

( 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.

Local Frequencies:

UNICOM: 122.7 122.725 122.8 122.975 123.0 123.05  
MULTICOM: 122.9 (CTAF) 122.75 (Air To Air)  
FSS: 122.2  
GROUND: 121.3 123.5 121.7 123.9  
EMERGENCY: 121.5

**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.)

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



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 – <b>True</b> Master – Off  <b>EXTERIOR SUMMARY</b> <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  <b>INTERIOR</b> 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.  <b>PRE-TAXI / TAXI</b> 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 / AP Instruments Mixture – Best Power Primer – In & Lock 1700 RPM Mags – Test <b>R-L-Both</b> Carb Heat – Test Vacuum Amps / Volts Oil Pressure Oil Temperature Idle – Check Closed Throttle Friction  <b>PRE-TAKEOFF</b> 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  <b>ABORT PLAN – READY!</b>	Full Throttle 2260 RPM <i>Minimum</i> Oil Pressure Rotate – * <b>52</b> (60) Vy – <b>71</b> (82) Flaps – Up  <b>CLIMB</b> <b>70-78</b> (80-90) Power Mixture Instruments Taxi / Land Light – Off Flight Plan – Open  <b>CRUISE</b> Power Mixture Instruments	Mixture – Richen Fuel – Both Carb Heat – As Req. ATIS / AWOS Altimeter Instruments  <b>PRE-LANDING</b> Brakes – Pedal Test Landing Light – On Autopilot – Off Seat Belt / Harness Mixture – Best Power Carb Heat – On Fuel – Both Flaps – As Req.  <b>LANDING</b> Flaps – 40° <i>Or As Req.</i> * <b>61</b> (70)  <i>G.U.M.P.F.S.</i>  <b>GO-AROUND</b> 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  <b>SECURING</b> 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  <b>Close Flight Plan</b>  <div>                         * <i>Adjust Speed As Needed For Conditions.</i>  <i>Check Your POH For Notes - Cautions Plus Manufacturer For Revisions</i> </div>

Vr • Rotation – 52 (60)	Vs <sub>0</sub> • Stall With Flaps – 43 <sup>(1)</sup> (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 <sup>(1)</sup> (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
<b>DEPARTURE</b>			<sup>(1)</sup> Stall Speeds Are CAS
Rotation *	52 (60)	0	<b>Short Field With Obstacle:</b> 0° Flaps
Best Angle Climb	59 (68)	0	<b>Short w/o Obstacle or Soft:</b> 10° Flaps
Best Rate Climb	71 (82)	0	
<b>CRUISE</b> 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%
<b>ARRIVAL</b>			
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 ~