

15. The United Kingdom Government undertakes that pupils of Canada, Australia and New Zealand shall, after training is completed, be identified with their respective Dominions, either by the method of organizing Dominion Units and formations or in some other way, such methods to be agreed upon with the respective Dominion Governments concerned. The United Kingdom Government will initiate inter-governmental discussions to this end.

16. The Government of the United Kingdom will, subject to the provisions of Article 17, provide the pay, allowances, pensions and other non-effective benefits, maintenance and other expenses of pilots and aircraft crews who are trained in Canada (other than those made available for service with the Royal Canadian Air Force in accordance with the provisions of Article 14) with effect from the dates of their embarkation in Canada for service with or in conjunction with the Royal Air Force. The Government of the United Kingdom also undertakes to arrange for those pupils who are made available for service with, or in conjunction with the Royal Air Force, to be embarked as speedily as possible after the completion of their training, and to defray the cost of their passages to the stations to which they are appointed on leaving Canada.

17. The pay, allowances, pensions and other non-effective benefits, maintenance and other expenses, for which the Government of the United Kingdom undertakes liability under the provisions of Article 16 will be as laid down in Royal Air Force regulations. If it should be decided by the Government of Canada, the Government of Australia, or the Government of New Zealand to supplement the amounts so issued, any such supplement will be borne by the Government concerned.

18. The Government of Canada as administrator of the scheme will have charge of the assets acquired for the purposes of the scheme. On the termination of this Agreement such of the said assets as have been acquired and paid for as part of the cost of the scheme will be disposed of as follows:-

(a) Any land, but not buildings, structures or fixtures thereon, acquired or improved for the purposes of the scheme will become the property of the Government of Canada.

(b) The assets acquired for the purpose of the Initial Training Schools and the Elementary Flying Training Schools will become the property of the Government of Canada.

(c) All other assets, except those contributed in kind by the Government of the United Kingdom, will be shared between the Governments of Canada, Australia and New Zealand in the same proportions as are laid down in Article 10 for the apportionment of the costs.

(d)Any of the assets contributed by the Government of the United Kingdom will revert to that Government.

The distribution of the assets under the above arrangements may be made in kind or otherwise, as may be agreed upon.

19. Arrangements will be made between the Governments concerned to facilitate communications between them under this Agreement or otherwise in connection with the Scheme either by means of cable or through representatives in Canada to be named by them.

Appendix I [to Original Agreement]

Programme of development of the training scheme in Canada

To produce the output given in paragraph 3 of the Agreement, the following schools will be necessary in Canada:

Initial Training Schools …… 3
Elementary Flying Training Schools …….. 13
Service Flying Training Schools …….. 16
Air Observers Schools …….. 10
Bombing and Gunnery Schools …….. 10
Air Navigation Schools …….. 2
Wireless Schools …….. 4

2. The organisation of these schools is shown on Tables A to C attached to this Appendix. A target programme showing dates of opening of the schools is attached at Table D.

3. Flying training and air observer schools will be developed at rates which will provide for their peak capacity for training pupils being reached by the following number of weeks after the date of opening.

Elementary Flying Training Schools …….. 4 weeks
Service Flying Training Schools …….. 12 weeks
Air Observers Schools …….. 6 weeks

The remaining will be at full capacity.

4. It will also be necessary to establish:-

(a) Schools for the training of the staffs of the schools given in paragraph 1, and for the organisation at (b) below.
(b) An appropriate command, recruiting and maintenance organisation.

These will include –

(i) Air Armament School …… 1
(ii) School of Aeronautical Engineering …… 1
(iii) School of Administration …… 1
(iv) Equipment and Accountant School …….. 1
(v) Flying Instructors' School …… 1
(vi) Recruit Depots …….. 2
(vii) Technical Training Schools …… 2
(viii) Repair Depots …….. 3
(ix) Equipment Depots …….. 3
(x) Record Office …… 1(or enlargement of existing organisation)

The dates of formation and rate of development of these units will be governed by the dates of opening of the pilot and air training schools. (i) to (iv) will cease to function, or will be reduced to the size necessary to meet wastage, as the scheme develops.

5. Tables E and F show the requirements in aircraft and personnel when the scheme is in operation.

Table 'A'

Pilot Training

Weeks	Initial Training 4	Elementary Training 12		Service Training 18	
	Initial Training Schools in Canada or United Kingdom	No. 1 E.F.T.S.		No. 1 S.F.T.S. (Canada)	
		No.2 "		No.2 " "	
		No.3 "		No.3 " "	
		No.4 "		No.4 " "	
		No.5 "		No.5 " "	
		No.6 "		No.6 " "	
		No.7 "		No.7 " "	
		No.8 "		No.8 " "	
		No.9 "		No.9 " "	
		No.10 "		No.10 " "	
		No.11 "		No.11 " "	
		No.12 "		No.12 " "	
		No.13 "		No.13 " "	
The initial training and elementary flying training of pupils for No.14 S.F.T.S. will be carried out in New Zealand, and that for Nos. 17 and 18 S.F.T.S. in Australia.				No.14 " "	
				No.17 " "	
				No.18 " "	
Per four weeks, per school		Intake 48	Output 40	Intake 40	Output 34
Total all schools in Canada		624	520	640	544
	Wastage		$16^2/_3$%	15%	
			(29% on original elementary intake)		

Table 'B'

Air Observer Training

Weeks						
0	4		16		22	26
Initial Training Schools in Canada (or U.K. for air observers from U.K.)	No. 1 Observers School (Canada)		No. 1 B.G.S. (Canada)		No.1 A.N.S. (Canada)	
	No. 2 " "		No. 2 "			
	No. 3 " "		No. 3 "			
	No. 4 " "		No. 4 "			
	No. 5 " "		No. 5 "			
	No. 6 " "		No. 6 "		No. 2 A.N.S. (Canada)	
	No. 7 " "		No. 7 "			
	No. 8 " "		No. 8 "			
The initial training of pupils for these schools will be carried out in Australia or New Zealand	No. 9 " "		No. 9 "			
	No. 10 " "		No. 10 "			
Per school per four weeks	Intake 42	Output 35	Intake 35	Output 34	Intake 170	Output 170
Total per four weeks for schools in Canada	420	350	350	340	340	340
Wastage …… $16^2/_3$% ……. 3% 19%						

Table 'C'

Air Gunner Training

Weeks 0	4		20	24
Initial Training Schools in Canada	Wireless School (Canada)		No.1 B.G.S. (Canada)	
			No.2 " "	
			No.3 " "	
			No.4 " "	
			No.5 " "	
			No.6 " "	
			No.7 " "	
			No.8 " "	
The Initial training of pupils for these schools will be carried out in Australia or New Zealand.			No.9 " "	
			No.10 " "	
Per school per four weeks	Intake 72	Output 60	Intake 60	Output 58
Total per four weeks	720	600	600	580
Wastage	$16^2/_3$%		$3^1/_3$%	
	$19^1/_2$%			

Table 'D'

Programme showing dates of opening of pilot and air crew training schools.

Date	Initial Training School	Elementary Flying Training School	Service Flying Training School	Air Observer School	Bombing and Gunnery School	Wireless School	Air Navigation School
1940							
Apl.	-	-	-	-	-	-	-
May	1	1	-	-	-	1	-
June	-	1	-	-	-	-	-
July	-	-	1	1	-	-	-
Aug.	-	1	1	-	1	-	-
Sept.	1	-	1	1	-	-	-
Oct.	-	1	1	-	1	-	1
Nov.	-	-	-	1	-	1	-
Dec.	-	1	1	-	1	-	-
1941							
Jan.	-	-	1	1	-	-	-
Feb.	-	1	1	-	1	-	-
Mar.	-	1	-	1	-	-	-
Apl.	-	1	2	1	1	1	-
May	-	1	-	1	-	-	-
June	-	1	1	-	-	-	-
July	1	-	-	-	1	-	1
Aug.	-	1	1	1	-	-	-
Sept.	-	-	-	-	-	-	-
Oct.	-	1	1	1	-	-	-
Nov.	-	-	-	-	1	1	-
Dec.	-	1	1	1	-	-	-
1942							
Jan.	-	-	-	-	1	-	-
Feb.	-	1	1	-	-	-	-
Mar.	-	-	-	-	1	-	-
Apl.	-	-	1	-	-	-	-
Total	3	13	16	10	10	4	2

Table 'E'

Aircraft Requirements

The airframes and engines required for the initial equipment and immediate reserve of the schools in Canada when the full scheme is in operation are as under –

Type and Purpose	Airframes (includes 50% immediate reserve).	Engines (includes 100% immediate reserve).
Canada.		
Moths and/or Fleets for Elementary Flying Training Schools.	702	936
Harvards for Service Flying Training Schools.	720	960
Ansons for Service Flying Training Schools, Observer Schools, and Air Navigation Schools.	1368	3648
Battles for Bombing and Gunnery Schools	750	1000

Note: Aircraft required for the Flying Instructors School, the Air Armament School and the Instructors sections of the Air Navigation Schools are not included in the above. These schools and Sections are disbanded as the scheme approaches completion, and the aircraft used by them in the early stages are absorbed into other units.

Table 'F'

Personnel Requirements.

The personnel required to man the schools etc. in Canada when the scheme is in full operation is as under.

	Officers	Airmen	Civilians	Works Maintenance personnel
Commands and Groups, and Extra Headquarters organisation	288	603	134	
Initial Training Schools	39	393	-	36
Service Flying Training Schools	752	11,376	64	320
Air Observers Schools	250	2,470	-	100
Bombing and Gunnery Schools	450	6,920	-	150
Elementary Flying Training Schools	351	4,134	-	130
Wireless Schools	96	1,284	-	80
Air Navigation Schools	126	1,278	-	40
Repair Depots	51	141	1,318	36
Equipment Depots	66	228	3,318	60
Technical Training Schools	41	627	-	45
Records Office	14	277	-	-
Recruit Depots	28	424	-	40
Recruiting Organisation	134	211	105	
	2,686	30,366	4,929	10,037

(a) Civilians may replace a proportion of the airmen in certain units.
(b) The above table does not include schools etc. which close as the scheme approaches completion; the personnel from these schools will be absorbed into other units.
(c) Some, or all, of the Elementary Flying Training Schools and Air Observer Schools may be organised on a civilian basis.

Appendix II [to Original Agreement]

Conditions of Service of Pilots and Aircraft Crews.

(a) Pupils for Canada

Enlistment

Pupils will be enlisted in the Royal Canadian Air Force as aircraftman, class II (standard group),

Rank during training in Canada

Course	Rank
Initial ground training	Aircraftman, class II (standard group)
Pilot	Leading aircraftman (standard group)
Observer	Leading aircraftman (standard group)
Wireless operator (aircrew)	Aircraftman, class II (standard group)
Air gunner	Aircraftman, class II (standard group)

Rank on completion of Training

Duty	Rank
Pilot	+ Sergeant (group B)
Observer	+ (Acting Sergeant (group C) (Sergeant (group B)
Wireless operator (aircrew)	(L.A.C., A.C.I. or A.C.II ((group B), according to percentage of marks obtained on passing out of training)
Air gunner	(L.A.C., A.C.I. or A.C.II (standard group), according to percentage of marks obtained on passing out of training.

+ A number of pilots and observers will be selected, on passing out of training, for commissioned rank in the Royal Canadian Air Force (General List). Observers will be on probation as acting observer for a period (normally six months) after passing out of training.

Pay and additional pay will be at the rates and subject to the conditions laid down from time to time in Financial Regulations and Instructions for the Royal Canadian Air Force on Active Service. During service in Canada, allowances etc. will be admissible under the conditions laid down in Financial Regulations for the Royal Canadian Air Force on Active Service.

Pay, allowances, etc. during service with or in conjunction with the Royal Air Force.

On embarkation for service with, or in conjunction with, the Royal air Force, officers and airmen will, subject to the conditions laid down in King's Regulations and Air Council Instructions, receive from the appropriate Royal Air Force paying authority the pay, allowances, etc. of the rank and branch (or group) in the Royal Air Force corresponding to that held in the Royal Canadian Air Force, except that the following special arrangements will be made in regard to the issue of allowances to dependants in Canada.

The allowances and compulsory allotment from pay in respect of family or other dependants which may be payable under Royal Air Force regulations will, if the family or other dependants reside in

Canada, be credited to the Government of Canada, as administrator of the scheme, who will issue to the family or other dependants the allowance and assigned pay which may be payable under Royal Canadian Air Force Regulations.

If the pay and allowances admissible under Royal Canadian Air Force Regulations should exceed those admissible under Royal Air Force Regulations, the difference (after taking into account the payment made under the preceding paragraph) will be issued by the Government of Canada as deferred pay, either on termination of service or otherwise in special circumstances.

Personnel will not be insured under United Kingdom insurance schemes, and any insurance contributions (employers and employees shares) necessary to ensure benefits under Canadian schemes will be paid by the Government of Canada, as administrator of the scheme, who will arrange with the Government of the United Kingdom to recover from pay any employees' shares of such contributions so recoverable.

(b) Pupils other that those enlisted in the Royal Canadian Air Force, the Royal Australian Air Force and the Royal New Zealand Air Force.

Pupils other that those enlisted in the Royal Canadian Air Force, the Royal Australian Air Force and the Royal New Zealand Air Force will be enlisted in the Royal Air Force.

For the period of the journey to Canada airmen of the Royal Air Force will receive pay, allowances etc. at the rates and subject to the conditions laid down from time to time in King's Regulations and Air Council Instructions for the Royal Air Force.

During service in Canada, airmen of the Royal Air Force will be attached to the Royal Canadian Air Force, and, subject to the conditions laid down in Financial Regulations and Instructions for the Royal Canadian Air Force on Active Service they will receive from the appropriate Royal Canadian Air Force paying officer the pay, allowances, etc. of the rank and group in the Royal Canadian Air Force, as appropriate under (a) above except that the following special arrangements will be made in regard to the issue of allowances to family or other dependants outside Canada.

The allowances and compulsory allotment from pay in respect of family or other dependants which would be appropriate under Royal Air Force Regulations will if the family or other dependant reside outside Canada, be issued by the Government of the United Kingdom, who will reclaim from the Government of Canada, as administrator of the scheme, the amount so issued. The Royal Canadian Air Force officer paying the airman will deduct from the airman's pay the amount of the assigned pay under Royal Canadian Air Force Regulations.

Airmen will not be insured under Canadian insurance schemes, and any insurance contributions (employers and employees shares) necessary to ensure benefits for United Kingdom airmen under United Kingdom schemes will be paid by the Government of the United Kingdom schemes will be paid by the Government of the United Kingdom, who will arrange with the Government of Canada, as administrator of scheme, for the recovery from pay of any employees shares of such contributions so recoverable.

(c) Pupils Sent by Australia and New Zealand

Pupils sent by Australian and New Zealand will be enlisted in the Royal Australian Air Force and the Royal New Zealand Air Force respectively.

Pay, allowances etc. for the period of the journey to Canada.

For the period of the journey to Canada airmen of the Royal Australian Air Force and of the Royal New Zealand Air Force will receive pay, allowances etc. at the rates and subject to the conditions laid down from time to time in the regulations of the Royal Australian Air Force and the Royal New Zealand Air Force respectively.

Pay, allowances etc. during service in Canada

During service in Canada, airmen of the Royal Australian Air Force and of the Royal New Zealand Air Force will be attached to the Royal Canadian Air Force, and, subject to the conditions laid down in Financial Regulations and Instructions for the Royal Canadian Air Force on Active Service, they will receive from the appropriate Royal Canadian Air Force paying officer the pay, allowances, etc. of the rank and group in the Royal Canadian Air Force, as appropriate under (a) above, except that the following special arrangements will be made in regard to the issue of allowances to family or other dependants outside Canada.

The allowances and compulsory allotment from pay in respect of family or other dependants which would be appropriate under Royal Australian Air Force or Royal New Zealand Air Force Regulations will, if the family or other dependants reside outside Canada, be issued by the Government of Australia or the Government of New Zealand, who will reclaim from the Government of Canada, as administrator of the scheme, the amount so issued. The Royal Canadian Air Force officer paying the airman will deduct from the airman's pay the amount of the assigned pay chargeable under Royal Canadian Air Force Regulations.

Airmen will not be insured under Canadian insurance schemes, and any insurance contributions (employers and employees shares) necessary to ensure benefits for Australian or New Zealand airmen under Australian or New Zealand schemes will be paid by the Government of Australia or the Government of New Zealand, who will arrange with the Government of Canada as administrator of the scheme, for the recovery from pay of any employees' shares of such contributions so recoverable.

Pay, allowances, etc. during service with the Royal Air Force

On embarkation for service with the Royal Air Force, officers and airmen will be attached to that force, and, subject to the conditions laid down in King's Regulations and Air Council Instructions, they will receive from the appropriate Royal Air Force paying authority the pay, allowances, etc. of the rank and branch (or group) in the Royal Air Force corresponding to that held in the Royal Australian Air Force or in the Royal New Zealand Air Force, except that the following special arrangements will be made in regard to the issue of allowances to family or other dependants in Australia or New Zealand.

The allowances and compulsory allotment from pay in respect of family or other dependants which may be payable under Royal Air Force Regulations will, if the family or other dependants reside in Australia or New Zealand, be credited to the Government of Australia or to the Government of New Zealand, who will issue the family or other dependant the allowance and compulsory allotment from pay which may be payable under Royal Australian Air Force or Royal New Zealand Air Force Regulations.

If the pay and allowances admissible under Royal Australian Air Force or Royal New Zealand Air Force Regulations exceed those admissible under Royal Air Force Regulations, and the Government of Australia or the Government of New Zealand decide that this difference is to be credited to the officer or airman, the difference (after taking into account the payment made under the preceding paragraph) will be issued by the Government of Australia or to the Government of New Zealand as deferred pay, either on termination of service or otherwise special circumstances.

Personnel will not be insured under United Kingdom insurance schemes, and any insurance contributions (employers and employees shares) necessary to ensure benefits under Australian or New Zealand schemes will be paid by the Government of Australia or to the Government of New Zealand, who will arrange with the Government of the United Kingdom to recover from pay any employees' shares of such contributions so recoverable.

APPENDIX 2: AUSTRALIAN AGREEMENT

Memorandum of Agreement between H.M. Government in the United Kingdom and H.M. Government in Australia as to the training of pilots and aircraft crews in Australia, and their subsequent service with the Royal Air Force, and as to the provision of pupils from Australia for training in Canada and as pilots and aircraft crews. [1]

1. It is agreed between H.M Government in the United Kingdom and H.M. Government in Australia arrangements shall be made by the latter, as provided for in this Memorandum, to train pilots and aircraft crews in Australia, and also to provide from Australia other pupils for training in Canada as pilots and aircraft crew, for service with the Royal Air Force, and that the pilots and crew so trained shall serve as provided for in this Memorandum.

2. This Agreement shall become operative at once and shall remain in force until 31st March, 1943, unless, by agreement between the two Governments, it is extended or is terminated at an earlier date.

3. The Government of Australia will take the measures necessary for the setting up of an organisation which, when fully developed, will be capable of accepting for training the following numbers ever four weeks:

Pilots (elementary flying training) …… 336
Pilots (advanced flying training) …… 280
Observers …….. 184
Wireless operator-air gunners …… 320

The Government of Australia will endeavour to complete the organisation necessary to give the above training capacity as speedily as possible.

4. The organisation will also provide from time to time, for training in Canada, enough pupils to keep filled the following training schools in Canada:-

Pilots (advanced flying training) …… 2 schools
(i.e. 80 pupils every four weeks)
Observers …….. 1 school
(i.e. 42 pupils every four weeks)
Wireless operator-air gunners…….. 1 school
(i.e. 72 pupils every four weeks)

The initial training and the elementary flying training of the pilots, and the initial training of the observers and the wireless operator-air gunners, will be carried out in Australia.

5. Pupils training in Australia under this scheme or sent to Canada to complete their training under this scheme will receive pay, allowance and other emoluments in accordance with the conditions set out in the Appendix to this Memorandum.

6. The training to be given shall be in accordance with the syllabus of instruction laid down for each similar course of training in the United Kingdom.

7. To help in the carrying out of the training scheme in Australia, the Government of the United Kingdom will lend to the Government of Australia personnel in such ranks and in such numbers as may be agreed with the Government of Australia.

[1] Appendix "B" in AWM54; 81/4/204; 456801.

The Government of Australia will, in accordance with the usual conditions for loans of this nature, bear the pay, allowances and other expenses of the personnel lent and will pay to the Government of the United Kingdom a cash contribution towards the future non-effective benefits of such personnel.

8. The share of the cost of the scheme in Australia to be borne by the Government of the United Kingdom will take the form of contributions as follows:-

(a) Engines for Moth airframes manufactured in Australia up to a maximum of 50% of the total number of aircraft required for the initial equipment and immediate reserve establishments for the full training capacity of the elementary flying schools. (It is agreed, however, that to the extent to which, within the limit of 50% mentioned above, the engines required for these Moth aircraft can be manufactured in Australia, the Government of the United Kingdom will pay to the Government of Australis the sterling price of an equivalent number of similar engines manufactured in the United Kingdom, plus the cost of transportation to Australia).

(b) All the Anson aircraft (without wings) that may be required for the initial equipment and immediate reserve establishments for the full training capacity of the Service Flying Training Schools, the Air Observers Schools and the Air Navigation Schools.

(c) All the Battle aircraft that may be required for the initial equipment and immediate reserve establishments for the full training capacity of the Bombing and Gunnery Schools and the Air Armament School.

(d) The appropriate stock of spare parts for the running maintenance of the airframes and engines supplied under the provisions of clauses (a), (b) and (c).

(e) Such number of airframes and engines as may be required from time to time to replace the wastage, resulting from loss or damage beyond economical repair, of the airframes and engines supplied under the provisions of clauses (a), (b) and (c).

(f) An appropriate stock of spare parts for the running maintenance of the airframes and engines supplied under the provisions of clauses (a), (b) and (c).

(g) The Government of Australia will endeavour to manufacture all the aircraft including engines and spare parts required for single engine training at the Service Flying Training Schools – these aircraft being of the Wirraway or similar type. The Government of the United Kingdom will pay to the Government of Australia the value of the first 233 of the airframes and first 291 of the engines, together with an appropriate stock of spare parts, the cash value being reckoned at the price paid by the Government of the United Kingdom for Harvard airframes and Wasp engines and spare parts ordered from North American Aviation Incorporated in November, 1939, for delivery in Canada. Should the Government of Australia be unable to manufacture all such aircraft and engines required for the purposes of this scheme in Australia, the Government of the United Kingdom will supply Harvard airframes, Wasp engines and spare parts in kind.

(h) The Government of Australia will make arrangements as speedily as possible to manufacture wings for Anson aircraft in Australia, but the Government of the United Kingdom undertakes to supply wings for the Anson airframes needed for the purposes of the scheme until wings manufactured in Australia become available. The cost of any wings so supplied and the additional freightage charges incurred as the result of their being supplied from the United Kingdom would be set off against part of the payment due from the Governments of the United Kingdom under the provision of clause (g).

In addition, the Government of the United Kingdom will bear the cost of packing, loading and transporting to Australia the airframes, engines and equipment which they provide under the

provisions of clauses (a), (b), (c), (d), (e), (f) and (g). The cost of unloading and transportation in Australia will be borne by the Government of Australia.

9. The types of aircraft and aircraft engines and spare parts to be supplied by the United Kingdom Government under the foregoing arrangements may be varied from time to time by agreement between the two Governments.

10. the Government of Australia agrees to bear all the remaining costs and expenses, including transportation charges, connected with the training of pupils in Australia from the dates of their first entry to the dates of their departure from Australia.

11. On completion of their training in Australia, the pilots and aircraft crews will be placed at the disposal of the Government of the United Kingdom, subject to that Government making arrangements indicated in paragraph 12 and bearing liability as provided in paragraphs 13 and 14.

12. The United Kingdom Government undertake that pupils training in accordance with this Agreement shall, after training is completed, be identified with Australia, either by the method of organising Australian units or formations or in some other way, such methods to be agreed upon between the two Governments. The United Kingdom Government agrees to initiate inter-governmental discussions in order to work out agreed proposals to this end.

13.The Government of the United Kingdom will, subject to the provisions of paragraph 14 of this Memorandum, be liable for the pay, allowances, pensions and other non-effective benefits and other expenses of the pilots and aircraft crews who complete their training in Australia, with effect from the dates of their embarkation for their service with the Royal Air Force. These expenses will include the costs of their passage to the Royal Air Force stations to which they are appointed to complete their training.

14. The liability of the Government of the United Kingdom under the provisions of the preceding paragraph will be limited to the issue of pay, allowances, pensions and other non-effective benefits and other expenses at Royal Air Force rates and under Royal Air Force conditions. If it should be decided by the Government of Australia to supplement the amounts so issued, the cost of any such supplement will be borne by them.

15. Any airframes, engines, or spare parts which have been contributed in kind by the Government of the United Kingdom under paragraph 8 of this Agreement and remain when this Agreement terminates, will then become the property of the United Kingdom.

Similarly as regards engines, airframes, and spare parts manufactured in Australia but paid for by the Government of the United Kingdom, that Government will be entitled to a share of the residual value of any which remain on termination of the Agreement. This share will bear the same ration to the full residual value as the process originally paid bore to the actual cost of manufacture.

Appendix.[to Australian Agreement]

Conditions of Service of Australian Pilots and Aircraft Crews.

Enlistment

Pupils will be enlisted in the Royal Australian Air Force as aircraftmen 2nd class (group V),

Rank during Training in Australia.

Course	Rank
Initial ground training	Aircraftman, 2nd class (group V)
Pilot	Leading aircraftman (group II)
Observer	Leading aircraftman (group II)
Wireless operator (aircrew)	Aircraftman, 2nd class (group V)
Air gunner	Aircraftman, 2nd class (group V)

Rank on completion of Training

Duty	Rank
Pilot	+ Sergeant (group B)
Observer	+ Acting Sergeant (confirmed as Sergeant normally after 6 months service)
Wireless operator (aircrew)	(L.A.C., A.C.I. or A.C.II (group II), according to percentage of marks obtained on passing out of training)
Air gunner	(L.A.C., A.C.I. or A.C.II (group V), according to percentage of marks obtained on passing out of training.

+ A number of pilots and observers will be selected, on passing out of training, for commissioned rank in the Royal Australian Air Force (general duties branch).

Pay and additional pay will be at the rates and subject to the conditions laid down from time to time in the Regulations for the Royal Australian Air Force.

During Service in Australia, allowances etc. will be admissible at the rates and under the conditions laid down from time to time in the Regulations for the Royal Australian Air Force.

Pay, allowances etc. during service in Canada.

During service in Canada, airmen of the Royal Australian Air Force will be attached to the Royal Canadian Air Force, and, subject to the conditions laid down in Financial regulations and Instructions for the Royal Canadian Air Force on active service, they will receive from the appropriate Royal Canadian paying officer the pay, allowances, etc. of their rank and corresponding group in the Royal Canadian Air Force, except that the following special arrangements will be made in regard to the issue of allowances to family or other dependants outside Canada.

The allowances and compulsory allotment from pay in respect of family or other dependants which would be appropriate under Royal Australian Air Force Regulations will, if the family or other dependant be resident outside Canada, be issued by the Government of Australia, who will reclaim the amount so issued from the Government of Canada, as administrator of the scheme. The Royal Canadian Air Force officer paying the airman will deduct from the airman's pay the amount of the assigned pay chargeable under Royal Canadian Air Force Regulations.

Airmen will not be insured under Canadian insurance schemes, and any insurance contributions (employers and employees shares) necessary to ensure benefits for Australian airmen under Australian schemes will be paid by the Government of Australia, wo will arrange with the Government of Canada for the recovery from pay of any employees share of such contributions so recoverable.

Pay, Allowances, etc. during service with the Royal Air Force.

On embarkation for service with the Royal Air Force, officers and airmen will be attached to that force, and, subject to the conditions laid down in King's Regulations and Air Council Instructions, they will receive from the appropriate Royal Air Force paying authority the pay, allowances, etc. of the rank and branch (or group) in the Royal Air Force corresponding to that held in the Royal Australian Air Force, except that the following special arrangements will be made in regards to the issue of allowances to family to other dependants in Australia.

The allowances and compulsory allotment from pay in respect of family or other dependants which may be payable under Royal Air Force Regulations will, if the family or other dependant be resident in Australia, be credited to the Government of Australia, who will issue to the family or other dependant the allowance and compulsory allotment from pay which may be payable under Royal Australian Air Force Regulations.

If the pay and allowances admissible under Royal Australian Air Force Regulations should exceed those admissible under Royal Air Force Regulations, and the Government of Australia decide that this difference should be credited to the officer or airman, the difference (after taking into account the payment made under the preceding paragraph) will be issued by the Government of Australia as deferred pay, either on termination of service or otherwise in special circumstances.

Personnel will not be insured under United Kingdom insurance scheme, and any insurance contributions (employers and employees shares) necessary to ensure benefits under Australian schemes will be paid by the Government of Australia, who will arrange with the Government of the United Kingdom to recover from pay any employees share of such contributions so recoverable.

APPENDIX 3: 1942 OTTAWA AGREEMENT

SECRET

Memorandum of Agreement between the Governments of the United Kingdom, Canada, Australia and New Zealand about the training of aircrews in Canada and their subsequent service.[1]

1. The Memorandum of Agreement, dated 17th December, 1939, between the Governments of the United Kingdom, Canada, Australia and New Zealand about the training of aircrews in Canada and their subsequent service, and the supplementary Agreement, dated 7th January 1941, between the Governments of the United Kingdom and Canada (hereinafter referred to as the 1939 and 1941 Agreements, respectively) shall be terminated and, in order to meet changes and developments in air training, a new agreement as set out hereunder shall be substituted therefor.

2. The 1939 and 1941 Agreements shall be terminated on 1st July, 1942, and the new agreement shall become operative on that date and shall remain in force until 31st March, 1945, unless by agreement between the Governments concerned it be extended or terminated at an earlier date.

3. As hereinafter provided the Government of Canada will act for itself and the other Governments concerned, as administrator of the air training plan set up under the 1939 Agreement and continued hereunder and of any additional schools which, by agreement between the Governments of the United Kingdom and Canada have been or may be brought within the scope of that Plan.

4. (a) Subject to such variation as may be agreed from time to time between Governments of the United Kingdom and Canada, the Plan will comprise the number and categories of schools and units set out in Appendix I.

(b) Any additional air training schools or units which may be formed in Canada at the request of any of the parties to this Agreement will be treated in all respects as R.C.A.F. Schools under the British Commonwealth Air Training Plan unless it is specially agreed otherwise by the Government of Canada.

5. The Government of Canada will, in accordance with Appendix II, also undertake the administration and control of the units set out in the Appendix and known as the R.A.F. units in Canada.

