The BFC Flying Club newsletter
October 2014
Volume 52, Issue 10

BLUE SIDE UP!

The BFC, founded in 1956, meets at Naper Aero Estates (LL10), a private residential airpark in Naperville, Illinois. Monthly meetings are held at the airport in the clubhouse near the South end of the runway on the first Tuesday of every month beginning at 7:30 PM. The Club has 45 equity members sharing three planes.

ERV - CJP

LL10 Avgas 100LL
$4.83/gal.

Aircraft Rates

C172R/SP =	$109.20
C182S =	$137.07

Aircraft Hours Flown Cumul.:
Dec. 2013 – Sept. 2014

388ES	111.1 hrs
983SP	102.7 hrs
415RC	132.2hrs
TOTAL	346.0 hrs

Join us for our next meeting **Tues., Nov. 4th at 7:30**, bring a friend.

See you there!

Meeting Minutes:

The BFC held its monthly meeting on Tuesday, October 7th, 2014 at Naper Aero. The President called the meeting to order at 7:46 pm.

The list of Attendee's is provided on page 2, left column.

The minutes from the last meeting were published in the newsletter. Questions and comments were solicited but none received.
A motion was made to accept the minutes as published. The motion was seconded. The minutes were approved as published.
The Treasurer's report was reviewed for the members. The total flying time was 92.3 hours. We took in $9,770.36 in receipts, and paid out $6,398.21 in bills. Cash in the bank is $74,104.99. Fuel prices remain unchanged. The insurance premiums have gone down 363.00 per year however; Naper Aero fees have gone up 380.00. Total dues for each aircraft are 1350.00 per year. The insurance premium is 16,635.00 per year. The club also pays 4.00 per month per member for use of the facilities. The President mentioned that BFC is a guest at Naper Aero since we don't own any property or hangers. The rate we pay for each hanger is a bargain. We use to pay a surcharge during the winter months for the Tannis heaters but that fee has been rolled into the hanger fees.
The President commented the reserves are fully funded and we are in great shape financially.
Questions and comments for the treasurer were solicited. The secretary asked who was calculating the fuel burn rate for each plane as reported in the newsletter. The gallons per hour are only an estimate.
A motion was made to accept the financial report as discussed. The motion was seconded. The financial report was approved.

The aircraft reports were heard followed by old and new business.

Please see details in the following sections.

The meeting adjourned at 8:17pm.

Attendees:
Ray Kvietkus
Chuck Jaudes
Jack Lindquist
Don Leonard
Bob Downey
Eric Popper
Al Locke
Joshua Jones
Walt Slazyk
Gerry Miskowicz
David Vaught
Greg VanDenHam
Jim Krzyzewski
John Wrycza
Val Vlazny

Guests:
DJ Jayarajan
Scott Erwin

Social:
Bradley Swanson

Old Business

Update for 8ES sale. Nothing new has happened.
No updates for tail decals to advertise the club. No updates on the shirts.

New Business

Club Christmas party will be Sunday December 7th, save the date. The VP will handle the details.

Cross-country race at Lewis University on Sunday November 2nd sponsored by the office of veterans affairs. 25.00 entry fee, which includes a T-Shirt, entertainment, and food.

Ray Kvietkus will step down as President of BFC. He nominated Doug Beck to succeed him. He also nominated Jim Krezewski as vice President to replace Chuck. The treasurer and secretary board positions as well as the airplane captains, safety officer, and chief maintenance officer positions will remain the same with no changes. This was the slate presented at last month's meeting.

Member names for Club Directors/Officers, as announced at last month's meeting, were raised for nomination. A request for further nominations was made. No other nominations were offered. A motion was made and seconded to accept the names for the new Board of Directors. The membership present voted unanimously to accept those nominated.

The officers/Directors elected are as follows:

Director / President	Douglas Beck
Director / Vice President	James Krzyzewski
Director / Secretary	Donald Leonard
Director / Treasurer	Jack Lindquist
Director / Safety Officer	Kristopher Queen
Director / Operations Officer	John Wrycza
Director /	Joshua Jones
Director /	Eric Popper
Director /	Donald Patterson

Subsequently, the new Board authorized four Directors to conduct financial transactions. Those directors are Doug Beck, James Krzyzewski, Donald Leonard, and Jack Lindquist.

I'm going to express my personal thanks and those of your board for your service to the club. And a special thank you to Ray for his 6 years of guidance and leadership. I know the entire membership wishes you health, happiness, and safe travels in your retirement.

What's Up…?

The airplane captains reported seeing black marks on the leading edge of the wings again. This is caused by improper fueling technique. See pictures below.

Incorrect fueling technique leaves black marks on the leading edge.

Correct fueling technique, leaves no black marks. Leave yourself extra hose slack.

Safety:

The fuel ladder needs another step on it to better see into 415RC's wing tank.

Membership:

Walt Slazyk took an orientation flight with Ray and is ready to join tonight. He was voted in as a member. Welcome to the club Walt!
DJ has LSA flying experience and wants to take flight lessons with Josh. He is awaiting TSA clearance that is in its final stages. Ray makes a motion to accept DJ provisionally based upon his TSA clearance and buy in check. The motion was seconded. DJ is now a provisional member. Welcome DJ!
Lonny Horn sent an email to the club and wishes to become a member. Hope we see him at the next meeting. If anyone see's Lonny between now and then, try to encourage him.
Josh mentioned that Dr. Tony Kitslaar AME expressed interest in joining the club.
Walt will replace Todd Mick as our newest member.
DJ will replace Tom Keen when he is ready.

Marketing:

Nothing new.

Accomplishments:

None.

Seen on the web:

Aviation Photos Needed:

What are you flying? Send me a picture or two for the newsletter. Club planes count too!
Write a little blurb on the last place you flew to lunch and we'll publish it.
I **really** could use some flying pictures.

Photo credit: Greg VanDenHam

Dessert/Beverage List:

The BFC refreshment list was created as a way of recognizing special aeronautical achievements. The person scheduled for refreshments should coordinate with the grill master to bring beverages and dessert to the club meeting. If unable to attend, s(he) should arrange with someone else to cover the commitment or pick another time. Please note this is different than grill duty.

Flying Hours:

September Aircraft Report

	388ES	983SP	415RC
FLYING	15.3	32.7	44.3
TACH	1068.9	3931.5	4647.0
TBO	2000	2000	2000
TMOH	6.4	188.3	1398.6
CLUB	0.4	0.4	0.5
*GAL/HR.	10.2	10.2	12.3

August Aircraft Report

	388ES	983SP	415RC
FLYING	17.5	14.1	18.7
TACH	1053.6	3898.8	4602.7
TBO	2000	2000	2000
TMOH	21.7	221.0	1442.9
CLUB	0.0	0.0	0.5
*GAL/HR.	10.2	10.2	12.3

July Aircraft Report

	388ES	983SP	415RC
FLYING	25.1	16.4	30.6
TACH	1036.1	3884.7	4584.0
TBO	2000	2000	2000
TMOH	39.2	235.1	1461.6
CLUB	0.0	0.0	0.0
*GAL/HR.	10.2	10.2	12.3

8ES hours on new tach
TBO – engine time between overhauls
TMOH – engine time to major overhaul
* Gallons per hour is estimated

Aircraft Reports:

N388ES

1. Passenger seat recliner is fixed.
2. Gas cap chain is no longer attached.
3. Instrument panel lights are fixed.
4. There is an unverified report of the attitude indicator being broke.
5. The mag. Switch and 3 door locks are replaced. New keys need distributing to members.

