

- The only way to responsibly plan to depart short or obstructed runways is to calibrate the POH performance to your specific airplane—before you need it. (Catherine, Dave, and David)
- Abort points are for unforeseen anomalies, not for sketchy departures. (Catherine)
- Take 1 or 2 passengers to a paved airport nearby and go back for the remaining ones. Take them all home from there. (Dave)
- If you have to change the plans for passengers, tell them that the book says it can be done, but you feel the need to add a layer of safety. They will respect that. (Dave)
- The single biggest factor you can change to improve takeoff performance is reducing weight. Reducing temperature has a much smaller benefit. (John)
- The main takeaway is to plan better from the start. (JP and John)
- Every year, we see airplanes that go into the trees, rocks, and mountains due to poor performance. (Paul)
- You have to consider that you're making the risk assessment for your passengers. Don't put innocent people in this position. (Paul)

“There’s a note about this airport that I’ve never seen before: ‘There’s an area 60 feet either side of the runway centerline and 240 feet off each end, suitable for reducing risk of aircraft damage in the event an aircraft runs off the runway.’” — John

- The grass is dry but might be squishy underneath, reducing performance. (John)
- One benefit to taking off in the morning is that less vertical air movement leads to more predictable performance. (Catherine)
- Much of aviation is working with compromised situations. Be smart and consider more than the POH alone. (Dave)
- A short field or a soft field alone is quite reasonable. Short and soft should be a no-go for most pilots. A rough or wet field also makes things tougher. (David)
- Here’s a working definition of a “short” field. Add the POH ground roll, plus 3 seconds to react, plus a ground roll stop. Anything less than that is short. (David)
- How many people actually practice aborts, especially on a regular basis? If you’re going to plan to use them, you must practice them. Otherwise, you will likely not do it in the moment you really need it. (Paul)

EXPERT CHOICES

- 1 Catherine, David
- 1 2 JP
- 3* Dave
- 5* John, Paul

<p>1</p> <p>Don't even try. Make friends with someone and hope they let all of you sleep on an air conditioned floor.</p>	<p>2</p> <p>Wait until dusk when the temperature comes down. Take off then.</p>	<p>3</p> <p>Load everyone in and give it a try. Set an abort point where you'll still have room to stop. If you're not rotating by then, abort the takeoff.</p>	<p>4</p> <p>Load everyone in and give it a try. If you haven't achieved 70 percent of your rotation speed by 50 percent of the runway, abort the takeoff.</p>	<p>5</p> <p>Unload everything. Take off with just you. Extrapolate that data to the heavier condition. Return and depart with everyone—or stay the night—as necessary.</p>
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* Choice with a caveat