

Richard W Rochfort

From: noreply@mmopa.net
Sent: Sunday, December 21, 2008 10:11 AM
To: mail@rwrpilottraining.com
Subject: MMOPA Forums - General - Re: Engine Temperature for Takeoff

Reply-To: noreply@mmopa.net
Message-Id: <20081221150913.3DEF073601@moplxutl01>
Date: Sun, 21 Dec 2008 09:09:13 -0600 (CST)

Posted By: rrochfort (Dick Rochfort)

Yes Joe, you done good! Thank you. It is also true that the last one you mentioned (pitch attitude) is where a potential distraction could be fatal and therefore the primary reason.

It is true that gear produces drag and no lift and that flaps produce lift with a drag penalty. My real world observation over 18 years as a full-time flight instructor is that pilots, when distracted (trying to do more than 1 thing at a time), no matter how noble the distraction may be, will sometimes not perform precisely on the primary task. In the case of pitch, they will sometimes err on the low side, or even enter an inadvertent descent fiddling with gear, flaps, radios, alternate air etc. Sometimes they err on the high side and we approach a low altitude stall. Remember it is not about the probability of distraction, it is about the consequences of distraction.

Once the obstacles are cleared, what difference does it make? Not much really, except for the other two reasons; so why not go with 8 degrees nose up - 10 flaps and gear up first. When done as described you will be passing 100 knots almost immediately and in a very familiar PPC (pitch-power-configuration). Passing 100 knots flaps up - trim for the D bars - AP on - no delay, y andale. It is really all one motion.

With a 50 ft FAA obstacle this all happens before 200 feet agl, and before the first radio call.

If you wait until obstacles are cleared and focus on a 12 degree nose up pitch, and you use the half way rule for takeoff, and you briefed the departure correctly with a climb gradient chart as appropriate, you will be assured of proper clearance. Even a full flaps go around can be performed this way. Practice this at a safe altitude first, or invite me over and I'll show you.

As they say in the Netherlands:

Vlieg veilig - Trein vaak

Fly Safely - Train Often

Regards,

Dick Rochfort

RWR Pilot Training

Malibu - Mirage - Meridian

Insurance Approved Initial and Recurrent Training Programs

Designed to Make Your Flying Safe and Enjoyable

Provided When and Where You Choose

410-435-3333

mail@rwrpilottraining.com

www.rwrpilottraining.com

Fax 410-435-7311

Richard W Rochfort, ATP, MCFI, CFII, MEI

6031 Bellona Avenue

Baltimore, Maryland 21212-2923

Topic Link: http://mmopa.com/index.php?option=com_smf&Itemid=26&topic=9412

Note: In email clients such as MS Outlook, you will be able to click on the link. If your email client doesn't present the text above as a link, you can copy and paste it into your browser.

To unsubscribe, go to: http://www.mmopa.com/index.php?option=com_membertools&page=subscriptions&Itemid=90