

THIS COMPLETE PACKAGE HAS BEEN MADE AVAILABLE BY KIND PERMISSION OF DAVE MALTBY WHO HAS GENEROUSLY GIVEN ME PERMISSION TO INCLUDE HIS COMPLETE 1-11 510ED MODEL IN THIS UPLOAD, SO PLEASE DO NOT ABUSE THIS GENEROSITY BY UPLOADING IT TO ANY OTHER SITES !!!

Once again many thanks to Dave Maltby.

Dave Maltbys BAC 111 510ED Hush Kits for FS2004 in AB Airlines 1993-1999 liveries

With a production run of 244 aircraft, the BAC 1-11 is a true British success story that remained in production throughout the 17 year existence of its creator BAC and beyond. Flown commercially for almost four decades, it continues to fly in ever dwindling numbers today and celebrated its 50th anniversary last year, and although it lost out to the DC-9 in terms on airframes built, Douglas became bankrupt as a result of building that aircraft, whereas BAC went on to develop Concorde !!

Commercial operations of this fantastic "Bus Stop Jet" only came to an end in 2002 because the 1-11 failed to comply with stage 3 noise regulations, but as a testament to the superb design and construction of the 1-11, the total number of flying hours accumulated by all of the 1-11s in service from August 20th 1963 to date is a staggering 8,516,995.

AB was the first 'low cost airline' to operate in England, and was the forerunner of the more familiar names we know today, such as EasyJet, Ryanair, and Go Fly.

This small British carrier was created in 1993 by the former executives of Brymon Airways. The airline was formally known as Air Bristol Ltd, but initially marketed itself as Air Belfast, which reflected its then principal route flown between Belfast International Airport and London Stansted. Aircraft and crew were based at Belfast International, London Stansted and Bristol Filton Airport. In 1994 a base was opened at Shannon Airport to operate flights to London Gatwick and this operation was marketed as AB Shannon.

Once this base had been set up at London Gatwick, the name was changed to AB Airlines, as its network now covered more destinations than just Belfast. Its regular routes were now scheduled services from London Gatwick to Shannon, Lisbon and Berlin Schönefeld, and also from London Stansted and Birmingham International Airport to Shannon. It also offered charter flights to holiday destinations in Europe.

Interestingly the fare prices were not as cheap as we have come to expect now, as a comparison Gatwick - Shannon economy return fare was £198.00 and Gatwick - Lisbon economy return was a staggering £398.00 !! a sign of the times I suppose.

After heavy financial losses, a large number of dropped schedules, and major restructuring within the company, AB Airlines went into administration in August 1999. Its last remaining scheduled services from Gatwick to Nice and Shannon were taken over by British Airways.

AB Airlines chairman Brian Beal later went on to start another low cost airline, Fly Europa.

AB Airlines fleet consisted of 4 Boeing 737-300s and 4 BAC 1-11 510EDs. In May 1998 Boeing announced that AB Airlines had placed orders for six Boeing 737-700 aircraft, making it the first airline in Europe to do so. However, with the financial problems of the company followed by insolvency the following year, AB Airlines went into administration and its remaining services were taken over by British Airways.

The re-paints included represent the six different liveries I have been able to find and cover AB Airlines as it went through its many name and branding changes between 1993 and 1999, when it ceased operations. It would appear that these aircraft never stayed in the same color scheme for very long!! although if you look carefully enough there are subtle differences in the blue/purple color schemes on the tails.

Re-paints in this package:

G-AVMW Air Bristol -----1994
G-AVMH Air Belfast -----1995
G-AVMN No titles----- 1996
G-AVMT Shannon -----1996
G-AVMN AB Airlines-----1998
G-AVMN AB Airlines value jet-----1999

Airframe Info:

Registration Number: G-AVMN
Manufacturer: BAC
Model: 111-510ED One-Eleven
Year built: 1968
Construction Number (C/N): BAC.142
Aircraft Type: Fixed wing multi engine
Number of Seats: 119
Number of Engines: 2
Engine Type: Turbofan
Engine Manufacturer and Model: Rolls Royce SPEY 512-14E

Airframe Info:

Registration Number: G-AVMW
Manufacturer: BAC
Model: 111-510ED One-Eleven
Year built: 1969
Construction Number (C/N): BAC.150
Aircraft Type: Fixed wing multi engine
Number of Seats: 119
Number of Engines: 2
Engine Type: Turbofan
Engine Manufacturer and Model: Rolls Royce SPEY 512-14E

Airframe Info:

Registration Number: G-AVMT
Manufacturer: BAC
Model: 111-510ED One-Eleven
Year built: 1968
Construction Number (C/N): BAC.147
Aircraft Type: Fixed wing multi engine
Number of Seats: 119
Number of Engines: 2
Engine Type: Turbofan
Engine Manufacturer and Model: Rolls Royce SPEY 512-14E

Airframe Info:

Registration Number: G-AVMH
Manufacturer: BAC
Model: 111-510ED One-Eleven
Year built: 1968
Construction Number (C/N): BAC.136
Aircraft Type: Fixed wing multi engine
Number of Seats: 119
Number of Engines: 2
Engine Type: Turbofan
Engine Manufacturer and Model: Rolls Royce SPEY 512-14E

Contents of this zip file:

File ID

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Dave Maltby Readme text

Aircraft Folder

Screenshot Folder

BAC111-510ED gif

Install:

As this is the complete aircraft, installation is simple, unzip the file to a new folder on the desktop, send the "BAC 1-11 510ED Hush-kits" to your FS9 Aircraft folder then do the same with the "DMFS Shared Files" folder. Open up the effects folder and send the two files inside to the FS9 effects folder and away you go. I hope you enjoy flying it as much as I did painting it, and even with the hush kits, if you crank up your speakers the RR Spey sounds are just awesome, mind your ears though!!!. Please read the documentation in the DMFS Shared Files folder before you try to fly this aircraft, it contains some very important info which you will need to fly it properly.

CONTACT INFORMATION:

Please feel free to contact me with any comments or advice about this repaint, or if there are any problems, via e-mail "hpr7mad@gmail.com"

Richard Coombes

January 2014

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The flight dynamics are optimised for use in FS2004 only.

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Nothing in these files should harm your computer, but if it all goes horribly wrong or your goldfish leave home and you get an "oooops!!" moment, I accept no liability.

