

INITIAL

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

EXTERIOR SUMMARY
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
Baggage Door
Final Walk Around

INTERIOR

Passenger Brief
Hobbs / Tach Time
Circuit Breakers
Alternate Static
Brakes - Pedal Test

START

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.

PRE-TAXI / TAXI

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

RUN-UP

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

PRE-TAKEOFF

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!

TAKEOFF

Full Throttle
2260 RPM (Min)
Oil Pressure
Rotate * (60)
Vy - (82)
Flaps - Up

CLIMB

70-78 (80-90)
Power
Mixture
Instruments
Taxi / Land Light - Off
Flight Plan - Open

CRUISE

Power
Mixture
Instruments
H.I. To Compass

DESCENT

Mixture - Richen
Fuel - Both
Carb Heat - As Req.
ATIS / AWOS
Altimeter - Set
Instruments
H.I. To Compass

PRE-LANDING

Landing Light - On
Autopilot - Off
Seat Belt / Harness
Mixture - Best Power
Carb Heat - On
Fuel - Both
Flaps - As Req.

LANDING

Flaps - 40° Or As Req.
Speed * (70)

G.U.M.P.F.S.

GO AROUND

Power - Full
Carb Heat - Off
Positive Rate Climb
Flaps - Retract Slowly

AFTER LANDING

Flaps - Up
Carb Heat - Off
Strobes - Off
Landing Light - Off
Taxi Light - As Req.
Pitot Heat - Off
Mixture - As Req.
Trim - Takeoff
XPDR - STBY

SECURING

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

* Adjust Speed
As Needed For
Conditions

Vr • Rotation Speed - (60)
Vx • Best Angle Climb - (68)
Vy • Best Rate Climb - (82)

Vs0 • Stall with flaps - (49)
Vs • Stall without flaps - (57)
Best Glide (2000 lbs) - (75)
Best Glide (Full Gross) - (80)

Va • Max Abrupt (2000 lbs) - (114)
Va • Max Abrupt (Full Gross) - (122)
Vno • Max Structural Cruise - (140)
Vne • Never Exceed - (174)

Vfe • Full Flaps - (100)
X Wind • Max Demo'd - (15)

	KNOTS (MPH)	FLAPS °	NOTES -
DEPARTURE			(1) Stall Speeds Are CAS
Rotation *	(60)	0	Short Field w/Obstacle: 0° Flaps
Best Angle Climb	(68)	0	Short w/o Obstacle or Soft: 10° Flaps
Best Rate Climb	(82)	0	
CRUISE (TAS-5,000')			
Economy	(109)	0	2300 RPM - 6.5 GPH - 55%
Normal	(123)	0	2500 RPM - 7.4 GPH - 68%
Maximum	(129)	0	2600 RPM - 8.1 GPH - 75%
ARRIVAL			
Approach	(80)	10-20	1700 RPM (Initially)
Short Final *	(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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Mag
Check

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)

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)
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)
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)
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
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 A.S.A.P.

RADIO OUT: Check Circuit Breakers & VOLUME
Recycle Alternator Switch
If IFR & Still Out, Set XPDR At 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	Tail Clear of Landing Area	Airport Unusable - 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 U/L Lycoming: O-320-E2D, 150 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: 38 Gallons (48 L.R. Tanks)
Oil Capacity: 8 Quarts (Minimum 6)
Electrical: 12-14 VOLT / 60 AMP

Tire Pressure: Nose - 26 PSI (5.00 x 5) (172 U/L)
31 PSI (6.00 x 6) (172 U/L)
Main - 24 PSI (6.00 x 6) (172 U/L)
29 PSI (6.00 x 6) (172 L)