



ALBURY & DISTRICT HISTORICAL SOCIETY INC



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NOVEMBER 2014

551

REPORT ON OCTOBER MEETING (08.10.2014)

Our November Meeting was well attended by members, along with extra guests from the aeronautical fraternity. Jan Hunter kicked off the can by reading a poem by the Moonlight Ramblers who were part of the essential Council services of the 1960s. (See Page 7.)

Vice-President Joe Wooding told us how he was excited to find a story in the Border Morning Mail which reported on a forced landing ten days before the Uiver touched down in Albury. The pilot was extremely upset about the journalist sensationalising the event and doing damage to the fledgling aviation industry. It seems that nothing much has changed over the years in the media. Doug Royal then took us on a fascinating journey through the eight and a half hours that the Uiver spent in Albury. His talk was illustrated by a significant set of photographs presented in a logical sequence of events that clearly showed the drama unfolding after the forced landing of the Uiver and subsequent successful take off. Michael Browne congratulated Doug on his extensive research and "computer mapping" of the subject. Michael Thomas, who is a Committee member of the Albury Aero Club and a Director of the Uiver Memorial Trust then extended an invitation to the group to attend the celebrations of the Uiver's 80 Year Anniversary. Loretta Re spoke on the release of her childrens book, "Stand Up and Cheer" which is a fictionalised account of the Uiver landing. She is very happy that a new generation will be reading about the plane and will hopefully be inspired to preserve it and become interested in its history. Our President then spoke on the up coming vote on our new Constitution. (See Page 5.)

NEXT MEETING WEDNESDAY 12 NOV, 2014

7.30pm at Commercial
Club Albury
Speakers: Ray Gear on
James Simpson
Military Cross WW1
Greg Ryan
Exhibiting
Then & Now Photos
Members Show & Tell
Of Military Items

**IDENTITY: STORIES OF
SIGNIFICANCE IN OUR
REGION. TAKE A BUS
TOUR OF OUR LOCAL
MUSEUMS WITH
ALBURY CITY
22-23 NOVEMBER
\$12/HEAD
02 6023 8333**

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ALBURY & DISTRICT HISTORICAL SOCIETY INC

PO Box 822 ALBURY 2640

<www.alburyhistory.org.au>

Patron: Patricia Gould OAM
Honorary Life Members:
Howard Jones, Helen Livsey,
June Shanahan, Jan Hunter.
Public Officer: Helen Livsey
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Vice-Presidents: Joe Wooding, June
Shanahan
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Minute Secretary: Catherine Browne
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Committee: Peter Whitbourn,
Jill Wooding, Ray Gear, Marion Taylor,
Greg Ryan and Ron Haberfield.
Bulletin Editor: Marion Taylor
<marion.taylor7@bigpond.com
Journals, Stock: June Shanahan
Meeting Greeter: Jill Wooding
Bulletin dispatch: Ron Haberfield

Meetings: 2nd Wednesday of the
month 7.30pm usually at Commercial
Club Albury.

Committee meets 3rd Wednesday of
the month 5.15pm at the Albury
LibraryMuseum.

ANNUAL SUBSCRIPTION

Single: \$25
Family: \$33
Corporate: \$50

Research undertaken \$25 first hour.
Enquiries in writing with \$25



Demonstrating their superior tug of war skills, the athletic men of Albury get up close to the Uiver and drag it from its boggy resting place.

Photograph Courtesy: Albury LibraryMuseum

THE UIVER AT ALBURY BY DOUG ROYAL WITH ASSISTANCE FROM NOEL JACKLING

Seven weeks after the discovery of the Pyjama girl's murdered body out along the Howlong Road, the Uiver landed in the infield of the Albury Racecourse at 1.17am on a Wednesday morning, October 24 1934. As though by divine providence the demoralised Albury citizens now had an act of salvation to perform. They did and spirits were raised.

