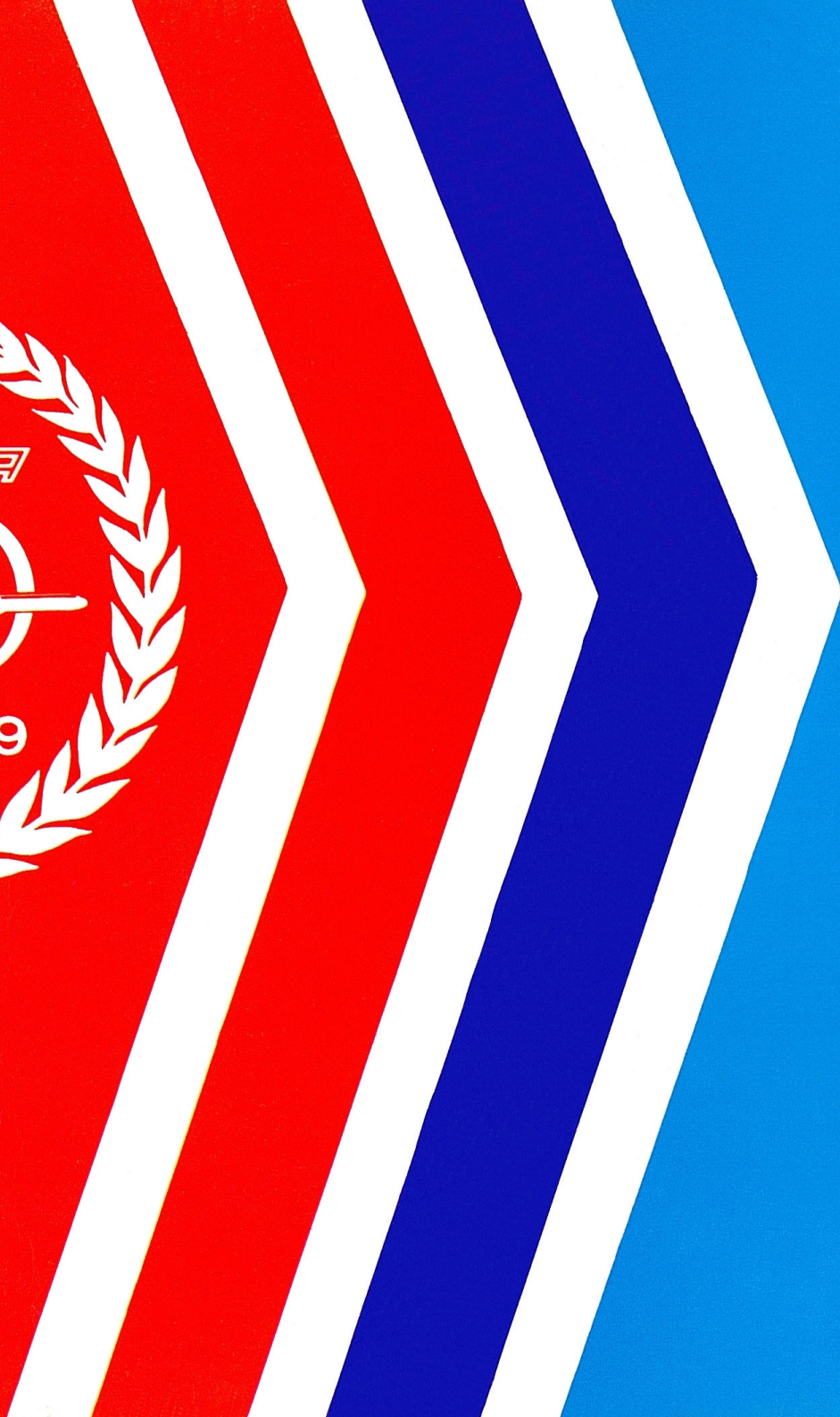
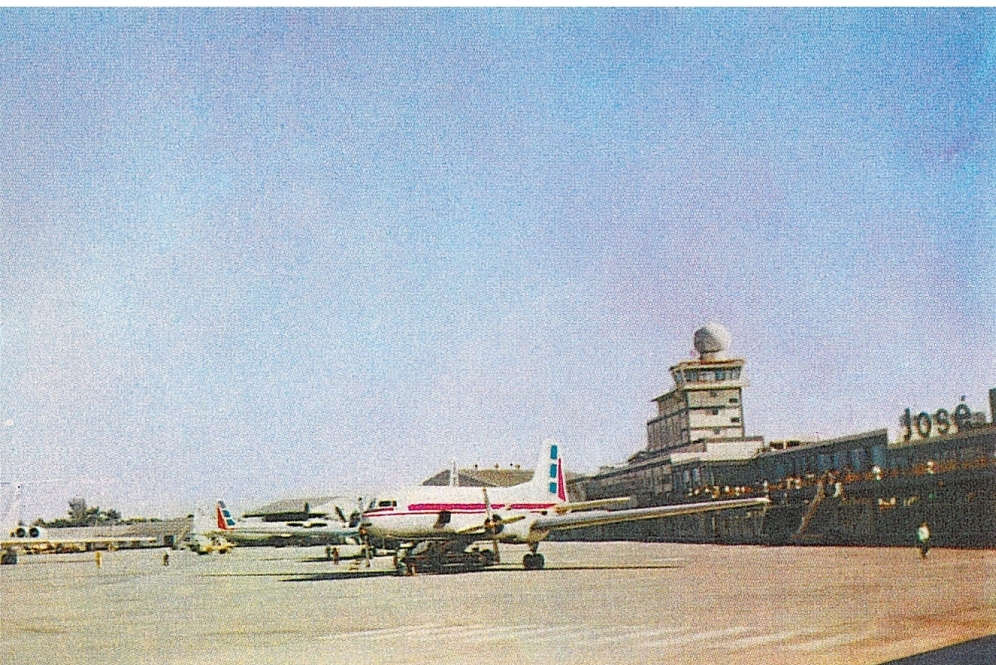


