Edition 49, July 2024

The UIVER Flyer

News from the Uiver Memorial DC-2 Restoration Project.

Our editor retires

Our *Uiver Flyer* editor Andrew Hipwell has retired after 3 years and 48 newsletters.

Andrew's newsletters covered all aspect of our project from restoration, volunteer profiles, event promotions to technical articles.

Andrew has been a career journalist and editor, with many years working for our local newspaper, he also held a commercial pilots licence and was at one time part owner of a 1940's Boeing Stearman aircraft.

His interest in aviation came through in any conversation you had with him and was reflected in the high quality of his work with the newsletter.

Our sincere thanks for the time and effort Andrew put into our newsletter. We wish him all the best.

New format

The *Uiver Flyer* will continue to be published, with a few changes.

The newsletter will move to bi-monthly editions, with articles written by our volunteers. We will also be adding a section on the history of the great race

and the subsequent story of the Uiver and its crew, along with our usual volunteer profiles and restoration news.

From the hangar floor

Susan at the workbench.

We solved several problems recently. We had some aluminium that had been donated years ago and was needed to manufacture some new parts. Unfortunately it was covered with white plastic protection that might have pulled off easily at some point but had perished enough that we could not peel it off.

Our first effort involved trying to melt it with a heat gun, which marred the metal and basically did not work. Turning to chemical means, we thought at first that paint stripper did not work at all. But volunteer Ian discovered that the paint stripper did work if we left it on long enough. After letting them soak over lunch, we were able to scrape the plastic off.

Another challenge was presented when we had an industrial roll of towels donated (Thanks Dave!). The only way we could use them was to build a dispenser. Our welder Frosty got on the job and constructed a stand, Tim painted it and once the paint dried it was assembled and put to use. We won't need towels for years!

Reconstruction of this historical aircraft is never straightforward, but it is also never boring. New volunteers are always welcome to join us on Wednesdays and Saturdays.

Don with 'the dog' (The lower engine mount).

Greg and Steve spent the day working on the nose of the fuselage.

Restoration

The skin of the DC-2 is almost complete.

We are in the final stages in the restoration of the fuselage, and anticipate completion over the next few weeks.

We started restoration work on the fuselage in July 2020 after Covid closed us down for several months. Our challenge was no one in the hangar team had any experience in restoration. Our group consisted of farmers, mechanics, salesmen, shop assistants and other trades and professions.

Over the last four years we gradually learnt the process of restoration, a very long and steep learning curve for all of us, with a lot of experimentation and good number of failures, but we gradually began to turn out high quality work. The completion of the fuselage is a great milestone for us and a tribute to the dedication and hard work of our amazing hangar team.

Our thanks to Ashley at Briggs Aerospace in Melbourne for the professional help and advice we received. Ash answered all our questions and provided advice when we needed it. Several of us spent time in his hangar, while he coached us thru the finer points of working aircraft sheet metal, thank you Ash.

Wing centre section

Over the last two years another team consisting of Don, Ian, Warwick and many others have been busy stripping the wing centre section. The wing centre section is the backbone of the aircraft, it carries the fuselage, engines, fuel tanks and the landing gear and is without question the most robust part of our DC-2.

Restoring the wing centre section is the next major project for us, we expect to begin in the next few weeks, once the new spar cap extrusion arrives. Its anticipated it will take about 18 months to complete.

The wing centre section before disassembly.

Centre section partly disassembled.

The two remaining spar caps after complete disassembly.

Sourcing aluminium extrusion

One of the many challenges we faced recently is obtaining a supply of new aluminium extrusion that is the same as was used to build the aircraft in 1934. The extrusion is no longer available commercially and has to be custom made for us. Extrusions are used throughout the aircraft in the form of 'stringers' and 'spars'. It forms a large part of the structural integrity of the aircraft in other words it 'keeps the airframe together'.

A wing section showing rows of corroded stringers and spars from our DC-2.

Our original supplier in the US was unable to supply more of the extrusion, and as a result we spent a lot of time trying to find an aluminium mill in Australia who could make the product.

Several weeks ago we located a company who could produce it for us and in the smaller quantities we require.

The catch was we have to pay to have custom extrusion dies made. At a cost of $3,800 for each of the two dies, along with the cost of the extrusion, over $13,000, this will give us enough material to complete the whole restoration, so you can see first hand where your donations go.

Virtual hangar tour

We recently had our virtual hangar tour updated, you can find it at here.

Use your mouse and left mouse button to navigate thru the hangar, you can also move inside the fuselage and view the internal structure of the fuselage. Our thanks to Justin Dallinger at Foto Supplies Camera House in Dean Street, Albury for making and hosting the 3D tour.

90th Anniversary

In October this year we celebrate the 90th anniversary of the MacRobinson Trophy Air Race and the historic landing of the Uiver on Albury's racecourse.

