

Edition 55, July 2025



---

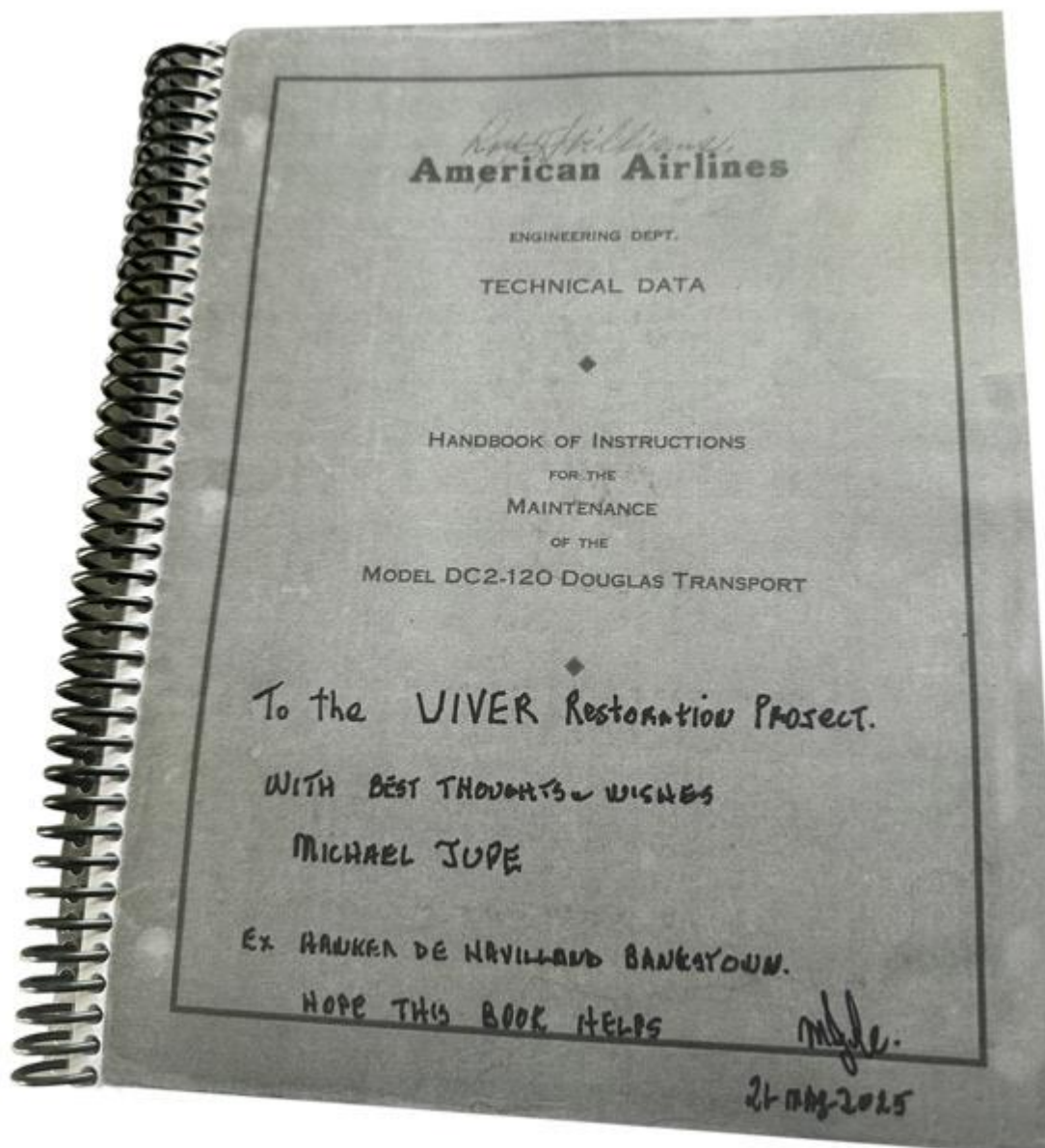
### **DC-2 manual a rare donation**

Extremely rare information on the Douglas DC-2 is now in the hands of the Uiver memorial aircraft restoration project. Michael Jupe, of Picton on the outskirts of Sydney, has donated a complete copy of a DC-2 manual once used by American Airlines.

From having only limited documentation from the DC-2 era, the volunteers in the Albury hangar now have at their fingertips valuable information on the construction, maintenance and operation of the aircraft they are restoring.

American Airlines, formed in 1930 from a collection of small airlines, operated 16 DC-2 aircraft from 1934 and 13 were still in service in 1940 when most were sold to Britain and used by the Royal Air Force in Africa and Asia.

