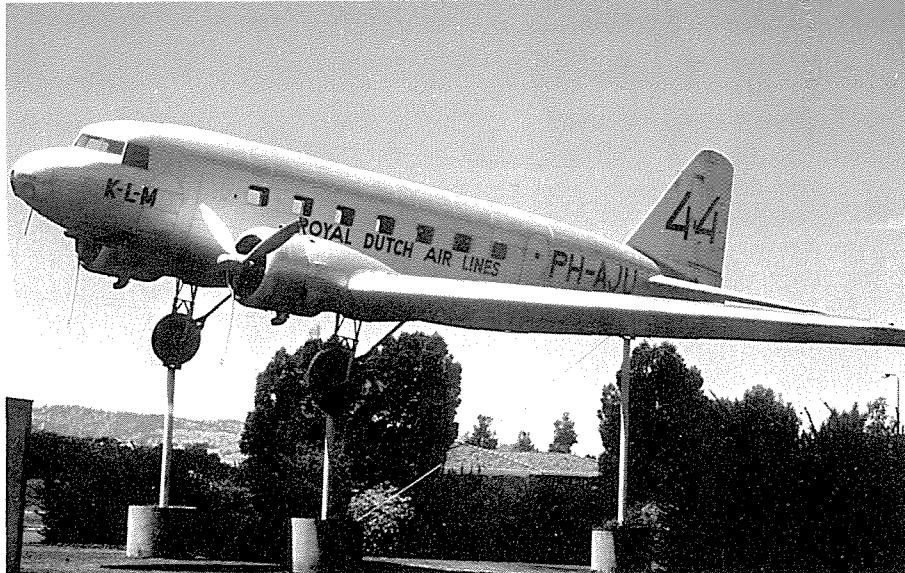


THE DC-2 "UIVER"

At Albury, NSW, Australia

by Peter Berry



At the entrance to Albury/Wadonga Airport, New South Wales, Australia, is a fine memorial to the Douglas DC-2 entry in the 1934 MacRobertson England-Australia Air Race.

In addition to the restored DC-2 (c/n 1286) in the markings of KLM PH-AJU *Uiver*, Race "44," there is a plaque and full description of the air race and the part played by the citizens of Albury on the night of October 24, 1934. (See JAAHS, Winter 1984.)

The Albury DC-2—On May 11, 1979, the Albury West Rotary Club held a very successful Air Carnival where a crowd of 20,000 raised \$A25,000 for a cell-separator for the leukemia wing of the Royal Children's Hospital, Melbourne. A remaining \$A3,500 went to purchase the dismantled remains of a DC-2 located in a yard on the outskirts of Bankstown Airport, Sydney.

The restoration of the DC-2 started with the arrival of these parts at Albury on 31 August 1979, where they were placed in an Albury/Wadonga Corporation development shed on the Lincoln Causeway. With assistance from the Royal Australian Air Force, the Army, local industry and numerous individuals, restoration was finally completed and the aircraft permanently mounted at the entrance to Albury Airport.

This DC-2, c/n 1286, NC13736, was originally built and delivered to Eastern Airlines for its "Great Silver Fleet" in October 1934, serving routes through New York, Atlanta and Miami.

Together with nine other DC-2s, it was bought by the Royal Australian Air Force and, after reassembly by Australian National Airways, entered service on March 30, 1941. Reregistered A30-11, radio callsign VH-CRE, it was used for training wireless operators and air gunners at No. 1 WAG school and later flew with No. 36 and No. 37 Squadrons as a freighter, particularly of aircraft engines.

In October 1946, c/n 1286 was sold to Marshall Airways of Mascot for 52 pounds and was delivered the following month.

This DC-2 remained with Marshall until purchased by the Albury Rotary Club in 1979 and, with the approval of KLM and the Dutch Government, was restored and painted as KLM PH-AJU *Uiver* Race "44."

The Commemorative Plaque and DC-2 Memorial were dedicated on March 2, 1980, by the Governor General of Australia and the Mayor of Albury.

Another DC-2 (c/n 1404, N39165) visited Albury in Feb-

ruary 1984 during the KLM Commemorative Flight of PH-AJU from Amsterdam-Melbourne, retracing the flight of the *Uiver*.

Details of the RAAF Service of DC-2 No. 1286, NC13736

A30-11 VH-CRE order number 603 in the U.S.

Received from Eastern Airlines on March 30, 1941.

Engines fitted were Wright *Cyclones* Nos. 22481 and 21683.

March 30, 1941: received at No. 1 AD at ANA.

April 24, 1941: allotted to the Signal School.

October 9, 1941: C servicing at No. 1 SFTS. Engine change by ANA at 1 SFTS.

December 25, 1941: C servicing at No. 1 SFTS.

January 31, 1942: No. 1 WAGS for fitment of DF loop.

February 9, 1942: at No. 1 SFTS ex WAGS.

January 16, 1942: E servicing at 1 SFTS.

April 3, 1942: to No. 36 Sqdn. ex Signal School.

April 13, 1942: at No. 36 Sqdn.

April 24, 1942: C servicing at No. 36 Sqdn.

May 1, 1942: being converted to engine transporter at 36 Sqdn. Aircraft was then used by 36 Sqdn. to transport aircraft engines to all parts of Australia.

November 23, 1942: taxied into a stationary B-25 and was damaged.

December 14, 1942: engine change by ANA, back to No. 36 Sqdn.

January 7, 1943: engine change by ANA and back to 36 Sqdn.

April 9, 1943: 240 hourly check at ANA.

May 13, 1943: engine change at ANA.

May 28, 1943: to 36 Sqdn.

June 16, 1943: allotted to ANSETT for 40-hour check and engine change and other minor repairs and back to 36 Sqdn.

April 18, 1944: to ANA for rigging check.

May 22, 1944: to No. 7 AD for minor works.

June 6, 1944: to ANA ex No. 7 AD for completion of repairs.

December 2, 1944: allotted to No. 34 Sqdn. Aircraft to only fly on mainland routes due not camouflaged.

February 15, 1945: allotted to No. 37 Sqdn.

March 2, 1945: landed Parafield due seized port engine.

March 5, 1945: to No. 7 AD.

October 3, 1946: sold through CDC to Marshall Airways, Mascot.

November 27, 1946: issued to purchaser.

SOURCES AND CREDITS

The illustrated history of the *Uiver* as presented at the site was compiled by Dr. Jeff Ross, Community Service Director, Albury Rotary West Club, and the presentation panel was given to the City of Albury/Wadonga by Cadbury-Schweppes Pty. Ltd. to celebrate the centenary of the founding of MacRobertsons of Australia. MacRobertsons was acquired by Cadbury's in 1967.

"The DC-2, the Dutch and the 1934 Melbourne Race," and "The 50th Anniversary Flight by Uiver 2," by H.C. Kavelaars, AAHS *Journal*, Winter 1984.

"The Douglas Commercial Story," *Air-Britain*, 1971.

"The Douglas DC-3," *Air-Britain*, 1984.

Summary and additions by Peter Berry, MRAeS.

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ABOUT THE AUTHOR

Peter Berry is a past contributor to the *Journal* and recently retired from 42 years in aviation, including three years with the Royal Air Force, and as an air traffic controller at the Research Establishments at Farnborough and Bedford, U.K. He spent 22 years at the Shanwick Oceanic Control Centre at Prestwick, Scotland, where he led the ATC Applications Team introducing computers to oceanic air traffic control.