

The MacRobertson International Air Race



as flown by the KLM DC-2 PH-AJU "Uiver"



October 1934

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The MacRobertson International Air Race

Introduction

The MacRobertson International Air Race - also known as the (London) Melbourne race, was a famous and (in distance) the longest airrace ever. It was held from October 20 to October 23, 1934 and was flown from RAF Mildenhall in Suffolk (England) to the Flemington Racecourse in Melbourne (Australia). The race was held primarily to celebrate the 100th anniversary of the State of Victoria, where Melbourne is located. The secondary objective was to bring Australia and Europe closer together. A prize of £ 10,000 was made available by the Australian / Scottish sugar industrial MacPherson Robertson.

The race was divided in two classes: a speed class and a handicap class. The speed class was about who arrived in Melbourne as soon as possible. The handicap class was about who completed the race with the least number of flying hours made in light of his handicap speed. Some planes took passengers and mail with them. This weight was considered in the handicap ranking. So a plane that really had no chance because of the extra weight could nevertheless win in its class.

Participants had to finish within sixteen days. In addition, there were a number of compulsory stops at Baghdad, Allahabad, Singapore, Darwin and Charleville. Furthermore there were several places where a stop could be made: Marseilles, Rome, Athens, Aleppo, Bushehr, Jask, Karachi, Jodhpur, Allahabad, Calcutta, Rangoon, Alor Setar, Singapore, Batavia, Rambang (Lombok), Kupang (Timor), Darwin, Newcastle Waters, Cloncurry, Charleville and Narromine. In total the distance to fly would be at least 18,000 km.

It is not the intention of this document to give a total and detailed description of this race. Much has been published about it, among others on the Internet. Just Google using names like McRobertson Airrace, Uiver, Scott, Campbell Black, etc. etc.

Why was KLM participating.

KLM wanted a regular commercial airline connection with Australia, which was regarded as an extension to the Dutch East Indies Amsterdam-Batavia airline. The international political situation however made it impossible to extrapolate this airline to Australia because this airline was operated by Imperial Airways. Even for carrying out a test flight no permission was granted. This air race England - Australia, however, provided an excellent opportunity to draw attention to themselves.

KLM had initially two aircraft registered for this race: a Fokker F-36 and a Douglas DC-2. The F-36 would take part in the handicap race with passengers on board were the DC-2, with extra fuel tanks,



Fokker F-36 and Douglas DC-2



The passengers

would participate in the speed race. However, the Fokker was not ready in time and KLM withdrew the aircraft from the race. It was decided that the DC-2 would take part in the handicap race, a standard airliner with passengers and mail on board which performs a normal East Indies commercial flight.

The aircraft was flown by Koene Dirk Parmentier (captain), Jan Johannes Moll (first officer), Bouwe Prins (mechanic) and Cornelis van Brugge (radio operator). There were three passengers on board: Ms. Thea Rasche, a German pilot and aviation journalist and Mr. Gilissen and Mr. Domenie, both a banker.

The fact that KLM considered the race as a normal scheduled flight is reflected in the flight schedule of the East Indies airline in September 1934 (see next page) where the Melbourne race is listed as Flight No. (Vlucht No.) 205 amongst all East Indies flights, the only peculiarity that in front of the name of the "Uiver" there is a small mark referencing a note that indicates the start of the flight this time is not at Amsterdam Schiphol but will be at Mildenhall...

KLM East Indies line flight schedule as per september 24, 1934

24 september 1934

Hiermede vervallen alle vorige opgaven.

REENVLUCHTEN

+ Douglas vertrekt uit Engeland (Mildenhall, Suffolk) 20 Oct.

Datum Vertrek Amsterdam	Vlucht No.	Regis- tratie teeken.	Type Vliegtuig.	B E M A N N I N G			
				1e Bestuurder	2e Bestuurder	Werktuigkundige	radiotelegrafist
27 Sept.	202	PH-AIR	F. XVIII	J.K.F. Kressé	H. Silberstein	M. Veenendaal	J.W. Hoogland
4 Oct.	203	PH-AIQ	F. XVIII	P. Soer	H.J. Frenken	R. Smit	C.H. van Beukering
11 Oct.	204	PH-AIP	F. XVIII	I.W. Smirnoff	F.M. Stork	M. Weststrate	M. Koopman
16 Oct. +	205	PH-AJU	Douglas DC2	K.D. Parmentier	J.J. Moll	D. Prins	C. van Brugge
18 Oct.	206	PH-AIO	F. XVIII	W.M.O.H. Beekman	J. van Steenberghe	J. den Hartog <i>Groffeld</i>	H. Prins
25 Oct.	207	PH-AIJ	F. XII	W.C. van Veenendaal	T.M.J. Verhoeven	J. den Hartog	H.C. Moulijn
1 Nov.	208	PH-AIH	F. XII	G.J.C. Te Rellier	J.J. Abspoel	P. Wolyn	M. Saaf

TERUGVLUCHTEN

Datum Vertrek Batavia	Vlucht No.	Regis- tratie teeken.	Type Vliegtuig	B E M A N N I N G			
				1e Bestuurder	2e Bestuurder	Werktuigkundige	Radiotelegrafist
28 Sept.	199	PH-AIS	F. XVIII	Q. Tepas	L.A. Brugman	M.C.H. Buitenhuis	L.C. Dik
3 Oct.	200	PH-AIJ	F. XII	G.M.H. Frijns	Th.W. von Weyrother	P.B. Blok	S. van der Molen
10 Oct.	201	PH-AIH	F. XII	E. van Dijk	A. Viruly	Th.J. Hoogeveen	P.J. Oolgaard
17 Oct.	202	PH-AIR	F. XVIII	J.K.F. Kressé	H. Silberstein	M. Veenendaal	J. W. Hoogland
24 Oct.	203	PH-AIQ	F. XVIII	P. Soer	H.J. Frenken	R. Smit	C.H. van Beukering
31 Oct.	204	PH-AIP	F. XVIII	I.W. Smirnoff	F.M. Stork	M. Weststrate	M. Koopman
	205	PH-AJU	Douglas DC-2	K.D. Parmentier	J.J. Moll	B. Prins	C. van Brugge
7 Nov.	206	PH-AIO	F. XVIII	W.M.O.H. Beekman	J. van Steenberghe	L.D. Stolk	H. Prins
14 Nov.	207	PH-AIJ	F. XII	W.C. van Veenendaal	T.M.J. Verhoeven	J. den Hartog	H. C. Moulijn.

KLM flight schedule september 1934. The Melbourne race was indicated as Flight No. 205, departure Oct. 16, with reference to a note at the top right of the page.

Douglas vertrekt uit Engeland (Mildenhall, Suffolk) 20 Oct. – Douglas departs from England (Mildenhall, Suffolk) Oct. 20.

Datum vertrek Amsterdam – Date departure from Amsterdam *Vlucht No.* – Flight No.

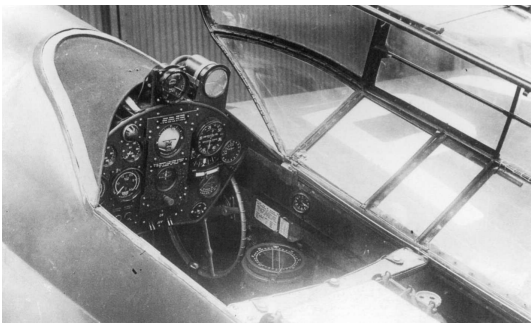
Registratie teeken – Aircraft registration

Type vliegtuig – Aircraft type

Bemanning – Crew *1° Bestuurder* – Captain *2° Bestuurder* – 2nd Officer

Werktuigkundige – Mechanic *Radiotelegrafist* – Wireless operator

The Aircraft.

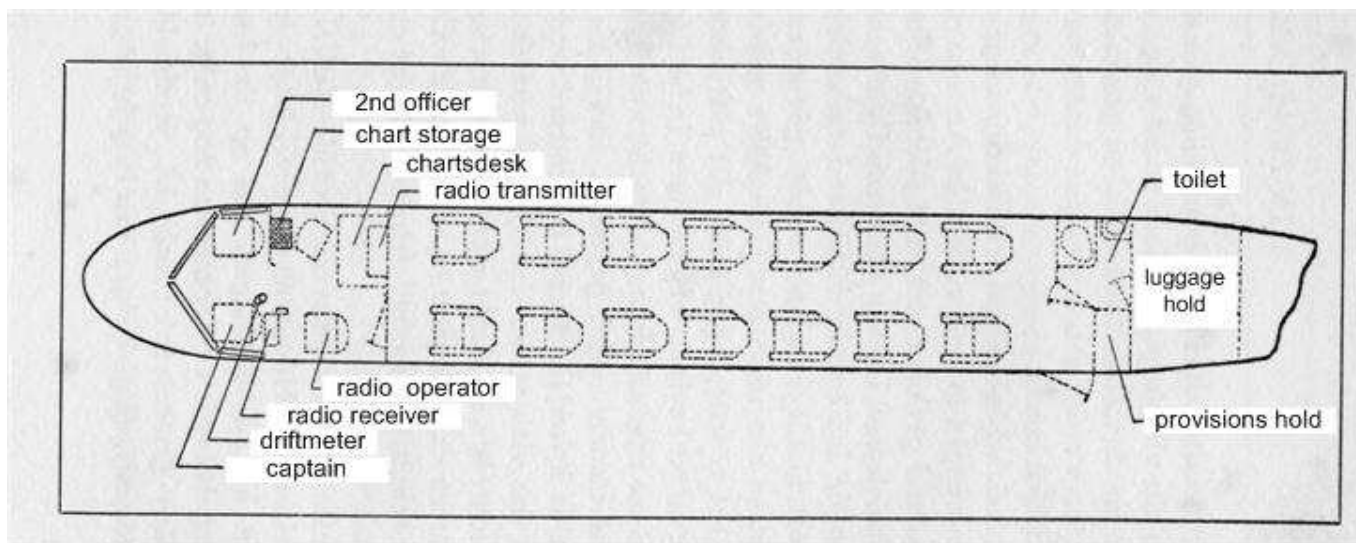


Cockpit of a DH.88 Comet. The big wheel at the right was used to raise and lower the main gear.

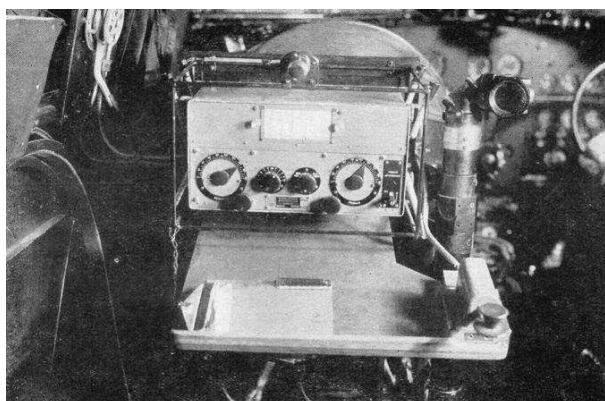
They were obviously far from being what they are today. However, there were a number of technical innovations incorporated in some aircraft such as a retractable landing gear, landing lights, propellers with variable pitch and a drift meter (an optical instrument one could determine the drift encountered during the flight based on the view of the ground through a cylindrical tube and then could apply a course correction. An instrument which of course was useless at night, above the clouds or over the sea). Also, some planes were equipped with radios so radiocontact (Morse code) could be maintained with ground stations.

The DC-2 PH-AJU "Uiver".

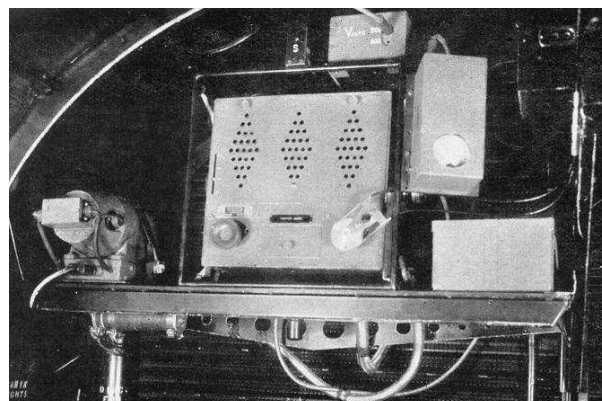
"Uiver" means "Stork" in English. The aircraft was built in the Douglas factories in the United States as part of a series for several U.S. airlines. The aircraft was partially dismantled and transported by ship to Rotterdam, reassembled and made ready to fly. On September 19, 1934 the first test flight took place. In Holland the cockpit needed some modifications. In the U.S. aircraft were flown by two pilots who both could operate a radiotelephone set. But as in Europe and on the East Indies route only radiotelegraphy was used, a place had to be made for the radio operator and his radio equipment. Therefore, the bulkheads of the forward cargo compartment, which is located between the cockpit and the passengers cabin, was removed. A chartsdesk was made in the hold itself (see next page), above which the radiotelegraphy transmitter was placed, while the radioreceiver was mounted behind the left pilot's seat. So the radio operator sits directly behind the captain, making it possible to always maintain a close contact between the flying pilot, the pilot who may be behind the chartsdesk to check on navigation and the radio operator during the flight.



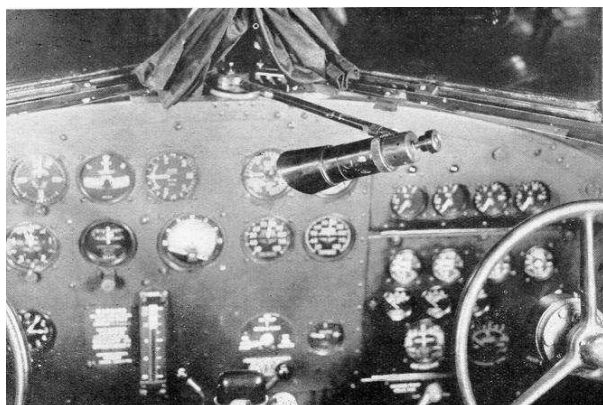
Modified cockpit with chart- en radiatoroom in the forward cargo hold



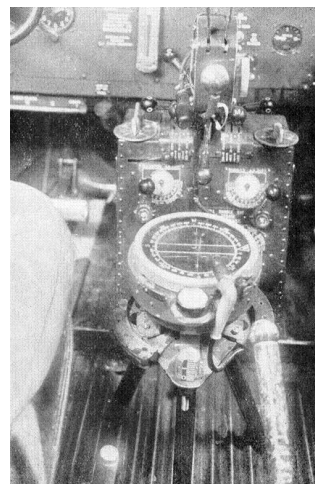
Radio receiver with morse key and driftmeter



Radio transmitter



Operating panel



Pedestal with special compass

Navigation.

Much was flown VFR. The navigation was quite limited in those days, October 1934. They flew mainly during daytime, night flying was still in its infancy. Of course there was no GPS, VOR and NDB's were also not available. In the most favorable cases one could make use of ADF but in the opposite way: ground stations made radiobearings of the aircraft (that itself did not have radio direction finding equipment on board) and transmitted the position to the aircraft by radio. However this service was not available everywhere along the route.

The only one who could make radiobearings himself was Roscoe Turner in his Boeing 247D. This aircraft had a fixed mounted radio directionfinding antenna on top and Roscoe had to turn the whole of the aircraft in flight to find the correct direction of a radiotransmitter (a groundstation). This proved to be impractical during the race however.

An autopilot was not part of the equipment, the aircraft were flown purely "by hand".



The airfields.

The airports, usually called "aerodromes" in those days, usually consisted of a large grass field with in some cases a small concrete platform at the station building where could be parked and a hangar (if any). Amsterdam Schiphol also looked like this at that time. Approaching and landing was pretty simple: one flew into the field at low altitude, determined the wind direction by means of a windsock located on the field, flew by, made the correct turn, landed into the wind on the grass and taxied directly from there to the parking.

The competitors.

AIRCRAFT	REGIST'N	NATIONALITY	CREW	ENGINES
Airspeed AS.5 Courier	G-ACJL	Britain	S/Ldr. D. Stodart, Sgt. Pilot K. Stodart	Cheetah V, 720 hp
Airspeed AS.8 Viceroy	G-ACMU	Britain	N. Stack, S.L. Turner	2x Cheetah VI, 290 hp
B.A. Eagle	G-ACVU	Britain	F/Lt. G. Shaw	Gipsy Major, 130 hp
Boeing 247-D "Warner Bros. Comet"	NR257Y	United States	Roscoe Turner, Clyde Pangborn	2x Pratt & Whitney Wasp SIH-G, each 550 hp
Desoutter Mk.II	OY-DOD	Denmark	Lt. M. Hansen, D. Jensen	Gipsy III, 120 hp
DH.80 Puss Moth "My Hildegarde"	VH-UQO	Australia	C.J. 'Jimmy' Melrose (solo)	Gipsy Major, 130 hp
DH.88 Comet "Black Magic"	G-ACSP	Britain	J.A. Mollison & Mrs. Amy Mollison (Johnson)	2x Gipsy Six R, 225 hp
DH.88 Comet	G-ACSR	Britain	O. Cathcart Jones, K.F. Waller	2x Gipsy Six R, 225 hp
DH.88 Comet "Grosvenor House"	G-ACSS	Britain	C.W.A. Scott, T. Campbell Black	2x Gipsy Six R, 225 hp
DH.89 Dragon Rapide	ZK-ACO	New Zealand	J.D. Hewitt, C.E. Kay, F. Stewart	2x Gipsy Six, 200 hp
Douglas DC-2 "Uiver"	PH-AJU	Netherlands	K.D. Parmentier, J.J. Moll, B. Prins, C. Van Brugge	2x Wright Cyclone SGR-1820-F3, 710 hp each
Fairey IIF	G-AABY	Britain	F/O C.G. Davies, Lt.Cdr. C.N. Hill	Napier Lion XIA, 530 hp
Fairey Fox I	G-ACXO	Australia	R. Parer, G. Hensworth	Fairey Felix D12, 450 hp
Fairey Fox I	G-ACXX	Britain	H.D. Gilman, J.K. Baines	Fairey Felix D12, 450 hp
Granville R-6H "Q.E.D."	NX14307	United States	Miss J. Cochrane, W. Smith	Pratt & Whitney Hornet TIDI-G, 675 hp
Lambert Monocoupe 145 "Baby Ruth"	NC501W	United States	J.H. Wright, J. Polando Warner	Super Scarab 40, 145 hp
Lockheed Vega "Puck"	G-ABGK	Australia	J. Woods, D.C. Bennett	Pratt & Whitney SC-1, 450 hp
Miles Falcon	G-ACTM	Britain	H.L. Brook, Miss E. Lay (passenger)	Gipsy Major, 130 hp
Miles Hawk Major	ZK-ADJ	New Zealand	S/Ldr. M. McGregor, H.C. Walker	Gipsy Major, 130 hp
Pander S4 "Panderjager"	PH-OST	Netherlands	G.J. Geysendorffer, D.L. Asjes, P. Pronk	3x Wright Whirlwind R-975-E, 365 hp

The flight in FSX.

The scenery used by FSX is present-day scenery. There is no global scenery that gives a total picture of 1934 so the urban areas, roads, railways, canals, bridges and individual buildings are all modern day, unfortunately that is a fact. However, this package contains scenery of the 1934 versions of all airfields where the "Uiver" made a stopover. This scenery is partly imaginary because not of all airfields information could be found about how they looked back in 1934. Also, some airports which are passed along the route and did not exist in 1934 are made invisible. After activation of this scenery in FSX, you will search in vain for airports like the present Amsterdam Schiphol, London Heathrow, Stanstead, Rome Fiumicino, Athens Hellenikon and Elefterios Venizelos, Singapore Changi etc. So don't forget to deactivate this scenery in the FSX scenery library after having flown this trip! For more info please see the installation instructions. Also included is an advice to downloading and installing additional mesh scenery to make (VFR) navigating easier.

If you use the freeware scenery Ants Aussie Airports, in or not in conjunction with the Australian ORBX FTX scenery, deactivate Ants Aussie Airports scenery in the scenery library. Ants Aussie Airports scenery includes Darwin Intl. airport and surrounding area and is unrealistic during the approach of Darwin Parap airfield (remember, it's 1934!). Do not forget to re-activate this otherwise splendid scenery again after flying this trip! Also temporarily deactivate all the (contemporary) addon scenery you might possibly have of all of the airports on the route.

In the following pages the flight is described as it has actually been flown by the "Uiver" crew, including altitudes. Also, the passage times over landmarks and all departure and arrival times are listed according to the actual "Uiver" flight. If you carried out the installation instructions correctly, you can fly this race exactly the same way the "Uiver" did. Per flight leg load the correct flight in FSX by *Free Flight* ⇒ *Load* ⇒ *Name of the flight* (eg "01 - McRAR Schiphol Croydon" or "11 - McRAR Calcutta (Dum-Dum) - Rangoon (Mingeladon)"). Per flight the right location and a flightplan is loaded, the weather has been set, the correct date and time are set and the right amount of fuel, passengers and cargo are applied. You can check the flightplan using Shift/F10 (press "Nav Log" once more in the keyboard when the previous flight is still shown. Bug in FSX), start the engines and leave immediately.

By default the default FSX bare-metal DC-3 aircraft is loaded. (see the installation instructions for adapting all of the flights (*.FLT files) for use of the Douglas DC-2 "Uiver" for FSX). The DC-2 had a maximum speed of 145-150 kts IAS, so if you want to maintain the DC-2 "Uiver" times enroute using the DC-3, don't fly any faster than this. The payload of the aircraft every flight is based on the following: 7 people 165 pounds each, 440 pounds of mail and 310 pounds of luggage. This is the equivalent of 4 crewmembers, 3 passengers, 200 kg of mail and the luggage. You should set off with full fuel tanks.

You need to prepare well for this race. Provide detailed maps. Google Maps is a good resource because it covers the whole world in detail. Use the "Terrain" feature on the maps. This way, all heights are shown in the landscape, forming a great help in VFR flying the route. If you use the freeware flight planner Plan-G, you use Google Maps automatically: the flight planner is based on it. You will have to fly VFR most of the time, the navigation aids were limited as explained earlier. Also you will have to fly at night several times, mainly VFR or navigate the way that is called "dead reckoning". On top of that you will have to carry out night landings at badly lit airfields. Make sure you are familiar with the positions of the airfields in relation to the cities in or near which they are located. During the approach the cities are visible first and this way you can determine the positions of the airfields.

Do not use any nav aids like ADF, VOR or GPS during the flights, unless otherwise instructed. It's also not meant to make use of the radio. The radio communications were maintained by the wireless operator by means of radiotelegraphy (you as a pilot don't know anything about that). The meteorological conditions may differ from those described in the individual legs. This is due to the operation of the FSX weather engine.

As much as possible has been done to create the right atmosphere of those days. Hopefully this has been successful. Condition is that all of the installation instructions are carefully carried out, including downloading and installing the recommended additional AI aircraft and scenery and disabling the default AI and possible addon AI.

Legend.

The boxed comments are pieces of information and facts about events which occurred during the time this race actually took place.

*Comments, preceded by prefix **FSX** are indications for the use of FSX for this flight.*

Bibliography.

Mildenhall to Melbourne, the world's greatest airrace – Stuart McKay, 2009.

In drie dagen naar Australië (In three days to Australia) – Koene Dirk Parmentier, 1935

"Wij" in de Melbourne Race ("Us" in the Melbourne Race) – Mr. P.J. Mijksenaar, 1935

Met de "Uiver" naar Melbourne (With the "Uiver" to Melbourne) – Nor Heerkens, 1935

Wikipedia

Several publications on the internet.

Credits.

The NL2000 team for putting the terminal building of Amsterdam Schiphol 1928 to my disposal. For more magnificent scenery of The Netherlands: <http://www.nl-2000.com>

Bill Leaming for his 'ESDG Ramplight' objects and granting permission to include them in this scenery.

Maxim Overre who tested the entire flight.

