

## Richard W Rochfort

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**From:** noreply@mmopa.net  
**Sent:** Tuesday, December 16, 2008 3:00 PM  
**To:** rochfort@verizon.net  
**Subject:** MMOPA Forums - General - Re: Engine Temperature for Takeoff

Reply-To: noreply@mmopa.net  
Message-Id: <20081216195812.847F5735E4@moplxutl01>  
Date: Tue, 16 Dec 2008 13:58:12 -0600 (CST)

Posted By: rrochfort (Dick Rochfort)

Hi Tim,

Gauges green is all that is required by the POH, but there is more. A number of takeoff accidents have been the direct result of less than full power and the distractions that result from not spotting this before rotation. You can't be looking everywhere on the takeoff roll, so here is what I suggest:

[http://www.rwrpilottraining.com/Im\\_Glad\\_You\\_Asked/Short%20Field%20Takeoff%20Procedure.pdf](http://www.rwrpilottraining.com/Im_Glad_You_Asked/Short%20Field%20Takeoff%20Procedure.pdf)

This is certainly important on a short field, but it is useful in normal operations as well since it gives us a specific way to confidently know the aircraft is performing correctly before committing to the takeoff.

Here is a short demonstration video of this procedure:

[http://www.rwrpilottraining.com/Takeoff\\_Callouts.wmv](http://www.rwrpilottraining.com/Takeoff_Callouts.wmv)

I hope this information is helpful.

Fly Safely - Train Often

Regards,

Dick Rochfort

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Topic Link: [http://mmopa.com/index.php?option=com\\_smf&Itemid=26&topic=9412](http://mmopa.com/index.php?option=com_smf&Itemid=26&topic=9412)

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