6. The Government of Canada will also maintain such supervisory and ancillary units as may be necessary for the control, administration and maintenance of the combined training organization covered by this Agreement.

7. The words “combined training organization” in this Agreement include all the schools and other units referred to in Articles 4, 5 and 6.

8.The number of pupils to be trained in each category of school and unit will be as agreed from time to time between the Governments of the United Kingdom and Canada.

9. (a) The Government of the United Kingdom undertakes to send from time to time enough pupils for training in Canada to keep filled not less than 40 per cent of the training capacity provided in the combined training organization, for each of the following types of schools and units:-

Elementary Flying Training Schools.
Service Flying raining Schools
Air Observer Schools (for observers, navigators and air bombers)

[1] Appendix "E" in AWM54; 81/4/204; 456801.

Bombing and Gunnery Schools (for observers, air bombers and air gunners)
General Reconnaissance Schools.
Operational Training Units.

(b) By agreement with the Government of Canada, the Government of the United Kingdom may send additional pupils for training in Canada.

(c) The Government of Canada, as administrator of the combined training organization, agrees to allot the number of places to be filled in accordance with clauses (a) and (b) above.

(d) The number of pupils sent by the Government of the United Kingdom may include pupils from any part of the British Commonwealth other than Canada, Australia and New Zealand, and also pupils of Allied Countries.

(e) The number and categories of the pupils sent may be varied from time to time by agreement between the Governments of the United Kingdom and Canada.

(f) The percentage of the training capacity in general reconnaissance schools and operational training units allotted under clauses (a) and (c) of this Article may be varied from time to time to meet operational requirements by agreement between the Governments of the United Kingdom and Canada.

10 (a) The Governments of Australia and New Zealand will endeavour to send to Canada for training in each year the following numbers of pupils for whom places will be allocated:-

Australia.

Pilots trained to Elementary Flying Training School standard …….. 1,300

Observers trained to Initial Training School standard …… 676

Wireless Operator-Air Gunners trained to Initial Training School standard …... 936

New Zealand

Pilots trained to Elementary Flying Training School standard ……. …. 450+

Observers trained to Initial Training School standard …… 676

Wireless Operator-Air Gunners trained to Initial Training School standard …... 715

+This figure will be increase on resumption of eight-week course.

(b) The number and categories of the pupils sent may be varied from time to time by agreement between the Governments directly concerned.

(c) Any deficiency in the supply of pupils by the Governments of Australia and New Zealand may be made good by the Governments of the United Kingdom and Canada.

11. The training to be given shall be in accordance with the syllabi of instruction agreed from time to time between the Government of the United Kingdom and the other Governments concerned.

12. Pupils sent for training in Canada under the provision of Articles 9 and 10 will receive pay, allowances and other emoluments in accordance with the provisions set out in Appendix III of this Agreement.

13.To help in the carrying out of training the Governments of the United Kingdom, Canada, Australia and New Zealand will lend personnel in such ranks and in such numbers as may be agreed upon with the Government of Canada, as administrator of the combined training organization.

14. (a) Subject to the provisions of clauses (b), (c) and (d) below, the Government of the United Kingdom agrees that it will assume as its share of the cost of the combined training organization, for the periods from 1st July, 1942, to 31st March, 1945, a liability for the sum of seven hundred and twenty-three million dollars Canadian (which sum is approximately one-half of the estimated cost

thereof to be incurred during the aforementioned period), less payments received by the Government of Canada from the Governments of Australia and New Zealand in respect of training for the period from 1st July, 1942, to 31st March, 1945, under provisions of Article 20. Should this Agreement be terminated before 31st March, 1945, the liability of the Government of the United Kingdom will be for a sum of Canadian dollars equivalent to one-half of the estimated cost of the combined training organization, and agreed by the Government of the United Kingdom, for the period from 1st July, 1942, to the date of termination, and less payments received by the Government of Canada from the Governments of Australia and New Zealand in respect of training for such period.

(b) So far as practicable, the share of the cost of the combined training organization to be borne by the Government of the United Kingdom, as provided by clause (a) above and after deducting the payment to be made under clause (c), will take the form of contributions in kind to be delivered in Canada by the Government of the United Kingdom and in such quantities as may be required by the Government of Canada, as administrator of the combined training organization. Such contributions in kind shall consist of the items which are enumerated in Appendix VI and which may be generally described as follows:-

(i) aircraft, engines, spare parts, technical equipment, bombs and ammunition, other than of United Kingdom or Canadian types manufactured in Canada.

(ii) gasolines and oil other than supplies derived from Canadian oil wells.

(c) The Government of the United Kingdom will pay quarterly in Canadian dollars to the Government of Canada, as administrator of the combined training organization, lump sums representing the estimated total of R.A.F. pay (but not allowances) of all R.A.F. personnel, both staff and pupils, in the combined training organization.

(d) Should changes in training arrangements occur, which, in the opinion of the Government of Canada, as administrator of the combined training organization, materially affect the cost of the organization, the liabilities accepted by the Governments of the United Kingdom, Canada, Australia and New Zealand will be adjusted accordingly.

15. In so far as defence articles supplied to the Government of the United Kingdom by the Government of the United States of America under the Lease-Lend Act are used for purposes of the combined training organization, the title to such articles will not be transferred to the Government of Canada.

16. The Government of the United Kingdom will be responsible for the packing, loading and transporting to Canada of aircraft and other equipment supplied as its contribution in kind. The cost of unloading and transportation in Canada will be borne by the Government of Canada, as administration of the combined training organization.

17. Aircraft, aircraft engines and equipment to be supplied by the Government of the United Kingdom will be of such types as may be agreed with the Government of Canada, as administration of the combined training organization.

18. The Government of Canada will accept financial liability for all costs and expenses of the combined training organization not otherwise provided for in this agreement.

19. (a) Except for any advances made by other Governments concerned as provided for in clause (b) of this Article, the Government of Canada, as administrator of the combined training organization, will, in the first instance, advance all the costs and expenses incurred as such administrator under the provisions of this Agreement.

(b) The Governments of Australia and New Zealand will make advance payments necessary for pay and allowances, transportation charges and other expenses during the journey to Canada in respect of pupils send to Canada by such Governments for training and for such

other costs and expenses as may be agreed to from time to time; and the Governments of Australia and New Zealand will immediately after the end of each month notify the Government of Canada as administrator of the combined training organization, of the amounts of any advance payments made by them during such month and will as soon as possible thereafter, send to the Government of Canada, a detailed statement in respect of such advance payments.

(c) In connection with the repayments to be made by the Governments of Australia and New Zealand, as provided for under Article 20, due allowance will be made for any advance payments notified by the Governments of Australia and New Zealand under the provisions of clause (b).

(d) In this Agreement the term 'costs and expenses' shall mean all expenditures, costs, charges and liabilities made or incurred by the Government of Canada, as administrator of the combined training organization, and, without restricting the generality of the foregoing, shall include:

(i) Pay, allowances, transportation charges and other expenses connected with the training of R.C.A.F. pupils in Canada up to the date of their leaving Canada under the provisions of Article 22; or, in the case of R.C.A.F. pupils taken to fill vacancies in the Home Defence squadrons of the Royal Canadian Air Force as provided for in Article 22, to the date of their being so taken.

(ii) Pay, allowances, transportation charges and other expenses connected with the training in Canada of pupils sent by the Government of the United Kingdom, as from the date of their arrival in Canada up to the date of their leaving Canada.

(iii) Pay, allowances, transportation charges and other expenses connected with the training of pupils in Canada sent by the Governments of Australia and New Zealand, as from the date of their leaving Australia or New Zealand, respectively, for the purpose of taking up training in Canada to the date of their leaving Canada under the provisions of Article 22.

But the term 'costs and expenses' shall not include:-

(iv) Costs and expenses of clothing and personal equipment of pupils other than such issues as may be necessary during the period of training and other than flying clothing and equipment.

(v) Pensions and other non-effective benefits to, or in respect of, personnel on the staff of the combined training organization.

(vi) Pensions and other non-effective benefits to, or in respect of, pupils.

(vii) Allowances in respect of R.A.F. families and dependents residing outside Canada.

The costs and expenses excluded by (iv), (v), (vi) and (vii) above will be borne by the Governments providing the staff and the pupils in respect of whom such costs and expenses are incurred.

20. (a) The Government of Australia will bear the cost of the training of its pupils received into the British Commonwealth Air Training Plan prior to 31st March, 1943, in accordance with the terms of the 1939 Agreement and the Agreement supplementary thereto, dated 1st June, 1942, in respect of its obligations up to and including 31st March, 1943, and for pupils arriving in Canada from Australia after that date, will bear the cost of training on a basis to be determined in London by agreement between the Governments of the United Kingdom and Australia, in conjunction with the discussions

which are due to take place for the continuance after 31st March, 1943, of the air training scheme in Australia.

> (b) The Government of New Zealand will bear the cost of the training of its pupils received into the British Commonwealth Air Training Plan prior to 31st March, 1943, in accordance with the terms of the 1939 Agreement and the Agreement supplementary thereto, dated 1st June, 1942, in respect of its obligations up to and including 31st March, 1943, and, for pupils arriving in Canada from New Zealand after that date, will bear the cost of training on a basis to be determined in London by agreement between the Governments of the United Kingdom and New Zealand, in conjunction with the discussions which are due to take place for the continuance after 31st March, 1943, of the air training scheme in New Zealand.

21. The Government of Canada will, in consultation with the other Governments concerned, appoint an officer to act as its Financial Adviser in carrying out its functions as administrator of the combined training organization. Any reports made by the Financial Adviser shall be made available by the Government of Canada to all the other Governments concerned and the latter shall be entitled to obtain from the Financial Adviser information on all matters affecting the cost of the combined training organization and their participation in it.

22.The Governments of Canada, Australia and New Zealand may retain that proportion of the output of the combined training organization necessary to build up and maintain such Home Defence squadrons as it may be possible to form from agreed aircraft allocations. The remainder will be made available for service with, or in conjunction with, the Royal Air Force, subject as regards R.C.A.F. personnel, to the provisions of Appendices IV and V.

23. The Government of the United Kingdom undertakes that pupils of Canada, Australia and New Zealand, after training is completed, shall, so far as practicable, be identified with their respective Dominions. The arrangements in respect of Canada are set out in Appendix IV.

34. Subject to the provisions of Article 25, the Government of the United Kingdom will provide the pay, allowances, pensions and other non-effective benefits (excluding dependents allowances payable in Canada and post war credits in respect of R.C.A.F. personnel), maintenance and other expenses of the aircrew who have been or may be trained in Canada (other than those made available for service with Dominion Home Defence squadrons, in accordance with the provisions of Article 22), with effect from the date of leaving Canada for service with, or in conjunction with the Royal Air Force or, for personnel who join an R.A.F. unit in Canada outside the combined training organization, from the date of joining. The Government of the United Kingdom also undertakes to arrange for those pupils who are made available for service with, or in conjunction with the Royal Air Force to be embarked as speedily as possible after completion of their training and to defray the cost of their transportation to the stations to which they are appointed on leaving Canada.

25. The pay, allowances, pensions and other non-effective benefits, maintenance and other expenses for which the Government of the United Kingdom undertakes liability under the provisions of Article 24 will be as laid down in R.A.F. regulations. If it has been or should be decided by the Governments of Canada, Australia or New Zealand to supplement the amount so issued, any such supplement will be borne by the Government concerned.

26. The Government of Canada, as administrator of the combined training organization, will have charge of the assets required for the purpose of the organization.

27. On termination of this Agreement, any obligations accruing in respect of the combined training organization, and any costs necessarily incurred in the process of winding up the organization, shall be shared by the Governments of Canada, United Kingdom, Australia and New Zealand, as follows:-

> Canada…… 50 per cent.
> United Kingdom …… 45 per cent.

Australia …… 3 per cent.
New Zealand …….. 2 per cent.

Residual assets, other than defence articles supplied to the Government of the United Kingdom by the Government of the United States of America under the Lease-Lend Act and other than land, will be apportioned on a similar basis.

28. The Supervisory Board, which was set up for the purpose of supervising the financial and general administrative arrangements of the British Commonwealth Air Training plan shortly after it was inaugurated, will continue to operate and will cover the combined training organization.

29. Air Liaison Missions of the United Kingdom, Australia and New Zealand have been established in Ottawa for the purpose of facilitating communications on matters arising out of this Agreement.

Done in quintuplicate at Ottawa, this 3rd day of June, 1942.

On behalf of the Government of the United Kingdom

On behalf of the Government of Canada

On behalf of the Government of Australia

On behalf of the Government of New Zealand

Appendix I [to Ottawa Agreement]

Schools and Units Comprising the British Commonwealth Air Training Plan

The number and categories of schools and units comprised in the British Commonwealth Air Training Plan will be as follows:-

Initial Training Schools ……..	7	
Elementary Flying Training Schools (Including 2 schools forming in 1943) …….	16 (of which 12 will be double schools)	
Service Flying Training Schools (including 4 schools forming in 1943) ……..	20	
Air Observer and Air Navigator Schools (Including Central Navigation Schools)……	10 (of which 9 will be double schools)	
Bombing and Gunnery Schools……	10	
General Reconnaissance School……	1	
Wireless Schools……..	4	
Operational Training Units……	4	
Flying Instructors' Schools……	3	
Central Flying School……	1	} These two units are at present
S.B.A. and Link Trainer School……	1	} accommodated on the same station as No. 1 F.I.S.

[Additional Appendices include

- **Appendix II: Royal Air Force Units in Canada**
- **Appendix III: Conditions of Service of Aircrews**
- **Appendix IV: Control and Administration of R.C.A.F. Overseas**
- **Appendix V: Repatriation Policy**
- **Appendix VI: Contributions in Kind to be made by the Government of the United Kingdom in accordance with Article 14]**

APPENDIX 4: ROYAL AUSTRALIAN AIR FORCE EMPIRE AIR TRAINING SCHEME SCHOOLS IN AUSTRALIA[1]

School Type	School Name	Location	Operational Years
Air Navigation School (ANS) *	1 ANS	Parkes, NSW	November 1940 – December 1943
	2 ANS	Mount Gambier, SA	July 1941
		Nhill, VIC	September 1941 – December 1943
Air Observers School (AOS) *	1 AOS	Cootamundra, NSW	April 1940
		Evans Head, NSW	December 1943 – August 1945
	2 AOS	Mount Gambier, SA (Converted to Care and Maintenance Unit)	February 1941– December1945 January 1946 – May 1947
	3 AOS	Port Pirie, SA (Converted from 2 BGS 1943)	December 1943 – January 1946
Bombing and Gunnery (BGS) *	1 BGS	Evans Head, NSW	August 1940 – December 1943
	2 BGS	Port Pirie, SA (Disbanded to change to 3 AOS 1943)	June 1941 – December 1943
	3 BGS	West Sale, VIC (Became Air Gunnery School 1943)	January 1942 – December 1943
Elementary Flying Training School (EFTS) *	1 EFTS	Melbourne, VIC	November 1939
		Parafield, SA	December 1939
		Tamworth, NSW	May 1944 – December 1944
	2 EFTS	Archerfield, QLD[2]	November 1939 – March 1942
	3 EFTS	Essendon, VIC	January 1940 – May 1942
	4 EFTS	Mascot, NSW	January 1940 – April 1942
	5 EFTS	Narromine, NSW	June 1940 – June 1944
	6 EFTS	Tamworth, NSW	August 1940 – March 1942
	7 EFTS	Western Junction, TAS	August 1940 – August 1945
	8 EFTS	Narrandera, NSW	September 1940 – June 1945
	9 EFTS	Cunderdin, WA	December 1940 – June 1945
	10 EFTS	Temora, NSW	May 1941 – February 1946
		(Renamed Care and Maintenance Unit)	March 1946 – June 1947
	11 EFTS	Benalla, VIC	June 1941 – February 1948
		(Renamed Care and Maintenance Unit)	28 February 1946 – October 1948
	12 EFTS	Bundaberg, QLD	October 1941 – December 1941
		Lowood, QLD	December 1941 – April 1942
Engineering School	1 Engineering School	Ascot Vale (Became RAAF Ground Training School)	March 1940 – March 1946
Initial Training School (ITS)	1 ITS	Somers, VIC	April 1940 – October 1945
	2 ITS	Lindfield, NSW	May 1940 – June 1945
	3 ITS	Sandgate, QLD (physically at Amberley)	December 1940 – April 1941
		Sandgate, QLD	18 April 1941
		Kingaroy, QLD	23 July 1942 – June 1945

[1] Unless otherwise referenced in footnote sourced from RAAF Historical Section, *Units of the RAAF: Volume 8*.

[2] Initially formed as 3 EFTS, Archerfield, name changed on 2 January 1940 RAAF Historical Section, *Units of the RAAF: Volume 8*, p17.

	4 ITS	Mount Brecken, SA	November 1940 – December 1944
	5 ITS	Pearce, WA	October 1940
		Clontarf Orphanage, WA	March 1942 – January 1945
	6 ITS	Bradfield Park, NSW	July 1943 – December 1944
Operational Training Unit (OTU) *	1 OTU	Nhill, VIC	8 December 1941
		Bairnsdale	14 June 1942 – 22 April 1943
		East Sale	February 1943 – December 1945
	2 OTU	Point Pirie, SA	April 1942 – 14 May 1942
		Mildura, VIC (Disbanded 1947 reformed 1952)	May 1942 – March 1947
		Williamtown, NSW (Spitfire section lodged)	March 1943
	3 OTU	Rathmines, NSW (Seaplane Training Flight) 3 OTU Formed 1942 Crew Training Unit (Flying Boat) Crew Conversion Unit (Flying Boat) Absorbed into 113 Air-Sea Rescue Flight	March 1940 December 1942 February 1946 April 1946 18 April 1946- 30 April 1946
	4 OTU	Williamtown, NSW	October 1942 – April 1944
	5 OTU	Wagga Wagga, NSW	October 1942
		Tocumwal, NSW	October 1943
		Williamtown, NSW (Became Crew Conversion Unit 1946)	July 1944 – February 1946
	6 OTU (Renamed Base Torpedo Unit)	Nowra, NSW	June 1943
		Jervis Bay, NSW	September 1943
		Nowra, NSW	4 March 1944 – 31 March
	7 OTU	Tocumwal, NSW	February 1944 – November 1945
	8 OTU	Narromine, NSW	June 1944
		Parkes, NSW	September 1944 – March 1946
Personnel Depot[3] (PD)	1 PD[4]	Ascot Vale, VIC	November 1940 – October 1943
		Ransford, VIC	November 1943 – September 1945
		Melbourne, VIC	October 1945 – August 1946
		Laverton, VIC	September 1946 – October 1946
	2 PD[5]	Bradfield Park, NSW	August 1940 – October 1946
	3 PD[6]	Amberley, QLD	December 1940 – 12 April 1941
		Sandgate, QLD	13 April 1941 – January 1947

[3] "Appendix G" and "Appendix I" Air War Effort, 10th edition: AWM123; 1064, 859964.

[4] Called 1 Embarkation Depot until May 1943 when it was renamed 1 Personnel Depot. Originally located Melbourne Showgrounds, Ascot Vale relocated to Melbourne Cricket Ground, RAAF Ransford in October 1943. Moved to RAAF Exhibition Centre, Melbourne October 1945. National Archives of Australia: RAAF Unit History Sheets (Form A50) [Operations Record Book - Forms A50 and A51] Personnel Depot 1 to 3 Nov 40 to Jan 46; A9186; 447; 1360098.

[5] Originally termed 2 Embarkation Depot and renamed 2 Personnel Depot in May 1944. NAA: A9186, 447.

[6] Originally termed 3 Embarkation Depot and renamed from April 1944. Further initially raised at Amberly but intention always to relocate to Sandgate, QLD in NAA: A9186, 447.

	4 PD[7]	Adelaide, SA[8]	November 1940 – 7 October 1942
		Mitcham, SA	8 October 1942 – 10 January 1944
		Springbank, SA	11 January 1944 – August 1946
	5 PD[9]	Perth, WA	May 1941 – 13 July 1942
		Fremantle, WA	14 July 1942 – 1 December 1942
		Subiaco, WA	2 December 1942 – September 1946
	6 PD[10]	Hobart, TAS	August – December 1945
		Brighton, TAS	January 1946 – moving from 14 to 31 June 1946
		Sandy Bay, Hobart, TAS	July 1946 – October 1946
Radio School* # (Renamed Radar School[11])	1 Radio School	Richmond, NSW	August 1941
		Maryborough, QLD	November 1944 – November 1945
Recruiting Centre (RC) [12]	1 RC	Melbourne, VIC[13]	September 1939 – October 1945
	2 RC	Sydney, NSW	March 1940 – October 1945
	3 RC	Brisbane, QLD	September 1939 – November 1945
	4 RC	Perth, WA[14]	September 1939 – October 1945
	5 RC	Adelaide, SA[15]	October 1939 – October 1945
	6 RC	Hobart, TAS	September 1939 – August 1945
Recruit Depot (RD)	1 RD	Laverton, VIC (Recruit and Technical Training Section, thence Recruit Training Section April 1936, later Recruit Training Squadron September 1936. Renamed Recruit Depot 2 March 1940)	1935

[7] National Archives of Australia: RAAF Unit History Sheets (Form A50) [Operations Record Book - Forms A50 and A51] Personnel Depot 4 to 6 Nov 40 - Sep 46; A9186; 457; 1360113.

[8] St Marks College Adelaide

[9] Fremantle Girls' and Princess Way Girls Schools Fremantle to Salvado Road Subiaco. NAA: A9186, 457.

[10] Moved from Brighton, Tasmania to Hobart. Accounting Section and part of Equipment Section moved to Riffle Range, Sandy Bay, Hobart, Medical Section moved to Anglessa Baracks Davey St, Hobart in NAA: A9186, 457.

[11] "Appendix G" and "Appendix I" Air War Effort, 10th edition: AWM123; 1064, 859964. "Appendix I" Australian Air War Effort, 9th Edition: AWM54, 81/4/49 PART 10; 455742. Ed Simmonds and Norm Smith, *Radar Yarns: Being Memories and Stories Collected from RAAF Personnel who Served in Ground-based Radar During World War II or a Potpourri of People, Places, Problems and Pleasantries*, ed. (Hamilton, VIC: Radar Returns, 2007), ppvii, 4-5.

[12] "Appendix G" and "Appendix I" Air War Effort, 10th edition: AWM123; 1064, 859964. "Appendix I" Australian Air War Effort, 9th Edition: AWM54, 81/4/49 PART 10; 455742. RAAF Historical Section, *Ancillary Units*, ed., 10 vols., vol. 9, Units of the Royal Australian Air Force: A Concise History (Canberra: Australian Government Publishing Service, 1995), pp135- 42.

[13] Various addresses within Melbourne including Latrobe Street, Flinders Street, Queen Street, and Preston Motors Building. RAAF Historical Section, *Units of the RAAF: Volume 9, Ancillary Units*, 9, p135.

[14] Established at Perth Technical College. Moved to Yorkshire House, St Georges Terrace November 1939 and then ANA House, ST Georges Terrace February, 1941. RAAF Historical Section, *Units of the RAAF: Volume 9, Ancillary Units*, 9, p139.

[15] Originally located at the School of Mines, Frome Rd, Adelaide, later moved to North Terrace, in December 1939 then King William Street, Adelaide March 1942. RAAF Historical Section, *Units of the RAAF: Volume 9, Ancillary Units*, 9, p141.

		Ascot Vale, VIC	September 1941
		Shepparton, VIC	February 1942 – May 1945
	2 RD	Richmond, NSW	January 1940
		Williamtown, NSW	September 1941
		Bradfield Park, NSW	February 1942
		Tocumwal, NSW	February 1943
		Cootamundra NSW	February 1944 – September 1945
	3 RD	Amberly, QLD	July 1940
		Maryborough, QLD	March 1942 – June 1943
	4 RD	Pearce, WA	March 1940
		Busselton, WA	July 1942 – September 1945
	5 RD	1 Training Group Melbourne, VIC	23 March 1942
		Balmoral, VIC	24 March 1942 – September 1944
	6 RD	Amberly, QLD	August 1942
		Sandgate, QLD	December 1942
		Maryborough, QLD	November 1944 – June 1945
School of Technical Training (STT)	1 STT	Raised as a subunit of Training Depot Melbourne, VIC (Renamed 1 STT Jan 1940)	December 1939
		Carlton, VIC	March 1941 – December 1945
	2 STT	Established as 2 Civil Training Centre, RAAF Canberra, ACT (Renamed 2 STT February 1940)	December 1939
		Canberra Technical College Kingston, ACT	July 1940 – November 1945
	3 STT	Ultimo, NSW	February 1940 – October 1945
	4 STT	Adelaide, SA	April 1940 – October 1945
	5 STT	Perth, WA	July 1940 – September 1945
	6 STT	Hobart, TAS	August 1940 – November 1941
	7 STT	Geelong, VIC	June 1942
		North Shore, VIC	February – September 1945
Service Flying Training Schools (SFTS) *	1 SFTS	Point Cook, VIC	May 1940 – September 1944
	2 SFTS	Forrest Hill, NSW	July 1940 – April 1942
	3 SFTS	Amberley, QLD	September 1940 – April 1942
	4 SFTS	Geraldton, WA	February 1941 – May 1945
	5 SFTS	Uranquinty, NSW	October 1941 – February 1946
	6 SFTS	Mallala, SA	August 1941 – January 1946
	7 SFTS	Deniliquin, NSW (Renamed Advanced Flying and Refresher Unit December 1944)	June 1941 – May 1946
	8 SFTS	Bundaberg, QLD	December 1941 – July 1945
Signals School*	1 Signals School	Point Cook, VIC	August 1940 – November 1945
WAAAF Training Depot	1 WAAAF Training Depot	Malvern, VIC	May 1941
		Geelong Grammar School, Corio, VIC	1–31 January 1942
		Malvern, VIC	31 January – 23 March
		Toorak, VIC	24 March 1942 – 21 January 1943
		Preston, VIC	22 January 1943 – 19 October 1945
	2 WAAAF Training Depot	Robertson, NSW	Feb 1942 – 6 March 1942
		Bradfield Park, NSW	7 March 1942 – February 1943
	3 WAAAF Training Depot	Karrinyup, WA	April 1942 – March 1945
	5 WAAAF Training Depot	Bradfield Park, NSW	February 1942 – 29 July 1944
		Penrith, NSW	30 July 1940 – November 1945
Wireless Air Gunners School	1 WAGS	Ballarat, VIC	April 1940 – January 1946

(WAGS) *	2 WAGS	Parkes, NSW	January 1941 – February 1944
	3 WAGS	Maryborough, QLD	September 1941 – December 1944
Armament School* (renamed Air Armament School – 15 Jan 1944) (later renamed Air Armament and Gas School – April 1944)[16]		Point Cook, VIC	January 1940 – 10 July 1942
		Hamilton, VIC	11 July 1942 – 12 December 1943
		Nhill, VIC (Converted to CMU)	14 December 1943 – December 1945 (January 1946 – October 1946)
Air Gunnery School*		West Sale, VIC	December 1943 – December 1945
Aircrew Officers and Non-Commissioned Officers School		Watsonia, VIC	August 1944 – September 1945
Armament Training School*		Laverton, VIC	24 July 1939
		Cressy, VIC	31 July 1939 – April 1942
Central Flying School*		Point Cook, VIC	April 1940
		Camden, NSW	May 1940
		Tamworth, NSW	April 1942
		Parkes, NSW	January 1944
		Point Cook VIC	September 1944
		East Sale	November 1947 – present
Central Gunnery School*		Sale, VIC	June 1942
		Williamtown, NSW	July 1942
		Mildura, VIC	November 1942
		Cressy, VIC (CMU established January 1946 and disbanded July 1946)	July 1943 – January 1946
Equipment Training School		Laverton, VIC	November 1942
		Ascot Vale, VIC	April 1944
General Reconnaissance School*		Point Cook, VIC	April 1940
		Laverton, VIC	July 1940
		Cressy, VIC	May 1942
		Bairnsdale, VIC	April 1943
		East Sale, VIC (Renamed School of Air Navigation)	January 1946
Heavy Bomber Replacement Training Unit*		Strathpine QLD	1 September 1944
		Nadzab, New Guinea	16 September 1944
		Darwin, NT	January 1945
Medical Training Unit		Laverton, VIC	July 1943
		Preston, VIC	August 1943 – January1946
Paratroop Training Unit*		Laverton, VIC	3 November 1942
		Tocumwal, NSW	16 November 1942
		Richmond, NSW	April 1943 – December 1945
RAAF School of Languages		Sydney, NSW (became a joint service December 1944)	July 1944
		Ascot Vale, VIC	August 1945
RAAF Staff College#		Mount Martha, VIC	September 1943 – September 1949
School of Administration		Laverton, VIC	August 1940

[16] Peter Dunn, "Nhill Airfield, Victoria During WWII," https://www.ozatwar.com/airfields/nhill.htm. 25 March. 2020; Mike Kingwill, "Nhill Anson Newsletter No 1. 27-04-2009," Nhill Aviation Heritage Centre, https://www.nhillaviationheritagecentre.com.au/nhill-anson-newsletter. 25 March. 2020. National Archives of Austraila: Air Armament and Gas School; A705; 231/9/297 PART 1C; 3329086. O'Reilly, *In Just Five Years*, pp13-17. National Archives of Australia: RAAF Unit History sheets (Form A50) [Operations Record Book - Forms A50 and A51] Armament School Jan 40 - Mar 44; A9186; 385; 1359971.

