

Aviation Cultures Mk IV

Transitions • Communities • Global Networks

Conference programme and abstracts

28 November - 1 December 2018



W E D N E S D A Y 2 8 N O V E M B E R

Session 1: Military aviation cultures (Chair: Peter Hobbins)

9.00–9.05	Stephen Garton	Welcome
9.05–10.05	Alex M. Spencer	Keynote 1 – Muddling through: air defence of Australia and New Zealand, 1919–40
10.05–10.35	Ross Mahoney	'It's a pilots' air force': air force culture and imperial networks
10.35–11.00	Morning tea	Messel Theatre Foyer
11.00–11.30	Kristen Alexander	'My nervous condition has been getting increasingly worse': Australian airmen and the psychological challenges of captivity
11.30–12.00	Karl James	'Flat-top fledglings': Australian naval aviators in the Korean War
12.00–12.30	Mark Lax	From clerk's desk to cockpit: broadening opportunities for women in the RAAF, 1972–96
12.30–1.30	Lunch	Messel Theatre Foyer

Session 2: Heritage in transition (Chair: David Crotty)

1.30–2.00	Derek Buckmaster	Selecting a design for the Wirraway: a very radical process
	Liam Kane	The culture of Allied Technical Air Intelligence in the Pacific War
	Matthew Holle	Flying boats, Sydney's golden age of aviation
	Samantha Sinnayah	#Mascot100 project: a community history of Sydney Airport
	Jennifer Wilson	Queensland Museum's aviation collections: an overview
2.00–2.30	Leigh Edmonds	A history of Australian civil aviation
2.30–3.00	James Kightly	The emperor's new aircraft: issues of originality and authenticity in aviation preservation
3.00–3.30	Terry Hetherington and Michael Hough	Transitioning defence aircraft into aviation heritage organisations
3.30–4.00	Afternoon tea	Messel Theatre Foyer

Session 3: Unearthing aviation (Chair: Brett Holman)

4.00–4.30	Craig Bellamy	A discussion on dealing with military aviation crash sites in the Top End of Australia
4.30–5.00	Daniel Leahy	'What are you going to dig up next?' Recent investigations in aviation archaeology
5.00–5.30	Anna Gebels	Aviation – Temora's third golden ticket
5.30–7.30	Conference drinks	Courtyard Restaurant and Bar, University of Sydney

T H U R S D A Y 2 9 N O V E M B E R

Session 4: Global connections (Chair: Prudence Black)

9.00–9.05	Chair	Housekeeping
9.05–10.05	Dorthe Gert Simonsen	Keynote 2 – Heavier than air: embodying early aviation
10.05–10.35	Brett Holman	De-orientalising Hendon, 1920–37
10.35–11.00	Morning tea	Messel Theatre Foyer
11.00–11.30	Colin Owers	Hugo Junkers and the establishment of a new industry
11.30–12.00	Jane Ferguson	Flight school for the spirit of Myanmar: aerial nationalism and Burmese-Japanese cinematic collaboration in the 1930s
12.00–12.30	Lainie Anderson and Tom Lockley	The flight that shrank the world: the 1919 Air Race from England to Australia
12.30–1.30	Lunch	Messel Theatre Foyer

Session 5: Communities of flight (Chair: Tracy Ireland)

1.30–2.00	Jana Samargis Woods	Narrating technological innovation in the digital age
	Chris Holden	The influence of organisational politics upon an information architecture
	Jessica Western	Connecting communities with aviation heritage collections
	Fiona Shanahan	Civil aviation in Australia's Northern Territory
	Ashley Harrison	Civil aviation and Aboriginal and Torres Strait Islander communities
2.00–2.30	Prudence Black	Local knowledge: indigenous workers and the aviation industry
2.30–3.00	Kerrie Dougherty	Connecting Britain and the bush: the role of air transport in the Anglo-Australian Joint Project
3.00–3.30	John D. Wong	Shifting financial backing for air routes: transforming Cathay Pacific's investor base for the shifting geopolitics of Hong Kong, 1940s–90s
3.30–4.00	Afternoon tea	Messel Theatre Foyer

Session 6: Panel discussion: where to now for aviation cultures? (Chair: Paul Ewoldt)

4.00–5.15	Juanita Franzl Indigo Hanlee Peter Hobbins Phil Vabre	
5.30–6.30	Pre-dinner drinks	Duck Inn, 74 Rose St, Chippendale
6.30–9.30	Conference dinner	Duck Inn, 74 Rose St, Chippendale



FRIDAY 30 NOVEMBER

Forum: 'A national aviation collection for Australia?' (Moderator: David Crotty)

