

Las Vegas, USA

November 2016

During the first week of August, I came across some incredibly cheap airline tickets to Las Vegas: 350 EUR for a round trip including luggage and meals. Obviously this was an offer I could not refuse. My old man (also an aviation photographer/reporter) had the same thought, so we quickly booked the tickets before prices would go up again.

The intention of this aviation trip was to combine the (bi-)annual Aviation Nation airshow at Nellis AFB with visits to several airports in the vicinity of Las Vegas and the Grand Canyon. We both have a broad interest when it comes to aviation photography: military, airliners, helicopters, bizjets/bizprops, either active or non-active, we enjoy it all as long as it is engine driven and not too small (à la Ce172/PA28 etc.). The focus was on photography rather than number-crunching, but below logs should give you a pretty good overview of what can be seen at the various airports. A great help during our trip was the FlightAware website, which is more user-friendly than their app by the way. Although far from complete (lots of bizjets are blocked) and not always accurate, this website gives a good impression of the traffic that can be expected, even at the smallest airports.

All aircraft that I logged on my trip to Las Vegas two years ago (Triptease section of Scramble 433) are not included in this report, unless noted at a different airport.

On the morning of Thursday 10 November, my dad and I met at Schiphol and boarded flight UA908 to Chicago.

10 November 2016 Chicago-O'Hare KORD

D-ABYJ	Boeing 747-8	Lufthansa
OE-LAE	Boeing 767-300ER	Austrian Airlines
VT-ALR	Boeing 777-300ER	Air India

Plus various types of United Airlines.

Even though we had more than three hours transfer time at a sunny O'Hare, there was little time left for spotting. Our connecting flight to Las Vegas (UA451) was overbooked, probably due to the fact that many Americans had a long weekend as the next day would be Veterans Day. The gate agent asked for volunteers to give up their seat in exchange for a 500 USD ticket voucher (to be spent with United within a year), a free hotel room, meal vouchers and a flight to Las Vegas the next morning. We did not volunteer but as a result we got a free upgrade to Economy Plus, so we enjoyed some more legroom on this 3-hour flight. This is actually an hour shorter than scheduled!

10 November 2016 Las Vegas-McCarran KLAS

N18220	Boeing 737-800	United Airlines
N462UA	Airbus A320-200	United Airlines

After arrival we took the free shuttle bus to the McCarran Rent-A-Car Center at the south side of the airport. We picked up a Hyundai Sonata and drove to our hotel: Super 8 Las Vegas Strip Area. This hotel is located close to the airport and only one block away from The Strip. It also offers free breakfast. Rates are relatively low: we paid approximately 55-70 USD per night during multiple stays.

11 November 2016 Las Vegas-Aviation Institute of Maintenance

N421CL	Cessna 421B
N4477W	Beech 58P

The next morning we went to the Home Depot at 6025 S Pecos Road to buy a couple of 3-step ladders for approximately 40 USD each. Those ladders already helped us at our first stop: the Aviation Institute of Maintenance at 5870 S Eastern Avenue. There are two

instructional airframes located on the southeast side of the building. The Baron is missing its wings and landing gear, but the Golden Eagle is in good shape. In the morning you will have the sun in your back.

11 November 2016 Las Vegas-Battlefield Vegas

54-3037	CH-34C Choctaw	US Army
"66-00654"	UH-1C	US Army

Via an empty heliport at the Southern Hills Hospital we drove to Battlefield Vegas at 2771 S Industrial Road. This is a shooting range which also offers rides in military vehicles. Besides that, they have several tanks on display as well as two helicopters from the Vietnam era. For more information about the Huey, please visit http://68thahc.com/Miscellaneous_Pages/Restoration%20of%20UH1C%206600654/E_68th_Unit_Ship_Restoration_Photos_UH1C_6600654.htm.

11 November 2016 Las Vegas-McCarran KLAS

C-GDCP	Cessna 680	Anderson Air
N169TA	Gulfstream G450	
N436RB	Falcon 900EX	C&B Operations
N448QS	Gulfstream G450	Netjets
N472MM	Gulfstream IV	Pegasus Elite Aviation
N531FC	Cessna 680	Frauenshuh

Regular North-American traffic (seen during various visits):

- * [AeroMexico](#) B737-800;
- * [Air Canada Rouge](#) A319/A321/B767-300;
- * [Alaska Airlines](#) B737-700/B737-800/B737-900;
- * [Allegiant Air](#) A319/B757-200/MD-82/MD-83;
- * [American Airlines](#) A319/A321/B737-800;
- * [Delta Air Lines](#) A320/B717-200/B737-800/B737-900/B757-200/B757-300/MD-90;
- * [Delta Connection](#) Emb170/Emb175;
- * [Frontier Airlines](#) A319/A320/A321;
- * [Interjet](#) A320;
- * [JetBlue](#) A320;
- * [Maverick Helicopters](#) EC-130;
- * [Southwest](#) B737-300/B737-700/B737-800;
- * [Spirit Airlines](#) A319/A320;
- * [United Airlines](#) A320/B737-700/B737-800/B737-900/B757-300;
- * [United Express](#) CRJ 700;
- * [URS Federal Services \("Janet Airlines"\)](#) B737-600;
- * [Virgin America](#) A319/A320;
- * [Volaris](#) A320;
- * [Westjet](#) B737-700/B737-800.

Then we spent about an hour near the 25L approach of McCarran to photograph some airliners. We stayed under the palm trees on the corner of E Sunset Road and Surrey Street. This is an excellent spot from mid-morning till around 4 PM. You can still park your car near the abandoned building on the south side of E Sunset Road. For food and drinks you can go to the nearby Chevron gas station or a Subway. Runway usage during the various visits on this trip was very predictable: airliners landed on runway 25L, departed from runway 25R and bizjets plus Janet Airlines used runways 19R/19L. There were hardly any exceptions to this rule, so this year I could photograph significantly fewer bizjets at 25L than during my trip in 2014. Most of the bizjets above were logged while driving down S Las Vegas Blvd (a.k.a. The Strip). This road runs along the west side of the airport, which is where all bizjets are parked. Later on this trip I would explore this area a bit more for some number-crunching. There are hardly any decent photography spots and fences are rather high. Starting at the threshold of 01L and driving northbound, one will encounter the following hangars/buildings:

*Maverick Helicopters, a company that offers sightseeing flights above The Strip. You can log the helicopters both from inside and outside their terminal building.

*Signature Flight Support, one of the two big FBOs at the airport. Usually you will see many bizjets on their apron, but loitering around too long near their terminal building will attract some unwanted attention. Fortunately you can also log most of the bizjets from the sidewalk opposite of the famous "Welcome to Fabulous Las Vegas" sign. You might as well park your car at the parking lot for this sign, but keep in mind that this is only possible when driving southbound (so not when driving northbound).

*Behind the Harley Davidson store you might be able to log some more bizjets.

*Taking a right on Four Seasons Drive and then right again on Haven Street will bring you from south to north to respectively the Gulfstream Service Center, Sundance Helicopters (also offering sightseeing flights, but their fence is hard to see through, so logging helicopters is tough), Las Vegas Sands (with an impressive fleet of A340-500, B747SP, B767, B737 and several Gulfstreams) and ultimately URS Federal Services/EG&G/Janet Airlines.

*Back to S Las Vegas Blvd you can turn right on E Mandalay Bay Road and log a few more bizjets at the end of the street.

* Back to S Las Vegas Blvd you can turn right on E Reno Avenue. At the end of the street you can log some more bizjets at the Quail Air Center.