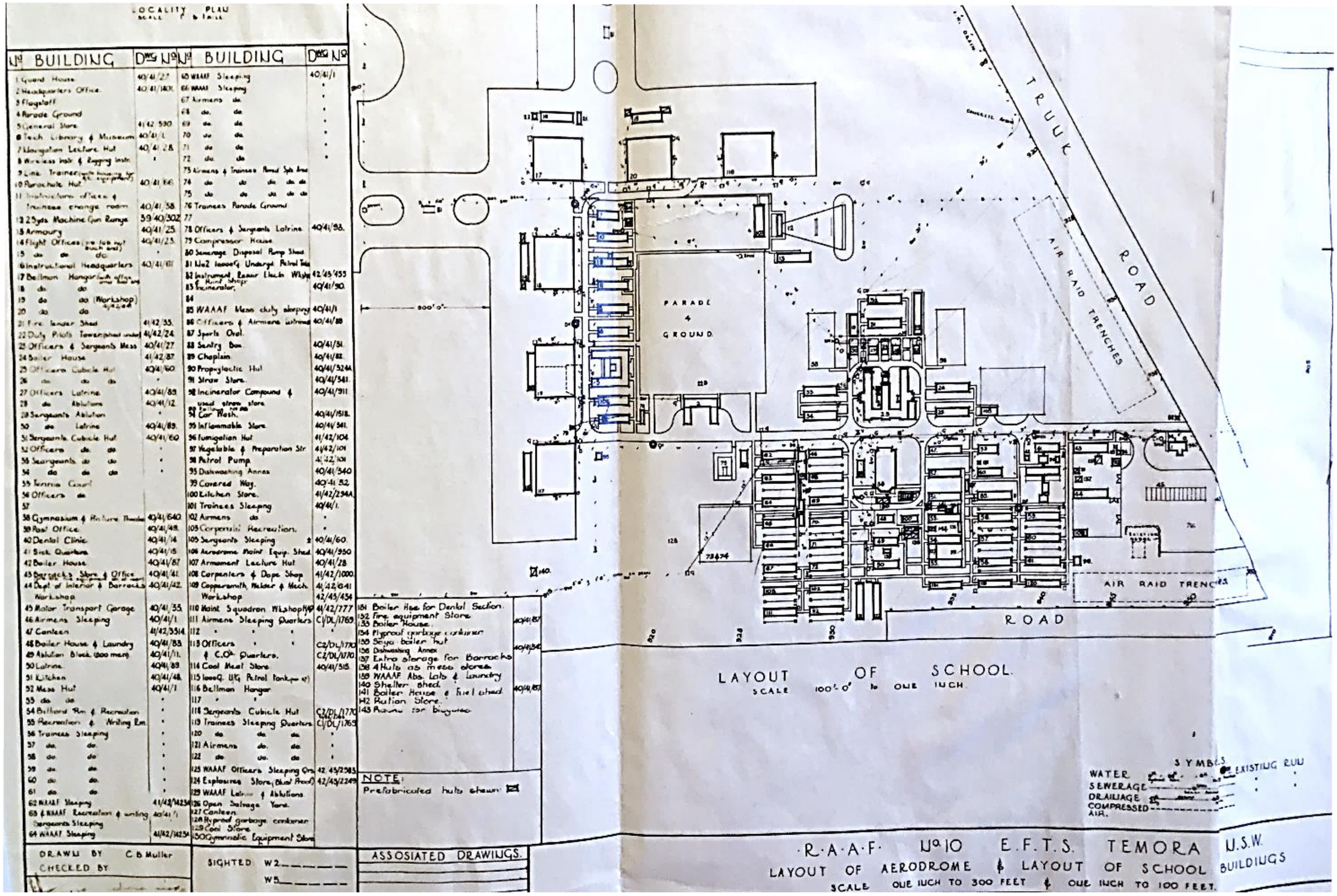
	Ascot Vale, VIC	December 1941
	Carlton, VIC	February 1942
	Victor Harbour, SA	December 1944 – November 1945
School of Army Cooperation	Canberra, ACT	December 1941 – August 1946
School of Photography* #	Point Cook, VIC	1941
	Canberra, ACT	1943
Works Training Unit	Ascot Vale, VIC	November 1942
	Wooloomanata, VIC	August 1943 – January 1946

*Schools requiring an aerodrome for flight capability

#Not included in the list of Training Units in Air War Effort August 1945[17]

[17] "Appendix G"Air War Effort, 10th edition: AWM123; 1064, 859964.

APPENDIX 5: 10 EFTS CAMP LAYOUT OF BUILDINGS



Layout of School Buildings – 10 EFTS (NAA; A9716;1320; 4029967)

APPENDIX 6: 1 EFTS, 2 EFTS AND 10 EFTS ESTABLISHMENT – AUGUST 1941[1]

It is understood that in August 1941, 2 EFTS shared the station with 23 Squadron. The arrangement involved shared facilities, station headquarters administrated both Squadron and School and thus musterings such as messing staff, nursing orderlies and headquarters staff.[2] This accounts for the lesser postings, as all three schools were considered full schools at this time.[3] Although there is a discrepancy in the number of posted personnel the musterings are analogous.

1 EFTS – Establishment		**2 EFTS – Establishment**		**10 EFTS from Personnel Occurrence Report**	
Accountant	1			Accounting Duties	3
Adjutant	2	Adjutant	2	Adjutant/Transport Officer	1
Administrative	2	Administrative	1	Administrative	1
				Aerodrome Control Officer	1
Aircraft Hands	22	Aircraft Hands	19	Aircrafthand	17
Airmen Pilots	18	Airmen, Pilots	18	Airman Pilot	14
Airmen Under Instruction	120	Airmen Under Instruction	120	Airmen Under Instruction	134
Anti-Gas Instructors	1				
Armourers	2	Armourers	2	Armourer	4
Barracks	1			Barracks Officer	1
Canteen Stewards	2				
Carpenters	4	Carpenters	1	Carp. General	2
Carpenters, Rigger	8	Carpenters, Rigger	8	Carp. Rigger	9
Caterers	1			Caterer	1
Chaplains	2				
Cinema Operators	1	Cinema Operators	1		
Clerks, General	22	Clerks, General	14	Clerk General	16
Clerks, Librarian	1				
Clerks, Pay	3			Clerk Pay	2
Clerks, Stores	13	Clerks, Stores	2	Clerk Stores	8
				Commanding Officer	1
Cooks	14			Cook	16
Coppersmiths	2	Coppersmiths	2	Coppersmith	2

[1] NAA: A10605, 420/1. National Archives of Australia: RAAF Headquarters - AMOE [Air Member for Organisation and Equipment] (Organisation) - Establishment - Number 2 EFTS [Elementary Flying Training School], Archerfield; A705; 231/9/324 PART 1; 3329139. National Archives of Australia: RAAF Headquarters - AMOE [Air Member for Organisation and Equipment] (Organisation) - Establishment - No 1 EFTS [Elementary Flying Training School] - Parafield; A705; 231/9/173 PART 1A ATTACHMENT; 3328922.

[2] The previous establishment dated October 1939 lists cooks, messmen, mess stewards 11 April 1940, Inadequate Kitchen Staff CO 2 EFTS to Air Board NAA: A705, 231/9/324 PART 1. RAAF Historical Section, *Units of the RAAF: Volume 3*, 3, pp 69-70

[3] "Expansion of R.A.A.F. Parafield to Become Full School ", *Advertiser*, 11 December 1940. NAA: A705, 231/9/324 PART 1.

Dental	1				
Dental Mechanics	2			Dental Mechanic	2
				Dental Officer	1
Dental Orderlies	1			Dental Orderly	1
Drill Instructors	2	Drill Instructors	2	Drill Instructor	2
Drivers, M.T.	9			DMT	9
Education	1	Education	1	Education Officer	1
Electrical Fitters	5	Electrical Fitters	3	Electrical Fitter	2
Electrical Mechanics	1				
Electricians	2	Electricians	1	Electrician	1
Engineer	1	Engineer	1		
Equipment	2			Equipment Officer	2
Fabric Workers	4	Fabric Workers	4	Fabric Worker	2
Fitter DMT	6			Fitter DMT	5
Fitters, Armourer	4	Fitters, Armourer	3	Fitter Armourer	3
Fitters, IIA	25	Fitters, IIA	22	Fitter IIA	25
Fitters, IIE	35	Fitters, IIE	31	Fitter IIE	42
Flight Mechanics	36	Flight Mechanics	36	Flight Mechanic	35
Flight Riggers	36	Flight Riggers	36	Flight Rigger	16
Flying	17	Flying	17	Flying	19
				Flying Squadron Adjutant	1
Guards	32			Guard	30
Instrument Makers	7	Instrument Makers	6	Instrument Maker	2
Instrument Repairers	6	Instrument Repairers	6	Instrument Repairer	1
Labourers	10	Labourers	2	Labourer	6
Link Trainer Instructors	5	Link Trainer Instructors	5	Link Trainer Instructor	2
Medical	2			Medical Officer	1
Mess Stewards	17			Mess Steward	13
Messmen	21			Messman	23
Meteorological Assistants	5				
Meteorological Officers	3				
Nursing Orderlies	5			Nursing Orderly	4
Office Orderlies	3	Office Orderlies	3	Off Orderly	3
Painters	2	Painters	1	Painter	1
Plumbers	1			Plumber	1
Service Police	4			Service Police	3
Shoemakers	2			Shoemaker	2
Storekeepers	19	Storekeepers	2	Storekeeper	14
Stores Hands	2			Stores Hand	2
Tailors	1			Tailor	1
Telephone Operators	4			Tel. Operator	4
Transport	1				

Welders	3	Welders	2	Welder	1
Warrant Officers, Disc	1	Warrant Officers, Disc.	1	WO Discipline	2
Warrant Officers, Engr	3	Warrant Officers, Engr.	3	WO Engineer	3
Wireless Operator Mechanics	1				
Wireless Operators	2	Wireless Operators	2	WT Operator	0
TOTAL	**594**	**TOTAL**	**380**	**TOTAL**	**521**

APPENDIX 7: DE HAVILLAND TIGER MOTH ACCIDENTS AT 10 EFTS 1941–45

ADD IN A17-496 ACCIDENT AS DOCUMENTED TAM2019.8 NOT LISTED IN A17 ACCIDENTS 7127257

Date	Aircraft	Location	Personnel						Probable Cause
			Pilot			Crew			
			SERN	Surname	Condition	SERN	Surname	Condition	
19/6/41	A17-317[1]	Temora	401675	Shergold	Normal	N/A			Inexperience (first solo)
8/7/41	A17-324[2]	Temora – on approach to main aerodrome	415099	Klug	Shock – possible fractured nasal bone	N/A			Inexperience
14/7/41	A17-326[3]	15 miles SW Temora	403912	Crouch	Normal	N/A			Forced landing – unknown
5/8/41	A17-319[4]	Temora	411368	Nash	Normal	N/A			Poor technique
7/8/41	A17-325[5]	Relief Landing Ground	35781	Smith	Normal	411533	Sedwick	Normal	Poor Technique
16/10/41	A17-304[6]	12 Mile NW of Temora	412556	Lowing	Slightly injured	N/A			Obscure
30/10/41	A17-328[7]	Temora	412714	Shanahan	Normal	N/A			Poor technique and inexperience
1/12/41	A17-309[8]	Temora	412986	Lundie	Normal	N/A			Inexperience
2/12/41	A17-318[9]	2 Relief landing Ground	413904	Morshead	Normal	N/A			Poor technique due to inexperience
12/1/42	A17-315[10]	6 miles south of Temora	413372	Goodey	Normal	N/A			Poor technique and carelessness
17/1/42	A17-310[11]	Temora	413741	Conkey	Slightly injured	N/A			Poor technique due to inexperience
21/1/42	A17-329[12]	3 miles NW of Temora	2634	Adamson	Normal	413911	Stafford	Normal	Collision in midair – both pilots successfully landed aircraft.
21/1/42	A17-317[13]	3 miles NW of Temora	408103	Burrows	Normal	413455	Vernon	Normal	Collision in midair – both pilots successfully landed aircraft.
3/2/42	A17-372[14]	Temora	262881	Mears	Normal	413878	Milne	Slightly injured	Poor technique and lack of anticipation on part of the instructor
20/2/42	A17-403[15]	Temora	420074	Sweeney	Normal	N/A			Poor technique due to inexperience
26/3/42	A17-280[16]	Temora	413684	Stevens	Normal	N/A			Obscure
4/4/42	A17-312[17]	Temora	260793	Donovan	Normal	420293	Oberg	Normal	Engine Failure
16/4/42	A17-311[18]	8 miles east of Temora Relief landing ground	416823	Bulling	Normal	N/A			Poor technique due to inexperience

[1] National Archives of Australia: Tiger Moth A17 [Accidents Part 11]; A9845; 41; 7127225.
[2] NAA: A9845, 41.
[3] National Archives of Australia: Tiger Moth A17 [Accidents Part 12]; A9845; 42; 7127226.
[4] NAA: A9845, 41.
[5] NAA: A9845, 42.
[6] NAA: A9845, 41.
[7] NAA: A9845, 42.
[8] NAA: A9845, 41.
[9] NAA: A9845, 41.
[10] NAA: A9845, 41.
[11] NAA: A9845, 41.
[12] Tiger Moth A17 [Accidents Part 23] [Collisions between aircraft].
[13] Tiger Moth A17 [Accidents Part 23] [Collisions between aircraft].
[14] NAA: A9845, 87.
[15] NAA: A9845, 44.
[16] National Archives of Australia: Tiger Moth A17 [Accidents Part 10] A9845; 40; 7127224.
[17] NAA: A9845, 41.
[18] NAA: A9845, 41.

19/4/42	A17-300[19]	5 miles SE of aerodrome	2634	Adamson	Normal	416945	Fry	Normal	Collision mid air. Lack of vigilance.
19/4/42	A17-681[20]	5 miles SE of aerodrome	407403	Bennett	Normal	413668	Royds	Normal	Collision mid air. Lack of vigilance.
30/4/42	A17-325[21]	5 miles south Temora	419816	Cole	Normal	N/A			Throttle rod became disconnected
19/5/42	A17-383[22]	Temora	420576	Moore	Normal	N/A			Poor Technique
31/5/42	A17-396[23]	Temora	420678	Lucas	Injured – fractured nose and concussion.	N/A			Obscure
1/6/42	A17-396[24]	Gundagai	421003	Andrews	Slightly Injured	N/A			Disobedience of flying orders
4/6/42	A17-313[25]	Temora	421028	O'Brien	Normal	N/A			Inexperience
11/6/42	A17-318[26]	Temora	420471	Jones	Slightly injured	N/A			Stalled
14/6/42	A17-379[27]	Western Relief Landing Ground	420143	Cawley	Killed	N/A			Lack of vigilance . Aircraft collided in mid-air at approximately 40 feet after take off. A17-439 dived into ground and caught fire. A17-376 made successful landing.
14/6/42	A17-376[28]	Western Relief Landing Ground	421110	Stibbard	Normal	N/A			Aircraft collided in mid-air at approximately 40 feet after take off. A17-439 dived into ground and caught fire. A17-376 made successful landing.
15/7/42	A17-375[29]	Temora	411755	Deck	Slightly Injured	421027	Notley	Slightly injured	Obscure
11/9/42	A17-241[30]	Temora	422037	Scott	Shock – not injured	N/A			Poor technique
17/11/42	A17-326[31]	Temora	423752	Israel	Slightly injured	N/A			Poor technique due to inexperience
7/12/42	A17-332[32]	Adjacent to Showgrounds	423599	Beves	Killed	N/A			Aircraft collided in mid air
7/12/42	A17-444[33]	Adjacent to Showgrounds	411915	Jay	Killed	422405	Bussell	Killed	Aircraft collided in mid air
24/2/43	A17-329[34]	Aerodrome Temora	403023	Palmistra	Slight Shock	N/A			Error of judgement due to inexperience
2/3/43	A17-451[35]	11 miles NE of main aerodrome	422847	Flynn	Killed	N/A			Poor technique of trainee pilot
10/3/43	A17-433[36]	Low flying area 5 miles of main aerodrome	405960	Plisch	Killed	423614	Brooker	Killed	Unknown
19/3/1943	A17-496		62186	Bacon	Shock and Abrassions				Mentioned in Operations Record Book.[37]
14/8/43	T5412		426520[38]	Bishop	Killed	433227[39]	Rosser	Killed	
27/9/43	A17-435[40]	7 miles NE of aerodrome	425292	Fawcett	Killed	433667	Sneesby	Slightly injured	Indefinite

[19] Tiger Moth A17 [Accidents Part 23] [Collisions between aircraft].
[20] Tiger Moth A17 [Accidents Part 23] [Collisions between aircraft].
[21] NAA: A9845, 42.
[22] NAA: A9845, 87.
[23] NAA: A9845, 44.
[24] NAA: A9845, 44.
[25] NAA: A9845, 41.
[26] NAA: A9845, 41.
[27] Tiger Moth A17 [Accidents Part 23] [Collisions between aircraft]. NAA: A9845, 87.
[28] Tiger Moth A17 [Accidents Part 23] [Collisions between aircraft].
[29] NAA: A9845, 87.
[30] National Archives of Australia: Tiger Moth A17 [Accidents Part 9]; A9845; 39; 7127223.
[31] NAA: A9845, 42.
[32] Tiger Moth A17 [Accidents Part 23] [Collisions between aircraft].
[33] Tiger Moth A17 [Accidents Part 23] [Collisions between aircraft].
[34] NAA: A9845, 42.
[35] National Archives of Australia: Tiger Moth A17 [Accidents Part 15] A9845; 45; 7127257.
[36] NAA: A9845, 44.
[37] Sheet 23 NAA: A9186, 390. Accident report not listed in NAA: A9845, 45.
[38] National Archives of Australia: BISHOP Maurice Arthur - (Sergeant): Service Number - 426520: File type - Casualty - Repatriation: Aircraft - Tiger Moth T 5412: Place - Temora, New South Wales: Date - 14 August 1943; A705; 166/5/248; 1062007.
[39] NAA: A705, 166/36/98.
[40] NAA: A9845, 44.

19/10/43	A17-167[41]	7 miles north of Main Aerodrome	405712	Barnes	Slightly Injured	431047	Williams	Slightly injured	Carelessness
29/10/43	A17-443[42]	8 miles WNW of Temora	414138	Howard	Killed	431041	Crockford	Killed	Aircraft collided in flight. Lack of vigilance
29/10/43	A17-179[43]	8 miles WNW of Temora	430744	Armstrong	Normal	N/A			Aircraft collided in flight. Lack of vigilance
19/4/44	A17-491[44]	Main Aerodrome	440126	McInnes	injured	N/A			Lack of vigilance. A17-491 collided with stationary aircraft A17-88 during landing.
19/4/44	A17-188[45]	Main Aerodrome	412413	Cookson	normal	443347	Chambers	Normal	Lack of vigilance. A17-491 collided with stationary aircraft A17-88 during landing.
29/6/44	A17-170[46]	Temora	402382	Morris	Normal	435988	McLennan	Normal	Slow reaction of instructor
1/7/44	A17-22[47]	Pucuwan Satellite	443919	Meers	Normal	N/A			Poor technique
25/8/44	A17-632[48]	7 1/2 miles from main aerodrome on Cootamundra Rd	444234	Harmey	Slightly Injured	N/A			Unknown
11/9/44	A17-627[49]	10 miles NE of main aerodrome	443844	Hawkins	Slightly Injured	N/A			Engine Failure
8/12/44	A17-288[50]	8 Miles from Temora	423355	Prichard	Seriously Injured	108984	Shakespeare	Slightly injured	Error of Judgement
23/12/44	A17-323[51]	Main Aerodrome	445266	Try	Normal	N/A			Weather
15/1/45	A17-391[52]*	5 Miles west of Bribaree	403130	Cross	Normal	440841	Pears	Normal	Engine Failure- Forced landing
16/1/45	A17-691[53]*	5 miles west Bribaree	403130	Cross	Normal	440841	Thorold	Normal	Engine failure- forced landing- daily inspection not carried out in accordance with the maintenance schedule.
6/2/45	A17-707[54]	9 miles SE of Temora	415935	Farmer	Normal	442066	Palmer	Normal	Error of Judgement
3/3/45	A17-696[55]	2 miles west main aerodrome	431472	Bradshaw	Killed	449704	Swift	Killed	Unknown – Aircraft crashed and burned

*Whilst there are accident reports filed for two aircraft A17-691 and A17-391 I believe that one is in error (A17-391). According to the Unit History Sheets the cross country flights to Bribaree occurred on 16 January 1945.[56] Further the more detailed report detailing the accident is under A17-691, and the pupil pilot 440841 and instructor are the same.[57]

[41] National Archives of Australia: Tiger Moth A17 [Accidents Part 7] A9845; 37; 7127152.
[42] Tiger Moth A17 [Accidents Part 23] [Collisions between aircraft].
[43] Tiger Moth A17 [Accidents Part 23] [Collisions between aircraft].
[44] Tiger Moth A17 [Accidents Part 23] [Collisions between aircraft].
[45] Tiger Moth A17 [Accidents Part 23] [Collisions between aircraft].
[46] NAA: A9845, 37.
[47] National Archives of Australia: Tiger Moth A17 [Accidents Part 2]; A9845; 32; 7127147.
[48] NAA: A9845, 32; National Archives of Australia: Tiger Moth A17 [Accidents Part 19]; A9845; 49; 7127261.
[49] NAA: A9845, 32; NAA: A9845, 49.
[50] Tiger Moth A17 [Accidents Part 10]
[51] NAA: A9845, 41.
[52] NAA: A9845, 44.
[53] National Archives of Australia: Tiger Moth A17 [Accidents Part 21]; A9845; 81; 7127263.
[54] NAA: A9845, 81.
[55] NAA: A9845, 81.
[56] 23 Jan 1945, IRD Masters, CO 10 EFTS to Secretary Air Board. NAA: A9186, 390.
[57] NAA: A9845, 81. NAA: A9845, 44.

APPENDIX 8: FATALITIES OF RAAF PERSONNEL POSTED TO 10 EFTS

Date of Fatality	SERN	Surname	First Name	Second Name	Mustering	Cause of Death	Aircraft involved
14 August 1941	207682[1]	Foley	Bernard	Edward	Storekeeper	Motor-car accident at Barmedman	N/A
19 May 1942	420583[2]	Robertson	David	Maxwell Lefroy	Aircrew II (P)	Died of Cerebro Spinal Meningitis at Temora District Hospital.	N/A
14 June 1942	420143[3]	Cawley	Patrick	Joseph	Aircrew II (P)	In air collision with A17-437 at C Flight satellite aerodrome. Inquiry found Cawley at fault as he did not give way to and maintain a safe distance from LAC Noel Stibbard 421110 piloting A17-437 resulting in Cawley's aircraft diving into the ground.	A17-379
20 June 1942	55153[4]	Bown	Sydney	Keith	Aircrafthand	Suicide cyanide on Train to 10 EFTS.	N/A
	411915[5]	Jay	Stanley	Laurence	Airman Pilot		A17-332
8 December 1942	422405[6]	Bussell	Kent	Bligh	Aircrew II (P)	Killed in mid-air collision with A17-444. Landed in Brays Paddock.	A17-332
8 December 1942	423599[7]	Beves	Norman	Cecil	Aircrew II (P)	Killed in mid-air collision with Collision with A17-332. Landed in Brays Paddock.	A17-444
2 March 1943	422847[8]	Flynn	Brian	Henry	Aircrew II (P)	Killed aircraft accident 2/3/43 on approach to B Flight Satellite.	A17-451
	405960[9]	Plisch	Cyril	Franz	Airman Pilot		A17-433
10 March 1943	423614[10]	Brooker	Frank	Lloyd	Aircrew II (P)	Killed in aircraft accident at A flight low flying area.	A17-433
	426520[11]	Bishop	Maurice	Arthur	Airmen Pilot		T-5412
14 August 1943	433227[12]	Rosser	Kevin	Macalister	Aircrew II (P)	Killed in aircraft accident at 12 Miles North West of main aerodrome.	T-5412
27 September 1943	425292[13]	Fawcett	James	Edward	GD	Killed in aircraft accident, aircraft caught fire mid flight.	A17-435
	414138[14]	Howard	Vivian	Arthur	Airmen Pilot		A17-443
29 October 1943	431041[15]	Crockford	Alfred	Derrick	Aircrew II (P)	Killed in mid-air collision with A17-179. Trainee LAC Peter R Armstrong 430744, the pilot, was uninjured.	A17-443
5 January 1945	264150[16]	Curtis	Raymond	Henry	A&SD	Hospitalised Christmas Day 1944 at No 2 RAAF Hospital for acute gingivitis. Died of respiratory failure following ether anaesthesia after transfer to Royal Melbourne Hospital for treatment on mechanical respirator.	N/A
	449704[17]	Swift	Ronald		Aircrew II (P)		A17-696
3 March 1945	431472[18]	Bradshaw	Donald	Peter	GD	Killed in an aircraft accident 2 miles west of main aerodrome. There were no eye witnesses.	A17-696

[1] "Shocking Motor Smash. Temora R.A.A.F. Man Killed."; "Meaghers Staff Ball: On Wednesday Night: "A Big Night" Expected."; "Fatal Accident on Barmedman Road: One Killed, Three Injured."; NAA: A705, 163/87/230.

[2] National Archives of Australia: ROBERTSON David Maxwell Lefroy - (Leading Aircraftman): Service Number - 420583: File type - Casualty - Repatriation: Aircraft - not applicable: Place - Temora, New South Wales: Date - 15 May 1942; A705; 163/158/282; 1059708.

[3] NAA: A9301, 420143; 5528103. NAA: A9301, 420143; 5528103.

[4] F, "Aircraftman 1st Class Sidney Keith Bown (1920-1942) - Find A Grave Memorial"; NAA: A705, 163/93/551; "Death of Airman In Temora Mail Train Due to Poison."; "Airman's Death."; "Suicide in Train."; "Airman's Death In Temora Mail Train."; NAA: A9301, 55153; 4972228.

[5] National Archives of Australia: JAY STANLEY LAURENCE: Service Number - 411915: Date of birth - 30 May 1922: Place of birth - BANKSTOWN NSW: Place of enlistment - SYDNEY: Next of Kin - JAY ARTHUR; A9301; 411915; 5523803.

[6] National Archives of Australia: BUSSELL KENT BLIGH : Service Number - 422405 : Date of birth - 10 Jan 1922 : Place of birth - MARRICKVILLE NSW : Place of enlistment - SYDNEY : Next of Kin - BUSSELL E; A9301; 422405; 5534765. National Archives of Australia: BUSSELL Kent Bligh - (Leading Aircraftman: Service Number - 422405: File type - Casualty - Repatriation: Aircraft - Tiger Moth A17-332: Place - Temora, New South Wales: Date - 8 December 1942; A705; 163/94/349; 1055997.

[7] National Archives of Australia: BEVES NORMAN CECIL: Service Number - 423599: Date of birth - 31 May 1920: Place of birth - CAMPERDOWN NSW: Place of enlistment - SYDNEY: Next of Kin - BEVES VIOLET; A9301; 423599; 5537179; National Archives of Australia: BEVES, Norman Cecil - (Leading Aircraftman): Service Number - 423599: File type - Casualty - Repatriation: Aircraft - DH Tiger Moth: Place - Temora, New South Wales: Date - 8 December 1942; A705; 163/92/209; 1054725.

[8]National Archives of Australia: FLYNN, Brian Henry - (Leading Aircraftman): Service Number - 422847: File type - Casualty - Repatriation: Aircraft - Tiger Moth A17-451: Place - Temora Aerodrome, New South Wales: Date - 2 March 1943; A705; 166/13/19; 1067836.

[9] NAA: A9301, 405960; NAA: A705, 166/32/50.

[10] NAA: A705, 166/6/70.

[11] NAA: A705, 166/5/248.

[12] NAA: A705, 166/36/98.

[13] NAA: A705, 166/13/135. Sheet 29, 27/9/1943 NAA: A9186, 390.

[14] HOWARD, Vivian Arthur - (Pilot Officer): Service Number - 414138: File type - Casualty - Repatriation: Aircraft - Tiger Moth A17-443: Place - Temora, New South Wales: Date - 29 October 1943.

[15] NAA: A705, 166/8/276.

[16] Sheet 74 NAA: A9186, 390. POR 12/45, 30 January 1945 NAA: A10605, 422/1. National Archives of Australia: CURTIS, Raymond Henry - (Flight Lieutenant): Service Number - 264150: File type - Casualty - Repatriation: Place - Royal Melbourne Hospital, Victoria: Date - 5 January 1945; A705; 166/8/797; 1066009.

[17] NAA: A705, 166/38/963. "Two Killed Here in Air Crash," *Temora Independent*, 6 March 1945.

[18] NAA: A705, 166/6/980. NAA: A705, 166/38/963.

APPENDIX 9: NOMENCLATURE ANALYSIS OF 10 EFTS AUCTION CATALOGUE 11–12 SEPTEMBER 1946

Compiled from Miller & James. "Under Instructions from the Commonwealth Disposals Commission, Extensive Auction Sale at No. 10 EFTS RAAF, Temora on Wednesday and Thursday September 11th and 12th and if necessary on Friday, September 13th. Commencing at 10 am each day." Temora: Temora “Independent” Print, 1946.

