

Southern Arizona, USA

November 2017

After three successful aviation trips to the greater Las Vegas and Los Angeles areas, it was about time to explore a new part of the southwestern United States: southern Arizona. The primary goal of this year's trip would be the airfields around the two large cities of Phoenix and Tucson. My two travel companions and I booked a British Airways flight to Phoenix-Sky Harbor for a reasonable airfare of around €500 (economy class return flight including one checked bag and meals). My travel companions would fly back home from Sky Harbor after ten days, whereas I would stay for five more days in the United States, making a road trip to Las Vegas.

As usual we focused on photographing a nice variety of aircraft including airliners, helicopters, bizjets/bizprops, warbirds and military hardware. Writing down tail numbers was a secondary priority, so most logs below are not complete. Nevertheless, they should give you a pretty good overview of what can be seen at the various airports. All aircraft that I logged on my previous trips are omitted, unless noted at a different airport. Moreover, all mm's mentioned in this article apply to a 1.5x crop camera.

Our flight to Phoenix on 7 November was uneventful. After arrival in the evening we picked up our rental car, a Dodge Grand Caravan, and spent the night at the Econo Lodge Phoenix Airport.

8 November 2017 Phoenix-Sky Harbor KPHX

N670H	Sabreliner 65	Honeywell
N699BR	CRJ 200ER	SkyWest Airlines
N757HW	Boeing 757-200	Honeywell
N75WP	Cessna 560 Ultra	Salt River Project
N82WP	Bell 212	Salt River Project
N99TV	Robinson R44	Chopperguy

Regular airline traffic (seen during various visits):

- *[USAF \(AZ ANG\)](#) KC-135;
- *[Air Canada Rouge](#) A321/B767-300;
- *[Alaska Airlines](#) B737-900;
- *[American Airlines](#) A319/A320/A321/B737-800/B757-200;
- *[American Eagle](#) CRJ 700/CRJ 900;
- *[Ameriflight](#) Be99/Be1900/PA.31/SA227;
- *[Boutique Air](#) PC-12;
- *[Delta Air Lines](#) B737-800/B737-900/B757-200/B757-300/MD-90;
- *[Delta Connection](#) Emb175;
- *[Frontier Airlines](#) A319/A320/A321;
- *[Great Lakes Airlines](#) Be1900;
- *[Hawaiian Airlines](#) B767-300;
- *[Southwest](#) B737-700/B737-800/B737-8MAX;
- *[Spirit Airlines](#) A320;
- *[Sun Country](#) B737-800;
- *[United Airlines](#) A320/B737-800/B737-900;
- *[UPS](#) B757-200/B767-300;
- *[Westjet](#) B737-700/B737-800;
- *[Westwind Aviation](#) Ce208.

On Wednesday morning we woke up early in order to catch the departing Hawaiian B767. This type will soon be replaced by new Airbus equipment. With just one flight per day and a scheduled arrival time during darkness, we had only a few opportunities for this bird. Fortunately things worked out as planned/hoped.

Traffic at Sky Harbor is dominated by American Airlines/Eagle (a result of its merger with US Airways) and to a lesser extent by Southwest. Widebodies are a rare sight and the only intercontinental traffic is a daily British Airways B747. Volumes are comparable to Las Vegas-McCarran, but variety at Sky Harbor is less.

The airport has three runways and their usage is pretty straightforward:

*08-26, the northern runway, is located north of the main terminals. It is mostly used for arrivals from the north;

*07L-25R, the middle runway, is located south of the main terminals. It is mostly used for departures to any direction;

*07R-25L, the southern runway, is also located south of the main terminals. It is mostly used for arrivals from the south, bizjet traffic and the Arizona ANG Stratotankers.

During our visits, the 07/08 side was in use during the mornings. Then some time around noon, ATC would change the runway direction so that the 25/26 side was in use for most of the afternoon.

At Sky Harbor, the lack of variety in traffic is compensated by the large variety in photo spots. The best places are:

*The multi-storey car parks of terminal 2, 3 and 4 for runway, taxiway and terminal shots;

*The employee parking lot at Sky Harbor Circle for runway 08 approach shots. From the terminals drive westbound on E Sky Harbor Blvd, then E Buckeye Road, turn right on S 24th Street and then turn right again on Sky Harbor Circle N. The parking lot is for airport employees only but since it is unattended you should be able to spend some time here if you keep low profile. Airport security may ask you to leave though;

*The cell phone parking lot at 4202 E Sky Harbor Blvd for runway 26 approach shots. This is a free parking lot where people can wait before picking up somebody at the terminals. These people might ask what you are doing with those "big cameras" or call law enforcement, but even then you should be able to stay and continue taking photos;

*Along E Old Tower Road for runway 07R approach shots. You could park at the large sand area between this road and the I-17. I am not sure if this is completely legal, so don't be surprised if law enforcement asks you to leave;

*A little further down E Old Tower Road, where you will find the FBOs of Swift Aviation, Cutter Aviation and the cargo apron. Photo opportunities are limited and unlike the aforementioned places you might need stairs. There is a nice roof terrace on the left side of the Cutter Aviation building, however before entering you should first ask for permission inside and they won't allow you to take photos.

8 November 2017 Phoenix-Deer Valley KDVT

C-GFKK	Socata TBM-850	Campbell Dodge Chrysler
N12417	T-33	Thunderbirds
N122JB+N785WW	Cessna 208B	Westwind Aviation
N126M	Aero Commander 695	
N154EB	Cessna 421B	
N170EH	Embraer 170LR	Honeywell
N175AM	Cessna 421C	
N186WW	Piper PA.44-180	Westwind Aviation
N187SL	Piaggio P.180 Avanti II	Jetran
N23W	Beech E90	Dynamic Aviation
N24XZ	Pilatus PC-12/47E	
N352HS	Learjet 35A	AirCare1 International
N406LA	Cessna 525A	Locati Architects
N421SR	Cessna 421C	
N425BJ	Beech 400	
N4968B	Beech D50	private
N550LA	Cessna 550	TMA Group
(N604DM)/"N604RD"	Fouga CM170R Magister	private
N705ML	Beech 200	Honeywell
N7MZ	Cessna 501	

N822RS/"200"	Tucano T1	RS Warbirds
N888UH	Robinson R44	Universal Helicopters
N96BP	Cessna 404	Arizona Game & Fish Department
N973AE	AS350B3 Ecureuil	PHI Air Medical
N990KB	Beech C90-1	
N9NZ	SA226T Merlin IIIA	private

Plus:

*L-39 RS Warbirds: C-FMCS/N143XX/NX151XX/NX4322N;

*PA.44 TransPac Aviation Academy: N287PA/N292PA/N302PA/N316PA/N317PA/N318PA/N433PA/N434PA/N435PA/N438PA/N440PA;

Around noon we drove northbound and spent some hours at Deer Valley. The airport is quite similar to North Las Vegas: a busy General Aviation airport with a lot of flight training, some warbirds and a few bizjets. At the terminal, which is located on the south side of the two parallel runways (07-25), there is a restaurant and a nice terrace from where you can photograph all day long with the sun in your back. On the west end you will find the Honeywell hangar as well as a multi-storey car park from where traffic on runway 07 can be observed. The facilities of the Phoenix Police Department Air Support Unit are located on the east end. Unfortunately this place is not accessible without an appointment.