*From here you can continue northbound on Koval Lane (and make a right on E Tropicana Avenue) to end up at Atlantic Aviation, the second major FBO at the airport.

*E Tropicana Avenue is also the place to be for photographing airplanes approaching runway 19R (or 19L) in the morning or very late afternoon. You can position yourself somewhere along the sidewalk on the north side of this road. Be sure to bring some sun block or a hat as there is no shade. However, the bigger problem is finding a good parking spot for your car. The crash gate on the north side might be a bit tricky for this. Parking your car at the big parking lot along Kelch Drive will result in a written warning (possibly followed by an expensive tow) unless you are staying at the Bluegreen Vacations Club. A possible alternative is to park your car at the gas station at the intersection of E Tropicana Avenue and Paradise Road.

11 November 2016 North Las Vegas KVG T

03-3681/EN	T-6A Texan II	USAF
06-3842/EN	T-6A Texan II	USAF
08-3909/EN	T-6A Texan II	USAF
08-3911/EN	T-6A Texan II	USAF
N128W	Beech 95	Sheble Aviation
N138RM/"11029"	Cessna M337B	
N145SH	Cessna 208B	Sundance Helicopters
N1TW	Learjet 35A	Theodore R. Wright
N225JM	Robinson R44	Binner Aviation
N23TJ	Falcon 10	TapJets
N351VH	AS350BA Ecureuil	Vision Helicopters
N3787	Beech 95	Sin City Flying Club
N395DR	Piper PA.42	Express Aviation Services
N409VA	Dornier Do 228-200	Vision Airlines
N440KB	Robinson R44	Skyline Helicopter Tours
N44SK	Robinson R44	702 Helicopters
N5144J	Cessna 340	Aerotech Specialists
N571AT	Piper PA.44-180	ATP Flight School
N583JS	Embraer 500 Phenom 100	JetSuite
N6818A	Piper PA.44-180	ATP Flight School
N68FL	Beech 56TC	private
N788RR	Socata TBM-700	
N792LF	AS350B Ecureuil	Fuller Flight Services
N8004R	Lake LA-4-200	Sin City Flying Club
N881KE	Robinson R44	Elite Flight Training

N886CA	Embraer 550	ABP Capital
N888JS	Cessna 425	
N888ZX	Beech B200	Douglas Fruit
N908BS	Beech B200	Golden State Air Charter
N920NL	Cessna 525A	Xcel Jet
N989SG	Pilatus PC-12/47E	PJ Air

Around noon we went to the general aviation airport of Las Vegas, which happens to be one of the busiest airports in Nevada with more than 600(!) airplanes based on the field. Most of them are light single engine planes and it is impossible to see everything from outside the fence. According to a local spotter, airside access is not possible at this airport.

There are three interesting areas for our hobby. First is the big apron at the east side of the airport near the control tower. You can drive along Sky Haven Drive and Thunderbird Field Road. The stored Do 228s (and other stored aircraft) can be found here, as well as helicopters of the Las Vegas Metropolitan Police Department. Unfortunately the LVMPD premises are not accessible without permission for a visit.

Secondly, there are a few hangar rows on the north side of the airport. There isn't much to see and you will have backlight all day, but if you are lucky, you will see some U.S. Army Lakota's inside the most western hangar or outside on the apron.

Before reaching the main area at the west side of the airport, you will drive past the Airport Viewing Area along N Decatur Drive. I doubt if this place any good for photography. Fortunately that is not such a big deal, because the main terminal of the airport (at the "end" of Airport Drive) has an awesome viewing deck. The deck is located on the second floor right behind the Sunshine and Tailwinds Café and within the terminal's WiFi-range. From noon till sunset the sun will be in your back and the main apron, taxiway and runway are right in front of you. The Café is also a nice place to have lunch, but a consumption is not mandatory in order to visit the viewing deck. Keep in mind that the terminal building lacks any form of signs on the outside walls, so you might not immediately recognize it as such.

Near the terminal there are lots of hangars and apron spaces. You can drive along Airport Road and Perimeter Road and stop as necessary to read and/or photograph the aircraft. With some small stairs, you will be able to photograph over the fence. Vision Airlines even has their own terminal. The current status of this company is a bit unclear. Even though we saw two of their Dorniers in airworthy condition (one was actually seen flying), most of their vehicles in the parking lot seemed to be stored with flat tires. Besides, the company's website does not work and according to some sources on the internet Vision Airlines is supposed to be out of business.

Air traffic at this airport is a typical mixture of General Aviation activities: flight training (both helicopters and airplanes), sightseeing flights, flying clubs, personal/private planes, Civil Air Patrol, a few Warbirds, quite some bizprops and the occasional bizjet. Obviously the last two categories are the most interesting ones since these are mostly visitors. One can expect around 10-15 bizprop/bizjet visitors a day. Most (but not all) will park right in front of the viewing deck. Bizjet traffic is significantly less than bizprop traffic, since many bizjets will use McCarran or Henderson Exec instead.

We ended the day around 4 PM with the arrival of a beautiful Falcon 10. Then we drove to our next hotel: Super 8 Nellis. The next two days it was time for some serious military action at the Aviation Nation airshow ("75 Years of Airpower"), the largest free public event in Nevada. I recommend booking this hotel well in advance of Aviation Nation in order to avoid high room rates.

12+13 November 2016 Nellis AFB KLSV

F-001/OT	F-35A	Netherlands AF
04-4068/OT	F-22A Raptor	USAF
04-4069/OT	F-22A Raptor	USAF
05-5149/HH	C-17A	USAF
08-05559	AH-64D Apache	US Army
12-08108	CH-47F Chinook	US Army
12-5047/LF	F-35A	USAF
12-5054/LF	F-35A	USAF
13-5082/WA	F-35A	USAF
62-4133/OF	TC-135W	USAF
64-13301/BB	T-38A Talon	USAF
74-0643/TD/AF-351	QF-4E Phantom	USAF
74-1638/TD/AF-349	QF-4E Phantom	USAF
79-0169/OT	A-10C	USAF
80-0242/OT	A-10C	USAF
82-0658/OT	A-10C	USAF
83-0050/WA	F-15D Eagle	USAF
83-1159/WA	F-16C	USAF
84-0024/WA	F-15C Eagle	USAF
84-0045/WA	F-15D Eagle	USAF
85-0010	C-5M Galaxy	USAF
85-1418/WA	F-16C	USAF
86-0101/DY	B-1B Lancer	USAF
86-0220/WA	F-16C	USAF
86-0283/WA	F-16C	USAF
86-0374	C-21A	USAF
87-0119	KC-10A	USAF
87-0323	F-16C	Thunderbirds
87-26009	HH-60G	USAF
90-0239/WA	F-15E Eagle	USAF
90-0260/WA	F-15E Eagle	USAF
90-0729/WA	F-16CM	USAF
90-26309/FT	HH-60G	USAF
91-0328/WA	F-15E Eagle	USAF
(91-0413)/3	F-16CM	Thunderbirds
(91-0466)/(8)	F-16DM	Thunderbirds
(91-0479)/4	F-16DM	Thunderbirds
91-26352	HH-60G	USAF
(92-3...)/5	F-16CM	Thunderbirds
(92-3880)/2	F-16CM	Thunderbirds
(92-3890)/6	F-16CM	Thunderbirds
(92-3898)/1	F-16CM	Thunderbirds
92-13120	RC-12X	US Army
92-26461	HH-60G	USAF
92-26463	HH-60G	USAF
99-4010/OT	F-22A Raptor	USAF
6563	MH-65D Dolphin	US Coast Guard
168007/YX-07	MV-22B Osprey	US Marine Corps
168388/NL-512	EA-18G Growler	US Navy
168929/NJ-165	F/A-18F Hornet	US Navy
169116/NJ-201	F/A-18E Hornet	US Navy
761578/13	F-5N	US Navy
N765MG	EO-5C US	Army
N12281/"CA-293"	Beech A45	private
N133HH/ "21452/FT-452"	CT-33	Ace Maker Aviation

