

Edition 53, January 2025



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### Historic school letters uncovered



Lynn Germain with the 1935 Dutch newspaper article containing her father's letter.

After the KLM DC-2 known as the *Uiver* landed at the Albury racecourse in 1934, there was a rush of correspondence between Albury and Dutch school children. We know this because some letters were published in newspapers but also because Lynn Germain found a photo album belonging to her father that contained letters he exchanged with Dutch children.

Lynn brought the photo album to Albury for the 90th anniversary of the landing of the *Ulver*, seeking help to uncover her father's story. She met Sandra Endresz of the Albury Library Museum and Robert Bom, whose mother was a cousin of Koene Parmentier, the captain of the *Ulver*. Sandra was able to assist with research and Robert was able to translate Dutch newspaper articles to uncover the full story.

Lynn's father, Roy Fuller, was a 10-year-old boy in Albury when an article published in *The Border Morning Mail* on December 7, 1934, appealed to children in Albury to write to schoolchildren in Holland. Roy wrote a letter that was published in a Dutch newspaper, the *Nieuwe Utrechtsche Courant*, on February 23, 1935. Roy subsequently received letters from two Dutch boys and maintained correspondence with them for several years.

Lynn says: "It has been a fabulous journey uncovering Roy's story from 1934 and it has added an exciting new dimension to the history of the *Uiver* and its connections to Albury. Roy passed away in 2003, but his legacy lives on in many ways. Our family is so very proud of him."

There may be many other former Albury children who engaged in such correspondence, and having been involved in uncovering this story, Robert Bom is keen to help other family members find and translate newspaper articles and letters.

Anyone who was in school in Albury 90 years ago may have had their letter published in Holland. If you know someone who might have written a letter and you would like to receive a copy from the Dutch archives and an English translation, send their name, including the maiden or childhood name for girls, to Robert at [robbom1@ozemail.com.au](mailto:robbom1@ozemail.com.au).

This service is free of charge, but Robert will welcome donations to the *Uiver* Memorial Community Trust, which is rebuilding a historical DC-2 and collecting memorabilia about the 1934 landing of the *Uiver* in Albury.

If you would like to support this project by making a donation to the *Uiver* Memorial Community Trust, go to our webpage at [uivermemorial.org.au](http://uivermemorial.org.au) and push the Give a Rivet button. You may decide what amount is appropriate for this unique service.

