

<p>INITIAL</p> <p>Weather & Den. Alt. Weight & Balance Performance Req. Flight Plan – File Papers – A.R.O.W Mags – Off Mixtures – Full Lean Pitot/Static – Drain Gear Lever – Down Master – On Gear Lights – 3 Green Flaps – Extend Pitot Heat – Test Stall Vanes – Test Lights – Int. / Ext. Fuel Gauges – True Master – Off</p> <p>EXTERIOR SUMMARY <i>After Geographical Check</i></p> <p>Fuel Quantity Fuel Quality Caps / Drains / Vents Engines / Oil / Belt Props / Air Intakes Exhaust Systems Cowl Flaps Surfaces & Controls Pitot & Static Ports Deice Equipment Gear / Tires / Brakes Antennas Baggage Doors Ties / Chocks Final Walk Around</p> <p>INTERIOR</p> <p>Passenger Brief Hobbs / Tach Time Circuit Breakers Oxygen ELT – Armed</p>	<p>START</p> <p>Seat Track/Back–Lock Avionics – Off Autopilot – Off Alternate Air – Off Cowl Flaps – Open Fuel Selector – On Beacon – On Brakes – Set</p> <p>---1st Engine Start---</p> <p>Prop – High RPM Throttle – 1/2" Prop – Clear ALT – On Master – On Fuel Pump – On Mixture – Rich/Off Mags – On Starter – Engage Mixture – Advance Oil Pressure #2 Engine – Start</p> <p>Lights – As Req. Mixture – As Req. Fuel Pumps – Off</p> <p>PRE-TAXI / TAXI</p> <p>Seat Belts / Harness Flaps – Up Heat/Vent/Defrost Deice – Electric Test Avionics – On / Set XPDR – STBY ATIS / AWOS Altimeter – Set Taxi Light – As Req. Brakes – Release/Test XFeed-Test/FUEL-ON Attitude Indic. – Test Turn Coord. – Test H.I. / Compass – Test</p>	<p>RUN-UP</p> <p>Brakes – Set Elec. Trim/Autopilot Trim–Takeoff Flight Controls Instruments Mixture – Best Power 1500 RPM Feather – Test</p> <p>2000 RPM Props – Cycle / Gov. Alternate Air – Test Mags (L&R) – Test Vacuum Amps / Volts ALTs Oil Pressure Oil Temperature Annunciator Lights Idle – Check Closed Friction Lock</p> <p>PRE-TAKEOFF</p> <p>Flaps – 0°-25° Props – High RPM Mixture – Best Power Fuel Selectors – On Fuel Pumps – On Alternate Air – Off H.I. To Compass Doors / Windows Pitot Heat / Deice XPDR – Alt + Sqwk Landing Light – On Strobes – On Time – Note Brakes – Release</p> <p><i>Abort Plan – Ready!</i></p>	<p>TAKEOFF</p> <p>Full Throttle 2700 RPM (Max) Manifold Pressure Oil Pressure Rotate * 70 (80) Vy – 91 (105) Gear – Up Flaps – Up</p> <p>CLIMB</p> <p>104 (120) Throttles Props Mixture – As Req. Fuel Pumps – As Req. Cowl Flaps – As Req. Instruments Taxi / Land Light – Off Flight Plan – Open</p> <p>CRUISE</p> <p>Throttles Props Mixture Fuel Pumps – Off Cowl Flaps Instruments H.I. To Compass Oxygen Fuel – Proper Tanks</p>	<p>DESCENT</p> <p>Power – As Req. Mixture – Richen Fuel Selectors – On Cowl Flaps – Close ATIS / AWOS Altimeter – Set Defroster Instruments H.I. To Compass</p> <p>PRE-LANDING</p> <p>Landing Light – On Autopilot – Off Gas... On / Pumps- On Undercarriage... Down Mixture... Best Power Props... 2500 RPM Flaps... As Req. Seatbelts... & Harness</p> <p>LANDING</p> <p>Gear – Down Flaps – 40° Or As Req. Props – High RPM Speed * 78 (90)</p> <p>GO AROUND Power – Full Positive Rate Climb Flaps – Retract Gear – Up Cowl Flaps – Open</p>	<p>AFTER LANDING</p> <p>Flaps – Up Fuel Pumps – Off Cowl Flaps – Open Strobes – Off Landing Light – Off Taxi Light – As Req. Pitot Heat – Off Deice Equip. – Off Mixture – As Req. Trim – Takeoff XPDR – STBY</p> <p>SECURING</p> <p>ELT – Verify Silent Avionics – Off Mixture – Full Lean Mags – Off Master / ALTs – Off Lights – Off Cowl Flaps – Closed Hobbs / Tach Time Secure Yoke Chocks Tie Downs Pitot Cover Baggage Doors Cabin Doors</p> <p>Close Flight Plan</p> <p>* Adjust Speed As Needed For Conditions</p>
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	KNOTS (MPH)	FLAPS °	NOTES
DEPARTURE			
Rotation *	70 (80)	0	Short Field w/Obstacle: 25° – 70 KIAS (80) Thru 50 Feet
Best Angle Climb	78 (90)	0	Short Field w/o Obstacle: 0° – 74 KIAS (85) Thru 50 Feet
Best Rate Climb	91 (105)	0	
CRUISE (TAS-5,000')			
Economy	140 (161)	0	19.3" Hg – 2400 RPM – 16.0 GPH – 55%
Normal	151 (174)	0	21.7" Hg – 2400 RPM – 18.3 GPH – 65%
Maximum	160 (184)	0	Full Throttle – 2400 RPM – 20.6 GPH – 75%
ARRIVAL			
Approach	100 (115)	10-25	17" MP – (Initially)
Short Final *	78 (90)	40	Props – High 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", New Engines. () = MPH.

