

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 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 1700 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>Minimum</i> Oil Pressure Rotate - *52 (60) Vy - 71 (82) Flaps - Up 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) <i>G.U.M.P.F.S.</i> 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 - Alt + Sqwk 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 <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>

Vr • Rotation -	52 (60)	Vs0 • Stall With Flaps -	43 ⁽¹⁾ (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 ⁽¹⁾ (57)	Va • Max Abrupt (Full Gross) -	106 (122)	X Wind • Max Demo'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)	Vno • Never Exceed -	151 (174)		

	KNOTS (MPH)	FLAPS °	NOTES
DEPARTURE			⁽¹⁾ Stall Speeds Are CAS
Rotation *	52 (60)	0	Short Field With Obstacle: 0° Flaps
Best Angle Climb	59 (68)	0	Short w/o Obstacle or Soft: 10° Flaps
Best Rate Climb	71 (82)	0	
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, 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 – 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 I,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 I,K
- 31 PSI (6.00 x 6) 172 I,K,L
- Main - 24 PSI (6.00 x 6) 172 I,K
- 29 PSI (6.00 x 6) 172 L