

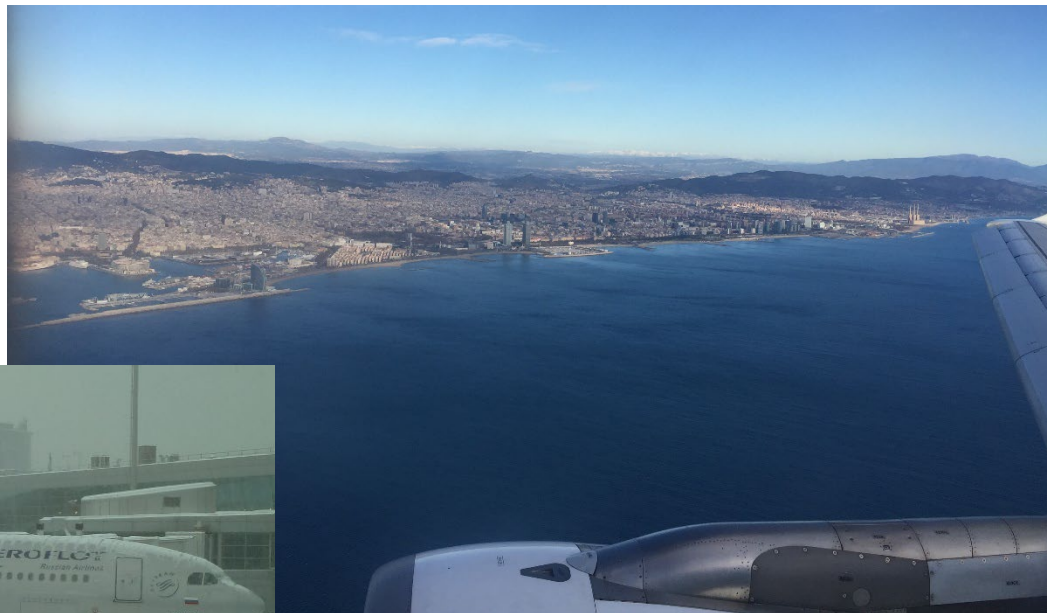
Introduction: January - June, 2018: my sabbatical in Barcelona, Spain (BCN)

Below are a sampling of planes I rode on going to and from Spain over the six months. The following pages are compiled from the trips I took back and forth, a trip to France, and some detailed spotting in BCN.



Above: heading to Spain, my Iberia A333 moving from Terminal 5 to Terminal 3 at ORD, from ORD-MAD.

