

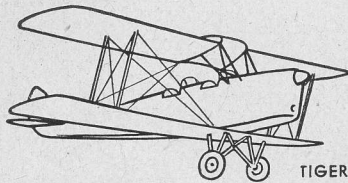
The Flight of 30 years

HAS ESTABLISHED

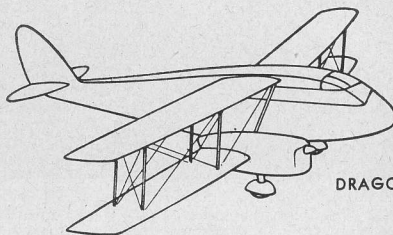
DE HAVILLAND



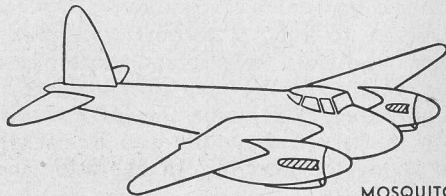
IN THE FOREFRONT OF AUSTRALIA'S AVIATION INDUSTRY



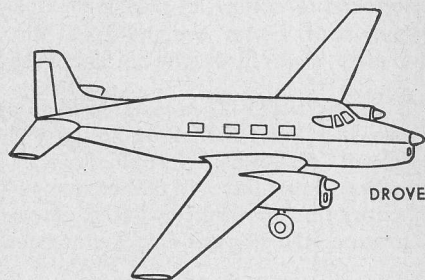
TIGER MOTH



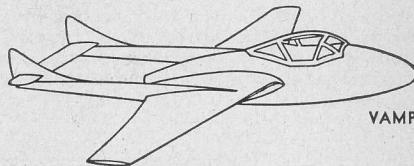
DRAGON RAPIDE



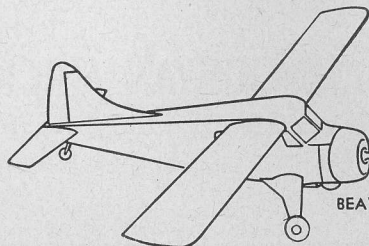
MOSQUITO



DROVER



VAMPIRE TRAINER



BEAVER

Thirty years pass quickly; yet, since 1927, when the aviation industry in Australia virtually did not exist, this country has become one of the most air-minded in the world.

Foremost amongst the pioneers of aviation here is the name DE HAVILLAND. On March 7, 1927, De Havilland commenced operations in Melbourne assembling Cirrus Moths which had been shipped from England.

In 1928 Gipsy Moths were introduced and it speaks volumes for the sturdiness and design of these aircraft that some are still in service.

FROM MELBOURNE TO MASCOT . . .

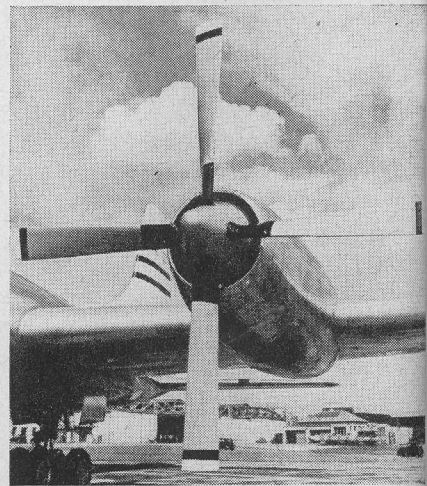
Increased sales called for greatly increased service facilities so, in 1930, De Havilland moved to Mascot. Here was assembled one of Australia's greatest "work mates," the Dragon Rapide, as well as the 4-engine DH86, designed specially for Australian conditions. A full-scale overhaul service for all operators commenced at this time.

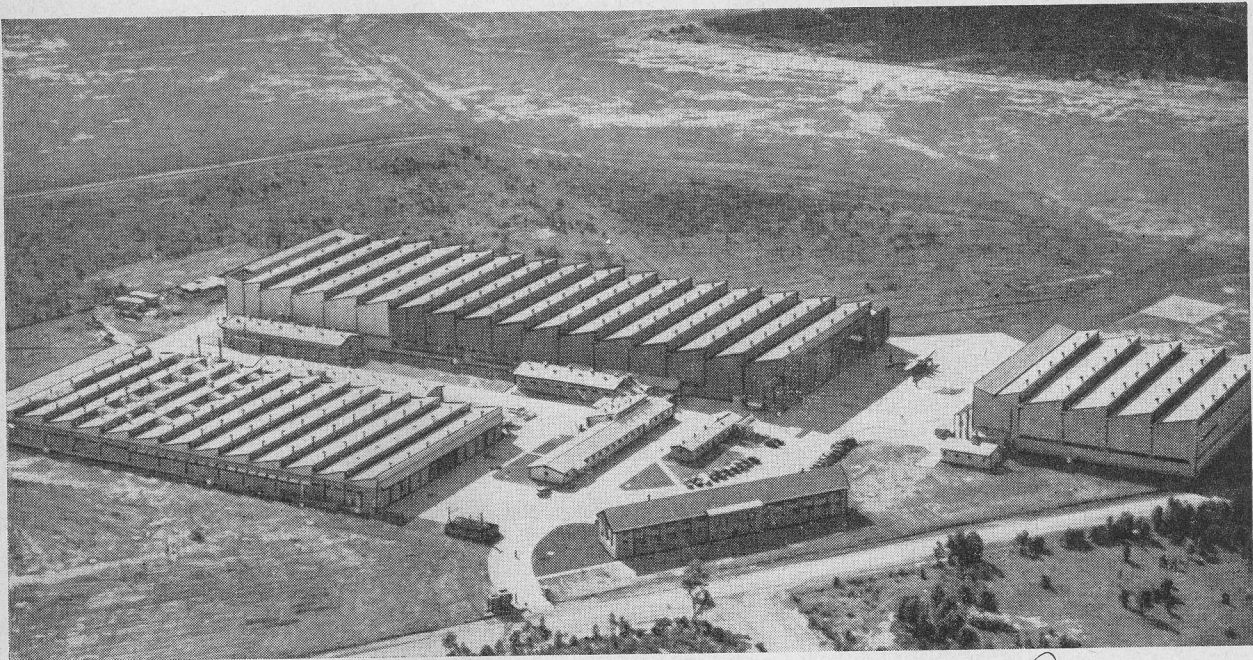
Even major component parts were manufactured locally to effect the savings so vital to the young aircraft industry's survival in those difficult years of financial depression.