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POWER LOSS DURING TAKEOFF

THROTTLES – CLOSE BOTH IMMEDIATELY

BRAKES – AS REQUIRED / STOP STRAIGHT AHEAD

* IF INSUFFICIENT RUNWAY REMAINS FOR STOPPING

* FUEL SELECTORS – OFF

* MASTER & MAGS – OFF

ONE ENGINE IMMEDIATELY AFTER TAKEOFF

>87 KIAS (100 MPH) (Also One Engine Go-Around-Avoid If Possible)

MAINTAIN SAFE AIRSPEED (Quality Landing Area Ahead?)

GEAR / FLAPS – UP

DIRECTIONAL CONTROL – MAINTAIN

IDENTIFY

VERIFY – CLOSE THROTTLE (Inop. Engine)

PROP – FEATHER (Inop. Engine)

ACCELERATE TO 91 KIAS (105 MPH) (Above 800 RPM)

(5° Bank & 1/2 Ball to Good Engine)

ONE ENGINE IN FLIGHT

CONTROL AIRPLANE – MAINTAIN SAFE AIRSPEED >78 KIAS (90 MPH)

INOPERATIVE ENGINE – IDENTIFY

OPERATIVE ENGINE – ADJUST

THROTTLE – AS NEEDED TO MAINTAIN CONTROL

TROUBLE-SHOOT (Fuel On/Crossfeed, Fuel Pump-On, Mixture, Prop, Throttle, Master / Alt., Mags, Alternate Air)

IF NO RESTART – SECURE DEAD ENGINE (Above 800 RPM)

(Retard Throttle, Feather Prop, Mixture-Idle Cutoff,

Fuel Pump Off, Fuel Off, Mag/Alt Off, Close Cowl Flap)

COWL FLAP (OPERATIVE ENGINE) – AS REQUIRED

FUEL PUMP (OPERATIVE ENGINE) – AS REQUIRED (Consider Xfeed)

ONE ENGINE LANDING

SECURE INOP. ENGINE – MAINTAIN SAFE AIRSPEED

LOWER GEAR – WHEN FIELD ASSURED

FLAPS – 25°

FINAL APPROACH – 91 KIAS (105 MPH) (Minimum)