About 5 hours until TBO is reached but we plan to fly it about 200 hours past. That will take about 12 months from today. We plan to watch compression numbers and oil consumption carefully. The treasurer asks about sending out the oil filters for inspection and using a baseline of today.

Don mentioned that new keys could be found in the locker behind 983SP.

No other issues reported, the plane flies well.

N983SP

1. Tail NAV light replaced.
2. Compass was replaced.
3. Left tire reported low, new tire and tube installed.
4. Pedestal and compass light replaced.
5. 23 hrs left until oil change

No other problems were reported, flying well.

N415RC

1. The attitude indicator was reported to have fallen on its side but righted and worked fine the rest of the flight.
2. Suction cup marks were found on the windshield. Try to use the side window instead, windshields are very expensive to replace.
3. Pilots seatback reclines but has initial play. It has no issue during flight.

Only put quarts of oil in 415RC; No ½ quarts.

No other problems were reported.

September 2014 Treasurer's Report

Cash

Chase Checking	14,017.74
Chase Savings	60,087.25
Total	**$74,104.99**

Payments

Volartek	Loan Payment	555.10
Wrycza	8ES Ignition switch, Tail lights, 3SP LED Taxi, Simple Green	547.89
R. Ewers	Replace Ignition switch /locks	150.00
Naper Aero	Fuel and Fees - September	3,008.25
Wrycza	3SP Compass, 3SP Tire service, 5RC XM WX, Oil Filters	759.39
TEAM	8ES Panel Lights/ Pilot seat serv	1,089.10
Naper Flying	Aeroshell - 4 cases	288.48
Total		**$6,398.21**

Reserves

Insurance ($1500/ mo)	-3,000.00
Annuals ($1000/ mo)	-8,000.00
LL10 dues ($325/ mo)	-3,900.00
Inactive member	-11,976.72
Engine Overhaul 8ES/3SP ($750/mo.)	-32,500.00
Credit Balance Member	-10,200.00
Equipment Upgrades	-4,528.00
Reserves net	0
Reserve Increase/(Decrease)	**$3,377.00**

Loan

Interest Paid @ 6%	396.00
Principal Paid	603.00
Aircraft Loan (Due Jan 2023)	$78,478.00

Receipts

Dues & Flying	9,770.36
Equity	0
Total	**$9,770.36**

Credits To Members

Fuel Away	916.06
Work Night	69.33
Office Supp	0.00
Loan Pymt	444.08
Keys 8ES	134.06
Cleaning Supp.	0.00
Total	**$1,563.53**

This Month's Photo Corner

See attached article and pictures by Greg VanDenHam.

Operational & Safety Reminders

Remember, each of us owns 1/45 of these planes. Adherence to the reminders listed below will keep us safer and help to hold down the cost of maintenance. If you have a problem with a club plane notify the plane captain or maintenance officer before you arrange for any repairs. Let those people decide the best way to have the plane fixed. Phone numbers are in the fuel logbook in the plane.

Beware of TFR's: Presidential and stadium (Joliet Speedway & Dekalb Univ.).
Windshield cleaning: Use a clean, soft cloth to clean the windshield. Paper towels scratch the soft plastic. Clean rags should be in each plane; more are in the cabinets by 983SP.
Preflight inspection: Use the checklist. It's easy to get distracted and skip important things. When finished, step back and walk around the plane to take in the big picture.
Tire pressure: Check pressure visually before each flight. If tires look low add air using the red BFC air compressor located in the hangar. Tire gauge is with the compressor. 30 psi all around will do for the C-172's, 40 psi for the C-182.
Engine oil: Check the oil change sticker before each flight. If due it's OK to fly, but notify the plane captain or maintenance officer. If you add oil, log it in the fuel logbook. Oil consumption tells us about the health of the engine.
Nose strut: NEVER, EVER fly with a collapsed nose strut. Remember the sheared rivets in 388ES? That cost a lot to fix.
Bald tires: Bald (no grooves) is OK; cloth showing through the rubber is not. If in doubt roll the plane to check the portion of the tires that you can't see initially.
Closing airplane doors: Please open the window and close the door by gripping the lower windowsill. Opening the window relieves the air pressure as the door comes shut. Gripping the windowsill instead of the door panel handhold prevents expensive damage to the flimsy door panel (like we had on 388ES).
Ground-lean after engine start: Our fuel-injected engines run very rich at low power, which causes the plugs to foul. That results in bad mag checks and the need to have the plugs cleaned. As soon as the engine is running smoothly after start, pull the mixture out a distance of 2 finger widths. Taxi with the engine leaned. It's OK to do the run-up with the engine leaned provided that it runs smoothly. Remember to go to full rich for takeoff.
Runways and patterns at LL10: The preferred calm wind runway is 36. We prefer that you land on the pavement because tire wear is less costly than damage to the gyro instruments due to vibration. When making a right-hand departure, climb to pattern altitude before turning right. Alternatively, make three climbing 90° left turns and cross over the field.
Parking at the fuel pumps: Please be courteous to others. Don't park at the pumps for an extended period of time.
Tow bars: Never leave a tow bar attached to a plane after you are finished moving it. Don't set the tow bar down on the nose wheel pant; remove it.

Finally, if you damage a plane, man up and report it to the plane captain, maintenance office or a board member right away. You will not be judged (it can happen to anyone), and only those who need to know will hear about it. Our goal is to handle the problem discreetly, efficiently, and get the airplane back in service ASAP. Thank you.