N15UT/"546"	MiG-15UTI	Western Sky Aviation Warbird Museum
N163EM	A-4N Skyhawk	Draken International
N17085/911	DC-10-30	10 Tanker Air Carrier
N185XP	Beech B200	US Department of Energy
N238V/"52-1238"	T-28B Trojan	private
N244SH/12	EC-130T2	Sundance Helicopters
N2550	SNJ-5	private
N258EM	L-159	Draken International
N2871G/"6302"	PB4Y-2 Privateer	private
N338RC/"158301"	OV-10B Bronco	Cactus Air Force
N347EM	MB339CB	Draken International
N357EF	Learjet 35A	Life Guard International
N36756	B-25J Mitchell	Planes of Fame Air Museum
N39KR/"81"	L-39C	
N474CP	Gippsland GA8 Airvan	Civil Air Patrol
N5441V/"472861"	P-51D Mustang	Planes of Fame Air Museum
N6360G/ "27637/NK-59"	SNJ-4	private
N6763/"4117"	P-63F Kingcobra	American Airpower Heritage Museum
N752DT/"DT-752"	Cessna 310B	Benton Air Center
N7973B	HU-16E Albatross	CB Aviation
N987SF/403	UH-1H	Nevada Division of Forestry
NL85104/"79"	P-40N	Planes of Fame Air Museum
NX120NX/"120"	Mil Mi 24D	
NX138AM/"162"	P-38J Lightning	Planes of Fame Air Museum
NX186AM/ "12834/FU-834"	F-86F Sabre	Planes of Fame Air Museum
NX39AU/"52"	L-39C	
NX67629/"A1-201"	BT-15	Planes of Fame Air Museum
NX749DP/"NH749/L"	Spitfire Mk.14	Commemorative Air Force
NX757K/ "140647/2S-153"	T-28C Trojan	private
NX81563/"07/44-GI"	MH1521 Broussard	private
NX83782	F4U-1 Corsair	Planes of Fame Air Museum
NX84TB	T-33	Western Sky Aviation Warbird Museum

I will give you a (personal) review of my very first visit to this two-day airshow, which may or may not help you during next editions of Aviation Nation.

*Crowds, parking and access. This year more than 300.000 spectators visited Aviation Nation. Saturday was significantly busier than Sunday. On the first day, people were not admitted to the airshow after 1 PM. It was just too busy... The airshow has two entrance points, which opened at 9 AM. If you are arriving by car, you will have to park at the huge parking lots of the Las Vegas Motor Speedway just north of the airbase. From here you will be transported to the base by shuttle busses. If you are not arriving by car, you can enter the base via the main gate opposite of E Craig Road. Lucky for us, the main gate is located just across the street from our hotel. Also from the main gate you will be transported to the show grounds by shuttle busses. The big benefit of going to the show via the main gate is that the queues are much shorter than when going via the Speedway. Most of the waiting at the main gate was caused by the security process. Keep in mind that bringing radio scanners and (large quantities of) food and drinks are not allowed. Officially, large backpacks aren't permitted either, but the security staff wasn't too strict on that. Not being able to bring your own food presents some challenges: long lines around lunchtime and extremely overpriced food.

*Weather. On Saturday the day started with blue skies, but as time went by, more and more high clouds came in, which eventually blocked the sun. On Sunday we had nothing but clear blue skies all day long.

*Static display. As with most American airshows, don't expect many clean static photos. The only exceptions were the HH-60s on the north end (best time: late afternoon), a

couple of fighters on the south end (best time: early morning) and the Thunderbirds in the middle of the show grounds (best time: from noon onwards).

*Flying display. The flying display (including the sequence of performers) on both days was almost identical. Flying began around 10 AM and lasted only about 4 hours. At 2 PM it was time for the final act: the Thunderbirds. Traditionally, they don't just close Aviation Nation, but also their show season since Nellis is their home base. Together with the preflight duties and start-up, their demonstration lasted more than an hour. Around 3.15 PM the last aircraft touched down again.

The biggest disadvantage of the flying display is that you will have backlight in the morning and the first part of the afternoon, which is exactly when most of the action happened. If you don't like backlight, the best option would be photographing the planes on the taxiway at the north side after they landed on and vacated runway 03. Here the sun will be in your back from 11 AM onwards. The only flag on the play is that you will not be able to catch the planes that land on runway 21, which was more than half of all performers. With the light winds on both days, runway usage was quite unpredictable. Fortunately the venerable Phantom treated us with a landing on runway 03, so we got a perfect way to say goodbye after one of its final public performances, just one month before retirement.

After the second show-day we drove northeast bound on the I-15 (Los Angeles-Salt Lake City), heading for the state of Utah.

14 November 2016 St. George KSGU

60-0122	T-37B	USAF
62-3634/EL	T-38A Talon	USAF
63-8440	GF-5B	USAF
64-13418/MO	T-37B	USAF
N15UT/"546"	MIg-15UTI	Western Sky Aviation Warbird Museum
N200DV	Syberjet SJ30-2	Deja Vu Showgirls
N21RZ	Beech 1900C-1	Ameriflight
N2617U	Cessna 501	
N313JH	Cessna 310Q	
N341AR	Cessna 525	Rocky Mountain Retina Consultants
N368PC	Pilatus PC-12/45	VCBO Architecture
N378CM	Cessna 510	
N394QS	Embraer 505 Phenom 300	Netjets
N423SW	CRJ 200LR	American Eagle
N432	Beech C50	
N4421B	Jet Provost T3A	Western Sky Aviation Warbird Museum
N501HC	Beech B200	Intermountain Life Flight
N509/"509"	MIg-17F	Western Sky Aviation Warbird Museum
N87921/"87921"	Cessna A37B	Western Sky Aviation Warbird Museum
N886AS	CRJ 200ER	Delta Connection
N903SC	Beech 2000A	Starship Holdings
N908SW	CRJ 200LR	United Express
N9096N	Aero Commander 500S	
N916VK	Robinson R44	Upper Limit Aviation/S.U.U.
NX84TB	T-33	Western Sky Aviation Warbird Museum

The "new" airport of St. George is less than six years old. The old airport, just west of the city, offered too little room for expansion. Therefore it was decided to build an all-new airport on the south side of the city. The airport has one runway, 01-19, with nearly all aprons, taxiways and hangars located on the east side. This means that you will have the sun in your back all morning. Be aware that runway usage is quite unpredictable when winds are light. A radio scanner does help, but even that does not guarantee the absence of surprises when it comes to taxi/landing/take-off directions.

The southern apron and the main terminal are used by SkyWest Airlines, which operates several flights per day for American Eagle, Delta Connection and United Express. SkyWest has its headquarters in St. George and only operates with the CRJ 100/200 at this airport. Inside the terminal there is an observation area on the second floor. Left and right of the terminal is a great place for photography on the taxiway and runway, provided that you have a three-step ladder. Just north of the main terminal you will find the airport operations building.