9.00-9.45	Michael Frawley	Keynote 3 – Finding true north: the transformation of MOTAT
9.45-10.30	Michael Frawley Tracy Ireland Alex M. Spencer Jennifer Wilson	Moderated panel-audience interaction

10.30-11.00 **Break** *Messel Theatre Foyer*

11.00-12.25	David Crotty	Moderated panel-audience interaction
12.25-12.30	David Crotty	Conference conclusion

Tour of Qantas Heritage Collection (Host: David Crotty)

2.00-4.00	David Crotty	Meet on Physics Road outside Sydney Nanoscience Hub at 1.00
-----------	--------------	---

SATURDAY 1 DECEMBER

Tour of Hyde Park air raid shelter (Host: Craig McPherson)

9.30-12.15	Craig McPherson	Meet at St James Railway Station at scheduled time
------------	-----------------	--



CONFERENCE ABSTRACTS

Alexander, Kristen (University of New South Wales, Canberra)



'My nervous condition has been getting increasingly worse': Australian airmen and the psychological challenges of captivity

Australian airmen considered themselves members of a physically and psychologically elite service community. They believed the RAF and RAAF recruited only the fittest, brightest and healthiest specimens. Accordingly, despite wounds, injuries and trauma experienced on capture and during captivity, Australian airmen prisoners of war declared to family and post-war medical boards that they were 'fit and well'. Medical testimony and reports contained in the files of the POW Trust and Department of Veterans' Affairs (for which I have been accorded special access) reveal, however, a dissonance between the fit and healthy image depicted by some airmen, and their physical and psychological reality. Drawing on the personal and medical records of Australian airmen prisoners of war which underpin my PhD research, this paper examines an air force community in transition from 'fit and well' to 'nervous' and 'anxious'. It examines the psychological challenges of captivity and post-war life and explores how the Australian airmen responded to wartime depression, 'barbed wire fever', suicide of their fellows, and moral trauma. It presents preliminary findings relating to post-war claims and diagnoses of 'neurosis', 'psychosis' and PTSD. Finally, it touches on how the airmen ultimately made sense of the psychological consequences of captivity.

Anderson, Lainie (Sunday Mail, Adelaide) and Tom Lockley (independent researcher, Sydney)



The flight that shrank the world: the 1919 Air Race from England to Australia

The 1919 Air Race from England to Australia was as remarkable in its day as the moon landing. It shrank the world; it made Australians feel more connected to empire; and it heralded a new dawn in transportation, communication and defence. Yet the feat is largely forgotten, the men who won the race are confused with Charles Kingsford Smith and their plane is languishing out the back of Adelaide Airport. In 2017 I travelled overseas on a Churchill Fellowship, visiting nine countries in seven weeks to interview aviation historians and retrace the route of the 1919 Air Race. With the centenary approaching, my aim was to build a case for better honouring the South Australian Smith brothers who won the race, and the Vickers Vimy bomber that transported them across the planet. I found a global network of people as passionate about this story as I am. I unearthed 1919 newspaper archives, providing a fascinating insight into how the flight connected isolated countries in the wake of World War I. And on returning to Adelaide I discovered a small community of politicians, aviators and influencers dedicated to celebrating this epic flight and inspiring a new generation.

Bellamy, Craig (Aviation Historical Society of the Northern Territory, Darwin)



A discussion on dealing with military aviation crash sites in the Top End of Australia

The need to protect archaeological relics is a well-founded principle. As one source has noted 'archaeological relics are irreplaceable resources that have huge potential to contribute to our understanding of our history and the development of society'. Another source has noted that while 'preservation in place is the ideal expressed by relevant regulations, it rarely happens'. But is it necessary to put all artefacts into museums? Is the relevance of the item lost when it is relocated and installed in a diorama-type setting rather than the actual physical crash site location? Which museum should have the artefacts – should they go to local, regional or national museums? This issue is often more complicated than it looks. It is unlikely that significant battlefields can be boxed and put into a museum but what of smaller archaeological sites – such as aircraft crash sites? Major aerial warfare occurred in the Top End of Australia between 10 February 1942 and 12 June 1944, involving the Imperial Japanese Naval Air Force and Imperial Japanese Army Air Force against the Royal Australian Air Force, the Royal Air Force, the United States Army Air Force and the Netherlands East Indies Air Force. Losses due to combat or mechanical issues occurred with many military aircraft crashing in remote

areas of the Top End or at sea. The Top End is literally 'littered' with such wreck sites. This paper looks briefly at some of the issues in relation to several specific World War II aircraft crash sites in the Top End in the context of government legislation, the military, politics, military enthusiasts and museums.