Artefacts by Category and Sub-Category	% of Quantity	Count of Quantity
Category 01: Built Environment Objects	**1.13%**	**26**
Building Components	**1.13%**	**26**
Finish Hardware	1.11%	24
"T" Hinge	0.13%	3
Barrel Bolt	0.22%	5
Bracket, Lamp	0.09%	3
Door Closer	0.00%	1
Hasp	0.14%	3
Hinge	0.26%	3
Hinge, Butt	0.19%	2
Latch	0.04%	2
Lock, Door	0.03%	1
Valve	0.00%	1
Plumbing and Drainage Elements	0.01%	2
Barrel Union	0.01%	1
Bathtub	0.00%	1
Category 02: Furnishings	**5.50%**	**67**
Bedding	**0.49%**	**6**
Bedding	0.49%	6
Blanket	0.26%	1
Cover, Mattress	0.01%	1
Mattress	0.03%	2
Mattress, Spring	0.01%	1
Pillowcase	0.18%	1
Floor Coverings	**0.09%**	**2**
Floor Coverings	0.02%	1
Mat	0.02%	1
Mat	0.07%	1
Mat, Coir	0.07%	1
Furniture	**2.28%**	**20**
Other Furniture	0.03%	3
Mirror, Wall	0.02%	2

Screen	0.01%	1
Seating Furniture	0.32%	4
Chair	0.21%	2
Chair, Folding	0.11%	1
Stool	0.01%	1
Sleeping & Reclining Furniture	0.01%	1
Bed, Hospital	0.01%	1
Storage & Display Furniture	0.87%	7
Cabinet	0.00%	1
Cabinet, Key	0.03%	1
Locker	0.84%	5
Support Furniture	1.04%	5
Table	0.08%	1
Table, Cart	0.01%	1
Table, Folding	0.94%	3
Household Accessories	**0.35%**	**13**
Containers for Smoking & Tobacco	0.03%	1
Ashtray	0.03%	1
Horticultural Containers	0.01%	2
Cachepot	0.00%	1
Vase, Flower	0.01%	1
Other Household Accessories	0.15%	3
Plug, Drain	0.11%	2
Rattrap	0.04%	1
Storage & Display Accessories	0.07%	4
Hook, Ceiling	0.04%	1
Rack, Towel	0.03%	1
Roller, Towel	0.01%	2
Storage & Display Furniture	0.09%	3
Hook, Coat	0.07%	1
Roller, Towel	0.01%	1
Stand	0.00%	1
Lighting Equipment	**2.05%**	**20**
Lighting Devices	0.09%	4
Lamp	0.00%	1
Lamp, Electric	0.00%	1
Lamp, Kerosene	0.08%	1
Lamp, Table	0.00%	1
Other Lighting Accessories	1.96%	16
Bulb, Light	1.63%	10
Glass, Hurricane	0.19%	4
Lamp, Pilot	0.02%	1

Wick	0.12%	1
Temperature Control	**0.00%**	**1**
Heater	0.00%	1
Heater	0.00%	1
Window & Door Coverings	**0.23%**	**5**
Window & Door Coverings	0.23%	5
Blind	0.22%	4
Curtain	0.01%	1
Category 03: Personal Objects	**0.05%**	**9**
Clothing	**0.00%**	**1**
Protective Wear	0.00%	1
Apron, Carpenter's	0.00%	1
Personal Gear	**0.01%**	**2**
Personal Assistive Objects	0.01%	1
Eyeglasses, Watchmaker’s	0.01%	1
Personal Carrying & Storage Gear	0.00%	1
Case, Attaché	0.00%	1
Toilet Articles	**0.04%**	**6**
Hygiene Objects	0.04%	6
Bedpan	0.02%	2
Dish, Soap	0.01%	1
Towel, Face	0.00%	1
Urinal, Portable	0.01%	1
Washbasin	0.00%	1
Category 04: Tools & Equipment for Materials	**79.19%**	**1056**
Agricultural T&E	**0.33%**	**12**
Cultivation Equipment	0.31%	11
Fork, Spading	0.01%	1
Hoe, Garden	0.01%	1
Mattock	0.02%	1
Rake, Garden	0.04%	2
Rake, Garden, Handle	0.01%	1
Sifter, Soil	0.00%	1
Spade	0.23%	4
Tending Equipment	0.02%	1
Sprayer	0.02%	1
Food Processing & Preparation Tools & Equipment	**0.79%**	**53**
Cooking Vessels	0.49%	21
Basket, Cooking	0.10%	1
Basket, Fry	0.00%	1
Cover, Cookware	0.01%	1
Dish, Baking	0.14%	1

Kettle	0.15%	10
Pan, Cake	0.00%	1
Pan, Frying	0.04%	2
Saucepan	0.03%	2
Teakettle	0.00%	1
Tin, Mess	0.01%	1
Food Preparation Equipment	0.26%	27
Board, Pastry	0.00%	1
Chopper, Meat	0.01%	1
Cookstove, Kerosene	0.01%	1
Cookstove, Portable	0.01%	1
Eggbeater	0.00%	1
Fork, Cooking	0.01%	1
Funnel, Kitchen	0.00%	1
Grater	0.00%	1
Grill Electric, Element	0.00%	1
Knife, Butcher	0.00%	1
Knife, Chef	0.01%	1
Ladle, Kitchen	0.01%	1
Masher, Potato	0.00%	1
Measure, Culinary	0.01%	1
Opener, Can	0.07%	2
Pin, Rolling	0.02%	1
Scoop, Flour	0.01%	1
Skewer	0.03%	1
Slicer, Egg	0.01%	1
Spoon, Mixing	0.01%	1
Steel, Carving	0.00%	1
Strainer, Gravy	0.00%	1
Tool, Food Cutting	0.01%	2
Wheel, Jagging	0.00%	1
Whisk	0.01%	1
Food Processing Equipment	0.02%	2
Can, Milk	0.01%	1
Knife, Sticking	0.00%	1
Food Storage Equipment	0.01%	1
Safe, Kitchen	0.01%	1
Serving Utensils	0.01%	2
Dipper	0.01%	1
Spoon, Jam	0.01%	1
Food Service Tools & Equipment	**6.65%**	**50**
Drinking Vessels	1.07%	8

Bottle, Water	0.04%	1
Cup	0.40%	2
Cup, Coffee	0.04%	1
Mug	0.25%	2
Saucer	0.33%	1
Tumbler	0.02%	1
Eating & Drinking Utensils	2.64%	12
Fork, Eating	0.89%	4
Knife, Eating	0.75%	1
Spoon, Dessert	0.68%	2
Spoon, Soup	0.05%	1
Spoon, Table	0.01%	1
Teaspoon	0.25%	3
Eating Vessels	2.42%	9
Eggcup	0.06%	1
Plate, Dessert	1.40%	1
Plate, Dinner	0.30%	3
Plate, Soup	0.21%	2
Plate, Tea	0.13%	1
Saucer	0.34%	1
Food Preparation Equipment	0.01%	1
Scale, Kitchen	0.01%	1
Food Service Accessories	0.25%	4
Linen, Table	0.04%	2
Tablecloth	0.21%	1
Tray, Food Service	0.00%	1
Serving Utensils	0.04%	2
Knife, Bread	0.01%	1
Ladle, Gravy	0.03%	1
Serving Vessels	0.23%	14
Bowl, Sugar	0.03%	1
Caster, Pepper	0.01%	1
Coffeepot	0.01%	1
Dish, Jelly	0.04%	2
Dish, Serving	0.02%	1
Jug, Serving	0.08%	4
Pitcher, Cream	0.01%	1
Saltshaker	0.01%	1
Teapot	0.01%	1
Vessel, Condiment	0.01%	1
Glass, Plastics & Clay working Tools & Equipment	**0.02%**	**1**
Glass, Plastics & Clay working **Tools & Equipment**	0.02%	1

Heater, Calrod	0.02%	1
Glass, Plastics & Clayworking Tools & Equipment	**0.03%**	**4**
Glass, Plastics & Clayworking Tools & Equipment	0.03%	4
Blowpipe, Watchmaker's	0.00%	1
Cutter, Glass	0.02%	2
Ladle, Melting	0.00%	1
Leather, Horn & Shellworking Tools & Equipment	**0.05%**	**10**
Leather, Horn & Shellworking Tools & Equipment	0.04%	9
Cutter, Leather	0.00%	1
Knife, Shoemaker	0.01%	1
Last, Shoe	0.00%	1
Punch, Leather	0.02%	6
Palm	0.01%	1
Palm, Saddler's	0.01%	1
Masonry & Stoneworking Tools & Equipment	**0.01%**	**2**
Masonry & Stoneworking Tools & Equipment	0.01%	2
Chisel, Plugging	0.00%	1
Tool, Scratch	0.00%	1
Metalworking Tools & Equipment	**7.01%**	**263**
Metalworking Tools & Equipment	7.01%	263
Beakiron	0.00%	1
Chisel, Hot	0.00%	1
Clamp, Toolmaker's	0.06%	3
Compound, Case Hardening	0.01%	1
Cutter File	0.01%	1
Cutter, Bolt	0.00%	1
Cutter, Pipe	0.00%	1
Die, Screw	0.05%	15
Die, Thread Cutting	0.01%	2
Diestock	0.00%	1
Dresser, Grinding Wheel	0.01%	1
File, Bastard	0.04%	5
File, Dreadnaught	0.02%	1
File, Flat	0.04%	7
File, Metalworking	0.03%	3
File, Round	0.01%	3
File, Round, Bastard	0.08%	6
File, Square	0.00%	1
File, Square, Bastard	0.03%	4
Filler, Blacksmith's	0.00%	1
Flux	0.29%	10
Forge, Blacksmiths	0.00%	1

Gauge, Drill	0.00%	1
Gauge, Screw Pitch	0.00%	1
Gauge, Screwcutting	0.00%	1
Gauge, Wire	0.01%	2
Grinder, Mower Knife	0.00%	1
Groover, Hand	0.02%	5
Hacksaw	0.79%	5
Hammer, Chipping	0.01%	1
Hammer, Planishing	0.01%	1
Iron, Soldering	0.02%	5
Lamp, Soldering	0.00%	1
Mallet, Tinman's	0.00%	1
Oilstone	0.02%	1
Pin, Cotter	0.43%	1
Punch, Blacksmith's Hot	0.01%	4
Punch, Metal	0.00%	1
Rivet, Metal	0.20%	12
Scribe, Fitters	0.00%	1
Set, Tap and Die	0.03%	8
Shears, Metal	0.01%	5
Slip, Parallel	0.01%	2
Snip, Sheet Metal	0.00%	1
Snip, Tin	0.02%	2
Square, Blacksmiths	0.00%	1
Stake, Tinners	0.01%	3
Stamp, Die	0.03%	5
Steel, Metalworking	3.36%	16
Straight Edge	0.01%	4
Tap	0.07%	11
Tap, Taper	0.00%	1
Tool, Tube Parting	0.00%	1
Wrench	1.07%	73
Wrench, Crescent	0.07%	5
Wrench, Footprints	0.01%	2
Wrench, Pipe	0.00%	1
Wrench, Socket	0.00%	1
Wrench, Stilson	0.01%	3
Wrench, Tap	0.00%	1
Wrench, Tension	0.01%	2
Multiple Use Tools & Equipment for Materials	**55.76%**	**473**
Multiple Use Tools & Equipment for Materials	55.62%	467
Bag, Tool	0.00%	1

Blade, Reamer	0.01%	1
Bolt	7.59%	62
Bolt, Coach	3.42%	15
Brad	0.07%	3
Clamp	0.01%	4
Clamp	0.14%	1
Clamp, Fitters	0.11%	4
Clamp, Hand	0.01%	2
Clamp, Pin	0.01%	1
Container, Tool	0.01%	2
Cutter, Metal	0.00%	1
Drift	0.00%	1
Drill, Hand	1.56%	156
Drill, Sleeve	0.01%	2
Emery Stone	0.00%	1
Eyelet and Washer	0.14%	2
Fastener	0.83%	2
File	0.01%	2
Funnel	0.01%	2
Funnel, Oil	0.00%	1
Gluepot	0.01%	1
Graver, Watchmaker's	0.01%	1
Hammer	0.03%	2
Hammer, Fitter's	0.18%	5
Hammer, Upholsterer's	0.04%	1
Hammer, Watchmaker's	0.00%	1
Hose	0.01%	1
Hose Clip	0.24%	4
Locknut	0.94%	9
Nut	8.50%	39
Nut, Coach	0.41%	1
Nut, Wing	0.35%	4
Packing	0.02%	2
Pliers	0.28%	12
Reamer	0.01%	3
Resin	0.04%	1
Rivet, Metal	0.09%	9
Saw, blades	0.03%	1
Scissors	0.02%	2
Scrapper, Fitters	0.01%	1
Screw	1.77%	23
Screw, Gimlet	0.21%	1

Screwdriver	0.12%	6
Screwdriver, Ratchet	0.17%	1
Shackle	0.76%	8
Shackle Pin	0.10%	1
Split Pin	5.93%	27
Square, Combination	0.01%	2
Square, Fitters	0.05%	3
Surface Plate	0.00%	1
Syringe	0.01%	1
Toolbox	0.22%	4
Tubing	1.19%	1
Tweezer, Watchmaker's	0.02%	1
Washer	4.28%	15
Wire	15.60%	6
Packing	0.14%	6
Packing	0.14%	6
Painting Tools & Equipment	**0.13%**	**11**
Painting Tools & Equipment	0.13%	11
Brush, Paint	0.13%	9
Dusting Brush, Painter's	0.00%	1
Strainer, Paint	0.00%	1
Textile Tools & Equipment	**0.53%**	**12**
Needleworking Equipment	0.53%	12
Chalk, Tailors	0.01%	1
Thread	0.52%	11
Textile working Tools & Equipment	**4.36%**	**9**
Needleworking Equipment	4.36%	9
Dressing Block, Tailor's	0.01%	1
Fastener, Textile	0.04%	3
Needle, Sewing	0.02%	1
Thimble	4.29%	4
Woodworking Tools & Equipment	**1.25%**	**138**
Woodworking Tools & Equipment	1.25%	138
Auger, Bit	0.10%	30
Ax	0.01%	1
Ax, Handle	0.04%	1
Ax, Head	0.02%	2
Bevel, Sliding	0.03%	1
Bit, Countersink	0.01%	1
Bit, Expansion	0.01%	2
Bit, Woodworking	0.02%	2
Block, "V"	0.01%	2

Block, Woodworking	0.01%	2
Brace, Ratchet	0.02%	1
Bradawl	0.00%	1
Centre, Lathe	0.01%	2
Chisel, Firmer	0.09%	21
Chisel, Mortise	0.03%	8
Chisel, Pairing	0.00%	1
Chisel, Paring	0.01%	2
Clamp, Woodworking	0.07%	7
Cork	0.01%	1
Drill, Woodworking	0.00%	1
Gauge, Cutting	0.00%	1
Gauge, Marking	0.02%	1
Gauge, Woodworking	0.02%	2
Gimlet	0.01%	1
Gouge, Woodworking	0.03%	5
Hammer	0.06%	3
Hammer, Claw	0.08%	3
Hook, Shave	0.00%	1
Iron, Making	0.00%	1
Level, Spirit	0.02%	3
Pencil, Carpenter's	0.01%	1
Pincers, Woodworking	0.04%	1
Plane	0.03%	3
Plane, Jack	0.02%	2
Plane, Plough	0.00%	1
Plane, Rabbet	0.00%	1
Plane, Trying	0.00%	1
Rasp	0.03%	2
Ripsaw	0.01%	1
Rule, Callipers	0.10%	3
Rule, Clamps	0.02%	1
Saw, Dovetail	0.02%	1
Saw, Hand	0.02%	1
Saw, Keyhole	0.02%	1
Saw, Panel	0.03%	1
Saw, Tenon	0.02%	2
Spokeshave	0.02%	1
Square, Set	0.06%	3
Wood, plastic	0.03%	1
Woodworking Tools & Equipment	**2.29%**	**18**
Block, Woodworking	0.18%	3

Block, Woodworking	0.18%	3
Woodworking Tools & Equipment	2.11%	15
Screw, Wood	2.11%	15
Category 05: Tools & Equipment for Science & Technology	**10.73%**	**168**
Armaments	**0.00%**	**1**
Edged Weapons	0.00%	1
Tomahawk	0.00%	1
Construction T&E	**0.11%**	**5**
Construction Tools & Equipment	0.11%	5
Bob, Plumb	0.02%	1
Pick	0.07%	2
Pick, Head	0.02%	1
Shovel	0.01%	1
Electrical & Magnetic Tools & Equipment	**6.34%**	**48**
Clip, Earth	0.09%	2
Clip, Earth	0.09%	2
Electrical Maintenance & Repair Equipment	0.00%	1
Stripper, Wire	0.00%	1
Electrical System Components	6.25%	45
Adapter, Electrical	0.08%	2
Adapter, Plug	0.09%	1
Back Plates	0.02%	1
Block, Fuse	0.27%	4
Box, Junction	0.16%	3
Breaker, Circuit	0.00%	1
Cable, Electric	0.60%	1
Conduit, Electric	3.52%	13
Connection	0.24%	2
Coupling, Shaft	0.07%	1
Element	0.04%	2
Insulator	0.01%	1
Link	0.04%	1
Pin	0.07%	1
Plug, Electrical	0.14%	4
Plug, Socket	0.04%	1
Staple	0.33%	1
Switch, Electrical	0.26%	4
Wire, Electric	0.26%	1
Energy Production Tools & Equipment	**0.93%**	**11**
Power Transmission Components	0.93%	11
Joint, Universal	0.90%	10
Pump, Fuel	0.03%	1

Maintenance Tools & Equipment	**1.54%**	**43**
Dishwashing Equipment	0.18%	1
Towel, Dish	0.18%	1
Groundskeeping Equipment	0.03%	6
Can, Watering	0.01%	1
Hose, Garden	0.00%	1
Hose, Garden, Clip	0.01%	1
Hose, Garden, Connector	0.01%	1
Pump, Spray	0.00%	1
Shears, Hedge	0.01%	1
Housekeeping Equipment	1.28%	30
Broom	0.34%	10
Brush, Cleaning	0.03%	1
Brush, Scrub	0.10%	4
Brush, Toilet	0.01%	1
Can, Trash	0.03%	1
Chemical, Cleaning	0.35%	3
Duster	0.06%	1
Dustpan	0.01%	1
Mop	0.11%	4
Squeegee	0.12%	2
Wastebasket	0.13%	2
Laundry Equipment	0.04%	6
Board, Sleeve	0.01%	1
Boiler, Laundry	0.01%	1
Grill, Laundry	0.00%	1
Iron, Tailor's	0.00%	1
Washtub	0.01%	1
Wringer, Clothes	0.01%	1
Mechanical Tools & Equipment	**0.63%**	**18**
Mechanical Devices	0.63%	18
Brake Fluid	0.01%	1
Can, Oil	0.07%	3
Coupling	0.26%	5
Crowbar	0.02%	2
Powdered Graphite	0.01%	1
Pulley	0.09%	2
Pump	0.00%	1
Turnbuckle	0.17%	3
Medical & Psychological Tools & Equipment	**0.04%**	**11**
Medical Accessories	0.04%	11
Cradle, Bed	0.01%	1

Gas Cylinder Carriage	0.00%	1
Sterilizer	0.01%	3
Stool	0.00%	1
Table, Examination	0.01%	2
Table, Medical	0.01%	2
Table, Operating	0.00%	1
Merchandising Tools & Equipment	**0.01%**	**1**
Merchandising Tools & Equipment	0.01%	1
Bag, Money	0.01%	1
Merchandising Tools & Equipment	**0.01%**	**1**
Container, Money	0.01%	1
Cashbox	0.01%	1
Regulative & Protective Tools & Equipment	**0.90%**	**22**
Protective Devices	0.90%	22
A.R.P. Hoe	0.01%	1
A.R.P. Scoop	0.01%	1
Alarm, Gas	0.00%	1
Bucket, Fire	0.04%	1
Bucket, Sand	0.01%	1
Extinguisher, Fire	0.28%	5
Fire Beater	0.05%	1
Holder, Fire Extinguisher	0.22%	2
Key	0.26%	7
Lock, Cupboard	0.00%	1
Stirrup Pump	0.01%	1
Timekeeping Tools & Equipment	**0.03%**	**1**
Timekeeping Tools & Equipment	0.03%	1
Clock, Alarm	0.03%	1
Weights & Measures Tools & Equipment	**0.21%**	**6**
Weights & **Measures Tools & Equipment**	0.21%	6
Gauge, Feeler	0.07%	1
Measure, Tape	0.01%	1
Rule, Folding	0.06%	1
Ruler	0.07%	2
Tape, Steel	0.00%	1
Category 06: Tools & Equipment for Communication	**1.24%**	**38**
Data Processing Tools & Equipment	**0.00%**	**1**
Data Processing Devices	0.00%	1
Rule, Slide	0.00%	1
Drafting Tools & Equipment	**0.11%**	**6**
Drafting Tools & Equipment	0.11%	6
Board, Drawing	0.00%	1

Compass, Wing	0.02%	2
Divider	0.08%	2
T-Square	0.00%	1
Printing Tools & Equipment	**0.01%**	**4**
Printing Accessories	0.00%	1
Machine, Numbering	0.00%	1
Replication Equipment	0.01%	3
Duplicator	0.01%	3
Sound Communication Tools & Equipment	**0.16%**	**2**
Sound Communication Devices	0.16%	2
Bell	0.11%	1
Buzzer	0.05%	1
Written Communication Tools & Equipment	**0.95%**	**25**
Writing Accessories	0.76%	17
Binder, Post	0.02%	1
Board, Bulletin	0.00%	1
Box, File	0.00%	1
Cover, Typewriter	0.01%	1
Holder, Marking Stamp	0.00%	1
Inkwell	0.37%	2
Moistener Bowl	0.03%	1
Pin tray	0.02%	1
Punch, Paper	0.07%	2
Sharpener, Pencil	0.03%	2
Stapler, Paper	0.03%	1
Stencil, Letter	0.00%	1
Stencil, Number	0.00%	1
Tray, Paper	0.16%	1
Writing Devices	0.18%	6
Chalk	0.03%	2
Stamp, Date	0.04%	1
Stamp, Marking	0.11%	3
Writing Media	0.01%	2
Chalkboard	0.01%	2
Category 07: Distribution & Transportation Objects	**1.33%**	**32**
Aerospace Transportation T&E	**0.04%**	**14**
Aerospace Transportation Accessories	0.04%	14
Champhered	0.01%	1
Parachute, Bag	0.01%	5
Parachute, Harness	0.01%	2
Parachute, Personnel	0.02%	6
Containers	**0.10%**	**6**

Containers	0.10%	6
Bag	0.01%	1
Bin, Storage	0.02%	1
Bucket	0.05%	2
Rack	0.01%	1
Tin	0.01%	1
Land Transportation Tools & Equipment	**1.19%**	**12**
Human-Powered Vehicles	1.06%	4
Component, handcart, wheel	0.01%	1
Stretcher	1.04%	1
Wheel, Wheelbarrow	0.00%	1
Wheelbarrow	0.01%	1
Land Transport	0.10%	2
Bag, Water	0.10%	2
Land Transportation Accessories	0.02%	5
Gun, Grease	0.00%	1
Kit, Automotive Tool	0.01%	2
Lever, Tyre	0.00%	1
Trammel, Towing	0.01%	1
(blank sub class)	0.01%	1
Stretcher	0.01%	1
Category 08: Communication Objects	**0.31%**	**71**
Documentary Objects	**0.31%**	**71**
Other Documents	0.31%	71
Calendar stand	0.09%	1
Model, Aircraft	0.23%	70
Category 09: Recreational Objects	**0.52%**	**29**
Game Equipment	**0.01%**	**1**
Game Equipment	0.01%	1
Quoit	0.01%	1
Recreational Devices	**0.19%**	**6**
Recreational Devices	0.19%	6
Ball, Exercise	0.01%	2
Ball, Medicine	0.11%	1
Mat, Exercise	0.06%	1
Ring, Exercise	0.01%	1
Rope, Gym	0.01%	1
Sports Equipment	**0.33%**	**22**
Gear, Gymnastics	0.08%	2
Hoop, Cane	0.06%	1
Wall, Bar	0.02%	1
Sports Equipment	0.25%	20

Bag, Punching	0.00%	1
Bars, Horizontal	0.00%	1
Bars, Parallel	0.01%	2
Basketball	0.02%	1
Gear, Cricket	0.07%	3
Glove, Boxing	0.06%	3
Glove, Wicket Keeping	0.01%	1
Hoop, Basketball	0.02%	1
Horse, Vaulting	0.01%	1
Mat, Gymnastics	0.04%	2
Mat, Wrestling	0.01%	2
Shotput	0.01%	1
Springboard	0.00%	1
Grand Total	**100.00%**	**1496**

APPENDIX 10: NOMENCLATURE ANALYSIS OF ARTEFACTS LISTED IN 10 EFTS DISSECTION REPORTS

Sources include 10 EFTS, Temora Casualty Reports of Howard, Fawcett, Crockford, Swift, Bradshaw, and Rosser.[1]

Tools & Equipment (T&E)

NOTE: Artefacts listed in italics area are vocabulary additions to the standard classification system.[2]

Artefact	Category	Class	Sub-class	Preferred Primary Term	Preferred Secondary Term	Preferred Tertiary Term	Object Type
Blanket, GS	Category 02: Furnishings	Bedding	Bedding (blank sub-class)	Blanket			Blanket
Tin, Wax Vester, including cigarettes	Category 02: Furnishings	Household Accessories	Containers for Smoking & Tobacco				Containers for Smoking & Tobacco
Torch	Category 02: Furnishings	Lighting Equipment	Lighting Holders	Torch			Torch
Matches	Category 02: Furnishings	Temperature Control Equipment	Fire making Equipment	Match			Match
Box, Matches	Category 02: Furnishings	Temperature Control Equipment	Fire making Equipment	Matchbox			Matchbox
Armlets Pair	Category 03: Personal Objects	Adornment	Body Adornments	Jewellery	Armlet		Armlet
Brooch, Ornamental	Category 03: Personal Objects	Adornment	Body Adornments	Jewellery	*Broach*		*Broach*
Belt, Drab	Category 03: Personal Objects	Clothing	Clothing Accessories	Belt			Belt
Belt, Leather	Category 03: Personal Objects	Clothing	Clothing Accessories	Belt			Belt
Belt, Waist, Leather	Category 03: Personal Objects	Clothing	Clothing Accessories	Belt			Belt
Collar Fur	Category 03: Personal Objects	Clothing	Clothing Accessories	Collar			Collar
Collars BG Semi Stiff	Category 03: Personal Objects	Clothing	Clothing Accessories	Collar			Collar
Collars BG Soft	Category 03: Personal Objects	Clothing	Clothing Accessories	Collar			Collar
Collars, Blue	Category 03: Personal Objects	Clothing	Clothing Accessories	Collar			Collar
Collars, blue-grey soft	Category 03: Personal Objects	Clothing	Clothing Accessories	Collar			Collar
Collars, Drab	Category 03: Personal Objects	Clothing	Clothing Accessories	Collar			Collar
Garters	Category 03: Personal Objects	Clothing	Clothing Accessories	Garter			Garter
Gauntlets, Flying, Left	Category 03: Personal Objects	Clothing	Clothing Accessories	Glove	Gauntlet	*Gauntlet, Flying*	*Gauntlet, Flying*
Gauntlets, Flying, Right	Category 03: Personal Objects	Clothing	Clothing Accessories	Glove	Gauntlet	*Gauntlet, Flying*	*Gauntlet, Flying*
Lining for Gauntlets	Category 03: Personal Objects	Clothing	Clothing Accessories	Glove	Gauntlet	*Gauntlet, Lining*	*Gauntlet, Lining*
Gloves, Flying	Category 03: Personal Objects	Clothing	Clothing Accessories	Glove	*Glove, Flying*		*Glove, Flying*
Gloves, Leather	Category 03: Personal Objects	Clothing	Clothing Accessories	Glove			Glove
Gloves, Woollen	Category 03: Personal Objects	Clothing	Clothing Accessories	Glove			Glove
Lining Inner Silk	Category 03: Personal Objects	Clothing	Clothing Accessories	Lining, Garment			Lining, Garment
Sleeve links, silver	Category 03: Personal Objects	Clothing	Clothing Accessories	Link, Cuff			Link, Cuff
Tie, Black	Category 03: Personal Objects	Clothing	Clothing Accessories	Necktie			Necktie
Bands Khaki, for hats felt	Category 03: Personal Objects	Clothing	Clothing Accessories	Ornament, Headwear	Hatband		Hatband
Scarves, Flying	Category 03: Personal Objects	Clothing	Clothing Accessories	Scarf	*Scarf, Aviator's*		*Scarf, Aviator's*
Scarf	Category 03: Personal Objects	Clothing	Clothing Accessories	Scarf	Scarf, Neck		Scarf, Neck
Scarf, Drab	Category 03: Personal Objects	Clothing	Clothing Accessories	Scarf	Scarf, Neck		Scarf, Neck
Scarf, Silk	Category 03: Personal Objects	Clothing	Clothing Accessories	Scarf	Scarf, Neck		Scarf, Neck
Laces B/Leather	Category 03: Personal Objects	Clothing	Clothing Accessories	Shoelace			Shoelace
Shoe Laces	Category 03: Personal Objects	Clothing	Clothing Accessories	Shoelace			Shoelace
Collar Stud	Category 03: Personal Objects	Clothing	Clothing Accessories	Stud, Clothing	Button, Collar		Button, Collar

[1] NAA: A705, 166/36/98. NAA: A705, 166/6/980. NAA: A705, 166/38/963. NAA: A705, 166/13/135. HOWARD, Vivian Arthur - (Pilot Officer): Service Number - 414138: File type - Casualty - Repatriation: Aircraft - Tiger Moth A17-443: Place - Temora, New South Wales: Date - 29 October 1943.

[2] "Nomenclature for Museum Cataloguing".