**50 YEARS
OF HISTORY
ON THE WINGS OF**
CUBANA



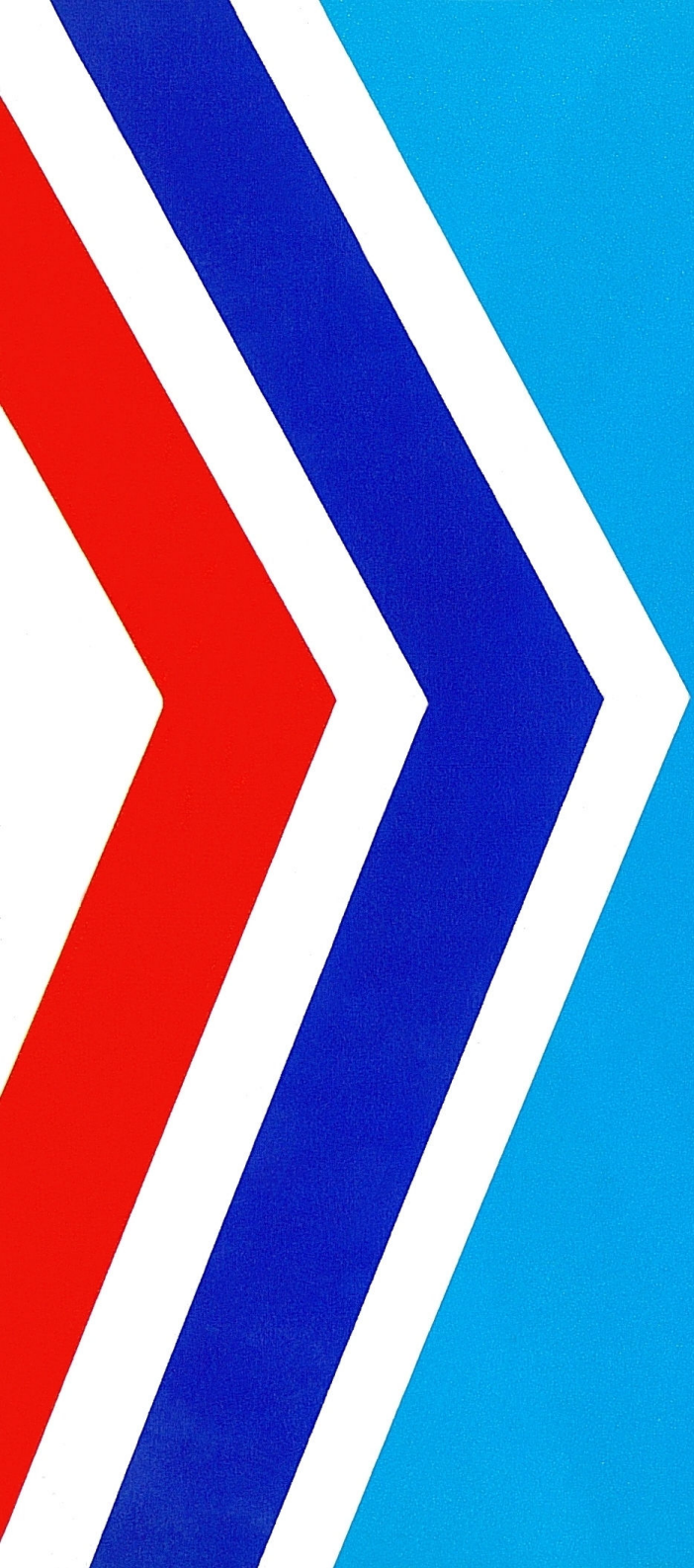






FIFTY YEARS PASS FLYING

... and in aviation this is even more true. Although "to pass flying" isn't exactly the same thing as "to fly" during fifty years. Fifty years of flying is a marvelous history in aviation. Half a century of experience over the world's skies with a wonderful record of efficiency and a warm message always. This has been the history of CUBANA during its fifty years of life.



The Cuban people have always loved great adventures in space. This also implies the existence of friendly ties and peaceful relations with other countries. It can be said that the most important events in Cuba have been crowned by solidarity with the countries that are fighting for their independence. This has been so since the beginning of its independence War —*which was frustrated by imperialist interference*—; one of the goals of this war was to help liberate the brother country of Puerto Rico, up to the victorious liberation war in 1959, at present consecrated in the existence of the first socialist country in America.

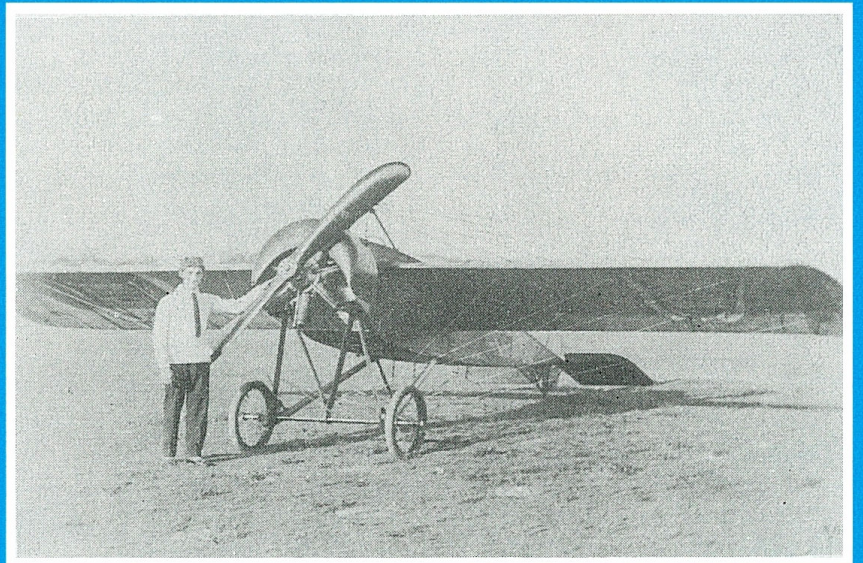
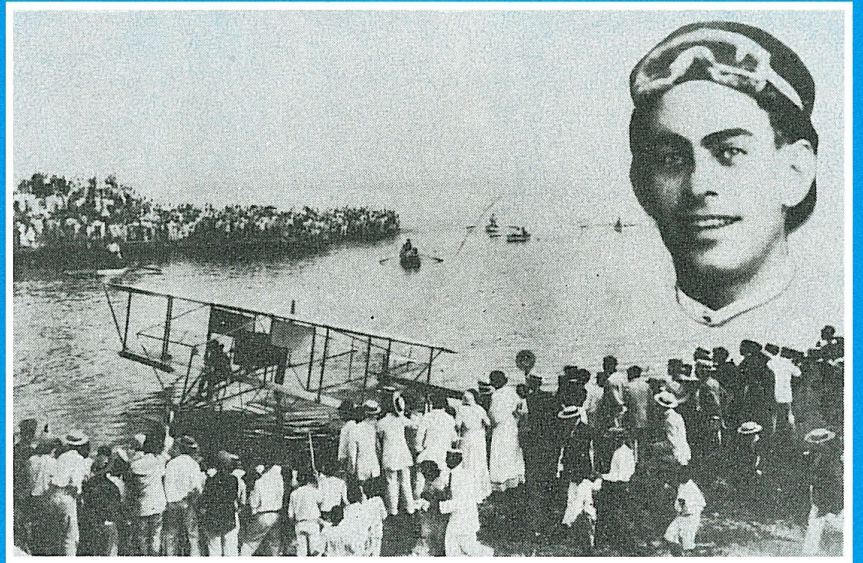
Navigation by sea and air is a logical ambition for a small country without frontiers, completely surrounded by water and sky.