Black, Prudence (The University of Sydney, Sydney)



Local knowledge: Indigenous workers and the aviation industry

From the early 1930s, Daly Waters in the Northern Territory was an important aviation stop on the Imperial Route between Australia and the United Kingdom. Indigenous labour, usually young men, was used to help fuel the planes and provide general help at the Daly Waters Hotel as the planes landed and departed. While much has been written about the 'pioneering' movement of white Australians and the aviation industry, this paper aims to get to an aspect of the essential infrastructure making it possible. I explore how Indigenous Australians were used not only as available labour, but also for their specific expertise about the terrain, the supply and movement of water, and specific knowledge of weather patterns.

Buckmaster, Derek (independent researcher, Melbourne)



Selecting a design for the Wirraway: a very radical process

The Commonwealth Aircraft Corporation Wirraway, an American designed aircraft produced in Australia, marked a major transition away from British designed and produced aircraft filling the needs of the Royal Australian Air Force (RAAF) prior to World War Two. This short talk will highlight new research under way to discover and contrast the steps which were followed to select the Wirraway with the process taken to select the numerous British-designed aircraft which entered RAAF service prior to the Wirraway.

Dougherty, Kerrie (University of New South Wales, Sydney)



Connecting Britain and the bush: the role of air transport in the Anglo-Australian Joint Project

Established in 1946 to enable the development of British long-range guided weapons, the Anglo-Australian Joint Project was responsible for the creation of the Woomera Rocket Range in outback South Australia. Woomera was remote: remote from its management headquarters in Salisbury, near Adelaide; and even more remote from the defence research centres of the United Kingdom where the missiles and other weapons were designed. Consequently, air transport was crucial to the establishment and operation of the Range and the broader operation of the Joint Project. This paper will present an overview of the role of air transport across the life of the Anglo-Australian Joint Project (1946–80). At a time when outback roads were primitive at best, air transport played a vital role in carrying materiel and personnel from Salisbury to Woomera: the very first facility constructed at Woomera was the airfield, to enable construction crews to be flown in. Air transport maintained a 'lifeline' to Britain, along which travelled, in both directions, scientific, technical and military staff, equipment and supplies, and many eager young Australian graduates who were to receive valuable specialised training at British scientific institutions and aviation companies. Commercial air services, connecting Woomera and Adelaide from 1950, were also important to the social and psychological well-being of Woomera's inhabitants, providing a rapid escape on leave.

Edmonds, Leigh (Federation University, Ballarat)



A history of Australian civil aviation

What the world needs is a good comprehensive history of Australia's first century of civil aviation. Much has been written about flying in Australia, but most of it is not good history and little of it attempts to explain the great question of history, 'Why'? I thought it was about time such a history was written and that is what I have been doing for the past

six years. Volumes 1 and 2, covering the period from 1900 to 1972 have been published electronically and Volume 3 will be completed soon, hopefully, covering the period up to 2001. This presentation explores some of the key questions in the history of Australian civil aviation.

Ferguson, Jane (Australian National University, Canberra)



Flight school for the spirit of Myanmar: aerial nationalism and Burmese-Japanese cinematic collaboration in the 1930s

In 1935, two Burmese filmmakers travelled to Tokyo with the intention of acquiring the latest sound recording equipment and training in sound-on-film production. In addition to these stated goals, in Japan they co-produced a feature film, *Japan Yin Thwe/Nippon Musume*, 'Japanese Darling.' The film depicts daring young Burmese aviators and a budding romance with a Japanese woman. The active harnessing of the symbolic capital of aviation – the ideological notion of airmindedness – through the mimetic capacities of cinema, could be seen as a prescient example of Pan-Asianism, predating *daitoa kyoeiken* propaganda. However, a comprehensive analysis of the film industry and commercial aviation in Japan in the 1930s reveals a structural impetus for this collaboration, arguably overshadowing ideological motivations and results. How this film was facilitated by Ajia Kuku Gakko, 'Asia Aviation School', and what aerial nationalism meant to colonial Burmese subjects is the focus of this paper.

Frawley, Michael (Museum of Transport and Technology, Auckland, New Zealand)



Finding true north – the transformation of MOTAT

Michael Frawley is the Chief Executive of the Museum Of Transport and Technology (MOTAT) in Auckland New Zealand. MOTAT is not only New Zealand's largest technology and transport museum but it also has an extensive aviation collection including a Avro Lancaster B Mk 7, De Havilland Mosquito T Mk 43, two Short Flying Boats – a Short Solent Mk IV and Short Sunderland Mk V, and an eclectic range of 'kiwi' top-dressing planes including the Transavia PL12 Airtruk. Michael spent over twenty years in Europe restructuring a wide range of businesses ranging from hotels, football clubs, motor manufacturers to courier companies. He retired to a farm in the South Island of New Zealand in 2009 but came out of retirement in 2013 to meet Dame Cheryll Sotheran's challenge to develop a bold strategy that transformed MOTAT from being a 'museum of things' to a 'lightbulb institution' that was audience focused, vision based and had a transformative impact on its community. Michael will outline the reasons for Dame Cheryll's challenge, the framework that was used to develop a 'bold' strategy, its impact on MOTAT and its audience and the next steps in the museum's journey.

