

CONFERENCE 23-24 MARCH 2017

SUBMERGED AIRCRAFT

Tidbits from the programme

A global perspective

– overview, what's going on in the field

Megan Lickliter-Mundon, US

BW-372

Kai Mecklin, Museum Director at the Finnish Air Force Museum, Finland

DC-3 SIGINT air plane in Swedish Air Force Museum exhibition

Linnéa Holmberg Wensby and Rickard Käsper, Curators at the Swedish Air Force Museum, Sweden

Dornier Do 17Z

Darren Priday, Manager at the Michael Beetham Conservation Centre, UK

Heinkel He 115

Sondre B. Hvam, Team Leader/Historian at Sola museum, Norway

Tulsa B-24 Liberator in Croatia

Megan Lickliter-Mundon, US

The complete programme will be presented in January 2017.



In many places museums have chosen to salvage submerged aircrafts.

- Why do museums make such costly decisions?
- What lies behind these decisions?
- Is there a best practice?
- How do you handle fatalities?
- Restore or not to restore?
- Are there any aircraft not yet found?

Welcome to discuss these issues

with museum colleagues during a lunch-to-lunch-conference at Flygvapenmuseum, the Swedish Air Force Museum, in Linköping. Take the opportunity to meet colleagues, build networks and create new contacts.

For more information, contact torsten.nilsson@flygvapenmuseum.se.

Search technology in water has evolved significantly over the past 30 years. With mixed gas systems divers today reach depths we could recently only dream about. This development means that many of the wrecked aircraft which have previously been considered relatively protected now are available for diving. Submerged aircraft are fragile. A careless diver can cause great damage to a wreck, and with repeated dives on the same wreck the damage can be devastating. Many of the wreck sites are grave sites that should be treated with respect.

The Swedish Air Force Museum has two aircraft salvaged from the sea. These have been treated in a completely different way. The Saab B 18 was salvaged for the reason that none of this aircraft type was currently preserved. After 35 years of renovation work hardly no trace of the years on the ocean floor remains. The second aircraft is the DC-3 which was shot down by a Soviet fighter jet in 1952. An event that triggered the so-called Catalina affair. The aircraft has been preserved but is displayed in the same position as it was found at the bottom of the Baltic Sea. The wreck of the DC-3 is central to the Swedish Air Force Museum's exhibition about the Cold War.