

University of Sydney

Sydney, Australia

27–29 April 2017



**Conference programme
and abstracts**

Aviation Cultures Mk III

Airspaces, Mobilities, Identities

Thursday 27 April – Common Room, 4th floor, John Woolley Building A20, Science Road

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

0900–0905	Peter Hobbins	Welcome and acknowledgement of country
0905–0950	Lynette Townsend	Curating <i>Air New Zealand 75 Years: Our nation. The world. Connected.</i>
0950–1015	Rowan Light	Destination Middle–Earth: Hobbit tourism and the shaping of postcolonial spaces in Aotearoa New Zealand
1015–1040	Prudence Black	The Mile High Club, and other literary fictions

1040–1100 Morning tea

Session 2: Fashioning flight (Chair: Peter Hobbins)

1100–1125	Juanita Franzi	Pullman of the skies: passenger spaces in airliners and trains and their intersecting paths of influence
1125–1150	Anna Lebovic	Come fly with me: Vogue, the jet age and sartorial transnationalism in 1960s America
1150–1215	Amanda Roberts & Chris Baumann	High fashion: an exploration of texts surrounding a change in flight attendant uniform within the context of a heritage brand

1215–100 Lunch

Session 3: Cosmopolitan politics (Chair: Peter Hobbins)

100–145	Christine Yano	‘A Japanese in every jet’: gendered modes of airborne cosmopolitanism in postwar Japan
145–210	Seema Rawat	Air hostess or hostage of gendered roles: resistance against law and practice of constructing ‘mobile bodies’ in Indian aviation
210–235	Jane M Ferguson	The hub has spoken: airline employees and the Bangkok airport occupations of 2008

235–300 Afternoon tea

Session 4: Technological transformations (Chair: Tracy Ireland)

300–325	Craig Bellamy	The secret work performed by RAAF personnel, sailors and scientists flying with the Americans during the Pacific War
325–350	John Moremon	Learning air mobility: the influence of commercial aviation on military air supply along the Kokoda Trail, 1942
350–415	Leigh Edmonds	Making air travel ubiquitous in Australia

415–430 Break

Session 5: Space and spectacle (Chair: Tracy Ireland)

430–455	Brett Holman	From Hendon to Parafield? Aerial theatre in Britain and Australia
455–520	Kerrie Dougherty	From air mail to rocket mail: the inspiration for the Australian Rocket Society
520–555	Steve Campbell-Wright	Flights of joy: the survival of joy flights in the age of ubiquitous aviation
630–1000	Conference dinner	Duck Inn, 74 Rose St, Chippendale

Friday 28 April – Theatre 351, Level 3, Education Building A35, Fisher Road

Session 6: Aircrew (Chair: Prudence Black)

0900–0925	Michael Molkentin	The making of Ross Macpherson Smith, Australia's first long-distance aviator
0925–0950	Gareth Morgan	Australians in the Royal Flying Corps during the Great War
0950–1015	Peter Hobbins	Raising the standard: medical criteria for aircrew in shaping Australia's air arms, 1911–38
1015–1040	Kristen Alexander	'For you the war is (not) over': airmen prisoners of war and the barbed-wire battleground

1040–1100 Morning tea

Session 7: Airborne internationalism (Chair: Prudence Black)

1100–1125	Mark Clayton, Claire Kennedy & Christopher Lee	<i>Un volo di 55.000 chilometri</i> : Francesco de Pinedo's 1925 flight to Australia
1125–1150	Juergen Melzer	Forging national identity in foreign airspace: Japanese goodwill flights before World War II
1150–1215	Phil Vabre	The origins of transnational interoperability and modern maintenance practice in the aviation industry

1215–100 Lunch

Session 8: Airports (Chair: Paul Ewoldt)

100–125	Tom Lockley	History of Bankstown Airfield
125–150	Arun Chandu	Melbourne Airport, Tullamarine: the world's first planned airport city
150–215	Ted Plummer	History of and challenges faced by Sydney Airport
215–240	Janet Bednarek	Security and the changing perception of the airport

240–305 Afternoon tea

Session 9: Aviation heritage (Chair: Paul Ewoldt)

305–330	Fiona Shanahan	Living histories: a visual context
330–355	Tracy Ireland	Heritage of the Air – marking 100 years of civil aviation in Australia
355–420	David Byrne	Preserving our national aviation collection: an alternative approach to a single national aviation museum
420–445	James Kightly	Disconnected heritage: air travel, airports and missed heritage
445–450	Prudence Black	Conference close

450–800 Post-conference drinks Courtyard café, Holme Building



Abstracts, arranged by author

Alexander, Kristen



'For you the war is (not) over': airmen prisoners of war and the barbed-wire battleground

The popular perception of the prisoner of war is that, once captured, he was *hors de combat*. This paper, however, argues that airmen downed in Europe and the Middle East exchanged airspace for a new theatre of conflict – the Royal Air Force station behind barbed wire – and continued on active service.

Rather than docilely accepting their new state as they moved from the aerial arena to a barbed-wire battleground, many airmen prisoners of Germany continued to be potent military operatives. They resisted captors and guards and participated in escape organisations. They managed their lives to demonstrate personal power by not succumbing to the futility of captivity.

Drawing on a rich, previously unexamined distributed archive, this paper explores the prisoner of war as active agent through the experiences of Australians in Stalag Luft III – perhaps the most recognised German camp, renowned for its daring escapes. Focusing on escape culture, it discusses how prisoners managed their new airspace-on-the-ground. It illustrates how they used humour and language to both protect and distance themselves from an identity of airman manqué and to maintain the persona of a barbed-wire operative. It also examines how they established narratives of captivity contemporaneously and through post-war reflection.

Bednarek, Janet



Security and the changing perception of the airport

US airport terminals, particularly many built after World War II, aspired to reflect the freedom and glamour associated with flight. International airports especially came to represent gateways to the world. Gradually, however, hijackings and other acts of terror resulted in increased airport security. Federal officials called for enhanced security measures while airline executives pushed back, arguing that passengers might find them inconvenient or intrusive. Legal experts challenged the constitutionality of magnetometers and X-ray machines, arguing that they were in violation of Fourth Amendment rights against unreasonable search and seizure.