Gebels, Anna (The University of Sydney, Sydney)



Aviation – Temora's third golden ticket

Temora, a rural town in southern NSW, has reaped the benefit of gold. The first harvest was golden crops of wheat and canola, farmed from the earth's surface, while the second was elemental gold found in the mines below. Perhaps the most rewarding, though, has been the golden wings of the De Havilland Tiger Moth that first graced local skies in May 1941. Temora's affair with aviation began in 1938 with the decision by the local council to construct an aerodrome. The site came into the possession of the Royal Australian Air Force in 1940, and in May 1941 No. 10 Elementary Flying Training School (10 EFTS) was formed to train pilots for service with the Empire. This paper investigates the community that formed at 10 EFTS, known fondly as 'Harding's Country Club'. Firstly, it explores the photographic and material culture held in local collections, revealing some of the interactions between 10 EFTS and the local town. Secondly, it continues with the investigation of aviation activities that have persisted on site in the form of the Temora Aero Club, reunions and Airpark Estate. Finally, it discusses the contributions made by the activities of the Temora Aviation Museum and its role in uniting the past with present activities.

Harrison, Ashley (University of Canberra, Canberra)



Civil aviation and Aboriginal and Torres Strait Islander communities

The 'Heritage of the Air' project is guided by the question: 'How has aviation, as a global technology of mobility, transformed local and national places, communities and cultures?' In light of this central question, I intend to broadly explore Aboriginal and Torres Strait Islander histories and cultural responses to aviation, across Australia, through archival collections and digital media – for example, archived films or photographs, art works, cultural performances such as song or dances, and rock art. It is important to recognise that Australia's Aboriginal and Torres Strait Islander people come from diverse and unique communities. To add to the national Heritage of the Air aggregation of civil aviation heritage, I intend to explore and consider this diversity. One of the key goals for this PhD project will be to identify, collate and interpret visual media that depict Aboriginal and Torres Strait Islander responses and contributions to civil aviation in Australia. As visual media elicits multiple perceptions and interpretations, my research will lead to new insights and accounts of historical and cultural connections of Aboriginal and Torres Strait Islander peoples to civil aviation in Australia.

Hetherington, Terry (Fleet Air Arm Museum, Nowra) and Michael Hough (Historical Aircraft Restoration Society, Albion Park)



Transitioning defence aircraft into aviation heritage organisations

Australia has a significant range of operational military aircraft that are, increasingly, being preserved by transitioning them into heritage organisations, the majority of which are mainly run by volunteers on a part-time basis. This paper will review the range of historic military aviation organisations in Australia, and in particular identify those that continue to fly as well as preserve, the selected aircraft. The specific case study of HARS – the Historical Aircraft Restoration Society based both at Albion Park and Parkes in New South Wales – will be used to illustrate the emerging policies of both the Royal Australian Navy (RAN) and the Royal Australian Air Force in preserving selected military heritage aircraft. In particular, the RAN Fleet Air Arm Historic Flight and the proposed HARS Navy Heritage Flight will be reviewed as an example of ways of implementing different policies to preserve historic military aviation heritage. The paper will conclude by suggesting that the successful growth of historic aviation organisations can be explained as analogous to that of the challenges of growing small business. Furthermore, the enthusiast specialists who are necessary to successfully commence the organization, will need to expand membership types or evolve different skills to enable successful growth and continued operation of historic aviation museums.

Holden, Chris (University of Canberra, Canberra)



The influence of organisational politics upon an information architecture

Information architecture (IA) is the practice of deciding how information may be organised, labelled, navigated and searched for within a digital environment. How IA is implemented will influence how people find and comprehend that information. Many problems are encountered when determining an IA, one of which is the influence of organisational politics. Questions of how information should be organised and how it should be labelled ultimately impacts a person's understanding of that information. This research project will examine the influence of organisational politics upon IA when developing an online cultural heritage resource collection for the 'Heritage of the Air: How Aviation Transformed Australia' project.