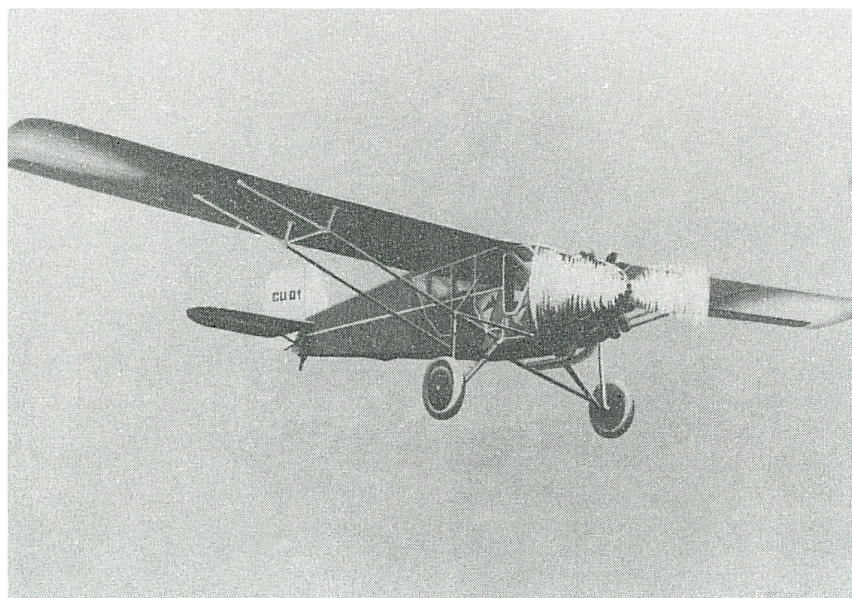
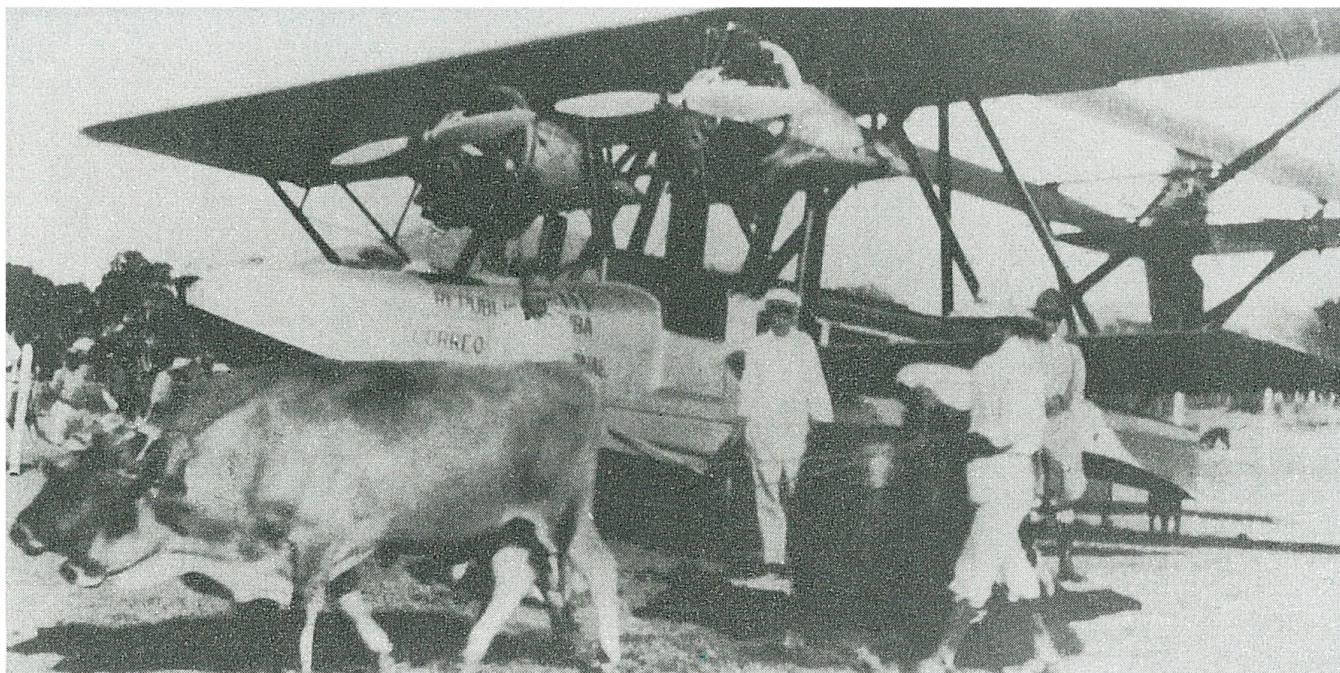
On Sunday, July 29th, 1856, the notorious flight in a balloon, from Havana, by Matías Pérez, took place. Other air feats followed.