American Airlines employed its DC-2s on the busy New York-Chicago-Los Angeles route, on which the airline had been offering sleeping berths for the overnight flights but the DC-2 fuselage was not wide enough, so American Airlines president Cyrus Smith asked Douglas for an upgraded model. Initially called the Douglas Sleeper Transport, the plane became the ubiquitous DC-3, one of the most successful aeroplanes ever built.



The maintenance manual for the DC-2.

---

Making room to make money



**The reconfigured work spaces in the restoration hangar.**

The need to generate revenue has led to some rearranging of the “furniture” in the Uiver hangar. The work spaces have been reconfigured and benches moved to create a more compact space that has brought machinery and tools nearer to hand and allowed the volunteers to communicate more easily while they work.

The main aim, however, was to enlarge the area at the airside end of the hangar to provide undercover parking for aircraft, creating income for the Uiver restoration project.

To make room for several light aircraft to be stabled, the security fencing that crossed the width of the floor and bird netting that draped from the roof was moved six metres deeper into the hangar.

While not generating huge sums, the rental income from the aircraft parking will produce regular dollars for the Uiver project which relies on donations and community support to finance the restoration of the memorial DC-2 and development of a museum to the Uiver story.

---

### **Volunteers visit museum**

A group of our volunteers travelled by bus to the Benalla Aviation Museum on Sunday 25 May 2025.

Home of the RAAF Elementary Flying Training School from 1941-1945, nearly 2,600 trainees were taught to fly at the Benalla site, mostly on Dehavilland DH-82 Tiger Moths. The centrepiece of the museum is a Tiger Moth aircraft under restoration by volunteers, but they also had several restored historical aircraft that are available for adventure flights, including a “Winjeel”, ‘Moth Minor’ and ‘Nanchang’.

In addition, the museum had a large collection of memorabilia from the National Air Training Corps (now the Australian Defence Force Cadets), a weapons collection, an engine room (showcasing several aircraft engines), a Link trainer flight simulator, and a large display of uniforms.

We were very impressed with the museum and enjoyed talking to the volunteer on duty. We had lunch in Benalla before returning home. Thanks to David Crotty for driving the bus.

Participants thought it would be fun to do this again, the Tocumwal Aviation Museum was mentioned as a possible destination.











---

### **Remembering an extraordinary life**

The DC-2 restoration team lost a popular and talented member when Warwick Dalton passed away on May 4 this year. During his five years as a volunteer in the hangar, he brought to the Uiver project a wide range of skills and knowledge, accumulated during an extraordinary life.

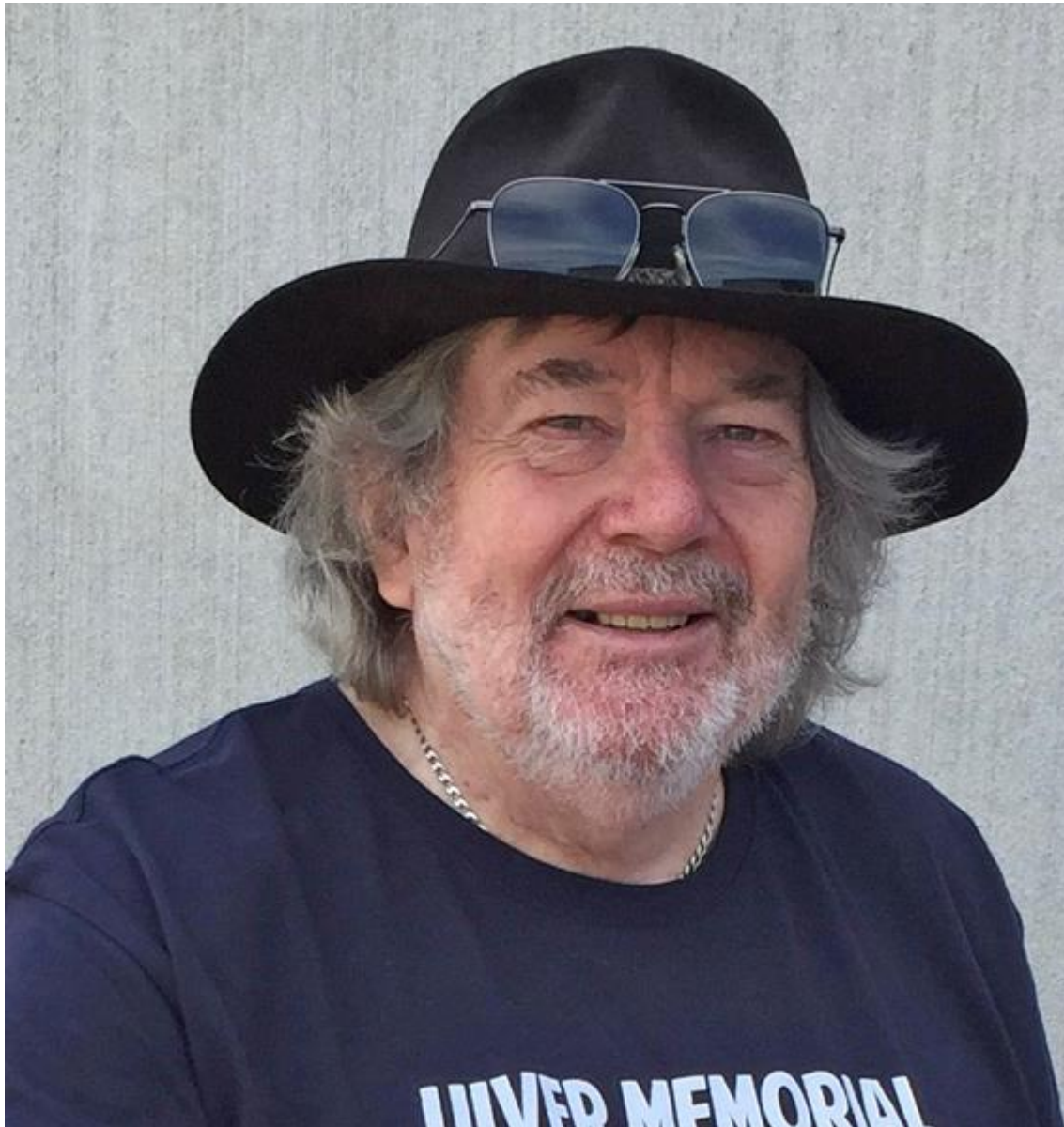
Through his hands he could be a spray painter, welder, fabricator and car mechanic but above all, he was a leading musician, at one stage becoming musical director for rocker Johnny O'Keefe and tuning pianos for the Melbourne Symphony Orchestra.