Braces	Category 03: Personal Objects	Clothing	Clothing Accessories	Suspenders			Suspenders
Pyjama Coat, White	Category 03: Personal Objects	Clothing	Dressing & Nightwear	Gown, Dressing			Gown, Dressing
Pyjama Trouser, White	Category 03: Personal Objects	Clothing	Dressing & Nightwear	Pyjamas			Pyjamas
Pyjamas	Category 03: Personal Objects	Clothing	Dressing & Nightwear	Pyjamas			Pyjamas
Pyjamas, Blue	Category 03: Personal Objects	Clothing	Dressing & Nightwear	Pyjamas			Pyjamas
Boots Flying Knee	Category 03: Personal Objects	Clothing	Footwear	Boot	Boot, Flying		Boot, Flying
Boots, Flying, Knee	Category 03: Personal Objects	Clothing	Footwear	Boot	Boot, Flying		Boot, Flying
Boots, Airmen. with laces	Category 03: Personal Objects	Clothing	Footwear	Boot			Boot
Boots, Army Type	Category 03: Personal Objects	Clothing	Footwear	Boot			Boot
Socks	Category 03: Personal Objects	Clothing	Footwear	Hosiery	Sock		Sock
Socks, Boots, Flying	Category 03: Personal Objects	Clothing	Footwear	Hosiery	Sock		Sock
Socks, Cashmere	Category 03: Personal Objects	Clothing	Footwear	Hosiery	Sock		Sock
Socks, Flying	Category 03: Personal Objects	Clothing	Footwear	Hosiery	Sock		Sock
Socks, White	Category 03: Personal Objects	Clothing	Footwear	Hosiery	Sock		Sock
Socks, Woollen	Category 03: Personal Objects	Clothing	Footwear	Hosiery	Sock		Sock
Socks, Worsted	Category 03: Personal Objects	Clothing	Footwear	Hosiery	Sock		Sock
Stockings, Drab	Category 03: Personal Objects	Clothing	Footwear	Hosiery	Stocking		Stocking
Stockings, Drab	Category 03: Personal Objects	Clothing	Footwear	Hosiery	Stocking		Stocking
Shoes, Tennis	Category 03: Personal Objects	Clothing	Footwear	Shoe	Shoe, Sport		Shoe, Sport
Shoes, Sand	Category 03: Personal Objects	Clothing	Footwear	Shoe	Sneaker		Sneaker
Shoes Black	Category 03: Personal Objects	Clothing	Footwear	Shoe			Shoe
Shoes Black, Airmen with Laces	Category 03: Personal Objects	Clothing	Footwear	Shoe			Shoe
Shoes Black, Officers with Laces	Category 03: Personal Objects	Clothing	Footwear	Shoe			Shoe
Shoes Working	Category 03: Personal Objects	Clothing	Footwear	Shoe			Shoe
Shoes Working with Laces	Category 03: Personal Objects	Clothing	Footwear	Shoe			Shoe
Shoes, Black. Airmen's w/Laces	Category 03: Personal Objects	Clothing	Footwear	Shoe			Shoe
Shoes, Wtg. W/Laces	Category 03: Personal Objects	Clothing	Footwear	Shoe			Shoe
Caps, Wkg. Blue Beret	Category 03: Personal Objects	Clothing	Headwear	Cap	Beret		Beret
Cap Flying	Category 03: Personal Objects	Clothing	Headwear	Cap	Cap, Aviator's		Cap, Aviator's
Cap Field service, airmen	Category 03: Personal Objects	Clothing	Headwear	Cap	Cap, Military	Cap, Forage	Cap, Forage
Cap, Dress, Officers	Category 03: Personal Objects	Clothing	Headwear	Cap	Cap, Military	Cap, Forage	Cap, Forage
Caps, FS Airmen	Category 03: Personal Objects	Clothing	Headwear	Cap	Cap, Military	Cap, Forage	Cap, Forage
Caps, Working	Category 03: Personal Objects	Clothing	Headwear	Cap			Cap
Hats Fur Felt	Category 03: Personal Objects	Clothing	Headwear	Hat			Hat
Hats, Fur Felt W/Chin Strap	Category 03: Personal Objects	Clothing	Headwear	Hat			Hat
Chin Strap	Category 03: Personal Objects	Clothing	Headwear	*Strap, Chin*			*Strap, Chin*
Overalls	Category 03: Personal Objects	Clothing	Main Garments	Carment, Combination	Overalls		Overalls
Overalls, Blue	Category 03: Personal Objects	Clothing	Main Garments	Carment, Combination	Overalls		Overalls
Knickers Woollen	Category 03: Personal Objects	Clothing	Main Garments	Pants	Breechers	Knickers	Knickers
Trousers, Army	Category 03: Personal Objects	Clothing	Main Garments	Pants			Pants
Pullover Woollen	Category 03: Personal Objects	Clothing	Main Garments	Pullover			Pullover
Pullover, Cream	Category 03: Personal Objects	Clothing	Main Garments	Pullover			Pullover
Pullover, Drab	Category 03: Personal Objects	Clothing	Main Garments	Pullover			Pullover
Pullover, Grey	Category 03: Personal Objects	Clothing	Main Garments	Pullover			Pullover
Shirt	Category 03: Personal Objects	Clothing	Main Garments	Shirt			Shirt
Shirt, Flannel	Category 03: Personal Objects	Clothing	Main Garments	Shirt			Shirt
Shirt, Khaki	Category 03: Personal Objects	Clothing	Main Garments	Shirt			Shirt
Shirts, Drab	Category 03: Personal Objects	Clothing	Main Garments	Shirt			Shirt
Shorts, Drab	Category 03: Personal Objects	Clothing	Main Garments	Shorts			Shorts
Shorts, Drill	Category 03: Personal Objects	Clothing	Main Garments	Shorts			Shorts
Shorts, White	Category 03: Personal Objects	Clothing	Main Garments	Shorts			Shorts
Suits, Aviation, Summer	Category 03: Personal Objects	Clothing	Main Garments	Suit	*Suit, Aviator's*		*Suit, Aviator's*

Suits, Outer	Category 03: Personal Objects	Clothing	Main Garments	Suit	*Suit, Aviator's*		*Suit, Aviator's*
Swim Trunks	Category 03: Personal Objects	Clothing	Main Garments	Suit	Suit, Bathing		Suit, Bathing
Flying Suit aviation summer	Category 03: Personal Objects	Clothing	Main Garments	Suit	*Suit, Flying*		*Suit, Flying*
Suit, Outer	Category 03: Personal Objects	Clothing	Main Garments	Suit			Suit
Greatcoat	Category 03: Personal Objects	Clothing	Outerwear	Overcoat	Greatcoat		Greatcoat
Greatcoat, Airmen	Category 03: Personal Objects	Clothing	Outerwear	Overcoat	Greatcoat		Greatcoat
Greatcoat, Officers	Category 03: Personal Objects	Clothing	Outerwear	Overcoat	Greatcoat		Greatcoat
Athletic Support	Category 03: Personal Objects	Clothing	Underwear	Supporter			Supporter
Underpants, V-type	Category 03: Personal Objects	Clothing	Underwear	Underpants	Briefs		Briefs
Drawers, Cotton	Category 03: Personal Objects	Clothing	Underwear	Underpants	Drawers		Drawers
Drawers, Woollen	Category 03: Personal Objects	Clothing	Underwear	Underpants	Drawers		Drawers
Singlet, Woollen	Category 03: Personal Objects	Clothing	Underwear	Undershirt	Singlet		Singlet
Singlets, Cotton	Category 03: Personal Objects	Clothing	Underwear	Undershirt	Singlet		Singlet
Eye Shields	Category 03: Personal Objects	Personal Assistive Objects	Device, Vision	Eyeglasses	Glasses, Safety		Glasses, Safety
Brush, Clothes	Category 03: Personal Objects	Personal Gear	Clothing Care Objects	Brush, Garment	Brush, Clothes		Brush, Clothes
Brushes, Clothes	Category 03: Personal Objects	Personal Gear	Clothing Care Objects	Brush, Garment	Brush, Clothes		Brush, Clothes
Brush, Shoe	Category 03: Personal Objects	Personal Gear	Clothing Care Objects	Brush, Garment	Brush, Shoe		Brush, Shoe
Brushes, Blackening	Category 03: Personal Objects	Personal Gear	Clothing Care Objects	Brush, Garment	Brush, Shoe		Brush, Shoe
Brushes, Polishing Boot	Category 03: Personal Objects	Personal Gear	Clothing Care Objects	Brush, Garment	Brush, Shoe		Brush, Shoe
Polish, Shoe	Category 03: Personal Objects	Personal Gear	Clothing Care Objects	Wax, Shoe			Wax, Shoe
Coat Hanger, Wire	Category 03: Personal Objects	Personal Gear	Clothing Care Objects	Hanger, Clothes	Coathanger		Coathanger
Coat Hangers	Category 03: Personal Objects	Personal Gear	Clothing Care Objects	Hanger, Clothes	Coathanger		Coathanger
Shoe cleaning outfit	Category 03: Personal Objects	Personal Gear	Clothing Care Objects	Kit, Shoeshine			Kit, Shoeshine
Tin containing; Boot polish and cloth	Category 03: Personal Objects	Personal Gear	Clothing Care Objects	Kit, Shoeshine			Kit, Shoeshine
Goggles, Sun	Category 03: Personal Objects	Personal Gear	Personal Assistive Objects	Device, Vision	Eyelasses	Sunglasses	Sunglasses
Goggles, Mask	Category 03: Personal Objects	Personal Gear	Personal Assistive Objects	Device, Vision	Goggles	Goggles, Aviators	Goggles, Aviators
Defenders, Ear	Category 03: Personal Objects	Personal Gear	Personal Assistive Objects	Earplug			Earplug
Handkerchiefs	Category 03: Personal Objects	Personal Gear	Personal Assistive Objects	Handkerchief			Handkchief
Knife Pocket	Category 03: Personal Objects	Personal Gear	Personal Assistive Objects	Knife, Pocket			Knife, Pocket
Holdall	Category 03: Personal Objects	Personal Gear	Personal Carrying & Storage Gear	Bag, Carrying	Bag, Shoulder		Bag, Shoulder
Purse, Brown Leather	Category 03: Personal Objects	Personal Gear	Personal Carrying & Storage Gear	Bag, Carrying	Purse		Purse
Bags, Kit	Category 03: Personal Objects	Personal Gear	Personal Carrying & Storage Gear	Bag. Carrying	Bag, Kit		Bag, Kit
Bags, Sea Kit	Category 03: Personal Objects	Personal Gear	Personal Carrying & Storage Gear	Bag. Carrying	Bag, Kit		Bag, Kit
Kit Bag "D"	Category 03: Personal Objects	Personal Gear	Personal Carrying & Storage Gear	Bag. Carrying	Bag, Kit		Bag, Kit
Sea Kit Bag	Category 03: Personal Objects	Personal Gear	Personal Carrying & Storage Gear	Bag. Carrying	Bag, Kit		Bag, Kit
Spectacles, Cloth Cover Pair	Category 03: Personal Objects	Personal Gear	Personal Carrying & Storage Gear	Case, Personal	Case, Eyeglasses		Case, Eyeglasses
Case, Small Leather	Category 03: Personal Objects	Personal Gear	Personal Carrying & Storage Gear	Case, Personal	Suitcase		Suitcase
Suitcase and contents	Category 03: Personal Objects	Personal Gear	Personal Carrying & Storage Gear	Case, Personal	Suitcase		Suitcase
Wallet and Contents (Photographs)	Category 03: Personal Objects	Personal Gear	Personal Carrying & Storage Gear	Case, Personal	Wallet		Wallet
Wallet Leather with Personal Papers	Category 03: Personal Objects	Personal Gear	Personal Carrying & Storage Gear	Case, Personal	Wallet		Wallet
Port, Small	Category 03: Personal Objects	Personal Gear	Personal Carrying & Storage Gear	Case, Personal			Case, Personal
Travelling Case, Large Leather	Category 03: Personal Objects	Personal Gear	Personal Carrying & Storage Gear	Case, Personal			Case, Personal
Straps, Case, Leather	Category 03: Personal Objects	Personal Gear	Personal Carrying & Storage Gear	Strap, Carrying			Strap, Carrying
Straps, Port	Category 03: Personal Objects	Personal Gear	Personal Carrying & Storage Gear	Strap, Carrying			Strap, Carrying
Havelock Tin	Category 03: Personal Objects	Personal Gear	Smoking & Recreational Drug Equipment	Box, Tobacco			Box, Tobacco
Case Cigarette	Category 03: Personal Objects	Personal Gear	Smoking & Recreational Drug Equipment	Case, Cigarette			Case, Cigarette
Cigarettes, Packet	Category 03: Personal Objects	Personal Gear	Smoking & Recreational Drug Equipment	Cigarette			Cigarette

Cigarettes, Paper	Category 03: Personal Objects	Personal Gear	Smoking & Recreational Drug Equipment	Paper, Rolling			Paper, Rolling
Tobacco	Category 03: Personal Objects	Personal Gear	Smoking & Recreational Drug Equipment	Tobacco			Tobacco
Bottle, Petroleum Jelly	Category 03: Personal Objects	Toilet Articles	Beauty Supplies	Container, Cosmetic			Container, Cosmetic
Tin, powder	Category 03: Personal Objects	Toilet Articles	Beauty Supplies	Container, Cosmetic			Container, Cosmetic
Mirror	Category 03: Personal Objects	Toilet Articles	Beauty Supplies	Mirror, Hand			Mirror, Hand
Comb	Category 03: Personal Objects	Toilet Articles	Hair Care Objects	Comb, Hair			Comb, Hair
Combs Hair	Category 03: Personal Objects	Toilet Articles	Hair Care Objects	Comb, Hair			Comb, Hair
Brush, Hair	Category 03: Personal Objects	Toilet Articles	Hair Care Objects	Hairbrush			Hairbrush
Brushes, Hair	Category 03: Personal Objects	Toilet Articles	Hair Care Objects	Hairbrush			Hairbrush
Tin, After Shave Talc	Category 03: Personal Objects	Toilet Articles	Hair Care Objects	Product Shaving			Product Shaving
Razor, Blade Type	Category 03: Personal Objects	Toilet Articles	Hair Care Objects	Product, Shaving	Blade, Razor		Blade, Razor
Razors, Safety	Category 03: Personal Objects	Toilet Articles	Hair Care Objects	Product, Shaving	Blade, Razor		Blade, Razor
Brush, Shaving	Category 03: Personal Objects	Toilet Articles	Hair Care Objects	Product, Shaving	Brush, Shaving		Brush, Shaving
Shaving Cream, Tube	Category 03: Personal Objects	Toilet Articles	Hair Care Objects	Product, Shaving	*Cream, Shaving*		*Cream, Shaving*
Mug, Shaving	Category 03: Personal Objects	Toilet Articles	Hair Care Objects	Product, Shaving	Mug, Shaving		Mug, Shaving
Safety Razors, Blades	Category 03: Personal Objects	Toilet Articles	Hair Care Objects	Product, Shaving	Razor	Razor, Safety	Razor, Safety
Strap, Razor	Category 03: Personal Objects	Toilet Articles	Hair Care Objects	Product, Shaving	Sharpener, Razor	Strop	Strop
Shaving Stick & Case	Category 03: Personal Objects	Toilet Articles	Hair Care Objects	Product, Shaving	Stick, Shaving		Stick, Shaving
Bottle, Hair Oil	Category 03: Personal Objects	Toilet Articles	Hair Care Objects				Hair Care Objects
Hair Dressing Bottle	Category 03: Personal Objects	Toilet Articles	Hair Care Objects				Hair Care Objects
Soap Box	Category 03: Personal Objects	Toilet Articles	Hygiene Objects	Container, Soap	Case, Soap		Case, Soap
Brushes Tooth	Category 03: Personal Objects	Toilet Articles	Hygiene Objects	Product, Oral Care	Toothbrush		Toothbrush
Toothbrush	Category 03: Personal Objects	Toilet Articles	Hygiene Objects	Product, Oral Care	Toothbrush		Toothbrush
Toothpaste	Category 03: Personal Objects	Toilet Articles	Hygiene Objects	Product, Oral Care	*Toothpaste*		*Toothpaste*
Soap	Category 03: Personal Objects	Toilet Articles	Hygiene Objects	Soap			Soap
Soap, Cake	Category 03: Personal Objects	Toilet Articles	Hygiene Objects	Soap			Soap
Towel, Civilian	Category 03: Personal Objects	Toilet Articles	Hygiene Objects	Towel	Towel, Bath		Towel, Bath
Face Washer	Category 03: Personal Objects	Toilet Articles	Hygiene Objects	Towel	Towel, Face		Towel, Face
Towel Hand	Category 03: Personal Objects	Toilet Articles	Hygiene Objects	Towel	Towel, Hand		Towel, Hand
Towel, Hand	Category 03: Personal Objects	Toilet Articles	Hygiene Objects	Towel	Towel, Hand		Towel, Hand
Tin and Contents, Soap and Tooth paste	Category 03: Personal Objects	Toilet Articles	Hygiene Objects				Hygiene Objects
Mug, Enamel	Category 04: Tools & Equipment for Materials	Food Service T&E	Drinking Vessels	Mug			Mug
Forks, Small NS	Category 04: Tools & Equipment for Materials	Food Service T&E	Eating & Drinking Utensils	Fork, Eating			Fork, Eating
Knives Medium SS	Category 04: Tools & Equipment for Materials	Food Service T&E	Eating & Drinking Utensils	Knife, Eating			Knife, Eating
Spoons, Dessert, NS	Category 04: Tools & Equipment for Materials	Food Service T&E	Eating & Drinking Utensils	Spoon, Eating	Spoon, Dessert		Spoon, Dessert
Serviette	Category 04: Tools & Equipment for Materials	Food Service T&E	Food Service Accessories	Linen, Table	Napkin		Napkin
Tins, Mess	Category 04: Tools & Equipment for Materials	Food Service T&E	Food Service Sets	Kit, Mess			Kit, Mess
Honey & Almond Bottle	Category 04: Tools & Equipment for Materials	Food Service T&E	Serving Vessels	Vessel, Condiment	Bottle, Condiment		Bottle, Condiment
Marking Outfit	Category 04: Tools & Equipment for Materials	Metalworking T&E	Metalworking T&E (blank sub-class)	Stamp, metal			Stamp, metal
Rope	Category 04: Tools & Equipment for Materials	Multiple Use T&E for Materials	Multiple Use T&E for Materials (blank sub-class)	Cord	Rope		Rope

Scissors	Category 04: Tools & Equipment for Materials	Multiple Use T&E for Materials	Multiple Use T&E for Materials (blank sub-class)	Scissors			Scissors
Housewife	Category 04: Tools & Equipment for Materials	Textile working T&E	Needleworking Equipment	Kit, Needlework	Kit, Sewing		Kit, Sewing
Clothes Pegs	Category 05: Tools & Equipment for Science & Technology	Maintenance T&E	Laundry Equipment	Clothespin			Clothespin
Bottle, APC	Category 05: Tools & Equipment for Science & Technology	Medical & Psychological T&E	Medical Accessories	Container, Medicine	Bottle, Medicine		Bottle, Medicine
Bottle, Buckleys	Category 05: Tools & Equipment for Science & Technology	Medical & Psychological T&E	Medical Accessories	Container, Medicine	Bottle, Medicine		Bottle, Medicine
Bottle, Tablets	Category 05: Tools & Equipment for Science & Technology	Medical & Psychological T&E	Medical Accessories	Container, Medicine	Bottle, Medicine		Bottle, Medicine
Tablets "Horlicks" Bottle	Category 05: Tools & Equipment for Science & Technology	Medical & Psychological T&E	Medical Accessories	Container, Medicine	Bottle, Medicine		Bottle, Medicine
Vicks Vapour Rub.	Category 05: Tools & Equipment for Science & Technology	Medical & Psychological T&E	Medical Accessories	Container, Medicine	Jar, Ointment		Jar, Ointment
Adhesive Plaster	Category 05: Tools & Equipment for Science & Technology	Medical & Psychological T&E	Medical Accessories	Tape, Medical			Tape, Medical
Dressings, Emergency, Box	Category 05: Tools & Equipment for Science & Technology	Medical & Psychological T&E	Medical Instruments	Instrument, Therapeutic	Kit, Medical	Kit, First Aid	Kit, First Aid
Keys	Category 05: Tools & Equipment for Science & Technology	Regulative & Protective T&E	Protective Devices	Device, Security	Key		Key
Lock	Category 05: Tools & Equipment for Science & Technology	Regulative & Protective T&E	Protective Devices	Device, Security	Lock, Security	Padlock	Padlock
Padlock Common	Category 05: Tools & Equipment for Science & Technology	Regulative & Protective T&E	Protective Devices	Device, Security	Lock, Security	Padlock	Padlock
Bars, Locking	Category 05: Tools & Equipment for Science & Technology	Regulative & Protective T&E	Protective Devices	Device, Security			Device, Security
Respirator Anti Gas	Category 05: Tools & Equipment for Science & Technology	Regulative & Protective T&E	Protective Devices	Mask, Gas			Mask, Gas
Respirators, Anti-gas, C'pte	Category 05: Tools & Equipment for Science & Technology	Regulative & Protective T&E	Protective Devices	Mask, Gas			Mask, Gas
Watch, Pocket	Category 05: Tools & Equipment for Science & Technology	Timekeeping T&E	Timekeeping T&E (blank subclass)	Watch	Watch, Pocket		Watch, Pocket
Watch, Chromium Plated with Wrist Strap	Category 05: Tools & Equipment for Science & Technology	Timekeeping T&E	Timekeeping T&E (blank subclass)	Watch	Wristwatch		Wristwatch
Watch, Gold Wristlet in leather case	Category 05: Tools & Equipment for Science & Technology	Timekeeping T&E	Timekeeping T&E (blank subclass)	Watch	Wristwatch		Wristwatch
Ruler	Category 05: Tools & Equipment for Science & Technology	Weights & Measures T&E	Weights & Measures T&E (blank sub-class)	Ruler			Ruler
Earpieces Inter. Comm	Category 06: Tool & Equipment for Communication	Sound Communication T&E	Sound Communication Devices	Intercom	*Intercom, Earpiece*		*Intercom, Earpiece*
Camera and case	Category 06: Tools & Equipment for Communication	Photographic T&E	Camera Equipment	Camera			Camera
Envelopes, Bundle	Category 06: Tools & Equipment for Communication	Written Communication T&E	Writing Accessories	Container, Document	Envelope		Envelope
Bottles, Ink	Category 06: Tools & Equipment for Communication	Written Communication T&E	Writing Accessories	Container, Writing Equipment	Bottle, Ink		Bottle, Ink
Case Writing. Quantity Paper, Envelopes	Category 06: Tools & Equipment for Communication	Written Communication T&E	Writing Accessories	Container, Writing Equipment	Case, Writing Equipment		Case, Writing Equipment
Writing Case and Contents, Fountain Pen, Envelopes, Stamps Postage 1d.	Category 06: Tools & Equipment for Communication	Written Communication T&E	Writing Accessories	Container, Writing Equipment	Case, Writing Equipment		Case, Writing Equipment
Rubber	Category 06: Tools & Equipment for Communication	Written Communication T&E	Writing Accessories	Eraser			Eraser

Pen, Drawing	Category 06: Tools & Equipment for Communication	Written Communication T&E	Writing Devices	Pen			Pen
Pen, Fountain Broken	Category 06: Tools & Equipment for Communication	Written Communication T&E	Writing Devices	Pen			Pen
Pencil	Category 06: Tools & Equipment for Communication	Written Communication T&E	Writing Devices	Pencil			Pencil
Book, Exercise	Category 06: Tools & Equipment for Communication	Written Communication T&E	Writing Media	Book, Writing	Blankbook		Blankbook
Book, Reporters Note	Category 06: Tools & Equipment for Communication	Written Communication T&E	Writing Media	Book, Writing	Blankbook	Notebook	Notebook
Notebook	Category 06: Tools & Equipment for Communication	Written Communication T&E	Writing Media	Book, Writing	Blankbook	Notebook	Notebook
Pads Scribbling (Course Notes) Air Force	Category 06: Tools & Equipment for Communication	Written Communication T&E	Writing Media	Book, Writing	Blankbook	Notebook	Notebook
Pads Writing	Category 06: Tools & Equipment for Communication	Written Communication T&E	Writing Media	Book, Writing	Blankbook	Notebook	Notebook
Writing Paper, Bundle	Category 06: Tools & Equipment for Communication	Written Communication T&E	Writing Media	Paper	Paper, Writing		Paper, Writing
Writing Paper, Sheets	Category 06: Tools & Equipment for Communication	Written Communication T&E	Writing Media	Paper	Paper, Writing		Paper, Writing
Book, Prayer	Category 08: Communication Objects	Ceremonial Objects	Religious Objects	Tet, Religious	Book, Prayer		Book, Prayer
Bank Book	Category 08: Communication Objects	Documentary Objects	Finacial Records	Bankbook			Bankbook
Legal papers	Category 08: Communication Objects	Documentary Objects	Government Records	Record, Judicial			Record, Judicial
Photo	Category 08: Communication Objects	Documentary Objects	Graphic Documents	Photograph			Photograph
Book, Lesson	Category 08: Communication Objects	Documentary Objects	Instructional Documents	Textbook			Textbook
Music, Sheet	Category 08: Communication Objects	Documentary Objects	Literary Works	Composition, Musical	Music, Sheet		Music, Sheet
Novel	Category 08: Communication Objects	Documentary Objects	Literary Works	Novel			Novel
Book, Address	Category 08: Communication Objects	Documentary Objects	Other Documents	Book	Book, Address		Book, Address
Diary	Category 08: Communication Objects	Documentary Objects	Other Documents	Book	Journal	Diary	Diary
Letters	Category 08: Communication Objects	Documentary Objects	Other Documents	Correspondence	Letter		Letter
Telegram	Category 08: Communication Objects	Documentary Objects	Other Documents	Correspondence	Telegram		Telegram
Book, Digest	Category 08: Communication Objects	Documentary Objects	Other Documents	Serial	Periodical	Magazine	Magazine
Magazine	Category 08: Communication Objects	Documentary Objects	Other Documents	Serial	Periodical	Magazine	Magazine
Private Papers	Category 08: Communication Objects	Documentary Objects	Other Documents				Other Documents
Reservations, Seat	Category 08: Communication Objects	Exchange Media	Exchange Media (blank sub-class)	Ticket			Ticket
Rosary	Category 08: Communication Objects	Personal Symbols	Belief Symbols	Symbol, Spiritual	Object, Devotional	Rosary	Rosary
Disc, identity	Category 08: Communication Objects	Personal Symbols	Personal Identification	Nametag	Tag, Dog		Tag, Dog
Identity Disc	Category 08: Communication Objects	Personal Symbols	Personal Identification	Nametag	Tag, Dog		Tag, Dog
Identity Disc, Circular	Category 08: Communication Objects	Personal Symbols	Personal Identification	Nametag	Tag, Dog		Tag, Dog
Identity Discs, Army	Category 08: Communication Objects	Personal Symbols	Personal Identification	Nametag	Tag, Dog		Tag, Dog
Badge, black E & C	Category 08: Communication Objects	Personal Symbols	Status Symbols	Insignia	Badge, Insignia		Badge, Insignia
Badge, black, cap	Category 08: Communication Objects	Personal Symbols	Status Symbols	Insignia	Badge, Insignia	Badge, Cap	Badge, Cap
Badge, Cap, Service Dress	Category 08: Communication Objects	Personal Symbols	Status Symbols	Insignia	Badge, Insignia	Badge, Cap	Badge, Cap
Badge, Cap, Airman's	Category 08: Communication Objects	Personal Symbols	Status Symbols	Insignia	Badge, Insignia	Badge, Cap	Badge, Cap
Badge, Cap, Officers	Category 08: Communication Objects	Personal Symbols	Status Symbols	Insignia	Badge, Insignia	Badge, Cap	Badge, Cap
Badge, Cap, Ox	Category 08: Communication Objects	Personal Symbols	Status Symbols	Insignia	Badge, Insignia	Badge, Cap	Badge, Cap
Badge, Cap, Oxidised	Category 08: Communication Objects	Personal Symbols	Status Symbols	Insignia	Badge, Insignia	Badge, Cap	Badge, Cap
Badge, drab airscrew	Category 08: Communication Objects	Personal Symbols	Status Symbols	Insignia	Badge, Insignia		Badge, Insignia
Badge, LAC, Metal	Category 08: Communication Objects	Personal Symbols	Status Symbols	Insignia	Badge, Insignia		Badge, Insignia
Badge, LAC, Pair	Category 08: Communication Objects	Personal Symbols	Status Symbols	Insignia	Badge, Insignia		Badge, Insignia
Badges, Overcoat	Category 08: Communication Objects	Personal Symbols	Status Symbols	Insignia	Badge, Insignia		Badge, Insignia
Cap Badge	Category 08: Communication Objects	Personal Symbols	Status Symbols	Insignia	Badge, Insignia	Badge, Cap	Badge, Cap
Braids, Flying Officer	Category 08: Communication Objects	Personal Symbols	Status Symbols	Insignia	*Braid*		*Braid*
Arm Bands	Category 08: Communication Objects	Personal Symbols	Status Symbols	Insignia	Brassard		Brassard

Bands, White	Category 08: Communication Objects	Personal Symbols	Status Symbols	Insignia	Brassard		Brassard
Badge, Pilot white	Category 08: Communication Objects	Personal Symbols	Status Symbols	Insignia	Patch, Insignia	*Wings, Pilot*	*Wings, Pilot*
Badge, Pilot, Flying	Category 08: Communication Objects	Personal Symbols	Status Symbols	Insignia	Patch, Insignia	*Wings, Pilot*	*Wings, Pilot*
Badge, Pilot, White	Category 08: Communication Objects	Personal Symbols	Status Symbols	Insignia	Patch, Insignia	*Wings, Pilot*	*Wings, Pilot*
Badges Blue Chev (sets of 3)	Category 08: Communication Objects	Personal Symbols	Status Symbols	Insignia	Patch, Insignia	Chevron	Chevron
Badges Drab Chev (sets of 3)	Category 08: Communication Objects	Personal Symbols	Status Symbols	Insignia	Patch, Insignia	Chevron	Chevron
Badges, Blue, Embroidered Eagle	Category 08: Communication Objects	Personal Symbols	Status Symbols	Insignia	Patch, Insignia	*Wings, Pilot*	*Wings, Pilot*
Badges, Pilot, White	Category 08: Communication Objects	Personal Symbols	Status Symbols	Insignia	Patch, Insignia	*Wings, Pilot*	*Wings, Pilot*
Chevrons	Category 08: Communication Objects	Personal Symbols	Status Symbols	Insignia	Patch, Insignia	Chevron	Chevron
Cloth bundle containing pair Wings	Category 08: Communication Objects	Personal Symbols	Status Symbols	Insignia	Patch, Insignia	*Wings, Pilot*	*Wings, Pilot*
Peak, White	Category 08: Communication Objects	Personal Symbols	Status Symbols	Insignia	*Peak*		*Peak*
Jackets Airmen Drab	Category 08: Communication Objects	Personal Symbols	Status Symbols	Uniform	Uniform, Military	*Jacket, Airman*	*Jacket, Airman*
Jackets Officers Blue	Category 08: Communication Objects	Personal Symbols	Status Symbols	Uniform	Uniform, Military	*Jacket, Officer*	*Jacket, Officer*
Jackets, Airmen's Blue	Category 08: Communication Objects	Personal Symbols	Status Symbols	Uniform	Uniform, Military	*Jacket, Airman*	*Jacket, Airman*
Jackets, Airmen's Drab	Category 08: Communication Objects	Personal Symbols	Status Symbols	Uniform	Uniform, Military	*Jacket, Airman*	*Jacket, Airman*
Jackets, Officers Drab	Category 08: Communication Objects	Personal Symbols	Status Symbols	Uniform	Uniform, Military	*Jacket, Officer*	*Jacket, Officer*
Shirts BG Airmen	Category 08: Communication Objects	Personal Symbols	Status Symbols	Uniform	Uniform, Military	*Shirt, Airman*	*Shirt, Airman*
Shirts BG Officers	Category 08: Communication Objects	Personal Symbols	Status Symbols	Uniform	Uniform, Military	*Shirt, Officer*	*Shirt, Officer*
Shirts Bush Officers	Category 08: Communication Objects	Personal Symbols	Status Symbols	Uniform	Uniform, Military	*Shirt, Officer*	*Shirt, Officer*
Shirts, Blue-grey, Airmen's	Category 08: Communication Objects	Personal Symbols	Status Symbols	Uniform	Uniform, Military	*Shirt, Airman*	*Shirt, Airman*
Shirts, Bush Type	Category 08: Communication Objects	Personal Symbols	Status Symbols	Uniform	Uniform, Military	*Shirt, Airman*	*Shirt, Airman*
Ties, Airmen's	Category 08: Communication Objects	Personal Symbols	Status Symbols	Uniform	Uniform, Military	*Necktie*	*Necktie*
Trousers, Airmen, Blue	Category 08: Communication Objects	Personal Symbols	Status Symbols	Uniform	Uniform, Military	*Pants, Airman*	*Pants, Airman*
Trousers, Drab	Category 08: Communication Objects	Personal Symbols	Status Symbols	Uniform	Uniform, Military	*Pants*	*Pants*
Trousers, Officers, Blue	Category 08: Communication Objects	Personal Symbols	Status Symbols	Uniform	Uniform, Military	*Pants, Officer*	*Pants, Officer*
Uniform, Drab	Category 08: Communication Objects	Personal Symbols	Status Symbols	Uniform	Uniform, Military		Uniform, Military
Ticket, Raffle	Category 09: Recreational Objects	Game Equipment	Game Equipment (blank sub-class)	Device, Gambling	Device, Lottery	Ticket, Lottery	Ticket, Lottery
Racket, Tennis	Category 09: Recreational Objects	Sports Equipment	Sports Equipment (blank sub-class)	Gear, Tennis	Racket, Tennis		Racket, Tennis
Chocolate Bar							
Lunch Cake, 16 oz.							
Packet PKs							
Sweets							

APPENDIX 11: AIRCRAFT ACCIDENTS INVOLVING PERSONNEL POSTED TO 5 SFTS

List compiled from A20 Wirraway Accident series at the National Archives of Australia compiling Form P.T.81. 'Preliminary Report (Internal) of Flying Accident or Forced Landing'. Additional records were added when known fatality occurred but not mentioned in the primary dataset. Given the frequency of accidents at 5 SFTS this list is potentially still incomplete.