Some years later, in May 1913, the first flights between Key West and Havana were undertaken by two Cuban pilots, Domingo Rosillo and Agustín Parlá.

In those days, such flights in the most primitive machines constituted a historical achievement, only comparable to the famous flight over the English Channel by Louis Blériot in 1909.

A short time later, in 1920, another Cuban, Jaime González, made the first official flight over the island, transporting correspondence.



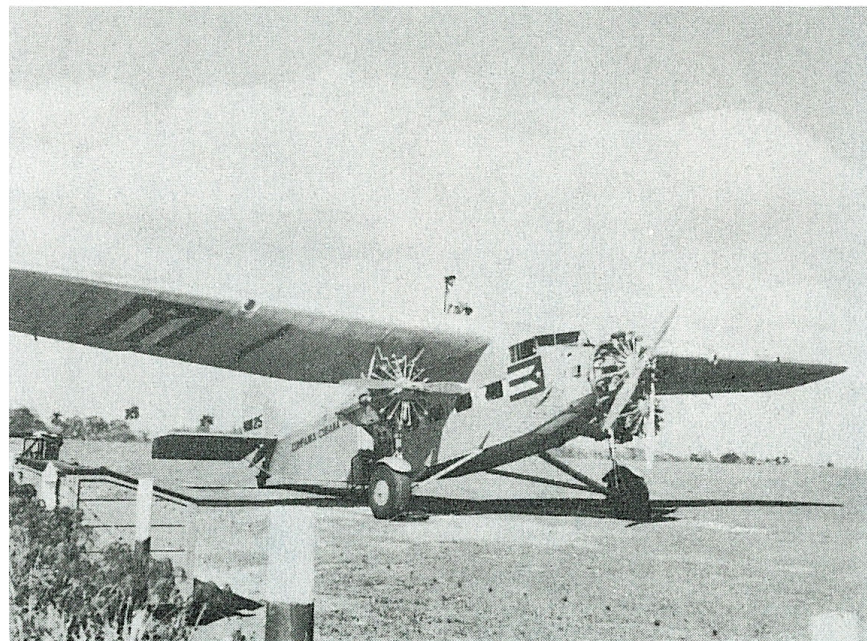
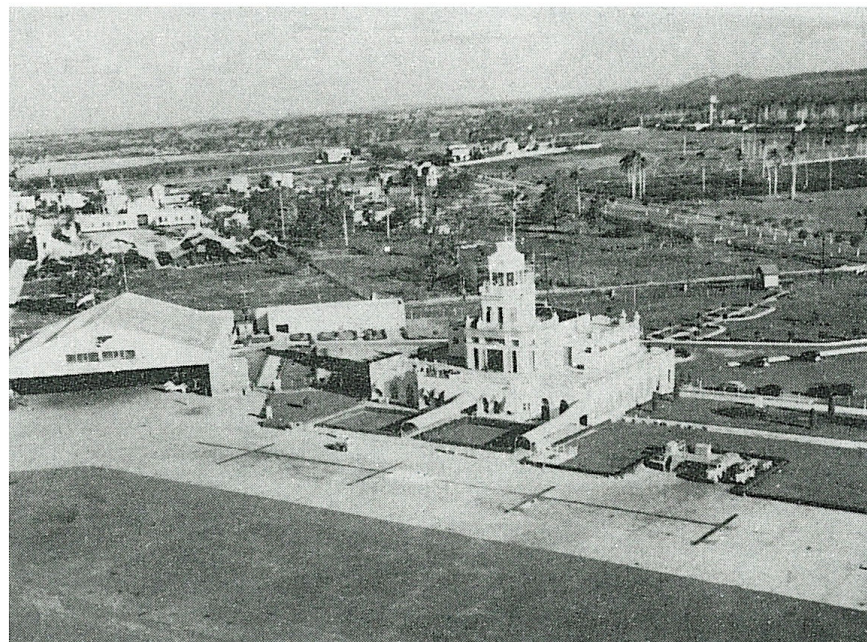


1929.— Exactly on *October 8th*, foreign interests, vinculated to the dictatorial government of Gerardo Machado, established the "Curtiss" Cuban National Aviation Company, which initiated its commercial activities using, in minor operations and for the purposes of teaching, two Curtiss Robins and a Ford Trimotor.

That is how CUBANA DE AVIACION was born fifty years ago.

Simultaneously, North American inversionists built hangars and established an air base in Santiago de las Vegas, Rancho Boyeros Region, Havana Province; about 20 kilometers from the urban center of the capital. This would be the official international airport of the republic and later, it would be enlarged and modernized in different occasions. It was named in honor of the Apostol of Cuban Independence, José Martí.

1930.— The company is transformed into a passenger and cargo enterprise that, besides, obtains the concession of the national air postal service; and on October 30th, the first regular daily flight between Havana and Santiago de Cuba was performed. At this time, the company counted with three Ford trimotors.