9 November 2017 Mesa-Falcon Field KFFZ

(-)	MiG-15	Commemorative Air Force - Arizona
53914/8	TBM-3E Avenger	Commemorative Air Force - Arizona
N125AZ/"335972"	TB-25N Mitchell	Commemorative Air Force - Arizona
N145AZ/"44511"	Beech D18S	Commemorative Air Force - Arizona
N147AZ/"223518"	Douglas DC-3C	Commemorative Air Force - Arizona
N3246G/"90725"	SNJ-5	Commemorative Air Force - Arizona
N5833	FM-2 Wildcat	Commemorative Air Force - Arizona
N86492/"492"	PV-2 Harpoon	Commemorative Air Force - Arizona
N9323Z/"483514"	B-17G Flying Fortress	Commemorative Air Force - Arizona
N23YK/"81703"	Nanchang CJ-6A	Falcon Warbirds
N325CW	Nanchang CJ-6A	Falcon Warbirds
N351NA/"138286"	T-28B Trojan	Falcon Warbirds
N464TW	Nanchang CJ-6A	Falcon Warbirds
N3158G/ "23999/BP255"	T-6G	Wings of Flight Foundation
N76BZ/"7690"	AT-6C	Wings of Flight Foundation
67212	Beech UC-45J	US Navy
(-)	UH-19D Chickasaw	
C-GWRD	Bell 429	private
N102LL	Piper PA.34-200T	Canyon State Aero
N108CC	Cessna 337	
N131RR	Cessna 560 Ultra	Falcon Executive Aviation
N13YS	Mitsubishi MU-2L	Air 1st Aviation Companies
N269TT	Hughes 269C	Canyon State Aero
N300UH+N444UH	Robinson R44	Universal Helicopters
N3028D	Cessna 310	
N310TM	Cessna 310R	private
N32RQ	Lake LA-4	
N335JJ	Cessna 525A	Century Aviation
N395AM	Beech B200	Falcon Executive Aviation
N401AZ	Cessna 401B	
N402EM+N427DM	Beech C90	Central Virginia Aviation
N44SA	Beech 58P	
N540NE	Cessna 402C	private
N589HF/"15589"	Bell AH-1F Cobra	Army Aviation Heritage Foundation
N63CJ	Cessna 525B	

N698SH	Schweizer 300C	Canyon State Aero
N7268C+N7454C	PV-2 Harpoon	private
N76764/"WK142"	Canberra TT18	
N76765/"WJ614/846"	Canberra TT18	
N777RJ	Cessna 310	private
N9075H/997	MD900	Saudi Air Ambulance
N992RW	Robinson R44	

Plus:

*PA.44 CAE Oxford Aviation Academy: N4405E/N4405J/N4405K/N4405Q;

*MD369 Mesa Police: N505MP/N506MP/N507MP.

The next morning we visited another General Aviation airport, this time in the eastern part of the Phoenix metro area. When looking at Google Maps you can see the huge amount of ramp and hangar space. Fortunately the airport's marketing/communications department offers pre-arranged ramp tours for free. This is an excellent way to explore the airport, because views and photo opportunities are limited from outside the fence. At the terminal there is a patio with a low fence from where you can see a small part of the apron. Photography here is best in the morning.

The two-hour ramp tour resulted in a lot of photos and tail numbers on either side of the two parallel runways (04-22). The only places that were off-limits were the Boeing (Apache) and MD Helicopters factories on the north side as well as the stored aircraft compound of Marsh Aviation (which included Trackers, Albatrosses and other vintage aircraft). The AH-1 Cobra was located at the northeast corner of the field and is sometimes used for pleasure flights, for example during the annual Copperstate Fly-In in October. Other dates can be found on the AZAAHF website <https://armyav.org/arizona-chapter/>.

After the ramp tour we went to the "flying warbird museum" of the Commemorative Air Force, located in the southwest corner of the field. The museum opens at 10.00h and aircraft approaching runway 04R can be photographed from here as well.

9 November 2017 Chandler KCHD

N144XL	Cessna 560XLS+	Century AC
N17DL	Aero Commander 500S	
N2195P	Piper PA.23	private
N25647	Beech 58	private
N2582Z	Piper PA.23-250	Chandler Air Service
N25W(K)	Beech C-45G	private
N310W	Cessna 310	
N31595	Piper PA.34-200T	
N316PA+N318PA	Piper PA.44-180	TransPac Aviation Academy
N3264X	Cessna 310L	private
N395BC	Learjet 45	Southwest Aircraft Charter
N55HL	IAI 1121B Jet Commander	private
N6062Y	Piper PA.23-250	private
N828KM	Beech 58	Southwest Aircraft Charter
N88EQ	Cessna 421C	

Chandler Airport is dominated by small single-engine aircraft, so we did not spend too much time here. With the exception of the Quantum Helicopters flight school facilities, all hangars and aprons are located on the west side of the two parallel runways (04-22), which means that the afternoon is the best time for photography. Some bizjets/bizprops can be photographed from the parking lot near the control tower. For the airport terminal you will have to drive northbound around a big open field.

Worth mentioning is the 50 year old venerable Jet Commander, located in the east corner of the northern apron. Airport management granted airside access, so we could take a closer look at this rare bizjet. Its airworthiness status is questionable.

9 November 2017 Phoenix-Mesa Gateway KIWA

165475/A-132	T-45C Goshawk	US Navy/Marines
C-GXCB	Learjet 35A	Air Tindi
N118TG+N120TG	C-130A Hercules	International Air Response
N125DZ	Cessna 750	Docutech
N159WG	Cessna 525C	Orr Motors of Louisiana
N192DM	Embraer 505 Phenom 300	
N2105	CL-600S	Coulson Aviation
N223PW	Cessna 510	Cypress Healthcare
N251WL	TA-4J Skyhawk	Top Aces
N256DC	Cessna 680	Planemasters
N26ND	Beech C90GTi	University of North Dakota
N277GM	Gulfstream IV	Journey Aviation
N299RK	Cessna 550B	
N4CR	BAe 125	
N507AM	AS350B3 Ecureuil	Air Methods
N510FD	Cessna 510	
N609CF	Agusta A119	Air Methods/Tri State Care Flight
N650KK	Cessna 650	
N720HW	Cessna 680	H&W Management
N780DC	Cessna 525M2	M.A. DeAtley Construction
N818QS	Cessna 560 Encore+	Netjets
N860TX+N932TX	Cessna 750	Textron Aviation
N94HL	Cessna 525	CAE Oxford Aviation Academy
N955GH	Cessna 750	Jet Methods

Plus:

*[Emb145 \(stored\)](#): N253EC/N284SK/N285SK/N570RP/N577RP/N578RP;

*[A319 Allegiant Air](#): N311NV/N325NV/N330NV/N332NV;

[B737-300/400 Swift Air](#): N440US/N441US/N529AU*;

*[PA.44 ATP Flight School](#): N684AT/N685AT/N756A/N836AT;

*[PA.44 University of North Dakota](#): N585ND/N596ND/N598ND/N599ND.

Just east of Chandler Airport you can find the second biggest airport in the Phoenix metro area: Mesa Gateway, f.k.a. Williams Gateway. The airport has no less than three parallel runways (12-30) with all activities located on the west side.

Few airports offer a bigger variety in air traffic than this one. In just a couple of hours we logged and photographed anything from small flight training planes to Airbus and Boeing jets, from ancient Herculeses built in the fifties to brand new Citations and even some military hardware. The latter can be expected on most days, also during the weekends. In order to see all of this, just drive along S Sossaman Road and E Velocity Way. Starting at the north end, you will encounter:

*Cessna Service Center. For photography from the parking lot you will need a ladder.