BFC
P.O. Box 2631
Naperville, IL 60567

About Our Organization:

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The Club has 45 equity members sharing three planes:
1. Cessna 172R N388ES
2. Cessna 172SP N983SP
3. Cessna 182S N415RC

Aircraft Reservations: www.aircraftclubs.com

BFC Website: www.flybfc.org

BFC Instructors:

Nick Davis	630-393-0539 *
Joshua Jones	630-605-6044
Raymond Kvietkus	630-907-7721[1]
Michael Pastore	630-606-3692 *[1]
Eric Popper	630-841-3065 *

* These instructors offer limited training
[1] Available for club checkouts and BFR's

Chief Maintenance Officer:

John Wrycza	630-697-3559

Plane Captains:

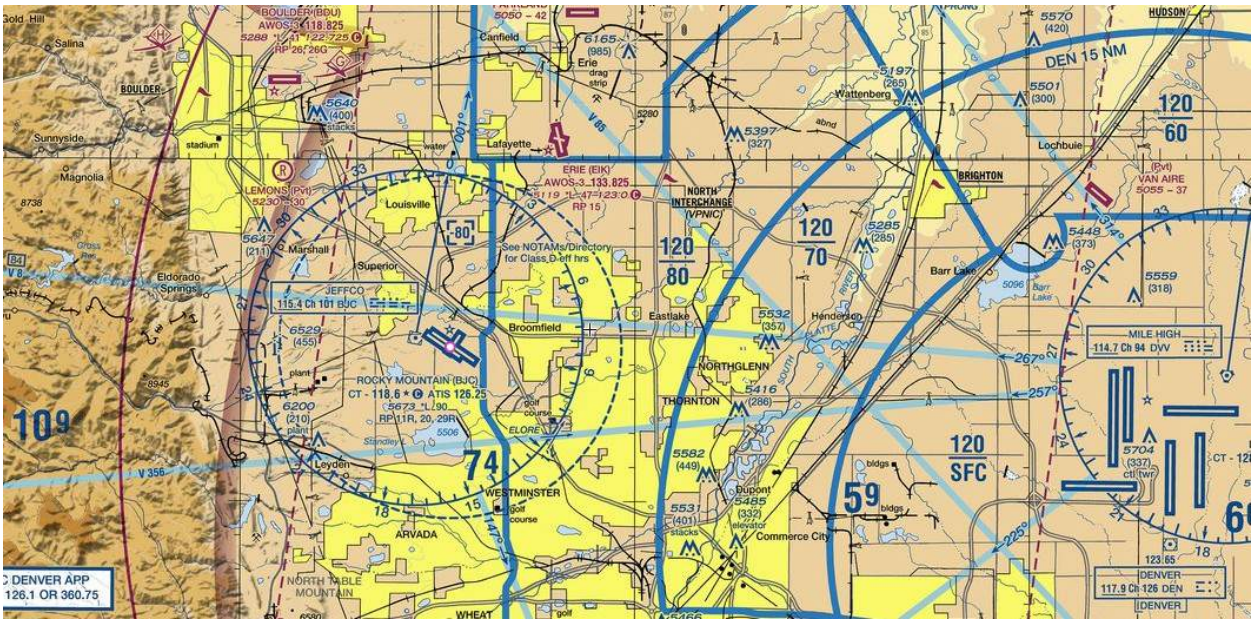
N388ES	Don Patterson	815-436-5771
N983SP	Joshua Jones	630-605-6044
N415RC	Eric Popper	630-841-3065

Quartermaster:
Jim Krzyzewski

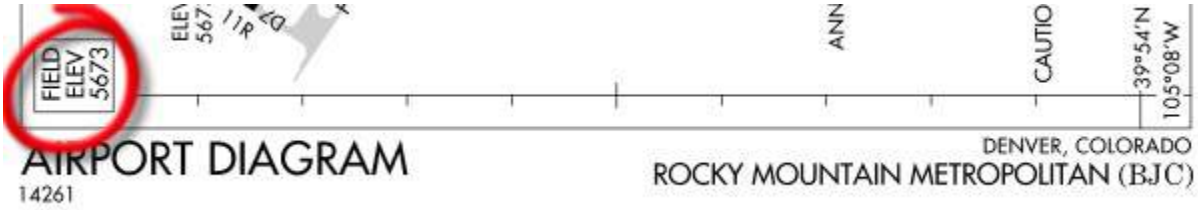
Broomfield, Colorado, IFR and Density Altitude.

Gregory Van Den Ham

I had a little downtime during my recent trips to Broomfield, Colorado. The mission, learn more about high altitude airports, complete IFR currency and work with different controlled airspace to gain confidence. Broomfield (KBJC) is located almost directly west of Denver and is one of the larger GA hubs in Colorado.



One of the first things you think about in Colorado is elevation. At over 5,600ft at the field, this poses potential hazards that we flat landers never think about. Density altitude, temperatures, fuel mixture, vaporization, take off distances, weight calculations – the things we all learned in theory are now in practice and truly life changing.

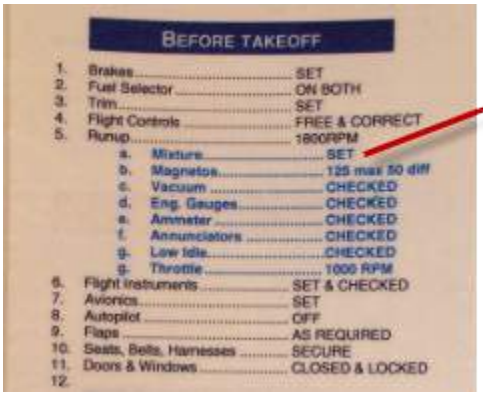


The aircraft for this mission is a 2003, Cessna 172S, N5335S. Well equipped with the Bendix King NAVII stack including the kln94 tied to its larger display and a CD player. This, near functionally same aircraft to our own N983SP, is a lease back arrangement to the flight school McAir Aviation.

Preflight and start were normal. This airport, the controllers refer to themselves as “Metro Ground and Tower.” We needed fuel and taxied over to self serve. Once full, it was time to depart.

Run-up is where the game changes. There is a line in the procedure checklist called

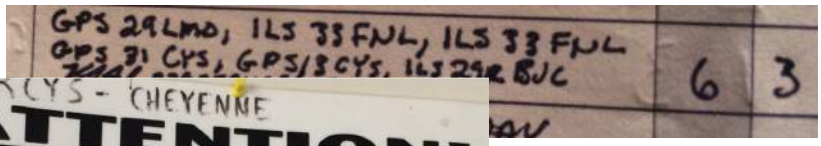
mixture. We are used to setting this as full rich mixture. A potentially problematic situation at altitude. We set ours at altitude. Once set, this mixture stayed in place until shutdown in Cheyenne. Our destination along the way.

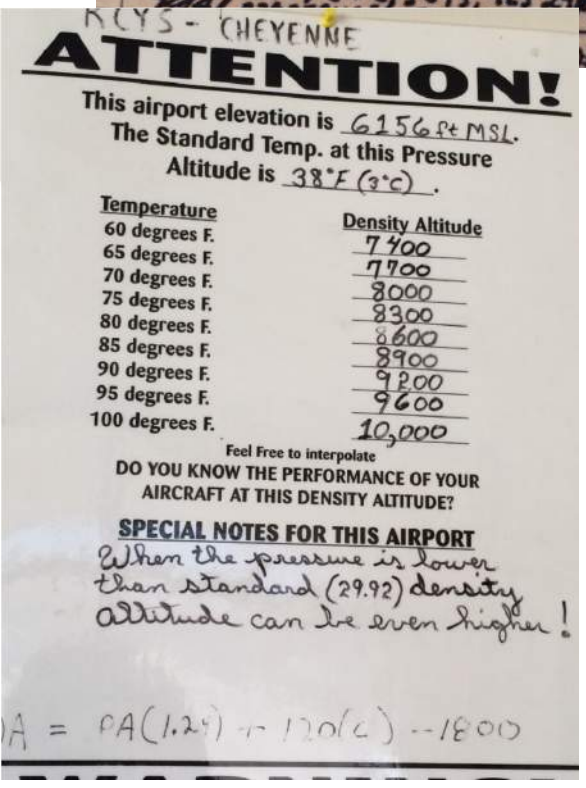


At 1800, lean mixture until peak rpm falls off, then turn in 2 full turns. **Test Low Idle - Critical**