Farther north is the general aviation area. Here you will find an FBO which welcomes around 10-15 bizjet/bizprop visitors each day, some based general aviation stuff, the more-or-less daily cargo aircraft visitors from Ameriflight (Be99 or Be1900) and FedEx (Ce208), and last but not least the Western Sky Aviation Warbird Museum. This flying museum is supposed to be closed on Monday, but during our ramp tour we were able to visit the museum anyway. Besides warbirds (some of which were also seen at Aviation Nation), you will find a few W&R that were previously on display at Ogden-Hill AFB. Finally, the helicopter flight school at Cedar City (see below) will use St. George quite often for training flights.

St. George may not be a very busy airport, but since it is in the middle of the desert and surrounded by red rocks/mountains, it will offer possibilities for some stunning photos. We also got an airside photo tour during which virtually anything was possible. We owe a big thanks to the Airport Operations department!

We didn't really have plans for the afternoon, so we decided to make a little road trip and enjoy the beautiful scenery while driving to a few small airports.

14 November 2016 Hurricane-Zion Helicopters UT66

N27DB Robinson R66 Zion Helicopters

First stop was the tiny heliport of Zion Helicopters, located at address 25 N 2770 W, just west of the town of Hurricane.

14 November 2016 Hurricane-Dick Stout K1L8

N43SS Beech 95-B55
N8986Z Cessna 310G

Then we went to the town's small airport, located at address 800 W 2300 S. You can log and photograph these two twins from outside the fence, but you will need a ladder here as well. Best time for photos is mid-morning till early-afternoon.

After a while we crossed the state line into Arizona and paid a very brief visit to Colorado City Airport. As expected, there was nothing to see here. And even if there is, you will still have to deal with a high fence. So we quickly turned around and drove to our next overnight destination in Utah: Cedar City.

14+15 November 2016 Cedar City KCDC

N747LG	Eclipse EA500	Leavitt Group Wings
N7862R	Beech B99	Ameriflight
N844FE	Cessna 208B	FedEx Feeder
N907SW	CRJ 200LR	Delta Connection

Upper Limit Aviation / Southern Utah University:

*[Bell 206L](#): N207MH/N722LM;

*[Robinson R22](#): N223KC/N74379;

*[Robinson R44](#): N108MQ/N10RS/N357TL/N4246Z/N637LN/N916VK.

If you are into helicopters, Cedar City Airport is the place to be. You will see and hear them flying from sunrise to sunset and beyond. If you are not into helicopters, there is very little to see in winter time.

The airport is located northwest of town and has a lay-out which is quite similar to St. George. All activities are on the east side of runway 02-20, so once again a visit in the morning would be best considering the position of the sun. The southern apron and main terminal along Aviation Way are used a couple of times a day by SkyWest (i.e. Delta Connection). Left of the terminal is a nice place for taxi and runway photos, but again, you will need a ladder. A little more to the east you will find the flight training facilities of Upper Limit Aviation (in cooperation with Southern Utah University). Turning left onto Kitty Hawk Drive will bring you to the Sphere One FBO. Although the FBO will only handle a couple of planes per day, its airside porch is a fantastic place to photograph the helicopters that air-taxi back to their parking spot after a training flight. On the apron just north of the FBO, you will find some small GA stuff as well as the more-or-less daily cargo planes from Ameriflight and FedEx. Usually they arrive in the morning and depart late-afternoon/evening. At the north end, near the threshold of runway 20, one can find an Air Tanker Base for firefighting aircraft. Unfortunately the base is closed from October 1st till late April or even mid-May.

After a couple of productive hours at this airport, we headed back to the state of Nevada.

15 November 2016 Mesquite K67L

N115GH Agusta A109E Air Methods/Mercy Air
 Mesquite Airport is located on the north side of town at the Nevada-Arizona boundary and surrounded by golf courses. Apart from this helicopter there is very little to see, because the aircraft of Skydive Mesquite was absent. The airport is more or less unattended, so you can just drive up to the Mercy Air hangar on the north end of the apron and ask for permission to take a photo. The sun will be your back from sunrise till 11 AM and late late in the afternoon.

15 November 2016 North Las Vegas KVGT

12-72270	UH-72A Lakota	US Army
90-26311	HH-60G	USAF
C-GTGV	Beech C90	Air Richelieu/Montreal Flying Club
N104RM	Piper Aerostar 601P	private
N3262R	Beech C90B	Dotty's
N407DH	Bell 407	
N417KC	Pilatus PC-12/45	
N474CP	Gippsland GA8 Airvan	Civil Air Patrol
N490TX	Beech F90	Oakview Capital Management
N501VA	Dornier Do 228-200	Vision Airlines
N50WG	Piaggio P.180 Avanti	
N615TX	Socata TBM-900	Therma-Tron-X
N61HP	Piper PA.46-500TP	DAA Northwest
N6906T	Cessna 310D	AeroTech Mapping
N7204E	Beech 58P	
N728K	Piper PA.34-200T	Mountain Pure
N746CA	Cessna 421C	Critical Air Medicine
N756A	Piper PA.44-180	ATP Flight School
N8019J	Piper Aerostar 601P	private
N808JS	Pilatus PC-12/47E	J2 Properties
N8306N	Piper PA.34-200T	private
N84DA	Cessna 414A	
N84GH	Pilatus PC-12/47E	
N878MC	Robinson R22	
N888HT	Beech 350	Western Cab Company
N911TC	Piper PA.46-500TP	
N911WY	MD369FF	LVMPD
N919AG	Beech B90	Quick Jet Charter
N928K	Beech B200	DAA Northwest

Another great afternoon was spent at the viewing deck. Once the high clouds came in, we drove to our hotel (Super 8 Las Vegas Strip).

16 November 2016 Jean KOL7

C-GFUG	AS350B3 Ecureuil	Questral Helicopters
N4322T	Piper PA.23-250	King Kong Broadcasting
N750UP	PAC 750XL	Sin City Skydiving

Today it was time to go to the Golden State even though the day started with many high clouds. While we were still in Nevada, we stopped at the small airport of Jean. It is located close to highway I-15. Except for some skydiving companies, there isn't much to see. The Canadian helicopter had a big survey tube installed. At this airport you will have the sun in your back in the afternoon and there are no large fences.

16 November 2016 Barstow-Daggett KDAG

(92-)26441	UH-60L	US Army
(N432H)	Beech 65-A80	private

US Army UH-72 Lakota: 10-72163/10-72165/10-72166/10-72167/13-72291

About half way on the drive from Las Vegas to Los Angeles, one can find the small airport of Barstow-Daggett between highways I-15 and I-40; more or less in the middle of nowhere. The civil part of the field looks abandoned. There is one big old half-open hangar (or wind shield), a few small single engine pistons and the fuselage of a Beechcraft Queen Air. However, the reason for us to go to this airport was a media visit with the U.S. Army 2916th Aviation Battalion, the aviation division of the Fort Irwin National Training Center. This unit utilizes Black Hawks for medevac and VIP transportation and Lakota's to play the aggressor-role during exercises. The log above is missing about four or five unread UH-60s and perhaps a couple of unread UH-72s.

Although it was still cloudy and very windy, we had an enjoyable visit as we were treated to a private airshow. Without access, I don't think there will be much to see or photograph for the (military) spotters.

16 November 2016 Apple Valley KAPV

53-1515/FU-910	F-86H Sabre	USAF
N221CM	Gulfstream III	Classic Rotors Museum
N414WB	Cessna 414A	Orchard Machinery
N506LG/"40091"	Learjet C-21A	Classic Rotors Museum
N631SB	AS350B3 Ecureuil	San Bernardino County Sheriff
N919B	Cessna T337E	private

In the afternoon the clouds began to disappear slowly, so we went southbound to the small airport of Apple Valley. Taking into account the position of the sun, a visit during mid-afternoon is recommended. The entrance is guarded by a Sabre. On the main apron one can find a few general aviation planes, bizprops and bizjets. The apron is surrounded by a low fence, but permission to walk airside was granted anyway. The classic bizjets seemed to be stored and the larger one is missing part of its left wing. According to the FAA registry they are destined for a museum in Ramona. The most southern apron and hangars are shared by the San Bernardino County Sheriff and the California Highway Patrol – Inland Division.