Holle, Matthew (independent researcher, Sydney)



Flying boats, Sydney's golden age of aviation

Rose Bay was the site of Sydney's first international airport: from 1938 until 1974 it was home to the mighty flying boats. These huge aircraft used the water of the harbour as an airstrip, flying passengers and mail to and from many exotic locations around the world. From the luxury of the Short Empire 'C' class in the late 1930s and early 1940s, to the

Consolidated Catalinas and Short Sandringhams of the 1950s to 1970s, flying boats connected Sydney to the rest of the world like never before. Flying boats became a distinctive feature of Sydney Harbour, and many Sydneysiders have fond memories of them lifting off the water in a graceful arc, carrying holiday-makers to Lord Howe Island. When Rose Bay flying boat base closed in 1974 it was the end of a unique chapter in Sydney's history.

Holman, Brett (independent researcher, Melbourne)



De-orientalising Hendon, 1920–37

The annual Royal Air Force Display at Hendon was the most popular form of aerial theatre and hence the significant form of air-mindedness in Britain between the world wars, with attendance figures peaking in 1937 at 195,000. Most discussions of Hendon have understood it as 'a manifestation of popular imperialism' (following David Omissi), focusing on the climactic set-pieces which acted out the bombing and destruction of a Middle Eastern village or desert fortress. However, I will show that this impression is misleading: scenarios of this kind were only performed in a small minority of the set-pieces held between 1920 and 1937. Most in fact depicted warfare against other industrialised states, probably (though not necessarily) in Europe. Moreover, the set-piece battles were only one element of each Display, which overall were dominated by spectacular performances of speed and precision. I will argue that rather than a manifestation of popular imperialism, Hendon should be seen as an incompletely successful attempt to create a popular liberal militarism (after David Edgerton), using the lure of the technological sublime to persuade spectators that future total wars could be won through the use of aeronautical technology rather than large armies.

James, Karl (Australian War Memorial, Canberra)



'Flat-top fledglings': Australian naval aviators in the Korean War

In late 1951 the Royal Australian Navy's new asset, the Carrier Air Group (CAG) from the light aircraft carrier HMAS *Sydney* (III), went to war. Flying Hawker Sea Furies and Fairy Fireflies during the Korean autumn and winter of 1951–52, Sydney's CAG earned a reputation for effectiveness and high performance. Operating from a small flight deck that pitched and rolled with the ocean, the CAG confronted formidable North Korean and Chinese anti-aircraft fire, and even weathered a typhoon. During this period three Australian pilots were killed and another was wounded. Australia had begun to develop a naval aviation capability only few years earlier, with the commissioning of *Sydney* and the formation of its air squadrons in 1948. This rapid development of Australian naval aviation capability from concept through to operations was possible only with the wholehearted assistance of the Royal Navy. This paper will discuss the knowledge transfer of techniques, experiences, and cultures between naval aviators of the Royal Navy and the Royal Australian Navy. It will contribute to a new project on *Sydney's* CAG in the Korean War.

Kane, Liam (University of New South Wales, Sydney)



The culture of Allied Technical Air Intelligence in the Pacific War

This presentation grapples with the culture of a lesser-known allied intelligence unit in the Pacific War, the Allied Air Force's Technical Air Intelligence Unit. Much of this unit's history is a mystery to me. However, I think I can say with confidence that there was a technical air intelligence 'type' who belonged to a distinct, if short-lived, intelligence culture. Naturally engineering expertise or, at least, a deep interest in aviation technology was valued. Correspondence and intelligence reports betray a passionate commitment to de-mystifying the Japanese air forces. Technical intelligence officers were often 'adventurous types'. Given the fact that intelligence officers often needed to search the Pacific's jungles and battlefields for material intelligence, mobility and adaptability were the most important qualities of personnel posted to field detachments. However, this shared Australian-American intelligence culture (if it can indeed be called that) did not supersede national interests. The unit was eventually torn apart by the US Army Air Force's drive to centralise technical intelligence efforts, and the Australians' justified fears that they were being deliberately alienated from this wider project.

Kightly, James (aviation writer, Lancefield)



The emperor's new aircraft: issues of originality and authenticity in aviation preservation

We are privileged that there are numerous historic aircraft preserved around the world, in museums, in the air and in private hands – including a notable selection in Australia. But how ‘real’ are they? Aviation heritage has been a late arrival in the museum and history network, and even today, aviation preservation lacks agreed terminology for the originality of preserved aircraft, though many terms are borrowed and roughly used. Within the conference theme of ‘Transitions – Communities – Global Networks’, James examines the interconnected global communities that have stakes in preservation, and how they overlap and conflict in their needs and beliefs. Should museum aircraft be ‘almost ready to fly’? How far should flying aircraft ‘retain’ an original identity? When is it OK to replace parts, and how much replacement means it’s no longer original? How have expectations and standards in restorations and preservation changed over the last half century? Drawing on his global experience of aviation preservation (including the stuff that doesn’t get into print), James explores these questions and provide examples of good practice as well as a few cheeky fakes and frauds, some in Australia today.

