

INITIAL	START	RUN-UP	TAKEOFF	DESCENT	AFTER LANDING
Weather & Den. Alt. Weight & Balance Performance Req. Flight Plan – File Papers – A.R.O.W. Fuel – On Control Lock Master – On Flaps – Extend Pitot Heat – Test Lights – Int. / Ext. Fuel Gauges – True Master – Off	Seat Track/Back – Lock Avionics – 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 – On Trim – Takeoff Flight Controls Instruments Mixture – Best Power Primer – In & Lock 1700 RPM Mags – Test <i>R-L-Both</i> Carb Heat – Test Vacuum Ammeter Oil Pressure Oil Temperature Idle – Check Closed Throttle Friction	Full Throttle 2375 RPM <i>Minimum</i> Oil Pressure Rotate – * 50 (58) Vy – 66 (76) Flaps – Up	Mixture – Richen Fuel – On 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>	PRE-TAXI / TAXI	PRE-TAKEOFF	CLIMB	PRE-LANDING	SECURING
Fuel Quantity Fuel Quality Caps/Drains/Vents Engine / Oil Prop / Air Intake Exhaust System Stall Indicator – Test Surfaces & Controls Pitot & Static Ports Gear / Tires / Brakes Antennas Ties/Chocks/Towbar Final Walk Around	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	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>	Power Mixture Instruments Taxi / Land Light – Off Flight Plan – Open	Brakes – Pedal Test Landing Light – On Seat Belt / Harness Mixture – Best Power Carb Heat – On Fuel – On Flaps – As Req.	ELT – Verify Silent Avionics – Off Mixture – Full Lean Mags – Off Master – Off Lights – Off Hobbs / Tach Time Control Lock Chocks Tie Downs Pitot Cover Cabin Doors
INTERIOR			CRUISE	LANDING	Close Flight Plan
Passenger Brief Hobbs / Tach Time Circuit Breakers Alternate Static			Power Mixture Instruments	Flaps – 40° <i>Or As Req.</i> * 55 (63) <i>G. U. M. P. F. S.</i> GO-AROUND Power – Full Carb Heat – Off Positive Rate Climb Flaps – Retract Slowly	

Vr • Rotation –	50 (58)	Vs ₀ • Stall With Flaps –	42 (48)	Va • Max Abrupt (1300 lbs) –	86 (99)	Vfe • Flaps Extended –	87 (100)
Vx • Best Angle Climb –	61 (70)	Vs • Stall w/o Flaps –	48 (55)	Va • Max Abrupt (Full Gross) –	95 (109)	X Wind • Max Demo'd –	13 (15)
Vy • Best Rate Climb –	66 (76)	Best Glide (1300 lbs) –	55 (63)	Vno • Max Structural Cruise –	104 (120)		
		Best Glide (Full Gross) –	61 (70)	Vne • Never Exceed –	141 (162)		

	KNOTS (MPH)	FLAPS °	– NOTES –
DEPARTURE			
Rotation *	50 (58)	0	Short Field w/Obstacle: 0° Flaps
Best Angle Climb	61 (70)	0	Short Field OR Soft Field w/o Obstacle: 10° Flaps
Best Rate Climb	66 (76)	0	
CRUISE TAS -5,000'			
Economy	88 (101)	0	2400 RPM – 4.3 GPH – 56%
Normal	93 (107)	0	2500 RPM – 4.8 GPH – 63%
Maximum	103 (118)	0	2700 RPM – 6.0 GPH – 80%
ARRIVAL			
Approach	70 (81)	10-20	1700 RPM (Initially)
Short Final *	55 (63)	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 – 61 KIAS (70 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 – 61 KIAS (70 MPH)

Full Gross Weight

CARB HEAT – ON

Also Supplies Alternate Air

NOTE WIND DIRECTION & VELOCITY

PICK LANDING SITE

MIXTURE – FULL RICH

FUEL SELECTOR – ON

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

CLOSE VENTS, CABIN HEAT, & AIR

IF FIRE OUT – MASTER ON ONLY IF CRITICAL Vents – Open

THEN ONE ESSENTIAL ELECTRICAL DEVICE AT A TIME

RESET CIRCUIT BREAKER(S) 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 – MIXTURE - IDLE 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 OR AS REQUIRED

CABIN HEAT & DEFROST – MAXIMUM

STRONGLY CONSIDER 180° TURN

ATTAIN HIGHER OR LOWER ALTITUDE

INCREASE ENGINE SPEED

FLAPS – NOT RECOMMENDED FOR LANDING

LAND FASTER – 65-75 KIAS (75-86 MPH)

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. (BATTERY ONLY.)

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 150 L Continental O-200-A, 100 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: 1600 LBS

Fuel Type: 100 LL (Blue) / 100 (Green) / 80/87 (Red)
Usable Fuel: 22.5 Gallons (35 L.R. Tanks)
Oil Capacity: 6 Quarts (Minimum 4)
Electrical: 12-14 VOLT / 60 AMP
Tire Pressure: Nose - 30 PSI / Main - 21 PSI