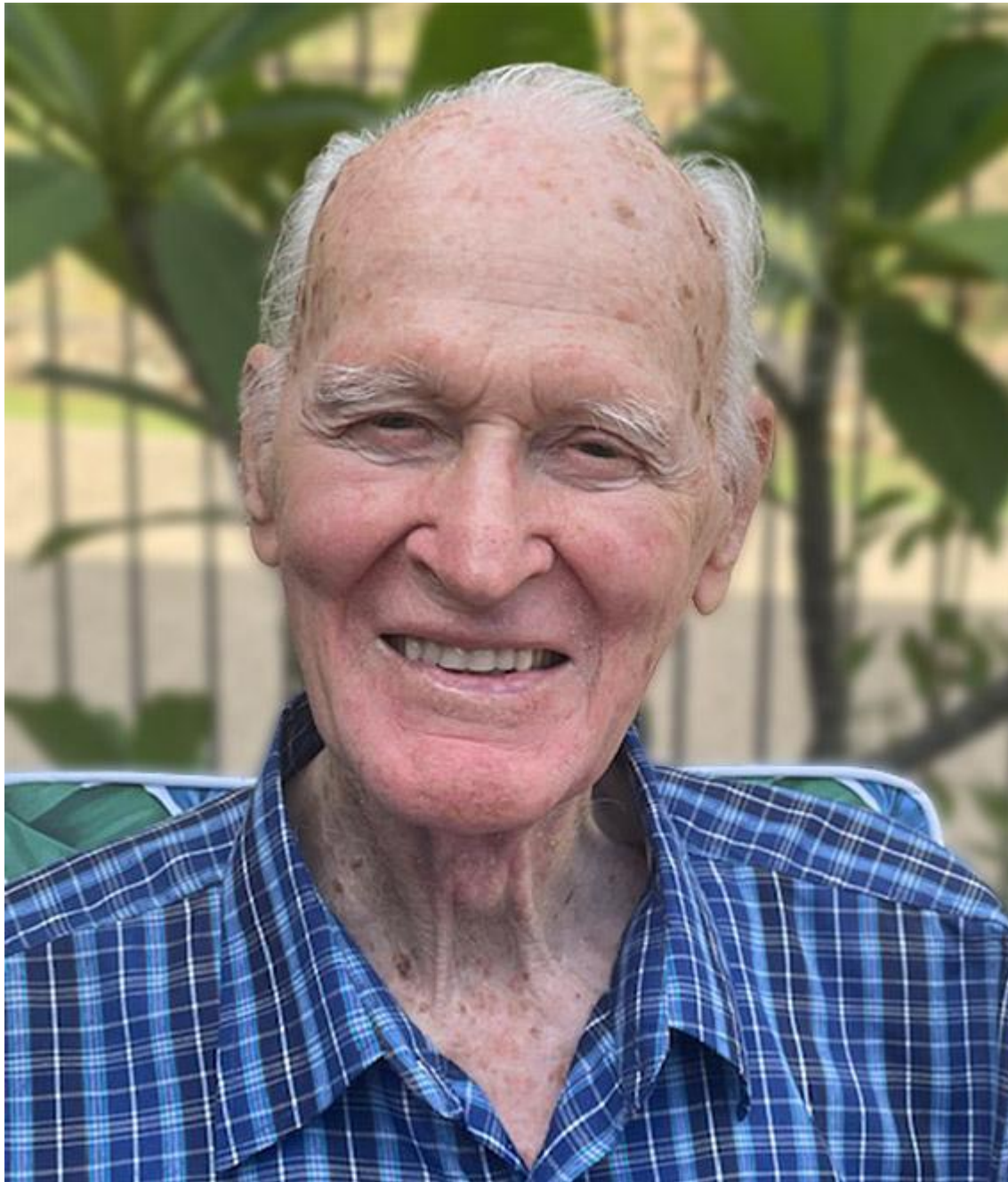
VERZENDT GELUK-  
TELEGRAMMEN

School at Albany  
Roy Fuller  
Albany  
Victoria (?)  
Australia

G. Laurantin  
van Stolkweg 10  
The Hague  
Holland

An envelope of a letter sent to Roy Fuller from Holland.





**Robert Bom, who is excited about helping other families find letters written at the time.**

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**Uiver re-enactment pilot remembered**



**Jan Plesman shortly before the 1984 re-enactment flight left the Netherlands.**

Jan Plesman, who piloted a restored DC-2 from England to Albury in 1984 to mark the 50th anniversary of the Uiver's air race triumph, has died at the age of 79. Plesman led a crew of four retracing the route of the 1934 air race, landing in Albury on January 31, 1984, to be welcomed by a huge crowd.

The re-enactment was filmed for a Dutch television documentary broadcast in October that year and included the new "Uiver" being towed across the road from the airport to the centre of the Albury racecourse so the rescue of the original Uiver from the mud could be replayed.

As the grandson of KLM's founding chief executive, Albert Plesman, Jan came from a "flying family" – his father, Hans, was a KLM pilot, killed in a crash in 1949, and his uncle, also named Jan, was a Spitfire pilot shot down during in the Second World War.

With such a pedigree, Jan Plesman was destined for a flying career and it was, not surprisingly, with KLM, starting in 1969, as a co-pilot on the Fokker F27 Friendships. He later moved up to the DC-8, the first jet airliner produced by the Douglas company, and in 1980 Jan was flying the Boeing 747 Jumbo.

