



# wolkenridder

'UIVER'  
SPECIAL!

fortnightly company newspaper of Royal Dutch Airlines - international edition

Legendary 1934 flight of DC-2 Uiver repeated

## The 'Uiver' flies again!

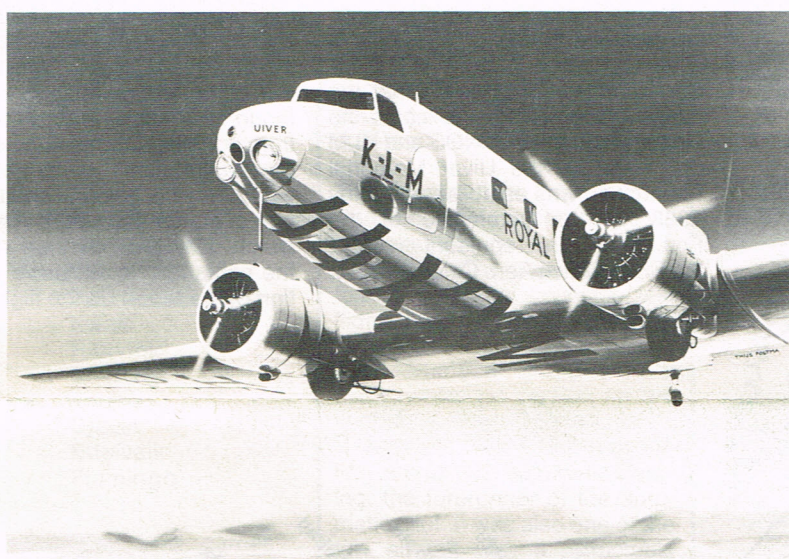
The DC-2 'Uiver' (Stork), the KLM Royal Dutch Airlines airplane which took part in the legendary London-Melbourne Race of 1934 and, with captain Parmentier, won first prize in the handicap section, is going to fly again!

A group of enthusiastic Dutchmen have definitely decided, after two years of intensive preparations, that the race will be reflown, now almost 50 years later. Holland and the whole world will once again be able to experience this flight along almost the same route then prescribed by the Australian chocolate manufacturer and organizer of the race, McPherson Robertson.

Many older Dutch people still know exactly how the Uiver, the DC-2 with a 4-man crew of captain Parmentier, first officer Moll, radio operator Van Brugge and flight engineer Prins, and three passengers on board, started off the race together with 19 other airplanes at Middenhall near London.

### race track

Participation in the race was the initiative of KLM's President at that time, Albert Plesman, who wanted to prove that it was possible to transport passengers and mail safely and on time by air over a distance of more than 20,000 kilometres. In 1934 there was still no single airline which had developed a regular scheduled flight over that distance. The race, which started on October



20, 1934, kept not only Holland, but the entire world in a state of excitement. Tense moments were experienced with the morning paper and radio reports which told of the adventures of the Dutch participants. The courageous crew which, in spite of a storm-forced landing on a horse race track in Albury (Australia), saw a chance to finish second in the speed race and first in the handicap class.

The crew of the KLM aircraft then took 3 days, 18 hours and 13 minutes. The winners Scott and Black from England took 2 days and 23 hours with their Comet, which was designed especially for speed.

### NOS TV Series

An enthusiastic team from the NOS Netherlands Broadcasting Corporation under Rob Swanenburg, has traced the best, still airworthy DC-2 in the world. This DC-2, owned by Colgate W. Darden in the USA, is in very good state and has in the meantime been painted in the old KLM colours with the contest number 44 on its tail. On September 3, the DC-2 arrived at Schiphol Amsterdam Airport by canal and, just as in 1934, was transported by means of a block and tackle and a deep-loader to KLM's technical area there.

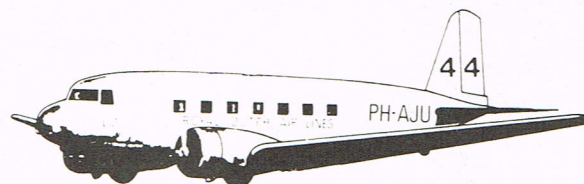
The Uiver will redepart Sunday 18th December 1983 with teams and the Dutch daily De Telegraaf of NOS television on board to film the entire flight and the location along the way. The film will be shown serially on television in Holland as well in other countries in October 1984, the month in which the Melbourne Race took place 50 years ago and the month in which the oldest airline of

the world, KLM Royal Dutch Airlines, will celebrate its 65th birthday! The TV series will also deal with the development in civil aviation in the past 50 years.

