

Grand Canyon, USA

November 2019

With the number of hours of sunshine rapidly decreasing in my home country, it was time for another spotting trip to the southwestern part of the United States. I decided to visit the Aviation Nation airshow in Las Vegas as well as some of the world's most scenic airports around the Grand Canyon in the northwestern part of Arizona. I had visited this area in 2016 as well, but there were still several items left on my bucket list. All aircraft that I logged on my previous trips are not included in this report, unless noted at a different airport.

On Wednesday 13 November I flew from Amsterdam via Chicago to Las Vegas. The next morning I picked up my rental car (Kia Forte) at Avis and bought some necessities (ladder, mobile hotspot and food & beverages). Because it was mostly cloudy, I used the rest of the day to check out the various airports in the vicinity.

14+18 November 2019 Las Vegas-Action Heliport NV40

N365AA Agusta A109E Air Methods

First stop was the private heliport on the south side of town (13000 S Las Vegas Blvd), near Henderson Exec. The medevac helicopter can be photographed perfectly in the afternoon if parked on the western helipad. A hit-and-run is recommended here since the unfriendly resident (and possibly an angry dog) does not like visitors.

14+18 November 2019 Jean KOL7

N750VL PAC 750XL GoJump
NX1246J/"18420" BAC167 Strikemaster Mk84 Blue Air Training

Not much was going on at the Jean Sport Aviation Center, located 20 miles south of Las Vegas along highway I-15 (exit 12). The PAC 750XL was hauling skydivers and the Strikemaster seemed to be stored. The latter can be photographed best late afternoon, but skydiving operations may have been ended by then. In stead of (or in addition to) the PAC 750XL, a Cessna 208 is used for skydiving as well on a regular basis.

14 November 2019 Henderson Executive KHND

N178JC	Cessna 560XLS	Coffman Companies
N241CA	Learjet 35A	
N31CR	Piper PA.31-350	Utah Airways
N452CF	Falcon 50	private
N51BT	Cessna 525B	
N55VV	Beech 60	private
N62SH	Cessna 525B	private
N64P	Cirrus SF50 Vision Jet	
N701MA	Cessna 208B	Maverick Airlines
N702BV	Gulfstream G280	Ball Ventures
N70VM	Cessna 525B	Corporate Flight International
N739S	Pilatus PC-12/47	
N80WB	Gulfstream G150	
N8675K	Cessna 340A	private
N900KE	Falcon 50	
N91MB	Cessna 510	Bretz RV & Marine

Plus:

*[Maverick Helicopters EC-130](#): N824MH/N852MH/N856MH/N857MH/N867MH/N868MH. Photography at Henderson Exec is challenging due to the tall fences. When runway 35 is in use, all departing and arriving traffic on the runway and taxiway can be photographed from the parking lot at the Maverick terminal on the south side. Unfortunately the fence is quite tall here as well: I couldn't get a clear view over the fence with my three-step

ladder. An alternative would be the airside walkway just outside the Maverick terminal adjacent to their apron, but unfortunately the door from inside the terminal was shut and access would not be granted without prior permission.

14 November 2019 Las Vegas-McCarran KLAS

C-FLMK	BD-700 Global Express XRS	Skyservice Business Aviation
N111CQ	Gulfstream G450	Bella Group
N1482B	Cessna 525M2	private
N151DR	Cessna 650	Baker Aviation
N178AM	Learjet 55C	Florida Jet
N207K	BAe 125-1000	Club Jet Charter
N211BD	Learjet 60	Discount Tire
N300TU	CL-300	
N339LS	Gulfstream G550	Las Vegas Sands
N344AA	Gulfstream IV	
N419FX	Embraer 545	Flexjet
N458WB	Hawker 4000	Gemini Air Group
N47AN	Cessna 650	Texas Aero
N48KZ	Falcon 900C	Clay Lacy Aviation
N550TH	Falcon 900EX	Sony
N570RR	Learjet 60	Cirrus Aviation Service
N600MV	BAe 125-1000B	Century Jets
N620AS	Embraer 500 Phenom 100	
N632PM	Piper PA.46-350P	
N711CL	Cessna 700	
N716TA	Beech B200	
N744XP	BAe 125-800XPI	SAI Flight Services
N745SH	AS350B2 Ecureuil	Sundance Helicopters
N750BA	Cessna 560XL	Orion Airmotive
N750EA	Cessna 750	Priester Aviation
N785MM	Embraer 190BJ	MGM Resorts International
N800WF	BAe 125-800XPI	WinCo Foods
N83PM	Cessna 680A	Latitude 33 Aviation/Palmer Murray
N883CE	Falcon 2000LX	Caesars Entertainment
N908VZ	Gulfstream G450	Verizon
N917R	BD-700 Global Express	North American Air Charter
N943JS	Cessna 680	Fly Exclusive
N95BD	Falcon 900LX	Discount Tire
N95VM	Cessna 525B	Corporate Flight International