16 November 2016 Victorville-Southern California Logistics KVCV

63-7519/GA	F-4C Phantom	USAF
6V-AEF	Boeing 727-200	Government of Senegal
9M-AZB	Boeing 747-400	Flynas
B-18203	Boeing 747-400	China Airlines
EI-FGT	Boeing 777-200ER	
EI-FMZ	Boeing 777-300	AerCap
N199UA	Boeing 747-400	United Airlines
N383BC	MD-11F	Aeroflot
N394BC	Boeing 777-200ER	Boeing

N574BC	Boeing 757-200	China Southern
N703AS	Boeing 737-400	Alaska Airlines
N707MQ	Boeing 707-300C	Omega Air
N718FD	Airbus A300B4-600F	FedEx
N788AS	Boeing 737-400	Alaska Airlines
N797AS	Boeing 737-400	Alaska Airlines
N799AS	Boeing 737-400	Alaska Airlines
N949NS	MD-83	
N975AS	MD-83	Alaska Airlines
N984ME	BK-117C2	Air Methods
N9VY	Sikorsky S-58DT	Summit Helicopters
Z-GAC	MD-11F	Global Africa Aviation

The fourth and final airport we visited today was Victorville. Since photography is our first priority, we quickly went to the west side of the airport (Adelanto Road) to photograph the venerable Tristar HZ-AB1 in perfect light conditions. We had to hurry a bit as the sun was setting and there was a big sand/dust storm approaching. The upslope ground right in front of the fence presented a bit of a challenge for our ladders, but with some teamwork we got the photos we wanted. Afterwards I did some number-crunching at the southeast part (i.e. the operational part) of the airport. Photography is virtually impossible here. The ancient S-58 is based at Pacoima-Whiteman Airport on the north side of Los Angeles. There were also a handful of U.S. Army Apaches, but these remained unidentified.

17+18 November 2016 Kingman KIGM

N127EC	Embraer 145LI	ECC Leasing
N12FH	Beech D50	Maverick Farms
N176HQ	Embraer 190AR	Republic Airways
N177HQ	Embraer 190AR	Republic Airways
N178PT	Gulfstream IV	Pegasus Elite Aviation
N212UT	SIAI S211	Aviation Performance Solutions
N228EC	Embraer 145EP	SATENA
N241EC	Embraer 135EP	ECC Leasing
N255EC	Embraer 135EP	ECC Leasing
N265SK	Embraer 145LR	Chautauqua Airlines
N268SK	Embraer 145LR	Chautauqua Airlines
N2775B	Aero Commander 560A	private
N280EC	Embraer 135LR	Lynx Taxi Aereo
N281EC	Embraer 135LR	Lynx Taxi Aereo
N288SK	Embraer 145LR	Republic Airways
N289GR	Aero Commander 500	private
N289SK	Embraer 145LR	Chautauqua Airlines
N295SK	Embraer 140LR	JetGo
N340RC	Saab 340B	
N363DH	Airbus A300B4-100F	DHL
N365DH	Airbus A300B4-100F	DHL
N371SK	Embraer 140LR	JetGo
N396CF	Gulfstream II-SP	Gulf Island Aviation
N404LC	Lockheed L-382G	Lynden Air Cargo
N420GA	Bell 407	Air Methods/Guardian Air
N4241N	Piper PA.E23-250	private
N4356D	Beech D50	private
N50670	Antonov 2	Vertol Systems Company
N546S	C-123K Provider	private
N5649Y	Piper PA.23-250	private
N578AF	SA227AC Metro	Ameriflight
N650EC	Embraer 145LI	ECC Leasing
N716AE	Embraer 135LR	

N727VJ	Boeing 727-44	Kingfisher Airlines
N735TS	Embraer 135LR	BizCharters
N802DH	DC-8-73F	DHL
N803CF	Agusta A119	Air Methods/Care Flight
N805DH	DC-8-73F	DHL
N838MJ	Embraer 145LR	Freedom Airlines
N873SJ	DC-8-73F	Astar Air Cargo
N90203/163	DC-4 private	
N975RP	Embraer 145MP	Republic Airways
N976RP	Embraer 145MP	ADI Aerodynamics
PP-XJD	Embraer 175LR	Embraer
XA-MAE	Boeing 737-200	Magni Charters

Stored airliners (based on livery rather than formal/registered operator):

*[AeroMexico Connect Emb145](#): N149EC/N260SK/N261SK/N262SK/N263SK/N264SK;

*[American Eagle Emb135](#): N701MH/N702AE/N703MR/N705AE/N706RG/N707EB/
N708AE/N712AE/N717AE/N720AE/N722AE/N725AE/N734EK/N738NR;

*[American Eagle Saab 340](#): N236AE/N238AE/N240DS/N253AE/N263AE/N266AE/
N286AE/N298AE/N304AE/N307AE/N313AE/N317AE/N320AE/N323AE/N329AE/N902AE/
N904AE;

[Continental Express Emb135/Emb145](#): N15509/N16501/N17513/N25504/N27512/
N277SK*/N279SK*/N291SK*/N29515;

[Delta Connection CRJ100/CRJ200](#): N716CA*/N960CA*/N962CA*/N967CA*/N973CA*/
N805AY/N826AY/N827AY/N8423C/N8444F/N8458A/N8477R/N8533D/N8560F/N8577D/
N8665A/N8709A/N8718E/N8733G/N8758D;

*[Delta Connection Emb145](#): N269SK/N270SK/N271SK/N272SK/N273SK/N274SK/
N276SK/N278SK/N280SK/N281SK/N290SK/N293SK/N294SK/N296SK/N298SK/N370SK/
N564RP/N568RP/N569RP/N570RP/N571RP/N572RP/N575RP/N577RP/N578RP/N832MJ/
N852MJ/N857MJ/N858MJ;

[United Express Emb135/Emb145](#): N11140/N13949/N14514*/N14933/N14959/
N14974/N15973/N17524*/N809HK/N829HK/N834HK/N853HK/N854HK/N855HK/
N856HK/N857HK.

The next morning we went to Kingman, known as the boneyard for regional/commuter airliners. The airport authorities are willing to give spotters an airside ramp tour, provided that you arrange this in advance. They do so quite a few times per week, so they know what we want. The challenge is that you will have to photograph everything from the tour guide's moving car. Fortunately the windows may be lowered. The airlines are discouraging photography of their broken up aircraft, which is why spotters are not allowed to walk around. You will have to stay in the car. The tour lasted almost an hour. Taking into account the position of the sun, I recommend a tour around 10 AM and that you sit on the right side of the car. If you only have the intention of writing down tail numbers, I suggest you bring a camera as well. You will probably not have sufficient time to write everything down, so the easiest way is just to take snapshots of the registrations. Since we only stayed west of the runway, above log is not nearly complete. There should be about a hundred more planes.

In case you are not able to get a tour, you can do some spotting from outside the fence. That is what we did the next day, after returning from the Grand Canyon. For photography, you will have the best light late afternoon and you will need stairs.

There isn't much flying traffic at Kingman. You might see a couple of bizjet/bizprop visitors and there are one or two medical helicopters based at the field. The more-or-less daily Ameriflight service arrives in the morning and departs late afternoon.

