

THE HOLD SHORT

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21JUN - 27JUN

MASTERING NON-TOWERED AIRPORT PATTERN ENTRIES: A TIMELESS TUNE-UP

Traffic pattern entries at non-towered airports—one of those topics that always seems to resurface, no matter how many years of experience are behind the yoke. Maybe it's because every airport is a little different, every situation unique, or because pilots just enjoy dissecting procedures over the radio. Either way, it's always worth revisiting.

First, a quick note on terminology: the term "teardrop" is often used incorrectly and creates more confusion than clarity. Instead, it's best to stick with FAA-recommended language and procedures. For example, when approaching to join a left downwind, one standard and effective method is to cross midfield at pattern altitude, then make a normal left turn to enter the downwind leg. Simple. Clean. Predictable.

When traffic or airspace requires extra caution, another safe method is crossing midfield at 500 feet above pattern altitude (typically 1,500' AGL) and making a descending 270° turn to enter the downwind. Like all pattern work, this requires strong situational awareness and constant communication.

Ultimately, that's what good pattern entries are all about: adapting to the current scenario while staying grounded in the fundamentals. There's no single right answer for every situation. Pilots should aim to be flexible, professional, and communicative, not rigid in mindset. Awareness and courtesy go a long way.

For a clear, concise review of recommended procedures, refer to Chapter 8 of the FAA's Airplane Flying Handbook. It's a quick but valuable refresher on all things traffic pattern.

Bottom line: stay sharp, fly predictably, communicate clearly, and keep scanning. The safety and efficiency of non-towered operations depend on it.

REMINDERS FOR THE UPCOMING WEEK

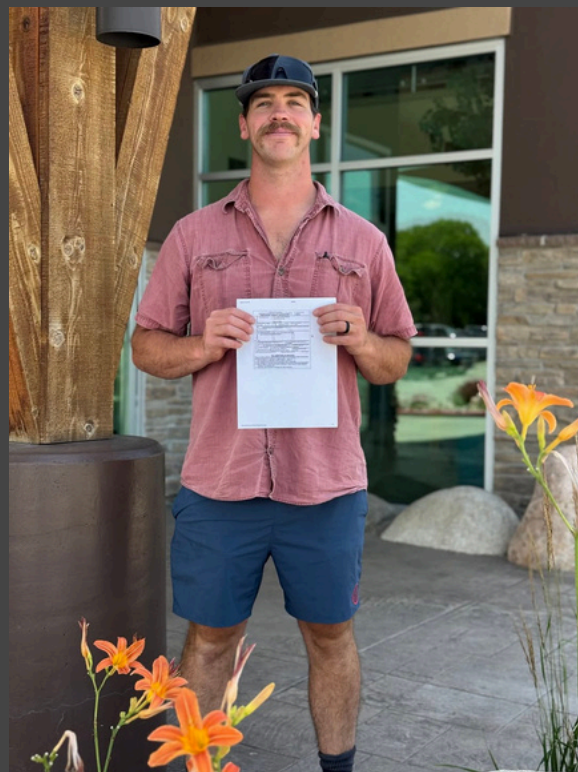
- Need some study buddies? Don't forget about Private Pilot Study Groups on the 1st and 3rd Monday, 6pm-8pm. Instrument Ground School help, those will be the 2nd and 4th Mondays, 6pm-8pm.
- **Check the parking map!! Make sure you know where to park your plane when you return.**
- Do not add unnecessary oil. If it is at 6, you are good. Adding extra "just because" is a waste, and it just burns off. Check the POH for oil requirements.
- Check out the attached info for the July 5th Supplement Class!



**KURT FINNEY –
INSTRUMENT**

What a beautiful day, and even better, what a beautiful day to get your instrument rating! That's right everyone, that cheesin' smile says it all, Kurt Finney navigated his way successfully through his instrument checkride and passed with flying colors! Kurt has been a madman of safety piloting, study grouping, and simm-ing these last couple of months. From working his full-time job and then committing his evenings and mornings to flying and studying, it's truly no surprise that he was able to crush this milestone. When Kurt isn't arriving 30 minutes early for his lessons, asking questions in the study group, or explaining the inner workings of the redbird, he's spending time at the gym, cooking some fine cuisine, traveling to his heart's content, and chilling out on the water. Kurt, you've officially done it! You're a fully-fledged instrument pilot! Let's give Kurt and his CFII, Andrew Spanier, who has been along for this ride from the very beginning, a huge round of applause on the incredible achievement! Kurt will be moving towards his commercial rating next and enjoying the view outside the window while doing so . Great work, Kurt!

