



*The* **UIVER** Flyer

News from the Uiver Memorial DC-2 Restoration Project.



Koene Parmentier's book and a souvenir of a DC-2 from Australian National Airways.

## In the Uiver pilot's own words

A book written by Uiver pilot Koene Parmentier is a rare, valuable find in a box of memorabilia donated to the Albury restoration hangar by an Uiver enthusiast from Spain. Rob Paul, a Dutchman living in Spain, has spent three years putting together a documentary on the Uiver story and has amassed 10,000 photographs on the 1934 air race that brought the aircraft to Albury. Mr Paul, who has taken a keen interest in Albury's Uiver project,

has also collected some unique memorabilia which he has sent to Albury and which will eventually go on display as the Uiver museum is developed in the hangar where our DC-2 is being restored.



The original pennant was among the treasure trove of souvenirs.



The brass rubbing depicts the plane and its route to Australia.

The box of souvenirs included the Parmentier book, which is in Dutch, an original pennant from the air race, medallions and a brass rubbing, all featuring the Uiver.



**Medallions, medals and badges from Rob Paul's rare collection.**

Meanwhile, Albury and District Historical Society member Claire Doolan has brought from Miami, memorabilia of Eastern Airlines, which operated our DC-2 between Miami and New York. The hat badges and Eastern Airline album had been collected by a Miami high school teacher, Alan Crockwell. Eastern Airline operated the DC-2 until 1941 when it was one of 10 bought by Australia for the Royal Australian Air Force.

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The modification added about 30 centimetres to the tail fin.

## There is a little tale in the tail

Only the avid plane-spotter may notice, but the DC-2 being restored in the Uiver hangar has a slightly larger tail fin than the original aircraft that landed at the Albury racecourse in 1934. The modification, which added about 30 centimetres to the base of the tail fin, is believed to have coincided with the conversion of the DC-2 to carry freight during its wartime service with the Royal Australian Air Force.

For that role, a cargo door was fitted and it is likely the characteristics of the aircraft changed, especially with the usual load of four aircraft engines aboard. The extra surface area of the tail fin was aimed at improving the handling in the air.

The smaller tail fin is noticeable in photos of the DC-2 in airline service and was apparent when compared with an original tail fin which was among DC-2 parts borrowed from the Moorabbin Air Museum's disassembled DC-2 early in the Albury restoration as a guide. The Uiver DC-2 on display at Aviodrome in The Netherlands bears the smaller tail fin while the only other airworthy DC-2, at the Museum of Flight in Seattle, Washington, has the larger fin.

While it was a significant development in civil aviation, the DC-2 did come with handling problems, especially in bad weather and severe turbulence, which gives even greater credit to Parmentier and Moll as they battled the elements over Albury in October 1934.

The official report into the crash of the original Uiver in the Syrian desert in December 1934 cites the difficult handling characteristics as a contributor, other factors being the weather and the fatigue of the pilots who had been in the cockpit 22 hours with little respite since leaving Amsterdam for Batavia (Jakarta), stopping briefly at Marseilles, Rome, Athens and Cairo.

At 3.30am, the aircraft, heading for Baghdad, flew into a severe thunderstorm before crashing in the desert. In their report, a copy of which was unearthed by Uiver historian Noel Jackling, investigators found the switches in the cockpit set for cruise flight and deduced the plane had hit the ground at normal speed but in the opposite direction to the Baghdad course, indicating the crew may have become disoriented.

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**Smallest part has the biggest impact**

The now-completed rear of the fuselage, with its highly polished panels and shining rivets, paints a vivid picture of what the entire DC-2 will look like and how the thousands of rivets that have been donated so far have helped the DC-2 restoration project reach so many milestones.

This is why the Give A Rivet fundraiser never loses its importance. It is a simple way to support the project, each rivet is worth \$2 and every dollar will find its way into the DC-2 that will become the centrepiece of the Uiver museum. You can use the QR code below or the [Give A Rivet button on our website](#).



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## Help us spread the word

We want the whole community to know about our project and you can help by forwarding this newsletter to others in your address book, either through email or

social media. You could encourage them to also forward on the newsletter so we can expand our circulation, and invite them to subscribe and join our emailing list.

A small effort could have a big impact.



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