Plus:

*[Maverick Helicopters EC-130](#): N822MH/N850MH/N880MH/N881MH/N884MH/N886MH.

At the General Aviation part of McCarran (the west side of the airport adjacent to the Strip) the story is pretty similar: there are very little opportunities for a clear view above the fence with a three-step ladder. Just south of the Maverick terminal (6075 S Las Vegas Blvd) there is a crashgate which might give you some opportunities, but when runway 1 is not in use, there is little to see.

14 November 2019 North Las Vegas KVG T

12-20478	UH-60M	US Army
N107PT	Cessna 525B	Napa Jet Center
N112SF	Beech 58	
N133PK	Piper PA.46-500TP	private
N135M	Beech C90GT	
N171DC	Beech 250	DeAttey Crushing
N2024C	Beech 95	Sheble Aviation
N28KA	Beech 350	
N30HS	SA26AT Merlin IIB	

N350VH	Robinson R22	702 Helicopters
N42J	Beech A200	Dynamic Aviation
N435MT	Cessna 208B	
N441EE	Cessna 441	Rowley White RV
N502JJ	Cessna 414	private
N5878M	Cessna 340	
N668KC	Piper PA.46-500TP	private
N69PB	Cessna 402B	
N711PM	Socata TBM-700B	
N764SU	Beech 95-A55	
N819RL	Piper PA.46-600TP	private
N854UC	Socata TBM-850	private
N888HA	Robinson R44	
N922EH	Cessna 551	
N950JK	Raytheon 390 Premier 1A	private
N9802A	Piper PA.44-180	ATP Flight School

Plus:

*[Vision Airlines Do 228-200](#): N402VA/N404VA/N407VA.

I concluded the day with a visit to North Las Vegas airport for some night photography from the observation deck at the main terminal. Even though the adjacent restaurant already closes at mid-afternoon, the observation deck remains accessible till after sunset. The Blackhawk was parked at the eastern apron near the control tower, along with some new Dorniers. The former Vision Airlines terminal is now occupied by Steelman Aviation/AirSmart, which operates PC-12 and PC-24 aircraft.

15 November 2019 Las Vegas-McCarran KLAS

N1CP	CL-605	private
N259JQ	Embraer 145LR	JSX
N393VF	Gulfstream G500	Sun Air Jets
N619A	Gulfstream IV	Pegasus Elite Aviation
N783MM	Embraer 190BJ	MGM Resorts International

I started the day at the Terminal 1 parking garage, but since runway 1 was not in use, good photo opportunities were quite limited. After a couple of hours I moved to E Sunset Rd to photograph aircraft arriving on runway 26L. Unfortunately the clear blue skies I was hoping for were gone rather soon because of some incoming high clouds. So after a little while I decided to move on.

15 November 2019 Boulder City KBVU

02-26961	MH-60L	US Army
N133PH/49	EC-130B4	Grand Canyon Helicopters
N135PH/39	EC-130B4	Grand Canyon Helicopters
N138PH	EC-130B4	Grand Canyon Helicopters
N148SA+N189GC	DHC-6-300 Twin Otter	Grand Canyon Airlines
N183GC+N195GC	Cessna 208B	Grand Canyon Airlines
N44HQ	HU-16B Albatross	Global Eagle/Hughes

The final (civil) airport in the Las Vegas area is located in the southeast. Because you are facing the sun for most of the day and apron access is difficult to arrange, photo opportunities are not ideal here. The Army chopper was being worked on by some mechanics.