Departure is where this flight gets interesting. It was a warm 85f at takeoff. The 172 struggled with all 180hp to make it to 55 knots. The distance to reach this speed painful to think about in Naper terms. The labored climb-out performance had me asking if we could make it. The stall horn fired twice by the time we pushed 50ft off the ground. It was a clenching moment. At Naper, I'd be fighting to keep out of a fitness club, thankfully here the runway drops off thanks to a cliff at its end. With altitude though, came power. The engine came to life and the plane wanted to climb at a more stable rate. Speed maintained at 75, climb performance went up to 100fpm. It was time to breath again and make the turn north.

This flight was full of approaches. GPS 29 at Vance Brand (LMO), ILS 33 at Fort Collins Loveland (FNL) with a missed returning to its LOM (marker beacon) via reverse sensing the Localizer, holding and running the ILS a second time to a touch and go. At Cheyenne, approach allowed us the GPS 31, going missed to via alternate hold to GPS 3 approach for a full stop. Surprisingly the touch and go at FNL didn't have the same climb performance issues, 600ft lower elevation made a noticeable impact. Also surprising at FNL was the ongoing helicopter demonstrations, but the airport was open.

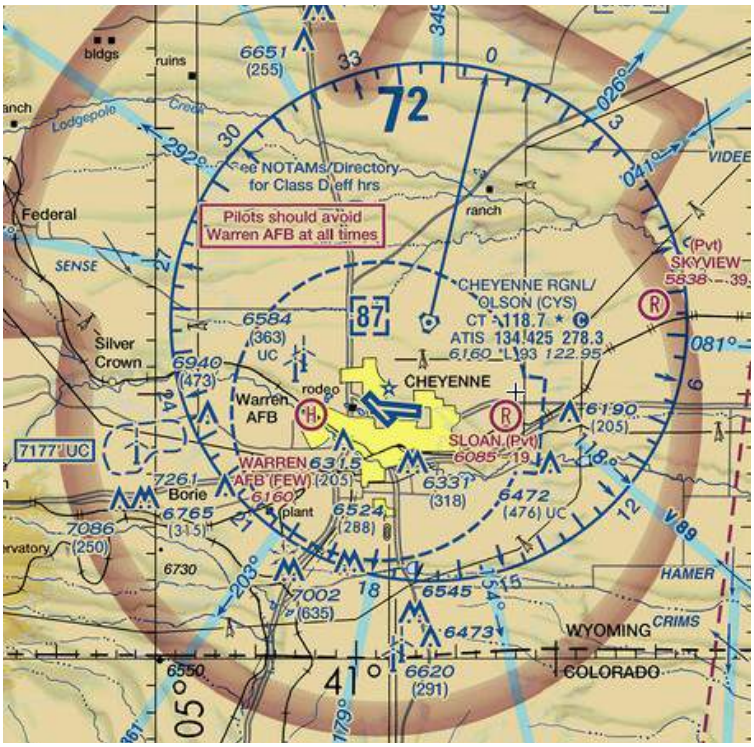




At Cheyenne, we took the obligatory restroom break. The sky had been smooth until we hit the dryer hills of the Wyoming climate. A chart on the wall at Cheyenne made the density altitude warnings clear. Nearing 90 degrees, my takeoff performance will suffer. We made our notes and filed IFR back to Broomfield (KBJC). The simple route (KCYS V81 KBJC) with a flight duration of under 1 hour at 88sm. We would take the ILS back in on 29R. This approach got us near downtown Denver

Cheyenne's departure again, mixture set, idle speed – dangerously idle checked. Long labored departure with the warning to avoid Warren AFB helicopter operations off the runway heading, not to mention windmills, and paying attention to departure warning us about emergency traffic landing at Cheyenne. The runway at Cheyenne, 9,270ft when departing 27.

I'm sure I used 6,000ft of it, and sure I nearly stalled at the 7,000ft mark. No photo Ops on this departure, the windmill blades, the helicopter traffic and the emergency approaching flight, not precluding one of my own, were all happening at once.



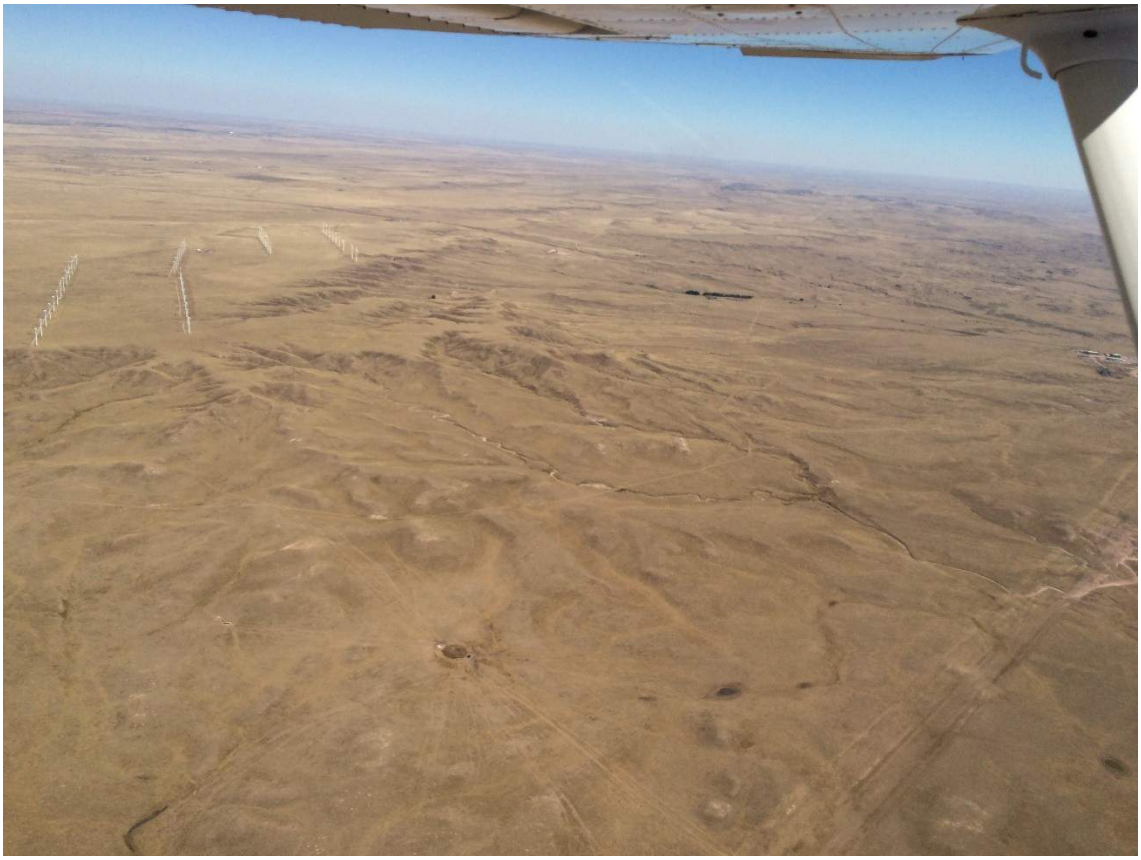
Thankfully, the same thing as in Broomfield happened, a labored climb to 500ft gave way to a slow turn at 70 knots to the south to avoid Warren AFB.