### Uiver Memorial Foundation

In order to pay for the high costs of the entire Uiver project (total costs, including the film production, are about 2.5 million guilders), The Uiver Memorial Foundation was set up. The foundation is managed by representatives of Fokker, KLM, EVD (Netherlands Foreign Trade Agency) and the daily newspaper De Telegraaf.

These are also main sponsors of the Uiver project. Other large sponsors include Shell, Schiphol Amsterdam Airport, Bendix, Heineken, Eurofashions, Button Boss, Incotrans, Holland International and Philips. The public relations is being handled by the international Hill & Knowlton Agency in Amsterdam. More on sponsorship on page 4.



### UIVER MEMORIAL FOUNDATION

#### Recommending Committee Uiver Flight

H. R. H. Prince Bernhard  
E. C. M. Jurgens

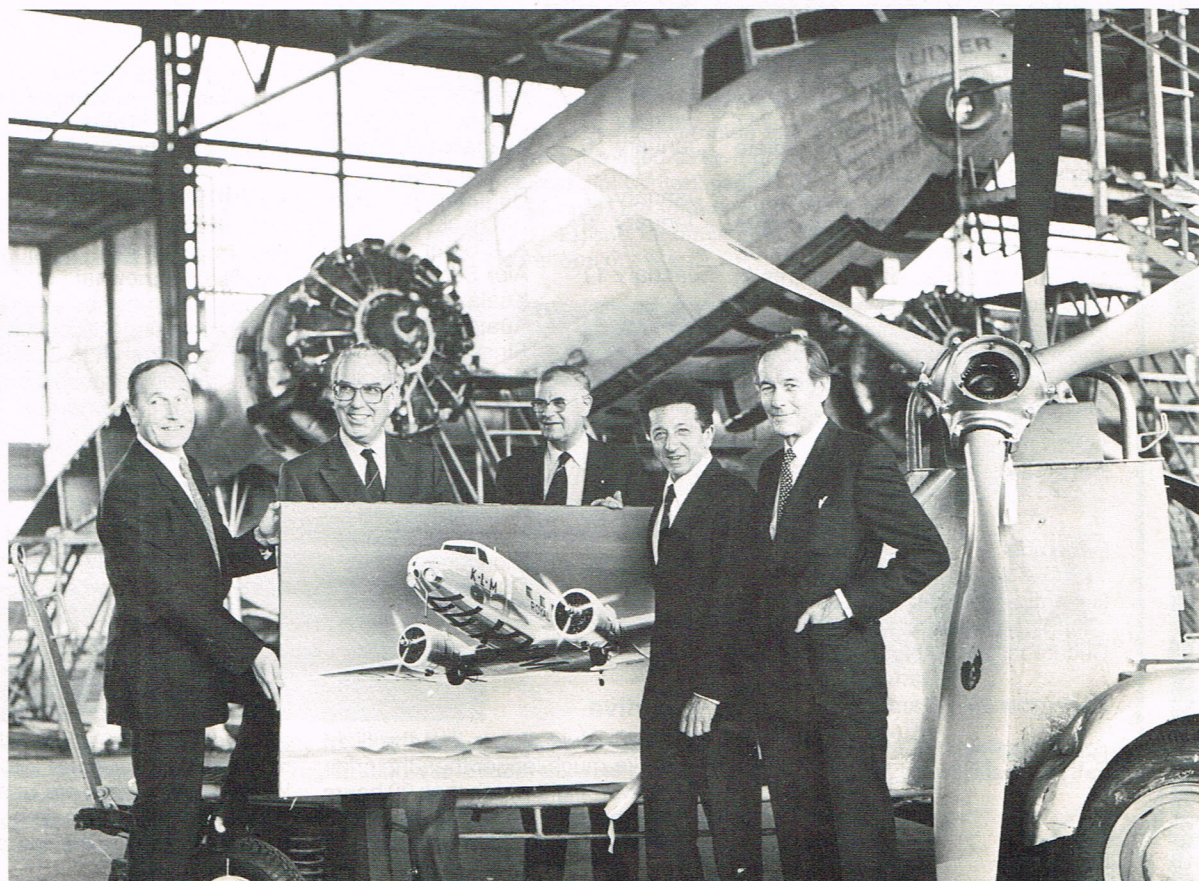
S. Orlandini  
H. Raben

F. Swarttouw  
general A. J. W. Wijting

F. Bolkestein  
A. C. Helfrich

chairman of the Board of NOS, the Netherlands Broadcasting System  
president of KLM  
director general of the Netherlands Civil Aviation Authority  
president of Fokker  
chairman of the Advisory Board of the Royal Netherlands Air Force  
under-minister of Economic Affairs  
president of Shell The Netherlands

## KLM Management shows keen interest



● Showing a keen interest in the Uiver project, KLM Management poses with a painting of the DC-2 'Uiver' in front of the DC-2 in the hangar at Schiphol Amsterdam Airport.



The 'Uiver'  
vintage DC-2  
will be at

Airport  
between .....  
and ..... hrs  
on .....  
1983/4





# The 'Uiver' flies again!



UIVER MEMORIAL FOUNDATION

In 1981 Rob Swanenburg of the television department of the NOS, the Netherlands Broadcasting Corporation conceived the idea to make a documentary of the flight of the 'Uiver'. This documentary was to be shown in 1984, the 50th anniversary

of the London-Melbourne Race, in which this KLM DC-2 became first in the handicap and second in the speed section. Slowly it occurred to him that it would be nice to have the flight repeated, not with a modern aircraft, but with a DC-2.

One year later, in December 1982, the plan had taken shape and it seemed likely that the flight would take place. A KLM crew had been approached and even an original DC-2 had been found. A tremendous amount of work was going on behind the scenes.

Soon it became apparent that the execution of the plans could no longer be an affair of NOS and KLM only. And so the Uiver Memorial Foundation was established in May 1983. In the committee of the Foundation are representatives of the Royal Dutch Aero Club (KNVvL),