Between the 1970s and early 2000s, however, US courts ruled in favour of most actions and passengers largely accepted them in the name of safety. Then the 9/11 terrorist attacks resulted in the creation of far more extensive security measures. Additionally, the 'public nature' of airports changed as security measures limited access and court decisions continued to support actions that restricted not just Fourth Amendment rights but First Amendment rights as well. Airports became places associated with the new security state. A place where passengers need to remove their shoes and subject themselves to full-body scans has largely lost its association with freedom and glamour.



Bellamy, Craig



The secret work performed by RAAF personnel, sailors and scientists flying with the Americans during the Pacific War.

My topic concerns current research for my PhD on a highly secret unit set up in Australia by the Allies during the Pacific War. This unit, called 'Section 22', operated multinational and multi-service field units in, around and over Japanese-occupied territory searching for Japanese radar sites in the islands north of Australia. This early electronic surveillance work was called 'radar countermeasures' (RCM).

My talk will concentrate on the airborne aspect of this unit that included many trained specialists, including Australians, New Zealanders and British servicemen (as well as an overwhelmingly US presence). Curiously, these flying specialists included personnel from the Royal New Zealand Navy and even (at least) two scientists. It also resulted in a number of Australian and New Zealand RCM operators flying with US aircrews out of the Philippines later in the war – a somewhat rare presence given General Douglas MacArthur's stance of the US 'going it alone'.

Black, Prudence



The Mile High Club, and other literary fictions

'It was a wild chance but Donald was in the mood, healthy and bored, with a sense of tiresome duty done. He was now rewarding himself. Maybe. When the plane landed he stepped out into a mid-western summer night'.

– F. Scott Fitzgerald, 'Three Hours Between Planes', 1941.

We inhabit fictions – works of arts in general – modes in which other futures can be imagined. In the aesthetic domain, imaginary worlds are invented, and this was the place where air travel was shaped long before it was realised.

But once the actuality was in place, much more was realised than human flight. There were new realities to deal with, with their spatial and temporal definitions such as liminal 'zones' and being suspended 'in transit'.

Passengers would have to negotiate the imposed intimacy of airline seats, or the hierarchies of class. Attendants would bear the burden of embodied glamour. Cosmopolitanism's new destination was the itinerary itself. All of these new realities, along with the traditional ones of liberation and escape, provided material for the engineers of the imagination. Fiction writers and artists have continued to work on the imagined destinations that have always accompanied technology, forging potentiality and recrafting ways of feeling in these new spaces.

Byrne, David



Preserving our national aviation collection: an alternative approach to a single National Aviation Museum

Over many years there have been numerous attempts and plans to create one National Air and Space Museum for Australia. To date none have come to fruition. These attempts were summarised in a presentation at the last Aviation Cultures conference.

With the formation of the Aviation Museums National Network (AMNN) as part of the Museums Australia network, it is proposed that the idea of one National Aviation Museum be superseded in favour of supporting the existing State-based collections that are fully established and have a great number of significant aircraft and aviation items in their Museums. A summary of the extent of the items will be discussed as part of the presentation.

The cost of a new National Aviation Museum will be considerable – the National Maritime Museum cost AUD\$70 million to establish in 1991. Annual grants to support the operation of state museums could be made instead of supporting the not inconsiderable annual operating cost of another major national museum.

It is proposed that this establishment cost could be used to support existing museum collections and in doing so recognise the distance most people would be from one national museum and bring our aviation heritage closer to more people by being located in each state. This establishment cost could be used to:

- improve infrastructure
- assist museums in improving their operating standards to meet Museums Australia Accreditation
- ensure conservation is improved for significant aircraft.

The basis for this concept already exists in the form of the AMNN which represents Aviation Museums in New South Wales, the Northern Territory, South Australia, Queensland, Victoria and Western Australia.

Campbell-Wright, Steve



Flights of joy: the survival of joy flights in the age of ubiquitous aviation

Since mythological times, people have longed to take to the air and experience the flight that birds appear to achieve effortlessly. Some were dedicated enough to learn how to master the early aircraft that eventually gave that freedom, while others were content to place themselves in those hands and have the – perhaps – once-in-a-lifetime experience of seeing the world from a totally different perspective. These early joy flight riders were the first aviation passengers in a type of flight that now stands quite apart from passenger travel. Almost all were wealthy or privileged.

Today, however, flight with a high degree of comfort is ubiquitous and within the reach of most members of Western society. So, why have joy flights survived among the overwhelming flood of mundane commercial air travel? If the answer is simply the adrenaline rush that it can provide, there are cheaper, more readily-available and less-risky means to that end. What role does nostalgia play in joy flights, especially those flights that focus on the act of flying, rather than sightseeing? This paper traces the early history of joy flights in Australia and examines their survival to the present day, despite the ubiquity of aviation. Exploring the survival of joy flights may help to better understand the cultural impact of aviation in Australia and the world.





Melbourne Airport, Tullamarine: the world's first planned airport city

The definition of an 'airport city' has been an ever changing concept from the introduction of the term in 1960. In the twenty-first century, airport cities are now a ubiquitous form of airport planning. The first iteration of this approach – in a planned and organised fashion at a major international airport – was seen in the 1960s at Melbourne Airport, Tullamarine, which has been unreported.

This paper demonstrates, through comparisons of airports prior to 1970, that Tullamarine established the basis of modern-day airport cities. Another means of comparison lies in the twenty-first century definition of airport city planning: the use of aviation land for non-aviation purposes as a source of revenue. Examples of such land-uses includes industrial estates, cinemas, golf courses, exposition centres, hotels – all facilities Tullamarine had. This paper also describes the unique facilities at Tullamarine and examines the ramifications of such planning.

Clayton, Mark, Claire Kennedy and Christopher Lee



***Un volo di 55.000 chilometri*: Francesco de Pinedo's 1925 flight to Australia**

Francesco de Pinedo (1890–1933) was an Italian aviator whose record-breaking 1925 flight from Italy to Japan in a Savoia S-16ter was routed via Australia. This paper arises from a project which aims to produce a scholarly translation of de Pinedo's diary and a museum exhibition of the visit. In this paper we will concentrate on the Australian sections of the diary and focus on what it has to contribute to our understanding of the relationship between mobility and identity in the interwar period.