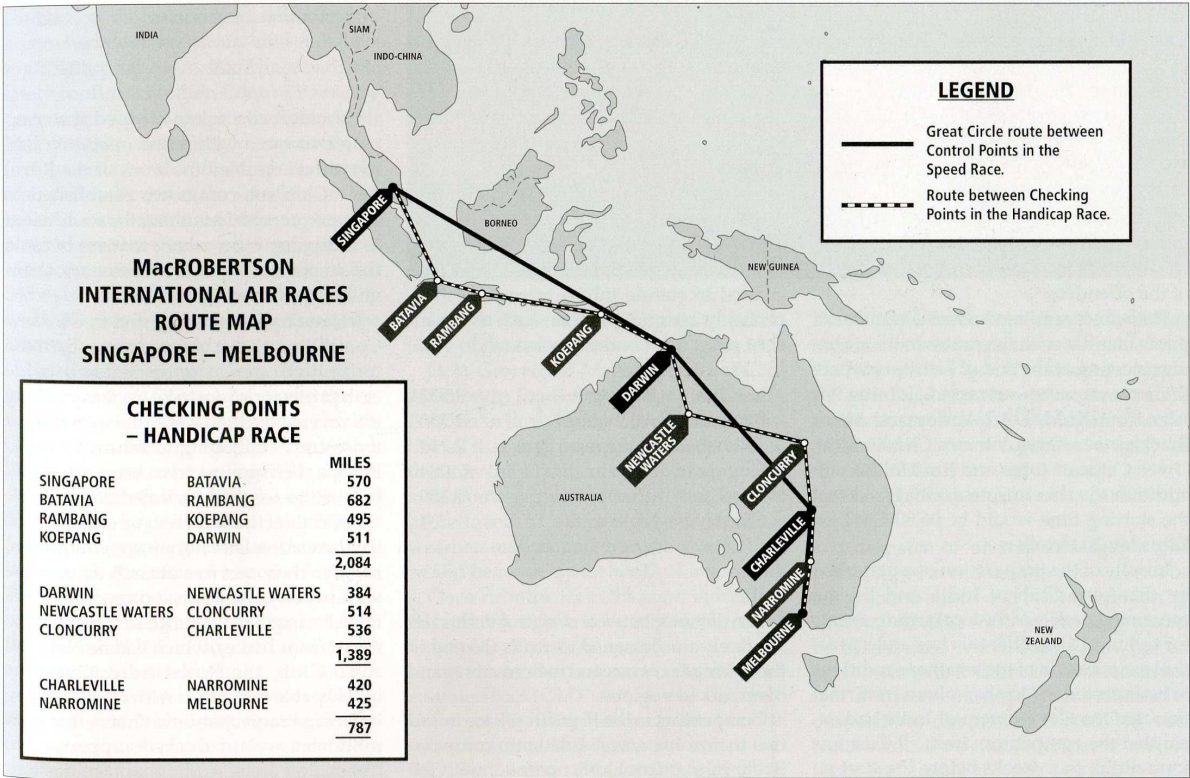
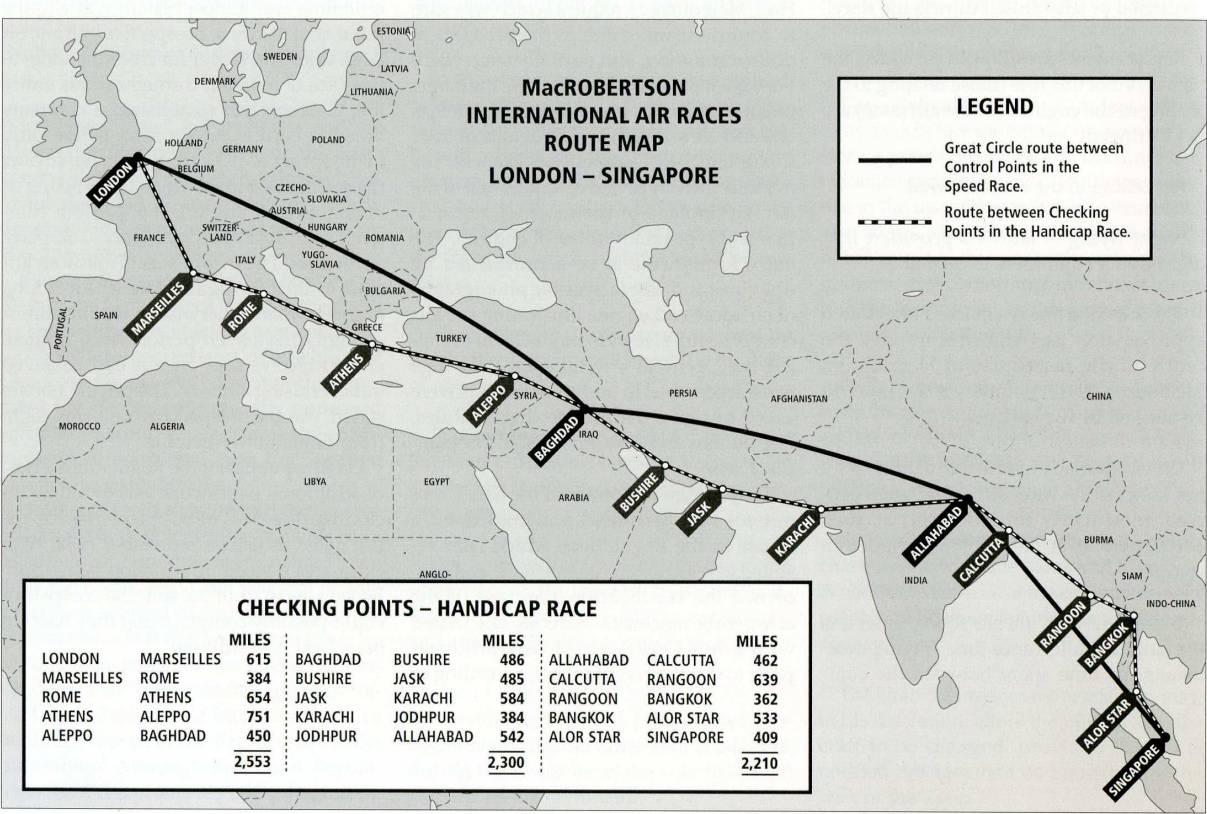
Thanks to:

My son Michel, aviation as a hobby and profession, from whom I received the book *Mildenhall to Melbourne, the world's greatest airrace* by Stuart McKay as a Christmas present.

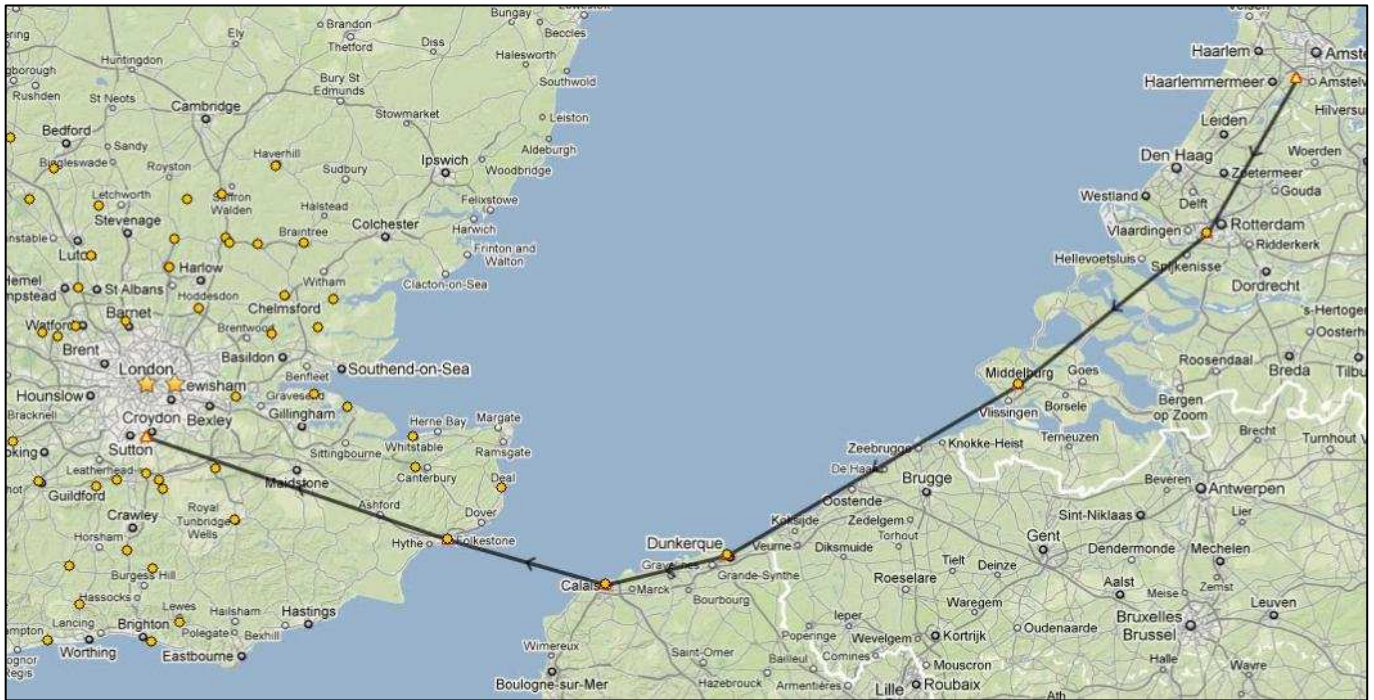
Recently a video was posted on YouTube that, in short, shows the participation of the PH-AJU "Uiver" in the MacRobertson Airrace. This video lasts 19 minutes and is definitely worth a look: "The Uiver and The Great Air Race - England to Melbourne (1934)": <http://www.youtube.com/watch?v=gF92mTZeUVQ>.

The flight

See the files 'McRAR Flightplans.pdf' for all of the flightplans and 'McRAR Aerodromes.pdf' for diagrams of all airfields.



Preliminary stage 1. Amsterdam Schiphol – London Croydon



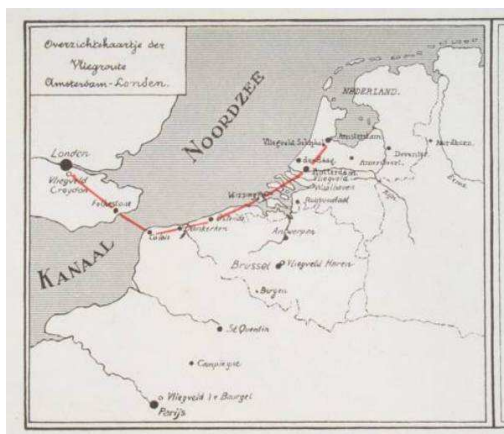
FSX: Start FSX and load flight "01 - McRAR Schiphol-Croydon". You are situated at Amsterdam Schiphol aerodrome on October 16, 1934 using the default bare metal DC-3. Flightplan has been loaded (check using Shift/F10) and everything has been set: date & time, fuel, passengers, payload and the weather conditions. You can leave immediately. If you wish to use the recommended Douglas DC-2 "Uiver" for FSX: see previous chapter.

Since that day, for understandable reasons, much enthusiasm for the London route existed, KLM had decided to have the "Uiver" fly to London with a full load of passengers as an additional service flight.



The other Dutch participant, the Panderjager (PH-OST) was scheduled for Mildenhall that day as well and is also ready for departure at Schiphol.

Weather: low clouds, rainy. Wind: 190° at 11kt. vis ibility: 10 miles. Clouds: Cumulus, 4/8, 1100-10,000 ft. Improving to the south.



Routemap Amsterdam-London Croydon from a KLM brochure in 1929

Take off to the south and fly a heading of 210°. Climb to 8500 feet.

After about 10 minutes of flying Rotterdam comes in sight. Fly over the city and make a turn towards 229° above the city center and the river Meuse, direct to Middelburg.

Over Middelburg change heading to 241° and fly to the southwest, parallel to the Belgian coast. After a while the Ostend aerodrome comes in sight, followed some time later by Koksijde aerodrome just inland.

Flying over Dunkerque change heading to 258° direct to Calais. Make a right turn over Calais to 288° and cross the English Channel towards Folkestone.

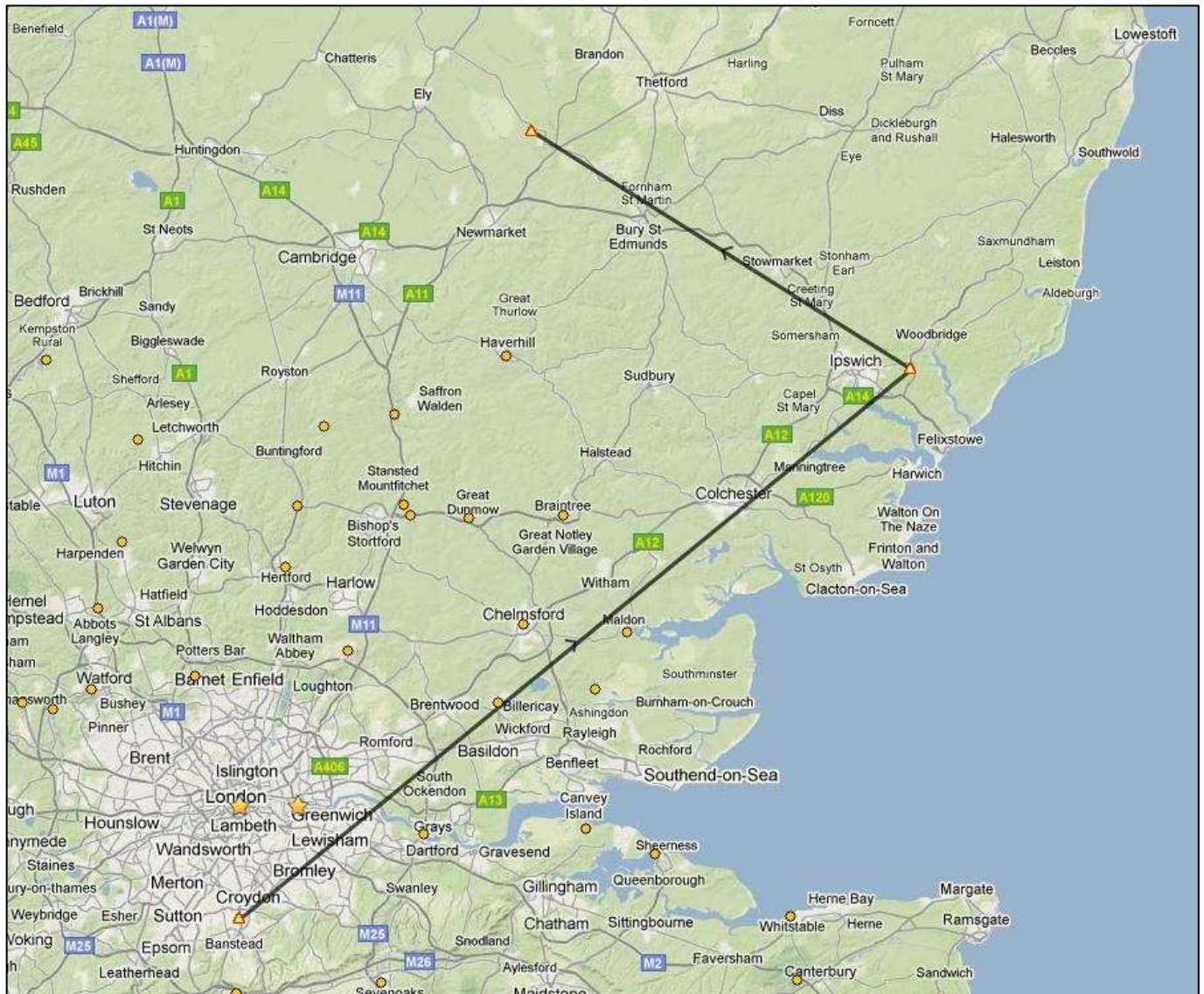
Over Folkestone change heading to 291° towards Croydon and descend to 5,000 feet. You will fly over the city of Ashford, followed by Maidstone slightly on your right.



Departure from Amsterdam Schiphol

After passing Sevenoaks at your left the airfield of RAF Biggin Hill is ahead of you. Approaching Biggin Hill you can see Croydon Aerodrome right behind it in a distance. After you have passed RAF Biggin Hill prepare for the landing. Fly across Croydon at 1000 ft and look for a windsock to determine wind direction. Fly downwind, make a 180° turn and land upwind. Taxi to the concrete apron.

Preliminary stage 2. London Croydon – RAF Mildenhall via RAF Martlesham Heath



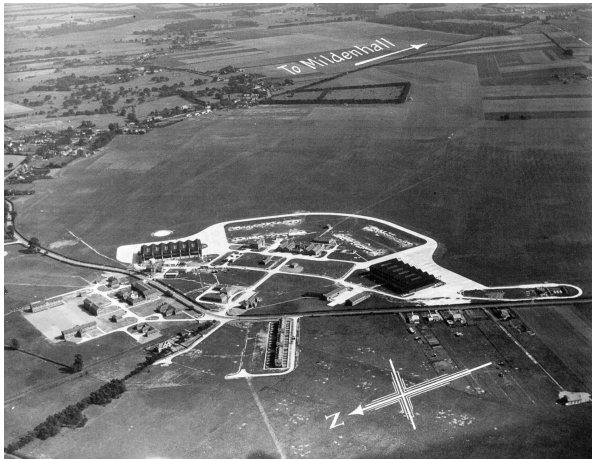
The "Uiver" had to fly to RAF Martlesham Heath first to be weighed. The weighing facilities at Mildenhall were not sufficient enough for aircraft the size of the DC-2, Boeing 247D and Panderjager to weigh them correctly.

However, the "Uiver" had to wait for another KLM aircraft from Rotterdam that would bring in an additional passenger for Mildenhall.

FSX: Start FSX and load flight "02 - McRAR Croydon-Mildenhall". You are situated at London Croydon aerodrome. Flightplan has been loaded and everything has been set: date & time, fuel, passengers and other payload and the weather conditions. You can leave immediately. If you wish to use the recommended Douglas DC-2 "Uiver" for FSX: see previous chapter.

Take off from runway South, make a left turn towards heading 054° and climb to 4500 feet to stay below the clouds. A few minutes after crossing the Thames river a straight shaped lake looms ahead: Hanningfield Reservoir. Next to this lake is a road in a northeasterly direction (the current A12). Pass the lake on the left. At your left is the town of Chelmsford, the road runs between Chelmsford and the lake. In the distance the Abberton Reservoir is visible. Pass this lake on the left also. Just north of this lake is the town of Colchester.

When the eastern part of Colchester is overflowed the two estuaries River Stour and River Orwell are already visible. In the midst of it, extending NW to SE, you can see Alton Water Reservoir. Fly straight across the Alton Water Reservoir. The town of Ipswich is located slightly to your left. Start your descent to Martlesham Heath, which is located just east of Ipswich and in front of you.



Mildenhall 1934

Carry out the known downwind approach and upwind landing. After landing taxi to the northwesterly part of the concrete platform. There is someone who waves at you. Immediately after entering the platform make a right turn. Ahead of you, on the southeasterly part of the concrete platform is the weighbridge. Taxi on top of it and stop the engines.

After the "Uiver" is weighed and the handling of all formalities is completed, start the engine again and take off to the northwest, heading 304° and climb to 4000 feet.

After a few minutes you will see the town of Bury St. Edmunds a little to your left. Pass this city at the right side. Begin your descent, straight ahead about 10 miles away is RAF Mildenhall, where the big adventure will begin, already visible in the distance.

Carry out the normal approach using the windsock to determine the correct landing direction. Then taxi to the westerly concrete parking apron and park the aircraft.

Participants whose fuel was provided by Shell and Stanavo (Standard-Vacuum Oil Company) had to use the west apron while participants using fuel from Pratt's Ethyl and Essolube were assigned to the east apron.

You have the next 3 days to do testing and testflights before the race will start at October 20 06:30.

FSX: If you like to continue immediately with the start of the race, do the following:

Stop FSX

Start FSX

Go to Scenery Library.

Activate McRAR Extra's (Settings ⇒ Scenery Library ⇒ Tick "Mc Robertson Air Race Extras" to on ⇒ OK)

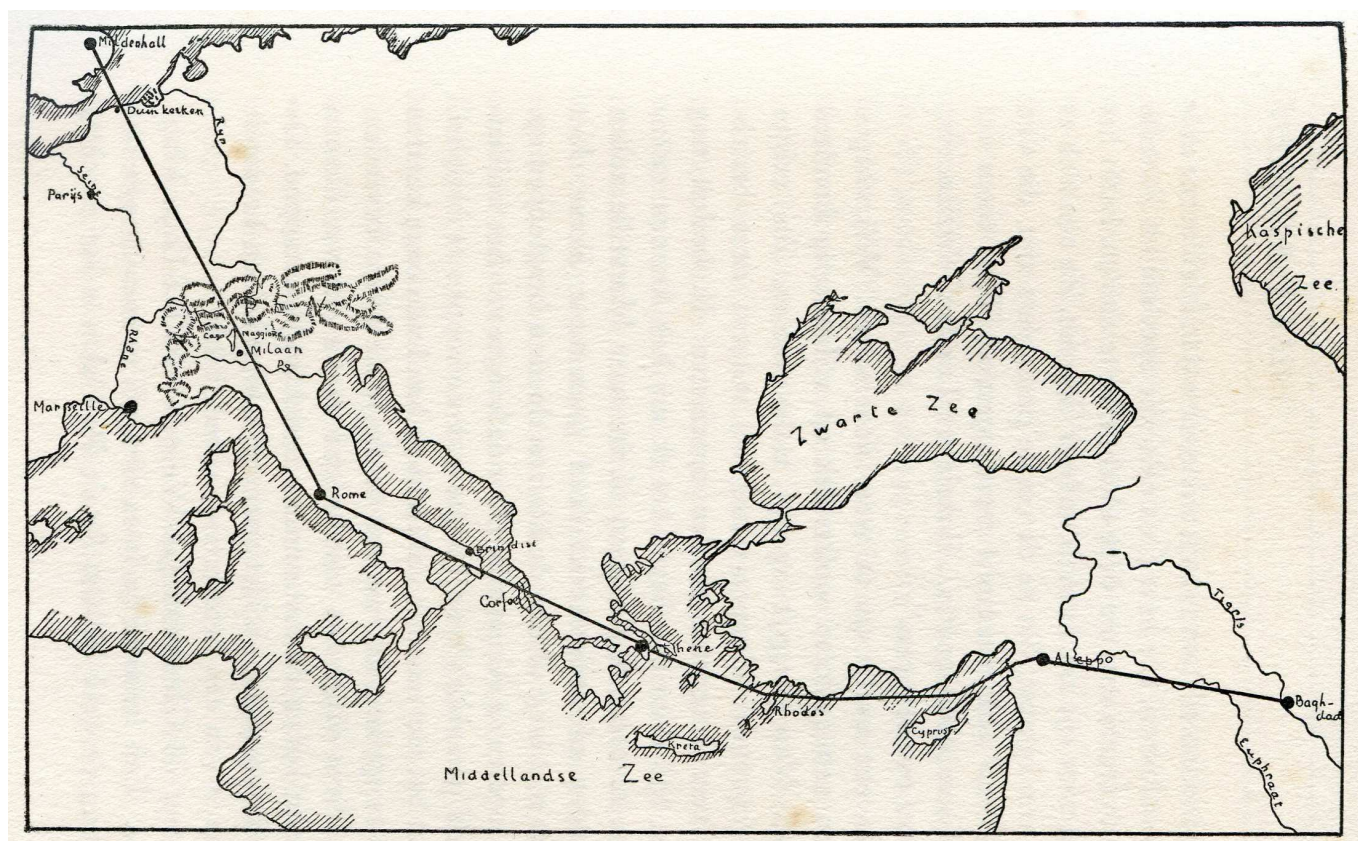
Load flight "03 - McRAR Mildenhall-Rome (Littorio)".

Only this way FSX will show the AI the right way.