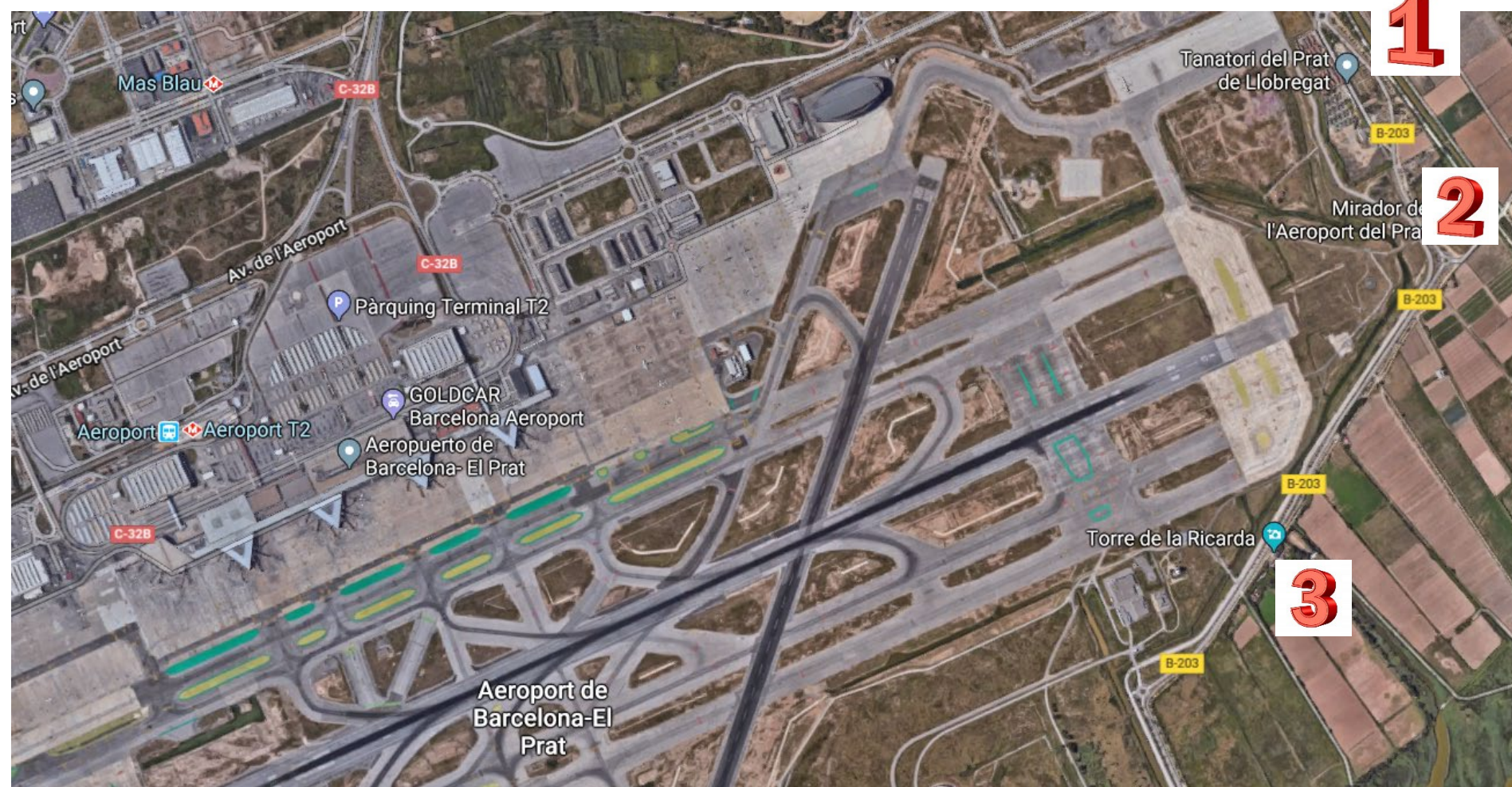
Below: my Iberia A321 descending into BCN.



Above: my Aeroflot A332 from SVO-MIA
Below: my Lufthansa A346 from MUC-DEN

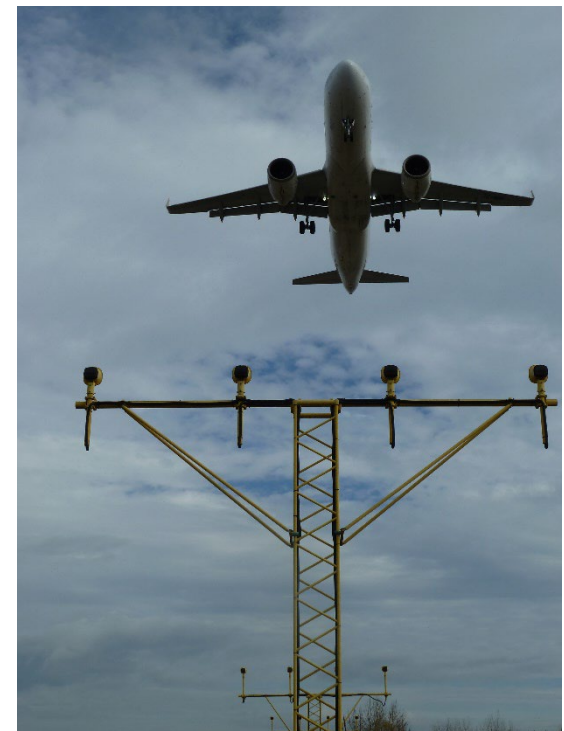


January 13, 2018: Spotting at BCN (three slides)