According to the FAA registry, N212UT is still registered as N253FR, pending re-registration.

After our ramp tour we took highway I-40 (Kingman-Flagstaff) eastbound and headed for Grand Canyon National Park with a few stops under way. The first one was Seligman, but there was nothing of interest to see.

17 November 2016 Valle K40G

45-59556/FS-556 (53-5341)/ "71-5262"	P-84B Thunderjet T-33A	USAF USAF
141868/2	F-11A Tiger	Blue Angels
N240HH	Convair 240-1	Planes of Fame Air M./Western Air Lines
N623PB	Bell UH-1H	Airwest Helicopters
N636X	Martin 404	Planes of Fame Air M./Pacific Air Lines

The same could not be said about the small Valle Airport. A beautiful 50-year old Huey was sitting pretty on the apron in windy conditions. The airport also hosts the Planes of Fame Air Museum. Its big sister is located at Chino (CA). Unfortunately the museum is closed during winter time, so I could only log a few planes from outside the premises. The two classic airliners can be easily photographed from outside the museum. In the morning you will have the sun in your back.

17+18 November 2016 Grand Canyon National Park KGCN

N23TJ	Falcon 10	TapJets
N368PA	MD900	National Park Service
N55	Learjet 60	Federal Aviation Administration

Regular traffic (fleet number in brackets if applicable):

*[Maverick Airlines Beech 1900](#): N567MA/N690MA;
 *[Maverick Helicopters EC-130](#): N814MH/N815MH/N818MH;
 *[Grand Canyon Airlines Cessna 208](#): N181GC/N188GC;
 *[Grand Canyon Airlines DHC-6](#): N142SA/ N146SA/ N173GC/N189GC/N228SA/N297SA;
 *[Grand Canyon Helicopters EC-130](#): N832GC (6)/N834GC (14)/N893PA (45)/
 N133PH (49)/N151GC (51);
 *[Papillon Helicopters Bell 206L](#): N3895D (1)/N27694 (4)/N3893U (9)/N333ER (12)/
 N57491 (15)/N4227E (18)/N38885 (20)/N50046 (28)/N22425 (29).

The afternoon and next morning were spent at the beautiful airport of Grand Canyon National Park. It is surrounded by forests and is used by many (Japanese) tourists to take scenic flights above the Grand Canyon. We stayed overnight at a relatively expensive hotel (approx. 100 USD) in Tusayan, a couple of miles north of the airport.

The airport has one runway, a huge apron which is mostly empty except the north side, and three separate heliports. To make the most out of your visit to this remote airport, I recommend being here nearly a full day. In the morning you can photograph airplanes on the apron, taxiway and runway (stairs are necessary), while in the afternoon you can focus on the helicopters (no stairs needed). Of the three heliports, the southern and smallest one is used by Maverick Helicopters and the other two are used by the Papillon Group (d.b.a. Papillon Grand Canyon Helicopters, but also as Papillon Helicopters and Grand Canyon Helicopters). Due to the low season, the heliport in the middle was not actively in use. Nevertheless there were still plenty of movements to see. Keep in mind that the Papillon Group helicopters have only one livery per type, so there isn't too much variety here. Grand Canyon Airlines (f.k.a. Scenic Airlines) is also part of the Papillon Group. Their Twin Otters (pardon me, Vistaliners) and Caravans are sporting several color schemes. The Maverick Beeches are regular visitors, but they don't seem to be used for scenic tours. Other traffic at this airport is sparse. You might encounter one or two bizjets/bizprops. Key Lime Air operates several charters with a Metro out of Long Beach (CA), but unfortunately not on one of these days. If you are really lucky, you might even catch an actual charter airliner or a military visitor. We were just happy with the FAA Learjet performing calibration flights. It made a lunch stop as well, so the pilots could fill their stomach and the plane its fuel tanks.

18 November 2016 Williams-H.A. Clark KCMR

N501VA Dornier Do 228-200 Vision Airlines

On the way back to Kingman, we made a small off-road detour and visited this tiny airport. It is located just north of highway I-40. Much to our surprise, we found something interesting here in the form of this Dornier. Apparently tourists fly from North Las Vegas to Williams and then go on a bus to the Grand Canyon National Park. Why Vision Airlines doesn't use Valle or Grand Canyon National Park Airport is unclear to me, but I am sure they have their reasons. The morning would be the best time for photography.

19 November 2016 Meadview

N206EG Bell 206B Wild West Helicopters

Today our plan was to spend the day at another airport near the Grand Canyon. Before reaching the airport, we passed the heliport of Wild West Helicopters. This is located on a hill above the Grand Canyon Western Ranch. Apparently everyone at this "historic village" was still asleep, so we could drive undisturbed to the heliport. The sun will be in your back at the beginning or end of the day. Be aware that you will be on a rocky road/path going up and down the hill, so it would be best to drive slowly or to go for a hike.

19 November 2016 Grand Canyon West K1G4

N146SA DHC-6-300 Twin Otter Grand Canyon Airlines

After a 1.5h drive from Kingman, we finally arrived at this beautiful airport. From Las Vegas it is a 2h drive. There is one north-south oriented runway with a taxiway, a large apron and several helipads located on the west side of it. As a result of this you will have to wait until the afternoon when the backlight is gone. You will also need rather tall stairs or airside access. On the other side of the road and the parking lot, there is a large heliport, where photography is best in the morning. The fence is low, so no stairs are needed. We saw quite different helicopter types and companies compared to Grand Canyon National Park, so it certainly pays off to visit both places. You will see mainly AS350s from Sundance Helicopters, Grand Canyon Helicopters (i.e. Papillon) and 5 Star Helicopters. Grand Canyon Airlines and Maverick Airlines are visiting the airport with fixed-wing aircraft.

After I logged the first aircraft and even before we parked our car, a security guard approached us and asked what we were doing. I explained our hobby, after which the security guard and his supervisor told us that we were on "private property" (Indian reservation) and that it was forbidden to photograph at this airport unless we had special permission from the Grand Canyon West authorities. Of course these authorities were not in on Saturday and since the airport doesn't have a website (there is only the non-aviation Grand Canyon West website), we were unable to contact anybody before the start of our trip. Then we went over to the Sundance Helicopters counter and they were fine with us taking pictures at the heliport. But just one minute later they called us back because apparently they had nothing to say about it (at least that is what the security guard said to Sundance). Our only option was to buy expensive tickets for the bus tour to the Grand Canyon Sky Walk and then in addition a helicopter ride, but even that would not allow us to take any pictures of the helicopters on the ground. Since we didn't really care for such a tour and there weren't any good plane spotting alternatives in the Kingman area, we decided to go to Las Vegas and spend some time at McCarran. I was unable to write down more aircraft other than the Twin Otter above, because I discovered too late that my binoculars were still in our hotel room in Kingman.

After our trip we sent an email to the general manager of Grand Canyon West to express our disappointment about this visit. He explained that it was all a misunderstanding (security was on "high alert" for a non-aviation photographer), that this is a public airport and that it is in fact allowed to take photos if the helicopter companies give you permission. So next time I might give this airport another try.

19 November 2016 Boulder City-Hoover Dam

N890PA/37 AS350B2 Ecureuil Grand Canyon Helicopters

On the way to Las Vegas we stopped at the Hoover Dam Lodge, where one can make a short sightseeing flight with this helicopter above this iconic landmark. Prices start at 40 USD. The helipad is located on a hill and you are only allowed to take pictures there if you buy such a flight. We didn't do that, so a few minutes later we were on highway 93 again. As far as I know there are no other heliports near the Hoover Dam, but you will see a helicopter flying overhead about every 30 seconds. It is very likely that most of these are flying out of Boulder City or that they are en-route to/from one of the Grand Canyon airports.

