

BLACKPOOL AVIATION SOCIETY

THE BLACKPOOL BRANCH OF AIR BRITAIN

presents.

DEFUNCT AIRLINES SEEN AT PALMA **PART TWO**

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Blackpool Aviation Society Monograph No. 3

December 2023

Airlines involved:-

AeBal

Air Berlin

Airtours

Aviaco

Constellation

Euralair

Futura

Germania

Iberworld

Hola

Crossair

LTU

Novair

Spanair

Monarch

JMC Air

Caledonian

Spantax

Introduction

Seen at Palma, aircraft of 17 more airlines that are no longer with us, some of which I was about to fly on at the time. In covering each airline I have had to be brief, so the following is not intended to be comprehensive. For most there is much more available on-line. What is interesting is the history of mergers and acquisitions that occurred across the airlines covered, especially the UK ones. All my own photographs (except the DC-8), and all taken through glass as will be obvious on some due to the reflections. My first monograph on this subject covered twenty two airlines, and my article on Spantax has appeared in Backtrack 28. That makes forty airlines total. (*So we can have all on this subject easily accessible in two stand alone monographs the Spantax article is included at the end of this monograph Ed.*)

AB AeBal Aerolineas de Baleares, known as AeBal, was founded in 1999 as Quantum Air. Renamed before operations began in 2000, it operated a fleet of five Boeing 717-200s (née MD-95) from its main base at Palma. Operating many routes on behalf of Spanair (see below) the aircraft carried Spanair Link titling. It also flew out of Madrid and Barcelona. Operations ceased on 16th September 2008. Re-launched in 2009 as Quantum Air, it is not certain that operations began before winding up again in 2010.



Boeing 717 EC-HNY 1st September 2001

(Of interest is the fact that there was a much earlier Boeing 717, which was the Boeing Model number for the KC-135A tanker.)

Air Berlin Founded in 1978 as Air Berlin USA, and with US ownership, it operated charter flights from Berlin Tegel. During the Cold War only airlines registered in France, the UK or the USA could operate along the air corridors into and out of West Berlin. Operations started in 1979 with two ex TWA 707s. From 1988 Boeing 737s joined the fleet, with the 200, 300 and 400 series operated. German reunification led to the airline being restructured in 1991 as Air Berlin GmbH., with full access to Berlin. Scheduled flights were started in 1997 and growth led to a fleet of twelve aircraft by 1999 with ten Boeing 737-800s. 2006 saw the takeover of German airline dba (Deutsche BA), followed in 2007 by LTU (see below). In 2008 Air Berlin introduced a new colour scheme. Further growth and introduction of long haul flights take us to 2014 when large losses were incurred. Air Berlin filed for insolvency in August 2017, and the final flight was on 27th October that year, A320 D-ABNW flying from Munich to Berlin Tegel.



Boeing 737-800 D-ABAG 30th August 1996

Airtours International Airways Founded in 1990 by Airtours Holidays with a fleet of MD-83s. Inter European Airways was acquired in 1993, and A320s and Boeing 757s were added to the fleet. Denmark's Premiair was acquired in 1996 and DC-10 wide-body aircraft added to the fleet. The name was now changed to Mytravel Airways. Boeing 767s Airbus A321s and A330s were also operated. The airline agreed to merge with Thomas Cook Airlines (see JMC Air below) in 2007, adopting the Thomas Cook name. Mytravel's last flight operated on 30th March 2008.



MD-83 G-HCRP 27th December 1993



Boeing 757 G-LCRC 29th August 1994

Taxying to the gate and about to fly us back to MAN. The thing I remember about Airtours is the lack of leg room.

Aviaco Aviación y Comercio, S.A was founded as a freight company in 1948 with six Bristol 170s. Scheduled passenger and airmail services followed. Over time a wide variety of aircraft were operated, Convair 240s and 440s, Heron IIs, and Languedocs. In 1964 two of its DC-4s were converted to Carvairs by Aviation Traders. By the early 1970s DC-9-30s, Caravelles, DC-8-50s and F-27s were in the fleet. 1980 saw the use of DC-8-60s and in 1983 20 CN-235s were ordered. MD-88s followed the DC-9s, During the 1980s most shares in the company were acquired by Iberia, which fully absorbed Aviaco on 1st September 1999. Aviaco suffered several aircraft write-offs listed below:-