15 November 2019 North Las Vegas KVG T

N123ML	Beech B200	
N180NG	Pilatus PC-12/47E	NexGen Technology
N1848T	Learjet 75	
N30SJ	Syberjet SJ30-2	
N3117L	Piper PA.44-180	ATP Flight School
N325AS	Embraer 505 Phenom 300	Airshare

N325CC	Piper PA.31-325	
N350VA	AS350B2 Ecureuil	
N352VH	AS350BA Ecureuil	
N43926	Robinson R44	Skyline Helicopter Tours
N53MG	Cessna 421C	Collins Motorsports
N702PC	Pilatus PC-12/47E	Steelman Aviation
N845KA	Beech 350i	
N99VA	Piper PA.31T	Twin Otter International
NX160JC/"33"	L-39 Albatros	Gauntlet Aerospace

I spent the remainder of the day at North Las Vegas airport. The two AS350s were parked at the helipads along N Rancho Dr at the western end of the field near runway 7.

16+17 November 2019 Nellis AFB KLSV

60+08	P-3C Orion	German Navy
(92-3880)/1	F-16CM	Thunderbirds
(92-3908)/2	F-16CM	Thunderbirds
(92-3888)/3	F-16CM	Thunderbirds
(?)/4	F-16DM	Thunderbirds
(?)/5	F-16CM	Thunderbirds
(93-0553)/6	F-16CM	Thunderbirds
00-0179	C-17A	USAF
05-3804/XL	T-6A Texan II	USAF
05-4096/WA	F-22A Raptor	USAF
05-27046	HH-60G	USAF
08-5686	C-130J-30 Hercules	USAF
10-5716/DM	HC-130J Hercules	USAF
15-5160/OT	F-35A	USAF
17-5241/OT	F-35A	USAF
17-5246/WA	F-35A	USAF
17-5267/OT	F-35A	USAF
17-5271/OT	F-35A	USAF
58-0049	KC-135T Stratotanker	USAF
58-0128	KC-135R Stratotanker	USAF
60-0007/MT	B-52H Stratofortress	USAF
62-4135/OF	RC-135W	USAF
65-10331/XL	T-38C Talon	USAF
68-8118/XL	T-38C Talon	USAF
68-8121	T-38C Talon	USAF
68-8217/XL	T-38C Talon	USAF
69-6629/MT	UH-1N	USAF
69-7077/EN	T-38C Talon	USAF
73-1586/DM	EC-130H Hercules	USAF
75-0745	F-16A	Thunderbirds
76-0057	F-15A Eagle	USAF
77-0356/OK	E-3G	USAF
78-0671/WA	A-10C Thunderbolt	USAF
79-0001/OK	E-3G	USAF
79-0171/OT	A-10C Thunderbolt	USAF
83-0019/WA	F-15C Eagle	USAF
84-1220/WA	F-16C	USAF
87-0029	C-5M Galaxy	USAF
87-0321/WA	F-16C	USAF
87-0362/OT	F-16CM	USAF
87-26010	HH-60G	USAF
87-26012	HH-60G	USAF
88-0442/OT	F-16CM	USAF
88-0499/WA	F-16CM	USAF

89-2048/WA	F-16CM	USAF
89-2092/WA	F-16CM	USAF
90-0257/WA	F-15E Eagle	USAF
90-26311/OT	HH-60G	USAF
91-0305/WA	F-15E Eagle	USAF
91-0322/OT	F-15E Eagle	USAF
163079	CH-53E	US Marine Corps
168773/503	EA-18G Growler	US Navy
168902/500	EA-18G Growler	US Navy
169116/NA-313	F/A-18E Super Hornet	US Navy
169145/NJ-500	EA-18G Growler	US Navy
169549	P-8A Poseidon	US Navy
N13NN	Bell 206L-4	ABC 13
N172LA/"BY-385/11"	Vampire T.55	Ultimate Aviation
N275EM	L-159 Alca	Draken International
N300JH/"0009/300"	T-28B Trojan	
N391ZA	L-39 Albatros	
N412DE	Bell 412	US Department of Energy
N51ZM/"511471/PI-J"	P-51D Mustang	Mustang High Flight
N52EX	Yak-52	private
N7232R	Beech B200C	US Department of Energy
N87921	Cessna A37B Dragonfly	Supertweet
N895JK	Cirrus SF50 Vision Jet	
NC18906	Lockheed 12A	private
NX333MJ/"21456/0"	T-33	