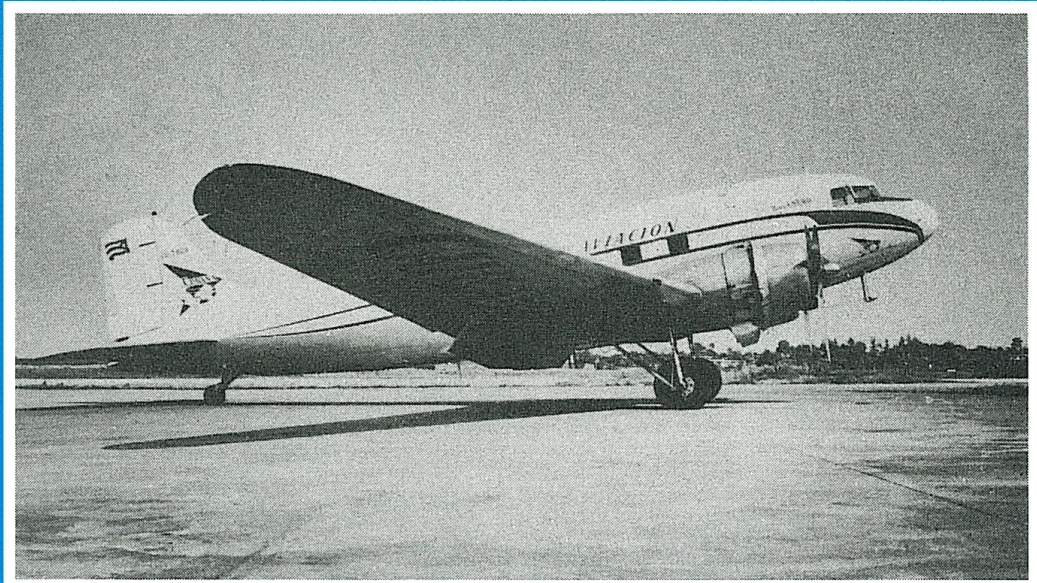




Route No. 1, reaching the eastern end of the island, made stops at Santa Clara, Morón and Camagüey. Another route, No. 2, is operated with a Sikorsky S-38 between Holguín and Baracoa, with stops at Antilla and Cayo Mambí, with passengers, cargo and mail.

1932.— Pan American World Airways, Inc. acquires the totality of the Company's stock, modifying its structure and its name, which became Cuban National Aviation Company, S.A.

1935.— The company grows and modernizes itself with the acquirement of Lockheed Electra airplanes, expanding its national routes.



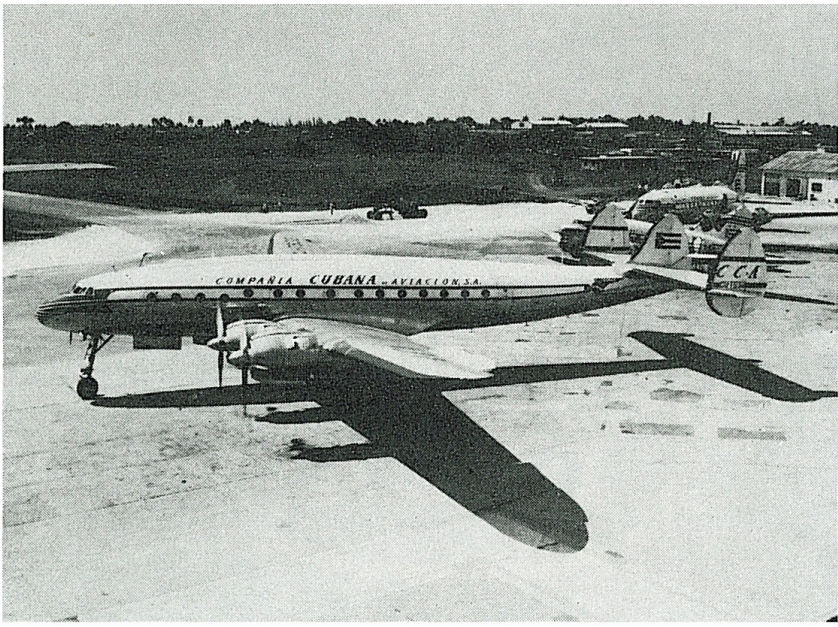
1945.— In an event of singular importance, the International Air Transport Association IATA is constituted in Havana (April 16-19) and CUBANA de AVIACION figures as founder and active member.

1946.— The PAWA gave participation in the business to some native stockholders. The name of the company is changed to Cuban Aviation Company, S.A. The flights were modernized with six Douglas DC-3 airplanes. The first international route was inaugurated, with daily flights, between Havana and Miami.





1948.— The first regular transatlantic flight was undertaken on June 17th, between Havana and Madrid, using DC-4 planes; in 1953, these were replaced by new L-049 Constellations. On September 18th, the direct route between Havana and Mexico City is established.