Dougherty, Kerrie



From air mail to rocket mail: the inspiration for the Australian Rocket Society

Australia's first air mail, flown between Sydney and Melbourne in 1914, included over 1700 souvenir postcards, which became collectable items almost as soon as the aircraft touched down. By the time of the first regular Australian air mail in 1921, air mail collecting was already a growing branch of philately. In 1928, Friedrich Schmeidl, an Austrian, sought to develop a rocket-based postal system, to overcome the difficulties of Austria's mountainous terrain. Schmeidl financed his research by producing and selling souvenir covers (envelopes) carried in his experimental rockets.

This innovation quickly grew into a popular and lucrative branch of aerophilatelic collecting that inspired rocket experimenters and philatelists around the world. One of these was Alan Hunter Young, a Brisbane architect who founded the Queensland Air Mail Society in 1934. Becoming acquainted with the rocket mail experiments of Schmeidl and others, through the aerophilatelic journals of the day, he was inspired by their work to undertake rocket mail flights in Australia. Young went on to found the Australian Rocket Society in 1935 – the first rocketry experimentation group in Australia.

Although the Australian Rocket Society would leave no lasting technological legacy, its story represents the intersection of several international trends of the period: the desire for spaceflight, as the inevitable extension of

the conquest of the air, expressed through the rise of the Spaceflight Movement; practical experimentation with rocketry, aimed at solving terrestrial ‘tyrannies of distance’; and the growth and professionalisation of air mail and rocket mail collecting within the globally popular hobby of philately. This paper will explore how these trends inspired Australia’s only active pre-World War II rocket society.

Edmonds, Leigh



Making air travel ubiquitous in Australia

This paper contests the first line of the call for abstracts: ‘A century ago aviation transformed the world’. It might be better to say that ‘A century ago, aviation began transforming the world’, because the transformation that aviation wrought took place over a long duration.

This paper argues that the years between 1939 and 1974 were the formative period in the development of Australian civil aviation because, during this period, there were only two major organizations involved in it. One was the Commonwealth Government, which owned Qantas Airways and Trans Australia Airlines and regulated all Australian civil aviation through its Department of Civil Aviation. The other was Ansett Transport Industries which played a major role in shaping government policy.

The Department of Civil Aviation, which was created in 1939, is the major focus of this paper because the Commonwealth Government used this agency to pour its generous support into civil aviation. The absorption of that department into the Department of Transport in 1974 marked the beginning of new government policies about civil aviation but, by then, air transport had become the dominant mode of long-range passenger transport in Australia.

Ferguson, Jane M



The hub has spoken: airline employees and the Bangkok airport occupations of 2008

In November 2008, protesters from the Thai People’s Alliance for Democracy (PAD) ‘Yellow Shirts’ movement carried out their so-called ‘Operation Hiroshima’: the effective takeover of Bangkok’s Suvarnabhumi International Airport. Incoming flights diverted, outbound flights cancelled and both Suvarnabhumi and Don Mueang airports were soon shut for an entire week.

International news reporters tended to interview political spokespeople, the police, and inconvenienced travellers, telling a story of a politically-motivated industrial sabotage. Discussing the events with airline workers – unsurprisingly – gives a more nuanced understanding of how various logistical sectors of airport operations were gradually disabled during the takeover. Furthermore, we learn that some airline workers were not only sympathetic to the PAD movement, but were actively part of the seizure. Some volunteered their customer service labour to assist stranded passengers.

Therefore, this paper will first offer a summary of the events, as experienced by those either on-duty during the airport seizure, or were active participants, or both. Next, the paper will examine the political agency of airline workers within Thai state politics. As we will see, workers in aviation logistics are located at a contradictory nexus of class politics, national identity, and state reinvention in Thailand.



Pullman of the skies: passenger spaces in airliners and trains and their intersecting paths of influence

Contemporary airline cabin design can be seen as an inspiration for cutting-edge railway passenger coach styling. The cross flow of ideas between these two transport mediums is not confined to the present day. Even as aviation was in its infancy, luxury rail travel was held up as an aspirational reference for the passenger experience. When airliner performance and load-carrying capacity improved during the 1920s, manufacturers looked toward rail coaches, such as those of the famous Pullman line, for the aesthetics and styling of their passenger cabins. Advertising of the period used this link to confer ideas of rail-like safety, reliability and familiarity in the minds of well-heeled travellers.

Initially airliners tended to under-deliver on their promise of comfort but by the early 1930s the industry was maturing. It wasn't long before the glamour of flight and technical advancements in aviation were, in turn, having an effect on rail transportation. It has now come full circle, with rail companies promoting their carriages as having 'airline-style' features and design. In this presentation I will look at examples of this interchange of ideas and its influence on concepts of passenger spaces.

Hobbins, Peter



Raising the standard: medical criteria for aircrew in shaping Australia's air arms, 1911–38

From the outset of military aviation, flyers were regularly defined as an elite. This status in part reflected their specialised training and the airborne initiative they were granted. Medical criteria also came to the fore, specifying appropriate physiques, temperaments and physiological capacities for aspiring pilots and observers. Whether naval or military in origin, early air arms soon argued that just as their operational capabilities were unique, so too were their requirements for aircrew. Indeed, men and machines remained closely aligned, with the nascent field of aviation medicine seeking to enhance human efficiency to match escalating aircraft performance – especially at altitude.

Focusing on Australian examples, this paper argues that such standards were important in shaping both the direction and identity of the nation's air arms. Indeed, for the Australian Flying Corps and (Royal) Australian Air Force, medical officers governed three key processes: examination, treatment and research, which focused primarily on combating anoxia or 'oxygen want' at altitude. With private and commercial pilots treated as a military reserve, civilian aviators were likewise subject to Department of Defence medical assessments until 1938. These shared criteria, I suggest, heightened both the expectations placed upon aircrew and attributions of culpability when flyers fell short.

Holman, Brett



From Hendon to Parafield? Aerial theatre in Britain and Australia

Aerial theatre, the use of aviation spectacle to project images of future warfare, national power and technological prowess, was an important site for the staging of modernity in the early twentieth century. The most significant form of aerial theatre was undoubtedly the Hendon Display, held by the Royal Air Force between 1920 and 1937.

This was an annual air show, in which military aircraft put on impressive displays of aerobatics and formation flying, climaxing with an elaborate set piece in which a battle scenario with an imaginary enemy was acted out, for the entertainment and edification of the spectators – at home and overseas.