Our team are well advanced on making this a major local event. Celebrations will commence with an anniversary dinner in Albury's Commercial Club on the evening of the 25th, followed on Saturday 26th by an open hangar event.

We hope to have the RAAF Roulettes formation aerobatic display team attend, along with several warbirds providing a flypast. There will be aircraft on display, along with displays by the Albury Historical Society, model aircraft club, camera club, model trains, Lego, and a number of other groups along with live entertainment and historical talks on the great race and our restoration project. There will be a lot of interesting things for the whole family to enjoy.

More information to come at our website as we move closer to the anniversary date.

"In Drie Dagen Naar Australie"

What does it mean?

The Uiver DC-2 Restoration Project is proud to announce the upcoming publication of the definitive version of the Uiver's historic participation in the MacRobertson Trophy Air Race in 1934.

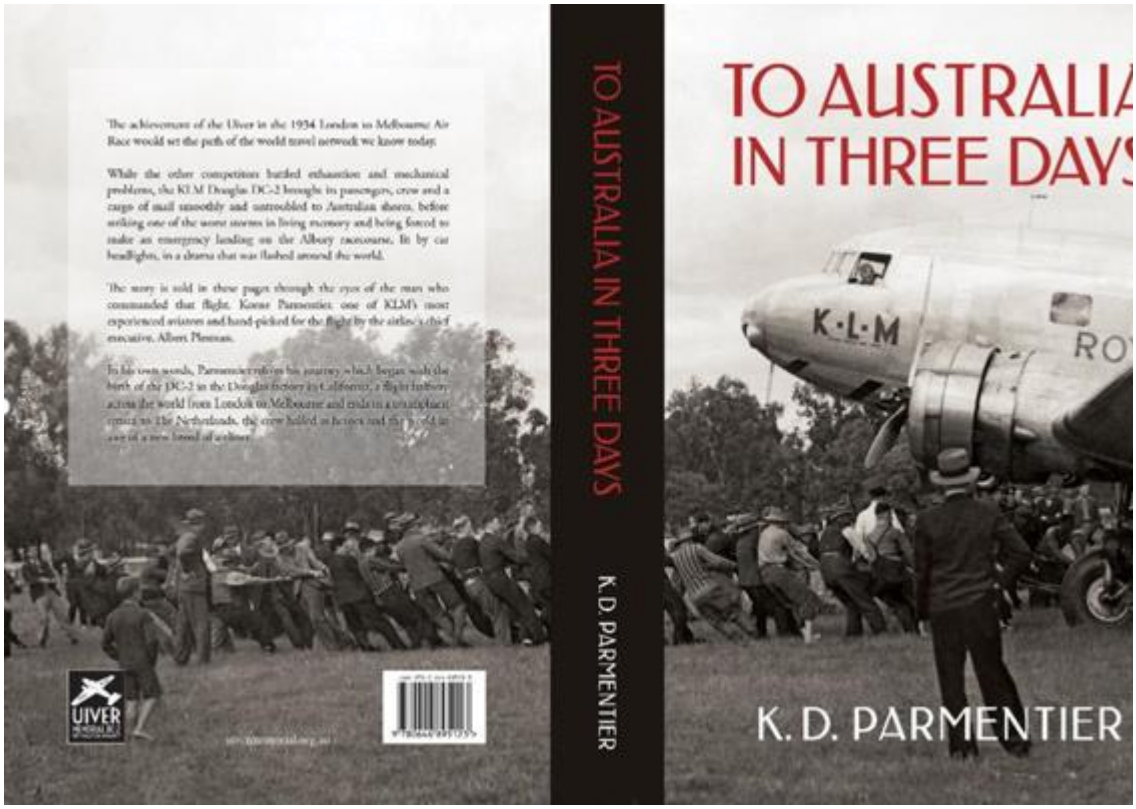
The book is a first-hand account written by the captain of the Uiver, Koene Parmentier and covers the Uiver's part of the great race. The original dutch language version, written in 1934, had a short print run and has laid dormant for 90 years.

We have had the book translated into English and will be releasing it for sale at the 90th anniversary in October. With more than 320 pages and dozens of photographs and diagrams, this book will appeal to anyone interested in

history or aviation.

We will release excerpts from the book over the next few months, so keep an eye out for them.

So what does "*In Drie Dagen Naar Australie*" mean? "*To Australia In Three Days*".



We need your help

The Uiver Memorial DC-2 Restoration Project does not receive funding from either federal or state governments. The majority our support comes

from individuals, service clubs and businesses.

Aircraft restoration can be a costly business and we rely heavily on the support of the public to keep the project moving ahead. 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.

A big thank you to the many subscribers both in Australia, overseas and especially in The Netherlands, for your continuing financial support.

If you have questions or feedback please email us at editor@uivermemorial.org.au

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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