

- I have aborted a takeoff after the nose or tail came up once in 5000 hours. (Tom)
- The Comanche is possibly the worst airplane for this scenario. (David)
- I've seen a lot of bad results from people aborting takeoffs or changing plans in the middle of a takeoff. (Wally)
- The runway overrun area means this pilot has plenty of room to climb once airborne. Or rumble to a stop. (Wally)
- Performance charts may look linear, but that doesn't mean they are. If you extrapolate beyond them, be careful. (Catherine)
- Even when pilots do calculate a takeoff distance, they rarely check to see if they are getting that performance on the actual takeoff—even on practical tests. It's important to keep these things connected and use that information to calibrate your performance calculations. (Catherine)
- Even if the calculated performance was correct, this plane would have crossed the departure end of the runway less than 50 feet in the air. It would take extreme discipline to maintain the correct pitch attitude through this takeoff. (Tom and JP)

"I got an engine back from overhaul and the climb rate was over twice what it was before I sent that engine off. Let that sink in. But the POH charts are supposed to represent both airplanes." — Catherine

- The pilot should have landed to a full stop to focus on the landing, and then planned for the takeoff. (Tom, John, and Catherine)
- High density altitude takeoffs feel different. If you're not prepared, there's a strong temptation to ease back on the yoke too soon. (David)
- Attempting to rotate early only extends the takeoff roll, especially in an airplane with a laminar-flow wing. (Wally, David, and Tom)
- Commercial operations can't depart if there's no performance data for the current conditions. GA has more flexibility, but maybe you shouldn't exercise it. (David)
- In situations where complex planning is needed, don't change the plan at the last minute. Fly it as planned, or turn around and land elsewhere. (Wally, John, and David)

EXPERT CHOICES

3 Wally

5 JP, David, John, Catherine, Tom

<p>Let it fly off into ground effect. Once airborne, lower the nose to build speed in ground effect before climbing away.</p>	<p>Let it fly off into ground effect. Once airborne, lower the nose and retract the gear to build speed in ground effect before climbing away.</p>	<p>Ease off the backpressure and accelerate on the runway until you reach the correct Vr of 65 MPH. Rotate at 65 MPH.</p>	<p>Ease off the backpressure and accelerate on the runway. Adjust the mixture by the engine monitor to ensure you have max power. Rotate at 65 MPH.</p>	<p>Abort, abort, abort—even if that means you'll overrun the end of the runway.</p>