

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 After Geographical Check 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 Baggage Door Final Walk Around INTERIOR Passenger Brief Hobbs / Tach Time Circuit Breakers Alternate Static Brakes - Pedal Test	Seat Track / Back - Lock Avionics - Off Autopilot - Off Carb Heat - Off Beacon - On Mixture - Full Rich Throttle - Slight Prime Brakes Prop - Clear Master - On Mags - Start Oil Pressure Lights - As Req. Mixture - As Req. PRE-TAXI / TAXI Seat Belts / Harness Flaps - Up Heat / Vent / Defrost Avionics - On / Set XPDR - STBY ATIS / AWOS Altimeter - Set Radio - Test Taxi Light - As Req. Brakes - Test Attitude Indic. - Test Turn Coord. - Test H.I. / Compass - Test	Brakes - Set Fuel - Both Trim - Takeoff Flight Controls Instruments Mixture - Best Power Primer - In & Lock 1700 RPM Mags (R & L) - Test 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 Or As Req. H.I. To Compass Doors / Windows XPDR - Alt + Sqwk Landing Light - On Strobes - As Req. Time - Note Brakes - Release <i>Abort Plan - Ready!</i>	Full Throttle 2300 RPM Oil Pressure Rotate * 55 (63) Vy - 73 (84) Flaps - Up CLIMB 75-85 (86-97) Power Mixture Instruments Taxi / Land Light - Off Flight Plan - Open CRUISE Power Mixture Instruments H.I. To Compass	Mixture - Richen Fuel - Both Carb Heat - As Req. ATIS / AWOS Altimeter - Set Instruments H.I. To Compass PRE-LANDING Landing Light - On Autopilot - Off Seat Belt / Harness Mixture - Best Power Carb Heat - On Fuel - Both Flaps - As Req. LANDING Flaps - 30° Or As Req. Speed * 65 (75) 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 - STBY 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 * Adjust Speed As Needed For Conditions

X Wind • Max Demo'd - 15 (17)	Vs0 • Stall w/flaps - 40 (46)	Best Glide (Full Gross) - 68 (78)	Vno • Max Structural Cruise - 127 (146)
Vr • Rotation Speed - 55 (63)	Vs • Stall w/o flaps - 50 (58)	Va • Max Abrupt Ctrl (1750 lbs) - 85 (98)	Vne • Never Exceed - 158 (182)
Vx • Best Angle Climb - 62 (71)	Best Glide (1750 lbs) - 56 (64)	Va • Max Abrupt Ctrl (2150 lbs) - 95 (109)	Vfe • 10° Flaps - 110 (127)
Vy • Best Rate Climb - 76 (87)	Best Glide (2150 lbs) - 62 (71)	Va • Max Abrupt (Full Gross) - 105 (121)	Vfe • Full Flaps - 85 (98)

	KNOTS (MPH)	FLAPS °	- NOTES -
DEPARTURE			
Rotation *	55 (63)	0	Short Field w/ Obstacle: 10° Flaps - 57 (66) Until Clear
Best Angle Climb	62 (71)	0	Soft Field w/o Obstacle: 10° Flaps
Best Rate Climb	73 (84)	0	
CRUISE (TAS-8,000')			
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

WARNING: Permission to use this CheckMate® is granted to the authorized purchaser only. No warranties, either express or implied, of any kind, are made hereunder, including, but not limited to any warranties for fitness for particular use. The information contained herein varies according to individual aircraft, model, and year of manufacturer and while we believe the information to be accurate, no representations are made as to the degree of accuracy of the information. This information constitutes only partial information necessary to properly operate an aircraft and is not to be used as a substitute for the use of other information sources routinely used in the operation of aircraft or the acquisition of requisite training to operate aircraft. Purchaser assumes all risk of use in using this product. Purchaser consents to and understands that CheckMate Aviation Inc., or any related entity, bears no liability for the use of this product.

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.
© ALL RIGHTS RESERVED. (Ver 7.61)
CheckMate Aviation Inc. 1992-2010, 800-359-3741

VERTICAL SCALE = NAUTICAL MILES PER INCH: WAC = 14 SEC = 7 TAC = 3.5 NOS = 12 JEPP = 15 ELA = 12
This CheckMate Is Available In Three Sizes + Multi-Page Pocket "CheckBook". PLEASE Do Not Make Illegal Copies. www.CheckMateAviation.com

POWER LOSS IMMEDIATELY AFTER TAKEOFF / NO RESTART

MAINTAIN AIRCRAFT CONTROL
FLAPS UP - **68 KIAS** (78 MPH)
FUEL SELECTOR - OFF
MIXTURE - FULL LEAN / IDLE CUTOFF
FLAPS - DOWN
MASTER & MAGS - OFF (Unlatch Doors)

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
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)
FUEL SELECTOR - OFF
MIXTURE - FULL LEAN / IDLE CUTOFF
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
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
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

AMMETER w/EXCESS RATE OF CHARGE: Alternator - Off, Pull C.B.
/ Nonessential Electric - Off / Terminate Flight A.S.A.P.

LOW VOLTAGE: Avionics Power Switch - Off / ALT C.B. - In
/ Master - Off, then, Master - On / Ck. Volt Lt. Off / Avionics - On
If Illuminates Again: ALT & Electric - Off / Terminate Flight A.S.A.P.

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)
FLIGHT WATCH: 122.0

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 172N "Air Plains" 180 hp Conversion. O-360, 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)
Usable Fuel: 40 Gallons (50 LR Tanks) + (23 w/Flint Tanks)
Oil Capacity: 8 Quarts (Minimum 6)
Electrical: 24-28 VOLT / 60 AMP
Tire Pressure: Nose - 45 PSI / Main - 38 PSI