

# HANDLING OVERGROSS CONDITIONS

We know you'd never intentionally load an aircraft beyond its maximum gross takeoff weight. But, stuff happens, and you might some day find yourself in just such a predicament. Also, various mods can result in an airplane legally capable of carrying much more than its manufacturer intended. Here are some thoughts for dealing with the situation:

- Takeoff and initial climb performance can suffer drastically. Ensure the environment allows additional safety margins.
- Stay out of turbulence and/or icing conditions. Increased G-loading can break the airplane and ice adds weight you certainly don't need while impacting the wing's ability to lift the load.
- You'll want to add a knot or three to various airspeeds, including liftoff and final approach, at least until burning off enough fuel to get back to or under maximum gross.
- It should go without saying, but definitely avoid high and hot conditions. You'll be a test pilot.