The twenty competitors that eventually started the race

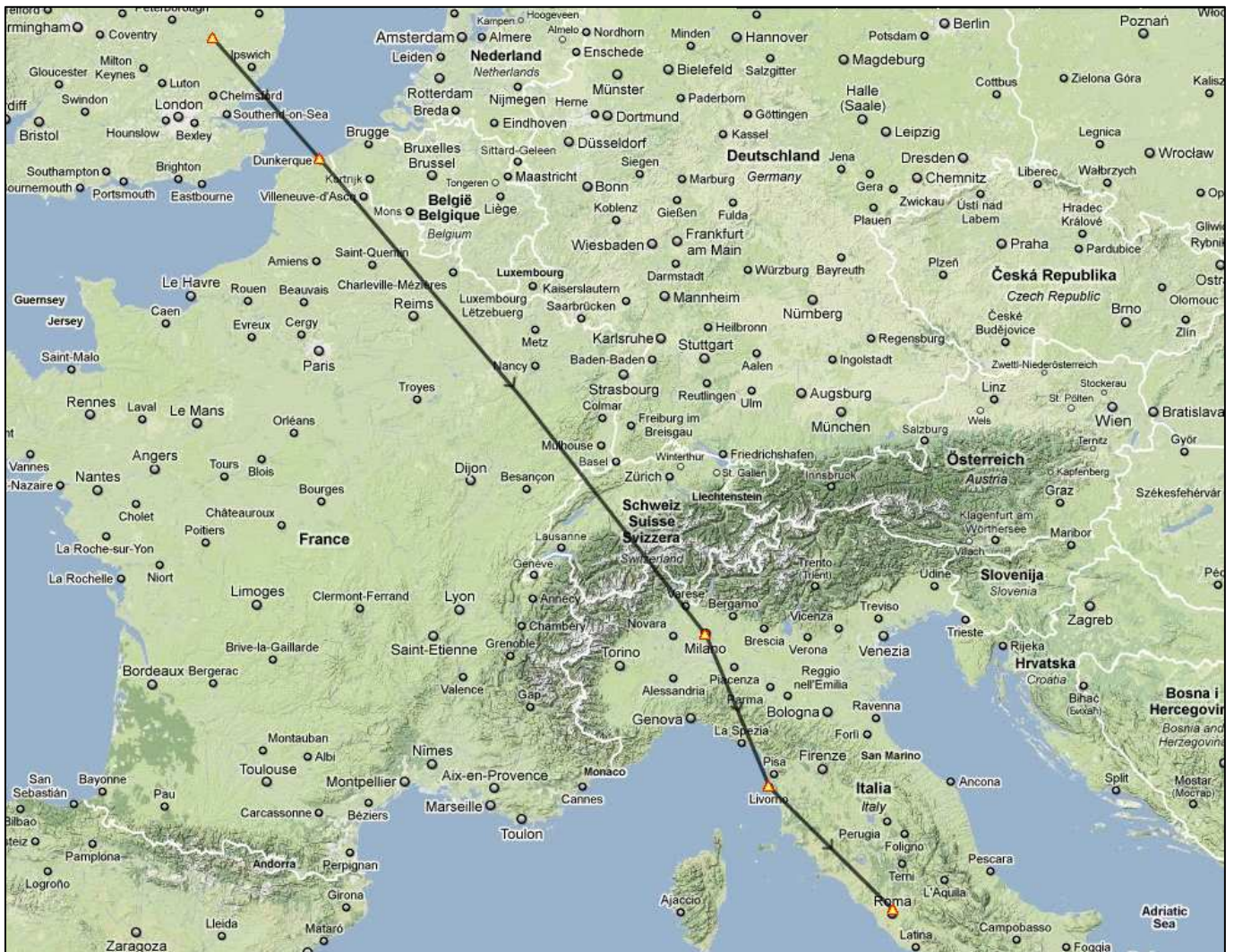
- Koene Dirk Parmentier, Jan J. Moll, Bouwe Prins en Cornelis "Kees" van Brugge (Douglas DC-2 PH-AJU "Uiver") with passengers Thea Rasche, P.M.J. Gilissen and Roelof Jan Domenie
- Dick Asjes, Gerrit J. Geysendorffer and Pieter Pronk (Pander S.4 PH-OST "Panderjager")
- Jacqueline Cochran and Wesley Smith Pratt (Granville R-6H NX14307 "Q.E.D.")
- Clyde Pangborn, Roscoe Turner and Reeder Nichols (Boeing 247-D NR257Y "Warner Bros. Comet")
- Charles William Anderson Scott and Tom Campbell Black (De Havilland D.H.88 Comet G-ACSS "Grosvenor House")
- Owen Cathcart Jones and Ken F. Waller (De Havilland D.H.88 Comet G-ACSR)
- Amy Mollison-Johnson and Jim A. Mollison (De Havilland D.H.88 Comet G-ACSP "Black Magic")
- T. Neville Stack en Sidney Lewis Turner (Airspeed A.S.8 Viceroy G-ACMU)
- G. Shaw (Klemm Eagle G-ACVU)
- John H. "Utica Jack" Wright and John Polando Warner (Lambert Monocoupe 110 Special NC501W "Baby Ruth")
- Harold Leslie Brook (Miles Falcon G-ACTM) and miss E.M. Lay as a passenger
- Michael Hansen and D. Jensen (Desoutter Mk.II OY-DOD)
- Malcom Charles MacGregor and Henry C. Walker (Miles Hawk Major ZK-ADJ)
- Jimmy Woods and Don C.T. Bennett (Lockheed Vega G-ABGK "Puck")
- Charles James "Jimmy" Melrose (de Havilland DH-80 Puss Moth VH-UQO "My Hildegard")
- Jim D. Hewitt, Cyril Eyton Kay and F. Stewart (de Havilland DH-89 Dragon Rapide ZK-ACO "Tainui")
- D.E. Stodart and K. Stodart (Airspeed AS.5 Courier G-ACJL)
- Harold D. Gilman and James Keith Campbell Baines (Fairey Fox I G-ACXX)
- Ray J.P. Parer and Geoff Hemsworth (Fairey Fox I G-ACXO)
- C.G. Davies and C.N. Hill (Fairey III F G-AABY)

Day 1.



The route covered by the "Uiver" on the first day
Departure Mildenhall Oct. 20 06:35 G.M.T.
Arrival Baghdad Oct. 20 23:08 G.M.T.
Distance 2795 miles

Leg 1. Mildenhall – Rome (Littorio)



The DC-2 was extensively inspected by the Race Committee in the days before the start of the race, the cargo was weighed and various parts were sealed. Also, the wheels of the landing gear were replaced by improved types that arrived from America. Further preparations had already been done and little more was needed.

The start of the McRobertson Air Race attracted more than 60,000 spectators. This ensured an unprecedented chaos. The roads were completely blocked in Sussex, there was not nearly enough parking space available and the public forced its way through the barriers on to the aircraft, which led to dangerous situations. The authorities had not anticipated such a rush and there were only a few dozen police officers present.

FSX: British summertime was different from today in 1934. On October 20, British summertime equivalented to GMT, in FSX this is not the case but summertime is GMT+1. To determine the flight durations in GMT as good as possible starting will take place at 06:30 GMT, which in FSX is now 07:30 local.

Payload of the "Uiver":

- 4 crewmembers
- 3 passengers
- 200 kg of mail
- luggage
- full fuel tanks

The maximum takeoff weight of the "Uiver" was 8663 kg's. It was kept 200 kg's below.

In FSX one has to use a runway. In reality, every participant departed from his position on the starting row.

Each participant started 45 seconds behind its predecessor. In FSX this is only possible at intervals of one minute. It is possible that the AI take-off sequence is not the right one, so it could be that one or more participants will start before their predecessor.

Starting sequence:

1. De Havilland D.H.88 Comet G-ACSP "Black Magic"
 2. Boeing 247-D NR257Y "Warner Bros. Comet"
 3. De Havilland D.H.88 Comet G-ACSR
 4. Pander S.4 PH-OST "Panderjager"
 5. De Havilland DH-80 Puss Moth VH-UQO "My Hildegard"
 6. De Havilland D.H.88 Comet G-ACSS "Grosvenor House"
 7. Douglas DC-2 PH-AJU "Uiver" (**You yourself**)
 8. Granville R-6H NX14307 "Q.E.D."
- Etc.*

So you have 7 minutes to prepare the aircraft and start the engines.



A nervous Jim Mollison, pilot of the DH88 Comet "Black Magic", forgot to release his brakes at the start, causing the Comet to move very slowly. One of his staffmembers wildly waved his arms and Jim realized his mistake.



The Green Comet G-ACSR made an uncontrolled movement to the left and right during the takeoff run. The start was aborted and the Comet taxied back, white flames breaking out from the left engine. After the start of the red Comet G-ACSS a new attempt was made.



The Airspeed A.S.8 Viceroy G-ACMU also aborted its takeoff run but this was planned. An agreement was made with pilot Neville Stack that he would take the film with the start of the race to Australia. After receiving the film he started again.



Due to overpriming Roscoe Turner flooded the engines of the Boeing 247D. Only with great difficulty the ground crew got them running and Roscoe had to taxi to the starting position at near-takeoff speed not to miss his starting time.



During the takeoff roll of the Fairey Fox G-ACXX the engine stalled. Gilman en Baines had to try again as the last ones.

FSX: *Activate the extra scenery before the start of the race (if you did not already do so, see the previous chapter):*

Start FSX.

Go to Scenery Library.

Activate McRAR Extra's (Settings ⇒ Scenery Library ⇒ Tick "Mc Robertson Air Race Extras" to on ⇒ OK).

Load flight "03 - McRAR Mildenhall-Rome (Littorio)".

You are situated on the starting row amongst a number of other (AI) competitors. All necessary features

for this leg are set: flightplan, fuel etc. etc. Time is 06:29 GMT. The first competitor will have to start at 06:30 GMT. In practice it appears that FSX will start it at 06:31 GMT, so be a little patient.

When it's your turn to start, taxi behind your predecessor towards the runway and take off. Make a left turn, heading 139°, after take-off and climb to 10,000 feet. After about fifteen minutes the English southeast coast is reached and the cloud coverage is getting less. You should now be able to determine a fix.

After about 40 minutes of flying Dunkirk is passed (07:20 GMT), followed by Lille and Valenciennes at 07:30 GMT at 07:40 GMT respectively. The weather is good, determining a fix is possible.

According to calculations, you are just north of Rheims at 09:02 GMT, but the city is difficult to see due to cloud cover. The crossing of northern France is a bit of a boring flight with little variety in the landscape.

Radio operator van Brugge frequently received positions from ground radiostations by means of radiobearings. They were not always correct, according to some bearings the flight progressed very slowly.

FSX: Simulate this by occasionally (e.g. once every half hour) determining a fix using the available tools such as e.g. "Connect" feature in Plan-G or ADF, VOR or GPS.

If the cloud cover permits you can see that your position at 08:30 GMT is just west of Nancy, near a bend in the river Mosel. The landscape is getting more interesting now. Passage of Epinal follows at 08:40 GMT, hopefully also visible through a hole in the clouds.

When the Alps came into view Parmentier decided, taken the distance traveled and the amount of fuel still in supply into consideration, not to deviate to Marseille but to fly directly to Rome.

Lac de Neuchatel and Lac de Bienne are passed at 09:05 GMT. Climb, when passing the city of Bern, to 14,500 ft to cross the Alps. Passage of Lago Maggiore follows at 09:38 GMT. Above Lago Maggiore you can descend back to 10,000 feet. The passengers can breathe better then (the cabin of the DC-2 was not pressurized).

Hopefully Milan is slightly visible through the clouds because above it you have to make a right turn, heading 156°. From left to right the Po river winds its way from east to west through the landscape, and the foothills of the Apennines are overflown. The Ligurian Sea is reached just east of the seaport city of La Spezia and Livorno is crossed at 10:35 GMT. Make a left turn to heading 133°.

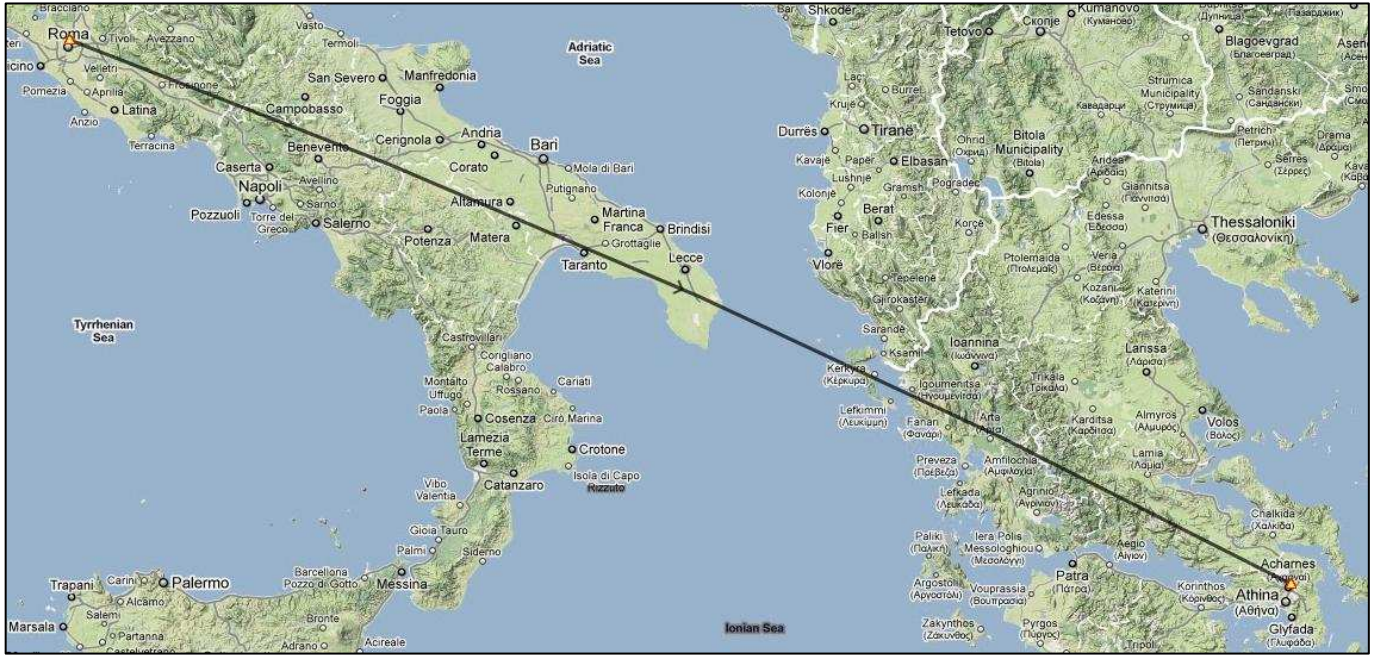
Start your descent halfway down Lago di Boisenà and Lago di Vico. It's still about 35 miles of flying.

Littorio comes in sight flying above Lago di Bracciano.

Perform a low speed low pass over Littorio and search for the windsock to determine the correct wind direction. Fly downwind, make a 180° turn and land into the wind. Taxi to the southernmost platform where the refuelling team is waiting for you.

The "Uiver" arrived here at 11:30 GMT.

Leg 2. Rome (Littorio) – Athens (Tatoi)



FSX: Load flight "04 - McRAR Rome (Littorio)-Athens (Tatoi)". You are at Rome Littorio aerodrome, ready to leave and everything is set: flight, date & time, fuel, passengers and the weather circumstances.

With a gain in time of one and a half hours owing to skipping Marseille the "Uiver" took off again at 11:56 GMT. Start the engines, taxi to the correct take-off position and take off in the right wind direction. Make a turn to a heading of 108° and climb to 8500 feet. Some time later you fly in the clouds and a closed cloud layer follows. The peaks of the Apennine mountains are visible through holes in the clouds. After some time Naples and Mount Vesuvius are visible through the clouds in a distance. The weather is clearing up now and the Apennines are left behind. It's cloudless and visibility is good. You can see the heel of the boot of Italy in front of you and you can overlook the whole of Italy from east to west. Navigation is no problem. Occasionally there is some turbulence, something the DC-2 is quite sensitive to.

The "Uiver" crew was pleased that good progress was made because it meant that they did not have to land at Athens in darkness. Tatoi airport is situated in a mountainous region and with clouds it could cause problems.

The "Uiver" passed Taranto at 13:25 GMT and at 13:35 GMT it was located about 20 miles southwest of Brindisi. The visibility is so clear that the Albanian coast is already in sight in the distance at the left.



The Fairey Fox G-ACXX ran into engine problems and the pilot attempted an emergency landing at the Palazzo di San Gevasis at Taranto. During the approach the engine stalled. The Fox crashed in front of the airstrip and caught fire. Both pilots Gilman and Baines were killed instantly. This was the only accident during the race with serious consequences.

A closed cloud cover was reported above the extreme southeast of Italy. Climb to 10,000 feet if required to remain above the clouds. The cloudbank would not be very large so that some time later clear weather with good visibility can be expected again and a fix can be determined.

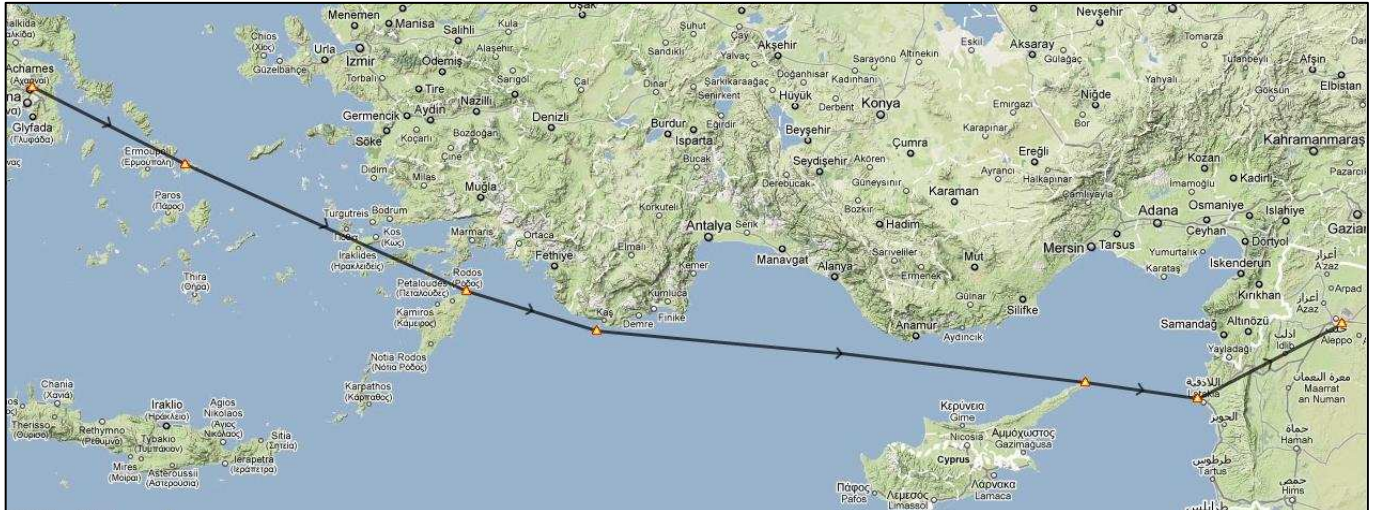
After passing the south-eastern Italian coast the Greek island of Corfu, situated near the Albanian-Greek coast, comes in sight in the distance. You may now adjust your heading so you can come back on the right track if you have drifted.

Corfu is passed at 14:20 GMT. The Greek heartland is quite high so climb to 10,000 feet if you have not done so already.

The weather remains good, just a few clouds and good visibility. That's a good thing, you need to pass a few high mountains: Mount Parnassus and Mount Helicon. Good visibility is important here.

Begin your descent before you are crosswise of lake Yliki Limni, about 25 miles from Tatoi. Between your position and Tatoi there is a mountain, the Parnitha. You can not see the aerodrome from your position but have to fly around the Parnitha at the right side. Meanwhile, twilight has set in. Tatoi is the only airport on the route with a paved runway that has some illumination. The airport remains hardly visible during the approach in the dusk. When you get Tatoi in sight, execute a low speed low pass approach, look for the windsock to determine wind direction and perform a headwind landing. After landing taxi to the parking area where your fuel tanks will be refilled. The "Uiver" landed at 15:32 GMT.

Leg 3. Athens (Tatoi) - Aleppo (Nayrab)



The Boeing 247D flew direct to Athens from Mildenhall but, due to strong headwinds enroute, arrived only 45 minutes after the "Uiver".



The Miles Hawk arrived at 22:00 local time. Both pilots were exhausted. Without noticing McGregor accidentally flipped the magneto switch to the "off" position during the approach and the engine stalled. The propellor windmilled on for some time and the aircraft landed just over the fence

around the aerodrome. They thought they had ran out of fuel and Walker ran the fully 1000 meters to the race officials with his race logbook. The aircraft was pushed into a hangar where they discovered they had 5 gallons of fuel left. Next followed a frustrated one and a half hours of investigation for an engine problem that never existed.

This part of the trip leads over the Aegean Sea and the Mediterranean. Navigation was done with the use of nautical charts here.

FSX: Load flight "05 - McRAR Athens (Tatoi)-Aleppo (Nayrab)". You are situated on Athens Tatoi aerodrome, ready for departure with everything set: flightplan, date and time, fuel, payload and the weather.

After a fast and successful stopover the "Uiver" left Tatoi at 15:55 GMT. Take off in the correct winddirection from runway 21. Make a left turn towards heading 112° and climb to 10,000 ft. The first waypoint is the island of Mykonos. There is a lighthouse on the northwest part of the island: Armenistis lighthouse. Fly towards this maritime navigation aid that will become visible as soon as you come closer to the island. You'll see the lightbeam only at about a 10 miles distance. This is because the lightbeam is aimed horizontally to make the light visible as good as possible from the sea surface. Navigation is not difficult at dusk, the islands are clear to see.

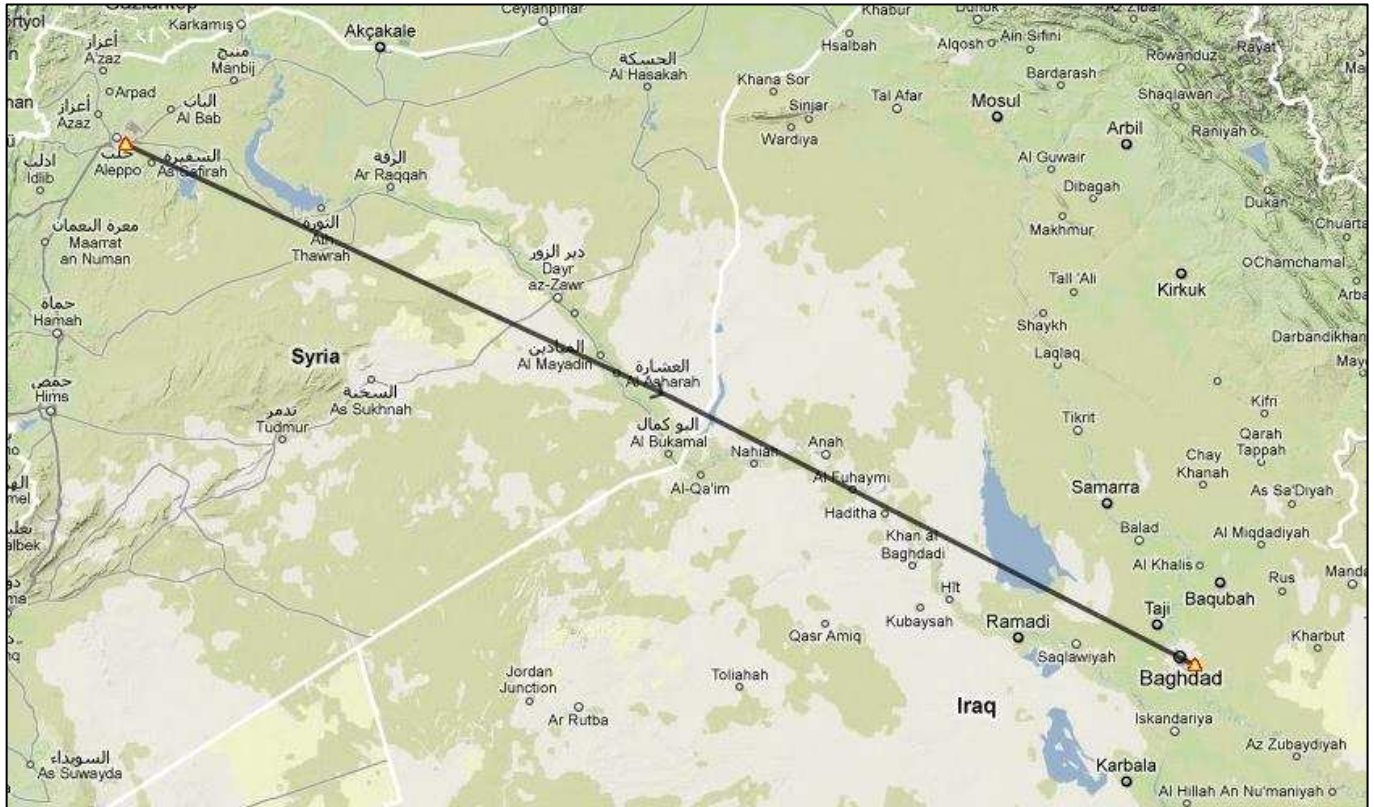
At 16:30 GMT the island of Mykonos is being passed. Change the heading to 109°. It is dark now but the surrounding area is good visible in the light of the full moon and navigation is very well possible. The northern point of the isle of Rhodes is being passed at 17:22 GMT, where the heading must be changed in 102°, followed by the passing of Castelo riso lighthouse at 17:46 GMT. Here the heading must be changed to 90° to reach the northern point of the island of Cyprus. Fly a heading of 93° over Cape Andreas Lighthouse to head for the Syrian coast.