- 24th November 1949, Bristol 170 EC-ADK Menorca
- 4th December 1953, Bristol 170 EC-AEG Guadarrama
- 29th September 1956, Languedoc EC-AKV Tenerife
- 9th May 1957, Bristol 170 EC-ADI Madrid
- 14th April 1958, Heron EC-ANJ Barcelona
- 4th December 1958, Languedoc EC-ANR Guadarrama
- 13th August 1973, Caravelle EC-BIC A Coruña
- 7th December 1983, DC-9-32 EC-CGS Madrid
- 30th March 1992, DC-9-32 EC-BYH Granada
- 21st March 1994, DC-9-32 EC-CLE Vigo



MD-88 EC-FLN 27th December 1993



DC-8-61 EC-DZC (note Saudia colours)

I did not take this photograph of EC-DZC, I got it from Airliners.net. We flew on it to Mallorca and back in

1986, both times in the dark and I was not able to take my own photograph. On the day of our return flight French ATC were on strike. We arrived in departures to find it crowded and a bit chaotic. At one point Britannia cabin crew were in Departures talking to their passengers about the delays and how long it might be before they would leave. We had only been there for about thirty minutes when the Aviaco DC-8 that we had flown out on taxied in (they only had one stretched DC-8 in operation in 1986). About another thirty minutes later our flight was called, to board said DC-8, much to the surprise of other passengers who knew that we hadn't been waiting very long. I assume that Spanish ATC were giving priority to Spanish airlines for the limited slots available. No complaints from me. I did eventually get my own photograph of this aircraft at Boeing Field, Seattle in 1997. By then it was a freighter with Airborne Express as N842AX.

Constellation Airlines Starting out in 1978 as Unijet, rebranded as BFS International in 1981, with a final re-brand in 1995, Constellation was a Belgian airline. The fleet included two Boeing 727s, two 737s, three A320s, and one A321.

Operations ceased in December 1999 following financial troubles.



Boeing 737-300 YU-ANI 30th August 1996 (leased from JAT)

Futura International Airways With its HQ at Palma, Futura operated scheduled services and charter flights across Europe. Established in 1989 by Aer Lingus and Banco Santander, flights started in February 1990 with Boeing 737s. The airline abruptly ceased operations on 8th September 2008 due to a lack of cash.



Boeing 737-400 EC-FZT 30th August 1996

Germania Fluggesellschaft Founded Cologne in April 1978 as Special Air Transport (SAT) with F-27s, followed by a Caravelle bought from LTU. The Caravelle was later replaced by two Boeing 727-100s from Hapag-Lloyd Flug (now TUIfly) The name was changed to Germania in 1986, the traditional Latin name for Germany (also the name of Hitler's planned capital of the Third Reich, pronounced GRR-MAN-IA). Services were operated for TUI and Condor. In 2001 scheduled services were started between Berlin Tegel and Frankfurt. In 2002 it lost the contract with TUI, which accounted for 75% of its flights. However it later partnered with TUI again in the creation of the low cost division Hapag-Lloyd Express. Germania acquired a fleet of seventeen Fokker 100s from US Airways, and set up a low budget airline named 'gexx'. UK bases were opened in 2013 after securing contracts with several holiday companies, and in 2015 ordered 25 A320neos, planning to become an all Airbus airline. The airline declared bankruptcy in 2019 and ceased operations.



Boeing 737-700 D-AGEQ 1st September 2001

Iberworld Initial equipment was a Tristar leased from Classic Airways of the UK in 1998. That same year A320s were acquired, followed by an A310 in 1999. The collapse of Viva Air in 1999 enabled Iberworld to open new routes to the Caribbean and an A330 was added in 2001. The fleet continued to expand with A320s and A330s, Iberworld being in profit every year since it started in 1998. In 2011 the airline was re-named as Orbest Orizonia, however the airline closed in 2013.



A320 EC-HCR 1st September 2001

Hola Airlines This short lived airline (registered as Baleares Link Express) started operations on 15th May 2002, based at Palma with Boeing 737a and 757s. There were never more than three aircraft in use at any time, and operations ceased in February 2010.



Boeing 737-300 EC-IFV 8th August 2002

Crossair Founded as Business Flyers Basel in 1975, the name was changed to Crossair in 1978 before scheduled services began in July 1979. Charters were flown for major shareholder Swissair from 1995. BAe146s/RJs, ERJ-145s, F-27s and FH-227s, Swearingen Metros, Fokker 50s, DC-9s, MD-80s, Saab 340s and Saab 2000s were operated. In 2002 Swissair ceased operations with most assets taken on by Crossair. The airline was then restructured as Swiss International Airlines.



