

INITIAL	START	RUN-UP	TAKEOFF	DESCENT	AFTER LANDING
Weather & Den. Alt. Weight & Balance Performance Req. Flight Plan - File Papers - A.R.O.W. Fuel - On Control Lock Master - On Flaps - Extend Pitot Heat - Test Lights - Int. / Ext. Fuel Gauges - True Master - Off <b>EXTERIOR SUMMARY</b> After Geographical Check Fuel Quantity Fuel Quality Caps / Drains / Vents Engine / Oil / Belt Prop / Air Intake Exhaust System Stall Indicator - Test Surfaces & Controls Pitot & Static Ports Gear / Tires / Brakes Antennas Ties / Chocks Final Walk Around <b>INTERIOR</b> Passenger Brief Hobbs / Tach Time Circuit Breakers Alternate Static Brakes - Pedal Test	Seat Track/Back-Lock Avionics - Off Carb Heat - Off Beacon - On Mixture - Full Rich Throttle - Slight Prime Brakes Prop - Clear Master - On Mags - Start Oil Pressure Lights - As Req. Mixture - As Req. <b>PRE-TAXI / TAXI</b> Seat Belts / Harness Flaps - Up Heat / Vent / Defrost Avionics - On / Set XPDR - STBY ATIS / AWOS Altimeter - Set Radio - Test Taxi Light - As Req. Brakes - Test Attitude Indic. - Test Turn Coord. - Test H.I./Compass-Test	Brakes - Set Fuel - On Trim - Takeoff Flight Controls Instruments Mixture - Best Power Primer - In & Lock 1700 RPM Mags (R&L) - Test Carb Heat - Test Vacuum Amps / Volts Oil Pressure Oil Temperature Idle - Check Closed Throttle Friction <b>PRE-TAKEOFF</b> Flaps - 0°-10° Mixture - Best Power Carb Heat - Off Or As Req. Pitot Heat - As Req. H.I. To Compass Doors / Windows XPDR - Alt + Sqwk Landing Light - On Strobes - On Time - Note Brakes - Release Abort Plan - Ready!	Full Throttle 2280 RPM (Min) Oil Pressure Rotate * 50 (58) Vy - 67 (77) Flaps - Up <b>CLIMB</b> 70-80 (81-92) Power Mixture Instruments Taxi / Land Light - Off Flight Plan - Open <b>CRUISE</b> Power Mixture Instruments H.I. To Compass	Mixture - Richen Fuel - On Carb Heat - As Req. ATIS / AWOS Altimeter - Set Instruments H.I. To Compass <b>PRE-LANDING</b> Landing Light - On Seat Belt / Harness Mixture - Best Power Carb Heat - On Fuel - On Flaps - As Req. <b>LANDING</b> Flaps - 30° Or As Req Speed * 55 (63) G. U. M. P. F. S. GO AROUND Power - Full Carb Heat - Off Positive Rate Climb Flaps - Retract Slowly	Flaps - Up Carb Heat - Off Strobes - Off Landing Light - Off Taxi Light - As Req. Pitot Heat - Off Mixture - As Req. Trim - Takeoff XPDR - STBY <b>SECURING</b> ELT - Verify Silent Avionics - Off Mixture - Full Lean Mags - Off Lights - Off Hobbs / Tach Time Control Lock Chocks Tie Downs Pitot Cover Cabin Doors Close Flight Plan * Adjust Speed As Needed For Conditions

Vr • Rotation Speed - 50 (58)	Vs0 • Stall with Flaps - 35 (40)	Va • Max Abrupt (1470 lbs) - 98 (113)	Vfe • Flaps Extended - 85 (98)
Vx • Best Angle Climb - 55 (63)	Vs • Stall w/o Flaps - 40 (46)	Va • Max Abrupt (Full Gross) - 104 (120)	X Wind • Max Demo'd - 12 (14)
Vy • Best Rate Climb - 67 (77)	Best Glide (1470 lbs) - 56 (64)	Vno • Max Structural Cruise - 111 (128)	
	Best Glide (Full Gross) - 60 (69)	Vne • Never Exceed - 149 (171)	

	KNOTS (MPH)	FLAPS °	- NOTES -
<b>DEPARTURE</b>			
Rotation *	50 (58)	0	Short Field w/ Obstacle: 10° Flaps. Climb 54 (62) Until Clear.
Best Angle Climb	55 (63)	0	Soft or Short Field w/o Obstacle: 10° Flaps.
Best Rate Climb	67 (77)	0	
<b>CRUISE</b> (TAS -5,000')			
Economy	85 (98)	0	2150 RPM - 4.7 GPH - 55%
Normal	92 (106)	0	2300 RPM - 5.4 GPH - 65%
Maximum	99 (114)	0	2450 RPM - 6.2 GPH - 75%
<b>ARRIVAL</b>			
Approach	70 (81)	10-20	1700 RPM (Initially)
Short Final *	55 (63)	30	Idle-1200 RPM

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Specs Are Approximate Because Of Environment & Plane Model / Year Variables. Specs Are In: LBS, KIAS, Sea Level, Standard Day, Normal Category, Max Gross Wt., No Wind, "Best Power", Wheel Pants, New Engine. ( ) = MPH.  
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## POWER LOSS IMMEDIATELY AFTER TAKEOFF / NO RESTART

