

Comanche Webinar for Thursday, April 2, 2026

Topic: Power Issues on Takeoff

How to use the aircraft ground roll charts (including considering the local Density Altitude)
How to deal with power issues BEFORE getting airborne by reviewing how to calculate the expected ground roll for takeoff for the model, loading, and density altitude of your aircraft. Then how to properly brief for takeoff, picking a usable runway reference point so that, if you pass that point still on the ground, you can actually ABORT safely .

How to ABORT safely

George Miriam and David Schober will guide us on how to safely high-speed taxi and reject the takeoff, without veering off the runway, in both singles and twins, with and without toe brakes.

Why abort?

We will discuss 2 example fatal accidents (N9456P & N5520P) that demonstrate partial loss of power leading to fatalities, and discuss how the above techniques might have been used to avert their takeoffs.

Piper data tables

Finally, Piper provided carefully tested and certified takeoff data, but changed their formats over time and models. This can be a gotcha even for instructors. Use of these charts could have prevented approximately 20% (7) of fatal accidents over the last 10 years with two flown by instructors.

Pete Morse

To see/hear the April 2 recordings, click on a link below:

- <http://meetings.northeastcomanche.org/zoom/2026-04-02/video.mp4>
- <http://meetings.northeastcomanche.org/zoom/2026-04-02/audio.mp4>
- <http://meetings.northeastcomanche.org/zoom/2026-04-02/chat.txt>

Pete Morse for the PPT team