Noel Jackling and I have reviewed many different accounts of what happened during those eight and a half hours that the Uiver was within our bounds. Some citizens who were there said the plane was pulled from the swampy ground, dragged onto the course proper and then took off in a southerly direction over the Hume Weir from the track. Others said that the Uiver remained on the infield and took off to the north along the same path that on which it had landed. Another unusual story claimed there was gold carried in the cargo. Our research has showed us that around the seventy year mark after an event, memories have faded or been fictionalised and fabricated. Records have been lost, photographs have no captions and most of the observers at the event have passed on.

While debating the differences between fact and fiction, fabrication and fidelity there can be no argument that the stars of the show were the plane and the seven passengers. The Uiver was a remarkable aircraft of its time, made of aluminium and powered by two nine cylinder orbital motors. The plane had reinforced fuselage near the propellers so that when ice formed on them and spun off, it didn't damage the fuselage. Also, heated air was circulated from a baffle surrounding the exhaust pipe and fed to the carburettors so the plane could fly at high altitude in very cold temperatures. The cruising speed was 200 miles per hour. The Uiver nearly won the race despite not carrying extra fuel tanks. Because of their high fuel consumption they made many more stops than the other planes: Rome, Cairo, Baghdad, yet at the finish they were only eight hours behind the plane that arrived in Melbourne first.

There were seven people on the plane, the pilot, co-pilot, wireless operator, engineer and three passengers. There was a galley, toilet and cargo storage area in the plane with seven windows down each side.

When I interviewed Olga Butt about the night of the landing she said it was the worst storm she

THE UIVER AT ALBURYCONTINUED

had ever seen in Albury and unlike most stormy bursts it lasted for four hours. Two and a half to three inches of rain fell during the night. The Uiver was meant to leave Charleville, fly south to Cunnamulla, and go West of Bourke to Hillston, past Yarrowonga down to Seymour then to Melbourne. It was blown a hundred miles to the East. When the plane landed at Albury Racecourse the first person to go over to it was Jean Thompson. Thea Rasche opened the door of the Uiver and said 'Is this Melbourne?' Jean said 'No, this is Albury.' Clearly the four flight personnel, during the very nervous time of trying to find somewhere to land before running out of fuel weren't communicating their position with the passengers. They were well aware of the danger.

Duncan McPherson, a photographer, drove his car out to the Racecourse at first light after the landing and took the first photo that day of the Uiver in the infield. The internal area of the course is 80 acres. The plane had approached from the south after dropping two magnesium flares. It took approximately eighty metres to pull up after landing on the soggy ground, stopping about forty metres south-east of the winning post near the end of the straight where it stayed overnight. The first light photo shows the plane facing north. On the right is a policeman, Constable Heaney's job was to guard the plane overnight. A 1937 photo of the racecourse shows Alf Waugh indicating where the plane came in through a gap in the trees. When the cars shone their lights in, they were on the other side of the fence. There was only about 80 cars there on the night.

On the morning of the extraction some reports say there was about 300 cars and 800 people, of which 300 people were involved in lifting, pushing and pulling the Uiver out of the mud as it was too boggy to involve large machinery or horses. The starboard side was bogged more heavily than the port side.

Arthur Newnham is pictured near the plane, he risked his job at 2CO by cutting into the radio broadcast and calling on cars to go to the racecourse.. He was well recognised by the Dutch people being presented with a silver handled walking stick and a silver cigarette case.

By 6.30am, more people had started to gather. A photograph shows the house belonging to Mr Peacock, whose wife had manned their telephone all night speaking to the authorities and the media. The crew decided to unload the plane, truck the cargo and passengers to Wangaratta, fly to Wangaratta, reload them and fly to Melbourne, so as to not break the handicap conditions of the Race.