Date	Aircraft	Location	Personnel						Probable Cause
			Pilot			Crew			
			SERN	Name	Condition	SERN	Surname	Condition	
22/1/41	A20-446	Uranquinty aerodrome	260785	Brown LKM	Normal	412465	Matthews FG	Normal	Aircraft stalled at excessive height, ballooned on landing, and port wing tip struck ground. Lack of anticipation on part of the instructor.[1]
10/12/41	A20-406	Uranquinty aerodrome	412736	Spowart DM	Slightly injured				Aircraft turned on its back shortly after touching down whilst landing. Poor technique. Excessive use of breaks.[2]
18/12/41	A20-421	Paddock 1/2 mile N Uranquinty aerodrome		McCulloch WC	Normal	411917	Keane D	Normal	Forced landing. Engine Failure.[3]
28/12/41	A20-476	Uranquinty aerodrome	412853	Smithers J	Normal				On landing pupil held off too high, aircraft stalled at 10 feet, and starboard wing struct ground. Error of judgement due to inexperience. [4]
13/1/42	A20-412	Uranquinty aerodrome	412609	Connor EG	Normal				Aircraft ground looped on landing. Poor technique due to inexperience[5]
21/1/42	A20-417	Uranquinty aerodrome	406426	Tomlinson, OJC	Normal	412624	McAuliffe L		Aircraft ground looped on landing. Tail wheel not locked. [6]
21/1/42	A20-445	Barracks, Uranquinty	727	Keig GW	Killed	26790	Monfries JB	Killed	Aircraft spun into ground. Loss of speed in pulling out of dive at low altitude. [7]
27/1/42	A20-491	9 miles W of The Rock	400847	Roberts RV	Normal	401487	Bodie RL	Normal	Forced landing. Engine failure. [8]
29/1/42	A20-410	One mile west Wodonga Railway Station		Brown LR	Normal	401455	Milligan RI	Normal	Forced landing. Engine failure[9]
9/2/42	A20-443	Uranquinty	412383	Burroughs PF	Normal				Aircraft stalled at 4 ft., dropped port wing and ground looped violently. Pilot held off high and opened the throttle too late to prevent the aircraft stalling. Poor technique. [10]
10/2/42	A20-409	Uranquinty	407254	Rowe RW	Normal	22444	Verry RA	Normal	Aircraft overturned due to violent use of brakes[11]
16/2/42	A20-419	Bullsrun Station	412539	Jennings EC	Normal				Forced landing with undercarriage retracted. Engine failure. Cause obscure. [12]
22/2/42	A20-415	Uranquinty aerodrome	409438	Pederson VB	Slightly injured				Aircraft bounced during landing. Poor technique due to inexperience. [13]
9/3/42	A20-460	Uranquinty aerodrome	411608	Sandell RO	Normal	412695	Rich GB	Normal	Aircraft stalled too high on landing and starboard wingtip struck ground. Poor technique[14]
15/3/42	A20-434	Tootool	413188	Gilbert RD	Normal				Forced landing. Engine failure. [15]

[1] National Archives of Australia: Wirraway A20 [Accidents Part 15]; A9845; 194; 6950556.
[2] National Archives of Australia: Wirraway A20 [Accidents Part 14]; A9845; 193; 6950555.
[3] NAA: A9845, 193.
[4] National Archives of Australia: Wirraway A20 [Accidents Part 16]; A9845; 195; 6950557.
[5] NAA: A9845, 193.
[6] NAA: A9845, 193.
[7] NAA: A9845, 194.
[8] NAA: A9845, 195.
[9] NAA: A9845, 193.
[10] NAA: A9845, 194.
[11] Note: Archival file has 'Rowe' listed as 'Raine ' NAA: A9845, 193.
[12] NAA: A9845, 193.
[13] NAA: A9845, 193.
[14] NAA: A9845, 194.
[15] NAA: A9845, 194.

17/3/42	A20-453	Landsdowne Station one mile N The Rock	411917	Keane D	Normal				Aircraft forced landed with wheels retracted. Engine bowing oil. [16]
21/3/42	A20-89	Marrke	401873	Willis AJ	Normal	406811	Miller JB	Normal	Crashed landing, obscure.[17]
31/3/42	A20-60	2 miles E of N aerodrome	412240	Foran MT	Normal	412427	Fuller B	Normal	Forced landing due to engine overheating. [18]
3/4/42	A20-558	1 mile south aerodrome	412636	McIver KA	Normal	408608	Murphy FD	Normal	Forced landing with undercarriage retracted. Engine failure. [19]
4/4/42	A20-441	5 miles NW of aerodrome	4094055	Stockdale WH	Normal				Forced landing. Engine Failure.[20]
7/4/42	A20-79	Air Ground Gunnery Range	412025	Oppy RA	Killed	414066	McClymont AM	Killed	Instrument flying exercise. Civilian witness states that aircraft dived several times on gunnery targets and failed to come out of last dive. Disobedience of orders. [21]
7/4/42	A20-140	2 miles NE The Rock	18069	Andrew-Street AG	Normal	412635	McIntyre AW	Normal	forced landing due to engine failure. [22]
18/4/42	A20-216	Parkes Aerodrome	402133	Paxton RR	Normal	205715	McKissock WR	Normal	Crash landing. Engine failed on take off. [23]
7/5/42	A20-253	Holbrook aerodrome	403410	Linklater KA	Normal	413140	Kevin FJ	Normal	Forced landing. Engine Failure. [24]
28/5/42	A20-24	20 miles west from Deniliquin	403887	Tucker GF	Normal	413166	Carey JC	Normal	Excessive oil blowing. [25]
9/6/42	A20-607	In field adjoining aerodrome Cowra	416020	Felgenhaur RF	Normal	414217	Fleming NAT		During cross country exercise pilot became lost owing to poor visibility and forced landed. Unfavourable weather conditions. [26]
3/7/42	A20-552	Near Mangoplah Rd, approx. 42 miles SE Uranquinty	413010	McCredie BS	Killed	405945	Teys C	Killed	Aircraft spun out of control. Cause obscure. [27]
3/7/42	A20-610	Bombing and Gunnery Range Big Springs	409639	Wallace RN	Killed				Obscure. [28]
12/7/42	A20-427	Uranquinty aerodrome	18069	Andrew-Street AG	Slightly injured-shock	409225	Roberts HW	Slightly injured, gravel rash, shock, partial amputation of finger	Aircraft skidded and nosed over onto back. Poor technique. [29]
21/8/42	A20-603	In a field approx. 2 mile from Galore Rd about 40 miles along Wagga to Narrandera Rd		Baggett DI	Normal	409706	Hubbard RB	Normal	Forced landing during cross country exercise. Aircraft struck post and trees. Loss of engine power after tank change over. [30]
27/8/42	A20-455	Uranquinty aerodrome	411438	Boxsell JB	Normal	409820	Deal DA	Normal	During night landing, aircraft was held off too high and dropped heavily. Poor technique. [31]
10/9/42	A20-31	Currawarna	404494	Butterworth LGR	Normal	414579	Lippiatt FW	Normal	Forced landing engine trouble. [32]
11/9/42	A20-419	5 SFTS	406187	Northover AET	Normal	12413	Biggs JC	Normal	AC Stalled high when executing precautionary landing. Poor technique. [33]

[16] NAA: A9845, 194.
[17] National Archvies of Australia: Wirraway A20 [Accidents Part 4] A9845; 104; 6950488.
[18] NAA: A9845, 104; National Archives of Australia: Wirraway A20 [Accidents Part 3]; A9845; 103; 6950487.
[19] National Archives of Australia: Wirraway A20 [Accidents Part 18] A9845; 197; 6950559.
[20] NAA: A9845, 194.
[21] NAA: A9845, 104.
[22] NAA: A9845, 104.
[23] National Archives of Australia: Wirraway A20 [Accidents Part 8]; A9845; 108; 6950492.
[24] National Archives of Australia: Wirraway A20 [Accidents Part 10]; A9845; 110; 6950495.
[25] National Archives of Australia: Wirraway A20 [Accidents Part 1] A9845; 101; 6950485.
[26] National Archives of Australia: Wirraway A20 [Accidents Part 19]; A9845; 198; 6950560.
[27] NAA: A9845, 197.
[28] NAA: A9845, 198.
[29] NAA: A9845, 194.
[30] NAA: A9845, 198.
[31] NAA: A9845, 194.
[32] National Archives of Australia: Wirraway A20 [Accidents Part 2] A9845; 102; 6950486.
[33] NAA: A9845, 193.

14/9/42	A20-450	In Lake Culliver approx. 10 miles SW Boree Creek	413759	Griffin RJ	Injured - injuries to face and nose and badly shocked				Not yet known. [34]
17/9/42	A20-32	Yarragundry Satellite	420450	Cornally FJ	Normal				Aircraft held off too high during precautionary landing practice. [35]
30/9/42	A20-567	Uranquinty	412807	Connors JG	Slightly injured	410119	Bengiman F	Slightly injured	Stalled high landing. [36]
12/10/42	A20-547	Uranquinty aerodrome	407066	Redman GF	Normal	420274	Robinson LG	Normal	Forced landing. Engine failure on take-off. [37]
28/10/42	A20-591	Narromine Aerodrome	414579	Lippiatt FW	Normal				Landing accident. Held off too high while landing and stalled aircraft. [38]
29/10/42	A20-417	Uranquinty aerodrome	407315	Boucaut AP	Normal	417239	Sellick BC	Normal	Landing accident. Held off too high while landing and stalled aircraft. [39]
30/10/42	A20-607	Belfrayden Satellite Aerodrome	409534	Fuller LD	Killed	432857	Nilon AJ	Killed	Aircraft was coming into land. Whilst 30 feet above aerodrome aircraft flicked onto back and dived straight into ground bursting into flame on impact. Power stall. [40]
1/12/42	A20-393	Forest Hill	421819	Newbigging RJ	Killed				Night flying exercise. Aircraft crashed during take off, four hundred yards beyond leading lights. [41]
2/12/42	A20-218	9 miles S Narrandera	410252	McInnes JS	Normal				Aircraft force landed. Shortage of fuel. [42]
14/12/42	A20-490	5 SFTS	421092	Sparrow WF	Slightly injured				Taxied into stationary aircraft A20-543. [43]
8/1/43	A20-585	Belfrayden Satellite Aerodrome	205784	Conway MJ	Slightly injured	421998	McCarthy JT	Killed	A20-585 whilst taking off collided with stationary aircraft. Failure of staff pilot A20-585 to keep adequate lookout and/or failure to prevent aircraft swinging during take-off. A20-585 burst into flames and McCathy was trapped in the front cockpit. [44]
8/1/43	A20-613	Belfrayden Satellite Aerodrome	421948	Wannan CW	Normal				
7/2/43	A20-420	Yarragundary satellite aerodrome	427139	Parr DH	Normal				Forced landing. Engine failure. [45]
1/3/43	A20-131	10 miles NW of Wagga	411369	O'berg RR	Normal	426913	Rayner LW	Killed	A20-440 collided with A20-131 during formation breakup. Crew of A20-131 bailed out when aircraft could not be recovered from spin. LAC Rayner's parachute opened late. A20-440 was landed by LAC Utting and on landing found WO Averill with fatal head injuries. Not stated- assumed to be bad formation drill. [46]
1/3/43	A20-440	10 miles NW of Wagga	406429	Averill K	Killed	426785	Utting WT	Normal	
8/3/43	A20-48	Banandera (12 miles west of Yanco)	421946	Thompson HV	Killed				Collision in air between A20-48 and A20-602 while unauthorised formation flying. Disobedience of orders and poor technique of trainee pilots. [47]
8/3/43	A20-602	Banandera (12 miles west of Yanco)	418587	Walker RC	Killed				
23/4/43	A20-582	7 miles N of Marrar	423303	Bloom LL	Killed				Aircraft hit trees and crashed and burnt during low level cross country flying. Failure of trainee to keep careful lookout. [48]
23/4/43	A20-417	3 miles SW Uberta Post Office	407126	Milne KR	Normal	33011	Bromhead SJ	Normal	A20-417 and A20-422 collided during formation breakup. A20-417 made a successful forced landing with undercarriage retracted. Crew of A20-442 bailed out. Poor formation drill- second case at this unit. Matter taken up by Department of Training. [49]
23/4/43	A20-442	3 miles SW Uberta Post Office	406086	Ward JF	Normal	429480 (O11391)	Parker IS	Normal	
13/7/43	A20-57	1½ miles NE of Uranquinty	426984	Smith NL	Slightly injured				Night flying accident, poor technique. [50]

[34] NAA: A9845, 194.
[35] NAA: A9845, 102.
[36] National Archives of Australia: BINGEMANN Frederick - (Leading Aircraftman): Service Number - 420119: File type - Casualty - Repatriation: Aircraft - Wirraway A20-567: Place - Uranquinty, New South Wales: Date - 30 October 1942; A705; 163/92/209; 1054904.
[37] National Archives of Australia: Wirraway A20 [Accidents Part 17]; A9845; 196; 6950558.
[38] NAA: A9845, 197.
[39] Name spelt Bouchaut, AP in 69505 also no service number listed.NAA: A9845, 193.
[40] NAA: A9845, 198.
[41] National Archives of Australia: Wirraway A20 [Accidents Part 13]; A9845; 113; 6950497.
[42] NAA: A9845, 108.
[43] National Archives of Australia: Wirraway A20 [Accidents Part 22] [Collisions between aircraft]; A9845; 174; 7127552.
[44] NAA: A9845, 174.
[45] Name spelt Bouchaut, AP in 69505 also no service number listed.NAA: A9845, 193.
[46] NAA: A9845, 174.
[47] National Archives of Australia: Wirraway A20 [Accidents Part 21] [Collisions between aircraft]; A9845; 173; 7127551.
[48] NAA: A9845, 197.
[49] NAA: A9845, 174.
[50] NAA: A9845, 103.

1/8/43	A20-150	1 mile SE of 5 SFTS	432300	Barnwell JW	Killed				No details given, but aircraft apparently crashed on non-operational solo training flight. [51]
8/8/43	A20-215	The Rock	413809	White LE	Normal	428633	Cooper RT	Killed	
8/8/43	A20-584	The Rock	407450	Smith FK	Killed	422931	Chantler JC	Killed	Aircraft were seen to collide during formation flying exercise. [52]
19/8/43	A20-569	Collinguille Bombing and Gunnery Range	429410	Starmer SH	Killed				Aircraft spun into ground when turning in to attack target. Aircraft appeared to stall. Poor technique. [53]
17/9/43	A20-148	40 yds outside NE end of Aerodrome	434759	Pollard EC	Slightly injured				Pilot error- bad airmanship. [54]
8/10/43	A20-216	5 miles SW of Aerodrome	408103	Burrows	Killed	432979	Slapp HN	Killed	Aircraft crashed during non-operational night instructional flight. Cause unknown. [55]
10/11/43	A20-622	Uranquinty aerodrome	424721	Batley KE	Normal	430265	McHenry PW	Normal	Crash landing. Aircraft bounced on landing, stalled, and port mainplane struck ground. Poor technique. [56]
12/11/43	A20-143	Main aerodrome	432716	Strike KW	Slightly injured				Pilot undershot, aircraft stalled and starboard wing tip hit ground. [57]
22/11/43	A20-566	Uranquinty aerodrome	435115	Day RG	Normal	TRANSPORT DRIVER ACW 109767	Luckman BDL	Seriously injured	Aircraft struck tender when landing on flarepath. Error of other personnel. [58]
23/11/43	A20-478	3 miles N of aerodrome	433129	Page FS	Killed				Aircraft crashed after baulked approach. Poor technique. [59]
30/1/44	A20-461	Marror Township	433621	Penfold PH	Killed				Aircraft crashed during solo cross country flight. Cause unknown. [60]
3/3/44	A20-413	Six miles from The Rock	422435	Cox RA	Normal				During forced landing, with wheels retracted aircraft struck tree with starboard mainplane. Engine failure. [61]
7/3/44	A20-176	Main aerodrome	439356 (O22133)	Garroway WM	Normal				Trainee pilot checked too late and aircraft struck ground heavily. Error of judgement and poor technique. [62]
24/3/44	A20-583	3 miles E of Mangoplah NSW near main Holbrook Rd	432634	Flemming EW	Killed	433616	Nesbitt JM	Killed	Whilst carrying out instrument flying practice engine seized at 4000 feet and in attempting forced landing aircraft overshot field, struck telephone post and overturned. [63]
11/4/44	A20-608	1 mile SSW aerodrome	64456	Cameron JG	Killed				Aircraft crashed during solo night flying patrol. [64]
13/4/44	A20-493	Wagga Wagga	433422	Harkness GC[65]	Killed				
18/4/44	A20-452	South of Forbes Township	439507	Williams AE	Killed	439490	McNamara LA	Killed	Aircraft crashed during cross country navigational exercise. Cause unknown. [66]
20/4/44	A20-161	Main aerodrome	419525	Hutchinson TB	Normal	439260	Healy W	Normal	During low level cross country flight aircraft struck tree damaging port mainplane. Aircraft crash-landed. [67]

[51] National Archives of Australia: Wirraway A20 [Accidents Part 7]; A9845; 107; 6950491.
[52] NAA: A9845, 174.
[53] NAA: A9845, 197.
[54] National Archives of Australia: Wirraway A20 [Accidents Part 6]; A9845; 106; 6950490.
[55] NAA: A9845, 108.
[56] NAA: A9845, 198.
[57] NAA: A9845, 106.
[58] NAA: A9845, 197.
[59] NAA: A9845, 104.
[60] NAA: A9845, 194.
[61] NAA: A9845, 193.
[62] NAA: A9845, 107.
[63] NAA: A9845, 197.
[64] NAA: A9845, 198.
[65] National Archives of Australia: HARKNESS, Geoffrey Clyde, (Leading Aircraftman); Service Number - 433422; File type - Casualty - Repatriation; Aircraft - Wirraway A20-493; Place - Wagga Wagga, New South Wales; Date - 13 April 1944; A705; 166/17/531; 1069816.
[66] NAA: A9845, 194.
[67] NAA: A9845, 107.

11/5/44	A20-55	1½ miles SW of Yarrangundry Satellite	406406	O'Sullivan GJ	Killed	438000	Marks WE	Killed	Unknown- aircraft appeared to spink from cloud during dual flying check. [68]
18/5/44	A20-564	Uranquinty	402487	Benson DB	Slightly injured	431327	McKimm WR	Slightly injured	A20-564 whilst taking off collided with A20-612 which was taxying along taxystrip. Lack of vigilance. [69]
18/5/44	A20-612	Uranquinty	439487	MacGibbon JA	Slightly injured				
8/6/44	A20-409	Uranquinty aerodrome	439859	Allan JF	Normal				Wing hit ground causing aircraft to overturn. Poor technique due to inexperience. [70]
3/7/44	A20-511	Uranquinty	416161	Uttley G	Normal	440141	Cunliffe JH	Normal	Fusebox caught fire at 5000 feet and aircraft forced landed. [71]
27/9/44	A20-95	2 miles north Narrandera Rd, 12 miles from Wagga	432264	Raftery BA	Killed	49060	Quirk AV	Killed	Aircraft crashed during non-operational instrument flying training flight. Cause unknown. [72]
15/10/44	A20-230	4 miles NW of The Rock	410404	Williams LH	Killed	443782	Leysley LD	Killed	Aircraft crashed during night flying. Poor visibility due to dust storm. [73]
15/10/44	A20-241	15 Miles S Uranquinty	414178	Wallace RHW	Slightly injured	443598	Turner JCV	Seriously injured	Poor visibility due to dust storm. [74]
22/11/44	A20-301	Main aerodrome	443737	Crowe TJ	Normal				Aircraft stalled at 20 feet and struck ground heavily. Poor technique. [75]
26/3/45	A20-208	Gunnery Range Belfrayden	409613	Tamlyn JD	Killed	409419	Loftus LM	Killed	Wilful disobedience of Flying Orders followed by poor technique causing stall of steep climbing turn which was commenced at 20 feet after completion of Gunnery detail. [76]
4/4/45	A20-39	Sandy Creek	442296	McGee MP	Killed				Collision during formation training flight. Lack of vigilance. A20-415. [77]
4/4/45	A20-415	Sandy Creek	438604	McDowell SB	Normal				Collision during formation training flight. Lack of vigilance. A20-39. [78]
12/6/45	A20-7	6 miles west of the rock	449012	O'Rorke H	Killed				loss of control night flying. [79]
15/6/45	A20-245	9 miles N of Uranquinty	419833	Reed JV	Killed	442489	Cook RJ	Killed	Aircraft disintegrated in flight. Suspected overstressing. [80]
22/7/45	A20-348	Eastern portion main aerodrome	441668	Garnett LA	Shock				Aircraft turned on its back whilst landing on aerodrome. Brakes binding. [81]
10/9/45	A20-554	Uranquinty aerodrome	409791	Everett NB	Killed	438265	Peck M	Killed	Aircraft crashed on take-off. Engine failure. [82]
17/9/45	A20-603	Near Narrandera	430942	Ride EJ	Normal				Engine failed causing pilot to land with undercarriage retracted. [83]
13/11/45	A20-568	25 miles NNE Uranquinty	1656A	Acampo NJ	Normal				Forced landing whilst on cross country. Cause unknown. [84]
3/12/45	A20-609	Corowa, NSW		Not stated					Aircraft force landed. Shortage of fuel. [85]

[68] NAA: A9845, 103.
[69] NAA: A9845, 174.
[70] NAA: A9845, 193.
[71] NAA: A9845, 104.
[72] Reported as A20-96 in Casualty report 1078073 NAA: A9845, 104.
[73] National Archives of Australia: Wirraway A20 [Accidents Part 9] A9845; 109; 6950494.
[74] NAA: A9845, 109.
[75] National Archives of Australia: Wirraway A20 [Accidents Part 11]; A9845; 111; 6950493.
[76] NAA: A9845, 108.
[77] NAA: A9845, 173.
[78] NAA: A9845, 173.
[79] NAA: A9845, 101.
[80] NAA: A9845, 109.
[81] National Archives of Australia: Wirraway A20 [Accidents Part 12]; A9845; 112; 6950496.
[82] NAA: A9845, 197. National Archives of Australia: PECK, Maxwell - (Sergeant); Service Number - 438265: File type - Casualty - Repatriation: Aircraft - Wirraway A20-554: Place - Uranquinty, New South Wales: Date - 10 September 1945; A705; 166/32/907; 1077125. National Archives of Australia: EVERETT, Norman Brewster - (Flight Lieutenant): Service Number - 409791: File type - Casualty - Repatriation; Aircraft - Wirraway A20-554: Place - Uranquinty, New South Wales: Date - 10 September 1945; A705; 166/12/216; 1067798.
[83] NAA: A9845, 198.
[84] NAA: A9845, 197.
[85] NAA: A9845, 198.

APPENDIX 12: NOMENCLATURE ANALYSIS OF ARTEFACTS LISTED IN 5 SFTS DISSECTION REPORTS

Not all 5 SFTS, Uranquinty Casualty Files contained Dissection Reports. Dissection Reports utilised were located Casualty files including Fennell (64932), Chantler (422931), Cooper (428633), Starmer (429410), Burrows (408103), Slapp (432979), Fuller (409534), Nilon (432857), Page (433129), Cameron (64456), Williams (439507), McNamara (439490O), Leysley (443782), Cook (442489), Everett (409791), Peck (438265), Barnwell (432300), McGee (442296), Quirk (40960), and Williams (410404).[1]

NOTE: Artefacts listed in italics area are vocabulary additions to the standard classification system.[2]

Artefact	Category	Class	Sub-class	Preferred Primary Term	Preferred Secondary Term	Preferred Tertiary Term	Object Type
Eiderdown	Category 02: Furnishings	Bedding	Bedding (blank sub-class)	Bedcover	Comforter	Duvet	Duvet
Sheets, Single Bed	Category 02: Furnishings	Bedding	Bedding (blank sub-class)	Bedsheet			Bedsheet
Blanket	Category 02: Furnishings	Bedding	Bedding (blank sub-class)	Blanket			Blanket
Pillowcase	Category 02: Furnishings	Bedding	Bedding (blank sub-class)	Pillowcase			Pillowcase
Sleeping Bag	Category 02: Furnishings	Bedding	Bedding (blank sub-class)	Sleeping Bag			Sleeping Bag
Rug	Category 02: Furnishings	Floor Coverings	Floor Coverings (blank sub-class)	Rug	Area Rug		Area Rug
Valet Razor	Category 02: Furnishings	Furniture	Support Furniture	Floor Stand	Shaving Stand		Shaving Stand
Ashtray	Category 02: Furnishings	Household Accessories	Containers for Smoking & Tobacco	Ashtray			Ashtray
Vase	Category 02: Furnishings	Household Accessories	Horticultural Containers	Vase			Vase
Cushion	Category 02: Furnishings	Household Accessories	Other Household Accessories	Cushion			Cushion
Calendar Stand	Category 02: Furnishings	Household Accessories	Storage & Display Accessories	Stand	*Calendar Stand*		*Calendar Stand*
Torch	Category 02: Furnishings	Lighting Equipment	Lighting Devices	Flashlight			Flashlight
Matches	Category 02: Furnishings	Temperature Control Equipment	Firemaking Equipment	Match			Match
Matchbox Cover	Category 02: Furnishings	Temperature Control Equipment	Firemaking Equipment	Matchbox	*Matchbox Cover*		*Matchbox Cover*
Matchbox	Category 02: Furnishings	Temperature Control Equipment	Firemaking Equipment	Matchbox			Matchbox
Radiator	Category 02: Furnishings	Temperature Control Equipment	Heating & Cooling Equipment	Heater	Radiant Heater		Radiant Heater
Armlets	Category 03: Personal Objects	Adornment	Body Adornments	Jewellery	Armlet		Armlet
Ring	Category 03: Personal Objects	Adornment	Body Adornments	Jewellery	Finger Ring		Finger Ring
Charm	Category 03: Personal Objects	Adornment	Body Adornments	Jewellery	Pendant	Charm Pendant	Charm Pendant
Bobby Pins	Category 03: Personal Objects	Adornment	Hair Adornments	Hair Ornament	Hairpin	Bobby Pin	Bobby Pin
Belt	Category 03: Personal Objects	Clothing	Clothing Accessories	Belt			Belt
Belt Buckle	Category 03: Personal Objects	Clothing	Clothing Accessories	Clothing Buckle	Belt Buckle		Belt Buckle
Clips, Trousers	Category 03: Personal Objects	Clothing	Clothing Accessories	Clothing Clip	*Trouser Clip*		*Trouser Clip*
Brooch	Category 03: Personal Objects	Clothing	Clothing Accessories	Clothing Pin	Brooch		Brooch
Tie Pin	Category 03: Personal Objects	Clothing	Clothing Accessories	Clothing Pin	Tie Tack		Tie Tack

[1] NAA: A705, 166/13/79. NAA: A705, 166/7/161. National Archives of Australia: COOPER, Raymond Thomas - (Leading Aircraftman); Service Number - 28633; File type - Casualty - Repatriation; Aircraft - Wirraway A20-215; Place - The Rock, New South Wales; Date - 8 August 1943; A705; 166/8/187; 1065536. National Archives of Australia: STARMER, Sydney Hogarth - (Leading Aircraftman): Service Number - 429460: File type - Casualty - Repatriation; Aircraft - Wirraway A20-569: Place - Collingullie Bombing and Gunnery Range, NSW: Date - 19 August 1943; A705; 166/38/245; 1078599. National Archives of Australia: BURROWS, Donald Terence - (Flying Officer): Service Number - 408103: File type - Casualty - Repatriation: Aircraft - Wirraway A20-216: Place - Uranquinty, New South Wales: Date - 8 October 1943; A705; 166/6/296; 1063842. National Archives of Australia: SLAPP, Herbert Nelson - (Leading Aircraftman): Service Number - 432979: File type - Casualty - Repatriation: Aircraft - Wirraway A20-216: Place - Uranquinty, NSW: Date - 8 October 1943; A705; 166/37/221; 1076233. NAA: A705, 166/14/113. National Archives of Australia: NILON, Arthur James - (Leading Aircraftman): Service Number - 432857: File type - Casualty - Repatriation: Aircraft - Wirraway A20 607: Place - Belfrayden Satellite Aerodrome Uranquinty, NSW: Date - 30 October 1943; A705; 166/29/67; 1075009. National Archives of Australia: PAGE, Frederick St John - (Leading Aircraftman): Service Number - 433129: File type - Casualty - Repatriation: Aircraft - Wirraway A20-478: Place - Uranquinty, NSW: Date - 23 November 1943; A705; 166/32/237; 1076699. National Archives of Australia: CAMERON, James Graham - (Leading Aircraftman): Service Number - 64456; File type - Casualty - Repatriation: Aircraft - Wirraway A20-608: Place - 5th Service Flying Training School, Uranquinty, New South Wales: Date - 11 April 1944; A705; 166/7/469; 1064494. National Archives of Australia: WILLIAMS, Arthur Edward - (Leading Aircraftman): Service Number - 439507: File type - Casualty - Repatriation: Aircraft - Wirraway A20-452: Place - near Forbes, New South Wales: Date - 18 April 1944; A705; 166/43/616; 1082791. National Archvies of Australia: McNAMARA, Lance Alexander - (Leading Aircraftman): Service Number - 439490: File type - Casualty - Repatriation; Aircraft - Wirraway A20-452: Place - Forbes, New South Wales: Date - 18 April 1944; A705; 166/26/422; 1073143. National Archives of Australia: LEYSLEY, Leonard Darrell - (Leading Aircraftman): Service Number - 443782: File type - Casualty - Repatriation: Aircraft - Wirraway A20-230: Place - Wagga Wagga, New South Wales: Date - 15 October 1944; A705; 166/24/558; 1072247. National Archives of Australia: COOK, Robert James - (Pilot Officer): Service Number - 442489: File type - Casualty - Repatriation; Aircraft - Wirraway A20-245: Place - Uranquinty, New South Wales: Date - 15 June 1945; A705; 166/8/1053; 1066140. NAA: A705, 166/12/216. NAA: A705, 166/32/907. National Archives of Australia: BARNWELL Jack Weston - (Leading Aircraftman): Service Number - 432300: File type - Casualty - Repatriation: Aircraft - Wirraway A20-150: Place - Wagga Wagga, New South Wales: Date - 1 August 1943; A705; 166/5/238; 1061998. National Archives of Australia: McGEE, Maurice Patrick - (Flight Sergeant): Service Number - 442296: File type - Casualty - Repatriation: Aircraft - Wirraway A20-391: Place - Sandy Creek: Date - 4 April 1945; A705; 166/26/867; 1073397. National Archives of Australia: QUIRK, Albert Victor - (Pilot Officer): Service Number - 40960: File type - Casualty - Repatriation: Aircraft - Wirraway A20-96: Place - Wagga Wagga, New South Wales: Date - 27 September 1944; A705; 166/34/25; 1077623. National Archives of Australia: WILLIAMS, Lewis Henry - (Flying Officer): Service Number - 410404: File type - Casualty - Repatriation: Aircraft - Wirraway A20-230: Place - the Rock, New South Wales: Date - 15 October 1944; 705; 166/43/908; 1083021.

