

THE HOLD SHORT

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17MAY- 23MAY

WHY USING THE ENTIRE TAIL NUMBER MATTERS IN THE "ME" AIRCRAFT

If you've flown either of our "ME" aircraft—N328ME or N352ME—you've probably noticed they both perform great... and sound very similar on the radio. In fact, they sound so similar that we've had cases of getting them confused (even Richard). So here's the deal: when flying a "ME" aircraft, please use the full tail number every time you transmit.

Here's why it matters:

ATC Confusion: The RNO tower is awesome! But, Controllers have a lot to process, and when they hear "Skyhawk Eight Mike Echo" versus "Five Two Mike Echo," the subtle difference can get lost, especially in busy airspace or over noisy transmissions.

Pattern Awareness: At a non-towered field, other pilots rely entirely on what they hear. If two aircraft sound nearly identical, they may think you're on final when you're actually holding short, or worse, turn base into your path.

Safety & Professionalism: This isn't just a nitpicky procedure. Using full call signs is a best practice that reinforces professionalism and helps prevent potentially serious mix-ups. It also trains you to be precise in high-stakes environments, an essential habit if you plan to pursue commercial or airline flying down the road.

What to Do: Use the full call sign ("N328ME" or "N352ME") during initial contact, readbacks, and position reports. When in doubt, repeat the full tail number. In pattern work, especially, avoid abbreviating it to just "Mike Echo."

Let's keep it clear, keep it professional, and keep it safe. When you're flying a "ME" aircraft, say the whole thing, because it's not just about you, it's about making sure everyone listening knows exactly who you are.

REMINDERS FOR THE UPCOMING WEEK

- Need some study buddies? Don't forget about Private Pilot Study Groups on the 1st and 3rd Monday, 6pm-8pm. Instrument Ground School help, those will be the 2nd and 4th Mondays, 6pm-8pm.
- **Please do not call Atlantic directly for fuel orders. They are managed through the line techs. Remember, these planes only burn about 7 gal/hour so every flight does not require a top off.**
- Looking for ground school supplement courses? Ask the office about upcoming course offerings. The schedule is out through July.
- Check out this scholarship opportunities: **Fasiang Future of Flight Scholarship**, Website: <https://bold.org/scholarships/fasiang-future-of-flight-scholarship/>



**TAYLOR PRITCHARD –
CFI**

Some people discover aviation. Others are born to fly, and Taylor Pritchard falls firmly into that second category. He added to his accomplishments today by earning his instructor certificate! Taylor knew he wanted to be a pilot since he was three years old, and that passion hasn't faded, it's only gotten louder (along with the engines). Taylor brings a level of determination and goal-driven energy that's impossible to miss. Whether he's in the air or mastering maneuvers in a flight simulator, he's constantly pushing to get better. When he's not flying, you'll likely find him riding his bike or hanging out with his dachshund puppy, because even future airline captains need a co-pilot on the ground. Congratulations also to his CFI, Ryan Mill, for helping guide this future airline pilot through the journey. Taylor, your drive, focus, and love of flying are exactly what this industry needs. We can't wait to watch you climb through the ratings and chase that dream all the way to the airlines.