At 19:30 GMT the Syrian coast at Latakia is reached. Change your heading to 58° here and fly straight on to Aleppo. Aleppo is not difficult to spot now: after about 10 minutes of flying the city lights are faintly visible at the horizon. Try to descend on time. The aerodrome is located at the southeast of the city, a little to the right of it. Before you reach the city's outskirts you can already see the aerodrome beacon

light . Fly straight to it. Perform the well known approach and land upwind. The "Uiver" toched down at 20:10 GMT.

After landing taxi to the flashing light at the concrete apron where the bowser is already waiting for you.

Leg 4. Aleppo (Nayrab) – Baghdad (RAF Hinaida)



During touchdown at Aleppo the Lockheed Vega's landinggear got stuck in shifting sand and the aircraft turned over on it's back. Both pilots were unharmed but the aircraft was damaged to such an extend they had to abandon the race.

FSX: Load flight "06 - McRAR Aleppo (Nayrab) – Baghdad (Hinaida)". You will be situated on Aleppo Nayrab aerodrome, ready for departure and everything is set again: flightplan, date and time, payload, fuel and weather.

After a prosperous handling the "Uiver" took off from Nayrab at 20:35 GMT for Baghdad. Take off upwind, direction east-west. Fly a left turn towards heading 109° and climb to 10,000 ft. The lake Sabkhat Al Jabbul is straight ahead, followed by a storage reservoir in the river Euphrates a little to your right.

The flight leads over the barren Syrian desert, optical orientation is hardly possible at night. The only clues are the illuminated cities and towns in the neighbourhood of the track. It's just flying in one straight line, hope you don't drift off and try to find Baghdad.

Wireless operator van Brugge managed to establish radiocontact with Baghdad soon after departure. This radiostation operated very well. Not only they received a position every half an hour but also weather forecasts and high altitude wind reports.

FSX: Simulate this by determining a fix every half an hour using the available tools such as e.g. "Connect" feature in Plan-G or ADF, VOR or GPS.

In the vicinity of the Euphrates this river is recognizable very well in the dark and so are the lakes in the vicinity. Navigation here is rather well possible. At and above Lake Tharthar a fix is very well possible. Also the town of Ramadi to the right is well visible, like the towns of Saqlawiyah and Fallujah. Left in the distance is the city of Samara on the banks of the river Tigris. From here it's another 75 miles to Baghdad that becomes faintly visible at the horizon straight ahead.

The owner of a small local airline company in Cairo organized roundtrips between Cairo and Baghdad to see the race from the air. Presumably he thought that squadrons of racing aircraft, fighting for the best position, would be visible. This proved to be a misconception.



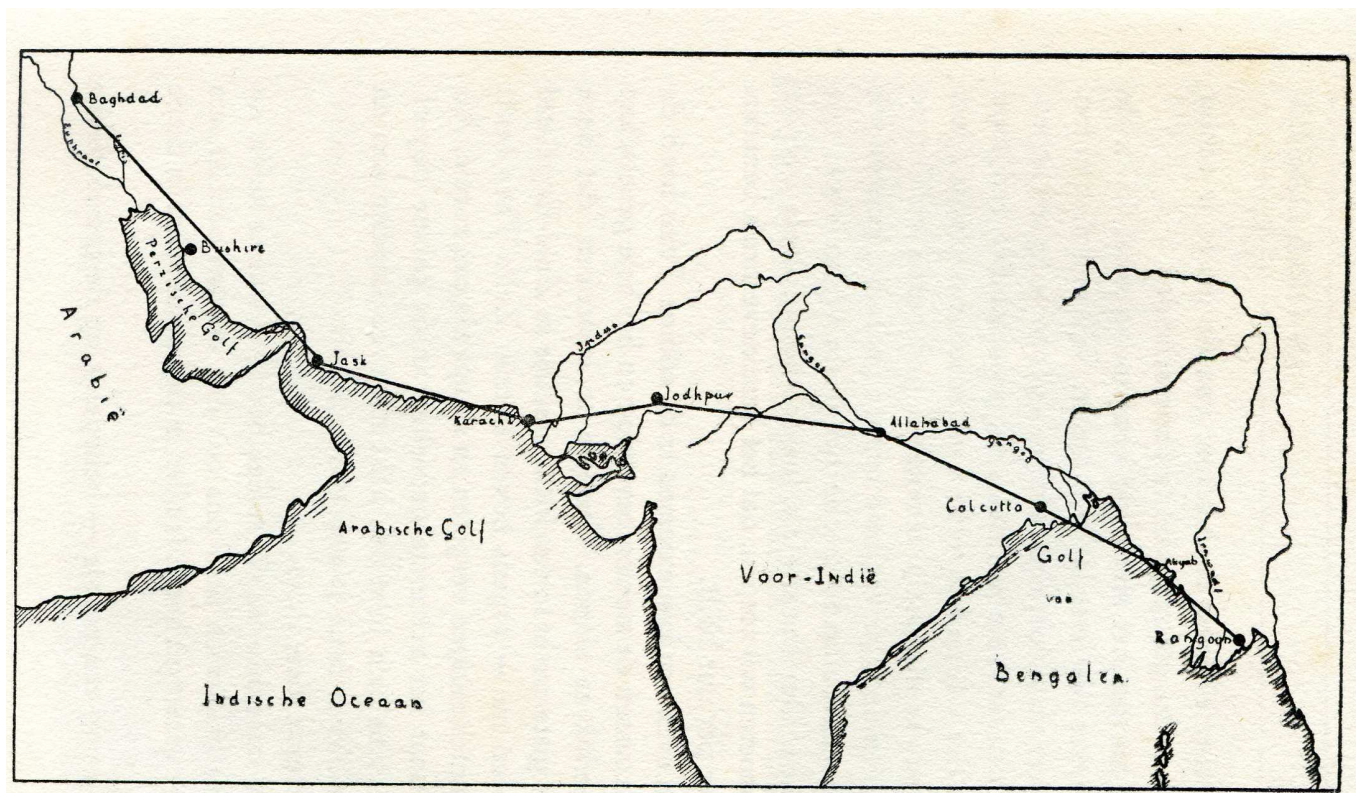
At Baghdad

Flying over the westerly outskirts of Baghdad the beacon light of the aerodrome, located at the east side of the city, becomes visible.

Check out the winddirection during you low speed low pass over the airfield with the aid of the windsock and perform your approach. Parmentier landed the "Uiver" at 23:00 GMT. After landing, taxi your aircraft in the direction of the flashing light of the aircraft handling party.

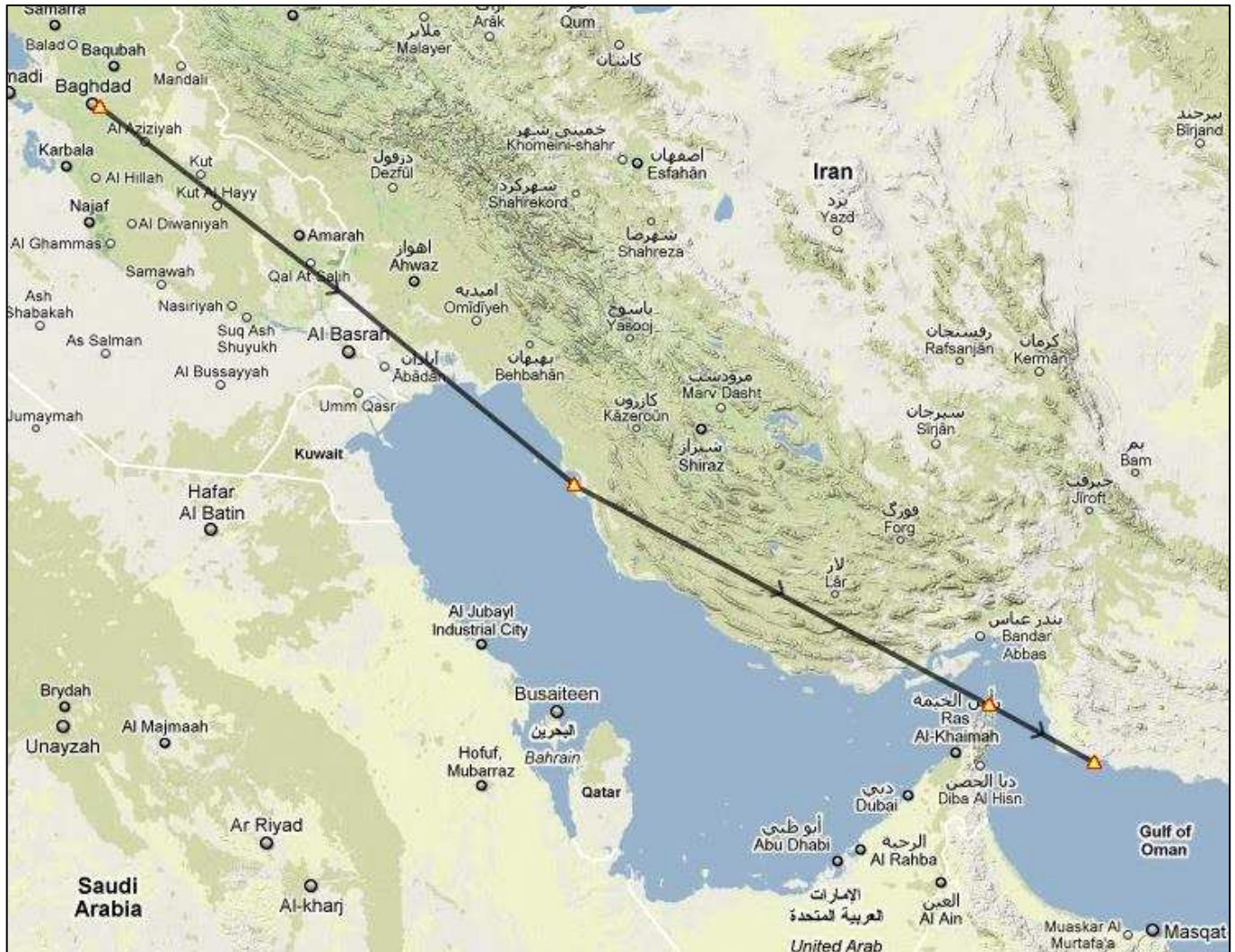
When you approach the hangars you see the contours of another KLM aircraft, the Fokker FXII "Kwartel" (English: Quail), in the glow of your landing lights. This plane flies the Dutch East Indies airline and departed from Amsterdam last Thursday.

Day 2.



The route covered by the "Uiver" on the second day
Departure Baghdad Oct. 21 00:00 G.M.T.
Arrival Rangoon Oct. 21 22:10 G.M.T.
Distance 3560 miles

Leg 5. Baghdad (RAF Hinaida) - Jask



Race situation report:

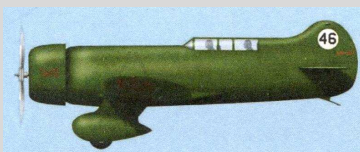
1. The Comet G-ACSP "Black Magic" with Jim and Amy Mollison is located 400 km beyond Baghdad, enroute to Karachi.
2. The Comet G-ACSS "Grosvenor House" with Scott en Campbell Black flies beyond Baghdad, enroute to Allahabad.
3. The KLM DC-2 PH-AJU "Uiver" landed in Baghdad.
4. The Pander S.4 PH-OST "Panderjager" is approaching Baghdad.
5. The Boeing 247-D NR257Y "Warner Bros. Comet" with Roscoe Turner and Clyde Pangborn is enroute from Aleppo to Baghdad.

Two participants are "somewhere" over the Greek islands.

Five participants spend the night in Rome.

Four participants only reached Paris and Marseille.

One participant was lost and landed near Barcelona.



The Granville R-6H NX14307 "Q.E.D." with Jaqueline Cochran and Wesley Smith Pratt made a bad landing in Budapest and had to abandon the race.



The Comet G-ACSR with Owen Cathcart-Jones and Ken F. Waller missed Baghdad because they were lost owing to bad weather over the Black Sea. 600 km past Baghdad they had to perform an emergency landing at night in the middle of nowhere. The next day they returned and are now enroute to Baghdad.

FSX: Load flight "07 - McRAR Baghdad (Hinaida) - Jask". Your position is Baghdad Hinaida aerodrome, ready for departure and everything is set as usual: flightplan, date & time, fuel, payload and weather.

After almost an hour and a meal in the aerodrome's restaurant Parmentier left again at 00:00 GMT.

During taxiing the Pander S4 PH-OST "Panderjager" landed on Hinaida.

Take off in the right winddirection and turn to a heading of 122°. Start a climb to 10,000 ft.

During the climb the winding Tigris river is faintly visible at your right. Some time later the river bends to the north near the city of Kut, which has to be passed a little south of it and orientation is impossible for the time being.

After some time the city of Kut-Al-Hayy looms which has to be passed a little north of it. Again some time later the city of Amarah becomes visible and also the Tigris river can be faintly seen. For the last time Baghdad can provide a radiobearing.

Over Persia (the present Iran) there are no more radiostations to contact. Ever since Imperial Airways moved its airline route over Arabia the stations Bushire and Jask are closed. Obtaining positions by radio directionfinding are temporarily impossible now.

Parmentier postponed the decision to land in Bushire until dawn. Then the groundspeed could be determined and whether this stopover was really necessary.

Dawn sets in slowly now. That's positive because the moon has almost disappeared behind the horizon and does not provide much illumination anymore. The lake Hawr Al Hammar faintly looms in the distance at the right, the city of Basrah a little southeast of it and a little more to the southeast lies Khorramshahr, located on the river Euphrates. You pass the river Karun which winds from left to right below you. It will not be for long before you reach the Persian Gulf at the seaport of Bandar Shahpur (nowadays Bandar Imam Khomeini).

FSX: The city of Bandar Shahpur does not appear in the default FSX scenery. The neighbouring marshland and the city of Bandar Mashahr do. So we have to assume there is a power failure in Bandar Shahpur ☺.

Note: yours truly has often been in this area in the real world and knows quite well what the surrounding area should look like.

Over the Persian Gulf daylight becomes brighter and flying VFR on coastal navigation is quite well possible. After flying over the Gulf for about 30-45 minutes the island Yazireh-Ye-Kargh is crossed (nowadays this island is known in maritime circles as Kargh Island with its large oil port).

Bushire already becomes visible in a distance so it's time to look at the fuel situation.

At takeoff: 510 gallons. In the fuel tanks now: 339 gallons. Travelled: 386 miles. Fuel consumption is 0.45 gallons a mile. Still to fly: 450 miles = 202 gallons. Conclusion: no need for a refuelling stop in Bushire.

Note: all based on the use of the 'Douglas DC-2 "Uiver" for FSX'.

Descend to 1000 ft and make a low speed low pass over the aerodrome of Bushire, just to let the reception committee see you are passing.

Parmentier also made the decision to proceed on to Jask. Too bad for the reception committee that was waiting at the aerodrome in the early hours with sandwiches and drinks.

Change heading to 113° over Bushire aerodrome and climb to 10,000 ft again. On the part of the route between Bushire and the Strait of Hormuz, the entrance to the Persian Gulf, navigation is awkward but getting lost will not happen: the Persian Gulf will continuously be at the right side on the horizon and it should stay that way. Once the Strait of Hormuz has been reached navigating will be a lot easier. Ruus Al Jibal can be seen from a great distance and is passed at 04:22 GMT.

The visibility is so good that, after passage of Ruus Al Jibal the spit of land on which Jask is located comes into view pretty soon. Start your descent on time. Carry out a low speed low pass crossing the

field and determine the wind direction using the windsock. Taxi to the tent with the race officials and the fuel drums after landing where the "Uiver" came to a stop at 05:13 GMT.

Leg 6. Jask – Karachi (Drigh Road)



FSX: Load flight "08 - McRAR Jask - Karachi (Drigh-Road)". Everything is set again: flightplan, date & time, fuel, payload, weather conditions and you are ready for departure to Karachi.

In the KLM restaurant "Red Bungalow" at the airport a breakfast was served while the "Uiver" was refueled again and then the aircraft left at 05:36 GMT.

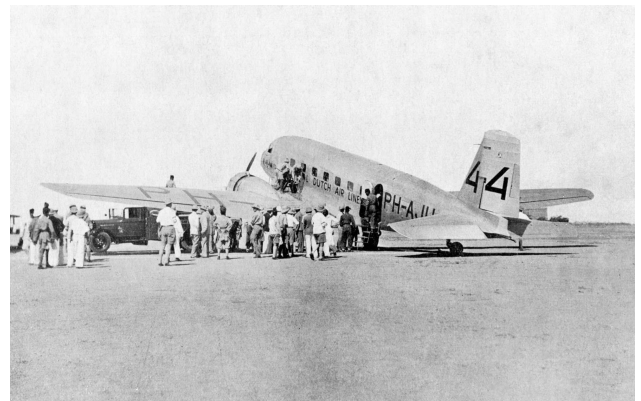
Take off in the right direction and make a turn to heading 091°. Climb to 10,000 feet.

This leg is not difficult to navigate. Just follow the coastline and use the map to check your position. However, it is a boring flight to Karachi.

Radio operator van Brugge made radiocontact with the KLM Fokker FXII "Rijstvogel" (Ricebird), enroute from Karachi to Jask. Weatherreports are exchanged, regards and have a nice trip and then they pass each other between Pasni and the Ormara peninsula.

FSX: beware: this is the case in FSX as well. Keep a sharp lookout, the FXII also flies at an altitude of 10,000 ft.!

The Ormara peninsula is passed at 08:00 GMT. During the approach of Karachi it's paying attention time: there are two aerodromes. RAF Drigh-Road is the southernmost airfield. Also visible in the distance is the tall mooring mast for airships, once built for usage by the British airship R101 that crashed during her maiden voyage. The mast has never been used. A little further on is the huge hangar for the airship. Carry out the upwind landing and taxi to the northeasterly part of the concrete apron where the fuel is waiting. Parmentier landed at 08:53 GMT.



Stopover at Karachi

Another competitor is parked on the apron as well: the Comet G-ACSP "Black Magic" of Jim en Amy Mollison. It has a broken down landinggear. See the description of the next leg for more information.

Leg 7. Karachi (Drigh Road) – Allahabad (Bamrauli)



The black Comet G-ACSP "Black Magic" of Jim en Amy Mollison occupies the first place in the race and makes a rough touchdown in Karachi at 10:15 local time.

After departure at 11:15 the gear does not retract and the aircraft returns. The gear is being repaired and the aircraft takes off again at 18:30 local time. However, they forgot to take the enroute maps with them and the Comet again returns after an hour. Taking off once again is impossible now due to groundfog. They are grounded at the airfield for hours on end, also because Jim Mollison did not want to carry out a night landing at Allahabad.

FSX: Load flight "09 - McRAR Karachi (Drigh-Road) - Allahabad (Bamrauli)". As usual all is set and you can leave immediately for Allahabad.

Soon after Moll was pulled into the aircraft, being the last one as he had to have the race logbook signed by the race committee, the "Uiver" dashes over the airfield again and takes off at 09:10 GMT. Take off in the right winddirection, turn to a heading of 075° straight for Jodhpur and climb to 13,500 feet. The river Indus, south of the city of Hyderabad, is passed at 09:45 GMT.

Because of the distance Parmentier decided not to land at Jodhpur but only to fly over the city. The fact is, Jodhpur has reliable radio directionfinding equipment that could very well be of service in checking on the navigation.

The landscape in this part of British India (nowadays Pakistan) and the province of Rajasthan is quite dull or, as Adriaan Viruly, another wellknown KLM pilot in those days, managed to express it concisely: "...indeed there is no semblance of fun whatsoever. A dry, steppe-like soil with some dried waterways, later some bare mountains in the arid plains, where a single skinny railwayline produces a horrible minimum of mirth...", and determining a position using landmarks is nearly impossible. Fortunately one received positions from ground radiostations from time to time.

FSX: simulate this, for instance once every hour, by using the modern-day navigation aids for a minute to determine your position.

Left and right some little hills arise and using the "terrain" feature in Plan-G it is possible to determine a rather accurate fix.

Jodhpur finally looms on the horizon. The palace of the Maharajah of Jodhpur is visible from far a distance, a little left of the airport. At 11:20 GMT Jodhpur is being passed.

The Maharaja of Jodhpur was an aviation enthusiast and supporter of aviation. He even had built his palace in a way he had a good view of the airport. He also provided full cooperation and a helping hand during the race.

Change your heading to 093° over Jodhpur. This part of the leg is just as dull as it's predecessor however navigating is rather possible with the aid of some hills in the vicinity. At about 10-15 minutes after passing Jodhpur you can see the moon climb out above the horizon a little left of you, a beautiful

sight! In this part of the leg there is some turbulence at times, something a DC-2 could not handle very well.

When the darkness falls one receives the news that the Comet G-ACSS with Scott and Campbell Black arrived in Allahabad. The "Uiver" is second in the race now.

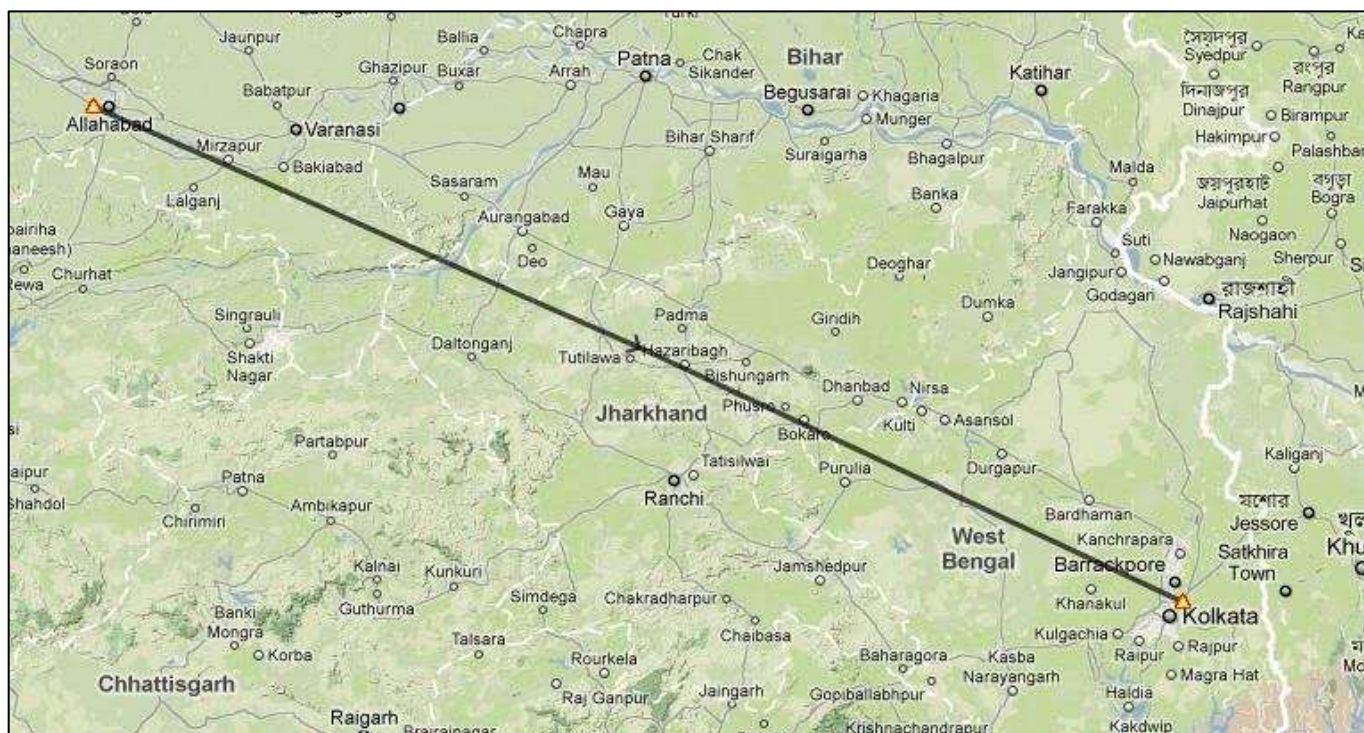
Flying closer to Allahabad the great rivers Ganges and Yamuna River are visible in the moonlight. Remember to start your descend on time. At some distance from Allahabad the beacon light of the airport can also be seen. Make the approach in the usual way. Taxi after landing towards the blinking light in the distance. At 14:10 GMT the "Uiver" was parked here where the crew received confirmation that they were second in the race.