The return flight was pretty simple. Find V81 (Proceed direct V81, Report established V81) via the VORs (Cheyenne and Jeffco), climb, maintain 9000, and expect vectors to the ILS 29R. Denver controllers were great – while they spoke a bit fast during clearance delivery, they were calm and professional in flight and made their airspace a pleasure to be operating within.

I will say my co-pilot for the day, guaranteed me that the 182 had at least the performance of a 172 at lower altitude here. I may take that up next time. This area certainly called for more HP, more engines, or a diet before I fly again.

Let's get a few in flight photos out of the way.

Note the missing ADF replaced by engine monitoring for lean performance. The display, and of course, 9,000ft on the Altimeter.

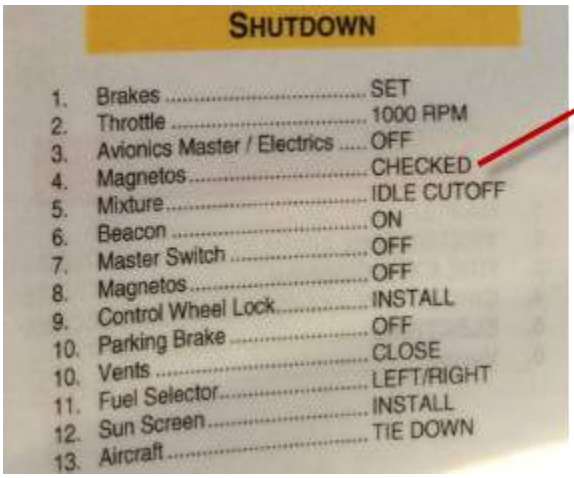


The Wyoming Terrain.

Typical Colorado, East view.

Colorado, West View.

Finally, one last difference from McAir – the Mag. check on shutdown. McAir, turns their props so they are level with the wings. So, since that doesn't happen naturally, one has to push the prop into place and they want to ensure the engine doesn't fire when the prop is being manipulated. This procedure gives them a little better clearance in their tight parking area.

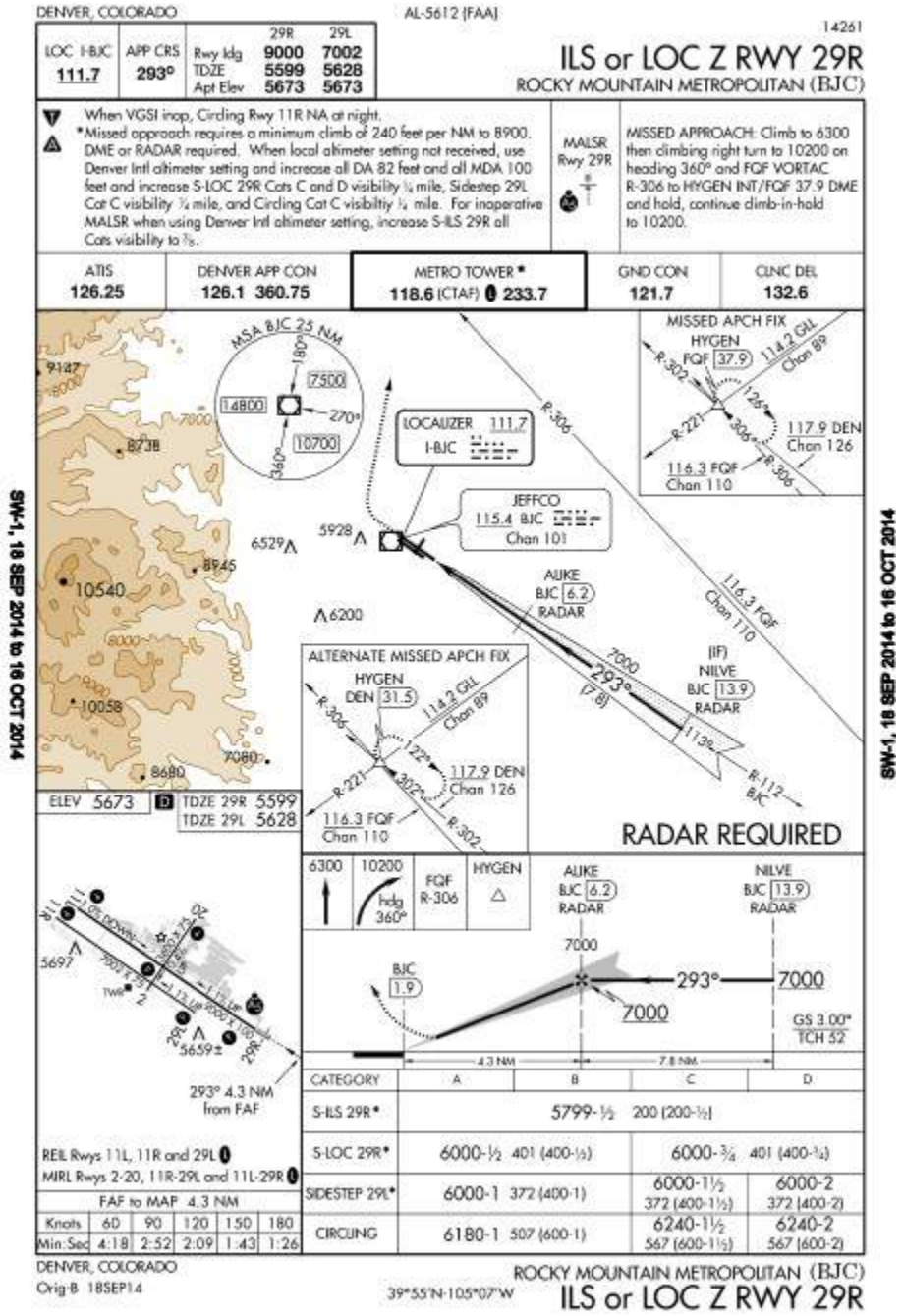


SHUTDOWN

1.	Brakes	SET
2.	Throttle	1000 RPM
3.	Avionics Master / Electrics	OFF
4.	Magnetos	CHECKED
5.	Mixture	IDLE CUTOFF
6.	Beacon	ON
7.	Master Switch	OFF
8.	Magnetos	OFF
9.	Control Wheel Lock	INSTALL
10.	Parking Brake	OFF
10.	Vents	CLOSE
11.	Fuel Selector	LEFT/RIGHT
12.	Sun Screen	INSTALL
13.	Aircraft	TIE DOWN

A difference here, this school checks the mags during shutdown. This is done by rapidly cycling the ignition key to Off and back to both. If you hear the engine quit monentarily during the cycling, you know the mags are safe on in the off position.