Warwick David Dalton was born on February 8, 1950, the eldest of five children to Norma and Norman Dalton, living in a rented house in the Melbourne suburb of Northcote. When Warwick was seven, the State Electricity Commission sent his father to England for two years but while the SEC paid Norman's air fare, the rest of the family could only afford to go by sea and only then by selling a block of land they were paying off in the hope of building a home.

When the Daltons returned to Melbourne, they lived with Warwick's maternal grandparents at North Fitzroy, where Grandfather Alf had a model railway in a shed, sparking Warwick's love of trains. Warwick attended North Fitzroy State School and then Trinity Grammar at Kew. When the family could finally afford their own home, they moved to Balwyn and, like his father before him, Warwick became part of the St Paul's Cathedral choir in 1959 to 1965.

Warwick trained as a draftsman at RMIT but music took him on a completely different path. Meeting local musicians, he formed a five-piece band, the first of several groups to employ his talents, but his biggest break came when he was offered the position as pianist with the Stuart Park Showband which was then backing Australian rock and roll chart-topper Johnny O'Keefe.





**Warwick Dalton.**

Warwick went on to become J O'K's musical director, touring Australia and New Zealand, including the first show for the survivors of Cyclone Tracy in Darwin. He then joined the band of the long-running Rocky Horror Show, while also attending La Trobe University to study musical composition, mathematics and electronics. Becoming expert at piano tuning and the restoration of upright and grand pianos, Warwick was asked to join the university's teaching staff and became one of the leading piano tuners in Victoria, tuning for the ABC and the Melbourne Symphony Orchestra.

As well as his life-long fascination with trains, big and small, and particularly Victorian