MAINTAIN AIRCRAFT CONTROL  
 BEST GLIDE – 60 KIAS (69 MPH) (Full Gross Weight)  
 FUEL SELECTOR – OFF  
 MIXTURE – FULL LEAN / IDLE CUTOFF  
 FLAPS – DOWN  
 MASTER & MAGS – OFF (Unlatch Doors)

## POWER LOSS IN FLIGHT

BEST GLIDE – 60 KIAS (69 MPH) (Full Gross Weight)  
 CARB HEAT – ON (Also Supplies Alternate Air)  
 NOTE WIND DIRECTION & VELOCITY  
 PICK LANDING SITE  
 MIXTURE – FULL RICH  
 FUEL SELECTOR – ON (Note Gauges)  
 FUEL PRIMER – LOCKED (Try Re-Priming)  
 MAGNETOS – CHECK ALL  
 MASTER – ON

## IF NO RESTART & TIME PERMITS

MAINTAIN BEST GLIDE  
 SQUAWK 7700  
 DECLARE EMERGENCY (TWR, APP, Unicom, 121.5)  
 FUEL SELECTOR – OFF  
 MIXTURE – FULL LEAN / IDLE CUTOFF  
 SEATBELTS / HARNESS  
 FLAPS – AS NEEDED (Full Flaps When Field Assured)  
 MASTER & MAGS – OFF  
 UNLATCH DOORS  
 PROTECT BODY

## ELECTRICAL FIRE IN FLIGHT

ALL ELECTRICAL DEVICES + MASTER – OFF (Mags On)  
 CLOSE VENTS, CABIN HEAT, & AIR  
 IF FIRE OUT – MASTER ON ONLY IF CRITICAL (Vents – Open)  
 THEN ONE ESSENTIAL ELECTRICAL DEVICE AT A TIME  
 RESET CIRCUIT BREAKERS ONLY IF CRITICAL

## ENGINE FIRE IN FLIGHT

MIXTURE – FULL LEAN / IDLE CUTOFF  
 FUEL SELECTOR – OFF  
 MASTER SWITCH – OFF  
 CABIN HEAT & AIR – OFF (Except Overhead Vents)  
 INCREASE AIRSPEED TO EXTINGUISH – LAND ASAP

## ENGINE FIRE DURING START

CONTINUE CRANKING ENGINE  
 IF START – RUN A FEW SECONDS - SHUTDOWN - INSPECT  
 IF NO START – IDLE MIXTURE CUTOFF & FUEL SELECTOR OFF  
 THROTTLE FULL OPEN  
 CONTINUE CRANKING ENGINE A FEW SECONDS  
 MASTER & MAGS – OFF  
 EVACUATE / FIRE EXTINGUISHER

## ICING

PITOT HEAT – ON  
 CARB HEAT – ON OR AS REQUIRED  
 CABIN HEAT & DEFROST – MAXIMUM  
 STRONGLY CONSIDER 180° TURN  
 ATTAIN HIGHER OR LOWER ALTITUDE  
 INCREASE ENGINE SPEED  
 FLAPS – NOT RECOMMENDED FOR LANDING  
 LAND FASTER AS NEEDED

## OTHER

**EXCESSIVE RATE OF CHARGE:** Over Voltage Warning Light Will Illuminate If Reaches Approx. 31.5 Volts. To Reactivate, Turn Both Sides Of The Master Switch Off / Then On Again. If Light Comes On Again, Terminate Flight A.S.A.P.

**INSUFFICIENT RATE OF CHARGE:** Nonessential Electric – Off / Terminate Flight A.S.A.P.

**RADIO OUT:** Check Circuit Breakers & VOLUME  
 Recycle Alternator Switch  
 If IFR & Still Out, Set XPDR To 7600.  
 (Suggested For VFR If In B, C, D Airspace.)

UNICOM: 122.7 – 122.8 – 122.95 – 123.0 – 123.05  
 MULTICOM: 122.9 (CTAF), 122.75, 122.85 (Air To Air)  
 FLIGHT WATCH: 122.0

TOWER SIGNALS	ON GROUND	IN FLIGHT
Steady Green	Cleared For Takeoff	Cleared To Land
Flashing Green	Cleared To Taxi	Return For Landing
Steady Red	Stop	Yield & Continue Circling
Flashing Red	Taxi Clear of Landing Area	Airport Unsafe - Do Not Land
Flashing White	Return To Starting Point	N/A
Alternating Red & Green	Use Extreme Caution	Use Extreme Caution

\* *Every Plane Has A Different Empty Weight And Useful Load*  
 Cessna 152 (Lycoming: O-235-L2C, 110 HP)

\* Empty Weight:  LBS (Specific Plane Weight)  
 \* Max. Useful Load:  LBS (Including Fuel @ 6 lbs/gal)  
 Max. Baggage Area: 120 LBS (Included In Useful Load)  
 Max. T.O. Weight: 1670 LBS

Fuel Type: 100 LL (Blue) / 100 (Green)  
 Usable Fuel: 24.5 Gallons (37.5 L.R. Tanks)  
 Oil Capacity: 6 Quarts (Minimum 4)  
 Electrical: 24-28 VOLT / 60 AMP  
 Tire Pressure: Nose - 30 PSI / Main - 21 PSI