

<p><b>INITIAL</b></p> <p>Weather &amp; Den.Alt. Weight &amp; Balance Performance Req. Flight Plan - File Papers - A.R.O.W. Fuel - On Control Lock Master - On Flaps - Extend Pitot Heat - Test Lights - Int. / Ext. Fuel Gauges - True Master - Off</p> <p><b>EXTERIOR SUMMARY</b> <i>After Thorough Geographical Check</i></p> <p>Fuel Quantity Fuel Quality Caps/Drains/Vents Engine / Oil Prop / Air Intake Exhaust System Stall Indicator - Test Surfaces &amp; Controls Pitot &amp; Static Ports Gear / Tires / Brakes Antennas Ties/Chocks/Towbar Final Walk Around</p> <p><b>INTERIOR</b></p> <p>Passenger Brief Hobbs / Tach Time Circuit Breakers Alternate Static</p>	<p><b>START</b></p> <p>Seat Track/Back-Lock Avionics - 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><b>PRE-TAXI / TAXI</b></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><b>RUN-UP</b></p> <p>Brakes Fuel - On Trim - Takeoff Flight Controls Instruments Mixture - Best Power Primer - In &amp; Lock 1700 RPM Mags - Test <i>R-L-Both</i> Carb Heat - Test Vacuum Amps / Volts Oil Pressure Oil Temperature Idle - Check Closed Throttle Friction</p> <p><b>PRE-TAKEOFF</b></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><b>TAKEOFF</b></p> <p>Full Throttle 2375 RPM <i>Minimum</i> Oil Pressure Rotate - * 50 (58) Vy - 68 (78) Flaps - Up</p> <p><b>CLIMB</b></p> <p>65-75 (75-86) Power Mixture Instruments Taxi / Land Light - Off Flight Plan - Open</p> <p><b>CRUISE</b></p> <p>Power Mixture Instruments</p>	<p><b>DESCENT</b></p> <p>Mixture - Richen Fuel - On Carb Heat - As Req. ATIS / AWOS Altimeter Instruments</p> <p><b>PRE-LANDING</b></p> <p>Brakes - Pedal Test Landing Light - On Seat Belt / Harness Mixture - Best Power Carb Heat - On Fuel - On Flaps - As Req.</p> <p><b>LANDING</b></p> <p>Flaps - 40° <i>Or As Req.</i> * 55 (63)</p> <p><i>G. U. M. P. F. S.</i></p> <p><b>GO-AROUND</b></p> <p>Power - Full Carb Heat - Off Positive Rate Climb Flaps - Retract Slowly</p>	<p><b>AFTER LANDING</b></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><b>SECURING</b></p> <p>ELT - Verify Silent Avionics - Off Mixture - Full Lean Mags - Off Master - Off Lights - Off Hobbs / Tach Time Control Lock Chocks Tie Downs Pitot Cover Cabin Doors</p> <p><b>Close Flight Plan</b></p> <p><small>* Adjust Speed As Needed For Conditions. Check Your POH For Notes / Cautions Plus Manufacturer For Revisions.</small></p>
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Vr • Rotation -	50 (58)	Vs <sub>0</sub> • Stall With Flaps -	42 (48)	Va • Max Abrupt (1300 lbs) -	88 (101)	Vfe • Flaps Extended -	85 (98)
Vx • Best Angle Climb -	56 (64)	Vs • Stall w/o Flaps -	47 (54)	Va • Max Abrupt (Full Gross) -	97 (112)	X Wind • Max Demo'd -	13 (15)
Vy • Best Rate Climb -	68 (78)	Best Glide (1300 lbs) -	54 (62)	Vno • Max Structural Cruise -	107 (123)		
		Best Glide (Full Gross) -	60 (69)	Vne • Never Exceed -	141 (162)		

	KNOTS (MPH)	FLAPS °	- NOTES -
<b>DEPARTURE</b>			
Rotation *	50 (58)	0	<b>Short Field</b> w/Obstacle: 0° Flaps
Best Angle Climb	56 (64)	0	<b>Short Field</b> or <b>Soft Field</b> w/o Obstacle: 10° Flaps.
Best Rate Climb	68 (78)	0	
<b>CRUISE</b> <small>TAS-6,000)</small>			
Economy	90 (104)	0	2400 RPM - 3.9 GPH - 51%
Normal	99 (114)	0	2600 RPM - 4.8 GPH - 64%
Maximum	104 (120)	0	2700 RPM - 5.4 GPH - 73%
<b>ARRIVAL</b>			
Approach	70 (81)	10-20	1700 RPM (Initially)
Short Final *	55 (63)	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 – 60 KIAS (69 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 – 60 KIAS (69 MPH) *Full Gross Weight*  
CARB HEAT – ON *Also Supplies Alternate Air*  
NOTE WIND DIRECTION & VELOCITY  
PICK LANDING SITE  
MIXTURE – FULL RICH  
FUEL SELECTOR – ON *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 OR AS REQUIRED  
CABIN HEAT & DEFROST – MAXIMUM  
STRONGLY CONSIDER 180° TURN  
ATTAIN HIGHER OR LOWER ALTITUDE  
INCREASE ENGINE SPEED  
FLAPS – NOT RECOMMENDED FOR LANDING  
LAND FASTER – 65-75 KIAS (75-86 MPH)

## 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 150 M (Continental O-200-A, 100 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: 1600 LBS

Fuel Type: 100 LL (Blue) / 100 (Green) / 80/87 (Red)  
Usable Fuel: 22.5 Gallons (35 L.R. Tanks)  
Oil Capacity: 6 Quarts (Minimum 4)  
Electrical: 12-14 VOLT / 60 AMP  
Tire Pressure: Nose - 30 PSI / Main - 21 PSI