Around 7am, we can see the Ledger Stand in the background, large ropes have arrived from Logans and have been attached to the axles of the plane. Mr Stuart Logan was a Councillor who had a building supply shop in Swift St. In the 1930s and 40s tug of wars were a popular sport held at all the Shows. Tubby Macklan was a well-known anchor man. Mr Bill Colley, the Deputy Mayor can be seen wearing his butcher's apron as two hundred or so of Albury's finest pull on the ropes and lift the fuselage, aiming to get the plane out of the water logged ground and pointing east. Just at that time a plane arrives overhead which has been sent by the Shell Oil Company from Melbourne. There is a photographer in the plane who takes some blurry snaps. They have landed at Wangaratta on the way and found the aerodrome too wet for a large 10 ton plane. The photo taken by the Shell plane shows about 250 people on the infield and the Uiver in a position where it can taxi to the south.

The Uiver manages to taxi to the south-west corner of the infield and prepares to unload all moveable objects from within the plane. This includes the seats, luggage, galley items and mail bags.

The crowd is intrigued watching the drama unfold, especially an old bearded gentleman wearing a bowler hat. He is James Hodge (Mavis Stokes' grandfather) who at 80 years of age has walked to the racecourse from his home in central Albury. An ex-mayor of Albury and a retired tinsmith and plumber, he has never held a driver's licence. What thoughts are running through his mind? At this stage it has been decided that they cannot land at Wangaratta, some mail bags are transported to the Albury Post Office, other mail bags are loaded into a large sedan to go to Melbourne with Van Brugge, preceded in another large sedan by Prins and the three passengers. The Uiver's motors are started up and it travels 10 metres at full revs where it again becomes bogged. All hands are called back on deck to the ropes and the plane is pulled backwards and forwards in a zig zag fashion, about 40 metres closer to the hare pen away from the swampy ground. At this time the interior field of the racecourse is used by the Albury & District Coursing Club. Live coursing was banned in NSW in 1953 as it had come to be seen as a blood sport. The fence had 12 small holes for the hares to get into their safe paddock, they would always run back to where their

THE UIVER AT ALBURYCONTINUED

sit was. One handler would release the hares and another person would slip or release the greyhounds. My grandfather Jim Royal was a greyhound slipper at Albury. The dogs had leather collars with tags of different colours so the judge could identify them and give them points for the chase. When both dogs had spotted the hare and were pulling equally, the slipper released the handle which was attached to a leather lead and cable which pulled a pin in the dogs' collars thus starting the pursuit. John Craig can remember being told that some of the older hares would keep an eye on the pursuing dogs and do a little side step to lose them. The greyhounds were running so quickly it took them a long time to turn and pull up. According to John Craig very few of the hares were ever caught, although newspaper reports suggest otherwise. The hare fence is most likely the one that was partially dismantled because it was in the way of the Uiver's projected take off strip. In a photo of the hare pen fence we see that the posts have been painted white for greater visibility, so if a race horse escaped the track it wouldn't run into them.

The next aerial photograph we have is taken half an hour later. Does this mean the Shell Oil plane is still circling or was there a second plane? There are some reports of the Shell plane landing on the infield tipping over, but there are no photographs of that.

Jan Moll, the co-pilot, appears stressed and concerned, but a very brave man never the less. They have already had one attempt at taking off by this stage and also the Boeing 247D is closing in on them from Charleville and Bourke. They don't want to be held up for any longer than is necessary or they will lose their second place and may fail to win the handicap section of the race.

Just before 10am after the engines are warmed up for at least 10 minutes, the aircraft mechanic, Mr Prins was directed to stand at the 200 metre mark of the proposed take off strip. If the plane had been unable to take off at this point, the take off would have to be abandoned. Prins disobeyed instructions and actually stood 250 metres along the strip. After a tremendous build up and roar of motors the plane attempts to take off at full revs. It hits a depression in the ground just as it reaches Prins, which bounces it into the air. Luckily this allows the plane to quickly gather speed and even though it bunny hops several times the ascent is successful. The cheering crowd is jubilant! There are no more clear photos after the final taxiing shot possibly due to the slow speed of the camera shutters and film of the day. Doug believes that the photographers were also waiting to get a shot of the plane crashing if that occurred. The Uiver just cleared the fence at the north end of the racecourse, flew over Lavington then the Monument and picked up the railway line at Barnawartha using it as their navigation line to Melbourne and the rest is history.

