

## Fly to EAA AirVenture Oshkosh

If you plan to join the over 10,000 aircraft that arrive each year, study the NOTAM ([eaa.org](http://eaa.org)). You must know *all* the potential arrival routes and holds you might be assigned, including the procedures, radio frequencies, airport details, and more. Print it out or keep a PDF on your tablet so you can refer to it in

### ① ARRIVAL ATIS RECORDING

AirVenture arrival ATIS information  
Tango Oshkosh weather, time 1452 Zulu  
observation. Wind 280 at 4. Visibility  
10. Sky condition clear. Temperature 25,  
dewpoint 17. Altimeter 30.01. VOR or  
RNAV Runway 27 approach in use. VFR  
arrival procedures are in effect. Runway  
27 and Runways 36 Left and Right in use.  
Pages 8 or 12 of the NOTAM book. Monitor  
Oshkosh Approach control frequency 120.7  
for runway assignments and frequencies.  
Oshkosh Tower controller will assign either  
Runway 36L or 36R. Landing Runway 36R  
expect to roll to the end of the runway. All  
VFR arrivals should turn transponders to  
standby within 30 miles of the Whitman  
Regional Airport. AirVenture arrival ATIS  
information can also be accessed via  
telephone at 866-493-5553.

### ② FISK APPROACH CONTROLLER

V-tail Bonanza a half-mile southwest of Fisk,  
rock your wings.

*After the V-tail ahead of you rocks its wings ...*

### ③ FISK APPROACH CONTROLLER

Thank you very much. Follow the railroad  
tracks northeast. Enter right downwind  
Runway 27 inside the gravel pit northwest  
corner of the airport. Maintain 1800 until  
established on the right downwind, monitor  
Tower now 118.5.

### ④ FISK APPROACH CONTROLLER

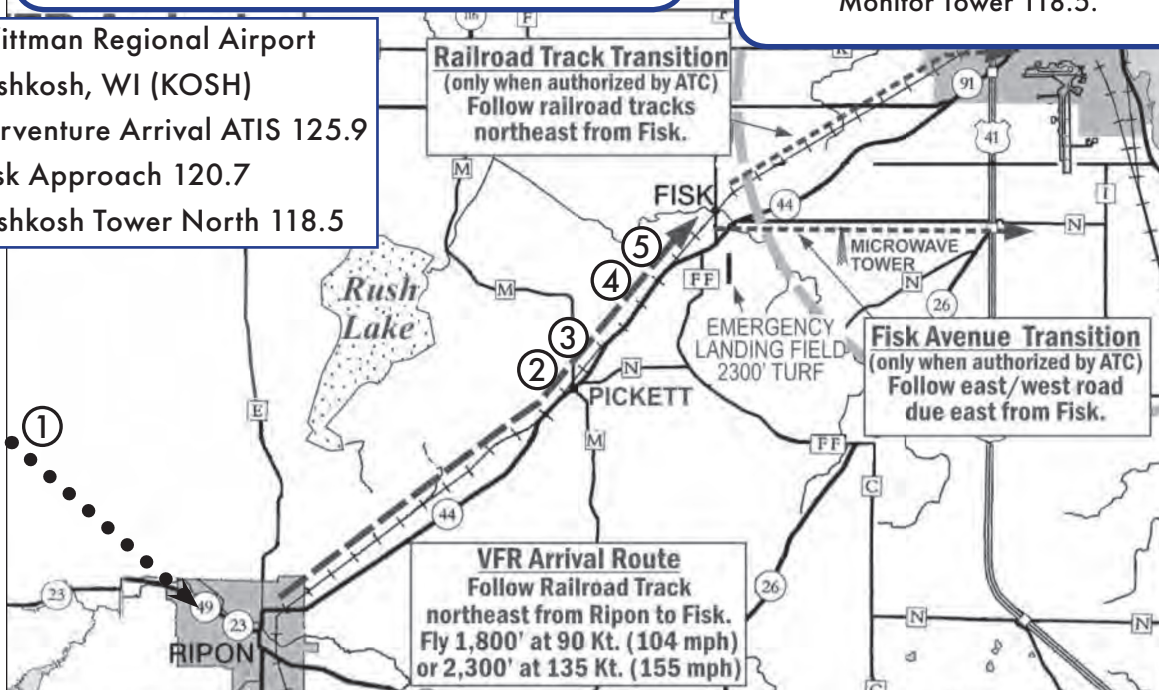
High-wing Cessna half-mile southwest of  
Fisk, rock your wings.

*After you roll left, right, and back to level ...*

### ⑤ FISK APPROACH CONTROLLER

That's a good rock. Follow the v-tail ahead  
along the tracks to Runway 27. Make  
your right downwind inside the gravel pit.  
Monitor Tower 118.5.