[2] "Nomenclature for Museum Cataloguing".

Studs, Collar	Category 03: Personal Objects	Clothing	Clothing Accessories	Clothing Stud	Collar Stud		Collar Stud
Collar Studs	Category 03: Personal Objects	Clothing	Clothing Accessories	Clothing Stud			Clothing Stud
Stud	Category 03: Personal Objects	Clothing	Clothing Accessories	Clothing Stud			Clothing Stud
Collar	Category 03: Personal Objects	Clothing	Clothing Accessories	Collar			Collar
Collars, Drab	Category 03: Personal Objects	Clothing	Clothing Accessories	Collar			Collar
Cuff Links	Category 03: Personal Objects	Clothing	Clothing Accessories	Cuff Link			Cuff Link
Sleeve Links	Category 03: Personal Objects	Clothing	Clothing Accessories	Cuff Link			Cuff Link
Lining, Gauntlet	Category 03: Personal Objects	Clothing	Clothing Accessories	Glove	Gauntlet	*Lining, Gauntlet*	*Lining, Gauntlet*
Gloves, Flying	Category 03: Personal Objects	Clothing	Clothing Accessories	Glove	*Glove, Aviator's*		*Glove, Aviator's*
Gloves, Flying Silk	Category 03: Personal Objects	Clothing	Clothing Accessories	Glove	*Glove, Aviator's*		*Glove, Aviator's*
Gloves	Category 03: Personal Objects	Clothing	Clothing Accessories	Glove			Glove
Gloves, Kid	Category 03: Personal Objects	Clothing	Clothing Accessories	Glove			Glove
Gloves, Leather	Category 03: Personal Objects	Clothing	Clothing Accessories	Glove			Glove
Hatband, Drab	Category 03: Personal Objects	Clothing	Clothing Accessories	Headwear Ornament	Hatband		Hatband
Hatband	Category 03: Personal Objects	Clothing	Clothing Accessories	Headwear Ornament	Hatband		Hatband
Mittens	Category 03: Personal Objects	Clothing	Clothing Accessories	Mitten			Mitten
Muff, Neck	Category 03: Personal Objects	Clothing	Clothing Accessories	Muff			Muff
Tie	Category 03: Personal Objects	Clothing	Clothing Accessories	Necktie			Necktie
Laces, Boot	Category 03: Personal Objects	Clothing	Clothing Accessories	Shoelace			Shoelace
Laces, Shoe	Category 03: Personal Objects	Clothing	Clothing Accessories	Shoelace			Shoelace
Braces	Category 03: Personal Objects	Clothing	Clothing Accessories	Suspenders			Suspenders
Suspenders	Category 03: Personal Objects	Clothing	Clothing Accessories	Suspenders			Suspenders
Dressing Gown	Category 03: Personal Objects	Clothing	Dressingwear & Nightwear	Dressing Gown			Dressing Gown
Pyjama	Category 03: Personal Objects	Clothing	Dressingwear & Nightwear	Pyjamas			Pyjamas
Pyjama, Coat	Category 03: Personal Objects	Clothing	Dressingwear & Nightwear	Pyjamas			Pyjamas
Pyjama, Trousers	Category 03: Personal Objects	Clothing	Dressingwear & Nightwear	Pyjamas			Pyjamas
Trousers, Pyjama	Category 03: Personal Objects	Clothing	Dressingwear & Nightwear	Pyjamas			Pyjamas
Boots, Flying	Category 03: Personal Objects	Clothing	Footwear	Boot	*Boot, Aviator's*		*Boot, Aviator's*
Boots	Category 03: Personal Objects	Clothing	Footwear	Boot			Boot
Innersoles, Flying Boots	Category 03: Personal Objects	Clothing	Footwear	Bootliner			Bootliner
Army Gaiters	Category 03: Personal Objects	Clothing	Footwear	Gaiter			Gaiter
Sock	Category 03: Personal Objects	Clothing	Footwear	Hosiery	Sock		Sock
Sock, Blue	Category 03: Personal Objects	Clothing	Footwear	Hosiery	Sock		Sock
Socks, Flying	Category 03: Personal Objects	Clothing	Footwear	Hosiery	Sock	*Sock, Aviator's*	*Sock, Aviator's*
Stockings	Category 03: Personal Objects	Clothing	Footwear	Hosiery	Tights		Tights
Stockings, Drab	Category 03: Personal Objects	Clothing	Footwear	Hosiery	Tights		Tights
Sandals	Category 03: Personal Objects	Clothing	Footwear	Sandal			Sandal
Dancing Shoes	Category 03: Personal Objects	Clothing	Footwear	Shoe	Dance Shoe		Dance Shoe
Slippers	Category 03: Personal Objects	Clothing	Footwear	Shoe	Slipper		Slipper
Shoes, Running	Category 03: Personal Objects	Clothing	Footwear	Shoe	Sport Shoe		Sport Shoe
Shoes, Sand	Category 03: Personal Objects	Clothing	Footwear	Shoe	Sport Shoe		Sport Shoe
Shoes, Walking	Category 03: Personal Objects	Clothing	Footwear	Shoe	Sport Shoe		Sport Shoe
Shoes	Category 03: Personal Objects	Clothing	Footwear	Shoe			Shoe
Shoes, Black	Category 03: Personal Objects	Clothing	Footwear	Shoe			Shoe
Cap, Flying	Category 03: Personal Objects	Clothing	Headwear	Cap	Aviator’s Cap		Aviator's Cap
Beret	Category 03: Personal Objects	Clothing	Headwear	Cap	Beret		Beret
Beret	Category 03: Personal Objects	Clothing	Headwear	Cap	Beret		Beret
Cap, Field Service Airmen's	Category 03: Personal Objects	Clothing	Headwear	Cap	Military Cap		Military Cap
Cap, Flying Officers	Category 03: Personal Objects	Clothing	Headwear	Cap	Military Cap		Military Cap
Cap, Service Dress Officers	Category 03: Personal Objects	Clothing	Headwear	Cap	Military Cap		Military Cap
Hat, Fur Felt	Category 03: Personal Objects	Clothing	Headwear	Hat			Hat
Helmet, Flying	Category 03: Personal Objects	Clothing	Headwear	Helmet	Aviator’s Helmet		Aviator's Helmet
Helmet, Steel Complete	Category 03: Personal Objects	Clothing	Headwear	Helmet	Military Helmet		Military Helmet
Balaclava	Category 03: Personal Objects	Clothing	Headwear	Hood	Balaclava		Balaclava
Eye Shade	Category 03: Personal Objects	Clothing	Headwear	Visor	Eyeshade		Eyeshade
Sport Coat	Category 03: Personal Objects	Clothing	Main Garments	Coat	Sportcoat		Sportcoat
Coat, Sports	Category 03: Personal Objects	Clothing	Main Garments	Coat	Sportscoat		Sportscoat
Overalls	Category 03: Personal Objects	Clothing	Main Garments	Combination Garment	Overalls		Overalls
Jacket, Airman	Category 03: Personal Objects	Clothing	Main Garments	Jacket	Jacket, Aviator's		Jacket, Aviator's

Jacket, Airman Blue	Category 03: Personal Objects	Clothing	Main Garments	Jacket	*Jacket, Aviator's*		*Jacket, Aviator's*
Jacket, Airman Drab	Category 03: Personal Objects	Clothing	Main Garments	Jacket	*Jacket, Aviator's*		*Jacket, Aviator's*
Jacket, Battle	Category 03: Personal Objects	Clothing	Main Garments	Jacket	*Jacket, Aviator's*		*Jacket, Aviator's*
Jacket	Category 03: Personal Objects	Clothing	Main Garments	Jacket			Jacket
Jackets, Pullover	Category 03: Personal Objects	Clothing	Main Garments	Jacket			Jacket
Trousers, Sport	Category 03: Personal Objects	Clothing	Main Garments	Pants	Sweatpants		Sweatpants
Pants, Dress	Category 03: Personal Objects	Clothing	Main Garments	Pants			Pants
Trousers	Category 03: Personal Objects	Clothing	Main Garments	Pants			Pants
Trousers, Drab	Category 03: Personal Objects	Clothing	Main Garments	Pants			Pants
Jumper	Category 03: Personal Objects	Clothing	Main Garments	Pullover			Pullover
Pullover	Category 03: Personal Objects	Clothing	Main Garments	Pullover			Pullover
Shirt, Sport	Category 03: Personal Objects	Clothing	Main Garments	Shirt	T-Shirt		T-Shirt
Shirt	Category 03: Personal Objects	Clothing	Main Garments	Shirt			Shirt
Shirt, Blue	Category 03: Personal Objects	Clothing	Main Garments	Shirt			Shirt
Shirt, Drab	Category 03: Personal Objects	Clothing	Main Garments	Shirt			Shirt
Shorts, Running	Category 03: Personal Objects	Clothing	Main Garments	Shorts	Athletic Shorts		Athletic Shorts
Shorts	Category 03: Personal Objects	Clothing	Main Garments	Shorts			Shorts
Shorts, Drab	Category 03: Personal Objects	Clothing	Main Garments	Shorts			Shorts
Suits, Aviation Summer	Category 03: Personal Objects	Clothing	Main Garments	Suit	*Aviator's Suit*		*Aviator's Suit*
Swim Vest, Speedo	Category 03: Personal Objects	Clothing	Main Garments	Suit	Bathing Suit		Bathing Suit
Swimming Suit	Category 03: Personal Objects	Clothing	Main Garments	Suit	Bathing Suit		Bathing Suit
Swimming Trunks	Category 03: Personal Objects	Clothing	Main Garments	Suit	Bathing Suit		Bathing Suit
Trunks, Swimming	Category 03: Personal Objects	Clothing	Main Garments	Suit	Bathing Suit		Bathing Suit
Tunic, Airmen's	Category 03: Personal Objects	Clothing	Main Garments	Tunic	*Tunic, Aviator's*		*Tunic, Aviator's*
Tunic	Category 03: Personal Objects	Clothing	Main Garments	Tunic			Tunic
Tunic, Drab	Category 03: Personal Objects	Clothing	Main Garments	Tunic			Tunic
Vest	Category 03: Personal Objects	Clothing	Main Garments	Vest			Vest
Greatcoat	Category 03: Personal Objects	Clothing	Outerwear	Overcoat	Greatcoat		Greatcoat
Overcoat	Category 03: Personal Objects	Clothing	Outerwear	Overcoat			Overcoat
Long Johns	Category 03: Personal Objects	Clothing	Underwear	Long Underwear			Long Underwear
Athletic Support	Category 03: Personal Objects	Clothing	Underwear	Supporter	Jockstrap		Jockstrap
Jock Strap	Category 03: Personal Objects	Clothing	Underwear	Supporter	Jockstrap		Jockstrap
Shorts, Jockey	Category 03: Personal Objects	Clothing	Underwear	Underpants	Briefs	Jockey Shorts	Jockey Shorts
Drawers, Cotton	Category 03: Personal Objects	Clothing	Underwear	Underpants			Underpants
Drawers, Woollen	Category 03: Personal Objects	Clothing	Underwear	Underpants			Underpants
Underpants	Category 03: Personal Objects	Clothing	Underwear	Underpants			Underpants
Underwear	Category 03: Personal Objects	Clothing	Underwear	Underpants			Underpants
Singlet, Athletic	Category 03: Personal Objects	Clothing	Underwear	Undershirt	Singlet		Singlet
Singlet	Category 03: Personal Objects	Clothing	Underwear	Undershirt	Singlet		Singlet
Singlet, Woollen	Category 03: Personal Objects	Clothing	Underwear	Undershirt	Singlet		Singlet
Singlets, Cotton	Category 03: Personal Objects	Clothing	Underwear	Undershirt	Singlet		Singlet
Linings, Inner	Category 03: Personal Objects	Clothing	Clothing Accessories	Garment Lining			Garment Lining
Scarf, Flying	Category 03: Personal Objects	Clothing	Clothing Accessories	Scarf	*Scarf, Aviator's*		*Scarf, Aviator's*
Scarf	Category 03: Personal Objects	Clothing	Clothing Accessories	Scarf			Scarf
Scarf, Blue	Category 03: Personal Objects	Clothing	Clothing Accessories	Scarf			Scarf
Scarf, Blue Woollen	Category 03: Personal Objects	Clothing	Clothing Accessories	Scarf			Scarf
Scarf, Knitted	Category 03: Personal Objects	Clothing	Clothing Accessories	Scarf			Scarf
Scarf, Silk	Category 03: Personal Objects	Clothing	Clothing Accessories	Scarf			Scarf
Coathanger	Category 03: Personal Objects	Personal Gear	Clothing Care Objects	Clothes Hanger	Coathanger		Coathanger
Dixie Coat Hanger	Category 03: Personal Objects	Personal Gear	Clothing Care Objects	Clothes Hanger	Coathanger		Coathanger
Shoe Tree	Category 03: Personal Objects	Personal Gear	Clothing Care Objects	Footwear Tree	Shoe Tree		Shoe Tree
Brush, Clothes	Category 03: Personal Objects	Personal Gear	Clothing Care Objects	Garment Brush	Clothes Brush		Clothes Brush
Brush, Boot	Category 03: Personal Objects	Personal Gear	Clothing Care Objects	Garment Brush	Shoe Brush		Shoe Brush
Polishing Pad, Boot	Category 03: Personal Objects	Personal Gear	Clothing Care Objects	Shoe Buffer			Shoe Buffer
Polish, Boot	Category 03: Personal Objects	Personal Gear	Clothing Care Objects	Shoe Wax			Shoe Wax
Kit, Shoe Polishing	Category 03: Personal Objects	Personal Gear	Clothing Care Objects	Shoeshine Kit			Shoeshine Kit
Polishing Kit, Boot	Category 03: Personal Objects	Personal Gear	Clothing Care Objects	Shoeshine Kit			Shoeshine Kit
Case, Aviators Goggles	Category 03: Personal Objects	Personal Gear	Personal Assistive Objects	Vision Device	Goggles	Aviator's Goggles	Aviator's Goggles
Defenders, Ear	Category 03: Personal Objects	Personal Gear	Personal Assistive Objects	Earplug			Earplug
Handkerchiefs	Category 03: Personal Objects	Personal Gear	Personal Assistive Objects	Handkerchief			Handkerchief

Knife, Sheath	Category 03: Personal Objects	Personal Gear	Personal Assistive Objects	Pocket Knife	Knife Sheath		Knife Sheath
Knife, Pocket	Category 03: Personal Objects	Personal Gear	Personal Assistive Objects	Pocket Knife			Pocket Knife
Shoehorn	Category 03: Personal Objects	Personal Gear	Personal Assistive Objects	Shoehorn			Shoehorn
Spectacles	Category 03: Personal Objects	Personal Gear	Personal Assistive Objects	Vision Device	Eyeglasses	Spectacles	Spectacles
Glasses, Anti-glare	Category 03: Personal Objects	Personal Gear	Personal Assistive Objects	Vision Device	Eyeglasses	Sunglasses	Sunglasses
Spectacles, Antiglare	Category 03: Personal Objects	Personal Gear	Personal Assistive Objects	Vision Device	Eyeglasses	Sunglasses	Sunglasses
Sunglasses	Category 03: Personal Objects	Personal Gear	Personal Assistive Objects	Vision Device	Eyeglasses	Sunglasses	Sunglasses
Goggles, Flying	Category 03: Personal Objects	Personal Gear	Personal Assistive Objects	Vision Device	Goggles	Aviator's Goggles	Aviator's Goggles
Goggle, Lenses	Category 03: Personal Objects	Personal Gear	Personal Assistive Objects	Vision Device	Goggles	*Goggle Lens*	*Goggle Lens*
Goggles	Category 03: Personal Objects	Personal Gear	Personal Assistive Objects	Vision Device	Goggles		Goggles
Goggles, Mask	Category 03: Personal Objects	Personal Gear	Personal Assistive Objects	Vision Device	Goggles		Goggles
Jewellery Box	Category 03: Personal Objects	Personal Gear	Personal Carrying & Storage Gear	Accessory Box	Jewellery Box		Jewellery Box
Small Box	Category 03: Personal Objects	Personal Gear	Personal Carrying & Storage Gear	Accessory Box			Accessory Box
Pouch	Category 03: Personal Objects	Personal Gear	Personal Carrying & Storage Gear	Carrying Bag	Carrying Pouch		Carrying Pouch
Bag, Travelling Canvas	Category 03: Personal Objects	Personal Gear	Personal Carrying & Storage Gear	Carrying Bag	Duffel Bag		Duffel Bag
Haversack	Category 03: Personal Objects	Personal Gear	Personal Carrying & Storage Gear	Carrying Bag	Haversack		Haversack
Bag, Kit	Category 03: Personal Objects	Personal Gear	Personal Carrying & Storage Gear	Carrying Bag	Kit Bag		Kit Bag
Holdall	Category 03: Personal Objects	Personal Gear	Personal Carrying & Storage Gear	Carrying Bag	Kit Bag		Kit Bag
Kit Bag, Leather	Category 03: Personal Objects	Personal Gear	Personal Carrying & Storage Gear	Carrying Bag	Kit Bag		Kit Bag
Army Kit Bag	Category 03: Personal Objects	Personal Gear	Personal Carrying & Storage Gear	Carrying Bag	Kit Bag		Kit Bag
Purse	Category 03: Personal Objects	Personal Gear	Personal Carrying & Storage Gear	Carrying Bag	Purse		Purse
Purse, Leather	Category 03: Personal Objects	Personal Gear	Personal Carrying & Storage Gear	Carrying Bag	Purse		Purse
Bag, Toiletries	Category 03: Personal Objects	Personal Gear	Personal Carrying & Storage Gear	Carrying Bag	Toiletry Bag		Toiletry Bag
Bag, Cloth	Category 03: Personal Objects	Personal Gear	Personal Carrying & Storage Gear	Carrying Bag			Carrying Bag
Bag, Gladstone	Category 03: Personal Objects	Personal Gear	Personal Carrying & Storage Gear	Carrying Bag			Carrying Bag
Carryall	Category 03: Personal Objects	Personal Gear	Personal Carrying & Storage Gear	Carrying Bay	Kit Bag		Kit Bag
Straps, Leather	Category 03: Personal Objects	Personal Gear	Personal Carrying & Storage Gear	Carrying Strap			Carrying Strap
Straps, Port	Category 03: Personal Objects	Personal Gear	Personal Carrying & Storage Gear	Carrying Strap			Carrying Strap
Key Ring	Category 03: Personal Objects	Personal Gear	Personal Carrying & Storage Gear	Key Ring			Key Ring
Luggage Handle	Category 03: Personal Objects	Personal Gear	Personal Carrying & Storage Gear	Luggage Carrier			Luggage Carrier
Luggage Straps	Category 03: Personal Objects	Personal Gear	Personal Carrying & Storage Gear	Luggage Carrier			Luggage Carrier
Attaché Case	Category 03: Personal Objects	Personal Gear	Personal Carrying & Storage Gear	Personal Case	Attaché Case		Attaché Case
Briefcase	Category 03: Personal Objects	Personal Gear	Personal Carrying & Storage Gear	Personal Case	Briefcase		Briefcase
Glasses Case	Category 03: Personal Objects	Personal Gear	Personal Carrying & Storage Gear	Personal Case	Eyeglass Case		Eyeglass Case
Purse, Key	Category 03: Personal Objects	Personal Gear	Personal Carrying & Storage Gear	Personal Case	Key Case		Key Case
Suitcase	Category 03: Personal Objects	Personal Gear	Personal Carrying & Storage Gear	Personal Case	Suitcase		Suitcase
Money Pouch	Category 03: Personal Objects	Personal Gear	Personal Carrying & Storage Gear	Personal Case	Wallet		Wallet
Wallet, Leather	Category 03: Personal Objects	Personal Gear	Personal Carrying & Storage Gear	Personal Case	Wallet		Wallet
Wallet, Pocket	Category 03: Personal Objects	Personal Gear	Personal Carrying & Storage Gear	Personal Case	Wallet		Wallet
Wallet	Category 03: Personal Objects	Personal Gear	Personal Carrying & Storage Gear	Personal Case	Wallet		Wallet
Money Belt	Category 03: Personal Objects	Personal Gear	Personal Carrying & Storage Gear	Storage Belt	Money Belt		Money Belt
Money Belt	Category 03: Personal Objects	Personal Gear	Personal Carrying & Storage Gear	Storage Belt	Money Belt		Money Belt
Cigarettes	Category 03: Personal Objects	Personal Gear	Smoking & Recreational Drug Equipment	Cigarette			Cigarette
Cigarette Case	Category 03: Personal Objects	Personal Gear	Smoking & Recreational Drug Equipment	Cigarette Case			Cigarette Case
Cigarette Machine Roller	Category 03: Personal Objects	Personal Gear	Smoking & Recreational Drug Equipment	*Cigarette Machine Roller*			*Cigarette Machine Roller*
Cigarette Lighter	Category 03: Personal Objects	Personal Gear	Smoking & Recreational Drug Equipment	Lighter			Lighter
Lighter, Cigarette	Category 03: Personal Objects	Personal Gear	Smoking & Recreational Drug Equipment	Lighter			Lighter
Pipe Holder	Category 03: Personal Objects	Personal Gear	Smoking & Recreational Drug Equipment	Pipe Holder			Pipe Holder
Pipe Cleaner	Category 03: Personal Objects	Personal Gear	Smoking & Recreational Drug Equipment	Piper Cleaner			Piper Cleaner
Cigarette Papers	Category 03: Personal Objects	Personal Gear	Smoking & Recreational Drug Equipment	Rolling Paper			Rolling Paper
Pipe	Category 03: Personal Objects	Personal Gear	Smoking & Recreational Drug Equipment	Smoking Pipe			Smoking Pipe
Pipe	Category 03: Personal Objects	Personal Gear	Smoking & Recreational Drug Equipment	Smoking Pipe			Smoking Pipe
Tobacco	Category 03: Personal Objects	Personal Gear	Smoking & Recreational Drug Equipment	Tobacco			Tobacco
Tobacco, Packet	Category 03: Personal Objects	Personal Gear	Smoking & Recreational Drug Equipment	Tobacco			Tobacco
Tobacco Pouch	Category 03: Personal Objects	Personal Gear	Smoking & Recreational Drug Equipment	Tobacco Pouch			Tobacco Pouch
Baby Powder	Category 03: Personal Objects	Toilet Articles	Beauty Supplies	Container, Cosmetic			Container, Cosmetic
Brush, Nail	Category 03: Personal Objects	Toilet Articles	Beauty Supplies	Cosmetic Applicator	Cosmetic Brush	Nail Brush	Nail Brush
Lanoline	Category 03: Personal Objects	Toilet Articles	Beauty Supplies	Cosmetic Container	Cosmetic Jar		Cosmetic Jar
Brilliantine	Category 03: Personal Objects	Toilet Articles	Beauty Supplies	Cosmetic Container			*Hair Gel*
Mirror	Category 03: Personal Objects	Toilet Articles	Beauty Supplies	Hand Mirror			Hand Mirror

Scissors, Nail	Category 03: Personal Objects	Toilet Articles	Beauty Supplies	Manicure Tool	Manicure Scissors		Manicure Scissors
Manicure Outfit	Category 03: Personal Objects	Toilet Articles	Beauty Supplies	Manicure Tool	Manicure Set		Manicure Set
File, Nail	Category 03: Personal Objects	Toilet Articles	Beauty Supplies	Manicure Tool	Nail File		Nail File
Sheet, Barbers	Category 03: Personal Objects	Toilet Articles	Hair Care Objects	*Barber's Sheet*			*Barber's Sheet*
Comb	Category 03: Personal Objects	Toilet Articles	Hair Care Objects	Hair Comb			Hair Comb
Barbers Clippers	Category 03: Personal Objects	Toilet Articles	Hair Care Objects	Hair Cutter	Hair Clipper		Hair Clipper
Tweezers	Category 03: Personal Objects	Toilet Articles	Hair Care Objects	Hair Remover	Hair Tweezers		Hair Tweezers
Brush, Hair	Category 03: Personal Objects	Toilet Articles	Hair Care Objects	Hairbrush			Hairbrush
Blade, Razor	Category 03: Personal Objects	Toilet Articles	Hair Care Objects	Shaving Product	Blade, Razor		Blade, Razor
Razor	Category 03: Personal Objects	Toilet Articles	Hair Care Objects	Shaving Product	Razor		Razor
Case, Razor Blade	Category 03: Personal Objects	Toilet Articles	Hair Care Objects	Shaving Product	Razor Case		Razor Case
Case, Shavemaster	Category 03: Personal Objects	Toilet Articles	Hair Care Objects	Shaving Product	Razor Case		Razor Case
Razor Hone	Category 03: Personal Objects	Toilet Articles	Hair Care Objects	Shaving Product	Razor Sharpener	Razor Hone	Razor Hone
Blade Sharpener	Category 03: Personal Objects	Toilet Articles	Hair Care Objects	Shaving Product	Razor Sharpener		Razor Sharpener
Sharpener, Razor	Category 03: Personal Objects	Toilet Articles	Hair Care Objects	Shaving Product	Razor Sharpener		Razor Sharpener
Blade, Strop	Category 03: Personal Objects	Toilet Articles	Hair Care Objects	Shaving Product	Razor Sharpener	Strop	Strop
Strop	Category 03: Personal Objects	Toilet Articles	Hair Care Objects	Shaving Product	Razor Sharpener	Strop	Strop
Brush, Shaving	Category 03: Personal Objects	Toilet Articles	Hair Care Objects	Shaving Product	Shaving Brush		Shaving Brush
Cream, Shaving	Category 03: Personal Objects	Toilet Articles	Hair Care Objects	Shaving Product	*Shaving Cream*		*Shaving Cream*
Shaving Cream	Category 03: Personal Objects	Toilet Articles	Hair Care Objects	Shaving Product	*Shaving Cream*		*Shaving Cream*
Shaving Lotion, Bottle	Category 03: Personal Objects	Toilet Articles	Hair Care Objects	Shaving Product	*Shaving Lotion*		*Shaving Lotion*
Set, Shaving	Category 03: Personal Objects	Toilet Articles	Hair Care Objects	Shaving Product	Shaving Set		Shaving Set
Container, Shaving Soap	Category 03: Personal Objects	Toilet Articles	Hair Care Objects	Shaving Product	*Shaving Soap*		*Shaving Soap*
Soap, Shaving	Category 03: Personal Objects	Toilet Articles	Hair Care Objects	Shaving Product	*Shaving Soap*		*Shaving Soap*
Soap, Shaving Stick	Category 03: Personal Objects	Toilet Articles	Hair Care Objects	Shaving Product	Shaving Stick		Shaving Stick
Toothbrush	Category 03: Personal Objects	Toilet Articles	Hygiene Objects	Oral Care Product	Toothbrush		Toothbrush
Toothpaste	Category 03: Personal Objects	Toilet Articles	Hygiene Objects	Oral Care Product	*Toothpaste*		*Toothpaste*
Soap	Category 03: Personal Objects	Toilet Articles	Hygiene Objects	Soap			Soap
Soap, Cake	Category 03: Personal Objects	Toilet Articles	Hygiene Objects	Soap			Soap
Toilet, Soap	Category 03: Personal Objects	Toilet Articles	Hygiene Objects	Soap			Soap
Tin, Soap	Category 03: Personal Objects	Toilet Articles	Hygiene Objects	Soap Container	Soap Tin		Soap Tin
Towel, Bath	Category 03: Personal Objects	Toilet Articles	Hygiene Objects	Towel	Bath Towel		Bath Towel
Face Washer	Category 03: Personal Objects	Toilet Articles	Hygiene Objects	Towel	Face Towel		Face Towel
Towel, Hand	Category 03: Personal Objects	Toilet Articles	Hygiene Objects	Towel	Hand Towel		Hand Towel
Barbers Towel	Category 03: Personal Objects	Toilet Articles	Hygiene Objects	Towel	Towel, Barbers		Towel
Towel	Category 03: Personal Objects	Toilet Articles	Hygiene Objects	Towel			Towel
Lead, Leather	Category 04: Tools & Equipment for Materials	Animal Husbandry T&E	Animal Care Equipment	Animal Restraint			Animal Restraint
Mess Tin	Category 04: Tools & Equipment for Materials	Food Processing & Preparation T&E	Cooking Vessels	Cookware	Mess Tin		Mess Tin
Bottle Opener	Category 04: Tools & Equipment for Materials	Food Processing & Preparation T&E	Food Preparation Equipment	Food Container Opener	Bottle Opener		Bottle Opener
Can Opener	Category 04: Tools & Equipment for Materials	Food Processing & Preparation T&E	Food Preparation Equipment	Food Container Opener	Can Opener		Can Opener
Cake Tin	Category 04: Tools & Equipment for Materials	Food Processing & Preparation T&E	Food Storage Equipment	Food Storage Box	Cake Box		Cake Box
Cascara, Bottle (Tea)	Category 04: Tools & Equipment for Materials	Food Processing & Preparation T&E	Food Storage Equipment	Food Storage Cannister	Tea Cannister		Tea Cannister
Mug	Category 04: Tools & Equipment for Materials	Food Service T&E	Drinking Vessels	Mug			Mug
Mug, Enamel	Category 04: Tools & Equipment for Materials	Food Service T&E	Drinking Vessels	Mug			Mug
Fork	Category 04: Tools & Equipment for Materials	Food Service T&E	Eating & Drinking Utensils	Eating Fork			Eating Fork
Forks Small. N.S.	Category 04: Tools & Equipment for Materials	Food Service T&E	Eating & Drinking Utensils	Eating Fork			Eating Fork
Knife	Category 04: Tools & Equipment for Materials	Food Service T&E	Eating & Drinking Utensils	Eating Knife			Eating Knife
Knife, Medium	Category 04: Tools & Equipment for Materials	Food Service T&E	Eating & Drinking Utensils	Eating Knife			Eating Knife
Spoon, Dessert	Category 04: Tools & Equipment for Materials	Food Service T&E	Eating & Drinking Utensils	Eating Spoon	Dessert Spoon		Dessert Spoon
Teaspoon	Category 04: Tools & Equipment for Materials	Food Service T&E	Eating & Drinking Utensils	Eating Spoon	Teaspoon		Teaspoon
Spoon	Category 04: Tools & Equipment for Materials	Food Service T&E	Eating & Drinking Utensils	Eating Spoon			Eating Spoon
Plate, Enamel	Category 04: Tools & Equipment for Materials	Food Service T&E	Eating Vessels	Eating Dish	Food Plate		Food Plate
Serviette Rings	Category 04: Tools & Equipment for Materials	Food Service T&E	Food Service Accessories	Napkin Ring			Napkin Ring
Engineering File	Category 04: Tools & Equipment for Materials	Metalworking T&E	Metalworking T&E (blank sub-class)	Metalworking File	Triangular File		Triangular File
Files, Metal	Category 04: Tools & Equipment for Materials	Metalworking T&E	Metalworking T&E (blank sub-class)	Metalworking File			Metalworking File
Spanner, Set	Category 04: Tools & Equipment for Materials	Metalworking T&E	Metalworking T&E (blank sub-class)	Wrench	*Wrench Set*		*Wrench Set*
Pliers	Category 04: Tools & Equipment for Materials	Multiple Use T&E for Materials		Pliers			Pliers
Scissors	Category 04: Tools & Equipment for Materials	Multiple Use T&E for Materials		Scissors			Scissors
Housewife	Category 04: Tools & Equipment for Materials	Textileworking T&E	Needleworking Equipment	Needlework Kit	Sewing Kit		Sewing Kit
Buttons	Category 04: Tools & Equipment for Materials	Textileworking T&E	Needleworking Equipment	Notion	Textile Fastener	Button	Button