Light will be best from late afternoon onwards, but with most employees going home around that time, don't be surprised if you will be asked to leave sooner than you might like;

*Embraer Service Center. Not much to see from the outside;

*Flight schools of ATP, UND and ASU;

*Gateway Aviation Services FBO. This is where most visiting bizjets and military aircraft will be parked. Adjacent to the fence there is a park with some trees and benches, so this can be regarded as the "official spotting place". Light is best in the afternoon for ramp and taxiway shots as well as (large) aircraft vacating or climbing out of runway 30. You will need at least a three-step ladder to photograph over the fence. Alternatively you can walk up the grass hill. When looking to the south you will see the stored Embraers. I am not sure if these planes are here for maintenance or if the airport is used as an overflow for Kingman;

*Airline terminal. Allegiant Air is the dominant airline here, offering scheduled flights with their A319s. Westjet is supposed to fly to this airport as well, however I didn't see any of their planes;

*Various companies/hangars ranging from medical helicopters to military contractors like Top Aces. Photo opportunities are very limited;

*Some (non-aviation related) factories. The parking lot of Able Engineering will give you some good views on the southern part of the apron;

*International Air Response hangar;

*Control tower and a long-term parking lot. This is a great place for taxiway shots.

Depending on the runway usage you will have the sun in your back most of the day. A ladder is necessary and you may be asked to leave by airport security. You should keep in mind that the gate will be closed at the end of the day, so make sure that you have left before that happens;

*Air Tanker Base. During our trip the base was closed and the apron was occupied by Swift Air aircraft, which operate on behalf of the U.S. government.

10 November 2017 Scottsdale KSDL

C-GAPC	Cessna 560	
N11A	BD-700 Global Express XRS	Aramark
N1364J/"UH-54"	T-6G	
N18TD	Gulfstream IV	
N223QS	Falcon 2000EX	Netjets
N2KL	Hawker 4000	Fückhov Vodka
N305TC	Gulfstream IV	American Resources
N307MT	Beech 400A	SevenJet
N312JV/"480"	Embraer 312F Tucano	Jon S. Vesely
N313QS	Cessna 680	Netjets
N327TX	Cessna 525B	Alante Air Charter
N345K	Learjet 45	Koch Industries
N348QS	Embraer 505 Phenom 300	Netjets
N350WH	Beech 350	Chris Hughes
N360FX	Embraer 505 Phenom 300	Flexjet
N4148U	Robinson R22	
N4415E	Piper PA.46-500TP	
N441PP	Cessna 441	Pogue Construction
N480VR	Gulfstream IV-SP	Executive Jet Management
N508XJ	CL-300	XOJet
N513QS	Cessna 680A	Netjets
N5337N	Piper PA.46-500TP	
N546QS	Gulfstream G550	Netjets
N560LS	Cessna 560XLS	STA Jets
N574JS	Embraer 500 Phenom 100	JetSuite
N581PJ	Cessna 501	
N60TJ	Beech B100	
N783XJ	Cessna 750	XOJet
N805PR	Cessna 414A	Carnahan Group
N858TD	Piper PA.46-350P	
N884BB	Falcon 900	Best Jets International
N910E	Cessna 750	
N927PK	Cessna 560 Encore	
N9943H	Cirrus Vision SF-50	
N999XP	Cessna 510	Cypress Equity Investments

Plus:

*[R44 Universal Helicopters](#): N300UH/N3184T/N393DM/N636DD.

On Veteran's Day we went to the main Business Aviation airport of the Phoenix metro area, located in the north east corner. The airport is much like Van Nuys near Los Angeles: dominated by bizjets and bizprops. You will also see light General Aviation traffic including warbirds. There is even supposed to be a private T-38 based at this field and military visitors are not uncommon according to the locals. The airport has only one runway (03-21) with aprons and taxiways located on either side. Near the threshold of

runway 03 there is an abandoned taxiway from where you can observe and photograph all arriving and departing traffic. You will have the best light in the morning. A small ladder may be of help to photograph over the fence, however keep in mind airport security does not appreciate this. They may ask you to keep your ladder several yards away from the fence. This is fine for approach shots, but not for taxiway/runway shots. With runway 21 in use the situation in the morning is worse. There are very few good other photo spots along the east side of the runway. Most of the buildings with parking lots are private property and at several places the fence is too tall or there is a slant rather than a horizontal area just in front of the fence, which makes a ladder useless. On the north end there is a Hyundai dealer. Their parking lot should be good for photographing approaching aircraft, but I don't think you are very welcome there unless you buy a car. The final option is to stand along the E Frank Lloyd Wright Blvd, but the aircraft tend to be rather high at this point.

10 November 2017 Phoenix-Sky Harbor KPHX

N313AZ	Boeing 767-300ERBDSF	Prime Air
N998JL	Cessna 560 Encore	Jonathan M. Larmore

11 November 2017 Chandler-Gila River Memorial 34AZ

N130P	Howard 500
N44904+N44910	Douglas C-54Q
N44906+N44908	Douglas C-54P
N4889C	Douglas DC-7B
N7086C/112	PV-2 Harpoon
N7251C	PV-2 Harpoon

This Saturday we drove from Phoenix to Tucson. Normally this is just a two hour drive, but with some interesting airports in between these cities it took us a bit longer. Our first stop, just after sunrise, was the spooky abandoned Gila River Memorial airfield. When driving on the I-10, take exit 164 and proceed eastbound on E Queen Creek Road. Turn right on the dirt road which runs west of and parallel to 88th Street/S Old Price Road (the paved road will not lead to the airfield). Then turn right on E Airfield Lane, also a dirt road. In the middle of the desert you will find these eight severely vandalized propliners. It is an eerie yet unique sight. I recommend being careful here and watching out for desert animals like snakes, scorpions and other harmful things. Nobody will be able to see or hear you in case you get in trouble...

11 November 2017 Coolidge KP08

N131FF/81	C-130A Hercules	
N131HP/131	C-130A Hercules	Hawkins & Powers Aviation
N133HP/133	C-130A Hercules	Hawkins & Powers Aviation
N4887C	Douglas DC-7B	International Air Response
N166AB	Piper PA.34-220T	Safford Aviation Services
N119AB	Beech 95-C55	Safford Aviation Services
N261GB	Beech C90A	Safford Aviation Services
N194WW+N197WW	Short SC-7 Skyvan	Win Aviation

Coolidge used to be the homebase of International Air Response. Nowadays the airport is very quiet. There is a compound with some Herculeses which are missing some parts, a rare DC-7 and a couple of skydiving aircraft which are probably not flying during the weekend. Every now and then there is a German Air Force Transall at this airport, also used for skydiving purposes. The fleet of Safford Aviation was inside the hangars and a based law enforcement Bell 206 departed just before we reached the airport. Every first Saturday of the month there is a fly-in from 08.00-10.30h.

11 November 2017 Eloy KE60

(51-8708)	T-33A	USAF
N901ST	DHC-6-200 Twin Otter	Chicagoland Skydiving Center
PK-PGU	Bölkow Bo 105C	Pelita Air Service

(VH-WGT) Short SC-7 Skyvan

Skydive Arizona:

- *Be100: N503AB;
- *Be18: N2625;
- *Ce208: N204BA;
- *DC-3: N86584;
- *Hughes 369: N67LH;
- *Lockheed 18-56: N631LS;
- *DHC-6: N128WJ/N194LH/N204BD/N924MA;
- *SC-7: N114LH/N26LH/N28LH/N39LH/N46LH/N52LH.

One of the largest skydiving organizations in North America is located approximately half-way between Phoenix and Tucson, at Eloy Airport. Skydive Arizona has a diverse fleet of aircraft types, but you won't see all of them flying in one day. We caught the Dakota and obviously the Twin Otter and Skyvan. The other aircraft types were inside the hangars (as was the CSC Twin Otter), except for the King Air which was stored outside in a corner. Photography is very relaxed at this airport and the best time is in the morning or early afternoon.