He told *The Border Morning Mail* in 1984 that after seeing the site of the Uiver landing, he was even more impressed with the skill of Parmentier and Moll in getting the plane down safely.

After his retirement from KLM, Jan Plesman flew business jets from the south of France. His death, on Boxing Day, was announced by his family. In a tribute, KLM said Plesman was known for his positive attitude and humorous approach to his work. "Jan continued his family's aviation tradition. He was a passionate pilot and extremely involved with KLM," the airline said.



**The 50th Anniversary flight landing at Albury Airport in 1984. Photo: IAN COSSOR**

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## Museum gets a major boost



Development of a museum exhibition to tell the Uiver story has been given a major boost by Qantas. The UMCT has received a \$10,000 Qantas Side by Side grant to fund new graphic panels with text and images to be displayed in the restoration hangar.

This will be the first stage of a future museum as the project evolves into an attraction for visitors including school groups.

The panels will cover the 1934 air race, the Uiver & Albury, the history of our DC-2 and the restoration project. Big thanks to Qantas for making this project possible.

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## School visit a hit

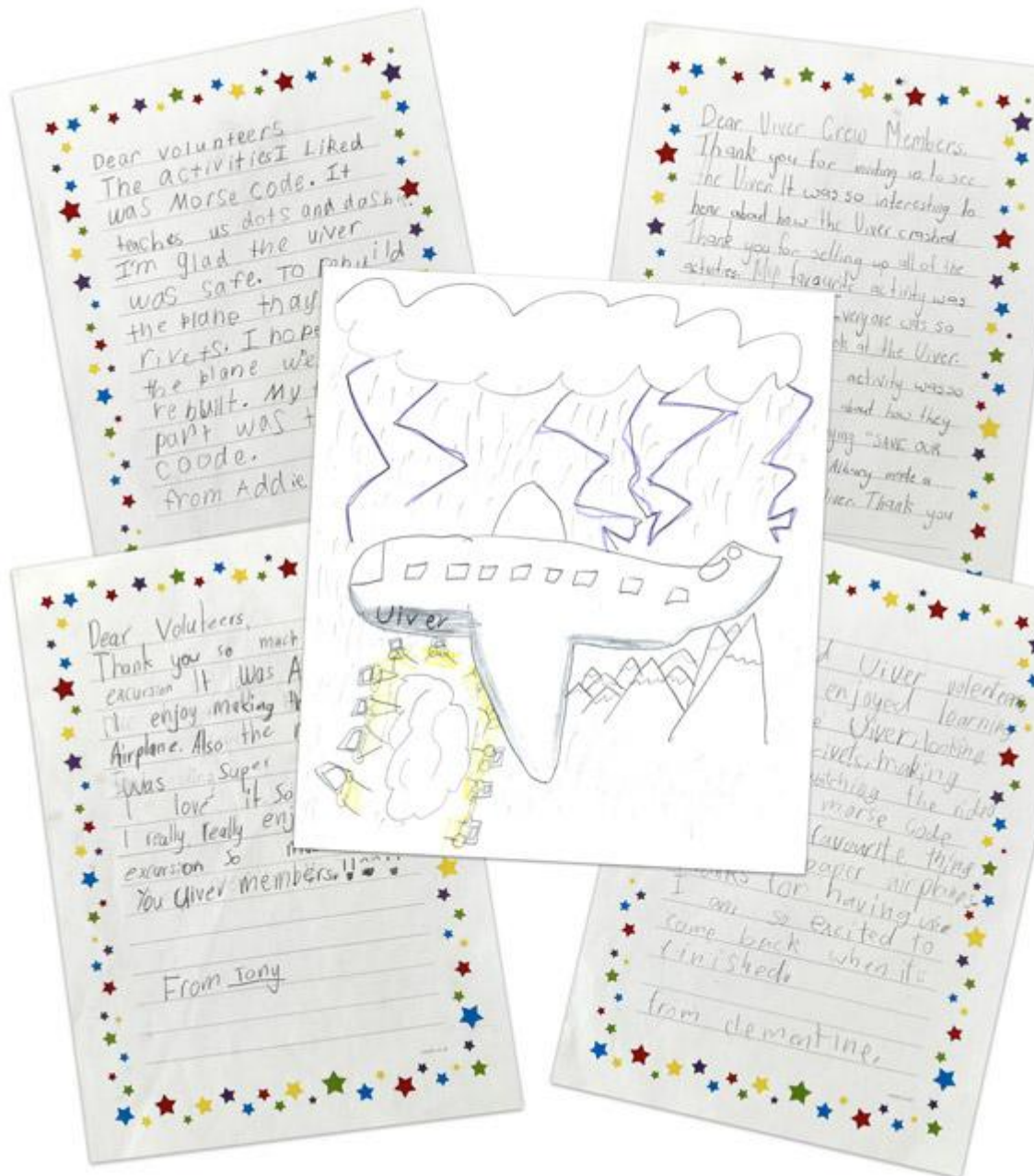
A package of letters arrived recently from second graders at Holy Spirit School, Lavington who had visited our hangar to learn about the DC-2 Memorial Restoration Project.

