

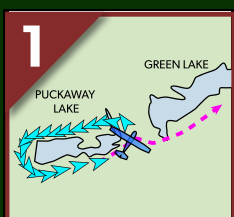
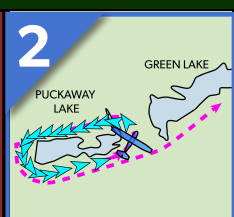
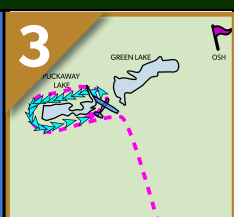
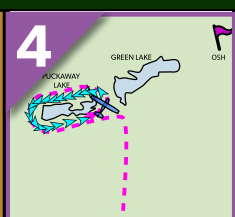
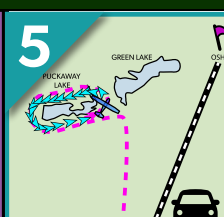
- The most important thing for safety in this scenario is to be predictable. (**Sarah**)
- Turning back could reduce spacing with an aircraft behind you who is making decisions, including thinking you've started a turn and will continue. (**Tom**)
- The Oshkosh arrival works due to good pilot judgment and attention to see-and-avoid in a fluid environment. (**Richard**)
- This situation doesn't get better with another hold because there's more room in front of you than in the hold. You're relieving congestion by going inbound. (**Dave, JP, and Kevin**)
- People change heading by 20 degrees just trying to fly the holding pattern, so it won't be much distraction if you roll back right. (**Richard**)
- After turning 20 degrees left, you must turn about 40 degrees right to get back on the inbound track. That will reduce spacing. (**Tom**)
- If you ever question the outcome or the safety of the flight, you should not hesitate to deviate from a procedure because it's in the interest of safety. (**Sarah, Richard**)

"I generally don't have a fanatical devotion to the black and white of things. I'd rather stick with the spirit of it." — Kevin

- ADS-B traffic information might make the situation worse because it can give people a false sense of security that they know where all the traffic is. (**Sarah**)
- ADS-B saved me from a potential mid-air because I saw an airplane closing fast from behind, but I still maneuvered visually. (**Tom**)
- If you're flying into Oshkosh, you must chair fly the arrival until you don't really need to reference the Notice in the air. (**Richard**)
- When traffic gets this congested flying into AirVenture, it usually calms down in 45 minutes or less. So waiting can relieve stress. (**Sarah**)
- Traffic on the arrival is usually lightest at the beginning or end of the day. Avoid coming at the same time as the mass arrivals. (**Dave and Sarah**)
- Half a mile in trail is easy to visualize in a traffic pattern: if you're midfield downwind at a 6000-foot runway an aircraft abeam the numbers is one half a mile ahead. (**Jeff-Moderator**)

EXPERT CHOICES

- 1** Richard, Dave, Kevin, JP
- 2** Sarah, Tom

<p>1</p>  <p>Roll back the other way and proceed inbound now before the pig pile behind you.</p>	<p>2</p>  <p>Fly around the hold one more time and proceed inbound.</p>	<p>3</p>  <p>Depart the hold and head back to Fond du Lac (KFLD). Maybe it's gotten better.</p>	<p>4</p>  <p>Depart the hold and the entire area. Find a quiet airport to wait until things settle down.</p>	<p>5</p>  <p>Depart the hold and the entire area. Find a quiet airport to park and rent a car.</p>
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