

Roundtable Notes: Surprise in the San Juans

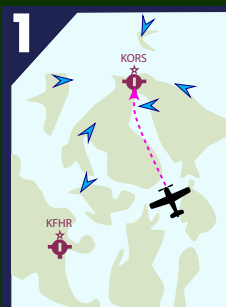
- Straight-in patterns require that you maintain a big picture of traffic while still having mental bandwidth for flying the airplane and dealing with problems. (Katrina)
- A variation of the straight-in pattern entry is an upwind entry to turn crosswind whenever you want. (Paul)
- Don't fall victim to the "ADS-B freakout." You see much more traffic than is really a factor for you. It's a case of information overload. (Paul and Kevin)
- The straight-in creates additional complications when you have aircraft of significantly different speeds in the pattern. (Wally)
- The 45 to the downwind is still the "preferred" pattern entry in the U.S. (Wally)
- The straight-in will minimize exposure to other traffic, if you can fit in without cutting someone off. (Dave)
- A pattern entry of crossing mid-field to the downwind from the west actually gives you the best view of traffic at pattern altitude from a position with few airplanes. (Dean)

"When people first got ADS-B, I got emails saying, 'There's a lot of traffic out there.' Well, there's a lot of traffic you don't see out there that's no factor. You need to concentrate on the traffic that is a factor, and it's not that much." — Paul

- Required calls are 10 miles out and then entering downwind. Other calls are extraneous, unless you have a conflict with another airplane. Don't include that you're coming for lunch or have the grandkids on board. (Wally)
- While some flexibility on where you enter the pattern or turn crosswind is important to slot in with traffic, maneuvers like an overhead break can cause real issues at a non-towered airport. (Kevin)
- Don't fear using a different (crossing) runway, so long as you can work it out on the radio with other traffic. (Paul)
- A pilot's comfort operating close to other airplanes can be a big factor in how safe operations like a straight-in can feel. (Jeff)
- It's all about efficiency. The system can operate better by closing gaps between aircraft when it's busy. (Dave)

CHOICES BY EXPERT

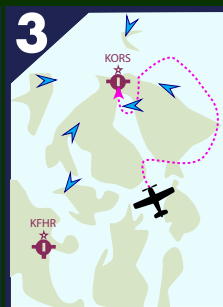
Katrina	.....	2/1
Paul	.....	1
Kevin	.....	2/3
Dave	.....	1
Dean	.....	Any
Wally	.....	2



1 Plan to land straight in Runway 34. If it doesn't work out, break off and return for a different option.



2 Overfly the airport, descend once north, and return for a 45 to right downwind Runway 34.



3 Fly east of the island entirely and join the 45 for right downwind Runway 34.



4 Fly west of the airport and cross mid-field to join mid-field right downwind Runway 34.



5 Divert to Friday Harbor (KFHR) and call your friends to change plans for the day.