

Norway's biggest airline network

Wideroe was founded in 1934 by Viggo Wideroe, an aviation pioneer in Norway. It started out as a flying boat airline - the most common way to fly in those days since there were no airports. Smaller and remote communities primarily in the Northern and Western regions had to rely on Wideroe´s flights to get fast connections to the world. Due to the country´s topography the only way to travel was by boat or by air.

In 1953 Wideroe bought the de Havilland Beaver. Since then Wideroe has utilized de Havilland aircrafts; the Twin Otter, Dash 7 and now Dash 8.

By the outbreak of the war and the nazi invasion there were only three airports in Norway. During the war the Germans built several airports in the larger cities. After the war more airports were built and the airline industry grew.

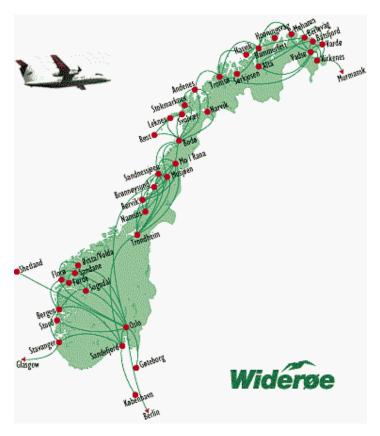
In the sixties the Norwegian parliament decided that smaller communities in rural Norway should be incorporated in the airline network for better connections to the capital and to the world. A series of STOL-ports (runway lenghts of 2,500–2,800 ft) were built in western and northern Norway and Wideroe used Twin Otters to these Kyllingmarkers (so called because of the then minister of DoT mr Kyllingmark). At the time Wideroe was the world's largest operator of the Twin Otter.



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Now Wideroe have a fleet of only one Twin Otter but 17 Bombardier de Havilland Dash 8-100 (37 passengers) and 7 Dash 8-300 (50 passengers). It will also be European launch customer for Dash 8-400, the latest extended version of the aircraft with a capacity of 75 passengers. Wideroe is the largest European Dash 8

SAS (who own 29% of Wideroe) and Braathens are the main trunk airlines of Norway but Wideroe have the largest network. It is a regional airline although the region nowadays is the whole of Norway and even international. Wideroe operates over 300 flights a day to 36 Norwegian airports and on international routes to Murmansk, the Shetlands, Glasgow, Goteborg, Copenhagen and Berlin.



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