Avro RJ100 HB-IXR 28th August 1998

LTU International In the previous article I covered the subsidiary airlines LTU Sud and LTE. The parent, Luftransport Unternehmen GmbH (Air Transport Enterprise), was based in Dusseldorf from 1961. It became one of the biggest German leisure airlines. Over the years the airline operated the Bristol 170, DC-4, F-27, F-28, Caravelle, Tristar, MD-11, Boeing 747, 757, 767, A320, 321 and 330. In 2007 LTU was taken over by Air Berlin (see above), and in 2008 the LTU identity was retired.



A330 D-AERK 28th August 1998

Novair Nova Airlines was a Swedish airline with its HQ in Stockholm and established in 1997. Operations started in 1998 with Tristars and then it ordered Boeing 737-800s. Airbus A330s replaced the Tristars, but after the September 11th attacks it grounded one A330 due to lack of demand. In 2003 Novair took over Cubana's flights from Cuba to Europe. A321s now replaced the 737s. A321neos joined the fleet in 2017, and changes of ownership now occurred. In February 2023 it was announced that Novair would cease operations on 1st October 2023.



A330 SE-RBF? 1st September 2001

Spanair A subsidiary of SAS Group, Spanair began operations in 1998, with long haul flights to the USA, Mexico and the Dominican Republic using Boeing 767-300ERs. Charter flights commenced and a wide range of aircraft types were flown including the DC-9, MD-80, Fokker 100, Boeing 717 and 757, and A320 and 321. On 20th August 2008 MD-82 EC-HFP crashed at Madrid, attempting to take off without the flaps deployed. Only 18 of the 172 on board survived. This was a second attempt to take off following a problem with the ram air temperature probe. It was Spanair's only fatal accident in its 25 year history. Financially struggling during its last few years, operations ceased in January 2012.



Boeing 767-300ER EC-FCU 30th August 1999

Monarch Airlines When Monarch folded in 2017, it was the biggest airline collapse ever in the UK until Thomas Cook in 2019. Started in the 1960s with ex Caledonian Britannias, operations were based at Luton. In 1971 Boeing 720B aircraft were added to the fleet, and by 1976 Monarch has an all jet fleet, with BAC One Eleven 500s acquired from British Caledonian. In 1980 Monarch took delivery of its first new jets, a pair of Boeing 737-200s. At this time one Boeing 707 was also operated.

Expansion led to new bases in the UK and the introduction of 757s. In 1990 A330-600ERs were added as the first wide-body aircraft in the fleet. A320s came along in 1993, then later A321s, replacing 737-300s. MD-11s were leased and the sole DC-10 was retired in 2002, now partially preserved at Manchester Airport. In 2005 Monarch launched services from Málaga to Aberdeen, Blackpool and Newquay. Newquay was discontinued in 2006, and Blackpool about a year later due to low demand. 2006 saw six Boeing 787s ordered, but following slippage in planned delivery from 2010 to 2013, the order was cancelled in 2011. In 2011 a loss of £45m was announced, but it returned to profit in 2013. Following a change of ownership, a downsizing was carried out, but rumours of bankruptcy surfaced in 2016. The CAA had started to plan for potential repatriation flights, however additional capital was obtained from Boeing. Difficulties over Monarch's license were reported in 2017, with the CAA again planning for a potential collapse. On 1st October flights were cancelled, and Monarch ceased operations, leaving 110,000 passengers stranded overseas.



Boeing 720B G-BCBA 2nd August 1979

Apologies for the quality, this is a scan of a colour print, which itself has been 'blown-up'. I have included this picture as I was about to board this aircraft back to MAN.