Footnotes: The Albury Coursing Club minutes reported that the Dutch aircraft had done considerable damage to the Plumpton (coursing area) when landing and taking off. The Secretary was instructed to write to the pilot claiming compensation for the damage done to the value of 25 pounds. However the Coursing Club's lease had expired at the end of October 1934 and the Race Club stepped in and stated that as the legal entity involved it would not be claiming damages. Good relationships with the Dutch remained untarnished.

The magnesium flares that were dropped were extremely bright and would have lit up the whole town. They floated down carried by silk parachutes, one of which is in the Albury Library Museum the other apparently cut into pieces and souvenired. Two fragments have been located.



Pat Strachan tells Doug Royal where she remembers standing as a three and a half year old with her family after the Uiver landed on the infield of the Albury Racecourse in 1934. It was generally thought that the plane landed in the middle of this area but after extensive research done by Doug Royal and Noel Jackling it now appears that the Uiver landed on the Western side of this paddock and stopped adjacent to the grandstand.
Photograph Courtesy: Uiver Memorial Facebook Page



HAND-MADE **RED** POPPIES NEEDED

ALBURY LIBRARYMUSEUM
NEED HAND-MADE FLANDERS POPPIES
FOR THE APRIL 2015 EXHIBITION
HIGHLIGHTING ALBURY'S INVOLVEMENT
IN THE GREAT WAR

RED POPPIES CAN BE KNITTED,
CROCHET, FELT OR MATERIAL WITH
YOUR CHOICE OF CENTRE; NO
LARGER THAN 15CM (6") ACROSS
PLEASE AND A 15CM (6") CENTRE
TAIL WOULD BE HELPFUL.



PATTERNS ALSO AVAILABLE ON THE WEB –
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Closing date March 2015

Acknowledging *5000poppies.wordpress.com*
Inquiries: Judi Garvi 60210270; Jan Hunter 60212835

COMMITTEE BITS & BOBS

Our November Meeting will include a business meeting for the members to debate and vote on our new Constitution. All financial members should have now received a copy. Our Society was formed in 1960 then incorporated in 1987 with the current Constitution. Therefore we are operating using a document which is almost 30 years old. The NSW Fair Trade Act of 2009 now requires that Incorporated organisations must adopt a new model constitution or standard set of rules which the organisation has modified for their own specific needs. The Committee have done this to modernise the aims and direction of the Society as well as complying with the law.

* LATE INVITATION *

Betty Walton has invited members to attend the 150th Anniversary of the Tintalra Store which is being celebrated Sunday 16 Nov, Noon to 4pm. Descendants of the store's earlier owners will be there and there will be a concert. More information will be available at the November meeting, along with RSVP details. Phone Helen Livsey 6021 3671 for information.