11 November 2017 Marana-Pinal Airpark KMZJ

5N-BUK+5N-BUL?	Boeing 737	Air Peace
B-2131	MD-82	China Eastern
B-2500	Boeing 767-300ER	Shanghai Airlines
N104HR	Boeing 727-200	Houston Rockets
N129TW	Boeing 747-100	Trans World Airlines
N245BA	Boeing 747SR	ANA All Nippon Airways
N320GL	Boeing 737-700	GOL
N3439F	Boeing 747-300F	
N426C	CASA C212-CC	Rampart Aviation
N434CA	CASA C212-200	Rampart Aviation
N526US	Boeing 757-200	Northwest Airlines
N779BA	Boeing 747-400BCF	Korean Air Cargo

Delta Air Lines:

- *B757-200: N523US/N616DL/N628DL/N677DL;
- *B767-300: N137DL.

At this aircraft boneyard it is hard to take decent photos if you didn't manage to arrange a ramp tour. Unfortunately the POC for this, Mr. Jim Petty, did not respond to my email and some local spotters had similar experiences. All we could do is write down some tail numbers from outside the fence and photograph the Chinese MadDog, which is located on the east side of Pinal Airpark Road. Access at the Silverbell Heliport on the north side of the field was denied, so we could not photograph the three gateguards.

11 November 2017 Avra Valley-Marana Regional KAVQ

(91-)26333	UH-60L	US Army
(-)/AF-401	A-4 Skyhawk	US Navy
145064/3A323/5G8	A-4C Skyhawk	US Navy
147669/3A460/JY	A-4L Skyhawk	US Navy
147671/	A-4L Skyhawk	US Navy
3A474/MB-11		
147793/3A465	A-4L Skyhawk	US Marine Corps
147815/3A483	A-4L Skyhawk	US Marine Corps
148502/3A295	A-4C Skyhawk	US Navy
149500/3A464/MB-1A	A-4L Skyhawk	US Marine Corps
149502/	A-4L Skyhawk	US Navy
3A412/AF-512		
149540/3A488/JY	A-4L Skyhawk	US Navy
149550/3A403	A-4C Skyhawk	US Navy
149555/3A456/UX-6	A-4L Skyhawk	US Navy

160615AC-310 (N214AT)/(148597) (N2262Z)/ "0658/3-A-305"	A-7E Corsair A-4C Skyhawk A-4C Skyhawk	US Navy Fighting Classics Fighting Classics
N30LH+N515JS	Beech 2000A	
N8194S+N8280S	Beech 2000A	
N67034/150	Douglas C-54	
N67040/147	Douglas C-54B	
N6816D/109	Douglas C-54D	
N96451/111	Douglas C-54	
N80232	SP-2H Neptune	
N104LN+N3831	AS350B3 Ecureuil	Air Methods
N1189M	Cessna 310D	
N121BC/"0123"	Beech T-34 Mentor	
N28EV	T-28B Trojan	Evergreen Aviation
N292DD	Robinson R22	
N3179L	Cessna 310J	
N390WW/"BA"	Hispano HA-200 Saeta	
N462B	Cessna 560	JD Russel Company
N4724P	Piper PA.23-250	TNT Farms
N4911	Falcon 50EX	Southern Air Systems
N7296C/ "84979/RB-49"	SNJ-5 private	
N787GT	Learjet 55B	Business Air
N845YT	Beech B200GT	True Drilling
N9370Z	Beech C-45H	private
N99175/"21557"	T-33	
N995LP	Embraer 505 Phenom 300	Graham Lundberg Peschel

At the other "Marana Airport" you will need airside access as well. Fortunately that is not a problem because some friendly aviation photography minded people work here. On this day the annual Airport Cookout took place, which is a barbecue/fly-in/static show/airport appreciation day. We arrived just before the end of the event. We had missed a US Army Lakota and a CBP Blackhawk, but we were just in time to see the US Army Blackhawk depart. At the end of the day we got treated to a short photoshoot with one of the Fighting Classics Skyhawks in Argentine Navy colors and a nice fly-pass of a Cessna 310 which was doing several pleasure flights for some of the local kids. What a difference compared to the expensive and uptight aviation industry in western Europe....

Apart from the event there were some bizjets and other General Aviation aircraft. The Fighting Classics hangar is located in the southwest corner and is surrounded by stored Skyhawks. Some additional Skyhawks as well as the stored propliners and Starships can be found in the northwest corner of the airport. Unfortunately the propliners were moved around not too long ago, making photography a lot worse now that the aircraft are packed together.

12 November 2017 Davis Monthan AFB KDMA

12 November 2017 Tucson-Pima Air & Space Museum

Since the inventories of the AMARG storage and the Pima Museum are relatively static and well-covered by others, I will not publish my (incomplete) logs here. Just send me a message if you would like to have these anyway.

We started this Sunday morning with a healthy walk along Kolb Road to photograph some of the stored Herculeses. You will need a ladder to photograph over the fence, but after a while airport security told us to refrain from using these. So then we went to a place where we would walk some more miles: the Pima Air & Space Museum. It took us almost the entire day to see and photograph everything. At the end of the day we went to Tucson airport for a quick reconnaissance tour in preparation of the next few days.

12 November 2017 Tucson KTUS

N108MC	Cessna 500	Aviation Unlimited
N192G	T-28A Trojan	private
N232WF	Airbus A319-100	
N533UA	Boeing 757-200	United Airlines
N696HS	CL-605	
N774DC	Cessna 340A	
N92LA	Gulfstream G550	Leucadia Aviation
VP-CNI	MD-87	Chartright Air
XA-JRS	Learjet 45	Avemex
XA-MET	Learjet 25D	
XB-LRE	Piper PA.23-250	

Regular airline traffic (seen during various visits):

- * [Alaska Airlines](#) B737-800
- * [Alaska Horizon/Skywest](#) Emb175
- * [American Airlines](#) B737-800
- * [American Eagle](#) CRJ 700/CRJ 900/Emb175
- * [Delta Air Lines](#) A319/B757-200
- * [Delta Connection](#) CRJ 700 (+ stored CRJ 200)
- * [FedEx](#) B767-300
- * [Sierra Pacific](#) B737-200/B737-500
- * [Southwest](#) B737-700 (+ stored B737-300)
- * [United Airlines](#) A319/A320
- * [United Express](#) CRJ 200/CRJ 700/Emb145/Emb175

Air traffic at Tucson airport is a nice mix of airlines, bizjets and military F-16s of three different countries (Iraq, Netherlands and USA). Some planes of Sierra Pacific are based here and perform several flights per week, mainly for the U.S. military. It was a wonderful sight to see a B737-200 in action in this day and age.

The airport has three runways; normally 11L-29R is the main runway. During our stay in Tucson there were construction works going on, so this runway was closed for landings and PPR for take-offs. Because the parallel runway 11R-29L is very narrow, most traffic had to use the perpendicular and shorter runway 03-21. Consequently the American and Iraqi F-16s diverted to Davis Monthan for the duration of the construction work. The Dutch F-16s on the other hand seemed to have no problem with using the shorter runway.

Because of the perpendicular runway complex and the variety of air traffic, the airport lay-out may seem a bit complicated. Starting at the north end of the airport, along E Valencia Road, you will find the Million Air FBO and the military base. Turning left on S Park Ave will lead you to the west side ramp with stored airliners and a good afternoon spot for runway 11L. Driving south you will encounter instructional aircraft at the Pima Community College and the Bombardier and Raytheon facilities. Continuing the route around the airport and driving on E Los Reales Road will bring you to the east side of the field. The cargo apron and the non-official spotting place (ladder required) near the fire station are located on the south end of E Airport Drive. Turning north on E Airport Drive will lead you to the main terminal. Further north you will find the General Aviation area with hangars, the Executive Terminal and the two hangars of the Atlantic Aviation FBO. The FBO is not photographer-friendly, so it is best to act low-profile. When driving north on S Plumer Ave you will encounter a few more hangars and aprons. On the east side of this road there is a (mostly empty) parking lot which is a nice and quiet place to photograph aircraft approaching runway 21. The sun is in your back till early afternoon.