Lax, Mark (Office of Air Force History, Canberra)



From clerk's desk to cockpit: broadening opportunities for women in the RAAF, 1972–96

It seems extraordinary today that women are still struggling to achieve corporate success with equal pay, promotion on merit and equal conditions as men in the workplace. As a military service, the Royal Australian Air Force (RAAF) struggled with myriad gender equity issues, but by 1996 women in the RAAF had achieved all bar one goal of equality. That one elusive goal will also be revealed. Many of the gender issues and a glass ceiling to advancement were due to a deliberate Government policy of exclusion, while others were internally driven. This paper examines the tortuous path to gender equality in the Air Force, from both the female and RAAF perspective, a path that finally allowed women to progress from the administrative clerk’s desk to a jet cockpit.

Leahy, Daniel (University of New England, Albury)



‘What are you going to dig up next?’: recent investigations in aviation archaeology

The term ‘aviation archaeology’ can be defined as the study of humanity’s interaction with flight through the investigation of surviving material remains. Such archaeological studies can add to what has already been learnt from analysis of the historical record and, despite popular belief, not all archaeological investigation involves the excavation or salvage of aircraft artefacts. This presentation will provide a brief overview of some recent projects where members of the archaeological community have expanded our knowledge of aviation sites around the world through the use of modern technologies. It will also present the results of a recent Australian-based archaeology project that investigated the design, layout and construction of airfields utilised by the schools of the Empire Air Training Scheme during World War II.

Mahoney, Ross (independent researcher, Brisbane)



‘It’s a pilots’ air force’: air force culture and imperial networks

‘It’s a pilots’ air force,’ and ‘pilots have always been more equal than others.’ This recollection by Air Marshal Sir John Curtiss, one of the first navigators to reach three-star rank in the Royal Air Force (RAF), succinctly sums up the culture and ethos of many air forces. However, despite the proclivity of writers to bemoan the dominance of pilots in air force structures, little has been written about the ideas that underpin air force culture and from whence they come. Drawing on the example of the world’s first independent air force, the RAF, this paper will explore the values, beliefs and assumptions that have shaped the behaviours of air forces. It will then explore how the culture of the interwar RAF was transferred to the emerging air forces of the Dominions of the British Empire. As such, while recognising the importance

of national character on the development of air force culture, this paper will suggest that through mimetic isomorphism, it is possible to suggest that these air forces had more in common than what differentiated them. This paper will then discuss the implications of this mimetic isomorphism on the effectiveness of the air forces of the Dominions during World War II.

Owers, Colin (independent researcher, Sydney)



Hugo Junkers and the establishment of a new industry

The paper demonstrates the falsehood of the myth that World War I (WWI) aircraft had no scientific basis but were built from drawings on the factory floor. Documentaries still refer to WWI aeroplanes as being flimsy constructions of wood, wire and fabric. By the start of WWI a scientific basis had been established in all countries for the development of aeronautics. During the war years, Hugo Junkers took his theoretical aeronautical work in to practice building the first all-metal aeroplane to fly. From this experimental prototype he continued to set up the first series production of all-metal aeroplanes, developing new manufacturing techniques and their associated tools during the war, while Germany was subject to the Allied blockade. This paper presents Junkers' achievements against the background of the army establishment that did not understand the problems with creating a new industry. Unlike World War II, where the Allies were in competition for access to German technological advances – especially in aeronautics – Junkers' work seems to have had no immediate effect on post-war manufacture in Allied countries. The author has had access to original documents that give the background to the achievements of the Junkers concern during WWI.

Samargis Woods, Jana (The University of Sydney, Sydney)



Narrating technological innovation in the digital age

My aim is to explore how the narrative of innovation can be told within a specialist technical museum and be relevant to new audiences in the digital age, using the Airways Museum as a case study. The Airways Museum collection has been described by its chief custodian as 'all substance not just style' and holds a rich array of radio equipment that demonstrates the evolution of air communication technology. This evolution – especially the Australian innovation component – can be difficult to interpret to a wider and younger audience. My research will compare and contrast other air traffic control collections and the possible ways that these niche collections can be used for future audiences, exploring the interpretive digital possibilities while maintaining a point of difference from other aviation collections.

Shanahan, Fiona (University of Canberra, Darwin)



Civil aviation in Australia's Northern Territory

In January 2018, airlines transported 5.28 million domestic passengers throughout Australia. Aviation affects the lives of millions of Australians today in ways unimaginable almost 100 years ago when civil aviation took off in Australia. When we talk about aviation, we usually think of passenger flights, but we rarely consider aircraft as farming machinery, a form of supply transportation, opportunities to connect remote and rural communities to the city and accessibility to essential services. This paper is an introduction to my PhD, which focuses on how aviation has transformed Australia's Northern Territory.