In Australia, while the Royal Australian Air Force did not mount anything on as large a scale as Hendon, it did take part in and effectively militarise smaller-scale civilian displays, such as the 1936 Parafield air pageant. In this paper I will examine the reception and influence of aerial theatre in Britain and Australia. I will then be able to answer the question of how far the Australian aerial theatre was influenced by the British one, and how far it was original.

Ireland, Tracy



Heritage of the Air – marking 100 years of civil aviation in Australia

‘Heritage of the Air’ is a proposed multi- and interdisciplinary collaboration between academic researchers, Airservices Australia, the National Museum of Australia, the SFO Museum, the Airways Museum and Civil Aviation Historical Society, which aims to explore how the cultural history of aviation is – and might be – produced and interpreted through tangible and intangible heritage. Fascination with aviation as a cultural phenomenon is burgeoning worldwide, particularly in cultural studies, geography and mobility studies. These critical, interdisciplinary approaches are generating intriguing new perspectives on ‘life in the air’ – on flight as an extension and symbol of global capital, and on the aesthetic, psychological, technological and mythological characteristics of aviation.

Few attempts, however, have been made to connect these scholarly perspectives to the material culture of aviation as it is collected, curated and treasured within communities. This is the space this project aims to launch into. This paper will present some of the thinking behind this projects’ innovative use of digital humanities tools and approaches, and under-utilised heritage collections, to better understand the extraordinary cultural impact of aviation, in the lead up to the centenary of regulated Australian civil aviation in 2020–21.

Kightly, James



Disconnected heritage: air travel, airports and missed heritage

Most of the airports in Australia’s state capitals have historic displays, several featuring actual aircraft of global historic significance, such as Smithy’s Fokker Tri-motor in Brisbane airport and the Smith brothers’ Vickers Vimy in Adelaide.

There’s variety as well, from wall-size photos at the Qantas Heritage Collection museum display in Sydney’s Mascot airport, and the airline’s popular ‘Retro Roo’ schemed airliners, to the Australian War Memorial’s recently unveiled Lockheed Hudson airliner-turned-bomber on the ticket floor of Canberra’s airport. Across the Tasman in Auckland airport is a statue of aviatrix Jean Batten alongside her original record-setting Percival Gull, while Wellington airport’s glass is decorated with Tiger Moth silhouettes.

Yet most travellers seem oblivious of this heritage as they pass by. Or if they do come across it, they seem to make no connection to the journey they are making that day. Why is this? And what (if anything) can (or should) be done about it?

Within the conference theme of ‘airspaces, mobilities, identities’, and using various resources, data, case studies, and analysis, I will explore this disconnect between today’s regular traveller’s experience and the pioneers who made it possible.

Lebovic, Anna



Come fly with me: *Vogue*, the jet age and sartorial transnationalism in 1960s America

This paper traces how America’s pre-eminent fashion magazine, *Vogue*, was both influenced by and also influenced the jet age. Between 1960 and 1967, transatlantic travel became a routine, pleasurable event for many Americans, a development that was mirrored in both the magazine’s editorial and commercial content. As an unprecedented number of Americans began to venture beyond their national borders, articles within *Vogue* began to profile the new breed of glossy jet planes, luxurious hotels and exotic locales.

But *Vogue* did not merely respond to, and thus passively reflect, this new culture of casual internationalism. During this period, the magazine also played a critical role in facilitating a new global interconnectedness, especially when it came to dress. Although the advent of the jet plane initially enabled fashion editors to visit Paris – and thus reinforced old Gallic allegiances – it also facilitated the discovery of new sartorial centres, especially Britain and Italy. As the decade wore on, and the magazine’s fashion features showcased an increasingly diversified array of sartorial goods from around the globe, the magazine helped to normalize and thus popularize a more multinational and cosmopolitan approach to dress within the United States.

Through a case study of *Vogue*, therefore, it is clear that the advent of commercial flight transformed America’s sartorial culture during the tumultuous 1960s. More broadly, it also disrupted national and transnational boundaries, and recalibrated America’s cultural orientation and national identity.

Light, Rowan



Destination Middle-Earth: Hobbit tourism and the shaping of postcolonial spaces in Aotearoa New Zealand

Over the past fifteen years, following the success of Peter Jackson’s film adaptations of J. R. R. Tolkien’s *The Lord of the Rings* and *The Hobbit*, government and corporate sectors have successfully rebranded New Zealand as the ‘home of Middle-Earth’. Central to this construction of place has been the ideological and material work carried out by Air New Zealand as Middle-Earth’s ‘official airline’. In 2012, the airline partnered with Tourism New Zealand to create a three-year publicity campaign to coincide with the release of the *Hobbit* films.

Situated in the wider trajectory of state and tourism ideology in the New Zealand settlement, Air New Zealand’s project of marketing through the Middle-Earth/New Zealand consumer package reveals fascinating histories of colonial and postcolonial structures at work within the country’s tourism industry. The campaign with its

multivariate components – including the virtual and material branding of cabin crew and aircraft – relied on the ambiguities of airspace as transformative of time and space.

In the globalised economic and cultural milieu of the airway, historical tropes of New Zealand as isolated, exotic, other-worldly, and peripheral, which have inflected the development of New Zealand tourism, are taken to a new intensity of abstraction. This paper explores this de-territorialising and de-historicising process and its implications for identity, sovereignty, and state legitimacy in Aotearoa New Zealand.

Lockley, Tom



History of Bankstown Airfield

In May 1940 the Bankstown airfield site was just a patch of bushland, but before the end of the year it had become fully operational as headquarters for No 2 Aircraft Park and was soon host to many other Royal Australian Air Force units. In 1942 it became a major base for the United States war effort in the Pacific. Towards the end of the war, it became the most significant base for the British Pacific Fleet, the largest ever assembly of Royal Naval power. For at least twenty years after the war, the many wartime buildings were the venue for a golden age of enterprise and initiative.

This presentation traces some of the exciting events of the first 40 years of the airfield's history, emphasising the international ramifications of these efforts. The closure and planned relocation of the Australian Aviation Museum at Bankstown will occur this year and marks the beginning of a new commercial and industrial era for the airfield precinct.

Melzer, Juergen



Forging national identity in foreign airspace: Japanese goodwill flights before World War II

Despite its late beginnings, Japanese aviation reached world standard within less than three decades. Several highly publicized long-distance flights boosted the advance of this new technology.