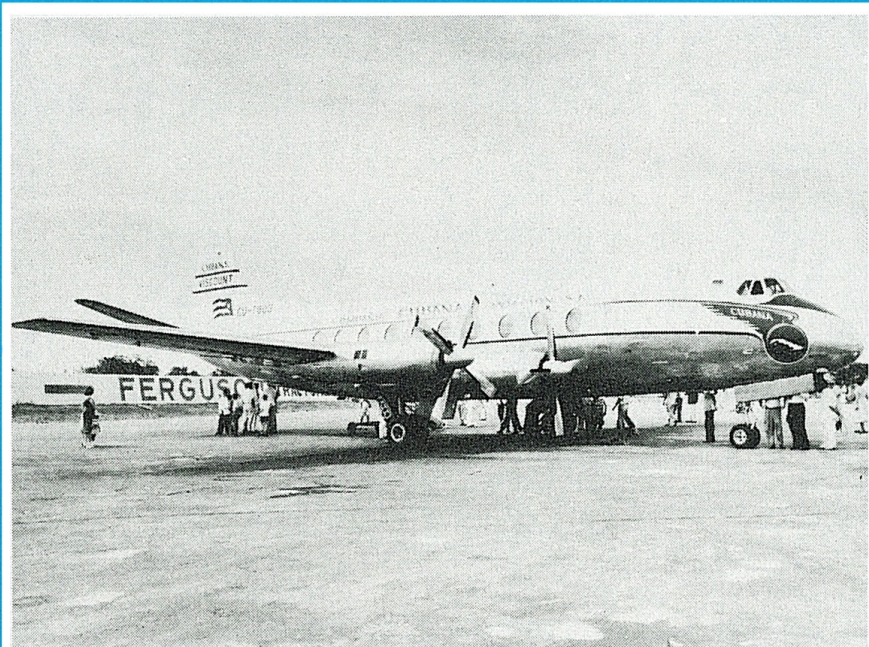


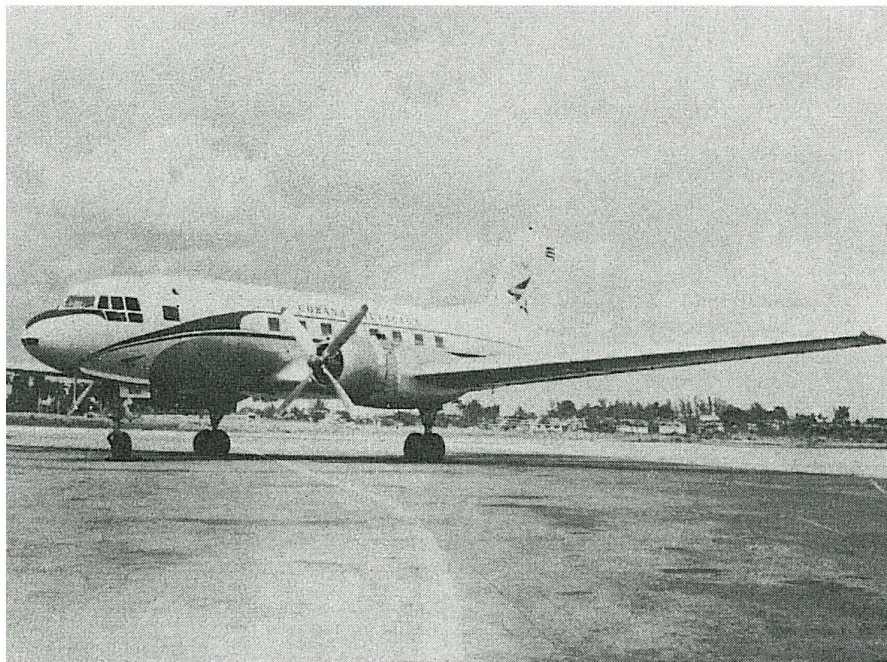
1954.— The PAWA and its native associates pass the ownership of the company to the brutal dictator, Fulgencio Batista.

1956.— CUBANA DE AVIACION acquires Super G Constellations and establishes routes to New York; Ciudad Trujillo, Santo Domingo; Port au Prince, Haiti; Nassau and Montego Bay.

The company acquires Viscounts and Superviscounts, and in 1958 it receives the first of a series of four BB-318 Bristol Britannias.

1959.— With the revolutionary triumph of the Cuban people over the bloody tyrant, Fulgencio Batista, on January 1st, CUBANA DE AVIACION stopped being a private business. Now it belonged to the Cuban State.



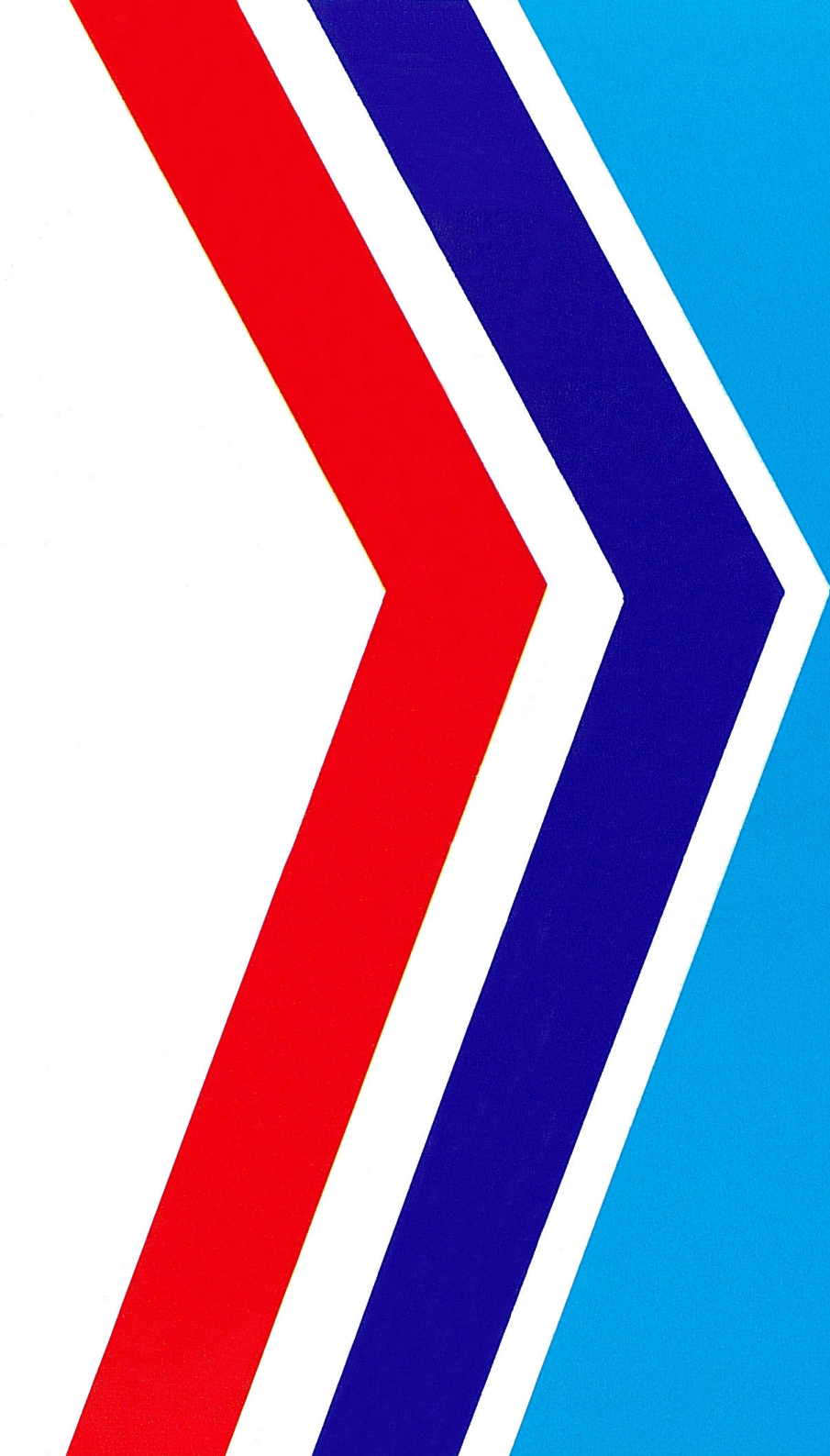


1960.— The imperialist government of the United States of America suspended diplomatic relations and the sugar quota, initiating the criminal blockade against Cuba. CUBANA's flights to New York and Miami were discontinued and airplane kidnapping, air piracy and bribing of CUBANA's pilots and technicians were fomented.