Simonsen, Dorte Gert



Heavier than air: Embodying early aviation

In aviation history, 'heavier-than-air' usually denotes a distinction between types of aircraft: powered, fixed-wing aeroplanes as opposed to 'lighter-than-air' balloons and airships. But if powered flight and its conquest of gravity caused a sensation in the early twentieth century, it pertained not only to the technological ability to lift and control airplanes,

but also the capacity to transport human bodies in the air. It was the ascent of the heavy ensemble of human body and machine that was celebrated. Aerial bodies and flying machines are often split in scholarship investigating the technology of aviation on the one hand or the subjective experience and representations of flight on the other. In this paper, I will focus on the body as a mediator between subject and object, human and non-human, in the history of early aviation. Drawing on visual sources, I will discuss the question of how bodies were changed by early aviation, how human bodies were entangled with airplanes in flight, and how this human-machine ensemble in the air affected bodies left on the ground.

Sinnayah, Samantha (Bayside Council, Sydney)



#Mascot100 project: a community history of Sydney Airport

As the home of Sydney Airport, Mascot and its surrounding suburbs have a unique and multilayered history to tell. In the early days, Mascot Aerodrome, as it was initially named, represented jobs and growth. As the airport expanded and became its own mini suburb, its relationship to its original namesake changed forever. This talk will introduce Bayside Council's #Mascot100 project which seeks to explore the complex relationship locals have had with what is now Australia's busiest airport.

Spencer, Alex M. (National Air and Space Museum, Washington DC, USA)



Muddling through: air defence of Australia and New Zealand, 1919-40

The air defence of Australia and New Zealand during the interwar period demonstrates the difficulty of applying new military aviation technology to the defence of a global empire. It furthermore provides insight into the nature of the political relationship between Britain and its Pacific Dominions. Following World War I, both Dominions sought greater independence in the realm of defence and foreign policy. Public aversion to military matters and the economic dislocation resulting from the war – and later the Depression– left little money for their respective air forces. As a result, the Empire's air services spent the entire interwar period attempting to create a strategy in the face of these handicaps. In order to survive, the British Empire's military air forces offered themselves as a practical and economical third option in the defence of Britain's global Empire, intending to replace the Royal Navy and British army as the traditional pillars of imperial defence.

Western, Jessica (University of Canberra, Canberra)



Connecting communities with aviation heritage collections

This project explores ways in which digital and analogue heritage interpretation techniques may contribute to heritage management with an increased focus on democracy and multi-vocalism. The Queensland Museum's aviation collections are the subject of this research, and the wreck of the *Southern Cross Minor*, currently held by the museum, provides an illustrative case study for the presentation. Examining the possibility of a uniquely informative relationship between aviation culture, digital heritage management and concepts of heritage value, this project interrogates ideas of authority and audience in traditional heritage environments, and the contribution evolving technologies may make to their conservation practices.

Wilson, Jennifer (Queensland Museum, Ipswich)



Queensland Museum's aviation collections: an overview

With Queensland and Queenslanders being at the centre of aviation developments during much of the twentieth century, Queensland Museum was ideally placed as a repository for collecting histories and historic material from individuals and groups across the state. Private donations and curatorial collecting work provided a framework, with

the particular interests of former librarian Ted Wixted contributing to the formation of the Thomas Macleod Queensland Aviation Collection. This talk will provide a brief overview of the aviation collections of Queensland Museum, highlighting some of its strengths and treasures.

Wong, John D. (Hong Kong University, Hong Kong)



Shifting financial backing for air routes: transforming Cathay Pacific's investor base for the shifting geopolitics of Hong Kong, 1940s-90s