In July 1925, an exhilarated crowd of 150,000 Japanese watched two aircraft take off for the 'visit Europe flight', a venture presented by the *Asahi* newspaper and carried out largely by the Japanese Army. In April 1937, a converted Mitsubishi bomber left Japan for a flight to London to celebrate the coronation of George VI. Its pilot and his navigator set a new flight-time world record. Only two years later, Japan made its first around-the-world flight. Between August and October 1939 the *Nippon* with its crew of seven covered a distance of more than 52,000 km before safely returning to Tokyo.

Such endeavours were advertised both as goodwill flights and manifestations of Japan's efforts for international understanding. They stirred 'air-mindedness' at home and propagated the high standard of Japan's aviation abroad. When their successful pilots finally returned to Japan, an exulted nation worshipped them as national heroes.

This presentation demonstrates how the Japanese military and media skilfully staged the spectacle of flight to secure public support. I argue that Japanese international goodwill flights turned into fervently nationalist projects that effectively promoted national pride and identity.

Molkentin, Michael



The making of Ross Macpherson Smith, Australia's first long-distance aviator

In December 1919 Ross Macpherson Smith completed the first-ever flight from Britain to Australia. The 18,000-kilometre journey made him world famous and added another achievement to an already illustrious flying career. Widely recognised as one of the British Empire's greatest wartime pilots, Smith had received the Distinguished Flying Cross three times – one of only four British pilots to do so. He had piloted the only Handley-Page bomber allocated to the Royal Air Force in the Middle East and served as part of the crew that surveyed an air route from Cairo to Calcutta and then into South-east Asia. All these achievements might have been eclipsed by Smith's plans to circumnavigate the world by air in 1922 had he not been killed while testing his aircraft. He was twenty-nine years old.

How did Ross Smith – a man born almost a decade before the Wright Brothers' first flight and raised on a remote South Australian sheep station – come to play such a significant part in aviation during his brief life? This paper draws on research from a forthcoming biographical history of Sir Ross Macpherson Smith to examine his early encounters with aviation. It demonstrates that while Smith's personal qualities certainly played a role in his becoming such a prominent aviator, it was largely impersonal forces that fashioned him as one of the premier aviators of his age.

Moremon, John



Learning air mobility: the influence of commercial aviation on military air supply along the Kokoda Trail, 1942

The commercial aviation design revolution of the 1930s brought about a key development in military aviation during World War II. Taking their cue from the airline industry, armies and air forces embraced modern airliners for tactical and strategic air mobility. US Army Air Forces' official historians Wesley Frank Craven and James Lea Cate explained that air forces sought to acquire 'some plane equally useful for the delivery of either cargo or troops to their destination' and 'had to adapt already proved commercial transports to military use'.

Assessments of troop carrier and air supply operations tend to focus on technology and tactics. However, the acquisition of commercial technology was accompanied by transfer of commercial aviation knowledge. Using air supply along the Kokoda Trail as a case study, this paper examines the influence of airline and 'bush pilot' knowledge and methods on US Fifth Air Force and Royal Australian Air Force air transport operations during 1942. This included the engaging of 'aerial guides' with pre-war experience of New Guinea. The paper argues that commercial knowledge was important, although armed forces were able to rapidly develop their own air supply 'culture' and tactics to support a military campaign.

Morgan, Gareth



Australians in the Royal Flying Corps during the Great War

Many Australians chose the sky as their preferred theatre during the Great War of 1914–19. The best known are those who served in the Australian Flying Corps. However, most Australians who flew did so in British rather than Australian uniforms. Some joined the Royal Naval Air Service, but the majority were members of the Royal Flying Corps (RFC). Both British services were amalgamated into the Royal Air Force (RAF) in 1918.

Australians served in the RFC from the very beginning of the Corps in 1912, and they can be divided into three categories: those who transferred from other British Army regiments, those who joined the RFC direct, and those who transferred from the Australian Imperial Force. Until the Australian Flying Corps began to play a part in the conflict in late 1917, British service was the only option for Australians who wanted to fly and fight. My talk will outline the stories of twenty men who were pilots or observers in the RFC/RAF.

As well as men, Australia was represented in the wartime skies by aeroplanes subsidised by patriots who raised the required £2703 and sent it to the British War Office. The history of several such presentation aircraft will be examined.

Plummer, Ted



History of and challenges faced by Sydney Airport

Opening in 1919, Sydney Airport is one of the oldest continuously operating airports in the world. Over the last year, more than 42 million passengers flew to and from the airport, and they did so on around 320,000 flights.

As well as a brief history of the airport, the presentation will outline:

- ➔ the significant economic contribution made by Sydney Airport, which totals more than \$30 billion or 6.4% of the New South Wales economy. The airport also generates or facilitates more than 300,000 jobs, including 29,000 on the airport itself across 800 individual businesses
- ➔ continued strong growth in tourism into Sydney, with key markets highlighted
- ➔ significant investments in major projects at Sydney Airport to boost capacity, including upgrading ground transport access, terminal and airfield infrastructure
- ➔ projects to enhance the customer experience and using technology to deliver ongoing improvements
- ➔ Sydney Airport's commitment to sustainability, including environmental and community initiatives
- ➔ summary of the operating environment the airport operates under and developments in aviation technology delivering noise benefits for local communities
- ➔ plans for the future and how growth in aviation activity will be accommodated.





Air hostess or hostage of gendered roles: resistance against law and practice of constructing 'mobile bodies' in Indian aviation

The article presents a theoretical and empirical analysis of performance of resistance as a struggle to transform meanings. It is argued that the female cabin crew of Air India formed a collective: not as a form of reaction to repressive managerial action or even as a mere resistance through a set of actions and behaviour, but as a challenge to the way their identities were constructed. Drawing from the work of Foucauldian feminists, it is suggested that power and knowledge is exercised within the organisation and subsequently influences the self-identities of employees.

Through texts generated by interviews with senior female cabin crew litigants, union representatives, union members and the judgments in the Indian courts, the study explores the performance of the creation, appropriation and resistance to the normalisation discourses in Indian aviation which discipline female bodies. It also illustrates the ongoing struggle for equal employment rights in Indian aviation.

Roberts, Amanda and Chris Baumann



High fashion: an exploration of texts surrounding a change in flight attendant uniform within the context of a heritage brand

Flight attendant uniforms perform a number of practical and symbolic functions. They frequently play a pivotal role in airline advertising, yet the interpretation(s) of a uniform may not be universally conceded. This study contributes to the literature on heritage branding through the application of social semiotics to a thematic content analysis of online corporate, media, and consumer texts surrounding the debut of the latest Qantas flight attendant uniform.