Fokker, the Netherlands Foreign Trade Agency (EVD), the Dutch daily De Telegraaf and KLM. Fred Zandvliet was appointed chairman. Mr. Zandvliet is a retired KLMer with a fabulous knowledge of the history of KLM and member of the KNVvL. Head of KLM's Public Relations Bureau, Ron Wunderink, sits on the Foundation committee as secretary. The aim of the foundation is to raise enough funds to make the commemoration flight possible. The first contacts with the business world and the authorities were such that the decision could be taken in June. The commemoration flight is on! Although the following summary is far from complete, it mentions some of the contributions of the business world: Shell is going to shoulder the fuel costs for the entire flight. The Dutch daily De Telegraaf received the rights for the exclusive publication of the report on the flight.

Also Philips, Schiphol Airport Authorities, Bendix and the Netherlands Foreign Trade Agency and others have shown interest. The arrival of the 'Uiver' in Singapore coincides with a Holland Week organized by the EVD and... with the Asian Week in Singapore.

KLM too, is one of the sponsors. We already mentioned that four crew members, having been made available by KLM Royal Dutch Airlines, has been busy for months to organize the intermediate landings and everything that goes with it. The KLMers enroute will contribute their share to provide a smooth handling at their station.

This summary shows that KLM plays an important part in the realization of the flight, but still it is one of the many sponsors. So we emphasize again that the commemoration flight is made under the auspices of the Uiver Memorial Foundation and not KLM only.

The whole trip should result in a TV documentary in three parts of fifty minutes each, which will be shown in Holland in October 1984. KLM will then be 65 years old and the actual flight took place 50 years ago. A better occasion could hardly be found. This Uiver Memorial Flight can also be considered as a demonstration in various countries of Holland (KLM, Fokker, etc) as an aviation and aerospace nation for more than 60 years.

## With kangaroo hops, on the kangaroo route

The flight of the Uiver can be considered a series of kangaroo hops compared to the present Boeing 747 flights with only two intermediate stops between Schiphol and Melbourne. After the major overhaul in Hangar 8 at Schiphol-Amsterdam Airport in September and October, and after a series of test flights in November, the new 'Uiver' will fly the following route with six passengers and 550 kilogrammes of freight consisting of film equipment of the NOS and personal effects.