Following the trusty guidance of SpottersGuide.net (<http://www.spotterguide.net/planespotting/europe/spain/barcelona-bcn-lebl/>), I took the L9S subway line to the El Prat station, transferred to the PR3 bus, and 45 minutes later arrived at the Cemetiri del Suis (the end of the bus route during the winter). Here is the layout:

1. Cemetiri del Suis – the closest indoor bathroom and a vending machine
2. A nice park directly underneath 25R, which seems to host the majority of arrivals during the winter
3. A viewing deck that gave unobstructed views of a profile during landing (with the sun at your back)



Both spotting locations had wonderful boards that showed all of the types of planes that service BCN. How cool is that for new spotters?! Did I mention that the park is directly under the landing path! Above right, I believe that this is a Ryan Air 737. Side right, a nice overview of the park. Tons of benches, two boards of airplanes, and even a board that described some things you could do in the neighborhood El Prat. How I wish ORD had these types of services! This first park was a ~10 minute walk from the cemetery, another 10 minute walk and you arrived at the viewing platform.



3

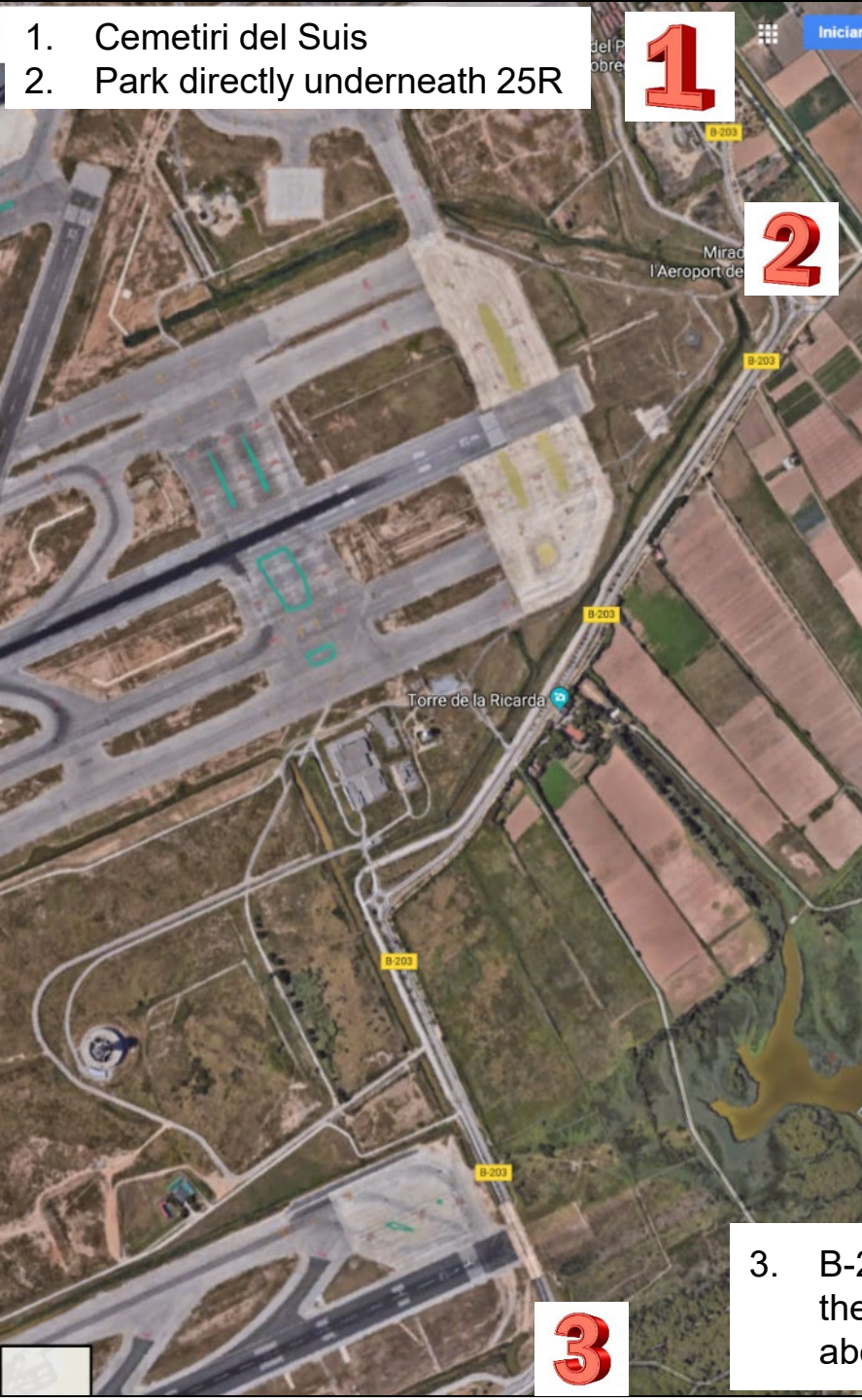
ULCC heaven! An Easy Jet A320, a Vueling A321, and a Ryanair B737 with the viewing deck.