Analysis suggests that Qantas operates on a cultural as well as corporate heritage level; that references to glamour and fashion distance the uniform from its function as professional dress, particularly when glamour is combined with a sense of nostalgia; and that the interplay between the brand and other meaning-making systems such as popular culture is an inevitable result of Qantas operating on multiple societal levels. Texts authored by media and individuals external to the organisation are found to interpret the new uniform differently to the Qantas management interpretation.

It is proposed that the art-historical concept of provenance is a useful adjunct with which to approach the reactions to a single, specific event in corporate history within the context of the omni-temporal sweep expected of the healthy heritage brand.

Shanahan, Fiona



Living histories: a visual context

The joy, the thrill, the nausea, the camaraderie, the fear and the mundane – these innermost emotions of our military aviation ancestors remain tangible today. In recent decades, heritage professionals have begun to further

their understanding of the importance of engaging with the past through historical graffiti. Graffiti is unique in that anyone can produce it, regardless of status, education, or skill. It can take on new meanings in different times, and can aid in maintaining 'living histories'.

Today, in a society where most do not see more than their screens, heritage professionals are challenging each other and the public to engage with historical graffiti and revisit the meaning of this emotional expression through new mediums. These mediums currently include digital photography, photogrammetry and virtual reality. The present-day meaning and impact of modern graffiti also allows us to engage with modern-day military aviation personnel and re-evaluate historical graffiti in times of conflict.

This paper will explore World War II and recent conflict graffiti in the form of aircraft nose art, munitions inscriptions and markings on buildings and in caves.

Townsend, Lynette



Curating Air New Zealand 75 Years: Our nation. The world. Connected.

In 2014 the Museum of New Zealand Te Papa Tongarewa and Air New Zealand embarked on a partnership resulting in an exhibition exploring Air New Zealand's 75 years of growth and innovation, including the highs and lows of that journey. The exhibition spanned a range of interrelated topics: early aviation, Air New Zealand's company history beginning with Tasman Empire Air Lines and the National Airways Corporation, and the relationship between the airline and New Zealand tourism and national identity. Alongside some of the latest airline innovations, the show culminated in a future-focused design lab.

A key goal was to feature the experiences of both airline staff and customers. Layers of personal stories and memories from Air New Zealanders as well as those who travelled with the airline permeate the show.

This paper offers a curatorial perspective on developing the exhibition, exploring the research methods and approaches, the highlights and difficulties in co-curating, and the challenges and successes of the show.

Vabre, Phil



The origins of transnational interoperability and modern maintenance practice in the aviation industry: airworthiness control and the Australian Empire flying boats, 1937–38

Today the trans-national operation and maintenance of commercial aircraft is relatively commonplace. However, 75 years ago that was not the case. At that time, by international agreement, aviation was regulated very much along nationalistic lines. The introduction of the British Empire's Empire Air Mail Scheme (EAMS), and particularly the insistence of Australia on participation in its own right, raised problems of transnational airworthiness control in 1937–38 that had hitherto never been encountered or dealt with in any systematic way.

The resolution of these problems of transnational interoperability presaged modern regulatory arrangements that facilitate today's international commercial aviation industry, in which both 'dry leasing' of foreign-registered aircraft and 'offshore maintenance' are relatively commonplace.

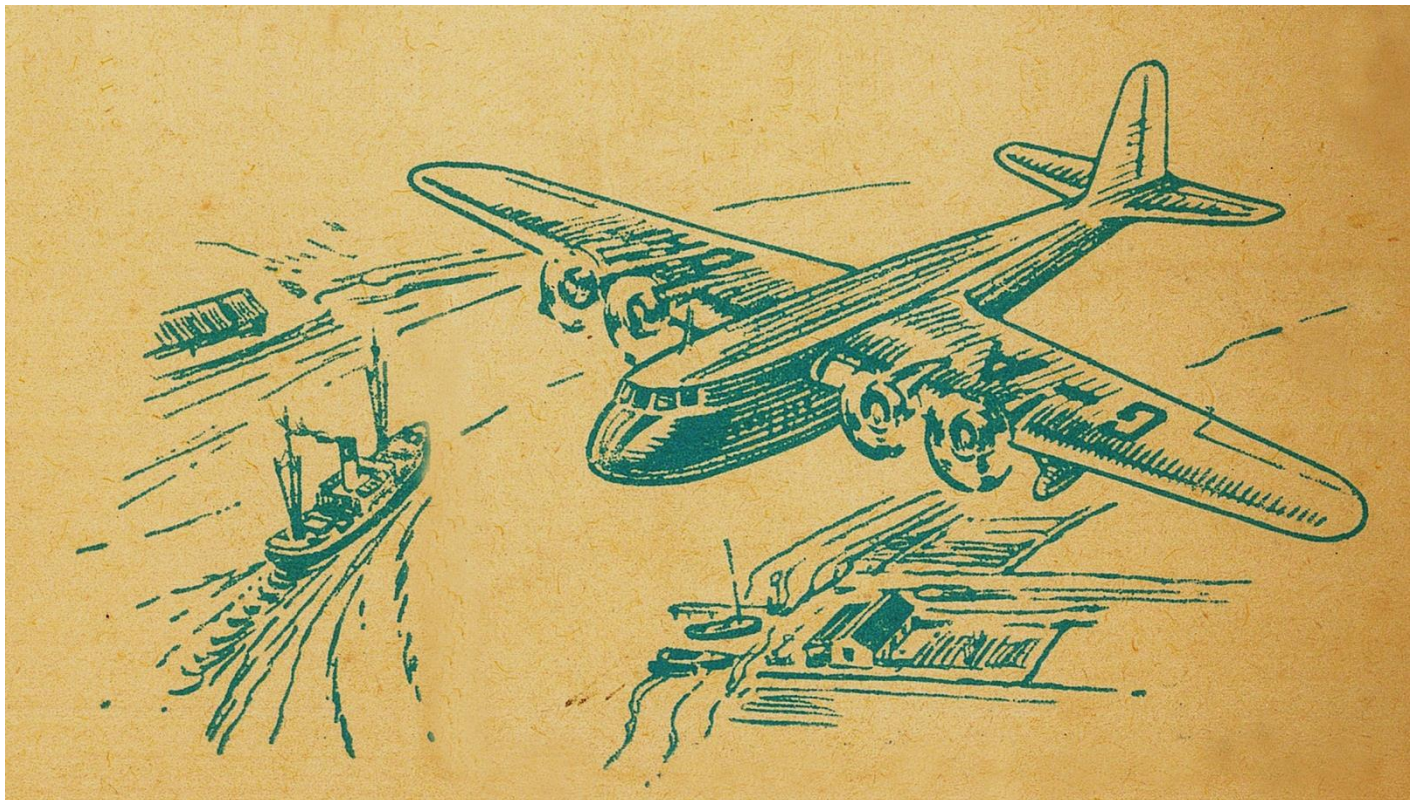


'A Japanese in every jet': gendered modes of airborne cosmopolitanism in postwar Japan