1983	
December 18	Schiphol-Mildenhall-Marseille-Rome (FCO)
December 20	Rome (URBA)-Athens
December 22	Athens-Larnaca-Aleppo
December 23	Aleppo-Damascus
December 24	Damascus-Kuwait-Abu Dhabi
December 29	Abu Dhabi-Muscat-Karachi

1984	
January 1	Karachi-Jodhpur
January 3	Jodhpur-Allahabad
January 6	Allahabad-Calcutta-Rangoon
January 7	Rangoon-Bangkok
January 9	Bangkok-Alor Setar
January 11	Alor Setar-Kuala Lumpur
January 14	Kuala Lumpur-Singapore
January 23	Singapore-Jakarta
January 26	Jakarta-Rembang/Selaparang
January 28	Rembang/Selaparang-Kupang-Darwin
January 29/30	Darwin-Cloncurry
January 30	Cloncurry-Charleville
January	Charleville-Albury
February 5/6/7	Albury-Melbourne

### tentative

This schedule shows that the flight will take much longer than the original 'Uiver' flight which took 90 hours and 17 minutes. But then, it is not the intention to match the record flight.

We emphasize the fact that it is flight schedule with prolonged intermediate stops. There are several reasons for this.

### prolonged

One reason is that in those fifty years since 1934, aviation has increased 'somewhat' and is completely different now. In 1934 captain Parmentier still could say: I fly a direct route from A to B. But in 1984 this is no longer possible and they have to use air corridors.

### leisurely

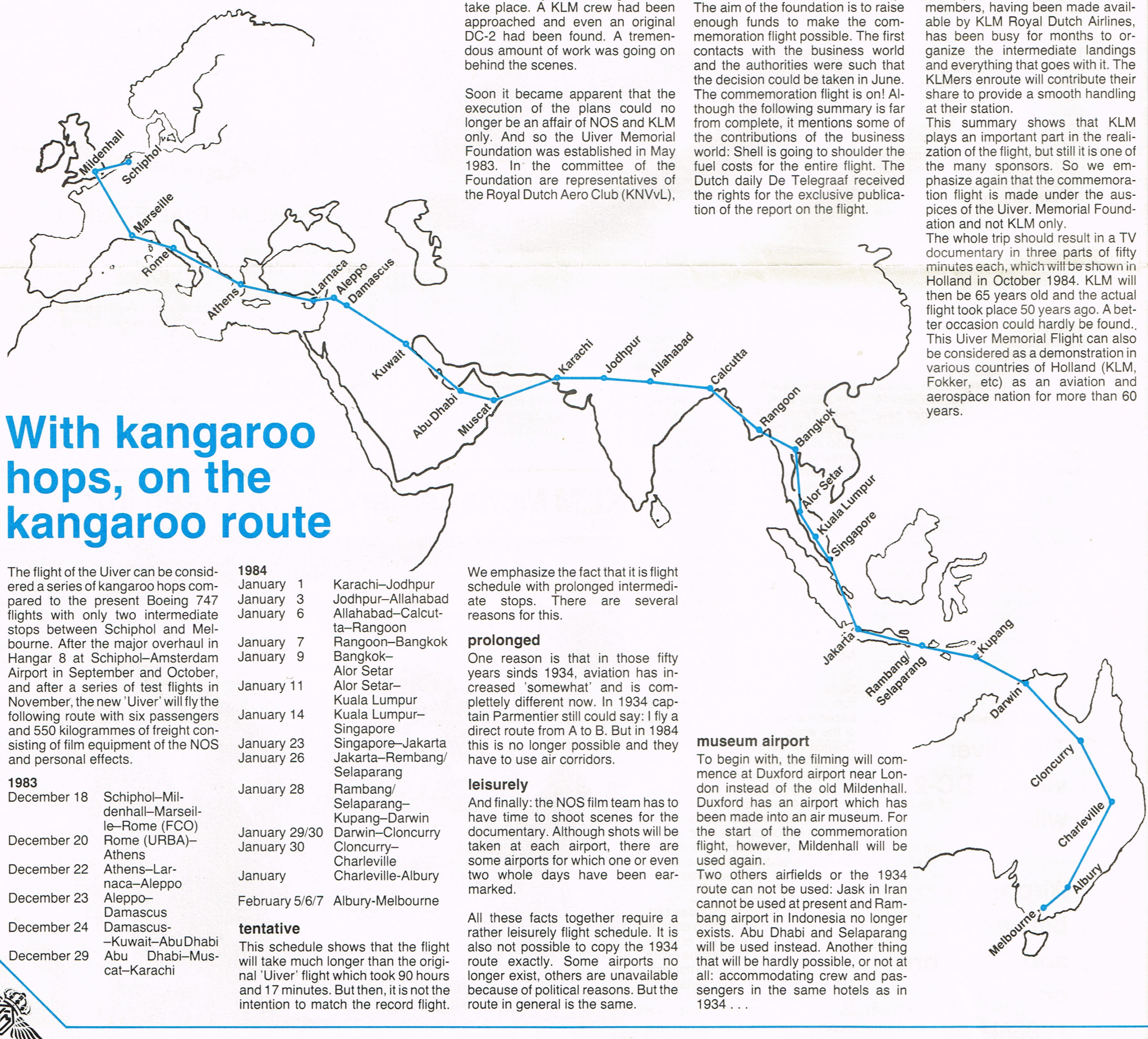
And finally: the NOS film team has to have time to shoot scenes for the documentary. Although shots will be taken at each airport, there are some airports for which one or even two whole days have been earmarked.

