



The UIVER Flyer

News from the Uiver Memorial DC-2 Restoration Project.



The Uiver landing in Lego attracted a lot of interest last year.

Planes, trains and Lego at open day

Planes, trains and masterpieces in Lego will feature at the Uiver restoration hangar open day in October. The annual event gives the public the opportunity to learn about the Uiver story and see how the restoration of the memorial DC-2 has progressed but there will be some added attractions this year.

Outside the Uiver hangar members of the Albury Aero Club will be showing off some of their aircraft while inside smaller, remote-controlled aircraft will be displayed by the Twin City Aero Modellers. The Murray Railway Modellers' trains are always a hit and there will be activities for the young including colouring books.

Making its debut at the open day will be a new audio-visual display, a slide and video presentation featuring the 1934 air race, the Uiver's landing at the racecourse and the restoration of the memorial DC-2. Our project is also developing a collection of Uiver artefacts and a selection will be on display.

The Albury Historical Society will again be a guest at the open day and also returning will be the Bricks on the Border, the Lego group that created a diorama of the Uiver landing as well as several local landmarks. The Albury-Wodonga Antique Car Club will be displaying cars from the 1920s to 1945.

Aviation enthusiasts will be able to add to their library with a sale of 2500 books, all of which are just \$5. The books come from the estate of Keith Meggs, a former fighter pilot, charter pilot, historian and author, who died in March last year at 94. In 1959 he was a foundation member of the Aviation Historical Society of Australia, of which he was president from 1988 to 2013, and later patron.

His collection of aviation literature was extraordinary and the Uiver Restoration Group has joined with the Meggs family to catalogue and sell the collection. Although available at the open day, the books are on sale now and can be viewed at the hangar on the regular working days, Wednesday and Saturday.

As well as hot food, tea, coffee and drinks, also on sale will be a range of Uiver merchandise, such as coffee mugs, drink holders, caps, beanies and postcards which, with the Give A Rivet campaign, is a key fundraiser for the restoration project which is dependent on community support. Cash is preferred.

The hangar's annual open day will be held on Saturday, October 28, from 10am to 2pm, with \$5 admission for adults and children free. The hangar is in Bristol Court at the south-western edge of the Albury airport.



The new bulkhead helps to give shape to the DC-2 cockpit.

A piece of metal means so much

Another step in the long journey of the Uiver memorial DC-2 restoration has been completed with the installation of the bulkhead that separates the cockpit from the cargo compartment.

The volunteers have been steadily working forward through the fuselage and the completion of the cockpit bulkhead, while a seemingly minor project to the layman, actually represents another major stage in transforming the aircraft from a rotting hulk to a museum centrepiece.

The bulkhead does not extend across the fuselage; a wireless operator would normally sit behind the pilots and in its airline configuration, the DC-2 had a second bulkhead between the cargo area and the passenger cabin.

Meanwhile the shining outer skin of the memorial DC-2 has reached the cockpit where some major frame components are being replaced ready to carry the remainder of the outer panels. The fuselage should be completed by the annual open day in October.



The Dutch Connections exhibition was at the Bonegilla Migrant Centre.

[Uiver one link in the Dutch chain](#)

The Uiver story is a major part of the Dutch Connections exhibit featured at the Bonegilla Migrant Centre during July. The exhibit, on loan from the Albury Library Museum and funded by the NSW Government, showcases just one of the many nationalities that passed through the migrant centre

from 1947 to 1971 but the link to The Netherlands was made all the stronger by the rescue of the Uiver in 1934.

The first Dutchman to set foot on Australian soil was Captain Willem Janszoon of the ship Duyfken who in 1606 landed on Cape York Peninsula thinking it was New Guinea. He was the first recorded European to visit Down Under. Ten years later Dirck Hartogh discovered the western coast of Australia, landing on an island that today bears his name.

In 1642, the governor of the Dutch East Indies, Anthony Van Dieman, commissioned Abel Tasman to explore the southern land and he went so far south he discovered Tasmania, calling it Van Dieman's Land. Two years later Van Dieman sent Abel Tasman back to look for commercial opportunities but apart from naming the country New Holland, Tasman did not find anything of interest and returned home, leaving the east of Australia virtually unknown until James Cook arrived in 1770.

