

Edition 47, March 2024



The

UIVER *Flyer*

News from the Uiver Memorial DC-2 Restoration Project.

Cars called to the airport – again

**Uiver DC-2 Memorial Project
Open Day
Saturday 28th October**



Landing of the Uiver in Albury—On the 24th October 1934, residents in Albury assisted in the night time emergency landing of the Dutch KLM aeroplane Uiver, at the Albury Race Course. The Uiver ('The Stork' in Dutch) was taking part in the London to Melbourne MacRobertson International Centenary Air Race. Nearing Albury, it was caught in an electrical storm that damaged the plane's radio and navigational aids. A rescue mission was quickly mounted. The city lights were used to spell out A.L.B.U.R.Y. in morse code and locals used their car headlights to illuminate a makeshift landing strip at the race course. The Uiver landed safely at 1.17am. The next morning 300 people used ropes to pull the plane out of the mud, enabling it to resume its journey to Melbourne. The Uiver finished second in the speed section of the air race and won the handicap section.

The Uiver Restoration Committee put out a calling for 'period' cars to attend their Annual Open Day at the Albury Airport in order to support their cause. ACCAW Events Coordinator Bill Sherwood, assisted by Tom Boyd rallied the troops and a magnificent display of 15 pre 1940's vehicles formed a wonderful entrance display for all visitors who attended the event.

The opening of the Antique Car Club's coverage of its open day visit.

It was almost an echo of 1934 when the call went out for cars to line up at the airport - except this time the cars came not from the town but from the Antique Car Club Albury-Wodonga and they had come not to light the way for the Uiver's emergency landing but to join in the Uiver Restoration Group's open day at the hangar.

The visit was comprehensively covered in the club's newsletter, the *Cough and Splutter*, complete with a pictorial parade of the 15 pre-1940s cars lined up outside the hangar, the first sight for visitors to the open day.

Apart from a much earlier veteran, the 1925 Model T Ford, all the cars were produced within a few years of the Uiver landing at the Albury racecourse, including a 1934 Ford V8, a 1933 Gloria Triumph Ten, 1927 and 1928 Chevrolet Tourers, a 1926 Model T, a 1935 Plymouth, a Ford Model A and a Studebaker.

Gloria owner John Shepherd wrote that two visitors, separately, approached him to say their families also had Glorias back in the 1950s. It was the first time that had happened in 20 years.

The car club meets on the second Monday of each month at the Men's Shed, Nowland Avenue, behind the North Albury swimming pool (except January when it holds an outdoor meeting) and can be contacted at accaw2018@gmail.com



Some of the cars featured by the newsletter in the display at the hangar.



Skin pins around the cockpit of the DC2 temporarily replace rivets.

The skin pin question is riveting stuff

“What are those things sticking out of the plane?” This is one of the most asked questions during the guided tours of the restoration project. They look ugly but they do a vital job. They are skin pins and at last count, we had 4000 of them.

During the assembly of sheet metal components, especially skin panels, the various parts are held together temporarily required before riveting. The specialist temporary fasteners are called skin pins or their trade name Clecos.



Thousands of skin pins are required, each one inserted a removed with special pliers.

Each one is spring loaded and installed using a special pair of pliers. Our project is using four different sizes, each size identified by its colour. If the hole is damaged or oval, a larger fastener is used, the skin pin's bigger brother, the wing nut fastener which, as well as gripping more securely, can handle thicker material.



Skin pins and wing nut fasteners secure the panels in place.

...and we still need those rivets

After the skin pins it is time for the smallest part of the memorial DC2 to do its work – the humble rivet holds all the components together and more than 990,000 rivets will be needed to complete the restoration of the aircraft. Community support is providing each and every rivet which is why the Give A Rivet fundraiser is so important to the project. Each rivet is valued at \$2, so every donation, large or small, is a step closer to achieving our vision of a memorial to the Uiver and Albury's role in saving the aircraft on that harrowing night in 1934. Donations can be made through the Uiver Memorial Community Trust website [Uiver Memorial Community Trust website](#) or on the QR code below.



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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