

May 26, 2022, ComancheZOOM

Topic: **Transitioning to a High-Performance Aircraft**
speaker: George Richmond

What does it take to transition into a high-performance aircraft? This presentation focused on the experience level of the pilot regarding the hours flown and the types of aircraft flown prior to moving to a high-performance airplane.

Is a complex high-performance plane what you really want or need? Take into consideration additional costs of an annual, insurance, and gear-up accidents.

Does one need to be instrument rated? Are you moving up from a single-engine, fixed-gear aircraft, or are you moving from a commercial airliner to a general aviation complex high-performance aircraft?

Discussion includes:

- How to operate the gear
- What can go wrong and what do we do?
- How does fuel management work in the 4 tank Comanches, or the 6?
- Yes, a high-performance plane is fast, but does it have to be flown fast?
- Work-arounds to turns, slow flight, and stalls.
- Do stalls in a high-performance plane differ from those in a Cessna-172?

Play through the video and get George's guidance on a preflight walkaround, systems description, departure, flight characteristics and emergency procedures in a Comanche as an example of a high-performance, complex aircraft.

To hear/see the Zoom recording click on a link below.

- <http://meetings.northeastcomanche.org/zoom/2022-05-26/video.mp4>
- <http://meetings.northeastcomanche.org/zoom/2022-05-26/audio.m4a>

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