In Allahabad it was assumed that all participants would roll in almost simultaneously, battling for first place. To expedite turnarounds and avoid congestion all aircraft at Bamrauli aerodrome were directed to stop within clearly defined zones marked out in white paint.

The "Uiver" was assigned to zone No. 13 for servicing. Taxi to this zone and stop at the pile of oil drums where people are waving you in.

A little further down is a car with a beaconlight on it. This car caused a crash with the Pander S.4 "Panderjager" later. For more information, see next leg.

Leg 8. Allahabad (Bamrauli) – Calcutta (Dum-Dum)



Allahabad 1934: rats, snakes, scorpions, no electricity, no hotel, no hangar. There were temporary facilities in more than 100 tents. The "Uiver" is 5 hours behind Scott and Campbell Black in their Comet G-ACSS "Grosvenor House".



Roscoe Turner passed Allahabad with the Boeing 247D at some 200 miles to the south at night. He was completely lost, had little fuel left and sent out an SOS. Allahabad was on to the fact that Turner had missed it and advised him to fly a northwesterly direction. Turner took the advice and

suddenly saw the river Son below him and Allahabad's beaconlight at 60 miles. He landed on the last drops of fuel.



De Pander S.4 PH-OST "Panderjager" landed with the right wheel of the undercarriage only halfway down and the left wheel not down at all. At touchdown the left and center propeller were bent and Geyssendorfer had to take both propellers by train to Calcutta for repairs. During take-off late

in the evening of the 26th of October the "Panderjager" collided with a mobile beaconlight mounted on a truck that was on the runway and caught fire. The aircraft and the car burned out completely but everyone escaped unharmed.



The Mollisons left Karachi at night for Allahabad in the black Comet G-ACSP "Black Magic". They got lost, circled around until daylight and landed in Jabalpur, 200 miles to the south. They were out of fuel and refueled at a fuel depot of a local bus company. The fuel was unsuitable for the engines of the Comet. During the flight to Allahabad one of the

engines gave up and they landed on one engine in Allahabad. The broken down engine was not repairable and Mollison had to give up.



The green Comet G-ACSR had problems with the variable pitch mechanism of one propeller at departure: this resulted in an additional delay of five hours due to repairs.

Co-pilot Moll was occupied quite long over at the race officials to have his race logbook signed off. Parmentier started the engines and taxied the "Uiver" already in that direction to pick up Moll. Later all the newspapers published the story that the "Uiver" had forgotten one of its passengers. Some newspapers even reported that the DC-2 had already left for over 10 minutes and had to return. This is probably done in vengeance because Parmentier would tell the present press nothing "sensational". The "forgotten passenger" therefore was Moll.

There was much of a chance of groundfog at Rangoon in the morning and therefore Parmentier decided to make an extra stopover at Calcutta to avoid circling over Rangoon in the fog with too little of fuel.

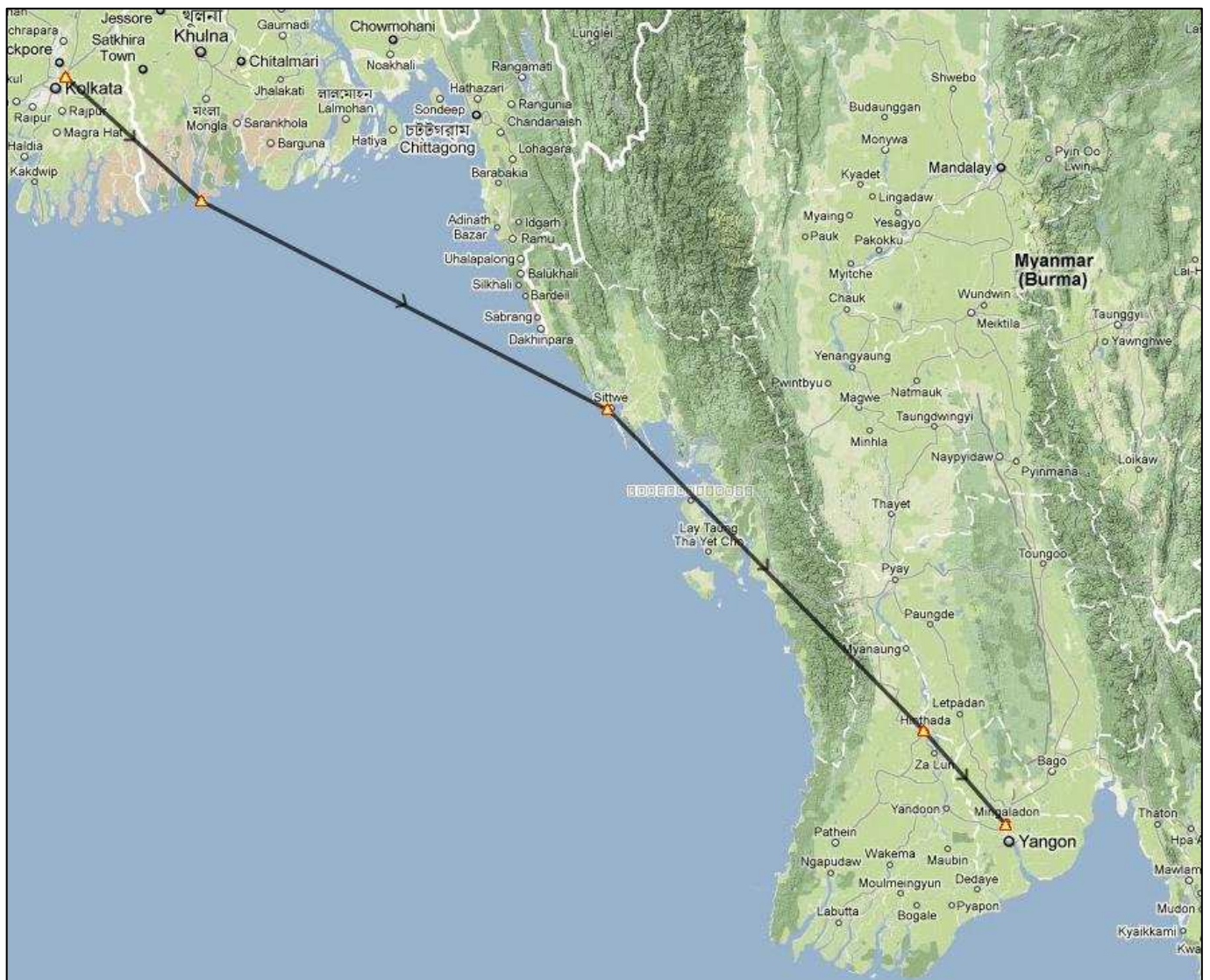
FSX: Load flight "10 - McRAR Allahabad (Bamrauli) - Calcutta (Dum-Dum)". As usual all is set and you can leave immediately for Calcutta.

After Moll was picked up during taxiing the "Uiver" took off at 15:13 GMT. Take off in the right winddirection and turn to heading 113°, straight for Calcutta. Climb to 13,500 feet. Navigation is possible using the Ganges, but the river disappears to the north after about half an hour. There are some lakes in the area and that is a big help when navigating.

After about 50 minutes of flying the Son river is passed. After passage it is difficult to navigate because there are hardly any clues to determine a fix. Again navigation must be done using the nearby present lakes. The reservoirs Tenughat, Panchet and Maithon that you can see at your left are good landmarks.

Eventually the city of Calcutta (now: Kolkata), situated on the Hooghly River, shows up in the distance. Finding the airport is a bit tricky, although there is a beacon on the field and the boundaries of the field are illuminated. After landing here also your attention is drawn by a flashing light and fuel is ready at the spotlight in front of the hangars. The "Uiver" landed here at 17:47 GMT and was received by the entire Dutch colony in Calcutta that was lined up at the hangar.

Leg 9. Calcutta (Dum-Dum) – Rangoon (Mingeladon)



Race situation report:

The red Comet G-ACSS "Grosvenor House" with Scott en Campbell Black has passed Singapore and leads the race..

The KLM DC-2 PH-AJU "Uiver" is in Calcutta.

The Boeing 247D with Turner en Pangborn is enroute from Allahabad to Rangoon.

The black Comet G-ACSP "Black Magic" with Jim en Amy Mollison is, together with the Pander S.4 PH-OST "Panderjager", in Allahabad.

The green Comet G-ACSR with Cathcart Jones and Waller flies between Karachi and Allahabad.

The Miles Hawk with McGregor en Walker travels "somewhere" between Baghdad and Jask.

Hansen and Jensen in the Desoutter are enroute from Aleppo to Baghdad.

The DH.80 Puss Moth "My Hildegard" with soloist Jimmy Melrose is in Aleppo to spend the night.

Two participants are enroute from Athens to Aleppo.

The rest is still over Europe.

FSX: Load flight "11 - McRAR Calcutta (Dum-Dum) - Rangoon (Mingeladon)". All is set and you can leave for Rangoon.

After having a meal provided by the Dutch colony with tables and all at the hangar and the aircraft was refueled, the "Uiver" left at 18:20 GMT.

Take off in the right direction and make a turn to heading 131°, direct to Jefford Point Lighthouse on the Bay of Bengal. Climb to an altitude of 13,500 feet.

Navigating to the Bay of Bengal is also difficult: there is an excess of clouds and rivers in the delta area. The landscape consists of dark river arms only that almost all look the same. Eventually, still amongst the clouds, Jefford Point lighthouse comes in sight and the heading must be changed to 117°. The crossing of the northern part of the Bay of Bengal to Akyab (now: Sittwe) starts and for now there is nothing else to see than the glow of the moonlight in the waves.

Again navigation was done with the use of nautical charts.

Eventually the lights of Akyab come in sight on the horizon and Akyab is passed at 20:24 GMT. Change heading to 135°. The first part is coastal navigation and the coastline is fairly visible in the moonlight. Passing the Arakan mountains there are no recognizable landmarks in the dark. Then the Irrawaddy river comes slowly into view and you should start the descent once you have arrived over the city of Henzada.

Mingeladon has announced over the radio that paraffine wax lighting has been built along the runway for added visibility. The city of Rangoon (now: Yangon) comes into view, so is the beacon light of the airport. Make a landing in the right direction and report in at the refueling team that draws attention with a flashing light in front of the main hangar, where the "Uiver" reported in at 22:10 GMT.

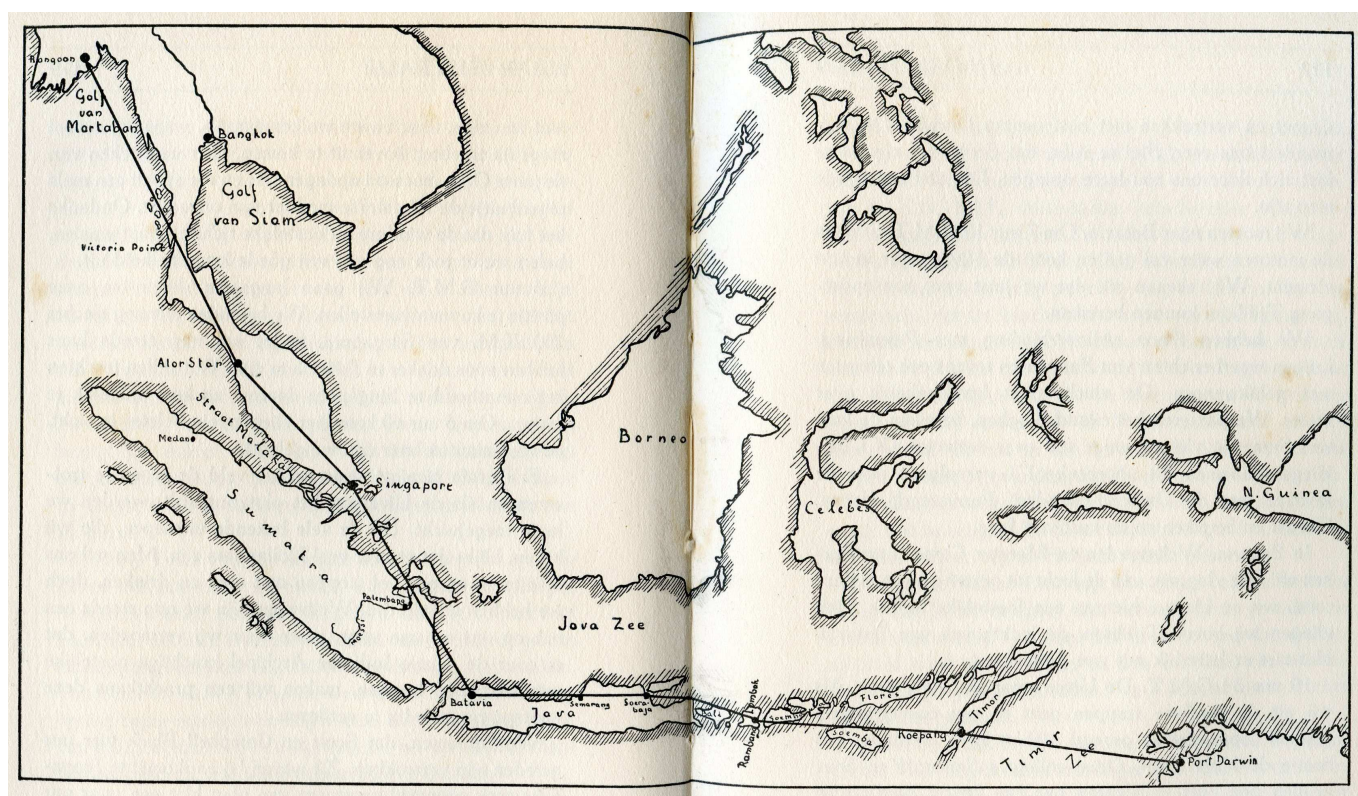


The Miles Hawk arrived on October 23 evening in darkness over Rangoon. The plane ran into a cloud of floating paper lanterns with lights in it. McGregor and Walker were thus completely confused and could not find the aerodrome. The fuel situation became precarious, but just in time a

flare was sent up from the airfield.

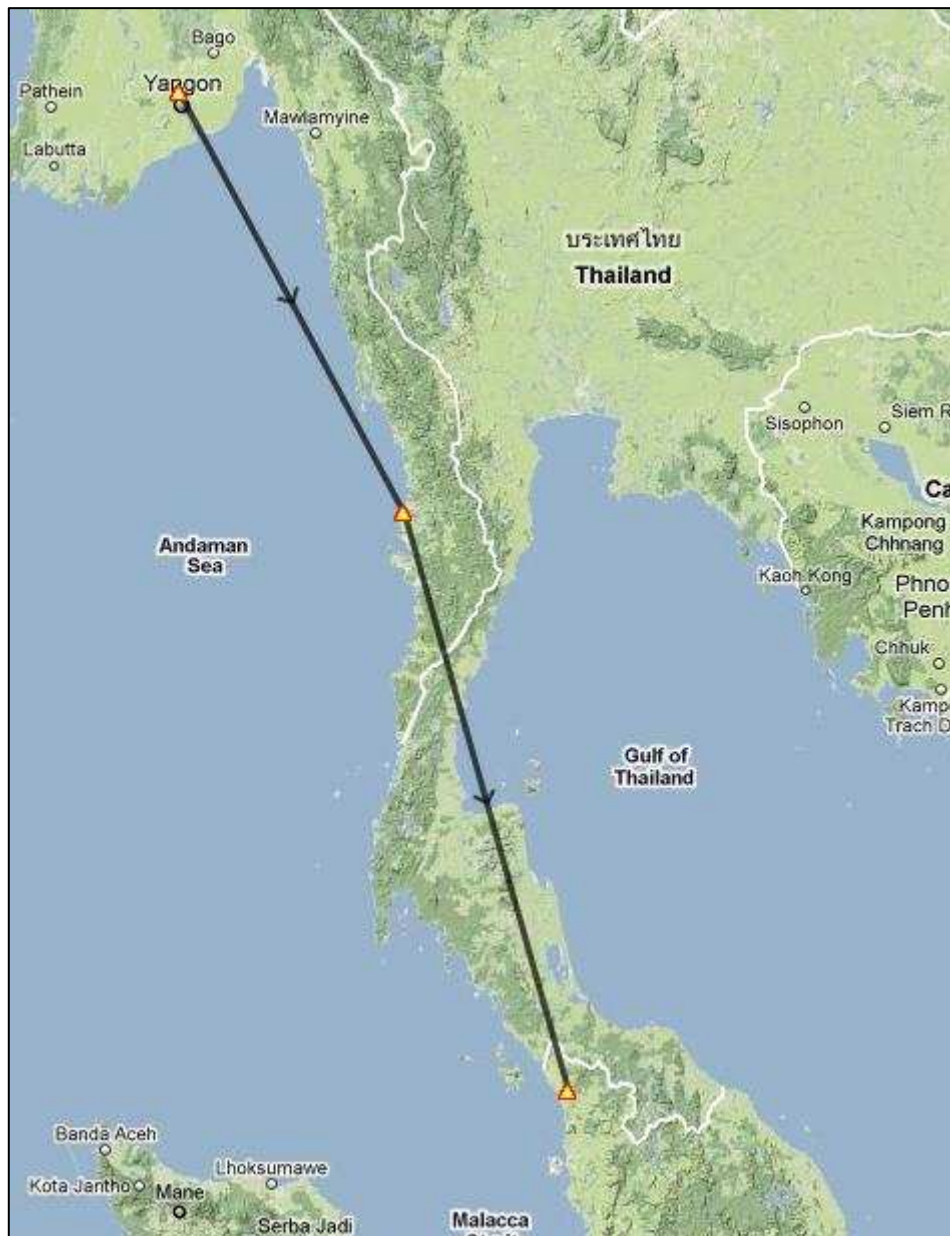
The aircraft arrived by pure chance during the "Lantern Festival".

Day 3.



The route covered by the "Uiver" on the third day
Departure Rangoon Oct. 21 22:42 G.M.T.
Arrival Port Darwin Oct. 22 23:00 G.M.T.
Distance: 3540 miles

Leg 10. Rangoon (Mingeladon) – Alor Setar



FSX: Load flight "12 - McRAR Rangoon (Mingeladon) – Alor Setar". Everything is set as usual and you are ready to depart for Alor Setar.

In one of the side rooms of the large hangar breakfast was used together with the present Dutch. The mood was a bit pressed because of the setback to the undercarriage of the "Panderjager" at Allahabad. Afterwards the "Uiver" left again at 22:45 GMT for the flight to Alor Setar.

Take off in the right direction and make a turn to heading 152°. Climb to 10,000 feet. After about 15 minutes of flight the coast is reached and the crossing of the Gulf of Martaban starts, bound for Myeik Lighthouse. By the time Myeik Lighthouse is reached, the light will probably be extinguished.

A little to the left the sun is about to appear above the horizon. From now until Australia the flight is well worth in terms of scenery and navigating is not too difficult when visibility permits.

After about a half hour of flight the estuary of the Tevov River and the peninsula Ynchin Taung are passed.

FSX: The maps on Google Maps, which are used by Plan-G, are incomplete here. Before approaching the coast at Myeik Lighthouse there are several large islands in the Andaman Sea that do not show on the map, but the names do. For orientation use the "Satellite" feature in which these islands are well visible.

Myeik Lighthouse is passed at 0:40 GMT. As expected, the light has been extinguished but the lighthouse itself is visually perceptible. Change heading to 164° here and from now on fly to Alor Setar in a straight line.

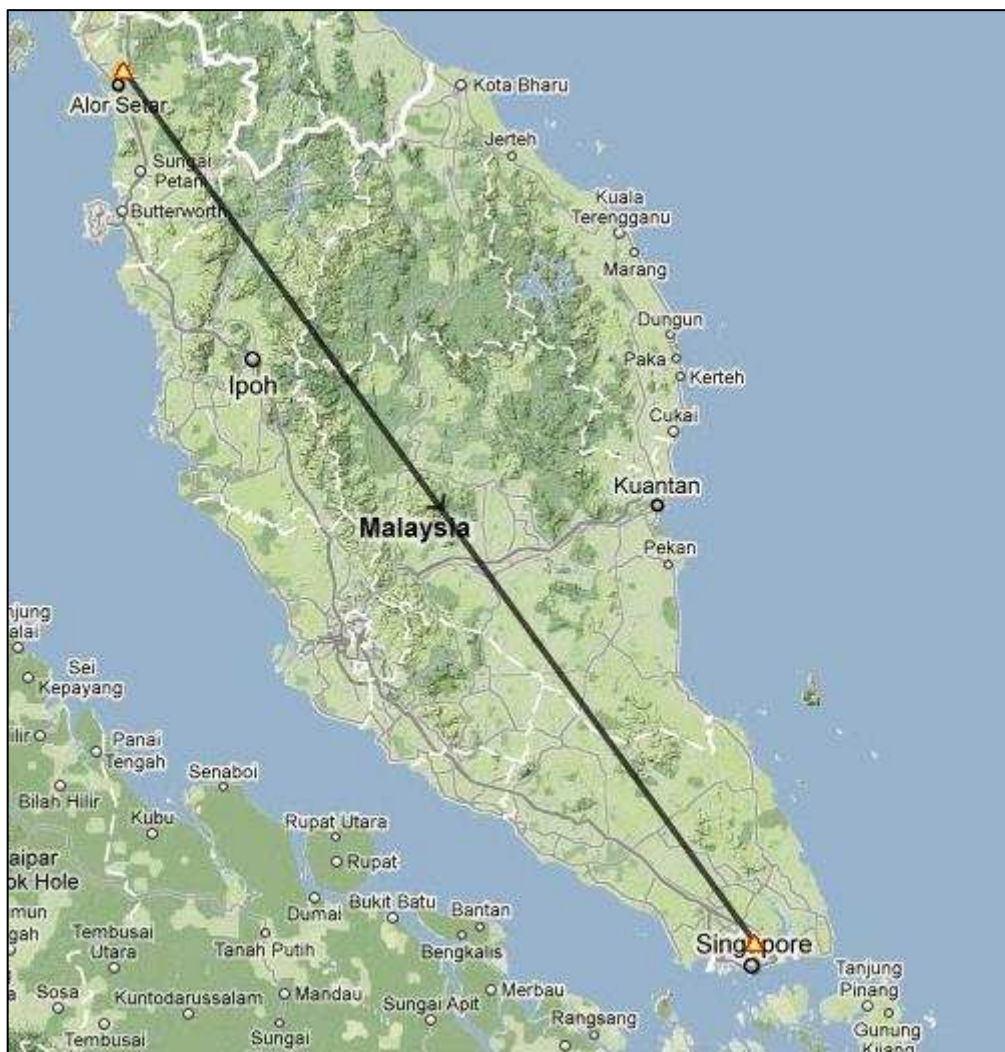
After about 15 minutes the Gulf of Siam (now Gulf of Thailand) becomes visible in the distance, across the peninsula of Malaya (now the Malaysian Peninsula). Cross the peninsula from NNW to SSE, and you will reach the Gulf of Siam after about half an hour of flight.

Parmentier had learned in Rangoon that the airfield of Alor Setar is very soggy. He feared that this would provide problems when taking off and wireless operator Van Brugge was therefore very busy this part of the flight finding out by radio whether it had rained that night at Alor Setar or not.

Below a portion of sea is crossed and the rest of the Siamese (now: Thai) part of the peninsula has to be crossed in a straight line to Alor Setar, located in Malaya, present day Malaysia. Orientation on this part is good and you're flying VFR to Alor Setar with ease.

Coming closer to the airport you can see that the landing area is full of large puddles. Caution is advised in landing. Determine the wind direction on the basis of the windsock, perform the correct approach against the wind and land, thereby bypassing the big puddles. One has put some barriers left and right around the largest puddles. Taxi to the small concrete platform where the handling team is ready for refueling. The "Uiver" arrived here at 03:27 GMT without problems.

