

INITIAL	START	RUN-UP	TAKEOFF	DESCENT	AFTER LANDING
<p>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</p> <p>EXTERIOR SUMMARY <i>After Geographical Check</i></p> <p>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 Baggage Door Final Walk Around</p> <p>INTERIOR</p> <p>Passenger Brief Hobbs / Tach Time Fuel - Proper Tank Circuit Breakers Alternate Static ELT - Armed Brakes - Pedal Test</p>	<p>Seat Track/Back-Lock Avionics - Off Autopilot - Off Air Cond. - Off Carb Heat - Off Beacon - On Prop - High RPM Prop - Clear Master - On Fuel Pump - On Mixture - Full Rich Throttle - Prime Throttle - Slight Brakes Mags - Start Oil Pressure Fuel Pump - Off Fuel Pressure Lights - As Req. Mixture - As Req.</p> <p>PRE-TAXI / TAXI</p> <p>Seat Belts / Harness Flaps - Up Heat / Vent / Defrost Avionics - On / Set Transpond - STBY ATIS / AWOS Altimeter - Set Radio - Test Taxi Light - As Req. Brakes - Test Attitude Indic. - Test Turn Coord. - Test H.I./Compass - Test</p>	<p>Brakes - Set Fuel - Proper Tank Trim - Takeoff Flight Controls Instruments Annunc. Panel Mixture - Best Power Primer - Locked</p> <p>2000 RPM Mags (R&L) - Test Carb Heat - Test Prop - Cycle Vacuum Amps / Volts Oil Pressure Oil Temperature Idle - Check Closed Friction Lock</p> <p>PRE-TAKEOFF</p> <p>Flaps - 10°- 25° Prop - High RPM Mixture - Best Power Fuel Pump - On Air Cond. - Off Carb Heat-Off <i>Or As Req.</i> Pitot Heat - As Req. H.I. To Compass Doors / Windows Trans - Alt + Sqwk Landing Light - On Strobes - On Time - Note Brakes - Release <i>Abort Plan - Ready!</i></p>	<p>Full Throttle 2700 RPM (Max) Manifold Pressure Oil Pressure Rotate * 56 (65) Vy - 91 (105) Flaps - Up</p> <p>CLIMB</p> <p>100 (115) Throttle - 24" MP Prop - 2400 RPM Mixture - As Req. Fuel Pump - As Req. Instruments Taxi / Land Light - Off Flight Plan - Open</p> <p>CRUISE</p> <p>Throttle Prop Mixture Instruments H.I. To Compass Fuel - Proper Tank <i>(Fuel Pump On To Switch)</i></p>	<p>Throttle - MP As Req. Mixture - Richen Carb Heat - As Req. Fuel - Proper Tank ATIS / AWOS Altimeter - Set Instruments H.I. To Compass</p> <p>PRE-LANDING</p> <p>Landing Light - On Autopilot - Off Air Cond. - Off Seat Belts / Harness Mixture - Best Power Carb Heat - As Req. Fuel Pump - On Fuel - Proper Tank Flaps - As Req.</p> <p>LANDING</p> <p>Flaps - 40° <i>Or As Req.</i> Prop - High RPM Speed * 75 (86)</p> <p>G. U. M. P. F. S.</p> <p>GO AROUND <i>Power - Full Carb Heat - Off Positive Rate Climb Flaps - Retract Slowly</i></p>	<p>Flaps - Up Carb Heat - Off Fuel Pump - Off Strobes - Off Landing Light - Off Taxi Light - As Req. Pitot Heat - Off Trim - Takeoff Transpond - STBY</p> <p>SECURING</p> <p>Avionics - Off Air Cond. - Off Throttle - Retard Mixture - Full Lean Mags - Off Master - Off Lights - Off Hobbs / Tach Time Secure Yoke Chocks Tie Downs Pitot Cover Baggage Doors Cabin Doors</p> <p>Close Flight Plan</p> <p>* <i>Adjust Speed As Needed For Conditions</i></p>

