

INITIAL	START	RUN-UP	TAKEOFF	DESCENT	AFTER LANDING
Weather & Den. Alt. Weight & Balance Performance Req. Flight Plan - File Papers - A.R.O.W. Fuel Shutoff Wired On Fuel - Both Control Lock Master - On Flaps - Extend Pitot Heat - Test Lights - Int. / Ext. Fuel Gauges - True Master - Off EXTERIOR SUMMARY <i>After Thorough Geographical Check</i> 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 INTERIOR Passenger Brief Hobbs / Tach Time Circuit Breakers Alternate Static Electric Trim	Seat Track/Back - Lock Avionics - Off Autopilot - Off Cowl Flaps - Open Carb Heat - Off Mixture - Full Rich Prop - High RPM Throttle - Slight Prime Brakes Prop - Clear Master - On Beacon - On Mags - Start Oil Pressure Lights - As Req. Mixture - As Req. PRE-TAXI / TAXI Seat Belts / Harness Flaps - Up Heat / Vent / Defrost Avionics ATIS / AWOS Altimeter XPDR - Alt + Sqwk ADS-B - On Radio - Test Taxi Light - As Req. Attitude Indic. - Test Turn Coord. - Test H.I. To Compass - Test Brakes - Test	Brakes Fuel - Both Trim - Takeoff Flight Controls Instruments Mixture - Best Power 1800 RPM Mags - Test <i>R-L-Both</i> Prop - Cycle Carb Heat - Test Aux Fuel Pump - Test Vacuum Amps / Volts Oil Pressure Oil Temp Idle - Check Closed Throttle Friction PRE-TAKEOFF Flaps - 10°-15° Mixture - Best Power Prop - High RPM 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 <i>ABORT PLAN - READY!</i>	Full Throttle 2700 RPM <i>Max</i> Manifold Pressure Oil Pressure Rotate - * 52 (60) Vy - 80 (92) Flaps - Up CLIMB 78-87 (90-100) Throttle - 24" MP Prop - 2500 RPM Mixture - As Req. Cowl Flaps - As Req. Instruments Taxi / Land Light - Off Flight Plan - Open CRUISE Throttle Prop Mixture Cowl Flaps - Close Instruments	Throttle - MP As Req. Mixture - Richen Fuel - Both Carb Heat - As Req. Cowl Flaps - Close ATIS / AWOS Altimeter Instruments PRE-LANDING Brakes - Pedal Test Landing Light - On Autopilot - Off Seat Belt / Harness Mixture - Best Power Carb Heat - On Fuel - Both Flaps - As Req. LANDING Flaps - 30° <i>Or As Req.</i> Prop - High RPM * 63 (72) G. U. M. P. F. S. GO-AROUND Power - Full Carb Heat - Off Positive Rate Climb Flaps - Retract Slowly Cowl Flaps - Open	Cowl Flaps - Open Carb Heat - Off Flaps - Up Strobes - Off Landing Light - Off Taxi Light - As Req. Pitot Heat - Off Mixture - As Req. Trim - Takeoff XPDR - Alt + Sqwk SECURING ELT - Verify Silent Avionics - Off Mixture - Full Lean Mags - Off Master - Off Fuel - Left or Right Cowl Flaps - Close Lights - Off Hobbs / Tach Time Control Lock Chocks / Tie Downs Pitot Cover Baggage Door Cabin Doors Close Flight Plan <div style="border: 1px solid black; padding: 2px; font-size: small;"> * Adjust Speed As Needed For Conditions Check Your POH For Notes / Cautions Plus Manufacturer For Revisions </div>

XWind * Max Demo'd - 15 (17)	Vs ₀ * Stall With Flaps - 44 (51)	Va * Max Abrupt Ctr (2000 lbs) - 93 (107)	Vfe * 10° Flaps - 116 (134)
Vr * Rotation - 52 (60)	Vs * Stall w/o Flaps - 54 (62)	Va * Max Abrupt (Full Gross) - 104 (120)	Vfe * Full Flaps - 91 (105)
Vx * Best Angle Climb - 67 (77)	Best Glide (2000 lbs) - 66 (76)	Vno * Max Structural Cruise - 137 (155)	Emergency Descent - 87 (100)
Vy * Best Rate Climb - 80 (92)	Best Glide (Full Gross) - 74 (85)	Vne * Never Exceed - 161 (185)	

	KNOTS (MPH)	FLAPS °	- NOTES -
DEPARTURE			
Rotation *	52 (60)	10°	Short Field: 15° Flaps - 60 (69) Until Clear.
Best Angle Climb	67 (77)	0	Soft Field: 15° Flaps
Best Rate Climb	80 (92)	0	
CRUISE TAS-7500'			
Economy	104 (120)	0	19" MP - 2200 RPM - 7.5 GPH - 56%
Normal	116 (133)	0	21" MP - 2300 RPM - 8.9 GPH - 67%
Maximum	123 (141)	0	22" MP - 2500 RPM - 10.1 GPH - 75%
ARRIVAL			
Approach	74 (85)	10-20	17" MP (Initially)
Short Final *	63 (72)	30	Prop - High 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 Weight, No Wind, Wheel Pants, "Best Power", New Engine. () = MPH.

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VERTICAL SCALE = NAUTICAL MILES PER INCH: WAC = 14 SEC = 7 TAC = 3.5 NOS = 12 JEPP = 15 EIA = 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 – 74 KIAS (85 MPH) *Full Gross Weight*

FUEL SHUTOFF VALVE – OFF

MIXTURE – FULL LEAN / IDLE CUTOFF

FLAPS – DOWN

MASTER & MAGS – OFF

*UNLATCH DOORS
PROTECT BODY*

POWER LOSS IN FLIGHT

BEST GLIDE – 74 KIAS (85 MPH) *Full Gross Weight*

CARB HEAT – ON

NOTE WIND DIRECTION & VELOCITY

PICK LANDING SITE

MIXTURE – FULL RICH

FUEL SHUTOFF VALVE – CHECK ON

FUEL SELECTOR – CHECK / SWITCH / BOTH *Note Gauges*

AUX FUEL PUMP – ON

FUEL PRIMER – LOCKED

MAGNETOS – CHECK ALL

MASTER – ON

Try Re-Priming

IF NO RESTART & TIME PERMITS

MAINTAIN BEST GLIDE

PROP – LOW RPM *Full Aft*

SQUAWK 7700

DECLARE EMERGENCY *TWR, APP, Unicom, 121.5*

MIXTURE – FULL LEAN / IDLE CUTOFF

FUEL SHUTOFF VALVE – 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*

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 SHUTOFF VALVE – CLOSED

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 – MIXTURE - IDLE 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 & PROP 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 ASAP.

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 177B LYCOMING O-360-A1F6, 180 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: 2500 LBS

Fuel Type: 100LL (Blue) / 100 (Green)
Usable Fuel: 49 Gallons
Oil Capacity: 8 Quarts (Minimum 6)
Electrical: 12-14 VOLT / 60 AMP
Tire Pressure: Nose-35 PSI / Main-30 PSI (#855 & Up)
Nose-30 PSI / Main-30 PSI (#Up To 854)

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