Leg 11. Alor Setar – Singapore (Seletar)



Leaving the very soggy Alor Setar provided a few problems for some of the participants.

On October 24 the Miles Hawk got stuck in the mud at the first take off run. After the aircraft was cleared of mud the second attempt worked well.



The Airspeed Courier also got stuck in the mud and had to spend the night over at Alor Setar.



Hansen and Jensen tried to leave with the Desoutter for 10 times during 2 days but got stuck time and again. Finally all of the redundant weight and luggage was unloaded and send to Singapore by train. Only then take off succeeded. In Singapore everything was taken onboard again.



FSX: Load flight "13 - McRAR Alor Setar - Singapore (Seletar)". As usual everything is set and you can leave for Singapore.

After the "Uiver" crew took a bath and had breakfast in a nearby bungalow, willingly given use by the British owners, the "Uiver" departed at 4:10 GMT. During the take-off run the aircraft was covered with mud from top to bottom because of the soggy field.

Gently taxi to the spot where you want to take off. Avoid as many puddles as they may be quite deep. Some pools have been deposited with barriers to prevent entering them. Take off in the right direction and make a turn to heading 144°. Climb to 10,000 feet.

Navigation is not too easy because of the cloud coverage, the first sign of the wet east monsoon.

Start your descent at about 06:00 GMT to a level where good ground visibility is possible to obtain a fix.

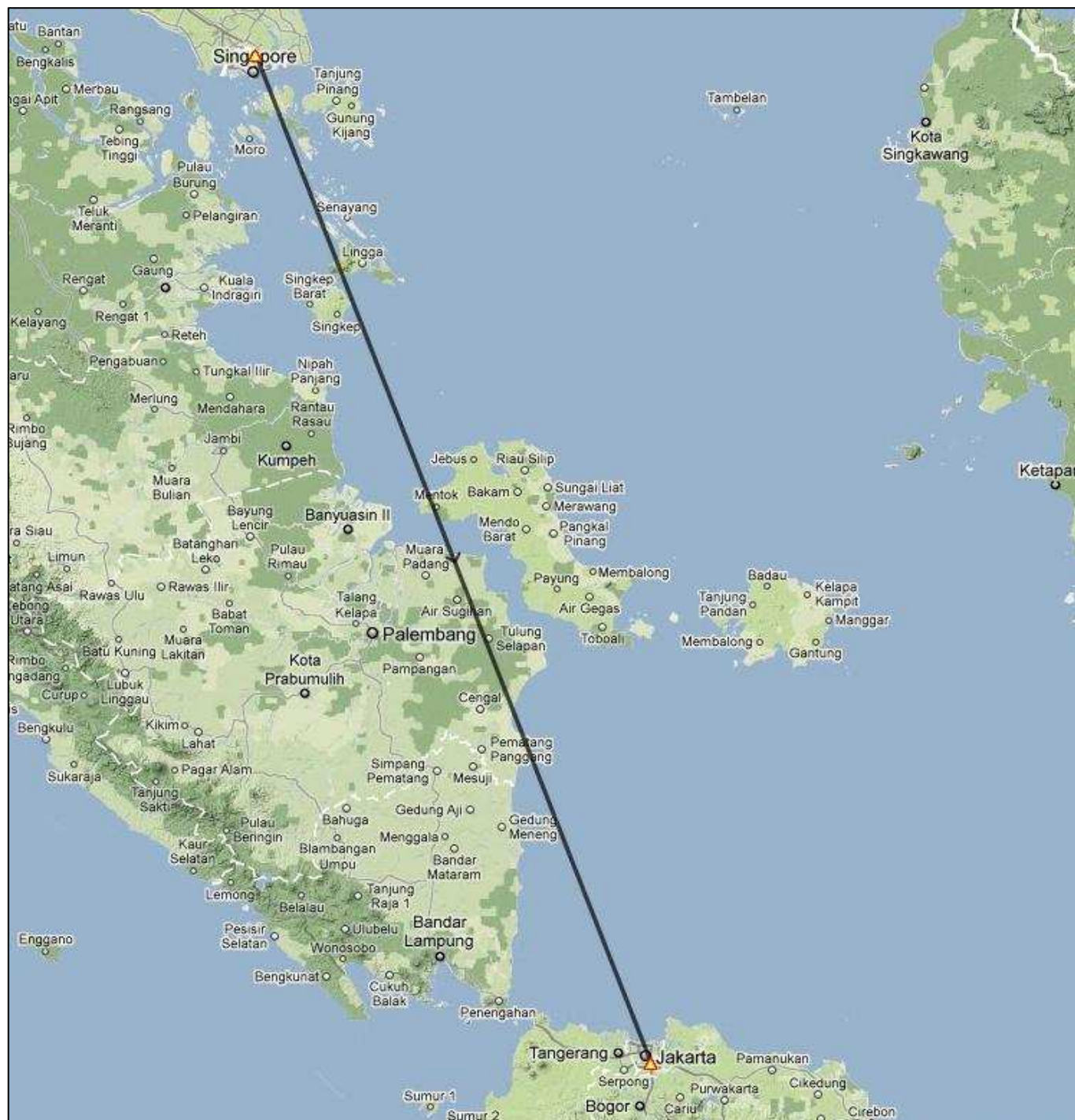
Once a fix is established and you are back on track after the necessary heading correction(s), resume heading 144° direct to Seletar which is clearly visible from a distance as the cloud cover permits.

After the approach make an upwind landing. The "Uiver" landed at 06:44 GMT. Taxi to the north side of the concrete platform. There is the refuelling party ready to handle your aircraft.



The Boeing 247D arrived in the dark at 21:30 local time. Turner and Pangborn were uncertain whether to land at the left or the right side of the row of lights. After landing they realized the line of lights was positioned on the runway centerline.

Leg 12. Singapore (Seletar) – Batavia (Tjililitan)



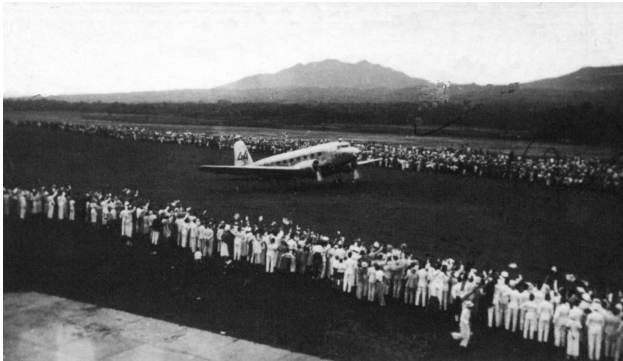
The “Uiver”-crew learns here that the red Comet is four hours ahead. Scott and Campbell Black wanted to rest here for a few hours but when they were told that the “Uiver” had left Rangoon they jumped into their cockpit at once and took off for Darwin.

FSX: Load flight “14 - McRAR Singapore (Seletar) - Batavia (Tjililitan)”. Everything is set and you can leave for Batavia immediately.

The “Uiver” left again at 07:13 GMT. Taxi to the side of the field where you landed and take off in the correct winddirection. Turn to a heading of 158° and climb to 10,000 ft. Navigating VFR in this part of the leg is quite simple. It looks like island hopping. This comes in handy, as there seems to be a strong crosswind from west to east because you constantly drift away to the east and regularly need to correct your heading.

Later on navigating becomes more difficult due to large cloud coverage and thus there is little ground sight.

Wireless operator van Brugge made radio contact with Palembang frequently. One was supplied with weatherreports and even telegrams congratulating the crew with being second in the race.



Arrival at Tjililitan

After an hour of flight, the east coast of Sumatra becomes visible through the clouds. Also does Banka Island, in front of the southeast coast of Sumatra, on the horizon. After passing Banka a short part of the east coast of Sumatra east of Palembang follows, after which the track goes on in a straight line over the Java Sea to Batavia (now Jakarta) on the island of Java. Due to the clouds it is difficult to establish a position. According to the calculations at 10:10 GMT you are at the top of descent. Descend to about 3000 ft below the clouds. You can then try to determine your position. The aerodrome is not very easy to find. It's located on the southeast side

of Batavia. When it just dark enough you can see the beacon.

Carry out the approach in the usual way and land upwind. At dusk, at 10:34 GMT, the gear of the "Uiver" touched the ground on Tjililitan, where the plane was met by huge crowds. After landing taxi on the lit portion of the gravel-covered taxiway in the direction of the flash light, about due south, and park there to refuel.



The green Comet G-ACSR made a precautionary landing at Tjililitan due to loss of oil pressure in the right engine. The technical staff of KLM checked the engine but did not find a problem. The runway at Tjililitan was too short for a take-off with fully loaded fuel tanks so the Comet left with less fuel but had to make an extra stopover at Kupang.

Leg 13. Batavia (Tjililitan) - Rambang



FSX: Load flight "15 - McRAR Batavia (Tjililitan) - Rambang". Everything has been set as usual and you can take off for Rambang.

After the necessary ceremonies and a radio address by Parmentier, which was also was broadcast in the Netherlands, the "Uiver" left at 10:57 GMT for Rambang.

Take off in the right direction, after take-off make a turn towards heading 105° and climb to 3000 feet to remain just below the clouds. The sun sets but there are enough clues for orientation. Fly a heading of 105° to Cirebon, located on the coast. Make sure you are well on course near Cirebon, and do not collide with the volcano Gunung Karem (3000m). Cirebon is reached at 11:37 GMT and here the heading should be changed to 095°. The lighthouse of Tegal is passed to the north at 11:54 GMT, fifteen minutes later the town of Pekalongan is at your left, where the lighthouse is clearly visible. Keep an eye on your positions, you might suffer from drift due to strong winds.

Change heading to 98° over the lighthouse at Tanjung Emas Semarang, which is reached 20 minutes later and fly directly to Surabaya.

At 13:07 GMT Cepu at the Solo River is passed. Some time later, the lake of Waduk Pacal faintly becomes visible at the right, followed by the lakes of Waduk Prijetan and Waduk Gondang at the left and half an hour later you fly over Surabaya Darmo aerodrome (now Juanda airport), where the runway lights have been lit as a salute. Here you should change your heading to 105°. The clouds allow for a climb to 5,000 feet. Now follows a part of the Madura Strait and the coastline is quite well visible.

After about fifteen minutes of flying the light of Probolinggo lighthouse becomes faintly visible, just to the right of a small island.

Where the track crosses the shoreline there is a volcano, Mount Agung. Take a sharp lookout for Panarukan lighthouse a little farther and fly via this light. Bypass the mountain this way and then stay near the coastline as there is another volcano located on the easternmost tip of Java. This point is reached at 14:00 GMT and then the Bali Sea is crossed towards the north coast of Bali.

After passing the northern coast of Bali, look out for Terawangan lighthouse. Shortly after, the island Terawangan comes in sight, as the first of a row of three islands, showing the lighthouse. Turn to heading 124° over the lighthouse.

Descend to 3000 feet after passing the volcano of Gunung Punikan. Soon the east coast of Lombok is visible. The airport Rambang is easy to find using the map, visibility is good. Determine the wind direction on the basis of the windsock and land on the runway that is lit with fires. In 1934 the "Uiver" landed here at 15:20 GMT. Then taxi to the building and the stack of fuel drums to refuel.



Nightly stopover at Rambang

Leg 14. Rambang – Kupang (El Tari)



FSX: Load flight "16 - McRAR Rambang - Kupang (El Tari)". As usual all is set and you can take off for Timor.

After a quick refuelling and lubrication of some engineparts the "Uiver" left at 15:57 GMT in the direction of Timor.

Taxi to the right spot for a headwind take-off and leave. Turn to a heading of 100° and climb to an altitude of 6000 ft. Crossing the Atlas Strait takes only minutes. The lighthouse of Tanjung Maloh is visible in the distance at your right before it is obscured by the clouds. Sumbawa is crossed in dense overcast.

After about half hour of flight the southern coast of the island of Sumbawa becomes visible through the cloud coverage. Descend to 3000 ft below the clouds, cross Sumba Strait and fly towards the island of Sumba.

Around 17:00 GMT, midnight local time, the northwest coast of Sumba comes faintly in sight and shortly afterwards the lights of Waikelo lighthouse. Also, fifteen minutes later the lights of Tanjung Sasar lighthouse becomes visible at your left light before it is hidden from view by the hills on the land side. You run into a thunderstorm now and you better keep below this storm because of the strong winds that prevail in it. There are enough visual landmarks to return to the track on the map in case you have suffered from drift, before the crossing of the Savu Sea towards Timor begins around 17:30 GMT.

Wireless operator van Brugge has established radiocommunications with Kupang, but Kupang does not have radio directionfinding equipment yet so one cannot determine a position. They do signal that the weather is favourable.

It is important that you do not miss the southwest portion of Timor. However, visibility is poor. Also because of the clouds, there is no moonlight.

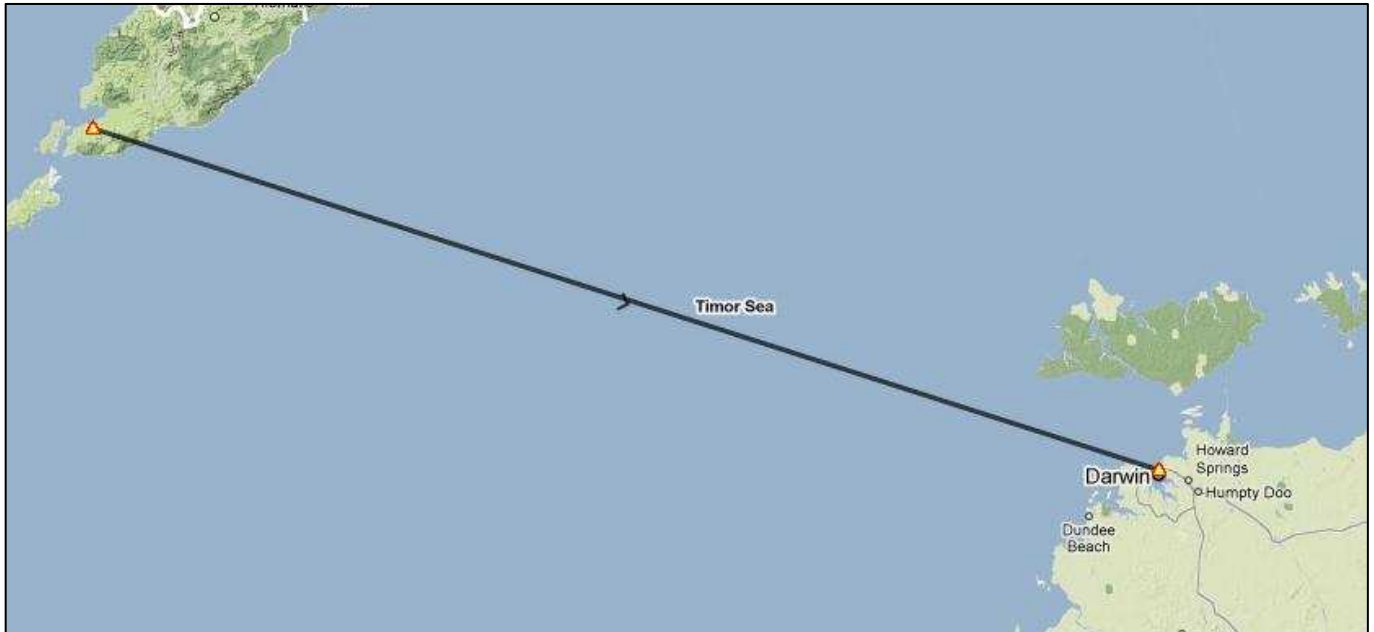
Land ahead at 18:42 GMT! It's the island Semau. Moments later, the two lighthouses and Kurong Tanjung and Tanjung Oisina become visible. Determine your position and make sure you get back on the track if you have suffered from drift. It is important to know for sure exactly which lighthouse is Kurong Tanjung lighthouse. You need this beacon to find El Tari airfield that is located 13 miles from it on a heading of about 104° degrees to the east. A few minutes later, the beacon of El Tari will be visible and you can perform the right approach for landing, carried out by the real "Uiver" at 19:03 GMT. After landing taxi to the flash light where the reception committee will be ready for you.

In the real world things were the same. Everything was present at that spot: the KLM agent, the race committee for signing the race logbook, meals for the passengers etc. But there was no fuel: refuelling had to take place at the other side of the aerodrome. So everybody had to board the aircraft again, the engines had to be started and the "Uiver" had to taxi all the way to the other side of the field. Needless to say this caused some considerable delay.



Shortly after take-off from Singapore the Boeing 247D suffered a loss of oil pressure in the left engine. One continued with the engine on limited power. At Kupang an inspection was carried out but no cause was found. Turner took off with full power whereafter the power was reduced again. In Darwin a cause was found in the oilpressure valve.

Leg 15. Kupang (El Tari) – Darwin (Parap)



FSX: Load flight "17 - McRAR Kupang (El Tari) – Darwin (Parap)". Carry out the necessary preparations and leave for Darwin.

After the tanks were refilled directly from gasoline drums with the use of a hand-pump, which happened very slowly, the "Uiver" left again at 19:50 GMT.

Take off in the right direction and make a turn to heading of 106°. Climb to 6500 feet. The flight leads partly over Timor, then passes the coastline and begins crossing the dreaded Timor Sea. On the horizon dawn sets in already. Apart from that there is absolutely nothing to see in the pitch dark night.

Why the Timor Sea as was feared by so many pilots was not entirely clear. There were many sharks in the Timor Sea, but there were in other seas too. Scott and Campbell Black even had revolvers with them to, if they had to ditch into the Timor Sea, they could end their lives out of fear of sharks.



The Australian navy had stationed a research vessel, the HMAS Moresby, exactly halfway Kupang and Darwin. This ship was there to assist in emergencies and acted as a beacon. One searchlight was pointed to Kupang, another pointed in the opposite direction to Darwin. This ship also provided information on weather and altitude winds.

The "Uiver" flew right over it in 1934.

FSX: this ship is present in the scenery as well.

Besides sea and sky there's nothing to see, but you are witnessing a beautiful golden sunrise. Then, at 21:22 GMT, a few miles to the right, HMAS Moresby is located. An indication that there was only a slight drift.

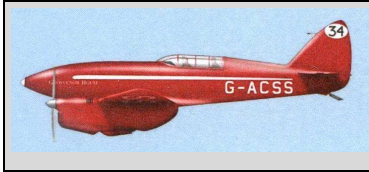
Two and a half hours after leaving Kupang the wireless operator could make radiocontact with Darwin and the position could be determined. Some time later, faintly in the distance left of you, the southwestern tip of Bathurst Island comes in sight. After that Point Charles with its lighthouse on the Cox Peninsula looms up, where you almost fly straight into. As soon as you approach the town of Darwin, you can see Parap aerodrome, slightly to the right of the spit of land that is



HMAS Moresby

pointing towards you.

Approach the right way and land upwind. The "Uiver" landed at exactly 23:00 GMT, 64 hours and 25 minutes after leaving Mildenhall. On the field, on the west side of the hangar, a bowser and a few race officials are waiting for you.

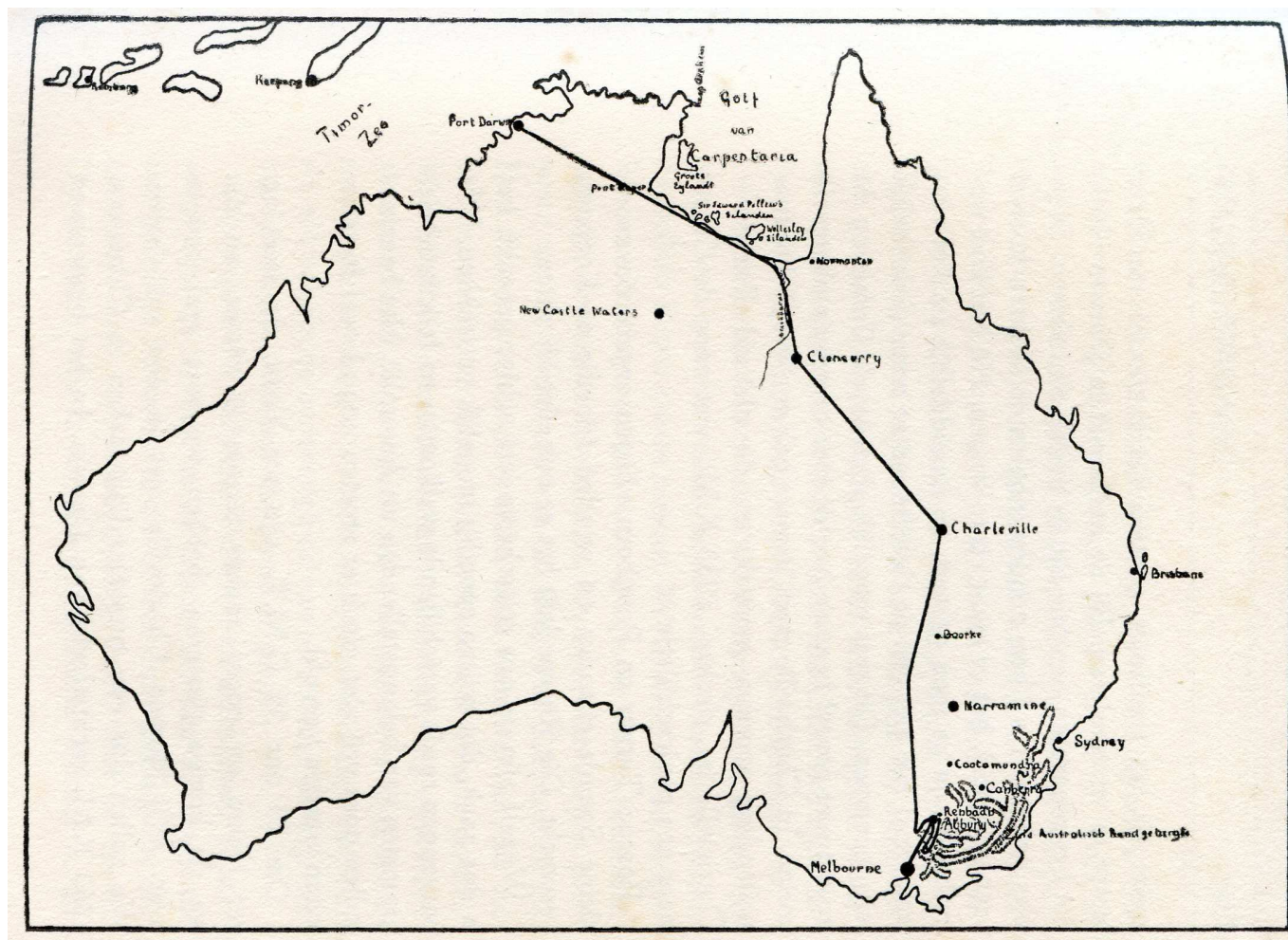


The Red Comet G-ACSS "Grosvenor House" had to shut down it's left engine due to a loss of oilpressure, two hours after leaving Singapore. After landing in Darwin Scott had a tremendous pain in his right leg because of the hours of constantly giving right rudder to compensate for the failing left engine. In Darwin the engine was repaired.



On October 28 at 09:00 local time Jimmy Melrose left Kupang in his DH.80 Puss Moth "My Hildegard". He was drifted south by a storm over the Timor Sea. He completely missed HMAS "Moresby" and came over land somewhere beyond his map boundaries. He thought he was too far north and turned to the southwest. After some time he recognized the shoreline of one of his previous flights over the area, turned around and flew 200 miles back to Darwin. Just before landing his fuel exhausted. In a gliding flight he landed at 17:30 local time.

Day 4.



