

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	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.	Brakes Fuel - Both Trim - Takeoff Flight Controls Instruments Mixture - Best Power Primer - In & 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	Full Throttle 2300 RPM <i>Minimum</i> Oil Pressure Rotate - * 55 (63) Vy - 73 (84) Flaps - Up	Mixture - Richen Fuel - Both Carb Heat - As Req. ATIS / AWOS Altimeter Instruments	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
EXT-RIOR SUMMARY <i>After Thorough Geographical Check</i>	PRE-TAXI / TAXI	PRE-TAKEOFF	CLIMB	PRE-LANDING	SECURING
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	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	Flaps - 0°- 10° Mixture - Best Power Carb Heat - Off <i>Or As Req.</i> XPDR - Alt + Sqwk Heading Bug Doors / Windows Landing Light - On Strobes - As Req. Time - Note Brakes - Release <i>ABORT PLAN - READY!</i>	Power Mixture Instruments Taxi / Land Light - Off Flight Plan - Open	Brakes - Pedal Test Landing Light - On Autopilot - Off Seat Belt / Harness Mixture - Best Power Carb Heat - On Fuel - Both Flaps - As Req.	ELT - Verify Silent Avionics - Off Mixture - Full Lean Mags - Off Master - Off Fuel - Left or Right Lights - Off Hobbs / TachTime Control Lock Chocks Tie Downs Pitot Cover Baggage Door Cabin Doors
INTERIOR			CRUISE	LANDING	Close Flight Plan
Passenger Brief Hobbs / Tach Time Circuit Breakers Alternate Static			Power Mixture Instruments	Flaps - 30° <i>Or As Req.</i> * 65 (75) <i>G. U. M. P. F. S.</i> GO-AROUND Power - Full Carb Heat - Off Positive Rate Climb Flaps - Retract Slowly	* Adjust Speed As Needed For Conditions. Check Your POH For Notes / Cautions Plus Manufacturer For Revisions.

X Wind • Max Demo'd - 15 (17)	V _{SO} • Stall With Flaps - 41 (47)	Best Glide (Full Gross) - 68 (78)	V _{NO} • Max Struct. Cruise - 128 (147)
V _r • Rotation - 55 (63)	V _s • Stall w/o Flaps - 47 (54)	V _a • Max Abrupt Ctrl (1750 lbs) - 85 (98)	V _{FE} • Flaps Extended - 85 (98)
V _x • Best Angle Climb - 62 (71)	Best Glide (1750 lbs) - 56 (64)	V _a • Max Abrupt Ctrl (2150 lbs) - 95 (109)	V _{NE} • Never Exceed - 160 (184)
V _y • Best Rate Climb - 73 (84)	Best Glide (2150 lbs) - 62 (71)	V _a • Max Abrupt (Full Gross) - 105 (121)	

	KNOTS (MPH)	FLAPS °	- NOTES -
DEPARTURE			172M SPEEDS MAY VARY SLIGHTLY, DEPENDING ON YEAR.
Rotation *	55 (63)	0	Short Field or Soft Field With Obstacle: 0° Flaps. Climb 57 (66) Until Clear.
Best Angle Climb	62 (71)	0	Short Field or Soft Field w/o Obstacle: 10° Flaps.
Best Rate Climb	73 (84)	0	
CRUISE <i>TAS - 8,000'</i>			
Economy	100 (115)	0	2300 RPM - 7.0 GPH - 50%
Normal	111 (128)	0	2500 RPM - 8.4 GPH - 62%
Maximum	122 (140)	0	2700 RPM - 10.1 GPH - 76%
ARRIVAL			
Approach *	75 (86)	10-20	1700 RPM (Initially)
Short Final *	65 (75)	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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VERTICAL SCALE = NAUTICAL MILES PER INCH: WAC = 14 SEC = 7 TAC = 3.5 NOS = 12 JEPP = 15 EIA = 12

~ IMPORTANT... FREQUENTLY CHECK OUR WEBSITE & MANUFACTURER FOR UPDATES ~ COMPLETE CUSTOMIZATION AVAILABLE INCLUDING SIZES & FORMATS ~ PLEASE DO NOT COPY ~

(IF UNABLE TO ABORT TAKEOFF)

POWER LOSS IMMEDIATELY AFTER TAKEOFF / NO RESTART

MAINTAIN AIRCRAFT CONTROL

AIRSPPEED – 70 KIAS (80 MPH) *FLAPS UP Full Gross Weight*

AIRSPPEED – 65 KIAS (75 MPH) *FLAPS DOWN 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 – 68 KIAS (78 MPH) *Full Gross Weight*

CARB HEAT – ON *Also Supplies Alternate Air*

NOTE WIND DIRECTION & VELOCITY

PICK LANDING SITE

FUEL SELECTOR – CHECK / SWITCH / BOTH *Note Gauges*

MIXTURE – FULL RICH

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 BREAKERS 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 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 To 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 M "Air Plains" 180 HP - (Lycoming: O-360, 180 HP Fixed Pitch)

* **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: 2550 LBS

Fuel Type: 100LL (Blue) / 100 (Green) / 80 (Red)

Usable Fuel: 38 Gallons (48 L.R Tanks)

Oil Capacity: 8 Quarts (Minimum 6)

Electrical: 12-14 VOLT / 60 AMP

Tire Pressure: Nose - 45 PSI / Main - 38 PSI