19 November 2016 Las Vegas-McCarran KLAS

G-VLIP Boeing 747-400 Virgin Atlantic

We spent a few not too exciting hours at McCarran. Highlights were an AeroMexico B737-800 in special colors and my very first United B737-700.

19 November 2016 Boulder City KBVU

N155VV	PAC 750XL	Skydive Las Vegas
N15UP	Cessna 337D	private
N436SH	AS350B2 Ecureuil	Vertical Aviation
N55YB	Beech 95-C55	private
N7973B	HU-16E Albatross	CB Aviation
N872SH	AS350B2 Ecureuil	Serenity Helicopters
TI-BFO/(N241SA)	DHC-6-300 Twin Otter	Grand Canyon Airlines

Regular traffic (fleet number in brackets if applicable):

*5 Star Helicopter Tours (Highroll Air) AS350: N351HN/N352FS;

*Grand Canyon Airlines Cessna 208: N188GC/N208MT;

*Grand Canyon Airlines DHC-6: N140SA/N190GC/N297SA/N72GC;

*Grand Canyon Helicopters EC-130: N833GC (7)/N831GC (16)/N830GC (22)/N156GC (23)/N155GC (34)/N137PH (40)/N131GC (42)/N894PA (47)/N836GC (50)/N152GC (52)/N8959S (53);

*Papillon Helicopters AS350: N834PA (26)/ N891PA (33)/N425EH (35).

Once the sun had disappeared behind a thick layer of high clouds, we headed back to our hotel in Kingman. Along the way we made a stop at the airport of Boulder City, located southeast of Las Vegas. The airport has two runways and one big apron surrounded by several hangars on the north side of the field. This means that from outside the fence you will have backlight nearly all day and that some aircraft are hidden behind buildings. On the left side of Papillon Group's terminal you will find a small viewing deck (accessible from outside the building). As you may have guessed, the Papillon Group (i.e. Grand Canyon Helicopters and Grand Canyon Airlines) has its main base here. The same applies for the much smaller companies of 5 Star Helicopters and Serenity Helicopters. A skydive club can be found here too. Papillon Group's ship number 50 (yes, they have that many helicopters!) is painted in a special golden livery, celebrating the 50th anniversary of the company.

20 November 2016 Laughlin-Bullhead City KIFP

N324AH	EC-135P2+	Butler Health System
N813SY	Boeing 737-800	Sun Country
N96EA	CRJ 200ER	Elite Airways

On this cloudy Sunday morning we went to the airport of Laughlin-Bullhead City. While the city of Laughlin (a "mini Las Vegas" that attracts mostly senior citizens) is in Nevada, the airport is located just across the river in Arizona. This means that there is a one hour time difference between the city and the airport during winter time. In general the airport is very quiet. Sun Country, Elite Airways and Allegiant Air operate the occasional charter flight and you might encounter a couple of visiting bizjets/bizprops/helicopters each day. The first scheduled air service since 2001 will commence on 16 February 2017: American Eagle will start daily flights to Phoenix with a CRJ 700 (STA: 12.20h, STD: 13.00h). The

airport is getting interesting when there is a military deployment, which occurs a couple of times per year. For example, the last few years the U.S. Navy sent over a whole bunch of T-6s for flight training purposes from January till March.

The airport has one north-south oriented runway with all activities on the east side. This means that mornings are the best time for photography. There are a few good spots for our hobby. Most of them are situated somewhat higher than the taxiway and runway, which results in a nice view from above onto the airport surfaces with large hotels in the background. The main parking lot at the north side of the terminal is located abeam the threshold of runway 16. With small stairs, you can photograph over the fence and capture the landing and departing aircraft. Fences around the main apron and near the Signature FBO are rather tall, so not very suitable for photography. In stead you can go to Airpark Drive where you will have unobstructed views on the runway. You can park your car along the street or near the control tower and walk towards the runway. Photography at the taxiway or general aviation apron may work too, but sometimes you will get some hangars in the bottom of your photos. Another spot is at the south end of Airpark Drive. Turning right will lead you to the airport operations building. You will be able to walk up to the fence next to the taxiway.

Then we went back to Las Vegas. After short stops at the empty airports of Cal-Nev-Ari/Kidwell, Searchlight and the spotting-unfriendly Henderson-Action Heliport, we arrived at Henderson Exec.

20 November 2016 Henderson Executive KHND

N100WT	Cessna 550B	JR Helicopters
N162GC	Beech B200	Ballard Aviation
N168CW	Socata TBM-700A	Sunshine International
N17A	Learjet 36A	Avstar
N222RD	Cessna 340A	ACI Jet
N294CC	Cessna 525B	
N2XT	CL-350	private
N3229Q	Piper PA.34-200T	private
N36JE	Gulfstream III	Golden West Food Group
N380QS	Cessna 680	Netjets
N388AB	Epic LT	private
N400AY	Beech 350	Axis Jet
N403CM	Cessna 510	
N4148G	Cessna 340A	private
N430RR	SA226AT Merlin	
N48GS	Beech C90B	Golden State Air Charter
N49WC	Beech 350	West Coast Charters
N504CC	Cessna 560 Ultra	McNeil Company
N568TX	Cessna 560 Encore	Venture Corporation
N631TJ	Cessna 525C	
N650VM	Cessna 525 M2	
N682D	BAe 125-800A	Sunshine Minting
N691CC	CL-601-3A	
N700DZ	Socata TBM-700C2	I/O Controls
N700SL	Socata TBM-700C2	
N7025N/"141262"	HU-16C Albatross	
N702CW	Cessna 525B	
N807BF	IAI 1124 Westwind	Barry Fefferman
N822GS	Beech E55	
VQ-BUX	CL-604	Blue Sky Aviation

Maverick Airlines/Helicopters

*[Beech 1900](#): N567MA/N690MA/N886MA;

*[Cessna 208](#): N272MA/N619MA;

*EC-130: N813MH/N816MH/N817MH/N823MH/N846MH/N850MH/N858MH/N862MH/N864MH/N880MH/N884MH.

The bizjet airport of Las Vegas is located on the south side of town. There are two parallel runways which are north-south oriented. With all activities located on the west side, a visit in the afternoon is preferable when it comes to photography. Unfortunately that is easier said than done. The airport is surrounded by a high fence. Even our 3-step ladders did not help this time. The only place without a fence is the small terrace right behind The Landings Restaurant on the second floor of the main terminal. Although views are not perfect, there are some photo opportunities, especially if either of the two tables closest to the apron is not occupied. If they are occupied, you would have to use the "hit and run" method as I am sure that the guests don't really appreciate it if you are standing directly next to them all the time when they are having a meal. The biggest problem, however, is the restaurant manager: she is very anti-spotter. As soon as she saw our cameras, she told us it was not allowed to take pictures. Telling her that we would also have something to drink didn't help. Apparently the terrace was also a known spot by photographers who were interested in people rather than planes. Due to the type of clientele that uses this airport, all photographers are banned from the terrace. She would only allow photography if we had permission from the airport manager. I emailed the airport manager before our trip, but never got a response. Tough luck...

Besides bizjets, one can find the headquarters of Maverick Airlines/Helicopters here. It is located at the south end of Jet Stream Drive. The company also uses the name of Mustang Helicopters for some reason...