During this era, De Havilland aircraft pioneered the first international airmail service to the United Kingdom, the Australian Flying Doctor Organisation, and formed the backbone of the Aero Club training programme.

METAL VARIABLE-PITCH PROPELLERS

In 1938, a propeller production programme, more ambitious than any envisaged previously, was submitted to the Australian Government. By the finish of World War II De Havilland had produced over 2,000 propellers and repaired and serviced many more in this separate plant at Alexandria, N.S.W.





DE HAVILLAND EXTENDS TO BANKSTOWN — 1942 . . .

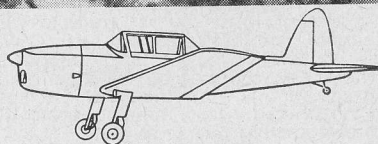
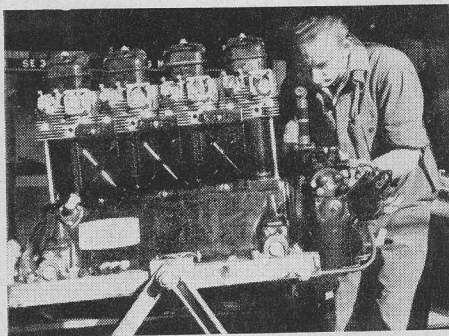
From the Bankstown organisation have come more than 200 Mosquitoes, over 1,000 Tiger Moths, 80 Vampire Jet Fighters and, to date, 41 Trainers, a comprehensive spare parts organisation and a specialised overhaul service for all operators. Here, too, was born the "Drover," designed specially to meet the requirements of the Flying Doctor Service and feeder service airlines in Australia and the Pacific Islands.

GUIDED-MISSILE PRODUCTION . . .

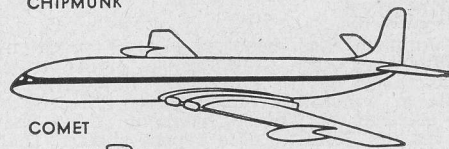
Thirty years of pioneering in Australia have served De Havilland and Australia well, for now both are vitally linked with the development of guided missiles.

"ON COURSE" FOR THE FUTURE . . .

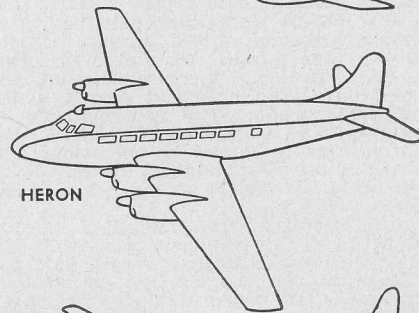
In this country of unparalleled opportunity and natural wealth, only the continuing flight of time will reveal the extent of the enterprise and initiative of to-day's men of vision who guide De Havilland-Australia in its mission to serve Australia's aviation needs in peace and war.



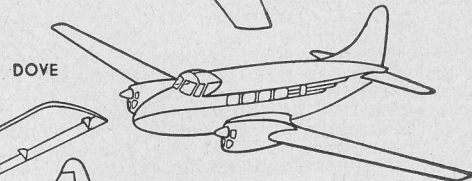
CHIPMUNK



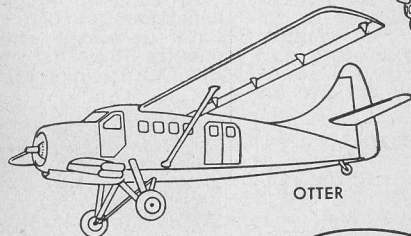
COMET



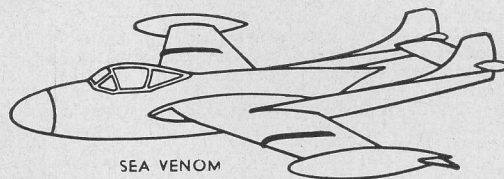
HERON



DOVE



OTTER



SEA VENOM

DE HAVILLAND AIRCRAFT PTY. LTD.

P.O. BOX 30, BANKSTOWN, N.S.W.

AUSTRALIA — GREAT BRITAIN — CANADA — NEW ZEALAND — SOUTH AFRICA