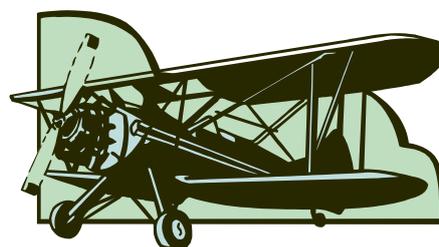
Few of us would remember the furore and excitement that was caused by aviation in its early years of development. While researching, I discovered an article in the Border Morning Mail about an earlier forced landing which preceded the Uiver by ten days. On October 11th, 1934 the articles headlines read: Plane Forced Down. Almost touched trees. Occupants lucky to escape incident near Albury. The exciting commentary continued: Clearing Monument Hill by a little more than 100 feet, an aeroplane was eventually forced down on a paddock owned by Mr Roy Haydon on the Old Howlong Road yesterday morning. It was piloted by Mr Max Brown and his passenger was Mr Harold Roxborough. It was only by the narrowest of margins that both men escaped an awful fate, as the machine just managed to clear the heavily timbered hill slopes and taxied onto an open field. Starting off from Alexandra Park at 11.30am with the intention of attending the Rutherglen Show, the pilot got his machine in the air in masterly fashion. It rose to the height of about 500 feet, when approaching West Albury, the engine commenced to splutter. The plane gradually lost height and when it neared the summit of Monument Hill the engine suddenly cut out. Residents who watched the plane as it crossed the town from the East were soon aware it would not remain aloft for long. One man who followed its flight stated he had seen the plane almost graze the treetops as it passed over the hill. Another person who was in the vicinity expressed the opinion that it was amazing that the pilot was able to keep from landing on the rocky hill. Had such been the case there would be not much chance of the pilot and the passenger escaping with their lives because of the roughness of the locality and the density of the timber. When he alighted from his machine Mr Brown admitted that he had had a miraculous escape. Thus reported the Border Morning Mail.

The very next day, Mr Max Brown wrote a letter to the editor titled, "The Air Landing in West Albury", which read:

I was amazed to read in todays issue about the landing I made in Mr Haydon's paddock yesterday. Not at any time was there the slightest danger in crashing the machine. When we took off from Alexandra Park we circled the same to gain height which is the correct procedure before leaving on a cross country flight. We were at 1000 feet before heading across Albury. When we passed the centre of town the engine developed a misfire and I immediately decided to land, selecting Mr Haydon's paddock within 2 seconds. When an aeroplane is gliding or with the engine shut off, the loss of height is one in ten, thus giving a radius of two miles in still air. Therefore with a following wind of 12 to 15 MPH which was prevailing, would give three miles in the direction I was flying. I checked height above Monument Hill which showed 400 feet clear. This distance allowing to overshoot by approximately half a mile which has to be done when carrying out a landing of this kind. As for grazing the trees as stated, this is done by side slipping which is the correct manoeuvre when landing in a small paddock. We are trained for it from the beginning of our flying career. I would have been pleased to supply the information had your representative interviewed me. It is a regrettable thing that hearsay should be published in the form of a public scare which also damages the chances of making the public air minded. I did not admit to any person whatsoever that it was a miraculous escape. The trouble was of a minor nature, being a ball race cutting out in one of the magnetos. As all aircraft engines are dual ignition it is always safer to have both running. Yours etc Max Brown.

Newspaper Footnote: Aeroplane not yet moved. The machine was still in Mr Haydon's paddock last evening, possibly being left there all day yesterday on account of heavy rain which would make the ground soft for taking off.

A&DHS Footnote: Does anyone have any knowledge of this incident and the type of plane involved?



THE MOONLIGHT RAMBLERS

In the 1960s in suburbs such as Lavington and rural towns where the sewer had not been connected, people usually had outdoor toilets. The toilet seat was constructed over a removable sanitary pan, and on a regular basis, usually weekly, the full sanitary pan was taken away and replaced with an empty one. This was the job of the sanitary carter or dunny can man. He would collect the cans in the early morning once a week, carrying an empty can under his arm up the path to the backyard outhouse, putting a lid on the full pan and taking it back to the 'dunny cart' on his shoulder or head. Female occupants especially lived in fear of being caught out on the throne!



Jan Hunter presented a poem to the meeting titled "Ode to A Hot Summer" which is part of a collection donated to the Albury LibraryMuseum by the MacKinlay family. They ran the sanitary pan collection in Lavington and the Hume Shire in the 1960s. As well as maps of the collection route the papers include cards with verses or ditties which were left by the can carters at Xmas time. These verses were a subtle reminder from the men to the house-holders to leave them a gift, usually a large bottle of beer. It was said that if you were stingy or for-

got to leave a long neck there would be unfortunate accidental spillages in the vicinity of your residence for the rest of the year! Many members would remember the strong smell of phenyl which was a disinfectant used to clean the cans and disguise the odour.