13 November 2017 Tucson KTUS

1635	F-16C	Iraqi AF
J-209/AZ	F-16BM	Netherlands AF
J-210/AZ	F-16BM	Netherlands AF
J-369/AZ	F-16BM	Netherlands AF
84-1322/AZ	F-16D	USAF

86-0210/AZ	F-16C	USAF
89-2155/AZ	F-16D	USAF
91-0401/AT	F-16CM	USAF
N119LC	Cessna 550B	private
N151CA	Shorts 360-100	Air Cargo Carriers
N167Y	Falcon 900EX	AT&T
N209QS	CL-650	Netjets
N232QS	Falcon 2000EX	Netjets
N299CX	Cessna 750	Executive Jet Management
N304K	Falcon 900LX	AT&T
N342QS	Cessna 680	Netjets
N458BE	Gulfstream IV	Bill Edwards
N534FX	CL-300	Flexjet
N611AV	CL-350	
N662QS	Cessna 560XL	Netjets
N713L	Falcon 7X	AT&T
N750SL	Cessna 525A	
N876UC	Cessna 560XLS	Aviation Consultants Inc
N906SB	Falcon 7X	AT&T
N946QS	Cessna 750	Netjets
N986ST	Cessna 525C	

13 November 2017 Tucson-Ryan Field KRYN

N383FM	Fouga CM170 Magister	private
N5275G	Cessna 310A	private
N621KK	Piper PA.31P	
N6937T	Cessna 310D	private

Ryan Field is a small General Aviation airport at the west side of town. Because the stored propliners had disappeared there wasn't much left to see. You will need a ladder or airside access for photos.

13 November 2017 Davis Monthan AFB KDMA

81-0988/DM	A-10C	USAF
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In the afternoon the skies were filled with clouds, so I logged some more stored stuff as well as one flying A-10.

14 November 2017 Tucson KTUS

J-010/AZ	F-16AM	Netherlands AF
J-064/AZ	F-16BM	Netherlands AF
J-067/AZ	F-16BM	Netherlands AF
2-AVIT	Boeing 737-300	Viva Aerobus
5N-BKO	MD-83	Afrijet
(C-GGMP)	Dash 8-200	De Havilland Canada
N100ES	Gulfstream G650	Walt Disney
N105AD	Cessna 525C	VT Industries
N111YF	Beech B100	
N115FE	Boeing 727-100C	FedEx
N122WF	Boeing 737-400	
N17A	Learjet 36A	Avstar
N216BG	Cessna 560XLS+	Brasfield & Gorrie
N234QS	CL-650	Netjets
N243PC	Gulfstream G450	Perryman Company
N255QS	Falcon 2000	Netjets
N399WS	Beech C90B	Guardian Flight
N450KR	Gulfstream G450	Alsco
N486FE	Boeing 727-200F	FedEx
N500ZB	Cessna S550	

N505RJ	Cessna 501	
N509CC	Boeing 737-400	Air Busan
N558RA	Learjet 55	Royal Air Freight
N560S	Cessna 560	Sanco Pipelines
N599SD	AS350B3 Ecureuil	Pima County Sheriff
N605KA	CL-605	Kisco Senior Living
N661WD	Beech 400A	private
N703DJ	Learjet 35A	Charter Airlines
N706RM	Beech 400A	Trinity Jet Management
N836RA	MD-83	Falcon Air Express
N877H	CL-604	Jet-A
N896MA	Cessna 550B	Anderson Columbia
N911AZ	Bell 429	Arizona DPS/State Trooper
N914PG	Boeing 727-200	Ecuadoriana
N921AZ	Beech B200	Arizona DPS
N968BX	BD-700-1A10 Global 6000	
N975QS	Cessna 750	Netjets
N979NS	MD-83	
XA-HBA	Aero Commander 690C	

14 November 2017 Davis Monthan AFB KDMA

1636	F-16C	Iraqi AF
09-5708/FT	HC-130J Hercules	USAF
73-1584/DM	EC-130H Hercules	USAF
78-0673	A-10C	USAF
78-0694/DM	A-10C	USAF
79-0150/DP	A-10C	USAF
79-0168/DM	A-10C	USAF
79-0197/DP	A-10C	USAF
80-0181/DM	A-10C	USAF
80-0195/DM	A-10C	USAF
81-0942	A-10C	USAF
81-0945/DM	A-10C	USAF
81-0956/DM	A-10C	USAF
81-0976/DM	A-10C	USAF
82-0646/DM	A-10C	USAF
82-0659/DM	A-10C	USAF
82-23670	UH-60A	US CBP
83-1175/AZ	F-16D	USAF
84-1322/AZ	F-16D	USAF
85-1514/AZ	F-16D	USAF
86-0015	C-5M Galaxy	USAF
86-0238/AZ	F-16C	USAF
86-0285/AZ	F-16C	USAF
87-0317/AZ	F-16C	USAF
95-00098	Beech C-12V	US Army

Apart from the AMARG storage, Davis Monthan is a very active base compared to western European standards. On a Tuesday afternoon we witnessed several A-10 sorties as well as some visitors and flying continued beyond sunset.

Photography from outside the fence is not that easy because of the large distance to the base's single runway 12-30. Because the boneyard and base facilities are located on the east side, the best options for us are obviously on the west side which means that the light is best in the afternoon. With runway 12 in use the best spot is on the side of the road at S Contractors Way. This spot can be reached from only one direction. At I-10 take exit 265, turn northbound on S Alvernon Way, turn right on E Irvington Road, cross the railroad track and turn left on S Contractors Way. After a while this road bends to the right as the beginning of a semi-circle. You can park in the dirt at the side of the road at

the most eastern point before the underpass with Golf Links Road. At this spot you will need 300mm for a side-on Hercules photo and more than 400mm for smaller aircraft. Unfortunately I cannot tell how many mm's you need for a Galaxy, because unlike all other aircraft it landed on runway 30 instead of runway 12... With this many mm's you will probably get some degree of heathaze distortion on warm days (thus almost year-round).

When runway 30 is in use, the distance from the fence will be even bigger. The best spots are most likely near the Pima Museum or at the corner of E Drexel Road/S Craycroft Road, but this isn't based on my personal experience.

15 November 2017 Tucson KTUS

A7-CEI	BD-700-1A11	Global 5000	Qatar Executive
N123HP+N494GS	Bell 206L-1		Southwest Heliservices
N608CL	Gulfstream IV		Kaiser Air

15 November 2017 Casa Grande KCGZ

N2871G/"6302"	PB4Y-2	Privateer	Gosshawk Unlimited
N970AE	AS350B3	Ecureuil	PHI Air Medical

With no ramp tour possibility at Pinal Airpark, we spent a few more hours at Tucson before heading back north to Phoenix. We made a short stop at the small and quiet airfield of Casa Grande. There is very little to see but at least you will have the sun in your back most of the day. The Cactus Fly-In is held each year in March which should bring some more action to this airport.

15 November 2017 Glendale KGEU

N132HS	Beech E90	Central Virginia Aviation
N279AE	Bell 206L-1	
N290CC	Beech A90	
N292DD	Robinson R22	
N35HD	Beech C90B	Guardian Flight
N402EM	Beech C90	Central Virginia Aviation
(N42171)	Sikorsky UH-34D	
N51PD	Enstrom F-28F	Airwest Helicopters
N554US	Beech 95-55	private
N799GK	Beech C90	
N850JA	BAe 125-1000B	MAC Air Group
N93KA	Beech F90	private

Glendale is located in the western part of the Phoenix metro area. The airport is very similar to Chandler: dominated by small single-engine aircraft and all activities are located west of the runway. At the south end there are a few stored twin Beeches.

