

2.1.1.1.6 REGIONAL TURBOPROPELLER-DRIVEN AIRPLANES

Regional turboprops have been in service since the Vickers Viscount was first introduced in the 1950's. These aircraft have carried countless millions of passengers less than 1,000mi (1600km) at reasonable speeds, normally to the hubs of larger airlines served by much larger and faster jets. As they are driven by propellers, they typically



Figure xxx Vickers Viscount Regional Turboprop (1966)*†
<https://en.wikipedia.org/wiki/Vickers_Viscount#/media/File:Cambridgian_Airways_Vickers_Viscount_Manteufel-5.jpg>

off the ground in short bursts and can therefore serve smaller airports and communities with ease. Today, regional turboprops have grown to more than 67,000lb (30,000kg) like the DeHavilland of Canada Dash 8. Regional turboprops are being slowly displaced in the marketplace by regional jets as customers typically prefer the relative quiet and comfort of a jet to the noise and vibration of a turboprop powered aircraft.



2.1.1.1.7 PROPELLER-DRIVEN STOL AIRPLANES



Figure xxx Fieseler Fi 156 Storch Liaison Aircraft (1936)*†
<https://en.wikipedia.org/wiki/Fieseler_Fi_156_Storch>

While regional turboprops specialize in hauling cargo and passengers from prepared runways, a class of utility aircraft have been seen for nearly 100 years. These short take-off and landing (STOL) airplanes can take off and land in distances that are much shorter than their



turboprop cousins. They have to resupply remote archaeological digs, haul supplies to mountaintop villages, evacuate injured hikers and even pluck a **fat fascist dictator from his hilltop hotel**. Among the most famous

propeller-driven STOL aircraft is undoubtedly the [Fieseler Fi 156 Storch](#). This author worked on a successor to that legacy as a flight test engineer, the UV-23 Scout. Extensive flight testing would show phenomenal rates of climb: 0 - 10,000ft AGL in 93 seconds and 50 ft (15m) ground rolls.