The poem alludes to the fact that Lavington was going to have a swimming pool built before the suburb was fully sewered. It seems quite strange that the men are advocating the introduction of sewerage which will do them out of a job!

Footnotes:- "As flat as a sh*t-carters hat." is a quintessential Australian saying often used when referring to the state of the waves at a surf beach.

It is of course referring to the sanitary carters picking up the cans, and placing them on their heads to carry them out to their truck.

These cans, when full, were very heavy and so you could imagine how flat their hats would be. Not a nice job, as the cans would spill a little if too full, and also used to rust out and leak.

The origin of the word. The dunny was originally any outside toilet. In cities and towns the pan-type dunny was emptied by the dunny man, who came round regularly with his dunny cart. The word comes from British dialect dunnekin meaning 'dung-house'. First recorded in 1933.

ODE TO A HOT SUMMER

A swimming pool we do agree
Is very nice for all to see.
Still when it comes to loss and gain,
We'd sooner have to "pull the chain".
The little chain that hangs up high,
The surging waters rushing by,
For sure we need a place to swim,
But far more we need to "ban the tin".

Merry Christmas and a Happy New Year.

The Moonlight Ramblers



Pioneering Flour Millers – Duncan Burrows
Join author Duncan Burrows, grandson of Percy Burrows (Mayor of Albury 1916-17) and great grandson of pioneer Albury flour miller John Burrows, as he launches Pioneering Flour Millers to the public. This fascinating social history covers a considerable amount of local, milling and wheat industry history. Sunday 9 November 2pm at the Albury LibraryMuseum.

MILITARY SHOW & TELL.....NOVEMBER MEETING

Although, traditionally, we have Show & Tell at the December meeting, we are offering the opportunity for Military items to be brought to the November meeting in this ANZAC Centenary year.

All members are invited to bring along military memorabilia relating to WW1 even if it does not relate to a soldier from the area.

HELP WANTED : INFORMATION ABOUT THE WEST ALBURY HALL IN MOTT ST

The Trustees would appreciate hearing from anyone who can contribute to the history of the Hall. It is an ex-army hut from Bonegilla which was donated to the West Albury Progress Association around 1946.

Stories, photos, information about the plaques recording the names of the five servicemen in whose memory 5 trees were planted, would be appreciated.

In 2008 the hall was re-dedicated to the servicemen and an honour board installed.

Please phone Narda Reid on 6025 4430 with any information.



SAVE THE DATE FOR OUR XMAS PARTY FRIDAY 12 DECEMBER 6.30PM FOR 7PM

****PLEASE NOTE****

**THERE IS A CHANGE OF VENUE TO THE
COMMERCIAL GOLF RESORT IN NORTH
STREET**

BUFFET MEAL \$38 A HEAD

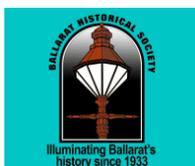
ALWAYS VERY NICE

**PLEASE BRING A KRIS KRINGLE
PRESENT TO THE VALUE OF \$5**

DOES THE ALBURY HISTORICAL SOCIETY NEED A NEW LOGO????

Since the demise of the waterwheel there has been discussion within the Committee regarding the relevance of our logo. There seems to be some support for a change. We would like the members to consider this idea. If the logo is updated, do we want an old style logo as seen below in some examples or do we want a modern graphic design as favoured by Canberra and Ballarat? Please convey your thoughts to the Committee.

Canberra & District Historical Society



Bathurst District
Historical Society Inc.



Find us on
Facebook

You can now find the Albury District Historical Society on Facebook!

Greg Ryan has been adding some excellent before and after photos of the city of Albury. Tell your friends. It is not necessary to sign up for Facebook to view the page. To have a look please go to <https://www.facebook.com/Albury.DHS>