On 1 April 1964, the Japanese government lifted the international travel restrictions it had imposed since the days of the American Occupation (1945–52), opening the travel floodgates for Japanese citizens. The number of Japanese travelling abroad increased yearly, beginning with 128,000 in 1964 and expanding to more than five million by the late 1980s.

At the same time, the 1960s became the first period during which international airlines hired Japanese women on a large scale. The 1 May 1967 issue of the American publication *Life* magazine proclaimed: 'Newest stewardess fad: a Japanese in every jet', with a multi-page photo spread of Japanese stewardesses from eleven international carriers.

Standing dead centre in both the cover shot and inside photo montage was Hiromi Abe, a Japanese stewardess with Pan American World Airways, the undisputed leader, trendsetter and prestige carrier. Here I examine Abe's and other Japanese stewardesses' experiences flying for Pan Am, suggesting specifically gendered modes by which airborne mobility itself paved the way for Japan's postwar cosmopolitanism.



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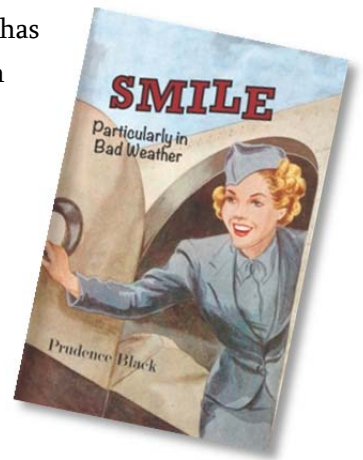
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Special satellite event on Saturday 29 April

We are delighted to announce a special satellite event affiliated with the Aviation Cultures Mk III conference. The Historical Aircraft Restoration Society ([HARS](#)) is offering a special tour of their aircraft and facilities for up to 40 conference delegates on Saturday 29 April.

Dedicated not only to the preservation, but to the operation of historic aircraft, HARS has made an enormous impact on Australia's flying display circuit over the past decades. In addition to the perennially beloved Lockheed Super Constellation 'Connie', the collection includes a wide range of civilian and military types, plus restoration workshops, displays and an impressive archive.

Commencing at 10.00 am, the day will include a welcome morning tea, a tour of the museum facilities and selected aircraft, then lunch. A highlight is the opportunity of going aboard the former Qantas [Boeing 747-438](#) for the launch of Prudence Black's new book on Australian airline hostesses, [*Smile, Particularly in Bad Weather*](#). The event conclude with afternoon tea, finishing about 2.30 pm.



Registration and fees

The HARS volunteers and facilities can host a maximum of 40 visitors from our group. To register for the tour, please email Peter Hobbins by Friday 21 April at peter.hobbins@sydney.edu.au

A registration fee of \$50 per person is payable on the day at the outset of the tour. This covers our extended visit, catering costs and the ongoing work of HARS.

Travel – important details

HARS is located in the [Illawarra Regional Airport](#) at Albion Park, approximately 100 km south of Sydney. As the tour will be moving both inside and outside, a hat, sunscreen and jacket are suggested.

A tour group will be travelling from Sydney by train, or you may wish to drive to the museum.