I spent two days at the Aviation Nation airshow. Entrance through the main gate was not possible this year, so like the rest of the crowd I had to go to the Motor Speedway and take the shuttle bus from there. As I arrived well in time this went relatively smooth. The weather was perfect on both days with blue skies and mild temperatures. Unfortunately the runway usage could not be worse. All aircraft used runway 3 for departure and runway 21 for landing. So unlike many other editions of this airshow, there wasn't a single aircraft using the northwestern taxiways, which would have provided perfect photo opportunities. Since most of the flying program could only be photographed with backlight and most of the static display could not be photographed without clutter (people, fences, ropes, signs, fire extinguishers, etc), this year's airshow turned out to be a big disappointment despite the fantastic weather. On both days I decided to leave early (before the final demo of the Thunderbirds) in order to stay ahead of the crowds and spent the rest of the afternoon at nearby North Las Vegas.

16 November 2019 North Las Vegas KVGT

N118JK	Gulfstream III	
N202CC	Hughes 269C	private
N208RP	Cessna 208	
N502CS	Cessna 337A	MAG Aerospace
N525KA	Cessna 525	private
N63727	Nanchang CJ-6A	private
N7316U	Cessna 411	private
N778TC	Eclipse EA500	private
N81JK	Cessna 414	Alelco

17 November 2019 North Las Vegas KVGT

N118RM	Cessna 340A	
N300JH/"0009/300"	T-28B Trojan	
N52EX	Yak-52	private

A couple of warbirds returned home after the Aviation Nation airshow.

18 November 2019 North Las Vegas KVGT

N174RF	Cessna 414A	private
N324AS	Embraer 505 Phenom 300	Airshare
N333KG	Cessna 680	
N421JF	Cessna 421C	
N590ML	Piaggio P.180	Avanti Medical Logistics
N600VM	Cessna 525M2	Corporate Flight International
N711KT	Cessna 550B	
N894MA	Cessna 560XL	Marquis Companies

On Monday weather conditions were still perfect. Because runway 1 was not in use at McCarran, I started the day at North Las Vegas to photograph the stored Dorniers on the east side as well as some arriving bizjets from the observation deck. Depending on the parking spot and taxi route, some of the bizzers could be photographed in good conditions from as early as 9 AM.

18 November 2019 Las Vegas-McCarran KLAS

N880Z	Learjet 35A	Aeromedevac
G-YMMF	Boeing 777-200ER	British Airways
N234AX	Boeing 767-200ER	Omni Air International

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

- *[AeroMexico \(*Connect\)](#) B737-800/*Emb190;
- *[Air Canada Rouge](#) A319/B767-300;
- *[Alaska Airlines/*Horizon](#) A319/A320/B737-900/*Emb175;
- *[Allegiant Air](#) A319/A320;
- *[American Airlines](#) A319/A321/B737-800/B757-200/B767-300/B787-8;
- *[Contour Airlines](#) Emb135;
- *[Delta Air Lines/*Connection](#) A319/A320/A321/B737-800/B737-900/B757-200/*Emb175
- *[Frontier Airlines](#) A319/A320/A321;
- *[Interjet](#) A320;
- *[JetBlue](#) A320/A321;
- *[Southwest](#) B737-700/B737-800;
- *[Spirit Airlines](#) A319/A320/A321;
- *[Sun Country Airlines](#) B737-800;
- *[Swoop](#) B737-800;
- *[United Airlines](#) A319/B737-700/B737-800/B737-900/B757-300;
- *[VivaAerobus](#) A320;
- *[Volaris](#) A320;
- *[Westjet](#) B737-700/B737-800.

A few hours along E Sunset Rd resulted in lots of airliners, including quite a few new ones compared to my last visits in 2016/2017. I caught everything with clear blue skies, but I had no luck regarding bizjets. All of them landed on runway 19 instead of runway 26L. At the end of the day I went to the Action heliport and Jean airport to photograph the aforementioned aircraft.

The next three days the weather took a turn for the worse, so I decided to amend my itinerary. With mainly cloudy skies, rain showers and just a few short sunny spells expected, I opted to go to the tri-state area near the Arizona/Nevada/California border and visit some heliports and small airports.

19+21 November 2019 White Hills

N222SH/5	EC-130T2	Sundance Helicopters
N237SH/8	EC-130T2	Sundance Helicopters
N242SH/11	EC-130T2	Sundance Helicopters
N345SH/34	AS350B2 Ecureuil	Sundance Helicopters

The White Hills heliport is located between Boulder City and Kingman, along SR 93.

