

INITIAL	START	RUN-UP	TAKEOFF	DESCENT	AFTER LANDING
Weather & Den. Alt. Weight & Balance Performance Req. Flight Plan - File Papers - A.R.O.W. Fuel - Both Control Lock Master - On Flaps - Extend Pitot Heat - Test Lights - Int. / Ext. Fuel Gauges - True Avionics Cooling Fan Master - Off	Seat Track/Back - Lock Avionics - Off Autopilot - 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.	Brakes - Set Fuel - Both 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	Full Throttle 2300 RPM (Min) Oil Pressure Rotate * 55 (63) Vy - 76 (87) Flaps - Up	Mixture - Richen Fuel - Both Carb Heat - As Req. ATIS / AWOS Altimeter - Set Instruments H.I. To Compass	Flaps - Up Carb Heat - Off Strobes - Off Landing Light - Off Taxi Light - As Req. Pitot Heat - Off Mixture - As Req. Trim - Takeoff XPDR - STBY
EXTERIOR SUMMARY <i>After Geographical Check</i>	PRE-TAXI / TAXI	PRE-TAKEOFF	CLIMB	PRE-LANDING	SECURING
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 Baggage Door Final Walk Around	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	Flaps - 0°-10° Mixture - Best Power Carb Heat - Off <i>Or As Req.</i> H.I. To Compass Doors / Windows XPDR - Alt + Sqwk Landing Light - On Strobes - As Req. Time - Note Brakes - Release <i>Abort Plan - Ready!</i>	Power Mixture Instruments H.I. To Compass	Landing Light - On Autopilot - Off Seat Belt / Harness Mixture - Best Power Carb Heat - On Fuel - Both Flaps - As Req.	ELT - Verify Silent Avionics - Off Mixture - Full Lean Mags - Off Master - Off Fuel - Left or Right Lights - Off Hobbs / Tach Time Control Lock Chocks Tie Downs Pitot Cover Baggage Door Cabin Doors
INTERIOR			CRUISE	LANDING	Close Flight Plan
Passenger Brief Hobbs / Tach Time Circuit Breakers Alternate Static Brakes - Pedal Test			Power Mixture Instruments H.I. To Compass	Flaps - 30° <i>Or As Req.</i> Speed * 60 (69) G.U.M.P.F.S. GO AROUND <i>Power - Full Carb Heat - Off Positive Rate Climb Flaps - Retract Slowly</i>	* <i>Adjust Speed As Needed For Conditions</i>

Vr • Rotation Speed - 55 (63)	Vs0 • Stall with flaps - 33 (38)	Va • Max Abrupt Ctrl (2000 lbs) - 90 (104)	Vfe • 10° Flaps - 110 (127)
Vx • Best Angle Climb - 60 (69)	Vs • Stall without flaps - 44 (51)	Va • Max Abrupt (Full Gross) - 99 (114)	Vfe • Full Flaps - 85 (98)
Vy • Best Rate Climb - 76 (87)	Best Glide (2000 lbs) - 59 (68)	Vno • Max Structural Cruise - 127 (146)	X Wind • Max Demo'd - 15 (17)
	Best Glide (Full Gross) - 65 (75)	Vne • Never Exceed - 158 (182)	

	KNOTS (MPH)	FLAPS °	- NOTES -
DEPARTURE			
Rotation *	55 (63)	0	Short Field: 10° Flaps. Climb 56 (64) Until Clear.
Best Angle Climb	60 (69)	0	Soft Field: 10° Flaps.
Best Rate Climb	76 (87)	0	
CRUISE (TAS-5,000')			
Economy	92 (106)	0	2240 RPM - 6.2 GPH - 55%
Normal	103 (119)	0	2420 RPM - 7.3 GPH - 65%
Maximum	112 (129)	0	2550 RPM - 8.4 GPH - 75%
ARRIVAL			
Approach	75 (86)	10-20	1700 RPM (Initially)
Short Final *	60 (69)	30	Idle-1200 RPM

WARNING: Permission to use this CheckMate® is granted to the authorized purchaser only. No warranties, either express or implied, of any kind, are made hereunder, including, but not limited to any warranties for fitness for particular use. The information contained herein varies according to individual aircraft, model, and year of manufacturer and while we believe the information to be accurate, no representations are made as to the degree of accuracy of the information. This information constitutes only partial information necessary to properly operate an aircraft and is not to be used as a substitute for the use of other information sources routinely used in the operation of aircraft or the acquisition of requisite training to operate aircraft. Purchaser assumes all risk of use in using this product. Purchaser consents to and understands that CheckMate Aviation Inc., or any related entity, bears no liability for the use of this product.

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.

© ALL RIGHTS RESERVED. (Ver 7.61)
CheckMate Aviation Inc. 1992-2010, 800-359-3741

POWER LOSS IMMEDIATELY AFTER TAKEOFF / NO RESTART

MAINTAIN AIRCRAFT CONTROL
 BEST GLIDE – 65 KIAS (75 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 – 65 KIAS (75 MPH) (Full Gross Weight)
 CARB HEAT – ON (Also Supplies Alternate Air)
 NOTE WIND DIRECTION & VELOCITY
 PICK LANDING SITE
 MIXTURE – FULL RICH
 FUEL SELECTOR – CHECK / SWITCH / BOTH (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 BREAKER(S) 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, 100 KIAS (115 MPH)

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
 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

AMMETER w/EXCESS RATE OF CHARGE: Alternator – Off, Pull C.B. / Nonessential Electric – Off / Terminate Flight A.S.A.P.

LOW VOLTAGE: Avionics Power Switch – Off / Alt. C.B. - In / Master – Off, then, Master – On / Ck. Volt Lt. Off / Avionics – On
 If Illuminates Again: Alt. & 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 172p (Lycoming: O-320-D2J, 160 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: 2400 LBS

Fuel Type: 100 LL (Blue) / 100 (Green)
 Usable Fuel: 40 Gals. (50 L.R Tanks) (62 Integral Tanks)
 Oil Capacity: 8 Quarts (Minimum 5)
 Electrical: 24-28 VOLT / 60 AMP
 Tire Pressure: Nose - 34 PSI / Main - 28 PSI