

| INITIAL | START | RUN-UP | TAKEOFF | DESCENT | AFTER LANDING |
|--|--|--|--|---|---|
| Weather & Den. Alt. Weight & Balance Performance Req. Flight Plan – File Papers – A.R.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 1600 RPM F 1700 RPM G, H Mags – Test R-L-Both Carb Heat – Test Vacuum Amps / Volts Oil Pressure Oil Temperature Idle – Check Closed Throttle Friction | Full Throttle 2260 RPM <i>Minimum</i> Oil Pressure Rotate – * 52 (60) Vy – 70 (80) 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 |
| 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 | 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 | 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 ABORT PLAN – READY! | CLIMB 70-78 (80-90) Power Mixture Instruments Taxi / Land Light – Off Flight Plan – Open | PRE-LANDING Brakes – Pedal Test Landing Light – On Autopilot – Off Seat Belt / Harness Mixture – Best Power Carb Heat – On Fuel – Both Flaps – As Req. | 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 |
| INTERIOR Passenger Brief Hobbs / Tach Time Circuit Breakers Alternate Static | | | CRUISE Power Mixture Instruments | 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 | 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 – 57 (66) | 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 – 70 (80) | 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 | |
| Best Angle Climb | 57 (66) | 0 | Short Field w/Obstacle: 0° Flaps – 57 (66) |
| Best Rate Climb | 70 (80) | 0 | Short w/o Obstacle or Soft: 10° Flaps – 54 (63) |
| 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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(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

AIRSPEED 104 KIAS (120 MPH) (Or As Needed 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 F, G, H Continental: O-300-C & D, 145 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: 36 Gals. (F, G) 38 or (48 L.R. Tanks) (H)

Oil Capacity: 8 Quarts (Minimum 6)

Electrical: 12-14 VOLT / 60 AMP

Tire Pressure: Nose-26 PSI / Main-24 PSI