The Dutch had established communications as far as Java so in 1871 an undersea cable was laid between Java and Darwin then connected to Adelaide by the overland telegraph in 1872. The Dutch shipping line KPM (Royal Packet Navigation Company) started a regular shipping service between Java and Darwin.



The Uiver featured in the Dutch Connections displays.

Always enthusiastic about aviation, the Dutch formed the world's first airline, KLM, in 1919 and by 1930 it was operating a regular air service between Amsterdam and Batavia (now Jakarta). Then came the London to Melbourne Air Race in 1934 and world aviation would never be the same – the route that took pioneer aviators Ross and Keith Smith 27 days in 1919 took the Uiver DC-2 just three days.

On the back of the success of the Uiver, KLM wanted to begin an air service to Australia but the pro-British Australian government refused permission, instead awarding the route to the joint venture of British Imperial Airways and Qantas which began flying between Australia and Britain in December 1934.



The Uiver landing would carry an influence four years later.

KLM persevered and the exhibit at Bonegilla notes that the friendly relations engendered by Albury's rescue of the Uiver contributed to a thaw in the Australian government's attitude and KLM began its service in 1938.

The Dutch connection created one more major link. In 1938, Sir Earl Page, who was Australia's Minister for Commerce, visited the Netherlands to discuss immigration, with an agreement signed in 1939. Although the Second World War curtailed migration, 10,000 had arrived in Australia by 1951. In that year the agreement was revived with Australia needing migrants and Holland looking to ease its overpopulation. As a result, during the 1950s the Dutch were one of the largest cohorts of migrants to pass through the Bonegilla centre.



The Dutch became one of the largest groups to migrate to Australia.

You have helped our project shine

The fuselage is literally a shining example of how the Give A Rivet campaign has had such an impact on the DC-2 restoration. With the outer panels now almost reaching the nose of the aircraft, the dull, corroded skin has been replaced and gleaming rivets has replaced the temporary fasteners signifying the completion of another of the thousands of steps the volunteers are taking to bring the DC-2 to display condition.

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](#). Thank you for your support, none of this is possible without it.



An advertisement for an aviation book sale. The background is a collage of various aircraft manuals and books. Overlaid on this background is the text: "AVIATION BOOKS SALE" in large, bold, blue letters with a white outline. Below this, in smaller blue text, it says "Each Wednesday and Saturday" and "Uiver hangar Bristol Court, Albury Airport". At the bottom, in large, bold, green letters, it says "\$5 a book". The books in the background include titles like "Section III HANDLING AND GENERAL MAINTENANCE INSTRUCTIONS" and "P-51, P-51B, P-51C, P-51D, P-51E, P-51F, P-51G, P-51H, P-51I, P-51J, P-51K, P-51L, P-51M, P-51N, P-51O, P-51P, P-51Q, P-51R, P-51S, P-51T, P-51U, P-51V, P-51W, P-51X, P-51Y, P-51Z, P-51AA, P-51AB, P-51AC, P-51AD, P-51AE, P-51AF, P-51AG, P-51AH, P-51AI, P-51AJ, P-51AK, P-51AL, P-51AM, P-51AN, P-51AO, P-51AP, P-51AQ, P-51AR, P-51AS, P-51AT, P-51AU, P-51AV, P-51AW, P-51AX, P-51AY, P-51AZ, P-51BA, P-51BB, P-51BC, P-51BD, P-51BE, P-51BF, P-51BG, P-51BH, P-51BI, P-51BJ, P-51BK, P-51BL, P-51BM, P-51BN, P-51BO, P-51BP, P-51BQ, P-51BR, P-51BS, P-51BT, P-51BU, P-51BV, P-51BW, P-51BX, P-51BY, P-51BZ, P-51CA, P-51CB, P-51CC, P-51CD, P-51CE, P-51CF, P-51CG, P-51CH, P-51CI, P-51CJ, P-51CK, P-51CL, P-51CM, P-51CN, P-51CO, P-51CP, P-51CQ, P-51CR, P-51CS, P-51CT, P-51CU, P-51CV, P-51CW, P-51CX, P-51CY, P-51CZ, P-51DA, P-51DB, P-51DC, P-51DD, P-51DE, P-51DF, P-51DG, P-51DH, P-51DI, P-51DJ, 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