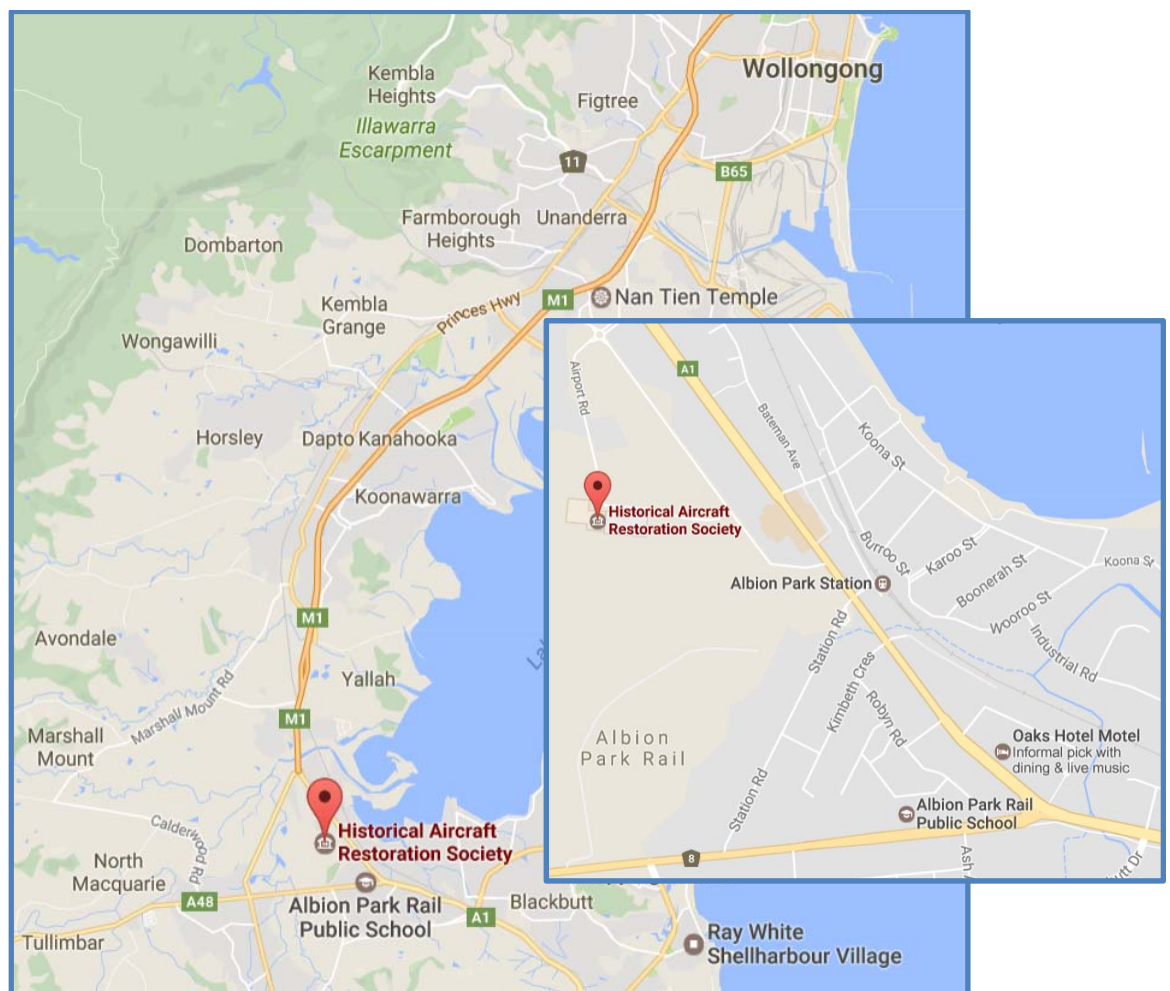
By train

Trains on the South Coast Line leave from platform 25 at Sydney's [Central Station](#). The Saturday 7.29 am service arrives at Albion Park Station at 9.27 am. We will meet as an Aviation Cultures group on platform 25 around 7.15 am; if you miss this train further services run hourly thereafter. The walk from Albion Park Station to the HARS facility is 10–12 minutes. In the afternoon, there are return trains to Central Station at 3.25 and 4.16 pm.

The adult return fare is \$16.60, and requires the pre-purchase of a Sydney Trains [Opal card](#), which can be bought at many newsagents, convenience stores and railway stations. Cards must be purchased before travel, and require you to 'tap on' to a reader on the station before boarding, as well as 'tapping off' at a reader at your destination.

By car

The drive from central Sydney to Albion Park takes approximately 1.5 hours, although Saturday mornings are notoriously busy on Sydney roads. Plan to arrive early! There is ample parking near the HARS facility and around the airport.

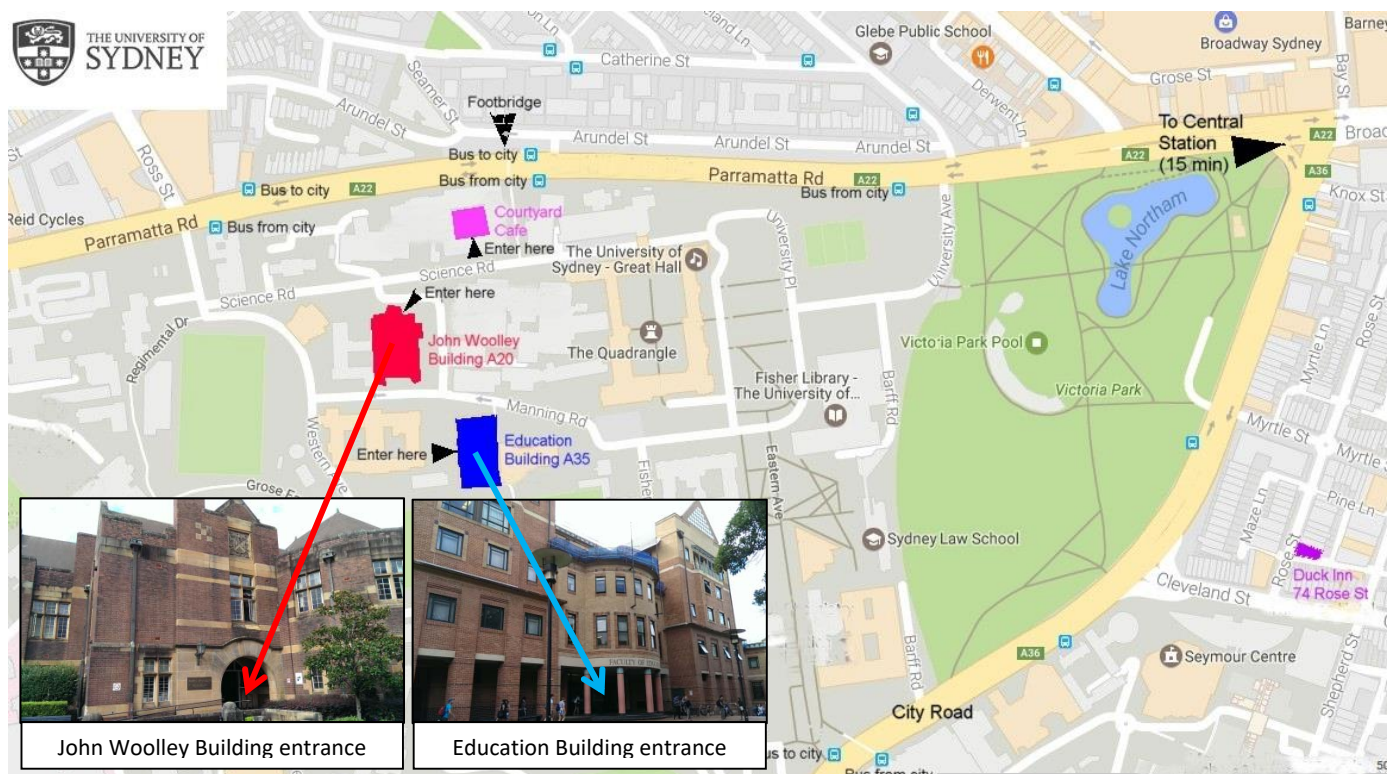


Contacts on the day

HARS is open every day from 9.30 am to 3.30 pm, and can be contacted on 02 4257 4333.

If you are running late or require any assistance on the day, please contact Peter Hobbins on 0418 277 827.

Venues at the University of Sydney



Getting there

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 6am next morning).

http://sydney.edu.au/arts/history/about_us/conferences.shtml

Generously supported by:

- Australian National University
- Faculty of Arts and Social Sciences, The University of Sydney
- Sydney Centre for the Foundations of Science



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 #aviationcultures