

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 Master - Off	Seat Track/Back - Lock Avionics - Off Autopilot - Off Carb Heat - Off Mixture - Full Rich Throttle - Slight Prime Brakes Prop - Clear Master - On Beacon - On Mags - Start Oil Pressure Lights - As Req. Mixture - As Req.	Brakes Fuel - Both Trim - Takeoff Flight Controls Instruments Mixture - Best Power Primer - In & Lock 1600 RPM F 1700 RPM G, H Mags - Test R-L-Both Carb Heat - Test Vacuum Amps / Volts Oil Pressure Oil Temperature Idle - Check Closed Throttle Friction	Full Throttle 2260 RPM <i>Minimum</i> Oil Pressure Rotate - * 52 (60) Vy - 70 (80) Flaps - Up	Mixture - Richen Fuel - Both Carb Heat - As Req. ATIS / AWOS Altimeter Instruments	Flaps - Up Carb Heat - Off Strobes - Off Landing Light - Off Taxi Light - As Req. Pitot Heat - Off Mixture - As Req. Trim - Takeoff XPDR - Alt + Sqwk
EXTERIOR SUMMARY <i>After Thorough Geographical Check</i>			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/Towbar Baggage Door Final Walk Around	PRE-TAXI / TAXI	PRE-TAKEOFF	CRUISE	LANDING	
INTERIOR	Seat Belts / Harness Flaps - Up Heat / Vent / Defrost Avionics - On ATIS / AWOS Altimeter XPDR - Alt + Sqwk ADS-B - On Radio - Test Taxi Light - As Req. Brakes - Test Attitude Indic. - Test Turn Coord. - Test H.I. To Compass - Test	Flaps - 0° - 10° Mixture - Best Power Carb Heat - Off <i>Or As Req.</i> Pitot Heat - As Req. XPDR - Alt + Sqwk Heading Bug Doors / Windows Landing Light - On Strobes - On Time - Note Brakes - Release ABORT PLAN - READY!	Power Mixture Instruments	Brakes - Pedal Test Landing Light - On Autopilot - Off Seat Belt / Harness Mixture - Best Power Carb Heat - On Fuel - Both Flaps - As Req. GO-AROUND Power - Full Carb Heat - Off Positive Rate Climb Flaps - Retract Slowly	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 Close Flight Plan

Vr • Rotation -	52 (60)	Vso • Stall With Flaps -	43 ⁽¹⁾ (49)	Va • Max Abrupt (2000 lbs) -	99 (114)	Vfe • Full Flaps -	87 (100)
Vx • Best Angle Climb -	57 (66)	Vs • Stall w/o Flaps -	50 ⁽¹⁾ (57)	Va • Max Abrupt (Full Gross) -	106 (122)	X Wind • Max Demo'd -	13 (15)
Vy • Best Rate Climb -	70 (80)	Best Glide (2000 lbs) -	65 (75)	Vno • Max Structural Cruise -	122 (140)		
		Best Glide (Full Gross) -	70 (80)	Vne • Never Exceed -	151 (174)		

	KNOTS (MPH)	FLAPS °	- NOTES -
DEPARTURE			⁽¹⁾ STALL SPEEDS ARE CAS
Rotation *	52 (60)	0	Short Field w/Obstacle: 0° Flaps - 57 (66)
Best Angle Climb	57 (66)	0	Short w/o Obstacle or Soft: 10° Flaps - 54 (63)
Best Rate Climb	70 (80)	0	
CRUISE TAS - 5,000'			
Economy	95 (109)	0	2300 RPM - 6.5 GPH - 55%
Normal	107 (123)	0	2500 RPM - 7.4 GPH - 68%
Maximum	112 (129)	0	2600 RPM - 8.1 GPH - 75%
ARRIVAL			
Approach	70 (80)	10-20	1700 RPM (Initially)
Short Final *	61 (70)	30-40	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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VERTICAL SCALE = NAUTICAL MILES PER INCH: WAC = 14 SEC = 7 TAC = 3.5 NOS = 12 JEPP = 15 ELA = 12

~ IMPORTANT... FREQUENTLY CHECK OUR WEBSITE & MANUFACTURER FOR UPDATES ~ COMPLETE CUSTOMIZATION AVAILABLE INCLUDING SIZES & FORMATS ~ PLEASE DO NOT COPY ~

(IF UNABLE TO ABORT TAKEOFF)

POWER LOSS IMMEDIATELY AFTER TAKEOFF / NO RESTART

MAINTAIN AIRCRAFT CONTROL

BEST GLIDE – 70 KIAS (80 MPH) *Full Gross Weight*
FUEL SELECTOR – OFF
MIXTURE – FULL LEAN / IDLE CUTOFF
FLAPS – DOWN
MASTER & MAGS – OFF *UNLATCH DOORS
PROTECT BODY*

POWER LOSS IN FLIGHT

BEST GLIDE – 70 KIAS (80 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*
MIXTURE – FULL LEAN / IDLE CUTOFF
FUEL SELECTOR – OFF
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*
CABIN HEAT & AIR – OFF
IF FIRE OUT – MASTER ON ONLY IF CRITICAL *Vents – Open*
THEN ONE ESSENTIAL ELECTRICAL DEVICE AT A TIME
RESET CIRCUIT BREAKER 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*
AIRSPEED 104 KIAS (120 MPH) (Or As Needed 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
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. 16 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 ASAP

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)
F.S.S.: 122.000-122.675. **Most Common-122.2**
EMERGENCY: 121.5

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 172 F,G,H Continental: O-300-C & D, 145 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: 2300 LBS

Fuel Type: 100 LL (Blue) / 100 (Green) / 80/87 (Red)
Usable Fuel: 36 Gals. (F,G) 38 or (48 L.R. Tanks) (H)
Oil Capacity: 8 Quarts (Minimum 6)
Electrical: 12-14 VOLT / 60 AMP
Tire Pressure: Nose-26 PSI / Main-24 PSI