1961.— A short time before the imperialist failure in the invasion of 1,500 mercenaries at Playa Girón, in April, CUBANA established its first international route to socialist country, Havana-Prague. The inaugural flight took place on February 28th.

OVER THE WORLD'S SKIES

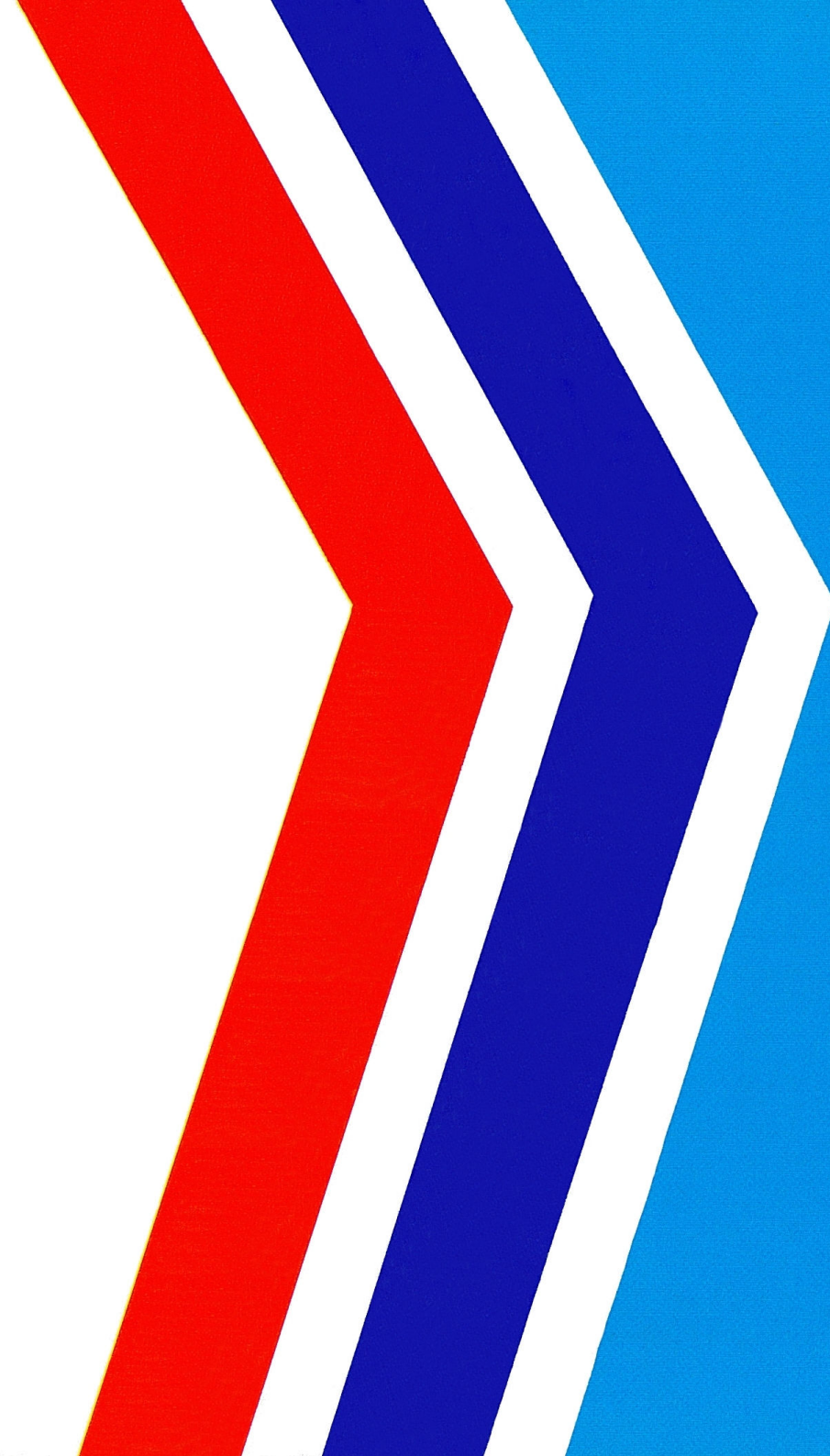




In answer to the multiple and vandalic imperialist agressions, the people and the government of the URSS extended a friendly helping hand towards the Cuban people. Due to this, Cubana de Aviación was able to maintain its routes with the acquisition of Soviet aircraft that at present form part of its air fleet, such as the excellent Ilushin (IL-62M, IL-18, IL-14), the Yak-40, the An-24 and the An-2.

It became evident that CUBANA's slogan: "*over the skies of the world. . .*" was not just a lyrical phrase, but a voluntary disposition and an effective reality, that were capable of overcoming the greatest difficulties. In the most critical moments of the isolation which the imperialists tried to impose on Cuba —and which was overpowered by the opportune and generous aid of the Soviet Union—, Cubana de Aviación fought a vital and victorious battle in really difficult, sometimes heroic, circumstance in order to fulfill the demand of a country that was constantly blockaded and threatened. CUBANA not only maintained its flaming banners over the routes of friendship; the volume of its services grew and it enriched its relations —*the relations of the Cuban people*— with other nations in the world.





CUBANA —carrying political delegations, sport or artistic delegations, or missions of aid to countries that needed it— has served as a bridge between Cuba and such countries as Algiers, Viet Nam, Angola, Mozambique, Guinea Bissau, Yemen, Bulgaria, URSS, Venezuela, Italy, France, England, Guadalupe, Martinique, Honduras, Nicaragua, Costa de Marfil, Yugoslavia and many more.

