

<p>INITIAL</p> <p>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</p> <p>EXTERIOR SUMMARY <i>After Thorough Geographical Check</i></p> <p>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</p> <p>INTERIOR</p> <p>Passenger Brief Hobbs / Tach Time Circuit Breakers Alternate Static</p>	<p>START</p> <p>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 Mixture – As Req.</p> <p>PRE-TAXI / TAXI</p> <p>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</p>	<p>RUN-UP</p> <p>Brakes Fuel – Both Trim – Takeoff Flight Controls Instruments Mixture – Best Power Primer – In & Lock 1700 RPM Mags-Test <i>R-L-Both</i> Carb Heat – Test Vacuum Amps / Volts Oil Pressure Oil Temperature Idle – Check Closed Throttle Friction</p> <p>PRE-TAKEOFF</p> <p>Briefing Flaps – 0°-10° Mixture – Best Power Carb Heat-Off <i>Or As Req.</i> XPDR – Alt + Sqwk Heading Bug Doors / Windows Strobes – As Req. Time – Note Brakes – Release</p> <p><i>ABORT PLAN - READY!</i></p>	<p>TAKEOFF</p> <p>Full Throttle 2280 RPM <i>Minimum</i> Oil Pressure Rotate – * 55 (63) Vy – 73 (84) Flaps – Up</p> <p>CLIMB</p> <p>70-80 (81-92) Power Mixture Instruments Taxi / Land Light – Off Flight Plan – Open</p> <p>CRUISE</p> <p>Power Mixture Instruments</p>	<p>DESCENT</p> <p>Mixture – Richen Fuel – Both Carb Heat – As Req. ATIS / AWOS Altimeter Instruments</p> <p>PRE-LANDING</p> <p>Brakes – Pedal Test Landing Light Autopilot – Off Seat Belt / Harness Mixture – Best Power Carb Heat – On Fuel – Both Flaps – As Req.</p> <p>LANDING</p> <p>Flaps – 40° <i>Or As Req.</i> * 60 (69) <i>G. U. M. P. F. S.</i></p> <p>GO-AROUND</p> <p>Power – Full Carb Heat – Off Positive Rate Climb Flaps – Retract Slowly</p>	<p>AFTER LANDING</p> <p>Flaps – Up Carb Heat – Off Strobes – Off Landing Light – Off Pitot Heat – Off Mixture – As Req. Trim – Takeoff XPDR – Alt + Sqwk</p> <p>SECURING</p> <p>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</p> <p>Close Flight Plan</p> <p><i>* Adjust Speed As Needed For Conditions. Check Your POH For Notes / Cautions Plus Manufacturer For Revisions.</i></p>
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X Wind • Max Demo'd – 15 (17)	V _{SO} • Stall w/Flaps ('77-'79) – 41 (47)	Best Glide (2000 lbs) – 61 (70)	Vno • Max Struct. Cruise – 127 (146)
Vr • Rotation – 55 (63)	V _{S0} • Stall w/Flaps (1980) – 33 (38)	Best Glide (Full Gross) – 65 (75)	Vne • Never Exceed – 158 (182)
Vx • Best Angle Climb – 59 (68)	Vs • Stall w/o Flaps ('77-'79) – 47 (54)	Va • Max Abrupt Ctrl (2000 lbs) – 90 (104)	Vfe • 10° Flaps ('79-'80) – 110 (127)
Vy • Best Rate Climb – 73 (84)	Vs • Stall w/o Flaps (1980) – 44 (51)	Va • Max Abrupt (Full Gross) – 105 (121)	Vfe • Full Flaps – 85 (98)

	KNOTS (MPH)	FLAPS °	– NOTES –
<i>172N V-SPEEDS VARY 1 OR 2 KNOTS DEPENDING ON YEAR. WE USE THE MOST CONSERVATIVE FIGURE.</i>			
DEPARTURE			
Rotation *	55 (63)	0	'77-'79: Short Field: w/Obstacle: 0° Flaps – 59 (63)
Best Angle Climb	59 (68)	0	1980: Short Field: 10° Flaps – 57 (61)
Best Rate Climb	73 (84)	0	'77-'80: Soft Field: 10° Flaps – 55 (66)
CRUISE <i>TAS -5,000'</i>			
Economy	99 (114)	0	2300 RPM – 6.3 GPH – 55%
Normal	107 (123)	0	2450 RPM – 7.3 GPH – 65%
Maximum	114 (131)	0	2575 RPM – 8.4 GPH – 75%
ARRIVAL			
Approach	70 (81)	10-20	1700 RPM (Initially)
Short Final *	60 (69)	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 – 65 KIAS (75 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 – 65 KIAS (75 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*

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 BREAKERS 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

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

AMMETER w/EXCESS RATE OF CHARGE: Alternator – Off, Pull C.B. / Nonessential Electric – Off / Terminate Flight ASAP.

LOW VOLTAGE: Avionics Power Switch – Off / Alt. C.B. - In / Master – Off, Then, Master – On / Ck. Volt Lt. Off / Avionics – On / If Illuminates Again: Alt. & 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 n Lycoming O-320-H2AD, 160 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)
Usable Fuel: 40 Gallons (50 L.R Tanks)
Oil Capacity: 6 Quarts (Minimum 4)
Electrical: 24-28 VOLT / 60 AMP
Tire Pressure: Nose - 31 PSI / Main - 29 PSI