JMC Air JMC Airlines was formed by the merger of Caledonian Airlines (see below), and Flying Colours, following the purchase of Thomas Cook & Son by the Carison Leisure Group. JMC came from the initials of the son of Thomas Cook, John Mason Cook. Operations started in March 2000, with the main bases at Gatwick and Manchester. Aircraft were also stationed at Stansted, Birmingham, Bristol, Glasgow, Cardiff and Newcastle. Aircraft in use from the beginning were the Boeing 757-200, A320, A330 and DC-10. Later JMC was the first (only?) UK airline to operate the stretched Boeing 757-300. In 2003 JMC was rebranded as Thomas Cook Airlines, which had absorbed MyTravel in 2007. Was all this consolidation too much? Thomas Cook Airlines was liquidated in 2019, this now becoming the largest airline collapse in UK history, surpassing the collapse of Monarch leaving 165,000 passengers needing repatriation. The picture below shows a JMC 757-300 arriving at Palma to return us to MAN. I have two memories of this flight, apart from it being my only flight on a stretched 757. Firstly, England were playing Germany in Munich on this night. It was a 2002 World Cup qualifier, and I had set up to record the match to watch later. Unfortunately the pilot gave us updates on the score during the flight. Oh well, we did win 1-5 (remember the Michael Owen hat-trick?). Secondly, we were sitting near the back of this long thin fuselage and I could sense the aircraft 'walking' all the way back to MAN. Being that long I guess the fuselage must be fairly flexible.



Boeing 757-300 G-JMAB 1st September 2001

Caledonian Airways (1988-1999) Why the dates? Well this was not the first incarnation of 'Caledonian'. The original Caledonian was formed in 1961 with one DC-7C. More DC-7s and Britannias followed. Expansion by 1970 saw an all jet fleet of Boeing 707s and BAC One-Elevens. The late 1960s saw the publication of the report by a parliamentary committee into the UK's air transport industry. This recommended the creation of a private sector 'Second Force' airline to compete with BEA and BOAC. Both Caledonian and British United bid for this role. However BUA were struggling financially, not helped by the loss of one of its biggest IT customers to the newly formed BEA Airtours. At first the possibility of either BEA or BOAC buying BUA was considered, however in 1970 Caledonian bought BUA, the resulting British Caledonian (BCal) becoming the 'Second Force'. BCal added VC-10s to its fleet, and now introduced scheduled services. By 1984 the fleet included Boeing 747s, DC-10-30s and A310s. BCal saw some major financial setbacks in the 1980s and was at risk of collapse. In December 1987 British Airways bought BCal. However, in 1988 the Caledonian name was used to rebrand British Airtours as Caledonian Airways, adopting a modified British Caledonian livery. The 'new' Caledonian (the subject here) began replacing its 737s with ex BA Tristars and some new Boeing 757s ordered by BA. In 1995 BA decided to exit the short to medium haul package holiday market and sold Caledonian Airways to UK tour operator Inspirations, with its core fleet of five Tristars. The 757s were returned to the BA parent. Inspiration became part of the Thomas Cook Group in 1999 when Caledonian Airways was merged with Flying Colours to form JMC Air (see above). The Tristars were now withdrawn from service as these had suffered reliability problems resulting in a poor perception of Caledonian Airways 'Mark Two' by the travelling public. In 1995 I flew from Manchester to Palma and back on Caledonian Tristars. Both flights were on time, and there was plenty of leg room. However I do remember that the interiors could do with a make-over. I was quite pleased with the photograph below, taken through glass at night at Palma. Fortunately the aircraft was square on to the window, against which I could steady the camera with the lens flat against the glass, hence no reflections.

Initially the fleet included Airspeed Consuls and Oxfords, and a single Auster and Anson. Into the early 1960s DC-3s, and a Bristol 170 were utilised. Then as the airline expanded its operations DC-4s, DC-6s and the DC-7C were added. Routes within the Canary Islands were serviced by the Fokker F-27 Friendship. Beaver, Beech 18, Twin Otter and Dash 7 also bore Spantax colours.

As the Spanish tourism market opened up Spantax moved its base to Palma de Mallorca, and was one of the first Spanish airlines to operate holiday charter flights within Europe and to North America.

Starting in 1967 Spantax built up a fleet of Convair 990 Coronados. Ten were acquired from American Airlines, who had operated them for a very short period and by all accounts really wanted rid of them. These were later supplemented in 1975 by four from Swissair, making fourteen in all.



Convair 990 Coronado EC-BQQ side-on with the fins of EC-BZP, EC-BJC and EC-CNJ

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Digressing to consider American's desire to remove the 990s from its fleet, it is worth noting that the aircraft was a development of the Convair 880 in response to an American Airlines requirement to serve New York to Los Angeles non-stop.

Apparently the 990 did not meet the specification and American reduced its order. In particular the aircraft suffered from excessive drag and was unable to cruise at 635 mph as predicted by Convair. Despite this the 990 was faster than the 707 and DC-8, and set the fastest true airspeed at the time by a commercial jet transport. Nonetheless the 990 'looked the business', being sleeker than the 707 and DC-8 (only five abreast seating), with the engine nacelles and 'anti-shock' bodies on the wing enhancing the impression of speed.