Reference IFR Materials:



WAAS	APP CRS	Rwy Idg	4799
CH 86834	293°	TDZE	5047
W29A		Apt Elev	5055

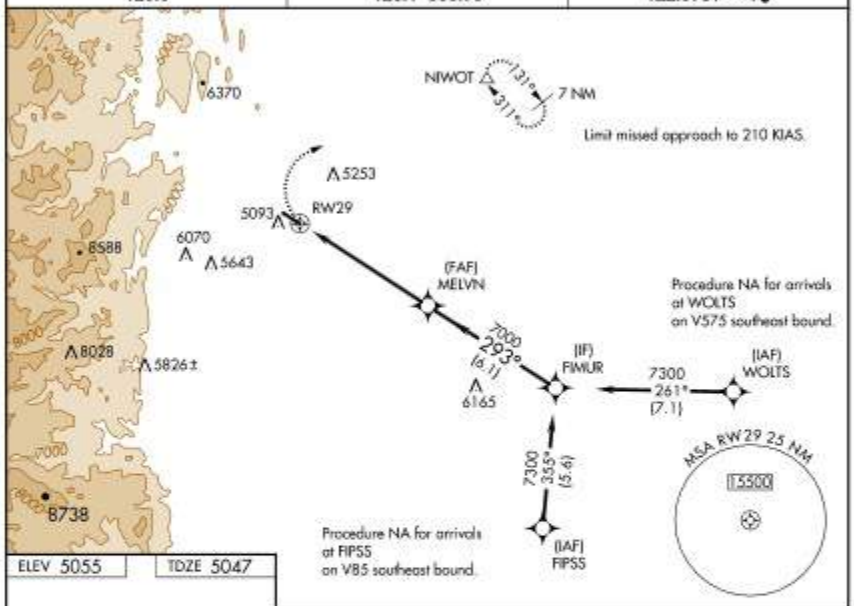
RNAV (GPS) RWY 29
VANCE BRAND (LMO)

▼ Baro-VNAV NA when using Denver Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -25°C (-13°F) or above 52°C (127°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Denver Intl altimeter setting and increase all DA and MDA 120 feet, increase LPV all Cats visibility ⅛ mile, LNAV/VNAV all Cats visibility ½ mile, LNAV Cat A and Circling Cat A and C visibility ½ mile.

▲

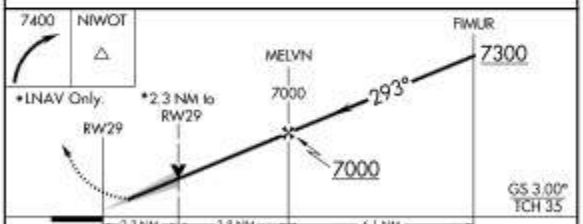
MISSED APPROACH: Climbing right turn to 7400 direct NIWOT and hold, continue climb-in-hold to 7400.

AWOS-3	DENVER APP CON	UNICOM
120.0	126.1 360.75	122.975 (CTAF)



ELEV 5055 | TDZE 5047

MIRL Rwy 11-29



CATEGORY	A	B	C	D
LPV DA	5338-1 291 (300-1)			
LNAV/VNAV DA	5387-1⅛ 340 (400-1⅛)			
LNAV MDA	5800-1 753 (800-1)	5800-1¼ 753 (800-1¼)	5800-2½ 753 (800-2½)	
C CIRCLING	5800-1 745 (800-1)	5800-1¼ 745 (800-1¼)	5860-2½ 805 (900-2½)	6480-3 1425 (1500-3)

SW-1, 18 SEP 2014 to 16 OCT 2014

ILS or LOC RWY 33

FORT COLLINS-LOVELAND MUNI (FNL)

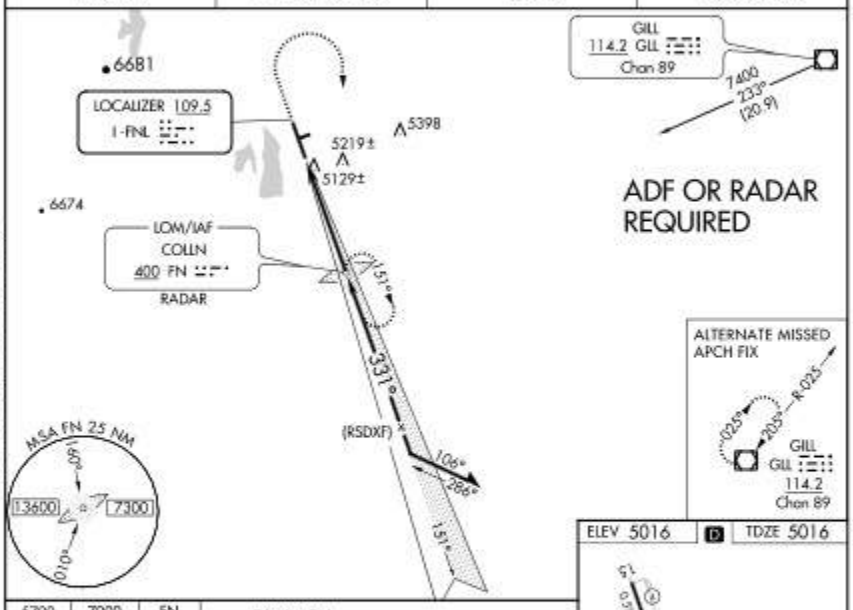
LOC I-FNL	APP CRS	Rwy Idg	8500
109.5	331°	TDZE	5016
		Apt Elev	5016

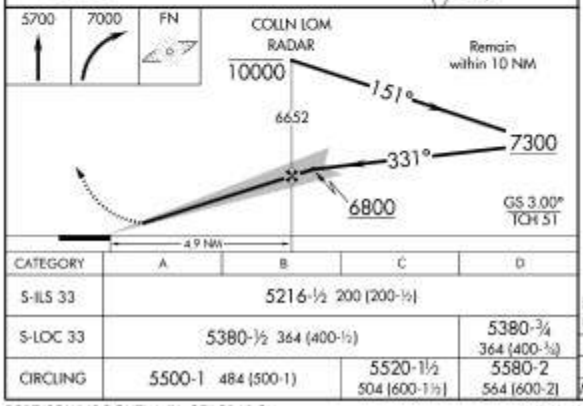
Circling to Rwy 6/24 NA at night. ADF required.
NA When local altimeter setting not received, use Denver Intl altimeter setting and increase all DA 147 feet and all MDA 160 feet. Increase S-ILS 33 visibility all Cats ½ mile, S-LOC 33 Cat C/D visibility ½ mile, and Circling Cat C/D visibility ¼ mile. For inoperative MALSR, when using Denver Intl altimeter setting increase S-ILS 33 visibility all Cats to 1¼ mile.

