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| INITIAL | START | RUN-UP | TAKEOFF | DESCENT | AFTER LANDING |
| Weather & Den. Alt. Weight & Balance Performance Req. Flight Plan – File Papers – A.R.O.W Flaps – Extend Master – On Pitot Heat – Test Stall Indicator – Test Lights – Int. / Ext. Fuel Gauges – True Master – Off | Seat Track/Back – Lock Avionics – Off Autopilot – Off Carb Heat – Off Throttle – Slight Brakes Prop – Clear Master – On Beacon – On Fuel Pump – On Mixture – Full Rich Prime – As Req. Mags – Start Oil Pressure Fuel Pump – Off Fuel Pressure Lights – As Req. Mixture – As Req. | Brakes Fuel – Proper Tank Trim – Takeoff Flight Controls Annunciator Lights Instruments Mixture – Best Power Primer – In & Lock 2000 RPM Mags – Test <i>R-L-Both</i> Carb Heat – Test Vacuum Amps / Volts Fuel Pressure Oil Pressure Oil Temperature Idle – Check Closed Throttle Friction | Full Throttle 2300 RPM <i>Minimum</i> Oil Pressure Rotate – * 52 (60) Vy – 76 (87) Flaps – Up | Mixture – Richen Carb Heat – As Req. Fuel – Proper Tank ATIS / AWOS Altimeter Instruments | Flaps – Up Carb Heat – Off Fuel Pump – 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> | | | CLIMB | PRE-LANDING | SECURING |
| Fuel Quantity Fuel Quality Caps/Drains/Vents Engine / Oil / Belt Prop / Air Intake Exhaust System Surfaces & Controls Pitot Static Ports Gear / Tires / Brakes Antennas Ties/Chocks/Towbar Baggage Door Final Walk Around | PRE-TAXI / TAXI | PRE-TAKEOFF | 87 (100) Power Mixture Instruments Taxi / Land Light – Off Flight Plan – Open Fuel Pump – Off <i>After Reaching Desired Altitude</i> | Brakes – Pedal Test Landing Light – On Autopilot – Off Seat Belts / Harness Mixture – Best Power Carb Heat – As Req. Fuel Pump – On Fuel – Proper Tank Flaps – As Req. | ELT – Verify Silent Avionics – Off Mixture – Full Lean Mags – Off Master – Off Lights – Off Hobbs / Tach Time Secure Yoke Chocks Tie Downs Pitot Cover Baggage Door Cabin Door |
| INTERIOR | | | CRUISE | LANDING | Close Flight Plan |
| Flaps – Up Passenger-Load/Brief Hobbs / Tach Time Fuel – Proper Tank Circuit Breakers Alternate Static Pitot / Static – <i>Drain/Close</i> ELT – Armed | Seat Belts / Harness 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°-25° Fuel Pump – On 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! | Power Mixture Instruments Fuel – Proper Tank <i>Fuel Pump On While Switching Then Off After 10 Seconds</i> | 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 | * <i>Adjust Speed As Needed For Conditions.</i> Check Your POH For Notes / Cautions Plus Manufacturer For Revisions. |

| | | | |
|---|--|--|--|
| X Wind • Max Demo'd – 17 (20) | Vs₀ • Stall With Flaps – 50 (58) | Va • Max Abrupt (1800 lbs) – 95 (109) | Vfe • Flaps Extended – 100 (115) |
| Vr • Rotation – 52 (60) | Vs • Stall w/o Flaps – 56 (65) | Va • Max Abrupt (Full Gross) – 108 (124) | Serial # 7615001 & Up |
| Vx • Best Angle Climb – 66 (76) | Best Glide (1800 lbs) – 65 ⁽¹⁾ (75) | Vno • Max Structural Cruise – 122 ⁽¹⁾ (140) | Vfe • Flaps Extended – 109 (125) |
| Vy • Best Rate Climb – 76 (87) | Best Glide (Full Gross) – 74 ⁽¹⁾ (85) | Vne • Never Exceed – 153 ⁽¹⁾ (176) | Serial # 7415001 - 7515449 |

| | KNOTS (MPH) | FLAPS ° | – NOTES – |
|---------------------------------|--------------------|----------------|---|
| DEPARTURE | | | ⁽¹⁾ CALIBRATED AIRSPEED |
| Rotation * | 52 (60) | 0 | |
| Best Angle Climb | 66 (76) | 0 | Short Field: 25° Flaps. 57 ⁽¹⁾ (66) Until Clear. |
| Best Rate Climb | 76 (87) | 0 | Soft Field: 25° Flaps. * 57 ⁽¹⁾ (66) Then 76 (87) |
| CRUISE <i>TAS-7,000'</i> | | | |
| Economy | 94 (108) | 0 | 2325 RPM – 6.7 GPH – 55% |
| Normal | 106 (122) | 0 | 2475 RPM – 8.0 GPH – 65% |
| Maximum | 115 (132) | 0 | 2675 RPM – 9.2 GPH – 75% |
| ARRIVAL | | | |
| Approach | 75 (86) | 10-25 | 1700 RPM (Initially) |
| Short Final * | 61 (70) | 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 – 74 KIAS (85 MPH) *Full Gross*
MIXTURE – FULL LEAN / IDLE CUTOFF
FUEL SELECTOR – OFF
FLAPS – DOWN
MASTER & MAGS – OFF *UNLATCH DOOR
PROTECT BODY*

POWER LOSS IN FLIGHT

BEST GLIDE – 74 KIAS (85 MPH) *Full Gross*
CARB HEAT – ON *Also Supplies Alternate Air*
NOTE WIND DIRECTION & VELOCITY
PICK LANDING SITE
FUEL SELECTOR – CHECK / SWITCH *Note Gauges*
MIXTURE – FULL RICH
FUEL PUMP – ON
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*
SEATBELTS / HARNESS
ELT – ON
MIXTURE – FULL LEAN / IDLE CUTOFF
FUEL SELECTOR – OFF
AVIONICS – OFF
FLAPS – AS NEEDED *Full Flaps When Field Assured*
MASTER & MAGS – OFF
UNLATCH DOOR
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(S) ONLY IF CRITICAL

ENGINE FIRE IN FLIGHT

THROTTLE – CLOSED
MIXTURE – FULL LEAN / IDLE CUTOFF
FUEL SELECTOR – OFF
MASTER – OFF
CABIN HEAT & AIR – OFF *Vents – Open*
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

OTHER

ALTERNATOR FAILURE: Reduce Electrical Load / Verify C.B. In Attempt To Reset Overvoltage Relay – Turn ALT Switch Off For One Second, Then On.

If Ammeter Continues To Indicate Zero Output, Or If Alternator Will Not Remain Reset, Turn Off ALT Switch, Maintain Minimum Electrical Load, & Land ASAP. **(BATTERY ONLY)**

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.*
Piper Warrior PA-28-151 O-320-E3D (150 HP)

* Empty Weight: LBS *(Specific Plane Weight)*
* Max. Useful Load: LBS *(Including Fuel @ 6 lbs/gal)*
Max. Baggage Area: 200 LBS *(Included In Useful Load)*
Max. T.O. Weight: 2325 LBS

Fuel Type: 100LL (Blue) / 100 (Green) / 80/87
Usable Fuel: 48 Gallons
Oil Capacity: 8 Quarts *(POH Minimum 2. Recommend 6)*
Electrical: 12-14 VOLT / 60 AMP
Tire Pressure: Nose - 30 PSI / Main - 24 PSI