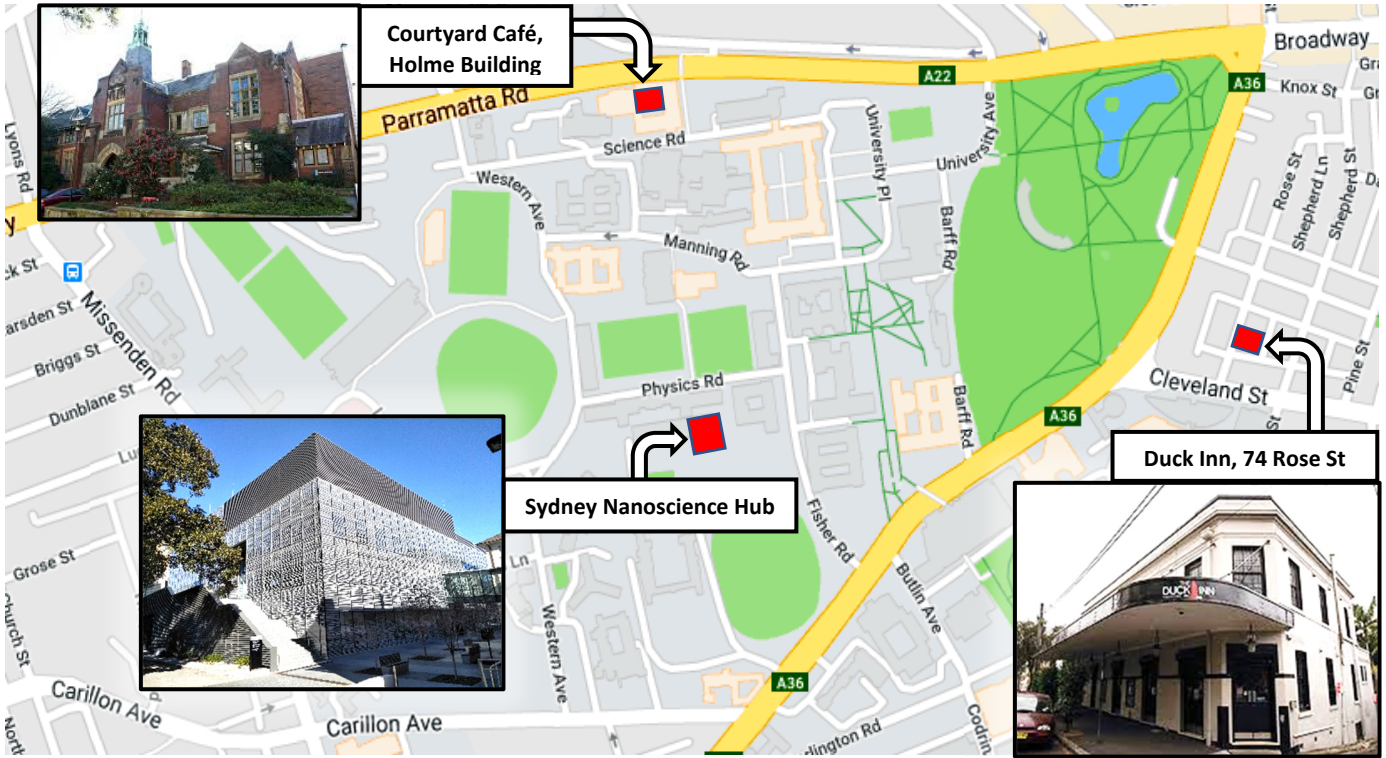
As financial capital wields power in directing commercial transactions, political regimes insist on specific investor profiles in industries they consider strategic. More than simply denominated as currency for circulation in specific jurisdictions, money takes on the nationality of the investor. While national ownership of key businesses is prevalent in numerous countries in different eras, the case of post-World War II Hong Kong posed a particularly tumultuous situation with the rapid succession of political regimes in a few short decades. To secure the designation as Hong Kong flag carrier, Cathay Pacific shed its Australian and American representation in its nascent development during the years of post-war reconstruction, as British colonial power returned to the city. The Commonwealth conglomerate that financed the early growth of the airline at the height of the Cold War gradually gave way to a concentration of British ownership centred on the metropole and the colony. As the political future of the city loomed large on the horizon, the airline took on local Chinese investors in the 1980s only to yield to mainland contingents as the 1997 handover neared. The airline's changing investor profile underscores the pragmatic business approach of the city it represents.



NOTES

NOTES

CONFERENCE VENUES



Conference venue: Messel Lecture Theatre 4002 , Sydney Nanoscience Hub, off Physics Road, The University of Sydney. This venue has an elevator, wheelchair access and a hearing loop.

By train: Redfern is the closest train station. It is a 10-minute walk via Abercrombie Street. Central station is a 15-minute walk along City Road and George Street; however, buses to and from Central are frequent and easy to catch from Parramatta Road or City Road.

By bus: If you are arriving by bus, there are convenient stops on Parramatta Road and City Road at our main entrances. The nearest stops to the conference venues are the Footbridge on Parramatta Road, or Eastern Avenue on City Road.

Parking: With limited parking on campus, we encourage you to use public transport or walk. Daytime casual parking rates: \$24 flat rate (valid to 6 am next morning).

Conference wifi: Username: aviation Password: 86055740

<https://heritageoftheair.org.au/events/aviation-cultures-4/>

 #aviationcultures

NORTON WHITE
LAWYERS



THE REGIMENTAL
CONDIMENT COMPANY™

 **UNIVERSITY OF
CANBERRA**

HERITAGE
OF THE AIR



THE UNIVERSITY OF
SYDNEY