19+21 November 2019 Laughlin-Bullhead City KIFP

91-26322	UH-60L	US Army
01-26892	HH-60L	US Army
N209LF	EC-130B4	Air Methods
N54315	AS350B3 Ecureuil	Air Methods
N585PL	Gulfstream G280	Target
N700K	Beech 58	private
N808SY+N815SY	Boeing 737-800	Sun Country Airlines
N83EA	CRJ 701ER	Elite Airways

At this quiet airport one could encounter a nice but small mix of General Aviation, airliners (casino charters) and the occasional military visitor. The sun will be in your back during the morning. There are several photo opportunities near the main terminal on the northern end and near the airport management/fire station building on the southern end. A short ramp visit at the Signature FBO might be possible too, provided that the pilots are willing to give permission to photograph their aircraft. The EC-130 was on a ferry flight to Pahrump (NV). In the beginning of 2020 Swift Air (operating B737s) took over the charter services from Elite Airways.

19 November 2019 Bullhead City-Western Arizona Reg. Medical Center 22AZ

N608CF	Agusta A119	Air Methods/Tri State Care Flight
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Just south of the airport there is a hospital where the abovementioned helicopter is based. Further south, at the Fort Mohave Valley View Medical Center, there should have been another helicopter based. When I got there, however, the helipad was empty. Perhaps the AS350 that I noted at the airport belongs here.

19+20+25 November 2019 Kingman KIGM

N208WW	Cessna 208B	Westwind Aviation
N21RZ	Beech 1900C-1	Ameriflight
N225LA	AS350B2 Ecureuil	LAPD
N238V/"52-1238/28" T-28B Trojan		private
N26141	Embraer 145XR	United Express
N3052K	Beech 1900C	Ameriflight
N409GA	Bell 407	Air Methods/Guardian Air
N600VM	Cessna 525M2	Corporate Flight International
N803DH	DC-8-73F	DHL
N8409N+N8416B	CRJ 200LR	Delta Connection
N853MJ	Embraer 145LR	Calafia Airlines
N86425	Boeing 727-200F	Asia Pacific Airlines
N872SJ	DC-8-72	Skybus Jet Cargo
N8924B	CRJ 200LR	Delta Connection

I logged a few additional stored aircraft here compared to my visit three years earlier. The Westwind Cessna 208 that I logged on the 25th was a substitute for the daily Ameriflight package/mail service.

Since the airport management doesn't offer photo tours anymore, I tried to get to the south side of the field to take some photos along the perimeter fence. This turned out to be a very bad idea because the unpaved desert road was much softer than I expected and thus unsuitable for my standard sedan.

20 November 2019 Lake Havasu City-Havasú Samaritan Reg. Hospital AZ80

N205CF	Agusta A119	Air Methods/Native Air
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20 November 2019 Parker-Indian Health Center

N507AM	AS350B3 Ecureuil	Air Methods/Native Air
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20 November 2019 Parker-Lapaz Regional Hospital AZ47

N609CF	Agusta A119	Air Methods/Tri State Care Flight
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The above helicopters are based at three different hospitals in the towns of Lake Havasu City and Parker. The first one can be photographed best in the (early) morning, whereas the other two can be photographed best around midday.

20 November 2019 Parker-Avi Suquilla KP20

N50EA	Short SC-7 Skyvan	Skydive Chicago/Eagle Air Transport
N8001Y	Piper PA.30	private

The small airport is located just west of the town. Although there isn't much to see, an airport employee told me that the Air Force occasionally conducts skydive operations out of this airport with a C-130.

20 November 2019 Lake Havasu City KHII

N144DS	Robinson R44	
N426MA	SA227AC Metro III	Ameriflight
N679VA	Beech 56TC	private
N983FE	Cessna 208B	FedEx Feeder

Various warning signs about loitering made it clear that spotting at this airport is not appreciated. But even without these signs, one would have a hard time because of the height difference between the road and the aprons, the many obstructions (hangars) and the lack of traffic (at least on this day). Near the main terminal on the south side there is a dedicated military apron, which was empty during my short visit. There used to be an (annual?) airshow at this airport, called Hangar 24 Airfest, but since a couple of years the show has been moved to the Inland Empire in southern California (Redlands/San Bernardino).