FULL FLAPS – WHEN COMMITTED TO LAND

BOTH ENGINES OUT / LANDING

MAINTAIN SAFE AIRSPEED (Best Glide Not Given By Manufacturer)

PROPS – FEATHER

MIXTURE – FULL LEAN / IDLE CUTOFF

FUEL SELECTORS – OFF

MAGS – OFF

SQUAWK 7700

DECLARE EMERGENCY (TWR, APP, Unicom, 121.5)

SEATBELTS / HARNESS

FLAPS – AS NEEDED (Full Flaps When Field Assured)

GEAR – DOWN (Up If Very Rough or Soft Terrain)

MASTER – OFF

UNLATCH DOOR / PROTECT BODY

ELECTRICAL FIRE IN FLIGHT

ALL ELECTRICAL DEVICES + MASTER – OFF (Pull CB's, 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 BREAKERS ONLY IF CRITICAL – LAND ASAP

ENGINE FIRE IN FLIGHT

FUEL SELECTOR – OFF TO AFFECTED ENGINE

CLOSE THROTTLE / FEATHER PROP

MIXTURE – FULL LEAN / IDLE CUTOFF

HEATER / DEFROSTER – OFF

INCREASE AIRSPEED TO EXTINGUISH – LAND ASAP

ENGINE FIRE DURING START

MIXTURE – FULL LEAN / IDLE CUTOFF

CONTINUE CRANKING ENGINE / THROTTLE – FULL OPEN

FUEL SELECTOR – OFF / MASTER – OFF

SHUTDOWN OTHER ENGINE / EVACUATE / FIRE EXTINGUISHER

ICING

PITOT HEAT / DEICING EQUIPMENT – ON

ALTERNATE INDUCTION AIR / STATIC SOURCE – AS NEEDED

CABIN HEAT & DEFROST – MAXIMUM

STRONGLY CONSIDER 180° TURN

ATTAIN HIGHER OR LOWER ALTITUDE

INCREASE ENGINE SPEED

FULL FLAPS NOT RECOMMENDED FOR LANDING

LAND FASTER AS NEEDED

MANUAL GEAR EXTENSION

REDUCE AIRSPEED BELOW 87 KIAS (100 MPH)

MOVE EMERGENCY CONTROL CLIP DOWNWARD CLEAR OF KNOB

LOWER LANDING GEAR LEVER

PULL EMERGENCY GEAR EXTENSION KNOB

IF ELECTRICAL SYSTEM OK – VERIFY GEAR LIGHTS

OTHER

ELECTRICAL FAILURES: Observe Ammeters To Determine Inoperative ALT. Reduce Load. Check CB's In. Cycle ALT Off 1 Sec., Then On. If Will Not Stay Reset, ALT Off. Limit Loads <50 Amps. If Both ALTs Off, BATTERY Only. LAND A.S.A.P.

OVERVOLTAGE TRIP LIGHTS ILLUMINATE: Electrical Off Except Master, ALT Off Then On To Verify-Then Off. Reduce Load <50 Amps BATTERY ONLY – LAND A.S.A.P.

Significant Compass Deviations May Occur w/Both ALTs Off

RADIO OUT: Check C.B.s & VOLUME / Recycle Alt. 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

Piper Seneca I, PA-34-200, (Lycoming:IO-360-C1E6 / LIO-360-C1E6)

* **Empty Weight:** LBS (Specific Plane Weight)

* **Max. Useful Load:** LBS (Including Fuel @ 6 lbs/gal)

Max. Bag Area: 200 LBS (Included in Useful Load)

Max. T.O. Weight 4200 LBS

Zero Fuel Weight 4000 LBS (Also Max Landing Weight)

Fuel Type: 100 LL (Blue) / 130 (Green)

Usable Fuel: 93 Gallons

Oil Capacity: 8 Quarts Per Engine (Minimum 6)

Electrical: 12-14 VOLT / 60 AMP

Tire Pressure: Nose - 31 psi / Mains - 50 psi