The enthusiasm of young people for our project is an inspiration to our volunteers. Some of their comments made us smile: they loved that the plane was “life sized”, that it had their Pop’s name on it (KLM for Kim), that they had fun ringing the bell at the door of the hangar.

The children told us that they enjoyed making paper planes, learning Morse code, using clecos and rivets, and watching historical videos. Many of them drew pictures for us too. Their donations to the Give a Rivet program were welcomed and will be put to good use.



We hope to have more school visits in the near future. If you are a teacher and would like to arrange an excursion to the hangar for your students please get in touch.



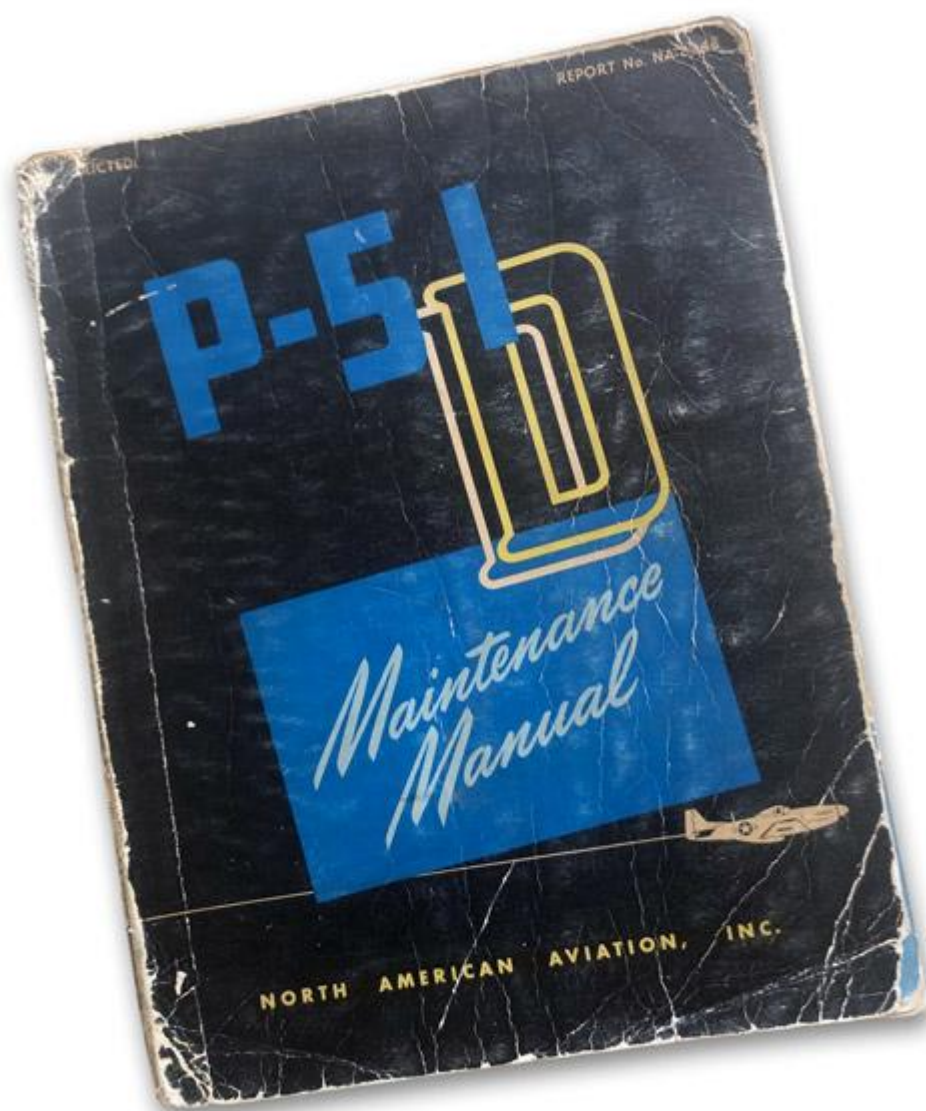
Rare aviation book for sale

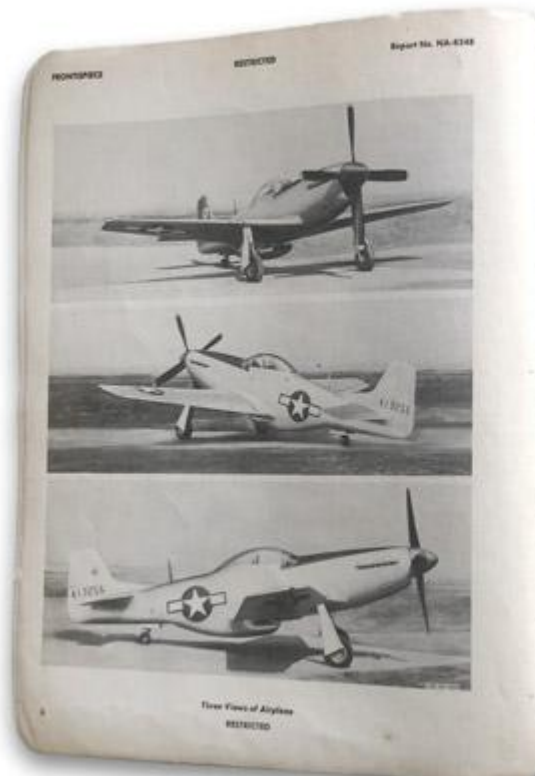
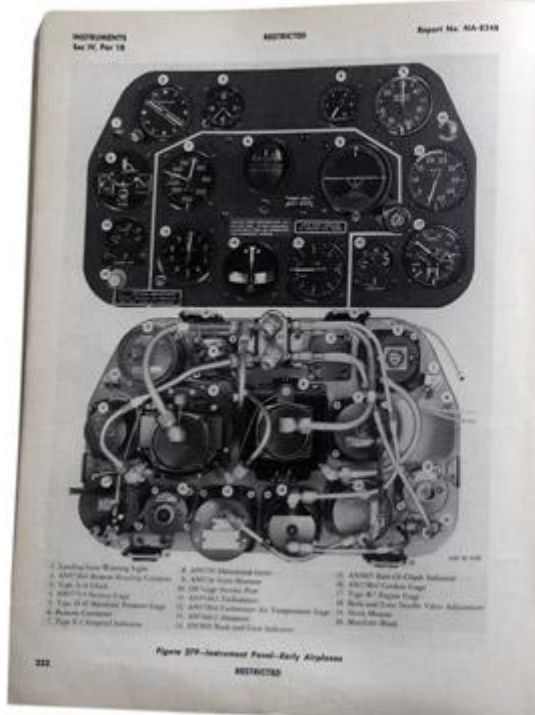


Among the most important fighter aircraft of all time, the long-range P-51 Mustang turned the tide of the US daylight bombing campaign on Germany during the Second World War by escorting bombers all the way to Berlin and beyond. Mustangs also flew with 77 Squadron RAAF during the Korean War.