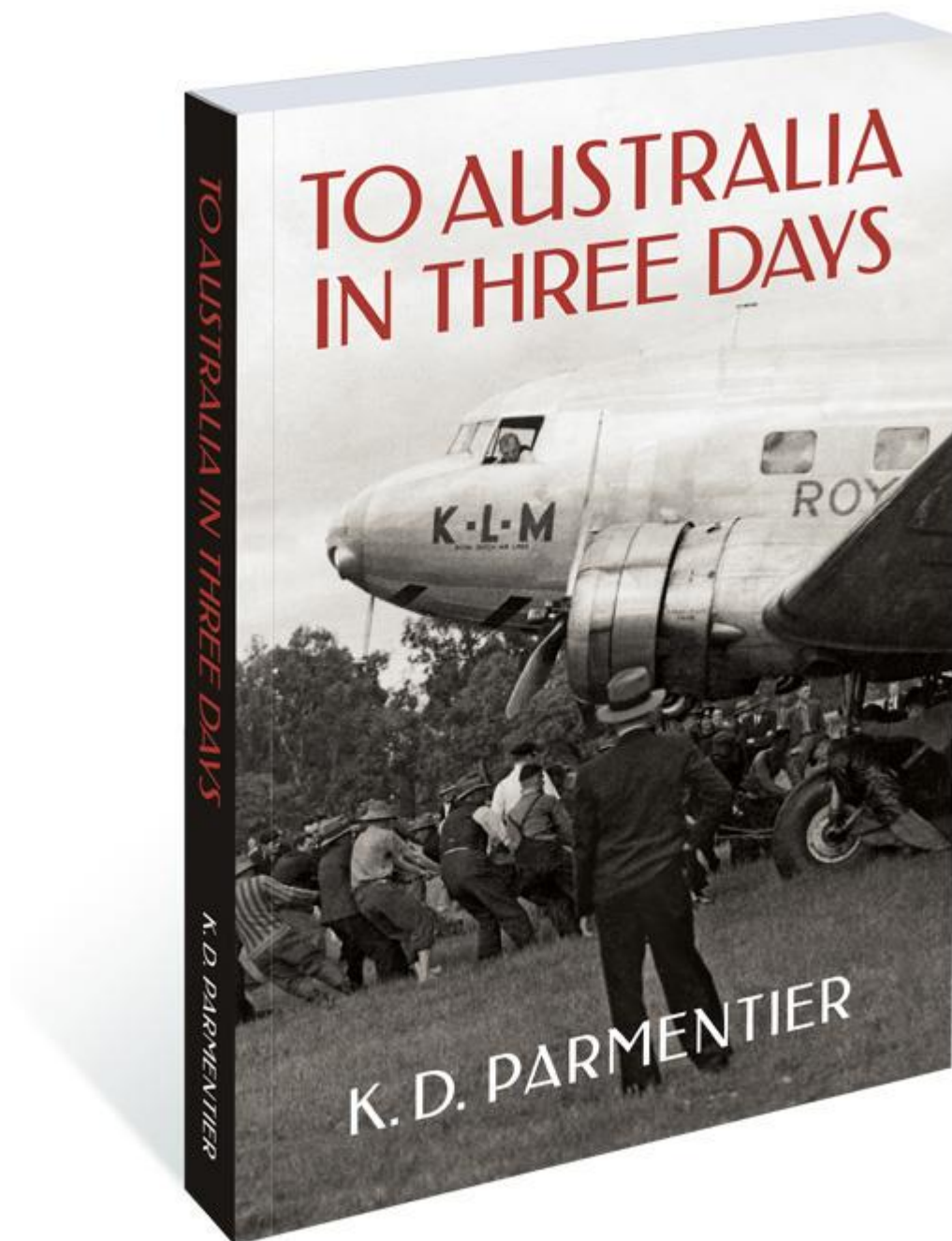
steam locomotives of the 1950s, Warwick maintained a strong interest in aviation, through model and remote controlled planes, as well as the restoration of the Uiver memorial DC-2.

He loved all music; the Beatles, Beach Boys, The Band and Pink Floyd were among favourites. He was a reader of history and the Second World War and as well as an expert at car mechanic, he created works of art from blank paper and beautiful furniture from pieces of wood.

Warwick, married to Creenagh for 46 years, moved to Albury in 2019 to be closer to sister Robyn and her husband, who have lived there for 40 years. He built an impressive workshop and a large model railway room at his new home and engaged a landscaper to transform the garden, work that was still in progress at the time of Warwick's death.

[This tribute was compiled from eulogies delivered at Warwick's memorial service in Melbourne by members of his family and used with their permission].

---



### **Parmentier book sold out**

We are delighted to report that *To Australia in Three Days*, the first ever English translation of Captain Parmentier's book about the flight of the Uiver in the London-Melbourne Air Race, is now sold out. If you missed out on purchasing this rare book there are a handful of copies available at the Albury Library Museum.

Orders came from all over the world and the book has generated valuable funds to

continue our restoration work of Albury Wodonga's historic memorial DC-2. We are seeking a donor to support us with the production costs of a second print run.

---

### **Restoration progress**

Despite the cold weather, work by our restoration team is progressing slowly but steadily on the wing centre section and engine nacelles. Many centre section skin panels have been stripped and polished to a mirror finish in preparation for being riveted back in place.

For the nacelles we have had to make special tooling to bend replacement stiffener components that were so badly corroded so badly they were falling apart. Five of these in each nacelle provide the strength needed to support the weight of the engines. The creativity, ingenuity, and skill of our volunteers is always impressive to see.

Our 'Spare' Wright Cyclone engine, which is being rebuilt to running condition, has recently had all the cylinder heads installed. We have been able to purchase a complete set of new piston rings and a main bearing from the United States, all very rare components. This was made possible by a generous donation for the specific purpose of getting the engine running for public exhibition.





---

### **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.***



---

### **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.



© Copyright Uiver Memorial Community Trust 2025.