

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 CLIMB 70-85 (81-98) Power Mixture Instruments Taxi / Land Light - Off Flight Plan - Open CRUISE Power Mixture Instruments H.I. To Compass	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 - 30° Or As Req. Speed * 60 (69) G. U. M. P. E. S. GO AROUND Power - Full Carb Heat - Off Positive Rate Climb Flaps - Retract Slowly	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
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	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	PRE-TAKEOFF Flaps - 0°- 10° Mixture - Best Power Carb Heat - Off Or As Req. H.I. To Compass Doors / Windows XPDR - Alt + Sqwk Landing Light - On Strobes - As Req. Time - Note Brakes - Release <i>Abort Plan - Ready!</i>			

Vr • Rotation Speed - **55** (63)
Vx • Best Angle Climb - **60** (69)
Vy • Best Rate Climb - **76** (87)

Vs₀ • Stall with flaps - **33** (38)
Vs • Stall without flaps - **44** (51)
Best Glide (2000 lbs) - **59** (68)
Best Glide (Full Gross) - **65** (75)

Va • Max Abrupt Ctrl (2000 lbs) - **90** (104)
Va • Max Abrupt (Full Gross) - **99** (114)
Vno • Max Structural Cruise - **127** (146)
Vne • Never Exceed - **158** (182)

Vfe • 10° Flaps - **110** (127)
Vfe • Full Flaps - **85** (98)
X Wind • Max Demo'd - **15** (17)

	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

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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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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