Wittman Regional Airport  
Oshkosh, WI (KOSH)  
Airventure Arrival ATIS 125.9  
Fisk Approach 120.7  
Oshkosh Tower North 118.5



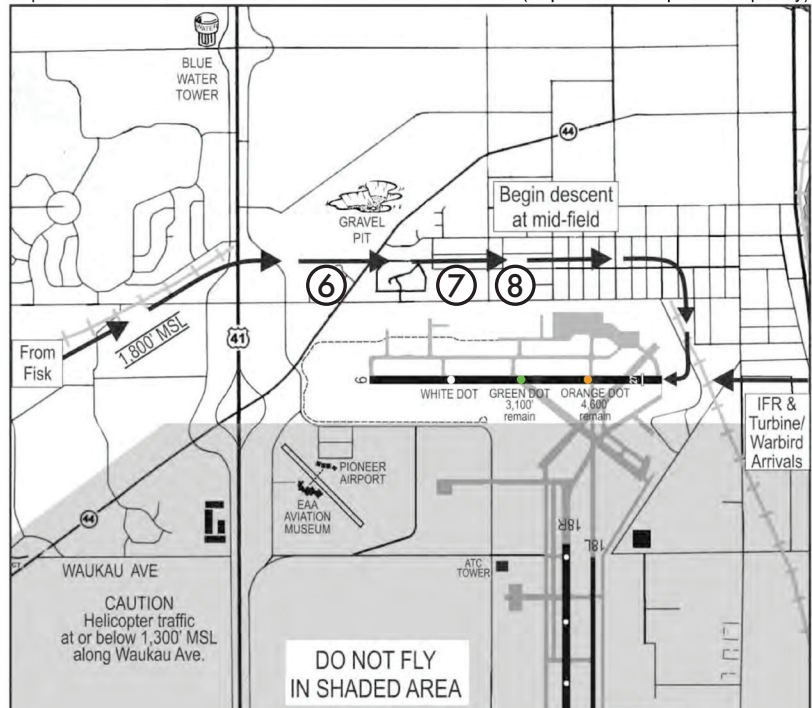
### TIP

Memorize the holding procedures over Rush Lake. There are two holding altitudes and speeds, and traffic must circle counter-clockwise. At any point on the arrival, you could be sent back there to fly laps and wait.

# Fisk VFR Arrival to OSH RWY 27

This Arrival May Require a Short Approach.

Airport Elevation 808' Oshkosh Tower North: **118.5** (Departures on separate frequency)

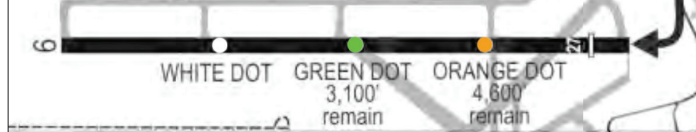


⑥ TOWER NORTH CONTROLLER  
V-tail Bonanza on right downwind, Runway 27, cleared to land Green Dot. Start your base abeam the numbers, left turn into the grass, under control.

⑦ TOWER NORTH CONTROLLER  
First Cessna on right downwind, rock your wings.

*After you rock you wings, hoping he means you and not the Cessna behind you ...*

⑧ TOWER NORTH CONTROLLER  
Thank you Cessna. Follow the Bonanza, Runway 27, cleared to land Orange Dot, left turn into the grass, under control.



7 a.m. Whichever path you fly, *monitor* Fisk Approach as you proceed 10 miles northeast (half-mile in trail) to the town of Fisk.

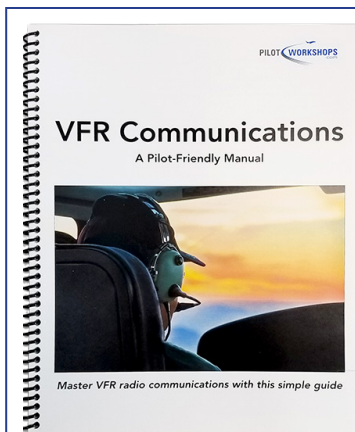
Controllers call aircraft by color and aircraft type ②. The wing rock is visual confirmation that controller and pilot agree for whom each instruction is intended. (One secret to Oshkosh success is listening to instructions for aircraft ahead of you. Yours will likely be similar.) When you're called ⑤, respond with a wing rock. You'll receive a transition to the airport, a runway assignment, and a Tower frequency to monitor. Be ready for any of the arrival paths in use. Even if the aircraft ahead of you received instructions for Runway 27, it's possible you will get a transition to Runway 18. Do not transmit unless asked a question by a controller—"Do you want Runway 18L instead?"—or in an emergency.

## TIP

Expect to turn base at—or even before—the end of the runway. Be configured for landing and ready to descend, or already descending. Use extra care when landing Runways 18L/R. You must turn base at the Blue Dot and must get permission to cross a parallel runway after landing.

If assigned Runway 27, as in this example, continue following the railroad tracks northeast. Listen closely for not only your call, but the aircraft ahead of you ⑥, ⑦. You might be asked for a wing rock or not. You might get the exact same instructions as the aircraft ahead, or you might be landing on the same runway, but on a different colored dot ⑧. You could even get a different runway. Listen as well for go-around instructions, just in case. Don't get distracted by the aircraft around you. Focus on getting your wheels down *under control and on your dot*.

For Runway 27, turn off onto the grass beside the runway—avoiding any runway lights—and get your destination sign in the window. Flaggers use that sign to guide you to parking.



If you enjoyed this guide, you might like our manuals for VFR and IFR communications. They use the same "task-oriented, script-based" format to teach radio communications. More info at [pilotworkshop.com](http://pilotworkshop.com).