All these facts together require a rather leisurely flight schedule. It is also not possible to copy the 1934 route exactly. Some airports no longer exist, others are unavailable because of political reasons. But the route in general is the same.

### museum airport

To begin with, the filming will commence at Duxford airport near London instead of the old Mildenhall. Duxford has an airport which has been made into an air museum. For the start of the commemoration flight, however, Mildenhall will be used again.

Two others airfields or the 1934 route can not be used: Jask in Iran cannot be used at present and Rambang airport in Indonesia no longer exists. Abu Dhabi and Selaparang will be used instead. Another thing that will be hardly possible, or not at all: accommodating crew and passengers in the same hotels as in 1934...







## Joint efforts for flight of 'Uiver'

### KLM and DC-2



● The original 'Uiver' over Rotterdam still without its racing 44 on the tail.

Between 1934 and 1946, a total of 18 Douglas DC-2 aircraft were operated by KLM. KLM's DC-2s bore the following registrations and names:

registration	name	PH-AKL	'Lijster'
PH-AJU	'Uiver'	PH-AKM	'Maraboe'
PH-AGG	'Gaai'	PH-AKN	'Nachtegaal'
PH-AKH	'Haan'	PH-AKO	'Oeverwaluw'
PH-AKI	'Kievit'	PH-AKP	'Perkoetoet'
PH-AKJ	'Jan van Gent'	PH-AKQ	'Kwak'
PH-AKK	'Koetlang'	PH-AKR	'Rietvink'
		PH-AKS	'Sperwer'
		PH-AKT	'Toekan'
		PH-ALD	'Djalak'
		PH-ALE	'Edelvalk'
		PH-ALF	'Flamingo'

The names of the DC-2s are Dutch or Indonesian bird names: Uiver-Stork, Gaai-Jay, Haan-Cock, Kievit-Plover, Jan van Gent-Gannet, Koetlang (Ind.)-Blackbird, Lijster-Thrush, Maraboe-Marabou, Nachtegaal-Nightingale, Oeverwaluw-Martin, Perkoetoet (Ind.)-Turtle-dove, Kwak-Night-heron, Rietvink-Reed-bunting, Sperwer-Sparrow-hawk, Toekan-Toucan, Djalak (Ind.)-Rice-bird, Edelvalk-Falcon and Flamingo remains Flamingo.



### Technical data of Douglas DC-2

Type	: Twin engined Commercial Monoplane Douglas DC-2 'Transport'
Engines	: Two supercharged, geared Wright 'Cyclone' SGR-1820 F-52 nine cylinder air cooled radial engines, each rated at 750 hp.
Wing span	: 25.91 m.
Length	: 18.90 m.
Height	: 4.95 m.
Wing area	: 87.20 sqm.
Weight (empty)	: 5,620 kg.
Useful load	: 2,790 kg.
Weight (loaded)	: 8,410 kg.
Maximum speed	: 329 km/h.
Cruising speed	: 270 km/h.
Landing speed	: 100 km/h.
Maximum cruising altitude	: 6,840 m./22,450 ft.
Cockpit crew	: 2 pilots 1 flight engineer 1 radio operator
Passengers	: 14 on European routes, 8 on routes to the Far East.
Fuel	: per stretch 475 US-gallon 100 LL avgas (or nearly 2200 litres 100 Octane aircraft gasoline)
Oil	: per stretch more than 6 gallon Aero Shell 120 straight mineral or equivalent (about 30 litres)

The required fuel is not available at all stations and then has to be delivered by tanker truck, like at Duxford airport.