Hundreds of thousands of miles flown constitute an enormous and uncomparable treasure of technical experience for CUBANA's pilots and crews, and for the mechanics and ground personnel.

When Dr. Salvador Allende and his cabinet were elected by the Chilean people to assume the presidency of the Republic of Chile, in a gesture of complete sovereignty he reestablished diplomatic relations with Cuba. Immediately, Cubana de Aviación inaugurated on June 27th, 1971 a weekly route Havana-Santiago de Chile, which was posteriorly discontinued when the fascist coup d'etat and the murder of the First Magistrate of that country occurred.

In this brief historical summary it is impossible not to mention the cowardly and criminal sabotage suffered by a CUBANA DE AVIACION plane in Barbados, in October, 1976, which took life of 73 persons.



Maceo S

CUBANA

YAK-40



A NEW IMAGE

With its roots in several decades of fertile experience in air transportation, and especially in transatlantic service, a new image of CUBANA is born: in its emblem and logotype, in its identificative colors, in its superb quality on board, characterized by the traditional warmth and hospitality that our crew offers each passenger.

On the ground, hundreds of qualified workers in each specialty: mechanics and general maintenance crews, dozens of technicians formed during long years of experience and expert advising, in which women have played a relevant role, due to their efficiency and the recognition of their equal rights by the Revolution.

At present, CUBANA DE AVIACION covers transatlantic routes with a fast jet Ilushin 62-M; its first flight Havana-Madrid was achieved on April 24th, 1972; to Prague, on September 19th, 1972 and to Berlin, in the German Democratic Republic, since April 3, 1973.



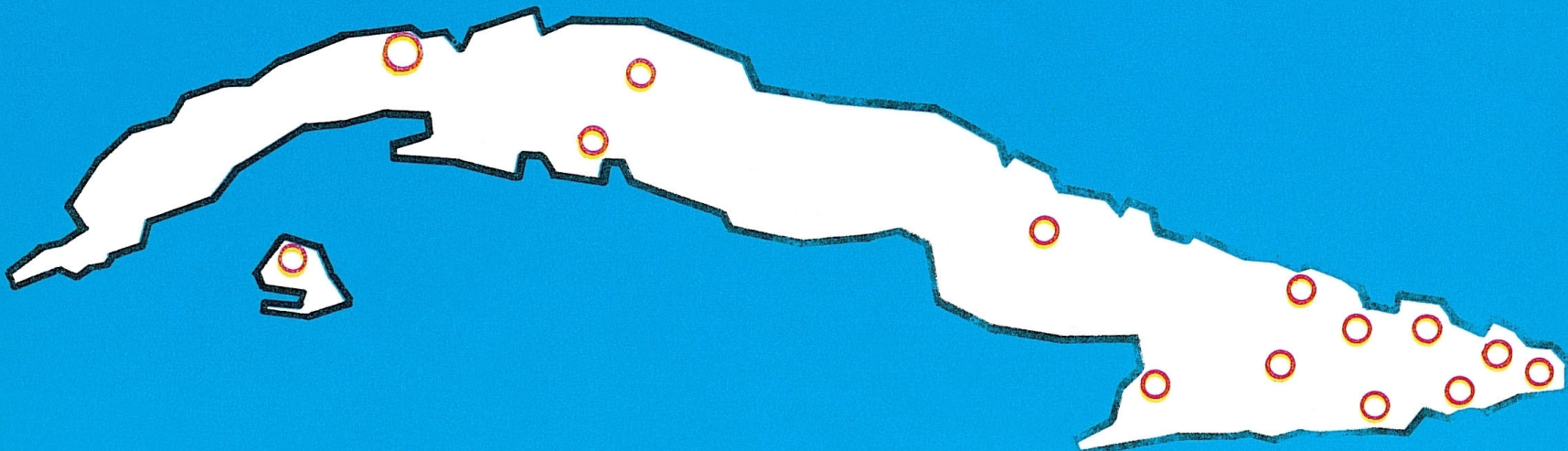
In Africa, CUBANA flies to Freetown, Sierra Leona; to Conakry, Guinea and Luanda in the Socialist Republic of Angola.

In America, to Montreal, Canada; to Lima, Perú; Panama and Mexico City.

In the Caribbean areas, to Georgetown (the capital of the Republic of Guyana), making stops in Port of Spain (Trinidad-Tobago), Bridgetown (Barbados) and Kingston (Jamaica).







In its national service, CUBANA has achieved and enormous growth and its routes reach the leading cities in the country. CUBANA has even flown—for the first time in history—to Maisí, in the most eastern end of the island, which—up to then—had been almost totally incommunicated, because of its difficult accesibility by land.

For the longer national routes, CUBANA uses the IL-18 and the Yak-40; for the shorter routes, the IL-14 and the An-24. There are daily flights between Havana and Santiago de Cuba, and the provinces of Camagüey and Villa Clara; and also daily frecuencies to Gerona in the Isle of Pines. Within the oriental region, cities like Holguín, Las Tunas,, Guantánamo, Manzanillo, Baracoa, Bayamo, Moa, Nicaro and Maisí are linked by daily flights.

This is a very brief summary of CUBANA's simple history. It is true that fifty years pass flying. . . and in aviation even more, so. But fifty years is a marvelous history in aviation. And for the Cuban people it is, also, a legitimate pride.

It is also true that this history of achievements and positive results could not have been possible without the valuable cooperation of authorities and functionaries, air companies, telecommunication services, inside and outside of Cuba; in a few words, our success would not have been possible without the contribution of everyone that has been in some way connected with CUBANA. And to each and every one, our sincere gratitude; also, to the travel agencies and, very especially, to the travel agents, many of whom have been so singularly vinculated to Cuba.

On its fiftieth birthday, CUBANA has the pleasure of greeting its friends all over the world and of reiterating how much it values and appreciates the good opinion of all who use its services and have contributed, as passengers, to the greatness of this half a century of CUBANA's history.