Buttons, Cotton	Category 04: Tools & Equipment for Materials	Textileworking T&E	Needleworking Equipment	Notion	Textile Fastener	Button	Button
Pin, Safety	Category 04: Tools & Equipment for Materials	Textileworking T&E	Needleworking Equipment	Notion	Textile Fastener	Safety Pin	Safety Pin
Reel Cotton	Category 04: Tools & Equipment for Materials	Textileworking T&E	Needleworking Equipment	Notion	Thread		Thread
Skein Darning Wool	Category 04: Tools & Equipment for Materials	Textileworking T&E	Needleworking Equipment	Notion	*Wool*		*Wool*
Thimble	Category 04: Tools & Equipment for Materials	Textileworking T&E	Needleworking Equipment	Thimble			Thimble
Revolver	Category 05: Tools & Equipment for Science & Technology	Armaments	Firearms	Revolver			Revolver
Lead, Electric	Category 05: Tools & Equipment for Science & Technology	Electric & Magnetic T&E	Electrical System Components	Electric Cable	Power Cord		Power Cord
BC Adapter	Category 05: Tools & Equipment for Science & Technology	Electric & Magnetic T&E	Electrical System Components	Electrical Adapter			Electrical Adapter
Tumbler Switch	Category 05: Tools & Equipment for Science & Technology	Electric & Magnetic T&E	Electrical System Components	Electrical Switch			Electrical Switch
Tea Towel	Category 05: Tools & Equipment for Science & Technology	Maintenance T&E	Dishwashing Equipment	Dish Towel			Dish Towel
Brushes, Polishing	Category 05: Tools & Equipment for Science & Technology	Maintenance T&E	Housekeeping Equipment	Cleaning Brush	*Polishing Brush*		*Polishing Brush*
Brushes, Cleaning	Category 05: Tools & Equipment for Science & Technology	Maintenance T&E	Housekeeping Equipment	Cleaning Brush			Cleaning Brush
Clothes Pegs	Category 05: Tools & Equipment for Science & Technology	Maintenance T&E	Laundry Equipment	Clothespin			Clothespin
Iron, Electric	Category 05: Tools & Equipment for Science & Technology	Maintenance T&E	Laundry Equipment	Iron	Electric Iron		Electric Iron
Electric Iron	Category 05: Tools & Equipment for Science & Technology	Maintenance T&E	Laundry Equipment	Iron	Electric Iron		Electric Iron
Bag, Laundry	Category 05: Tools & Equipment for Science & Technology	Maintenance T&E	Laundry Equipment	Laundry Container	Laundry Bag		Laundry Bag
APC Tablets	Category 05: Tools & Equipment for Science & Technology	Medical & Psychological T&E	Medical Accessories	Container, Medicine	Bottle, Medicine		Bottle, Medicine
Cough Mixture	Category 05: Tools & Equipment for Science & Technology	Medical & Psychological T&E	Medical Accessories	Medicine Container	Medicine Bottle		Medicine Bottle
Ointment	Category 05: Tools & Equipment for Science & Technology	Medical & Psychological T&E	Medical Accessories	Medicine Container	Ointment Jar		Ointment Jar
Peroxide	Category 05: Tools & Equipment for Science & Technology	Medical & Psychological T&E	Medical Accessories	Medicine Container			Medicine Container
Eye Bath Glass	Category 05: Tools & Equipment for Science & Technology	Medical & Psychological T&E	Medical Instruments	Eye Instrument	Eye Wash		Eye Wash
Elastoplast	Category 05: Tools & Equipment for Science & Technology	Medical & Psychological T&E	Medical Instruments	Therapeutic Instrument	Bandage		Bandage
Field Dressing	Category 05: Tools & Equipment for Science & Technology	Medical & Psychological T&E	Medical Instruments	Therapeutic Instrument	Dressing		Dressing
Benadrine Inhaler	Category 05: Tools & Equipment for Science & Technology	Medical & Psychological T&E	Medical instruments	Therapeutic Instruments	Respiratory Treatment Device	Inhaler	Inhaler
Bar Lock	Category 05: Tools & Equipment for Science & Technology	Regulative & Protective T&E	Protective Device	Security Device	Security Lock		Security Lock
Keys	Category 05: Tools & Equipment for Science & Technology	Regulative & Protective T&E	Protective Devices	Security Device	Key		Key
Keys, Bunch	Category 05: Tools & Equipment for Science & Technology	Regulative & Protective T&E	Protective Devices	Security Device	Key		Key
Padlock	Category 05: Tools & Equipment for Science & Technology	Regulative & Protective T&E	Protective Devices	Security Device	Security Lock	Padlock	Padlock
Lock	Category 05: Tools & Equipment for Science & Technology	Regulative & Protective T&E	Protective Devices	Security Device	Security Lock		Security Lock
Lock, Combination	Category 05: Tools & Equipment for Science & Technology	Regulative & Protective T&E	Protective Devices	Security Device	Security Lock		Security Lock
Locking bar	Category 05: Tools & Equipment for Science & Technology	Regulative & Protective T&E	Protective Devices	Security Device	Security Lock		Security Lock
Compass	Category 05: Tools & Equipment for Science & Technology	Surveying & Navigational T&E	Navigational Equipment	Compass			Compass
Pocket Compass	Category 05: Tools & Equipment for Science & Technology	Surveying & Navigational T&E	Navigational Equipment	Compass			Compass
Alarm Clock	Category 05: Tools & Equipment for Science & Technology	Timekeeping T&E	Timekeeping T&E (blank sub-class)	Clock	Alarm Clock		Alarm Clock
Wristwatch	Category 05: Tools & Equipment for Science & Technology	Timekeeping T&E	Timekeeping T&E (blank sub-class)	Watch	Wristwatch		Wristwatch
Watch Band	Category 05: Tools & Equipment for Science & Technology	Timekeeping T&E	Timekeeping T&E (blank sub-class)	Watch	Wristwatch	*Wristwatch Band*	*Wristwatch Band*
Wristwatch Strap	Category 05: Tools & Equipment for Science & Technology	Timekeeping T&E	Timekeeping T&E (blank sub-class)	Watch	Wristwatch	*Wristwatch Band*	*Wristwatch Band*
Wrist Band Buckles	Category 05: Tools & Equipment for Science & Technology	Timekeeping T&E	Timekeeping T&E (blank sub-class)	Watch	Wristwatch	*Wristwatch Band*	*Wristwatch Band Buckle*
Ruler	Category 05: Tools & Equipment for Science & Technology	Weights & Measures T&E	Weights & Measures (blank sub-class)	Ruler			Ruler
Ruler	Category 05: Tools & Equipment for Science & Technology	Weights & Measures T&E	Weights & Measures (blank sub-class)	Ruler			Ruler
Dividers	Category 06: Tools & Equipment for Communication	Drafting T&E	Drafting T&E (blank sub-class)	Drafting Instrument	Divider		Divider
Mathematical Set	Category 06: Tools & Equipment for Communication	Drafting T&E	Drafting T&E (blank sub-class)	Drafting Instrument	Drafting Set		Drafting Set
Protractor	Category 06: Tools & Equipment for Communication	Drafting T&E	Drafting T&E (blank sub-class)	Drafting Instrument	Protractor		Protractor
Halfpenny	Category 06: Tools & Equipment for Communication	Exchange Media	Exchange Media (blank sub-class)	Money	Coin	Halfpenny	Halfpenny
Mouth Organ	Category 06: Tools & Equipment for Communication	Musical T&E	Musical Instruments	Woodwind Instrument	Harmonica		Harmonica
Camera	Category 06: Tools & Equipment for Communication	Photographic T&E	Camera Equipment	Camera			Camera
Frame, Photo	Category 06: Tools & Equipment for Communication	Photographic T&E	Photographic Accessories	Photograph Holder	Photograph Case		Photograph Case
Film, Kodak	Category 06: Tools & Equipment for Communication	Photographic T&E	Photographic Media	Photographic Film			Photographic Film
Photograph Developing Supplies	Category 06: Tools & Equipment for Communication	Photographic T&E	Photoprocessing Equipment				Photoprocessing Equipment
Ear Piece	Category 06: Tools & Equipment for Communication	Sound Communication T&E	Intercom				Intercom
Earpiece Inter-comm	Category 06: Tools & Equipment for Communication	Sound Communication T&E	Intercom				Intercom
Whistle	Category 06: Tools & Equipment for Communication	Sound Communication T&E	Sound Communication Devices	Sound Signalling Device	Whistle		Whistle
Case, Note	Category 06: Tools & Equipment for Communication	Written Communication T&E	Writing Accessories	Document Container	Document Case		Document Case
Envelope	Category 06: Tools & Equipment for Communication	Written Communication T&E	Writing Accessories	Document Container	Envelope		Envelope
Binder, Looseleaf	Category 06: Tools & Equipment for Communication	Written Communication T&E	Writing Accessories	Document Container	Loose-Leaf Binder		Loose-Leaf Binder
Erasers	Category 06: Tools & Equipment for Communication	Written Communication T&E	Writing Accessories	Eraser			Eraser
Ink	Category 06: Tools & Equipment for Communication	Written Communication T&E	Writing Accessories	Ink			Ink

Case, Writing	Category 06: Tools & Equipment for Communication	Written Communication T&E	Writing Accessories	Writing Equipment Container	Writing Equipment Case		Writing Case
Compendium, Writing	Category 06: Tools & Equipment for Communication	Written Communication T&E	Writing Accessories	Writing Equipment Container	Writing Equipment Case		Writing Case
Cover, Note Book	Category 06: Tools & Equipment for Communication	Written Communication T&E	Writing Accessories	Writing Equipment Container	Writing Equipment Case		Writing Case
Document Case, Leather	Category 06: Tools & Equipment for Communication	Written Communication T&E	Writing Accessories	Writing Equipment Container	Writing Equipment Case		Writing Case
Holder, Note	Category 06: Tools & Equipment for Communication	Written Communication T&E	Writing Accessories	Writing Equipment Container	Writing Equipment Case		Writing Case
Hand Printing Outfit	Category 06: Tools & Equipment for Communication	Written Communication T&E	Writing Devices	Marking Stamp	*Stamping Kit*		*Stamping Kit*
Pen, Fountain	Category 06: Tools & Equipment for Communication	Written Communication T&E	Writing Devices	Pen	Reservoir Pen	Fountain Pen	Fountain Pen
Mechanical Pencil	Category 06: Tools & Equipment for Communication	Written Communication T&E	Writing Devices	Pencil	Mechanical Pencil		Mechanical Pencil
Pencil	Category 06: Tools & Equipment for Communication	Written Communication T&E	Writing Devices	Pencil			Pencil
Postcard	Category 06: Tools & Equipment for Communication	Written Communication T&E	Writing Media	Postcard			Postcard
Book, Note	Category 06: Tools & Equipment for Communication	Written Communication T&E	Writing Media	Writing Book	Bankbook	Notebook	Notebook
Pocket Book	Category 06: Tools & Equipment for Communication	Written Communication T&E	Writing Media	Writing Book	Blankbook	Notebook	Notebook
Writing Pad	Category 06: Tools & Equipment for Communication	Written Communication T&E	Writing Media	Writing Book	Notepad		Notepad
Exercise Book	Category 06: Tools & Equipment for Communication	Written Communication T&E	Writing Media	Writing Book			Writing Book
Tin	Category 07: Distribution & Transportation Objects	Containers	Containers (blank sub-class)	Can	Tin		Tin
Tin Nugget	Category 07: Distribution & Transportation Objects	Containers	Containers (blank sub-class)	Can	Tin		Tin
Tin Peaches	Category 07: Distribution & Transportation Objects	Containers	Containers (blank sub-class)	Can	Tin		Tin
Bible Extract	Category 08: Communication Objects	Ceremonial Objects	Religious Objects	Religious Text	Bible		Bible
Sunday Missal	Category 08: Communication Objects	Ceremonial Objects	Religious Objects	Religious Text	Missal		Missal
Book, Prayer	Category 08: Communication Objects	Ceremonial Objects	Religious Objects	Religious Text	Prayer Book		Prayer Book
Prayer Book	Category 08: Communication Objects	Ceremonial Objects	Religious Objects	Religious Text	Prayer Book		Prayer Book
Book, Religious	Category 08: Communication Objects	Ceremonial Objects	Religious Objects	Religious Text			Religious Text
Bankbook	Category 08: Communication Objects	Documentary Objects	Financial Records	Bankbook			Bankbook
Paybook	Category 08: Communication Objects	Documentary Objects	Financial Records	Bookkeeping Record	Payroll	Paybook	Paybook
Unit Pay Record Card	Category 08: Communication Objects	Documentary Objects	Financial Records	Bookkeeping Record	Payroll Record	Paybook	Paybook
Pay Book, Army	Category 08: Communication Objects	Documentary Objects	Financial Records	Bookkeeping Record	Payroll Record	Paybook	Paybook
Bonus Certificate	Category 08: Communication Objects	Documentary Objects	Financial Records	*Certificate, Bonus*			*Certificate, Bonus*
Cheque Book	Category 08: Communication Objects	Documentary Objects	Financial Records	Checkbook			Checkbook
Army Pay Statement	Category 08: Communication Objects	Documentary Objects	Financial Records	Financial Statement			Financial Statement
Insurance Policy	Category 08: Communication Objects	Documentary Objects	Financial Records	Insurance Record	Insurance Policy		Insurance Policy
Receipt, Income Tax	Category 08: Communication Objects	Documentary Objects	Financial Records	Receipt			Receipt
Receipt	Category 08: Communication Objects	Documentary Objects	Financial Records	Receipt			Receipt
Receipt, Collector of Public Monies	Category 08: Communication Objects	Documentary Objects	Financial Records	Receipt			Receipt
Income Tax Assessment	Category 08: Communication Objects	Documentary Objects	Financial Records	Tax Return			Tax Return
Certificate of Destruction of Identity Card	Category 08: Communication Objects	Documentary Objects	Government Records	Certificate			Certificate
Card, Clothing	Category 08: Communication Objects	Documentary Objects	Government Records	Executive Record	Military Record	*Clothing Card*	*Clothing Card*
Card, Service Kit	Category 08: Communication Objects	Documentary Objects	Government Records	Executive Record	Military Record	*Clothing Card*	*Clothing Card*
Record Book, Clothing	Category 08: Communication Objects	Documentary Objects	Government Records	Executive Record	Military Record	*Clothing Card*	*Clothing Card*
Certificate of Discharge Australian Military Forces	Category 08: Communication Objects	Documentary Objects	Government Records	Executive Record	Military Record	Military Discharge	Military Discharge
Australian Military Forces Discharge Certificate	Category 08: Communication Objects	Documentary Objects	Government Records	Executive Record	Military Record	Military Discharge	Military Discharge
Birth Certificate	Category 08: Communication Objects	Documentary Objects	Government Records	Vital Record	Birth Record	Birth Certificate	Birth Certificate
Negative, Photo	Category 08: Communication Objects	Documentary Objects	Graphic Documents	Photograph	Negative		Negative
Snapshots	Category 08: Communication Objects	Documentary Objects	Graphic Documents	Photograph	Photographic Print	Snapshot	Snapshot
Photograph	Category 08: Communication Objects	Documentary Objects	Graphic Documents	Photograph			Photograph
Photograph	Category 08: Communication Objects	Documentary Objects	Graphic Documents	Photograph			Photograph
Portrait	Category 08: Communication Objects	Documentary Objects	Graphic Documents	Photograph			Photograph
Arithmetic Book	Category 08: Communication Objects	Documentary Objects	Instructional Documents	Textbook			Textbook
Booklet, Aircraft Recognition	Category 08: Communication Objects	Documentary Objects	Instructional Documents	Visual Aid			Visual Aid
Book, Novel	Category 08: Communication Objects	Documentary Objects	Literary Works	Novel			Novel
Novel	Category 08: Communication Objects	Documentary Objects	Literary Works	Novel			Novel
Album, Photo	Category 08: Communication Objects	Documentary Objects	Memorabilia	Album	Photograph Album		Photograph Album

Gummed Photograph Corners	Category 08: Communication Objects	Documentary Objects	Memorabilia	Album	Photograph Album	*Photograph Album Accessories*	*Photograph Album Accessories*
Novelty 21st Birthday Key	Category 08: Communication Objects	Documentary Objects	Memorabilia	Commemorative	Commemorative Key		Commemorative Key
Medallion	Category 08: Communication Objects	Documentary Objects	Memorabilia	Commemorative	Commemorative Medal		Commemorative Medal
Address Book	Category 08: Communication Objects	Documentary Objects	Other Documents	Book	Address Book		Address Book
Diary	Category 08: Communication Objects	Documentary Objects	Other Documents	Book	Journal	Diary	Diary
Book	Category 08: Communication Objects	Documentary Objects	Other Documents	Book			Book
Certificate, Clearance	Category 08: Communication Objects	Documentary Objects	Other Documents	Certificate			Certificate
Certificate, Man Power	Category 08: Communication Objects	Documentary Objects	Other Documents	Certificate			Certificate
Newspaper Cutting	Category 08: Communication Objects	Documentary Objects	Other Documents	Clipping	Newspaper Clipping		Newspaper Clipping
Card, Greeting	Category 08: Communication Objects	Documentary Objects	Other Documents	Correspondence	Greeting Card		Greeting Card
Letters	Category 08: Communication Objects	Documentary Objects	Other Documents	Correspondence	Letter		Letter
Personal References	Category 08: Communication Objects	Documentary Objects	Other Documents	Correspondence	Letter	Recommendation Letter	Recommendation Letter
Correspondence	Category 08: Communication Objects	Documentary Objects	Other Documents	Correspondence			Correspondence
Examination Report	Category 08: Communication Objects	Documentary Objects	Other Documents	Documentary Card	Report Card		Report Card
Application Form, Liquor	Category 08: Communication Objects	Documentary Objects	Other Documents	Form	Application	License Application	License Application
Luggage Label Holders	Category 08: Communication Objects	Documentary Objects	Other Documents	Identification Label	Identification Tag	Luggage Tag	Luggage Tag
Model Aircraft	Category 08: Communication Objects	Documentary Objects	Other Documents	Model	*Model, Aircraft*		*Model, Aircraft*
Dancing Pamphlet	Category 08: Communication Objects	Documentary Objects	Other Documents	Pamphlet			Pamphlet
Drivers Licence	Category 08: Communication Objects	Documentary Objects	Other Documents	Permission	License		License
Licence, Spirit Consumers	Category 08: Communication Objects	Documentary Objects	Other Documents	Permission	License		License
Spirit Consumers Licence	Category 08: Communication Objects	Documentary Objects	Other Documents	Permission	License		License
Certificate, Motor Registration	Category 08: Communication Objects	Documentary Objects	Other Documents	Permission	License	Registration	Registration
Motor Registration	Category 08: Communication Objects	Documentary Objects	Other Documents	Permission	License	Registration	Registration
Card, Permit	Category 08: Communication Objects	Documentary Objects	Other Documents	Permission	Permit		Permit
Leave Pass (Expired-Temora)	Category 08: Communication Objects	Documentary Objects	Other Documents	Permission	Permit		Permit
Australian Journal	Category 08: Communication Objects	Documentary Objects	Other Documents	Serial	Periodical		Periodical
Periodical	Category 08: Communication Objects	Documentary Objects	Other Documents	Serial	Periodical		Periodical
5 SFTS Car Permit	Category 08: Communication Objects	Documentary Objects	Permission	Permit	*Permit, Car*		*Permit, Car*
Dictionary	Category 08: Communication Objects	Documentary Objects	Reference Works	Dictionary			Dictionary
Food Coupon	Category 08: Communication Objects	Exchange Media	Exchange Media (blank sub-class)	Coupon	Ration Coupon		Ration Coupon
Coin, Canadian	Category 08: Communication Objects	Exchange Media	Exchange Media (blank sub-class)	Money	Coin		Coin
Currency	Category 08: Communication Objects	Exchange Media	Exchange Media (blank sub-class)	Money			Money
Money	Category 08: Communication Objects	Exchange Media	Exchange Media (blank sub-class)	Money			Money
Notes, Invasion	Category 08: Communication Objects	Exchange Media	Exchange Media (blank sub-class)	Money			Money
Stamp, Postage	Category 08: Communication Objects	Exchange Media	Exchange Media (blank sub-class)	Stamp	Postage Stamp		Postage Stamp
Card, Shell Club	Category 08: Communication Objects	Personal Identification	Identification Card	Membership Card			Membership Card
Medals	Category 08: Communication Objects	Personal Symbols	Achievement Symbols	Award	Decoration of Honour	Medal	Medal
Medallion, Religious	Category 08: Communication Objects	Personal Symbols	Belief Symbols	Spiritual Symbol	Devotional Object	Religious Pendant	Religious Pendant
Holy Medal	Category 08: Communication Objects	Personal Symbols	Belief Symbols	Spiritual Symbol	Devotional Object		Religious Pendant
Beads, Rosary	Category 08: Communication Objects	Personal Symbols	Belief Symbols	Spiritual Symbol	Devotional Object	Rosary	Rosary
Masonic Lodge Book	Category 08: Communication Objects	Personal Symbols	Personal Identification	*Identification Book*			*Identification Book*
Bracelet, Identity	Category 08: Communication Objects	Personal Symbols	Personal Identification	Identification Bracelet			Identification Bracelet
Visiting Cards	Category 08: Communication Objects	Personal Symbols	Personal Identification	Identification Card	Calling Card		Calling Card
Library Card	Category 08: Communication Objects	Personal Symbols	Personal Identification	Identification Card	Membership Card	Library Card	Library Card
CTA Membership Card	Category 08: Communication Objects	Personal Symbols	Personal Identification	Identification Card	Membership Card		Membership Card
Identity Card, Civilian	Category 08: Communication Objects	Personal Symbols	Personal Identification	Identification Card			Identification Card
Disc, Identity	Category 08: Communication Objects	Personal Symbols	Personal Identification	Nametag	Dog Tag		Dog Tag
Identity Disc	Category 08: Communication Objects	Personal Symbols	Personal Identification	Nametag	Dog Tag		Dog Tag
Name Badge	Category 08: Communication Objects	Personal Symbols	Personal identification	Nametag			Nametag
White Band	Category 08: Communication Objects	Personal Symbols	Status Symbols	Insignia	Brassard		Brassard
Badge, Black Cap	Category 08: Communication Objects	Personal Symbols	Status Symbols	Insignia	Insignia Badge	Cap Badge	Cap Badge
Badge, Cap	Category 08: Communication Objects	Personal Symbols	Status Symbols	Insignia	Insignia Badge	Cap Badge	Cap Badge
Badge, Cap Airmen's	Category 08: Communication Objects	Personal Symbols	Status Symbols	Insignia	Insignia Badge	Cap Badge	Cap Badge
Badge, Cap Officers	Category 08: Communication Objects	Personal Symbols	Status Symbols	Insignia	Insignia Badge	Cap Badge	Cap Badge
Badge, Officers Cap	Category 08: Communication Objects	Personal Symbols	Status Symbols	Insignia	Insignia Badge	Cap Badge	Cap Badge
Badge	Category 08: Communication Objects	Personal Symbols	Status Symbols	Insignia	Insignia Badge		Insignia Badge

School Bage	Category 08: Communication Objects	Personal Symbols	Status Symbols	Insignia	Insignia Badge		Insignia Badge
Badge, A/S Blue	Category 08: Communication Objects	Personal Symbols	Status Symbols	Insignia	Insignia Badge	Military Badge	Military Badge
Badge, A/S Drab	Category 08: Communication Objects	Personal Symbols	Status Symbols	Insignia	Insignia Badge	Military Badge	Military Badge
Badge, Blue Eagle	Category 08: Communication Objects	Personal Symbols	Status Symbols	Insignia	Insignia Badge	Military Badge	Military Badge
Badge, Eagle and Crown	Category 08: Communication Objects	Personal Symbols	Status Symbols	Insignia	Insignia Badge	Military Badge	Military Badge
Badge, Flying	Category 08: Communication Objects	Personal Symbols	Status Symbols	Insignia	Insignia Badge	Military Badge	Military Badge
Badges, Drab Chevron	Category 08: Communication Objects	Personal Symbols	Status Symbols	Insignia	Insignia Badge	Military Badge	Military Badge
Badges, LAC	Category 08: Communication Objects	Personal Symbols	Status Symbols	Insignia	Insignia Badge	Military Badge	Military Badge
Badges, LAC Metal	Category 08: Communication Objects	Personal Symbols	Status Symbols	Insignia	Insignia Badge	Military Badge	Military Badge
Badges, Pilot White	Category 08: Communication Objects	Personal Symbols	Status Symbols	Insignia	Insignia Badge	Military Badge	Military Badge
Returned Soldiers Badge	Category 08: Communication Objects	Personal Symbols	Status Symbols	Insignia	Insignia Badge	Military Badge	Military Badge
Returned Sailors and Soldiers Imperial League of Australia 1914-18 Badge	Category 08: Communication Objects	Personal Symbols	Status Symbols	Insignia	Insignia Badge	Military Badge	Military Badge
Chevrons	Category 08: Communication Objects	Personal Symbols	Status Symbols	Insignia	Insignia Patch	Chevron	Chevron
Overseas Chevrons	Category 08: Communication Objects	Personal Symbols	Status Symbols	Insignia	Insignia Patch	Chevron	Chevron
CPL Stripes	Category 08: Communication Objects	Personal Symbols	Status Symbols	Insignia	Insignia Patch		Military Patch
Wings	Category 08: Communication Objects	Personal Symbols	Status Symbols	Insignia	Insignia Patch	Military Patch	Military Patch
Wings, Pilot	Category 08: Communication Objects	Personal Symbols	Status Symbols	Insignia	Insignia Patch	Military Patch	Military Patch
Epaulettes	Category 08: Communication Objects	Personal Symbols	Status Symbols	Insignia	Shoulder Insignia	Epaulet	Epaulet
Aircrew White Peak	Category 08: Communication Objects	Personal Symbols	Status Symbols	Insignia			Insignia
Masonic Apron	Category 08: Communication Objects	Personal Symbols	Status Symbols	Uniform			Uniform
Ticket, Art Union	Category 09: Recreational Objects	Game Equipment	Game Equipment (blank sub-class)	Gambling Device	Lottery Device	Lottery Ticket	Lottery Ticket
Lottery Tickets	Category 09: Recreational Objects	Game Equipment	Game Equipment (blank sub-class)	Gambling Device	Lottery Device	Lottery Ticket	Lottery Ticket
Monopoly Tickets	Category 09: Recreational Objects	Game Equipment	Game Equipment (blank sub-class)	Game	Board Game		Board Game
Playing Card	Category 09: Recreational Objects	Game Equipment	Game Equipment (blank sub-class)	Game	Card Game	Paying Card	Paying Card
Throat Protector	Category 09: Recreational Objects	Sports Equipment	Body Protector	*Throat Guard*			*Throat Guard*
Chest Protector	Category 09: Recreational Objects	Sports Equipment	Sports Equipment (blank sub-class)	Body Protector	Chest Protector		Chest Protector
Knee Protector	Category 09: Recreational Objects	Sports Equipment	Sports Equipment (blank sub-class)	Body Protector	*Knee Protector*		*Knee Protector*
Shin Pads	Category 09: Recreational Objects	Sports Equipment	Sports Equipment (blank sub-class)	Body Protector	Shin Guard		Shin Guard
Jersey, Football	Category 09: Recreational Objects	Sports Equipment	Sports Equipment (blank sub-class)	Football Gear	*Football Jersey*		*Football Jersey*
Boots, Football	Category 09: Recreational Objects	Sports Equipment	Sports Equipment (blank sub-class)	Football Gear	Football Shoe		Football Shoe
Shorts, Football	Category 09: Recreational Objects	Sports Equipment	Sports Equipment (blank sub-class)	Football Gear	*Football Shorts*		*Football Shorts*
Trunks, Football	Category 09: Recreational Objects	Sports Equipment	Sports Equipment (blank sub-class)	Football Gear	*Football Shorts*		*Football Shorts*
Socks, Football	Category 09: Recreational Objects	Sports Equipment	Sports Equipment (blank sub-class)	Football Gear	*Football Socks*		*Football Socks*
Golf Bag	Category 09: Recreational Objects	Sports Equipment	Sports Equipment (blank sub-class)	Golf Gear	Golf Bag		Golf Bag
Balls, Golf	Category 09: Recreational Objects	Sports Equipment	Sports Equipment (blank sub-class)	Golf Gear	Golf Ball		Golf Ball
Golf Clubs	Category 09: Recreational Objects	Sports Equipment	Sports Equipment (blank sub-class)	Golf Gear	Golf Club		Golf Club
Shoes, Golf	Category 09: Recreational Objects	Sports Equipment	Sports Equipment (blank sub-class)	Golf Gear	Golf Shoe		Golf Shoe
Tees, Golf	Category 09: Recreational Objects	Sports Equipment	Sports Equipment (blank sub-class)	Golf Gear	Golf Tee		Golf Tee
Racquet, Tennis	Category 09: Recreational Objects	Sports Equipment	Sports Equipment (blank sub-class)	Tennis Gear	Tennis Racket		Tennis Racket
Racquet, Press	Category 09: Recreational Objects	Sports Equipment	Sports Equipment (blank sub-class)	Tennis Gear	Tennis Racket Press		Tennis Racket Press
Blocks Chocolate	Category 10: Unclassifiable Objects						*Blocks Chocolate*
Chewing Gum	Category 10: Unclassifiable Objects						*Chewing Gum*
Nugget	Category 10: Unclassifiable Objects						*Nugget*
Vitamin E Tablets	Category 10: Unclassifiable Objects						*Vitamin E Tablets*
Straps, Wrist	Category 10: Unclassifiable Objects						*Wrist Strap*
Water Colour Stamps	Category 10: Unclassifiable Objects						*Water Colour Stamps*