Here is a chance to own a genuine piece of aviation history as the UMCT has for sale an original December 1944 edition of the P-51D Maintenance Manual in good condition.

Your purchase will help us to restore our legendary DC-2 and own a rare and highly collectible publication for AUD\$500.00. Enquires should be directed to David Crotty on 0498 043 566.





Report No. NA-2348

RESTRICTED

Section I  
DESCRIPTION, DIMENSIONS, AND LEADING PARTICULARS

1. GENERAL DESCRIPTION

The Model B-11D Series Airplane, powered with a Packard-built Buick Super V-1250-7 engine incorporating a two-stage, supercharged, low-wing, light-weight engine on BLAC low-wing aircraft. The high speed and fuel capacity of these airplanes make them especially suitable for reconnaissance flights and long range, low-altitude missions. The armament includes six machine guns, and two wing racks which can be used for bombs, depth charges, or standard racks. Dropable counter tanks may be substituted for bombs on long range missions.

PRINCIPAL DIMENSIONS  
(According to level flight position unless otherwise noted)

General

Span ..... 37 ft. 6 1/2 in.  
Length (nose to tail) ..... 52 ft. 10 in.  
Height ..... 13 ft. 2 1/2 in.  
Height (top of fuselage to top of propeller) ..... 13 ft. 4 1/2 in.

Wing

Area (maximum) ..... 344.44 sq. ft.  
Chord at root ..... 8 ft. 9 in.  
Chord at tip (235 inches from fuselage attachment) ..... 4 ft. 2 in.  
Incidence (variable) ..... 1 degree  
Dihedral (at 275 in. span) ..... 1 degree  
Sweepback (leading edge) ..... 1 degree 55 min. 52 in.

fuselage

Type ..... 14 ft. 2 1/2 in.  
Maximum chord ..... 2 ft. 6 1/2 in.  
Incidence ..... 2 degrees  
Dihedral ..... None

Fuselage

W.A.B. (maximum) ..... 2 ft. 11 in.  
Height (maximum) ..... 4 ft. 7 1/2 in.  
Length (without engine mount) (from firewall to end of fuselage without saddle) ..... 28 ft. 13 1/2 in.  
Length (with engine mount) ..... 27 ft. 10 1/2 in.

ARMAMENT

Wings (low altitude) ..... 227.50 sq. ft.  
Airframe (total) ..... 127.50 sq. ft.  
Fuselage (total) ..... 12.25 sq. ft.  
Horizontal stabilizer ..... 27.98 sq. ft.  
Vertical stabilizer ..... 13.95 sq. ft.  
Divisor (total area) ..... 1.92 sq. ft.  
Vertical stabilizer ..... 9.65 sq. ft.  
Fuselage (including saddle) ..... 19.61 sq. ft.  
Saddle (with sub-mount) ..... 81 sq. ft.

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### **Business support keeps us working**

A huge thank you to Rich-Air Australia, who have not only lent us an air compressor, one of their staff came by the hangar last week to repair a defective dryer valve, free of charge. We would not be able to keep working without our air tools. We are so grateful for their support!



## **We need your help**

The Uiver Memorial DC-2 Restoration Project relies on donations to continue our work.

Please consider helping the project by donating to our “Give A Rivet Program” [at our website](#), or using the QR code below, or directly by visiting our hangar at 7 Bristol Court, Albury Airport on Wednesdays or Saturdays. We are a registered charity and donations over \$2 are tax deductible.

***A big thank you to our readers, both in Australia and overseas, for your continuing financial support.***



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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. A small effort could have a big impact.