21 November 2019 Las Vegas-McCarran KLAS

N800UP	Beech 350i	Wheels Up/Gama Aviation
XA-LBO	Embraer 135BJ	Transpais Aereo

With little else to do on this day, I spent a few more hours at McCarran along E Sunset Rd. Fortunately there were some sunny spells and with the dark clouds in the background, it resulted in some fine photos.

On Friday the weather system of clouds and rain/snow finally moved eastward, so the next few days I could enjoy some sunny weather and mainly blue skies. I started the day at the Grand Canyon National Park airport, but dense fog prevented any flying (and photo) activities. After a couple of hours of waiting in vain, I continued my road trip towards Page.

22 November 2019 Tuba City-Regional Health Care

N408GA+N420GA	Bell 407	Air Methods/Guardian Air
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Around lunchtime I arrived at the small town of Tuba City. At the hospital one can find a Guardian Air Bell 407. A second one was visiting and picking up a patient. The helipad is located in the northeast corner.

22 November 2019 Tuba City KT03

N340UM	Cessna 340A	
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The airstrip is located west of the town near the intersection of SR 89 and 160. The sun will be in your back in the morning. The tall fence near the apron and the trespassing signs don't make spotting worthwhile though, and most of the time there is probably nothing to see anyway.

22 November 2019 Page KPGA

N154QS	BD-700 Global 6000	Netjets
N183GC+N196GC	Cessna 208B	Grand Canyon Airlines
N27367	Piper PA.31-350	American Aviation
N27512	Embraer 135ER	Contour Airlines
N363QS	Embraer 505 Phenom 300	Netjets

N407CH	Bell 407	Classic Air Medical
N46GA	Robinson R44	Guidance Aviation
N473PC	Pilatus PC-12/45	private
N510TL	Beech 400A	Golden State Jet
N650VM	Cessna 525M2	Corporate Flight International
N833GC/7	EC-130T2	Grand Canyon Helicopters
N868PE	Pilatus PC-12/47	Classic Air Medical
N930GW	Socata TBM-930	

The municipal airport of Page can be found on the east side of town. Located near several famous tourist attractions (northern/eastern part of the Grand Canyon, Lake Powell and the Horseshoe Bend), it is no surprise that several companies use this airport for sightseeing flights. Contour Airlines offers scheduled services to Las Vegas and Phoenix as part of the Essential Air Services governmental program. Be sure to check the online timetable as the flight schedule varies from day to day. Contour Airlines took over the service from Great Lakes Airlines (Beech 1900) a while ago as the latter company went bankrupt. Other traffic consists of General Aviation (including medical transportation) and, according to an airport employee, the occasional military visitor. A few days after my visit, even a private Boeing 757 visited the airport. If only I had known...

Photo opportunities are perfect in the afternoon since all facilities are located west of the main runway. Just outside the main terminal there is an airside patio from where you can photograph all traffic on the apron, taxiway and runway with stunning red/brown mountains in the background. Alternatively you can stay along the fence just south of the terminal if you have a ladder.

23 November 2019 Flagstaff-Pulliam KFLG

N351CJ	Cessna 550	Club Jet Charter
N450MM	Cessna 560	
N45HM	Learjet 45	Henry Resources
N47SW	Beech C90-1	private
N814SY	Boeing 737-800	Sun Country Airlines
N85SL	Piper PA.42-1000	
N940FE	Cessna 208B	FedEx Feeder
N985AB	Beech C90B	Safford Aviation Services

The largest airport in northern Arizona was covered in snow on this Saturday morning. It is located next to highway I-17 (exit 337), south of the city. Traffic consists of airliners, General Aviation and the occasional military visitor. The based Guardian Air Bell 407 remained unidentified. The airport hosts an annual airshow called Thunder over Flagstaff. All aprons and hangars are located northwest of the runway. Spotting and photo opportunities are quite limited here due to the tall fences and obstructions. Therefore a pre-arranged ramp tour (thru airport management) is recommended to make the most out of your visit. Unfortunately airport staff were not available on this day and my last-minute itinerary changes didn't help either. Alternatively you can try to find a place on the southeast side of the runway, but this area consists of woods and unpaved roads. With the soft and snow-covered grounds, I decided not to check this out and so I moved on southwards.