Am I spoiled because I was more excited about a Ryanair than an A380? Also, a Qatar A346 touching down, a Norwegian B788, a Ural Airlines A321 (from Minsk) over the Iberia hanger, and a bit of wildlife.



1. Cemetiri del Suis
2. Park directly underneath 25R



February 3, 2018: Spotting at BCN (three slides)

This time, as I disembarked from the TR3 bus at Cemetiri del Suis, I noticed that the planes were a bit further away than the first time. I thought it was just my bad memory, but when I arrived at the park under 25R, I knew the planes were landing on the south-east runway. That meant single runway operation, both takeoffs & landings!!! The downside is that even though 25L is “one runway” over, it turned a 15 minute, 1.3 km walk into a 30 minute, 2.6 km walk in both directions. Ah well, it was worth it! Today’s layout, which caught the Ryanair B737 and Air Baltic CS300 below.



3. B-203: my spotting location on February 3, so designated from the location on the road B-203. I could have taken a picture about every 45 second, alternating departures and arrivals.

A fun way to gauge the quality of the image is how clear the plane registration is on the photo, each of these has the registration expanded showing how perfect the lighting and sightlines were. Today was a gem. Starting on the right going clockwise there was a bumper crop of European legacies: British Airways A320, Alitalia A320, Brussels Airlines A319, TAP Portugal A319, Iberia A320, Lufthansa A321, and Aeroflot A321



Three low-cost carriers (LCC) below: “Vueling ♥ Barcelona” Vueling A320, Blue Air B737, and Pegasus A320.



Below going clockwise: a white tail iFly A332 (Russian charter), the Qatar A346 makes a second appearance, Delta B764 heading to JFK (very popular with local spotters – they’d be in heaven in ATL!), Turkish Airlines A333, the low-cost French carrier Joon A320, an AirEuropa A332, and a sampling of the local spotters.



March 14-23, 2018: Aeroflot Barcelona – Sheremetyevo – Miami and return (three slides)



My Aeroflot A321 arriving at BCN for my redeye from BCN-SVO (top left). Upon arrival to Moscow, it was snowing, my first snow of the year! The Aeroexpress (Russian train) sign was lit up as we taxied to our remote stand (top middle). I think I was the only person on the plane who was happy to have to walk to a bus in the snow (top right). When we left the bus, I tried the flash with this A330 and the snow looked like stars (bottom left)! I was promptly yelled at to stop taking pictures. Lots of good metal to observe at SVO. An Aeroflot A320 in a retro paint scheme (bottom middle) and an A321 in a Manchester United special paint scheme (bottom right – note the snow removal equipment, the Russians know how to move snow!)