The 990 marked the end of 'own-design' airliner production by the Convair Division of General Dynamics, its relative failure (only 36 were sold) and that of the 880 (only 65 sold) resulting in the biggest ever corporate loss at the time. Convair did however go on to produce major airframe assemblies for other U.S manufacturers.

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Spantax started transatlantic charters in 1972 using the DC-7Cs. Then to further support longer haul operations two DC-8-61CFs were acquired in 1973 from American Airlines. Short haul operations moved into the jet age in 1974 with a pair of ex Delta and Southern Airways DC-9-14s.

In 1978 the first DC-10-30CF was added to the fleet from Overseas National. Like the 990s from American, this was an almost new aircraft which was put into service by ONA in 1977. Overseas National went out of business in 1978.

In 1979 twelve 990s were still in use, however acquisition of DC-9-32s began the retirement process for the Convairs.

By 1983 there were only five 990s in service and the new Spantax livery was in process of being applied to the fleet, including the Convairs. Further DC-10s and now Boeing 737-200s joined the fleet, however the airline was getting into financial difficulties, not helped by the crash of the DC-10 EC-DEG at Malaga in 1982.

Spantax's safety record, viewed in the light of today's safety statistics, may not be amongst the best. A list of Spantax 'incidents' is included below.

1986 was a difficult year with a strike in June at the height of the summer season. The airline chartered in replacement aircraft and crews at great cost. These problems resulted in the Spanish Government taking over the airline. Despite new owners taking over from the government, new investment and introducing the MD-83, Spantax ceased trading on 29th March 1988.

And now to my photographs:-

In 1986 I witnessed a protest march by Spantax employees along the waterfront at Palma. Then in October 1987, whilst returning to the airport, there were most if not all of the extant 990s parked up at the southern end of the airport. This was before the development of the new terminal, and must have been about where the new gates are now, facing the southerly runway.

Leaving my family in the terminal I hurried back outside to try and get some photographs. There was a gate in the fence manned by an elderly gentleman., and if I could just get past his guard hut I would get some reasonable photographs.

Holding up my camera and pointing to the aircraft, I attracted his attention. He came over and said something that must have meant 'kaput'. He then took me a few metres past the hut to take photographs of the twelve aircraft present. Big 'gracias' from me.

The photograph (below) shows EC-BQQ in the foreground in the new livery. Behind to the left are EC-BZP and EC-BQA, the latter with a hybrid livery. The fins of EC-CNJ and EC-CNH can also be seen.



This photo shows EC-CNF, with the fin of EC-BTE



The photo above has EC-CNG with EC-BXI behind.



Above is of EC-BJD



Above is the survivor, EC-BZO. Looking good in the new livery this aircraft is still at Palma and can be seen on Google Maps. It is near the military area on a dispersal in the far north-east of the airfield between the two runway thresholds.

Although now looking very much the worse for wear after so many years in the hot sun, efforts continue to save the aircraft, and some exterior paintwork has been restored. The link below gives more information:-

<https://www.majorcadailybulletin.com/news/local/2017/11/29/50071/council-majorca-comes-the-rescue-the-coronado.html>

Seventh photo is of EC-BJC that I took in 1967 at Heathrow (you can only see its fin in photo 5). At that time it was one of two Spantax 990s leased to Iberia due to the late delivery of DC-8s to the latter. As a bonus, behind it is Coronado N5605, leased to Air France by Modern Air for a short period that year.



Spantax Incidents:-

7th December 1965; Douglas C-47 EC-ARZ spun into ground just after takeoff from Tenerife Los Rodeos. 32 occupants, 32 fatalities.

16th September 1966; Douglas C-47 EC-ACX ditched after takeoff from Tenerife Los Rodeos. 27 occupants, 1 fatality

5th January 1970; Convair 990 EC-BNM during takeoff for a three-engine ferry flight from Stockholm Arlanda. 10 occupants, 5 fatalities.

2nd October 1970; DC-7C EC-ATQ damaged beyond repair at Madrid Barajas. No further details other than no fatalities.

