

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 <i>R-L-Both</i> 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) G. U. M. P. F. 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 – 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> * Adjust Speed As Needed For Conditions. Check Your POH For Notes / Cautions Plus Manufacturer For Revisions. </div>

Vr • Rotation –	52 (60)	Vs ₀ • 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)	Vne • 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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VERTICAL SCALE = NAUTICAL MILES PER INCH: WAC = 14 SEC = 7 TAC = 3.5 NOS = 12 JEPP = 15 ELA = 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

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, 150 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: 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