A snowy B77W headed for LAX (left) and my A332 getting ready for the long flight to MIA (right).



Toto, we're not in Moscow anymore! While stopping for gas I was able to get my phone out quickly enough to catch my A332 landing at MIA for my return trip (bottom left). The MIA terminal was not picture friendly, but I had a great view of this Qatar A359 (bottom right). Note the Iberia tail in the background ☺



Back at SVO, there are relatively few non-Aeroflot airlines, as DME (Domodedovo, Moscow) services the majority of non-Aeroflot airlines. I flew through DME on Singapore airlines. However, Finnair services SVO (top left, an ERJ190), as does AirSerbia (top middle, an A319), and a Nordwind B773 (top right, the snow has returned!). When the clouds cleared, I got a good shot of an a Nordwind A330 (bottom left), an Ellinair A320 (bottom middle), and a Czech Airlines A319 (bottom right).



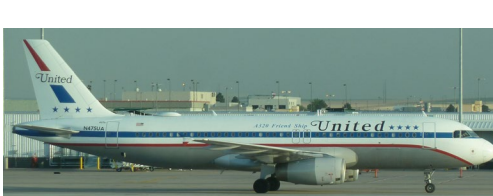


An A330 big brother passes the A320 little brother (top left) and a Royal Flight B752 at the gate (top middle left). It wasn't until I had about sixty minutes left at SVO that I saw my first Sukhoi Superjet 100. These are extremely rare in the US, and Aeroflot does not fly these Russian made jets to the US. However, here I got one taxing and one taking off (bottom middle left). Finally, my A321 back to BCN (bottom left). I really enjoyed my experience with Aeroflot. I would rate them on par with other major European airlines such as British or Air France. Good hard and soft product, and the first time I've had buckwheat in airplane food! Below, a nice treat to finish the trip as we pass over the Alps of Austria. Simply gorgeous!



April 2018: Transiting through Munich (MUC) – one slide

Top to bottom, left to right: My Lufthansa A320 arriving at BCN; a Lufthansa A359 in MUC, a Lufthansa A320 “5 Starhansa,” an Etihad B77W, a Lufthansa A346, an Air Dolomiti ERJ-195LR, a Thai B744, a Lufthansa A388, a Czech Airlines A319, a Thomas Cook (Condor B753), a Luxair Bombardier DHC-8-402 Q400, a Helvetic Airways Fokker 100 with a LOT CRJ-700 “Nordica” all in MUC; a United A320 retro livery in DEN, and my Lufthansa A346 in DEN.



June 16, 2018: a trip to Toulouse (TLS) – one slide

I visited Toulouse to chat with some of the pavement folks, and of course, spent some time spotting. In addition, I took the Airbus factory tour (no pictures allowed on the tour). My rental car, a SEAT Leon, some A320/A321 tails (China Eastern, Avianca, China Southern), the Airbus Beluga and a TAP Portugal A330-NEO (I forgot my camera on the spotting hill, these were on my phone ☹️), a Spirit A320.



Outside the gift shop, there was a nice display of an Airbus A400M, an Air Inter Sud Aviation SE-210 Caravelle, an Air France Concorde, and (a bit illegal), a picture of a Level A333 in production. A great visit to TLS!



Wed., June 27, 2018: Spotting at BCN (four slides)

I decided to take full advantage of my last week in Barcelona. That got me thinking, when I am flying home (on June 30), is there anything that I wish I would have done? Of course, spotting came to mind! The PR3 bus only went as far as the cemetery (location 1 on the map below) during the winter, but now it is the summer, so it goes along the entire southern runway, which also borders a beach. I had emailed a fellow airliners.net nutter who has posted pictures online, and he recommended I go to a small outcropping of rocks at the end of the runway, where I could get some great shots of planes banking as they take off. I was not disappointed.

