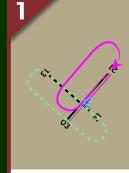
- Entering the pattern using a longer, standard procedure might cost you some extra time, but it could avoid a mid-air. It's doing your part as part of the aviation community. (Richard)
- If the spacing is correct and you can fit into the pattern without interrupting the flow of other airplanes, it's 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 Belin 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

Tom
Richard, Wally, JP
John
Dave



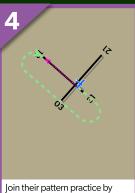
Keep doing your crosswind practice on Runway 21.



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



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



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