GENERAL AVIATION

Aeroleasing
restructures

GENEVA " . ~

"Today Switzerland, tomor-
row the world" seems to be the
aim of Aeroleasing Holdings,
a new Swiss company which
plans to expand in Europe,
the Far East, and Africa. It
has been formed to co-
ordinate the activities of the
Aeroleasing group, which has
bought part of Geneva-based
Transair Suisse in addition to
its earlier acquisition of Exec-
utive Jet Aviation. The group
offers executive-aircraft char-
ter, sales, finance services,
and maintenance, and has
affiliates in France, Italy, and
the UK.

Mother-company Aero-
leasing traces its origins from
1966, when it flew a Piper
Aztec and an Apache. Today,
the fleet comprises more than
25 jets from Lear to DC-9,
including a Falcon 900. It has
a minority interest in Omni
Holding, which provides
financial expertise.
ALG Leasing obtains
financing for the group fleet,
as well as for third-parties,
while Aeroleasing Trading in
Freibourg looks after sales of
new and used aircraft. Charter
facilities are also provided by
Executive Jet Aviation, which
was purchased in May 1986.
The latest member of the
group is Transairco, which
was finally signed up at the
end of November. Formerly
part of Transair Suisse, this
operation will service and
maintain the Aeroleasing fleet,
as well as other customers'
aircraft. The holding com-
pany says that before it
bought the fixed-base opera-
tion it was running out of
space because of growing
demand for services at
Geneva (where it is in head-
to-head competition with Jet
Aviation, another inter-
national business-aviation
service company).
Transair Suisse continues
as the Swiss Beech distribu-
tor, while Transairco is a
dealer and Beechcraft service
centre. Aeroleasing expects to
examine Transairco's pricing
structure in an effort to
become more competitive.
"Transair Suisse had a repu-
tation for good work, but was
expensive for customers with
soft currencies," the company
tells Flight.

Dassault Falcon customers in the United States can now get software to facilitate spares enquiries from t of their own hangars

Falcon Jet

computerises
spares
TETERBORO

Customers of Falcon Jet, the
North American distributor
of Dassault business aircraft,
are being offered computer
software for spares enquiries
and ordering.
The software runs on
customers' IBM-compatible
personal computers linked to
Falcon Jet's databank by
modem, a device for sending
data by telephone line. Users
may query spares price and
availability, current order
status, and part numbers via
part description and vice versa,
as well as ordering parts.
Midcoast Aviation is the
first user and is on-line to
Falcon Jet for some six hours
daily, the distributor says.

French build

Antarctic

strip
ADELE LAND ~

French polar-expedition
authorities are to press ahead
with plans to build an airstrip
in Adele Land, south of
Australia. They claim that
they will take all measures
necessary to minimise danger
to the environment.
Work on the 1,100m run-
way, which was interrupted in
1984, would resume immedi-
ately and would last for about

five years, at a cost of FFr100
million.
The environmental organi-
sation Greenpeace has pro-
tested that the runway is a
potential threat to the area's
flora and fauna. Officials in
Paris say "Measures will be
taken to limit damage to the
flora and fauna, especially the
bird populations".
The runway will be built on
a dyke above a group of small
islands in the Pointe Geologie
archipelago. Its use will be
limited to about a dozen
flights a year.

Aerial shots

find ancient

sites

LONDON ~

Chartered light aircraft will be
used to take up to 100,000
aerial photographs over the
next five years under a major
archaeological study being
funded by the British Govern-
ment. The use of aerial
photography is an established
means of detecting evidence
of historical activity not
immediately apparent at
ground level. Specific com-
binations of weather, soil
type, and agriculture reveal
archaeological sub-structures.
With a number of signifi-
cant discoveries under its belt,
including the discovery of a
Neolithic ceremonial site and
burial enclosures dating from
2,500BC, the Royal Commis-
sion on Historical Monu-
ments plans to have photo-
graphed all archaeological
features of historical interest
in England by 1992 under a

programme involving 2,500hr
of aerial work.
Biggin Hill Executive
Aviation has been providing a
Cessna 172 and pilot, and
aircraft have been chartered
by 15 regional archaeological
agencies participating in the
study. The Royal Commission
provides a navigator and
photographer, who collects
infrared and visible-spectrum
images.
Rowan Whimster, head of
the commission's photo-
graphic unit, is hoping for
good weather in 1988, after
two poor years in which dis-
coveries were disappointing.
The one-year contract with
Biggin Hill Executive comes
up for renewal in March.

Editor wins

navigation
prize
LONDON ~

Flight editor David Mason,
flying as navigator, and pilot
Mike Grant won fourth place
in the 1987 GNav navigation
competition. The full results
are:

1st (GNav Trophy) Lucy
Osborne and Helen Flack.
2nd (Cabair Trophy) Hugo
Schalkers and Noel Hool-
boom.
3rd (Air Tour Award) E. Felix
and D. Harrisberg.
4th (BPPA) Mike Grant and
David Mason.
5th (Three Counties Trophy)
Andy McCluskie and Jerry
Moore.

The Cabair Trophy for
instructors competing as solo
pilots in a simulator was won
by Ann Ventura.

14 FLIGHT INTERNATIONAL, 2/9 January 19