15 November 2017 Goodyear KGYR

B-2057	Boeing 777-200ER	China Southern
F-GKHK	Airbus A320-200	XL Airways France
F-GSKY	Boeing 747-300	Corsair
HC-CMP	Airbus A319-100	TAME
LY-VEP	Airbus A320-200	Thomas Cook
N174CF	Cessna 501	
N333NV	Airbus A319-100	Allegiant Air
N362UP+N363UP	Boeing 767-300ERSF	UPS
N417XA	Boeing 737-400	Songbird Airways
N434US	Boeing 737-400	US Airways
N451AA	MD-82	American Airlines
N492A	Gulfstream III	Western Jet Aviation
N516UA+N520UA	Boeing 757-200	United Airlines
N528UA+N548UA	Boeing 757-200	United Airlines
N544SC	Robinson R44	Touchstone Helicopters

N579N	Socata TBM-850	
N640CS	Boeing 737-400	JPATS
N757MQ	Boeing 757-200	VIM Airlines
N772MF	Piper PA.31T	Reno Flying Service
N777EA	Douglas DC-7C	Pyramid Oil
N828Q	Beech 65	
N901AS	Boeing 737-300	Air Indus
VP-BJB	Boeing 777-200ER	Nordwind Airlines
VQ-BNU	Boeing 777-200ER	Orenair
XA-JLI	Embraer 145LR	AeroMexico Connect

Another aircraft boneyard in the desert, but this one is a bit more accessible than Pinal Airpark. The operational area with hangars and aprons is located in the northeast corner, whereas many of the stored aircraft can be found on the west side of the runway along an abandoned taxiway. It is easy to reach these stored aircraft because you can turn south off W Yuma Road and drive on a dirt road along the fence line. A ladder is necessary to photograph over the fence and security was actually friendly and understanding of our hobby. Best time to be here is the afternoon.

15 November 2017 Buckeye KBXK

(N126HP)	Douglas A-26C Invader
N15501	C-119G Flying Boxcar
N216HU/"7238"	HU-16C Albatross
N243DC	Douglas DC-3C
(N3438G)	TB-25J Mitchell
N413PB	PBY-5A Catalina
(N71456)	C-1A Trader

Just west of the Phoenix metro area you can find the small and quiet airport of Buckeye. When driving at the I-10 (Phoenix-Los Angeles), take exit 109 and turn south on S Palo Verde Road. The airport will appear on your right hand side. Usually there isn't much to see except for part of the Lauridsen Aviation Museum collection. The planes are not actually located at a museum, but rather in an old open barn on the north side for restoration purposes. The sun will be in your back early morning or late afternoon. There used to be another Invader at this field as a gateguard (N4819E), but unfortunately it has disappeared.

16 November 2017 Luke AFB KLUF

A35-001+A35-002	F-35A	Australian AF
MM7332/32-01	F-35A	Italian AF
MM7333/32-02	F-35A	Italian AF
MM7335/32-04	F-35A	Italian AF
5087	F-35A	Norwegian AF
5145+5147	F-35A	Norwegian AF
10-5009/LF	F-35A	USAF
11-5030/LF	F-35A	USAF
11-5036/LF	F-35A	USAF
11-5038/LF	F-35A	USAF
11-5040/LF	F-35A	USAF
12-5050/LF	F-35A	USAF
12-5056/LF	F-35A	USAF
13-5065/LF	F-35A	USAF
14-5092/LF	F-35A	USAF
14-5103/LF	F-35A	USAF
15-5127/LF	F-35A	USAF
15-5129/LF	F-35A	USAF
93-0721	F-16A	USAF
93-0722/LF	F-16A	USAF
93-0816/LF	F-16A	USAF

93-0828/LF F-16B USAF

Today it was time for some military action: we spent the morning at Luke AFB. Once again we were treated to a large number of flying aircraft compared to western European standards. There are two parallel runways (03L-21R and 03R-21L) and photography is best in the morning or very late afternoon. Runway 03R-21L was closed for maintenance, so consequently runway 21R was in use this morning. As we found out the hard way this was far from ideal since most of the aircraft came in too high for good photos. With either runway 21 in use you can stand along Northern Avenue. Make sure not to park too close to the side of the road because of the no-parking area. Instead you can park down one of the dirt roads on the north side.

16 November 2017 Phoenix-Sky Harbor KPHX

N205ML	AS350B3 Ecureuil	PHI Air Medical/Mountain Lifeflight
N2648X	Cessna 501	
N2WT	Cessna 310A	private
N327TX	Cessna 525B	Alante Air Charter
N450PH	Bell 407	PHI Air Medical
N587AE+N590AE	AS350B3 Ecureuil	PHI Air Medical
N652BA	Gulfstream G650ER	Bank of America
N746KA	SA227AC Metro III	Kolob Canyons Air Service
N9SC	Gulfstream G450	Service Corporation International

16 November 2017 Phoenix-Mesa Gateway KIWA

N299AM	Pilatus PC-12/45	Air Methods
N43MS	Cessna 525	CAE Oxford Aviation Academy
N505RM	Cessna 525A	
N544AM	AS350B3 Ecureuil	Air Methods
N554TS	Cessna 560 Ultra	S&S Seeds
N997T	Cessna 510	

17 November 2017 Phoenix-Sky Harbor KPHX

N103WP	Bell 429	Salt River Project
N142QS	BD-700-1A10 Global 6000	Netjets
N244MD	Embraer 500 Phenom 100	Merage Institute
N507UP	Cessna 560XLS	Gama Aviation
N560CX	Cessna 560 Encore	
N604DT	CL-604	Drive Time
N612KB	Eclipse 500	
N661JM	Embraer 135BJ	Swift Aircraft Management
N684DB	Cessna 680A	Cutter Flight Management
N709CB	Cessna 525C	Oklahoma Aviation
N757SS	Boeing 757-200	Paradigm Air Operators
N770LE	Cessna 525C	
N783TW	DC-9-15F	Ameristar
N795QS	CL-350	Netjets
N868EM	Cessna 680	
N888PX	Gulfstream G550	Panda Express
N922AZ	Beech B200GT	Arizona DPS
N989AL	Learjet 35A	Reva
N989RS	Cessna 525B	Alante Air Charter

The final day in Phoenix was a cloudy one. My two travel companions flew home in the evening, whereas I picked up a smaller rental car for my solo road trip to Las Vegas. Instead of the direct route (a five-hour drive), I took a 3.5 day detour visiting some old and new places, enjoying the California sunshine and hunting for some classics that have more or less disappeared in western Europe.

18 November 2017 Quartzsite

65-0941/ED	NRF-4C Phantom	USAF
66-0384/ED	NRF-4C Phantom	USAF

My journey started early Saturday morning. The clouds had disappeared, so I enjoyed clear blue skies while driving through the desert. After two hours driving on the I-10 westbound I arrived in Quartzsite, a small town near the western state border. No less than three aviation locations can be found here. First of all there are two preserved Phantoms at the intersection of E Quail Trail Street and Plymouth Road.

18 November 2017 Quartzsite-Fire Station

N303CF	Agusta A119	Air Methods/Tri State Care Flight
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The second location is the fire station located near the intersection of Tyson Street and N Central Blvd. This helicopter can be photographed best in the morning.

18 November 2017 Quartzsite Airport

58-03086	Beech RU-8D Seminole	US Army
N711AG	Cessna 414	

On the west side of town there is an abandoned airport. Drive westbound on W Main Street until you get to the unpaved road. This is where you will see a sign indicating that the airport is private property. The above two planes are not too far down the road, so a quick "hit and run" wasn't a problem on this quiet morning. The Cessna comprised of just the fuselage, but the Beech was in better shape. There should be some more wrecks on the other side of the "runway", but for obvious reasons I decided to drive back to the highway.