Vr • Rotation Speed - 56 (65)	Vs0 • Stall with flaps - 55 (63)	Best Glide (Full Gross) - 87 (100)	Vne • Never Exceed - 184 (212)
Vx • Best Angle Climb - 83 (95)	Vs • Stall w/o flaps - 62 (71)	Va • Max Abrupt (Full Gross) - 129 (149)	Vfe • Flaps Extended - 109 (125)
Vy • Best Rate Climb - 91 (105)	Best Glide (2800 lbs) - 81 (93)	Vno • Max Structural Cruise - 146 (168)	X Wind • Max Demo'd - 17 (20)

	KNOTS (MPH)	FLAPS °	- NOTES -
DEPARTURE			
Rotation *	56 (65)	10	Short Field: 25° Flaps. Rotate* 56 (65) Then 83 (95) Until Clear Obstacles
Best Angle Climb	83 (95)	0	
Best Rate Climb	91 (105)	0	Soft Field: 25° Flaps
CRUISE (TAS-5,000')			
Economy	111 (128)	0	19.7" MP - 2200 RPM - 11.4 GPH - 55%
Normal	122 (140)	0	21.5" MP - 2300 RPM - 12.7 GPH - 65%
Maximum	133 (153)	0	23.0" MP - 2400 RPM - 14.1 GPH - 75%
ARRIVAL			
Approach	80 (92)	10-25	17" MP (Initially)
Short Final *	75 (86)	40	Prop - 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", Wheel Pants, New Engine. () = MPH.

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POWER LOSS IMMEDIATELY AFTER TAKEOFF / NO RESTART

MAINTAIN AIRCRAFT CONTROL
 BEST GLIDE - 87 KIAS (100 MPH) (Full Gross Weight)
 FUEL SELECTOR - OFF
 MIXTURE - FULL LEAN / IDLE CUTOFF
 FLAPS - DOWN
 MASTER & MAGS - OFF (Unlatch Door)

POWER LOSS IN FLIGHT

BEST GLIDE - 87 KIAS (100 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 (Note Gauges)
 FUEL PUMP - ON
 FUEL PRIMER - LOCKED (Try Re-Priming)
 MAGNETOS - CHECK ALL
 MASTER - ON

IF NO RESTART & TIME PERMITS

MAINTAIN BEST GLIDE
 PROP - LOW RPM (Pull Aft)
 SQUAWK 7700
 DECLARE EMERGENCY (TWR, APP, Unicom, 121.5)
 ELT - ON
 FUEL SELECTOR - OFF
 MIXTURE - FULL LEAN / IDLE CUTOFF
 SEATBELTS / HARNESS
 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 BREAKERS 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 - 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
 DEICING EQUIPMENT - ON
 CABIN HEAT & DEFROST - MAXIMUM
 STRONGLY CONSIDER 180° TURN
 ATTAIN HIGHER OR LOWER ALTITUDE
 INCREASE ENGINE AND PROP SPEED
 FLAPS - NOT RECOMMENDED FOR LANDING
 LAND FASTER AS NEEDED

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 and Land A.S.A. Practical. (BATTERY ONLY)

RADIO OUT: Check Circuit Breakers & VOLUME
 Recycle Alternator Switch
 If IFR & Still Out, Set Transponder At 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)
 FLIGHT WATCH: 122.0

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 Cherokee Six / 260, PA-32-260, Lycoming O-540-E485

* **Empty Weight:** LBS (Specific Plane Weight)
 * **Max. Useful Load:** LBS (Including Fuel @ 6 lbs/gal)
Max. Baggage Areas: 200 LBS (100 Each-Included In Useful Load)
Max. T.O. Weight: 3400 LBS

If 7th Seat Installed Weight Over 3112 lbs Must Be Fuel Weight Only

Fuel Type: 100LL (Blue) / 100 (Green)
Usable Fuel: 83.5 Gals
Oil Capacity: 12 Quarts (Minimum 4)
Electrical: 12-14 VOLT / 60 AMP
Tire Pressure: Nose - 30 PSI / Main - 38 PSI