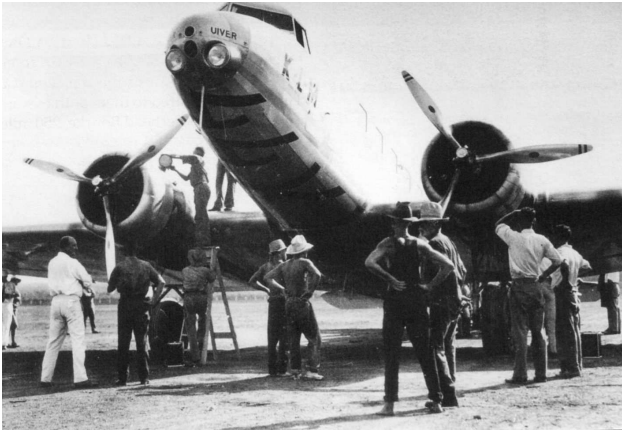
The route covered by the "Uiver" on the fourth day
 Departure Port Darwin Oct. 22 23:35 G.M.T.
 Arrival Albury Oct. 23 15:20 G.M.T.
 Departure Albury Oct. 23 23:55 G.M.T.
 Arrival Melbourne Oct. 24 00:52 G.M.T.
 Distance: 1865 miles

The map displays the Northern Territory coastline of Australia, with a proposed shipping route highlighted by a thick black line. The route begins at Darwin in the north, travels south along the coast, and then turns inland towards Cloncurry in the south. Key locations marked along the route include Katherine, Alice Springs, and Cloncurry. The map also shows the Gulf of Carpentaria, the Gulf of Tazewell, and the Gulf of St. Vincent. Various other towns and geographical features are labeled, such as Jabiru, Pine Creek, Beswick Creek, Wilton, Ngukurr, Limmen, Borroolua, Robinson River, Calvert, Elliott, Pamayu, Tennant Creek, Warumungu, Ranken, Camooweal, Gunpowder, Three Rivers, Mount Isa, Cloncurry, and the Wellesley Islands. The map includes a scale bar indicating distances in kilometers (0, 100, 200) and a north arrow.

Navigating is much easier here as there are many landmarks along the coast, cloud cover permitting.

At passing the South Wellesley Islands you can descend till below the clouds. This provides a better navigation to find the Leichhardt River estuary where heading has to be changed inland. Make a right turn towards heading 161° over the estuary of the River Leichhart. Now VFR matters: the Leichhart River bends slightly to the right. Keep your current heading and try to stay on the track using landmarks such as roads, riverbeds, etc.

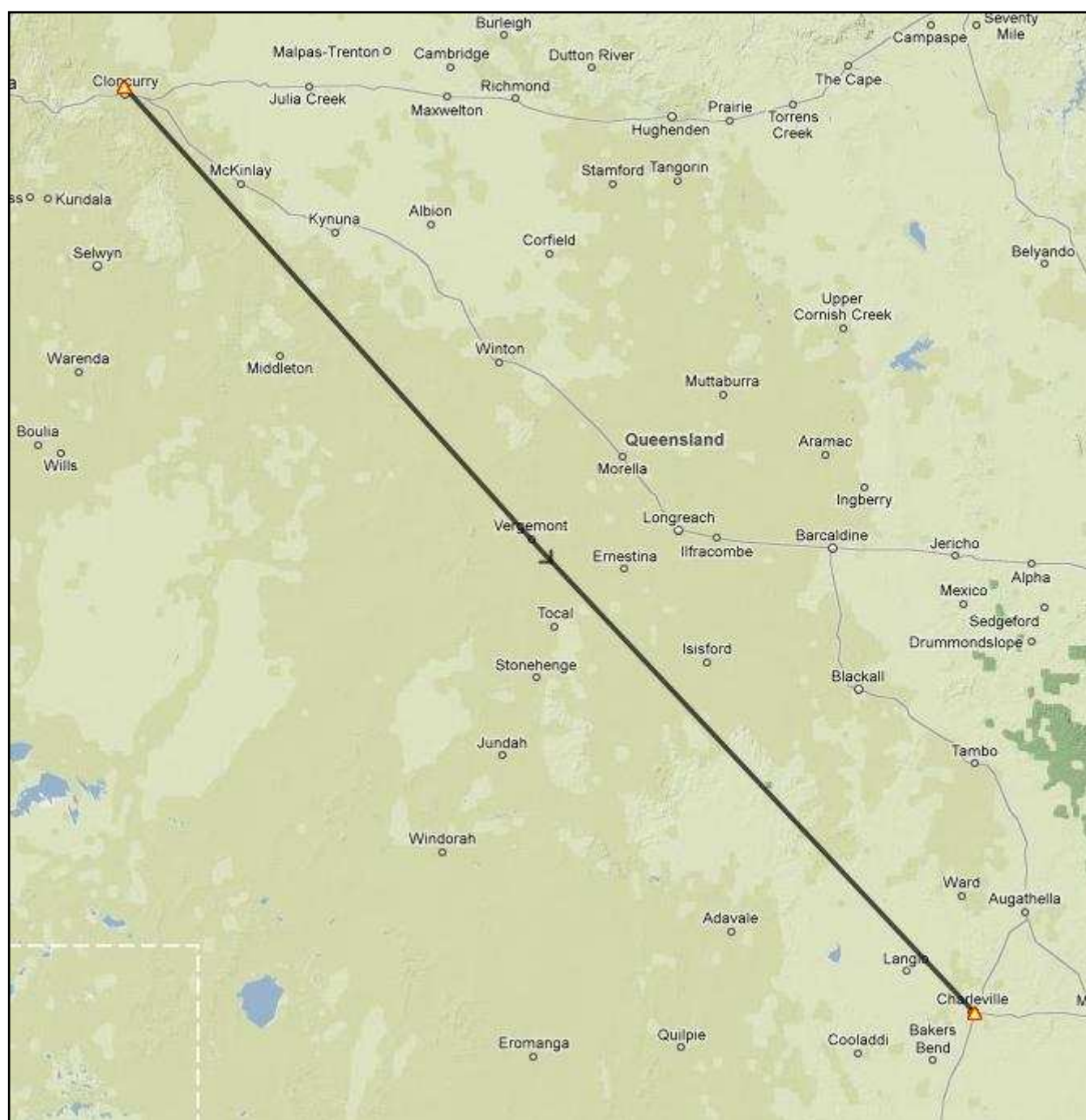
FSX: Again, users of FTX AU ORBX Blue, Gold, Green and Red or FTX Australia sceneries are in favor. Here are the dry riverbeds and roads easily recognizable.



At Cloncurry

Try to pick up road 83 (the Burke Developmental Road), a fairly broad road, just west of Four Ways. Follow it to Cloncurry. The airfield is located just north of Cloncurry, slightly to the left of the city if you've followed road 83. The "Uiver" landed here from a reasonable cool altitude in a clammy unpleasant 45°C (113°F) atmosphere. Carry out the familiar approach and land upwind. Taxi to the bowser on the muddy ramp.

Leg 17. Cloncurry – Charleville



FSX: Load flight "19 - McRAR Cloncurry - Charleville". After preparations, leave for Charleville.

Parmentier had to look for fuel for quite a long time. Meanwhile, the airport got packed with locals and the "Uiver" departed amid great public interest again at 05:37 GMT.

Make a turn to heading 131° after take-off in the right direction. Climb to 4500 feet to stay below the clouds. Later, the cloud coverage decreases and a climb to 10,000 feet can be made.

This part of Australia is also boring and monotonous, with no visual landmarks. The only excitement is the occasional passing of a road that is also listed on the map so something of a fix can be determined. The wireless operator occasionally gets a position from one of the radiostations in the area. When the dusk sets in this will be more difficult and unreliable because of the "night effect" (radio waves are then deflected by ionosphere layers around the earth and the directionfinding by means of radio waves will be less reliable).

About an hour before arrival in Charleville wireless operator van Brugge signalled Charleville that the "Uiver" would arrive at about 08:40 GMT.

Descend below the clouds a little southwest of Isusfjord to get a better view and hopefully to obtain a fix at the road junction that should be ahead.

About a 100 miles from Charleville wireless operator van Brugge managed to receive two radiobearings that were astonishingly accurate.

After a while Lake Dartmouth comes in sight a little at the right on the horizon and a little closer a smaller lake at the left. Charleville is not far away anymore, about 45 miles and after some time it appears on the horizon in the dusk. The airport is located just behind the city from your position.

During the approach a red flare was fired from the airfield: unsafe, forbidden to land! After 5 minutes nothing happened and wireless operator van Brugge asked by radio for the reason for banning the landing. After another five minutes the answer came: "Car with flares going out now". That was strange, on arrival it was just sundown with sufficient light to land. Apparently one was not ready to receive the "Uiver". Meanwhile, it became dark and after a while a car actually drove onto the field and one carelessly placed some lights here and there but not the runway. This was followed by a green flare: permission to land.

The "Uiver" slipped off the runway during touchdown at 08:55 GMT, got stuck in the mud and had to be towed to the parking by a tractor.

Parmentier was furious about this course of events and protested heavily to the commander of the airport and the race officials.

Circle the airfield for about 20-25 minutes and thereafter land on runway 12. After landing taxi to the fueldrums, located aside on the field.



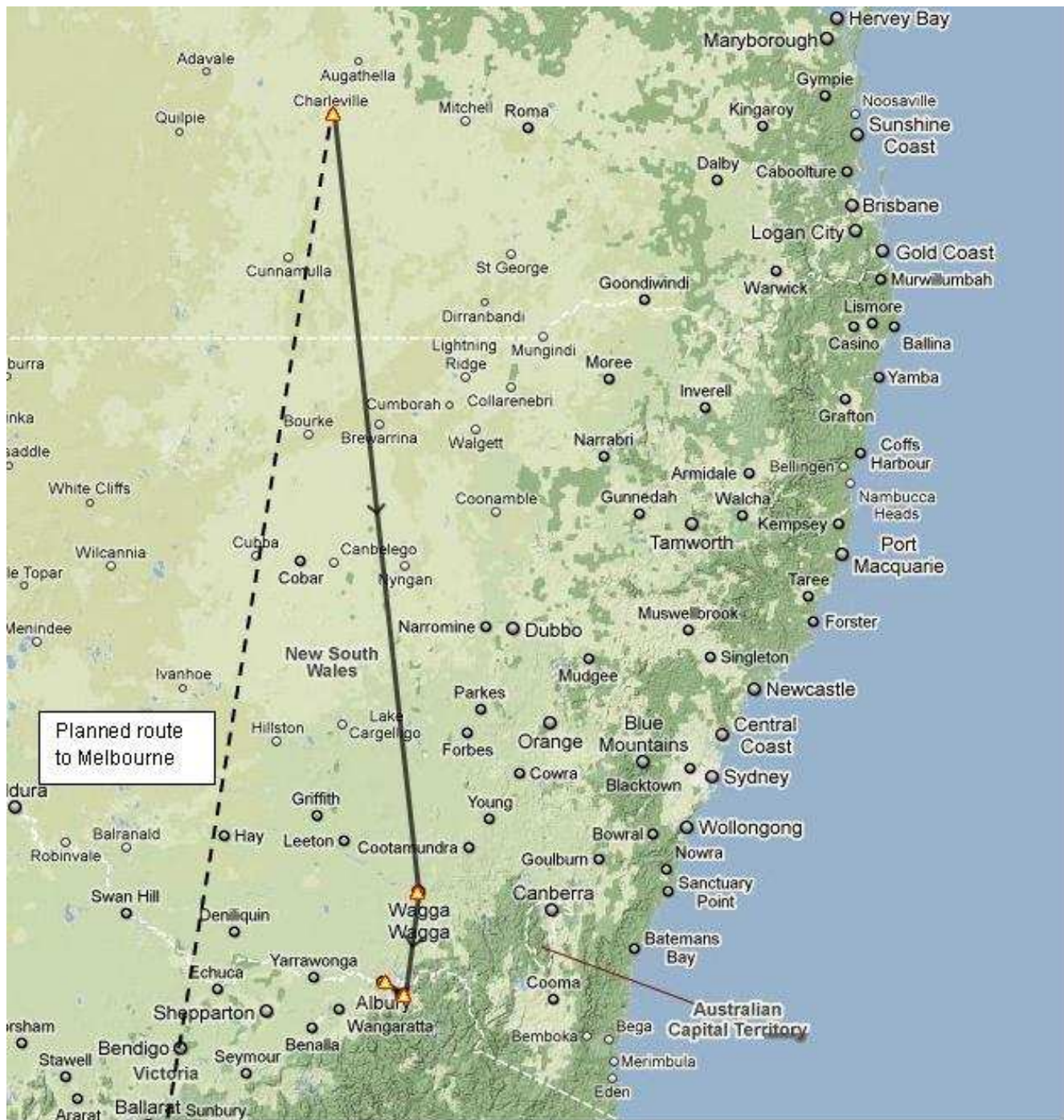
re-tightened. After this the engine ran normally.

After leaving Darwin the Red Comet G-ACSS "Grosvenor House" got oil pressure problems in the left engine again. The power was cut back and again Scott had to spend hours on the right rudder to compensate for the failed left engine. At Charleville, during a one and a half hour delay, the oil circuit was completely re-checked and the bolts of the cylinder heads were



During the flight from Darwin to Charleville of the Boeing 247D the lakes and rivers that were shown on Roscoe Turner's map did not reflected the moon as was expected. The reason was that during the dry season these rivers and lakes simply did not exist and again Roscoe got lost. With great effort and help from Charleville the Boeing landed four hours later. Again they had suffered from loss of oil pressure in the left engine, but upon inspection in Charleville nothing was found.

Leg 18. Charleville – Albury



Now a strange situation arises: we know exactly what will happen next but the "Uiver" crew did not know this yet. The intention was to fly direct to Melbourne and arrive there around midnight.

It was not to be.

The "Uiver" ran into heavy thunderstorms, got lost and made an emergency landing at the Albury Racecourse.

FSX: Check if the McRAR Extras scenery is still activated (Settings ⇒ Scenery Library ⇒ "Mc Robertson Air Race Extras" should be activated ⇒ OK).

The weather: if you pause the flight, save it and load it at another moment to continue the flight it turns out that FSX changed the weather and the thunderstorms have disappeared. Change the weather in FSX to have thunderstorms and precipitation again. Until Albury one flew in thunderstorms.

FSX: Load flight "20 - McRAR Charleville - Albury". Everything is set as usual and you are ready to leave for "Melbourne" (= Albury in this case). The flightplan is useless because it's a Charleville-Melbourne flightplan ☺.

At Charleville Parmentier learns that the Red Comet has landed at Melbourne. So the speedrace cannot be won anymore.

Because the Charleville aerodrome was so badly lit up one offered to let a car lead the plane to the runway. However, Parmentier did not trust the poor organization in Charleville anymore and refused the offer. Instead Moll was walking ahead of the aircraft during taxiing to the runway to explore the route, illuminated by the landing lights of the "Uiver".

Check out these links for more information about what happened during the leg.

<http://www.alburycity.nsw.gov.au/www/html/1162-the-uiver-story.asp>

http://www.alburywodongaaustralia.com.au/media_releases.asp?ID=16

<http://www.abc.net.au/local/stories/2006/11/21/1793944.htm?site=goulburnmurray>

After Moll got on board again the "Uiver" took off at 09:55 GMT. Taxi to the correct runway and take off. Make a turn to heading 164° and climb to 10.000ft.

Soon, like the real "Uiver" in 1934, you run into a thunderstorm.

At first navigating is reasonably well to do using the many lakes in the area, but later there are hardly any landmarks anymore.

Climb, when necessary, to 13,000 feet to stay above the clouds. After some time the thunderstorm disappears, just like in the real "Uiver" flight, to return in full force after about an hour.

FSX: *Do your best to fly over Wagga Wagga, about 3 hours of flying from Charleville. The real "Uiver" was reported to have flown over Wagga Wagga. They did not know where they were (and did not want to be there in the first place) but just crossed it by coincidence, we want to overfly it on purpose to replicate the real "Uiver" flight and need to find it!*

Parmentier's own story:

... It is 14:00 GMT now, the clouds rise higher and higher, and at first our altimeter indicates 4000 and later 5000 M. The outside air temperature drops below freezing point. Suddenly we're in the clouds, we turn on our carburetor heater to prevent freezing and are still trying to climb as quickly as possible. We do, however, experience heavy turbulence, so we have to fasten our seatbelts. It looks like the last mile is the longest one.

Van Brugge is signalling desperately; I know him and know how he feels. That he is unable to provide weather reports or other data now we urgently need the radio gives him the same desperate feeling that a firefighter must have when, at the time he wants to extinguish a fierce fire, he comes to the startling discovery that the water is frozen. He has established radiocontact with Melbourne, but the signals are unreadable.

At 14:22 GMT Melbourne signals: "We try to give you bearings, but we can not hear you." Then van Brugge asks for a weather report, but receives nothing anymore. In the mean time we climbed to 5200 M. Although we are on full throttle, our aircraft won't climb anymore, we descend, the vertical speed indicator shows a descent rate of two meters per second. We know what that means, I put the cockpit lights on and see that the windows are covered with a layer of ice. This is bad, icing is on our wings and propeller blades too, and therefore we can not climb anymore, we must descend.

As we change course, we slowly descend. We do not worry about that, the highest mountains are only 2000 meters high and we still fly above 4500 meters. When we have descended more, the temperature will increase and the ice will melt. It does not take long before we hear heavy banging against the fuselage. This is caused by pieces of ice which let go of the propeller blades and forcefully are being thrown against the cockpit sides, which has been specially armored for this. The air temperature indicator already shows above freezing point, the danger of icing disappeared. But this did not bring us to Melbourne yet.

Finally we descend below the clouds. The challenge now is to determine our position. Then we can try to reach Melbourne at a lower altitude. Van Brugge is still doing his best to filter some morse code from the noise in his headphones. Melbourne transmits: "can not possible make a bearing at this wavelength. Try to transmit at 823 M.". But van Brugge cannot transmit on this wavelength.

We have now descended to a 1000 meters and try to distinguish something on the ground in the pale moonlight. It appears that we are located just above the boundary of flat land and mountainous terrain. I hand over to Moll to look for some other maps because on the big map no mountains are marked. Here the mountains are located only at a distance of 300 miles north of Melbourne, we are more than an

hour's flight from the coast. If we only could reach the southern coast of Australia, but to achieve that we have to cross the mountains and the thunderstorms and it's probably not that simple. I do not dare to try it at high altitude anymore, regarding the danger of icing. Therefore there is no alternative but to try to reach the coast below the clouds, but for this we first must know exactly our position.

Flying along the hilly terrain, we suddenly discover a lake and at some distance the lights of a town. The perimeter of the lake and the river that flows in it, is clearly distinguishable in the moonlight. However, we can find no other city on our maps where a nearby lake is located, it is also possible that the river bursted its banks. We circle around for some time trying to establish our position, carefully studying our maps.

Since we suspect that we are east of our track and our maps show only one city of any size, located on a river and on the border of the hilly terrain, this has to be Albury, and we are 250 miles north east of Melbourne.

At 14:30 GMT we head in a southwesterly direction to Melbourne. We fly at 800 M. and try to fly through the valleys as much as possible. Initially this works very well, but when we fly for 20 minutes, the weather becomes worse. Heavy rain and hailstorms reduce visibility, the clouds are lower, and the mountains are higher, we must now change direction time and again in order to avoid heavy rain and to find low ground. This way we will never get to Melbourne!

Finally we experience a torrential rain, which completely destroys the view: we must return. Our cards are not sufficiently detailed to follow an accurate low route through the mountains, the view is also too bad. Nor do we know what the weather in Melbourne is like and it is too dangerous without the help of radio to try to fly in the clouds above unfamiliar terrain and to evade them in the Melbourne area. If this were to fail, we do not have enough fuel to cross the mountainous terrain to fly back in order to make an emergency landing on the plain north of the mountains. Here are several aerodromes in our map:

Benalla, Wangaratta, Echuca, and others.

We now have fuel left for two hours. Although with a bleeding heart, for safety reasons I have to give up trying to reach Melbourne, what matters now is to find a suitable location for an emergency landing as soon as possible.

First, however, we have to get to low grounds so we again can accurately orientate. We decided to fly back the same way until we are back above Albury.

Meanwhile van Brugge has still desperately attempted to make radio contact, but to no avail. He alternately transmits urgent messages at 600 and 900 M with requests for the landing sites near us to illuminate and possibly send up rockets. Suddenly he understands some words, but lacks so many characters by the heavy interference that the words are unreadable. Yet one word is heard several times, as if it was repeated time and again. By comparison we make "Yackandandah" out of it. That could be the name of a place. It is not easy to find such a name on the map due to the violent rolling and pitching of our aircraft. Van Brugge remains focused on 600 meters and now understands: "You are reported over Yackandandah off Albury, keep West, we are lighting ground at Cootamundra".

With superhuman efforts van Brugge has received this message. He is also frequently interrupted by signalling ships, which prevent deciphering the weak signs of Melbourne, almost entirely drowned in the deafening noise of atmospherics. Only when he has sent a distress signal, all ships silence, and he can have a better record of the characters signalled by Melbourne.

At the moment this radiocontact was established, we should be located at a distance of more than 150 miles of Melbourne. The message that van Brugge has picked up, proves that we were indeed above Albury and we decide to look for this town again to find the right heading to Cootamundra, which is located at about 200 miles north-north-east of Albury.

Moreover, the message is unclear, since Melbourne all the time signals: "Hold west" and at the same time advises us to go to Cootamundra. Had we received the requested weather report from Melbourne now than we could perhaps attempt to fly on.

We try to get clear of the mountainous terrain now as soon as possible. The storm, which still grows in intensity, seems to be moving in a northwesterly direction. It is a very wide front, that cannot be passed without great risk without reliable forecasts. There is however no reason for us to be worried, but there is the disappointment that, after a prosperous voyage, we are forced to return by the elements, being so close to our goal. We have enough fuel for Cootamundra if we can reach it without having to divert.

As I keep track of the map, Moll guides our bird through the mountains, until I can see city lights in the distance. That must be Albury again. While I am adjusting the compass to set the heading for Cootamundra, I discover something extraordinary. Albury suddenly disappeared, only one row of lights remains visible. It looks like an airfield. A few seconds later the lights of the city are burning again. One seems to want to draw our attention there. Or one would think that war has broken out and that the city is threatened by an enemy bomber? In any case, it seems worthwhile to have a look at the lights that

suggest the presence of an airfield.

Circling around over the terrain, we see a large number of cars on both sides with their headlights lighting the area, apparently to allow us to be able to land. But we also see that this is not an airfield, the dimensions are too small. While van Brugge is hauling in the trailing aerial, I switch both our lights on and fly low over the field several times to see if it's big enough to land our "Uiver" without damage. After all, we are much closer to our goal here than from Cootamundra and we might fly to Melbourne from Albury without refuelling. In addition, we might be attacked again by thunderstorms before we arrive at Cootamundra.

We can only illuminate a small part of the terrain with our lights, and by the relatively high speed, we see every obstacle only briefly, without getting an idea of the entire area. I decide to use one of the parachute flares to lighten the area around the terrain. These parachute flares, of which the "Uiver" has two on board, are stored in long tubes in the tail end of the fuselage. These tubes flow out in the bottom of the baggage compartment, the openings are covered with parchment paper to prevent penetration of moisture. In the cockpit there are two wires connected to the clamps which hold the flare into the tube. By pulling one of these wires, the clamps release and the flare falls out through the parchment paper. A parachute is pulled out by a static line, on one end connected to the aircraft, and the magnesium in the flare is ignited. The burning flare, hanging on a parachute, falls slowly and spreads a bright light in all directions during three minutes.

In this light we can clearly perceive the obstacles and the terrain. It appears to be a oval shaped racetrack with a central track. There are not many places to land. A hillside is located at the north side, high trees on the south side. Between these trees is an opening, just wide enough for the the "Uiver" to pass through. Behind the treeline I see some fences, then follows a longer strip of open ground; not too wide but long enough if we do a short approach and land at the lowest speed. Suddenly, the light of the flare disappeared, we had dropped the parachute too low. In the light of the landinglights however I see that the rest of the terrain has no further obstacles.

Now one ignites gasoline fires on the ground, as we fly 200 meters above the track again, I clearly see the letters ALBURY. It is high time now that we make a decision, it starts to rain again and: time loss means loss of fuel.

I decide to drop the second flare at 300 M and then, if I'm lucky, make the right turns to line up with the terrain the right way to put the "Uiver" down. The landing gear is pumped down. Over the terrain Prins launches the second flare on my sign, and suddenly the area is lit up again.

Then the engines at idle, flaps full, a wide turn around the terrain and the "Uiver" is floating through the gap in the trees in the light of our landinglights.

Throttle just a little bit more, then fly low over the fence, quickly pull the elevator a bit and there we roll. As soon as I use the wheel brakes, I noticed that the wheels stop, the terrain is muddy and slippery and offers little resistance to the rubber of our tires, so we still have a fairly large breaking distance. Right next to the dying flames of the gasoline fire, the "Uiver" stop and the wheels sink deep in mud, but nothing has been damaged. We are safe.

