

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 Flaps - Extend Master - On 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	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. PRE-TAXI / TAXI 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	Brakes Fuel - Both Trim - Takeoff Flight Controls Instruments Mixture - Best Power Primer - In & Lock 1600 RPM Mags - Test R-L-Both 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 <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 2260 RPM <i>Min</i> Oil Pressure Rotate - * 52 (60) Vy - 70 (80) Flaps - Retract CLIMB 70-78 (80-90) Power Mixture Instruments Taxi / Land Light - Off Flight Plan - Open CRUISE Power Mixture Instruments	Mixture - Richen Fuel - Both Carb Heat - As Req. 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 - 40° <i>Or As Req.</i> * 61 (70) G. U. M. P. F. S. GO-AROUND Power - Full Carb Heat - Off Positive Rate Climb Flaps - Retract Slowly	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 Lights - Off Fuel - Left or Right Hobbs / Tach Time Control Lock Chocks Tie Downs Pitot Cover Baggage Door Cabin Doors Close Flight Plan * Adjust Speed As Needed For Conditions. Check Your POH For Notes / Cautions Plus Manufacturer For Revisions.

Vr • Rotation Speed - 52 (60)	Vs0 • Stall With Flaps - 43(49)	Va • Max Abrupt (1800 lbs) - 97 (112)	Vfe • Full Flaps - 87 (100)
Vx • Best Angle Climb - 56 (65)	Vs • Stall w/o Flaps - 50(57)	Va • Max Abrupt (Full Gross) - 106 (122)	X Wind • Max Demo'd - 13 (15)
Vy • Best Rate Climb - 70 (80)	Best Glide (1800 lbs) - 56 (65)	Vno • Max Structural Cruise - 122 (140)	
	Best Glide (Full Gross) - 65 (75)	Vne • Never Exceed - 151 (174)	

	KNOTS (MPH)	FLAPS °	- NOTES -
DEPARTURE			(1) CAS
Rotation *	52 (60)	0	Short Field W/Obstacle: 0° Flaps
Best Angle Climb	56 (65)	0	Short or Soft Field w/o Obstacle: 10° Flaps
Best Rate Climb	70 (80)	0	
CRUISE TAS -5,000'			
Economy	96 (111)	0	2300 RPM - 6.4 GPH - 55%
Normal	103 (118)	0	2400 RPM - 7.1 GPH - 62%
Maximum	113 (130)	0	2600 RPM - 8.8 GPH - 78%
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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(IF UNABLE TO ABORT TAKEOFF)

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 PROTECT BODY*

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*
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*
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

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 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 172 D, E (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: 100LL (Blue) / 100 (Green) / 80/87 (Red)
Usable Fuel: 39 Gallons *(56.5 w/Aux Tanks)*
Oil Capacity: 8 Quarts *(Minimum 6)*
Electrical: 12-14 VOLT / 60 AMP
Tire Pressure: Nose -26 PSI / Main -23 PSI