23+26 November 2019 Sedona KSEZ

N144BZ	Robinson R44	Guidance Air
N151SP	Cessna 501	
N208W	Cessna 208B EX	
N288GS	Beech B200	Software Technology Group
N31JE	Hawker 4000	Talon Air/The Setai Aviation
N39DD	Cessna 340	private
N401HP	Bell 206B	Sedona Air Tours
N506QS	Cessna 680A	Netjets
N59KS	Mitsubishi MU-2B-36	private
N6160Y	Bell 206L-3	Sedona Air Tours

N652L	Beech E90	Pacific Aviation Holdings
N729WR	Cessna 525	private
N850NJ	Socata TBM-850	Eagle Helicopters
N901KA	Piper PA.34-200	private
N955GH	Cessna 750	Jet Methods

Not only is this small airport the gateway for the rich & famous to this picturesque town, it is also a very popular tourist attraction. The airport is located on a mesa, which offers breathtaking views on the city and the surrounding red-colored mountains. A couple of helicopter companies offer sightseeing flights as well. Besides, military helicopters and the Cessna 208s of Westwind Aviation (hauling passengers and/or cargo from Phoenix) visit the airport on a frequent basis. None of these were logged during either of my visits, however. All aprons and hangars are located on the northwest side of the runway, which means that you will have backlight until late afternoon. On the north side you will find the private hangars, in the center you will find the restaurant Mesa Grill and the FBO Red Rock Aviation is located on the south side. The sightseeing helicopters operate from the helipads on the southern edge of the apron. Photo opportunities from outside the fence are somewhat limited, so the pre-arranged apron access (thru the airport manager and FBO) proved to be valuable as I had some extra photo options throughout the day. Still, I had a difficult time taking the scenic photos I was hoping for. The amount of noteworthy movements was quite low during the preferred timeframe (3 PM till sunset), especially on the 26th. Moreover, the FBO apron has two "entrances" for arriving aircraft, but it is not always clear which one will be used. The location of the follow-me car (if used at all) can be a helpful clue, as well as the fact that most of the larger aircraft tend to use the southern entrance. Nonetheless, I ended up at the wrong place more often than I liked, resulting in a slightly lower score than expected.

23 November 2019 Cottonwood KP52

N7356R	Beech 95-B55	private
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The drive from Sedona to Cottonwood takes about half an hour if traffic is not too busy. The hangars and aprons are located on the west side of the runway, but the best overview can be obtained from S Airpark Rd on the east side. At the end of this road there should have been a Guardian Air Bell 407 based, but later I found out that it had been relocated to the nearby hospital (Verde Valley Medical Center). Apart from the abovementioned twin Beech, there were a couple of unidentified helicopters parked inside a hangar, possibly for maintenance purposes.

24 November 2019 Grand Canyon National Park KGCN

N171GC+N190GC	DHC-6-300 Twin Otter	Grand Canyon Airlines
N180GC+ N186GC	Cessna 208B	Grand Canyon Airlines
N187GC	Cessna 208B	Grand Canyon Airlines
N20316/21	Bell 206L-1	Papillon Helicopters
N831GC/16	EC-130T2	Grand Canyon Helicopters
N835GC/17	EC-130T2	Grand Canyon Helicopters
N837GC/60	EC-130B4	Grand Canyon Helicopters
N886MA	Beech 1900D	Maverick Airlines
N927JC	Pilatus PC-12/47E	Advanced Air

The fixed wing flying activities at the airport started after 10 AM, so despite some de-icing issues with my rental car I arrived well in time. Runway 21 was in use, so photo opportunities were slightly worse compared to my visit in 2016 when runway 3 was in use. The frequent but irregular cargo service from Long Beach (CA), operated by Kolob Canyons Air Service Metroliner N227LJ, failed to show up this day. On the other hand, a beautiful emerald green metallic colored EC-130 (used for flight training purposes) was a welcome addition to the standard helicopter traffic.

25 November 2019 Grand Canyon West K1G4

N190GC	DHC-6-300 Twin Otter	Grand Canyon Airlines
N792LF	AS350B Ecureuil	American Spirit

Regular helicopter traffic (fleet number in brackets, if applicable):

*Grand Canyon Helicopters AS350B3 Ecureuil: N834PA (26)/N835PA (10)/N942AE (19);
*Gr. Canyon Helicopters EC-130: N130GC (41)/N131GC (42)/N136PH (46)/N13PV (57);
*Maverick Helicopters EC-130: N848MH/N850MH/N867MH/N868MH/N877MH/N885MH;
*Sundance Helicopters AS350B2 Ecureuil: N250SH (28)/N345SH (34)/N3819 (40)/
N708SH (33)/N712SH (29).