MALSR

MISSED APPROACH: Climb to 5700 then climbing right turn to 7000 direct COLLN LOM/RADAR and hold.

AWOS-3	DENVER APP CON	CLNC DEL	UNICOM
135.075	134.85 251.125	120.25	122.7 (CTAF)





CATEGORY	A	B	C	D
S-ILS 33	5216-½ 200 (200-½)			
S-LOC 33	5380-½ 364 (400-½)			5380-¾ 364 (400-¾)
CIRCLING	5500-1 484 (500-1)		5520-1½ 504 (600-1½)	5580-2 564 (600-2)

FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

SW-1, 18 SEP 2014 to 16 OCT 2014
SW-1, 18 SEP 2014 to 16 OCT 2014

CHEYENNE, WYOMING

AL-80 (FAA)

RNAV (GPS) RWY 31

CHEYENNE RGNL/JERRY OLSON FIELD (CYS)

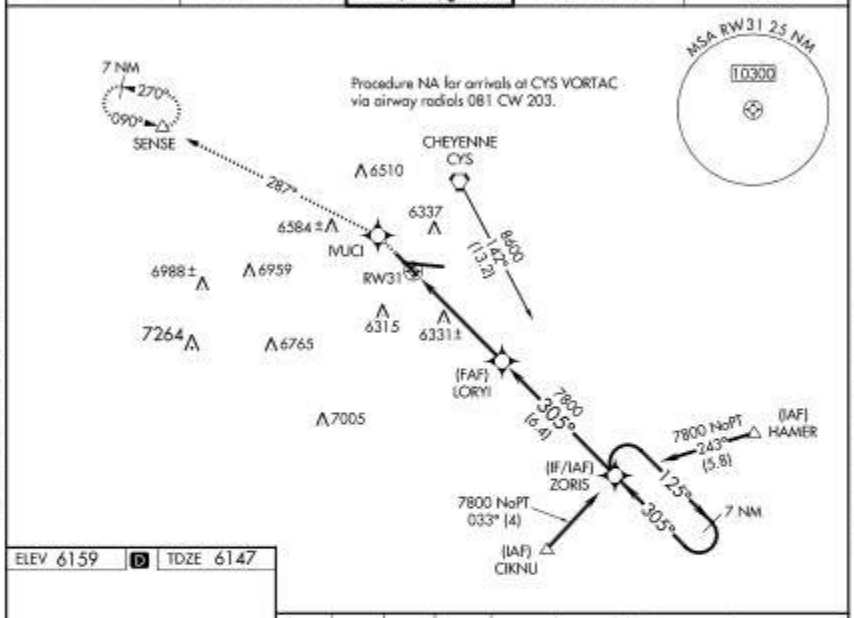
WAAS	APP CRS	Rwy ldg	4880
CH 99609	305°	TDZE	6147
W31A		Apt Elev	6159

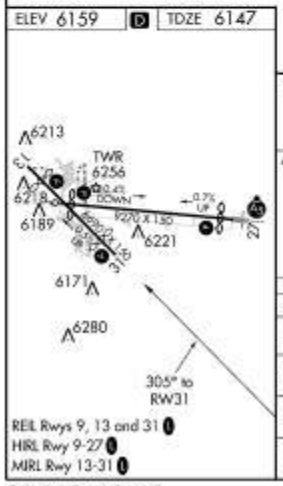
ASR/PAR

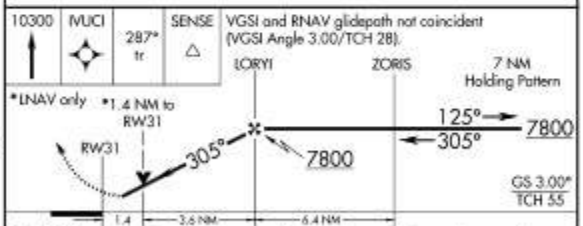
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -27°C (-16°F) or above 36°C (96°F).
DME/DME RNP- 0.3 NA. Visibility reduction by helicopters NA.
VDP and Baro-VNAV NA when using Laramie altimeter setting.
When local altimeter setting not received, use Laramie altimeter setting and increase all DA/MDA 260 feet and all visibilities ¼ mile.

MISSED APPROACH: Climb to 10300 direct IVUCI and via 287° track to SENSE and hold, continue climb-in-hold to 10300.

ATIS	CHEYENNE APP CON	CHEYENNE TOWER*	GND CON	UNICOM
134.425 278.3	124.55 263.075	118.7 (CTAF) 257.8	121.9 254.275	122.95







CATEGORY	A	B	C	D
LPV DA	6397-1 250 (300-1)			
LNAV/VNAV DA	6545-1½ 398 (400-1½)			
LNAV MDA	6600-1 453 (500-1)		6600-1¼ 453 (500-1¼)	6600-1½ 453 (500-1½)
CIRCLING	6660-1 501 (600-1)		6660-1½ 501 (600-1½)	6720-2 561 (600-2)

CHEYENNE, WYOMING

Amdt 1 14205

41°09'N-104°49'W

CHEYENNE RGNL/JERRY OLSON FIELD (CYS)

RNAV (GPS) RWY 31

NW-1, 18 SEP 2014 to 16 OCT 2014

NW-1, 18 SEP 2014 to 16 OCT 2014

CHEYENNE, WYOMING

AL-80 (FAA)

RNAV (GPS) RWY 31

CHEYENNE RGNL/JERRY OLSON FIELD (CYS)

WAAS	APP CRS	Rwy ldg	4880
CH 99609	305°	TDZE	6147
W31A		Apt Elev	6159

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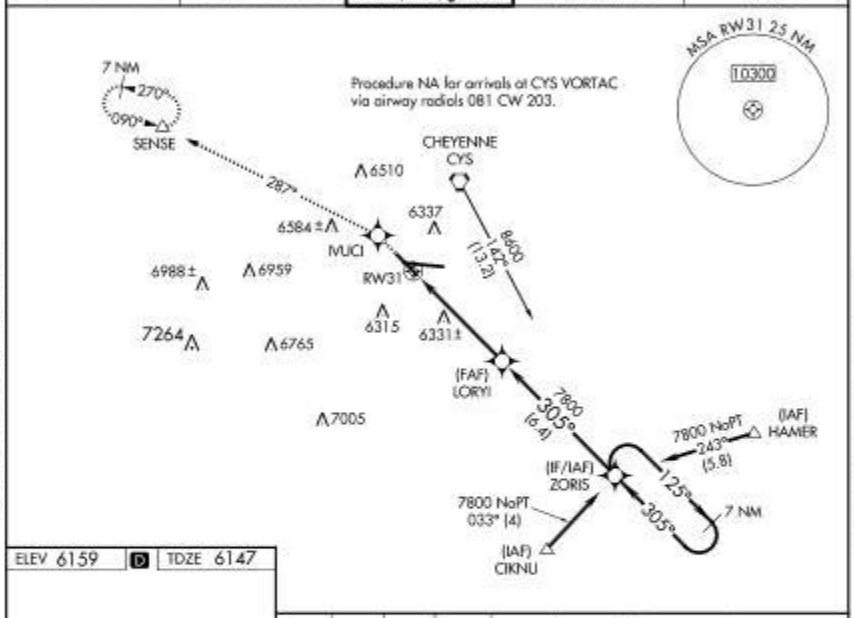