18 November 2017 Blythe KBLH

N11WY	Yak-11	private
N197WW	Short SC-7 Skyvan	Win Aviation
N802BA	Beech B99	Ameriflight

The first stop in California was this quiet desert airport just west of town. I logged the Skyvan exactly one week earlier at Coolidge. The FBO manager told me that Blythe is used for skydiving purposes as well, but once again apparently not during weekends. Ameriflight operates a daily flight for UPS. While I was waiting for the Beech to arrive (thanks to FlightAware for the intel), a Yak-11 made a fuel stop enroute from Camarillo to Phoenix.

Photography at this airport is easy because apron access is not a problem at all. The FBO building is located on the right side around the corner, near the big hangar.

18 November 2017 Thermal-Jacqueline Cochran KTRM

C-FDOW	Falcon 900	Flightexec
N15HE	Gulfstream III	Macair
N326AZ	Gulfstream G450	Clay Lacy Aviation/Azoff Music Mgmt
N333HD	Falcon 2000	
N45NP	Learjet 45	Capital Sand Company
N550CP	Raytheon 390 Premier 1A	FlightGest Aviation
N798QS	CL-350	Netjets
N823L	Cessna 525A	Nova Group
N8491A	Robinson R22	Jerry Trimble Helicopters
N888WG	Pilatus PC-12/45	

Around noon I arrived at Thermal, one of the three airports in the Palm Springs area. Generally speaking, this Business Aviation airport is busy during the comfortable winter months but rather quiet during the extreme hot summer months. The world-famous Coachella music and arts festival, held each year in April, should also draw a fair amount of bizjets. No doubt that many of the "rich and famous" land at this airport in their private jets to play a round of 18 holes with their golf buddies. After all, this high-class town is known for its luxurious golf resorts and country clubs.

As a result of this, the airport cares about privacy and is therefore not exactly spotting-friendly (except perhaps during the Jacqueline Cochran Airshow). From outside the fence you can log some planes at the various FBOs, but photography is almost impossible. One FBO allowed me to take some photos from their airside patio. A full ramp tour was not possible because the FBO manager was not present on this Saturday. Nevertheless I was very happy with a classic G-III that had just arrived.

18 November 2017 Bermuda Dunes KUDD

N210FF	Embraer 500 Phenom 100	JetSuite/Smile High Club
N226N	Pilatus PC-12/47E	
N3051K	Beech B200	
N3056P	Piper PA.23	
N317QS	Cessna 680	Netjets
N360MC	Piaggio P.180 Avanti II	
N401ML	Beech 400A	TWC Aviation
N515D	Cessna 340A	
N574FX	CL-350	Flexjet
N5783M	Cessna 310P	
N620GB	Cessna 525C	
N888AS	Beech 300LW	Stanislaus Food Products

This General Aviation airport is located just south of highway I-10, exit 139. The terminal/FBO has a great airside porch from where photography is allowed with some restrictions (due to privacy concerns). Nevertheless the FBO employees are very friendly and with free drinks and WIFI you can have an enjoyable afternoon here, especially when runway 28 is in use.

The Beechjet crew wanted a nice Christmas present for their boss and obviously I was more than happy to help by providing a great photo of the aircraft while performing an incredible fly-pass. Sometimes a small airport can be more interesting than a big one... Once the high clouds came in I went to my hotel (Motel 6 Palm Springs East) and had dinner at a Denny's in downtown Palm Springs.

19 November 2017 Palm Springs KPSP

16	MiG-15	
154162/AJ-500	A-6E Intruder	US Navy
154649/1	TA-4J Skyhawk	US Navy
162403/NG-201	F/A-18A Hornet	US Marine Corps
163277/40	F-16N	US Navy
C-GWBX	Boeing 737-700	Westjet
N10MM	CL-601-3A	
N123EG	IAI 1124A Westwind	
N302K	CL-300	Koch Industries
N325ND	Cessna 560XL	Delta Private Jets
N492WA	Pilatus PC-12/45	
N547XJ	CL-300	XOJet
N550LG	Embraer 550	Solairus Aviation
N560GB	Cessna 560XLS+	
N604CW	CL-604	Carl Wescott
N707SG	Gulfstream G200	
N760ED	Cessna 560XL	
N772JS	CL-300	Harsch Investment Properties
N797SK	CRJ 702ER	United Express
N799RM	BAe 125-800XP	
N850TC	Falcon 2000	Corporate Eagle/Taubman
N8YU	Pilatus PC-12/45	Bubba Air
N926CB	Cessna 650	
N943SW	CRJ 200LR	United Express

The next morning I explored the airport of Palm Springs. There are two parallel runways, 13L-31R and 13R-31L. The latter is used by most of the traffic. On the east side of the runways you will find the Palm Springs Air Museum and the Atlantic Aviation FBO. The latter place didn't seem to be very welcoming to aviation photographers, so I quickly took a few photos of the XOJet plane with mountains in the background and moved on. Light is best early in the morning and you might not even need a ladder.

When runway 31 is in use there is a nice spotting place on the southwest corner of the field, south of the main terminal. You can park your car on the side of the road at Airport Center Drive and walk to the fence along Kirk Douglas Way. There are several spots for taxiway, runway and approach shots, for example at the abandoned taxiway opposite of a big, empty parking lot. Depending on your exact location, the sun will be in your back from mid-morning onwards. You will need a ladder to photograph over the fence. Keep in mind that Kirk Douglas Way is a rather busy road and that a person with cameras and a ladder strolling through the bushes along the fence may seem suspicious to people. I don't know how security/law enforcement will react to aviation photographers, but I will probably find that out the next time I'm in town. Due to the early morning backlight and lack of special traffic, I decided not to loiter around and after a short recon I continued my road trip westbound.

19 November 2017 Redlands KREI

N2836D	Cessna 411	Dick Suhay
N310MM	Cessna 310	private
N38768	Piper PA.34-200T	private
N7101J	Robinson R22	California Aviation Services

The small airport of Redlands can be found at the far east end of the Los Angeles metro area. There is not a lot to see, but the sun will be in your back most of the day and apron access should be easy.

19 November 2017 San Bernardino KSBD

B-16410	Boeing 747-400	Eva Air
D2-FGJ	MD-82	Servisair
JA8322+JA8578	Boeing 767-300	ANA All Nippon Airways
JA8943	Boeing 777-300	JAL Japan Airlines
JA8967	Boeing 777-200	ANA All Nippon Airways
N144DA	Boeing 767-300	Delta Air Lines
N160DQ+N160EQ	UH-60A	Skycore Aviation
N166DP	UH-60A	Skycore Aviation
N260MD	Airbus A320-200	Mexicana
N310NW	Airbus A320-200	Delta Air Lines
N322VA	Cessna 560 Ultra	
N359AA	Boeing 767-300ER	American Airlines
N361SW	Boeing 737-300	Southwest Airlines
N366AC/163	BAe 146-RJ85	Aero-Flite
N431MA	Bell 222U	Air Methods/Mercy Air
N510DH	Cessna 510	Dana Hunter
N515CY	Learjet 55	
N515UA	Dash 8-400	Unical Aviation
N552UA+N554UA	Boeing 757-200	United Airlines
N559UA	Boeing 757-200	United Airlines
N573UA	Boeing 767-300	Unical Aviation
N579UA	Boeing 737-700	Meridiana
N612NG	Pilatus PC-12/47E	
N615SC	Boeing 737-500	Zambezi Airlines
N618	Beech B200	US Department of Interior
N659AM	Agusta A109E	Air Methods
N716HT	Sikorsky CH-54B	Helicopter Transport Services
N718HT	Sikorsky CH-54	Helicopter Transport Services

N769VA	Boeing 767-200ER	Vision Airlines
N7UC	Agusta A109E	Air Methods/Mercy Air
N801HK	Embraer 145EP	US Airways Express
N815EA	Boeing 727-200F	Capital Cargo International Airlines
N906AW	Boeing 757-200	US Airways
TC-OCD	Airbus A330-300	Saudi Arabian Airlines

Since my last visit in 2015 San Bernardino airport has changed quite a bit. First of all there are now a lot more stored airliners. If these planes keep coming in, the airport might become just as famous as the boneyards of Victorville and Mojave. Secondly the San Bernardino County Sheriff recently moved to a new facility at the northeast side. One thing that hasn't changed is the hospitality of the air tanker base, although there wasn't much new for me to see. A Coulson Hercules would arrive later that day, but since the ETA was unknown I decided not to wait for that.

