

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 Geographical Check

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
Brakes - Pedal Test

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 / Set
ATIS / AWOS
Altimeter - Set
XPDR - Alt + Sqwk
ADS-B - On
Radio - Test
Taxi Light - As Req.
Brakes - Test
Attitude Indic. - Test
Turn Coord. - Test
H.I./Compass - Test

RUN-UP

Brakes - Set
Fuel - Both
Trim - Takeoff
Flight Controls
Instruments
Mixture - Best Power
Primer - In & Lock

1700 RPM
Mags (R&L) - Test
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
XPDR - Alt + Sqwk
Heading Bug
Doors / Windows
Landing Light - On
Strobes - As Req.
Time - Note
Brakes - Release

Abort Plan - Ready!

TAKEOFF

Full Throttle
2300 RPM (Min)
Oil Pressure
Rotate * 55 (63)
Vy - 78 (90)
Flaps - Up

CLIMB

70-78 (80-90)
Power
Mixture
Instruments
Taxi / Land Light - Off
Flight Plan - Open

CRUISE

Power
Mixture
Instruments
H.I. To Compass

DESCENT

Mixture - Richen
Fuel - Both
Carb Heat - As Req.
ATIS / AWOS
Altimeter - Set
Instruments
H.I. To Compass

PRE-LANDING

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.
Speed * 60 (69)

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

| | | | |
|---------------------------------|--|--|--------------------------------------|
| X Wind * Max Demond - 15 (17) | V _{SO} * Stall with flaps - 41 (47) | Best Glide 77 (2000 lbs) - 65 (75) | Vno * Max Struct. Cruise - 128 (147) |
| Vr * Rotation Speed - 55 (63) | Vs * Stall without flaps - 47 (54) | Best Glide 77 (Full Gross) - 70 (80) | Vfe * Flaps Extended - 85 (98) |
| Vx * Best Angle Climb - 64 (74) | Best Glide 76 (2000 lbs) 61 (70) | Va * Max Abrupt Ctrl (2000 lbs) - 90 (104) | Vne * Never Exceed - 160 (184) |
| Vy * Best Rate Climb - 78 (90) | Best Glide 76 (Full Gross) 65 (75) | Va * Max Abrupt (Full Gross) - 97 (112) | |

| | KNOTS (MPH) | FLAPS ° | NOTES |
|-----------------------------|-------------|---------|---|
| DEPARTURE | | | |
| Rotation * | 55 (63) | 0 | 172u - Speeds May Vary Slightly Depending On Year (IAS & CAS) |
| Best Angle Climb | 64 (74) | 0 | Short Field w/Obstacle: 0° Flaps. Climb 59 (68) Until Clear. |
| Best Rate Climb | 78 (90) | 0 | Short w/o Obstacle or Soft Field: 10° Flaps. |
| CRUISE (TAS - 5,000) | | | |
| Economy | 99 (114) | 0 | 2300 RPM - 6.4 GPH - 54% |
| Normal | 108 (124) | 0 | 2450 RPM - 7.1 GPH - 63% |
| Maximum | 117 (135) | 0 | 2625 RPM - 8.3 GPH - 75% |
| ARRIVAL | | | |
| Approach | 70 (81) | 10-20 | 1700 RPM (Initially) |
| Short Final * | 60 (69) | 30-40 | Idle-1200 RPM |

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Speeds 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 JEPPI = 15 ELA = 12

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(IF UNABLE TO ABORT TAKEOFF)

POWER LOSS IMMEDIATELY AFTER TAKEOFF / NO RESTART

MAINTAIN AIRCRAFT CONTROL

BEST GLIDE ('76) - 65 KIAS (75 MPH) (Full Gross Weight)

BEST GLIDE ('77) - 70 KIAS (80 MPH) (Full Gross Weight)

FUEL SELECTOR - OFF

MIXTURE - FULL LEAN / IDLE CUTOFF

FLAPS - DOWN

MASTER & MAGS - OFF (Unlatch Doors)

POWER LOSS IN FLIGHT

BEST GLIDE ('76) - 65 KIAS (75 MPH) (Full Gross Weight)

BEST GLIDE ('77) - 70 KIAS (80 MPH) (Full Gross Weight)

CARB HEAT - ON (Also Supplies Alternate Air)

NOTE WIND DIRECTION & VELOCITY

PICK LANDING SITE & INITIATE APPROACH

FUEL SELECTOR - CHECK / SWITCH / BOTH (Note Gauges)

MIXTURE - FULL RICH

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 - LAND ASAP

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 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 AS NEEDED

OTHER

EXCESSIVE RATE OF CHARGE: Over Voltage Warning Light Will Illuminate If Reaches Approx. 16 Volts. To Reactivate, Turn Both 5 of The Master Switch Off / Then On Again. If Light Comes On Again, Terminate Flight A.S.A.P.

INSUFFICIENT RATE OF CHARGE: Nonessential Electric - Off / Terminate Flight A.S.A.P.

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 To 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 M (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: 100LL (Blue) / 100 (Green) / 80 (Red)

Usable Fuel: 38 Gallons (48 L.R Tanks)

Oil Capacity: 8 Quarts (Minimum 6)

Electrical: 12-14 VOLT / 60 AMP

Tire Pressure: Nose-31 PSI / Main - 29 PSI (5.00 x 5)

Tire Pressure: Nose-26 PSI / Main - 29 PSI (6.00 x 6)