30th September 1972; Douglas C-47 EC-AQE student pilot lost control on takeoff from Madrid Barajas. 6 occupants, 1 fatality

3rd December 1972; Convair 990 EC-BZR loss of control on takeoff in poor visibility from Tenerife Los Rodeos. 155 occupants, 155 fatalities

5th March 1973; Convair 990 EC-BJC collided with an Iberia DC-9 EC-BII during unauthorised 360 degree turn at flight level 290 near Nantes. The 990 lost part (18 foot) of the port wing but made an

emergency landing at Cognac without any fatalities. The DC-9 crashed with all 68 occupants fatalities. Due to an ATC strike the military were controlling the area and there was some difficulty with communication with the 990.

4th April 1978; Convair 990 EC-CNG after experiencing asymmetrical flap on approach to Koln/Bonn, crew forgot to lower the landing gear. No fatalities, aircraft repaired.

13th August 1980; Learjet 35A EC- DFA struck high ground during visual approach to runway 24 at Palma-de-Mallorca. 4 occupants, 4 fatalities

13th September 1982; DC-10-30CF EC-DEG abandoned takeoff after reaching VR (rotation speed) due to strong vibration. Aircraft overshot the runway and crossed a highway. Although not standard procedure, abandoning takeoff after VR was deemed reasonable due to concerns over controllability of the aircraft. 394 occupants, 50 fatalities.

19th March 1984; Convair 990 EC-BZP left main gear failed to extend on approach to Tenerife Sur Reina Sofia. Aircraft returned to Las Palmas and made gear up on foam covered runway. No fatalities, aircraft repaired.

An excellent selection of photographs of Spantax aircraft can be found via the link below:-
<https://www.angelfire.com/ct/edlind/spantax.html>

Here is one photograph from this website - a taster there are a lot more on the site!
When this aircraft left Spantax may have ended up at Portsmouth and was scrapped.



Details of Spantax Convair 990 Coronados.

This is the information I have found from a variety of sources. If anyone can add to or correct anything please do. John Wiseman. Editor Blackpool Aviation Society

All Coronados were delivered new in 1962 and early 1963.

The surviving Spantax aircraft came to Palma de Mallorca airport for storage when they were

withdrawn from use, none flew again.

c/n	registration	Registered to	wfu	fate	Previous history
30-10-07	EC-CNG	Spantax April 75	1983 ?	broken up Palma de Mallorca July 91	Swissair HB-ICA
30-10-08	EC-CNF	5-4-75	Dec 82	broken up Palma de Mallorca March 91	Convair N8498H SAS SE- DAY, Swissair HB-ICG
30-10-14	EC-CNJ	May 75	10-3-81	leasing Co. stored b/u Palma 1991	Swissair HB-ICE
30-10-17	EC-CNH	May 75	1-9-83	broken up Palma April 91	SAS SE-DAZ, Thai International HS-TGE, SAS SE-DAZ, Swissair HB-ICH
30-10-18	EC-BZP	17-4-72	1-9-84	leasing Co. stored, b/u Palma 1991 forward fuse used for training by Tradair, Sabadel until at least Sept 2019.	American A/L N5608, MEA OD-AFF, American N6844.
30-10-21	EC-BTE	March 70	30-10-81	broken up Palma 91	American A/L N5609, Modern Air Transport N5609, American A/L N5610.
30-10-22	EC-BJC	28-2-67	15-11-79	broken up Palma 91. It had flown 35,535 hours.	American A/L N5611.
30-10-23	EC-BJD	18-5-83	April 83	broken up Palma 91	American A/L N5613,
30-10-25	EC-BZR	8-5-72	3-12-72	Crashed on take off Tenirife 3-12-72	Internord OY-ANI, American N5618, MEA OD-AFH, American N6845.
30-10-30	EC-BZO	28-1-72	?	stored Palma to Fundacio Aeronautica Mallorquina for restoration	American A/L N5618, MEA OD-AFG, American N6843.
30-10-32	EC-BNM	Jan 68	5-1-70	Crashed after take off Arlanda, syockholm.	American A/L N5620.
30-10-34	EC-BQQ	26-4-69	1-6-86	b/u Palma, forward fuse used for training at Gerona until at least 2007	American A/L N5602, Internord SE-DKK, American N5606.
30-10-35	EC-BXI	10-3-71	29-6-81	broken up Palma 91	American A/L N5603, MEA OD-AFi, American N2920.
30-10-36	EC-BQA	17-1-69	1-12-85	broken up Palma 94	American A/L N5604, Internord OY-ANL, American N5612.

The end

*“If you want to be a Millionaire, start with a billion dollars and launch a new airline.”
Richard Branson*

Variations of this saying have been heard since at least the 1930's Ed