The people at the Luxivair FBO are very friendly as well. Besides free snacks and drinks I got a ramp tour covering most of the western aprons. Most planes were parked very close together making photography difficult, but the threeholer was a great catch. Spotting from outside the fence turned out to be a lot tougher. Even though most planes will never take off again, airport security is extremely nervous here. The officer even chased me as I was writing down tail numbers from inside my car. I was not using a camera or a ladder. After an ID check and a speech about restricted areas, climbing fences and a certain kind of bad people, I was off the hook.

19 November 2017 Apple Valley KAPV

N811HP	AS350B3 Ecureuil	California Highway Patrol
N880SF	Bell 230	
N90775	Enstrom F-28A	Du Bois Aviation

In the afternoon I paid a short visit to Apple Valley. The Gulfstream III that I logged last year was now in a much better position for a photo. The based CHP chopper came in for landing as I was already driving towards Victorville. So I made a U-turn, drove back to the field and caught it thanks to the friendly crew.

19+20 November 2017 Victorville-Southern California Logistics KVCV

G-ZBAH	Airbus A320-200	Monarch Airlines
N175UA+N180UA	Boeing 747-400	United Airlines
N430FE	Airbus A310-200F	FedEx
N558AM	AS350B2 Ecureuil	Air Methods
N708AS+N713AS	Boeing 737-400	Alaska Airlines
N747GE	Boeing 747-100	General Electric
N760AS+N769AS	Boeing 737-400	Alaska Airlines
N848AU	Boeing 737-400	British Airways
N873SJ	DC-8-73F	

Plus:

*[B737-300 Southwest](#): N603SW/ N604SW/ N634SW/ N636SW/ N641SW.

Victorville has changed quite a bit compared to last year and unfortunately for the worse. On the west side of the field there is now a huge compound with stored cars. There were just a few planes left in this area (including the well-known Tristar) and these were parked rather far away from the fence. All in all photography along Adelanto Road has deteriorated significantly.

With some time and sunshine left I drove to Adelanto Airport (52CL) as there was supposed to be a DC-3 preserved here. This turned out to be a bit of a disappointing adventure. The airfield is located in the middle of nowhere and the roads in the area are all unpaved. Consequently the ride in my midsize sedan was very uncomfortable and it felt like I ended up in some third world country. When I got to the airport it turned out to be private property and the Dakota was nowhere to be seen. I did see a Bell chopper in the distance but I was unable to read it. I didn't feel like taking any chances here so I just drove to my hotel near Victorville airport. Because of the road quality it took me a while, but I got there safe and sound.

Early next morning I explored the east part of Victorville airport. It is still very hard to take "clean" photos here and because of the mostly cloudy skies, I soon commenced the day's road trip through the Californian desert.

20 November 2017 Mojave KMHV

54-1639	C-130A Hercules	USAF
161530	C-9B	US Marine Corps
N109XP	Agusta A109A	National Test Pilot School
N166TP/"AT-151"	Saab TF35 Draken	
N173FR	Bell OH-58C	Flight Research
N224AM	Bell 407	Air Methods
N450PS	Fouga CM170 Magister	
N747A	Boeing 747SP	NASA

I visited Mojave in the morning and again in the afternoon to photograph two aircraft that I didn't catch on my previous visits: the based Air Methods Bell 407 and the preserved Draken at Poole Street. Other photo opportunities were very limited.

20 November 2017 Lancaster-William J Fox KWJF

(-)	Bell 2..	
N1366Z	Beech 95-55	private
N386AC/262	CL-415	Aero-Flite
N389AC/260	CL-415	Aero-Flite
N40Y	Beech C-12D	Dynamic Aviation
N555GL	Gulfstream III	
N612CK/702	Sikorsky SH-3H	Croman
N9143Z	MiG-17	

My third visit to this airport resulted yet again in some interesting stuff. I got a visit at the air tanker base to photograph the Super Scoopers. The yellow Sea King was parked at the main apron and fortunately airside access was allowed here as well. The Gulfstream seems to be stored with its doors open. I also saw a K-Max in between some of the hangars on the west side, but I was unable to read its tail number.

20 November 2017 California City KL71

N315BC/ "102/315-BC"	Fouga CM170 Magister	Swift Air International
N925WD	Fouga CM170 Magister	Red Star Aviation Museum

Around lunchtime I arrived at this small and quiet desert airport. Compared to my visit two years earlier, I was able to log two new Fougas. There were airside construction works going on and the Dakota and classic bizjets near the main apron have disappeared. I did not take a look at the stored Gulfstreams at the west side of the field.

20 November 2017 Edwards AFB KEDW

52-0008	NB-52B Stratofortress	USAF/NASA
52-5755/FW-755	YF-100A Super Sabre	USAF
54-1353/TC-353	TF-102A Delta Dagger	USAF
56-0790/FG-790	NF-104A Starfighter	USAF
58-0288/5	F-101B Voodoo	USAF
59-0158	QF-106B Delta Dart	USAF
61-0146/HI	F-105D Thunderchief	USAF
N15YC	YC-15A	Boeing

My day in the desert was concluded with some preserved aircraft at the west and north gates of Edwards AFB. The views on my way to the west gate were very impressive because the 9-mile long road crosses a dry lake bed which is part of this huge base. My hotel was located in Barstow and the next morning I drove on the I-15 towards Sin City.

21 November 2017 Jean KOL7

N208DZ Cessna 208B Skydive Santa Barbara
I made a short stop at the small airport of Jean. The PAC 750 that I saw last year seems to be replaced by this good looking Caravan.

21 November 2017 Las Vegas-McCarran KLAS

LN-LNE	Boeing 787-8	Norwegian
N282GS	Embraer 505 Phenom 300	Grupo Surman
N334FX	CL-604	Flexjet
N43MS	Cessna 525	CAE Oxford Aviation Academy
N612FG	BD-700-1A10 Global 6000	Flightstar
N78EA	CRJ 701ER	Elite Airways/Cal Jet

22 November 2017 Las Vegas-McCarran KLAS

B-1540	Boeing 787-9	Hainan Airlines
G-BNLN	Boeing 747-400	British Airways
G-VBIG	Boeing 747-400	Virgin Atlantic
HL8216	Boeing 777-300ER	Korean Air
N11EA	CRJ 701ER	Elite Airways

I spent the better part of two days along E Sunset Road and the night in between at the famous Las Vegas Strip. The regular North-American airline traffic was pretty much the same as last year. Elite Airways was a nice addition but the real highlight was the Hainan Dreamliner, which happened to be the white version of the Kung Fu Panda special livery. Hopefully I will catch the red and yellow versions on my next visit. On Wednesday evening British Airways took me back to a cold and cloudy Europe.

And so another successful trip to the southwestern United States came to an end. Compared to my last three trips, weather conditions were slightly worse with some more clouds and higher temperatures of around 30 degrees Celsius in Phoenix and Tucson. Nevertheless I came home with some great memories and a nice set of photos. The amount and variety of aircraft and airports in southern Arizona is simply amazing. During the summer this area is just too hot with temperatures exceeding 50 degrees Celsius, but it is an excellent place to go to escape the dull November weather in western Europe.