With the unsuccessful visit of three years earlier still in my mind, I made sure that I had written permission to take photos at this airport before the start of my trip. Once again I was approached by security officers within minutes after arrival, but after showing them the paperwork I was allowed to stay. I spent the morning near the helipads of Grand Canyon Helicopters and Sundance Helicopters on the west side of the parking lot. After lunch I focused my attention on the east side where the actual airport as well as the helipads of Maverick Helicopters, American Spirit and 5 Star Helicopters are located. I had to jump through hoops to get (limited) airside access here. It was worth it though, because photography from the public area is difficult due to the tall fence. The background scenery was beautiful but there weren't many aircraft to photograph. The silver AS350s of 5 Star Helicopters were only present in the morning (and remained unidentified) and fixed wing traffic was very slow on this day. The Maverick Airlines Cessna 208s were not seen at all and Grand Canyon Airlines only sent a single Twin Otter. Once the cloud coverage started to increase, I thanked my airside escort for his assistance and called it quits.

26 November 2019 Prescott-Ernest A Love Field KPRC

N1240G+N69754	Cessna 310Q	North-Aire Aviation
N177CN	Beech B200	Retinal Consultants of Arizona
N312JV/"480"	Embraer 312F Tucano	Jon S. Vesely
N5818M	Cessna 310P	North-Aire Aviation
N583FX	CL-350	Flexjet
N691WT	Cessna 340A	
N712JW	Cessna 421A	private
N929ST	Cessna 510	ShowTec
N960SW	CRJ 200LR	United Express

The regional airport of Prescott is located north of the town and is one of the busiest airports in the state thanks to the extensive flight training activities. The airport has three runways but runway 3R/21L is used in most cases. The main terminal and the Guidance Aviation helicopter flight school (operating Robinsons) are located on the west side of the field. Scheduled services to Denver and Los Angeles are operated by a United Express CRJ, unfortunately mostly during hours of darkness (at least in wintertime). The abovementioned CRJ departed around noon on a ferry flight for an aircraft swap. On the south side, along Clubhouse Dr, you will find the Legend Aviation FBO and the fire station. This is an excellent place to catch all arriving and departing traffic on runway 3R. A ladder is required and the sun will be in your back for most of the day. On the east side you will find several flight schools and other General Aviation companies. There are several options to photograph traffic on the taxiway and main runway, e.g. at the end of N Wilkinson Dr (next to the control tower) and along Melville Rd. The sun will be in your back during the morning, but heathaze might be an issue due to the distance. The air tanker base in the northeast corner is only in use during summertime, so nothing was seen here.

26 November 2019 Prescott Valley-Yavapai Reg. Medical Center East 51AZ

N109LN	AS350B3 Ecureuil	Air Methods
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26 November 2019 Prescott-Yavapai Regional Medical Center West

N54178	AS350B3 Ecureuil	Air Methods/Native Air
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Both of the Yavapai Regional Medical Centers host medevac helicopters. The former can be photographed best after 2 PM whereas the latter can be photographed best around midday.

27 November 2019 Las Vegas-McCarran KLAS

N116SF BD-700 Global 6000 Participant Media

Due to the strong winds, runway 08 was in use, which is not very common. The parking lot of the Sports Center (121 E Sunset Rd) is a good place for landing shots during the morning. Unfortunately the weather was bad, so I didn't spend much time here.

27 November 2019 North Las Vegas KVG T

N600MU Piper PA.46-600TP Western Aircraft

The airport seemed eerily desolate on the day before Thanksgiving; even the restaurant was closed. The Piper turboprop was the sole plane that dared battling with the strong winds.

On Thanksgiving Day I boarded the United flight back to Amsterdam via Chicago. Despite several days of inclement weather and numerous other challenges on this trip, I am very satisfied with the end results. I managed to visit some of the most amazing airports in the world. Although these airports are small and the number of movements was rather low, I was able to take the scenic photos I was hoping for in mainly sunny conditions. Having visited nearly all of the interesting airports in Arizona and southern Nevada over the last few years, I am planning to explore (more of) southern California on the next few spotting trips. Stay tuned for more trip reports and photos!