

INITIAL

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 Dispatch Inspection Only

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

START

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

RUN-UP

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 *Or As Req.*
Pitot Heat - As Req.
XPDR - Alt + Sqwk
Heading Bug
Doors / Windows
Landing Light - On
Strobes - On
Time - Note
Brakes - Release

ABORT PLAN - READY!

TAKEOFF

Full Throttle
2260 RPM *Minimum*
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

DESCENT

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° *Or As Req.*
* 61 (70)

G.U.M.P.F.S.

GO-AROUND

Power - Full
Carb Heat - Off
Positive Rate Climb
Flaps - Retract Slowly

AFTER LANDING

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

* Adjust Speed
As Needed For
Conditions.Check Your PDF
for Notes / Cautions
Plus Manufacturer
For Insurers.

Vr • Rotation -	52 (60)	V ₅₀ • 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 Demold -	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

Rotation *
Best Angle Climb
Best Rate Climb

52 (60)	0
59 (68)	0
71 (82)	0

⁽¹⁾ Stall Speeds Are CAS

Short Field With Obstacle: 0° Flaps
Short w/o Obstacle or Soft: 10° Flaps

CRUISE TAS 5,000'

Economy
Normal
Maximum

95 (109)	0
107 (123)	0
112 (129)	0

2300 RPM - 6.5 GPH - 55%
2500 RPM - 7.4 GPH - 68%
2600 RPM - 8.1 GPH - 75%

ARRIVAL

Approach
Short Final *

70 (80)	10-20
61 (70)	30-40

1700 RPM (Initially)
Idle-1200 RPM

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Specs Are Approximate Because Of Environment & Plane Model / Year Variations. Specs Are In: LBS, KIAS, Sea Level, Standard Day, Normal Category, Max Gross Wt., No Wind, "Best Power", Wheel Pants, Raw Engine. () = MPH

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VERTICAL SCALE = NAUTICAL MILES PER INCH: WAC = 14 SEC = 7 TAC = 3.5 NOS = 12 JEP = 15 FLA = 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	Tail Clear of Landing Area	Approach Unusable - Do Not Land
Flashing White	Return To Starting Point	NA
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