Two, count em', two instrument checkrides are in the books today! And what better way to end the day with the man himself, Kyle Brazil! That's right, Kyle took to the heat, briefed his plates, and crushed his instrument checkride with the utmost amount of precision, calm, and talent. Kyle is... well, interesting to say the least. When learning more about Kyle, we've found that he never wears matching socks, he is very good at annoying his wife, and his favorite feature about himself are his ears... not a whole lot to work with there, Kyle, but all are very interesting tid bits nonetheless... While we like to poke fun at Kyle, it's truly no surprise that he has made it this far in his training. When Kyle isn't sharing very interesting facts about himself, safety piloting, and living under the foggles, you can find him spending time with his beautiful family, prepping for baby number two due in October, and protecting the area as a local firefighter. We are so incredibly proud of you Kyle! Huge congratulations to Kyle and his CFII, Ryan Mill, who has had to endure Kyle's antics both in and out of the plane. Awesome work, Kyle! Now onto commercial .



**KYLE BRAZIL –
INSTRUMENT**



**ANDY GLENN –
CFI**

What can we say about Andy Glenn... well, for starters, he's now a Certified Flight Instructor! From zero hours to line tech to CFI in just 15 months, Andy's journey has been nothing short of impressive. He came to GBA ready to trade the desk life for the cockpit, and with laser focus, discipline, and just the right amount of sarcasm, he made it happen. Whether he was washing bugs off planes, jumping in to help around the school, or becoming an unintentional social media star, Andy has been all in. His work ethic, consistency, and commitment to the process made him a standout, and now, he's ready to pass that passion and knowledge on to the next generation of aviators. Huge congrats, Andy! Your hard work, focus, and unique energy make you an unforgettable part of the GBA crew. You've proven this path is possible, and somehow made it look fun along the way. And big kudos to CFI Richard Brong for helping guide him along the way. Now go change lives, but keep the mustache.

There's something poetic about a person who lives for challenges choosing to become a pilot. For Zachary Wilson, earning his private pilot license wasn't just a goal—it was a natural extension of everything he already loves: Star Wars lore, Marvel story arcs, the thrill of a good escape room, and the satisfaction of cracking a complex puzzle. Aviation is full of unknowns, problem-solving, and trust in both skill and instinct. It's basically a real-world mashup of every galaxy, dimension, and riddle Zachary thrives in. Over the past months, he's taken that mindset and poured it into the cockpit, radios, maneuvers, and cross-country flights with the determination of someone chasing something bigger than a certificate. Today, all that work paid off and Zachary is officially a private pilot!! And while the Force may or may not have played a role, there's no doubt that this success was a result of all of Zachary's hard work and dedication. Let's give a huge congrats to Zach and Ryan Mill, Zach's Jedi master and CFI, on this next level achievement! Congratulations, Zach! The adventure is just beginning!



**ZACH WILSON –
PRIVATE**

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GROUND SCHOOL SUPPLEMENT COURSES

**\$45 PER
CLASS (2HRS)**
INSTRUCTOR WILL SIGN
OFF TRAINING IN YOUR
LOGBOOK

**SAT, 7/5
1-3PM**

WHEN THINGS GO WRONG: EMERGENCY READINESS FOR PILOTS

When things don't go as planned, your training takes over, and that starts here. This class is designed to prepare pilots to recognize, respond to, and manage a variety of in-flight emergencies with confidence and precision. From partial and full engine failures (as Richard can attest) to electrical system malfunctions, instrument issues, and lost communication scenarios, we'll cover the procedures, priorities, and mindset needed to stay ahead of the aircraft when it matters most.

You'll gain a deeper understanding of checklist use under pressure, real-world aeronautical decision-making, and how to remain composed in high-stress situations. We'll also discuss ATC expectations, emergency declarations, diversion strategies, and how to debrief incidents effectively.

Whether you're a student pilot building a foundation or a licensed pilot wanting a refresher, this class will help sharpen your skills and reinforce one of aviation's most important truths: it's not just about flying the plane, it's about managing the situation.

Prepare for the unexpected. Fly with confidence.

Date/Time: Saturday, July 5th at 1:00 PM

Location: Great Basin Aviation - Upstairs Conference Room

Space is limited—secure your seat today!



**MORE INFO
AND TO RSVP:**

**GBA OFFICE, 775-856-3655
GOFLYING@GREATBASINAVIATION.COM**