1 & 2 – previous spotting locations
3 – today's location

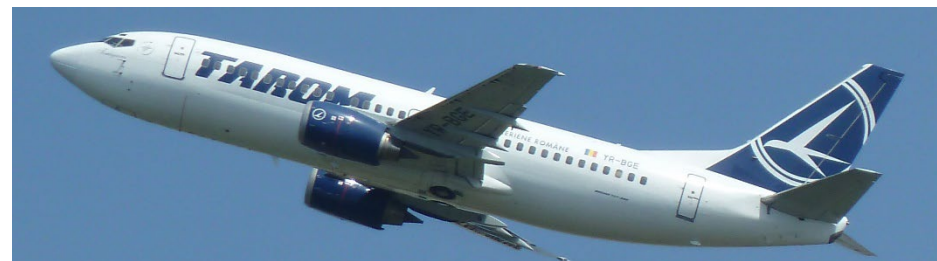


From the top to the bottom: a Lufthansa A321, an EasyJet A319 (old color scheme), a TUI Embraer 190, and a United B767.

The sky was so blue, the planes so crisp, and watching them bank was just beyond compare. Clockwise from upper right: an EasyJet A320 (new color scheme), an Iberia A320, a WizzAir A320, a Yan Air B734, a Georgian Airways Embraer 190, a KLM B738, an Air Lingus A320, and a RyanAir B738.



How it continues! Clockwise from upper right: a Vueling A320, a Taronm B738, an SAS B738, an Air Canada Rouge B763, a Turkish Airlines A333, a British Airways A320, an American B772, and a Rossiya A319.



To finish, clockwise from upper right: an Alitalia A320, Eurowings A320, Privilege Style B752, and Delta A333.



Non-plane festivities. Arriving at the PR3 bus stop, there was quite a bit of excitement. The PR3 bus was suspected to have a bomb on board, so the entire area was cleared and the bus emptied. Luckily, nothing was found but there was a lot of police action. My feet in the Mediterranean, and my spotting location on the rocks ☺



**June 30, 2018:
Coming home
from BCN
(five slides)**

Left: sunrise over
BCN, and my
A320 awaiting
boarding to LHR.



Terminal 5 at LHR has great views of both the north and south runway. I had about an hour and a half to sit and enjoy, not nearly long enough! Above left clockwise: a British Airways A380 landing over an Iberia A319, a Turkish Airlines B773, and one of LHR's home carriers, Virgin Atlantic. On top, an A333, in the middle, a B789, and at the bottom an A346 in the old livery.

The other home carrier at LHR? British Airways! Starting in the upper left hand corner, counter clockwise: A319, A320, A321, B763, B747, B772, B789, B788. No B773 spotted this time, I'll just have to come back!



Many other European arrivals, on the left, a LOT B738, SAS B738, Air Lingus A320, and special paint scheme Brussels Airlines A320. On the right, a Flybe Dash-8, an old paint scheme Lufthansa A320, a new paint scheme Lufthansa A320, an Iberia A320, and a TAP Star Alliance paint scheme A332.



Some North American carriers arriving in the London morning after a red-eye journey over the Atlantic. Starting in the upper left hand corner, counter clockwise: a Delta B763, a United B788, a United B763, an Air Canada B789 in the old livery, an Air Canada B773, an Air Canada B738 (direct from Halifax), an American B788, and an American B773.



I transited through Dallas coming home. My British Airways B744 arrived in Terminal 5 and my Embraer E175 departed from Terminal 5 as well, so I had a chance for a bit of spotting! Top left, an Icelandair B752, a Volaris A319, an American B772, and a Qatar B773. Below, the Qantas A388 awaits at a remote stand. Finally, arriving back at XNA, there is no place like home!