The rest of our trip was mainly spent at McCarran, both for filling my notebook and my memory cards. On Sunday and Monday the weather wasn't not too great (we even had some showers), so we did some sightseeing as well and even went shopping at a couple of outlet malls.

20 November 2016 Las Vegas-McCarran KLAS

C-FEDG	CL-300	Skyservice Business Aviation
C-FGGF	CL-300	Chartright Air
C-FJJC	CL-601-3A	Aviation Fox
C-GBSW	IAI 1125SPX	Jetport
N10YJ	BAe 125-800A	Lyon Aviation
N116JS	CL-604	Jet Linx
N118DL	BAe 125-800XP	Jet Linx
N118MT	CL-601-3A	
N168PK	Gulfstream IV	PMC Global
N1AM	Gulfstream V	Meruelo Group
N218RG	Embraer 500 Phenom 100	Solairus Aviation
N249RM	Beech 400A	Jetex
N260AJ	Learjet 60	JetSelect Aviation
N275BS	Cessna 680A	AMG Jets
N304CT	CL-601	
N361K	Falcon 900	A-OK Jets
N383LS	Gulfstream V	Las Vegas Sands
N387HA	Learjet 35A	Clay Lacy Aviation
N405QS	Gulfstream G450	Netjets
N411LL	Gulfstream IV-SP	
N421SM	Cessna 421C	Wiley
N44CK	Cessna 525	Pacific Coast Jet
N4500X	Gulfstream G550	
N510UP	Cessna 560XLS	Gama Aviation
N512JC	BAe 125-800XP2	Badger Sport
N520VL	Airbus A320-200	Volaris
N522EE	BAe 125-850XP	Cenergistic
N524HC	Learjet 31A	Tayson

N550JH	Gulfstream G550	
N618WF	BD-700 Global Express	Advanced Air Management
N623QS	Cessna 560XL	Netjets
N62MS	Gulfstream G550	
N650CZ	Cessna 650	
N688LS	Gulfstream IV-SP	Las Vegas Sands
N693QS	Cessna 560XLS	Netjets
N706VA	Gulfstream G400	Jim Falk
N710RA	Beech 400XP	Regency Air
N729MM	Embraer 550	MGM Resorts International
N777SS	Beech 200	Golden State Air Charter
N787BN	Gulfstream G150	Clay Lacy Aviation
N800LJ	Learjet 55	Southern Jet
N843BC	Beech B200	Comprehensive Blood & Cancer Center
N85WD	Gulfstream IV	Weeks Davies Aviation
N888KL	Learjet 60	Jet Linx
N958QS	Cessna 750	Netjets
N990H	Cessna 680	Gama Aviation
VP-BMS	Airbus A340-500	Las Vegas Sands
XA-FJA	Embraer 145EU	FirstJet
XA-TYK	BAe 125-800XP	Aerolineas Ejecutivas

21 November 2016 Las Vegas-McCarran KLAS

08-0336	MC-12W	USAF
92-13121	RC-12P	US Army
G-BNLY	Boeing 747-400	British Airways
G-CIXO	Boeing 787-9	Norwegian
HL8210	Boeing 777-300ER	Korean Air
N131KR	CL-350	Kilroy Realty
N161JG	CL-601-3A	STA Jets
N226MY	CL-604	Delta Private Jets
N474CF	BAe 125-800XP	SC Aviation
N577MC	Cessna 550B	Air Med Services
N73CL	IAI 1124A Westwind	Trinity Jet Management
N847RC	Gulfstream G450	Landmark Aviation
N868CC	CL-604	Gama Aviation
N882SS	Falcon 900	Select Staffing
N910CF	BAe 125-800	Lyon Aviation
N930FE	Cessna 208B	FedEx Feeder

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N300KC	CL-300	Kroger
N762QS	CL-350	Netjets
N917BD	Learjet 75	Dillard's
N939SS	Falcon 900B	Applied Underwriters
N969WR	Gulfstream G150	WA Richardson Builders
N991RL	Gulfstream G200	Jet Linx Aviation
N995DP	Learjet 35A	Reva

22 November 2016 North Las Vegas KVGT

N1801B	Beech C90	
N3635Y	Piper Aerostar 601P	
N42WZ	Cessna 510	private
N775MF	Piper PA.31T	American Medflight

A bit of a disappointing visit to North Las Vegas this Tuesday afternoon: there was hardly any activity. Apparently this airport has some quiet days as well.

On our final evening we also took some sunset shots at the top level of the Terminal 1 long/short term car park. It was a nice way to end our trip with such an amazing view. Thereafter it was time to go to the Home Depot and return our ladders. We had cleaned them at the hotel with a wet towel, so they were as good as new. No questions were asked and after showing the receipt, the refund to my credit card was made immediately. It is a good trick to save some money. Then we had our last meal at a Denny's restaurant at The Strip (just north of MGM Grand). In general Denny's is one of my favorite eating places in America, but this restaurant performed below standards. Service was bad, we had to wait quite a while and the food wasn't great either.

23 November 2016 Las Vegas-McCarran KLAS

N145LR	Learjet 45	Chemical Transfer
N1DG	BD-700 Global 5000	Gama Aviation
N534CC	Cessna 560XLS+	Kroger
N716SY	Boeing 737-700	Sun Country
N888GJ	BAe 125-1000A	Fuga

I did a little bit of spotting before boarding flight AC1852 (Air Canada Rouge) to Toronto. Be aware that Air Canada Rouge does not serve free meals on board.

23 November 2016 Toronto-Pearson CYYZ

C-FMWQ	Boeing 767-300ER	Air Canada Rouge
C-FTCA	Boeing 767-300ER	Air Canada

As we had some delay on our inbound leg, there was no time left for spotting. We barely made our connection to AC824 and after some de-icing, we were on our way back to Amsterdam.

Back home, it was time to review this trip and compare notes to my previous two trips to the southwestern area of the United States (2014: Las Vegas + Los Angeles, 2015: Los Angeles only). I am grateful that I can look back on yet another very successful trip. Just like in the previous years, the weather cooperated with most of the time clear blue skies, a relatively low sunlight angle and no haze at all. So once again, November proved to be the perfect month for aviation photography in this beautiful part of the world. During this trip, temperatures ranged from freezing point at the Grand Canyon (elevation: 2000 meters) to 25+ degrees Celsius the first few days in Las Vegas. We stayed at low-budget hotels and rented car that wasn't too big (perfect for two 3-step ladders, two suitcases, two camera bags and two persons). This resulted in total trip costs of approximately 100 EUR per person per day. A thorough preparation gave us a big advantage while visiting airports. Except for Grand Canyon West and Henderson Exec, we didn't experience any restrictions to our hobby. Even though many people in the United States don't quite get our hobby ("Are you that guy from Airplane Repo?") they were very friendly and cooperative. Compared with last year's trip to the Los Angeles area, I logged and photographed a similar amount of aircraft. This year I made many more miles in our rental car, but I encountered hardly any traffic jams. If you are mainly interested in airliners and/or firefighting aircraft, the Las Vegas area is less interesting than SoCal. McCarran sees much less variety in airline traffic than LAX, but it has the benefit of having only one (main) landing runway. On the other hand, the stunning sceneries and huge amount of traffic related to sightseeing flights above the area's main landmarks makes a trip to Vegas very rewarding if you appreciate the smaller categories of aviation.

One final tip: be prepared for some time confusion if you are travelling back and forth to different states multiple times. In wintertime, California and Nevada share the same time zone (UTC-8), while Arizona and Utah are one hour ahead (UTC-7). In summer time, the situation is different since Arizona does not observe Daylight Savings Time while the other states do.