### A short history of the Douglas DC-2

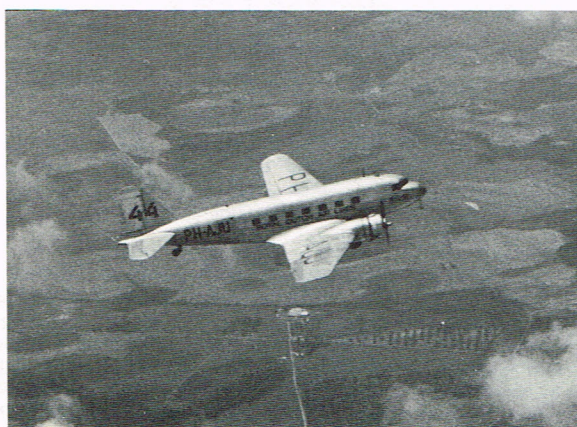
In the beginning of the thirties, air transport started getting a firmer foothold in the United States. The American airlines foresaw a clear growth in the number of passengers. Those passengers, they figured, would prefer faster and more comfortable aircraft. In 1931 the Boeing and Douglas aircraft factories got an order to develop a new generation of aircraft made entirely of aluminium.

The first prototype from Douglas was the DC-1, which made its maiden flight on July 1, 1933. This aircraft, however, performed unsatisfactorily in its test flights and did not survive long.

That same year, Douglas put a totally improved version on the market – the Douglas DC-2 'Transport'. The DC-2 was the first aircraft with automatic steering, the forerunner of the automatic pilot. It was also one of the few aircraft with a retractable landing gear.

The first aircraft were delivered to the American airline TWA in the first months of 1934. They were so successful that 75 follow-up orders were placed in the following summer, both by American and foreign airlines. A total of 198 DC-2s have been built. KLM was the first European airline to order the DC-2 and received them in the autumn of 1934.

The first of the 18 DC-2's which KLM ordered, was the PH-AJU 'Uiver', the world famous airplane which took part in the London-Melbourne Race and won the handicap section.



● Not everything can be copied exactly. The DC-2 which is going to repeat the flight of the 'Uiver' is registered in the United States and bears the American registration N39165. But this really does not matter for the flight will also bear the original PH-AJU registration! The photograph on the left was taken in 1983 when the new 'Uiver' flew over Casey, South Carolina in the original livery. The other photograph was taken before it got its new KLM coat.



● The crew of the 'Uiver' in 1934. Left to right: radio operator Van Brugge, captain Parmentier, 1st officer Moll and mechanic (flight engineer) Prins.



● The crew of the 'Uiver' commemoration flight. Left to right: flight engineer Ton Degenars (he used to be a ground engineer and is at present operations officer at Schiphol Centre); captain Jan Plesman (1st officer on the Boeing 747 and grandson of the founder of KLM); flight engineer Bonne Pijpstra (a retired 747 F/E); and 1st officer Fred Schouten (1st officer 747). The crew is wearing the uniform of 1934.







#### Eurofashions

The Uiver flight will be identifiable through many activities. Eurofashions in The Netherlands, representative of Arrow shirts among others, is developing a special Uiver fashion line for their collection. One of the articles will be an Arrow shirt with an interwoven DC-2 pattern. The shirts will be worn by the crew during the Uiver flight.



#### Bendix

The 'new' Uiver is of course equipped with modern navigational aids. Through the mediation of the Dutch representative Holland BV in The Hague the equipment was supplied by Bendix, the American manufacturer of internationally renowned and advanced navigation computers.



#### Button Boss/Recru

Button Boss/Recru, in Enschede, the largest button manufacturer in Europe, is also a main sponsor by supplying promotional material in the shape of Uiver buttons to the Uiver Memorial Foundation for distribution among its supporters in Holland, among others.



