

## 航空救國：民國時期航空技術的傳入與人才培養

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第一次世界大戰後，西方理論主張無論民用或軍用航空，都不僅僅是單純的科技而已，將會導致社會轉型。中國政府從國外輸入技術以建立航空業，也嘗試創造一個現代而科技化的民族，外國政府與企業則願意與中國進行技術合作。中國試圖透過華僑與培養國內人才，以建立航空骨幹和航空文化。其中以大眾組織如中國航空建設協會、中國滑翔機總會特別重要。這些組織計畫籌措資金並再造人力與文化。

在中日戰爭與國共內戰期間，中國航空業有大幅度的發展。中國在汲取外國技術與自有運輸系統的改進方面取得成效。中國很成功的引進了外國技術，但無法規範中國人或外國人如何運用此一新的技術來控制中國的領空。

### **Aviation to save the nation:**

#### **importing technology and cultivating talent in Republican China**

After WWI, western theorists claimed that aviation (civil and military) was not just an ordinary technology, it would lead to a social transformation. Chinese governments built up aviation by importing technology, but also wanted to create a modern, technological Chinese race. Foreign governments and companies were willing to cooperate on technology. China tried to create aviation talent and an aviation culture in part by drawing on the Overseas Chinese and in part by cultivating domestic talent. Especially important were mass organizations like the Chinese Aviation Association and the Glider Association. These organizations planned to both raise money and reform the people and culture °

During the War of Resistance and Civil War, China's aviation expanded massively. China was successful at both drawing on foreign technology and at transforming its own transport system. The Chinese government had less success in regulating how Chinese and foreigners used this new technology to control Chinese space.

主講人簡介：

包安廉 ( Alan Baumlér ) 教授係伊利諾大學香檳分校 ( University of Illinois at Urbana-Champaign ) 歷史系博士。現任賓州印第安納大學歷史系教授。包教授先前曾研究中國鴉片貿易和禁烟運動的相關課題，目前研究領域為民國時期航空史 ( 包含軍用航空、民航 ) 與航空文化。本年獲得漢學中心獎助，來臺研究主題為「中國起飛：民國的航空與地方控制」。