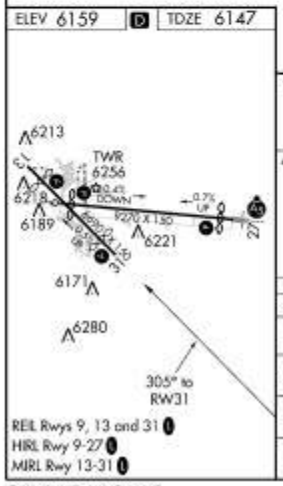

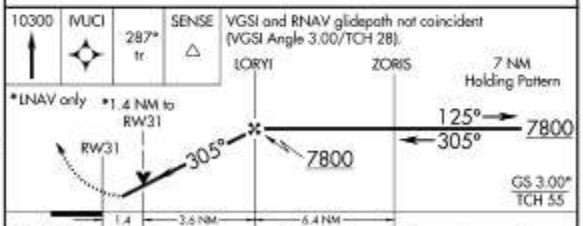

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CHEYENNE, WYOMING

Amdt 1 14205

41°09'N-104°49'W

CHEYENNE RGNL/JERRY OLSON FIELD (CYS)

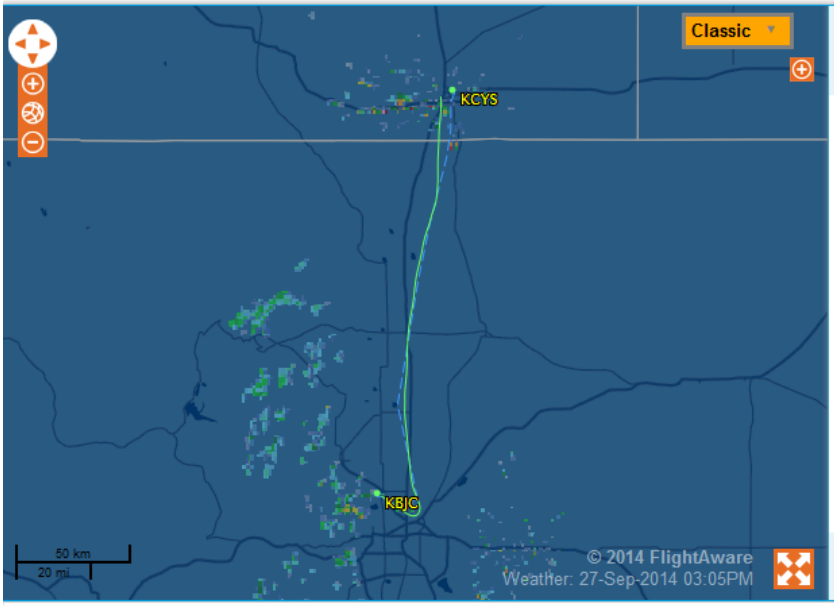
RNAV (GPS) RWY 31

NW-1, 18 SEP 2014 to 16 OCT 2014

NW-1, 18 SEP 2014 to 16 OCT 2014


CHEYENNE
113.1 CYS 78
N41°12.66' W104°46.37'
CASPER
Cheyenne Rgnl/Jerry Olson Fld
(CYS)
6160 93
134.425 278.3
JESAR
V118
SENSE
V118 9900 W
RENRE
VIDEE
MOCTU
EGBER
V138
Pine Bluffs Muni
(82V)
5152 53
DENVER
Cheyenne
125.9 284.7
HAMER
FLEMS
LECID
BARGR
V361 11800 SW
CIKNU
SHOOP
BENNE
WISER
KROMM
PACHE
V361
V575
V611
V89
V207
V4
GILL
122.65
114.2 GLL 89
N40°30.23' W104°33.18'
DENVER
Christman Fld Pvt
(CO55)
5160 40
LIBEL
V101 13500 W
LPORT
AIMES
RAMMS
N40°29.45'
W105°14.24'
Fort Collins-Loveland Muni
(FNL)
5016 85
DENVER 122.4
Greeley-Weld Co
(GXY)
4697 100
V220
TOMSN
N40°21.40'
W105°26.22'
SEE DENVER AREA CHART A-2 FOR DETAIL
NIWOT
V575 9500 NW
Kugel-Strong Pvt
CLASS B AIRSPACE SEE DENVER VFR TERMINAL AREA CHART FOR DETAIL
CEDUK
MODE C
30 NM
WAVDI
ZERNA
YIMZO
HYGEN
V85 11500 NW
V220 17000 SW
Vance Brand
Tonga Pvt
Platte Valley Arpk
Land Pvt
Parkland Pvt
PRONG
WOLTS
MCA
V8 10300 W
MILE HIGH
114.7 DVV 94
N39°53.58' W104°37.46'
Boulder Muni
WITNE
Van Aire Pvt
Erie Muni
FIPPS
NO SVFR
Denver Intl
V160
Rocky Mountain Metropolitan
ELORE
V356 12400 W
DENVER
117.9 DEN 126
DENVER
DENVER Front Range
HOKER
JEFFCO
115.4 BJC 101
LIMEX

Live Flight Tracker ✈ **N5335S**



upload photo now

N5335S

BLUE SKIES AVIATION LLC · BROOMFIELD CO (registration)

Cheyenne Rgnl (KCYS – info)	Rocky Mtn Metropolitan (KBJC – info)
Cheyenne, WY	Denver, CO
12:42PM MDT	01:36PM MDT
Scheduled: 12:45PM MDT	Scheduled: 01:26PM MDT

Other flights between these airports

Duration: 54 minutes

Saturday, September 27, 2014

Status	Landed 7 days ago. (track log & graph)
Aircraft	Cessna Skyhawk (piston-single) (C172/G – photos)
Speed	Filed: 111 kts (graph)
Altitude	Filed: 9,000 feet (graph)
Distance	Direct: 88 sm Planned: 98 sm Flown: 104 sm
Route	V81 (Decode)

ACTIVITY LOG

Want a full history search for N5335S dating back to 1998? Buy now. Get it within one hour.

Date	Aircraft	Origin	Destination	Departure	Arrival	Duration
27-Sep-2014	C172/G	Cheyenne Rgnl (KCYS)	Rocky Mtn Metropolitan (KBJC)	12:42PM MDT	01:36PM MDT	0:54