#### Fokker Aircraft Company

Fokker, the Dutch constructor of the Fokker F-27 Friendship and Fokker F-28 Fellowship which are operated all over the world, assembled the Douglas DC-2 from 1934 until the end of the production line. Eighteen of KLM's DC-2s were assembled by Fokker who had obtained the license from Douglas for the whole of Europe.



#### Heineken

'Can I have a Heineken, please' will often be heard along the route of the Uiver. Not only because the Uiver will be there, but also because the international Heineken Brewery is firmly established in many of the countries the Uiver lands in.



#### Hill and Knowlton

This international Public Relations Bureau will provide, from its Amsterdam establishment, all other press information, including information to interested parties concerning the Uiver project and the activities of the Uiver Memorial Foundation.



#### KLM Royal Dutch Airlines

KLM proved in 1934 that it was a reliable and international airline with most capable employees by winning the handicap sector of the London-Melbourne race and finishing second in the speed section. Throughout the 50 intervening years, KLM has not only proven this reputation to be true, but has also consolidated it. KLM shows in 1984 that as the oldest airline in the world it still has a great reputation, with reliability through quality in all its aspects on top of its list of priorities. By making the DC-2 which is going to stand in for the Uiver absolutely air-worthy and by providing a very capable crew, KLM contributes to the Uiver project and shows it still retains its reputation of 1934.



### They make the 'Uiver' flight possible

Repeating the historical flight of the Uiver in 1934 after 50 years is an undertaking which requires not only considerable preparation but also a great deal of money. In an effort to raise the necessary funds (more than 2 million guilders which includes the production costs of three TV documentaries), the Uiver Memorial Foundation has appealed to industry and individuals in Holland alike.

The patrons of the Uiver Memorial Flight are:

**Main sponsors** who have pledged either a considerable financial contribution or a contribution in kind;

**Sponsors** who display commercial activities, together with the Foundation, and who will hand over part of the proceeds to the Foundation;

**Supporters**, who support the Foundation as private persons with a contribution of 25 guilders for which they receive certain facilities, which includes the Uiver parcel and a certificate.

All of them will make it possible to revive the famous Uiver flight of 1934 between London and Melbourne which held a great part of world captive. The main sponsors are presented on this page.



UIVER MEMORIAL FOUNDATION

Do you want to be  
a sponsor?  
Contact your local KLM office

(space for KLM office stamp)



#### Holland International Travel Group

The largest tour operator in Holland is not only a sponsor of the Uiver project but organizes an exclusive tour for the occasion from Holland to Singapore and Jakarta.



#### Incotrans

This international container firm in Rotterdam organized the safe and fast transportation of the 'new' Uiver on one of the ships of the Atlantic Container Line from the United States to Europe. A very difficult assignment, executed with the greatest expertise.



#### Philips

In 1934 the Uiver was mainly equipped with equipment of the Dutch 'Nederlandse Signaalapparaten Fabrik' NSF, which became part of the international Philips corporation. In 1984 Philips is present again, to promote The Netherlands abroad.

#### Amsterdam Airport Schiphol

#### Schiphol Amsterdam Airport

Besides a financial contribution by the authorities of KLM's home base, all take-offs and landings during the period in which trial and test flights will be made, are exempted from airport fees. The Foundation hopes that other airports en route are going support the Uiver project likewise.



shell

#### Shell

Shell, the Dutch/British multinational, is going to provide the fuel for the Uiver flight and will arrange the distribution along the route. In 1934 it was also Shell which mainly provided fuel for the aircraft in the London-Melbourne race.



#### Ministry of Economic Affairs/EVD

The Netherlands Foreign Trade Agency, EVD, of the Netherlands' Ministry of Economic Affairs, will include the Uiver flight in its export promoting activities in Singapore, Jakarta and Melbourne. Together with Fokker and other (sub)contractors of the aviation industry, Holland will be promoted as an aviation nation, without excluding the other manifold aspects of The Netherlands.



#### De Telegraaf/Courant Nieuws van de Dag

The largest daily of The Netherlands (circulation 700,000) takes care of the publicity around the Uiver project and will publish reports of all the preparations and the execution of the Uiver flight. Two reporters, joining the flight as passengers, will make an exclusive coverage of the trip.