Once the propellers stop people are coming from all sides and warmly welcome us. We get out and are congratulated from all sides with our successful landing in Albury ..

Parmentier made the landing on Albury's racetrack sound easy but it sure was not...

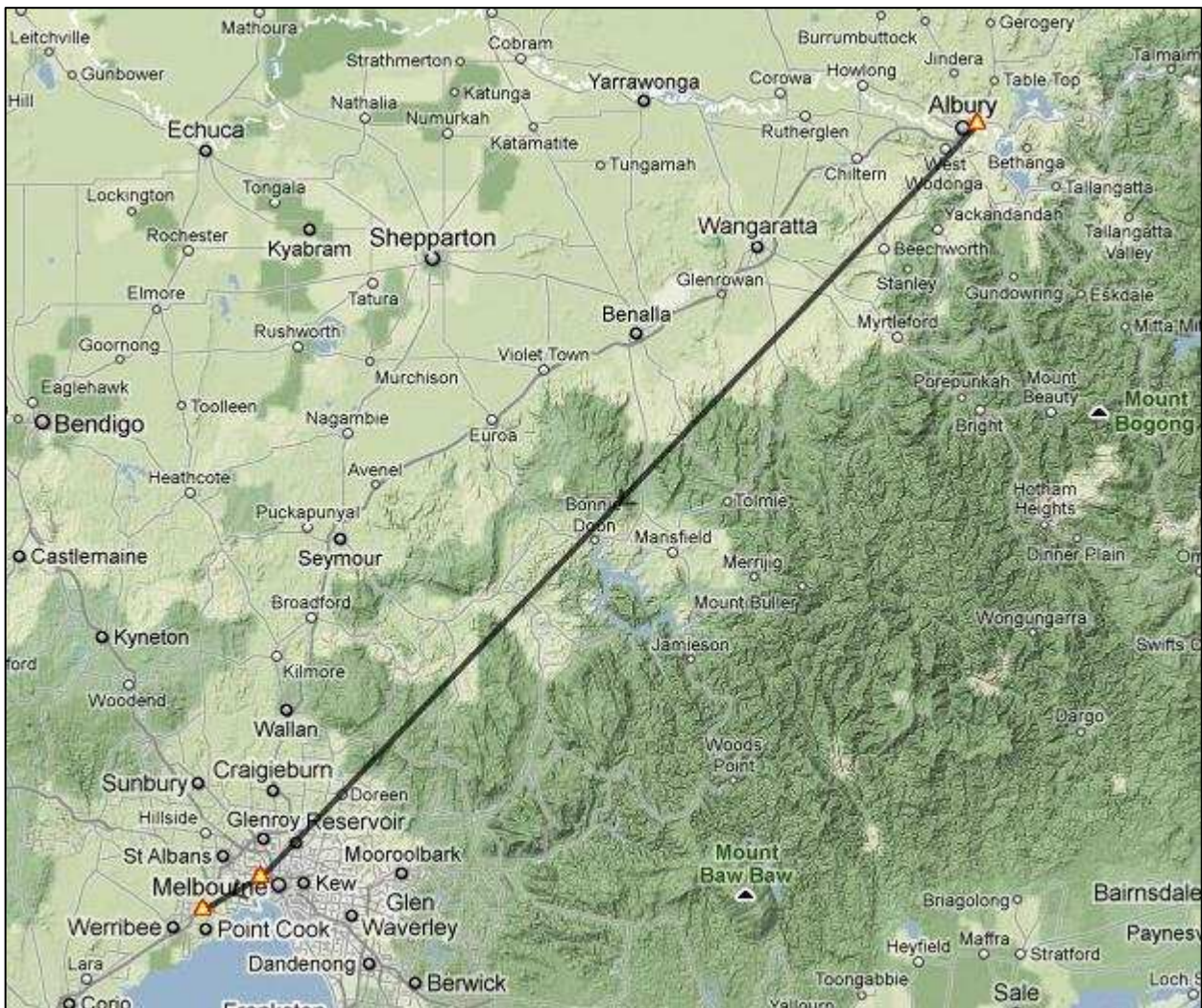
Descend below the clouds near Lake Cowal. Over Wagga Wagga turn to a heading of 175°. Watch out for mountains, don't fly too low.

After a while the W-shaped Lake Huma becomes visible between the clouds and lightning. Turn over the southern part of Lake Huma to the northeast. Shortly afterwards a city will be visible: Albury.

Circle around over Albury like the real "Uiver" did. On the east side of town a few streaks of light are visible. Fly towards it: it appears to be a racetrack where two rows of cars are lined up with their headlights lit to create a kind of runway. Just like the real "Uiver" fly around and carry out a low speed low pass over this "runway" in the south-north direction twice to have a good look at the situation. After the second run fly around again and land on this short track. Stop the engines when the aircraft has come to a halt and heave a deep sigh of relief.

Important: make a note of the amount of fuel still on board for the next leg. Refueling was not possible at Albury, the "Uiver" had to carry on to Melbourne with the amount still in the tanks.

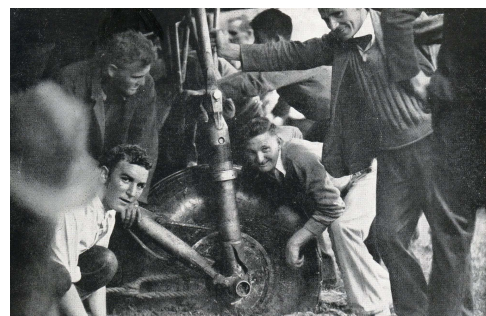
Leg 19. Albury – Melbourne (Laverton)



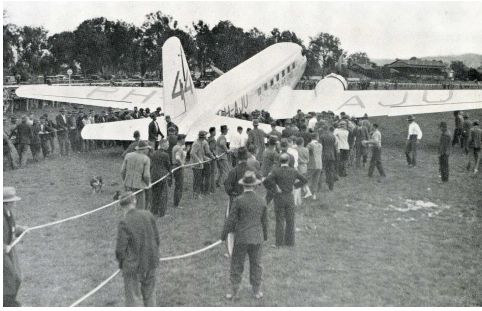
The "Uiver" was sunk in the mud and had to be pulled out the next morning with the aid of the population of Albury. Because the racetrack was very short, everything that is not immediately necessary for the flight was unloaded to make the aircraft as light as possible, up to and including the cushions of the seats! The passengers, wireless operator van Brugge and mechanic Prins were also left behind. Prins walked to a point approximately 100 meters from the end of the racecourse. If the "Uiver" was not airborne at that point during the takeoff roll, he would raise his arm so the take-off could still be aborted with enough braking distance to spare. Much later, after his retirement, Prins admitted the "Uiver" was not airborne at that point, but that he had not raised his arm because he was sure that within a few meters it would work ...



The "Uiver" at the racetrack in Albury...



...completely stuck in the mud



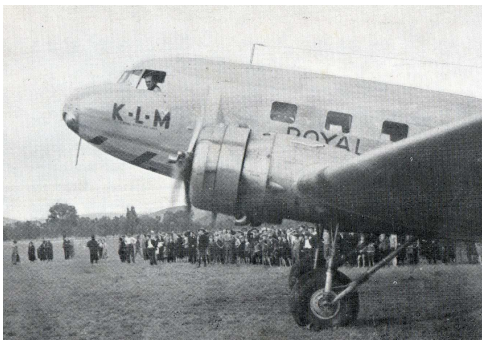
Preparations for pulling



"Uiver" on solid ground again



Everything redundant is left behind



Preparations for take-off



Take-off at Albury racetrack

FSX: Important! Deactivate the McRAR Extras scenery (Settings ⇒ Scenery Library ⇒ "Mc Robertson Air Race Extras": untick ⇒ OK).

After arrival in Laverton the aircraft has to be taxied directly into a hanger. The hangers in the scenery however cause a "building crash", so crash detection should better be deactivated (Aircraft ⇒ Realism Settings ⇒ Ignore crashes and damage = ON).

Load flight "21 - McRAR Albury - Melbourne". Adjust the fuel quantity using the noted quantity after landing on the Albury racetrack (Aircraft ⇒ Fuel and Payload ⇒ Change fuel). The payload is already adapted: only 2 pilots are on board (330 Pounds).

The racetrack is fairly short, so: brakes on, full throttle, wait until the engines are at full, brakes off. Take off to the south and make a turn to heading 210°. Climb to 5000ft to remain below the clouds.

Navigating this last part is not difficult, the landscape provides enough landmarks to make any course corrections. Lake Nillahcootie and a part of Lake Eildon will be passed and after about three quarters of an hour Melbourne will be visible on the horizon.

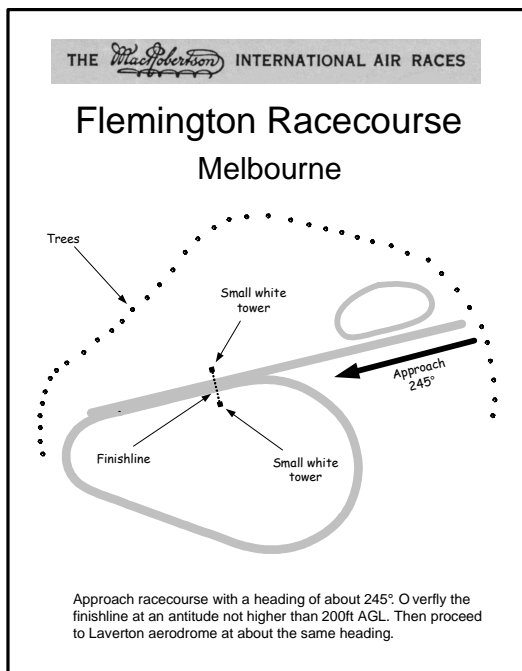
When you come Closer to Melbourne look for the Flemington racecourse. It is located in kind of a park just to the right of the harbour.

On the long straight part of the racetrack two turrets were placed. Between these turrets is a white finish line. This finish line should be passed at an altitude of max. 200 ft AGL to make the finish valid.

The "Uiver" finished at 00:52 GMT. Immediately after crossing the finish line turn to a heading of 228°. There is a motorway in the same direction leading out of town. Follow this road, it passes the military airfield RAAF Laverton, where you need to land.

Fly over the airport at low altitude, make a 180 degree turn and land.

After landing taxi straight into the hangar where the man in white overalls is waving at you and shut down the aircraft. You made it!

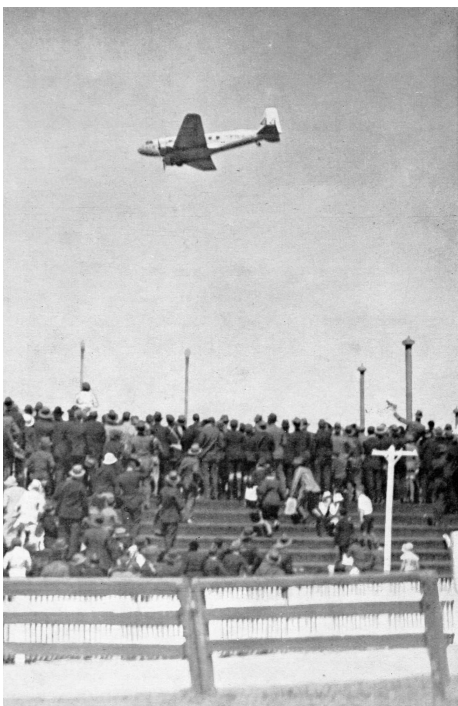


See McRAR Aerodromes.pdf for a larger version of this map

Parked on the airfield is also the Red Comet G-ACSS "Grosvenor House" of the two winners Scott and Campbell Black, who first passed the finish line about 12 hours earlier...



After having passed the finish line for the first time Scott flew around again and passed the finish line for a second time with high speed and low altitude. He wanted to make absolutely sure that their finish was valid, given the experience he had gained at another air race in the past.



Over de finish bij de Flemington racebaan



Landing at Laverton



... straight into the hanger

Epilogue.



The winners of the speedrace and handicaprace
f.l.t.r.: Campbell Black, Moll, Scott, van Brugge,
Prins en Parmentier

Congratulations: You have arrived after a flight of about 20,000 km in three and a half days! Quite an achievement.

The real DC-2 PH-AJU "Uiver" came in on second place, after the Red Comet G-ACSS "Grosvenor House" of Scott and Campbell Black and was thus formally second in the speed race. However, KLM chose the first prize in the handicap race (a participant could only receive one prize) so to Turner, Pangborn and Nichols, who arrived third four hours after the "Uiver" arrived, became second in the speed race.

Two weeks of celebrations and meetings with all the winning participants followed. Also a flying tour through some major Australian cities was carried out by the

"Uiver" having Scott, Campbell Black, Turner, Pangborn and Nichols as passengers. On the first of November, the journey home was commenced and the "Uiver" landed at Amsterdam Schiphol again on November 21.

Some available videos shots about the Melbourne Race:

Coverage of the Melbourne Race:

Movietone Newsreels, 1934 The Great Air Race.

<http://www.youtube.com/watch?v=wIVIRiCoBJ0>

Interpretation of Scott & Campbell Black about the race:

British Pathe footage 1934 ENGLAND TO AUSTRALIA AIR RACE

<http://www.britishpathe.com/record.php?id=5431>

Arrival of Scott & Campbell Black in Melbourne Laverton:

British Pathe footage 1934 FATIGUED BUT TRIUMPHANT

<http://www.britishpathe.com/record.php?id=5519>

Arrival of Scott & Campbell Black in Flemington Racecourse and Laverton Melbourne (partly bad sound quality):

British Pathe footage 1934 WIZARDS OF THE AIR reel 1

<http://www.britishpathe.com/record.php?id=75357>

Tribute to Scott & Campbell Black + clarification of the flight (partly bad sound quality):

British Pathe footage 1934 WIZARDS OF THE AIR reel 2

<http://www.britishpathe.com/record.php?id=75358>

Arrival of "Uiver" and Boeing 247D at Laverton Melbourne + Tribute in Melbourne (partly bad sound quality):

British Pathe footage 1934 WIZARDS OF THE AIR reel 3

<http://www.britishpathe.com/record.php?id=75359>

Winners inspect each other's aircraft at Laverton (partly bad sound quality). Showing Scott, Campbell Black, Parmentier, Moll, Prins, van Brugge, Roscoe Turner, Pangborn en Nichols.

British Pathe footage 1934 WIZARDS OF THE AIR reel 4

<http://www.britishpathe.com/record.php?id=75360>

One of the passengers of the "Uiver", Mr. Domenie, maintained a diary during the flight. You can find it here: http://www.avsim.com/hangar/flight/dc2uiver/race/Domenie_Diary_eng.htm.

The official race results.

AIRCRAFT	REGIST'N	NATIONALITY	CREW	REMARKS
DH.88 Comet "Grosvenor House"	G-ACSS	Britain	C.W.A. Scott, T. Campbell Black	Arrival 71 h 0 mins
Douglas DC-2 "Uiver"	PH-AJU	Netherlands	K.D. Parmentier, J.J. Moll, B. Prins, C. Van Brugge	Arrival 90 h 13 mins <i>Winner of the handicapraking</i>
Boeing 247-D "Warner Bros. Comet"	NR257Y	United States	Roscoe Turner, Clyde Pangborn	Arrival 92 h 55 mins
DH.88 Comet	G-ACSR	Britain	O. Cathcart Jones, K.F. Waller	Arrival 108 h 13 mins
Miles Hawk Major	ZK-ADJ	New Zealand	S/Ldr. M. McGregor, H.C. Walker	Arrival 7 d 14 h <i>Snelste met één motor</i>
Airspeed AS.5 Courier	G-ACJL	Britain	S/Ldr. D. Stodart, Sgt. Pilot K. Stodart	Arrival 9 d 18 h
DH.80 Puss Moth "My Hildegarde"	VH-UQO	Australia	C.J. 'Jimmy' Melrose (solo)	Arrival 10 d 16 u <i>Second in the handicapraking. Was lost over the Timor Sea, but eventually did reach Darwin in a glider flight. Only solo pilot to arrive.</i>
Desoutter Mk.II	OY-DOD	Denmark	Lt. M. Hansen, D. Jensen	Date of arrival oktober 31
DH.89 Dragon Rapide	ZK-ACO	New Zealand	J.D. Hewitt, C.E. Kay, F. Stewart	Date of arrival november 3
Not qualified				
Miles Falcon	G-ACTM	Britain	H.L. Brook, Miss E. Lay (passenger)	Date of arrival november 20
Fairey IIIIF	G-AABY	Britain	F/O C.G. Davies, Lt.Cdr. C.N. Hill	Date of arrival november 24
Fairey Fox I	G-ACXO	Australia	R. Parer, G. Hensworth	Abandoned the race in Parijs. Eventually reached Melbourne on februari 13, 1935
Lambert Monocoupe 145 "Baby Ruth"	NC501W	United States	J.H. Wright, J. Polando Warner	Abandoned the race in Calcutta
DH.88 Comet "Black Magic"	G-ACSP	Britain	J.A. Mollison & Mrs. Amy Mollison (Johnson)	Abandoned the race in Allahabad.
Pander S4 "Panderjager"	PH-OST	Netherlands	G.J. Geysendorffer, D.L. Asjes, P. Pronk	Crashed at Allahabad.
B.A. Eagle	G-ACVU	Britain	F/Lt. G. Shaw	Abandoned the race in Bushehr (Iran)
Lockheed Vega "Puck"	G-ABGK	Australia	J. Woods, D.C. Bennett	Abandoned the race Aleppo after tipping over their aircraft
Airspeed AS.8 Viceroy	G-ACMU	Britain	N. Stack, S.L. Turner	Abandoned the race in Athene
Granville R-6H "Q.E.D."	NX14307	United States	Miss J. Cochrane, W. Smith	Abandoned the race Boekarest
Fairey Fox I	G-ACXX	Britain	H.D. Gilman, J.K. Baines	Crashed near Taranto. Both pilots killed.



After the euphoria of the victory of Scott and Campbell Black Britain came to it's senses. The greatest air race in history was won by the British in an British racing aircraft that was built specifically for this race, but who became second? An ordinary Dutch airliner of American brand who performed a normal airline flight carrying passengers, luggage and mail and had made many more stops. It was a bit like a regional public transport bus with passengers won second place in the 24-hour of Le Mans car race, thereby also stopping at the various busstops. Third place was also an American-made airliner. Other British (racing) aircraft were hardly involved. Britain

realized it was lagging behind in the development of aviation and that hurted.

MILDENHALL
LEK AMSTERDAM

20 October 1934

MELBOURNE
AANKOMST BANDJONG

24 October 1934

GEZAGVOER

OPGAVE VAN VLIEGTIJDEN, INGENOMEN HOEVEELHEID BENZINE EN OLIE

Vertrokken van:	G.M.T.	Aangekomen te:	G.M.T.	Vliegtijd	BENZINE		OLIE		
					Liter	Gallon	Liter	Imp. Gallon	USA Gallon
Mildenhall	0635	Rome	1129	4.54	1491				
Rome	1156	Athene	1532	3.36		235		7	
Athens	1551	Aleppo	2000	4.09		142			
Aleppo	2035	Baghdad	2300	2.23		210		10	
Baghdad	0000	Jask	0513	5.13		348		4	
Jask	0536	Karachi	0853	3.17		243			
Karachi	0910	Allahabad	1409	4.59		320		20	
Allahabad	1513	Calcutta	1747	2.34		195			
Calcutta	1820	Rangoon	2210	3.50		250		10	
Rangoon	2242	Alorstar	0327	4.45		155			
Alorstar	0410	Singapore	0644	2.34		275		0	
Singapore	0713	Batavia	1034	3.21	1180		25		
Batavia	1056	Rambang	1520	4.24	1570				
Rambang	1557	Koepang	1903	3.06	1104		42		
Koepang	1949	Darwin	2300	3.11		257		0	
Darwin	2325	Cloncurry	0457	5.22		340		4	
Cloncurry	0537	Charleville	0855	3.10		210		9	
Charleville	0955	Albury	1520	5.25					
Albury	2354	Melbourne	0052	0.58					
Melbourne									

Above the official log of the "Uiver". Below the log of the flight by yours truly using the 'DC-2 for FSX' of the Uiver Team. The arrival and departure times at the intermediate stops are not far apart, with the obvious exception of the stage Charleville - Albury. The fuel consumption is pretty similar too. This shows that the Uiver Team has done a good job with the 'DC-2 for FSX'.

McRobertson Air Race

London - Melbourne

Used aircraft: DC-2 PH-AJU (Uiver) for FSX

Leg	Departed		Arrived		Time		Fuel	
	From	GMT	At	GMT	Enroute	Distance	Gallons	Liters
1	Mildenhall	06:37	Rome	11:30	04:53	797	369	1397
2	Rome	12:00	Athens	15:35	03:35	566	273	1033
3	Athene	15:55	Aleppo	20:10	04:15	686	314	1189
4	Aleppo	20:36	Baghdad	23:04	02:28	398	178	674
5	Baghdad	00:01	Jask	04:59	04:58	837	363	1374
6	Jask	05:36	Karachi	08:49	03:13	508	234	886
7	Karachi	09:10	Allahabad	13:44	04:34	803	324	1226
8	Allahabad	15:12	Calcutta	17:47	02:35	404	172	651
9	Calcutta	18:22	Rangoon	21:58	03:36	560	250	946
10	Rangoon	22:47	Alor Setar	03:17	04:30	693	321	1215
11	Alor Setar	04:12	Singapore	06:32	02:20	354	156	591
12	Singapore	07:12	Batavia	10:37	03:25	495	241	912
13	Batavia	10:57	Rambang	15:08	04:11	599	298	1128
14	Rambang	15:57	Kupang	19:00	03:03	429	214	810
15	Kupang	19:52	Darwin	22:57	03:05	444	226	856
16	Darwin	23:35	Cloncurry	04:56	04:21	795	385	1457
17	Cloncurry	05:37	Charleville	08:57	03:20	468	242	916
18	Charleville	09:54	Albury	14:15	04:21	606	319	1208
19	Albury	23:55	Melbourne	01:03	01:08	152	70	265

The end of the "Uiver".

Exactly two months after her departure from Mildenhall to Melbourne the "Uiver" made her last flight. On Wednesday, December 19, 1934 at 3:38 in the morning the "Uiver" departed for a return flight on the East-Indies line, the first regular scheduled flight with a DC-2. Besides the four-man crew of captain Beekman there were three passengers on board.



KLM's director Plesman had advertised the flight: "Your Christmas and New Year wishes by 'Uiver' - within eleven days you have an answer". The flight had to be done as quickly as possible, although as mail was concerned this was pointless because the planned arrival of the "Uiver" in Batavia and Amsterdam was in a weekend where no mail was

processed.

Captain Beekman carried out the flight with reluctance. He was not familiar enough with the DC-2 and he is afraid of bad weather. Via stopovers in Marseille, Rome, Athens, the "Uiver" left at 21:50 from Cairo bound for Baghdad, a distance of 1200 km. The next morning the Netherlands found out that the "Uiver" had not arrived in Baghdad. The "Uiver" is missing. Employees of an oil company who were employed 50 km from Rutba Wells reported having heard the sound of aircraft engines the night before at 00:45 in bad weather.

Rutba Wells is located in the Iraqi desert and was a base for the RAF. On December 21, KLM announced that an RAF aircraft had found the wreckage of the "Uiver" 16 km from Rutba Wells. The aircraft was completely burned out. Later in the afternoon, a few armored cars managed to reach the wreck. The plane is completely destroyed and burned out and there are no survivors. Only the tail of the "Uiver" is still recognizable.



Various inquiries have been carried out but unfortunately never was revealed exactly what had caused this disaster.

Finally

I hope you enjoyed flying this historic flight. For me it was a lot of fun to design and build this package. I learned a lot about the MacRobertson Air Race and after creating all of the airports and the AI I really felt "to be part of it".

If you have any comments or suggestions for improving it all or simply want to state that you have completed this race, please send me an email. Put "McRAR, Uiver Flight" in the subject field so I know it's not spam.

It is my intention to create a similar package for the return flight of the "Uiver" from Melbourne to Amsterdam, November 1 to 21, 1934. This flight was carried out along a slightly different route, entirely during daylight at lower altitudes and had the character of a victory tour. Your suggestions are welcome.

Stay tuned....

October 2011
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