

INITIAL	START	RUN-UP	TAKEOFF	DESCENT	AFTER LANDING
<p>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</p> <p>EXTERIOR SUMMARY <i>After Recurring Geographical Check</i></p> <p>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</p> <p>INTERIOR</p> <p>Passenger Brief Hobbs / Tach Time Circuit Breakers Alternate Static</p>	<p>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.</p> <p>PRE-TAXI / TAXI</p> <p>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</p>	<p>Brakes Fuel - Both Trim - Takeoff Flight Controls Instruments Mixture - Best Power Primer - In & Lock 1700 RPM Mags - Test R-L Both Carb Heat - Test Vacuum Amps / Volts Oil Pressure Oil Temperature Idle - Check Closed Throttle Friction</p> <p>PRE-TAKEOFF</p> <p>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</p> <p><i>ABORT PLAN - READY!</i></p>	<p>Full Throttle 2260 RPM <i>Minimum</i> Oil Pressure Rotate - * 52 (60) Vy - 71 (82) Flaps - Up</p> <p>CLIMB</p> <p>70-78 (80-90) Power Mixture Instruments Taxi / Land Light - Off Flight Plan - Open</p> <p>CRUISE</p> <p>Power Mixture Instruments</p>	<p>Mixture - Richen Fuel - Both Carb Heat - As Req. ATIS / AWOS Altimeter Instruments</p> <p>PRE-LANDING</p> <p>Brakes - Pedal Test Landing Light - On Autopilot - Off Seat Belt / Harness Mixture - Best Power Carb Heat - On Fuel - Both Flaps - As Req.</p> <p>LANDING</p> <p>Flaps - 40° <i>Or As Req.</i> * 61 (70)</p> <p><i>G.U.M.P.F.S.</i></p> <p>GO-AROUND</p> <p>Power Full Carb Heat - Off Positive Rate Climb Flaps - Retract Slowly</p>	<p>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</p> <p>SECURING</p> <p>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</p> <p>Close Flight Plan</p> <p><i>* Adjust Speed As Needed For Conditions. Check Your POH For Notes, Cautions Plus Manufacturers For Revisions</i></p>

Vr • Rotation - 52 (60)	Vs0 • Stall With Flaps - 43 (49)	Va • Max Abrupt (2000 lbs) - 99 (114)	Vfe • Full Flaps - 87 (100)
Vx • Best Angle Climb 59 (68)	Vs • Stall w/o Flaps - 50 (57)	Va • Max Abrupt (Full Gross) - 106 (122)	X Wind • Max Dem'd - 13 (15)
Vy • Best Rate Climb - 71 (82)	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			
Rotation *	52 (60)	0	<i>** Stall Speeds Are CAS</i>
Best Angle Climb	59 (68)	0	Short Field With Obstacle: 0° Flaps
Best Rate Climb	71 (82)	0	Short w/o Obstacle or Soft: 10° Flaps
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. See Level, Standard Day, Normal Category, Max Gross Wt., No Wind, "Best Power", Wheel Parits, Now Engine. () = MPH

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(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*
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 L,K,L Lycoming: O-320-E2D, 150HP

* 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 L,K
31 PSI (6.00 x 6) 172 L,K,L
Main - 24 PSI (6.00 x 6) 172 L,K
29 PSI (6.00 x 6) 172 L