

- Entering the pattern using a longer, standard procedure might cost you some extra time, but it could avoid a mid-air. It's doing your part as part of the aviation community. **(Richard)**
- If the spacing is correct and you can fit into the pattern without interrupting the flow of other airplanes, it's fine to try to join in a non-standard way—so long as you can abort and fly straight out. **(Tom)**
- With a turbo 182, you might reach pattern altitude before crossing the Runway 13 downwind. Then it's a standard "alternative" entry to turn right onto the downwind. **(John)**
- Back taxiing is the most predictable thing to do, and you can wait on the ground for the appropriate gap. **(Dave)**
- I have no moral right to elevate risk for other pilots just for something that benefits me, even if I think I can do it safely. **(Dave)**
- Even with the choice of departing Runway 21 versus back taxiing Runway 13, a pilot might want to depart Runway 21. **(JP)**
- I see pilots on flight reviews make descending turns into the pattern, which is the most dangerous entry possible. **(Wally)**

"Would you trust a pilot on a crossing runway who said they would deconflict and you shouldn't worry ... I wouldn't." — Dave

- Arriving at Belen and landing Runway 21 full stop would still be a bad choice with airplanes using Runway 13. **(Wally)**
- Official land-and-hold-short (LASHO) at towered airports requires studies and training. It's not something to make up at a non-towered airport on your own. **(John)**
- Even if the other pilot(s) agreed to crossing operations, it's a big distraction to all pilots involved, which adds risk. **(Wally)**
- An instructor's first priority is a safe outcome for the flight. Teaching is secondary. This operation doesn't have a second set of eyes, and therefore might be unsafe. **(Tom)**
- Less experienced pilots may follow your lead, with disastrous results. **(Dave)**
- Protecting the intersections and crossing points of aircraft is no problem at a towered airport because controllers have the authority to manage aircraft. **(John)**
- When you back taxi, do it left or right of the centerline so you're more visible to landing traffic. **(Tom)**

EXPERT CHOICES

- 2 3** Tom
- 3** Richard, Wally, JP
- 3 2** John
- 4** Dave

1

Keep doing your crosswind practice on Runway 21.

2

Join their pattern practice by turning from your departure leg of Runway 21 into the downwind leg of Runway 13 as you climb.

3

Join their pattern practice by flying straight out from Runway 21 and returning on the 45 for downwind Runway 13.

4

Join their pattern practice by back taxiing Runway 13 during a gap in the traffic.